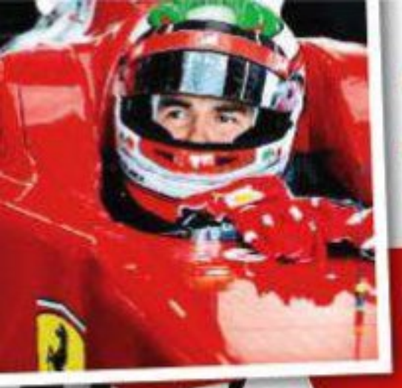


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"I fail to see how I can be held responsible. I'm very displeased and really upset"

BTCC STAR JASON PLATO FEELS MATT NEAL SHOULD HAVE SHOULDERED ALL THE BLAME FOR THEIR NEAR-FIGHT AFTER QUALIFYING AT ROCKINGHAM

5.6

Distance in centimetres (as estimated by Mercedes' Norbert Haug) by which Miguel Molina took DTM pole at Oschersleben from Bruno Spengler. The gap was 0.001 seconds

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PICS: TROTMAN/GETTY, EBREY/LAT, STEVE JONES

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POLE POSITION

Are we seeing glimpses of the Schumacher of old?



WHEN WE WERE PLANNING THE contents of this issue a month or so ago, the idea was to investigate the quandary the Mercedes Formula 1 team found itself in: namely having an underperforming legend with a rock-solid contract for 2012 and two highly-promising potential replacements – Paul di Resta and Nico Hulkenberg – showcasing their talents within another team.

But much as a week is a long time in politics, a race is an age in motor racing, and following the past two outings there can be little doubt that Michael Schumacher extracted the maximum from his Mercedes.

His demon starts, uncompromising defence and Nico Rosberg-beating relentless race pace have been rewarded with the best sequence of results since his comeback.

He'll probably never again scale the heights of the man who rewrote the record book first time around, but it would be a brave gambler who'd bet against him scoring win number 92. All he needs is for Mercedes to raise its game the way he has.

Andrew van de Burgt, editor-in-chief

BAMBER'S WEEK



KIMI RAIKKONEN VISITS WILLIAMS

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GOODWOOD

Fabulous fanfare for Fangio centenary

Last weekend's Goodwood Revival meeting celebrated the centenary of the birth of five-time F1 world champion Juan Manuel Fangio with a daily parade. A staggering array of cars – including Mercedes' W196, its 'streamliner' cousin and the Mille Miglia 300 SLR – were driven by period stars Stirling Moss and Hans Herrmann in honour of the great man. Goodwood Revival report p42.

Pic: Hawkins/LAT



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Race for Ferrari seat begins

Scuderia juniors Perez and Bianchi test as the list of potential Massa successors takes shape. By EDD STRAW

The battle for a 2013 Ferrari Formula 1 seat alongside double champion Fernando Alonso kicked off at Fiorano last week, when Sergio Perez and Jules Bianchi tested a 2009 Ferrari F60.

The test was run as part of the Ferrari Driver Academy programme. Although it was not a driver shoot-out, both Frenchman Bianchi and Mexican Perez are potential contenders to replace Felipe Massa, who will be out of contract for 2013.

It is the first time that Sauber rookie Perez has driven a Ferrari, giving FDA programme boss Luca Baldisserri his first chance to evaluate the 21-year-old in something other than a simulator.

"We ran these tests with a set-up that was not easy for Sergio, because the tyres were not ideal for the F60 and there was no KERS," said Baldisserri. "But the time he needed to find a good feeling with the car has been impressively short, and the technical reports he did after every stint were working in the right direction."

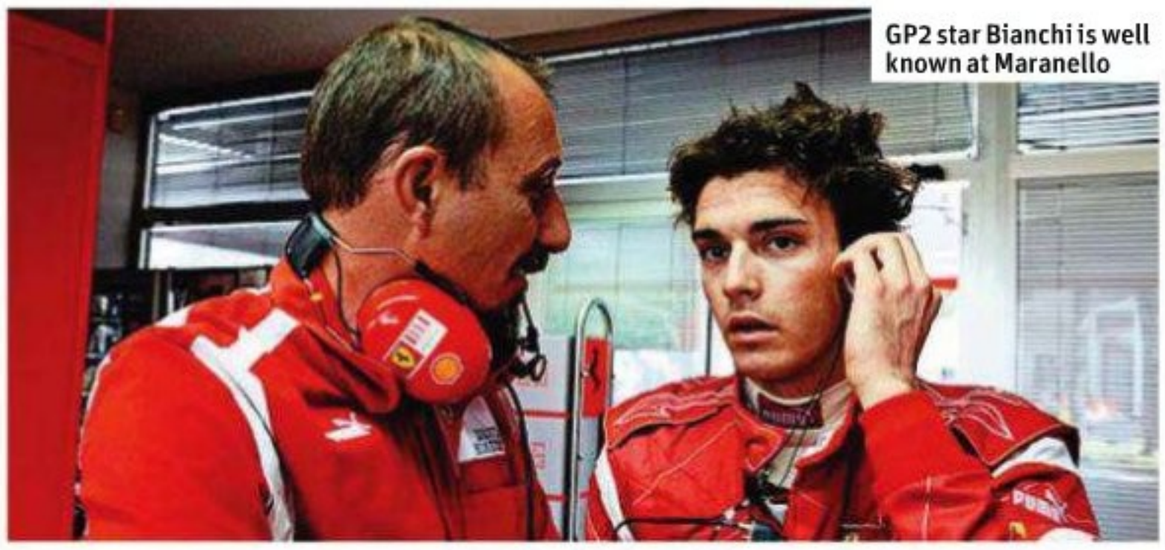
Perez set a best lap of 1m00.650s, reinforcing team principal Stefano Domenicali's high opinion of him.

"Sergio has a good chance of having a great career," said Domenicali. "He has got a good handle on F1, a good approach and I see him growing very much."

Bianchi's programme was a little different. The GP2 frontrunner is already well-known to Ferrari, and concentrated on acquiring data for Ferrari's simulator development, setting a best lap of 1m00.213s.

WHAT NEXT?

Perez will continue with Ferrari-powered Sauber for next year, but AUTOSPORT understands



GP2 star Bianchi is well known at Maranello



Alonso will remain number one in team

PICS: COATES, HONE, FERRARO, ETHERINGTON / LAT, BARON/GETTY



Perez got his first taste of F1 Ferrari

THE LEADING CONTENDERS

JENSON BUTTON
Relaxed enough to deal with partnering Alonso and would, at worst, score points heavily. May require a big-money offer to prise him from McLaren, but would be a logical choice.



NICO ROSBERG
Well-regarded at Maranello, although it's not yet clear what his contract situation will be come 2013. Quick, intelligent and consistent, but unclear how he'd work alongside Alonso.



SERGIO PEREZ
Could be ready for a top drive in 2013 if he irons out the errors of otherwise-impressive rookie season. Ferrari will keep close tabs on him over the next 12 months.



MARK WEBBER
The time has perhaps passed, but the Australian would be a strong wingman for Alonso, with whom he already has a good relationship. Currently on market for 2013.



ROBERT KUBICA
Ferrari will monitor his attempted comeback closely. If - and it's a big if - he is still the Kubica of old, the Pole would be favourite for the 2013 seat.



JULES BIANCHI
Huge potential, despite difficult GP2 career, but could still be F1 rookie come 2013 - and Ferrari hasn't given a driver his debut since Arturo Merzario in 1972. Long shot.



FELIPE MASSA
Has underperformed over the past 18 months, so hard to see him earning another contract. His one saving grace may be willingness to play number two to Alonso.



AUTOSPORT SAYS...

EDD STRAW
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It's saddening to say it, but the Felipe Massa we've seen over the past year and a half simply is not the same driver that came within 22 seconds of winning the 2008 world championship. He's there in glimpses, in the sector times, in flashes in the race, but it seems that he can no longer string it all together to get the results.

Of course, we've said he's all washed up before. It took him a while to prove himself before his accident, and even last year there were some keen to see him replaced for 2011. But the growing body of evidence cannot be ignored by those who want to stay loyal to the amiable Brazilian, who has been a great servant to Ferrari.

Massa has claimed a paltry five podium finishes since the start of 2010. Too often in races he is cast off the back of the leading quintet. Were Ferrari in a tight battle for the constructors' title, he would be the weak link. He's clear number two to Alonso, as last year's German GP showed, but he's too far behind.

Massa came perilously close to losing his life on that August afternoon in Hungary in 2009, but he can't stay around forever as an act of loyalty. He has won 11 grands prix and he would have been a very worthy champion but, remarkable as those achievements were, they will count for nothing when Ferrari chooses its 2013 line-up.


Massa can't match Alonso

that he would be free to join the Scuderia the year after.

Although he enjoyed the test, the Mexican refuses to talk about a Ferrari future. But he has impressed Maranello this year with his record of outqualifying more-experienced team-mate Kamui Kobayashi eight times out of 12.

"I am a Sauber driver and in front of me I still have six races in 2011 and the full 2012 season," he said. "So I have nothing to think about."

The situation for Bianchi is more fluid. He finished only third in a GP2 season many expected him to win, but he remains well-regarded by Ferrari. Manager Nicolas Todt is working on a possible F1 graduation and does not consider a third season in GP2 a realistic proposition.

"You want to race," Bianchi told AUTOSPORT. "To do a third year in GP2 is not so good. If you don't win in your third year you're finished."

AUTOSPORT understands that Todt has approached a number of teams, including Williams. Should Bianchi not land a race drive in 2012, his hopes of a Ferrari seat the year after will be very limited.

"Sergio has a good chance of a great career. I see him growing very much"
Vote of confidence from Stefano Domenicali

A CROWDED FIELD

Perez and Bianchi are far from the only contenders for a seat, with F1 set for a major shake-up in 2013.

While Alonso is committed to Ferrari until the end of 2016, and Sebastian Vettel to Red Bull until the end of '14, the other top seats could be up for grabs. McLaren drivers Lewis Hamilton and Jenson Button, plus Mark Webber and Robert Kubica, could all be free agents in '13 under their current deals.

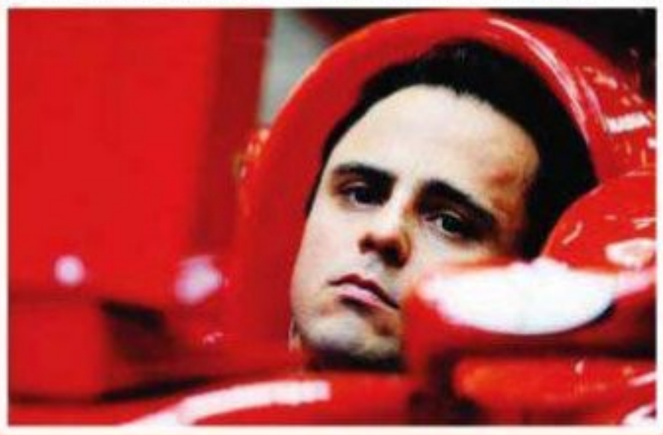
Mercedes driver Nico Rosberg could emerge as a contender, but this would depend on whether the German marque can entice him to sign a new long-term contract.

The choice is complicated by the fact that Alonso favours having a clearly-established number two. Ferrari will be keen to avoid the situation that arose at McLaren in 2007, when Hamilton's speed unsettled the Spaniard. Potentially, this could boost the chances of a rising star such as Bianchi or Perez, who may be more willing to take a back-up role in the short term.

Additional reporting by Roberto Chinchero

MASSA SINCE '09 INJURY

Starts	34
Best finish	2nd
Podiums	5
Laps led	47
Best qualifying	2nd
Points	226



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Newey is now free to create winning RB8

Red Bull can focus on 2012

Design genius Newey can shift resources to next year to prevent McLaren and Ferrari getting a head start

Red Bull's near-impregnable position in the Formula 1 world championship means that it can now switch its focus to its 2012 car.

Following back-to-back wins for Sebastian Vettel in the Belgian and Italian Grands Prix, chief technical officer Adrian Newey believes that the team can now afford to concentrate greater resources on next year's Red Bull RB8.

"In truth, yes," Newey told AUTOSPORT when asked whether the focus can now change. "We don't want to be complacent about the championship because complacency can rapidly change to disaster. But we want to balance continuously developing this year versus researching for next year."

NO EXHAUST-BLOWN DIFFUSER

Next year's technical regulations are largely unchanged, but the banning of exhaust-blown diffusers is a crucial difference. To achieve this, the FIA has mandated top-exit exhausts, with the final 100mm of pipe tightly controlled. These rules were set to be ratified by the FIA World Motor Sport Council as AUTOSPORT closed for press.

As the Red Bull has been developed around optimising this concept over the past two years, the loss of exhaust-blown diffusers will require a design rethink. Despite this, much of the aerodynamic concept can be carried over.

"Generally speaking, it's not a huge technical change for next year except for the loss of exhaust-related downforce," said Newey. "That's a big change because we've developed our car around that for the past two years. It will have a knock-on effect in all sorts of areas.

"In some ways, this means that the new car is not so straightforward an evolutionary step. From 2010-2011, we lost the double diffuser but found a way of partly replacing that loss through the exhausts. Now we have lost both."

While the rule change requires Newey to rethink the packaging of the rear of the car, it is also an opportunity to consolidate Red Bull's dominance. Newey has a history of succeeding when rules change. In 1998, when F1 switched to 'narrow-track' regulations, McLaren (where Newey worked) dominated, while in 2009 the Red Bull RB5 emerged as the best car when the switch to 'skinny' aerodynamics was made.

THE FIGHT IS ON

Despite being able to shift resources to next year's car, Red Bull is expected to take further aerodynamic upgrades to Singapore.

The team still has a little more work to do to secure the constructors' championship, despite having a 126-point lead over McLaren. It cannot clinch that crown until at least the Japanese GP on October 7.

While Ferrari team principal Stefano Domenicali insists that

> "The loss of exhaust-related downforce will have a knock-on effect"
>
> Adrian Newey

2012 is now the priority for his squad, McLaren's Martin Whitmarsh says that his team has not given up on chasing more wins with its 2011 car. However, with little left to fight for, it is likely that some efforts have been switched to the 2012 machine to give the squad the best possible chance to start next year on level terms with, or even ahead of, Red Bull.



Red Bull: focus on staying ahead of McLaren/Ferrari

PICS: THOMPSON/GETTY, ETHERINGTON, COATES, DUNBAR/LAT

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How Vettel can seal the title on Sunday

Sebastian Vettel could clinch his second successive world championship with a podium finish in Sunday's Singapore Grand Prix. If the Red Bull driver claims his ninth win of the season, Lewis Hamilton will be out of title contention, while the fate of the other three still mathematically in with a shot – Fernando Alonso, Jenson Button and Mark Webber – depends on where they finish.

CURRENT STANDINGS
Vettel 284
Alonso 172
Button 167
Webber 167
Hamilton 158

If Vettel wins:
- Alonso must finish second or third to stay in contention.
- Webber and Button must finish second to stay in the hunt
- Hamilton is out

If Vettel finishes second:
- Alonso must finish in the top seven
- Webber and Button must finish in the top four
- Hamilton must win



Schumacher's race pace improving

MICHAEL SCHUMACHER HAS performed better compared with team-mate Nico Rosberg in recent races than at any time since his return to Formula 1.

The 42-year-old finished fifth in both the Belgian and Italian GPs, and an analysis of his race pace relative to Rosberg proves that, even though he continues to struggle in qualifying, he is on the same pace as, or faster than, his team-mate on Sunday afternoons.

Mercedes team principal Ross Brawn recently said his two drivers were "evenly matched" on race pace, and the numbers back up his claim. The chart on the right shows the average laptimes from the comparable stints during the past five races (there is no data from Monza as Rosberg was taken out on the first lap), which show that Schumacher is regularly on his team-mate's pace, and sometimes quicker.

The data disregards non-comparable stints, such as the first at Silverstone when Schumacher changed to slicks far earlier than Rosberg, and those on different tyre compounds. During the eight comparable stints, Schumacher was faster on five occasions and only at Spa, where he was fighting other cars during his third stint, was he slower.

P32 SCHUMACHER: WILL HE WIN AGAIN

SCHUMACHER V ROSBERG STINT COMPARISON AVERAGE LAPTIME

	SCHUMACHER	ROSBERG
BRITAIN		
Stint 3	**SCHUMACHER (used options) 1m40.005s (15 laps)**	ROSBERG (used options) 1m40.248s (18 laps)
Stint 4	**SCHUMACHER (new options) 1m37.564s (21 laps)**	ROSBERG (new options) 1m37.667s (22 laps)
GERMANY		
Stint 1	SCHUMACHER (used options) 1m39.611s (15 laps)	**ROSBERG (used options) 1m39.608s (14 laps)**
Stint 2	SCHUMACHER (used options) 1m38.326s (22 laps)	**ROSBERG (used options) 1m38.216s (22 laps)**
Stint 3	**SCHUMACHER (used options) 1m36.275s (19 laps)**	ROSBERG (used options) 1m36.670s (17 laps)
HUNGARY		
Stint 1	**SCHUMACHER (new inters) 1m42.587s (13 laps)**	ROSBERG (new inters) 1m42.920s (12 laps)
Stint 2	**SCHUMACHER (used options) 1m30.407s (13 laps)**	ROSBERG (used options) 1m 30.474s (15 laps)
BELGIUM		
Stint 3	SCHUMACHER (new options) 1m55.841s (18 laps)	**ROSBERG (new options) 1m54.723s (19 laps)**

*Bold denotes fastest average laptime

60 SECONDS WITH

NARAIN KARTHIKEYAN

HRT DRIVER



Narain Karthikeyan will return to Formula 1 race action for the inaugural Indian Grand Prix. It will be the realisation of a dream for the 34-year-old.

How big a deal is it to be on the grid for the inaugural Indian Grand Prix?
Never in my wildest dreams did I think that there would ever be an F1 race in India. Now that it's a reality, I'm really happy that I can drive. It's a small team, so expectations are not much, but it's a great symbolic moment.

HRT has confirmed that you will drive on Friday morning in Singapore. Will we see you in Japan and Korea as well?
Yes. I'm sure of that. I should have enough track time to get back into the rhythm.

There will be a lot of Indian fans cheering for you. Will they all understand the fact that finishing the race is about the limit of what you can hope to achieve?
I think so. To have an Indian driver to support is a big deal and those first few laps on track are going to be magical. They won't expect me to fight for points – a finish is all I can do.

How important for the success of the event is it to have an Indian driver on the grid?
It's important not just for me, but for the grassroots levels in India. F1 is going to be a huge boost.

You have some good backers so is this weekend important for next year?
There is a lot of buzz around F1 in India now and that could rub off not only on me but also for other drivers. I have to capitalise on the situation to get a proper budget for next year. But it's always difficult because the sums of money involved.



Narain Karthikeyan was talking to AUTOSPORT F1 editor **Edd Straw**



Karthikeyan will return to HRT action













Hamilton: 12 months of hurt

The McLaren star needs to finish this season on a high to banish memories of a year laced with incidents

Lewis Hamilton must get his Formula 1 career back on track in the final six races of the season to set himself up for a title challenge next year after the worst 12 months of his grand prix career.

During the past 19 races, stretching from the 2010 Italian Grand Prix to this year's Monza race, he has won just twice. Only during 2009 did he win so few races in such a long period, although given how uncompetitive the McLaren was that year, his performances were vastly better.

Before Monza last year, he was favourite for the world championship until several crucial mistakes handed the initiative to Sebastian Vettel. This led him to aim for an error-free 2011.

"My target will be to have a more consistent year in 2011," Hamilton told AUTOSPORT late last season. "I don't want to have DNFs like I've had this year."

It hasn't worked out like that. He has failed to finish twice in 13 races this year and squandered a large number of points that, although not enough to have been able to challenge Vettel for the title, will leave him out of mathematical contention if the German wins in Singapore on Sunday.

No-one doubts Hamilton's abilities behind the wheel. His dramatic victory in China, passing Vettel with five laps to go, and hard-fought win in Germany are proof of that. But ranged against that are post-race penalties in Malaysia, for weaving, and Monaco, for barging Williams driver Pastor Maldonado into the wall, as well as a spin and hasty recovery in Hungary that cost him a potential victory.

Throughout these troubles, Hamilton has vowed not to change the style that served him well during the first four years of his F1 career. This is despite criticism from racing legends such as Niki Lauda.

In an interview with Reuters earlier this week, Hamilton said: "I think being slightly more risky in some ways is what separates the faster drivers from maybe the not-so fast drivers."

While Hamilton's errors late last season – clashing with Felipe Massa at Monza and then Mark Webber in Singapore – can be put down to bad luck, this year's form has been more concerning. Team-mate Jenson Button is now ahead of him in the championship and at Monza, Hamilton's struggle to pass Michael Schumacher's Mercedes suggests that he is now over-thinking his on-track behaviour after recent errors.

Recent rule changes have perhaps played their part. During the formative years of his F1 career, Hamilton could rely on his searing speed to qualify well. From there, that pace could translate into

PICS: ETHERINGTON, VAN EGMOND, FERRARO, HONE, DUNBAR/LAT.

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OCT 8 2010 – JAPANESE GP

Shunts at Degner 2 on Friday, losing vital car set-up time during practice

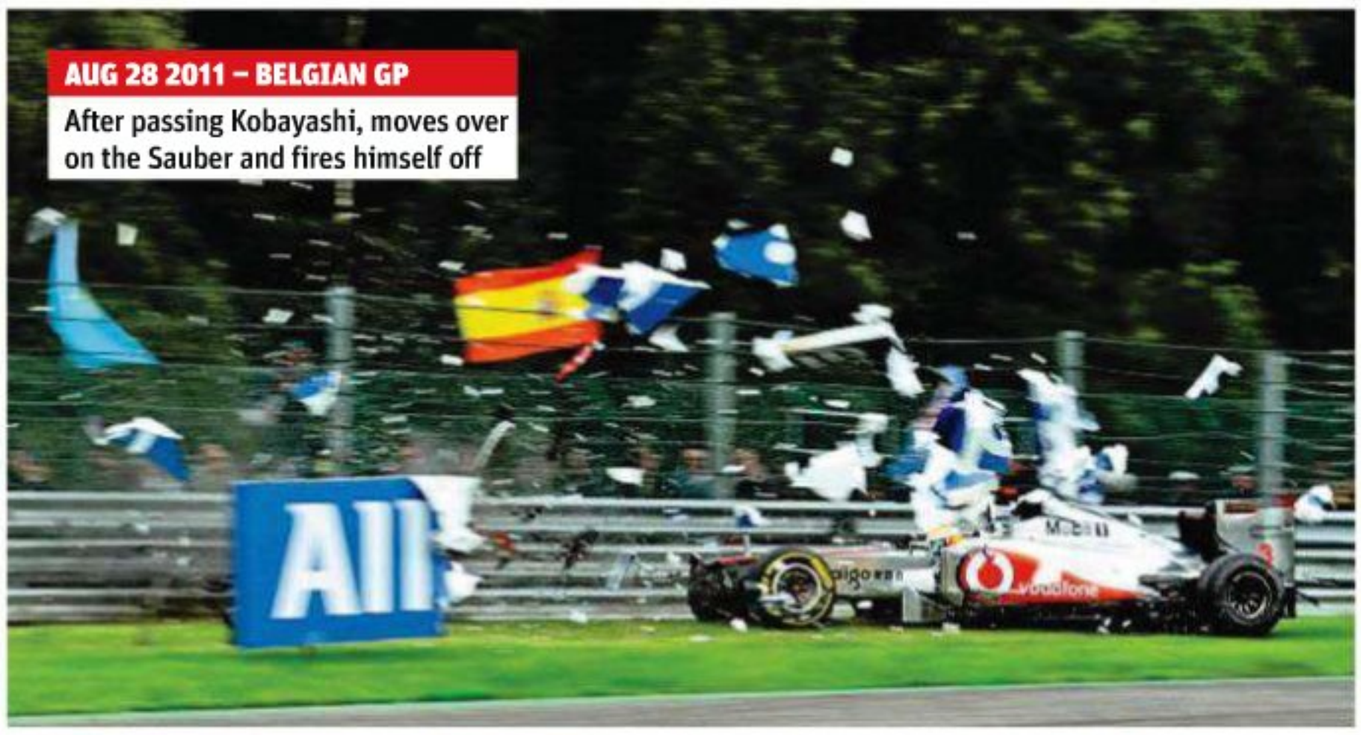




MAY 29 2011 – MONACO GP

Punts Maldonado into wall late on, earning himself a post-race penalty





AUG 28 2011 – BELGIAN GP

After passing Kobayashi, moves over on the Sauber and fires himself off

"Being more risky in some ways is what separates faster drivers from maybe the not-so fast"

Lewis Hamilton

consistent attack in the races. But this year, the need to manage high-degradation Pirelli rubber, plus the added complications of the DRS and KERS have perhaps played into the hands of more analytical drivers like Button. Hamilton also tends to look to his team for strategic decisions, something that Button often takes into his own hands. After years of being the McLaren junior, he perhaps needs to feel that he is more in control of his own destiny. That's not an easy task.

It is against this backdrop that Hamilton needs to take a deep breath and re-establish himself as the world championship-caliber driver that he is. A trouble-free run to the end of the season and some strong results could set the scene for a return of the Hamilton of old.

Despite widespread criticism, Hamilton unquestionably has the qualities to re-emerge as a title challenger. If he rediscovers the ability to balance natural aggression with the cerebral approach required of contemporary F1, he will surely be a world champion again.

LEWIS HAMILTON IN NUMBERS OVER THE PAST 12 MONTHS

19 STARTS

6 PODIUMS

0 POLES

99 LAPS LED

2 WINS



4 RACE-ENDING COLLISIONS

THIS WEEK IN F1

RED BULL Mark Webber has accepted that his hopes of winning the world title are over following Sebastian Vettel's victory in last week's Italian Grand Prix. "We're all now effectively fighting for second place," he said.

McLAREN Pedro de la Rosa insists that he has no plans to leave his current reserve-driver role at McLaren to chase a race seat elsewhere. "I have no intention to change my plan in the coming years," said the veteran Spaniard.

FERRARI Fernando Alonso has not ruled out winning the world championship despite trailing Sebastian Vettel by a huge margin. "Winning the title is not mathematically impossible, but it is extremely difficult," he said.

MERCEDES Chairman of Mercedes-Benz, Dieter Zetsche, has backed Michael Schumacher's defensive driving in the Italian Grand Prix. "It was a thrilling battle over 20 laps," he said of Schumacher's fight with Lewis Hamilton.

RENAULT GP2 champion Romain Grosjean tested a 2009-spec Renault R29 at Valencia for two days last week, completing over 370 miles.

WILLIAMS Recently-crowned GP3 champion Valtteri Bottas returned to testing action for Williams at Kemble Airfield last Wednesday. The Finn was evaluating upgrades planned for the final races of the season during the test.

FORCE INDIA GP2 racer Max Chilton had his first experience of Formula 1 machinery during a straightline test at Kemble Airfield last Thursday. The Briton's running was cut short by an exhaust problem.

LOTUS A new floor, which it is hoped will deliver the full potential of Lotus's exhaust-blown diffuser, will be introduced at the Singapore GP It will be the team's final major upgrade of '11.

PIRELLI The tyre compounds that will be used in the Japanese and Korean GPs have been revealed. At Suzuka, Pirelli has allocated its soft and medium rubber, while in Korea, super-soft and soft compounds have been selected.

AUTOSPORT INTERNATIONAL
The Racing Car Show

JAKE HUMPHREY RETURNS TO ASI

BBC anchor Jake Humphrey has joined Paul di Resta as the latest name from the Formula 1 paddock to confirm his attendance at AUTOSPORT International, which will be held at the Birmingham NEC on January 12-15. "This year was my first experience of ASI and it really blew me away," said Humphrey. "I couldn't believe how much there was for fans to see and do. The show definitely kick-starts the motorsport season and I can't wait." For ticket information visit www.autosportinternational.com

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Straight talk
David Coulthard

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

The pressure's off Sebastian Vettel – he's that far ahead in the title race – so he'll be out to have fun on the floodlit streets of Singapore. He may have to watch out for Jenson Button, though...

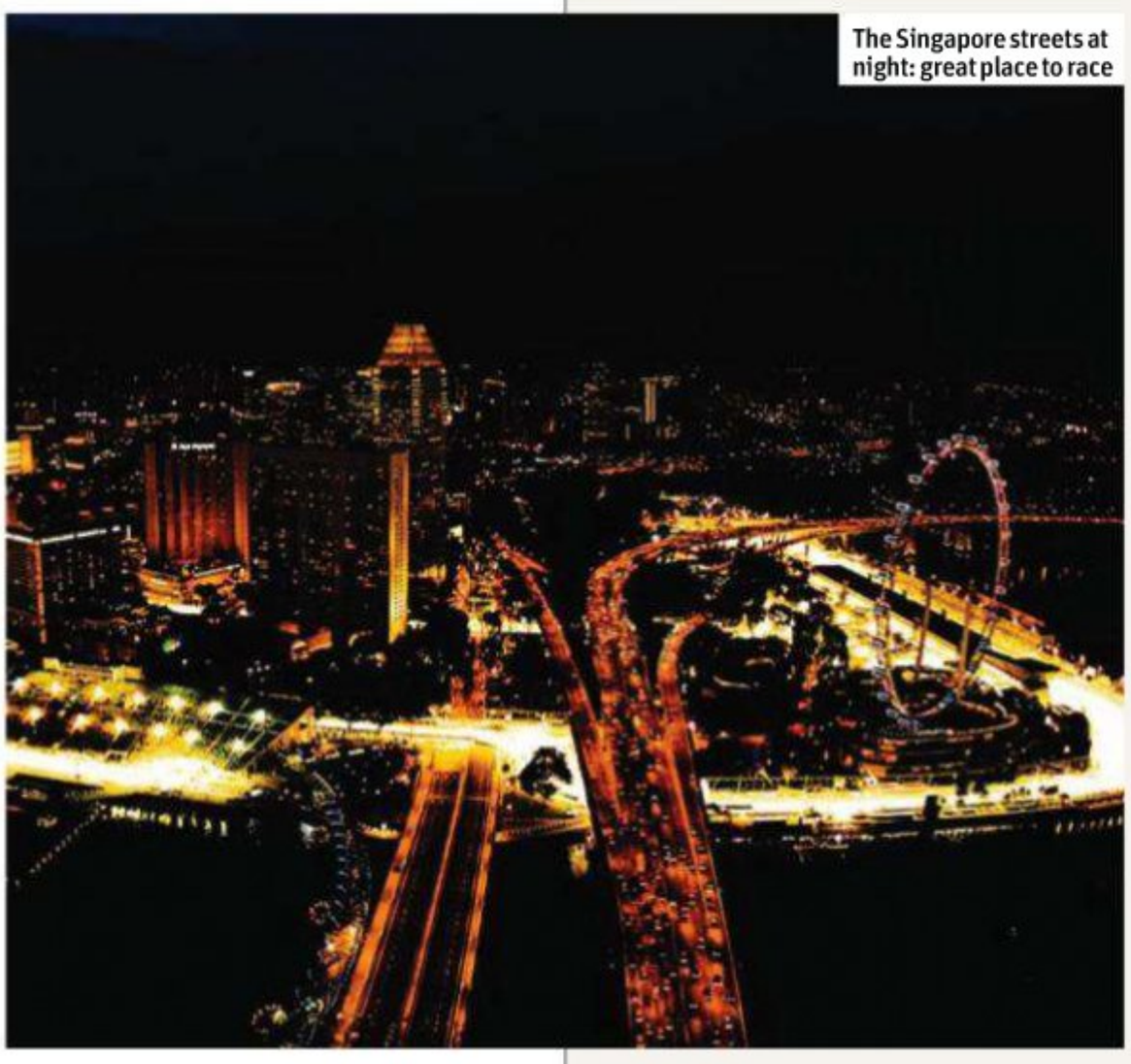
PICS: GILHAM/GETTY

Whether Sebastian Vettel becomes champion this weekend or not is irrelevant. He's already got it in the bag and besides, titles have been won much earlier than September in previous years. The fact is Mark Webber's already conceded and the rest are just doing what they do best and fighting for race wins, regardless of what they mean for the championship positions. It should make for some great viewing as Fernando Alonso and, to a lesser extent, the McLaren boys, give him a run for his money.

Seb is in an amazing position. He knows that he'd have to have the most cataclysmic bad luck to not win the title, so he can just go hell for leather and not worry too much if he has a crash or a mechanical DNF. I can only imagine how good that must feel – certainly better than last year when he knew that one mistake would blow his championship chances.

Street circuits are fantastic because they allow the drivers to make more of a difference to the overall performance than at regular circuits. In the case of Singapore, only three of the 22 corners are taken in third gear or higher, so mechanical grip at low-speeds is far more important than that generated by aerodynamics.

As a result, the car with the best aero – the Red Bull – should have less of an advantage than at most regular tracks, but I'd still expect it to be the class of the field.



The Singapore streets at night: great place to race

TIME TRAVEL

Perhaps the weirdest thing about Singapore is that its grand prix operates on European time, and so does everyone there, so it can be a bit surreal walking about in the dead of night looking for an open restaurant, because to you it's only seven o'clock. The positive element is that you don't need to set your alarm to wake up in the morning; the bit of natural light creeping under the blackout blinds is enough to get you up quite calmly. It's far less brutal than an alarm going off.

You need that though because the race itself is so demanding on the drivers; mainly because it's so long – very close to the two-hour limit actually. I remember when I raced there I hurt my heel a lot because the track is quite bumpy and just holding yourself in the car becomes difficult. If there's a safety car – which is a reasonably likely occurrence – then you can catch your breath. All the drivers are ultra-fit by this stage of the season, so it shouldn't be too much of a problem, but someone like Bruno Senna, who doesn't have much race experience this year, might struggle a little.

BUTTON: McLAREN'S TEAM LEADER?

It was interesting to hear Jenson Button's comments ahead of the Italian Grand Prix during a BBC TV interview. He said that he believes himself to be the team leader at McLaren now. Personally, I think that both he and Lewis Hamilton can claim to be the leader of that team in various different ways and reasons.

What Jenson's comments show is that his confidence is sky-high at the moment and he obviously feels that anything's possible; that pass on Michael Schumacher at Ascari was not the kind of move a guy with low confidence makes, was it?

I think he knows in his heart of hearts that Lewis has a little edge on speed in qualifying over the course of a season, but he also knows he's a brilliant racing driver. He'll have thought that when he was at Brawn too, but now, after being paired with one of the best drivers of the generation, he's proved it to the world.

"Seb knows he'd have to have cataclysmic bad luck to lose"

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SINGAPORE GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



F1 ready for the Singapore nightshift

The night-time slot for the fourth Singapore Grand Prix presents its own unique challenges for drivers' preparation

Throughout the Singapore Grand Prix weekend, Formula 1 lives a bizarre nocturnal existence. While night races are not unusual in other categories, racing under floodlights once a year provides its own unique challenges. And it's not just about the challenges of drivers having to adjust their body clocks to cope with night-time action.

While Singapore is seven hours ahead of Britain, F1 sticks on European time. This means that Friday practice and qualifying finish at 11 o'clock at night, with all of the post-session engineering debriefs and media activities stretching well beyond midnight.

For elite athletes, routines based on time are vital to ensure they are in their peak operating windows at the key moments, meaning that a huge amount of work goes into fooling their bodies that they are, indeed, existing in a normal time zone. Ahead of the inaugural race in 2008, then-Toyota doctor Riccardo Ceccarelli, now overseeing Robert Kubica's rehabilitation, explained the problems best.

"The production of hormones such as cortisone and melatonin is related to daylight, so their bodies will start to adapt to local time," Ceccarelli said.

But this is only one of the challenges. While the lighting itself is outstanding, it still doesn't match up to the level that drivers experience on a bright, sunny afternoon at Monza or Sepang. Rubens Barrichello has described the experience as being "like the difference between watching an HD TV and a normal one. Because of that, you can have a bit of a headache after the race."

Inevitably, drivers also talk about there being the odd parts of the track that are shrouded in shadow – albeit nothing that creates issues.

The third challenge, and it has only been a theoretical one in the three previous running's of the Singapore GP, is rain. Rain is forecast for the weekend, albeit most likely to fall when the track isn't active. Last year, the opening free practice session was held on a damp track, but not wet enough to produce spray. Drivers have speculated about how difficult it might be with either with glare off standing water on the track or light refracting through raindrops or spray. But until they actually experience it, no one knows for sure.



Evening all: it's free practice time

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

TRACK GUIDE

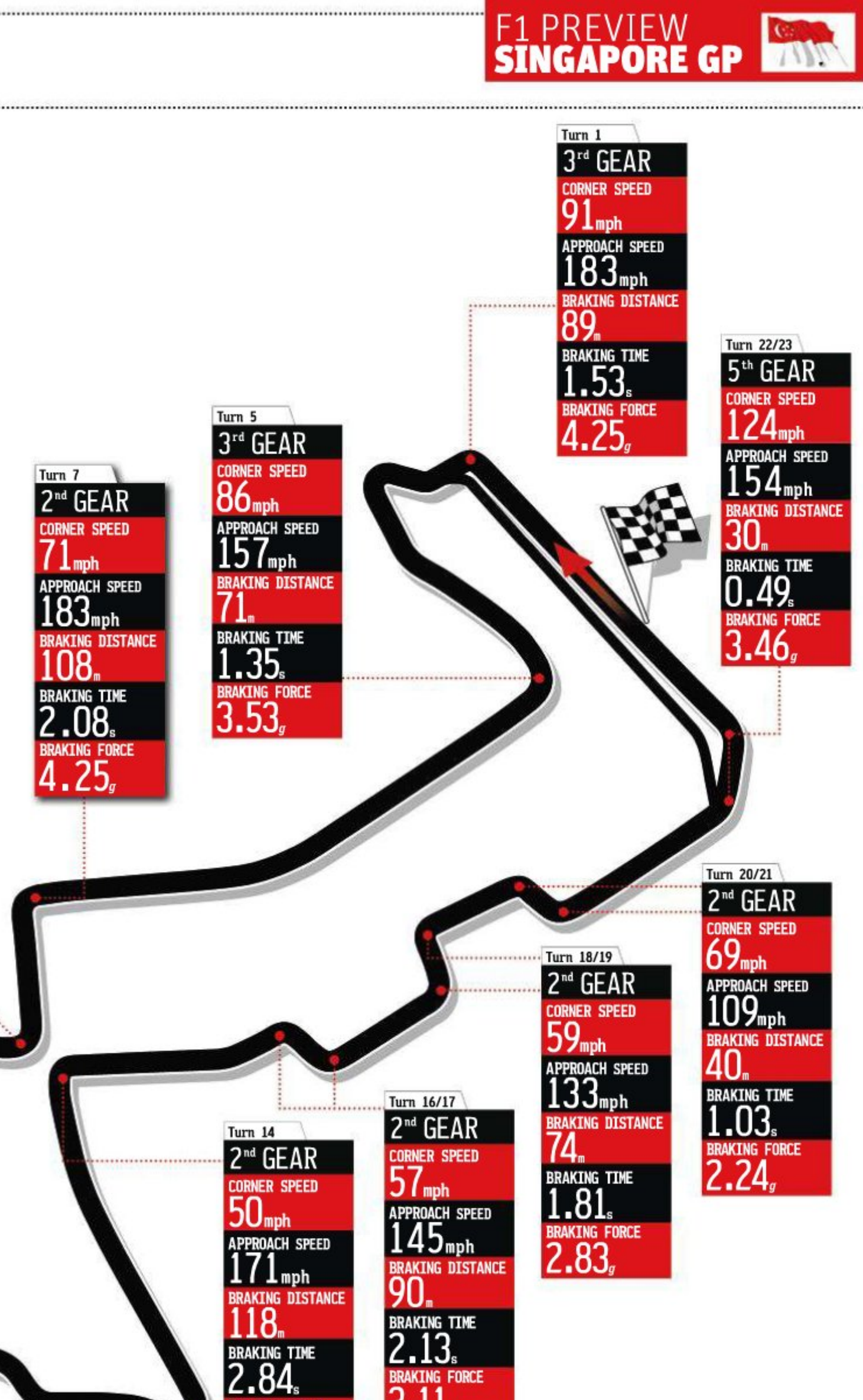
NUMBER OF LAPS **61**

CIRCUIT LENGTH **3.152m**

LAP RECORD **1m45.599s**

KIMI RAIKKONEN (2008)





Turn 1 — 3rd GEAR
CORNER SPEED 91mph
APPROACH SPEED 183mph
BRAKING DISTANCE 89m
BRAKING TIME 1.53s
BRAKING FORCE 4.25g

Turn 22/23 — 5th GEAR
CORNER SPEED 124mph
APPROACH SPEED 154mph
BRAKING DISTANCE 30m
BRAKING TIME 0.49s
BRAKING FORCE 3.46g

Turn 5 — 3rd GEAR
CORNER SPEED 86mph
APPROACH SPEED 157mph
BRAKING DISTANCE 71m
BRAKING TIME 1.35s
BRAKING FORCE 3.53g

Turn 7 — 2nd GEAR
CORNER SPEED 71mph
APPROACH SPEED 183mph
BRAKING DISTANCE 108m
BRAKING TIME 2.08s
BRAKING FORCE 4.25g

Turn 8 — 2nd GEAR
CORNER SPEED 46mph
APPROACH SPEED 126mph
BRAKING DISTANCE 83m
BRAKING TIME 2.39s
BRAKING FORCE 2.65g

Turn 9 — 3rd GEAR
CORNER SPEED 82mph
APPROACH SPEED 119mph
BRAKING DISTANCE 40m
BRAKING TIME 0.92s
BRAKING FORCE 2.46g

Turn 10 — 2nd GEAR
CORNER SPEED 57mph
APPROACH SPEED 166mph
BRAKING DISTANCE 105m
BRAKING TIME 2.31s
BRAKING FORCE 3.80g

Turn 13 — 2nd GEAR
CORNER SPEED 40mph
APPROACH SPEED 134mph
BRAKING DISTANCE 96m
BRAKING TIME 2.84s
BRAKING FORCE 2.86g

Turn 14 — 2nd GEAR
CORNER SPEED 50mph
APPROACH SPEED 171mph
BRAKING DISTANCE 118m
BRAKING TIME 2.84s
BRAKING FORCE 2.86g

Turn 16/17 — 2nd GEAR
CORNER SPEED 57mph
APPROACH SPEED 145mph
BRAKING DISTANCE 90m
BRAKING TIME 2.13s
BRAKING FORCE 3.11g

Turn 18/19 — 2nd GEAR
CORNER SPEED 59mph
APPROACH SPEED 133mph
BRAKING DISTANCE 74m
BRAKING TIME 1.81s
BRAKING FORCE 2.83g

Turn 20/21 — 2nd GEAR
CORNER SPEED 69mph
APPROACH SPEED 109mph
BRAKING DISTANCE 40m
BRAKING TIME 1.03s
BRAKING FORCE 2.24g

DATA PROVIDED BY brembo

BALLSY CORNER

TURN 10 The kerbs are not as severe as they once were, but this chicane rewards commitment. There is no room for error, as Kimi Raikkonen found out when he crashed in 2008.



CLASSIC MOMENT

2009 Nico Rosberg squandered what could turn out to be Williams's last-ever shot at a race victory when he ran wide at the pit exit and crossed the white line, having pitted from a genuine second place.



PICS: ETHERINGTON, DUNBAR, COATES/LAT

GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first 13 races of the year. The theoretical absolute pace is expressed as 100 per cent.

100%


Vettel 100.033


Hamilton 100.711


Webber 100.680

Webber's lack of pace at Monza means he has slipped back from team-mate Vettel, as the McLarens and Ferraris close.


Alonso 100.976


Button 100.991


Massa 101.312


Rosberg 101.521


Schumacher 102.054

Senna's impressive start at Renault continues, and he has taken a big chunk out of Petrov's advantage with a strong Italian GP.


Petrov 102.145


Senna 102.447


Heidfeld 102.773


Perez 102.785


Sutil 102.789


Di Resta 102.814


Barrichello 102.934


Kobayashi 103.002


Maldonado 103.021

Saubers have topped a lot of speed traps this year, but both drivers have lost ground in the midfield battle after the Monza weekend.

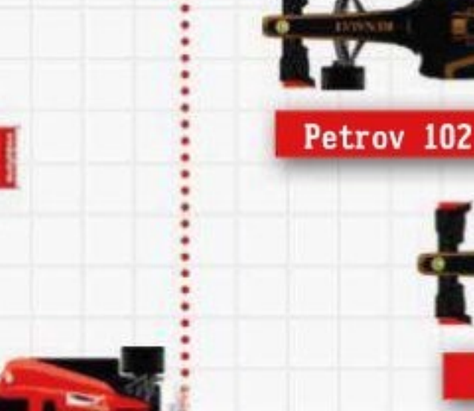

Buemi 103.357


Alguersuari 103.473


De la Rosa 103.524

LAST YEAR

ALONSO DENIES VETTEL



Fernando Alonso needed an inch-perfect performance to defeat Sebastian Vettel in Singapore, and that is exactly what he delivered. On pole by 0.067s, he chopped the German at the start and then controlled the race throughout, despite having the Red Bull driver breathing down his neck the whole time. The victory closed Alonso's gap to world championship leader Mark Webber, who finished third, to just 11 points. But the Australian, who had to fight his way through the field after pitting under an early safety car, was fortunate to survive a collision with Lewis Hamilton as they battled after a restart later in the race. The clash put the McLaren man out, seriously damaging his title hopes. The late race star was Robert Kubica, who charged from 10th to seventh in the closing stages. **RESULTS:**
1 Fernando Alonso; 2 Sebastian Vettel; 3 Mark Webber; 4 Jenson Button; 5 Nico Rosberg; 6 Rubens Barrichello; 7 Robert Kubica; 8 Felipe Massa; 9 Adrian Sutil; 10 Nico Hulkenberg.

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT | SOFT | MEDIUM | HARD

2010 WINNER

FERNANDO ALONSO



2010 POLE POSITION

FERNANDO ALONSO



PICS: FERRARO/LAT

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Kovalainen 105.204

Trulli 105.601


Chandhok 107.042


D'Ambrosio 107.337

Glock 106.791


Liuzzi 107.869


Karthikeyan 108.590


Ricciardo 108.174

109%

THE DRIVER



LUCAS DI GRASSI
thedriver@autosport.com

THE SINGAPORE GRAND PRIX IS ONE OF MY favourites of the whole season. Other people have lots of reasons for liking this race, but from the driver's point of view the race feels different for the whole week and it develops in a different shape to what you're normally used to.

This and Abu Dhabi are the only events where Formula 1 cars are allowed to race at night, but for the driver it feels like the day time because they've done such a good job with the circuit lighting. When I raced in Singapore last year I was expecting to have some difficulty adapting. But everything feels natural, so finding reference points and track positioning was no problem.

As a spectator, it's amazing to see the details that don't normally appear when the cars are racing in sunlight. The way the brakes and the exhausts glow, the sparks as the cars bottom out, everything is much more evident and it makes for a wonderful show.

This is usually the longest race of the season because of the low average speed, so even in good conditions it lasts almost the two-hour maximum.

This track has more corners than any other, and together with the intense temperatures it becomes a real challenge. The humidity makes it even worse – it becomes a real sauna. I remember joking last year to my physio that he should put some Earl Grey in my drinks bottle – it was almost impossible to drink anything after 30 minutes because everything in the car warms up so much.

ONE
International Sport Business



SET-UP GUIDE

GARY ANDERSON
Technical consultant

MECHANICAL

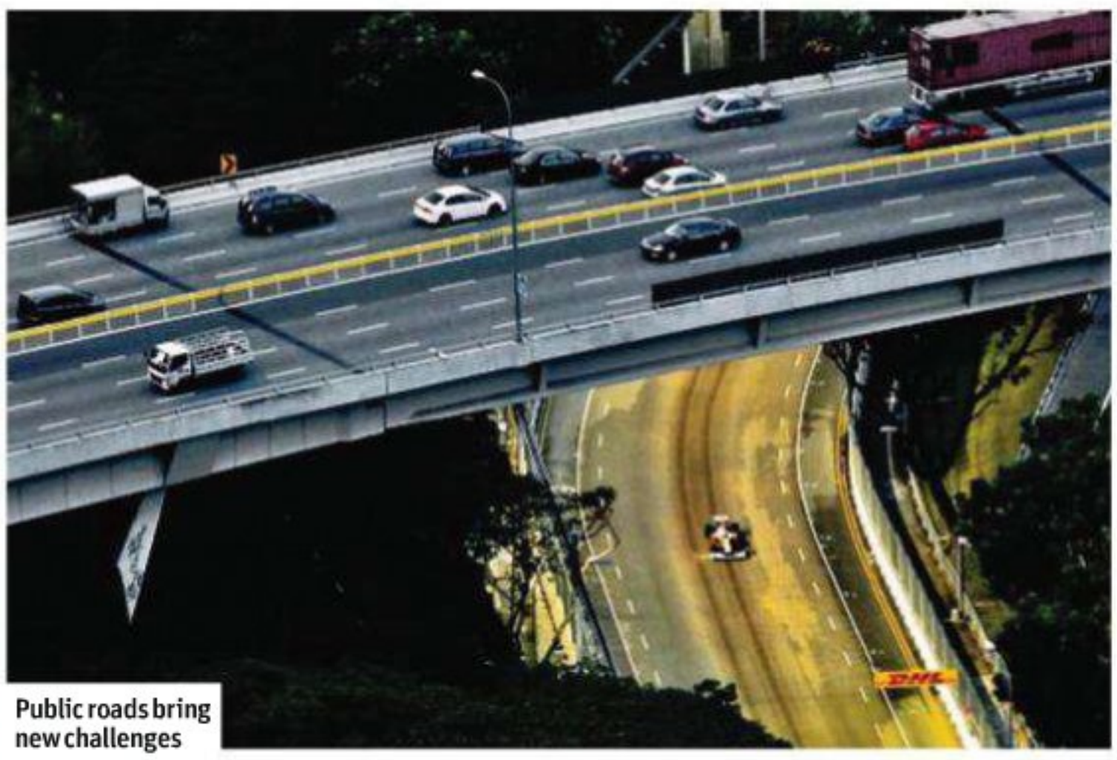
The high percentage of slow-speed 90-degree corners and quick changes of direction required mean that a softer overall set-up will be used here. The fact that the track is made up of city roads, which will be very slippery, add to this requirement, especially in the early sessions of the weekend. This type of set-up does not work the tyres so hard, so some teams could have warm-up problems, which will be a particular issue in qualifying.

AERODYNAMIC

This track requires the opposite aerodynamic approach to Monza, so we'll see high-downforce wings similar to those used at the Hungaroring. With no really long straights it will be difficult to get enough out of the DRS to overtake on the run to Memorial Corner, where Lewis Hamilton and Mark Webber came together last year.

TYRES

With the super-soft compound returning to action, qualifying will be a one-lap banzai run and the race will be a multiple-stop affair. I would imagine some of the top teams will try to save some new sets of soft tyres for the race, so they're going to have to think on their feet during the weekend.


Public roads bring new challenges

RACE ODDS (William Hill)

Vettel	evens
Hamilton	7/2
Alonso	9/2
Webber	7/1
Button	8/1
Massa	50/1
Rosberg	66/1
Schumacher	100/1
Petrov	250/1
Senna	300/1
Sutil	500/1
di Resta	500/1
Kobayashi	500/1
Perez	500/1
Alguersuari	750/1
Buemi	750/1
Barrichello	1000/1
Maldonado	1500/1
Trulli	2500/1
Kovalainen	2500/1
d'Ambrosio	5000/1
Glock	5000/1
Ricciardo	5000/1
Liuzzi	5000/1

SEBASTIAN VETTEL at evens looks pretty generous following his record of late, but at 9/2 Fernando Alonso is good value, given that he defeated the German here last year. Better value could be offered by potential points scorers. Watch out for the likes of Rubens Barrichello or Jaime Alguersuari to score, as well as Pastor Maldonado, who shone in Monaco.

LIVE TV AND RADIO LISTINGS

■ **FRIDAY SEPTEMBER 23**
1055-1235 Free practice 1 LIVE (BBC red button and online)
1425-1605 Free practice 2 LIVE (BBC red button and online)

■ **SATURDAY SEPTEMBER 24**
1155-1305 Free practice 3 LIVE (BBC red button and online)
1400-1630 Qualifying LIVE (BBC1, Radio 5 Live SX and online)

■ **SUNDAY SEPTEMBER 25**
1210-1515 Grand Prix LIVE (BBC1, Radio 5 Live and online)

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MPH
Mark Hughes

AUTOSPORT grand prix editor

Providing Robert Kubica makes a return to F1 fitness next season, Renault has three candidates vying to be his team-mate – and each has a convincing case

Singapore seems to carry a heavy resonance for the Renault team – ever since its controversial Fernando Alonso 'victory' there in the inaugural event of 2008. The '09 race came hot on the heels of the team's punishment for having conspired in '08 to have Nelson Piquet Jr deliberately crash at a time strategically advantageous to Alonso, the foundation of the win.

Flavio Briatore and Pat Symonds had just been banished as the team arrived one year on, with Alonso this time supported by Romain Grosjean, Piquet Jr's recent replacement. Almost unbelievably Grosjean repeated Piquet's accident (unintentional this time) at the very same corner in Friday practice. Stand-in team principal Bob Bell sat on the pitwall with his head in his hands.

Last year Robert Kubica lit up the late stages of the race after pitting with a puncture. On his fresh tyres he passed in quick succession Sebastien Buemi's Toro Rosso, his Renault team-mate Vitaly Petrov, Filipe Massa's Ferrari, Nico Hulkenberg's Williams and Adrian Sutil's Force India, each of them helpless against his charging recovery. On the eve of this year's race Kubica's recovery is of an altogether different nature and is on in earnest, his recent elbow operation allowing him to finally get back to serious training six months after his horrendous rallying accident.

New race driver Bruno Senna is looking to build upon the great impression he's made in his first two events for the team, Petrov's stature has increased one year on and Grosjean – having just clinched the GP2 crown – is still contracted with the team and obviously looking to re-enter F1 after his tough baptism in '09.

All of which potentially leaves the team in something of a quandary regarding its driver choice for next year. Team boss Eric Boullier has already said that his number one priority is Kubica. If Robert can return to full fitness and be as he was before, there is not a team in the pitlane that would not love to run him. Petrov, as well as bringing valuable finance to the team through his sponsors, has been a solid enough performer to apparently finish off the F1 career of Nick Heidfeld. Senna has impressed greatly in his few outings without testing or Pirelli experience, Grosjean is an altogether more mature performer now than in '09 – and even then he was regularly within a couple of tenths of Alonso. They can each stake a good case but obviously three-into-one doesn't fit.

It therefore becomes Senna's job in the remaining six grands prix to advertise beyond any doubt that he is a driver of great F1 potential. So that even if Renault cannot find room for him in its 2012 plans, he could be in demand anyway – from Williams, for example. What has been surprising about Senna at Renault so far isn't so much his performances as the fact that so many were surprised! The core of very real ability was always apparent in his junior career, especially so when it was remembered that he was giving away around a decade of race experience to most of his peers, having missed out on a karting career through – understandable – family pressure.

Nit-picking every millisecond of difference to team-mates in a squad of such desperate circumstances as HRT last year was never going to tell you anything of significance. The guy is fast, has a great feel for the technicalities of a race car – and has already got the mechanics and engineers of the team very much on side with his willing enthusiasm and appealing persona. Right there are three of the basic ingredients for success.

Had history been just a little different – after a super-impressive test he was about to clinch the 2009 Honda drive alongside Jenson Button before the manufacturer suddenly pulled out, and would therefore have been in the car that became the title-winning Brawn – then he'd likely already be an F1 superstar. That would have denied Rubens Barrichello the great Indian summer of his career. Could that be about to happen three years on?

PIC: DUNBAR/LAT



Senna's enthusiasm has won him friends at Renault

"A different history and Bruno would already be a superstar"

Find more issues at magazinesdownload.com



Nash won in Triple 8 Vectra at Rockingham

BTCC

Triple Eight considers BTCC exit

Mutiple championship winner could withdraw from the series at the end of the season. By KEVIN TURNER

Multiple British Touring Car title-winning squad Triple Eight may not contest the series next season.

Triple Eight, which ran the works Vauxhall outfit until the manufacturer withdrew at the end of 2009, has run Swindon turbo-engined Vectras in the BTCC this year. But team boss Ian Harrison has now confirmed he is considering moving elsewhere as the series goes through a transitional period from S2000 regulations to NGTC.

"I'm not sure whether we'll be doing touring cars next year," he said. "It's in a state of flux at the moment so we will have to look at our options."

> "I'm not sure whether we'll be doing touring cars next year"
> Team boss Ian Harrison

Harrison confirmed that no final decision has been made, but said a switch to endurance racing was a possibility. Triple Eight is already planning to contest the Dubai 24 Hours next year with its Vectras.

"We're looking at a number of avenues, especially international GTs," said Harrison. "We've been doing the BTCC a long time, but that doesn't mean we'll stay."

Triple Eight took over the works Vauxhall BTCC programme in 1997 and scored its first win with John Cleland at Donington the following season. Jason Plato took its first drivers' crown in 2001 with the dominant Astra Coupe, which also took titles in the hands of James Thompson (2002 and 2004) and Yvan Muller (2003). Fabrizio Giovanardi added two crowns in the S2000 era with the Vectra in 2007-'08 and took the team's first wins as an Independent entry at Thruxton last year.

James Nash scored Triple Eight's first victory of 2011 in the reversed-grid third race at Rockingham last weekend.

Triple Eight in numbers



112 BTCC race wins
6 Drivers' titles
13 Drivers to have won
66 Astra Coupe wins
38 Wins for Yvan Muller
26 Vectra S2000 wins

BTCC/WTCC

Honda WTCC interest cools off

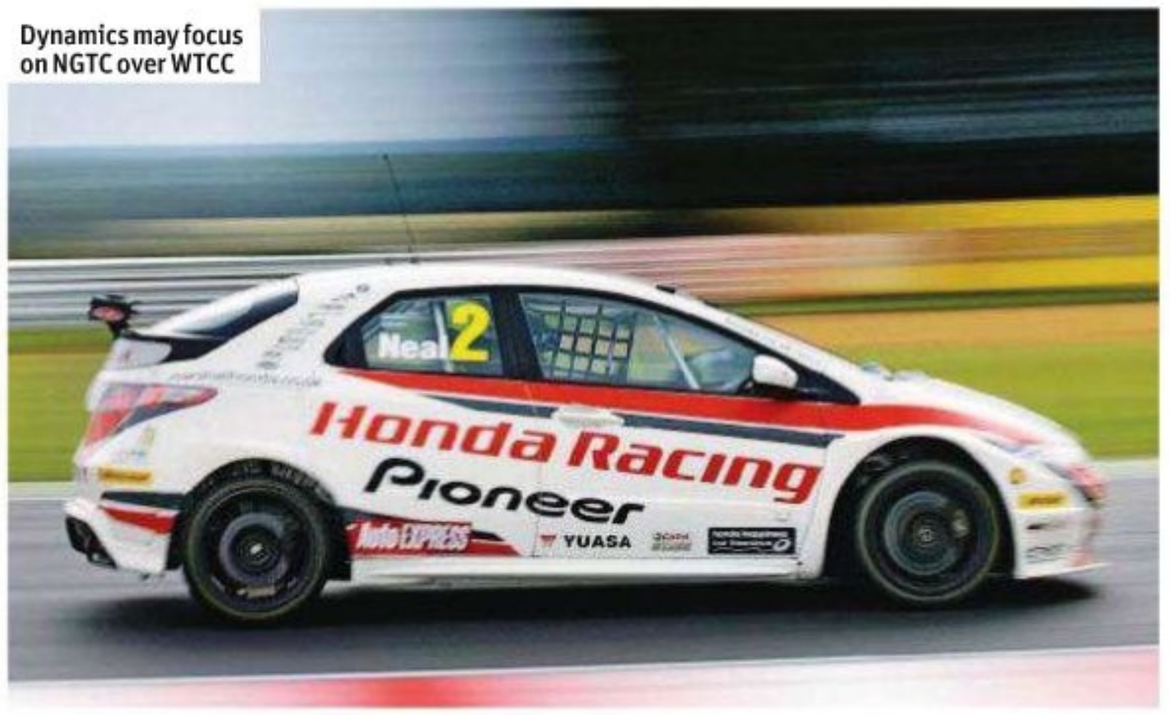
HONDA LOOKS UNLIKELY TO JOIN THE World Touring Car Championship in 2013 due to interest in its NGTC machine for British Touring Cars.

The Japanese firm recently confirmed it is building a new-shape Civic to NGTC spec for 2012. Team Dynamics boss Steve Neal, who runs the BTCC programme, had previously said a WTCC car was being prepared for evaluation purposes (see AUTOSPORT, August 11), but has now admitted the project could be delayed.

"We've got so many people interested in NGTC cars – we could do two or three max – we can't fit it in," said Neal, who would not confirm which teams were looking to run the NGTC Civic.

"It's not a case of not wanting to do it but we can't fit it in the programme."

But rival squad Arena Motorsport looks set to make the move. Team boss Mike Earle said: "I can't see that we can be competitive with the current Ford Focus unless they get dispensation," he said. "We won't do an NGTC next year because they're too expensive."



Dynamics may focus on NGTC over WTCC



DTM

MERC MAKES MARK

Gary Paffett gave the striking new C-Coupe that Mercedes will use in the DTM next year its maiden test run at Lausitz last week. The car's test programme continues at the Hungaroring this week with Paffett again the only driver.

AUTOSPORT SAYS...



KEVIN TURNER
BTCC CORRESPONDENT

kevin.turner
@haymarket.com

Triple Eight's success in the British Touring Car Championship has been huge over the past decade, and its cars kept the series alive through some dark days. The possibility of the squad leaving, therefore, is a sad one.

Without works support and big backing, the team might not be the force it once was, but it can still run at the sharp end with what is an ageing Vauxhall Vetra.

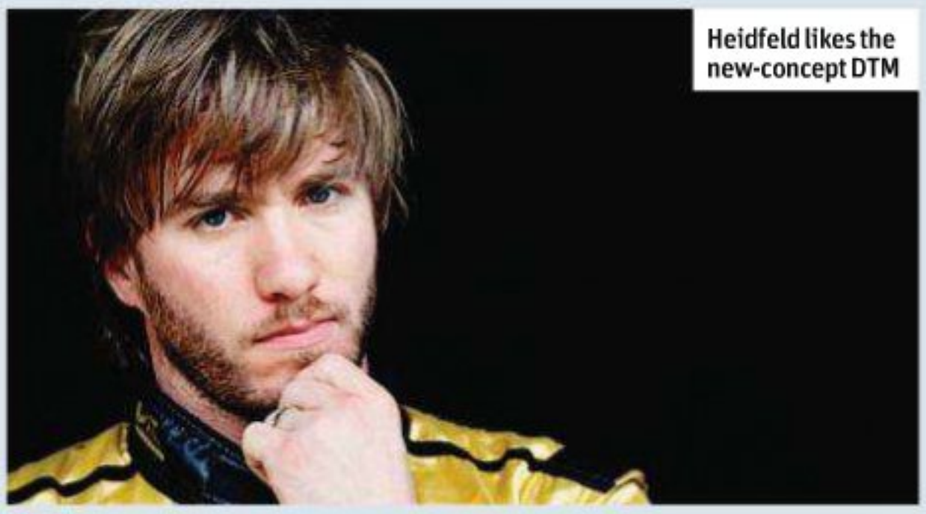
Arena Motorsport could also leave and there is a suggestion the cost of NGTC may not be quite as low and affordable as originally intended. At least one team boss told me at Rockingham he thinks building an S2000 car with a turbo could actually be cheaper...

BTCC boss Alan Gow says the series doesn't need manufacturers and in one sense he's right: grid sizes and spectator numbers are currently higher than for some years. But the funding they provide helps maintain a high standard of teams and drivers at the front. And some building (or wanting to build) NGTC cars are looking for a works deal to make things happen.

Here's hoping Triple Eight finds the support – manufacturer or sponsor – to stay. The BTCC needs teams with its pedigree.



Triple 8 has BTCC heritage



Heidfeld likes the new-concept DTM

DTM

Heidfeld open to future DTM move

FORMULA 1 REFUGEE NICK Heidfeld has hinted that he would be interested in a future in the DTM following speculation linking him to a drive with BMW in the series for next year.

Heidfeld was left without a seat on the F1 grid after splitting with Renault just before the Belgian GP, making way for Bruno Senna. He is adamant that he wants to find another drive in F1, but he has accepted that the German tin-top series is heading in the right direction with BMW joining Mercedes and Audi when the championship switches to its next-generation cars from next year.

"Like Le Mans and other series, it does interest me," he said. "I always thought that DTM lacked something with only two manufacturers, but with at least three premium brands coming up it reminds me of the old DTM times.

"Talks with DTM teams are a future possibility, but my focus right now is on F1."

BTCC

BTCC's 2012 dates agreed

THE 2012 BRITISH TOURING CAR calendar has been announced.

The Brands Hatch Indy layout will once again host the season opener, while the Grand Prix layout gets the finale. Snetterton's new 300 configuration is retained, while Donington Park's date has yet to be finalised.

Series boss Alan Gow said: "It's been a complex calendar to put together because of all the events the broadcaster [ITV] has to show – the Olympics, Euro 2012, the Tour de France – plus 20 GPs.

"You're not going to avoid them all, but we've tried to avoid most. That's why it's taken a bit longer than normal."

2012 BTCC CALENDAR

Mar 31-Apr 1	Brands Hatch Indy
April 28-29	Thruxton
June 9-10	Oulton Park Island
June 23-24	Croft
August 11-12	Snetterton 300
August 25-26	Knockhill
September 22-23	Rockingham
October 6-7	Silverstone
October 20-21	Brands Hatch GP

** Donington Park date TBA*

REMEMBER WHEN...



...Triple Eight took its first BTCC victory?
John Cleland got the team off the mark at Donington. The Scot withstood pressure from James Thompson and Rickard Rydell to secure the first win for a Vectra since 1996.

PICS: EBREY, GRIFFITHS/LAT, THOMPSON/GETTY



Bottas tasted glory in GP3 this season

FORMULA 3

Bottas to race in Donington F3

GP3 champ confirmed for one-off appearance in British series ahead of a possible third visit to Macau

Newly-crowned GP3 champion Valtteri Bottas will race in the British Formula 3 Championship round at Donington Park this weekend ahead of a possible return to Macau Grand Prix.

The Finn, who sealed the GP3 title with victory at the Monza finale earlier this month, will drive for Double R Racing.

The 22-year-old told AUTOSPORT he is seeking an entry for November's Macau F3 GP and needs to compete in at least one FIA-approved F3 race before the end of the season to become eligible.

"It is something I haven't won yet," said Bottas, who has finished fifth and third at Macau in the past.

"Last year I was pretty disappointed when I came third and it would be really great to win that race, so that's the only reason I want to go back."

The double F3 Masters winner last raced in British F3 in 2009, when he contested the Spa and Algarve rounds with ART. He is already a winner at Donington, in the 2007 Formula Renault Winter Series.

"Always when I'm on the track I fight for the win," said Bottas. "I will do my best and I know the team will do their best as well."

Bottas completed a shakedown test with Double R at Pembrey last week, and team boss Anthony Hieatt confirmed that he intends to run the Finn at Macau.



Finn was third in Macau last season

"It's good for the championship; we'll see where everybody else is and where our car is," said Hieatt. "Qualifying hasn't been our forte this year. He'll provide a benchmark."

Hieatt also confirmed that his team will remain with Mercedes engines for a seventh successive season in 2012.



Evans slumped down 2011 table

GP3 SERIES

Evans guns for more GP3

MARK WEBBER'S PROTEGE MITCH

Evans is set to stay in GP3 for a second season in 2012.

Driving for Webber's MW Arden team, the New Zealander was a title contender in the early part of his rookie season following a race win at Barcelona. But a run of eight races outside the points dropped him to a final position of ninth in the standings.

Evans, 17, had hoped to be able to move up the single-seater ladder after just one year in GP3, but he now expects to stay for a second campaign.

"I think I will be back here to build on what we've done in our first season," Evans told AUTOSPORT.

"Both myself and the team have learned a lot and improved. The second year can work for you or against you. If I have as much bad luck as I had this year it could be a struggle to progress."

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LMP1

Peugeot shake-up unlikely

PEUGEOT HAS DENIED RUMOURS that there will be wholesale changes to its driver line-up for next year's Le Mans 24 Hours and the new World Endurance Championship.

Peugeot Sport boss Olivier Quesnel has ruled out a major cull in response to speculation that several of its nine-strong line-up are facing the axe. Question-marks have been raised against Pedro Lamy, Nicolas Minassian, Alex Wurz and Marc Gene.

"There won't be many changes; you will be surprised," said Quesnel. "I can't say more, because we will only speak about drivers at the end of the year."

Speculation that Minassian's time with the Peugeot Sport team has come to an end has increased with the news that he will not be in a factory car for Petit Le Mans at Road Atlanta on October 1. The Frenchman has been shifted over to the one-year-old ORECA 908 for the penultimate Intercontinental Le Mans Cup event.

Minassian said he remained in negotiation with the French manufacturer for next year, but also explained that it was important for him to contest more races than the three he will end up doing this season.

Quesnel also played down the likelihood of ex-Formula 1 world champion Kimi Raikkonen joining Peugeot in the wake of his test in a 908 at Motorland Aragon in August.

"Kimi has been asking for two years to drive the car," he said. "I know him from rallying and I like him. He drove the car and for the moment there is nothing else."



Driver line-up more static than expected

BRITISH F3

Sims still working for outing in British F3

GP3 FRONTRUNNER ALEXANDER SIMS still hopes to race in the British Formula 3 finale despite his plan to join the grid at Donington this weekend falling through.

The 2008 McLaren AUTOSPORT BRDC Award winner plans to drive for fledgling squad Sino Vision Racing as he seeks to become eligible for the season-ending Macau F3 GP.

"I will hopefully do Macau – nothing is confirmed but it's part of the plan," said Sims, who won a British F3 race with ART on the Silverstone GP circuit last season. "Things went horrendously wrong there last year, and it would be nice to go back and put that right.

"I wanted to do Donington [this weekend] as well, but that looks non-existent. I think I can drive reasonably well around Silverstone though, so I would be pretty confident if it all comes off."

Sims, who slumped to sixth in GP3 this year after leading the championship early on, tested for Sino Vision at Rockingham earlier this year. The 22-year-old has also been coaching regular drivers Hywel Lloyd and Adderly Fong.

"Having done a test I know the car is not bad at all," he added. "With all respect to Adderly and Hywel, I think it is probably capable of a little bit more [than they have shown]."



Sims won Silverstone 2010 with ART



Pescarolo stayed in '10 spec

LMP1

No new car for Pescarolo

LE MANS LEGEND HENRI PESCAROLO'S squad has abandoned plans to build a new LMP1 prototype for next year.

The team instead plans to continue using its existing design, which it will be free to develop for next season. This year it has been forced to run its Pescarolo 01 in 2010 specification because it is a grandfathered car running an old-style Judd V10 engine.

Pescarolo said: "The cars will be completely different in 2014 [when all-new rules come into force], so it would be stupid to build a new car for only two years.

"If I find the right money, we will have a big evolution of the current car and start work on a new one for 2014."

A number of engine options, including Judd's 3.4-litre V8, are under evaluation for 2012.

IN BRIEF



Is it based on AMR-One?

DELTAWING ASTON MYSTERY

Neither Highcroft Racing nor Aston Martin Racing have commented on speculation that the 2012 DeltaWing Le Mans 24 Hours contender, due to be run by Highcroft, will be built around the Aston AMR-One monocoque. The rumours follow publication of a photograph of the DeltaWing tub, which shows similarities to the British chassis.

TWO CARS FOR GREAVES

Le Mans Series LMP2 leader Greaves Motorsport is planning to expand to two cars for its 2012 assault. The British squad has yet to decide whether it will continue with Zytek chassis, but it will stay with engine supplier Nissan.

RML PULLS OUT OF ESTORIL

British team RML has withdrawn its HPD ARX-01d from this weekend's LMS finale at Estoril. The team has cited its poor championship position and a lack of TV coverage at the Portuguese event.

MORE BRIT F3 FOR SNEGIREV

Formula 2 racer Max Snegirev will return to the British Formula 3 championship at Donington Park this weekend. The Russian, who appeared at the Brands Hatch round this season, will rejoin Hitech Racing.

BRANDS TO RETAIN DTM

Brands Hatch is set to remain on the DTM calendar next year after being named on a preliminary calendar issued to teams at Oschersleben last weekend. The Kent circuit's event is due to take place earlier than usual on May 20. A 10-round calendar features no venue changes from this year.

PENALTY FOR SCHUMACHER

Ex-Formula 1 race winner Ralf Schumacher has been given a three-place grid penalty for the next DTM race at Valencia. The Mercedes driver was judged to have rejoined the track without due care and attention after spinning at Oschersleben last weekend.



Schumacher took the rap

PICS: GIBSON/GP3, EBREY, BLOXHAM/LAT, LEVENT/DPPI

INDYCAR

No repenting for Indy race chief

Embattled steward Barnhart says he will 'hear no evil' as Castroneves is latest star to go on the warpath



Castroneves was critical after Motegi

P66 INDYCAR REPORT

Controversial IndyCar president of competition Brian Barnhart has declared that he is ignoring the criticism directed at him this year by drivers and fans, and says that he would not be able to do his job if he listened to what people thought of him.

Barnhart was the subject of a series of angry Twitter messages by Team Penske star Helio Castroeneves after the Brazilian was given a post-race time penalty for passing under yellow flags during last weekend's Motegi race.

There were also questions asked about three-time champion Dario Franchitti being put to the back of field, instead of being given a drive-through penalty, for causing avoidable contact – a sanction issued despite the fact that the Scot was already running near last.

Meanwhile, ex-Champ Car king Sebastien Bourdais avoided punishment altogether despite taking out Ryan Hunter-Reay.

This comes a month after Barnhart's catastrophic decision to restart the New Hampshire oval race despite the cars being fitted with slicks in the wet. It led to widespread calls for his dismissal.

Series CEO Randy Bernard has thrown his support behind Barnhart, who told AUTOSPORT that he remains unconcerned by the critics.

"I don't pay attention," Barnhart said. "If you're in a position of trying to be an official and you get concerned about personal attacks or what other people say or write about you, I think it can influence your ability to do your job.

"In terms of being a race-control official, our sport is unlike others in many ways. We don't have timeouts. We don't have instant replay. To be successful in race control, you have to be ready and prepared to make mistakes. If you're afraid of making mistakes, you won't make a decision, and it will paralyse you. You'll hesitate, and hesitation in this game is when people get hurt."



Barnhart: not going on Twitter

Barnhart argues that many of the complaints are unjustified.

"I think our race control – and me specifically – have been right far more often than we've been wrong," he said. "But we're human, we'll make mistakes. You can be right 98 times out of 100 and the two you're wrong you get called on."

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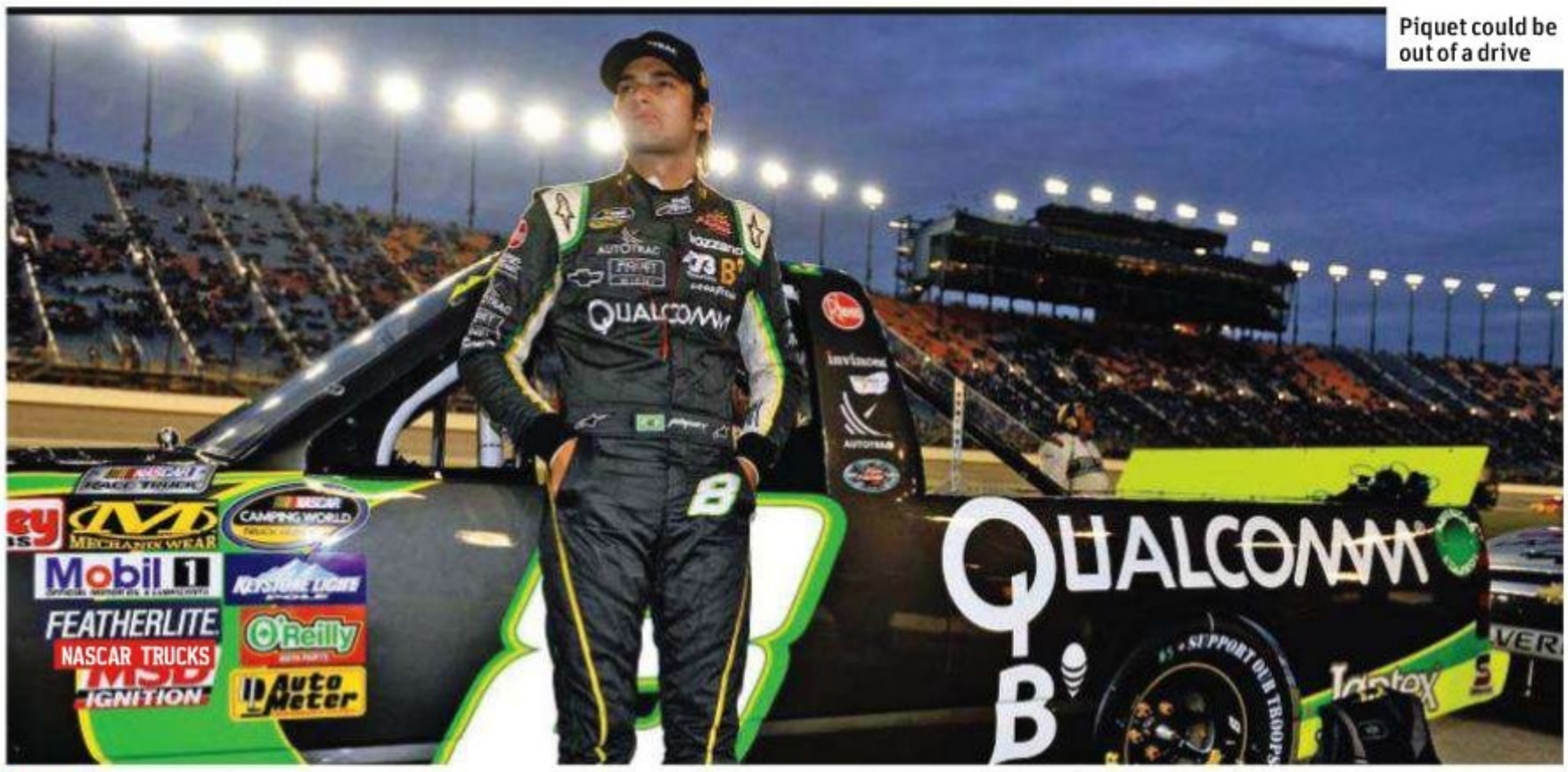
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Piquet could be out of a drive

NASCAR

Piquet fighting to secure Truck future

EX-FORMULA 1 RACER NELSON PIQUET JR has admitted he faces an uphill battle to find a full-time NASCAR Truck seat for next season following team owner Kevin Harvick's announcement that he plans to close his squad.

Piquet, who is in his first full NASCAR season, and four-time series champion Ron Hornaday are looking for rides following Harvick's decision to close Kevin Harvick Inc to focus on his own Sprint Cup campaign.

Piquet said that remaining in Trucks was his main aim for 2012, but conceded that it would be difficult to fund a competitive seat.

"I'm still searching for a Truck team," said the Brazilian. "It's not easy to find a Truck team at the level of KHI. If I knew which one it was, I'd have picked it a long time ago. So we're trying, seeing what our options are, seeing what's the best available seat."

The 26-year-old said that he is open to the idea of taking an opportunity in the second-tier Nationwide Series, but is wary of trying to do too much too soon.

"I think I need to wait for the right time," he said. "Once I feel 100 per cent comfortable here [in NASCAR], and find the right time to go, the right team, right sponsorship, then I'll go. But until then I think my place is still in Trucks. There's still a lot to learn, still a lot of mileage to get under me, and when it's time, it's time."

INDYCAR

Ganassi and Penske slam flyaway races

LEADING INDYCAR TEAM OWNERS Roger Penske and Chip Ganassi believe that the series should focus on racing in North America rather than adding new flyaway events.

IndyCar made its final visit to Motegi in Japan last weekend and is close to confirming a new race in China for next year, but Penske said that he saw little value in long-distance races.

"I think we need to be a North American series, running in Mexico if we could," Penske said. "The fact that we go offshore doesn't do anything for many of our sponsors."

Rival team owner Ganassi agreed, saying that the time differences involved with flyaways meant that many fans in America do not bother to watch those races.

"As long as we stay in US time zones, I think the racing works," he said.

"When we get outside of those time zones, we fall off. By the time the race has aired on TV, people know the outcome already."



They don't want Japan, or China

PICS: LEVITT/LAT, LAT SOUTH


Briscoe winless in '11

INDYCAR

Briscoe: form to close deal

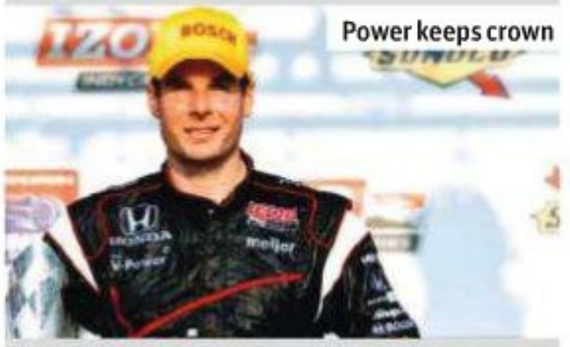
AUSTRALIAN INDYCAR ACE RYAN Briscoe is confident that he will remain with Team Penske next season, despite not yet having agreed a deal.

The team has expressed a wish to continue with three cars, but will only do so if it can secure full funding for all three. Will Power will remain at the team, while Helio Castroneves is likely to stay.

Briscoe, who joined Penske in 2008, said: "I'm feeling good about that. We don't want to change anything and want to make sure there is the funding to keep the programme going. I have to try to finish the season strongly, and the rest will take care of itself."

Briscoe is en route to his first winless season at Penske. His last victory came at Texas Motor Speedway in 2010.

IN BRIEF



Power keeps crown

POWER WINS ROAD TROPHY

IndyCar Series leader Will Power's second place at Motegi was enough for the Australian to secure the Mario Andretti Road Course Trophy. The Team Penske driver retains an award he won in 2010, when it was presented for the first time.

DYSON LOOKING AT INDYCAR

Newly-crowned American Le Mans Series champion Chris Dyson is weighing up a partial IndyCar programme. Dyson, 33, told Speedtv.com that any entry would be independent of the Dyson Racing ALMS Lola-Mazda squad. "On a road course, there are a lot of comparables between a prototype and an IndyCar," he said.

BLOMQVIST BENCHED

Anglo-Swede Tom Blomqvist has been forced out of the German Formula 3 Cup after breaking his back when he hit the wall in a recent crash at Lausitz. The reigning Formula Renault UK champion, who fractured a vertebra, is now back on his feet after five days in hospital.

BACHETA IN FOR MONZA

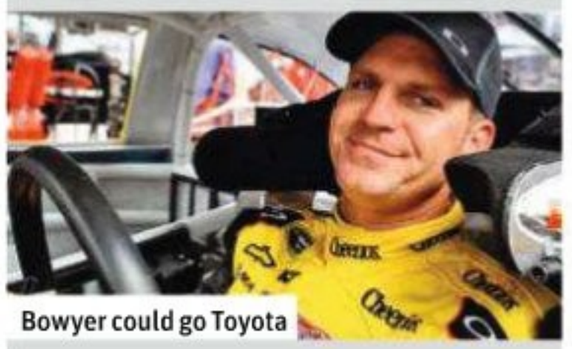
British GP3 driver Luciano Bacheta will contest next weekend's Formula 2 round at Monza. Bacheta, 21, raced at Austrian track Spielberg in August, finishing the two races in seventh and 10th.

NO PENALTY FOR MENARD

NASCAR Sprint Cup racer Paul Menard and his Richard Childress Racing team have avoided penalty following an investigation into whether they deliberately caused a yellow by spinning late in the recent Richmond race. Menard's spin and subsequent caution helped team-mate Kevin Harvick take the lead.

BOWYER NEARS WALTRIP RIDE

NASCAR ace Clint Bowyer is talking with Michael Waltrip Racing about a race seat for 2012. Team boss Waltrip said that his team held "productive talks" with Bowyer, who is unlikely to remain with the Childress team beyond this season.


Bowyer could go Toyota

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18

PIT BITS

Facts and stats plus a readers' poll



Flashback

June 2, 1985

LARGEST WINNING MARGIN IN THE DTM

Last weekend, Mattias Ekstrom won by 42.167s at Oschersleben. It was the biggest victory margin in a DTM race since Winni Vogt won by 51.96s at Mainz-Finthen in his BMW 323i.

TOP FIVE

Racing driver fights

1 Michael Simko v Don St Denis
2004 ARCA race ends with a two-footed kick through a windscreen and a skirmish. Epic.

2 Nelson Piquet v Eliseo Salazar
1982 German GP showdown at Hockenheim was a classic.

3 Chico Serra v Raul Boesel
Eventful end to qualifying at Montreal in 1982.

4 Tony Longhurst v Paul Morris
Trouble after Morris takes out Longhurst in Australian 2.0-litre tourers at Winton in 1994.

5 Alex Tagliani v Paul Tracy
PT keeps his cool against an irate Tag at San Jose in 2006.

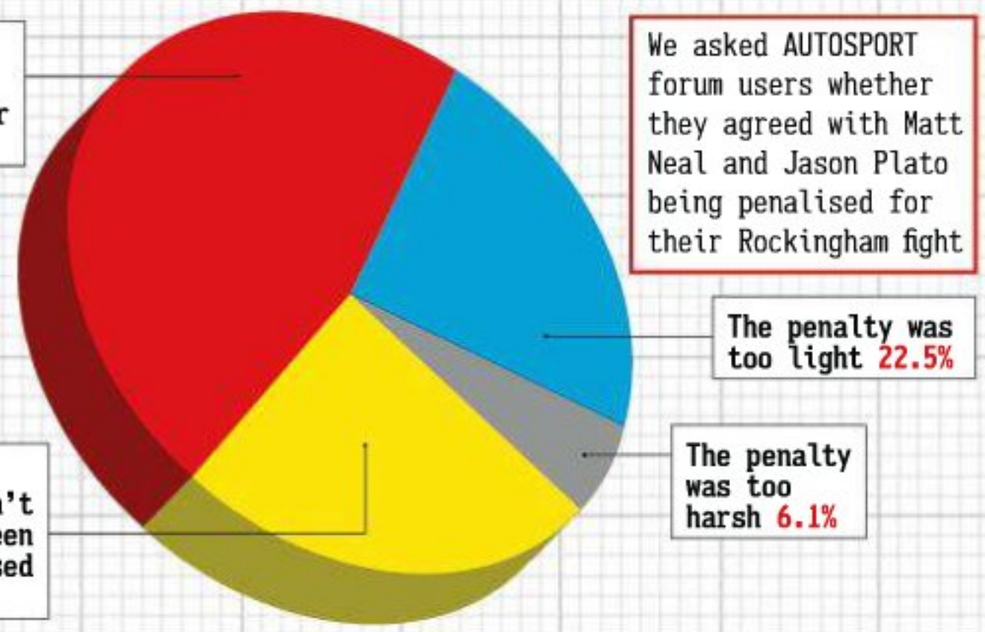


PT v Tag at San Jose in 2006

PICS: HOCH-ZWEI, STALEY/LAT, GETTY

Plato v Neal at Rockingham

We asked AUTOSPORT forum users whether they agreed with Matt Neal and Jason Plato being penalised for their Rockingham fight



top tweets



@jpmontoya
Raining like crazy here. I'm laying in bed watching some tv.



@AussieGrit (Mark Webber)
Just had booster jabs for Indian GP.



@GaryPaffett
And just to finish this great day off nicely the Gunners lost 4-3 to Blackburn. Noooooooo a day to forget for sure!!!



@jack_harvey42
I want you guys to keep an open mind.... Has anyone tried tea with a hint of coffee?? Its actually amazing #differentisgood

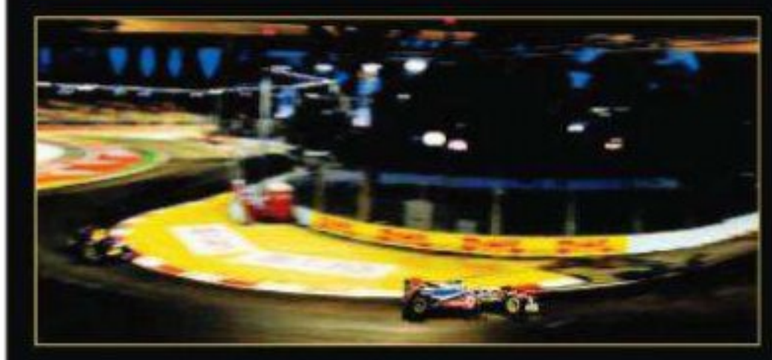


@RyanBriscoe6
So, did Bob Jenkins really call me Kevin Briscoe on the broadcast??? Seriously dude... :)



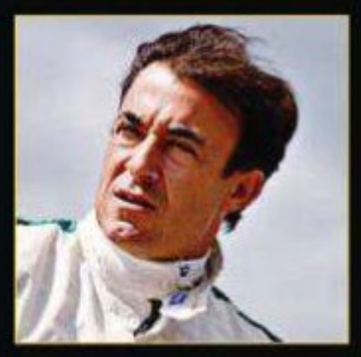
@paultracy3
How about helio calling for barnharts head after Brian gifted him the 2002 Indy 500 ... Lol

NEXT WEEK



SINGAPORE GRAND PRIX
All the stories, facts, stats and images from F1's fourth visit to the floodlit Marina Bay circuit

ALESI AND LOTUS
F1 hero talks about the T125 – the F1 Lotus he's developing for you to drive!



PLUS
Snetterton at 60; Why Will Power is Penske's superstar; LMS at Estoril; British F3/GT at Donington

ON SALE SEPTEMBER 29

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VW Polo R WRC broke cover in Frankfurt

WRC

VW WRC challenger breaks cover

German firm unveils Polo R WRC at Frankfurt motorshow and commits to November test programme with Carlos Sainz

Volkswagen's new WRC challenger has been driven for the first time – and serious testing will begin with double world champion Carlos Sainz on driving duties in November.

The Polo R WRC was displayed for the first time at the Frankfurt Motor Show last week, while a spokesperson at VW confirmed the car would begin its test programme with Sainz and Dieter Depping driving in just over a month.



New car will start a test programme in November

The spokesperson said: "The car has been driven, but only in our hall. But what is on show at Frankfurt is the complete car. We had always planned to have the car ready for the show, so we are on schedule with this."

Sainz has always made it clear he would be happy to test the car. The Spaniard said: "I have a lot of experience for developing rally cars and, of course, I am happy to use this with Volkswagen – certainly in the early tests."

While the Polo hasn't turned a wheel in anger in its complete form yet, it is believed Skoda

> "I have a lot of experience for developing rally cars and, of course, I am happy to use this with VW"
>
> CARLOS SAINZ

driver Juho Hanninen has been testing a Fabia S2000 mule car, with Polo WRC parts fitted in France earlier this month.

VW Motorsport director Kris Nissen said: "Building the first car is most difficult, we saw that with the Race Touareg. When we built the first car, it was not easy, but the second car was easier and the third one was immediately much better."

The Polo R WRC is not expected to compete in the world championship until 2013, but Nissen said he did not expect immediate success following 14 months' preparation time.

"In 2013 nobody can expect us to win everything," he said. "It's absolutely not possible. We have a fantastic company behind us with fantastic cars, but this is still motorsport and we need to build up the team, the car, the equipment. Look at Red Bull [in Formula 1], they spend five years with full commitment and good people [before they win]. All I can say is that we have made a very good start – we have a good feeling. If we continue like this, we will remain on schedule and we will follow that schedule. Once we begin testing, we will probably know much more about where we have a realistic chance to be at the end of 2012."

IRC

Rally Scotland date change set to rescue event

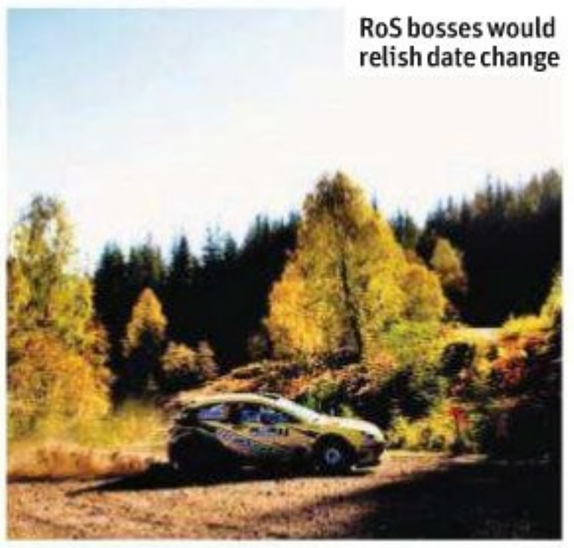
THE RALLY OF SCOTLAND'S SHIFT TO A March date for next year could be enough to save the event, according to clerk of the course Iain Campbell.

Despite being rated as one of the best rallies in the world by competitors, Britain's IRC round has struggled to attract entries because it's not included in any of the domestic championships.

IRC organisers are close to announcing a date change to move the Perth-based event from October to March for 2012.

"The move to March would be very good news," admitted Campbell. "This year there are five rallies in five weekends in October in Scotland. How can that work? We're all calling on the same competitors and the same marshals and something's got to give. We'd very much be in favour of a move – it could save this event and provide a great start to the British rallying season."

Campbell denied his team would be stretched if the event was moved to a date just five months after this year's penultimate round of the IRC that runs on October 7-9.



RoS bosses would relish date change

WRC

Mini boss: Citroen is hypocritical

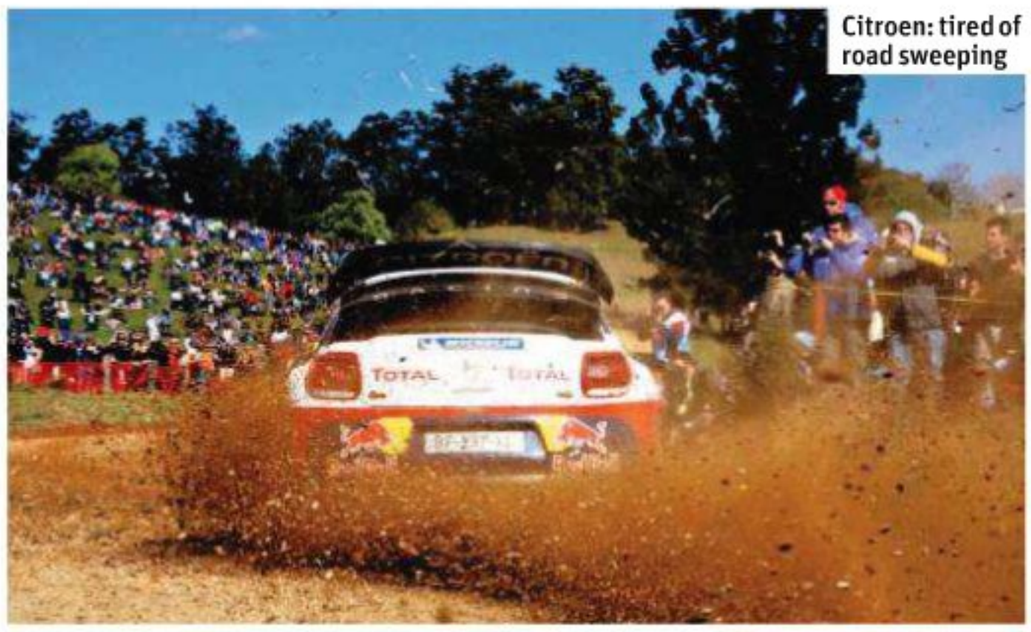
MINI WORLD RALLY TEAM CHIEF David Lapworth has slammed rival manufacturer Citroen for what he sees as a hypocritical approach to tactics – and for jeopardising the sport's future.

In a week when the sporting regulations regarding running order in the World Rally Championship will be decided – at the World Motor Sport Council meeting tomorrow (Friday) – Lapworth said he was stunned at Citroen's approach to the recent Rally Australia.

Citroen has campaigned hard for a reversal of the running order on WRC rounds. The firm's seven-time champion Sebastien Loeb has regularly criticised rules that force him to sweep the road from the front on gravel rallies and promoted the use of tactics to jockey for position on days two and three.

Lapworth said: "I think it's very hypocritical [of Citroen] to put pressure on the FIA to change the running order of rallies because they don't like tactics. And then blatantly ask one of the drivers [Sebastien Ogier] to slow down on the powerstage in Australia – isn't that tactics? And let's not forget, the Powerstage is a show for the fans.

"The running order needs to be left alone. On a gravel rally, you're never going to get a level playing field, but if you're going to handicap anybody it honestly makes most sense to handicap the top drivers. To think you can have a long-distance sport or a championship that takes place over a year and not have tactics is plain stupid or naive."


Citroen: tired of road sweeping

AUTOSPORT SAYS...



DAVID EVANS
RALLIES EDITOR
david.evans
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A slab (a big slab at that) of limestone emerged 18,000 years ago. It can still be spotted today – just around the corner from the monstrously long Llandudno pier, which probably wasn't there then. I'm sure we have a lot to be thankful to the last Ice Age for. First and foremost, we have to be grateful for the delivery of the first two stages of this year's Rally GB.

The Great Orme.

And it really is great. But is it an orme? I'm not so sure. Orme is, apparently, pre-1300 Scando-speak for a sea serpent. So I'm still none the wiser.

But, like I said, it is great.

Predictably for rock fashioned by the Ice Age, it hadn't changed much since I was last up there. Last weekend, I was up there with much more purpose. I was up there to find the best spot to watch from, just after lunch on Thursday November 10. I'm occasionally guilty of over-egging the pudding when it comes to this sport of ours, but not this time. Believe me, the Great Orme is a classic stage.

Known locally as Marine Drive, the road hugs the cliff face as it ducks in and out of the Irish Sea, while the kerbs jut out further than Jimmy Hill's chin, perfectly poised to catch out the over-eager or the slightly unwary.

And, don't forget, the world's quickest drivers will be taking on this rediscovered gem on stone-cold gravel tyres in North Wales in November.

Thanks, Ice Age.


Great Orme: a classic Rally GB special stage

IN BRIEF

ATKO BACK IN IRC PROTON

Chris Atkinson will return to the IRC with Proton for this week's Sanremo Rally. The Italian event will form part of Atkinson's preparations for the forthcoming Hokkaido Rally, the penultimate APRC round where he could clinch this year's title for the Anglo-Malaysian team. Italian Giandomenico Basso will drive the second Satria Neo S2000 in Sanremo.

SWEDEN INTO NORWAY

Next year's Rally of Sweden (February 9-12) will, as expected, include a full day in Norway. The opening leg of the event runs out of a remote service in Kongsvinger, with three stages run twice in Norway and one new stage crossing the border. Days two and three remain similar to previous years and will run out of Hagfors. A superspecial in Karlstad kicks off the event on Thursday February 9.

CYPRUS CASH ON OFFER

The IRC is running the Golden Stage on the back of this year's Cyprus Rally (Sunday November 6) again. Drivers will take two runs at a single mixed-surface stage live on television for a share of a €150,000 (£131,000) prize fund.

RENAULT MONTE PRIZE

Renault has revealed details of the prizes for its BRC-based one-make series next season. The winner of the Twingo Renaultsport R1 Trophy and Twingo Renaultsport R2 Trophy will win a drive on the 2013 Monte Carlo Rally in the next level of car (R2 Twingo for the R1 winner and Clio R3 or Megane R4 for the R2 winner). The winner of each round receives £750, with the second-placed driver taking £500 and the third-paced landing £250.

LATVALA DAMAGES ESCORT

Jari-Matti Latvala took part in the Finnish Championship finale, the Talotekniikka Rally, driving his Ford Escort Mk2 as a course car. Unfortunately for the factory Ford Fiesta WRC driver, the car suffered suspension damage on a jump, forcing him off the road and damaging the car's left-front corner.

BOGIE IS TITLE PICK

Scot David Bogie could clinch this year's British Rally Championship on Saturday's International Rally Yorkshire, the penultimate round of the series. The rally starts and finishes in Scarborough and includes classic stages in the Dalby forest complex.


Bogie has one eye on title

WRC

FIA to rule on Wales Rally GB's future



FIA will decide on Wales' Rally GB future this week

RALLY GB CHIEF EXECUTIVE ANDREW Coe is confident Rally GB will remain on next year's World Rally Championship calendar following this week's crunch World Motor Sport Council meeting.

Coe will travel to the meeting in Singapore ready to answer questions on the business plan submitted to the FIA earlier this year. The FIA wants to know what the future holds for Rally GB and, as yet, a deal with Wales or another venue for 2012 has yet to be agreed.

Coe said: "We are confident of having funding in place for the 2012 event – and beyond. Nothing has been communicated to us from the FIA which would lead us to believe the event won't be on the calendar for next year."

A source close to the FIA said: "If the event doesn't show the right commercial credentials for next season then it will be off [the calendar]. They have been given plenty of time to sort this out."

IRC PREVIEW

Event	**Rallye Sanremo**
Based	Sanremo
Round	**9/11**
Date	September 22-24
Stages	**13**
Mileage	140.29 miles
Surface	**Asphalt**
2010 winner	Paolo Andreucci
Championship leader	**Jan Kopecky**


Andreucci tamed Italian gravel in '10

PICS: EBREY/LAT, WWW.MCKLEIN.DE

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Will Schumacher's star rise again?

The seven-time champ was 'best of the rest' in Belgium and Italy, but the step to winning again is still an enormous one. *By EDD STRAW*

He finished fifth in the Belgian and Italian grands prix in a Mercedes. So does that mean that, given the current Red Bull, McLaren or Ferrari, Michael Schumacher could be fighting for race victories? While it's too simplistic to claim that he would be able to maximise the potential of a race-winning car given the opportunity, it's clear that, at Spa and Monza, he got the best-possible result from the machinery at his disposal. Perhaps the comeback of the century hasn't been so catastrophic after all...

It's the first time since returning to Formula 1 after a three-year layoff that Schumacher has finished in the top five in back-to-back races, and he is now just four points behind team-mate Nico Rosberg in the drivers' championship. That's not exactly something to write home about for a driver with 91 wins and seven world championships to his name, but there are clear signs that he is improving. Earlier this year, Schumacher had warned that "with time, things will come". So is that what we are seeing, or should we simply be saying that a couple of good weekends aren't good reason to put the bunting out on the streets of Kerpen?

The fact is, Schumacher's improvement over recent races has been clear for all to see. Rewind to the Canadian GP, where he charged up to second on merit in wet conditions. Following that was a sequence of races in which he was very often faster than Rosberg in race conditions, even if he couldn't match him in qualifying. ▶

PICS: THOMPSON/GETTY

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On the march, passing Webber, in Canadian GP

But for a sequence of errors – hitting Vitaly Petrov while exiting the pits in Valencia, assaulting Kamui Kobayashi at Silverstone and then spinning during the races in both Germany and Hungary – he might already be ahead of Rosberg in the points standings. Those were his mistakes, so they are not excused and it would be wrong for them not to earn black marks. But this Rosberg-beating race speed has not escaped team principal Ross Brawn's notice.

"That's our analysis," says Brawn when this is put to him. "It is the case that Nico has been more dominant in qualifying, but in the race they have been much more evenly-matched. I don't know the reason – I don't think that there has been a conscious decision by either of them to focus on one side or the other – but it seems as though Nico has developed an ability to get the most out of the car and the tyres on one lap or very short runs.

"Racing is different to qualifying. It's looking after the tyres, getting the most out of a session on them, getting the shortest elapsed time over 10 or 15 laps rather than just one. Maybe Michael's experience and ability come more to the fore in that arena. Michael is trying to improve his qualifying pace and Nico is trying to improve his race pace. There's no simple explanation. Nico is just squeezing a bit more out of it all than Michael in qualifying."

So what does this tell us? Well, we know that Schumacher is one of the sharpest drivers out there. It's well-known that he was surprised by just how difficult it was when he came back at the start of last season. With this year's regulations not putting anything like the premium on starting position that we saw last season, it's logical that he should have focused on race speed and minimising tyre degradation. So arguably there has been a conscious decision on his part to focus on Sunday afternoons rather than Saturday. Earlier this season, in an interview with the BBC broadcast during the Spanish Grand Prix weekend, he hinted that he didn't feel that he was quite as fast as he once was, but that he could make up for it in other areas.

> "Schumacher is a real problem for Mercedes. A driver missing expectations by so great a margin would surely have been given the flick"

"Maybe I'm even better because in a way I have more experience," he said. "But then, am I as good as when I was 25? I don't think so. I cannot be as good. But I can maybe be better in other areas. Is that compromise as good as I used to be?"

A good question. There's little room for doubt that Schumacher is not the driver he once was. The real question is whether he is still good enough to cut it at the top level.

Despite his recent good form, there is no other team that would look twice at him if he came onto the driver market, save perhaps for those who rated his commercial value over his on-track worth. Mercedes remains handcuffed to him through a deal that gives Schumacher the power to decide if he will continue next season. He insists that he will, and mutterings in the paddock say that he has even broached the question of a contract extension into 2013. He was evasive when asked about this at Monza, which suggests that he is indeed looking beyond next year. If he still harbours aspirations of winning another world championship it's a logical move, as few expect Mercedes to repeat the Brawn miracle of 2009 and go from midfielder to pacesetter in one leap.

In some ways, this makes Schumacher a real problem for Mercedes. A driver missing expectations by so great a margin last year would surely have been given the flick after the season finale at Abu Dhabi, something that Mercedes Motorsport chief Norbert Haug emphatically refutes.

"No, not at all," he says. "I see it completely differently. "Look at his race speed. His starts are fantastic, the racecraft is better than ever, he has overtaken more cars than anyone else on the first lap. At Spa, he had genuine speed and delivered what the car was capable of.





Schuey and Brawn: an eighth title together?



He's still a draw with the F1 fans

"We need to make a fair judgement. He is good for F1, he is motivated, he is more focused than ever. If you are comparable to a guy who is rated as highly as Nico, then you cannot be bad. If someone of Michael's capability had to leave F1, then probably half of the field would have to."

There are a few points to pick up on in what Haug says. Obviously, he has to back his driver, especially as he played a key role in his recruitment and has nothing to gain from attacking him. But as well as accentuating the positives – the recent race pace and passing prowess on the first lap, at odds with his moments of clumsiness when battling in the race – he has picked up on Schumacher's motivation and focus.

Here, we are in the realm of the intangible. It is impossible for anyone other than Schumacher himself to know what is going on in his mind, but all the signs are that he remains determined to make this comeback work. He has spent huge amounts of time with Pirelli engineers on race weekends trying to understand the way the rubber behaves, reminiscent of his close relationship with Bridgestone. Those inside the team still talk about that steely resolve and a no-excuses mentality. Last season, after a disastrous performance in the Chinese Grand Prix that was later put down to a damaged chassis, Haug admitted that Schumacher "was critical of himself" after the race. And he hasn't been afraid to be so again since.

The motivation is clearly there to deliver. Age has surely dulled him in some areas, but as he proved at Monza with his resolute defence against Lewis Hamilton, he is not afraid to put himself into harm's way behind the wheel to keep a slower car ahead of a rival. There is no question that, even during the bad times, he is enjoying his comeback – something that he can afford to do given that he has such a remarkable CV to fall back on – but fears that he is having a good time at the expense of his employers, who need him to deliver, are probably not completely fair.

Haug admits that it has taken Schumacher time to hit form, something that must come as a surprise to both men given that they were talking about winning the world championship in the build-up to last year. But he has a point.

"F1 is a different category to when he left," says Haug. "This starts with the testing restriction and the lack of tailor-made tyres. There are a lot of changes and he came in with little testing."

This point is often underplayed. Had Schumacher returned with unlimited testing and with the potential for a bespoke tyre – as he had with Bridgestone during his Ferrari era – it could have been very different. Firstly, he would have started his first race with significantly more mileage. Pre-season in 2010, he completed just over 2000 miles of running, all of it while developing the new car. Under ▶

Merc's alternatives

If Michael Schumacher made a U-turn on his desire to continue in 2012, or if Mercedes decided that it no longer wanted him and was able to give him the flick (both seemingly impossible scenarios), there are two obvious candidates for the drive, both of whom have proven themselves capable of thriving at the top level.



PAUL DI RESTA

The Force India driver's ties with Mercedes stretch back to 2005, when he graduated to the Formula 3 Euro Series with the marque's support. This was after sampling one of its DTM cars during the McLaren AUTOSPORT BRDC Award evaluation tests in November the year before (he won the award). The Scot has finished in the points four times this year, and would have done so more regularly but for misfortune (and the odd clash with Nick Heidfeld), further indicating what those who had watched him in Formula Renault, F3 and the DTM already knew - this is a guy who can win races in Formula 1. Well-regarded by Norbert Haug and still close to Mercedes, di Resta is seen as a Mercedes driver-in-waiting.



NICO HULKENBERG

The ex-Williams driver, now understudy to di Resta and Adrian Sutil at Mercedes, would be the ideal choice were Mercedes to insist on a German driver. While not closely aligned with the marque, he won the 2007 F3 Euro Series with Merc power and is arguably the best driver currently without an F1 seat. While many wrote him off last year after he struggled to get on terms with Rubens Barrichello in the early stages of his debut season, he regularly outpaced him in the second half of the year and his pole position laps - he set more than one time good enough to head the grid at Interlagos - prove that he is an exceptional talent.

PICS: ETHERINGTON, COATES, FERRARO/LAT

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Gold helmet at Spa for 20th anniversary in F1

"According to the medics, Schumacher's motorcycle injury could have been fatal had his neck not been unusually strong, a legacy of his F1 career and ongoing training regime"

previous rules, chances are he would have completed well over 10,000 miles, and could have developed the tyres to his liking. That's not an excuse – everyone is in the same boat – but like Bjorn Borg returning to play with a wooden racket when tennis had moved on to more-advanced materials, he was effectively cast into an arena that had changed vastly.

That made the learning curve more difficult. Add into the mix three years on the sidelines, and you have to ask whether everyone's expectations were too high. Again, that can't be used as an excuse for under-delivering, but if Schumacher continues his current rate of improvement, perhaps this partly explains why it has taken him so long to get his act together.

Then we have the imponderable element – his motorbike crash of February 2009 at Cartagena. At the time the accident was downplayed, but subsequently it became clear just how serious it was. Having lost his Honda 1000 CBR-Fireblade at high speed, he landed on his head in the gravel trap. Well-placed sources have revealed that, according to the medics, the injury could have been fatal had his neck not been unusually strong, a legacy of his F1 career and ongoing training regime.

When Schumacher's comeback with Ferrari – as replacement for the sidelined Felipe Massa – was abandoned in August 2009, Dr Johannes Peil revealed the extent of the injuries as: "A serious injury to the seventh vertebra of the neck, a fracture of the first left rib and a fracture at the base of the skull – roughly the size of the thumbnail but in a place supporting the whole weight of the skull. There was also a hairline fracture on the left side of the skull."

Add to that the fact that one of the two main arteries to the brain was heavily damaged (if you lose both of these, you will get no blood to the brain, with obvious consequences) and you have evidence of serious trauma. We are into the realm of speculation now, but it's not impossible that some neurological damage might also have been sustained. With the way that the brain works, allocating and reallocating resources according to demand, it's possible that skill sets accumulated during his F1 career were lost, further accentuating the steepness of the learning curve.

So what is the bottom line? Schumacher has not performed as expected since coming back, and he may never do so. But right now, his performances are on an upward curve and it's increasingly clear that he will be around next year. Does that mean he will ever win another grand prix, or even get on the podium for the first time since returning? No. Does it mean that it's wrong to write him off out of hand? Unquestionably.

Underestimating Michael Schumacher is a dangerous game. Right now, he's reached the level of a decent grand prix driver, no more, no less. While he's no Niki Lauda where comebacks are concerned, he's no Borg either.

Not as good as he used to be

Michael Schumacher is still blessed with superb car control: he can get the car way out of shape and still bring it back. But compared to the old days, he needs to use this skill more frequently.

Back in his 'first' career, he would sit the car straight onto the knife-edge that defined the limit upon corner entry – in fact, it often seemed a matter of pride to him that he could do this even on the first lap of the weekend. He would then simply sit balanced upon it; no further inputs, as that would have the car flying off the road.

Now he appears coarser in his approach, inducing movement and yaw angle, then wrestling with the consequences. He's as brave and committed on corner entry as ever he was, but it's as if he's a half-step behind – compared to before – in dealing with the consequences between turn-in and apex.

Before, it was as if the limit that was a tiny pinhead for most was for him quite a wide, comfortable sofa. Now it's like it's as narrow as for most other drivers. Occasionally he seems to stumble upon it, but next lap he's gone over it once more and is wrestling again, lots of correction, busy action.

In the races, his coping with changing fuel loads and balance, degrading tyre grip and evolving track surfaces has lately been serving him quite well. But as he strives for technical perfection that is a qualifying lap, he still falls short of the unbelievably high standards he set first time around. Put him in a good car and he will probably deliver race wins – and that surely would delight him. But the phenomenon of before is sadly probably past tense. *Mark Hughes*



This is all a bit more random than before



The faithful implore him to continue

Andretti raced from 1950s into the '90s

Is it better to burn out than fade away?

Just because you're knocking on isn't reason in itself to quit driving. It's just one aspect in the process. *By MARK GLENDENNING*

It's an irrefutable fact: Michael Schumacher has lost it. He's over the hill. The three-year hiatus between his final race at Ferrari and his first at Mercedes, combined with his advancing years, have blunted the edges of what was, in its prime, one of the most formidable talents the sport has seen, and left us with a vulnerable mortal cursed by his own reputation for greatness. Just ask the experts.

Stirling Moss told ESPN that "you need a compulsion to be there [in Formula 1], and I don't think Schumacher has that compulsion anymore. To win you need to believe that nobody else can beat you and, frankly, I don't think he's in that kind of mindset."

Schumacher's former Ferrari team-mate Eddie Irvine was more economical with his words.

"It's a waste of time," he told a German newspaper. "Schumacher is good, but no longer good enough."

Exactly where Schumacher stands relative to the hill is something only he knows. But if he is on the wrong side of the peak, what's changed? That he returned to the sport as a 41-year-old provided an obvious answer to his many doubters – even before he got in the car there were was widespread debate whether he was 'too old', yet little in the way of elaboration about what that actually means.

Ageing is a process of deterioration. But the decline affects different people in different ways, and history can serve up plenty of evidence that age alone does not necessarily translate into being slow. In an era when Lewis Hamilton and Sebastian Vettel were winning titles in their early twenties, we also had Gabriele Tarquini becoming the oldest-ever FIA world champion when he sealed the World Touring Car crown as a 47-year-old in 2009. Current WTCC points leader Yvan Muller is 42. At 44, Tom Kristensen is still one of the best sportscar drivers on the planet, along with his 41-year-old Audi team-mate Allan McNish. Russell Ingall was also 41 when the claimed the 2005 V8 Supercar title.

Forty candles on the cake does not mean the end of being competitive in single-seaters either, as Mario Andretti is keen to attest.

"In my forties, I never had any thought for retiring whatsoever," says Andretti. "I won a CART championship at 44, I won 17 Champ Car races during that decade [the 1980s], so I felt competitive. I loved driving so much that I just couldn't think of retiring.

"And then when I crept up into my fifties, then I started thinking about whether I wanted to overstay it and not be competitive, and have that as my last memory as a driver. You know, some of my peers obviously did that. So it was a time to make a decision. But throughout my forties I had no thought of retirement. I had no problem staying motivated. I just loved my driving."

Another American icon, AJ Foyt, was approaching his sixties when he raced at the Indy 500 for the final time. It will come as little surprise to anyone familiar with the headstrong Texan's reputation that he attributes his longevity to sheer bloody-mindedness.

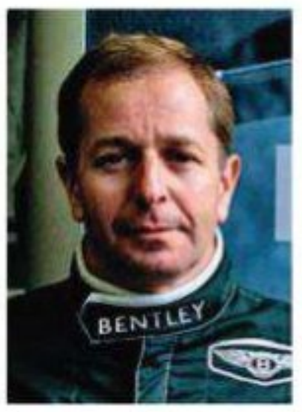
"I think the press drove me back into doing things, because every time I got hurt they'd say I can't do this, or do that," he says. "They made me do more things than I really wanted to do. I had no love for the media years ago. Probably still don't! But a lot of the time when people say 'you can't do this', I'd want to prove them wrong. That's what kept me in it for so long. That's what kept driving me back."

> "In my forties I never had any thought for retiring whatsoever. I won a CART championship at 44. I felt competitive"
> **Mario Andretti**

Science has long understood that maintaining physical fitness requires more dedication as people become older, both in terms of outright conditioning and the time taken to recover from effort. But a commitment to that side of things is part of the reason why Mark Martin is still a force to be reckoned with in NASCAR at 52 years old.

"I do cardio three days a week, and I'm always in the gym," Martin says. "My strength training is heavy, but that's tailored to me. I'm a little guy. I really enjoy it, and you have to do the exercise that you like. I hate riding a recumbent bike, so if that's all there was for me to do, I'd quit. But I love heavy weights. I can bench press 200 pounds and I weigh 125...

"Hanging up the helmet is a very, very scary proposition. It's not like I'm doing a job I could take or leave. This is the passion of my life. It's the only thing I'm this good at, and I will never, ever be as satisfied with myself [as I am now]. The day that the helmet ▶



Brundle raced for Bentley at Le Mans at 42

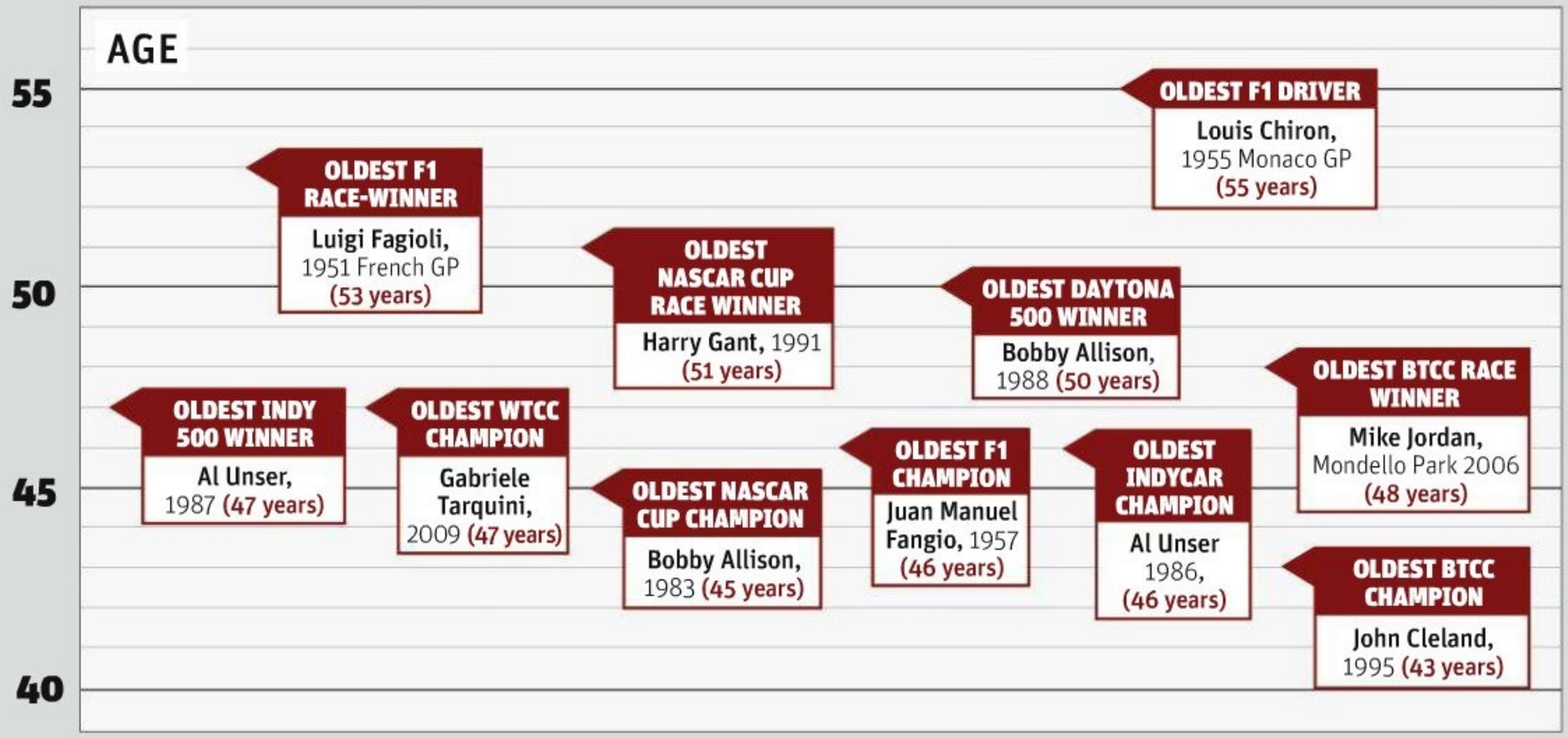


Andretti was an Indycar winner through to 53

PICS: GETTY

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LANDMARKS OF THE GOLDEN OLDIES



◄ hangs up, I know I can't do anything that will make me feel the way that driving a race car and doing a good job make me feel."

His workout regime may be rigorous, but there's plenty of evidence to suggest that Martin's ticket to motorsport's fountain of youth owes more to his complete lack of interest in quitting than to his work with the barbells. It's easy to appreciate how, as a driver racks up season upon season, attention can begin to waver. Perhaps they've made enough money that making more is no longer a motivator; perhaps they've achieved all they set out to; or maybe they've simply reached a point where they can think of things they'd rather be doing on a Sunday afternoon than dealing with the stress of the paddock. If you'd spoken to Damon Hill in 1999, he'd probably have told you that he was as motivated as he'd ever been – but he would never have parked a healthy car when he was at Brabham or Williams. Martin Brundle, who still races at 52 when he can fit it around his myriad other commitments, believes that a driver might not even be consciously aware that they've had enough.

"What it all comes down to is whether you still want to do it or not," says Brundle. "And how much success you've had, how much money you've got in the bank, how many championships. Almost subconsciously, that all affects your absolute need and desire to do it. And also your personality – there are some drivers who stepped out of the car and just walked away. Jody Scheckter, Damon Hill... they wouldn't dream of getting into a car and going racing anymore."

Motivation remains a big piece of the puzzle, although there inevitably comes

> "What it all comes down to is whether you still want to do it, and how much success you've had, how much money's in the bank"
> **Martin Brundle**

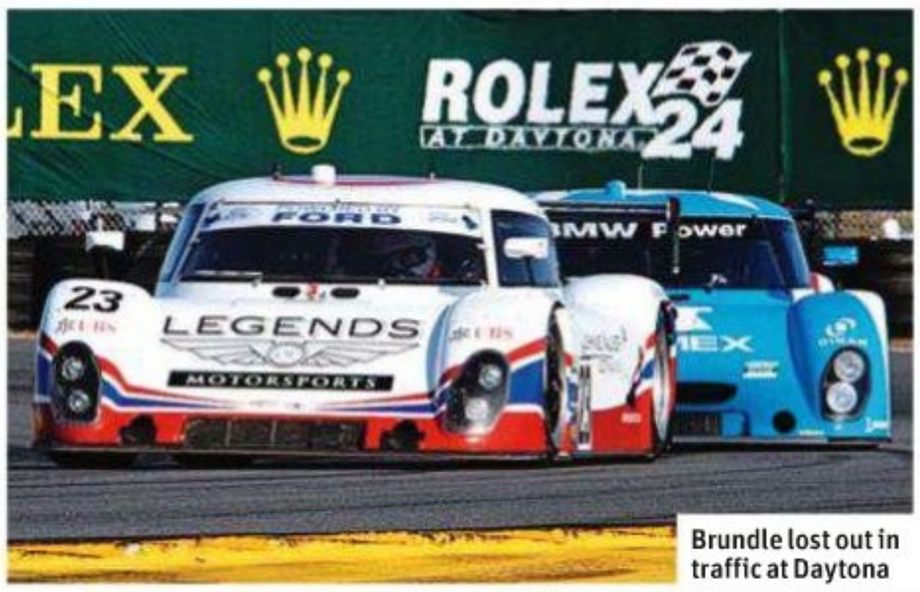
a point when that alone is no longer enough. A more realistic view of one's own mortality, possibly coupled with a sense of responsibility for a spouse and/or children, can mean that fear – or, more accurately, a loss of fearlessness – comes into play. Risks that a driver would have taken unhesitatingly at 20 may still be taken at 40, but perhaps not without a tenth of a second's worth of contemplation first. And those tenths add up.

"There is clearly something to that," agrees Andretti. "Sometimes you hesitate because you don't want to make a mistake, whereas when you were younger you were thinking, 'I'm going for it'. There's definitely some of that. You... soften up."

Andretti's offspring certainly had a hand in his eventual realisation that his best years were behind him, but it was not a fear of leaving them fatherless if he had an accident that bothered him. It was the fact that he could no longer beat his son Michael when they ran side by side in Champ Car.

"You start doubting yourself," he says. "I had a good measure to go by – my team-mate was my son, Michael, and I could see that he was at the top of his game, and I felt that some of the things that I didn't do, I could have done earlier in my career. So I started wondering what that was happening. Some of it, potentially, could have been physical. But other drivers perhaps become a little complacent. Or they're tired and they don't know it. I think it's a number of things. But the human element is such that sometimes the desire alone doesn't get the job done. It's a combination of physical and mental things that slip away from you."

One final tripwire for Schumacher

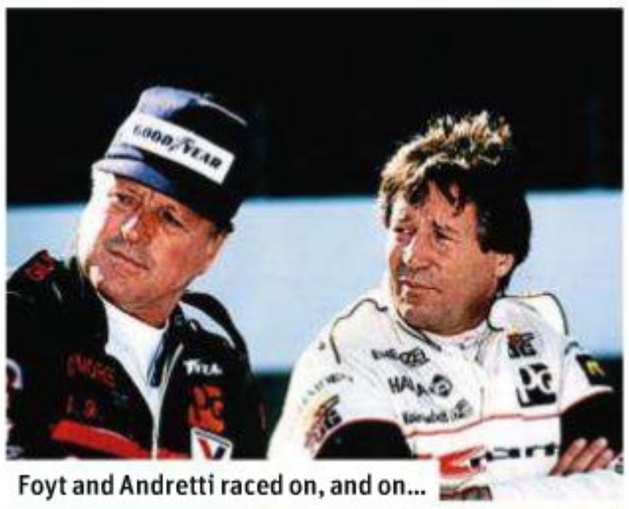


Brundle lost out in traffic at Daytona

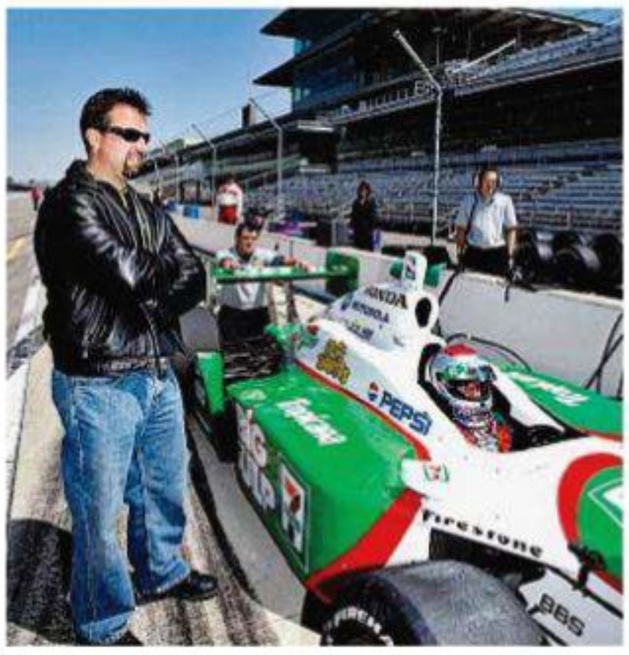

1991 Indy 500: Andretti youthful compared to Foyt (middle!)



PICS: LAHAM, LABERGE/GETTY



Foyt and Andretti raced on, and on...



...and Mario drove (and flipped) son's car in 2003

could be his three years out of the cockpit. No-one will ever know whether his performances with Mercedes would have been any different had he not taken a sabbatical, but there are plenty who will argue that there's no substitute for time in the car. Andretti points to the fact that he raced virtually every weekend during his formative years as a major reason why he never lost his edge, and this is supported by Brundle's recollections of this year's Daytona 24 Hours.

"Your racecraft and ability to navigate the traffic – you definitely lose an edge in that," says Brundle. "In the early parts of the Daytona race, I lost out every time when I was in a big fight and we caught some GT traffic. I was kind of a bit clumsy through it. But by the end of the race I was a lot better. And I think I've seen that with Michael, as well. In that first year and a half [since returning] he's had a lot of clumsy incidents. It's just my interpretation, but I can completely relate to it.

"The speed is there, and you're not scared. You just get rusty in wheel-to-wheel combat. When you are really in the groove, you make a lot of instinctive decisions. When you're not, you make a lot of mechanical decisions. That moment of hesitation always costs you."

The encouraging sign for Schumacher is that in the races, his performances have recently been getting better, not worse. Whether he can ever recapture the form of his best years remains to be seen, but of all the obstacles that stand in his way, the year on his birth certificate alone is not high enough a barrier to stop him.

"Hanging up the helmet is a scary proposition. It's not a job I can take or leave. This is the passion of my life"
Mark Martin, 52

Martin's intensity still burns into his fifties

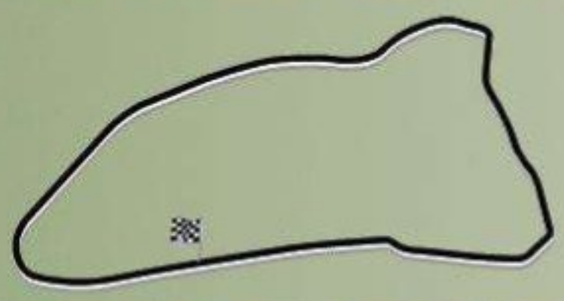
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GOODWOOD

Great Britain

September 16-18

14th Motor Circuit Revival Meeting

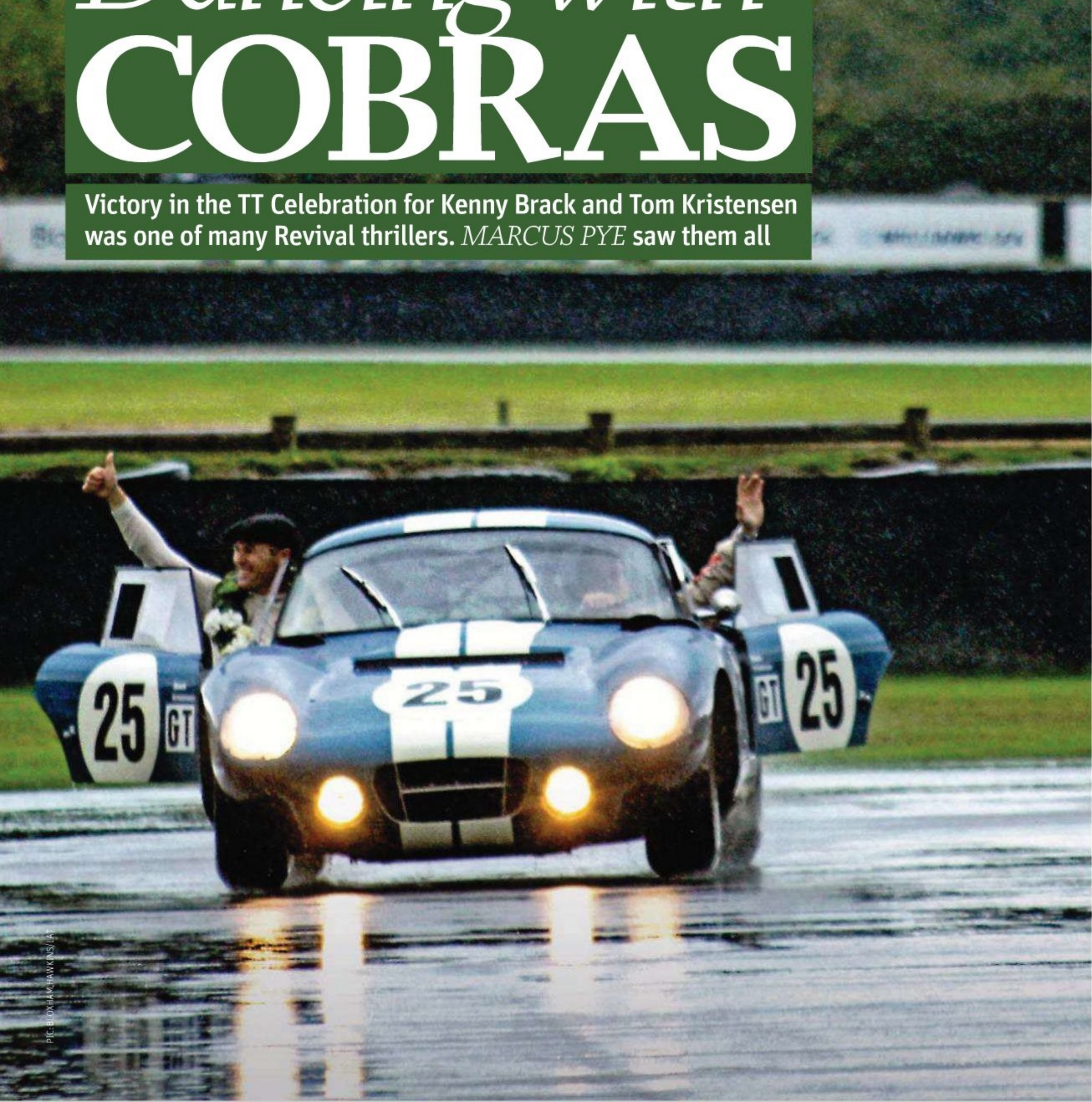




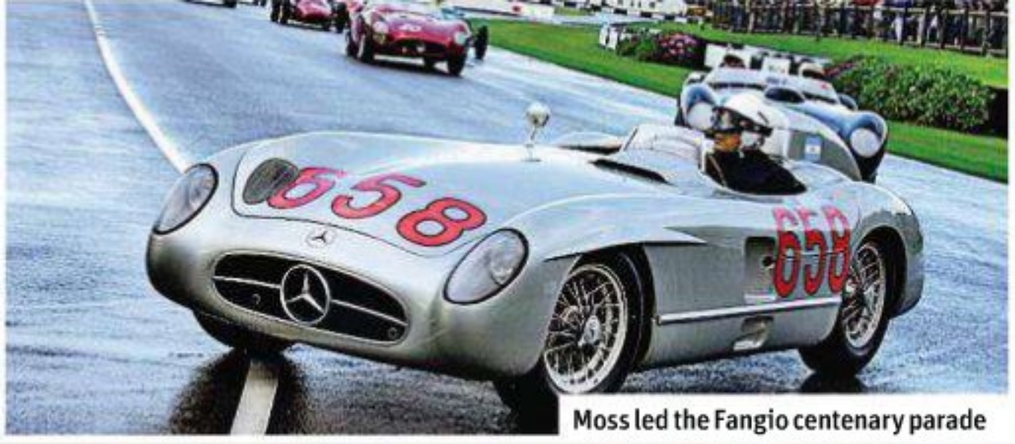
Spitfire 75th birthday bash thrilled anyone patriotic

Dancing with COBRAS

Victory in the TT Celebration for Kenny Brack and Tom Kristensen was one of many Revival thrillers. *MARCUS PYE* saw them all



PIC: BLOXHAM HAWKINS/LAT



Moss led the Fangio centenary parade

"I've never won anything in the wet with R4D"

Goodwood Trophy winner Mac Hulbert



Kristensen/Brack Cobra blitzed TT


Massive Galaxie V8s were crowd favourite

Goodwood's contribution to the world in times of war and peace was re-emphasised last weekend as 10 Supermarine Spitfires scrambled into the skies over the former RAF Westhampnett and some of the finest racing in the history of Lord March's Revival Meeting revisited the bi-lateral splendour of the world's most celebrated airfield circuit.

Introduced in September 1998, half a century to the day after his grandfather the Duke of Richmond and Gordon (successful pre-war racer and aviator Freddie March) unveiled what would become the aerodrome's new sphere of influence until 1966 when the gates were closed to racing.

Charles March's dream of reviving the racing of his youth in his own back yard has grown into a phenomenon. One in which 150,000 enthusiasts in period apparel (and an increasing number now arrive in period cars) are as integral to the scene as the competitors themselves. Indeed, as extras on a grand film set, the public defines the occasion, inspires the racers and sets the standards of etiquette that were expected in a bygone era.

"I think that the Revival shows us the way society really is," said the Ferrari red-robed Canon Lionel Webber in his Saturday address, "one in which we behave with dignity, talk to each other like decent human beings. We are a community of people united by our love of motor racing. Now let's see some thunderingly good driving," said the priest, blessing the track and all who raced on it.

Taken to Goodwood by his grandad in 1950, he has followed racing with a passion ever since. Ordained in '61, when Phil Hill (like Lionel an engineering nut) became the first ▶

> "I had trouble from a Mk2 Jaguar driven by a Scottish maniac"
>
> Lotus Cortina pedaler Tom Kristensen



Reid Jag and Kristensen Cortina diced in St Mary's

◀ American Formula 1 World Champion, he rejoiced in seeing Phil's son Derek pull off perhaps the overtaking manoeuvre of the weekend in Sunday's Royal Automobile Club Tourist Trophy Celebration.

Sir Stirling Moss, who won the 500cc race on the opening day in 1948, was mightily impressed with the Formula 3 event on Saturday – his 82nd birthday – and absolutely delighted to alight from his magnificent '61 TT-winning Ferrari 250 GT SWB on the startline and be presented with a themed cake by a bevy of bunny girls. For Stirling, racing and crumpet always did go hand in hand.

Moss, world champions John Surtees and Sir Jackie Stewart and Mercedes-Benz 'cub driver' of the '50s Hans Herrmann also led the tribute to Juan Manuel Fangio as the centenary of his birth in Balcarce, Argentina, was marked with a daily cavalcade. Fangio's towering career was highlighted in a short film – brilliantly scripted and voiced by historian and Goodwood advisor Doug Nye – which perfectly illustrated the charismatic five-time world champion's sublime genius.

Superlative skills abounded on track over the twin racedays, particularly in the RAC TT Celebration, which started in brilliant sunshine, albeit on an ultra high-speed course left perilously wet by a storm. With Jaguar E-types streamed into the dedicated Fordwater Trophy race the traditional Sunday all-star GT 'enduro' was populated by throbbing American Ford V8 engines, wailing V12 Ferraris and throaty straight-six Aston Martins (with one Jaguar XK for company, powering the unique closed-cockpit Lister).

Star turn – a great prize for the selectors – this year was a genuine Shelby American Cobra Daytona Coupe, CSX2300, the third of six built in pursuit of the GT World Championship in 1964-'5. The Guardsman blue beast took some onlookers back to Goodwood's seventh and final TT in August '64, when Phil Hill and Dan Gurney drove sister cars in a mixed race with sports-prototypes that pointed to the future. Graham Hill won that day in Maranello Concessionaires' Ferrari 330P, from David Piper (250LM) and Gurney who had been given free rein by Carroll Shelby to outrun the conventional John Willment-entered Cobras of Jack Sears and Bob Olthoff in the points chase.

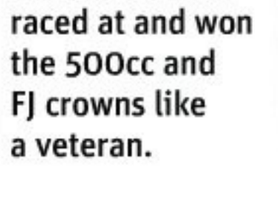
Aboard the Glaesel family's supercar were the Scandinavian dream team of eight-time Le Mans victor Tom Kristensen and 1999 Indianapolis 500 winner Kenny Brack, who had not driven at Goodwood since his early Formula Ford days with Image Race Cars, built in the Super Shell building at Woodcote corner. Brack, born three months before the 71st Members' Meeting closed Goodwood's first epoch on July 2, '66, qualified the Dean Lanzante-run monster on pole with a fabulous 1m23.659s (103.27mph) shot on Saturday, and three more Cobras led the pursuit. Ludovic Caron/Anthony Reid were closest, almost 1.3s adrift, with Rob Hall/Jochen Mass grabbing the other front row slot in Peter Austin's car. Alas, Olly Bryant's first shot at the TT was denied when Gerhard Berger smashed the ex-Roy Salvadori/Roger Mac GPG 4C headlong into the tyre wall at Woodcote in practice. The Austrian can be grateful that it was a right-hooker.

Best of the rest were the glorious Ferrari 250 GT 'Breadvan' of Nicolas Minassian/Max Werner, the Cobras of Shaun Lynn (another TT veteran) and Jackie Oliver/Gary Pearson, shadowed by the smoky Ferrari GTO of Martin Brundle and three-time TT retro winner Mark Hales.

The top 10 was completed by the newly-restored Fratelli Auriana Maserati Tipo 151 of Derek Hill/Joe Colasacco – raced by Bruce McLaren/Walt Hansgen at Le Mans in '62 – and the '64 Sunbeam Lister Tiger of Chris Beighton/Patrick Watts. The Ferrari 250 Drogo of GT ace Michael Bartels/David Hart and the sensational green GTO of Jo Bamford/Alain de Cadenet were on their heels. The "£200 million" grid saw the surviving Aston Martin P214 of Julien Draper/Stuart Graham share a row with P212 in the hands of Wolfgang Friedrichs/David Clark, Richard Attwood drive the Lister and Derek Bell qualify American Greg Whitten's '64-shaped GTO.

Brack, a relatively recent convert to classic rallying, displayed his new skill set to remarkable effect at the start of the race, already reduced from an hour to 45 minutes through cumulative

SAM WILSON



Former karter Sam Wilson, 26, has raced a Formula Junior Cooper infrequently in recent seasons, but his stars are in the ascendant. Following one test in the ex-Don Parker Kieft-Norton at Mallory Park he came to a circuit he had raced at and won the 500cc and FJ crowns like a veteran.



Madgwick Cup win went to Kremer Elva



Glamour on the grid was guaranteed



Emanuele Pirro led the Fordwater Jag thrash

PIC: BLOXHAMZ/LAT

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Pearson (19) and Knapfield dispute Whitsun lead

"Knapfield is the Schumacher of historic racing – for all the wrong reasons"

An unhappy Gary Pearson after the Whitsun Trophy

"The centenary of Fangio's birth was marked with a daily cavalcade, which perfectly illustrated the Argentinian's genius"



Fitchett/McWilliams won Sheene Trophy



Shaw/Oliver BMW took tin-top honours

programme delays. Quickest away and ahead by 3.19s at the end of the opening lap, the Swede was waiting for nobody. Certainly not Brundle who hooked up Nick Mason's GTO from row three and had relieved Mass of second place by Fordwater! Mass, Minassian, Cheever and Beighton were next, with Hill in the menacing Maserati seventh, ahead of Oliver and Lynn, who had nominated Roger Wills to co-drive his Cobra when Desire Wilson withdrew following a big Fordwater prang in his Jaguar.

As Brack powered away, the heavens opened again. Torrentially. Not that it appeared to worry Kenny, who made awesome wheel-spinning progress.

Brundle hung in there until Hill got the bulbous four-litre Maserati V8 into its stride and closed him down. The American's opportunity to pass the 1988 world sportscar champion came on the sloping run from Fordwater on lap 12 and Derek seized it with breathtaking audacity. With Martin passing Matthew Draper's ex-Mike Salmon Aston Martin DB4 Zagato on the inside of the crucial kink before St Mary's, Hill passed them both imperiously on the outside.

As conditions worsened leader Brack stayed out as long as possible and relayed his Danish partner for the final stint. Hill had put Colasacco in a lap earlier, but Hales, in for Brundle, passed Cheever – who, like Mass, ▶

WHITSUN TROPHY

CHINOOK IN CHARGE

THE WHITSUN TROPHY RACE FOR big-banger sports prototypes of the 1960s has seen some carnage over the years, interspersed with some of the finest driving in Goodwood history. On Saturday, the action was too robust from the start.

Paul Knapfield – who took Joaquin Folch and Marshall Bailey off at the start in 2009 – made a better getaway in his ex-John Surtees Lola T70 Spyder than Gary Pearson (in Bailey's T70) this time but squeezed the poleman onto the grass before Madgwick. The white Lola speared backwards across the track forcing big avoidances from Adrian Newey and Shaun Lynn (GT40s) and detours for Chris Jolley (Cooper-Chevrolet) and Matthew Watts (Lotus 30).

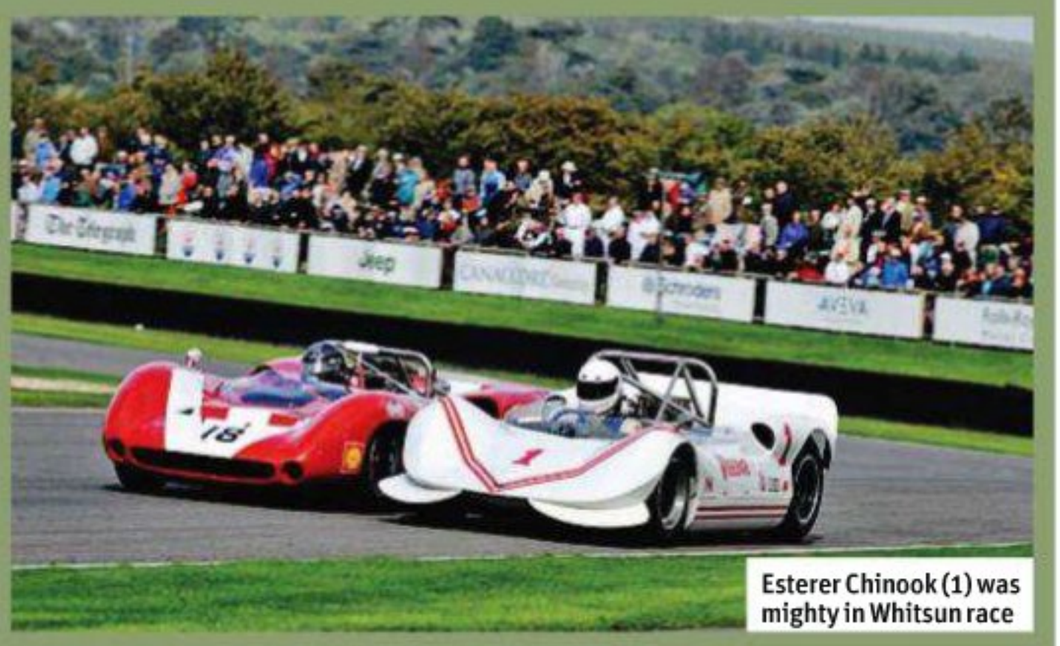
Knapfield thus came round clear of Canadian F5000 racer Jay Esterer's Chinook-Chevrolet but when Mark Hales (Crossle-Ford V8) collided with Folch's GT40 at the chicane, deranging the walls – and further delaying Jolley – the safety car was deployed while marshals mopped up.

As the crocodile was freed Pearson quickly usurped Goodwood virgin Chris Chiles Jr's Hamill from third and hared after Knapfield, who was under intense pressure from Esterer whose Chaparral-bodied car went like a rocket in a straight line.

Esterer got to the front, and Pearson to second only to be tapped through the kink on the Lavant Straight by Knapfield, who had previously run Esterer close to the pitwall, alarming signallers. Jay had one final shock, when he almost tripped over team-mate Ray Boissoneau's tardy Chinook at the chicane – oiled by Mogens Christensen's Wolverine – for the final time of asking.

How Esterer caught his car's tail as he slewed over the grass under acceleration defies logic, but close pursuer Knapfield dropped his Lola and slammed into the tyre wall backwards. Pearson, who had waved Knapfield by at Lavant a couple of laps earlier, thus took second and Chiles a good third.

"I really like driving on these old [treaded] tyres," said delighted victor Esterer. "The car's quite well mannered ifs you stay on the black stuff."



Esterer Chinook (1) was mighty in Whitsun race

"With no brakes on the Galaxie the old gearbag took a knocking"

Paul Radisich survived to win first St Mary's Trophy heat



Radisich (centre) won first St Mary's thriller



Cottingham Ferrari broke in March Memorial Trophy



Hulbert ERA R4D took first wet win



Young Sam Wilson took Kieft 500 win

◄ could barely see out of his Cobra and missed the pit window – and chased the Daytona Coupe to the chequer. To nobody's disappointment it was thrown early in the monsoon with Hill/Colasacco third, Oliver/Pearson fourth in Carlos Monteverde's ex-Ford France Cobra and Draper/Graham a splendid P6 in Project 214 behind the Breadvan.

"Conditions were very difficult. The Lanzante team did a great job with the set-up, but it was like dancing with a cobra," grinned Brack. "I had a top man in to do the hard work," said Hales of Brundle, who described the Ten Tenths-run GTO as "a lovely old bus. For a road car it's stunning, so it [finishing second to a pukka racer] was like a win for us." Watched proudly by his mother, Alma, Hill praised the Maserati. "It put its power down really well," said the Californian.

Cheever - who had embroiled Kevin Kivlochan's Cobra in a fine scrap with Beighton, Minassian, Oliver and Lynn in the early stages - and Mass (who drove solo because Hall had abandoned ship by the time he pitted) both collected one-minute penalties. Mass was bumped from sixth to eighth, and Cheever 11th to 14th where he deserved far better. Bell, miles behind when he took over the GTO/64, emerged with a big beam. "I felt like a 10-year-old again. It was the most enjoyable 20 minutes of racing I've had since I stopped doing it professionally."

Saturday's Goodwood Trophy curtain-opener set a high standard, with the ERAs of Paddins Dowling (R10B) and Mac Hulbert (R4D) joined on the front row by Frank Stippler (ex-Earl Howe Maserati 8C) and another quartet of ERAs between them and Julian Majzub's Alfa Romeo 308C.

Rain before the start threw the cat among the pigeons, but as Dowling's blower drive gear sheared and Duncan Ricketts (ERA E-type) spun at Madgwick the advantage see-sawed between Hulbert and Majzub. Julian growled the big Alfa ahead on Blockley tyres, but Dunlop-shod Hulbert charged past as the track began to dry. Stippler was a spectacular third ahead of ERA men Michael Gans (R1B) and Paul Mullins (R7B), both cars raced at the circuit's opening meeting in '48.

The Earl of March Trophy 500cc F3 race welcomed Revis and four-wheel-drive McCandless back into the fold and, while seven started, there wasn't a Cooper in the top six at the flag after early pacemakers Neil Hodges and Mike Fowler gyrated at St Mary's on laps one and two!

Class champion Nigel Ashman (Kieft) blew his chances by struggling off p2, then spun at Lavant having recovered to split leaders Sam Wilson (Kieft) and classic biker Gordon Russell. Wilson, on his 500cc debut, showed delicacy of touch in Charlie Banyard-Smith's ex-Don Parker car to beat Russell's tadpole by a couple of lengths. Ashman repassed JB Jones' French Cousy for third on the final lap.

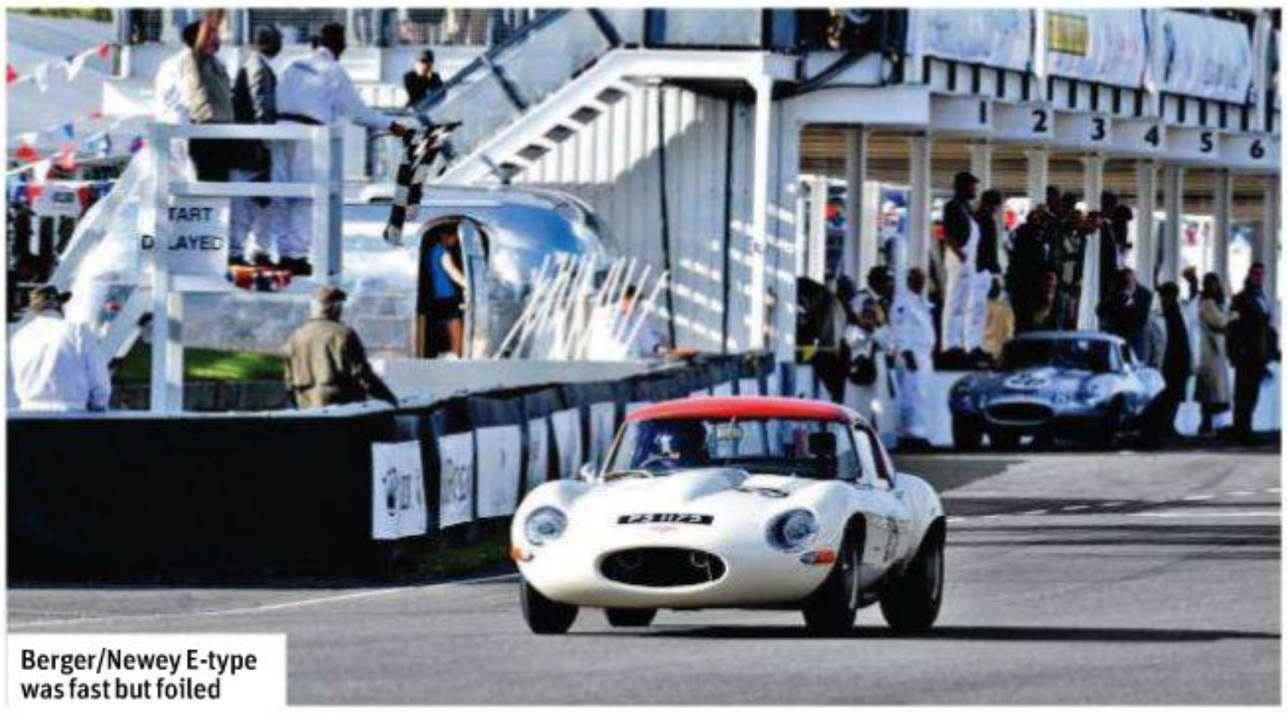
The St Mary's Trophy saloon car pro-am was another crowd-pleaser in which the Ford Galaxies of 'Whizzo' Williams and Kiwi Paul Radisich battled ahead of Jackie Oliver's BMW TiSA until Williams' propshaft broke on day one. Radisich beat the tenacious Oliver home by 3.777s, hotly pursued by Tom Kristensen - in Norwegian Arne Berg's Lotus Cortina, shared with Prince Joachim of Denmark – who ousted Darren Turner (Mini Cooper S).

Damp conditions on Sunday suited Oliver's regular partner Richard Shaw, builder of the Laranca Engineering 'Beemer'. After a brush with James Wood (in for Radisich) he erased the deficit and ecstatically handed Jackie a long overdue win in the showpiece. Wood and Turner's car owner, BMC engine guru Nick Swift, earned the other aggregate podium places.

A gridful of Jaguar E-types stampeding towards Madgwick corner at the start of the Fordwater Trophy

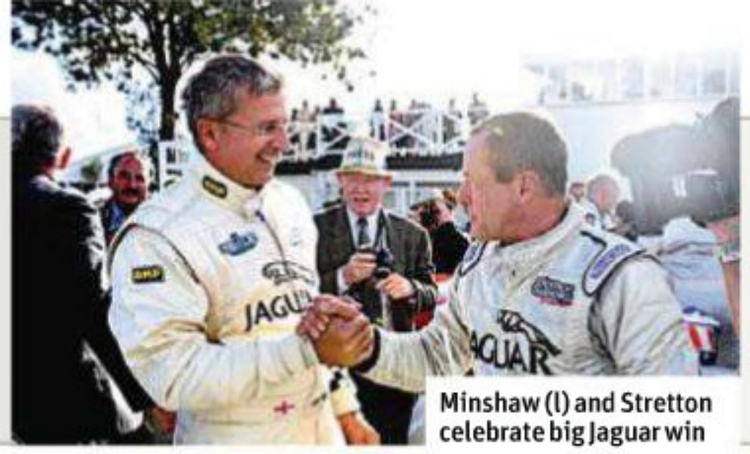


Earls Court came to Sussex for weekend



Berger/Newey E-type was fast but foiled

PIC: BLOXHAMZ/LAT


Minshaw (l) and Stretton celebrate big Jaguar win

"It's a fantastic end to the E-type year; I've waited a long time for this cigar"
Jon Minshaw on Fordwater Jaguar success

race was a fitting climax to the sportscar's 50th birthday celebrations. That ECD 400 – the Equipe Endeavour car in which Graham Hill won on the model's racing debut in 1961 and the rebuilt Lindner/Nocker low-drag coupe – were demonstrated added pathos.

Gerhard Berger made mincemeat of rivals in Adrian Newey's super-stiff car, building a 14-second lead, but the combo didn't win because he ran long. When Desire Wilson shunted Shaun Lynn's lightweight 4 WPD (evolved from Noddy Coombs' BUY 1, which Roy Salvadori raced at Oulton) at the chicane the safety car was deployed. Newey came out ahead of Martin Stretton in Jon Minshaw's car, but ceded the lead under pressure to a roar from the stands. After a safety-car interlude the green was given and Stretton won the last-lap dash. Jackie Oliver and Gary Pearson (subbing for the injured Carlos Monteverde) finished third.

The Chichester Cup Formula Junior race was a match for July's Silverstone Classic thrillers. It starred the same protagonists, Cooper T59 duellists Sam Wilson and Jon Milicevic, plus Pier Enrico Tonetti (Brabham BT6). Brimming with confidence after his 500cc F3 win, Wilson did it again with a couple of majestic passes of the Italian into Woodcote. Milicevic watched his mate in awe, and set a stonking lap record last time round.

"I'm speechless, it's incredible, they are wonderful racers," said Goodwood debutant Wilson, who was gobsmacked to be awarded the coveted Rolex watch as driver of the weekend!

"Goodwood debutant Wilson was gobsmacked to be awarded the Rolex watch as driver of the weekend"

Saturday's Freddie March Trophy Goodwood 9 Hours retro had a sting in its tail. After James Cottingham pitted his misfiring Ferrari 857S on the penultimate lap and early leader Nick Wigley's challenge expired with a belch of flame from the exhaust of Flavien Marcais' Cooper-Jaguar, Tony Wood (RGS Atalanta-Jaguar) found himself ahead when it mattered.

Forced to take grassy evasive action when chopped by Derek Hood's Cooper-Jaguar at Lavant on lap five, Wood recovered from sixth, passing Lukas Huni's Maserati A6GCS and Nick Adams (in the Lotus-Bristol entered by the Hall family in memory of Adrian), while Patrick Watts' Allard J2 gyrated after hitting a slow Ferrari ▶


Wilson won again in FJunior Cooper T59


Tony Wood with the spoils of RGS victory

RARE RACERS

REVIVAL REVOLUTIONARIES

MASERATI V8RI
Four supercharged 4.8-litre Maserati V8RIs were built in 1935, the suffix denominating Ruote Indipendenti (independent suspension). German marque collector Josef Otto Rettenmaier's car has been sorted by British guru Sean Danaher and, after recent transmission bothers at Dijon and the Nurburgring, it bagged sixth in the Goodwood Trophy opener.



REVIS-JAP
Southampton entrepreneur Reg Bicknell started building his first 500cc F3 Revis in 1948. The bold Bicknell found success in the early '50s before joining neighbour Mike Erskine's Staride equipe. Richard Bishop-Miller repatriated the bones of the car, sans body, from Canada in 2009 and debuted it promisingly despite engine issues.



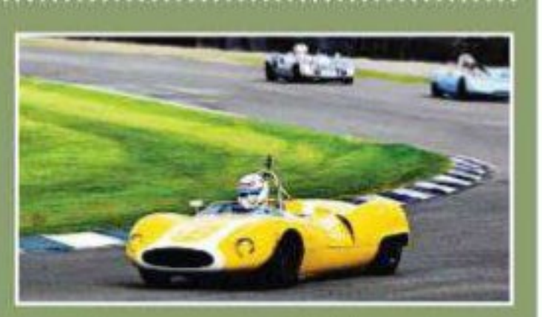
ISUZU BELLETT
Isuzu was the first Japanese marque to try its hand at saloon racing in Britain, Bruce McLaren practising (but not starting) a 1500cc Bellett at Goodwood in 1965. Single-seater ace Robbie Kerr shared Mark Bevington's machine in the St Mary's Trophy. Intriguingly, it wasn't the marque's first representative in period. AD Stewart raced one of its two-litre Bellei forbears here in '63.



ELFIN CATALINA
Australian self-taught engineer (and gifted driver) Garrie Cooper went on to build a remarkable number of single-seater and sportscars, including the unique 'ground effect' F5000 MR9 in 1980. Bill Hemming brought his beautiful FJunior Catalina – named after the long-defunct Catalina Park circuit in New South Wales – from Moorabbin, near Melbourne.



BOBSY SR2
Jerry Mong of Medina, Ohio, started making Bobsy cars (named after his favourite uncle) in the 1950s. The aluminium tubeframed SR2, of which about 30 were made, carried Chuck Dietrich to a '63 SCCA national title. Trevor Seckel's Alfa Romeo-engined example was debuted by restorer Simon Hadfield but driveshaft failure stopped it in the Madgwick Cup.



SCARAB-OFFENHAUSER
Lance Reventlow's Scarab F1s were pristine but obsolete in 1959. The third chassis was never used, and sat empty in the Donington Collection until acquired by Julian Bronson last year. Many promises – and a 470-hour bill (!) later – a 2.5-litre Offenhauser engine arrived from the USA. Sheared magneto drive and diff problems limited mileage.



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> "The result is irrelevant, just being here at Goodwood is enough"
> Patrick Watts on Allard Freddie March podium


Patrick Watts Allard was great to watch – as ever

◀ that wobbled into his path.

"I can't believe my luck," grinned Wood, who took the prize to Scotland for the third successive year, Darren McWhirter (Lagonda V12) having won in 2009-'10. Adams was an emotional second ahead of the resurgent Watts.

Sunday's Madgwick Cup opener was red flagged when Paul Knapfield nosedived into the barrier approaching the chicane, then cannoned through the polystyrene wall on lap one, ending any thoughts of a 1-2-3 for Elva-BMW Mk8s but negating a jumped-start penalty for Chris Goodwin (Lotus 23B).

Dion Kremer passed Roger Wills and skilfully opened a five-second lead on the restart, only to have it wiped out under yellows put out when front-upright failure sent Martin Verdon-Roe's fifth-placed Elva Mk7 into the bank exiting Lavant. At the green lap times tumbled as Wills, gifted a second chance, pressured the Rhodesian-born Londoner to the flag. Goodwin, Denis Welch and Simon Diffey were next home in Lotus 23Bs.

The Richmond Trophy race was defused when Hubert Fabri (Aston Martin DBR4) had a big accident on the Lavant Straight. Mercifully the Belgian escaped without serious injury (see Sports Extra) but the race finished under yellow flags.

After second qualifier Rick Hall's Ferrari Dino faltered, leaving the pack to weave between Willi Balz's stalled Maserati 250F (on row three) and it, nobody was going to catch poleman Gary Pearson (ex-Jo Bonnier BRM Type 25) although Tony Smith (ex-Phil Hill Ferrari Dino) gave it his best shot.

> "A treacherous track blunted the Chevrolet V8 brigade in the Sussex Trophy finale for 50s sportscars"

Andy Middlehurst dominated the Glover Trophy on a wet track in John Bowers' ex-Jimmy Clark Lotus 25. "It understeers until you get the power on in corners, which made life tricky, so I wasn't hanging around," he said after an immaculate display in the 1500cc F1's Golden Jubilee year.

Paul Drayson drove his Lotus-BRM 24 like never before to claim second, while Alan Baillie – in his 50th successive season of racing – squeaked third in his little twin-cam Cooper thanks to some demon late braking in a struggle with the V8s of Sid Hoole and Mark Piercy, and feisty Dan Collins's Lotus 21 that rotated out at Lavant.

To the chagrin of polesitter Julian Majzub (Sadler Mk3) and Andrew Smith (Lister Costin) a treacherous track blunted the Chevrolet V8 brigade in the Sussex Trophy finale for World Championship sportscars of the '50s. It was manna to Alex Buncombe though, for the youngster's precision in JD Classics' Lister-Jag took it clear of a disappointed Bobby Verdon-Roe in the double Goodwood TT and '59 Le Mans-winning Aston Martin DBR1 and Anthony Reid in Nigel Webb's Jaguar D-type. Barrie Williams' 60th Revival start saw him bring the Ecurie Ecosse Tojeiro through from 11th to fourth, "on a tired Jaguar engine built 14 years ago by dear old Spike Winter".

FANGIO TRIBUTE

CENTENARY CELEBRATION


Famous Fangio cars were paraded daily

FORMULA 1'S FIRST FIVE-TIME world champion Juan Manuel Fangio – who died in 1995, aged 84 – was the consummate master of everything he drove. From his early exploits in a borrowed Chevrolet taxi to his toppling of the Ferraris to win the '57 German GP win at the Nurburgring in Maserati 250F '2529' (which was at Goodwood) Fangio's was a remarkable talent.

That he didn't make his European debut until 1948, at the age of 37, but his record of 24 world championship grand prix wins from 51 starts – over nine seasons – is extraordinary. No wonder his nephew Fangio II, Hans Herrmann, John Surtees, Sir Jackie Stewart and his friend Sir Stirling Moss wanted to celebrate at Goodwood and the Fundacio Fangio sent the scary Chevrolet TC saloon and Volpi-Chevrolet from Balcarce.

Fangio only raced at Goodwood twice, in Alan Brown's Cooper-Bristol in '52 and one of the raucous BRM V16s the following year. The very Cooper and the National Motor Museum's V16 joined the cavalcades that featured Mercedes-Benz W196, Reims '54-type W196 streamliner and the 300SLR in which he was second to Moss on the '55 Mille Miglia. Plus Talbot Lago, Gordini, Alfa Romeo Alfetta, Lancia, Ferraris – including broadcaster Chris Evans's newly-acquired sports racer – and '58 Kurtis-Offy Indy Roadster.


Back-to-back Richmond wins for Pearson BRM


Hales and Brundle starred in Mason GTO

PIC: BLOXHAMZ/LAT

"I had wheelspin the whole back straight into the braking area"

Frank Stippler on taming the pre-war Maserati 8CM



Modern racer Frank Stippler slid Maserati 8CM skilfully



Paul Drayson splashed to P2 in Glover Trophy



Annual celeb cricket match opened show



1950s Merc GP racer Hans Herrmann's W196

MARTIN VERDON-ROE



Martin Verdon-Roe, 31, nephew of former FIA Historic Formula 1 champion Bobby, hadn't raced since FBMW in 2006, but left a big impression on his historic debut. Having qualified his Lotus twin-cam engined Elva Mk7 sixth for the Madgwick Cup race, MV-R was a stylish fifth when suspension failure forced retirement.

RAC TT CELEBRATION: GT CARS IN THE SPIRIT OF THE GOODWOOD TT RACES 1960-'64 (22 LAPS) **1 Kenny Brack/Tom Kristensen (Shelby American Cobra Daytona Coupe);** 2 Martin Brundle/Mark Hales (Ferrari 250 GTO) +21.992s; 3 Derek Hill/Joe Colasacco (Maserati Tipo 151); 4 Jackie Oliver/Gary Pearson (AC Cobra); 5 Nicolas Minassian/Klaus Werner (Ferrari 250 GT SWB 'Breadvan'); 6 Julien Draper/Stuart Graham (Aston Martin Project 214); 7 Chris Beighton/Patrick Watts (Sunbeam Lister Tiger); 8 Jochen Mass (AC Cobra); 9 Shaun Lynn/Roger Wills (AC Cobra); 10 Vincent Gaye/David Franklin (Ferrari 250 GT SWB). FL Brack 1m39.032s (87.24mph).

GOODWOOD TROPHY: GP CARS, VOITURETTES & SPECIALS 1930-'50 (10 LAPS) **1 Mac Hulbert (ERA R4D);** 2 Julian Majzub (Alfa Romeo 308) +0.727s; 3 Frank Stippler (Maserati 8CM); 4 Michael Gans (ERA R1B); 5 Paul Mullins (ERA R7B); 6 Josef Otto Rettenmaier (Maserati V8RI). FL Mullins 1m58.836s (72.70mph).

EARL OF MARCH TROPHY: 500cc FORMULA 3 CARS 1948-'59 (9 LAPS) **1 Sam Wilson (Kieft-Norton CK52);** 2 Gordon Russell (Mackson-Norton) +0.392s; 3 Nigel Ashman (Kieft-Norton CK52-1); 4 JB Jones (Cousy-Triumph No2); 5 Peter Kumlin (Effyh-JAP TT13); 6 James Gray (Comet-JAP Mk1). FL Ashman 2m08.048s (67.47mph).

ST MARY'S TROPHY: PRODUCTION-BASED SALOON CARS 1960-'66 (16+16 LAPS) **1 Jackie Oliver/Richard Shaw (BMW 1800 TiSA);** 2 Paul Radisich/James Wood (Ford Galaxie 500) +9.030s; 3 Darren Turner/Nick Swift (Morris Mini Cooper S); 4 Richard Attwood/Henry Mann (Ford Lotus Cortina); 5 Eddie Cheever/Richard Postins (BMW 1800 TiSA); 6 Tom Kristensen/Prince Joachim of Denmark (Ford Lotus Cortina).

SATURDAY 1 Radisich; 2 Oliver +3.777s; 3 Kristensen; 4 Turner; 5 Reid; 6 Attwood. FL Barrie Williams (Ford Galaxie 500) 1m31.891s (94.02mph). SUNDAY 1 Shaw; 2 Wood +12.827s; 3 Swift; 4 Postins; 5 Mann; 6 Bill Wykeham (Alfa Romeo Giulia Sprint GTA). FL Shaw 1m33.257s (92.64mph).

WHITSUN TROPHY: SPORTS RACING PROTOTYPES 1963-'66 (15 LAPS) **1 Jay Esterer (Chinook-Chevrolet Mk2);** 2 Gary Pearson (Lola-Chevrolet T70 Spyder) +8.816s; 3 Chris Chiles Jr (Hamill-Chevrolet SR3); 4 Shaun Lynn (Ford GT40); 5 Marcus Mussa (McLaren-Chevrolet M1B); 6 Roger Wills (Ford GT40). FL Pearson 1m19.686s (108.42mph).

FORDWATER TROPHY: JAGUAR E-TYPES 1961-'65 (29 LAPS) **1 Jon Minshaw/Martin Stretton;** 2 Gerhard Berger/Adrian Newey +1.967s; 3 Jackie Oliver/Gary Pearson; 4 Stuart Graham/Alex Buncombe; 5 John Pearson/John Young; 6 Paul Radisich/Andrew Smith; 7 Jason Minshaw/Barrie Williams; 8 Tom Harris/Tiff Needell; 9 Jochen Mass/Chris Stahl; 10 Paul Drayson/Marino Franchitti. FL Berger 1m26.004s (100.45mph).

CHICHESTER CUP: REAR-ENGINED DISC-BRAKED FORMULA JUNIOR CARS 1960-'63 (14 LAPS) **1 Sam Wilson (Cooper-Ford T59);** 2 Pierenrico Tonetti (Brabham-Ford BT6) +0.183s; 3 Jon Milicevic (Cooper-Ford T59); 4 Philipp Buhofer (Lola-Ford Mk5A); 5 Michael Hibberd (Lotus-Ford 27); 6 James Claridge (Lola-Ford Mk5A). FL Milicevic 1m25.738s (100.77mph) RECORD.

FREDDIE MARCH MEMORIAL TROPHY: SPORTS RACING CARS IN THE SPIRIT OF THE GOODWOOD 9 HOURS, 1952-'55 (16 LAPS) **1 Tony Wood (RGS Atalanta-Jaguar);** 2 Nick Adams (Lotus-Bristol 10) +17.719s; 3 Patrick Watts (Allard-Cadillac J2 'BB1'); 4 Lukas Huni (Maserati A6GCS); 5 Ben Cussons (Jaguar C-Type); 6 David Wenman (Jaguar C-Type). FL Nick Wigley (Cooper-Jaguar T33) 1m33.304s (92.59mph).

MADGWICK CUP: SPORTS RACING CARS UNDER 3-LITRES 1960-'66 (14 LAPS) **1 Dion Kremer (Elva-BMW Mk8);** 2 Roger Wills (Elva-BMW Mk8) +0.311s; 3 Chris Goodwin (Lotus-Ford t/c 23B); 4 Denis Welch (Lotus-Ford t/c 23B); 5 Simon Diffey (Lotus-BMW 23B); 6 Michael Gans (Lotus-Ford t/c 23B). FL Kremer 1m23.762s (103.14mph) RECORD

RICHMOND TROPHY: FRONT-ENGINED GP CARS 1950-'60 (11 LAPS) **1 Gary Pearson (BRM Type 25);** 2 Tony Smith (Ferrari 246 Dino) +0.509s; 3 Nick Wigley (Connaught C-type); 4 Stuart Rolt (Ferguson-Climax P99); 5 Eddie McGuire (Lotus-Climax 16); 6 Joaquin Folch (Maserati 250F '2524'). FL Pearson 1m28.075s (98.09mph).

GLOVER TROPHY: 1.5-LITRE GP & TASMAN CARS 1961-'65 (11 LAPS) **1 Andy Middlehurst (Lotus-Climax 25 R3);** 2 Paul Drayson (Lotus-BRM 24) +26.624s; 3 Alan Baillie (Cooper-Ford T71/73); 4 Sid Hoole (Cooper-Climax T66); 5 Mark Piercy (Lola-Climax Mk4); 6 James King (Brabham-Climax BT7). FL Middlehurst 1m52.255s (76.98mph).

SUSSEX TROPHY: WORLD CHAMPIONSHIP & PRODUCTION SPORTS RACING CARS 1955-'60 (12 LAPS) **1 Alex Buncombe (Lister-Jaguar Costin);** 2 Bobby Verdon-Roe (Aston Martin DBR1) +9.084s; 3 Anthony Reid (Jaguar D-type); 4 Barrie Williams (Tojeiro-Jaguar); 5 Rob Hall (Jaguar D-type); 6 Jon Minshaw (Lister-Jaguar Knobbly). FL Buncombe 1m44.994s (82.28mph).

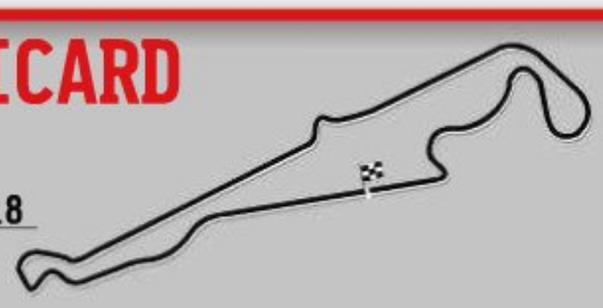
PETER MILLS
reports



PAUL RICARD

FRANCE

September 17-18
Renault 3.5
Round 8/9



AT A GLANCE
- Race 1 **Jean-Eric Vergne**
- Race 2 **Alexander Rossi**
- Pole position **Vergne x2**
- FLs **B Hartley/R Wickens**

Vergne's home run boosts score

A victory and a third for Frenchman Jean-Eric Vergne on home soil at Paul Ricard has set up a last-round title fight in Spain



Vergne: two poles, a win and a title shot

JEAN-ERIC VERGNE arrived at his home round at Le Castellet having secured victory on appeal at Monza's second race in May. The Frenchman maintained momentum in the drivers' standings to set-up a thrilling title showdown with Carlin team-mate Robert Wickens in Spain.

One tenth covered the top-three in a exciting qualifying for Ricard's maiden FRenault 3.5 race. Albert Costa did a typically classy job to join polesitter Vergne on the front row. A frustrated Wickens encountered a yellow flag that restricted him to the second row behind Brendon Hartley, but after dominant practice form few doubted the Carlin duo would again be to the fore.

Away from the lights, Hartley missed an up-change that allowed an opportunistic Wickens to take the inside, and third, into S de la Verriere. Motorland Aragon winner Alexander Rossi (Fortec) took advantage of the Kiwi's blunder to further demote the Gravity-Charouz driver and tuck into fourth.

Misfortune would strike Rossi when the American ran over debris from an opening-lap collision among the midfield, lodging a front wing in his sidepod.



American Rossi took first win since season opener

PICS: FLAMAND/DPPI

Hartley would eventually pass Rossi on lap seven, and achieved the impressive feat of reeling in an imposing five-second deficit to Wickens by the end. Mofaz's Jake Rosenzweig also cleared Rossi and moved into fifth. The American put his upturn in form down to a good night's sleep; screaming girls on a hen-night at Whittlebury Hall having driven him barmy at Silverstone.

ISR's Daniel Ricciardo leapfrogged the struggling Rossi on lap 12, before hunting down Rosenzweig three laps from home. However, Ricciardo used the blue-painted run-offs to pass a defensive Rosenzweig on the Mistral straight, and would pick up a 10s penalty for failing to respect track limits. Worse was to befall the cash-depleted Costa, who was disqualified from his best result of the season for being 2kg underweight.

Wickens could only manage seventh on the grid for race two, while Vergne was on pole again. Neither of the Carlin men's races would go to plan, although Wickens's regaining of three places into Turn 1 meant "things were looking sweet".

Up front, Rossi made a strong start from the front row to challenge Vergne into Turn 1. Vergne made his mandatory pit call on lap eight, but the Carlin crew encountered trouble changing the right-rear, clearing the path for Rossi to take control of the race and handing ISR's Daniel Ricciardo second position.

Continuing his road-sweeper status, Rossi picked up paper in his sidepods that raised the water temperature, but otherwise had a flawless run to the finish. Ricciardo had taken the unusual step of changing all four tyres in an early stop, but the expected pace didn't materialise. A heated fight with Red Bull stablemate Vergne ensued to the finish, the recovering Vergne claiming they made contact twice.

In an aggravated mood post-race, the 2010 British F3 champion also felt that Wickens' attempts to defend his position exiting his stop were "dangerous". Wickens failed to score after picking up a puncture in contact with BVM Target's Sergio Canamasas.

Rosenzweig repeated his Saturday result of P4 for Mofaz, ahead of impressive GP3 graduate Nick Yelloly (Pons). Draco's Andre Negrao produced one of the drives of the race by storming through the field from 18th to sixth.

RESULTS

Race 1 1 Jean-Eric Vergne, 25 laps in 47m47.373s; 2 Robert Wickens, +4.455s; 3 Brendon Hartley; 4 Jake Rosenzweig; 5 Sergio Canamasas; 6 Daniel Ricciardo; 7 Daniil Move; 8 Cesar Ramos; 9 Kevin Korjus; 10 Nelson Panciatici.

Race 2 1 Alexander Rossi, 23 laps in 47m12.356s; 2 Ricciardo, +4.416s; 3 Vergne; 4 Rosenzweig; 5 Nick Yelloly; 6 Andre Negrao; 7 Albert Costa; 8 Daniel Zampieri; 9 Ramos; 10 Oliver Webb. **Points: 1 Wickens,** 216; 2 Vergne, 214; 3 Ricciardo, 144; 4 Rossi, 138; 5 Costa, 126; 6 Korjus, 120.

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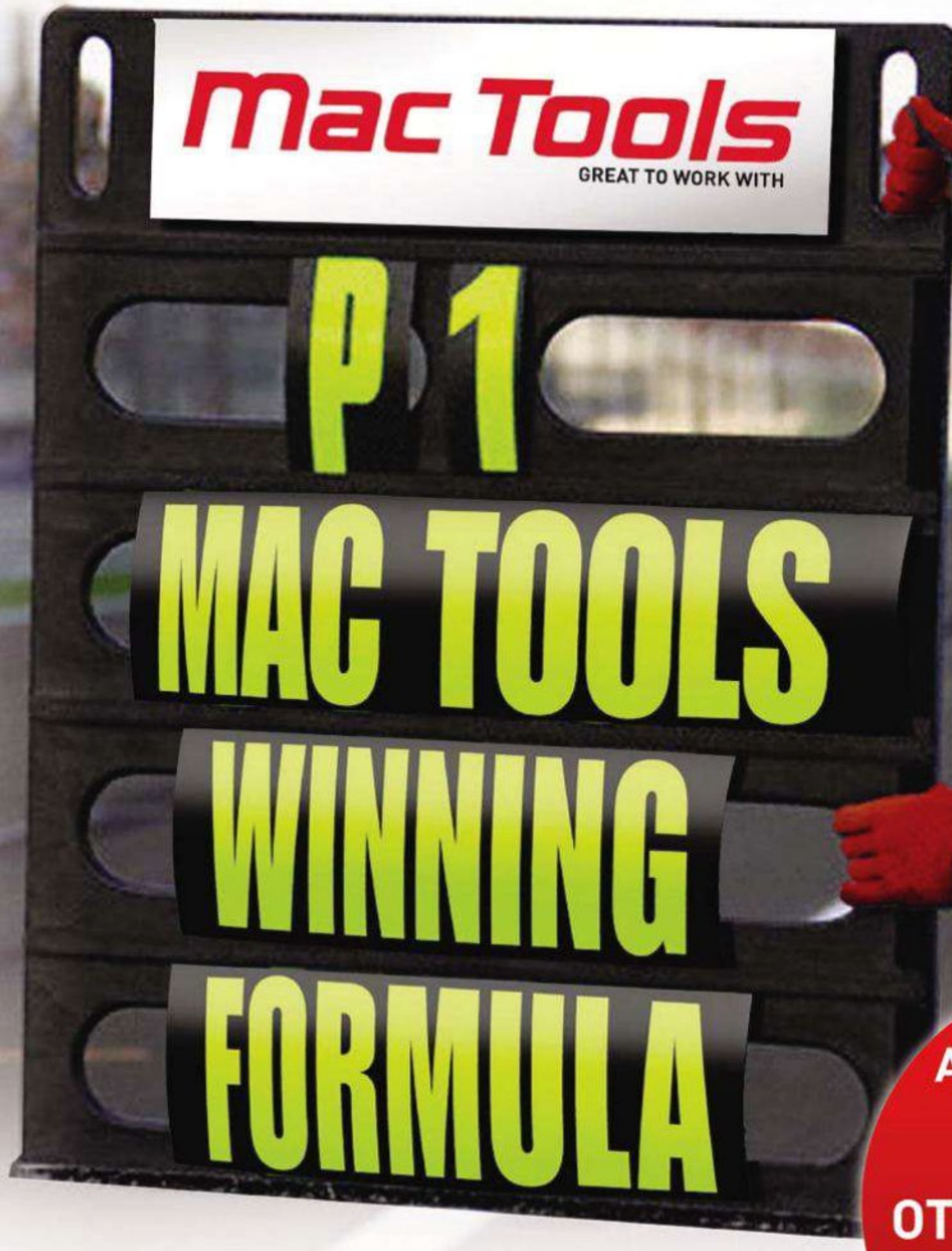
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ON THURSDAY OCTOBER 20TH kart drivers past and present featuring some of the best drivers in motorsport can pit their skills against each other in the Henry Surtees Trophy at Buckmore Park. Drivers from single-seat formulae, touring and sportscar classes will share John Surtees' state of the art kart track day with racing you'll never forget. If you're 16 or over and hold an MSA licence or are a member of Club 100, you can join in. Entry costs £500: proceeds will go to the Henry Surtees Foundation which assists people with brain or physical injuries caused by accident. This event has backing from the top people in world motorsport – which means the selection of prizes on offer for the winners is truly mouthwatering...

- **MERCEDES GP FACTORY VISIT:** test your 'driving god' skills on the team's simulator at Brackley, then join Ross Brawn (and three of your mates) for lunch .
- **FERRARI TEST DAY IN MARANELLO:** experience the Production and Racing departments and drive the latest Ferrari road cars around the Fiorano test track .
- **FORMULA 2 TEST DRIVE:** sample a 500bhp F2 car at Jonathan Palmer's MotorSport Vision facility at Bedford Autodrome .
- **GINETTA JUNIOR INTRODUCTION:** briefing and test opportunity for a full day in half-term 24-28 October at Anglesey Race Circuit with Hillspeed Racing.
- **FORMULA RENAULT TEST DRIVE:** try out one of the leading junior motorsport categories in a Formula Renault supplied by championship-winning team Manor Competition.
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INTERNATIONAL RACES & RESULTS
NASCAR SPRINT CUP
Chicagoland (USA), Rd 27/36

QUICK RESULTS
- Winner **Tony Stewart**
- Pole **Matt Kenseth**
- Most laps led **Kurt Busch**
- Points leader **Kevin Harvick**

RACE RATING ★★★☆☆ Tense conclusion to rain-delayed race to kick off Chase run-in

NASCAR SPRINT CUP CHICAGOLAND (USA), SEPTEMBER 19, RD 27/36

Stewart puts mileage in his Chase attack



Stewart recovered from migraine to win

TONY STEWART SCORED HIS first victory of the season to begin his Chase for a third NASCAR Cup in style.

Stewart hit the front during a 50-lap green-flag run to the finish that tested the fuel economy of his Stewart-Haas Chevy to the max. Having overhauled Matt Kenseth and the out-of-sequence Martin Truex Jr, he worked hard to save as much fuel as possible, audibly coasting through the turns.

Kevin Harvick took up the challenge in his Richard Childress Racing Chevy, but he also had to save fuel.

With all the frontrunners pitting during a late caution caused by aluminium debris, the race to the flag was about conserving fuel as much as pure pace, and the final lap descended into a lottery as cars ran dry.

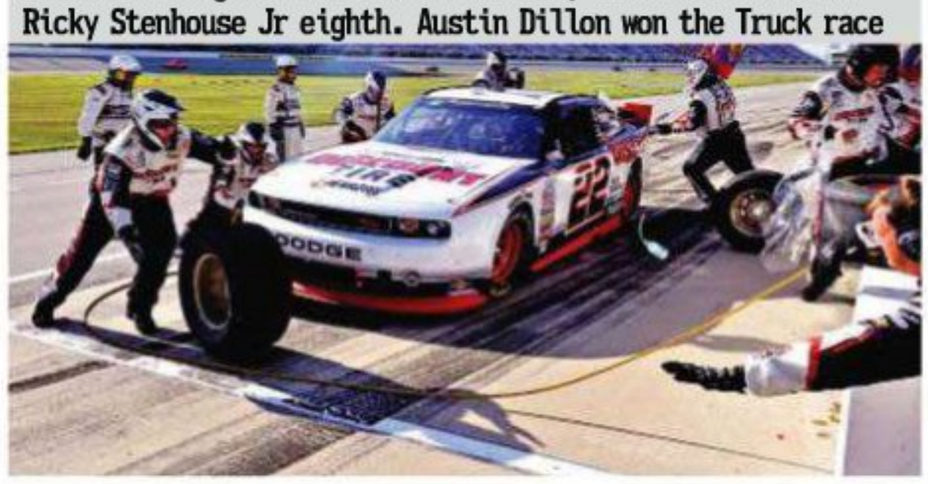
This handed third to Hendrick's Dale Earnhardt Jr, a great recovery after he went a lap down following an unscheduled early stop, while Carl Edwards, who led convincingly in the middle part of the race, gained a hatful of places for fourth.

Of those who ran dry, Kenseth was the best-placed, dropping out of third in his Roush Ford. Defending champion Jimmie Johnson had his Hendrick Chevy in the lead around half-distance, but he couldn't sustain the pace of Stewart while saving sufficient fuel. He at least made it across the line under his own steam in 10th.

1 Tony Stewart (Chevrolet Impala), 267 laps in 2h48m42s; 2 Kevin Harvick (Chevy), +1.490s; 3 Dale Earnhardt Jr (Chevy); 4 Carl Edwards (Ford Fusion); 5 Brad Keselowski (Dodge Charger); 6 Kurt Busch (Dodge); 7 Clint Bowyer (Chevy); 8 Matt Kenseth (Ford); 9 Ryan Newman (Chevy); 10 Mark Martin (Chevy). **Points** 1 Harvick, 2054; 2 Stewart, 2047; 3 Kenseth, 2042; 4 Edwards, 2040; 5= Earnhardt, Kurt Busch & Newman, 2038; 8 Jimmie Johnson, 2037; 9 Keselowski, 2036; 10 Kyle Busch, 2034; 11 Jeff Gordon, 2030; 12 Denny Hamlin, 2013.

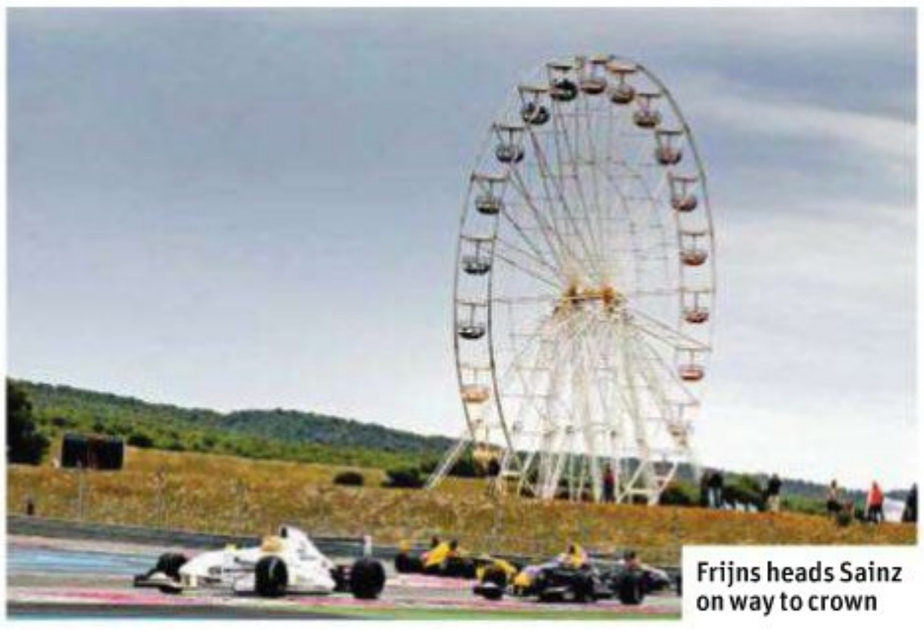
KESELOWSKI DODGES THE REST IN NATIONWIDE

Brad Keselowski took a solid win in the Nationwide Series race at Chicagoland from Carl Edwards, with series leader Ricky Stenhouse Jr eighth. Austin Dillon won the Truck race



FORMULA RENAULT EUROCUP PAUL RICARD (F), SEPTEMBER 17-18, RD 6/7

Frijns claims Euro title


Frijns heads Sainz on way to crown

ROBIN FRIJNS SEALED THE title with a round to spare after resisting a determined challenge from main rival Carlos Sainz Jr during race two at Paul Ricard.

Home support, if not local knowledge, provided a perfect backdrop for Tech 1 Racing's Paul-Loup Chatin to record his maiden Eurocup win in Saturday's opener, the all-French combo starting from pole and then holding Koiranen Bros' Russian racer Daniil Kvyat at bay to take the chequered flag by just over 0.5s. Kvyat's team-mate Sainz completed the top three to cut the deficit to championship leader Frijns by three points.

Red Bull-backed Sainz then beat Josef Kaufmann Racing driver Frijns to pole for race two in a wet qualifying session, but the track had largely dried out in time for the start.

After trailing the Spaniard early on, Frijns forced the smallest of errors to take the lead on lap six.

His front-left tyre heavily worn in the exertion, Frijns was unable to break away and remained under attack from the tenacious Sainz. Having charged up the order from 14th on the grid, Kvyat joined the tail of the fight on the final lap. The trio were separated by just 1.2s at the flag. Britain's Will Stevens finished fifth and 13th for Fortec Motorsport.

● Peter Mills

Race 1 1 Paul-Loup Chatin, 13 laps in 27m44.666s; 2 Daniil Kvyat, +0.636s; 3 Carlos Sainz Jr; 4 Robin Frijns; 5 Will Stevens; 6 Stoffel Vandoorne. **Race 2 1 Frijns**, 13 laps in 27m44.163s; 2 Sainz, +0.909s; 3 Kvyat; 4 Norman Nato; 5 Vandoorne; 6 John Bryant-Meisner. **Points** 1 Frijns, 223; 2 Sainz, 164; 3 Kvyat, 140; 4 Stevens, 104; 5 Timmy Hansen, 78; 6 Vandoorne, 75.

PICS: GETTY; LAT SOUTH

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

Scott Dixon's Motegi IndyCar win moves the Kiwi back into the top 10 for the first time since last August in ninth spot. Rivals Oriol Servia (41) and JR Hildebrand (94) are the big gainers in the top 100 as they move up 12 and 16 places respectively.

To see the full list, visit castroldriverrankings.com

INTERNATIONAL RACES & RESULTS
ALMS
Laguna Seca (USA), Rd 8/9

QUICK RESULTS
- Winners **Adrian Fernandez/Harold Primat/Stefan Mucke**
- Pole position **Guy Smith**
- GT winners **Jorg Bergmeister/Patrick Long**

RACE RATING ★★★★☆ Late-race drama capped day-long intensity in all classes

AMERICAN LE MANS SERIES LAGUNA SECA (USA), SEPTEMBER 17, RD 8/9

Aston team wins as Smith, Dyson and Mazda take titles

ASTON MARTIN RACING came from behind in the fifth hour of six to win LMP1 with its Lola coupe.

Dyson Racing's Chris Dyson and Guy Smith, who took pole, clinched the LMP1 drivers' title, despite co-driver Jay Cochran spinning the Lola-Mazda in the Corkscrew shortly before the finish. Cochran had suffered a rear puncture and pitted shortly before the incident, which came on cold tyres.

The Dyson team brought its sister entry of Steven Kane, Butch Leitzinger and Humaid Al Masaood into the pits in the closing minutes to enable Cochran to regain second place and secure the title prior to the Petit Le Mans season finale.

When Cochran took over, he inherited a lead built by Smith, who set the fastest race lap. But AMR's Stefan Mucke chased Cochran down and took the lead with 50 minutes remaining. Together with team-mates Adrian Fernandez and Harold Primat, he won by three laps.

The other Lola-Aston of Team CytoSport finished 48 laps behind the leaders after replacing an oil pump. Klaus Graf, who co-drove with Lucas Luhr, thus ceded the title to the Dyson drivers. Dyson also won the teams' title and Mazda earned the manufacturers' crown.

In GT, BMW pair Joey Hand and Dirk Muller claimed the drivers' title and the Flying Lizard Porsche team broke its 2011 duck after a fender-banging battle with the Risi Competizione Ferrari.

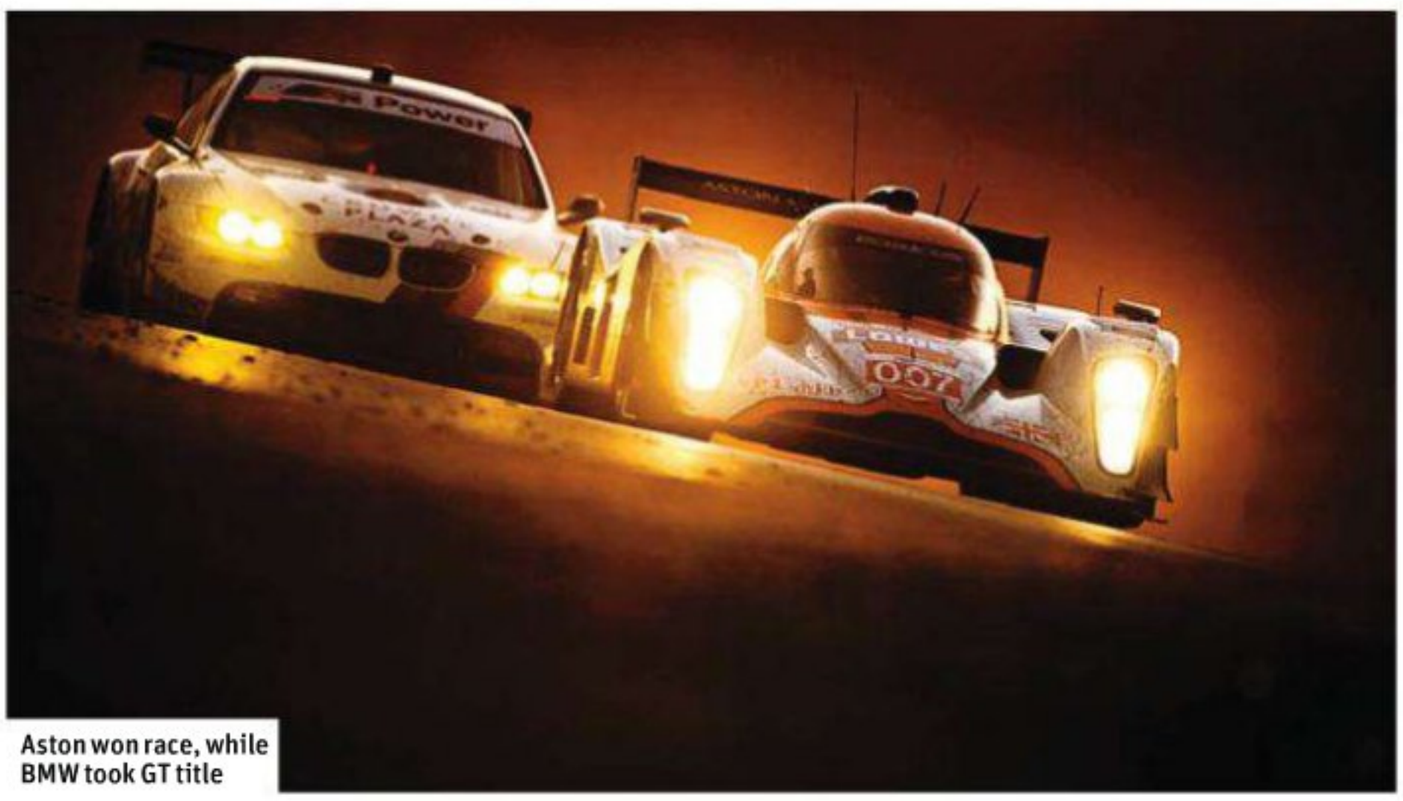
Toni Vilander tagged the Lizards' Patrick Long at the Corkscrew in the fourth hour to hold the lead. Jaime Melo nearly took Jorg Bergmeister into the wall on the front straight with two laps left – shortly after both had passed Muller.

But before any decision was taken the Risi Ferrari bobbled on low fuel on the final lap, enabling Bergmeister to take the lead and the RLL team's BMW M3 of Hand and Muller to claim second. A 90-second penalty dropped the Risi car to sixth in the results.

The Porsche GT3 R Hybrid, driven by Richard Lietz and Romain Dumas, finished three seconds up on the winning GT Porsche.

● Jonathan Ingram

1 Adrian Fernandez/Harold Primat/Stefan Mucke(Lola-Aston Martin), 248 laps in 6h01m02.936s; 2 Chris Dyson/Guy Smith/Jay Cochran (Lola-Mazda), -3 laps; 3 Humaid Al Masaood/Steven Kane/Butch Leitzinger (Lola-Mazda); 4 Scott Tucker/Christophe Bouchut/Luis Diaz (Lola-Honda); 5 Eric Lux/Elton Julian/Michael Guasch (ORECA FLM); 6 Gunnar Jeannette/Ricardo Gonzalez/Rudy Junco (ORECA FLM). **GT** 1 Jorg Bergmeister/Patrick Long (Porsche 911); 2 Dirk Muller/Joey Hand (BMW M3); 3 Scott Sharp/Johannes van Overbeek (Ferrari 458). **Points LMP1** 1 Smith/Dyson, 160; 2 Graf, 126. **GT** 1 Muller/Hand, 145; 2 Jan Magnussen/Oliver Gavin, 112; 3 Bill Auberlen/Dirk Werner, 103.


Aston won race, while BMW took GT title

GRAND-AM MID-OHIO (USA), SEPTEMBER 17, RD 12/12

Dalziel delight in sportscar finale

A CAUTION-FILLED finale to the Grand-Am season ended with a tense three-lap dash to the chequered flag in which Scot Ryan Dalziel earned a long-overdue victory in the Starworks Motorsport Ford-powered Riley he shared with Venezuelan Enzo Potolicchio.

And it was another Scot, Robin Liddell, who took the GT spoils in the Stevenson Motorsports Chevy Camaro he shared with Denmark's Ronnie Bremer.

"This has been the most special win so far," said Dalziel, who now has four podium finishes to his credit this year, as well as a litany of misfortune.

Jon Fogarty started from pole in the Gainsco Riley-Chevrolet, for the third time this season, and led the first nine laps until being outfumbled at the restart following the day's first (of eight) cautions by Ricky Taylor, whose SunTrust Dallara-Chevy later succumbed to clutch failure.

Mark Blundell (United Autosports Riley-Ford) ran as high as third in the early stages, embroiled in a battle with Antonio Garcia's Coyote-Chevy, until both fell back into the pack.

Dalziel, who took over from Potolicchio at the earliest opportunity (at 16 laps) found himself in the lead after the first round of pitstops. The numerous interruptions led to a variety of strategies being employed, but Dalziel regained the advantage on lap 74, then had to fight off a determined challenge from Scott Pruett, who had taken over the Ganassi Riley-BMW from Memo Rojas on lap 26.

Second place for Pruett and Rojas was enough to comfortably secure their third crown in four years, as well as a record-extending fourth for Pruett.

An epic battle for GT title honours was decided only in the final few laps after Leh Keen (Brumos Porsche GT3 Cup) beat Jonathan Bomarito (SpeedSource Mazda RX-8) out of the pits following their final stops and held on to secure a fourth-place finish. Long-time series leaders Bill Lester and Jordan Taylor finished only eighth after an early spin by Lester, thereby losing out to Keen and Andrew Davis by a scant two points.

● Jeremy Shaw


Dalziel secured Starworks' first win

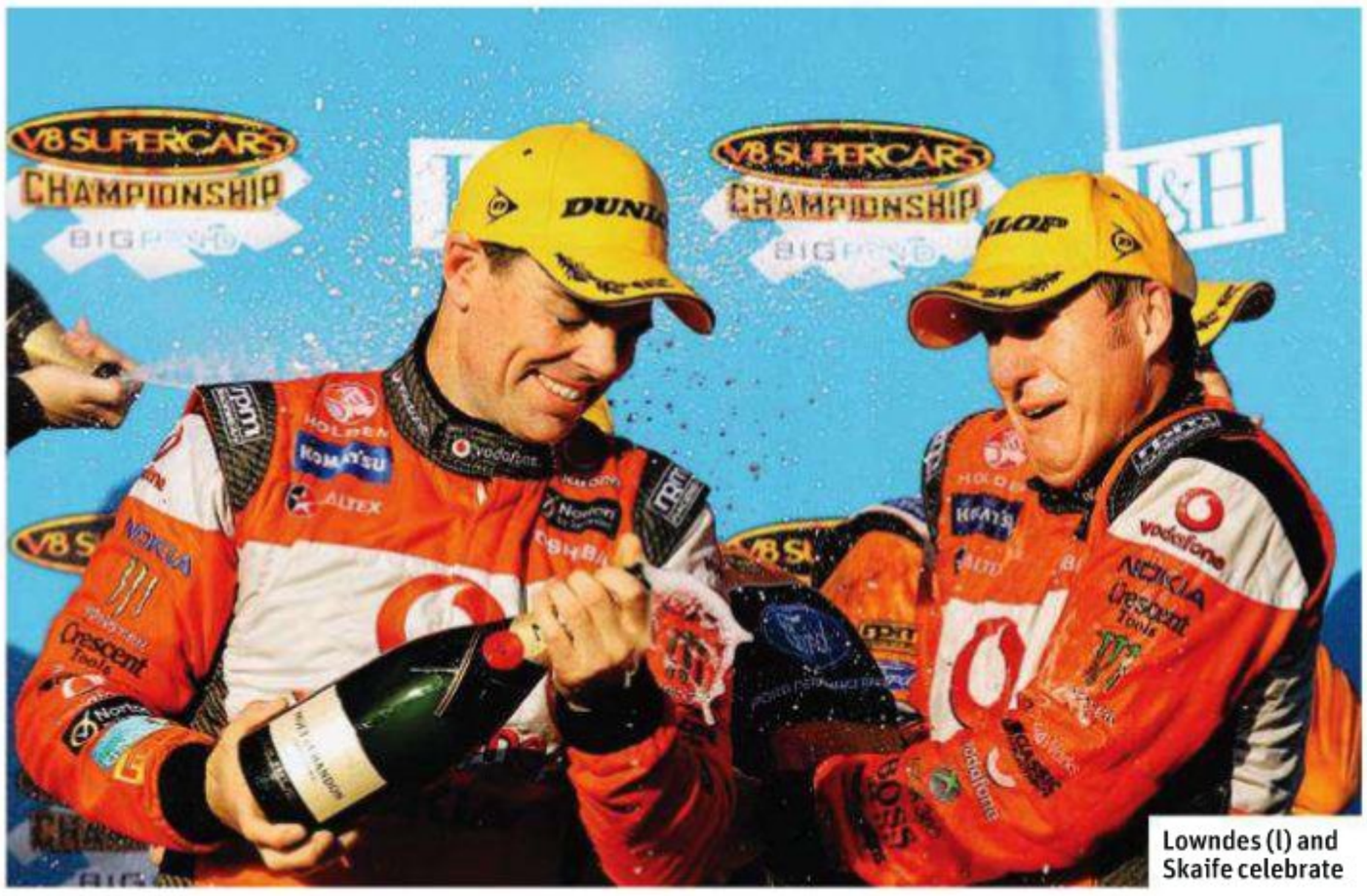
1 Ryan Dalziel/Enzo Potolicchio (Riley-Ford), 97 laps; 2 Scott Pruett/Memo Rojas (Riley-BMW); 3 Jon Fogarty/Alex Gurney (Riley-Chevrolet); 4 Joao Barbosa/Terry Borcheller/JC France (Riley-Porsche); 5 David Donohue/Darren Law (Riley-Porsche); 6 Alex Popow/Mark Wilkins (Riley-Porsche). **Points** 1 Rojas/Pruett, 385; 2 Ricky Taylor/Max Angelelli, 353; 3 Law/Donohue, 318; 4 Fogarty/Gurney, 315; 5 France/Barbosa, 314; 6 John Pew/Oswaldo Negri, 299.

PIC: GETTY, LAT SOUTH, GIBSON, ETHAN/LAT

INTERNATIONAL RACES & RESULTS
V8 SUPERCARS
Phillip Island (AUS), Rd 9/14

QUICK RESULTS
→ Winners **C Lowndes/M Skaife**
→ Pole **W Davison/L Youlden**
→ Fastest lap **Lowndes**
→ Points leader **J Whincup**

RACE RATING ★★★☆☆ Not a patch on last year's race, but a dramatic finish to keep everyone on their toes


Lowndes (l) and Skaife celebrate

V8 SUPERCARS PHILLIP ISLAND 500 (AUS), SEPTEMBER 17-18, RD 9/14

Lowndes/Skaife revive the magic

CRAIG LOWNDES AND MARK Skaife have started three endurance races as co-drivers for Triple Eight – and they're yet to be beaten.

The veterans were in shining form at Phillip Island, Skaife starting the race and handing the Holden Commodore over to Lowndes to finish the job. From there, it took some determined driving to hold off the opposition, including some 160mph, side-by-side cornering with Garth Tander, but Lowndes held his nerve and his position to cruise home to the win. Better yet, team-mates Jamie Whincup and Andrew Thompson brought their sister car home for a one-two finish.

"Last year was a fairytale finish and today was just extraordinary," said Skaife, who next month steps down from driving to take on the role of Chairman of the V8 Supercars Commission.

Will Davison/Luke Youlden took third for Ford Performance Racing ahead of Tander, who snatched the spot from Shane van Gisbergen by 0.001s. The Ford youngster looked set for second until he struck tyre trouble, losing as much as 3s a lap in the final laps.

It was a great comeback from Tander, whose job was made harder after co-driver Nick Percat stalled at the lights, prompted an aborted start and had to get going from the pits after the rest of the field had gone.

David Reynolds was sixth, aided brilliantly by rookie co-driver Tim Blanchard, while defending V8 Supercar Championship James Courtney could manage only ninth, in the works Holden he shared with Cameron McConville.

Best of the international drivers was GT regular Allan Simonsen, the Dane 13th in Greg Murphy's Kelly Racing Holden, while David Brabham was 22nd, sharing Alex Davison's Ford. In an unprecedented result, and in perfect spring conditions, all 28 starters finished the race – and the top 25 ran the whole race distance!
● Phil Branagan

1 Craig Lowndes/Mark Skaife (Holden Commodore), 113 laps in 3h08m13.2041s; 2 Jamie Whincup/Andrew Thompson (Holden), +6.3205s; 3 Will Davison/Luke Youlden (Ford Falcon); 4 Garth Tander/Nick Percat (Holden); 5 Shane van Gisbergen/John McIntyre (Ford); 6 David Reynolds/Tim Blanchard (Holden); 7 Jason Bright/Andrew Jones (Holden); 8 Rick Kelly/Owen Kelly (Holden); 9 James Courtney/Cameron McConville (Holden); 10 Fabian Coulthard/Craig Baird (Holden).
Points 1 Whincup, 2145; 2 Lowndes, 2053; 3 van Gisbergen, 1716; 4 R Kelly, 1585; 5 Tander, 1548; 6 W Davison, 1544.

INTERNATIONAL GT OPEN ALGARVE (P), SEPTEMBER 17-18, RD 6/8

Ayari bounces back

THE EDIL CRIS FERRARI team won the opening race. Raffaele Giammaria held off Philipp Peter in the first stint before handing to Miguel Ramos.

After a tough first race, JMB Ferrari pair Soheil Ayari and Joel Camathias put the second to bed, with Andrea Montermini making a late pass on Juan Manuel Lopez for second.

Race 1 1 Raffaele Giammaria/Miguel Ramos (Ferrari 458 Italia), 37 laps in 1h10m05.656s; 2 Andrea Montermini/Emanuele Moncini (458), +8.121s; 3 Philipp Peter/Michal Broniszewski (458); 4 Alexander Talkanitsa/Alexander Talkanitsa Jr (458); 5 Soheil Ayari/Joel Camathias (458); 6 Luca Rangoni/Alessandro Garofano (430 GT). **Race 2 1 Ayari/Camathias**, 27 laps in 51m17.283s; 2 Montermini/Moncini, +19.281s; 3 Juan Manuel Lopez/Marco Frezza (430); 4 Giammaria/Ramos; 5 Peter/Broniszewski; 6 Stefano Bizzarri/Andrea Rizzoli (458 GT3).
Points 1 Ayari, 147; 2 Ramos, 141; 3 Moncini/Montermini, 136; 4 Stefano Gattuso/Lorenzo Bontempelli, 129; 5 Frezza/Lopez, 122; 6 Giammaria, 115.

GERMAN FORMULA 3 ASSEN (NL), SEPTEMBER 17-18, RD 8/9

Stanaway's title success

IN THE ABSENCE OF MARCO Sorensen, who had run out of budget, Van Amersfoort Racing's Richie Stanaway was confirmed as champion before the weekend.

URD driver Klaus Bachler won the first race. In difficult conditions, with rain setting in halfway through, the Austrian was the only driver to stay out on slicks and he finished just ahead of Stanaway and polesitter Hannes van Asseldonk, who led the first half of the race.

In the second race, Stanaway had a rather poor start, but he still won after a nice battle with Markus Pommer, crowning his title with his 11th win of the year.
● Rene de Boer

Race 1 1 Klaus Bachler (Dallara-Mercedes), 17 laps in 29m58.233s; 2 Richie Stanaway (Dallara-VW), +0.380s; 3 Hannes van Asseldonk (DV); 4 Nikolay Martsenko (DV); 5 Jeroen Mul (DV); 6 Alon Day (DV). **Race 2 1 Stanaway**, 20 laps in 31m01.136s; 2 Markus Pommer (DM), +0.673s; 3 Day; 4 Bachler; 5 van Asseldonk; 6 Martsenko. **Points** 1 Stanaway, 158; 2 Marco Sorensen, 110; 3 Bachler, 78; 4 Tom Blomqvist, 59; 5 Day, 58; 6 van Asseldonk, 51.

IN BRIEF

ADAC GT MASTERS
With a win and a seventh place, Engstler Alpina-BMW drivers Dino Lunardi and Alex Margaritis extended their points lead in the ADAC GT Masters. In the turbulent second race, Nicolas Kentenich and Dominik Farnbacher scored the first win of the year for Ferrari.

ITALIAN F3
Points leader Sergio Campana emerged atop a mid-race battle with Raffaele Marciello to win at Vallelunga. Campana's BVM Target team-mate, Frenchman Brandon Maisano, won the reversed-grid race.

STAR MAZDA
French ex-Palmer Audi ace Tristan Vautier clinched the title with fifth place in the finale at Laguna Seca. Connor de Phillippi won the race from Nick Andries.

BRAZILIAN V8s
New rules concerning exclusions meant and Alceu Feldmann (Matheius Chevy) and Marcos Gomes (FullTime Peugeot) were allowed to keep their first and second spots at Santa Cruz do Sul despite not being able to supply the required 3kg fuel sample. Caca Bueno (Red Bull Peugeot) took maximum points and the series lead with third.

FORMULA RENAULT ALPS
Frenchman Paul-Loup Chatin made it three wins in a row with a double at Paul Ricard to take the points lead from his Tech 1 team-mate Javier Tarancon, who was second and third.

CARRERA CUP GERMANY
Nick Tandy closed in on the title with his third win of the year at a wet Oschersleben. The Konrad driver beat Rene Rast (Forch) and Nicki Thiim (Attempto) while title rival and fellow Brit Sean Edwards (Tolimit) was fifth after damaging his splitter against a kerb mid-race.



Tandy closed on title with victory

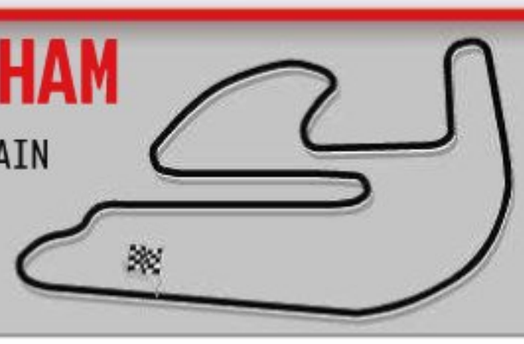
ROCKINGHAM

GREAT BRITAIN

September 17-18

BTCC

Round 8/10

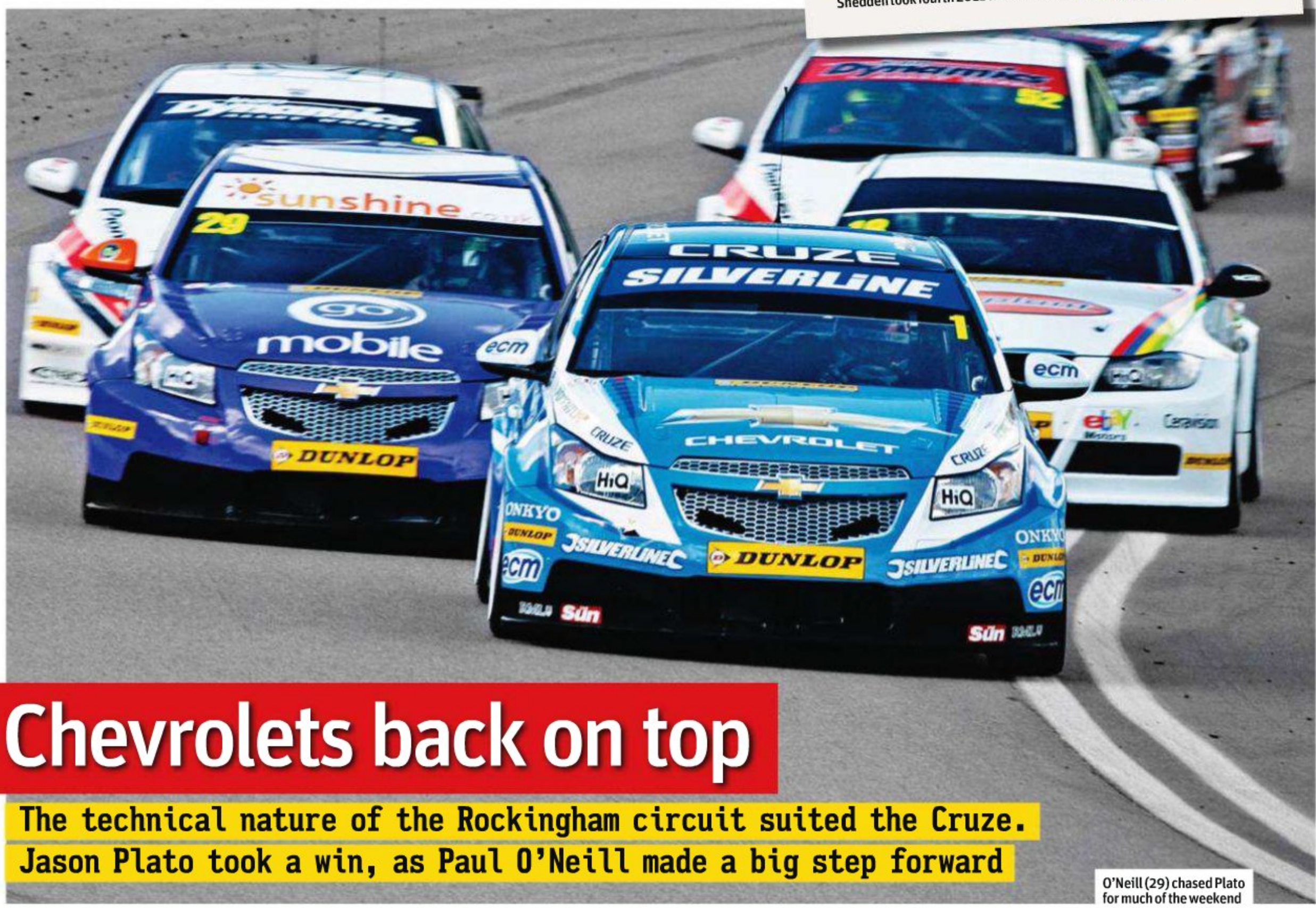


AT A GLANCE RACE 1

- Winner **Jason Plato**
- Pole **Plato**
- Fastest lap **Frank Wrathall**



Shedden took fourth 2011 win in race two



Chevrolets back on top

The technical nature of the Rockingham circuit suited the Cruze. Jason Plato took a win, as Paul O'Neill made a big step forward

O'Neill (29) chased Plato for much of the weekend

WHILE JASON PLATO AND Gordon Shedden both took wins at Rockingham to continue their title challenges, it was two runner-ups and the reversed-grid race winner who scored perhaps the most significant results of the weekend.

Paul O'Neill bounced back from a miserable season with a new set-up direction and improved form in race one, while Frank Wrathall gave the NGTC its best result yet in the second encounter and looks close to a breakthrough victory. Finally, James Nash gave Triple Eight its first BTCC win since losing Italian ace Fabrizio Giovanardi at the start of 2010.

For O'Neill, whose season has been mainly about struggling to get into the points, the key moment came at Snetterton last month. There he decided to go his own way on set-up with his Tech-Speed Chevrolet Cruze, rather than follow Plato and Alex MacDowall in the works cars.

Engine problems, only diagnosed later, hampered his Knockhill weekend, but at Rockingham O'Neill finally began to feel comfortable in the 2010 title-winning Cruze that this season replaced the venerable Honda Integra.

"It's not that much different to the works cars, but I just need a better initial turn-in," said O'Neill after qualifying second only to Plato. "They left-foot brake and I don't, and I was getting too much understeer. I think it was from the Integra being more pointy."

O'Neill to a Chevy one-two in race one. The extra ballast hurt them next time out and they ended up fourth and seventh respectively, but the meeting kept Plato in the title race and gave O'Neill a much-needed boost.

The other fine runner-up

> "It's easy for people to say we've got some massive advantage in a straight line, but that isn't the case. It's come from the handling and the brakes"
>
> Frank Wrathall challenges assumptions of NGTC

The long, twisty infield section at Rockingham also helped the normally-aspirated runners overcome the disadvantage they had to the turbos on the flat-out oval section, bringing the Cruze into play. That much was evident as Plato led

was Wrathall, who was best of the turbos in the first encounter with his NGTC Toyota Avensis. After running seventh early on, he charged up the field and fought the ballast-laden Honda Civics of Shedden and Matt Neal in the second



New direction has helped O'Neill

RACE RATING

★★☆☆☆

Shedden-Wrathall and Nash-Austin fights were good, but there was also too much damage and some slow moments too

MILESTONES

A point for Michael Caine on his BTCC debut; first win for James Nash; two second places are the best results yet for NGTC cars.

KEVIN TURNER reports



Wrathall fought the Hondas hard...



...so could a win for an NGTC be close?

Shedden strikes back for latest win

JASON PLATO KEPT HIS TITLE hopes alive with victory in the first race, before Gordon Shedden struck back for Honda in the second Rockingham race.

Plato made the most of the Chevrolet Cruze's chassis through the infield to take pole and he led throughout. Paul O'Neill's Tech-Speed version was second, but only after nudging Rob Austin's NGTC Audi into a spin at Pif-Paf on the opening lap.

A traffic queue-induced incident at the Yentwood right-hander resulted in most of the field hitting the car ahead. Andrew Jordan initially benefited, emerging third after starting eighth. But the Eurotech Vauxhall driver was soon under pressure and, when Shedden attacked at Deene, contact was made that broke the Vectra's steering rack.

Shedden looked secure in third until first Frank Wrathall, then Matt Neal, overcame James Nash and closed the Civic down.

Neal and Wrathall swapped places twice as both tried to unseat Shedden, and Wrathall it was who made the decisive move at Deene, leaving Neal and the impressive Nick Foster (WSR BMW) to pip Shedden on the final tour.

Plato and O'Neill led early on in race two as well, but this time the extra success ballast took its toll on their Dunlop rubber and they fell back. Shedden, now running without his 45kg of ballast, was much happier and he passed O'Neill and Plato on the run to Deene on laps two and four respectively.

Wrathall came through too and challenged Shedden in the second half of the race, with Plato initially staying in touch. Shedden held on, while Neal easily overtook Plato on the run from Turn 1 to secure third.

Foster again starred, despite being shuffled back on lap one. He passed both Nash and O'Neill over the final three laps as the rear-wheel-drive BMW looked after its tyres well to finish fifth.

Rob Collard started on pole for the reversed-grid race, but was overcome by both Rob Austin (NGTC Audi) and Nash on the opening two laps. The front-wheel-drive Vectra works its tyres harder than the RWD Audi, which meant Nash was up to speed quicker, slicing down the inside at Deene to lead.

Austin never let the Vectra get far away and became more and more threatening as Nash's tyres went off. Nash managed to hold on, but had Austin and Collard – who charged up to the duo after winning a long battle with O'Neill – less than a second behind at the flag.

O'Neill finished a little further back, just staying out of reach of Plato, who had emerged from a multi-car scrap when Foster and Shedden clashed.



Nash beat Austin to take first BTCC win

half of the race.

A great run out of Tarzan allowed him to repass Neal, and Wrathall then secured his third podium of the year by diving past Shedden at the Deene hairpin with two laps to go.

After making a poor start to race two, the Dynojet man shot up to third by lap four, then powered past Plato on the run to Deene and applied pressure to Shedden. The championship contender held firm, but Wrathall fell only 0.380 seconds short of his first BTCC win.

Much has been made of the straight-line speed of the NGTC cars – they tend to be among the fastest through the speed traps – this season. It's true they are allowed to run a higher boost than the other turbos (although that was reduced by 0.05 bar for Rockingham) and have been allowed extra testing to help with development.

But there's more to it than power. "There wasn't much in it in a straight line," conceded Shedden after race two. "Where he's killing us is he's got bigger brakes and bigger tyres [18-inch compared to 17-inch], so they don't go off.

"They're also running a good operation. That car will win before the end of the year."

Wrathall himself believes it's the development the package has gone through that has made the difference. "For the first race [at Brands Hatch] the car wasn't ready," he said. "We'd only fired it up the week before!

"The biggest problem was the first three rounds being so close together meant we couldn't do much development, but we were making progress and showed flashes of speed.

"There's been more development in the workshop than on the track, but if we weren't able to do any testing I don't know where we'd be. It's easy for people to say we've got some massive advantage in a straight line, but that isn't the case. It's come from the handling and the brakes."

Wrathall also believes the NGTC – which series boss Alan Gow introduced for 2011 to bring in new teams – provides a good way for the series to grow. "It's difficult to get the car to work, which is as a touring car should be, but they've made it adjustable, so if you know what you're ▶

PICS: EBREY/LAT

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Collard, Nash and Austin celebrate after race three

AT A GLANCE RACE 2
- Winner **Gordon Shedden**
- Pole **Jason Plato**
- FL **Shedden**

AT A GLANCE RACE 3
- Winner **James Nash**
- Pole **Rob Collard**
- FL **Jason Plato**

doing you can dial it in," he said.

"What I've learnt this year is that you need the right team in the BTCC and my chief engineer Paul Ridgway is a genius."

The final factor has, of course, been Wrathall himself. Apart from some tardy starts, he has not looked fazed by running at the front.

He puts that down to his experience in the BTCC-supporting Ginetta G50 Cup, which he won last year. "I was lucky with Ginetta because in 2009 and 2010 the level was really high – with people like Nathan Freke and Carl Breeze," he said. "It's hard to gain an advantage, so all the focus is on the driver."

That was also true of Nash at Rockingham, running as Triple Eight's sole representative for the first time this year. The Swindon-engined Vauxhall Vectras have gradually fallen away from the pace as the season has progressed, but Nash picked up some points with ninth and sixth in the first two races.

Moving to a more-conservative set-up to make the tyres last on the abrasive surface then helped him to take a surprise win from row three in the reversed-grid finale.

"The team had been saying they'd won at least one race every year and the pressure was on me to carry that on," said a relieved Nash. "It's been getting harder and harder as the year goes on because the car's been getting slower as others have developed.

"There was also a big tyre vibration for the last five laps and I was expecting it to pop at any moment."

Given that Nash lost a win at Snetterton in 2009 after taking Rob Collard out, it was perhaps fitting that he took his first 'proper' victory on the very day Tom Boardman was somehow allowed to keep his Knockhill win despite punting Plato off...

Sadly, there were lots of less-than-stellar moves at Rockingham too. No fewer than six drivers (Plato, Neal, MacDowall, O'Neill, Andy Neate and Nick Foster) were penalised for on or off-track misdemeanours, some of which could have an impact on the title race.


Austin was rapid in revised Audi


Foster had a fine weekend for WSR

DRIVER BY DRIVER

Jason Plato (1/4/5)



Mega chassis and infield section helped him to sixth win of 2011.

Alex MacDowall (12/15/11)



Not his best weekend and again found himself in trouble after contact.

Matt Neal (4/3/6)



Kept the points ticking over well by looking after tyres. Quietly impressive.

Gordon Shedden (6/1/21)



Rapid but hurt by the extra weight. Won R2 but angry at Foster clash in R3.

Tom Chilton (13/11/18)



Steering-rack and diff problems got weekend off to bad start. Never recovered.

Tom Onslow-Cole (19/12/R)



Better pace again, but got caught up in too many clashes for a good result.

Andy Neate (11/R/NS)



Solid pace, but body damage told a story. Engine issues before R3.

Mat Jackson (R/R/13)



Even worse than Knockhill. Struggled for pace and got hit several times.

Liam Griffin (16/16/19)



As the Fords fell back, Griffin really seemed to struggle.

Michael Caine (10/R/20)



Solid BTCC debut as he learned the ropes and scored team's only point.

Rob Collard (R/10/3)



Didn't get it together in qualifying, but fought hard to get some points.

Nick Foster (5/5/12)



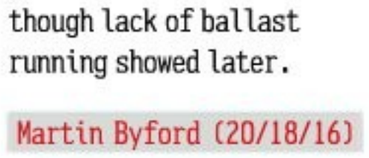
Overshadowed Collard. Raced well, though R3 incident was black mark.

James Nash (9/6/1)



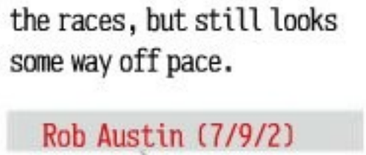
Got Vectra up there once again and deserved his first BTCC win in R3.

Paul O'Neill (2/7/4)



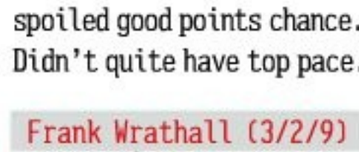
Much improved. Good second, though lack of ballast running showed later.

John George (17/19/22)



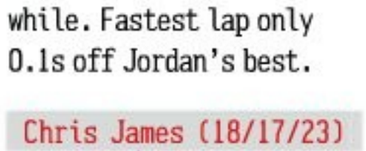
Made it to the finish in all the races, but still looks some way off pace.

Andrew Jordan (R/13/8)



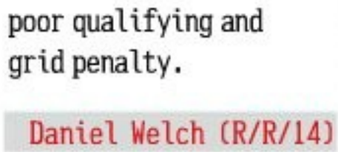
Contact with Shedden in R1 spoiled good points chance. Didn't quite have top pace.

Jeff Smith (14/8/7)



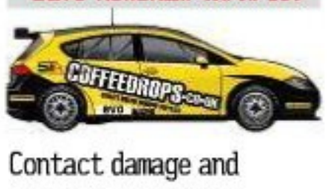
Best performance for a while. Fastest lap only 0.1s off Jordan's best.

Tom Boardman (8/R/10)



Good recovery from poor qualifying and grid penalty.

Dave Newsham (R/R/15)



Contact damage and electrical issues hampered his efforts.

Martin Byford (20/18/16)



Fine qualifying effort, but things went downhill in the races with contact.

Rob Austin (7/9/2)



"The car is mega," said Austin of the revised A4. Nearly won R3.

Frank Wrathall (3/2/9)



A real threat, and kept it clean when fighting the works Hondas.

Chris James (18/17/23)



Well off pace. Driveshaft change caused late start to third race.

Daniel Welch (R/R/14)



Another victim of damage, plus had suspension problems.

Lea Wood (NS/NS/NS)



Engine failure in free practice meant an early end to Wood's weekend.

Tony Gilham (15/14/17)



Happy to be back in BTCC, though hopes rest on the soon-to-arrive turbo.

NEXT ROUND

BRANDS HATCH
October 1-2



PICS: EBREY/LAT

"The changes have transformed the car. I've no doubt we've got the pace to win. Rear-wheel drive is a big advantage on tyre degradation"
Rob Austin is confident about his NGTC Audi


Gilham returned in GSR BMW

Shedden was unhappy with Foster's move as they fought for sixth in race three. The result was damaged suspension for the Honda, which meant he fell out of contention and scored one point fewer than team-mate and main rival Neal over the weekend.

Even worse befell Mat Jackson, the Motorbase Ford Focus driver being the victim of a concertina effect on the first lap of race one. More contact in race two, combined with a lack of pace, left Jackson pointless.

"There's been too much contact this weekend," said team boss David Bartrum.

Since leaving Snetterton as the table topper, Jackson has scored just one point in the last six races and is now 45 points behind Neal and Shedden. "It's in the bin. We're out of it," was the printable part of Jackson's post-weekend assessment. So, it's now Plato versus the Hondas, but it wouldn't be surprise to see another new 2011 winner as the BTCC heads to Brands Hatch's GP circuit next month.



Jackson's miserable month continued

RESULTS
British Touring Car Championship, Rockingham (GB), September 17-18, round 8 of 10

GRID

1 PLATO	1:23.745	2 O'NEILL	1:23.905
3 AUSTIN	1:23.970	4 NEAL	1:24.006
5 NASH	1:24.014	6 SHEDDEN	1:24.095
7 WRATHALL	1:24.186	8 JORDAN	1:24.372
9 JACKSON	1:24.458	10 BYFORD	1:24.537
11 FOSTER	1:24.537	12 NEATE	1:24.576
13 O-COLE	1:24.578	14 CHILTON	1:24.612
15 MACDOWALL	1:24.628	16 COLLARD	1:24.630
17 WELCH	1:24.842	18 CAINE	1:24.902
19 NEWSHAM	1:24.909	20 SMITH	1:25.089
21 GEORGE	1:25.515	22 GILHAM	1:25.667
23 BOARDMAN	1:24.753*	24 JAMES	1:26.739
25 GRIFFIN	1:26.865	26 WOOD	no time

RACE 1 - 18 LAPS, 34.92 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	26m57.428s	1
2	Paul O'Neill (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+2.612s	2
3	Frank Wrathall (GB)	Dynojet	Toyota Avensis	+10.403s	7
4	Matt Neal (GB)	Honda (Dynamics)	Honda Civic	+11.440s	4
5	Nick Foster (GB)	WSR	BMW 320si	+11.846s	11
6	Gordon Shedden (GB)	Honda (Dynamics)	Honda Civic	+13.832s	6
7	Rob Austin (GB)	Rob Austin Racing	Audi A4	+17.360s	3
8	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon	+18.951s	23
9	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+20.777s	5
10	Michael Caine (GB)	Airwaves (Motorbase)	Ford Focus	+21.447s	18
11	Andy Neate (GB)	Team Aon (Arena)	Ford Focus	+22.684s	12
12	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+23.998s	15
13	Tom Chilton (GB)	Team Aon (Arena)	Ford Focus	+24.889s	14
14	Jeff Smith (GB)	Pirtek (Eurotech)	Vauxhall Vectra	+25.406s	20
15	Tony Gilham (GB)	Geoff Steel Racing	BMW 320si	+25.636s	22
16	Liam Griffin (GB)	Airwaves (Motorbase)	Ford Focus	+37.737s	25
17	John George (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+38.054s	21
18	Chris James (GB)	Team ES Racing	Chevrolet Lacetti	+43.673s	24
19	Tom Onslow-Cole (GB)	Team Aon (Arena)	Ford Focus	+1m08.467s	13
20	Martin Byford (GB)	AmD Milltek Racing	Volkswagen Golf	-1 lap	10
R	Daniel Welch (GB)	Welch Motorsport	Proton Gen-2	11 laps-acc damage	17
R	Rob Collard (GB)	WSR	BMW 320si	6 laps-accident	16
R	Dave Newsham (GB)	Special Tuning Racing	SEAT Leon	5 laps-accident	19
R	Andrew Jordan (GB)	Pirtek (Eurotech)	Vauxhall Vectra	2 laps-acc damage	8
R	Mat Jackson (GB)	Motorbase (Airwaves)	Ford Focus	0 laps-accident	9
NS	Lea Wood (GB)	Team Wood Racing	Honda Integra	engine	

RACE 2 - 16 LAPS, 31.04 MILES

POS	DRIVER	TIME/REASON	GRID
1	Shedden	23m06.832s	6
2	Wrathall	+0.380s	3
3	Neal	+4.576s	4
4	Plato	+5.952s	1
5	Foster	+12.895s	5
6	Nash	+15.852s	9
7	O'Neill	+16.673s	2
8	Smith	+16.874s	14
9	Austin	+23.549s	7
10	Collard	+25.848s	22
11	Chilton	+27.566s	13
12	Onslow-Cole	+27.837s	19
13	Jordan	+28.349s	24
14	Gilham	+28.784s	15
15	MacDowall	+30.166s	12
16	Griffin	+42.161s	16
17	James	+43.167s	18
18	Byford	+44.328s	20
19	George	-1 lap	17
R	Jackson	14 laps-acc damage	25
R	Neate	13 laps-acc damage	11
R	Welch	8 laps-suspension	21
R	Caine	8 laps-acc damage	10
R	Boardman	5 laps-wheelbearing	8
R	Newsham	0 laps-electrical	23
NS	Wood	engine	

RACE 3 - 16 LAPS, 31.04 MILES

POS	DRIVER	TIME/REASON	GRID
1	Nash	23m05.027s	5
2	Austin	+0.366s	2
3	Collard	+0.860s	1
4	O'Neill	+2.207s	4
5	Plato	+3.724s	7
6	Neal	+14.182s	8
7	Smith	+14.210s	3
8	Jordan	+14.726s	13
9	Wrathall	+15.174s	9
10	Boardman	+21.065s	23
11	MacDowall	+22.086s	15
12	Foster	+22.357s	6
13	Jackson	+23.663s	20
14	Welch	+26.706s	21
15	Newsham	+33.296s	24
16	Byford	+37.909s	18
17	Gilham	+38.419s	14
18	Chilton	+38.420s	11
19	Griffin	+41.584s	16
20	Caine	+43.166s	22
21	Shedden	+44.117s	10
22	George	+57.445s	19
23	James	-1 lap	17
R	Onslow-Cole	4 laps-acc damage	12
NS	Neate	engine	
NS	Wood	engine	

*grid penalty.

DRIVERS' CHAMPIONSHIP

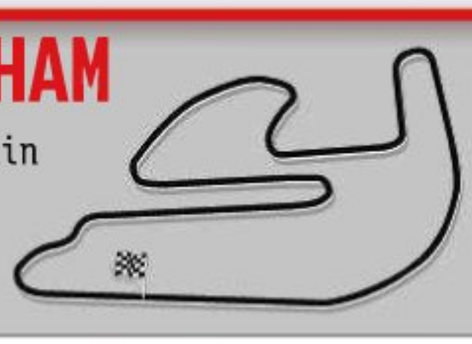
POS	DRIVER	PTS
1	Neal	204
2	Shedden	204
3	Plato	180
4	Jackson	159
5	Nash	158
6	Jordan	124
7	Collard	102
8	Chilton	98
9	O'Neill	78
10	MacDowall	74

Race 1 Winner's average: 80.67mph. Fastest lap: Plato, 1m24.588s, 82.56mph.
Race 2 Winner's average: 80.57mph. Fastest lap: Shedden, 1m24.748s, 82.40mph.
Race 3 Winner's average: 77.72mph. Fastest lap: Wrathall, 1m24.550s, 82.60mph.

ROCKINGHAM

Great Britain

September 17-18
TOCA supports
Round 8/10



FORMULA RENAULT AT A GLANCE

- Race 1 **Oliver Rowland**
- Race 2 **Alex Lynn**
- Poles **Rowland/Lynn**
- FLs **Rowland/Lynn**



Murrells scored maiden GT Supercup win



Rowland takes his maiden FRUK win

FORMULA RENAULT & CLIO CUP ROCKINGHAM, SEPTEMBER 17-18

Rowland wins his first one for 'Mr Karting'

YOU'D NORMALLY EXPECT an Essex lad celebrating his 18th birthday to go cruising down Romford High Street with his mates rather than around the outskirts of a slightly-smelly industrial estate in Corby.

Even so, Alex Lynn was pretty happy with his landmark weekend at Rockingham. He took yet another pole and win on Sunday, and was genuinely pleased for his pal, Fortec Motorsport team-mate Oliver Rowland, who broke his series duck with a victory in the opening race.

This was a race that Lynn fumbled when he outbraked himself on his first flying lap in qualifying and got marooned on the grass – and consigned to last on the grid. He charged to fifth in the race, before spinning off at Pif-Paf and dropping to the tail of the field again.

But Lynn's absence from the front should not detract from a beautiful drive from Rowland, who has endured personal tragedy lately. His father died suddenly last year, and his old mentor Martin Hines – who became like a second dad to Rowland and also brought him in to help run his Zip cadet kart team – was laid to rest on the day before the Rockingham meeting began. Rowland's Racing Steps Foundation-backed car carried a sticker saluting 'Mr Karting', and the manner of his crushing 10-second victory would have made Hines – and Rowland Sr – proud.

Rowland chased Lynn throughout race two, finishing less than a second down after the duo had traded fastest laps (Lynn got the verdict).

Due to Lynn's mistakes, Tio Ellinas was able to trim the points gap with a brace of third places for Atech Reid GP. In the first race the Cypriot was the first of a long line held up by Australian Mitchell Gilbert, who did well to qualify his Fortec machine on the front row. Gilbert was less happy with his car in the race, but was too strong on the brakes for Ellinas to dislodge him.

Ellinas's team-mate Jack Hawksworth bounced back from a nightmare first race – bad balance in qualifying, then taking out Josh Hill on lap one – to shadow Ellinas home in race two. Dan Cammish, still badly lacking on track time, continued his strong progress to claim a brace of fifths with Mark Burdett Motorsport, although was headed in race one by Atech's Dan Wells. Salisbury supermarket-shelf stacker Wells was delighted to plant himself on row two, and even happier to hang onto fourth in the race.

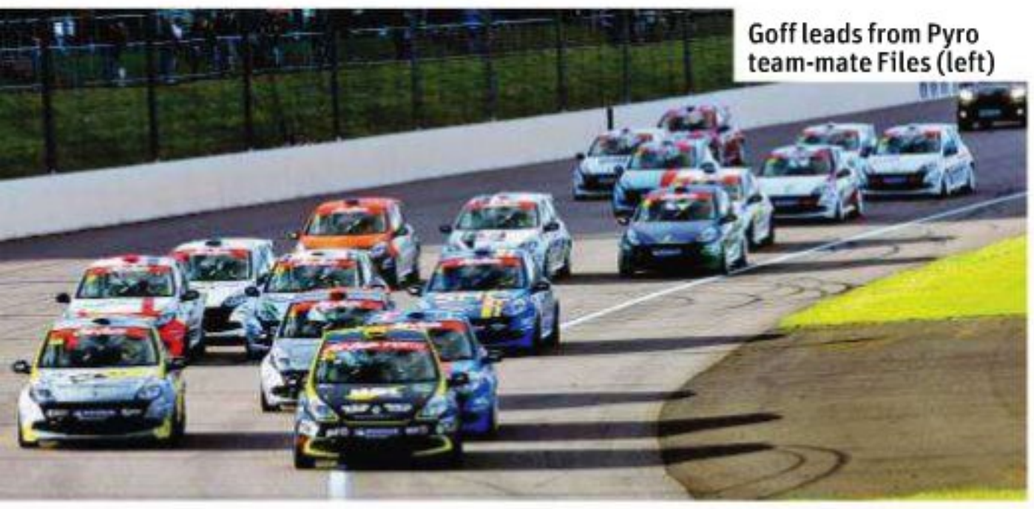
Jack Goff took a double in the Clio Cup races, which were notable for Team Pyro's first-ever 1-2-3 finish in race one. Goff was challenged hard by Josh Files (fresh from taking his TR6 to second place in a Nurburgring Nordschleife enduro the previous weekend!), with Aron Smith wriggling through to third.

They were also notable for an incredible bunching-up of points heading into the final round. Irishman Smith took fifth in race two and has moved to the top, but James Dixon, Paul Rivett and James Colburn are all within four points!

Rivett lost his advantage thanks to a heat shield falling off and causing a fire in qualifying. He started near the back, and raced to seventh and eighth – including a brilliant move on Adam Bonham in race one that took half a lap.

Dixon and Colburn were again podium finishers this time out, while Jake Packun and Luke Wright challenged the front men (when they weren't colliding in race one) and took a fourth apiece. Bravo too to debutant Ant Whorton-Eales, who passed Rivett in race two to cap a fine weekend, the first on slick tyres for a lad who is obviously no respecter of reputations.

● Marcus Simmons



Goff leads from Pyro team-mate Files (left)

RESULTS

Formula Renault UK (17 laps)
1 Oliver Rowland; 2 Mitchell Gilbert +10.039s; 3 Tio Ellinas; 4 Dan Wells; 5 Dan Cammish; 6 Alex Walker; 7 Alice Powell; 8 Oscar King; 9 Jordan King; 10 Alex Lynn.
Fastest lap Rowland 1m15.941s (91.96mph). **Race 2 (16 laps)**
1 Lynn; 2 Rowland +0.800s; 3 Ellinas; 4 Jack Hawksworth; 5 Cammish; 6 Gilbert; 7 J King; 8 Powell; 9 Walker; 10 Wells.
FL Lynn 1m16.393s (91.42mph).
Points 1 Lynn, 454; 2 Ellinas, 418; 3 Rowland, 345; 4 Hawksworth, 265; 5 Gilbert, 241; 6 Powell, 207.
Renault Clio Cup (15 laps) 1 Jack Goff +0.892s; 2 Josh Files; 3 Aron Smith; 4 Jake Packun; 5 James Colburn; 6 James Dixon. **FL** Files 1m31.073s (76.68mph). **Race 2 (14 laps) 1 Goff**; 2 Dixon +4.908s; 3 Colburn; 4 Luke Wright; 5 Smith; 6 David Dickenson. **FL** Colburn 1m30.936s (76.80mph). **Points 1 Smith, 298**; 2 Dixon, 295; 3= Paul Rivett & Colburn, 294; 5 Goff, 272; 6 Packun, 205.

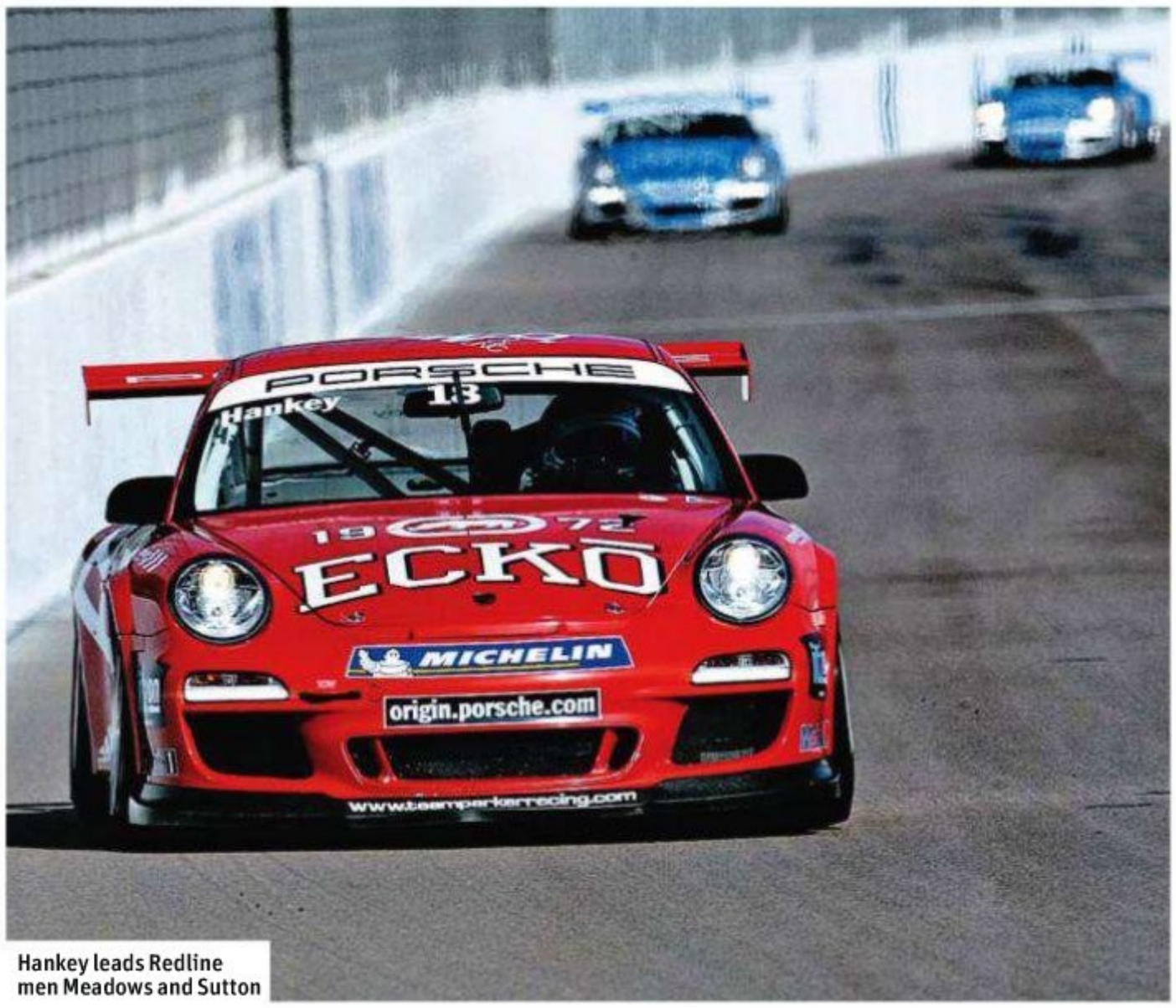
PICS: EBREY/LAT

CARRERA CUP AT A GLANCE
- Race 1 **Euan Hankey**
- Race 2 **Euan Hankey**
- Poles **Hankey x2**
- FLs **Meadows/Sutton**

"I've no idea what was going through the minds of those backmarkers"
Euan Hankey was nearly denied a win

OTHER BTCC SUPPORTS ROCKINGHAM, SEPTEMBER 17-18

Hankey keeps his nose clean for double win



Hankey leads Redline men Meadows and Sutton

EUAN HANKEY CELEBRATED his first-ever Carrera Cup double at Rockingham – but he won't have bought any celebratory drinks for the series' backmarkers.

Hankey was delayed by the battling Richard Denny and Tommy Dreelan in the closing stages of race one, but then the two amateur racers meted out equal treatment to most of the chasing pack, with the exception of Richard Plant, who finally saw his chances of challenging James Sutton for third disappear.

In race two, Hankey's Team Parker Racing car was already coming under pressure enough from the Redline Racing machine of Sutton. Then he came across Dreelan and Denny again. Hankey was forced wide at the Gracelands left-hander and Sutton nosed inside, but luckily for Hankey this left him on the inside for the following Tarzan hairpin.

"That was probably my toughest race," he said. "I had amazing pace at the start, but there was fluid on the track. I went sideways, and James could watch me and pick his way through."

Hankey had been dominant in race one, and it was Redline's Michael Meadows who led team-mate Sutton home for second. Stephen Jelley – the guy they are fighting for the title – was forced behind fellow Parker man Plant when he went wide at the Deene hairpin on lap two, a safety measure after he'd seen Kieran Vernon – having his best race yet – try a divebomb pass.

Sutton and Jelley were both incisive at the start of race two. Jelley, in tyre trouble, fell back to hold off points leader Meadows, Jonas Gelzinis, Plant and Ben Hetherington, but was able to hang onto the final podium spot.

With only two events remaining in the Ginetta GT Supercup, the fight for the title is as close as ever thanks to the category's inaugural 'pitstop' race at Rockingham, which served up a new winner and some problems for the top two in the standings.

George Murrells, back in action after missing Knockhill two weeks ago, was in sensational form in the second race and took his maiden victory after a great stop by Optimum Motorsport.

Third at the point of taking his mandatory double wheel change, Murrells managed to overhaul early leader Nathan Freke who pitted with just three laps remaining. Added to second place in race one, Freke's third – which was in doubt at one stage when smoke began to billow into his car – has moved him into contention for the title.

Carl Breeze, who won Saturday's regular sprint race, was bundled back down the order early on and insult was added to injury when an issue with his car's airjacks led to a long delay in the pits. Points leader Tom Sharp also suffered a lengthy stop, the pair finishing outside the top 10.

Adam Morgan enjoyed a superbly consistent weekend with third and second place finishes, keeping his title bid on course. In the G50 Cup class, Tom Ingram notched up a winning double.

Seb Morris got the weekend off on the right footing with his 11th victory of the season in round 15 of Ginetta Juniors but contact near the start of race two required a battling recovery drive to fourth.

Double polesitter Charlie Robertson sealed the second win of his maiden season with an excellent performance in round 16 while Niall Murray bagged a brace of second places, Sennan Fielding doing likewise with two thirds – his first-ever podiums.

● M Simmons & Marc Orme



Morris scored more success in Ginetta Jr

RESULTS

Porsche Carrera Cup (19 laps)
1 Euan Hankey; 2 Michael Meadows +3.972s; 3 James Sutton; 4 Richard Plant; 5 Stephen Jelley; 6 Kieran Vernon. **Class winners** Jonas Gelzinis; Yucel Ozbek. **FL** Meadows 1m20.828s (86.40mph) **record**. **Race 2** 1 Hankey; 2 Sutton +0.318s; 3 Jelley; 4 Meadows; 5 Gelzinis; 6 Plant. **CW** Gelzinis; Ozbek. **FL** Sutton 1m21.137s (86.07mph). **Points 1 Meadows, 250**; 2 Sutton, 240; 3 Jelley, 236; 4 Hankey, 215; 5 Plant, 152; 6 Gelzinis, 133.

Ginetta GT Supercup (18 laps)
1 Carl Breeze (G55); 2 Nathan Freke (G55) +2.074s; 3 Adam Morgan (G55); 4 Tom Sharp (G55); 5 Freddie Hetherington (G55); 6 George Murrells (G55). **CW** Tom Ingram (G50). **FL** Breeze 1m23.881s (83.26mph) **record**. **Race 2 (17 laps)** **1 Murrells**; 2 Morgan +3.478s; 3 Freke; 4 Hetherington; 5 Ingram; 6 Andrew Richardson (G50). **CW** Ingram. **FL** Murrells 1m24.303s (82.84mph). Points **1 Sharp, 553**; 2 Breeze, 548; 3 Morgan, 544; 4 Freke, 518; 5 Murrell, 369; 6 Colin White, 348.

Ginetta Junior (11 laps) **1 Seb Morris**; 2 Niall Murray +0.622s; 3 Sennan Fielding; 4 Max Coates; 5 Myles Collins; 6 William Foster. **FL** Charlie Robertson 1m36.890s (72.08mph) **record**. **Race 2 (8 laps)** **1 Robertson**; 2 Murray +0.415s; 3 Fielding; 4 Morris; 5 George Gamble; 6 Collins. **FL** Fielding 1m37.176s (71.86mph). **Points** **1 Morris, 494**; 2 Robertson, 363; 3 Gamble, 357; 4 Foster, 284; 5 Coates, 255; 6 Howard, 241.

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OSCHERSLEBEN

GERMANY

September 16-18
DTM
Round 8/10

AT A GLANCE

- Winner **Mattias Ekstrom**
- Pole position **Miguel Molina**
- Fastest lap **Ekstrom**

Ekstrom and Tomczyk: chuffed with one-two



Ekstrom stormed to his first Oschersleben win

Slideshow for Audi

Mattias Ekstrom won and Martin Tomczyk extended his points advantage in the Oschersleben rain

THREE O'CLOCK LAST

Saturday afternoon and Martin Tomczyk was a desperate man.

A set-up howler from the Phoenix Audi squad had left him unable to squeeze any speed out of his old-spec A4 during qualifying and limited the championship leader to 14th on the grid at Oschersleben.

A few metres down the paddock in Mercedes hospitality and Bruno Spengler was a relieved man. Like his HWA team-mate Gary Paffett, the Canadian had suffered a sizeable misfire during qualifying. Unlike Paffett though, whose ignition-induced problem had left him unable to set a time and consigned him to the back row, Spengler's cleared.

In fact, following frenzied shouts of "no power, no power," to his pit crew over the radio, the problem rectified itself to the extent that he was able to set a blistering fastest time in Q3 and then miss out on pole position to Abt Audi driver Miguel Molina by just 0.001s – the smallest time gap possible in the series.

"We're in a bit of a desperate situation," Tomczyk said. "We changed the set-up between practice and qualifying and it was horrible. I'm one point ahead of him [Spengler] in the championship today, tomorrow I don't know how many I will be behind. They say there might be some rain. I'm praying for it. It's my only hope."

The German must have spent all night kneeling beside his bed, because around two hours before the race's scheduled start, the rain began to fall. By the time the race got underway, it was heavy enough to warrant rain tyres and full wet set-ups for everyone.

And didn't Tomczyk revel in it? After taking pole at Spielberg in such conditions and then winning last time out at Brands Hatch, he appears to be as close as any in the DTM to achieving 'regenmeister' status. After ending the opening lap in sixth place, he seemed even nearer.

And still he climbed, inheriting fifth when Oliver Jarvis went through the Turn 7 gravel, pressuring Ralf Schumacher to spin his Mercedes out of fourth at Turn 1 and then closing onto the tail of Rosberg Audi driver Edoardo Mortara, who would surely be asked to give way sooner rather than later.

All the while though, Spengler was ahead, even if he had lost the lead to the Abt Audi of Mattias Ekstrom – who would go on to win by an astonishing



A lost bonnet didn't deter Martin Tomczyk

PICS: LAT, HOCH ZWEI

Find more issues at magazinesdownload.com

RACE RATING
★★★★☆
Argy bargy all race long and at both ends of the field. Excellent stuff

MILESTONE
Molina becomes first Spaniard to start a DTM race from pole position



JAMIE O'LEARY
reports



Pitstop wheel problem delayed Bruno Spengler

It's Swede 16 for 'bored' Audi ace Ekstrom

THE 16TH DTM VICTORY OF MATTIAS Ekstrom's career was also one of the most straightforward. The Swede even admitted to feeling bored behind the wheel during a race he won by a staggering 42 seconds – the biggest winning margin since 1985.

He casually avoided the first-corner carnage caused when first-time polesitter Miguel Molina locked his rear wheels and slid off at Turn 1, spinning his and Ekstrom's team-mate Timo Scheider into a spin as he rejoined and sending the pack scattering.

Bruno Spengler was still a barrier between the Abt Audi man and first place, but he easily passed the Canadian at Turn 3 early on: "It's not the greatest pass of my career," he said. "He just seemed to park when I got close to him. It was like he let me by."

Ekstrom has now taken 28 points from a possible 30 since the middle of the year: "and I was even quicker than this at the start of the year too," he said. "If I hadn't had my happenings in Zandvoort, my aquaplaning in the pits in Austria or finished seventh when I could have won at Norisring..."

Spengler hitting trouble promoted Martin Tomczyk and Edoardo Mortara to the podium for the Phoenix and Rosberg squads.

After being spun by Molina at Turn 1 (and then tapping back-of-the-grid starter Gary Paffett into a 360 halfway round the opening lap) Timo Scheider drove brilliantly.

However, after making it up to fifth, he was ordered to park by the Abt squad after a stone holed his radiator and sent his engine temperature sky-high. With each two-car team limited to three engines per season (Scheider is twinned with Oliver Jarvis), a blow-up could have been very costly.

His retirement was good news for HWA's Paffett – who thought second was on had it not been for that first-lap spin. He climbed to an excellent P4 ahead of Christian Vietoris, who grabbed a career-best fifth after starting from the back row in his Persson Merc.

Mike Rockenfeller (Abt), Maro Engel (Mucke Merc) and Molina completed the points, the Spaniard having run third until the pitstops but later going off at Turn 7 and dropping time.



Molina (Red Bull Audi) spins Scheider's A4

42 seconds. And this meant the Canadian would retake the championship initiative away from Tomczyk, who arrived at Oschersleben with a one-point advantage.

And then the tide suddenly began to turn. Following his first pitstop on lap 28, Spengler's car began 'hopping' mysteriously at the front end, prompting him to hurriedly request another set of tyres immediately.

The Canadian pitted again on lap 30, only for the HWA crew to spend 20s trying to remove his front-right tyre. The delay dropped him to 11th and effectively ruined his race.

But why had it happened? Mercedes had not got to the root of the problem as the trucks began to leave the paddock that evening, although a broken damper – probably caused by excessive use of the kerbs at the chicane – was later confirmed as the culprit.

"It was just bad luck – nothing you can do," said Spengler, who had not used the kerbs any harder than the 17 other drivers. "It wasn't as driveable as at the start."

Spengler decided to keep going in the hope of salvaging a point, but was 3s per lap off the pace, and after climbing to ninth due to others' stops, he parked with two laps to go after radioing in that his brake pedal had gone long.

All of which left Tomczyk in second place – which he had earlier lost to Mortara after locking up and going straight on at Turn 1 at the same moment Spengler was having his wheel issue in the pits, and then subsequently gained back. He did it with a significant aerodynamic penalty too – the German's bonnet having flown off on the start/finish straight at one-third distance.

His post-race demeanour was not that of a man who'd turned in an excellent drive though; more of someone who'd escaped jail.

"You need a lot of luck and I had it," he said in the knowledge that victory at Valencia in a fortnight will make him champion. "Even with the bonnet gone and the lack of front aero, it was okay. I was lucky today."

Spengler was not, and must now finish two places ahead of Tomczyk at Valencia to keep his title hopes alive for Hockenheim.

A tall task for the only Mercedes driver to have won or taken a pole in 2011. He let a 17-point advantage over Paul di Resta slip this time last year. Surely lightning can't strike twice?

RESULTS

DTM, Oschersleben (D), September 16-18, round 8 of 10

GRID

2 SPENGLER 1:22.372	1 MOLINA 1:22.371	
4 EKSTROM 1:22.687	3 JARVIS 1:22.517	
6 GREEN 1:22.111	5 SCHEIDER 1:22.090	
8 MORTARA 1:22.818	7 SCHUMACHER 1:22.149	
10 R'FELLER 1:22.339	9 ENGEL 1:22.333	
12 COULTHARD 1:22.426	11 ALBUQ'E 1:22.348	
14 TOMCZYK 1:22.978	13 V D ZANDE 1:22.518	
16 FREY 1:23.314	15 STODDART 1:23.275	
18 PAFFETT No time*	17 VIETORIS 1:22.507**	

45 LAPS, 103.365 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	1h16m14.996s	4
2	Martin Tomczyk (D)	Phoenix Racing	Audi A4 (2008)	+42.167s	14
3	Edoardo Mortara (I)	Team Rosberg	Audi A4 (2008)	+43.376s	8
4	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+53.184s	18
5	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	+53.873s	17
6	Mike Rockenfeller (D)	Abt Sportsline	Audi A4 (2009)	+54.795s	10
7	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+56.504s	9
8	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+1m04.593s	1
9	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+1m22.704s	3
10	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	+1m25.008s	12
11	Jamie Green (GB)	HWA	Mercedes C-class (2009)	+1m27.514s	6
12	Rahel Frey (CH)	Phoenix Racing	Audi A4 (2008)	-1 lap	16
13	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	-3 laps	2
R	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	25 laps-overheating	5
R	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	11 laps-acc damage	11
R	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	9 laps-acc damage	7
R	Renger van der Zande (NL)	Persson Motorsport	Mercedes C-class (2008)	6 laps-accident	13
R	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	2 laps -accident	15

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Tomczyk	58
2	Spengler	49
3	Ekstrom	39
4	Scheider	29
5	Rockenfeller	26
6	Green	25
7	Schumacher	21
8	Mortara	21
9	Paffett	20
10	Jarvis	10

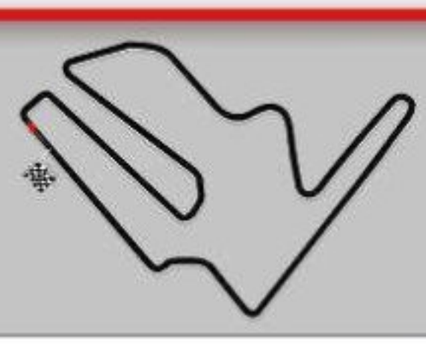
*Excluded for parc ferme regulation infringement
**Five-place penalty from previous round

Winner's average: 81.320mph.
Fastest lap: Ekstrom, 1m38.831s, 83.660mph

MOTEGI

JAPAN

September 16-18
IndyCar Series
Round 16/18



AT A GLANCE

- Winner **Scott Dixon**
- Pole **Dixon**
- Most laps led **Dixon**
- FL **Giorgio Pantano**



Dixon got into the lead from pole

Dixon has one for the road

Dallara's venerable Indycar ran its final road-course race in Motegi with Scott Dixon the winner



Dixon gave the Dallara its final road-course victory

THE CHEQUERED FLAG FELL ON the long road-course career of Dallara's Indycar chassis as the series also said sayonara to racing in Japan.

It wasn't the classic encounter that both deserved as a send-off, but it could have profound implications on the outcome of the 2011 championship.

With two oval races still to go, Scott Dixon kept his anorexic title hopes alive with the 10th road-course win of his IndyCar career, while Will Power moved to the top of the standings with a comfortable second place.

It could, and perhaps should, have been more for Power. His Penske team missed the opportunity to exploit his more favourable pitlane spot and short-fuel him as he pitted together with Dixon for the first time. But with erstwhile points leader Dario Franchitti taking himself out of contention with an ill-judged move early on, second was a good result.

Dixon's day was pretty straightforward. He turned pole into the lead without too much fuss and while he was never able to extend his lead over Power to more than a few car lengths, the Aussie was seldom close enough on track to attempt a move. The exceptions were obviously the restarts, but the track was incredibly dusty off-line, making a lunge down the inside of Turn 1 a risky move for a title protagonist.

For the final restart, Power tried hanging back through the last turn to get a run down the start/finish straight, but the track officials were unimpressed and aborted it. This was probably to Power's benefit ultimately, as third-placed Marco Andretti had a great run, and with nothing to lose championship-wise, would surely have dived down the inside into Turn 1.

Dixon's second win of '11 leaves him 59 points behind new points leader Power with 106 still to play for.

Power's second place returned him to the head of the points for the first time since June. But he denied that he'd settled for second once Franchitti hit trouble.

"At no point in the race was I settling for second," he said. "I did everything I could on the restarts and through the race but that was the best I could do."

Franchitti's travails were self-inflicted. A poor qualifying left him ninth on the grid and with a lot of work to do in the race. He made a good start and was up to fifth when the race went under yellow for the first time after series newcomer Joao Paulo de Oliveira stopped on track with a broken fuel pump (see sidebar).

On the restart Franchitti moved inside Ryan Briscoe at Turn 1, but there was no gap down the inside and he hit the right-rear wheel of the Penske driver sending him spinning into Graham Rahal, which forced Charlie Kimball into the gravel. Three Ganassi cars' races were effectively destroyed in one corner!

Franchitti was forced to pit for a new nose and was subsequently penalised for causing the collision. But his penalty was to drop to the back of the pack, which cost him just a single spot to Briscoe, and left many


Chip Ganassi's crew said farewell to Japanese fans

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RACE RATING
★★☆☆☆
Dario's error took the intrigue out of the fight at the front

MILESTONE
Second place earned Will Power the 2011 Mario Andretti Road Course Trophy. He beat Dario Franchitti by 32 points



observers wondering why he wasn't given a green-flag drive-through – the penalty dished out to Ryan Hunter-Reay for a similar offence earlier this season.

From last Franchitti was suitably aggressive in his charge through the pack, picking off the midfield with general ease – although Dreyer & Reinbold's Giorgio Pantano (who set the fastest lap of the race) offered as robust a defence as IndyCar rules permit. But Franchitti got lucky when many of the top-10 runners took themselves out of contention following a chaotic final restart.

KV team-mates Takuma Sato and Ernesto Viso collided, with Sato ramming Viso in Turn 1. Penske's Helio Castroneves removed himself from the top 10 by passing JR Hildebrand under yellow flags. All this meant that Franchitti finished eighth.

"It was a stupid move on my part," said Franchitti, who's now 11 points behind Power. "I went for a gap and it disappeared. If I could do it again I wouldn't do that. I've apologised to Ryan and I need to apologise to Graham and Charlie too. If I'm going to win this championship I'm going to have to stop making mistakes. We'll shrug this one off and see what we can do next time."

It's not just the mistakes Dario needs to stop: with two wins and a second in the past three races, Power is on a roll and that will need halting too if Franchitti is to retain his crown.



Franchitti (r) used Briscoe as a target

Nippon champion makes his bow



De Oliveira (l) came together with Sato

THE NAME JOAO PAULO DE Oliveira probably doesn't mean much to IndyCar followers, but students of the European single-seater scene will remember him as the 2003 German F3 champion. Since '04 the Brazilian has been plying his trade in Japan, winning the F3 title in '05 and the '10 Nippon crown.

He might not be a household name, but he's a serious talent nonetheless.

Therefore it made perfect sense for Conquest Racing to slot the 30-year-old into the seat Sebastian Saveedra has occupied with limited success this year. Having won the Nippon race at Motegi earlier this season, he wasted no time in showing his track knowledge by going eighth quickest in opening free practice. He went on to qualify 12th and was battling Takuma Sato for 10th when they collided.

Whether this led to the fuel-pump failure that ended his race is unknown, but he'd made a strong impression.

RESULTS

IndyCar Series, Motegi (J), September 16-18, round 16 of 18

GRID

2 POWER	1:38.4194	1 DIXON	1:38.3918
4 BRISCOE	1:38.7082	3 RAHAL	1:38.5946
6 C'NEVES	1:38.9743	5 H'CLIFFE	1:38.9226
8 JAKES	1:38.8198	7 KIMBALL	1:38.7911
10 ANDRETTI	1:38.9058	9 FRANCHITTI	1:38.8738
12 OLIVEIRA	1:39.0009	11 SATO	1:38.9194
14 BOURDAIS	1:38.7495	13 VISO	1:38.9662
16 SERVIA	1:38.7719	15 TAGLIANI	1:39.0409
18 PANTANO	1:38.8588	17 H-REAY	1:39.0750
20 CONWAY	1:38.9371	19 HILDEBRAND	1:39.2650
22 MUTOH	1:38.9407	21 BEATRIZ	1:39.4724
24 MEIRA	1:39.3269	23 PATRICK	1:39.4789
26 SILVESTRO	1:39.3440	25 KANAAN	1:39.5004

63 LAPS, 187.929 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	1h56m41.0107s	1
2	Will Power (AUS)	Penske Racing	Dallara-Honda	+3.4375s	2
3	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+4.4782s	10
4	Alex Tagliani (CDN)	Sam Schmidt Motorsports	Dallara-Honda	+5.5913s	15
5	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+6.1621s	16
6	Sebastien Bourdais (F)	Dale Coyne Racing	Dallara-Honda	+6.6399s	14
7	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	+7.6856s	19
8	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+8.7436s	9
9	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	+9.0690s	20
10	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	+9.3816s	11
11	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+10.1187s	23
12	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+10.6995s	3
13	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	+11.4555s	8
14	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	+11.6119s	26
15	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	+12.0651s	5
16	Giorgio Pantano (I)	Dreyer & Reinbold Racing	Dallara-Honda	+12.5498s	18
17	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	+14.4549s	25
18	Hideki Mutoh (J)	AFS/Sam Schmidt Motorsports	Dallara-Honda	+15.8407s	22
19	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	+16.3024s	21
20	Ryan Briscoe (AUS)	Penske Racing	Dallara-Honda	+20.5159s	4
21	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	+38.5887s	13
22	Helio Castroneves (BR)	Penske Racing	Dallara-Honda	+1m39.0777s*	6
23	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	-1 laps	7
24	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	-1 laps	17
25	Vitor Meira (BR)	AJ Foyt Enterprises	Dallara-Honda	61 laps-spin	24
26	Joao Paulo de Oliveira (BR)	Conquest Racing	Dallara-Honda	19 laps-fuel pump	12

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Power	542
2	Franchitti	531
3	Dixon	483
4	Servia	399
5	Kanaan	353
6	Briscoe	340
7	Andretti	327
8	Hunter-Reay	321
9	Rahal	302
10	Castroneves	302

Winner's average: 96.640mph.
Fastest lap: Pantano, 1m40.2453s, 107.130mph.

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

* Castroneves finished seventh on the road but was given a post-race penalty for passing under yellows on the final lap.

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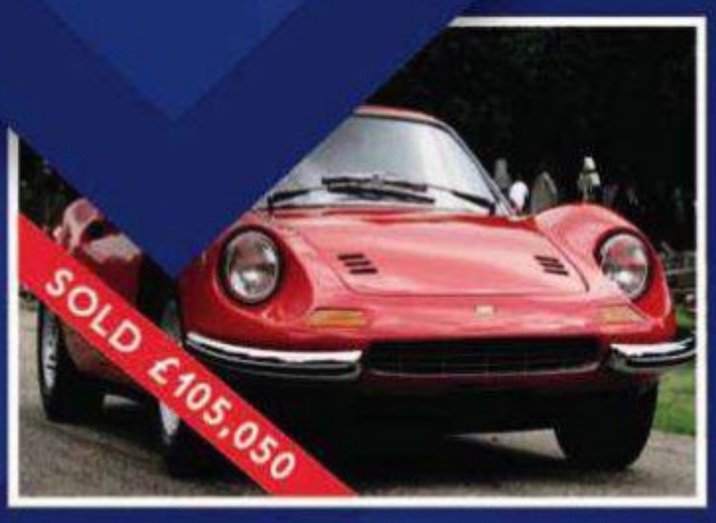




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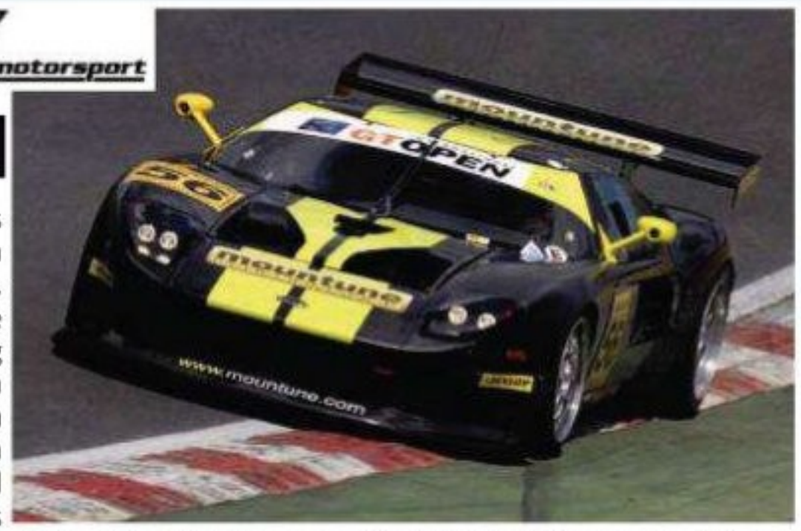


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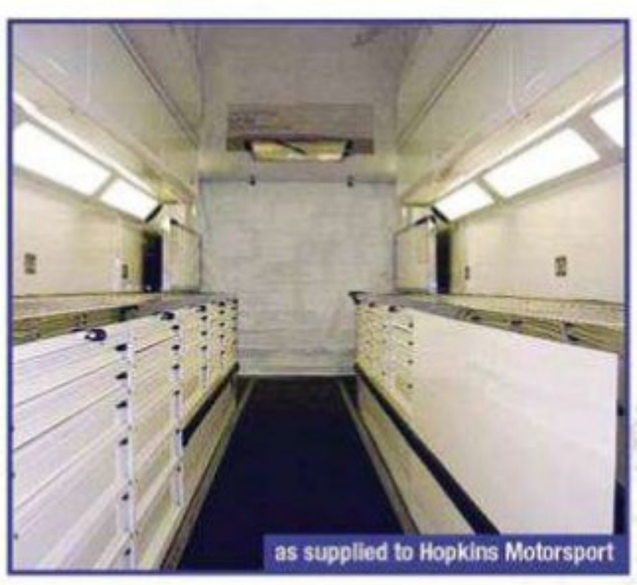
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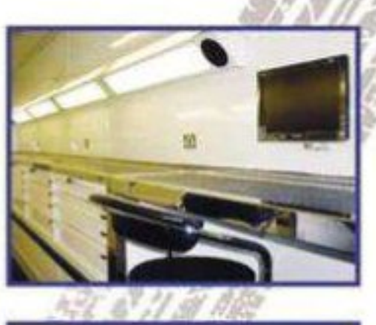
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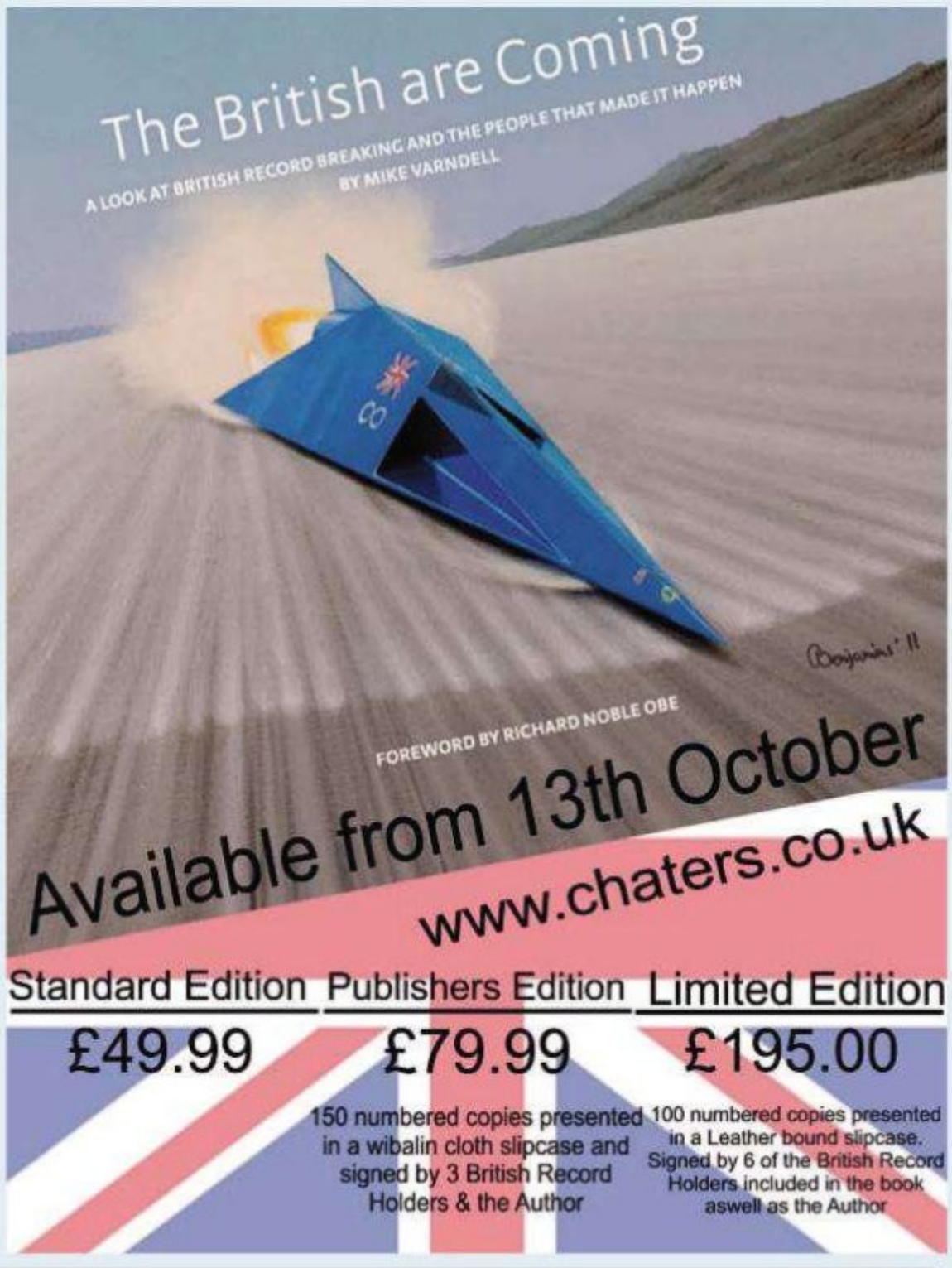
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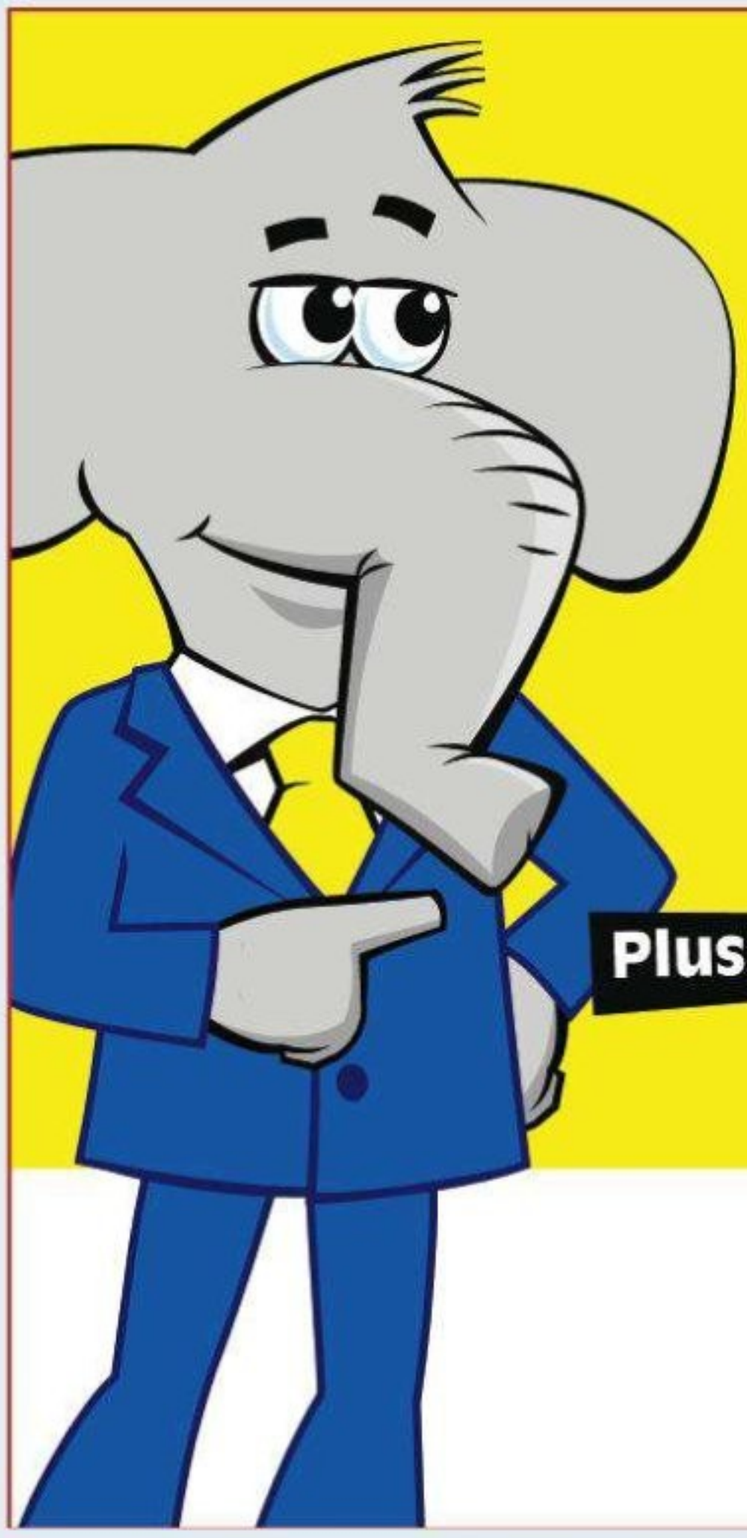
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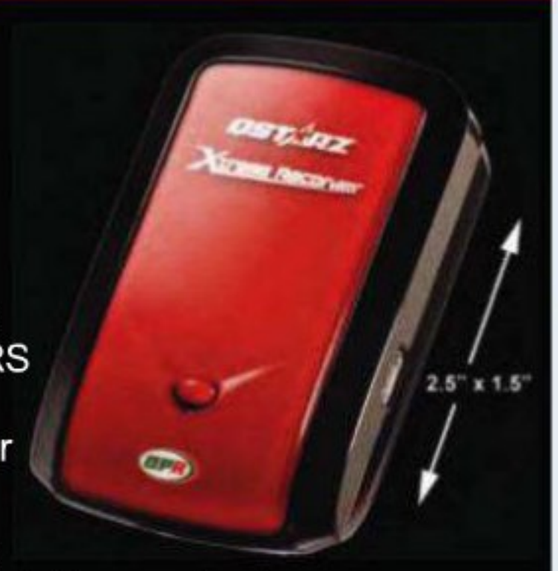


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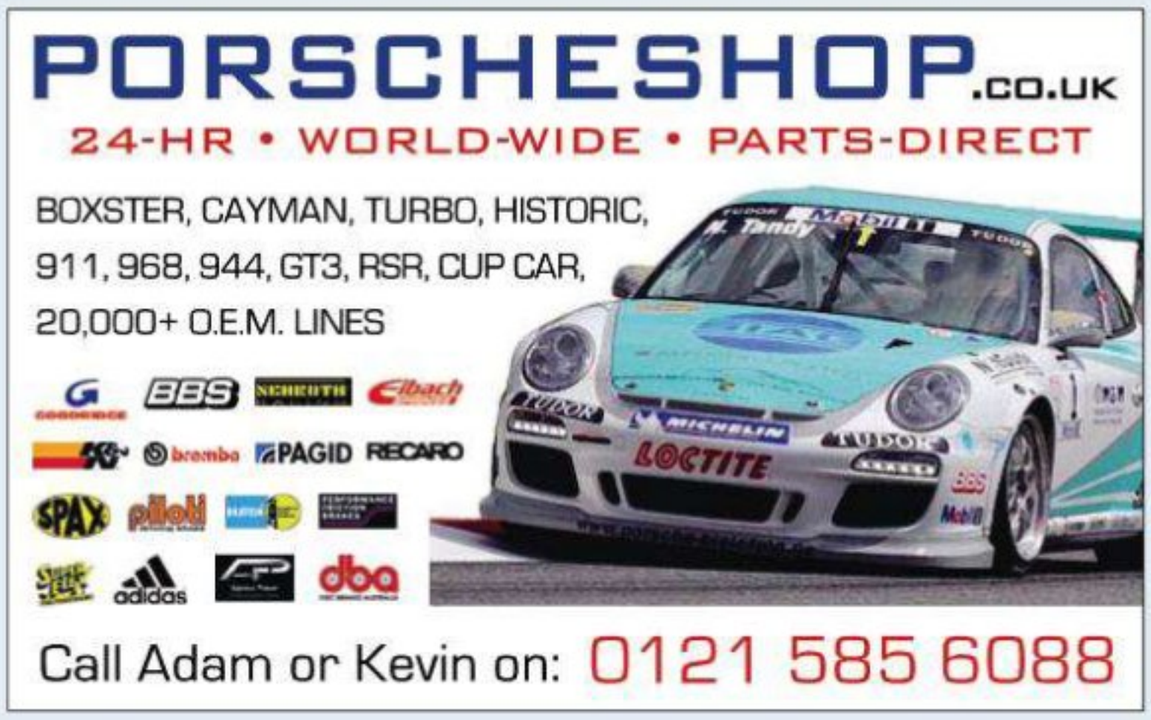
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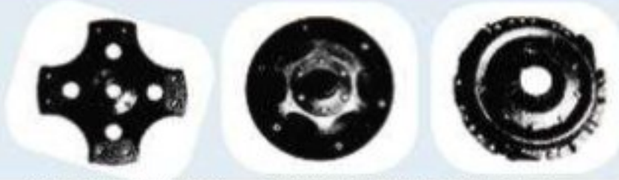
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BMW M3 E36 3.0 LTR	£220.00	£164.85	£161.95
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BMW MINI COOPER	£230.06	£108.36	£137.40
BMW MINI COOPER S	£189.00	£81.30	£155.24
CATERHAM K SERIES	£137.50	£45.37	£137.38
CITROEN SAXO 1.6V VTS	£176.83	£108.35	£137.39
ESCORT RS 2000 MK 1,2	£160.30	£80.24	£151.12
ESCORT 1.6 MK 3,4,5	£144.51	£75.70	£142.57
ESCORT 1.6 TURBO 84-86	£136.06	£93.96	£130.87
ESCORT 1.6 TURBO 86-90	£182.15	£80.24	£151.12
ESCORT 1.8 XRI ZETEC 105BHP	£182.15	£80.24	£151.12
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NISSAN SUNNY GTIR TURBO	£244.97	£118.76	£187.01
NISSAN SKYLINE GTS,GTR R32	£278.86	£154.90	£200.33
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PEUGEOT 306 2.0 LTR S16, GTI6	£329.09	£80.24	£164.97
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RENAULT 1.4 GT TURBO	£176.83	£108.35	£137.40
RENAULT CLIO 1.8,2.0 16 V	£157.52	£108.35	£137.40
RENAULT CLIO 172	£184.59	£80.24	£155.24
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TOYOTA SUPRA 3.0 LTR	£440.92	£164.44	£188.96
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LOTUS ELISE 1.8	£214.55	£320.92
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Lotus Renault GP	Various Roles	22 September 2011
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Marussia Virgin Racing	Various Roles	22 September 2011
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Please apply in writing with current CV, salary expectations and quoting job reference number to:

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Email **hr@lotusrenaultgp.com**

Closing date **6th October 2011**

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HR847 – CUSTOMER PROJECT PLANNER

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The successful candidate will ideally have an excellent understanding of the operational aspects of the business and will be expected to have a minimum of a diploma level qualification or equivalent, with project planning/managing experience. Good communication skills are also essential along with a willingness to be flexible and adopt new systems.

To apply please send or email a covering letter and your CV, quoting the above 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

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- A minimum of 10 years of experience in control systems development, preferably in an automotive or aerospace environment
- In-depth knowledge of internal combustion engine operation and control systems requirements, including forced induction engines
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You will work closely with our Designers to ensure that components and assemblies in metal or composites exceed our very exacting safety and stiffness requirements. Probably currently working in the aerospace or automotive fields, you will possess a degree or equivalent, and have relevant experience on metallic and composite components. This should include finite element, traditional hand calculations and fatigue analysis.

Inspectors – various shifts

Self motivated and able to work unsupervised, you will be responsible for monitoring Quality within our Composite, Prototype and Machine Shop areas. You will need to use dimensional measurement techniques to complete your daily tasks. Excellent communication skills, a flexible attitude to work and attention to detail are a must in these demanding roles.

You must have an engineering background within an Inspection environment with underpinning knowledge of first principle Inspection methods, geometric tolerancing, co-ordinate measurement and an appreciation of the importance of prevention versus detection. Knowledge of measurement with CAD, or experience of Pcdmis CMM software or similar, would be an advantage, but is not essential.

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We are seeking a hands-on, organised and productive Stores Person who can also take responsibility for supervising our small stores team. As the main point of contact within central stores, you will direct department resources to provide an effective internal service to our production and car build teams, ensuring stock levels are optimally managed and maintained.

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Electronics Technician (Travelling)

Based at our factory in Grove, with the option of international travel to race or test events, you will be responsible for ensuring the smooth running of all electrical/electronic devices fitted to our race cars, including KERS. This includes monitoring data from the onboard telemetry, as well as diagnosing and rectifying any problems as they occur. You will be involved in the manufacture of wiring, sensors, electrical equipment, and the arming and disarming of KERS systems required for events.

Experience of various sensors, data logging systems and KERS, as well as a knowledge of Autosport/MIL spec connectors, is essential. Knowledge of Raychem type 25 harness systems would be an advantage, along with motorsport experience and suitable Electrical/Electronic qualifications. You will be proactive, able to work unsupervised using your own initiative, dedicated and willing to do what it takes to get the job done.

Travelling Sub Assembly Technician

We have an opening for a technician with significant experience of working on gearboxes and Drivetrain systems, gained within an F1, WRC, sports car, or similar environment. You will be a highly motivated individual with a 'can do' attitude, and able to work under pressure to exacting standards and deadlines, with minimal supervision. A good working knowledge of Microsoft Excel is highly desirable, as is flexibility in hours and approach. Frequent international travel underpins the role as a full time travelling member of the Race Team.

Fabricator/Welder

This role involves the production of a variety of components to the highest quality standards in materials such as aluminium, titanium and inconel within our Fabrication department.

You should have served a recognised apprenticeship and be able to TIG weld to a very high standard, and ideally you will have gained significant experience in the motorsport or aerospace industries. Attention to detail and a flexible attitude to work are a necessity, alongside the ability to work unsupervised and to tight deadlines.

To apply, please visit our website at Williamsf1.com and select the Recruitment option under the Team heading.

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Any applications received after this time may not be accepted.





Honda driver Shedden is joint leader in the BTCC points table

Shedden to race in British GT

British Touring Car ace to stand in for Allan Simonsen in Rosso Verde Ferrari

BRITISH TOURING CAR star Gordon Shedden will make his British GT debut in the three-hour Donington Park event this weekend.

Honda Racing driver Shedden, who is currently tied with team-mate Matt Neal at the top of the BTCC standings, will share Rosso Verde's new Ferrari 458 with Hector Lester. It will be the team's first event with the car, which replaces its 430 Scuderia, and Shedden will stand in for regular Allan Simonsen, who is competing in the LMS event at Estoril.

"It's really just helping out Hector," said the 32-year-old Scot, who raced at the Spa 24 Hours in 2008. "John Buchan, who runs the car, is from Edinburgh and I've shaken down their 430 a few times over the past year or so."

The car is unlikely to test before the event, but Shedden hopes he can still have a competitive showing. Scuderia Vittoria, MTECH and CRS Racing have all taken British GT wins with the new-for-2011 458.

"It's a brand new car and a new challenge for me, but it should be fun," he said. "By all accounts the 458 is competitive and a racing car is a racing car with four wheels and an engine, so we'll see how we go. There is no pressure and there are no expectations."

Joining the five 458s on the 26-car entry is the new Nissan GT-R GT3 machine. The JRM-run car, which made its race debut at Magny-Cours last month in the Blancpain Endurance Race series, will be driven by FIA GT1 driver Nick Catsburg and Nissan GT4 regular Alex Buncombe.

Former frontrunning squad Barwell Motorsport will also return after missing the Rockingham round earlier this month. Its GT4 Aston Martin Vantage will be driven by regular Peter Erceg and Brazilians Alan Hellmeister and Sergio Lagana.


Rosso Verde will switch from 430 (leading) to 458

GORDON SHEDDEN CV

BORN	February 15 1979
2010	Third in BTCC in Team Dynamics Honda Civic (5 wins)
2009	14th in BTCC in CRV SEAT Leon/ Team Dynamics Honda (0 wins)
2008	Seventh in BTCC in Team Dynamics Honda Civic (2 wins)
2007	Third in BTCC in Team Dynamics Honda Civic (4 wins)
2006	Fourth in BTCC in Team Dynamics Honda Integra (4 wins)

Freddie Hetherington will return to Century Motorsport's Ginetta G55 line-up at Donington, after skipping the previous round at Rockingham. He will race alongside his Porsche Carrera Cup GB scholar brother Benji instead of regular partner Julian Draper.

The longer events are worth more points than the regular one-hour races, so victory at Donington will earn 37.5 points. CRS Ferrari drivers Jim and Glynn Geddie currently lead the standings by five points from United Autosports Audi duo Matt Bell/Michael Guasch, while Marcus Clutton/Peter Belshaw (ABG Motorsport KTM X-Bow) lead GT4 by 19 from Lotus Sport UK racers Leyton Clarke and Freddy Nordstrom.

AUTOSPORT SAYS...



BEN ANDERSON EDITORIAL ASSISTANT

ben.anderson@haymarket.com

THE BRITISH TOURING CAR Championship seems to have quite an affinity with its Grand Touring car cousin. Current BTCC joint points leader Gordon Shedden is set to become the latest in a long line of touring car aces to try their hand in this country's premier GT category.

It's not a new phenomenon either – Chris Hodgetts was already a double BTCC champion when he claimed the 1995 British GT crown in a Marcos LM600, while 1992 BTCC king Tim Harvey battled Mike Jordan as the latter took the title in 2001.

By deputising for Allan Simonsen in Rosso Verde's new Ferrari 458 this weekend, Honda man Shedden will line-up alongside former BTCC sparring partners Jonathan Adam and Steven Kane.

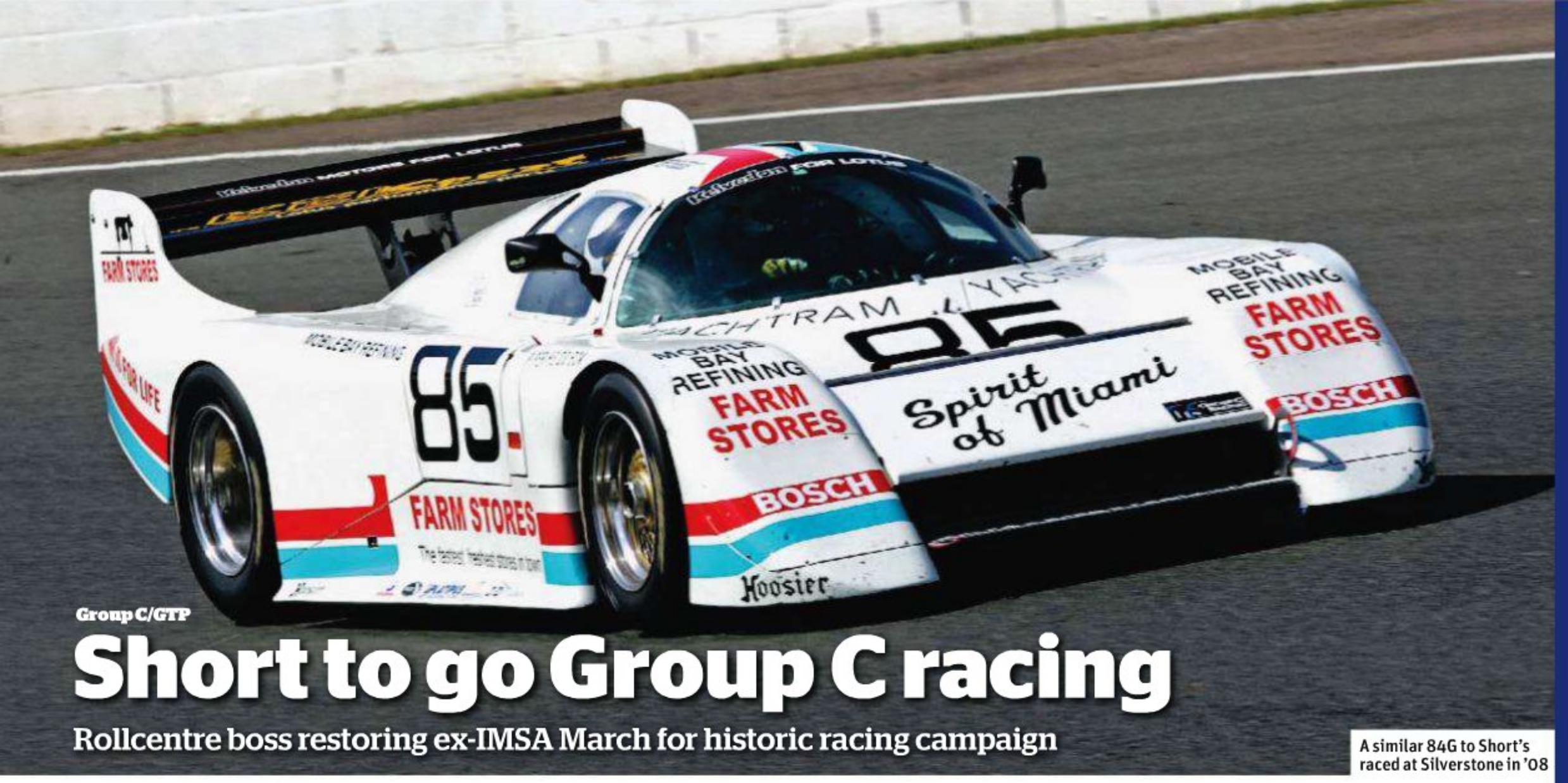
Simonsen is often held up as the benchmark driver in this series, so it's a shame we won't get to see Shedden go up against the Dane at Donington Park, but at least we'll get the chance to see how he stacks up against the other frontrunners.

The 26-car entry has been further boosted by the inclusion of the new GT3 version of the Nissan GTR. The appearance of crack World GT1 squad JRM will add yet further kudos for British GT in a remarkably successful season. Series manager Benjamin Franassovici deserves great credit for helping an expensive form of racing consistently deliver strong grids in such turbulent times.

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Group C/GTP

Short to go Group C racing

Rollcentre boss restoring ex-IMSA March for historic racing campaign

A similar 84G to Short's raced at Silverstone in '08

SPORTSCAR RACER AND team boss Martin Short is set to join the historic Group C/GTP Racing ranks next season with a recently-acquired Chevrolet-powered March IMSA car.

The March 84G has been imported from the US by Short, who finished fourth in the 2007 Le Mans 24 Hours, and will be ready to run by the end of this year after undergoing restoration.

The plan is for his Rollcentre Racing team to enter the Group C/GTP series next season with Short or a customer driving the car.

Short, 52, said: "In my waning years as a driver I'd like to get involved in something enjoyable like Group C. It is also an area I'd like to get involved in as a business and it's nice to have a car that should go up in value rather than down.

"I want to get into historic racing. One day I'd love to do the Goodwood Revival and this is the first step on the way."

Short described the 84G, chassis #6, as "scarily original". He said it was his intention to undertake a sympathetic restoration in order to maintain the period charm of the car.

The March has been purchased from Warren Mosler, founder of the US supercar marque that Rollcentre has turned into a significant force in GT racing. It had a sporadic career in the IMSA GTP series in North America, notching up a best result of fourth at Charlotte in 1984 with John Morton and Tony Adamowicz driving for Conte Racing.

Mosler entered the car in a handful of races in 1985-87. It is believed the car last turned a wheel in anger in a historic event at Moroso Motorsports Park in Florida in 1995.

Formula Renault

FR BARC to stay despite UK plan

THE FORMULA RENAULT BARC championship will continue unchanged next season, despite the club agreeing to introduce a new class into its top-level UK series for the same cars.

Formula Renault Junior will be introduced into Formula Renault UK next year, allowing the older Tatuus cars back into the series alongside the Barazi-Epsilon machines that replaced Tatuus at the beginning of last year.

The BARC's Ian Watson hopes the move will boost grids in FRUK, which featured only 12 cars at Rockingham last weekend.

"I think Formula Renault Junior will have an impact [on FR BARC], but having 12 cars on a grid is no good for anyone," he said. "If we can up that to 16 or 18 cars it will be beneficial for everybody."

Formula Renault BARC promoter Simon North said it was important to maintain FR BARC's place as an alternative to more-expensive single-seater categories.

"Formula Renault BARC is an important part of the BARC make-up and the grid has been strong this year," he said. "Outside the TOCA package grids are falling dramatically, so a grid that holds its own is well worth keeping."



Only 12 cars raced in FRUK at Rockingham

Live Raceday

No new venue for live-TV meet

THE MOTORS TV LIVE RACE day originally scheduled for Donington Park on October 1 will not move to an alternative track.

The Leicestershire venue had to cancel the event earlier this month because of ongoing planning issues with the local council.

Organiser Magnus Laird had hoped to move some of his races to Castle Combe on the same day and the rest to Mallory Park on October 2, but could not get enough competitors to agree to the switch.

He hopes his meeting will now be Donington's 2012 opener in March.

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Renault Clio Cup

Mazda ace Boston in Clio return as series gets new-driver boost

DOUBLE MAZDA MX5 CHAMPION Rob Boston returned to the Renault Clio Cup at Rockingham last weekend after a three-year absence.

Boston, who has added this year's MX5 Mk3 title to his 2010 Mk1 crown, raced to two top-10 finishes with JHR Developments. Now he is weighing up Clios or the G50 class of the Ginetta GT Supercup for next season with JHR.

Meanwhile, Boston's Australian MX5 counterpart Ash Miller will make his UK race debut in the Clio finale at Brands Hatch with Scuderia Vittoria.

Miller dominated the Queensland state MX5 and Production Sports titles in 2009, before doing the same in the national championships last year.

He will join an expanded SV line-up, alongside Mini Challenge graduates Chris Smith and Ant Whorton-Eales, and regular Luke Wright.

Whorton-Eales made a big impression on his Clio debut at Rockingham last weekend; he was within 0.01 seconds of setting fastest lap on his slick-tyres debut. He expects to move up to the R56 class of the Mini series in 2012 before potentially tackling a full Clio season in '13.



Boston (left) battles with newcomer Whorton-Eales

Formula Renault UK

Uhrhane to FR UK winter series

AUSTRALIAN FORMULA FORD racer Geoff Uhrhane will step up to Formula Renault for the forthcoming end-of-season mini-series in the UK.

Uhrhane, who has competed in British Formula Ford this season, will join the Atech Reid GP team.

Team boss David Hayle said: "He's got a test programme lined up with us and he'll be racing with us. Oscar King and Dan Wells [who currently race with Atech in Formula Renault UK] are also looking to do it."

The series, which used to be called the Winter Cup, has been renamed the Final Series. It will comprise four races at Snetterton on November 5-6, before a two-race finale at Rockingham on November 12.

FR UK series manager Lisa Crampton said there is high interest from Eurocup teams and is hopeful of a grid of 25 cars.



Uhrhane has been a frontrunner in FFord

AUTOSPORT GOLDEN HELMET

MAZDA ACE TOM ROCHE may have snuck in a historic class win at Oulton in an Alfa, but a winless weekend back in the MX5s at Croft has cost him ground to BMW king Garrie Whittaker in our table of race winners in the British Isles in 2012, as rival Adam Gore rises. Watch also for Scott Malvern, who is lurking 10th but has a race-heavy end of the season coming up.

POS	DRIVER (CAR/CARS)	OVALL.	CL.	TOT.
1	**Garrie Whittaker (BMW E36 M3)**	**19**	**0**	**19**
2	Tom Roche (Mazda MX5 Mk1/3/Alfa 2000 GTV)	16	1	17
3	Mark Burton (Jade Trackstar)	15	0	15
4	Kenneth Thirlwall (Van Diemen RF92)	14	1	15
5	John Marshall (Ford Escort Mk1/Ford Coupe)	11	4	15
6	Paul Bellamy (BMW 318is)	1	14	15
7	Adam Gore (Mazda MX5 Mk1/Mk3)	13	0	13
8	Adam Sharpe (BMW M3)	12	0	12
9	Stephen Treherne (Ford Coupe)	12	0	12
10	Scott Malvern (Mygale SJ11)	12	0	12
11	Nic Grindrod (SHP Pickup)	12	0	12
12	Dom Evans (Caterham CSR 260)	12	0	12

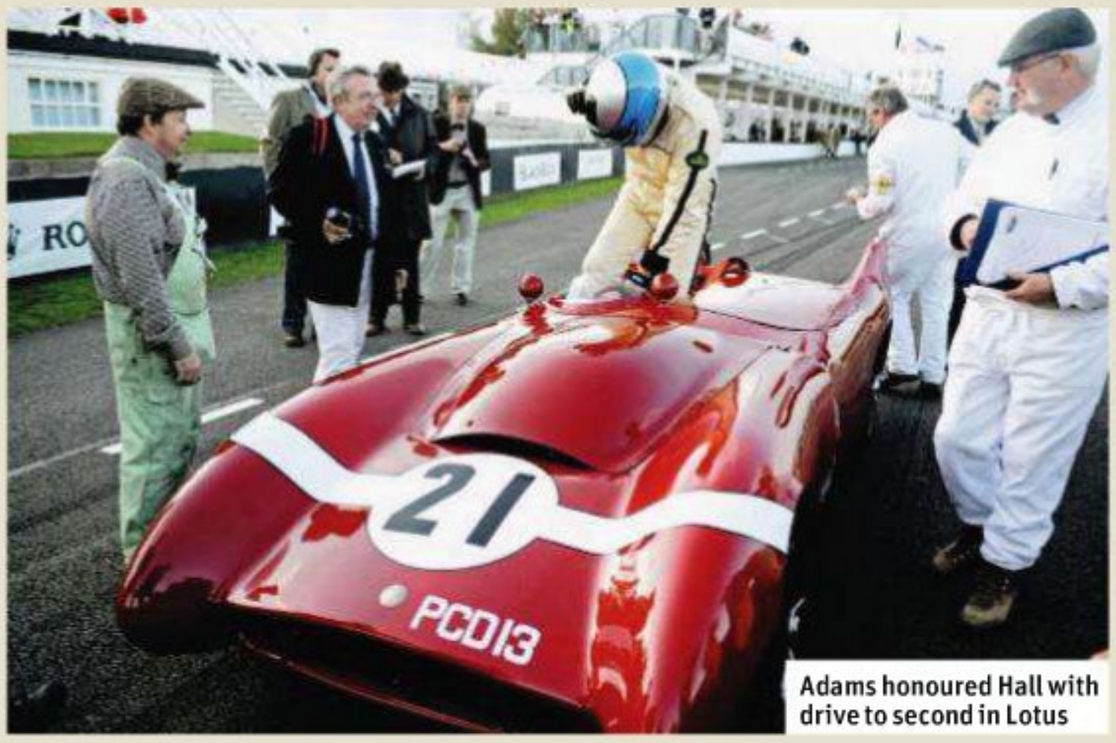
Repechage, consolation, 'overflow entry' and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at **autosport.editorial@haynet.com**

PICS: MICK WALKER, EBREY/LAT, BLOXHAM/LAT

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Adams honoured Hall with drive to second in Lotus

Passion and emotions run high at the Goodwood Revival Meeting. Not always for the good, as it's easy to get carried away by the enormity of the occasion, before a massive audience. Last weekend I witnessed both ends of the spectrum, and much in between.

Perhaps my highlight was Nick Adams's surprise second in the Freddie March Memorial Trophy race. Nick – the 1989 World Group C2 champion – had nothing to prove, yet he drove his late friend Adrian Hall's ex-Mike Anthony Lotus-Bristol 10 with all his heart and ability, and was rewarded.

That performance carried the hopes of Adrian's widow Tina, son Alexander and daughter Antonia, who were watching from the sidelines moist-eyed, buoyed by friends in the wake of his funeral and the good wishes of the historic racing fraternity, which knows a good egg. "I had 'Drain' on my shoulder the whole way, giving me instructions as usual," said Nick.

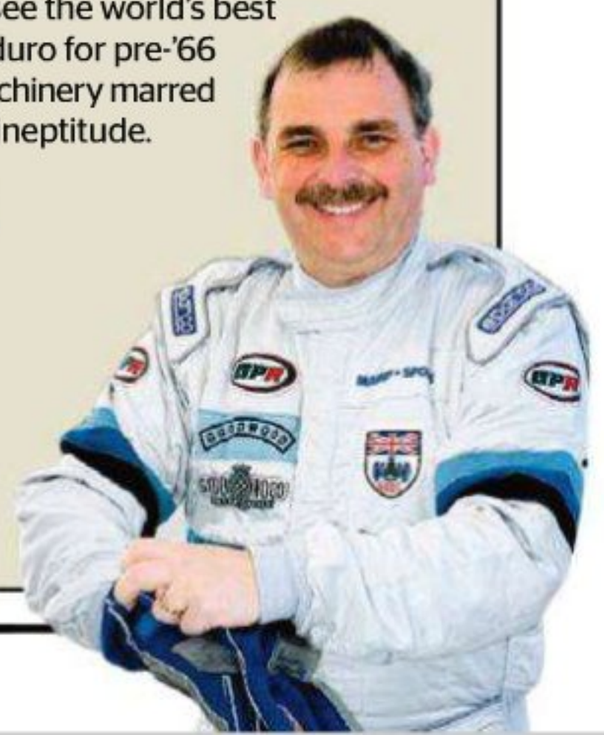
At the opposite end of the scale, there was some woeful driving for the on-track style police – triple British Touring Car champion Win Percy and Thruxton racing school principal Bill Coombs – to discuss after the chequered flags had fallen. Occasional overenthusiasm I can live with if no harm results; incompetence I couldn't.

That's a big issue at Goodwood, where in the past some forceful drivers have been vilified for minor transgressions against nincompoops, whereas serial offenders (usually with a good stable of kit) repeatedly get the call to return. I don't need to name names, but on Saturday one chap, who had been involved in two too many scrapes already, was booed back to the paddock by a normally-genteel audience.

It is possible to have a period-style accident at Goodwood in a historic car without BTCC-style tactics. Gerhard Berger and Carlos Monteverde found that out unaided on Saturday and that should be a warning to all. I just thank goodness that the Austrian stepped from his sportingly-loaned AC Cobra unhurt and the Brazilian from his Lister with only minor injuries.

Good driving will be imperative to the conduct of this Saturday's Spa Six Hours, which boasts the best entry in its 19-year history and cars ranging from Ford GT40s to MGBs. Risks are multiplied by unpredictable weather and running into darkness, and I would hate to see the world's best enduro for pre-'66 machinery marred by ineptitude.

> "One chap, who had been involved in too many scrapes, was booed by a normally-genteel audience"





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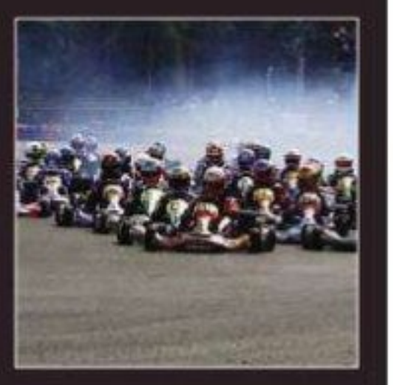
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IN BRIEF



Walker: strong debut

INTERSTEPS ACE ALEX WALKER took a sixth place on his Formula Renault UK debut at Rockingham last weekend. Walker replaced Bolivian Pedro Calbimonte at Fortec Motorsport.

THE MSV F3 CUP WILL ALLOW European F3 Open-spec Toyota engines into the series from next year. The move follows plans to permit newer chassis (up to 2007) and the Speiss OPC engine in a bid to boost grids next season.

HISTORIC FF1600 CHAMPION turned SPEED racer Darren Burke was denied an outing in a Caterham at Silverstone last weekend after owner Will Scully shunted the car in qualifying for the Magnificent Sevens race. Burke, who is coaching Scully, works for Caterham and has only once raced one of its cars.

THE ABANDONED CATERHAM Academy Group 2 race at Mallory Park last weekend will not be rescheduled, meaning the championship will be decided over six rounds rather than the original seven. The decision puts Andy Welch's points lead beyond the reach of his rivals.

THREE DRIVERS WERE TREATED IN hospital following crashes during last weekend's Goodwood Revival. Carlos Monteverde broke his collar bone in a practice crash in his Lister-Jaguar, Bob Birrell ruptured an Achilles tendon when he crashed his Brabham, and Hubert Fabri suffered a double impact on the Lavant Straight in his Aston Martin DBR4.

A RACE WIN AND A PAIR OF SECOND places at Assen last weekend allowed Briton Emil Bernstorff to reduce Pascal Wehrlein's ADAC Formel Masters points lead to 36, with 75 still up for grabs at the Hockenheim finale.

DANIEL LLOYD'S HOPES OF winning the Volkswagen Scirocco Cup ended at Oschersleben when Ola Nilsson spun him out of the lead of race two last weekend. Wins went to Aditya Patel and Mateusz Lisowski, the Pole wrapping up the title in the process.



Lloyd lost out

PICS: TIM WHITTINGTON, CHARLIE WOODING, EBREY/LAT, STEVE JONES



Gollop won the GP three times

Rallycross

Rallycross GP is back

Croft to end seven-year lull by hosting showpiece

THE BRITISH RALLYCROSS GRAND Prix will return this season after an absence of seven years.

To accommodate the GP, to be held at Croft on November 6, the final round of the British Rallycross series will move forward to November 5.

A deal to take the event to Croft was only finalised last week. In 2009 Lydden Hill Motorsport Club acquired the rights to the British Rallycross Grand Prix, together with the British championship, for a three-year period covering 2010-12, but chose not to run the GP last year.

Holding the event at Croft is the first step in rebuilding and re-establishing it as an end-of-season showcase.

First run at Brands Hatch in 1982, the British Rallycross Grand Prix was a popular event until its demise in 1994. Over the following two years the Grand Prix title was awarded to the winner of the British round of the European Rallycross Championship, at Brands Hatch in 1995 and Lydden in '96.

The event was not run again until 2002 when it took place at Croft. After a year off, it returned in '04 but has not been run since.

BRITISH RALLYCROSS GRAND PRIX

BRANDS HATCH	
1982	ROLF NILSSON
1983	OLLE ARNESSON
1984	MARTIN SCHANCHE
1985	JOHN WELCH
1986	ANDY BENTZA
1987	MIKAEL NORDSTROM
1988	WILL GOLLOP
1989	WILL GOLLOP
1990	MARTIN SCHANCHE
1991	PAT DORAN
1992	WILL GOLLOP
1993	MARTIN SCHANCHE
1994	KENNETH HANSEN
1995	KENNETH HANSEN
LYDDEN	
1996	KENNETH HANSEN
CROFT	
2002	JOHN HAFFEY
2004	PAT DORAN

Don Truman *1922-2011*

A MINUTE'S SILENCE WAS held before racing at Mallory Park and Silverstone last weekend in tribute to former BRSCC chairman Don Truman, who died following a stroke last Wednesday at the age of 89.

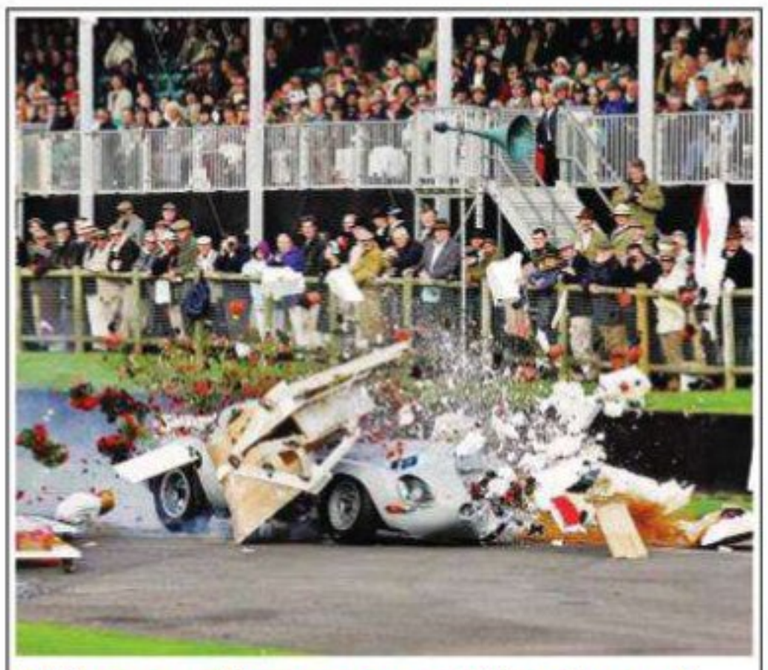
Truman joined the BRSCC in 1947, and finished fourth in the 500cc race at Goodwood's opening event in 1948. He competed in F3, against the likes of Stirling Moss, until '59.

From the early 1960s he was a clerk of the course and became national club chairman in 1969.

He retired from his role as senior clerk of the course in 1999, but retained an active involvement at race meetings for several more years.

Don leaves wife Judith, and daughters Fiona and Delia.

A celebration of his life will be held in the Belfry's Lichfield Suite on September 30.



Wilson makes a mess at Goodwood
Former Aurora F1 racer Desire Wilson crashes her Jaguar E-type through the chicane during one of the E-type Challenge races last weekend.

Swinging Sixties

Abecassis Jr makes race debut in Austin Healey



Abecassis finished 13th in Swinging Sixties

JONATHAN ABECASSIS, THE grandson of HWM marque founder George, made his race debut at Silverstone last Saturday.

He raced in the Classic Sports Car Club's Swinging Sixties category, driving a left-hand-drive Austin Healey 100/4. Abecassis qualified 18th in the 25-car Group 1 field and finished 13th.

He has no plans to emulate his grandfather – who drove a Healey 100S to 11th in the 1955 Mille Miglia – but hopes to race an HWM sports-racing car in the future. HWM competed in 14 world championship grands prix between 1951 and 1954.

QUICK RESULTS
- Future Classics **Hooker/Neal**
- Swinging 60s G2 **Crompton**
- Swinging 60s G1 **Hulett**


Crompton's Cobra leads Camaro of Lane


Future Classics win fell to Hooker/Neal

CSCC SILVERSTONE, SEPTEMBER 17-18

Hooker sets up victory for Neal

THE EXPERIENCED
Ryan Hooker could only watch as co-driver James Neal did just enough in a tense finish to the Classic Sports Car Club's Future Classics race at Silverstone last Saturday.

Starting under murky skies, it was run in some of the worst weather, with torrential rain, thunder and lightning arriving in the late stages. Hooker (Porsche 964) ran second to Mark Chilton's 968 until the pitstops; Chilton's previous winning form meaning that he'd have a longer one-minute stop.

This played into Hooker's hands and he went relentlessly on, building up a useful advantage before handing over to Neal. Meanwhile, resuming 18th, Chilton began to climb back up the order. By the time he was up to second, Neal was 30 seconds ahead.

The gap shrank over the final 11 laps, to just over a second by flagfall.

John Shoesmith/Ray Barrow brought Shoesmith's Chevrolet Camaro home third.

There was a similar scenario in Sunday's dry Swinging Sixties Group 2 race but with a different outcome. The chasing Simon Crompton (AC Cobra) wasn't sure if his Dunlop historic tyres would be up to the job, but his fears were unfounded as he finally passed race leader Simon Lane on the penultimate lap.

Lane had set a furious pace in his 6.6-litre Chevrolet Camaro, but lost out by just 0.7s.

Third-placed Al Fleming's Lotus Elan was very consistent but lacked the horsepower to get in among the V8 muscle cars.

Prolific Ferrari Open race winner Derek Johnston was still smarting at the treatment handed out to him a week earlier at Snetterton (where he was disqualified for a rolling-start infringement) and responded in the only way he knew how by adding two more very easy race wins in the season finale to his CV.

After qualifying fastest for both races, the construction-company owner put his rivals to the sword. Next best, on both days, was Gary Eastwood, who made a pleasing debut aboard a 458 rather than his usual 430.

There were eye-catching drives by Toby Tarrant-Willis, who was on the podium both days, the 430 driver claiming the scalps of several 458 drivers.

Wayne Marrs was another double winner in Ferraris, the Stapleford Abbots man taking the Formula Classic encounters in his 328 GTB. He survived a clash with Chris Butler before winning comfortably on Saturday, but a safety-car period in Sunday's race meant he had to work much harder.

Polesitter David Tomlin spun way his advantage on the opening lap, and had worked his way up to sixth by the time the safety car was scrambled for Didier Benaroya's beached Mondial on the exit of Luffield.

When the track was cleared, Tomlin blasted through to third, a wonderful three-way scrap ensuing as he fought Saturday runner-up Nigel Jenkins and Marrs. Jenkins was handed second after Tomlin was penalised for a flag infringement.

A grand 40-car turn-out


Johnston leads the Ferrari Open field

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"I had a point to prove this weekend"

Johnston bounced back from Snetterton disqualification



Ramm was top Jaguar runner



Hulett sweeps by as Marriott spins

for the CSCC Magnificent Sevens meant there was action going on wherever you looked, not least up front, where there were six different race leaders over the 40-minute thrash.

As the pitstops unfolded, so Keith Dunn hit the front and set a relentless pace. But he failed to stop inside the pit window, costing him a two-lap penalty. Having led early on, James Sharrock went ahead again in the latter stages. He led home Chris Porritt, who eventually mastered Kevin Williams and drew clear.

Nigel Ainge (Honda Integra) cut the early pace in the Tin Tops race, but his one-minute pitstop penalty undid him and he could only manage eighth. The Joe Giovannini/William Gannon pairing came out tops, but the drive of the race was from John Hammersley and Simon Taylor, who traded a second-row start for a rear-of-grid getaway after switching to a Vauxhall Astra GTE having qualified a Honda Civic Type R, and still came through to take second place.

As if a one-minute pitstop penalty wasn't handicap enough, Swinging Sixties Group 1 polesitter Charles Marriott added to it by spinning on the first lap. He resumed almost last, so his third place finish was hard earned.

Up front, Ian Hulett made the most of others' pitstop penalties to clock up a win in his familiar Austin Healey Sprite.

James Ramm assumed the lead of the Jaguar Saloons/XJS race when second-row man Chris Palmer got it wrong at Becketts on the opening lap. Ramm went clear as Palmer quickly came back to second, just ahead of polesitter Stewert Lyddall, who was embroiled in battle with Patrick Doyle until going clear.

The curtain-closing Sports v Saloon races were run in very different conditions, with Saturday's wet encounter, won by Grahame Tilley (Caterham C400), featuring lap times a whopping 15s off the pace of qualifying. Ian Thompson got the better of Kevin Williams to set up an all-C400 podium.

Anthony Bennett (in an R300) signalled his intentions in qualifying on Sunday, his best lap almost six seconds faster than his closest rival. Needless to say he won easily, but the bubbly Sabrina Williams (Caterham Superlite) was thrilled to finish second, having emulated her starting position.

● Dud Candler

DEUTSCHE MARQUE SILVERSTONE, SEPTEMBER 17-18

BMW drivers dominate German encounter

SHARING FELLOW Kumho BMW racer David Kempton's usual mount, Tom Houlbrook proved a formidable ally as the polesitting pair lapped all of their 17 rivals en route to the easiest victory of the weekend.

Start driver Kempton set a searing pace and, by the time he handed over to Houlbrook, the others were only battling over minor places. "The plan was I went for it to build up a lead for Tom," said Kempton after his winning series debut.

As if to emphasise their superiority, occasional Deutsche Marque racer Houlbrook lapped runner-up David Ball right at the end.

Double Deutsche Marque race winner Daniel Gannon qualified second fastest, but those earlier efforts brought a one-minute pit penalty, which was enough to keep him back in third.

At one stage, Gannon had a tussle with the Alex Eacock/Peter Morris Porsche 968 and the 964 of James Neal/Neil Harvey as the Porsches threatened to break the BMW domination of the podium placings.

Rich Ellis had also been right there, but a pit visit for a black flag dashed his hopes.

RESULTS (36 LAPS)

1 David Kempton/Tom Houlbrook (BMW M3 E36); 2 David Ball (BMW M3 E36) –1 lap; 3 Daniel Gannon (BMW M3 E36); 4 Peter Morris/Alex Eacock (Porsche 968); 5 James Neal/Neil Harvey (Porsche 964); 6 Peter Tognola (Porsche 993). **CW** Gannon. **FL** Kempton 1m03.756s (92.62mph).



Dominant victory to Kempton/Houlbrook

FUTURE CLASSICS (33 LAPS)
1 Ryan Hooker/James Neal (Porsche 964); 2 Mark Chilton (Porsche 928) +1.099s; 3 John Shoesmith/Ray Barrow (Chevrolet Camaro); 4 Nicholas Olson (Lotus Esprit); 5 Brett Evans (Porsche 944); 6 Alan Price (Triumph TR7 V8). **Class winners** Chilton; Olson; David Bryant (Toyota MR2); Hugh Peart/John Broadley (Porsche 924); Jon Jeffery (Davrian Mk8). **Fastest lap** Chilton 1m06.439s (88.88mph).

SWINGING SIXTIES GROUP 2 (35 LAPS) **1 Simon Crompton (AC Cobra)**; 2 Simon Lane (Chevrolet Camaro) +0.706s; 3 Al Fleming (Lotus Elan); 4 Myles Castaldini (Marcos GT); 5 Ben Gough/Iain Daniels (Marcos GT); 6 Paul Castaldini (Jaguar E-type). **CW** Lane; Fleming; M Castaldini; Barry Carpenter/David Edge (Jaguar E-type). **FL** Crompton 1m06.542s (88.74mph).

FERRARI OPEN (31 LAPS) **1 Derek Johnston (458)**; 2 Gary Eastwood (458) +25.765s; 3 Toby Tarrant-Willis (430); 4 Paul Bailey (458); 5 Rupert Martin (458); 6 Ian Hartley (430). **CW** Tarrant-Willis; Paul Brooks (456GT); Vance Kearney (355C). **FL** Johnston 59.205s (99.74mph).

RACE 2 (31 LAPS) **1 Johnston**; 2 Eastwood +37.500s; 3 Tarrant-Willis; 4 Bailey; 5 Jacques Duvyer (430); 6 Arwyn Williams (430). **CW** Tarrant-Willis; Brooks; Daren Laverty (355C). **FL** Johnston 58.711s (100.58mph)

FERRARI FORMULA CLASSIC (18 LAPS) **1 Wayne Marrs (328 GTB)**; 2 Nigel Jenkins (328 GTB) +9.283s; 3 David Tomlin (308 GTB); 4 Chris Butler (328 GTB); 5 Tim Walker (328 GTB); 6 Richard Allen (328 GTB). **CW** Tomlin; Butler; Tristan Simpson (308 GT4). **FL** Marrs 1m08.745s (85.90mph). **RACE 2** (16 LAPS) **1 Marrs**; 2 Jenkins +1.637s; 3 Tomlin; 4 Walker; 5 Martin Hart (Mondial); 6 Peter Everingham (328GTB). **CW** Tomlin; Walker; Simpson. **FL** Tomlin 1m08.762s (85.88mph).

MAGNIFICENT SEVENS (34 LAPS) **1 James Sharrock (Caterham C400)**; 2 Chris Porritt (Caterham 7) +3.495s; 3 Kevin Williams (C400); 4 James Plaza (C400); 5 Grahame & Robert Tilley (C400); 6 David Walley (R300). **CW** Porritt; Walley; Nigel Bathurst (7); Tom Hayman-Joyce (7); Julian & Patrick Lay (C400); Brian Small (Westfield SE). **FL** Keith Dunn (C400) 1m02.353s (94.71mph).

TIN TOPS (34 LAPS) **1 Joe Giovannini/William Gannon (Honda Integra Type R)**; 2 John Hammersley/Simon Taylor (Vauxhall Astra GTE) +23.788s; 3 David Cox/Jerry Hampshire (Peugeot 306); 4 Russell Hird (MG ZR); 5 James Payne/Tony Hunter (Renault Clio); 6 Dan Ludlow (MG ZR). **CW** Hammersley/Taylor; Hird; Jamie Rumbelow (Peugeot 106XSi); Gavin Spencer/Andy Hancock (Honda CRX). **FL** Nigel Ainge (Honda Integra Type R) 1m07.336s (87.70mph).

SWINGING SIXTIES GROUP 1 (32 LAPS) **1 Ian Hulett (Austin Healey Sprite)**; 2 Mark Halstead/Stuart McPherson (TVR Vixen) +30.368s; 3 Charles Marriott (Turner Mk2); 4 Alistair Dyson (Lotus Cortina); 5 Tim Cairns (Austin Healey Sprite); 6 Matt Domin (MGB GT). **CW** Halstead/McPherson; Dyson; Jonathan Abecassis (Austin Healey 100/4); Anthony Hunting/David Cornwallis (BMW 1600Ti). **FL** Halstead 1m11.362s (82.75mph).

JAGUAR SALOONS/XJS (13 LAPS) **1 James Ramm (XJS)**; 2 Chris Palmer (XJS) +5.445s; 3 Stewert Lyddall (XJS); 4 Patrick Doyle (XJS); 5 Lawrence Coppock (XJS); 6 Gail Hill (XJ40). **CW** Lyddall; Hill; Matt Jeffery (XJ6 Lister); Ian Drage (XJS); Phillip Woods (XJ40); Stephen Allen (XJS). **FL** Lyddall 1m09.645s (84.79mph).

SPORTS V SALOON CHALLENGE (12 LAPS) **1 Grahame Tilley (Caterham C400)**; 2 Ian Thompson (C400) +20.160s; 3 Kevin Williams (C400); 4 Martin Addison (Caterham R400); 5 Julian Lay (C400); 6 Leigh Shardlow (Caterham Roadsport A). **CW** Thompson; Shardlow; David Kempton (BMW M3 E36); Ian Towers (RAW Striker). **FL** Tilley 1m16.430s (77.26mph).

SPORTS V SALOONS WITH JEC POWERED BY JAGUAR (14 LAPS) **1 Anthony Bennett (Caterham R300)**; 2 Sabrina Williams (Caterham Superlite) +49.069s; 3 Patrick Doyle (Jaguar XJS); 4 Paul Alcock (Jaguar D-type Replica); 5 Lawrence Coppock (Jaguar XJS); 6 Chris Palmer (Jaguar XJS). **CW** Williams; Doyle; Coppock; Palmer; Mike Robinson (Austin Healey Sprite); Chris Pizzala (Jaguar XJS); Paul Wybrow (MGA FHC). **FL** Bennett 1m05.644s (89.96mph).

PICS: STEVE JONES

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BRC QUICK RESULTS
→ Supercar **Godfrey**
→ Points leader **Godfrey**

"I took it easy and stayed out of trouble"
Binks avoided turn-one clash

P93 SPORTS EXTRA RESULTS ROUND-UP for September 17-18



BRITISH RALLYCROSS KNOCKHILL, SEPTEMBER 18

Scottish win gives title advantage to Godfrey

JULIAN GODFREY travelled to Knockhill for the penultimate round of the British Rallycross Championship leading the points. Victory at the wet Scottish venue means the Ford Fiesta driver left with one hand on the crown.

It wasn't Godfrey who held pole position for the A final though. That accolade fell to Mitsubishi Evo man Steve Hill, with Godfrey second and reigning champion Pat Doran's Focus third. Godfrey and Hill made equally good starts, and were neck-and-neck into the first corner.

The following pack, unsighted in heavy spray, bunched together into the first turn, and the end result was Godfrey getting nudged into Hill, who spun into the gravel. Local man Andy Scott also received heavy front-end damage, forcing him to crawl through the rest of the race.

Godfrey pulled away on the first lap and never looked back, taking a clear victory.

Picking his way through the first-corner melee, David Binks took his joker on lap two, and picked off his rivals as they did the same later in the race to take second in his Fiesta. "The day could have gone better – starting from sixth on the grid wasn't great, but I took it easy in the first corner and stayed out of trouble," said Binks.

"Second is a good result from the back of the grid, and it keeps us in with a shout of the championship."



Godfrey (left) was on form at Knockhill

Running second for most of the race, Kevin Procter jokered on the last lap and finished the event third, just missing out to the hard-charging Binks. B final winner George Tracey finished fourth, with Doran fifth.

The RX150 final produced a good race. Polesitter Leo Foster made a poor start, allowing Ollie O'Donovan into the lead. Steve Harris made a great start from fourth on the grid to finish second ahead of Foster.

● Hal Ridge

RESULTS – SUPERCAR A FINAL (5 LAPS) **1 Julian Godfrey (Ford Fiesta ERC)**; 2 David Binks (Ford Fiesta ERC) +2.536s; 3 Kevin Procter (Ford Focus ERC); 4 George Tracey (Citroen Xsara ERC); 5 Pat Doran (Ford Focus ERC); 6 Ian Archer (Subaru Impreza); 7 Steve Hill (Mitsubishi Evo ERC); 8 Andy Scott (Ford Focus ERC).
POINTS **1 Godfrey, 167**; 2 Binks, 152; 3 Hill, 132; 4 Scott, 130; 5 Doran, 122; 6 Procter, 85.



Adams took a win and a second

BRITISH HILLCLIMB DOUNE, SEPTEMBER 17-18

Adams wins in the dry before Moran adds to tally

SCOTTISH HILLCLIMB hero Lee Adams took his first dry-weather victory in the first run-off at Doune to add to his previous three wet ones. Recently-crowned champion Scott Moran took the second run-off and his unlimited-class victory also handed him the Hillclimb Leaders title, making him only the third driver ever to take both in the same season.

The first run-off featured a Scottish one-two, with Wallace Menzies second in his DJ-Cosworth Firestorm. That moved him closer to third man Trevor Willis in the points, the OMS driver having a hairy first run-off, including a grassy excursion near the start, and then an unexplained engine cut.

With only three points between them, the contest at next weekend's final rounds will be keen. Menzies has comprehensively outscored his rival recently and spice is added by Willis still chasing Roger Moran for second.

Adams is now a mere seven points behind fifth-placed Tom New, who had a decent day. Adams only has a marginally better 2011 record at the final Loton Park venue so will need to raise his game.

Adams, who was the most committed run-off competitor through the claustrophobic barrier-lined nearly-flat bottom half of Doune, said: "I waited quietly in the car and concentrated on the others' split times to motivate myself."

Adams's fellow 1600cc contenders Will Hall and Richard Spedding featured well. Now safe in the eighth place he last held two years ago, Hall overcame some engine troubles with his Force-Suzuki in practice. Spedding's six-point success drew him level with the absent Eynon Price and the battle will continue at the Loton Park finale, with Price now a confirmed entrant even though his car is for sale.

● Eddie Walder

ROUND 31
1 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 38.00s; 2 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 38.54s; 3 Roger Moran (3.5 Gould-NME GR61X) 39.01s; 4 Tom New (3.5 Gould-Judd GR55) 39.33s; 5 Scott Moran (3.5 Gould-NME GR61X) 39.42s; 6 Will Hall (1.6 Force-Suzuki PC) 40.55s; 7 Alastair Crawford (2.8 Gould-NME GR55) 41.01s; 8 Richard Spedding (1.6 Force-Suzuki PC) 41.58s; 9 Finlay Whyte (1.4 Force-Suzuki PT) 41.83s; 10 Tim Wilson (1.6 OMS-Suzuki 25) 41.99s; 11 Trevor Willis (3.2 OMS-Powertec) 42.22s; 12 Steve Owen (1.6 OMS-Suzuki 25) 43.06s.
ROUND 32 **1 S Moran 37.09s BTD**; 2 Adams 37.42s; 3 Menzies 38.21s; 4 R Moran 38.43s; 5 New 38.66s; 6 Willis 39.52s; 7 Hall 40.09s; 8 Spedding 40.49s; 9 Stewart Robb Sr (4.0 Pilbeam-Judd MP88) 40.54s; 10 Wilson 41.58s; 11 Stewart Robb Jr (4.0 Pilbeam-Judd MP88) 44.42s; 12 Whyte 63.09s.
Class winners Sandy Coghill (2.0 Rover 200) 51.69s; Jac Koumides (2.4t Subaru Impreza STI) 52.10s; Alister Matheson (5.0 TVR Griffith) 57.70s; Trevor Gordon (1.9 Caterham R500) 47.00s; Jonathon Brown (1.4 Mini Cooper) 53.48s; John Ramsay (2.0 Opel Manta) 52.02s; Geoff Twemlow (2.1t Subaru Impreza) 53.47s; John Lowe (1.3 Fisher Fury) 50.12s; Les Mutch (2.5 Dax Rush IRS) 45.58s; George Emmerson (1.7 Mallock Mk21/23) 45.96s; John Mackenzie (1.6 Radical Clubsport) 45.17s; David Seaton (5.0 Pilbeam-BMW MP43) 47.75s; David Uren (1.1 Force-Suzuki HC) 42.36s; Adams 37.77s; S Moran 38.00s.
POINTS **1 S Moran, 282**; 2 R Moran, 231; 3 Willis, 202; 4 Menzies, 199; 5 New, 144; 6 Adams, 137; 7 Chris Merrick, 121; 8 Hall, 90; 9 John Bradburn, 61; 10= Eynon Price & Spedding, 56.

MIGHTY MINI & SUPER MIGHTY MINI MALLORY PARK, SEPTEMBER 18

Slade gets down and gets with it as Minis rock

CHRIS SLADE extended his lead at the top of the Mighty Mini Championship by winning the Edwina Overend Memorial Trophy at Mallory Park.

Slade started alongside rival Mark Burnett on the second row of the grid, and both were involved as a massive accident was only narrowly avoided on Stebbe Straight on lap one. While Slade survived the melee in eighth, Burnett was ruled out.

Louise Inch had already failed to capitalise on her pole position by missing third gear, and she ended the first lap in seventh, while Peter Tervet (third in the standings) led by 2.6 seconds.

Gregory Jenkins – up from row six – got the lead away from Tervet at the Esses on lap seven of 19, but all eyes were on the progress of Inch and Slade. With the top six covered by less than a second, Inch took the lead at the Esses on lap 14, only to run wide onto the grass at Gerard's Bend two laps later and fall back to sixth. Slade was on hand to pick up the pieces, but he won by less than a tenth from Tervet as Inch got back to third.

A shortened Super Mighty Mini race was rather less dramatic. Elliott Stafford romped to victory, while Pat Ford climbed from the back row (after stopping on the circuit during qualifying) to second after James Lyford obligingly held the door open for him at the Esses with two laps to go.

● Ian Sowman



Slade recovered to take victory

MIGHTY MINIS (19 LAPS)
1 Chris Slade; 2 Peter Tervet +0.080s; 3 Louise Inch; 4 Gregory Jenkins; 5 Dan Palmer; 6 Adrian Tuckley. **Fastest lap** Inch 1m02.096s (78.26mph).

SUPER MIGHTY MINIS (11 LAPS)
1 Elliott Stafford; 2 Patrick Ford +4.480s; 3 James Lyford; 4 Dave Rees; 5 David Hale; 6 Jamie White. **FL** Ford 1m01.662s (78.81mph).

MALLORY IN BRIEF


Caterhams fight

CATERHAM ACADEMY GRP1
Nineteen-year-old Italian student Achille Corbellati took his maiden victory after somehow leading virtually all of a hard-fought contest. It was nip and tuck for second for much of the distance, with Charlie King and Elliott Norris swapping it between them until King spun down the order at the hairpin. Points leader Norris conceded second position to Robert Chappell at Gerard's Bend on the final lap.


Welch fights Smith

CATERHAM ACADEMY GRP2
Two red flags meant that no result was declared for the Group 2 race. The first was caused by Charlie Mizon and Michael Steeden tangling at Gerard's Bend, with the restart being halted when Russell Tamplin clattered the barriers on the Stebbe Straight following Robert Smith's lairy spin out of third ahead of him. For the record, Brad Smith was leading Andrew Welch when the stoppage came on lap three.


Hale won easily

ALFA ROMEOS
It took two attempts to get the race underway, with the first being aborted after Louise West spun her 33 into the barriers at Gerard's Bend. That left Guy Hale's 147 with little in the way of the opposition, and he duly won by 20 seconds from Andrew Robinson's 155. Emma Karwacki (147) consolidated her points advantage with third. The battle for fourth entertained, with the quick-starting 146 of James Thomas coming out on top.



Big MR2 pack gets away at Mallory

TOYOTA MR2 MALLORY PARK, SEPTEMBER 18

Corbridge and Lawrence on top as rivals make errors

PAUL CORBRIDGE AND Gary Lawrence shared the race wins in the penultimate MR2 event of the season.

Jonny White made the best start to the opening race before Aaron Pullan got a better run out of the Devil's Elbow to take the lead on lap four of 16. White moved to the outside of Pullan at the hairpin on the next lap but made contact under braking, dropping down the order.

Pullan amassed a comfortable advantage but spun out at the Esses when a backmarker had a moment in front of him. Corbridge therefore inherited the win from Ian Davies.

The second run was led by Corbridge until the Esses on what proved to be the last lap, where Lawrence got through. Chris Shackle completed the podium, while Pullan climb to sixth from the back of the 25-car field in just eight laps.

● Ian Sowman

RESULTS – RACE 1 (16 LAPS)
1 Paul Corbridge; 2 Ian Davies +3.191s; 3 Jon Winter; 4 Chris Shackle; 5 Roger Pullan; 6 Gary Lawrence. **FL** Corbridge 57.159s (85.02mph).

RACE 2 (8 LAPS) 1 Lawrence; 2 Corbridge +0.500s; 3 Shackle; 4 Jonny White; 5 Matthew Smith; 6 Aaron Pullan. **FL** A Pullan 1m00.555s (80.25mph).

PICS: JEREMY HALSE, EDDIE WALDER, MICK WALKER

NIPPON CHALLENGE MALLORY PARK, SEPTEMBER 18

Hughes wins, Harvey spins

ANGRY WORDS WERE exchanged between two of the leading contenders after the first Nippon Challenge race at Mallory Park.

Andy Harvey hauled his Honda Integra into the lead off the start, ahead of the more-modern version of Paul Hughes. Crossing the line at the end of the fourth lap Hughes bump-drafted the leader, and moments later Harvey spun into the dirt at Gerard's Bend. Hughes went on to win from the Nissan 200SX of Adam Lockwood, with Harvey recovering to third.

After swapping opinions in the paddock, Harvey and Hughes traded paintwork at the restart of the second, the first having been abandoned when rain stopped play. Hughes was slow away, and as Harvey drove past there was contact between the pair. Lockwood went on to take the win from the fast-starting Gary Chappell (Toyota Celica), with Harvey and Hughes next up – mercifully split by eight seconds.

● Ian Sowman

RESULTS – RACE 1 (17 LAPS)
1 Paul Hughes (Honda Integra); 2 Adam Lockwood (Nissan 200SX) +1.946s; 3 Andy Harvey (Integra); 4 Kevin Middleton (Subaru Impreza); 5 Jonathan Blake (Mazda MX150R); 6 Richard Hockley (Honda Civic). **CW** Lockwood; Harvey; Hockley; Jonny White (Toyota MR2). **FL** Hughes 53.496s (90.84mph).

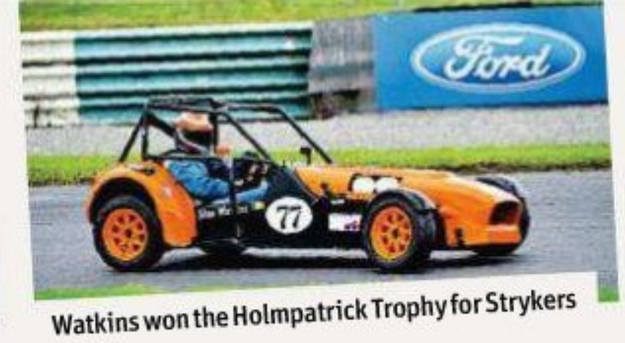
RACE 2 (7 LAPS) 1 Lockwood; 2 Gary Chappell (Toyota Celica) +3.298s; 3 Harvey; 4 Hughes; 5 Paul Roddison (Mazda MX5); 6 Blake. **CW** Chappell; Harvey; Hughes; White. **FL** Lockwood 1m00.987s (79.68mph).



Harvey spins as Hughes escapes

QUICK RESULTS
- Leinster Trophy **Ray Moore**
- Formula Vee R1 **Kevin O'Hara**
- Formula Vee R2 **Lee Newsome**

"The three cars ran nose to tail lap after lap"
Vee showpiece was a close-run affair


Watkins won the Holmpatrick Trophy for Strykers


Moore (1) took Leinster Trophy

MONDELLO IN BRIEF


Fildes inherited win

FORMULA LIBRE
Dan Daly's Reynard held a 30-second lead before engine trouble struck in race one, handing Ken Fildes (Ralt RT4) the win. The engine was still playing up at the start of the second race, which was abandoned after Daly collided heavily with Philip Shields while making his way back through the field.

STRYKERS
Alan Watkins claimed the Holmpatrick Trophy, having fended off early pressure from Seamus Ryan. Once clear, he left Ryan to battle with Cormac Galvin for second, Galvin coming out on top. Ryan made amends by winning the second race, but only after Des Bruton ran wide on the final lap.

FORMULA SHEANE
Brian Hearty appeared better set for the wet conditions of race one as he kept his nerve while those around him spun. Kevin Sheane Jr had a ding-dong battle with Hearty in race two, but threw it away at the final bend.

GLOBAL GT LIGHTS
Mark Braden won a shortened first race, which was hit by a mid-race downpour. Michael Conway was the only driver able to stay with him. Braden won again in race two, as Ivor Miller almost threw away second while negotiating backmarkers.

HISTORICS
Billy Crosbie went backwards at the start of the David Byers Trophy race, but the Lotus 7 driver recovered to take the win from Liam Ruth right at the death. Earlier, Crosbie had finished second behind Alan Kessie's rampant Gryphon C73.


Crosbie's Lotus 7 won

FORMULA VEE MONDELLO PARK, SEPTEMBER 17-18

Leinster Trophy to Moore after clash

IT WAS YOUTH VERSUS experience as Kevin O'Hara lined up alongside Ray Moore, with the right to add their name to the Leinster Trophy at stake.

Moore was able to take the impetus with a better start, leaving O'Hara having to fight hard to keep Lee Newsome behind.

The three cars ran nose to tail lap after lap, each waiting for an opportunity. Contact between O'Hara and Moore damaged the young man's bodywork and forced him to retire from second, leaving Moore to win from Newsome by the narrowest of margins.

It was these three drivers who had been the main protagonists all weekend. In the first race O'Hara took the victory from Moore – holding his rival off in the closing stages having passed him on the penultimate lap.

Newsome seemed the better able to handle the wet conditions that greeted the drivers for the second race as he took the lead by the end of the first lap.

O'Hara closed onto his rival's gearbox late on, but just couldn't get past on the drag to the flag.

● Paul Healy

RESULTS – LEINSTER TROPHY (11 LAPS) 1 Ray Moore (Leastone 004); 2 Lee Newsome (Sheane FV94) +0.227s; 3 David O'Brien (Sheane); 4 Robbie Allen (Sheane); 5 Robert Casey (Sheane); 6 Daniel Polley (Leastone). **Fastest lap** Kevin O'Hara (Leastone) 1m52.612s (69.58mph).

RACE 1 (8 LAPS) 1 O'Hara; 2 Moore +1.707s; 3 Casey; 4 Newsome; 5 David Kelly (Sheane FV02); 6 Kevin Grogan (Leastone JH002). **FL** O'Hara 1m52.941s (69.38mph).

RACE 2 (7 LAPS) 1 Newsome; 2 O'Hara +0.367s ; 3 Moore; 4 Ian Campbell (Sheane); 5 Allen; 6 Polley. **FL** Moore 2m14.307s (58.35mph).

IRISH GINETTA JUNIOR MONDELLO PARK, SEPTEMBER 17-18

Doyle bounces back to take Junior victory

IT WAS AN EVENTFUL day for Sean Doyle, who spun to the back in the first Ginetta Junior race but bounced back to win later on.

Things started poorly for the youngster with a bad getaway off the line in race one. A determined drive got him back up to second, behind Andy O'Brien, but a spin at Tarzan dropped him to the back of the field. O'Brien was then caught napping by Andrew Watson, who snuck by to take a decisive lead.

Having recovered from his rotation, Doyle quickly caught and passed Andrew Clarke, and with two laps remaining was in touching distance of James Fleming and Jake Byrne, who were too busy with their own battle to notice the fast-approaching driver.

Doyle passed both drivers at successive corners to move up to third, but undid his hard work with a mistake coming out of the final corner that allowed Fleming back through to take the final podium spot.

Doyle and O'Brien circulated bumper to bumper for a number of laps with little to choose between them in race two.

Doyle finally gained the advantage with a move that was set up two corners in advance, but having made it through to lead he couldn't pull away from O'Brien. With both drivers being caught by Byrne and Fleming, the race was set up for a grandstand finish.

Fleming was pushing hard to dislodge O'Brien from second, but spun off on the last lap, promoting Byrne to third.

O'Brien then made a last-gasp move for the lead with a better line out of the final corner, but Doyle held on to take the win.

● Paul Healy



Not many cars but great racing

RESULTS – RACE 1 (8 LAPS)
1 Andrew Watson; 2 Andy O'Brien +0.384s; 3 James Fleming; 4 Sean Doyle; 5 Jake Byrne; 6 Andrew Clarke. **FL** O'Brien 2m04.318s (63.03 mph). **RACE 2 (8 LAPS) 1 Doyle**; 2 O'Brien +0.656s; 3 Byrne; 4 Watson; 5 Fleming; 6 Clarke. **FL** Watson 2m04.714s (62.83 mph).

PICS: MICHAEL CHESTER, ANDREW CLIFFE

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QUICK RESULTS
→ ITCC R1 **Martin Tracey**
→ Dunboyne Trophy **John Whelan**


Williamson Escort topped Euro Saloons field

ITCC MONDELLO PARK, SEPTEMBER 17-18

Returnee Whelan wins Dunboyne race


Tracey leads Whelan's Pug

A RETURNING JOHN Whelan spiced up proceedings by pushing Martin Tracey close in the first race, before taking the Dunboyne Trophy second time out.

Tracey's season-long rival Phil Brennan had a poor qualifying, so Ford RS500 driver Tracey looked set for an easy end to the season, but Whelan had other ideas.

Despite a flying start, Tracey could not drop the Peugeot 306 of Whelan.

Brian Sexton and Phil Burdock both had points to prove after suffering torrid seasons and were pushing hard. Sexton made it up to third but, responding to pressure from Burdock, hit the kerbs and ended up beached in the gravel with a failed driveshaft. Burdock appeared to have third tied up until his diff failed with the chequered flag in sight.

Whelan almost snuck past Tracey on the final corner, as the leaders overtook a backmarker, but Tracey was able to hold on by just 0.3 seconds to take the win.

Whelan initially fought it out with Brennan for the lead of the Dunboyne trophy race, but once clear of the BMW driver he streaked off into the distance.

Tracey's usual high-speed heroics were brought to an end when he and Barry Rabbitt came together, leaving the Cosworth driver watching proceedings from the tyre barriers at Lola corner.

Ciaran Timmons pushed Brennan hard but had to settle for third.

● Paul Healy

RESULTS – RACE 1 (8 LAPS)
1 Martin Tracey (Ford RS500); 2 John Whelan (Peugeot 306) +0.317s; 3 Gareth Hayden (Honda Integra); 4 Ciaran Timmons (Honda Integra); 5 Philip Brennan (BMW E36); 6 Eric Carroll (Honda Integra). **Class winner** Keith Rabbitt (Honda Integra). **FL** Whelan 1m53.901s (68.80mph).

DUNBOYNE TROPHY (7 LAPS) 1 Whelan; 2 Brennan +2.300s; 3 Timmons; 4 Tom Fahy (Honda Integra); 5 Denis Callanan (Nissan Silvia); 6 Barry Rabbitt (Honda Integra). **CW** K Rabbitt. **FL** Whelan 1m55.448s (67.88 mph).


Schlewitz made winning return

PRODUCTION GOLF GTI SNETTERTON, SEPTEMBER 17-18

Schlewitz steals success

HAVING BRIEFLY converted pole position into the lead of the first Production Golf GTI race, Luke Schlewitz dented his victory hopes by running wide at Agostini and plummeting to fourth.

Some great overtaking manoeuvres boosted him back up to second, setting up a nail-biting final lap as he reeled in long-time leader Simon Hill.

The pair swept side-by-side into Brundle for the last time, with Schlewitz outbraking his rival with a remarkable move around the outside that earned him the victory.

"It was a bit of a do-or-die effort," admitted Schlewitz, who was back racing for the first time in two years.

He couldn't repeat the feat in race two, where Hill once more pulled clear of the chasing pack and this time made it stick.

● Oliver Timson

RESULTS – RACE 1 (9 LAPS)
1 Luke Schlewitz; 2 Simon Hill +0.615s; 3 Andy Knowlton; 4 Nick Jarvis; 5 Chris Hart; 6 Frank Arthur. **CW** Dawn Boyd. **FL** Schlewitz 2m22.961s (74.76mph).
RACE 2 (9 LAPS) 1 Hill; 2 Schlewitz +2.762s; 3 Knowlton; 4 Hart; 5 Jarvis; 6 Nick Porter. **CW** Boyd. **FL** Schlewitz 2m22.840s (74.82mph).

PORSCHES SNETTERTON, SEPTEMBER 17-18

Another win for Clark before Sykes hits back

A GOOD START FOR David Clark's evocative Martini-liveried Boxster, and a bad one for poleman Richard Sykes, set up an entertaining Porsche opener at Snetterton.

While Sykes recovered ground, Clark headed Richard Styrin and Gerry Taylor early on. A wide moment by Taylor boosted Sykes to third, and he quickly made it a three-car battle for the lead.

After finally overhauling Styrin with two laps left, Sykes closed on Clark but couldn't deny him victory.

He turned the tables in race two, overtaking Clark out of Agostini on lap one and holding off his rival's late charge to win.

Steven Brown proved uncatchable both times in the 924 class, ahead of some terrific tussles for runner-up spot. Alastair Kirkham edged a three-way scrap with Adam Croft and Alfred Piesinger first time out, before Piesinger fought brilliantly to deny Kirkham, Croft and Sean Siddall in race two.

● Oliver Timson

RESULTS – RACE 1 (9 LAPS)
1 David Clark (Boxster); 2 Richard Sykes (Boxster) +0.715s; 3 Richard Styrin (Boxster); 4 Gerry Taylor (Boxster); 5 Guillaume Gruchet (Boxster); 6 Steven Boyles (Boxster). **CW** Steven Brown (924). **FL** Sykes 2m12.457s (80.69mph).
RACE 2 (9 LAPS) 1 Sykes; 2 Clark +0.500s; 3 Styrin; 4 Taylor; 5 Gruchet; 6 Boyles. **CW** Brown. **FL** Sykes 2m12.550s (80.63mph).


Sykes inflicted rare defeat on Clark

SNETTERTON IN BRIEF


Spirit Fitness took Fun Cup win

FUN CUP
The four-hour Fun Cup race started dramatically when polesitter and championship leader Neil Plimmer's driveshaft broke on the grid, triggering collisions behind and bringing out the safety car. When action resumed, Eco Racing were long-time leaders until the Eugene O'Brien-led Spirit Fitness team overhauled them 10 laps from home.

OSS
Tony Sinclair kept his cool and dominated the Open Sportscar double-header, securing both the championship and the Archie Scott Brown Trophy. Fellow front-row starter Andrew Kempton had a nightmare first race, with gearbox problems contributing to a pair of spins before eventual retirement. He bounced back to finish second in race two.

EURO SALOONS
Nick Williamson's potent Escort Cosworth was the class of the diverse field on display in both Euro Saloons/Sportscars races. Ian Richard Fearns's Ginetta G50 was a comfortable second in race one, but had to give way to the rapid Nissan Primera of Peter Challis (up from fifth on the grid) in the sequel.

SAKER SPORTSCARS
Steve Harris and Paul Rose shared victories in the quartet of Saker Sportscar races. Harris survived constant pressure from Rose to edge the opener, before beating Tim Wheeldon in race three. Rose avoided the damp patches that caught out his rivals to win race two, before overtaking Harris for victory in the finale.


Harris won twice

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SPORTS EXTRA RESULTS ROUND-UP



Mallory Park



Mondello Park



Snetterton 300



Caterham Academy racers learning the hard way



McBennett's Elise starred at Mondello



Mike Roberts practised in Lola but didn't race



Kessie's Gryphon scored historic win

MALLORY PARK
BRSCC, SEPTEMBER 18

CATERHAM ACADEMY GROUP ONE (16 LAPS) **1 Achille Corbellati**; 2 Robert Chappell +0.059s; 3 Elliott Norris; 4 Glenn Freeman; 5 Charles Bowmont; 6 Duncan Cundall-Curry. **Fastest lap** Norris 55.018s (88.33mph). **GROUP TWO** No result declared. **ALFA ROMEO** (22 LAPS) **1 Guy Hales (147)**; 2 Andrew Robinson (155) +20.860s; 3 Emma Karwacki (147); 4 James Thomas (146); 5 Dave Messenger (156); 6 Stephen Fletcher (33). **Class winners** Robinson; Karwacki; Fletcher. **FL** Hale 54.279s (89.53mph).

MONDELLO PARK
LEINSTER TROPHY, SEPTEMBER 17-18

FORMULA LIBRE (9 LAPS) **1 Ken Fildes (Ralt RT4)**; 2 Stephen Daly (Tatuus Formula Renault) +29.946s; 3 Donal Griffin (Raynard 90D); 4 Peter Dwyer (Dallara F399); 5 Martin Daly (Tatuus Formula Renault); 6 Gary Graham (Formula Ireland). **FL** Dan Daly (Reynard) 1m32.248s (84.95mph) **record**. **HOLMPATRICK TROPHY FOR STRYKERS** (8 LAPS) **1 Alan Watkins (Sylva Stryker)**; 2 Cormac Galvin (Sylva Stryker) +8.626s; 3 Seamus Ryan (Raw Stryker); 4 Des Bruton (Sylva Stryker); 5 Andrew Dalton (Raw Stryker); 6 Roger Welaratne (Sylva Stryker). **FL** Watkins 1m55.998s (67.55 mph). **RACE 2** (8 LAPS) **1 Ryan**; 2 Bruton +1.330s; 3 Watkins; 4 Galvin; 5 Dalton; 6 Welaratne. **FL** Galvin 1m56.481s (67.27 mph). **FORMULA SHEANE** (4 LAPS) **1 Brian Hearty**; 2 Tristan Quinn +19.889s; 3 David Cassidy; 4 Dan Mulligan; 5 John Alvey; 6 Kevin Sheane Sr. **FL** Hearty 2m13.873s (58.54 mph). **RACE 2** (7 LAPS) **1 Hearty**; 2 Kevin Sheane Jr +10.129s; 3 Mulligan; 4 Cassidy; 5 Alvey; 6 Sheane Sr. **FL** Sheane Jr 2m10.855s (59.89 mph). **GLOBAL LIGHTS** (4 LAPS) **1 Mark Braden**; 2 Michael Conway +1.838s; 3 Alan Byrne; 4 Ivor Miller; 5 Peter Drennan; 6 Derek Hogan. **FL** Braden 2m10.643s (59.98mph). **RACE 2** (7 LAPS) **1 Braden**; 2 Miller +26.345s; 3 Drennan; 4 Derek Behan; 5 Mark Twomey; 6 Byrne. **FL** Miller 2m12.185s (59.28mph). **GT & FIATS** (6 LAPS) **1 Pat McBennett (Lotus Elise)**; 2 Paul Heavey (Spire) +13.531s; 3 Pat O'Sullivan (Porsche); 4 Val Thompson (TMC Costin); 5 Barry-John McHenry (Fiat Abarth); 6 Gordon Kellett (Fiat Abarth). **CW** McHenry; Gary Cunningham (Punto); Colin Clinton (Uno). **FL** McBennett 1m53.325s (69.15mph). **RACE 2** (8 LAPS) **1 McBennett**; 2 Heavey +30.886s; 3 O'Sullivan; 4 McHenry; 5 Kellett; 6 Noel Greene (Fiat Abarth). **CW** McHenry; Cunningham; Clinton. **FL** McBennett 1m52.851s (69.44mph). **DAVID BYERS TROPHY FOR HISTORICS** (7 LAPS) **1 Billy Crosbie (Lotus 7)**; 2 Liam Ruth (MG Midget) +2.880s; 3 David Moloney (MG Midget); 4 Noel Collins (Ford Escort MkII); 5 John Cardoo (Austin Mini); 6 Wolfgang Schnittger (MG Midget). **FL** Kessie 1m50.753s (70.75mph) **record**. **RACE 1** (6 LAPS) **1 Tommy Doherty (Porsche 924)**; 2 Alan Kessie (Gryphon C73) +16.043s; 3 Cardoo; 4 Bernard Foley (MGB GTV8); 5 Thomas Carey (Charrington Imp); 6 Schnittger. **FL** Doherty 2m26.732s (53.41 mph). **RACE 2** (8 LAPS) **1 Kessie**; 2 Crosbie +11.931s; 3 Foley; 4 Cardoo; 5 Collins; 6 Vincent O'Reilly (MG Midget). **FL** Kessie 1m58.414s (66.17mph).

SNETTERTON 300
BRSCC, SEPTEMBER 17-18

FUNCUP (92 LAPS) **1 Spirit Fitness Team (Mark Burton/Eugene O'Brien/Jason Simon)**; 2 Eco Racing (Paul Abraham/Tom Mills) +25.024s; 3 Scarab Indigo Racing (Abraham de Groot/Stephen Johansen); 4 Track Torque Direct Accident Management (Chris Hart/Tim Hartland); 5 Evolution Racing (Nigel Griffiths/Ed Cole/Dominic Jackson); 6 Track Torque Racing Ltd (David Kingham/Henry Dawes). **CW** Beacon Racing 2 (Alan Brown/Rory Brown/Jonathan Cobb). **FL** O'Brien 2m17.789s (77.56mph). **OSS** (8 LAPS) **1 Tony Sinclair (Jade 3)**; 2 Doug Hart (Hart-Chiron) +4.868s; 3 Darcy Smith (Nemesis RME98); 4 Simon Hardwick (Jade 2); 5 Simon Tate (Zentura 99T); 6 Ginger Marshall (Bowlby Mk2). **CW** Hart; Ake Bornebusch (Radical Pro 6); Graham Read (JKS SC10); John Wilkes (Global GT R1). **FL** Sinclair 1m52.481s (95.02mph). **RACE 2** (11 LAPS) **1 Sinclair**; 2 Andrew Kimpton (Jade 3 V6) +7.095s; 3 Jonathan Hair (Mallock Beagle Mk3 6DD); 4 Smith; 5 Tate; 6 Bornebusch. **CW** Hair; Bornebusch; Read; Wilkes. **FL** Sinclair 1m50.130s (97.04mph). **EURO SALOONS & SPORTSCARS** (10 LAPS) **1 Nick Williamson (Ford Escort Cosworth)**; 2 Ian Richard Fearns (Ginetta G50) +9.689s; 3 Mark Poole (BMW M3); 4 Kevin Wendt (BMW E46 M3); 5 Peter Challis (Nissan Primera ST); 6 Ian Froggatt (Subaru Impreza). **CW** Poole; Wendt; Andy Jordan (Renault Clio); Nick Boon (Peugeot 106 GTi). **FL** Williamson 2m02.498s (87.25mph). **RACE 2** (10 LAPS) **1 Williamson**; 2 Challis +4.346s; 3 Fearns; 4 Poole; 5 Wendt; 6 Richard Hawken (Nissan Primera ST). **CW** Challis; Poole; Jordan; Boon. **FL** Fearns 2m03.481s (86.55mph). **SAKER CHALLENGE** (15 LAPS) **1 Steve Harris (Saker)**; 2 Paul Rose (Saker) +0.333s; 3 Tim Wheeldon (Saker); 4 Mark Poole (BMW M3); 5 Alan Honarmand (Saker); 6 Mark Burton (Saker). **CW** Poole. **FL** Rose 2m02.036s (87.58mph). **RACE 2** (14 LAPS) **1 Rose**; 2 Harris +4.166s; 3 Wheeldon; 4 Poole; 5 Burton; 6 Vincent le Sage (Saker). **CW** Poole. **FL** Harris 2m04.849s (85.60mph). **RACE 3** (15 LAPS) **1 Harris**; 2 Wheeldon +1.236s; 3 Burton; 4 Paul Spencer (Prosport LM3000); 5 Matt Round (Chevron GT GR8); no other finishers. **CW** Spencer. **FL** Wheeldon 2m02.674s (87.12mph). **RACE 4** (15 LAPS) **1 Rose**; 2 Harris +14.497s; 3 Wheeldon; 4 Chris Hart (Chevron GT GR8); 5 Spencer; 6 le Sage. **CW** Hart. **FL** Rose 2m02.533s (87.22mph). **CROSSLE 9S CHALLENGE** (18 LAPS) **1 Andrew Todd**; 2 Mark Hobbs -1 lap; 3 Dominic Spicer/Paul Summerville; 4 Clive Young; no other finishers. **FL** Hobbs 2m06.210s (84.68mph).



Fun Cup enduro started in chaotic fashion at Snetterton

PICS: MICK WALKER, MICHAEL CHESTER, ANDREW CLIFFE

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Doing things the old-fashioned way...again

A new club has a back-to-basics approach to historics. BEN ANDERSON takes a look

Has historic motorsport lost its way – become dominated by wealthy owners with the same type of car and semi-professional drivers, more interested in winning races at all costs than enjoying some amateur competition while showcasing the 'varied exotica of yesteryear'?

Long-time historic racing organiser Julius Thurgood certainly thinks so, and he may have a point judging by the extraordinary growth his new Historic Racing Drivers Club has enjoyed since launching late last year.

Having watched the saloon and GT categories he once presided over fade under the stewardship of the Masters Historic Racing organisaton, ex-Top Hat boss Thurgood decided to dive back into his former role running races for historic cars.

"It's a huge project and not something I was initially intending to do after selling Top Hat to Masters," explains Thurgood. "But with the decline in this category of races it was quite apparent that costs were escalating and that there was something missing in the market.

"There are a lot of people in historic motor racing who feel they should be treated better than others, and there's a bias towards people with lots of cars that angers the little guy."

Thurgood decided historic motorsport had started to leave behind the part-time, fun-loving competitors that form the backbone of most club racing – "People with families and commitments outside of motor racing; not an upcoming Senna or Mansell" – so he decided to re-engage them, and their cars, by forming the HRDC.

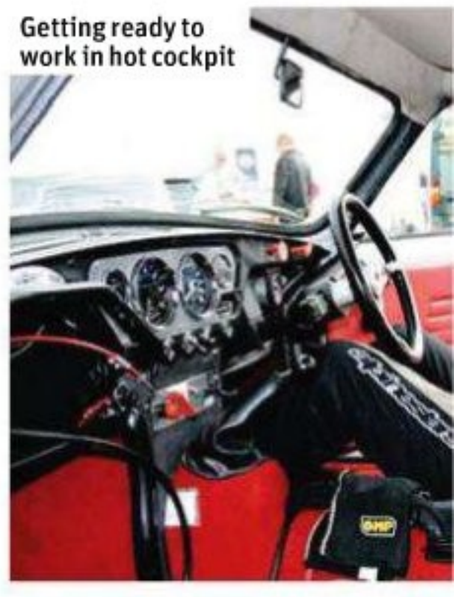
Running 45-minute races (so driving and costs can be shared) for two series – Touring Greats (for pre-1960 touring cars) and Grand Touring Greats (for pre-1966 GT cars of less than 1500cc capacity) – the club has immediately managed grid sizes that would leave most organisers green with envy.

"We've been full straight way," reflects Thurgood, who has also added a third category – TC63 – for pre-1964 Group 2 historic touring cars. "The cars were there, the drivers were there, but they weren't being looked after. People forget that it's easy to organise a race meeting. We've all forgotten that the guy who's bringing the cars is the star.

"We're doing historic racing, so what's the first thing you need? You need the car there and you need it to come out. By taking on people and engaging with them personally you gain loyalty – because they're treated and respected as individuals."

Judging by the sheer number and variety of cars on display when AUTOSPORT was invited to join the HRDC for its summer meet at Silverstone's MGLive event, Thurgood's personal touch seems to have struck the right chord with competitors. There are Jaguar Mk1s, Austins A35, 40 and 50, Morris Minors, MG Midgets, and even a giant Lincoln Cosmopolitan, which owner Julian Balme has been persuaded to bring out to play again by the relaxed, competitor-focused atmosphere at the HRDC.

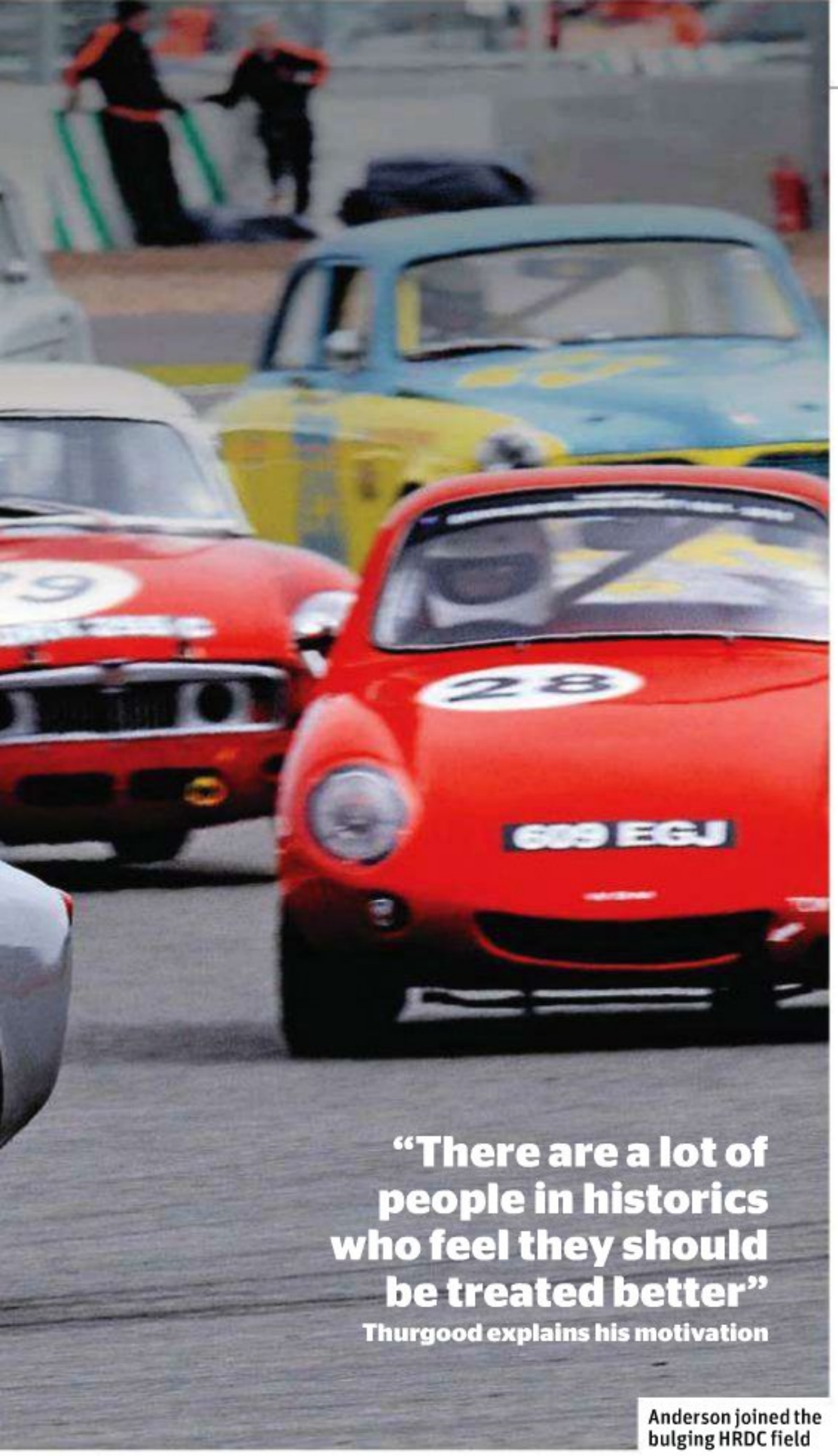
"The trouble with a lot of historic racing is that the balance has shifted," explains Balme, who hadn't raced for five years before joining the HRDC. "There are so many wealthy drivers in it now who are in it for the racing first and the cars second – the cars are no



Getting ready to work in hot cockpit



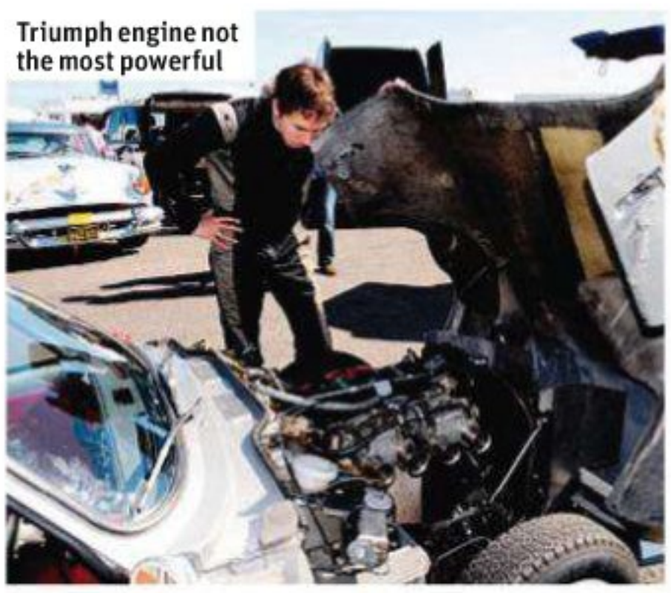
Mix of GTs and tourers head into Stowe



"There are a lot of people in historics who feel they should be treated better"
Thurgood explains his motivation

Anderson joined the bulging HRDC field





Triumph engine not the most powerful



A GRAND TOURING GREAT



BA battles path through the pack

TO GIVE AUTOSPORT A TASTE OF WHAT it's like to race with the HRDC, club boss Julius Thurgood kindly loaned us his rare Lenham Spitfire GT for a 45-minute solo thrash at Silverstone's MGLive event.

"It's unique," says Thurgood. "There are period pictures of road cars – we know they made this model and sold it commercially – but nobody's seen any others."

The car (which has Gordon Spice's name inscribed on the offset steering wheel) has recently undergone a rebuild and features a revised rear end and a refreshed Triumph engine, which is supposed to produce nearly 140bhp.

"It's not as powerful as we were hoping," says Julius as I learn the motor is actually producing 95 at the flywheel and only 80 at the wheels! "But it's got a good gearbox – better than the Midgets, which can't use first gear properly.

"It seems to get easier to drive the faster you go, and it's insured so you'll just have to drive it like you stole it!"

With that in mind, I head out onto the GP circuit. Silverstone's long straights confirm the weediness of the Lenham's engine, but it's handling is superb and carries AUTOSPORT to 20th (of 50) in qualifying.

"It's good to see somebody getting in and giving it some stick!" enthuses Julius ahead of the afternoon's main event. Unfortunately, I fail to make use of the Spitfire's excellent first gear and lose a clutch of places by bogging down at the standing start.

I'm 26th at the end of the opening lap, but greater aggression shaves three seconds from my practice time and helps me come through the field. The car behaves brilliantly, though it's stiflingly hot and I'm relieved when the race is not restarted following a late safety-car period!

My reward for a tiring, but enjoyable drive is 13th overall, seventh in the GT category, and the 'driver of the race' award.

longer the stars. This has encouraged me to come back out because it seems like a counterweight to that."

Competing with the HRDC is certainly relaxed and convivial. Handing out a plethora of 'comedy' post-race prizes (including one for a driver who filled his petrol-thirsty car with diesel before practice) further bears out the sense that the act of racing is far more important than the result to these people. But it will be hard to keep things that way, especially as the more competitive members inevitably get restless and begin to push the limits.

"The ethos is to maintain a true distribution of pre-'66 GT cars and pre-'60 touring cars," says Thurgood. "I've got an eligibility scrutineer that people don't know about. My approach is softly, softly. I'm sure somebody is going to come up with something and we're going to go, 'Bloody hell! We hadn't thought of that!' But we're committed to the competitors, so I'd like to think they're committed to us.

"I wrote the original rules for the MG Owners' Club and they're still in force, so I suppose we know what we're doing! We're pretty open – it's not about exclusion, it's about inclusion – that's our key.

"One of the greatest compliments I've had came from one of the top historic owners, with a provenance of cars that are all the 'ex-this' and 'former that'. He came up to me at Brands and said, 'Julius, the best motor racing I've ever had was when you were running Top Hat and I just hope this starts it all off again, because that's what I want to go back to.'"

ALL PICS: STEVE JONES

Find more issues at magazinesdownload.com

YOUR SAY

What you think of the motorsport news of the past week


Current tyre colour-coding is confusing

Tyres are prime target for change

This year tyre markings have been unclear and confusing – and I am a Formula 1 nut of many years' standing.

I'm sure a negligible number of fans care what compound is prime and option – we simply want to know whether the driver is on the harder or softer choice. So the softer tyre could be marked irrespective of whether it's medium, soft, or super-soft. The 'prime' tyre could be left unmarked.

Simple. No marking and we know instantly that the harder tyre is being used. When we see a bright colour (yellow?) we realise the driver is now on the softer option.

Guy Dormehl, by email

EDITORIAL CONTACT **mail@autosport.com**

Hispania's decision to return Narain Karthikeyan to the driver's seat in place of Daniel Ricciardo is clearly an emotional one.

Having an Indian driver take part in the inaugural Indian GP is something you can understand a lot of people would want. But when it's more than likely to have an unhappy ending, why allow it to happen?

As limited as Ricciardo's achievements have been on the track, they have been easily superior to Karthikeyan's.

Steve Griffin
Sudbury, Suffolk

With the recent stories about new drivers not getting a chance in F1 and then when they do, not having enough experience, I have a suggestion.

Why not have the FIA mandate that the teams finishing first and second in the F1 constructors' championship must each provide a third car for the next season for the drivers that finish first and second respectively in GP2.

They would get vital experience, making them attractive to other teams for the next season.

Duncan Scott
By email

It was said by some, with much humour, that Jason Plato's appointment to the BRDC board would be 'edgy' or controversial, or that he was too anti-establishment; well, that was true wasn't it.

On the same weekend that most of his fellow board members were at Goodwood displaying the very best of their talents, reputation and image, Jason was making obscene gestures and using foul language in the Rockingham pitlane.

I'm young enough to take it with a pinch of salt, but come on Jason, surely you can behave better than that now you're representing the oldest racing drivers club in the world?

N Bradley
West Sussex

Given that he is unlikely to qualify higher than 23rd, if not last, can anyone explain what is the point of giving Vitantonio Liuzzi a five-place grid penalty?

Revd Bruce Carlin
By email

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HOW VETTEL GOT AN EDGE OVER HIS RIVALS

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

PIC: FERRARO/LAT

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

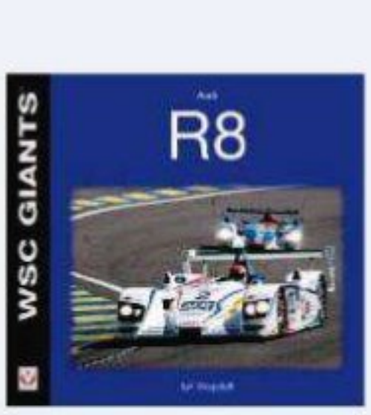
RETRO T-SHIRTS

From £18
slickattire.co.uk

Judging by their latest offerings the guys at slickattire have got a serious amount of retro fever – witness the Audi Sport Quattro, Can-Am McLaren, Pink Pig Porsche 917 and bewinged McLaren M9A subjects in the selection.

All the T-shirts are 100 per cent cotton and come in S-XXL sizes. You'll have to visit the shop on the website to appreciate the full range.

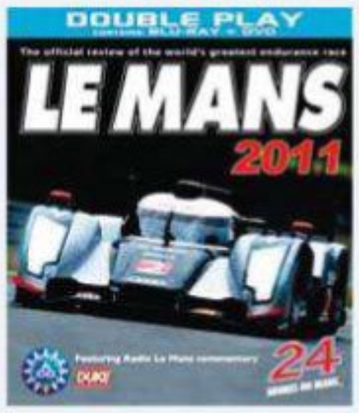




WSC GIANTS: AUDI R8

£15.99 (978 1 845843 27 4)
I Wagstaff (veloce.co.uk)

Audi's R8 prototype won just about everything in international sportscar racing during its seven-year career and this 130-page book charts it all, including the development history from 2000 to '06, as well as profiles of all 35 drivers who raced an R8 around the world during the car's ultra-successful life.



LE MANS 2011 DVD

£16.99 (235 mins)
dukevideo.co.uk

Relive the dramas and tensions of this summer's Le Mans 24 Hours – an epic contest that came down to a 15-second victory for Audi's new R18 over Peugeot's tweaked 908.

The four hours of edited footage includes the death-defying stunts of Audi drivers Allan McNish and Mike Rockenfeller.



PORSCHE BEACH TOWEL

£42
porscheshop.co.uk

Those luscious Martini stripes that defined the look of a generation or more of Porsche racers – and feature in most fans' top-few favourite liveries – are now available on a towel. Well why not?

The 100 per cent cotton measures 200 x 100cm. Check the website for other Martini-branded fun.

HOT ON THE WEB THIS WEEK

YOUTUBE: TIN-TOP TROUBLE FLARES AT THE ROCK



SEARCH FOR: Jason Plato, Matt Neal confrontation - Rockingham (2:38)
British Touring Car veterans Matt Neal and Jason Plato almost came to blows after qualifying at Rockingham last weekend. Predictably, both blamed each other and both got fines and endorsements as a reward.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



British F3 last raced at Donington in '09

DONINGTON PARK

British F3/GT
September 24-25
Admission £15 Saturday, £20 Sunday
Tel: 01332 810048

Felipe Nasr might have wrapped up the British F3 title already, but there's plenty to play for in British GT, which has a three-hour enduro this weekend. Ferrari-driving father-and-son Jim and Glynn Geddie have moved to the top of the standings, just five points ahead of Audi men Matt Bell and Michael Guasch. British Formula Ford, the Ginetta Challenge, Caterham Superlights and VW Racing Cup provide the supports.

SPA

6 Hours
September 23-25
Admission €25 for weekend ticket
Tel: 0032 (0) 87 66 28 66
www.roadbook.be/spasixhours/en/index.html

Over 100 entries for the annual historic enduro, including a horde of Ford GT40s, will battle it out, while a strong support bill includes Grand Prix Masters, World Sportscar Masters, and the tin-tops of the competitive U2TC.

CROFT

BARC
September 24-25
Admission £12 each day
Tel: 01325 721815

Production Touring Cars, InterSteps, Northern Sports/Saloons, Scottish Legends and Austin Healeys are on the programme, plus Mini title showdowns.

ANGLESEY

BRSCC
September 24-25
Admission £10 per day; £15 weekend
Tel: 01407 811400

OULTON PARK

BARC
September 24
Admission £13 on gate, £10 online
Tel: 01829 760301

PEMBREY

750MC
September 24-25
Admission £12 each day
Tel: 01554 891042

SNETTERTON

BRSCC/Time Attack
September 25
Admission £22 gate, £17 online
Tel: 01953 887303

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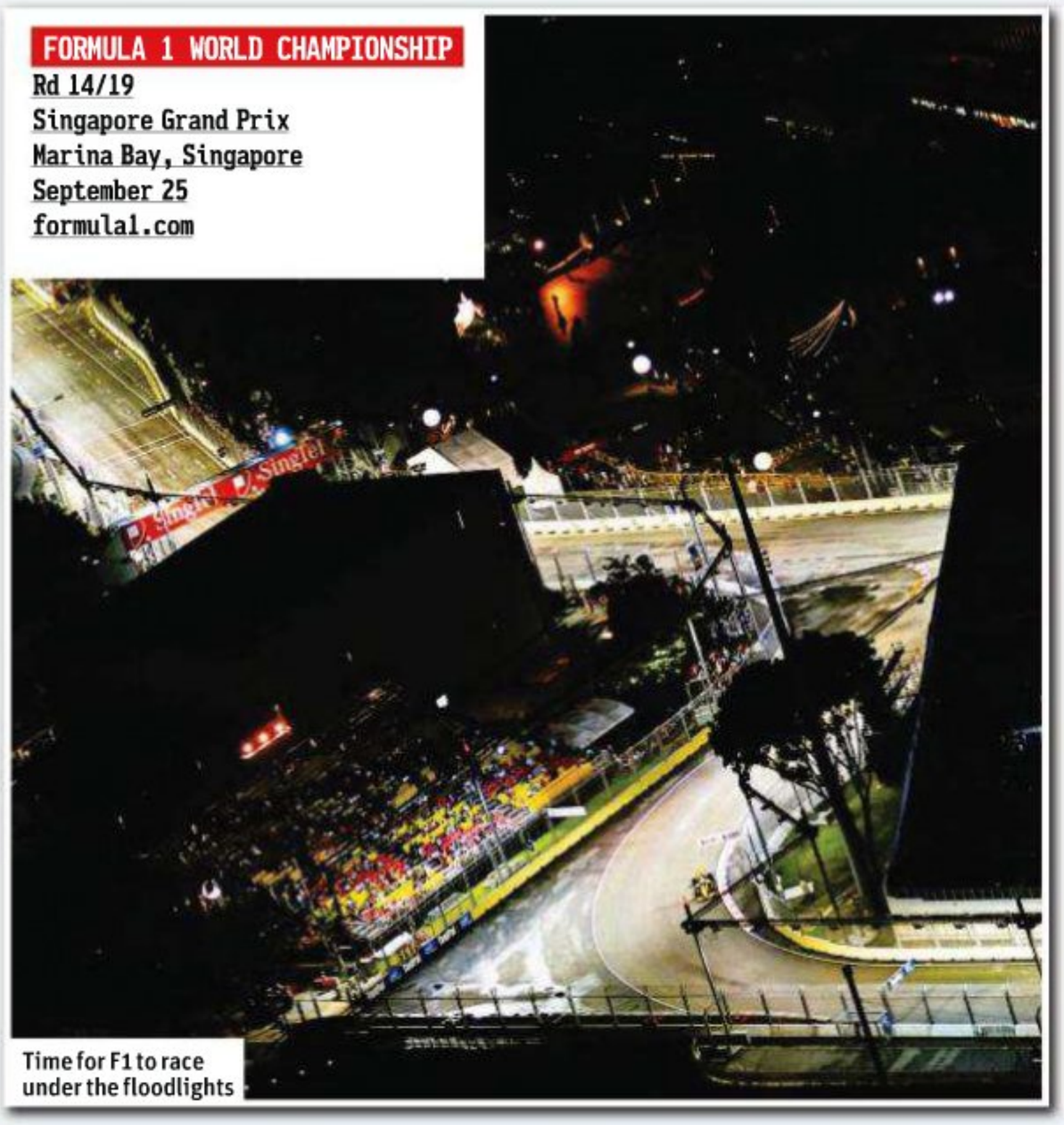
500MRCI
September 24
Admission £10
www.kirkistown.com

LOTON PARK

British Hillclimb
September 24-25
www.top12runoff.co.uk

FORMULA 1 WORLD CHAMPIONSHIP

Rd 14/19
Singapore Grand Prix
Marina Bay, Singapore
September 25
formula1.com


Time for F1 to race under the floodlights

LE MANS SERIES

Rd 7/7
Estoril, Portugal
September 25
lemans-series.com

FORMULA NIPPON

Rd 6/7
Sugo, Japan
September 25
f-nippon.co.jp

JAPANESE F3

Rd 7/7
Sugo, Japan
September 24-25
j-formula3.com

SCANDINAVIAN TOURING CARS

Rd 9/9
Mantorp Park, Sweden
September 24
stcc.se

SUPERSTARS SERIES

Rd 7/8
Mugello, Italy
September 25
superstars.it


IRC heads to Italy this weekend

INTERCONTINENTAL RALLY CHALLENGE

Rd 9/11
Rallye Sanremo, Italy
September 22-24
ircseries.com

NASCAR SPRINT CUP

Rd 27/36
Loudon, New Hampshire, USA
September 25
nascar.com

NASCAR TRUCK SERIES

Rd 19/25
Loudon, New Hampshire, USA
September 24
nascar.com

PICS: LEVITT, EBREY, DUNBAR/LAT

Television

THURSDAY SEPTEMBER 22

0935-1025 Motors TV
AUTOSPORT 6 Hours
Relive all the ILMC action from Silverstone.
1000-1100 Sky Sports 3
DTM
All the action from Round 7 at Brands Hatch.

FRIDAY SEPTEMBER 23

1055-1235 BBC Red Button
Formula 1: Singapore Practice 1
1425-1605 BBC Red Button
Formula 1: Singapore Practice 2
1840-1930 Motors TV
British GT: Rockingham
2200-2230 British Eurosport
IRC Rally: San Remo Day 1

SATURDAY SEPTEMBER 24

0705-0730 Channel 4
British Formula Ford
0730-0755 Channel 4
Mobil 1 The Grid
The season finale features a profile of Russian World Rally star Evgeny Novikov and a preview of Australia's biggest race, the Bathurst 1000.
1145-1245 ESPN
American Le Mans Series
1155-1305 BBC Red Button
Formula 1: Singapore Practice 3
1245-1345
WRC Rally World
Highlights from the season so far and a look ahead to Rally France.
1400-1630 BBC 1 LIVE
Formula 1: Singapore Qualifying
2200-2230 British Eurosport
IRC Rally: San Remo Day 2

SUNDAY SEPTEMBER 25

0710-0800 Motors TV
European F3 Open: Algarve highlights
1115-1215 Motors TV LIVE
Superstars Series: Mugello race one
1210-1515 BBC 1 LIVE
Formula 1: Singapore Grand Prix
1515-1615 BBC Red Button
Formula 1: Singapore GP post-race forum
1615-1715 Motors TV LIVE
Superstars Series: Mugello race two
1700-2130 Premier Sports LIVE
NASCAR: New Hampshire
1750-1810 Motors TV
VW Racing Cup: Rockingham
1900-2000 BBC 3
Formula 1: Singapore GP highlights
2245-2315 British Eurosport
IRC Rally: San Remo Review

MONDAY SEPTEMBER 26

1830-1930 Sky Sports 2
NASCAR: New Hampshire highlights
2100-2200 Sky Sports 4
British Rally Championship

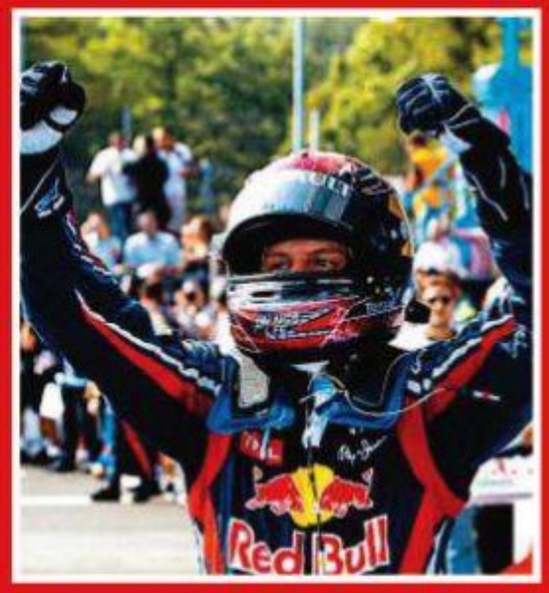
Online

AUTOSPORT.com

Coming up on the web this week

FORMULA 1 IS ALL LIT UP

Whether Sebastian Vettel becomes champion this weekend or not, the Singapore GP is guaranteed to provide a great spectacle. As ever, AUTOSPORT.com will be at the heart of the action with the latest session reports, news and opinion throughout the weekend. Plus there's full coverage of British F3, the LMS title decider and the continuation of NASCAR's Chase.





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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 deals



Commentators didn't hold back over Franchitti penalty

GETTING UP SUPER-early or staying up really late does funny things to the brain – just ask Mrs Revved Up about when I made Sunday dinner at 10am after the Australian GP a few years back.

However, you usually wouldn't expect to notice it from TV commentators. It may have been 4.30am in White City, but Murray and James would never have let on that they were feeling the strain of the pre-dawn chorus. So it came as a surprise when 'early-morning madness' infected the IndyCar team last weekend.

Firstly, they made no attempt to disguise the fact they were back in the Versus studio in the good ol' US of A, which I thought was a tad bizarre. Secondly, because of this, it was stupid o'clock, which they took to mean that the only people watching were either a) drunk, b) on drugs, or c) both.

This led to a borderline lewd conversation about getting gravel in places one wished it wasn't, and went on for at least three times longer than it managed to be amusing for. In fact, back in the Sky studio, anchor Keith Huewen seemed embarrassed. "At least we're taking it seriously," he argued, although the horizontal body language of James Rossiter suggested otherwise.

Then there was a very odd exchange concerning the pronunciation of "de Oliveira", who they insisted on calling "Olive-ed-rah" even after they admitted that wasn't how it was spelt.

We were then treated to half a potentially interesting/amusing anecdote from Wally Dallenbach about when he had to be escorted from a track after driving "into a Japanese hero" during a NASCAR visit to Japan. Despite being encouraged to elaborate, that was all we got.

Still, the relaxed approach meant there were no punches pulled when criticising the inconsistency of the penalty applied to Dario Franchitti after he effectively took out three drivers in one botched restart – I'm sure Brian Barnhart will be having words when he watches the replay...
Revved Up

"A talk about getting gravel where one wished it wasn't went on three times longer than it managed to be funny for"

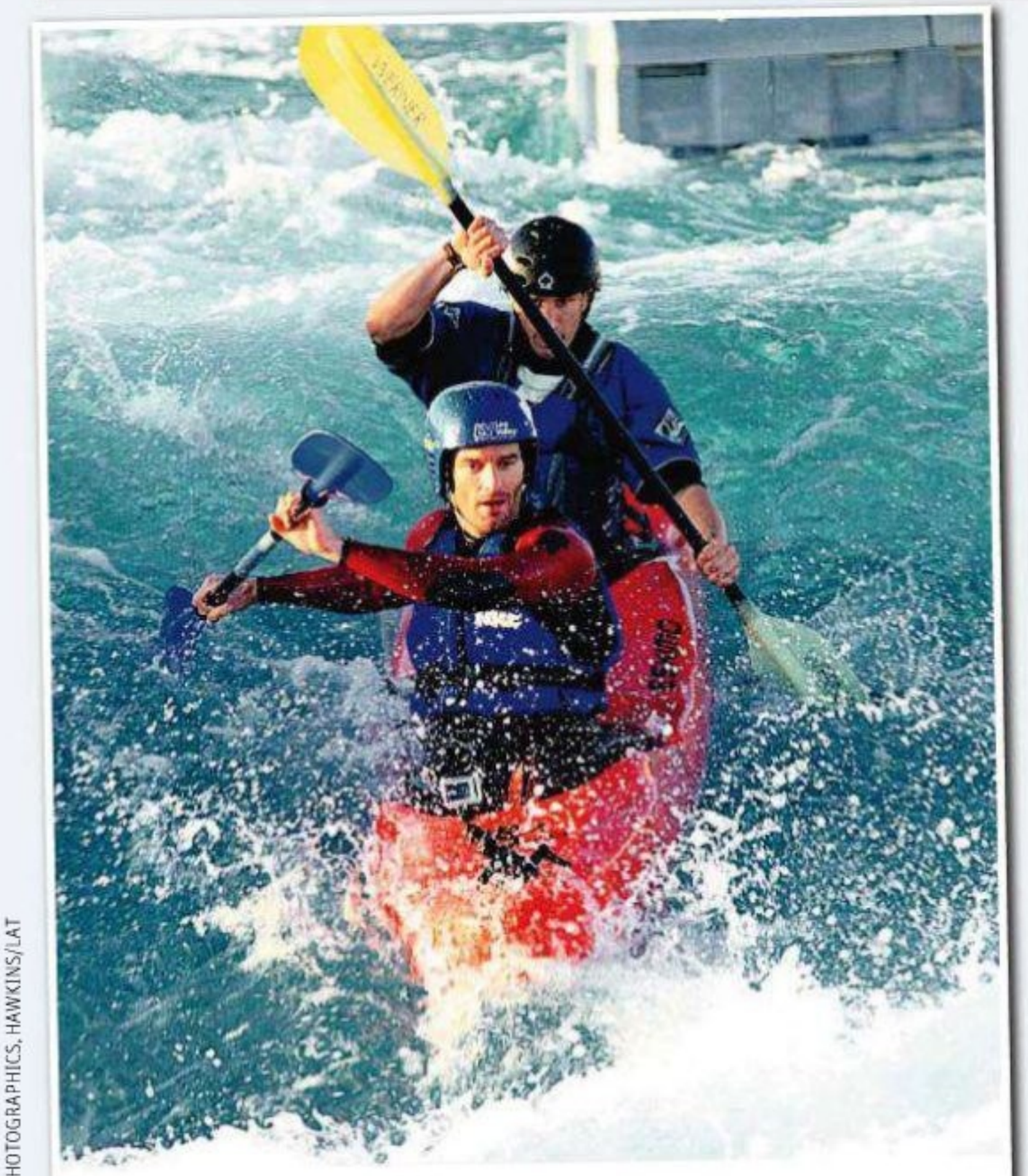
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THE WEEK IN PICTURES

Our lensmen pounding the beat from the South of France to the South Downs

INCROYABLE: PROST RELIVES HIS 1983 FRENCH GRAND PRIX WIN
While son Nicolas demoed a Renault Formula 1 display car, Alain Prost got his derriere back into an RE40 at the Paul Ricard World Series meeting





WEBBER GOING WITH THE FLOW
The Red Bull Aussie tried out the Lee Valley White Water Centre in London as part of the build-up to the 2012 Olympics



VIKINGS INVADE THE GOODWOOD REVIVAL
Scandinavians Kenny Brack and Tom Kristensen smoked them off in RAC TT Celebration, but lost whitest-teeth contest

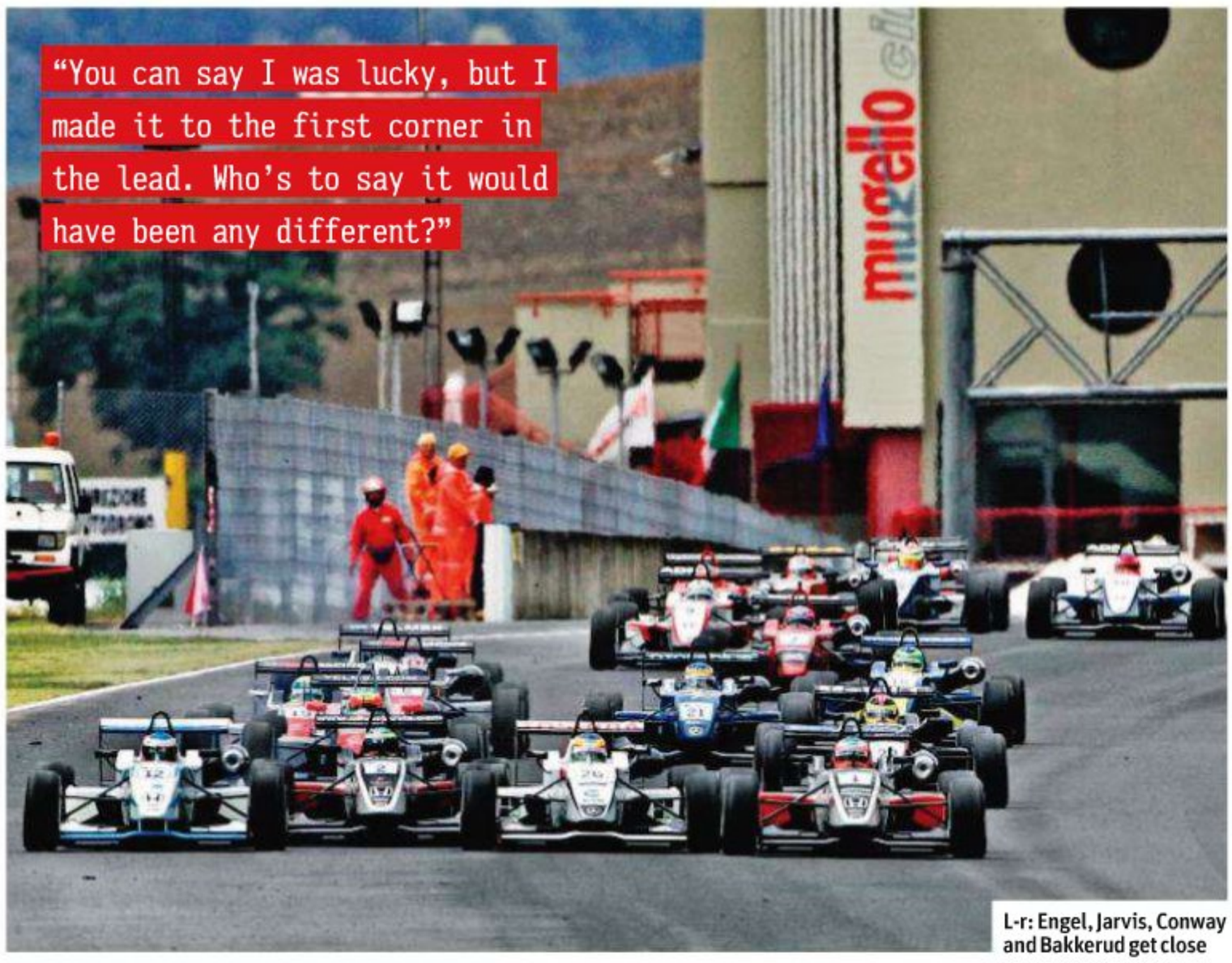


(HARRY) KEWELL TEMPERATURES AT PHILLIP ISLAND
The ex-Leeds/Liverpool footballer and Aussie international got a hot lap before the 500-miler with Ford ace Will Davison

PICS: EDGE PHOTOGRAPHICS, HAWKINS/LAT

FROM THE ARCHIVE

The late Christian Bakkerud takes his breakthrough F3 win at Mugello



L-r: Engel, Jarvis, Conway and Bakkerud get close

CHRISTIAN BAKKERUD'S DEATH IN A CAR ACCIDENT nearly two weeks ago sparked an outpouring of tributes from those who worked with the popular Dane during his racing career.

But while the focus was mainly on Bakkerud's qualities as a person, former team bosses Colin Kolles and Trevor Carlin were keen to point out his skills behind the wheel.

"He had a bloody good lap time in him on his day," said Carlin, who Bakkerud raced for in Formula BMW and then British Formula 3 from 2004-06.

In the last of those three seasons, five years ago last weekend, Bakkerud took a long-overdue maiden victory in F3 at the picturesque Mugello circuit.

After almost two years blighted by misfortune, Carlin's Scandinavian driver would not have been chosen by many to be the one who came out unscathed as the top four runners banged wheels on the run to the first corner (see image).

Bakkerud had outdragged polesitter Oliver Jarvis away from the line, but as he moved over to squeeze his team-mate he bounced into a fast-starting Mike Conway, who had got between the front-row men. A third Carlin driver, Maro Engel, sensed an opportunity and went to the inside of all three, and more wheelbanging followed.

On the dry racing line, Bakkerud braked later than his three rivals, which forced Engel into a spin as he chopped across the German. By this point title-chasing Conway had already backed out, and Jarvis was struggling as the contact had ripped a valve out of one of his wheels. Engel's spin baulked Conway and triggered more accidents further back, while Jarvis was heading to the pits and retirement with his flat tyre and further damage.

"I looked in my mirrors after a couple of corners and saw Yelmer Buurman [who had qualified fifth] in second and I wondered what happened," said Bakkerud after the race. "After that I was waiting for a safety car but it never came – God bless the Italians!"

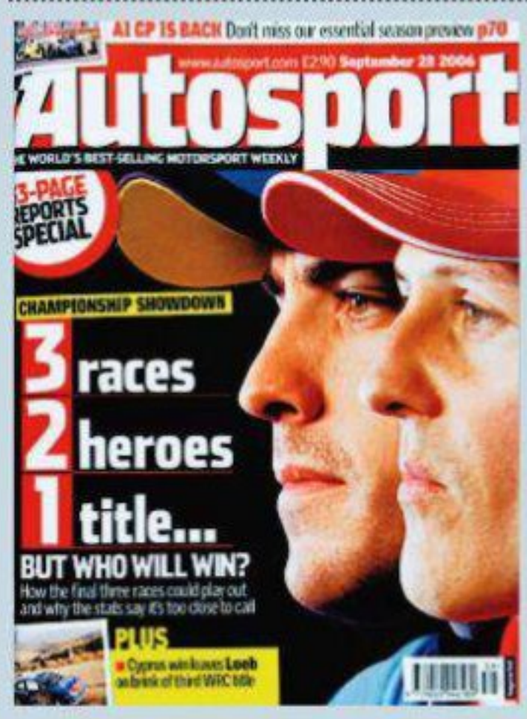
From there, the race leader cruised to a 10-second victory, the first major win of his single-seater career. After a season where he had endured his fair share of bad luck, he wasn't about to feel bad for his rivals.

"You can say I was lucky, but we qualified on the front row and I set the fastest lap," he said. "I made it to the first corner in the lead, so who's to say it would have been any different if the others had not come off?"

Bakkerud's season finally started to come together following that win. He rounded off the season with three top-fives and a lowest finish of seventh as he rallied back to sixth in the final standings.

PICS: EBREY/LAT

THIS WEEK IN...



SEPTEMBER 28 2006

JUST TWO POINTS SEPARATED

Fernando Alonso and Michael Schumacher heading into the final three rounds of the world championship.

Schumacher would win the Chinese GP to move level onto points, but suffered an engine failure while leading in Japan, ruining his chances of an eighth world championship crown.

There was a title at stake too in Asian Formula 3, but such issues were put in perspective as James Winslow – the eventual champion – and Moreno Soeprapto clashed. The Indonesian had misjudged his braking and rolled over Winslow's car, ending pinned upside down against the barriers and with fuel leaking through a broken line.

Winslow, out in the gravel, abandoned his car and ran to Soeprapto, switching off the fuel pump and pulling him to safety moments before fire engulfed his car and reduced it to a molten wreck.

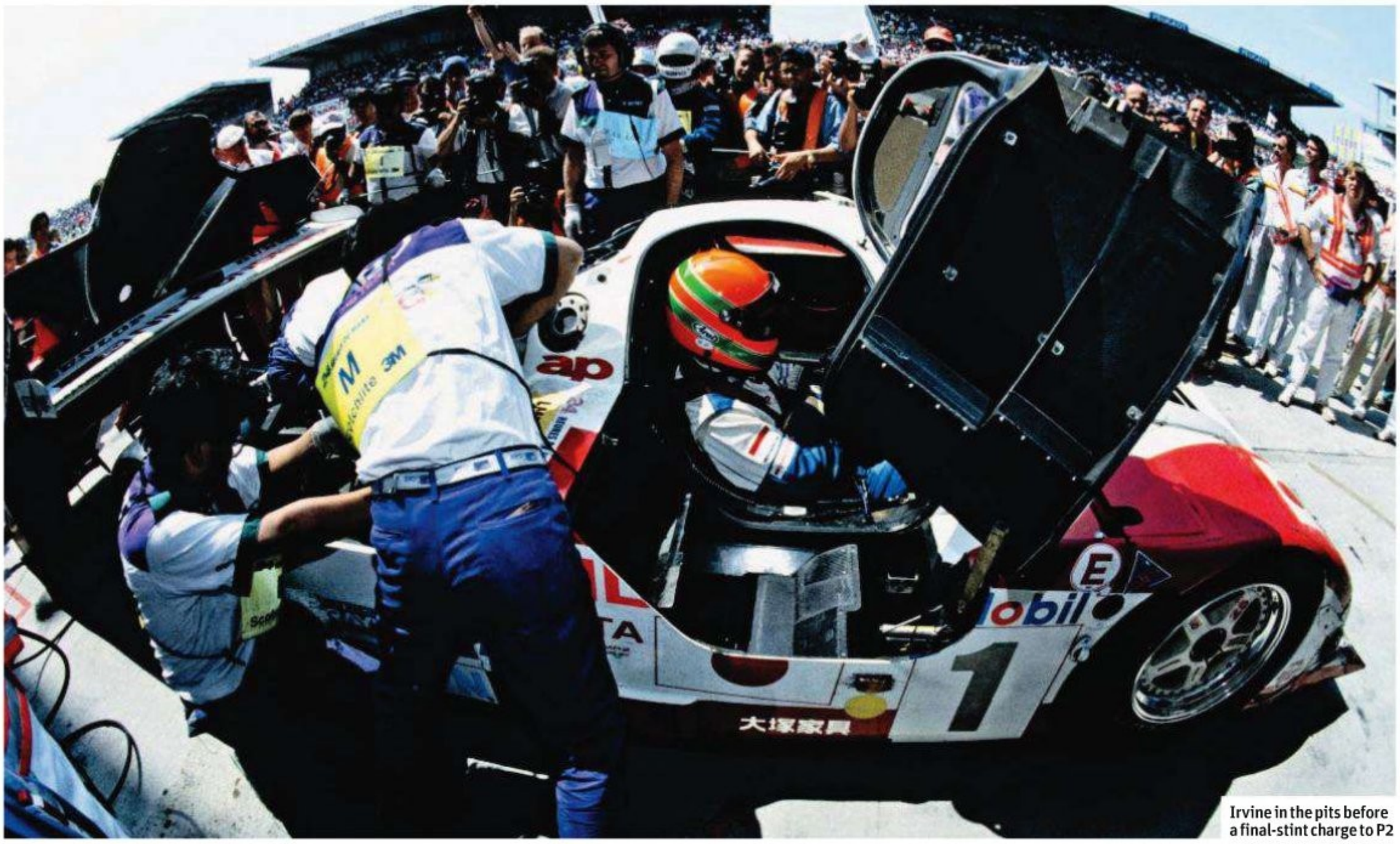




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EDDIE IRVINE

■ Le Mans 24 Hours ■ June 18-19 1994 ■ SARD Toyota 94CV ■ Broken weld dashes victory hopes



Irvine in the pits before a final-stint charge to P2

I WOULD SAY LE MANS 1994 is the race from my career that's most special to me. We were all great friends: Jeff [Krosnoff] was a great friend of mine and Mauro [Martini] was a top driver in [Japanese] Formula 3000 [where Irvine raced before F1]. To be in the same team [SARD Toyota] as those guys was just great.

I was the quickest driver, Mauro was next and Jeff a bit slower – we were a good endurance team. We were leading it by a mile when the gearbox linkage came off [thanks to a broken weld] right at the beginning of a lap. Jeff had to hold it in gear [having stopped in front of the pits, jumped out of the car and manually selected third] and drive all the way round the track to make a pitstop.

It put us back to fourth or fifth when I got in to do the last stint and I overtook the Porsches to break a Porsche one-two. I was closing on Thierry Boutsen [who finished third in the second Dauer 962] late on in the race and I was flat out. Everyone said Le Mans was a race of attrition but I don't remember driving a lap of Le Mans where I wasn't flat out! Every lap was 100 per cent, just qualifying lap after qualifying lap.

> "I don't remember driving a lap of Le Mans where I wasn't flat out! Every lap was 100 per cent, just qualifying lap after qualifying lap. I thought, 'This is nuts!'"

In the last half hour we were doing 220-230mph diving between slower cars and I thought, 'This is nuts!' I got past Boutsen at the last corner of the penultimate lap.

It's a race I'd have loved to have won, but I wouldn't love to do it again because there are lots of drivers who are not very good. There's a huge difference in the levels of ability and I got into some situations where I wouldn't want to do the same thing again – I'm too old to be doing that!

I got into a couple of close calls with drivers who didn't know what they were doing. I raced for 20 years and never hurt myself and wouldn't want to end up like [Nelson] Piquet, who walks with a limp because he smashed his legs up [in an IndyCar accident in 1992].

Le Mans was a great team event. Grand prix cars are great and have lots of power, but Le Mans cars have torque. A grand prix is like two hours of raping and pillaging, but Le Mans is a real event.

Eddie Irvine was talking to Ben Anderson

IN PROFILE



NORTHERN IRISHMAN EDDIE Irvine started 145 GPs in a 10-year Formula 1 career that took in stints at Jordan, Ferrari and Jaguar. He won four races during his final season at Ferrari in 1999 and finished second in the drivers' championship to Mika Hakkinen. The 1987 British Formula Ford champion competed at Le Mans on three occasions between 1992 and 1994, all with the SARD Toyota team. Now a property developer, Irvine has not raced since quitting F1 at the end of 2002.

NEXT WEEK

A1 UNSER JR

PICS: LAT

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Porsche Carrera Cup GB

Rounds 14 and 15, Rockingham, September 17-18

Double race win for Euan Hankey
Double Pro-Am1 win for Jonas Gelzinis
Double Pro-Am2 win for Yucel Ozbek
Overall podiums for Michael Meadows, James Sutton and Stephen Jelley
'Driver of the weekend' award for Yucel Ozbek
'Team of the weekend' award for Parker with Juta

Round 14 results
1 Euan Hankey (Parker with Juta)
2 Michael Meadows (SAS/Redline)
3 James Sutton (SAS/Redline)
4 Richard Plant (Team Parker Racing)
5 Stephen Jelley (Parker with Juta)
6 Kieran Vernon (Nationwide/Motorbase)

Round 15 results
1 Euan Hankey (Parker with Juta)
2 James Sutton (SAS/Redline)
3 Stephen Jelley (Parker with Juta)
4 Michael Meadows (SAS/Redline)
5 Jonas Gelzinis (Juta Racing)
6 Richard Plant (Team Parker Racing)

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

Overall points' position after round 15

1	Michael Meadows	250
2	James Sutton	240
3	Stephen Jelley	236
4	Euan Hankey	215
5	Richard Plant	152
6	Jonas Gelzinis	133
7	Sam Tordoff	109
8	Ben Hetherington	107
9	Michael Caine	84
10	Rory Butcher	79
11	Tim Harvey	66
=	Derek Pierce	66
13	Ahmad Al Harthy	65
14	Kieran Vernon	47
15	Ben Barker	45
16	George Richardson	41
17	Alex Martin	21
18	Daniele Perfetti	18
19	Richard Denny	8
=	Yucel Ozbek	8

Pro-am1 category

1	Jonas Gelzinis	154
2	Rory Butcher	83
3	Ahmad Al Harthy	67
=	Derek Pierce	67
5	George Richardson	41
6	Alex Martin	21

Pro-am2 category

1	George Brewster	113
2	Keith Webster	102
3	Richard Denny	88
4	Tommy Dreelan	83
5	Andrew Shelley	74
=	Steve Parish	74

Team championship

1	SAS/Redline	490
2	Parker with Juta	451
3	Team Parker Racing	261
4	Nationwide/Motorbase	203
5	Redline/Oman Air	172
6	Juta Racing	133
7	Dextra/J&D Pierce by Parker	87
8	Celtic Speed	85

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