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"Lewis cannot have serial incidents - none of the great drivers ever drove like that"

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69.8

The number, expressed as a percentage, of laps led by Sebastian Vettel during the 14 GPs so far this year. Jim Clark's 1963 record of 72 per cent is not far off...

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POLE POSITION

Left in the dark over the Hamilton/Massa spat



WE'RE STILL WAITING TO HEAR

from Lewis Hamilton about exactly what happened at Turn 7 between himself and Felipe Massa in Sunday's Singapore Grand Prix. We saw what happened, and know exactly what Felipe thought about the collision that gave him a puncture, but after Massa's blunt confrontation in the media bullpen we didn't get to hear Hamilton's side of the story.

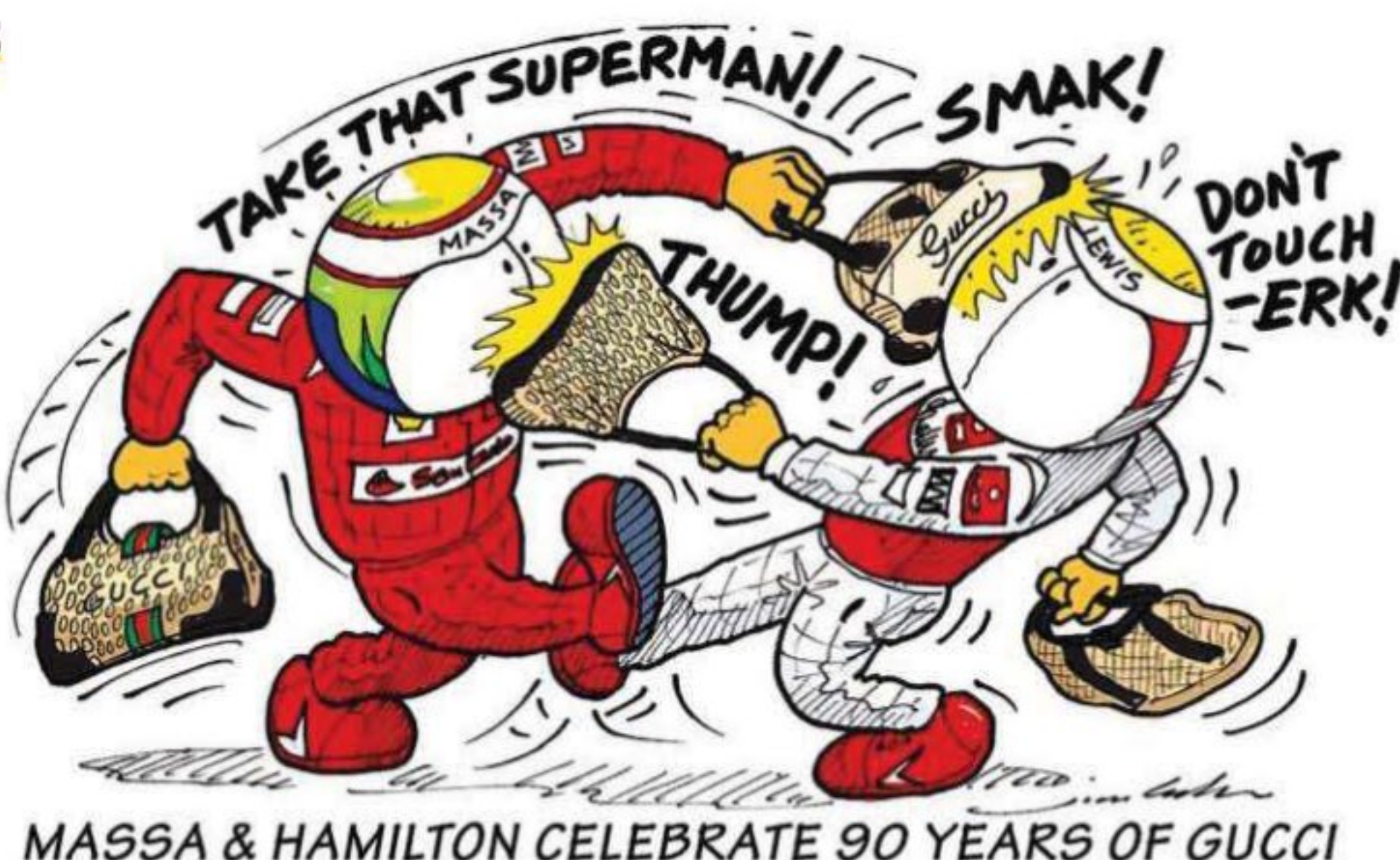
Was it simply a mistake by Lewis? Did Massa stay on the brakes longer than he'd anticipated? Is Lewis's seating position causing him to misjudge where his front wing is? All questions that never got asked because he vanished into the night.

It feels a bit like Michael Schumacher's post race apology to Rubens Barrichello after his Hungaroring outrage last year: until we saw Michael's lips move at the following race, you were never quite sure he meant it.

Once he'd had time to regain his composure after Massa's cheeky slap on the back and ironic applause, surely it would have been better for Lewis to return and give his version of events. Otherwise we're, quite literally, left in the dark.

Charles Bradley, editor

BAMBER'S WEEK





F1

Marina Bay lights up Singapore night sky

Downtown Singapore sparkles under the thousands of spotlights that line the 3.1-mile Marina Bay circuit for its fourth grand prix. Note the infamous Turn 7 left-hander – scene of the Lewis Hamilton/Felipe Massa spat – nestling bottom left of this aerial shot. Singapore Grand Prix report p28.

Pic: Gilham/Getty

SNAPSHOT
PIT & PADDOCK



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Hamilton worries McLaren

Team continues to back its former world champ in public as doubts surface over his state of mind. By EDD STRAW

McLaren insiders are becoming increasingly concerned with Lewis Hamilton's mindset and approach after the 2008 world champion's clash with Felipe Massa at the Singapore Grand Prix.

His collision with Massa, which occurred on lap 12 of the race when Hamilton misjudged the position of his car as he turned in to Turn 7 after backing out of an attempted passing move, is the latest in a series of blunders he has made over the past 12 months. Although team principal Martin Whitmarsh publicly backed Hamilton after the race, sources indicate that some senior personnel in the team fear that their driver's inability to cut out simple errors is a sign of a more serious malaise.

Hamilton's father and former manager Anthony told the BBC after the race that "his management needs to do more". This is an opinion shared by some inside McLaren, who fear that Hamilton's Los Angeles lifestyle away from the track is distracting him from his driving. Since Simon Fuller's XIX Entertainment took over management of Hamilton, there has

Hamilton lost wing in his clash with Massa



been much talk about developing his 'brand' and building him into an international superstar. There is a growing feeling in the F1 paddock that this environment has led to a lack of perspective on his own performances and tendency to blame those around him and rationalise his mistakes.

Hamilton also continues to pile the pressure on McLaren to deliver a car worthy of his perceived talents. Speaking to Fleet Street journalists in the build-up to the Singapore GP,

he again raised the spectre of leaving the team when his current contract expires at the end of next year.

"At some stage, if it continues the way this is going, which I don't think it will, then patience will be seriously tested," said Hamilton. The caveat "which I don't think it will" is unlikely to cut much ice inside the team, where some insiders have become frustrated with Hamilton's refusal to take responsibility for his own mistakes while simultaneously running down

McLaren's efforts. It's to Whitmarsh's credit that he has publicly held the 'win as a team, lose as a team' party line.

In the same interview, Hamilton also marked himself out as a special talent in the F1 paddock. He contrasted his desire to be the best with the likes of Rubens Barrichello, who he perceives as being happy simply to be on the grid.

"There are some drivers that are just content with being in F1 and just existing," he said. "Look at Rubens Barrichello, he just seems content with where he is."

"There are people like me who only exist to be the best. If you are not busy trying to be the best then you are not busy doing anything."

The lack of respect shown for the paddock's most experienced driver, who has won 11 grands prix and proved his dedication by racing at the top level for a record 19 seasons, adds to the picture of a driver who considers himself a man apart among his peers. This is in stark contrast to Sebastian Vettel, who appears not to have fallen victim to his stardom and continues to excel.

While Hamilton remains a



McLaren is worried about their man

AUTOSPORT SAYS...

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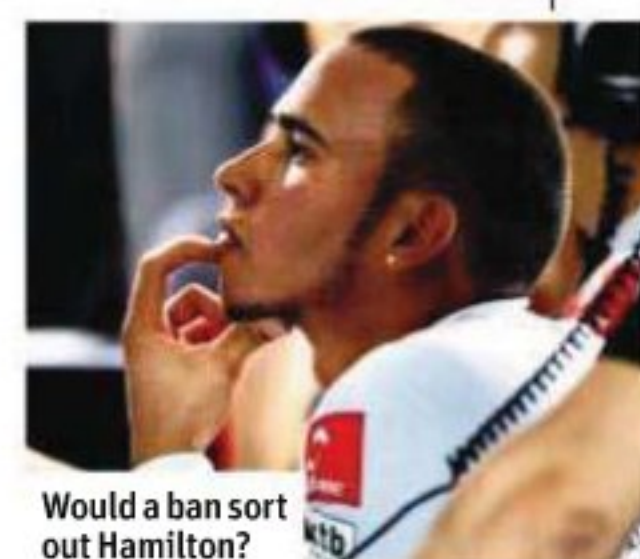
That the punishment should fit the crime is difficult to argue, but in Formula 1 it seems that the punishment now fits the consequences of the crime. Lewis Hamilton was entirely at fault for the embarrassing blunder when he hit Felipe Massa, just as Jaime Alguersuari was when he did a similar thing to Jarno Trulli and earned an identical penalty. But it seems that whether or not a driver gets a penalty depends entirely on what happens to the wronged party.

The reason that Hamilton's driving is so big a story is his repeat offences, but it's hard to see what influence the regular drive-throughs, reprimands and warnings have had. If you have a repeat offender like Hamilton, rather than give him a deluge of in-race penalties on the basis that he keeps making the same mistakes, why not consider a one-race ban, suspended for, say, six races?

This would give a driver, Hamilton or whoever, pause for thought. The prospect of missing a race, which could potentially ruin a championship campaign, can't fail to do that.

I'm not arguing for constant bans, and nor would that necessarily be the result of issuing such punishments, but what it would do is lay down a marker for those drivers making consistent errors.

Hamilton is not picked on or victimised. This situation is of his own making. Perhaps a suspended ban would force him to fix it.



Would a ban sort out Hamilton?

Massa: Lewis ignored me after race

FELIPE MASSA CLAIMS THAT the well-publicised altercation with Lewis Hamilton in the TV interview pen after the Singapore Grand Prix was a result of the Briton ignoring him immediately after the race.

The Brazilian was furious at Hamilton for hitting his right-rear wheel while they battled on the out-lap after the first round of pitstops, a mistake that earned the McLaren man a drive-through penalty. Hamilton was giving a TV interview to German station RTL when Massa grabbed his arm and said "good job man". Hamilton responded by saying "don't touch me"

and his TV interviews were promptly curtailed.

"After the race, I tried to talk to him as it was the right time," said Massa. "I called him and he went straight past and didn't even look at me. I called him twice and he ignored me. Of course, I got really upset with this attitude – it's not right, not the professional way.

"He acts like a footballer who fakes that he has been hurt all the time. And still he says that he has been the victim of bad calls from the stewards. That's his fault. He seems not to be able to learn. But he certainly will when he gets



Massa tried to talk to Hamilton afterwards

a harder punishment."

Hamilton made no comment on either his mistake during the race or what happened with Massa afterwards.

prodigious talent and was once regarded as a great-in-the-making, there are many in the paddock who fear that he could now squander his remarkable abilities. On his day, he remains formidable, as his wins in China and Germany proved. But the rookie errors that he made in Belgium and Singapore support the suspicion that all is not well.

Whether it is up to McLaren's or Hamilton's management to solve this problem is another question. Whitmarsh's refusal to go into

detail about the mistake and the team's failure to put Hamilton up for a BBC TV interview post-race despite expressly promising to do so after the altercation with Massa, paints a picture of a driver who is either bigger than the team or not trusted to talk to the media.

Hamilton's litany of mistakes, the ill-advised public comments and mutterings in the team gives the impression of a driver who needs someone to help him rediscover his focus.

"If you are not busy trying to be the best then you are not busy doing anything"

LEWIS HAMILTON

REMEMBER WHEN...

JULY 29 1994



...a driver was last banned? The last F1 star to be officially hit with a race ban for causing an accident was McLaren's Mika Hakkinen. He missed the '94 Hungarian GP after triggering a first-corner pile-up at Hockenheim.



Williams serious about Kimi

British team has laid the foundations for a Raikkonen return, but is yet to decide if former champ is worth the risk

Williams is seriously evaluating 2007 world champion Kimi Raikkonen in a move that could make or break its 2012 season.

AUTOSPORT revealed on August 25 that Raikkonen has decided on a return to racing, and the Finn's extensively-reported visit to Williams could lead to him taking a Formula 1 seat in place of veteran Rubens Barrichello next year.

Although AUTOSPORT believes that reports of a contractual agreement are wide of the mark, there have been detailed discussions that have laid much of the groundwork for a deal.

Raikkonen, 31, is believed to see the Williams seat as a way to convince the top teams in F1 that he is committed to a comeback.

Williams declined to comment, with team chairman Adam Parr refusing to answer any questions on its driver line-up. But AUTOSPORT understands that Parr views Raikkonen as a huge benefit to the team's profile, as well as appealing

to potential sponsors. Raikkonen could also be the best free agent on the market, although doubts surround his motivation.

Next season is crucial for Williams, which hopes that the new era of technical leadership under Mike Coughlan – who worked with Raikkonen at McLaren – will move the team back up the grid after a dismal 2011.

THE RAIKKONEN RISK FACTOR

Signing Raikkonen would be a huge gamble for Williams, as he will have been out of F1 for over two years when pre-season testing kicks off on February 7 next year.

During that period, he has contested the World Rally Championship driving Citroen machinery. Despite some promising showings, he has failed to convince

team bosses that he is worth a seat, and he is no longer willing to put his own money into competing.

Citroen motorsport boss Olivier Quesnel stated: "If I were him, I would be a little disappointed with rallying."

While the doubts over Raikkonen's motivation are one area for concern, there could also be financial implications for the team.

Williams's income from the commercial-rights holder will be cut by just over £6 million if, as expected, the team finishes three places lower than last year, in ninth position in the 2011 constructors' championship.

Raikkonen wants paying, while his notorious reluctance to engage in sponsor work, a characteristic that played a part in his mooted return to McLaren for the 2010 season collapsing, could work against hopes that his arrival would pull in further sponsorship deals.

Sources indicate serious doubts that Raikkonen would bring



Kimi is keen to prove his motivation is high



Maldonado (12) is likely to stay on

WILLIAMS 2012: LEADING CONTENDERS

With Pastor Maldonado almost certain to stay on, who is in the running for the other Williams seat?

RUBENS BARRICHELLO

The incumbent has frustrated the team with his public comments at times, and sources suggest that the lack of time he is willing to dedicate to sponsors and PR commitments is a problem.



BRUNO SENNA

Has proved himself as a quick grand prix driver in his Renault outings and would be able to raise a little much-needed sponsorship dollar. His first choice will be to stay at Renault.



ADRIAN SUTIL

Doesn't come with as much funding as he used to, although recent buyout of backer Medion could lead to some more investment. A known quantity at this level and capable of points.



KIMI RAIKKONEN

At his best, brilliant. At his worst, disinterested but still capable of doing a solid job. If motivated he would be a huge boost, but he could also be a disaster.



JULES BIANCHI

Manager Nicolas Todt is pushing hard for an F1 berth and there could be a little financial support too. Ferrari will also been keen to see its young charge gain race experience.



GIEDO VAN DER GARDE

Rumoured to be well-liked by Williams sponsor McGregor, so could bring backing. Very good on his day, but line-up of GVDG and Maldonado would arguably be one of the shallowest on grid.



CHARLES PIC

Like van der Garde, a proven GP2 race winner. Another driver who would need to bring funding, potentially from his family, but title shot in GP2 looks more likely for 2012.



NARAIN KARTHIKEYAN

Former Williams test driver is looking to raise a budget for next season and is understood to have spoken to the team. A quicker driver than his F1 record suggests.



"Barrichello's days appear numbered, and the departure of Sam Michael removes his closest ally"

perceived disloyalty to the team.

AUTOSPORT understands that Force India reserve Nico Hulkenberg, an ex-Williams protege, was also contacted, but is not in the running.

Renault newcomer Bruno Senna is also of interest following his impressive performances alongside team-mate Vitaly Petrov in the past three races, and the fact that his team has completed some sponsor deals since promoting the Brazilian to a race seat.

One Williams source told AUTOSPORT that they doubt the Raikkonen deal will come off, and that instead the team is likely to take an inexperienced driver with some funding, as with Maldonado.

This could open up the way for GP2 race winners Giedo van der Garde and Jules Bianchi to join Maldonado at the team.

THE TOP SIX... Williams big-name deals

Kimi Raikkonen wouldn't be the first star-name signing that Williams has made over the years.

1 AYRTON SENNA

The legendary Brazilian had his first F1 test for Williams in 1983, but didn't race for the team until that fateful '94 campaign. Prising him away from McLaren, Williams had achieved a major coup.



2 NELSON PIQUET

Many reckoned that he couldn't be poached from a Brabham team that he had made his own. But Williams snared the then-double world champion for 1986, and he won a third crown in '87.



3 ALAIN PROST

The Frenchman was on the sidelines in 1992, and Williams was willing to alienate world champion Nigel Mansell to sign him for '93. Then left in similar circumstances when Senna arrived.



4 NIGEL MANSELL

First time round, Mansell's signing raised a few eyebrows. Second time round, he was tempted out of retirement after two years with Ferrari. Third time round, it was an even bigger shock in mid '94.



5 JACQUES VILLENEUVE

Despite having no F1 pedigree, the Canadian moved to Williams in 1996 as reigning Indycar champion and with a sensational Indy 500 victory under his belt. Nearly won on his grand prix debut.



6 ALEX ZANARDI

His F1 dabbings from 1991-94 yielded nothing more than a single point, but from 1996-98 he was the fastest thing in North America. After the Italian won back-to-back CART titles, Williams brought him back for a disastrous 1999 season.



in significant new sponsors, unless he were to bring his own backers to the team.

THE OTHER CONTENDERS

Raikkonen is far from the only driver who is under consideration at Williams, which has contacted several contenders for 2011 in recent weeks.

F1 rookie Pastor Maldonado is expected to stay on, thanks to a combination of money from Venezuelan backer PDVSA and an impressive 2011 season, but Barrichello's days at the squad appear to be numbered.

There is a reluctance to continue to pay the Brazilian big money, while AUTOSPORT understands that there is a feeling within the team that he does not contribute enough time to servicing sponsors. The departure of technical director Sam Michael also removes his closest ally from senior management.

Among the drivers believed to have had contact with Williams is Force India's Adrian Sutil. The German and his management have denied this, although this is possibly because Force India team principal Vijay Mallya came close to dropping him over the winter for



INDIA GEARS UP FOR BOW

Preparations for the inaugural Indian GP, which will take place on October 30, are entering their final stages. Both the FIA and Bernie Ecclestone's FOM have inspected the track and given it the thumbs-up.

Alonso now 'testing' for 2012

Ferrari to focus on developments for its next car as double world champion accepts wins are out of reach

Ferrari star Fernando Alonso is viewing the remaining grands prix of the 2011 season as test sessions for next year's car after admitting that further Ferrari victories are now a long shot.

The Spaniard was confident that he would be able to fight for victory in last weekend's Singapore Grand Prix, but was half a second off the pole position time of Sebastian Vettel on what he described as his best lap of the 2011 season.

Ferrari struggled at the high-speed tracks that preceded Singapore and then at the twisty Marina Bay street circuit last weekend, resulting in Alonso's acceptance that the team has little reason to be confident.

With Red Bull expected to set the pace at all five of the remaining tracks, and McLaren consistently beating Ferrari, there is now little more to be gained beyond understanding of the car for next season.

"We have less confidence of winning races this year because we

were not very quick at Spa, Monza and Singapore," said Alonso. "Suzuka is a Red Bull circuit, so that will be difficult for us as well."

"We have to be calm about the situation and look at next year's car, knowing that the next five races will be a test for us. We have to understand things for next year, try experimental things. Some of the remaining five races will be more competitive and there will be the opportunity to get podium finishes, and there will be races where we are less competitive, which in our position means fifth. The drivers' championship is already gone, but there is a little hope to catch McLaren in the constructors' championship. There is not much you can do."

Alonso believes that the Ferrari package is fundamentally equal to the Red Bull mechanically, but admits that the team is a little behind on aerodynamic performance. This is a legacy of the track/windtunnel correlation problems that led to its

major update package at the final pre-season test not working, setting it back by several months.

Both Alonso and de facto technical director Pat Fry have admitted that Ferrari needs greater understanding of this year's car to give it the best possible chance in 2012. This hints that perhaps all of the team's

aerodynamic maladies have not been resolved, even though it has made impressive progress this season.

This could be a consequence of the incorrect development direction taken in the early months of this year, and the priority will be to ensure that any vices remaining are isolated to avoid them being carried over.

Alonso unlikely to beat Red Bull





Whitmarsh has a seat free for Michael

Tech chief sheds engineer role

FORMER WILLIAMS TECHNICAL

director Sam Michael will be free of all engineering responsibilities with new employer McLaren when he joins the team as sporting director.

The Australian had his final race at Williams at last weekend's Singapore Grand Prix and is now on gardening leave. McLaren hopes he can start work in one month's time, which would allow him to evaluate the way the team operates on race weekends.

As sporting director, he will have a

key organisational role, and will play a leading part on the pitwall with strategy and the way that the cars are run over a race weekend.

McLaren team principal Martin Whitmarsh said: "His role excludes engineering, but all other parts come under his remit. How we run as a team in the field will be his responsibility.

"It's a career directional change. He's been on the technical side at Williams and we made him a proposal to say that perhaps his strength lies in

working in the field with a race team."

Michael is currently taking time off in his native Australia, but was confident that Williams would release him from his contract. It currently prevents him from joining McLaren until March 1 2012.

"The role that I've got there makes it pretty exciting and I can't wait to get there," said Michael. "I'm part of the senior management group, so it will be about looking at team performance as a whole."



Renault struggle in Singapore

Renault regrets radical exhausts

RENAULT TECHNICAL

director James Allison has admitted that the team made a mistake by running its innovative forward-facing exhausts this year.

A dismal weekend at the Singapore Grand Prix, where both Bruno Senna and Vitaly Petrov finished two laps down, proved that the forward-facing exhausts on the Renault R31 are flawed in low-speed corners.

But despite his admission, Allison believes that the decision was the right one based on the information available

when it was made.

"As the year has gone on I have felt more and more guilty for selecting this path because it has rather entombed everyone to a real struggle, which they don't deserve," Allison told AUTOSPORT. "Next year it will reset to a more conventional set-up and we'll go from there."

Allison added that another weakness of the concept was that it put the car's aero set-up on a knife-edge. He also said that, after a promising start, it was difficult to develop the car as rapidly as was hoped.

Lotus closes on Caterham name change

TEAM LOTUS BOSS TONY FERNANDES has started the process of rebranding his team as Caterham.

Fernandes officially notified FOTA of his intentions ahead of the Singapore Grand Prix to ensure that no rival teams had plans to block the move. AUTOSPORT understands that squads from teams' group FOTA gave their approval, meaning that an official request to change Team Lotus's name can now be taken to the F1 Commission.

The name change would, if approved, come into effect next season and lead to Lotus chassis being renamed Caterhams.

The team has also secured an extension to its current engine-supply deal with Renault, until at least the end of the 2013 season.



Lotus will switch to Caterham name

THIS WEEK IN F1



McLAREN Mark Cavendish was crowned world road race cycling champion riding the McLaren Venge bicycle last Sunday. It was developed in association with McLaren Applied Technologies.



FERRARI Two time world champion Fernando Alonso has set his sights on finishing second in the 2011 title chase now that he cannot catch Sebastian Vettel. "Of course there's motivation," said Alonso.



MERCEDES Veteran Michael Schumacher was reprimanded for driving into the back of Sergio Perez's Sauber during the Singapore Grand Prix. Schumacher blamed the clash, which led to his Mercedes becoming airborne, on a misunderstanding with the Mexican.



RENAULT A fine of €7500 was issued to the Enstone team for incorrectly telling Bruno Senna that he was on the same lap as Sergio Perez at the restart after the safety car. This led to Senna attacking the Sauber, and a collision between the pair.



WILLIAMS McLaren "has a lot to gain" from bringing in outgoing Williams technical director Sam Michael, according to Rubens Barrichello. The Australian is currently on a break before joining McLaren as sporting director.



TORO ROSSO Team principal Franz Tost inadvertently broke the paddock curfew in Singapore, using up one of his team's four exemptions on Friday. F1 rules prevent team personnel from entering the paddock more than three hours before the start of first practice.



LOTUS Team CEO Riad Asmat has confirmed that the team is evaluating a move into Britain's 'motorsport valley', even though it will retain its current Hingham premises. "We need to have a look at how to get more efficiencies out of the team, and one of the main areas is to be in the motorports belt of the UK," he said.



FIA The FIA rescinded curfew violation orders issued to Virgin, Mercedes and Red Bull at the Singapore GP as, in each case, the personnel who arrived too early in the paddock were not involved in the operation of the car.

AUTOSPORT
INTERNATIONAL
The Racing Car Show

COULTHARD JOINS ASI LINE-UP

David Coulthard is the latest big name from Formula 1 to sign up for a star-studded AUTOSPORT International in 2012. Coulthard will appear along with BBC colleague Jake Humphrey and will be interviewed on the AUTOSPORT stage at ASI, which takes place at the Birmingham NEC on January 12-15. "It's a fantastic opportunity to see the world of motorsport under one roof and I'm really looking forward to meeting fans at the NEC in January," said the Scot. For ticket information visit www.autosportinternational.com



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MPH Mark Hughes

AUTOSPORT grand prix editor

Forty-seven-year-old Jean Alesi will contest the Indy 500 next year. It may be the sort of romantic impulse that won him so many fans in F1, but the decision's not quite as crazy as it seems

Jean Alesi, 47 years old and with no oval racing experience, is going to contest next year's Indy 500; a left-field, left-hander choice a whole decade on from his last races in Formula 1. But then Jean has never been a pre-planned, strategic sort of guy; he'd have been in the '92 Williams otherwise rather than making up the numbers in the twin-floor Ferrari.

Nonetheless he enjoyed a good F1 career and retired uninjured from what was a pretty dangerous era, lives a very nice life with his family – the four kids ranging from five to 18 – as a retired legend. Now he's putting it all on the line in an event that's dangerous even for those with experience of oval racing. It's a brave choice and you wonder how lightly it was taken.

"It came about after I was testing the Lotus T125," he enthuses. "It went so well immediately in terms of the lap time, the feeling, that I

said to Lotus, 'It's a pity we can't do some racing in something,' and it was Gino [Rosato, Group Lotus's corporate affairs chief] who suggested Indy." But still there's a chasm between pounding around Hethel in Lotus's F1-style trackday car and competing at the Brickyard.

"Well, first of all after it was suggested I thought, 'Maybe, but let's look carefully into the safety and also the chances of being competitive.' I did not want to do it and look ridiculous. I've been to Dallara and looked at the car and spoken with them and I'm pretty impressed. It's not the absolute safest form of racing, I know, but I think the risk is acceptable. After all there is some risk in everything.

"I never thought of myself as just an F1 driver, but as a racing driver and I still have this passion for driving a racing car. I've been lucky always to have had a supportive family, first of all from my parents when I began racing and now with my wife and kids and they are behind me."

The whole decision-making process – spur of the moment, not worrying too much about the scale of the challenge, details initially ill-defined, just jumping into the abyss and trusting himself to deal with the consequences – is like a motif for his whole career. It's a romantic philosophy that is part of why he captured the hearts of many F1 fans. But also probably why he underachieved.

"In terms of competitiveness I'm starting from the ground," he concedes, "but I have a good group around me in Lotus and this is the essential thing. I have advice from

within Lotus from Emerson Fittipaldi and Nigel Mansell. I know they have not raced at Indy in this decade, but their experience is still very valid.

"I have been working in the Dallara simulator and soon I will be beginning my programme to get me back to the fitness I was at when I was in F1. I've never stopped training but it wasn't necessary to be at that level any more and now I have to build it back up. There will be plenty of testing before we go there and so I will not be totally unprepared by the time of May 27. Also, you know I was always feeling the car very well at Monza where we were doing 347km/h..."

Jackie Stewart – Indy 500 winner in 1966 – was a current F1 driver when he first went there as part of a small European invasion in the classic event. He was still a road racer learning the discipline of ovals from scratch, but he feels he had an advantage that Jean won't have: "Jimmy [Clark], Jack [Brabham], Denny [Hulme], Jochen [Rindt] and me went across there already knowing how to drive rear-engine cars at a time the Indy guys were just learning about it – so we were right on the pace. But racing on ovals is a totally different style of driving and I think Jean won't know if he likes it until he goes across there and tries it. Personally, I would have tried it before making any announcement, but I think it's not impossible that he will do very well there. If you have a good team and strategy, he could suddenly find himself top-six." ❧

➔ P42 ALESI'S LOTUS T125



Alesi will be an oval rookie; get it wrong and it will hurt

"I was never just an F1 driver," says Alesi. "I still have passion"



Williamson raced FR3.5 at Aragon

FORMULA RENAULT 3.5

Williamson subs for Ricciardo

Scottish GP3 ace gets another chance in Renault 3.5 – but he'll have to go into qualifying without a test

Red Bull will draft GP3 race winner Lewis Williamson into Formula 1 newboy Daniel Ricciardo's Formula Renault 3.5 seat for the Barcelona finale – but the Scot will have to skip free practice and go straight into qualifying.

Williamson, last year's McLaren AUTOSPORT BRDC Award winner,



Williamson has won in GP3

"Hopefully we won't be too far away. The main thing is to build things up"

Lewis Williamson

has been backed by Red Bull in 2011 and substituted for Ricciardo at Aragon when the Australian was on third-driver duty for Toro Rosso at the Chinese Grand Prix.

With Ricciardo racing for HRT at the Japanese GP on October 7/8, Williamson will fill his ISR FR3.5 seat. But AUTOSPORT understands that he cannot take part in free practice because he will be working on the Red Bull F1 team's Japanese

GP free-practice preparations from the team's simulator at its factory.

"It's a great opportunity and I'm going to grab it with both hands," Williamson told AUTOSPORT. "It will be a bit more difficult than we thought because I won't be there for free practice, but that's purely because of other commitments that I have with Red Bull that are of more benefit to them."

"I'm going there to do a good job under the circumstances, and that is how we'll have to look at it because we will be compromised."

Williamson believes that his GP3 knowledge of the Barcelona track will help him settle into FR3.5.

"I'll be going in with more

confidence than I had last time [at Aragon]," he added. "Going to a new circuit with a car I had little experience of was quite difficult. Hopefully we won't be too far away, and the main thing is to build things up over the weekend, as I have tried to do all season."

The 21-year-old is waiting for news on whether he will be retained by Red Bull, but is not concerned that his upcoming outing could affect his future.

"Red Bull has helped me out massively this year and it's been a great benefit," he said. "I'm never disappointed when I'm racing anything, so we'll see what the end of the year brings."

FORMULA 3 EURO SERIES

Renault champ eyes Euro F3

FORMULA RENAULT EURO CUP

champion Robin Frijns is weighing up a move into the Formula 3 Euro Series – even though he has a €500,000 scholarship for Formula Renault 3.5.

The Dutchman, who is in the Werner Heinz management stable with Formula 1 refugee Nick Heidfeld, has already tested for leading F3 squad Prema Powerteam at Italian circuit Mugello.

"After the season we will have all of the discussions about next year, but first of all we just have to look for the money," said

20-year-old Frijns. "It's silly – we won half a million but still it's not enough to drive next year. I am considering FR3.5, but I also have some contacts for F3 – it's not like we have all the money for FR3.5."

"I like the F3 car, it was my type of car, turns-in like crazy. Prema gave me a good price to drive this year, but it wasn't low enough. So I drove in Formula Renault 2.0 to try and win the championship, which I have done now."

"I've tested GP3 too, and leave every option open. Hopefully soon we'll know."

Frijns says F3 is 'his type of car'



GP2

Bird called on for GP2 test runs

BRITISH GP2 RACER SAM BIRD

has been drafted in by two teams for this week's first post-season test at Jerez.

The category frontrunner was scheduled to drive for Rapax, which carried Pastor Maldonado to the 2010 title, and race-winning squad Trident at the two-day test, which began yesterday (Wednesday).

"I'm very excited to drive for two more teams and to see what they are like," said Bird, who finished sixth in this year's championship with iSport. "Both teams have been capable of winning races so it will be interesting. I hope I can help them improve their cars, and try to deliver some fast lap times."

The 24-year-old added that he was considering a third year in GP2, and AUTOSPORT understands that he has already had offers from some teams on the grid to race with them next year.

"We are definitely considering GP2 again, I think it has to be on my radar," he added. "But there are plenty of other options on that radar at the moment."

"It's always good to get seat time at a test like this, and even more so ahead of the Formula 1 rookie test [after the Abu Dhabi Grand Prix]."

Bird is not the only experienced driver set to return to GP2 action this week. Dani Clos (Addax), Jules Bianchi (ART), Alvaro Parente



Bird's wings stay unclipped

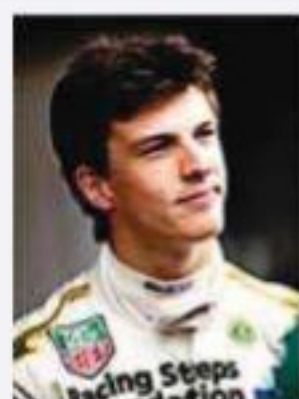
(Carlin), Fabio Leimer (Racing Engineering), Josef Kral (Trident) and Luca Filippi (Coloni) were all scheduled to test as AUTOSPORT closed for press.

Several graduates from the supporting GP3 Series were also set to get their first runs in GP2 machinery.

OTHERS TO LOOK OUT FOR



VALTTERI BOTTAS
GP3 champ will step up to spend one day with his former F3 and GP3 team ART



JAMES CALADO
Top Brit in GP3 will be out on both days, one with ART and the other with Ocean



LUCA FILIPPI
GP2 veteran hardly needs the seat time, but will spend half of each day driving for Coloni

IN BRIEF

CHEVY FOR ANDRETTI

Top IndyCar team Andretti Autosport has confirmed that it will use Chevrolet engines from next year. Team boss Michael Andretti said: "Chevrolet are proven winners, and I cannot wait to work with them."

WILSON TO REST FOR NOW

British IndyCar racer Justin Wilson will not return to race action at Las Vegas as he continues to recover from the back injuries he suffered at Mid Ohio. "It doesn't make sense to come back for the sake of one race," said the 33 year old.

BELL ENDS YEAR AT D&R

With Wilson (above) out of action, his team Dreyer & Reinbold Racing has drafted in American IndyCar irregular Townsend Bell for the final two races of the year.

HOWARD AND SCHECKTER IN

Briton Jay Howard and former race winner Tomas Scheckter are the latest additions for this year's IndyCar season finale at Las Vegas. Howard will return with Rahal Letterman Lanigan; Scheckter will join Sarah Fisher Racing.

BATTISTINI'S CHANCE

Briton Dillon Battistini will make his IndyCar debut at Kentucky Speedway this weekend with Conquest Racing. The former Indy Lights racer described the chance as "the opportunity I have been working my whole life for".

WTCC POINTS FOR QUALY

The World Touring Car Championship will award points for top qualifiers next year in order to prevent drivers from sandbagging in Q1, on which the reversed grid for Q2 is based.

ARAI TO RACE CRUZE

Former Production World Rally champion Toshi Arai will switch to circuit racing for his home WTCC round at Suzuka next month. The 45 year old will race a fourth works Chevrolet Cruze.



Arai has tested Cruze



888 will drop S2000 car

BTCC

NGTC hope for Triple 8

BRITISH TOURING CAR CHAMPIONSHIP squad Triple Eight will run NGTC cars next year, if it continues in the series.

The multiple title-winning squad, which has won 108 BTCC races, has been running turbo-engined Super 2000 Vauxhall Vectras this season, but team boss Ian Harrison believes the cars will not be competitive in 2012.

"There's no point running an S2000 car," he told AUTOSPORT. "If we go touring car racing we will go with NGTC."

Harrison also confirmed he would like to retain James Nash, who is currently fifth in the standings and leading the Independents Trophy, if Triple Eight stays.

"He's right at the top of the list," said Harrison. "If we can give him a drive we will, but it's early days."

AUTOSPORT SAYS...

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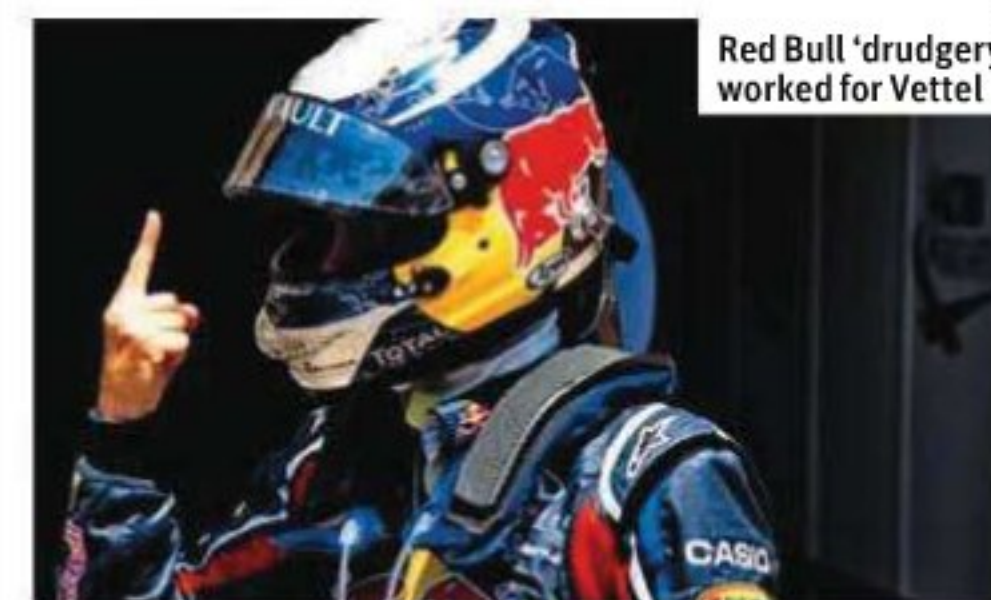


On the face of it, Red Bull isn't giving Lewis Williamson a particularly fair crack of the whip. It's great that the Scot has been chosen to fill in for Daniel Ricciardo in Formula Renault 3.5 due to a clash with the Japanese Grand Prix, but it hardly seems right to then prevent Williamson from taking part in free practice because he'll be working for the F1 team in the simulator.

But that's how it is with Red Bull. And, as far as its junior-driver scheme head Helmut Marko is concerned, if you can't handle the pressure, then don't expect to have your career looked after all the way to Formula 1.

That's an understandable attitude in some ways. As former Red Bull junior Brendon Hartley put it: "If you can't handle the pressure of Red Bull then you won't be able to handle F1." And if it's good enough for Sebastian Vettel...

Plus, the fact that Red Bull is prepared to inconvenience Williamson's race weekend means he must be of some value to its F1 preparations. Several Red Bull juniors have had to do shifts in the simulator on grand prix weekends, and that's not a bad thing to have on your CV either.

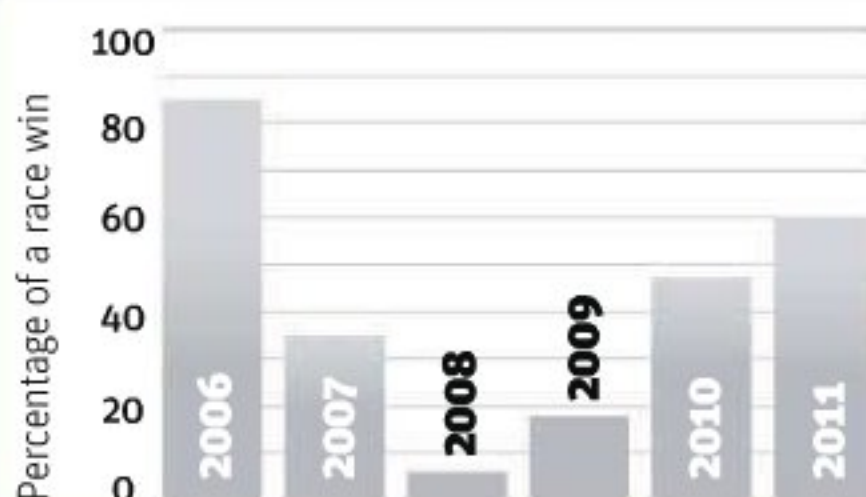


Red Bull 'dudger' worked for Vettel

JOHNSON GIVES CHASE

Five-time NASCAR Cup champion Jimmie Johnson needs the biggest points turnaround since his first title in 2006 if he is to win a sixth consecutive crown this year. After a tough start to the Chase for the Championship, his points deficit to the lead is 60 per cent of a race win. Under the old points system, his best recovery was when he made up 85 per cent of a victory for his first crown:

JOHNSON'S BIGGEST DEFICIT IN THE CHASE



WORLD GT1

Car count prompts GT1 changes

World championship's bid to keep grid numbers healthy has led to GT3 becoming the base category from 2012

FIA GT1 World Championship boss Stephane Ratel has performed another rules shift in his attempt to attract a 20-car grid for next season.

Ratel had proposed that the new 'World GT' class would combine 2010-rules GT1 cars with GTE and GT3 machinery balanced to near-GT1 levels of performance. Now, it has been decided that GT3 should be the basis of the category.

The proposal was put forward by Ratel after only seven teams signed up for his original plan. They agreed the latest move, which will mean the existing GT1 cars are restricted to nearer GT3 performance, in Brussels last week. GTE-based cars will not now be allowed.

Ratel said he had no choice but to change his mind if he was to hit 20 cars.

"There were manufacturers interested but the cost of bringing GT3 cars to the level of GT1 was too high for some teams," he said. "I asked my seven teams if they could run a third car [to bring the grid to 21], but only five were willing to do so, so that was a no-go.

"Option three was to reduce the performance of the existing cars to nearer the level of GT3. On that basis it seems like we now have nine teams interested and now we are looking for a 10th."

Ratel denied that another change of plans would dent his credibility.

"I am merely adapting to today's



GT3 cars will lead the way

economic environment," he said. "People can say what they like; all I care about is having a fantastic grid of 20 cars with 10 teams each representing one brand."

Ratel would not disclose who the two extra teams are, but the Belgian ProSpeed squad has admitted it has

reopened its evaluation of an entry.

Nigel Stepney, who runs the JRM Group's four-car Nissan entry in the World GT1 this year, said he was broadly supportive of the move. He stressed that a GT3 car would still need to be modified for the World GT class at significant cost.

BRITISH F3

Entry limit suggested to stop Carlin

BRITISH FORMULA 3 TEAMS

organisation FOTA wants to impose a limit of four cars per squad in the top class of the championship next season.

FOTA has tabled a motion to amend the series regulations, which was passed by majority teams' vote at Donington last weekend. The move is designed to distribute drivers more

fairly across the competing squads.

Team boss Trevor Carlin, who has run six cars for the past two years, said: "If they want to limit us to four cars, we'll be 1-2-3-4 in qualifying and the races, instead of 1-2-3-4-5-6, so what's the difference? The other teams should focus on making their cars quicker, not on our cars."

Carlin said he had no plans to intervene in the rivalry between new champion Felipe Nasr and Carlin team-mate Kevin Magnussen, which spilled over into two contact incidents at Donington.

"They're both pushing, they want to beat each other, and a bit of contact happens sometimes," he added.



Carlin is not bothered by car-cutting plans

DTM

BMW KEEPS DISGUISE

Audi, Mercedes and BMW continued their 2012 DTM test programmes together at the Hungaroring last week. BMW, which returns to the series in 2012, persisted with the camouflage livery on its M3





Rebellion Lolas
can't beat diesels

LMP1

Rebellion eyes move to ALMS next year

THE ANGLO-SWISS REBELLION RACING

squad could race in the American Le Mans Series next year if it believes it cannot compete with the Peugeot and Audi turbodiesels in the FIA World Endurance Championship next season.

Rebellion has this year fielded two Toyota engined Lola LMP1 coupes in the Le Mans Series and a single entry in the Intercontinental Le Mans Cup, which becomes the WEC for next season. The team has to refocus for 2012 when the LMS does away with the LMP1 category. Team boss Bart Hayden, whose squad sealed the LMS LMP1 teams' title at the

Estoril series finale last weekend, said: "We should be aspiring to the WEC, but sponsors need a return and the chance of winning races in the ALMS is attractive. The Automobile Club de l'Ouest [which is jointly writing the WEC rules with the FIA] needs to get serious about the equivalence."

"The WEC is a big commitment and we know we will play second fiddle to the diesels, but we don't want to be in a secondary class."

Hayden's comments come against the backdrop of attempts by Peugeot and Audi to water down a rules proposal for 2012 aimed at reducing the power of the

turbodiesels by approximately 10 per cent. They are understood to have proposed an increase in power for their petrol powered rivals instead.

Henri Pescarolo, whose eponymous team claimed the LMS LMP1 drivers' title with Emmanuel Collard and Julien Jousse last Sunday, suggested that this idea was a non starter.

"I think the original plan [for a 10 per cent cut in the diesel's power] will change. What to, I don't know exactly," he said. "Increasing the air restrictor size on a 3.4 litre petrol engine is a real problem because they already rev to 11,500rpm."

IN BRIEF

Capello (l) rejoins Audi



DUMAS AND CAPELLO BACK

Romain Dumas and Dindo Capello will rejoin the Audi line up for this weekend's Intercontinental Le Mans Cup round at Road Atlanta. Dumas will drive one R18 TDI with Marcel Fassler and Timo Bernhard, Capello the other with Allan McNish and Tom Kristensen in the Petit Le Mans 1000 mile event.

FRENCH PAIR RETAINED

Alex Premat and Olivier Pla, who finished third overall at the Silverstone ILMC event, will again drive one of the OAK Pescarolo LMP1s at Petit Le Mans. They will share the car with amateur Jean Francois Yvon, while team boss Jacques Nicolet steps down to the team's single LMP2 entry.

OAK CARS ON THE MARKET

OAK Racing is offering its Pescarolo based LMP2 chassis for sale for the first time in 2012. The French team is laying down a batch of six monocoques and will be able to deliver cars from next February.

FRANCHITTI TO ATLANTA

Briton Marino Franchitti has joined the Level 5 Motorsports squad for Petit Le Mans. The ALMS regular, who was part of the Highcroft HPD crew that finished second at the Sebring 12 Hours in March, will share one of Level 5's new HPD ARX 01g LMP2 contenders with team boss Scott Tucker and Luiz Diaz.

OJJEH SIGNS OFF IN STYLE

Saudi Arabian driver Karim Ojje is retiring from the prototype ranks after sealing the Le Mans Series LMP2 title with Tom Kimber Smith and Greaves Motorsport at Estoril last weekend.

MATOS REJOINS GT ARENA

IndyCar driver Raphael Matos will return to sportscar racing in a Risi Competizione Ferrari at Road Atlanta. The Brazilian, whose previous Petit Le Mans start was in 2007 with the B K Motorsports LMP2 squad, will share the Risi Ferrari 458 Italia with Jaime Melo and Toni Vilander.



Matos will race Risi Ferrari

DTM

Tomczyk gets help from top Audi team

AUDI'S LEAD DTM TEAM ABT

Sportsline has vowed to help its former driver Martin Tomczyk become the first man to win the title in an old car at Valencia this weekend.

The 29-year-old was dropped from Audi's main squad for this season, and he has bounced back in style to win three races and carry a nine-point lead into the penultimate race of the season in his older-spec A4. If he can outscore Mercedes' Bruno Spengler by a point in Spain, he and Team Phoenix will lift the 2011 title.

Hans-Jurgen Abt, boss of the Abt Sportsline outfit that runs all of Audi's newer-spec cars, said: "We are a team that sticks together and can handle pressure. Now the moment of truth has come, and we'll continue to help as best we can."

Phoenix boss Ernst Moser feels Tomczyk can get the job done.

"The team believes the title is achievable, and so do I," said Moser. "Naturally, that builds up pressure but we're aiming for the decision at Valencia."



Mortara fancies Macau return

MACAU GRAND PRIX

Mortara plots Macau GT run

EDOARDO MORTARA IS PLANNING TO

make a surprise return to the end-of-season Macau Grand Prix this year.

The Italian, who has scored two podium finishes in the past two DTM races for Audi, won Macau's showpiece Formula 3 race in 2009 and 2010. And he wants to race in the supporting GT3 event in an R8 LMS this November.

"It's something I'd really like to do," he told AUTOSPORT. "I talked about it with a friend a while ago. I have had no more news, I think we will do it."

"The Audi R8 GT3 would be perfect for me and I think that even though I have not so much experience of this type of car, I could be quite competitive. I'm always happy to race in any series and in any car – especially at Macau."



Tomczyk has beaten the newer-spec A4s

INDYCAR

OVAL DEBUT

The 2012 IndyCar had its first run on an oval last week at Iowa Speedway. Dan Wheldon completed two days of running, where he managed "almost a race distance" on each day, according to the series. The car was set for its next oval run at Indianapolis this week



FORMULA 3

British F3 set for return to Pau

Man behind prestigious Formula 3 race wants British series to join the fun on the French street circuit

The promoter of the Pau Grand Prix wants to bring the British Formula 3 Championship back to the streets of the French town next year.

Patrick Peter, who took over the event and its historic counterpart for this season, wants the British series to join up with the FIA F3 International Trophy, which headlined the Grand Prix meeting this May. He said it was crucial for the F3 race be part of a major championship if it is to prosper.

Peter told AUTOSPORT: "Clearly, we can't have just 13 cars again. We need 20 to 25 cars for the event to be a success, so we are discussing making it a British round with the FIA Trophy cars in the same race."

That would mimic the arrangement at the Spa round in



Pau is a great challenge in F3

July of this year. The Belgian event was a British round that incorporated the Trophy. This added six runners to the grid and a further three invitational entries, giving a field of 28 cars.

BF3 boss Stephane Ratel said he was open to the idea of Pau returning to the British calendar – it previously counted as a round of the series in 2006.

"I like Patrick and we get on

well, and I love Pau," said the Frenchman, who confirmed that his Stephane Ratel Organisation would continue to run British F3 next season. "It is an excellent idea that we could make happen."

Ratel said that the race would have to be run to British rules, which would mean the cars racing on Cooper tyres. Peter said this would not be a problem, because his deal for the F3 race to run on Yokohamas was for one year only.

The new-for-2011 Trophy combines the F3 blue-ribands at Zandvoort (the Masters) and Macau with a further three events in Europe: Pau, Spa and the first Hockenheim Euro Series round.

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INDYCAR

Wheldon gets Vegas warm-up race

TWO-TIME INDIANAPOLIS 500

winner Dan Wheldon has added an extra IndyCar race to his 2011 schedule as a warm-up to his big-money challenge in the Las Vegas finale.

Wheldon will compete for \$5 million on offer at Las Vegas on October 16. This will be split between the Briton and a fan drawn at random if he can win the race.

Now Sam Schmidt Motorsports, which ran Wheldon's Indy 500-winning entry in conjunction with Bryan Herta Autosport this year, will move series regular Alex Tagliani aside for this

weekend's Kentucky Speedway round to boost his chances of success.

Team boss Sam Schmidt said: "I'm incredibly excited to have Dan driving our car at Kentucky. This is an amazing opportunity for our team and we are putting as much energy into winning [at Las Vegas] as we did for the Indy 500."

Schmidt thanked Indy polesitter Tagliani, who was a former co-owner of the entry he will give up for Wheldon.

"I appreciate Tag's support of this programme," he added. "Being a race-car driver myself, it would be extremely difficult to step out of a car

I had helped develop, but Alex is a true professional and team player in our pursuit to win this prize."

Tagliani, who sits 11th in the IndyCar standings, added that he will not help Wheldon on track at Las Vegas.

"I'm obviously not happy about sitting out Kentucky, but this is a very exciting opportunity," said the Canadian.

"Dan and I are good friends, and I will do everything I can to help the team run Dan in Kentucky to prepare for Vegas. But I am out to win that race as well and won't back off one bit, so Dan will be on his own when the green flag drops."



Wheldon will race this car in Kentucky



Grand-Am drive on offer for Nasr

DAYTONA 24 HOURS

Nasr heads for Daytona

BRITISH FORMULA 3 CHAMPION

Felipe Nasr has the chance to race at next year's Daytona 24 Hours after wrapping up the Sunoco Daytona Challenge at Donington Park last weekend.

The Brazilian has the opportunity to compete in a Daytona Prototype at the enduro after becoming the first F3 driver to claim the prize.

Nasr's manager Steve Robertson, who also looks after 2007 F1 world champion Kimi Raikkonen, said his charge would be allowed to take up the drive if it does not interfere with his single-seater programme.

Nasr said: "It will be a new and interesting experience. You never know what can happen in the future, but the first thing we have in mind is to get into F1."

INDY 500

Alesi keen to get to work on Indy set-up

GRAND PRIX WINNER JEAN ALESI

will get to work with his race engineer for next year's Indianapolis 500 the next time he visits the Dallara IndyCar simulator in Italy.

The ex-Ferrari ace last week confirmed his Indy plan (first reported by AUTOSPORT on April 28). Details of which team he will race for have not been confirmed, although Lotus currently has an association with KV Racing.

Alesi revealed that he has already

had several Indianapolis runs on the simulator to get him used to driving on an oval, and he now feels ready to properly work on setting a car up for the 2.5-mile speedway.

"The first time [in the simulator] I did 165 laps to learn the set-up, the different fuel levels, the degradation of the tyres," Alesi told AUTOSPORT.

"Next time I should have my race engineer with me to start a relationship, and see what I need and what he will do on the car. They say the car is going to be easy to drive and smooth, so it's not physical, but it's really tough mentally."

The 47-year-old added that he was never interested in the \$5 million Las Vegas IndyCar guest-driver challenge.

"I'm not interested in this kind of race - I'm not looking for the money," he said. "I really want to do Indianapolis."



Speedways are not popular with fans

INDYCAR

Oval races are under threat

INDYCAR SERIES BOSS RANDY

Bernard has admitted that he may have to cut the number of oval races on the schedule because the majority of them are not drawing in big crowds.

The former Professional Bullriding boss targeted a fifty-fifty split between ovals and street/tracks when he took over the running of the series in 2010. Eight of the 18 races this year are being held on ovals, and Bernard fears that number could reduce further in years to come.

"Ovals are not being successful," he told the *Indianapolis Star*. "I'm not sure there

will be fewer of them, but I'm not ruling that out. The tracks besides Indy, Iowa and a couple of others aren't driving the attendance that they once were, and it's going to take some rebuilding. We can't afford to lose money on events."

Bernard has taken on the promotion of the Las Vegas finale through the series, and he is evaluating doing that for other oval events.

"I'm not interested in [promoting] the road or street circuits, but we could be of value to the ovals," he said. "If we can be successful with one, we can with more."



Alesi: Indy bound

Flashback

1991 Indycar season

ANDRETTI WINS WITH CHEVROLET

Chevrolet announced last week that it will supply engines to Michael Andretti's IndyCar team from next year. The manufacturer powered the American to his only CART title in 1991 with Newman-Haas



TOP FIVE

DTM stars in older cars

- 1 Martin Tomczyk**
On the verge of winning this year's title after demotion to an old Audi A4 last winter
- 2 Jamie Green**
Won three years in a row at the Norisring in the same car each time
- 3 Paul di Resta**
Beat top cars regularly as a rookie in a two-year-old car back in 2007



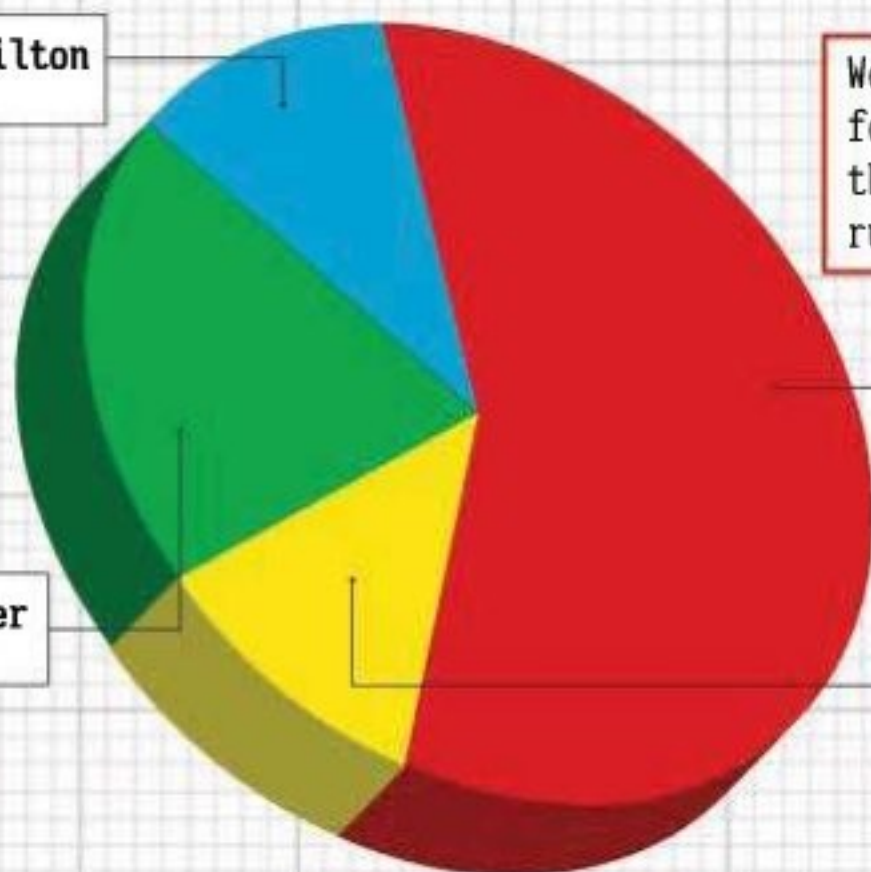
Rookie di Resta shone in '07

- 4 Gary Paffett**
Returned after a year away and took the first old-car win in 2007 at Oschersleben
- 5 Oliver Jarvis**
Took the first-ever pole position for an older car at Zandvoort in 2009

Best of the rest in F1 2011

Lewis Hamilton
11.72%

We asked AUTOSPORT forum users who they think will be F1 runner-up this year



Jenson Button
57.03%

Fernando Alonso
10.94%

top tweets



@MBundleF1

It's very amusing to read the stories about what I'm doing next year and how much I'm being paid. I haven't agreed or signed anything.



@karunchandhok

Surreal evening cycling around track under lights ! Bizarre sighting of Mark Webber in a cycle rickshaw with David Coulthard !!



@Simsracing (Alex Sims)

FP today in Singapore. Watching that track looks kind of cool doesn't it! One day son, one day...



@GaryPaffett

A nightmare start to the day! Left my mobile in the rental car and posted the keys through a letter box as desk was closed.



@AussieGrit (Mark Webber)

My hotel is close to the track which will be great for the rest of the week, not right now tho, still building it! forklifts, beep beep 4am



@augustofarfus

@GaryPaffett hi garry! Have your mobile with me! Let me know what to do!! Maybe I can sell it!!!!hahaha cheers

NEXT WEEK

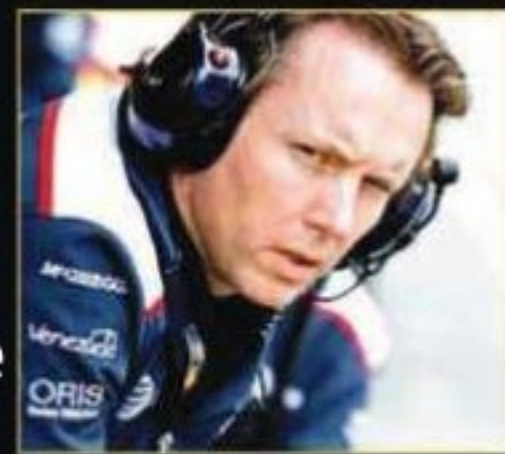


NICO ROSBERG INTERVIEW

Has Keke's boy done enough to see off Schumacher? Mark Hughes asks if he's the true number one at Merc

FAREWELL TO WILLIAMS

McLaren-bound Sam Michael on 10 years with the legendary squad



PLUS

WRC France; Petit Le Mans; BTCC Brands Hatch; DTM Valencia; F2 Monza; IndyCar Kentucky

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OCTOBER 6**



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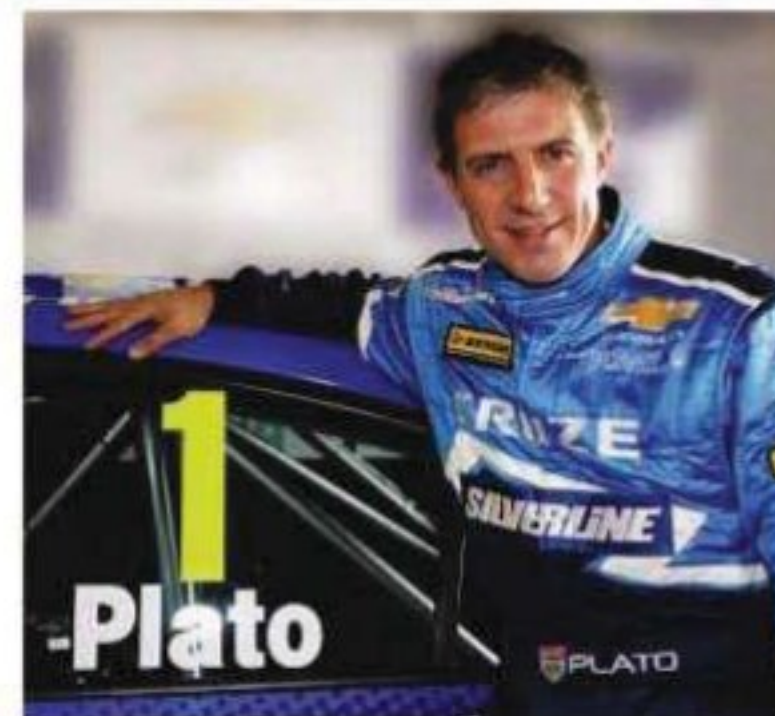
www.V1championship.com

The **V1 Championship online racing simulation** will give you the adrenaline buzz of racing with all of the skill, speed, calm and mental agility needed to be the next F1 or BTCC championship driver.

Competing against other drivers in this virtual championship, your on-track performance will be monitored and assessed using professional testing methods to predict whether you have a genuine talent to join this extreme and exciting sport. If you achieve a top 20 position you'll be entered in the real world evaluation process which could see you on the grid.

V1 Championships can equally be enjoyed by gamers who love the thrill of the chase and competition in the comfort of home without wishing to race competitively on the track. Endorsed by former **F1 Champion John Surtees** and current **BTCC Champion Jason Plato** who see the need to identify young racing drivers and support new talent. The V1 Championship Season launches NOW so get in gear and download either the **V1 Formula 1 for £49.99** or **V1 Touring Car Championship for £39.99** simulators today www.V1championship.com

"After going through vigorous on and offline judging, I will tutor and mentor the winner in the lead up to the 2012 Clio Cup Championship"
BTCC Champion Jason Plato



Terms and conditions apply, see online for more details.





BRC

BOGIE COPIES HERO McRAE

David Bogie became the first Scot since his hero Colin McRae to lift the British Rally Championship when he finished third on Saturday's International Rally Yorkshire

WRC

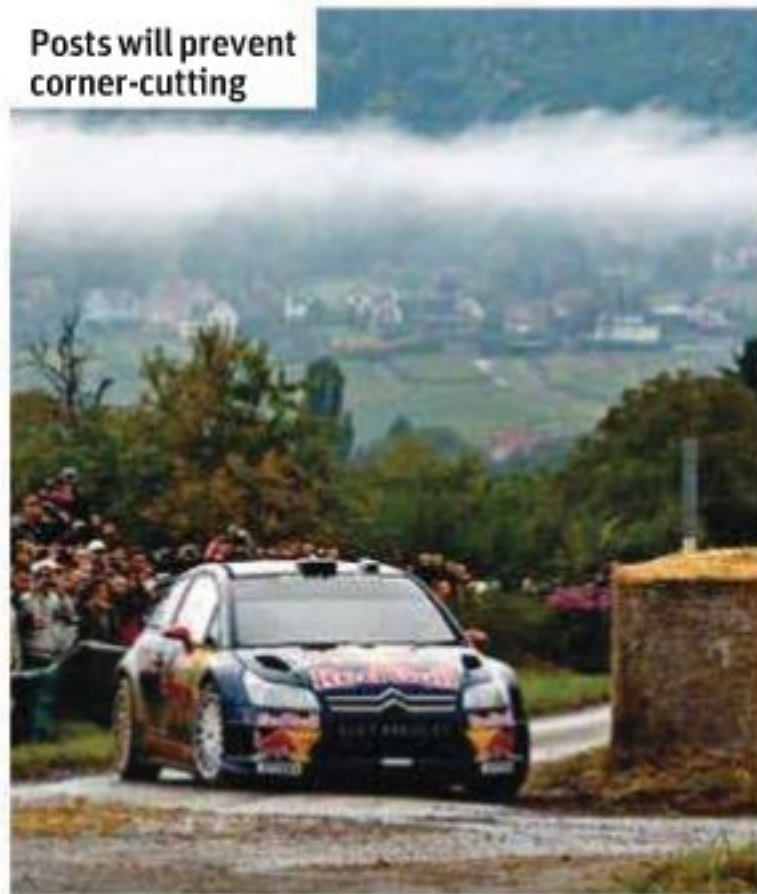
Loeb fears tyre trouble in France

The world champion has expressed concerns over tyre life ahead of Rally de France – his home round of the series

Sebastien Loeb fears punctures could mar this week's Rally de France and potentially bring an end to a home-victory record that stretches back to 2005.

Markko Martin was the last

Posts will prevent corner-cutting



driver to beat Loeb on French soil, when the Estonian won the 2004 Tour de Corse. Last year, France's round of the WRC moved to Loeb's home region of Alsace, where the roads are similar to those used just across the German border on Rally Deutschland. Earlier this season, Loeb failed to win in Trier for the first time after he suffered a puncture. He fears the same could happen in France.

"We don't have any modification to the tyres," said Loeb. "So, yes, this is a concern. In Germany a lot of drivers got a puncture, but they didn't know where. I hope it's not the same in France."

Michelin has been unable to strengthen its asphalt tyres since Germany – an event where Petter Solberg suffered four punctures in one day – having used the one

'joker' permitted by the regulations to beef up the specification of the gravel rubber following a spate of failures on the loose.

Michelin's rally manager Jacques Morelli defended his product, and said: "In Germany we only had 14 punctures. There were 113 broken [wheel] rims, but only 14 punctures. Actually, there was only one real puncture and this was from Loeb, because he did not take the cut, he got the stone [in the middle of the road]. The rest of the drivers take the full risk, go everywhere, and break 113 rims. People need to understand this."

Morelli confirmed Michelin's two compounds of tyres would run in identical construction specification this week as they did in Germany.

The organisers of Rally de France have confirmed they have made

alterations to the stages this week in an effort to keep the cars on the road. The drivers will be unable to cut corners in the same way they did on last year's event after poles have been placed on the inside of many of the bends.

There was also speculation this week that Michelin had put pressure on the event organisers to cut the Graviere de Bischwiller stage, which contains a high gravel content. A source close to the event said: "There were discussions [between Michelin and the organisers]. There was concern that the tyres would struggle on the gravel, especially after what we saw in Germany. At the end of the day, we want a genuine race in France, not another one dictated by tyres."

The stage, used twice on Sunday, has now been halved in length.

WRC

WRC chiefs planning return to Africa for 2013

AFRICA WILL BE BACK IN THE WORLD

Rally Championship by 2013, according to Motorsport South Africa chief executive Francois Pretorius.

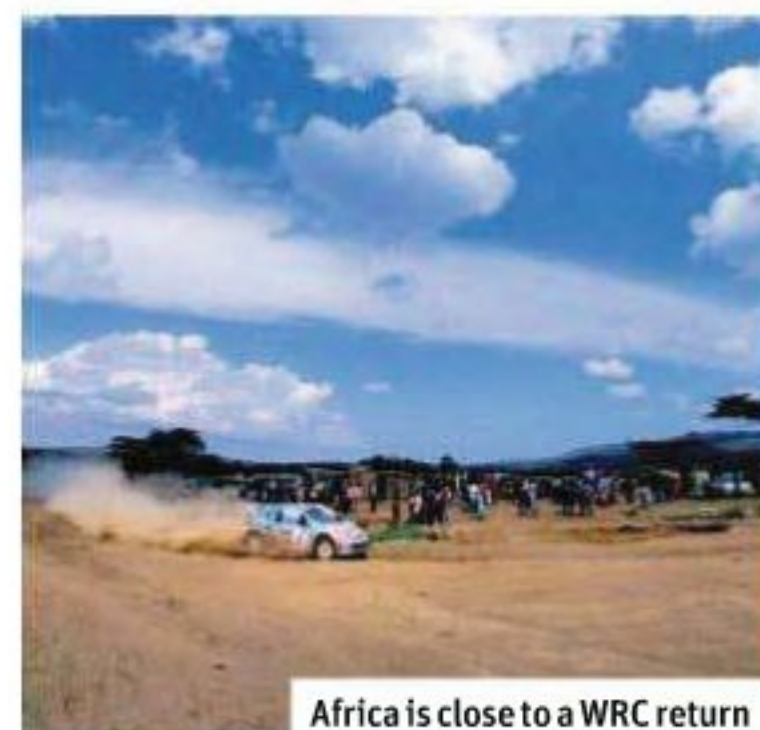
As previously outlined by AUTOSPORT (June 16), the WRC promoter is already in negotiations with rallies in South Africa – but this is the first time the governing body has talked openly about its desire to return

to a continent it last visited in 2002.

Pretorius said: "We are very close to a candidate event next season and the intention is to be back on the calendar in 2013. We are currently talking about the location of the event and what sort of nature of rally it is. It will be an African event, one where the drivers know where they are competing."

Pretorius acknowledged that AUTOSPORT's story was correct, with the Sasol Rally one of the South African events under consideration.

WRC manager Michele Mouton said Africa remained key to the WRC future: "I know a return to the Safari is nearly impossible, but Africa is very, very important to the sport of rallying."



Africa is close to a WRC return

IRC

Peugeot boss critical of Skoda

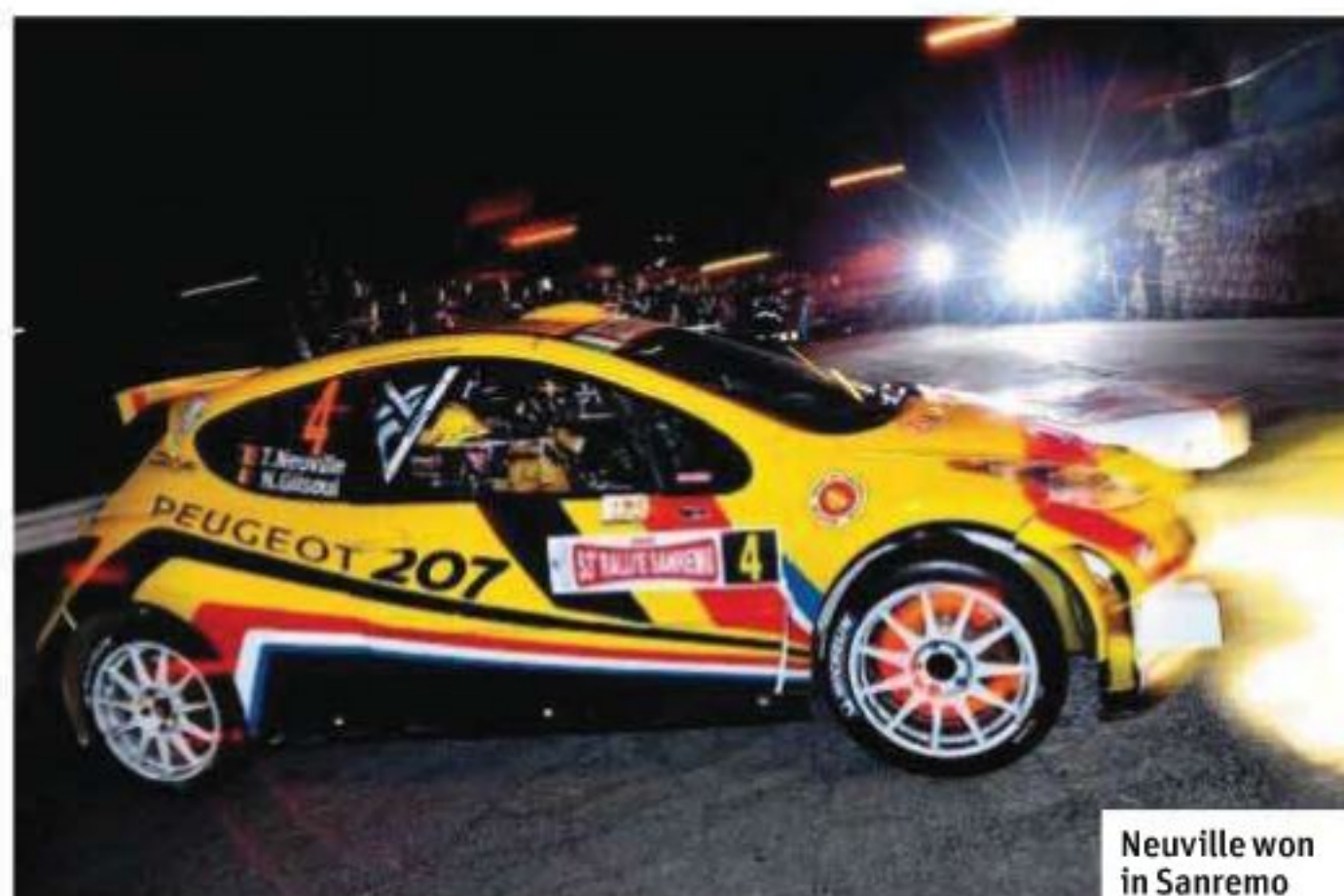
KRONOS RACING TEAM PRINCIPAL

Marc van Dalen has criticised Skoda's approach to the Intercontinental Rally Challenge and accused the Czech firm of not competing in the spirit of the series.

Van Dalen says Skoda's prolonged test sessions before IRC events mean it requires a miracle for his private team to beat the Fabia S2000s.

"The way they compete in the IRC is more like a World Rally Championship team," said van Dalen. "I hate this, it's not the sport. It's the only way they can win, but it's not in the spirit of the IRC. They should go to the WRC with this kind of approach."

Thierry Neuville won last week's



Neuville won in Sanremo

Rallye Sanremo in a Kronos 207 and van Dalen said beating Skoda driver Jan Kopecky to this year's title would be vindication of what he saw as Peugeot's approach to the series.

"People see Kronos as the Peugeot factory, it's not the case," said van Dalen. "Yes, we work hand in hand with them, but I pay for every part from Peugeot. We are a private team and we would take great pleasure to

beat Skoda. I like the guys from Skoda and they have very good drivers, but the way they bring the factory to IRC is not right. It almost takes a miracle for us to beat them with their testing and resources."

Belgian Neuville is now 25 points behind IRC leader Kopecky, but with 87.5 points on offer from the remaining two rallies, the title fight remains open.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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It was with a huge amount of sadness that I heard of Rally Isle of Man's demise late last week. Let's not quibble over this, the Manx was, and always will be, a classic.

It was the first 'overseas' rally I went to as a spectator, to see Richard Burns beat Kenny McKinsty in a battle of the barking Subaru Legacys in 1992. I have been back many times to cover some exceptional Manx rallies and the place has never disappointed. The BRC will be poorer without it, whatever the date.

On a more upbeat note: massive congratulations to David Bogie on his British title success. The 24-year-old Scot is a worthy winner who has shown great speed and consistency throughout the year's shortened season. Bogie is a true Scot and his result would have brought a big smile to the face of the last BRC winner from the far side of Hadrian's Wall, Colin McRae.

But, where does Bogie go next? Given the BRC's decision to go two-wheel-drive next season, Bogie faces downgrading his motor and learning a new style of driving if he wants to defend his title – or he needs to dig deeper than ever to take a Super 2000 car to the IRC.

It would be great to see him step up to the WRC Academy, but is that a real step up for a talented driver with plenty of four-wheel-drive experience? It would certainly give him an invaluable insight into rallying's highest level.

Meantime, Rally of Scotland beckons for a lap of honour.



Burns starred in '92 Manx Rally

IN BRIEF



Fiestas will be all-black

BLACK LIVERY FOR FORD

Ford has bowed to popular appeals from its rally fans and elected to run its Rally de France factory Fiesta RS WRCs in a black livery only previously used in testing. Three of the black cars will be out in the hands of Mikko Hirvonen, Jari Matti Latvala and Khalid Al Qassimi on this week's Alsace event.

SKODA TO SUPPLY RoC

Skoda will supply four of its Fabia S2000s for the end of season Race of Champions in Germany. In addition to that Skoda UK will supply next month's Rally of Scotland with its official cars for the third season in succession.

IoM EYES 2013 BRC SLOT

British Rally Championship manager Mark Taylor is hopeful the Rally Isle of Man will return to the calendar in 2013. Next month's event was cancelled late last week due to a lack of entries. The event was already out of the BRC calendar for 2012 due to its October date, which is unfavourable to BRC organisers. Taylor said: We will

continue to work with the rally organisers and the Isle of Man government to find a solution."

OSTBERG TO THE FOUR

Mads Ostberg collected his fourth Norwegian Rally Championship title on last weekend's NRC Rally Hedemarken. Ostberg won the event in his Ford Fiesta S2000, collecting enough points to ensure Jonas Andersson picked up the co drivers' award as well. After missing Rally Australia, Ostberg will be back in world rally action on this week's Rally de France.

BASSO UNLUCKY IN ITALY

Giandomenico Basso's hopes of his strongest finish yet for the Proton team were spoiled when he collided with an official's car on Rallye Sanremo last week. The Italian was running inside the top 10 when a missed pace note call meant he slid wide and hit a radio car at a junction near the end of Friday night's Ronde test. Basso dropped four minutes, but battled back to 10th place at the finish.

FRANCE LIVE ONLINE

Rally fans will be able to find live footage of Rally de France on wrc.com on Friday (between 1200 and 1900) and Saturday (1145 and 1830). As well as action from the stages, there will be interviews and reaction from the latest WRC round on this pilot internet coverage.

WRC

Hanninen in VW link after Skoda test

Hanninen tested Skoda Fabia mule



JUHO HANNINEN HAS PLAYED DOWN HIS role in Volkswagen's test programme – but has talked up his desire to join the German firm for next season.

Hanninen's current Skoda contract expires at the end of the year and has not yet been renewed. The 2010 IRC champion and current SWRC series leader tested a Fabia S2000 fitted with Volkswagen parts in France for a day earlier this month.

The Finn said: "The test was on asphalt and gravel, it was just a small test in a Fabia S2000. I don't know if I will do any more."

The mule car Hanninen drove is reckoned to have been fitted with suspension and steering parts for the new Polo R WRC.

Asked about 2012, Hanninen said: "I have no contract. For the question of VW, I will give the same answer as any young driver: driving for VW would be one of the best places in the sport."

WRC PREVIEW

Event
Based
Round
Date
Stages
Mileage
Surface
2010 winner
Championship
leader

Rally de France
Strasbourg
11/13
Sept 29-Oct 2
23
216.32 miles
Asphalt
Sebastien Loeb
Sebastien Loeb

Loeb won Alsace-based rally in '10





SINGAPORE GP

Marina Bay,
September 25

ROUND 14/19

LAPS 61

WINNER

Sebastian Vettel
1h59m06.757s

POLE POSITION

Sebastian Vettel
1m44.381s

FASTEST LAP

Jenson Button
1m48.454s

RACE RATING

★★★★★

Some interesting
stuff, but no touching
Vettel at the front

DRIVERS STANDINGS

Vettel	309pts
Button	185pts
Alonso	184pts

MILESTONES

- Red Bull becomes fourth constructor to win in Singapore in four races to date
- Jarno Trulli is now fourth in list of F1 starts, on 247

VETTEL TRIPS THE LIGHT FANTASTICALLY

Red Bull's runaway series leader had never won the night-time Singapore GP, but he put that right in emphatic style

QUALIFYING

No-one can touch Vettel as he speeds to his 11th pole of the season

➤ With an impending title win not influencing his approach, Sebastian Vettel reeled off his 11th pole position of the year, pummelling the opposition. Yet there was an even better lap that got away. On his second run, he'd already knocked 0.1s off in sector one when he made just a slight overcommitment into the awkward Turn 10 chicane. "I could have still made the corner, but it was going to be marginal so I backed out of it," he said. "The circuit had ramped up a bit from the first run and there was a better time there, but luckily my first run was enough."

It wasn't luck, but a measure of his performance. Team-mate Mark Webber was 0.35s adrift even after completing a second run. It's not a track at which he ever feels comfortable. "Definitely not top of my list," he said. "But this was definitely the best qualifying session I've ever done here." Both cars were fitted with a new variation of the front wing, partly based on one Vettel had tried briefly at Spa, but with enhanced flap (see p38).

Aside from Vettel's personal performance, the key to Red Bull's pace around here seemed to be tyre usage. Its downforce advantage was evident through the final corner – the only fast one of the lap – but generally it was the fact that it was hanging onto tyre performance for all three sectors of a long lap with lots of hard low-gear acceleration that was paying the biggest dividends.

Jenson Button, third quickest – less than a tenth off Webber – explained a dilemma that was exactly as faced by McLaren here last year: "We could either have the tyre not up to temperature and pressure in sector one, or have the rears overheated by sector three." It was this that exaggerated the Red Bull's advantage in the final sector.

Lewis Hamilton was just a few thousandths behind his team-mate, despite completing just one Q3 run after mechanic finger trouble led to fuel being pumped out of the car rather than in. By the time the problem was discovered there wasn't enough time to get out for a second run. He'd suffered additional dramas too – he damaged the floor in Q1 at the Turn 7



Predictable pole for Vettel's RB7

chicane, this being repaired only for him to then suffer a right-rear puncture running over debris in Q2. Button was staying with his familiar Brembo brakes while Hamilton preferred the sharper feel of the Carbone Industries. There were also differences in their front-wing choices. The cars had proved heavy on their rear tyres during practice, and a lot of set-up changes had been made into qualifying.

Ferrari apparently lost a big chunk of speed overnight, with Fernando Alonso having been much quicker than the McLarens throughout Friday and actually threatening Vettel. But on Saturday it became clear that the Friday performance

had been flattered by a significantly lower fuel load than either Red Bull or McLaren. After having his first Q3 run spoilt by being stuck behind the tyre-preparing Button on the out-lap, Fernando described his final effort – on the same tenth as the McLarens – as 'near perfect'. It certainly looked dramatic, the rear tyres losing grip by the final corner, but it was a vital few hundredths adrift of the McLaren pair, leaving him fifth.

"That was a 120 per cent lap," he said. "The best qualify lap of my season. Had I done a normal lap I'd have been half a second away from the McLarens." Felipe Massa was a full 1s away, but only a place behind. He was unable to get the rear tyres to last beyond the middle of the lap, most of his loss to Alonso coming in the latter half.

Nico Rosberg was the only Mercedes driver to make a run in Q3, this slotting him seventh on the grid just a couple of tenths off Massa, the team satisfied that it had maximised the car's potential. Michael Schumacher, having used up his super-softs by the end of Q2 – one of them because he was mid-run when Kamui Kobayashi's Turn 10 crash brought out the red flags – did just an out/in-

lap in Q3, which got him ahead of Force India's Adrian Sutil and Paul di Resta, neither of whom did a Q3 lap, opting instead to save tyres.

Sergio Perez did a great lap to almost get the Sauber into Q3, this putting him 11th. This was very much an outlier lap, beyond any other that the car did all weekend. Four and six tenths further back respectively came Williams's Rubens Barrichello and Pastor Maldonado, the Venezuelan not getting his tyre preparation quite right on the out-lap, in contrast to Rubens.

Vitaly Petrov fell at the Q1 hurdle in his Renault, pushed out by the Toro Rossos and his team-mate Bruno Senna, who was a whole 1s faster. The Renaults were performing poorly over the kerbs, in particular. Kobayashi's shunt happened before he'd completed a Q2 lap, leaving him 17th.

Hamilton had trouble in the pits in Q3



P40 RESULTS
All the stats
in Singapore





Vettel leads Button at start, as Hamilton fails move on Webber



RACE CONDITIONS

Track temperature was 34 degrees at the start of the race. It stayed dry throughout, with 62 per cent humidity.

It was, in many ways, a classic 2011 grand prix: lots of overtaking; high tyre degradation; a Lewis Hamilton incident and resultant drive-through, followed by dramatic comeback; Michael Schumacher clashing with a Sauber; a beautifully-measured Jenson Button drive, with full attack in the late stages after carefully monitoring the tyres. And it also had the most typical aspect of all in 2011: a Sebastian Vettel victory. Circumstance made Red Bull sweat from time to time, but Vettel had it all under control, from his devastating opening stint to a merciless sequence on the safety-car restart, and to fending off Button's late-race challenge while managing a few tricky traffic situations.

The overwhelming superiority of the RB7/Vettel package seems to be locking the front of the field into a pattern. Red Bull and Seb now go into races absolutely expecting to be winning from the front, and all their strategic choices are based on that. The others start in hope – and at McLaren that means Lewis Hamilton striving for the impossible, Jenson Button trying for measured perfection, hoping it may be enough.

Hamilton's hopes were dashed within a few seconds of the start

when, trying for second, he ended up eighth and with a whole world of pain ahead of him through the muggy night.

Mark Webber struggles around here, cannot live with Vettel through the sharp direction changes, and was hugely relieved to have ended up on the front row, 0.35s slower than Seb. If the McLarens were to have any hope of challenging Vettel, it was essential they clear Webber at the start. They would be helped in this by how little grip there was on his side of the grid. As Vettel launched perfectly, Webber's wheels spun on the dusty surface. Hamilton swooped across behind and down the inside, Mark squeezing him up against the wall, forcing Lewis to back out of it, now slow and on an acute angle for Turns 1 and 2, while Button and Fernando Alonso's Ferrari sliced through between the two Red Bulls to take up second and third.

As Vettel, Button, Alonso, Webber, Felipe Massa's Ferrari and Nico Rosberg's Mercedes sped down the kinking straight between Turns 5-7, Schumacher slipstreamed by Hamilton. From eighth place, the chances of an incident-free race for Lewis looked slight.

As we've seen so many times this year, Vettel and the RB7 were dynamite on the opening lap. Yes, he had qualified half a second quicker than the McLarens, so why should he not be able to pull away from Button? But this was of a different order to that: 2.5s clear at the end of the lap, 3.5s next time through, then 5.5s, 7.0s. By the sixth lap he was 8.2s

clear. He's a terrific driver, the RB7 is a great car, but as a combination they are not intrinsically this much quicker than the Button/McLaren combo. Where is this early-lap advantage coming from? One rival engineer has a theory: "If you were to run lower tyre pressures, you'd get the heat in the tyre quicker and have a grip advantage for a few laps. As the pressures then came up, you'd have less grip than you would have done a few laps in, but by then you'd have built a lead. It's the sort of thing that could only really work if you were sure you were going to be running at the front." The sort of choice a team that had opted for a low top-gear ratio at Monza could make, perhaps.

Then there is how you may run your fuel strategy if you begin in the expectation of running fast early. The Singapore track, a combination of Monaco-like repeated low-gear accelerations with a full 305km distance (as opposed to Monaco's 263km), makes for the highest fuel usage of the season at around 160kg. The cars are designed around the

fuel-tank size needed to complete this race, and as such they are marginal here, need to be run in an economy mode for at least part of the distance. This applies everywhere by dint of how much fuel is put in, but is imposed more strictly here – as there is simply no spare capacity. "Seb's early pace was all about opening options for him later in the race," said team boss Christian Horner later. "This race is all about saving tyres and fuel," said McLaren's Martin Whitmarsh, "and we ran conservatively early on with the idea of having a go at Seb later."

So there we have at least two reasons for how quickly Vettel was able to build the gap. But even Button's economy pace was more than a match for Alonso's Ferrari. "We were running out of rear tyre grip very early," explained Alonso. "After six laps it was already very bad." Indeed, he'd matched Button for those first six laps, but thereafter fell away at a rapid rate.

Already it was looking as if Ferrari would be forced into a three-stop ▶

Renault struggled on site of infamous '08 victory





Alonso couldn't stay ahead of Webber

◀ strategy. Two-stops is the quicker way here if you can make your tyres stand up, mainly on account of a very long pitlane time loss. It wasn't that the Pirellis were wearing out, just that the performance degradation made them so slow when they got hot. Even at the 8pm start, the track temperature was still at 34C, and those repeated second-gear acceleration zones did the rest. But even within those limitations the Ferrari's tyre usage was odd, for it's usually the easiest car of all on its rubber. The team had reverted back to the newer rear suspension – the one that had been taken off for the low-downforce tracks of Spa and Monza, where it was not necessary to run the car with significant rake – with its greater camber change under compression. This gets more heat into the tyre, which would normally be addressing a Ferrari weakness. But around Singapore it seemed to be too effective in this.

Even its normal trait of being less competitive on the harder tyre than the soft was reversed. There were sighs of relief among Button's crew as it became apparent that the red car was not going to form its usual challenge on this day. There would be satisfaction later about the changes that McLaren had made to

“Questions were asked about Hamilton trying an impossible move. But in essence he wasn't”

the set-up on Friday night after suffering serious rear-degradation problems during Friday practice.

Meanwhile, Hamilton was going about trying to rescue his day, scything past Schumacher in the DRS zone through Turns 5-7 on the third lap. Two laps later he was able to do the same to Rosberg for sixth, Nico later lamenting certain electronic setting choices he'd made that would exacerbate the car's already heavy rear-tyre degradation.

Next in Lewis's sights: Massa, 3s up the road. They'd almost collided in Q3 the day before, Hamilton overanxious to get by the Ferrari on their out-laps, and now, just as Felipe's rear tyres began giving out, Lewis was catching fast, upon his gearbox by the 10th lap.

Ferrari would ideally have pitted Massa at this point, for the window for a three-stop was now open, but couldn't – because Alonso was in, replacing his worn super-softs for a

new set of softs. Massa and Hamilton trailed in nose-to-tail at the end of the next lap. Ferrari's stop was quicker, giving Massa a slightly increased lead as they exited. It was crucial for Lewis as they scrabbled round the tight twists of Turns 2/3/4 that he get to within 1s of the Ferrari as they crossed the DRS detection point at T4, and he used a quick blast of KERS to ensure he was. They exited the right-handed Turn 5 onto the back straight, and 35 metres later Hamilton was able to open his DRS and KERS all in one hit. Massa was defenceless against the DRS but made sure he got smartly onto his KERS button. The McLaren was catching fast initially, Lewis moving to the Ferrari's right through the kink of T6, but then his KERS – which had already been deployed before T4 – ran out, having reached its 6.7s limit. Massa's, by contrast, was still delivering the extra 80bhp and it was this that allowed him to defend even against a car with its DRS activated.

As it became clear to Lewis on the approach to the left-handed Turn 7 that he wasn't going to make the move stick, he moved to tuck back behind the Ferrari as they turned in – but simply misjudged where the front of his car was. His wing was damaged and Massa's left-rear punctured. That was the detail of the accident. In the broader picture, the incident was used as castigation for Hamilton's over-aggressive approach, questions asked about why he was trying an impossible move. But in essence he wasn't. He'd already got out of the move when he made his misjudgement.

Massa was in for a new nose next lap, while Hamilton stayed out with his damaged wing, McLaren hoping in vain for a safety car to clear the debris, which would have made his stop less costly. He pitted the following lap. He was then served with a drive-through for the



...and Felipe wasn't happy after the race...

DRIVER BY DRIVER by Edd Straw

1  **10/10**
Event rating

SEBASTIAN VETTEL
Red Bull-Renault RB7-5
Start: 1st. Finish: 1st
Came to Singapore determined to crush the field, and did so in style. Flew in qualifying, on the opening lap of the race and at the restart, then managed the gap to Button throughout the race, taking one of his finest wins of the season his ninth of the campaign.

2  **7/10**
Event rating

MARK WEBBER
Red Bull-Renault RB7-4
Start: 2nd. Finish: 3rd
Looked to have the pace to challenge Vettel given a perfect qualifying lap, but that didn't materialise. Inevitably, slipped to fourth at the start, passing Alonso late in the first stint and doing so again after the restart to bank another solid podium finish.

3  **6/10**
Event rating

LEWIS HAMILTON
McLaren-Mercedes MP4-26-03
Start: 4th. Finish: 5th
Not at fault for McLaren's refuelling problem in qualifying that prevented a second run, and was unlucky to get boxed in at the start. Careless clash with Massa earned him a penalty and dropped him down the order, from where he recovered pretty well.

4  **9/10**
Event rating

JENSON BUTTON
McLaren-Mercedes MP4-26-04
Start: 3rd. Finish: 2nd
Capitalised on McLaren's refuelling error, which prevented Hamilton getting a second run, to outqualify his team mate. Leaped Webber at the start and never looked back, closing to within a few seconds of Vettel late on in a great charge that was never likely to come off.

5  **9/10**
Event rating

FERNANDO ALONSO
Ferrari 150° Italia-291
Start: 5th. Finish: 4th
Rated his qualifying lap as a 120 per cent effort as the Ferrari was resoundingly the third best car in Singapore. Got ahead of Webber at the start and, after losing the place to him, undercut his way back past at the first stops. Lost it again at restart when held up by Alguersuari.

6  **6/10**
Event rating

FELIPE MASSA
Ferrari 150° Italia-290
Start: 6th. Finish: 6th
Poor on Friday and Saturday, but started the race well, keeping Alonso in sight and Hamilton behind in the first stint. Was hit by Hamilton after his first stop, losing 20 seconds more than the McLaren man, and did a solid job of picking his way through the field.



Hamilton's wing flies off as he hits Massa...



...as his tyre was ripped to shreds

incident, served on lap 15.

By this time, Vettel's lead over Button was up to 11.5s. They had each stopped on the previous lap, both fitted with a set of the harder prime tyres and resuming still first and second.

The Mercs were going through their rear tyres even faster than the Ferraris, and Rosberg and Schumacher had pitted as early as laps nine and 10 respectively, each fitted with a fresh set of options.

The yet-to-stop Force India of Paul di Resta was running third, getting in a long opening stint courtesy of having started on the primes. He was being quickly caught by Alonso, with Webber (now on primes) a few seconds behind the Ferrari and ahead of Rosberg, Schumacher and Adrian Sutil. The Force India guys had adopted opposite tyre strategies, this having been decided after a long meeting the previous evening, giving the team a foot in both camps. Sutil, on the faster option tyre, had run ahead of di Resta through his first stint but the Scot kept pace well, stayed out until lap 19, switched to the options and began closing down the now prime-tyred Sutil. They each had understood the requirements of the different strategies and Sutil would later move aside, working as a team against the others, on the assumption he'd be able to run longer and be faster later.

Massa and Hamilton were 17th and 19th respectively, and at one point Lewis radioed in asking what his chances of getting points were. It seemed an odd question, and might have been interpreted as his asking whether he should throw in the towel. Upon being assured he still had every chance of points, especially if there was a safety car, he responded to the tune of the fastest sector-one time to date, and soon enough was passing through the slower traffic and closing once more on Massa...

By the time the Merc drivers and Alonso kicked off the second round of tyre stops, Vettel's lead over Button was over 18 seconds.

Alonso was managing both fuel consumption and brake wear and was no threat to Button's second, his focus now on trying to stay ahead of Webber. If, as looked likely, the Ferrari was doing three stops on account of its tyre degradation and the Red Bull two, he was fighting a losing battle. But all the various stop strategies were about to be dramatically revised for, on the 29th lap, the safety car was deployed after Schumacher suffered a heavy accident against the Turn 8 tyre barriers, having hit the back of Sergio Perez's Sauber and briefly taken off.

The incident had its roots in Rosberg running wide onto the marbles at the last corner of the previous lap, allowing Perez to pass. Rosberg retaliated into the first turn, committing to the inside without being fully alongside. They touched, Perez took to the run-off and Rosberg was through. Schumacher was now looking to take advantage of the Sauber having dirt on its tyres, had a look into Turn 7, tucked back in and, on much newer tyres than the Sauber, got a far stronger exit and moved for the inside. Perez got on the brakes earlier than Michael was anticipating and in an instant the Mercedes was airborne and headed for the tyres. The Sauber continued unabated.

With the safety car deployed, everyone – other than those such as Alonso who had just pitted – was forced to come in for fresh tyres or risk being mugged on the restart. Vettel and Button had been approaching their stop windows anyway and were quickly underway again, both on primes, Vettel doubtless cursing that his half-minute lead had been wiped out. Alonso remained third, ahead of

7  **5/10**
Event rating

MICHAEL SCHUMACHER

Mercedes MGP W02-09

Start: 8th. DNF

Didn't quite show Rosberg's pace, but was having a decent race when he made a stupid misjudgement while battling with Perez. Failing to take into account the Sauber's tyre wear, he was caught out by how early it braked and launched himself over the back of it.

8  **7/10**
Event rating

NICO ROSBERG

Mercedes MGP W02-07

Start: 7th. Finish: 7th

A decent weekend's work from Rosberg, who admitted that he hadn't got the set up quite right and was left carrying too much tyre degradation. Safety car timing helped di Resta to jump him, so seventh was probably about as good as it was going to get.

9  **5/10**
Event rating

BRUNO SENNA

Renault R31-04

Start: 15th. Finish: 15th

Beat his team mate in qualifying, knocking him out of Q2, but had a difficult race. Late race crash while battling knackered tyres forced an extra pitstop, but still he at least finished ahead of Petrov, and was never going to score given the machinery.

10  **3/10**
Event rating

VITALY PETROV

Renault R31-06

Start: 18th. Finish: 17th

The Renault was poor in Singapore, and Petrov struggled to get on top of it. Mistake in Q1 led to the Russian being bumped by Senna, and things got no better in the race, which he spent battling with far slower cars. Worst weekend of the season on all levels.

11  **8/10**
Event rating

RUBENS BARRICHELLO

Williams-Cosworth FW33-04

Start: 12th. Finish: 13th

Turned in a very good qualifying lap to put the Williams as high up the grid as it was likely to get. Team opted to leave him out on his third set of tyres in the hope of a second safety car, which never appeared, so he faded from the top 10 on worn tyres with six laps to go.

12  **7/10**
Event rating

PASTOR MALDONADO

Williams-Cosworth FW33-02

Start: 13th. Finish: 11th

The Williams was a car almost good enough but not quite for the points, and by finishing 11th Maldonado got arguably the best possible result out of it. That said, but for Williams gambling on his team mate's strategy, he would have finished behind Barrichello.



Di Resta took a fine sixth in Force India



Schuey: another race, another Sauber shunt

DRIVER BY DRIVER by Edd Straw

14  **8/10**
Event rating

ADRIAN SUTIL

Force India-Merc VJM04-04
Start: 9th. Finish: 8th
Opted to save tyres by not running in Q3, and from ninth on the grid turned in a characteristically solid race drive. The safety car timing and a first stint on options played a part in his slipping behind di Resta, and he had to play second fiddle to his team mate in the race.

15  **9/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM04-02
Start: 10th. Finish: 6th
Had only seven timed laps under his belt on Friday after braking problems, but still made Q3. Brilliant starting stint on primes despite no high fuel running laid the foundations for a super sixth place, although the timing of the safety car did help him.

16  **4/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-04
Start: 17th. Finish: 14th
Crashed at chicane in qualifying. Opted for a two stop strategy but, given the high chance of a safety car, it was a mistake not to switch him from primes to options at the second stop. Harsh penalty for ignoring blue flags at restart ruined his race before he made third stop.

17  **8/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-03
Start: 11th. Finish: 10th
Came close to Q3 with a superb qualifying lap and drove a sensible race on a two stopper. Lucky to survive being hit by Schumacher, with the resulting safety car mitigating time lost to a puncture. Can't be blamed for Massa getting past late on.

18  **7/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-03
Start: 14th. Finish: 12th
Turned in a solid weekend's performance in a car ill suited to the track although, given that he ended the race within 10 seconds of the points, he arguably might have been able to nab a point with a perfect weekend. But 12th was still a decent effort in the machinery.

19  **3/10**
Event rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-02
Start: 16th. Finish: 21st
Wasn't unusual to see him lagging behind Buemi given his focus on race set up, but had a disastrous Sunday afternoon. Bad start left him behind Trulli, who he then hit, earning a penalty, and late in the race he whacked the wall while battling against worn tyres.



Rosberg fights back to smoke past Perez



All went smoothly for second-placed Button

◀ the pitted Webber, now on fresh primes. Force India had stacked its drivers to perfection in a beautifully well-drilled sequence, di Resta in and away without causing the following Sutil any delay. Only having to wait for an incoming car cost Sutil time, this allowing Rosberg to get between them.

The safety car was great news for Hamilton who, having passed Massa successfully this time, was now lined up ninth, behind Perez, with much of his previous time deficit wiped.

As the safety car came in, Vettel, aided by having a gaggle of lapped cars as a buffer to Button, sprinted away, 8.9s ahead of the McLaren at the end of the next lap after Jensen had navigated his way past the assorted backmarkers.

Webber had caught Alonso napping and had pinned an outrageously-cheeky pass on him on the inside approach to Turn 10. Mark briefly began closing the gap to Button, getting it down to around 3.5s over the next few laps. At which point McLaren allowed Jensen off the leash, the safety car having got his fuel consumption well within target, and he pulled away again.

It was Webber who ran out of grip in his chase, and he was in for an unplanned third stop at the end of the 47th lap, fitted this time with a set of options. Button responded the lap after – and Red Bull reacted to that. “It wasn’t that we needed to change tyres on Seb,” explained Horner. “It was just that we didn’t want to be vulnerable if there was another safety car.” The no-risk option almost ended in disaster, however, as Heikki Kovalainen was released into Vettel’s path at the end of the pit lane. Heikki swerved out of the way in the nick of time, though Team Lotus was fined.

Alonso had pitted on the same lap as Vettel, while Hamilton – who after the safety car had quickly picked off

“Force India stacked its cars to perfection in a beautifully well drilled sequence, di Resta away without causing Sutil delay”

Perez – came in for a fresh set of options, on which he then put moves in rapid succession on Sutil, Rosberg and di Resta to be up to fifth. For a time he closed down Alonso, but the gap was too big and his options began running out of grip sooner than Alonso’s primes.

Button, meantime, was flying, fully off the leash now and setting fastest laps, completely in the zone as he chased down the lead Vettel had built up on that restart. With three laps to go he had the gap down to 3.7s after Seb was delayed lapping the battling Barrichello, Maldonado and Buemi. But next time through it was Jensen’s turn to be delayed by them as Maldonado put a locked-wheel move on Barrichello. Seb had it all under control and there was to be no last-lap repeat of Montreal.

Webber was almost half a minute down in third ahead of Alonso, Hamilton and the starring di Resta, who had performed flawlessly. Rosberg – in dire tyre trouble by the end and struggling to hold off Sutil – was a lap down in seventh, while Massa put a great last-lap pass on Perez for ninth, some small consolation for having his race ruined by the Hamilton incident.

The argy-bargy between the pair was the news in the paddock afterwards. But the real story was Vettel’s and Red Bull’s. Just one point more before Button – the only theoretical remaining rival for the title – can no longer beat his score. The Suzuka party is surely already being prepared. ☼

20  **8/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 19th. Finish: 16th
Admitted that he didn’t quite get the best out of the car in qualifying, but after undercutting Petrov at the first round of pitstops he held off the Russian in a straight fight. Couldn’t afford to make any mistakes if he was to beat the Renault, so it was a superb drive.

21  **7/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-01
Start: 20th. DNF
Qualifying only a tenth off Kovalainen despite being pretty unhappy with the car and the track – a pleasant surprise. Excelled in race, running ahead of Petrov and Alguersuari before the Spaniard hit him and gave him a puncture. Later retired with a gearbox failure.

22  **6/10**
Event rating

DANIEL RICCIARDO
HRT-Cosworth F111-03
Start: 23rd. Finish: 19th
Built confidence throughout weekend to the point where he outqualified Liuzzi. Undid the good work by hitting the rear of Glock on the opening lap and from then on was in recovery mode. Safety car, and team mate pitting for a new wing, allowed him to end the race as lead HRT.

23  **5/10**
Event rating

VITANTONIO LIUZZI
HRT-Cosworth F111-02
Start: 24th. Finish: 20th
With a five place grid penalty hanging over him, prioritised race set up in practice. Tyre wear was a little high as he tried to hang onto the Virgins and, after switching to a three stopper, he clipped the wall and had to pit for a new nose, dropping him back behind Ricciardo.

24  **5/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02-02
Start: 21st. DNF
Unhappy with the rear end stability of his Virgin during qualifying. This wasn’t helped by Ricciardo hitting the right rear corner on the opening lap. Glock plodded on, but chewed up his right rear tyre in a car now handling as if on casters and spun into the wall on lap 10.

25  **8/10**
Event rating

JEROME D’AMBROSIO
Virgin-Cosworth MVR-02-03
Start: 22nd. Finish: 18th
Qualified only two tenths off track specialist team mate Glock and mixed it well in the race, at one stage keeping Petrov in a far quicker car behind him. Nursed his tyres well on a two stopper in what was arguably the best race of his grand prix career to date.



**FREEZE
FRAME**

Ride-height rethink

The kerbs lining Singapore's Marina Bay track played havoc with cars' underfloors and led to major ride-height adjustments. By MARK HUGHES

Fernando Alonso scrapes his Ferrari's diffuser along the ground in Friday practice. Teams up and down the pitlane were altering their cars overnight to accommodate the consequences of landing from the violent kerbs, particularly those of Turn 10. Williams technical director Sam Michael admitted: "We totally trashed four floors. We had to create a different diffuser geometry for Saturday. We had the factory putting a redesign of it through the windtunnel and once that was completed we actually fabricated the revised version here. We saw other teams making similar changes. It helped that the kerbs were made less severe overnight."



Drawing board

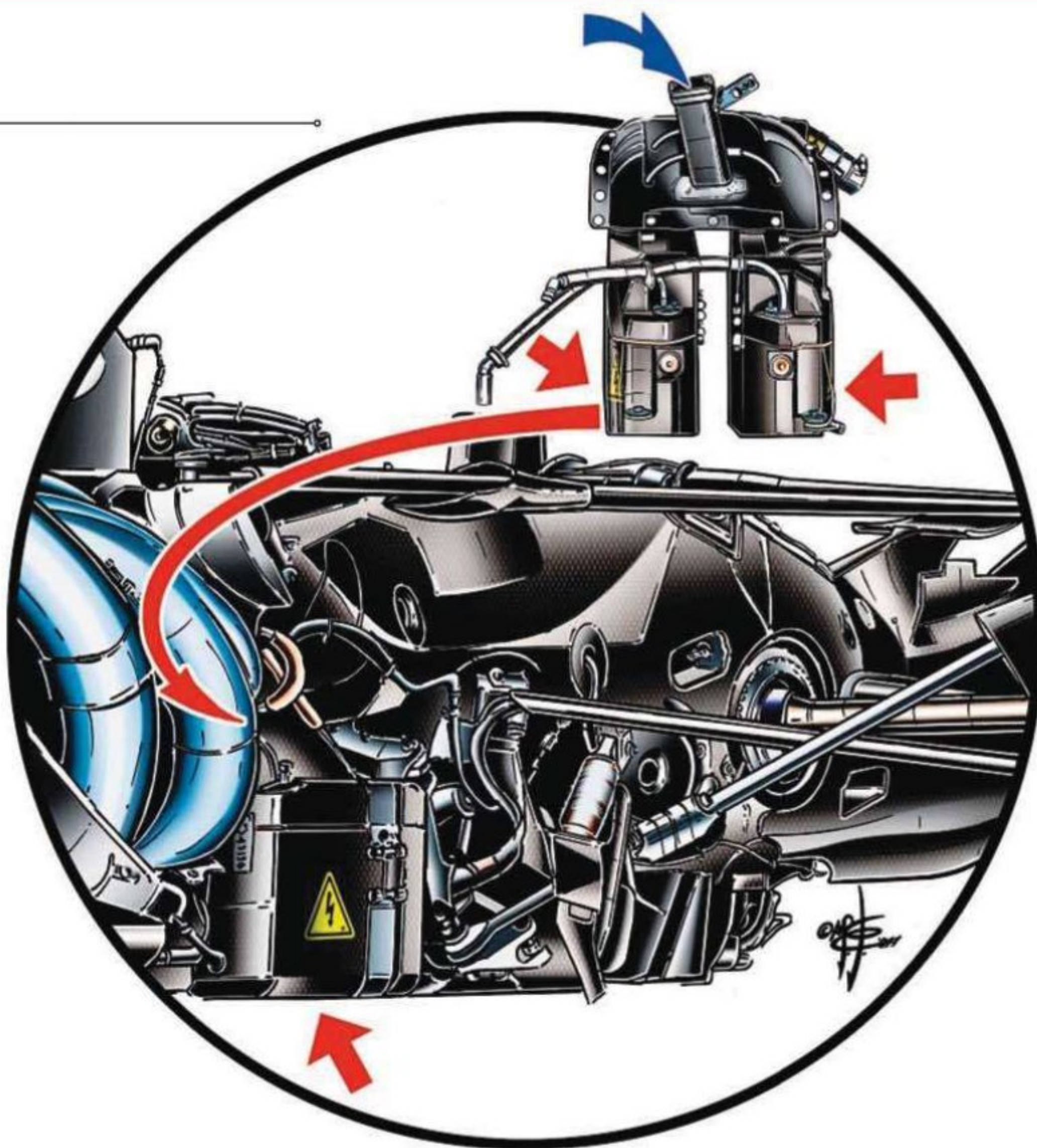


Gary Anderson, Mark Hughes and Giorgio Piola review some of the technical changes in the Singapore spotlight at Red Bull, Ferrari, McLaren and Williams

RED BULL KERS BATTERY

→ Red Bull introduced a 'KERS-lite' in Singapore, with a tiny and very tightly packaged battery pack between engine and gearbox. This has a lower storage and power capacity than the maximum allowed by the regulations and it's believed it can usually only be used on alternate laps.

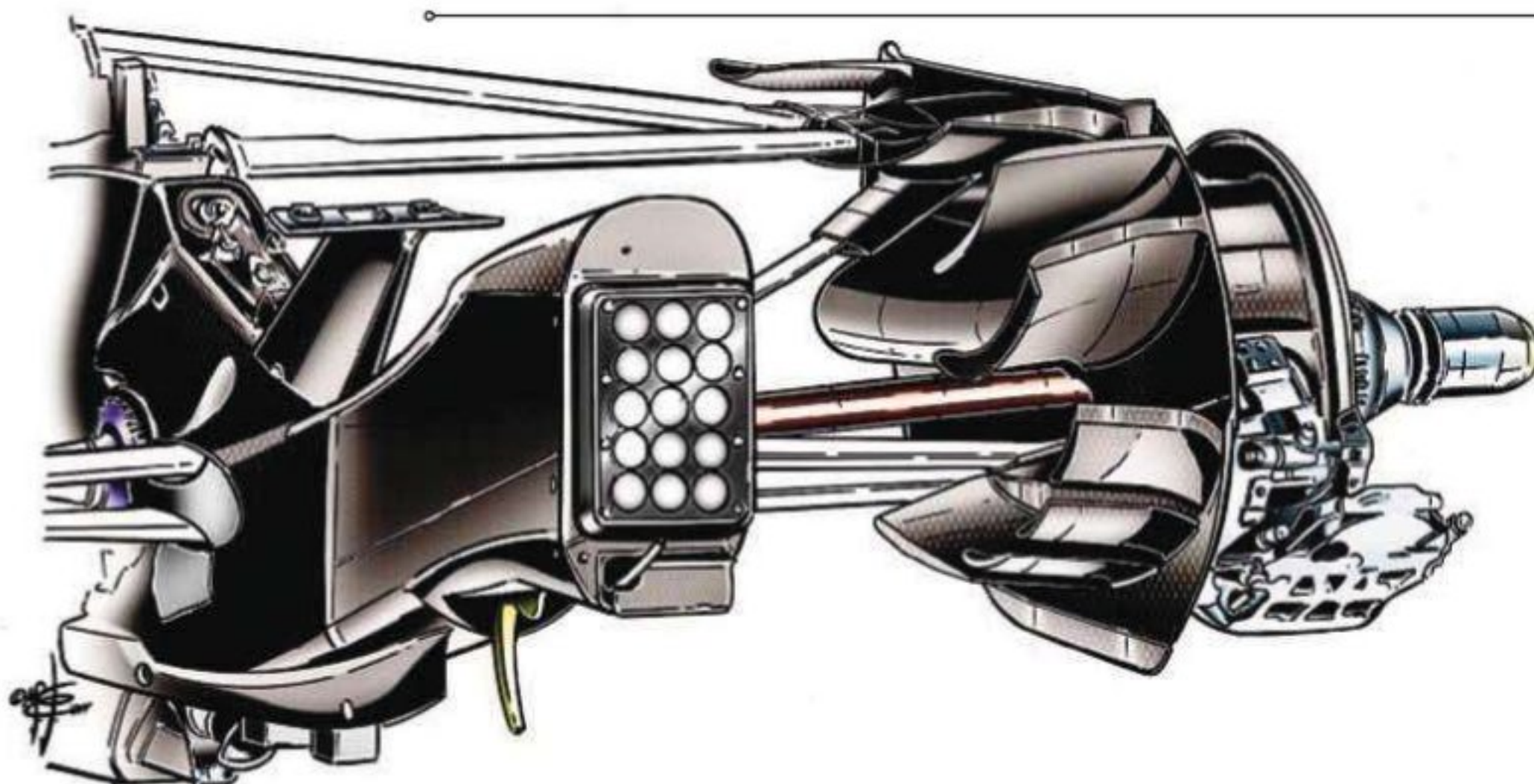
GARY ANDERSON: Finding room for KERS is a bit of a nightmare with the cling film-style packaging we have now. This one is a smaller unit, with less power than conventional ones. I would be surprised if Red Bull did not revisit the thinking behind this on next year's car because I would have thought with a rethink on the packaging you could get more benefit from the extra power than you'd lose aerodynamically.



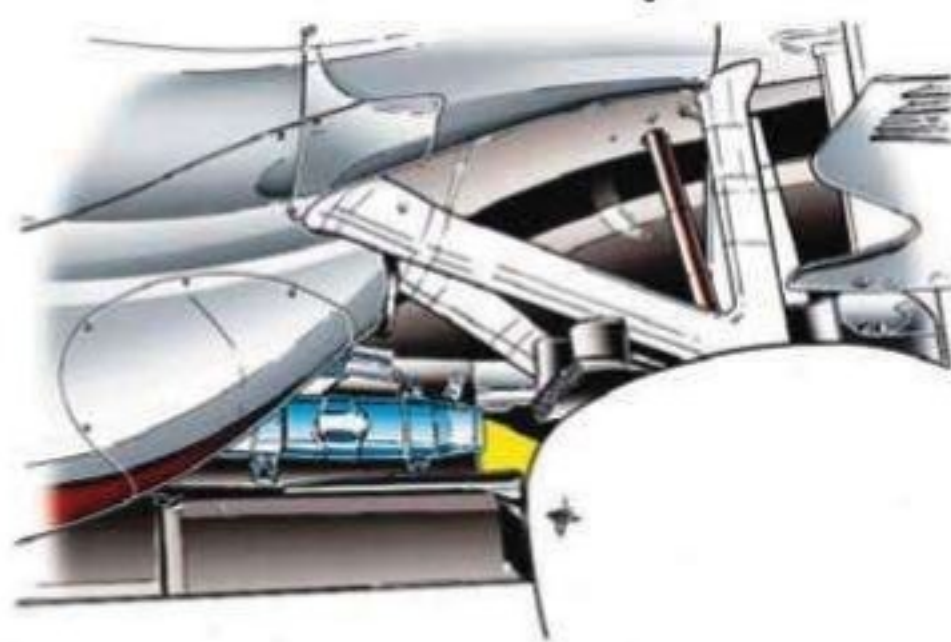
RED BULL REAR BRAKE DUCTS

→ Red Bull has been running this multiple-flapped 'brake duct' for much of the season. The aero cover for the suspension leg is limited by regulation in its length.

GARY ANDERSON: Last year Red Bull changed its front upright and moved the calliper to allow the introduction of turning vanes on the front. Now, at the back of the car comes this, but I guarantee not one of those vanes is about cooling the brakes; it's just pure downforce-creation working directly on the tyre without the compromise of having to act through the suspension. The bottom one will align with the exhaust flow to create a very effective piece of kit that should be banned!



FERRARI AND McLAREN EXHAUST OUTLETS

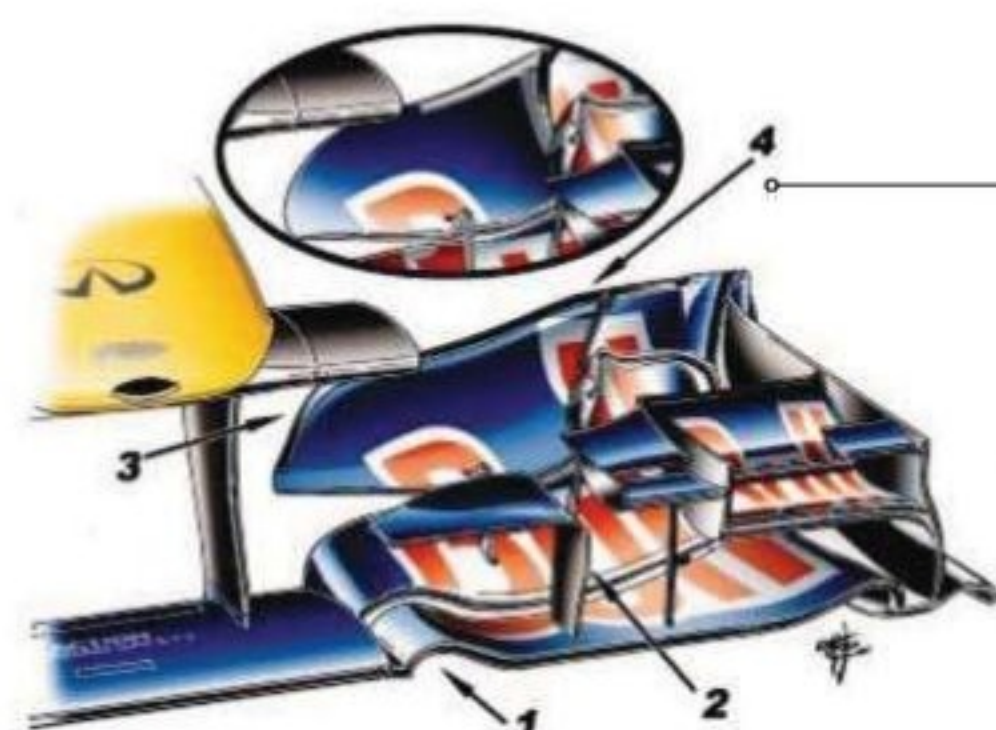


➔ Both McLaren (left) and Ferrari revised their exhaust outlets last weekend. Ferrari's were angled slightly inwards; McLaren's remaining straight but extended.

GARY ANDERSON: You'd normally have your exhaust fairly straight with the tyre. Because the diffuser starts at the centreline of the wheel, the lowest pressure area is just forwards of that. Because of the tyre contact path rolling along it is displacing air that goes beneath the floor and disrupts the airflow. So you want the exhaust to encourage the airflow to go inside the tyre rather than under the floor, and to work the brake duct a bit harder. Ferrari's angling is difficult to understand, while McLaren's extension is a balancing act between increasing the power of the exhaust jet itself and the impact its placement has on vortex-generation around the coke-bottle section of bodywork.

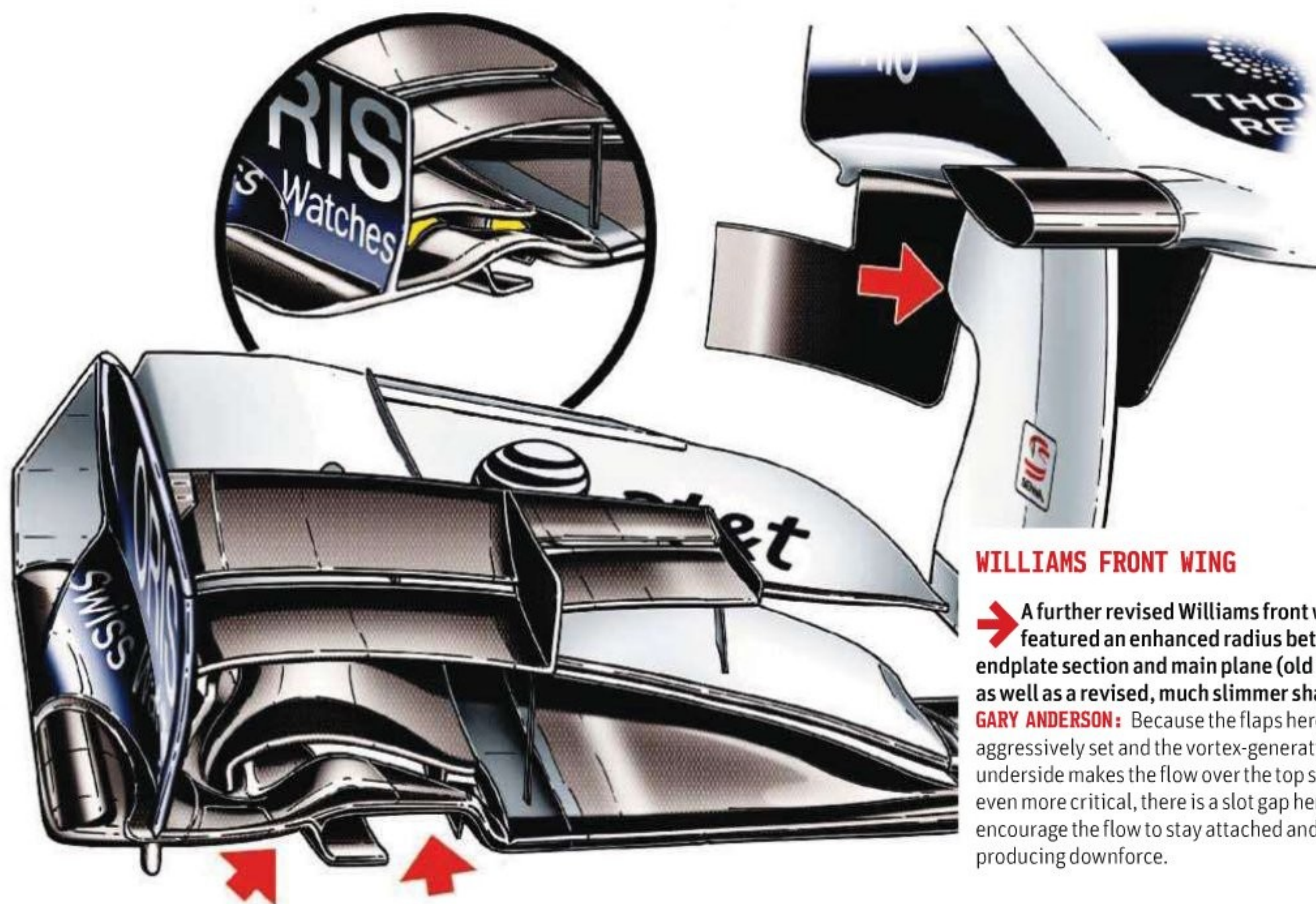


RED BULL FRONT WING



➔ Red Bull came to Singapore with a composite of features seen on separate front wings used at Spa and Monza. The enhanced radius arc (1) in the transition from the neutral centre section to the outer element was briefly seen at Spa. The McLaren-like inner vane (2) was first seen at Monza. The rear flap had a gurney surrounding it (3 and 4).

GARY ANDERSON: The radius arc creates a vortex that increases airflow speed to the underfloor. The outer flaps, directly ahead of the tyre and not influencing flow to the underfloor, can be used very aggressively. They all do different jobs so it ends up looking rather bitty. The little flap around the outer edges is to help tidy up the flow and prevent spillage over to the part that influences the underfloor.

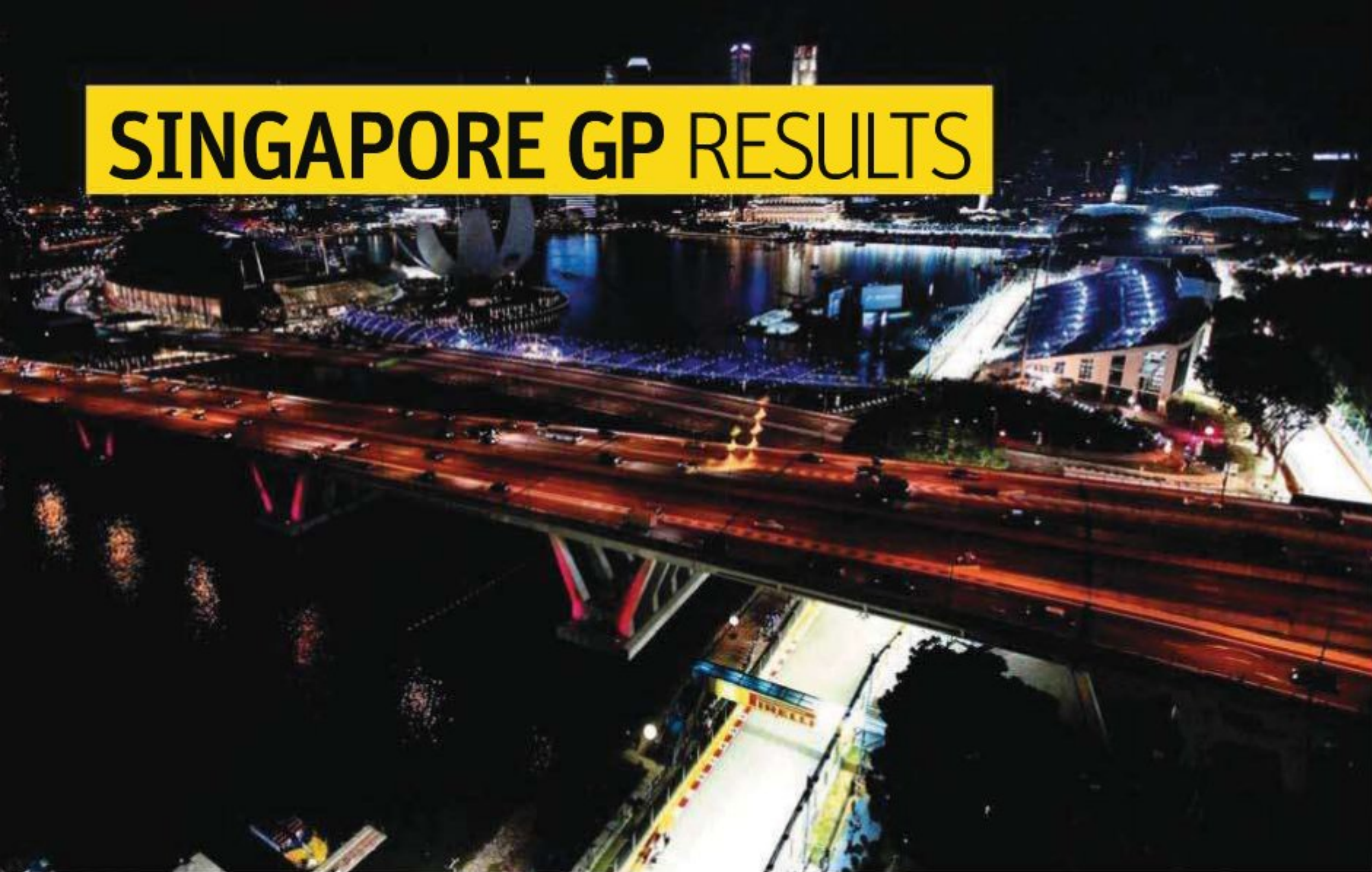


WILLIAMS FRONT WING

➔ A further revised Williams front wing featured an enhanced radius between the endplate section and main plane (old one inset), as well as a revised, much slimmer shaped pillar.

GARY ANDERSON: Because the flaps here are quite aggressively set and the vortex-generating radiused underside makes the flow over the top surfaces even more critical, there is a slot gap here to encourage the flow to stay attached and continue producing downforce.

SINGAPORE GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m48.599s
2	VETTEL	1m49.005s
3	WEBBER	1m50.066s
4	ALONSO	1m50.596s
5	BUTTON	1m50.952s
6	MASSA	1m52.043s
7	SUTIL	1m52.251s
8	SCHUMACHER	1m52.416s
9	DI RESTA	1m52.435s
10	ROSBERG	1m52.815s
11	BARRICHELLO	1m52.991s
12	ALGUERSUARI	1m53.050s
13	MALDONADO	1m53.399s
14	PEREZ	1m53.703s
15	KOBAYASHI	1m53.749s
16	SENNA	1m53.765s
17	BUEMI	1m53.785s
18	PETROV	1m54.736s
19	TRULLI	1m54.821s
20	KOVALAINEN	1m56.198s
21	D'AMBROSIO	1m57.798s
22	GLOCK	1m58.792s
23	RICCIARDO	1m59.169s
24	KARTHIKEYAN	1m59.214s

Weather: dry

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	VETTEL	1m46.374s
2	ALONSO	1m46.575s
3	HAMILTON	1m47.115s
4	MASSA	1m47.120s
5	WEBBER	1m47.265s
6	SCHUMACHER	1m48.418s
7	SUTIL	1m48.866s
8	PEREZ	1m49.578s
9	KOBAYASHI	1m49.730s
10	BUTTON	1m49.751s
11	ALGUERSUARI	1m49.792s
12	SENNA	1m50.241s
13	DI RESTA	1m50.345s
14	PETROV	1m50.399s
15	ROSBERG	1m50.790s
16	BARRICHELLO	1m50.897s
17	MALDONADO	1m50.937s
18	KOVALAINEN	1m51.950s
19	BUEMI	1m52.257s
20	TRULLI	1m52.489s
21	GLOCK	1m53.579s
22	D'AMBROSIO	1m54.649s
23	RICCIARDO	1m54.754s
24	LIUZZI	1m55.198s

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	WEBBER	1m46.081s
2	BUTTON	1m46.108s
3	VETTEL	1m46.345s
4	ALONSO	1m46.396s
5	HAMILTON	1m46.936s
6	ROSBERG	1m47.831s
7	SCHUMACHER	1m47.837s
8	MASSA	1m48.711s
9	KOBAYASHI	1m49.057s
10	SUTIL	1m49.304s
11	PEREZ	1m49.583s
12	BUEMI	1m49.679s
13	DI RESTA	1m49.816s
14	MALDONADO	1m49.851s
15	BARRICHELLO	1m50.189s
16	PETROV	1m50.229s
17	SENNA	1m50.523s
18	ALGUERSUARI	1m50.547s
19	KOVALAINEN	1m52.510s
20	D'AMBROSIO	1m52.697s
21	RICCIARDO	1m53.728s
22	TRULLI	1m53.823s
23	GLOCK	1m53.829s
24	LIUZZI	1m55.203s

Weather: dry



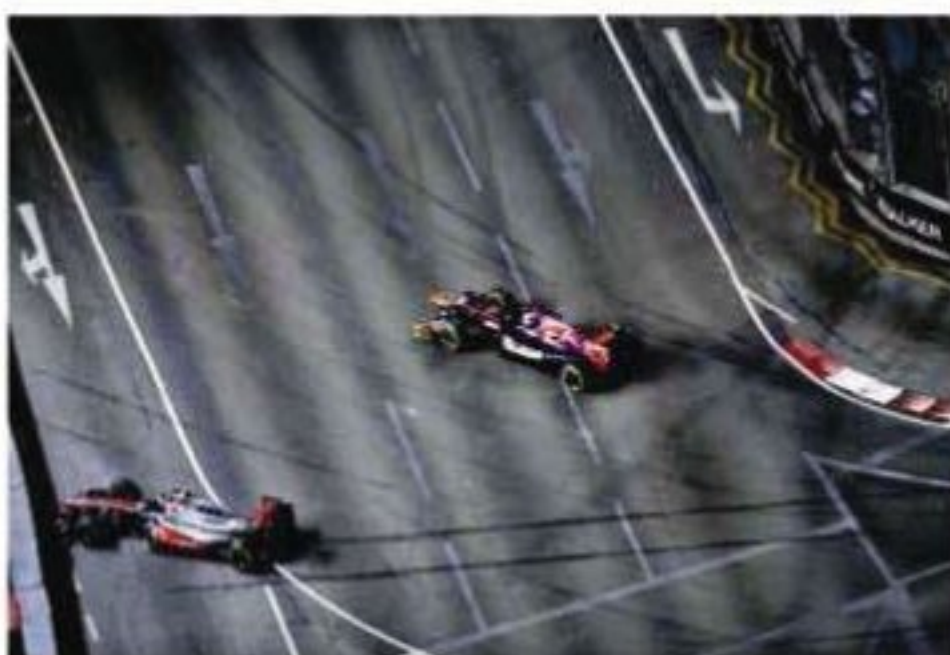
QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m46.397s (1)	1m44.931s (1)	1m44.381s
2	WEBBER	1m47.332s (5)	1m45.651s (3)	1m44.732s
3	BUTTON	1m46.956s (2)	1m45.472s (2)	1m44.804s
4	HAMILTON	1m47.014s (3)	1m46.829s (8)	1m44.809s
5	ALONSO	1m47.054s (4)	1m45.779s (4)	1m44.874s
6	MASSA	1m47.945s (8)	1m45.955s (5)	1m45.800s
7	ROSBERG	1m47.688s (6)	1m46.405s (7)	1m46.013s
8	SCHUMACHER	1m48.819s (14)	1m46.043s (6)	no time
9	SUTIL	1m47.952s (9)	1m47.093s (9)	no time
10	DI RESTA	1m48.022s (10)	1m47.486s (10)	no time
11	PEREZ	1m47.717s (7)	1m47.616s	-
12	BARRICHELLO	1m48.061s (12)	1m48.082s	-
13	MALDONADO	1m49.710s (17)	1m48.270s	-
14	BUEMI	1m48.753s (13)	1m48.634s	-
15	SENNA	1m48.861s (15)	1m48.662s	-
16	ALGUERSUARI	1m49.588s (16)	1m49.862s	-
17	KOBAYASHI	1m48.054s (11)	no time	-
18	PETROV	1m49.835s	-	-
19	KOVALAINEN	1m50.948s	-	-
20	TRULLI	1m51.012s	-	-
21	GLOCK	1m52.154s	-	-
22	D'AMBROSIO	1m52.363s	-	-
23	RICCIARDO	1m52.404s	-	-
24	LIUZZI	1m52.810s	-	-

Weather: dry

QUALIFYING

	Head to head
VETTEL	11 3 WEBBER
HAMILTON	10 4 BUTTON
ALONSO	12 2 MASSA
SCHUMACHER	2 12 ROSBERG
HEIDFELD/SENNA	5 9 PETROV
BARRICHELLO	9 5 MALDONADO
SUTIL	6 8 DI RESTA
KOBAYASHI	5 9 PEREZ/DE LA ROSA
BUEMI	10 4 ALGUERSUARI
KOVALAINEN	12 2 TRULLI/CHANDHOK
KAR'KEYAN/RICCIARDO	2 11 LIUZZI
GLOCK	12 2 D'AMBROSIO



THE GRID

1 VETTEL RED BULL 1m44.381s Super soft	2 WEBBER RED BULL 1m44.732s Super soft
3 BUTTON McLAREN 1m44.804s Super soft	4 HAMILTON McLAREN 1m44.809s Super soft
5 ALONSO FERRARI 1m44.874s Super soft	6 MASSA FERRARI 1m45.800s Super soft
7 ROSBERG MERCEDES 1m46.013s Super soft	8 SCHUMACHER MERCEDES no time Super soft
9 SUTIL FORCE INDIA no time Super soft	10 DI RESTA FORCE INDIA no time Soft
11 PEREZ SAUBER 1m47.616s Super soft	12 BARRICHELLO WILLIAMS 1m48.082s Super soft
13 MALDONADO WILLIAMS 1m48.270s Super soft	14 BUEMI TORO ROSSO 1m48.634s Super soft
15 SENNA RENAULT 1m48.662s Super soft	16 ALGUERSUARI TORO ROSSO 1m49.862s Soft
17 KOBAYASHI SAUBER no time Soft	18 PETROV RENAULT 1m49.835s Soft
19 KOVALAINEN LOTUS 1m50.948s Super soft	20 TRULLI LOTUS 1m51.012s Super soft
21 GLOCK VIRGIN 1m52.154s Soft	22 D'AMBROSIO VIRGIN 1m52.363s Soft
23 RICCIARDO HRT 1m52.404s Super soft	24 LIUZZI HRT 1m52.810s Soft

THE RACE: 61 LAPS, 192.209 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PISTOP	TIME IN PIT	STINT 1	STINT 2	STINT 3	STINT 4	STINT 5	STINT 6
1	VETTEL	RED BULL RENAULT	61	1h59m06.757s	1m48.688s	3	91.6s	S-soft	Soft	Soft	S-soft		
2	BUTTON	McLAREN MERCEDES	61	+1.737s	1m48.454s	3	90.4s	S-soft	Soft	Soft	S-soft		
3	WEBBER	RED BULL RENAULT	61	+29.279s	1m50.088s	3	92.1s	S-soft	Soft	Soft	S-soft		
4	ALONSO	FERRARI	61	+55.449s	1m50.891s	3	91.0s	S-soft	Soft	Soft	Soft		
5	HAMILTON	McLAREN MERCEDES	61	+1m07.766s	1m50.832s	4	148.5s	S-soft	S-soft	Soft	S-soft	Soft	
6	DI RESTA	FORCE INDIA MERCEDES	61	+1m41.067s	1m54.239s	2	60.5s	Soft	S-soft	Soft			
7	ROSBERG	MERCEDES	60	1 lap	1m54.383s	3	89.2s	S-soft	S-soft	S-soft	Soft		
8	SUTIL	FORCE INDIA MERCEDES	60	1 lap	1m54.564s	2	64.1s	S-soft	Soft	Soft			
9	MASSA	FERRARI	60	1 lap	1m52.550s	4	124.1s	S-soft	Soft	Soft	S-soft	Soft	
10	PEREZ	SAUBER FERRARI	60	1 lap	1m54.615s	2	64.2s	S-soft	Soft	Soft			
11	MALDONADO	WILLIAMS COSWORTH	60	1 lap	1m53.198s	3	91.6s	S-soft	Soft	S-soft	Soft		
12	BUEMI	TORO ROSSO FERRARI	60	1 lap	1m52.197s	3	97.0s	S-soft	Soft	Soft	S-soft		
13	BARRICHELLO	WILLIAMS COSWORTH	60	1 lap	1m55.235s	2	61.0s	S-soft	Soft	Soft			
14	KOBAYASHI	SAUBER FERRARI	59	2 laps	1m51.329s	4	117.7s	Soft	Soft	S-soft	S-soft		
15	SENNA	RENAULT	59	2 laps	1m53.774s	4	134.1s	S-soft	Soft	Soft	S-soft	S-soft	
16	KOVALAINEN	LOTUS RENAULT	59	2 laps	1m54.063s	3	95.0s	S-soft	Soft	Soft	Soft		
17	PETROV	RENAULT	59	2 laps	1m54.204s	3	91.9s	Soft	Soft	S-soft	S-soft		
18	D'AMBROSIO	VIRGIN COSWORTH	59	2 laps	1m58.730s	2	63.4s	Soft	S-soft	Soft			
19	RICCIARDO	HRT COSWORTH	57	4 laps	1m59.064s	3	112.0s	S-soft	S-soft	S-soft	Soft		
20	LIUZZI	HRT COSWORTH	57	4 laps	1m58.283s	4	141.1s	Soft	S-soft	S-soft	S-soft	Soft	
21	ALGUERSUARI	TORO ROSSO FERRARI	56	accident	1m53.676s	3	87.1s	Soft	Soft	S-soft			
R	TRULLI	LOTUS RENAULT	47	gearbox	1m57.126s	3	95.5s	S-soft	Soft	Soft	Soft		
R	SCHUMACHER	MERCEDES	28	accident	1m53.096s	2	59.1s	S-soft	S-soft	S-soft			
R	GLOCK	VIRGIN COSWORTH	9	accident	2m00.412s	0		Soft					

Weather: dry. Fastest lap: Jenson BUTTON 1m48.454s (104.379mph) on lap 54.
Lap leaders: 1 61 Vettel

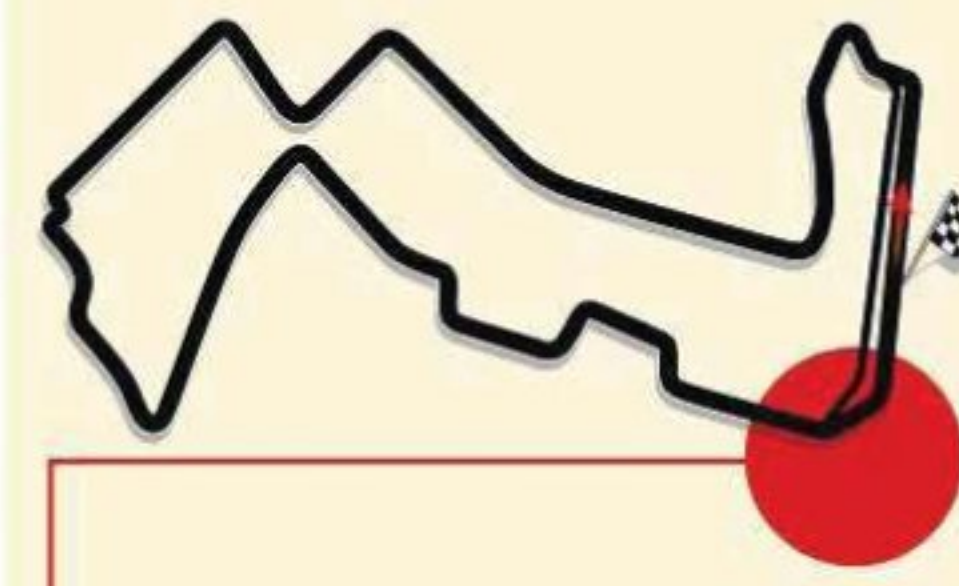
TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4	STINT 5	STINT 6
S-soft	Soft	Soft	S-soft		
S-soft	Soft	Soft	S-soft		
S-soft	Soft	Soft	S-soft		
S-soft	Soft	Soft	Soft		
S-soft	S-soft	Soft	S-soft	Soft	
Soft	S-soft	Soft			
S-soft	S-soft	S-soft	Soft		
S-soft	Soft	Soft			
S-soft	Soft	Soft	S-soft	Soft	
S-soft	Soft	Soft	S-soft		
Soft	Soft	S-soft	S-soft		
Soft	S-soft	Soft			
S-soft	S-soft	S-soft	Soft		
Soft	S-soft	S-soft	S-soft	Soft	
Soft	Soft	S-soft			
S-soft	S-soft	S-soft			
Soft					

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

TRACKSIDE VIEW

Mark Hughes
Grand prix editor



Soft, warm evening breeze off the marina, palm leaves gently swaying, a neon skyline, the contrast of black sky with high-intensity floodlit-white of track. Turn 22 is the first part of a single leftward arc that encompasses also the final turn onto the pit straight. It's quite tight in, down two gears to third, but as soon as it's obvious the nose is going to make that first apex, so you can accelerate through the rest of the arc. It's quite spectacular in these early low-grip laps, Sergio Perez is making twitchy progress through there, second one caught between the two turns just as he's changing up to fourth. Pastor Maldonado takes too much of that first kerb, a spark shower, a bump, a wild-but-blink-brief slide. Lewis Hamilton is greedily devouring the grip of his new tyres, big entry speed, beautiful oversteer slide between the upshifts. Bruno Senna – a long cough of hot-blowing exhaust as the mixture ignites in the pipes – gets a little wide on the exit, finds the bumps, the lights

“Hamilton is greedily devouring the grip of his new tyres”

catching a high arc of plank dust thrown from the diffuser. Walk back to the braking zone for 22, see the cars making that first turn from behind and it's an illuminating study in Red Bull dynamics. Other cars need a while for those front wheels to load up – a tenth of a second, perhaps – while the RB7s simply turn in, the load transferred to the rear that happily accepts it all, and are gone all in one move, heading into the floodlit night.

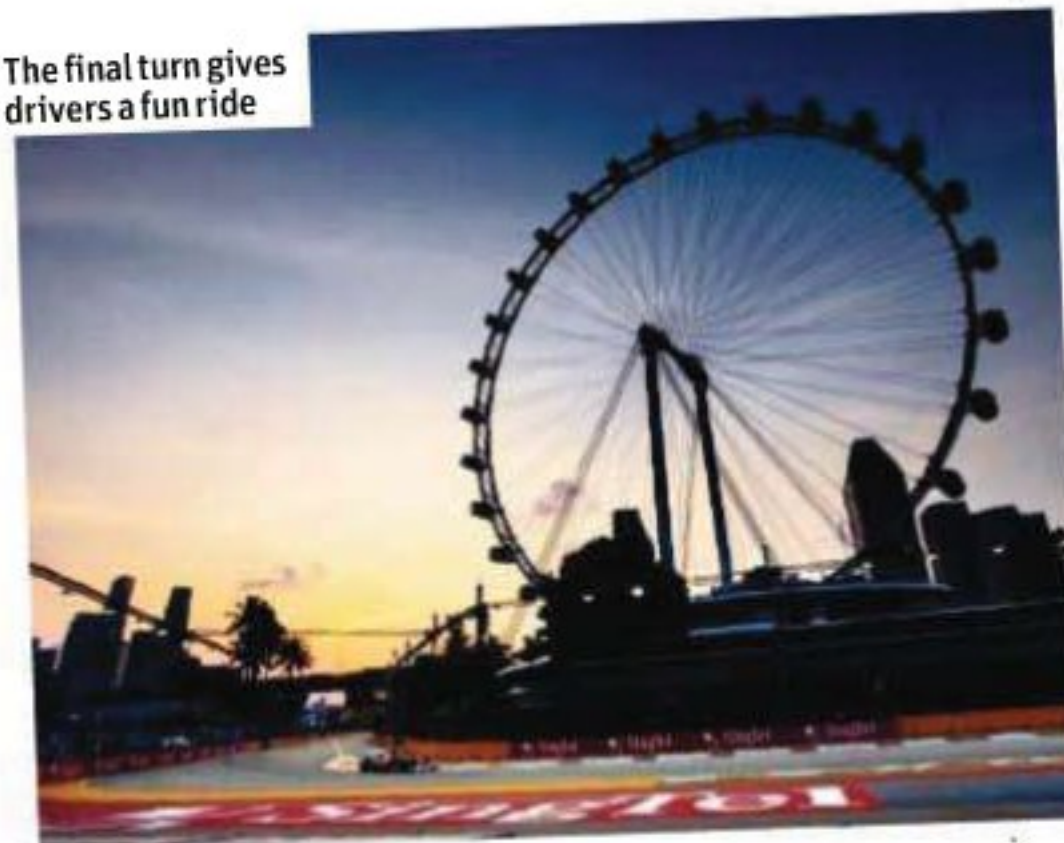
SEASON SO FAR - Points and positions

POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	VETTEL	309	1st	1st	2nd	1st	1st	1st	2nd	1st	2nd	4th	2nd	1st	1st	1st					
2	BUTTON	185	6th	2nd	4th	6th	3rd	3rd	1st	6th	ret	ret	1st	3rd	2nd	2nd					
3	ALONSO	184	4th	6th	7th	3rd	5th	2nd	ret	2nd	1st	2nd	3rd	4th	3rd	4th					
4	WEBBER	182	5th	4th	3rd	2nd	4th	4th	3rd	3rd	3rd	3rd	5th	2nd	ret	3rd					
5	HAMILTON	168	2nd	8th	1st	4th	2nd	6th	ret	4th	4th	1st	4th	ret	4th	5th					
6	MASSA	84	7th	5th	6th	11th	ret	ret	6th	5th	5th	5th	6th	8th	6th	9th					
7	ROSBERG	62	ret	12th	5th	5th	7th	11th	11th	7th	6th	7th	9th	6th	ret	7th					
8	SCHUMACHER	52	ret	9th	8th	12th	6th	ret	4th	17th	9th	8th	ret	5th	5th	ret					
9	PETROV	34	3rd	17th	9th	8th	11th	ret	5th	15th	12th	10th	12th	9th	ret	17th					
10	HEIDFELD	34	12th	3rd	12th	7th	8th	8th	ret	10th	8th	ret	ret	-	-	-					
11	SUTIL	28	9th	11th	15th	13th	13th	7th	ret	9th	11th	6th	14th	7th	ret	8th					
12	KOBAYASHI	27	dsq	7th	10th	10th	10th	5th	7th	16th	ret	9th	11th	12th	ret	14th					
13	DI RESTA	20	10th	10th	11th	ret	12th	12th	ret	14th	15th	13th	7th	11th	8th	6th					
14	ALGUERSUARI	16	11th	11th	ret	16th	16th	ret	8th	8th	10th	12th	10th	ret	7th	21st					
15	BUEMI	13	8th	13th	14th	9th	14th	10th	10th	13th	ret	15th	8th	ret	10th	12th					
16	PEREZ	13	dsq	ret	17th	14th	9th	ns	ns	11th	7th	11th	15th	ret	ret	10th					
17	BARRICHELLO	4	ret	ret	13th	15th	17th	9th	9th	12th	13th	ret	13th	16th	12th	13th					
18	SENNA	2	-	-	-	-	-	-	-	-	-	-	-	13th	9th	15th					
19	MALDONADO	1	ret	ret	18th	17th	15th	18th	ret	18th	14th	14th	16th	10th	11th	11th					
20	DE LA ROSA	0	-	-	-	-	-	-	12th	-	-	-	-	-	-	-					
21	TRULLI	0	13th	ret	19th	18th	18th	13th	16th	20th	ret	-	ret	14th	14th	ret					
22	KOVALAINEN	0	ret	15th	16th	19th	ret	14th	ret	19th	ret	16th	ret	15th	13th	16th					
23	LIUZZI	0	dnq	ret	22nd	22nd	ret	16th	13th	23rd	18th	ret	20th	19th	ret	20th					
24	D'AMBROSIO	0	14th	ret	20th	20th	20th	15th	14th	22nd	17th	15th	19th	17th	ret	18th					
25	GLOCK	0	nc	16th	21st	dns	19th	ret	15th	21st	16th	17th	17th	18th	15th	ret					
26	KARTHIKEYAN	0	dnq	ret	23rd	21st	21st	17th	17th	24th	-	-	-	-	-	-					
27	RICCIARDO	0	-	-	-	-	-	-	-	-	19th	19th	18th	ret	nc	19th					
28	CHANDHOK	0	-	-	-	-	-	-	-	-	-	20th	-	-	-	-					

SEASON SO FAR - Points and positions

POS	TEAM	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	RED BULL	491	35	37	33	43	37	37	33	40	33	27	28	43	25	40					
2	McLAREN	353	26	22	37	20	33	23	25	20	12	25	37	15	30	28					
3	FERRARI	268	18	18	14	15	10	18	8	28	35	28	23	16	23	14					
4	MERCEDES	114	0	2	14	10	14	0	12	6	10	10	2	18	10	6					
5	RENAULT	70	15	15	2	10	4	4	10	1	4	1	0	2	2	0					
7	SAUBER	36	0	6	1	1	3	10	6	0	6	2	0	0	0	1					
6	FORCE INDIA	48	3	1	0	0	0	6	0	0	0	8	6	6	4	12					
8	TORO ROSSO	29	4	0	0	2	0	1	5	4	1	0	5	0	7	0					
9	WILLIAMS	5	0	0	0	0	0	2	2	0	0	0	0	0	1	0					
10	LOTUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11	HRT	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0					
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

The final turn gives drivers a fun ride





F1 stimula

The Lotus T125 trackday F1 weapon has been 'perfected' for amateur warriors by ex-F1 hero Jean Alesi. *GLENN FREEMAN* got him to explain what he's come up with

Formula 1 driving experiences for the public have been around for years, but rarely is the idea approached in the way that Lotus Cars has gone about it.

Rather than sourcing some old cars, dusting them off and de-tuning them, the Hethel-based manufacturer has started from scratch and attempted to design its own take on a Formula 1 car, one that is built with the amateur enthusiast in mind.

But to make sure that it still ticks all the boxes it should, Lotus has called upon a wealth of experienced drivers to test and develop the car. The likes of 1992 world champion Nigel Mansell, ex-Honda F1 test driver James Rossiter, and experienced sportscar racer Johnny Mowlem have all

done their bit. And for good measure, a man with more than 200 grands prix to his name has also had a fair bit of input into the finer details of tailoring the Lotus T125 into an accessible beast: step forward, Jean Alesi.

"A racing car is made for pure speed," says the former Ferrari hero. "With this car, we decided to make a Formula 1 car for customers, so we have to fit the wishes of the customer. I try to make the car easy to drive for other people."

Alesi has focused most of his efforts on getting the car set up so that anybody can jump in and feel confident behind the wheel. When he tests the car he pushes it to the limit, but he doesn't come back in and demand changes that will simply help him find those last few tenths of a second.

"I push to the maximum, but I then think about what I would like to get the best performance for me, and then go one step back from that," he says. "I try to make the car easy to drive for other people. A customer will never reach 100 per cent of the performance of the car, they will never go past the peak. They build up slowly to get a good feeling, and gradually find more speed."

The 47-year-old has clearly done his homework on what inexperienced wannabes need from a car, and there is far more to it than just toning things down a little bit. If anything, he has tried to keep the car as brutal as possible.

"Of course, we want the car to be a challenge, and it really is," he says. "It is not a car that you get in and you understand

You too could drive the Lotus T125 F1 machine

TRACKDAY F1 CAR LOTUS T125

Mowlem and Alesi offer vital advice to Freeman



Alesi has fine-tuned the set-up of the T125...

... to make it a more user-friendly F1 experience



tor!

immediately what is the maximum you can do. It has everything – some cars have big engines, really fast top speeds, or lots of downforce. But everything together? That is this car.”

So let's get into the detail. With AUTOSPORT having experienced the T125 for an afternoon shortly after speaking to Alesi (look out for that on AUTOSPORT.com this week), it's clear that his claims are not just talk. Lotus really has delivered, and the 1995 Canadian Grand Prix winner clearly knows how to give the customers what they want.

“When someone drives this car he has to have good feedback from it,” he says. “Most of the time when I see people who buy Formula 1 cars to drive them, they always complain about understeer. This is because they are scared and the way they drive does not put the downforce on the front of the car. And then they are not having fun because they don't have a good response from the steering.

“But the steering system on our car is perfect. For a pure racing car it would be

“I think about what I would like to get the best performance for me, and then go back one step from that”
Jean Alesi

too pointy, but people feel how good it is as soon as they get in it and it doesn't make the car nervous.”

There's a little more to it than a clever steering set-up.

“Basically you need to give confidence, and confidence does not come from a stiff car,” Alesi adds. “We have made this car soft in the suspension, but not so soft that it will roll too much. When a car is too soft it is weird, but I think we have reached a good balance.”

As Alesi alluded to earlier, if he wanted to extract the best lap time possible from the

T125 he knows exactly what he would do. But that is not what Lotus wants from him. The whole point of this project is to offer a Formula 1-like experience with a car that is actually built for the needs of its potential customers, not to suit professional drivers. If anything, a non-F1 car designed to feel like one to the average (but very wealthy) fan is going to give a much better sensation than the real thing ever could. ☼

Log on to the website to see how Freeman fared



AUTOSPORT.COM
➔ WE DRIVE THE T125

Britain's Fiorano

So, you've bought your Lotus T125. Now, how do you get it around Hethel? Let *JOHNNY MOWLEM* give you a few tips



I had heard a lot about Hethel before I joined Lotus, but what I didn't realise was how little it has changed since the days of Colin Chapman. The room he had his heart attack in is still there, and I even signed my contract in his office.

I remember thinking that the whole place was oozing ghosts – I drove around the old track, and it was pretty much unchanged from when Graham Hill and Jim Clark used to drive there. It was great, but bloody dangerous in places!

I couldn't believe those guys had to test Colin's often-fragile innovations there. It was bumpy, broken up and, with grass growing through it, like an

abandoned circuit frozen in time.

Then there was a big injection of cash, a new track and facilities, but Lotus has very much tried to keep the new track on the same footprint as the old one. They've moved it in places – the distance between the two hairpins is a couple of hundred feet less than it used to be to allow for run-off – but it's still got the character of the old one. And you still gets ducks and rabbits wandering across the track!

The lap starts with the Graham Hill esses, where you can take a lot of kerb but you have to sacrifice a bit of speed through each one to make sure you're not off line for the next one. You then accelerate out to the Andretti hairpin,

Pit entry, and old circuit to right of pic



WINDSOCK CORNER

Approached at 174mph, and taken at 165mph while pulling 3.5g

SPEED TRAP

The Lotus T125 hits 192mph before braking for chicane

A PROPER CHICANE

Marked out only by rows of tyres on the old track, the new one is much slower

RINDT HAIRPIN



Mowlem races for Lotus in GT

➔ Working an all-nighter Mechanic's Hethel disaster

THE FOUR-WHEEL-DRIVE

Lotus 63 of 1969 was an unloved and ill-fated F1 car, the disastrous first run of which at Hethel was indicative of its future woes.

It was not uncommon for a mechanic to give a new racing car a systems-check at Hethel, and on this occasion the 'honour' fell to Leo Wybrott, the team's recently-promoted chief spannerman. The Kiwi had already completed a couple of runs, with checks between each, and was about to call it a day when it happened.

Lifting for the kink-left opposite the main building, the car snapped sideways when it shed its Colin Chapman-light, too-flexible and consequently loose right-rear wheel. Launched by a mound of builder's shingle, the careering 63 flattened several saplings before coming to an undignified

rest in a field. Wybrott was unhurt, but a hole had been punched in the tub's floor. With world champion Graham Hill scheduled to test the car the next day, another of Lotus's infamous all-nighters ensued.

Hill arrived spectacularly early and was not amused to find the repaired car surrounded by tuffets, mud and gravel. His mood was to darken further when a front driveshaft snapped at the end of Hethel's main straight.

Two 63s were taken to that weekend's Dutch Grand Prix, but Jochen Rindt wouldn't even sit in his, while Hill, after some exploratory total-traction laps in practice, reverted to his 49. Chapman was seething – Rindt had joined on the promise of an expensively complicated 4WD – but no doubt Wybrott cupped a sympathetic ear. *Paul Fearnley*



Hill was not a fan of 4WD Lotus 63

avoiding the last couple of kerbs because they are quite big. You brake diagonally across the track and then turn in early for the hairpin, and hug the inside all the way round. And although it tightens on the exit you can still get on the power early and scabble enough grip to launch straight into the Senna esses.

These esses are taken flat-out, and you want to move the steering as little as possible to keep your momentum building. Your main focus then is to get over to the left on the exit because the fearsome Windsock corner – which survives from the old track – is coming up on you very fast.

There really is just one line here –

“Your main focus is to get over to the left on the exit because the fearsome Windsock corner which survives from the old track is coming up fast”

turn in too early and you run out of road on exit; turn in too late and you never reach the apex. You've got to brave it out through there.

You brake really late into the next chicane, downshifting from sixth to second and braking all the way through the entry. You come off the brakes when

you turn left, and the car steps out on exit just before you take third gear.

The Rindt hairpin is similar to Andretti, in that you can turn in early and hug the inside kerb. You come up on the Clark esses very fast, and the pit-entrance wall gets your attention on the opposite side of the track as you hit the brakes. Much like the Graham Hill esses, you can carry a lot of speed in but you don't want to compromise your exit back onto the very short start/finish straight.

It's not quite the same as the original, but it's a facelifted version rather than a complete redesign. Crucially, it still has the feel of the original. ☼



ESTORIL

PORTUGAL

September 23-25
LMS, round 5/5



AT A GLANCE

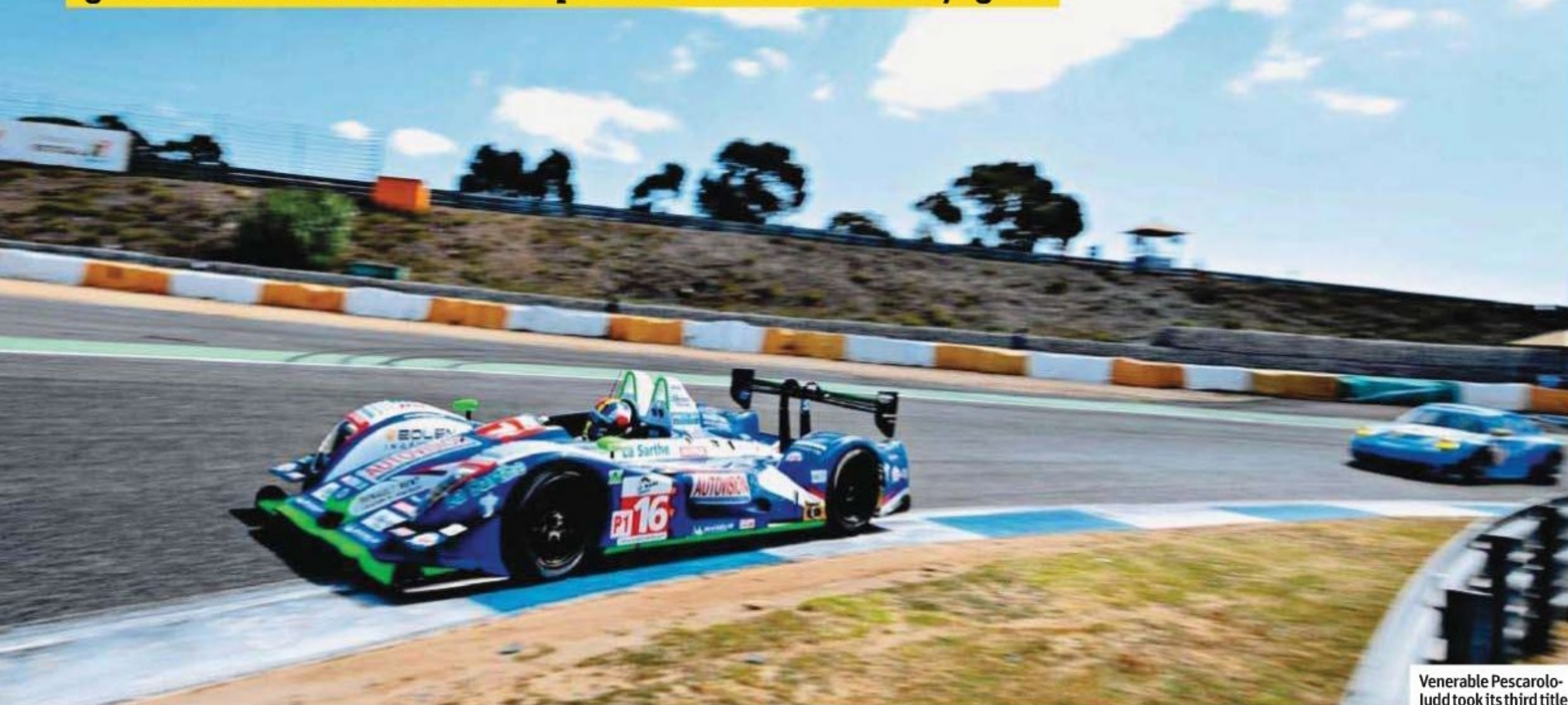
- **Winners Emmanuel Collard/Julien Jousse**
- **Pole position Neel Jani**
- **Fastest lap Jani**



Pescarolo's Collard and Jousse took victory and title

Pescarolo's birthday bonus

Victory in the series finale for Collard and Jousse gave Henri Pescarolo the perfect 69th birthday gift



Venerable Pescarolo-Judd took its third title

THE BATTLE FOR THE ESTORIL

6 Hours turned into a winner-takes-all affair with the Le Mans Series LMP1 drivers' crown at stake. Pescarolo drivers Julien Jousse and Emmanuel Collard squabbled over the lead with Rebellion Racing duo Andrea Belicchi and Jean-Christophe Boullion from 40 minutes into the race and were still at it with half an hour to go. Only then was the race and the title decided in the favour

of Jousse and Collard.

There was almost nothing to choose between the Judd-powered Pescarolo 01 and the #13 Rebellion Lola-Toyota B08/08 around the 2.6-mile Portuguese circuit on Sunday. The LMS series decider swung one way and then the next, and ultimately hinged on one tactical call.

Rebellion was forced to change its strategy when Belicchi had to abandon his second double stint at the

halfway point, and was diagnosed with dehydration. That forced the team to put Boullion back in the car early with a new set of Michelins, which meant he would be on old tyres for the run to the flag.

Jousse, on fresh rubber, emerged from the pits after the final round of stops with a lead of just under 2s. Boullion briefly came back at the Pescarolo, but Jousse was quickly able to eke out some breathing space before pulling out a clear lead.

A puncture for Boullion, after contact with a slower prototype, resulted in a late-race pitstop and an unrepresentative one-lap victory margin for Pescarolo.

"When I was told that Jousse was on new tyres," said Boullion. "I knew I had no chance."

Jousse had trailed Belicchi in the early running, while Neel Jani in the faster of the

... alongside Belicchi in luckier of the two Lolas



two Rebellion cars, pulled away at the front. Jani, sharing as usual with Nicolas Prost, disappeared from contention after 40 minutes when the bolts securing the gearbox oil pump sheered, resulting in a one-hour stop for repairs.

That handed Belicchi a 6s lead over Jousse, which grew to 10s before the first round of stops. The Pescarolo came back at the Lola during the second half of the double stint, before the positions swapped

when Boullion had to be pulled back before he could leave the pits.

Collard appeared to have the measure of old friend and team-mate Boullion, before the Lola came back at the Pescarolo through the second half of the next double stint.

Pescarolo was again quicker in the pits when Jousse and Belicchi took over, the Frenchman subsequently pulling a 30s advantage on the ailing Rebellion driver.



Rebellion's Jani took pole; Boullion took P2...

RACE RATING

★★★★★

A brilliant race. Shame there was no live TV or anyone there to see it

MILESTONE

The Pescarolo team and Emmanuel Collard notched up their third LMS titles, adding to their 2005 and '06 triumphs



REPORT LE MANS SERIES ESTORIL

GARY WATKINS
reports



Rebellion's unscheduled tyre change left Jousse with a lead of over a minute, but Boullion was able to whittle away at the lead on fresh rubber. Jousse, by his own admission, was struggling in traffic and lost a big chunk of time with a trip through the gravel in the final corner.

"When you don't have new tyres, you don't have the confidence in traffic," he said. "I made a mistake behind the #12 Rebellion car, lost downforce and went through the gravel. I was only two metres from the wall!"

The two leaders stopped with just over 40 minutes to go, the tyre change on the Pescarolo losing the car nearly all of its half-minute advantage. Jousse, who stayed in the car when Christophe Tinseau had been due to take over for his only stint, knew that on fresh rubber the odds were in his favour.

Pescarolo was back in the

hunt at Estoril after disappointing performances at the Imola and Silverstone. Team boss Henri Pescarolo believed that a revised rear wing that his squad had been allowed to run on its grandfathered car at Silverstone had brought it back into play, but that Rebellion had enjoyed a tyre advantage in Britain.

The Anglo-Swiss team's Lolas run the wider front Michelin also used by Peugeot and Audi, whereas Pescarolo with its narrower fronts had to run older-specification rubber. With no factory cars at Estoril, the playing field had been levelled.

The title is a major achievement for Pescarolo, even though it is no stranger to success in the LMS. It shouldn't be forgotten that the team was only rescued from administration last November after a season on the sidelines. ❧

Ferrari pips Porsche for GT win

The LMP1 battle was close, but it had nothing on the GTE Pro confrontation. The JMW Motorsport Ferrari 458 Italia driven by Rob Bell and James Walker came out on top in a race-long battle with the Felbermayr-Proton Porsche 911 GT3-RSR driven by Richard Lietz and Marc Lieb by just 0.183s.

JMW got back to the front at its final fuel stop courtesy of its quickest turnaround of the season, aided by a super-quick in-lap from Walker and a traffic-interrupted one for leader Lieb. Bell briefly increased a 4s advantage before Lietz came back at him. For the final eight laps, there was never more than a second between them. There was even contact on the final lap, but Bell just held on.

Both sides reckoned it shouldn't have been so close.



Bell/Walker 458 topped GTE scrap

Bell lost nearly all of a 30s advantage in the middle of the race when he was stuck behind the lapped Patrick Pilet's Imsa Porsche, in what he felt was gamesmanship on the part of the German manufacturer. Lieb and Lietz reckoned they would have had the advantage had their

front splitter not been damaged early on.

The destination of the LMP2 crown was decided after qualifying. The point Tom Kimber-Smith won for pole was enough to put him and Greaves Motorsport team-mate Karim Ojeh out of reach of their rivals.

RESULTS

Estoril (P), September 23-25, Le Mans Series, round 5 of 5

GRID

2 JOUSSE 1:30.317	1 JANI 1:30.118
4 K-SMITH 1:31.800	3 BOULLION 1:30.592
6 BECHE 1:32.347	5 WATTS 1:32.072
8 HIRSCHI 1:33.286	7 EBBESVIK 1:32.695
10 HUGHES 1:34.066	9 KAFFER 1:33.525
12 KAPADIA 1:36.044	11 ROSTER 1:34.168
14 SIMON 1:37.474	13 MARROC 1:36.480
16 BRUNI 1:39.233	15 BELL 1:39.176
18 HOLZER 1:39.526	17 LIETZ 1:39.374
20 PILET 1:39.964	19 FARNBACHER 1:39.749
22 MELO 1:40.390	21 ARMINDO 1:40.014
24 CIOCI 1:40.558	23 HANCOCK 1:40.417
26 QUARFIE 1:40.777	25 AYARI 1:40.746
	27 RIED 1:42.107

225 LAPS, 584.678 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Julien Jousse (F)/Emmanuel Collard (F)/Christophe Tinseau (F)*	Pescarolo Team	Pescarolo Judd 01	LMP1	6h00m24.815s	2
2	Andrea Belicchi (I)/Jean-Christophe Boullion (F)	Rebellion Racing (Sebah)	Lola Toyota B08/60	LMP1	1 lap	3
3	Pierre Thiriet (F)/Mathias Beche (CH)/Jody Firth (GB)	TDS Racing	ORECA Nissan 03	LMP2	6 laps	6
4	Olivier Lombard (F)/Tom Kimber Smith (GB)/Karim Ojeh (SA)	Greaves Motorsport	Zytek Nissan Z11SN	LMP2	8 laps	4
5	Fabien Rosier (F)/Manuel Mello Breyner (P)/Pedro Mello Breyner (P)	Extreme Limite AM Paris	Norma Judd M200P	LMP2	15 laps	11
6	Rob Bell (GB)/James Walker (GB)	JMW Motorsport	Ferrari 458 Italia	GTE	16 laps	15
7	Richard Lietz (A)/Marc Lieb (D)	Team Felbermayr Proton	Porsche 911 GT3 RSR	GTE	16 laps	17
8	Ralph Meichtry (CH)/Michel Frey (CH)/Jonathan Hirschi (CH)	Race Performance	ORECA Judd 03	LMP2	17 laps	8
9	Patrick Pilet (F)/Wolf Henzler (D)	Imsa Performance Matmut	Porsche 911 GT3 RSR	GTE	18 laps	20
10	Jaime Melo (BR)/Toni Vilander (FIN)	AF Corse	Ferrari 458 Italia	GTE	19 laps	22
11	Nicolas Armindo (F)/Raymond Narac (F)	Imsa Performance Matmut	Porsche 911 GT3 RSR	GTA	20 laps	21
12	Patrick Simon (D)/Mirco Schultis (D)/Julien Schell (F)	Pegasus Racing	ORECA Chevrolet FLM09	FLM	21 laps	14
13	Sam Hancock (GB)/Simon Dolan (GB)	Jota	Aston Martin Vantage	GTE	21 laps	23
14	Peter Kuterma (NL)/Nicolas Marroc (F)	JMB Racing	ORECA Chevrolet FLM09	FLM	22 laps	13
15	Klaas Hummel (NL)/Phil Quaife (GB)/Adam Christodoulou (GB)	CRS Racing	Ferrari 430 GT	GTA	22 laps	26
16	Christian Ried (D)/Horst Felbermayr Jr (A)	Team Felbermayr Proton	Porsche 911 GT3 RSR	GTA	23 laps	27
17	Rob Garofall (GB)/Barry Gates (GB)/Warren Hughes (GB)	RLR Msport	MG Lola Judd EX265	LMP2	24 laps	10
18	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX 01d	LMP2	24 laps	5
19	Soheil Ayari (F)/Manuel Rodrigues (F)/Pascal Ballay (F)	JMB Racing	Ferrari 458 Italia	GTE	28 laps	25
20	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing (Sebah)	Lola Toyota B10/60	LMP1	38 laps	1
21	Alex Kapadia (GB)/John Hartshorne (GB)/Tor Graves (GB)	Neil Garner Motorsport	ORECA Chevrolet FLM09	FLM	52 laps	12
22	Marco Cioci (I)/Piergiuseppe Perazzini (I)/Stephane Lemeret (B)	AF Corse	Ferrari 430 GT	GTA	61 laps	24
R	Thor Christian Ebbesvik (N)/Dominik Kraihamer (A)	Boutsen Energy Racing	ORECA Nissan 03	LMP2	218 laps brake disc exploded	7
R	Dominik Farnbacher (D)/Allan Simonsen (DK)	Hankook Team Farnbacher	Ferrari 458 Italia	GTE	99 laps gearbox	19
R	Pierre Kaffer (D)/Luis Perez Companc (RA)/Matias Russo (RA)	Pecom Racing (AF)	Lola Judd B11/40	LMP2	97 laps engine/overheating	9
R	Gianmaria Bruni (I)/Giancarlo Fisichella (I)	AF Corse	Ferrari 458 Italia	GTE	11 laps electrical	16
R	Marc Goossens (B)/Marco Holzer (D)	ProSpeed Competition	Porsche 911 GT3 RSR	GTE	2 laps accident/steering	18

LMP1 POINTS

POS	DRIVER	PTS
1	Collard/Jousse	50
2	Belicchi/Boullion	47
3	Jani/Prost	37
4	Tinseau	35
5	Amaral/Pla	9

LMP2 POINTS

POS	DRIVER	PTS
1	Kimber Smith/Ojeh	64
2	Lombard	44
3	Watts/Kane/Leventis	43
4	Firth/Beche/Thiriet	38
5	Kraihamer	36

GTE PRO POINTS

POS	DRIVER	PTS
1	Fisichella/Bruni	60
2	Bell/Walker	46
3	Lietz/Lietz	44
4	Melo/Vilander	37
5	Simonsen/Farnbacher	32

FLM POINTS

POS	DRIVER	PTS
1	Simon/Schultis/Schell	73
2	Hartshorne	45
GTE AM POINTS		
1	Armindo/Narac	75
2	Cioci/P'zini/Lemeret	58

Winners' average: 97.335mph. Fastest lap: Jani, 1m30.702s, 103.138mph. LMP2: Kimber Smith, 1m32.611s, 101.012mph. FLM: Marroc, 1m37.447s, 95.999mph. GTE Pro: Pilet, 1m39.563s, 93.959mph. GTE Am: Armindo, 1m40.505s, 93.078mph. Driver listed on grid set qualifying time. First named driver in each car in table started the race. * Tinseau drove in practice but not race.

DONINGTON PARK

 GREAT BRITAIN

September 24-25

British F3

Round 9/10



AT A GLANCE

→ R1 winner **R Svendsen-Cook**

→ R2 winner **V Bottas**

→ R3 winner **K Magnussen**



Idafar stormed through the field impressively in reversed-grid race

RS-C storms to curtain call

With his career prospects in doubt, victory at Donington gives Rupert Svendsen-Cook a lifeline shot at title runner-up



Svendsen-Cook was the weekend's top scorer

THIS HAS NOT BEEN AN EASY season for Rupert Svendsen-Cook. Back in British F3 for a second year with top team Carlin, the young Brit had his eyes on the big prize, but the hoped-for title tilt has not materialised.

There have been flashes of real promise – fastest in free practice at the Monza season opener, plus a double pole on the daunting Brands Hatch GP circuit. There was even a reversed-grid race victory too (also at Monza), but RS-C craved more.

And the more he craved success, the less seemed to go right for the likeable ex-Formula BMW racer. Having learned so much from 2010 champion Jean-Eric Vergne last year – particularly in regard to braking technique – and worked so hard over the winter to steel himself for a title fight, Svendsen-Cook did not expect to come to the penultimate round of 2011 at Donington Park a distant sixth in the points table.

That he left it as the weekend's top scorer, launching himself into the thick of a five-way fight for the runner-up spot behind runaway champion Felipe Nasr, is largely thanks to an expert conversion of his third pole of the year into his first full-points F3 win in Saturday's opening race.

"My career is on the line in these last two rounds, so this win couldn't have come at a better time," said RS-C, who needs a strong finish to the year to convince his backers to fund a graduation to GP2. "When I'm under the pressure I'm under that's an answer to everybody."

Svendsen-Cook is an accomplished driver and on his day can be as quick as anyone, but his Jenson Button-esque super-smooth driving style requires a very specific car set-up, and he struggles to access his potential when the car is not to his liking.

"I'm not particularly aggressive with the car," he

explained. "I drive very smoothly, and finding a car that rewards that is a challenge at some circuits. Sometimes you have to rag a lap time out of a car, but I love a car where you can sit back and let it do the work with minimal inputs."

"My set-up and my feeling are always very different to the rest of my team. No-one in the team follows my set-up and I don't follow anyone else."

"If I try to follow anybody I'm lost for feeling. To be honest, my car is upside down compared to the other drivers."

Carlin chief engineer Mark Owen said at Snetterton earlier this season that Svendsen-Cook is probably the team's fastest driver through high-speed corners, so coming to a circuit where the majority of the lap is spent driving in no lower than fourth gear probably played its part in his success too.

"Finally I was able to have

a good feeling in the car and get confidence, which has been the key for me all season," he added.

"I've had it at some previous circuits but not been able to maximise it. I had it in free practice at Monza, but lost it in qualifying. We spent time understanding that and trying to get it back, but I pushed too hard and crashed in qualifying at Oulton."

"Engine misfires cost me a weekend at Snetterton, then I got double pole at Brands, but it rained and I was on the wrong settings. It's been difficult to get a run going."

He didn't look quite so confident in last Sunday's wet conditions at

Donington, as GP3 champion Valtteri Bottas and Kevin Magnussen came to the fore. Bottas delivered a dominant second consecutive reversed-grid race victory for Double R on Sunday morning, as Svendsen-Cook wobbled home eighth having bent a wishbone following a first-corner whack from T-Sport's Bart Hylkema.

RS-C was one of a minority of drivers to make the right call to start the 40-minute final race on rain tyres, but had to give best to Double R's Sunoco driver of the weekend Pipo Derani and Carlin team-mate Magnussen. The Dane was hit by Nasr in race one and

Derani claimed his best result yet for Double R



PICS: EBREY, DUNBAR/LAT

RACE RATING

★★★★☆

A tense dry race on Saturday was the prologue for two thrilling wet races on Sunday

MILESTONE

British F3's first visit to the Donington Park GP circuit since 2004



REPORT F3 DONINGTON PARK

BEN ANDERSON
reports



Magnussen won the soaking-wet finale

took an Old Testament approach to his response in the finale. Having delayed himself by tapping the poleman into a spin at the Esses, Magnussen recovered to demote Svendsen-Cook and rookie team-mate Jack Harvey for the win.

Harvey drove well all weekend, but a battery failure robbed him of a probable second podium finish and promoted RS-C onto the final step, despite

Svendsen-Cook's early trip off the road at Goddards.

With only 21 points now separating the five drivers still in contention for second place in the championship, Svendsen-Cook knows he has a real chance to prolong his single-seater career when the 2011 season reaches its final act at Silverstone in two weeks' time. For his sake, let's hope he can find the right feeling. ☘

Bottas raises Double R's stock

VALTERI BOTTAS RETURNED to Formula 3 at Donington Park last weekend and made quite an impact.

The GP3 champion was one of several drivers to lose out in a red-and-yellow-flag-afflicted qualifying session, which meant he didn't start either of the main races from as high on the grid as he should have.

Fortec engineer Andi Scott went to officials with what he believed was concrete video evidence of yellow-flag infringements during the session, but no penalties were handed out.

Whatever, Bottas didn't quite adjust his Kumho-tyre-developed F3 driving style to the Cooper rubber quickly enough in the dry on

Saturday, but was mighty in the wet on Sunday.

He scorched away at an average of over a second per lap after slicing between the all-Fortec front row of Will Buller and Harry Tinncknell in the reversed-grid race.

Bottas was caught on the wrong tyres at the start of the finale, but regularly lapped more than a second

quicker than the rest once onto wets, and finished with a fastest lap over half a second up on the next best.

His inclusion at Double R also galvanised the team's other drivers. Scott Pye and Pipo Derani both had their best showings of the season, and Derani's race-three podium was as surprising as it was well-deserved.



Bottas was mighty quick in the wet

RESULTS

British F3, Donington Park (GB), September 24-25, round 9 of 10

RACE 1 - 21 LAPS, 52.233 MILES						RACE 2 - 13 LAPS, 32.335 MILES						RACE 3 - 24 LAPS, 59.695 MILES					
GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	GRID	POS	DRIVER	TIME	GRID	GRID	POS
1 S-COOK 1:23.261	1	Rupert Svendsen Cook (GB)	Carlin	DVW F308	29m29.797s	1	1	Bottas	20m39.657s	3	1	1	Nasr	1:23.012	2	1	1
2 HARVEY 1:23.357	2	Carlos Huertas (CO)	Carlin	DVW F308	+3.196s	4	2	Buller	+14.247s	1	2	2	Harvey	1:23.076	3	2	2
3 MAGNUSSEN 1:23.417	3	Jack Harvey (GB)	Carlin	DVW F308	+3.646s	2	3	Idafar	+14.429s	11	3	3	S-COOK	1:23.228	4	3	3
4 HUERTAS 1:23.479	4	Scott Pye (AUS)	Double R Racing	DMB F308	+4.027s	5	4	Jaafar	+24.456s	4	4	4	Huertas	1:23.323	5	4	4
5 PYE 1:23.493	5	Jazeman Jaafar (MAL)	Carlin	DVW F308	+4.717s	8	5	Tinncknell	+24.712s	2	5	5	Magnussen	1:23.348	6	5	5
6 NASR 1:23.495	6	Valterri Bottas (FIN)	Double R Racing	DMB F308	+5.200s	7	6	Huertas	+27.200s	7	6	6	Derani	1:23.395	7	6	6
7 BOTTAS 1:23.500	7	Harry Tinncknell (GB)	Fortec Motorsport	DMB F311	+16.220s	14	7	Foresti	+27.347s	17	7	7	Bottas	1:23.448	8	7	7
8 JAAFAR 1:23.514	8	William Buller (GB)	Fortec Motorsport	DMB F311	+16.836s	10	8	Svendsen Cook	+27.813s	8	8	8	Jaafar	1:23.462	9	8	8
9 DERANI 1:23.547	9	Max Snegirev (RUS)	Hitech Racing	DVW F308	+18.050s	13	9	Harvey	+28.596s	6	9	9	Buller	1:23.479	10	9	9
10 BULLER 1:23.577	10	Pipo Derani (BR)	Double R Racing	DMB F308	+18.614s	9	10	Nasr	+31.965s	21	10	10	Pye	1:23.479	11	10	10
11 FANTIN 1:23.607	11	Menasheh Idafar (BRN)*	T Sport	DVW F311	+18.660s	16	11	Cunha	+34.688s	13	11	11	Fantin	1:23.560	12	11	11
12 FORESTI 1:23.811	12	Pietro Fantin (BR)	Hitech Racing	DVW F308	+19.224s	11	12	Fong	+35.185s	16	12	12	Foresti	1:23.804	13	12	12
13 SNEGIREV 1:24.276	13	Yann Cunha (BR)	T Sport	DVW F311	+23.309s	15	13	Lloyd	+35.555s	15	13	13	Snegirev	1:24.169	14	13	13
14 TINCKNELL 1:24.468	14	Bart Hylkema (NL)	T Sport	DVW F311	+27.360s	18	14	Fantin	+40.681s	12	14	14	Idafar	1:24.276	15	14	14
15 CUNHA 1:24.494	15	Hywel Lloyd (GB)	Sino Vision Racing	DMB F308	+28.107s	17	15	Snegirev	+44.743s	9	15	15	Cunha	1:24.343	16	15	15
16 IDAFAR 1:24.516	16	Adderly Fong (PRC)	Sino Vision Racing	DMB F308	+32.653s	19	16	Magnussen	+52.772s	20	16	16	Tinncknell	1:24.355	17	16	16
17 LLOYD 1:24.587	17	Lucas Foresti (BR)	Fortec Motorsport	DMB F311	+33.854s	12	17	Ilyas	+54.088s	18	17	17	Hylkema	1:24.427	18	17	17
18 HYLKEMA 1:24.588	18	Fahmi Ilyas (MAL)	Fortec Motorsport	DMB F311	+59.390s	20	18	Pye	10 laps puncture	5	18	18	Lloyd	1:24.473	19	18	18
19 FONG 1:25.033	19	(R) Kotaro Sakurai (J)	Hitech Racing	DMH F305	+1m07.015s	21	19	Derani	8 laps collision	10	19	19	Fong	1:24.597	20	19	19
20 ILYAS 1:25.652	20	R Kevin Magnussen (DK)	Carlin	DVW F308	13 laps-withdrew	3	20	(R) Sakurai	5 laps suspension	19	20	20	Ilyas	1:25.213	21	20	20
21 SAKURAI 1:26.102	21	R Felipe Nasr (BR)	Carlin	DVW F308	5 laps-withdrew	6	21	Hylkema	1 lap suspension	14	21	21	Sakurai	1:25.910	22	21	21

CHAMPIONSHIP

POS	DRIVER	PTS
1	Nasr	302
2	Huertas	196
3	Magnussen	195
4	Buller	183
5	Svendsen Cook	179
6	Jaafar	175
7	Foresti	147
8	Harvey	106
8	Fantin	106
10	Tinncknell	78

CHAMPIONSHIP (ROOKIE CUP)

POS	DRIVER	PTS
1	Sakurai	324
2	Hylkema	214
3	Orlandi	45

Key: D Dallara; VW Volkswagen/Spies; MB Mercedes-Benz/HWA; MH Mugen Honda/Brown; (R) Rookie Cup; *3.5-second penalty; **10-second penalty

Race 1 Winner's average: 106.25mph. Fastest lap: Magnussen, 1m23.042s, 107.83mph.

Race 2 Winner's average: 93.90mph. Fastest lap: Nasr, 1m30.482s, 98.96mph.

Race 3 Winner's average: 88.43mph. Fastest lap: Bottas, 1m37.809s, 91.55mph.



2012 Sunoco Rolex 24 At Daytona Challenge - WE HAVE A WINNER!

British F3 champion Felipe Nasr wins the Sunoco Rolex 24 At Daytona Challenge, thanks to his amazing speed and consistency. Felipe will now start an intensive test period in a Daytona Prototype; starting at the Barber Motorsport Park, Alabama in mid October before competing in the 2012 Rolex 24 At Daytona.

▶ 1 Felipe Nasr	Carlin/F3	77.22	▶ 6 Marcus Clutton	A.B.G Motorsport/GT4	48.17
▶ 2 Javier Morcillo	Azteca/Britcar	53.07	▶ 7 Calum Lockie	Strata 21/Britcar	46.89
▶ 3 Craig Wilkins	GT3 Racing/Britcar	51.25	▶ 8 Paul White	Strata 21/Britcar	44.89
▶ 4 Aaron Scott	GT3 Racing/Britcar	51.25	▶ 9 Glynn Geddie	CRS Racing/British	42.22
▶ 5 Matt Griffin	MTECH/GT3	51.11	▶ 10 Duncan Cameron	MTECH/GT3	42.22



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BRITISH GT DONINGTON PARK, SEPTEMBER 24-25

Clouds clear for Lyons and Bateman for enduro win



Lyons held on to win as dusk fell

FERRARI DUO CHARLES Bateman and Michael Lyons came out on top of the three-hour British GT encounter at Donington last Sunday. Despite extra weight being handed to all the 458s, the Scuderia Vittoria drivers won an enthralling event that was in doubt almost to the flag.

Bateman started the race, which required three mandatory driver changes and a maximum of 100 minutes per pilot, from eighth. But fine progress in the early wet-but-drying conditions brought him to third, behind pacesetter Jonny Adam (Beechdean Aston Martin DBRS9) and Gregor Fiskens Trackspeed Porsche 997 GT3 R.

The Aston's challenge soon disappeared. Adam pulled out a lead of almost half a minute before the tortured rear tyres began to give up. His lead over Fiskens was halved before co-driver Andrew Howard spun at Redgate on his out lap, then did a more comprehensive job at the Fogarty Esses and brought out the safety car.

This proved crucial. Lyons, who had lost ground to Tim Bridgman (in for Fiskens) and been caught by Stephen

Jelley (in the Porsche started by David Ashburn), was brought in. That meant the mandatory 109-second stop lost SV minimal ground.

Jelley also pitted, but that car's challenge would be hampered by a couple of Ashburn excursions.

Bridgman took up the lead, chased by a flying Matt Griffin in MTECH's 458.

Co-driver Duncan Cameron had run in the top five until he was hit under braking by the United Autosports Audi of Michael Guasch. The Audi came off worst, but the incident meant Griffin had to work hard to get MTECH back in contention.

All the while Bateman had been running strongly and looked set to inherit the lead when others stopped. Then another safety car with just over an hour to go gave Trackspeed and MTECH their own chances to make pitstops under yellows.

SV reacted quickly too, bringing Bateman in to hand over to Lyons. In theory, he wouldn't need to stop again, assuming there was enough fuel...

"We knew we could go 70 minutes on a tank and there were 71 minutes left," said team boss Piers Masarati.

"We knew it would be tight, but it would have been silly not to stop then."

In the meantime, MTECH had jumped Trackspeed, but in controversial style. Under the safety car, the struggling GT4 Aston of Sergio Lagana pulled across the front of Fiskens, forcing the Porsche to brake. Cameron went by and MTECH elected not to hand back the place.

Thus, when they made their final stops, Griffin was second, ahead of Bridgman, with Lyons 37s up the road.

The gap came down rapidly at first as Griffin and Bridgman set a series of fastest laps, but Lyons responded and with just over a quarter of an hour to go he still led by 17s. All it seemed he needed was enough petrol.

Then the second MTECH car of Julien Draper went off at the Esses and the safety

car emerged once more. That solved Lyons's fuel issue, but meant that only a handful of backmarkers separated him from Griffin.

Lyons took off well at the restart while Griffin struggled to get past Adam Wilcox and then Gordon Shedden. It was enough to make him settle for second, which became third when MTECH was handed a penalty for Cameron's earlier misdemeanour.

Behind came Jelley, who could never quite get back on terms with the top three, while Glynn and Jim Geddie (CRS 458) extended their points lead with fifth despite a drive-through penalty for passing through the pits on the installation lap.

Rivals Guasch and Matt Bell should have been contenders for victory. Bell was the only man other than Griffin and Bridgman

capable of lapping regularly in the 1m31s, but the stop to repair the damage caused by the early clash proved too big a mountain to climb and they took seventh. Guasch and Bell are nevertheless one of several duos who will travel to Silverstone next month with a realistic shot at the 2011 crown.

● Kevin Turner

RESULTS – (3 hours, 105 laps)

1 Charles Bateman/Michael Lyons (Ferrari 458); 2 Gregor Fiskens/Tim Bridgman (Porsche 997 GT3 R) +6.054s; 3 Duncan Cameron/Matt Griffin (458); 4 David Ashburn/Stephen Jelley (997 GT3 R); 5 Jim Geddie/Glynn Geddie (458); 6 Hector Lester/Gordon Shedden (458); 7 Michael Guasch/Matt Bell (Audi R8 LMS); 8 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 9 Ron Johnson/Piers Johnson (Chevrolet Corvette Z06 R); 10 Tom Sharp/Martin Short/Matt Nicoll Jones (Ginetta G55). **GT4 winners** Phil Glew/James Nash (Lotus Evora). **Fastest lap** Bridgman 1m31.205s (98.17mph). **Points 1 Geddie/Geddie, 121.5**; 2 Cameron/Griffin, 113.5; 3 Guasch/Bell, 110.5; 4 Bateman/Lyons, 107.5; 5 Ashburn, 103. **GT4 1 Peter Belshaw/Marcus Clutton (KTM X Bow), 178.5**; 2 Leyton Clarke/Freddy Nordstrom (Evora), 152; 3 Dan Denis/David McDonald (Ginetta G50), 141.5.

Stunning opening lap took Adam into lead





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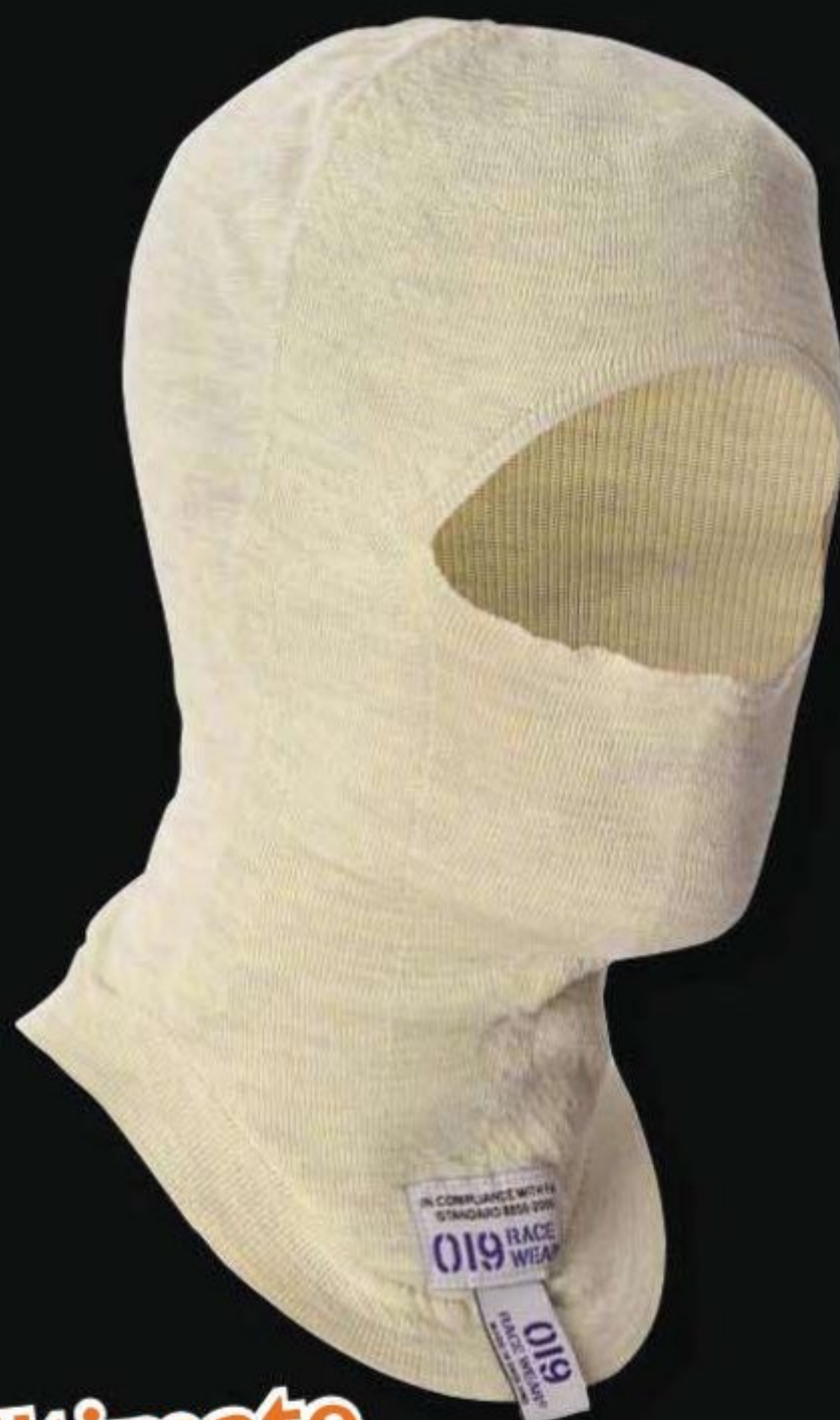
to all of our recent winners:

- **James Nash** on his first BTCC win at Rockingham
- **Nick Tandy** on his Porsche Super Cup Germany win at Oschersleben
- **Nicholas Mee Racing** on clinching the Aston Martin GT4 Challenge Cup with another win at Dijon



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MILESTONE

Mygale is now just the three Silverstone wins away from its first clean sweep in a British Formula Ford Championship season



FORMULA FORD AT A GLANCE

- Race 1 **Scott Malvern**
- Race 2 **Nick McBride**
- Race 3 **Malvern**

REPORTS DONINGTON PARK



Malvern took title, while McBride (3) scored first win

F3/GT SUPPORTS DONINGTON PARK, SEPTEMBER 24 25

Double brings Malvern the crown

BRITISH FORMULA FORD dominator Scott Malvern secured the 2011 title with three races to spare at Donington last weekend, with his 16th and 17th wins of the campaign. The successes sandwiched yet another podium too, with second place to first-time victor Nick McBride in race two of the event.

"Massive thanks have to go to the guys at Jamun – it's been a mega year", said Malvern, who was runner-up last year. "It was a risky strategy racing in Ford again this year, we had to win lots of races and the

title – but now we know we did the right thing."

Leading the first and third races on the GP track from lights-to-flag, Malvern was pipped to a clean sweep of wins by team-mate McBride in race two by a mere 0.093 seconds. Malvern led early on while McBride fought to find a way by JTR's Geoff Uhrhane, who had jumped ahead at Redgate at the start.

Once by, McBride chipped away at the gap to Malvern, but looked set to fall just short when the leader had a wobble at Redgate on the penultimate

tour. Piling on the pressure, the Australian then produced a terrific pass into the Melbourne Hairpin on the final lap to snatch his first victory in the UK.

Jamun locked out the podium the first two races, with Jeroen Slaghekke bagging two thirds, but Uhrhane took second to Malvern to mark a welcome return to the podium in the wet finale.

Golf Mk5 GTI runners Aaron Mason and James Walker shared the wins in the VW Racing Cup, on a day when championship leader Steve Chaplin could only manage fourth and fifth place finishes. Even so, the Beetle RSi racer holds a 32-point advantage ahead of next month's season finale at Silverstone.

Mason dominated the wet-but-drying first Donington race, taking the lead out of Hollywood on lap one and easing to a comfortable win ahead of father-and-son duo Richard and James Walker. In the second encounter, Walker Sr led for the first half

before allowing son James through to claim the victory and maximum points towards his title bid. Mason took third to cap an impressive weekend.

Successful British and European truck racer Chris Levett, meanwhile, made a strong car-racing debut with eighth in the opener and an improved top-six finish in race two at the wheel of a Golf Mk5 GTI.

In the Ginetta Challenge, Gary Simms starred in the wet second race of the weekend to take the outright victory in his older G20 model. G40 pacesetter Mark Davies was second to Simms after battling back through from an enforced spin on lap seven – the result of contact from Dominic Pettit's G20 at the hairpin. Importantly, Davies won the G40 class ahead of title rival Sean Huyton, who was promoted to third when Pettit was excluded.

Earlier Davies had scored a clear 10-second win in race one to boost his championship bid, with Huyton only fifth.

Paul Wilson won both Caterham Superlight R300 encounters, although in contrasting style. He drove

away to win race one by five seconds, but Jamie Ellwood ran him closer in the second encounter, the winning margin being a less comfortable 0.9 seconds.

● Marc Orme

RESULTS

British Formula Ford (12 laps)

1 Scott Malvern (Mygale SJ11); 2 Nick McBride (SJ11) +2.837s; 3 Jeroen Slaghekke (SJ11); 4 Dan de Zille (SJ11); 5 Matthew Parry (Van Diemen LA11); 6 Luke Williams (Mygale SJ10); 7 Neil Alberico (Ray GR11); 8 Steijn Schothorst (SJ10); 9 Jelle Beelen (Mygale SJ09); 10 Philippe Layac (SJ10). **Fastest lap** McBride 1m33.223s (96.05mph).

Race 2 (12 laps) 1 McBride;

Malvern +0.093s; 3 Slaghekke; 4 Geoff Uhrhane (SJ11); 5 Antti Buri (SJ11); 6 de Zille; 7 Parry; 8 Spike Goddard (SJ11); 9 Schothorst; 10 Layac. **FL** McBride 1m33.306s (95.96mph).

Race 3 (11 laps)

1 Malvern; 2 Uhrhane +5.201s; 3 McBride; 4 Parry; 5 Buri; 6 Schothorst; 7 de Zille; 8 Alberico; 9 Tristan Mingay (SJ09); 10 Layac. **FL** Parry 1m46.602s (83.99mph).

Points 1 Malvern, 559 (champion);

2 McBride, 447; 3 Slaghekke, 424; 4 Buri, 416; 5 de Zille, 343; 6 Uhrhane, 310.

VW Racing Cup (10 laps) 1 Aaron

Mason (Golf GTI Mk5); 2 James Walker (Golf GTI Mk5) +1.638s; 3 Richard Walker (Golf GTI Mk5); 4 Joe Fulbrook (Bora); 5 Steve Chaplin (Beetle RSi); 6 Steve Wood (Golf GTI Mk5). **FL** R Walker 1m58.475s (75.58mph).

Race 2 (11 laps) 1 J Walker;

2 R Walker +1.351s; 3 Mason; 4 Chaplin; 5 Fulbrook; 6 Chris Levett (Golf GTI Mk5). **FL** R Walker 1m58.079s (75.83mph).

Ginetta Challenge (10 laps) 1 Mark

Davies; 2 Mike Robinson +10.457s; 3 Thiago Calvet; 4 Clive Richards; 5 Sean Huyton; 6 Williams Burns. **G20 winner** Dominic Pettit.

FL Davies 1m58.682s (75.44mph).

Race 2 (10 laps) 1 Gary Simms;

2 Davies; 3 Huyton; 4 Stuart Pearson; 5 Calvet; 6 Ryan Ratcliffe. **G40 winner** Davies. **FL** Davies 1m56.349s (76.96mph).

Caterham Superlight R300

(18 laps) 1 Paul Wilson; 2 Jamie Ellwood +5.123s; 3 Jamie Orton; 4 Mark Shaw; 5 Flick Haigh; 6 Adam Balon. **FL** Wilson 1m43.269s (86.71mph).

Race 2 (18 laps) 1 Wilson; 2 Ellwood +0.911s; 3 Haigh; 4 Balon; 5 JJ O'Malley; 6 Ed Hayes. **FL** Orton 1m43.337s (86.65mph).

Mason had a fine weekend



SNETTERTON celebration

Snetterton is 60 years old next month and has just entered a new era.
KEVIN TURNER looks at its past, and takes a glimpse at the future



Snetterton is one of British motorsport's underrated gems. Situated just off the A11 on the way to Norwich, it seems a long way from everywhere and is not a glamorous location. But the Norfolk venue is surprisingly easy to get to, and over the years has hosted some of the best racing in the country.

It has also been the scene of several important historic motorsport moments, for many years was the home of 24-hour racing in the UK, and has been the hub of the sport in the East. Next month is the 60th anniversary of the first competition event there, so it seems a fine time to take a look back over its varied history.

Like Silverstone and Goodwood, Snetterton was a wartime airfield left dormant in the late 1940s. When Eastern Counties Motor Club had to stop using Fersfield near Diss, which was not in good condition, an alternative competition venue had to be found.

ECMC driving force Oliver Sear – who was also the Eastern counties secretary for the Aston Martin Owners Club – and some fellow members approached landowner Fred Riches with the idea of using a 2.7-mile perimeter road around his land for racing.

With the help of AMOC man Dudley Coram, things moved rapidly and it was the Aston club that held the first meeting there, on October 27 1951.

“Although the event was called a Speed Trial, it was in fact a series of Sprint Races,” said AUTOSPORT’s report of the event as cars set off together.

After the start, they swept through the fast right at Riches before reaching the original Sear, a right-hander slightly further on than the corner of the same name that later replaced it. Shortly after, cars flicked left onto the Norwich Straight (which ran alongside the A11), to a right-hand hairpin that, via the Home Straight, brought drivers to the left-right Esses or, as AUTOSPORT described it, the “wiggle-woggle ‘S’”. Two fast rights, to become known as Bombhole (not due to any bombs having fallen there) and



A familiar site before revamp last winter



Cosworth hordes fought it out at Snett in the BTCC



Snetterton's first 'race', for 1.5-litre Astons, is about to start



Jackie Oliver exits the old hairpin in F1 BRM



Van Diemen has been synonymous with Snett

"The first meeting attracted 75 cars and the track was fast too: Dennis Poore claimed his Alfa Romeo reached 147mph"

Snett was fast from day one

Coram then led to a fast left-hander called Paddock Bend that took cars back to the start-finish line.

That first meeting attracted 75 racing and sports cars, "a goodly crowd of spectators", and the likes of Ken Wharton, Duncan Hamilton and George Abecassis. It was fast too: Dennis Poore claimed to have reached 147mph twice in his Alfa Romeo.

Snetterton didn't look back. Original paddock access was only available across the track, but a series of bridges (one of which was blown down!) was soon built to make life easier for competitors and spectators.

Sadly, the first death came in 1953, after Ferrari driver Bobby Baird crashed in a Formula Libre race, but Snetterton has had relatively few fatalities, especially given its high-speed nature.

Non-championship F1 arrived in 1954, Roy Salvadori dominating the Curtis Trophy in his Maserati 250F. It was a good day for 'Salvo' as he also won the FLibre race in the Maser, and took two sportscar victories in one of Ecurie Ecosse's Jaguar C-types.

F1 races would continue to visit until 1964, and Graham Hill gave the

revolutionary Lotus 49 its first laps on-track at Snetterton in 1967. Even today, the circuit occasionally provides the testing ground for international sportscars and GTs.

Just as importantly, 500cc F3 champion Jim Russell founded the world's first racing school at Snetterton in 1957. Not only would this bring many talents into the sport and set a model for others to follow, it would also later help provide the basis for Formula Ford.

In the late 1950s, Snetterton became the venue for the finale of our magazine's own sportscar championship, with the AUTOSPORT Three Hours, and started hosting a round of the British Saloon Car Championship. The European Touring Car Championship arrived in '65, and two years later the European Formula 2 era kicked off with an epic battle between Jochen Rindt and Hill.

By now, the venue was beginning to develop. The circuit had changed little in the early days, save for such things as the first pits appearing in 1956, but by the '60s it was felt that the left-hander of Paddock was too fast, so a right-left was inserted after Coram. This was called Russell, and its profile would change numerous times over the years, sometimes providing a hairy and rapid flick, other times a slower overtaking opportunity, but in any form it was an important part of the lap.

Snetterton was now owned by Grovewood Securities, the joint venture of promoter John Webb and John Danny that also looked after Brands Hatch, Mallory Park and ►

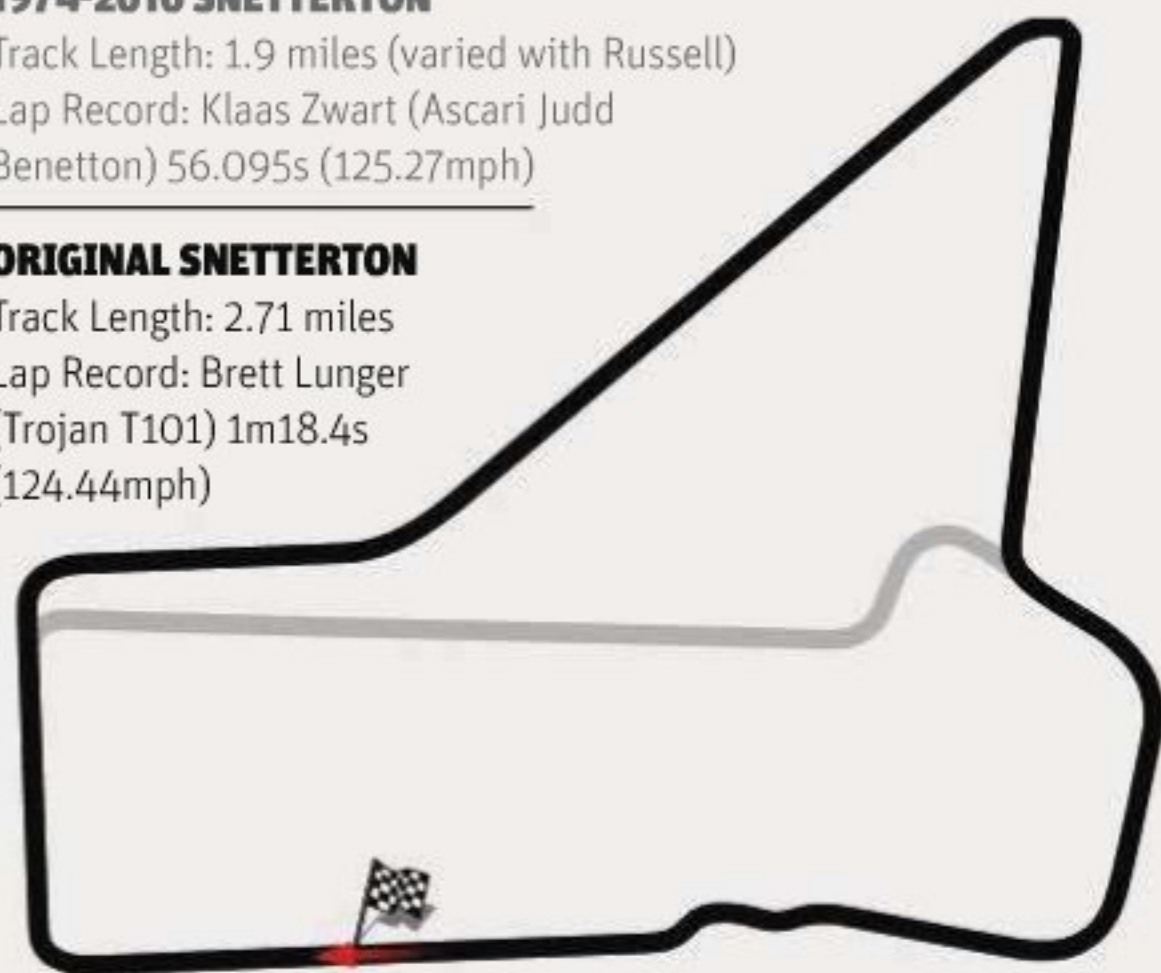
THE CHANGING FACE OF SNETTERTON

1974-2010 SNETTERTON

Track Length: 1.9 miles (varied with Russell)
Lap Record: Klaas Zwart (Ascar Judd Benetton) 56.095s (125.27mph)

ORIGINAL SNETTERTON

Track Length: 2.71 miles
Lap Record: Brett Lunger (Trojan T101) 1m18.4s (124.44mph)

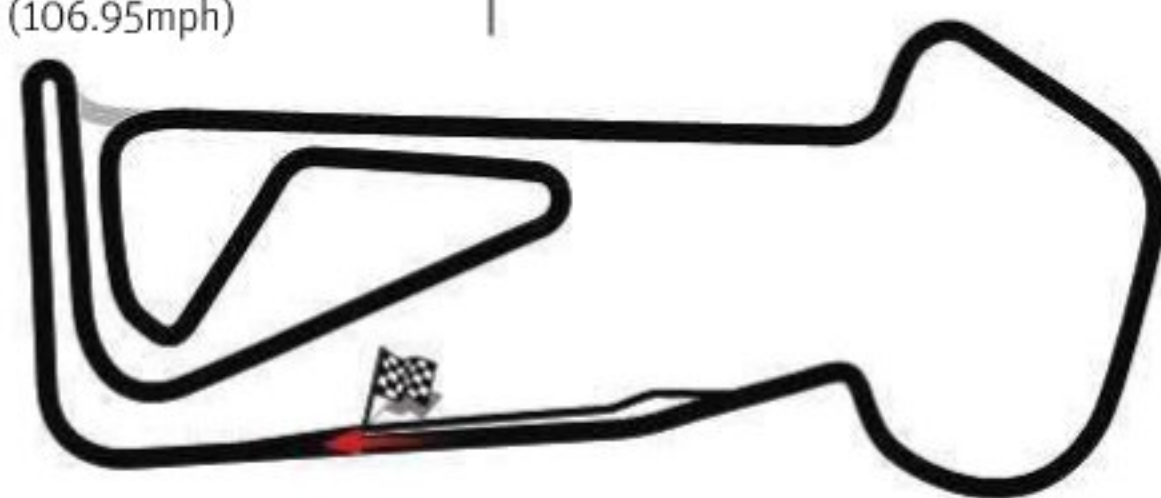


SNETTERTON 300

Track Length: 2.969 miles
Lap Record: Felipe Nasr (Dallara F308) 1m39.933s (106.95mph)

SNETTERTON 200

Track Length: 1.984 miles
Lap Record: Mike Field (Stohr DSR) 1m11.75s (100.35mph)



◀ Oulton Park. That meant innovation. Although the first stand-alone Formula Ford race famously took place at Brands in July 1967, the junior machines actually first appeared in competition at Snetterton the month before, in a mixed-bag single-seater race. While Robin Darlington's 4.7-litre McLaren won overall, Malcolm Payne topped the Formula Ford contingent, in which all cars were Lotus 22/31s from the Jim Russell school.

"You could wave to truck drivers on the Norwich Straight because you were so close to the A11 and they used to wave back!"

Mike Wilds on the old track

very good for slipstreaming and you could wave to truck drivers on the Norwich Straight because you were so close to the A11 – and they used to wave back!" he recalls.

"When they made Russell fast again it was flat in the F3 car. The slightest touch on the kerb and you were straight in the bank. It was dangerous, but that's the sort of commitment-corner that drivers want.

"I like the new Snetterton [300], but when I think back to the 1970s it was fantastic."

But the original circuit would not last much longer. A 1.9-mile layout, which took cars from a new-look Sear to the Esses, down what would become the Revett Straight, was built over the winter of 1973. The original configuration remained for a time, but fell into disuse.

Snetterton lost the Formula Ford Festival to Brands for 1976, but the new track still provided fine wheel-

Snett also hosted the first four Formula Ford Festivals, the fast circuit promoting close slipstreaming racing that was a feature of many events there. Ian Taylor's Dulon outbraked the Titan of Derek Lawrence at the Esses on the final lap in the first Festival in 1972, to top an 85-car entry that included future IndyCar star Danny Sullivan.

Lawrence would dominate the following year, only to be disqualified (and banned for six months) for running an illegal engine. That handed the victory to Don MacLeod, who thus gave local firm Van Diemen its first Festival success.

The circuit also provided great action for the higher formulae: Roger Williamson clinched the 1972 Shell Formula 3 title by pipping fellow GRD driver Tony Brise in a photo finish.

Ex-F1 racer Mike Wilds, who began his career at Snetterton in 1965 and finished fifth in that 1972 F3 race, was a big fan of the original circuit. "It was

KEY MOMENTS IN SNETTERTON'S HISTORY

SNETTERTON'S FIRST MEETING

October 27 1951 – AMOC gets things going

The Aston Martin Owners Club got the ball rolling at 'Snetterton Heath Circuit' with a sprint meeting, though with cars running together it was effectively a race event. Duels between George Abecassis (HWM) and Ray Merrick (Cooper) provided highlights, with AUTOSPORT's own John Bolster commentating.

The first official race meeting was the Eastern Counties Motor Club event on April 26 the following year. Future Snett legend Archie Scott Brown took his first race win in his MG TD.



THE FINAL F1 EVENT

March 14 1964 – Ireland wins Snett's last F1 race

Formula 1 races had been a part of Snetterton's programme since 1954, but the *Daily Mirror* Trophy race was the last one.

Graham Hill led early on in appalling conditions before a wheel came off his new BRM P261 and put him out. After Peter Arundell's Lotus hit trouble, Innes Ireland (BRP BRM) overcame Jo Bonnier's Rob Walker run Cooper to take victory.

Former F1 world champion Jack Brabham won the touring car race in a Ford Galaxie, while newcomer Jackie Stewart blitzed the F3 field driving Ken Tyrrell's Cooper.



Ireland won in appalling conditions

EUROPEAN F2 KICKS OFF

March 24 1967 – Rindt pips Hill after fine 1600cc duel

The dawn of the European 1600cc F2 era attracted a high quality entry, including Jochen Rindt, Graham Hill, Jackie Stewart, Jack Brabham and Denny Hulme.

Stewart had car problems all day, while Rindt won the first heat easily. Electrical issues hampered Rindt in heat two, leaving Hulme to take victory.

Rindt's Winkelmann Brabham BT23 seemed to have the final sewn up until Hill's works Lotus 48 came through. They duelled ferociously, with Rindt just taking it.



Rindt and Hill put on a fine F2 show

24-HOUR RACING COMES TO BRITAIN

June 21-22 1980 – First Willhire proves a success

Twenty four hour racing in Britain arrived with the Willhire 24 Hours. Open to production sports and touring cars, teams were allowed to run multi car entries in the relay format.

The race developed into a hard fight between the Mayfair VW Scirocco squad (Stirling Moss, Desire Wilson, Tony Lanfranchi, Chuck Nicholson, Danny Chau and Juliette Slaughter), the Opel Commodore team of Pete Hall, Phil Dowsett, Martin

Carroll, Syd Fox, Hamish Irvine and Andrew Jeffrey, and the JJS Veneers Ford Capri equipe (Gerry Marshall, Mark Thatcher, Eric Cook, and Graham and Trevor Scarborough). A rain shower in the 22nd hour caught out Lanfranchi, leaving the Opel squad to defeat the Capris.

The event went on to enjoy a 15 year run. It ended in 1994, but the Citroen 2CVs have kept 24 hour racing alive at Snetterton in recent times.

to-wheel combat. It was also the main test track for Formula Ford giant Van Diemen, one of several constructors and teams to follow the lead of Lotus and set up shop in the area.

Current owner Jonathan Palmer became very familiar with Snetterton during the early days of his career. "It was next door to Van Diemen, which meant doing a lot of Formula Ford testing there," he says. "It was a close relationship – we could test pretty much every day, even in the evenings."

"In my final year of FF1600 in 1980, when I was working as a doctor, that was really important. I would tell all the wards I'd be somewhere else after lunch, head off to Snetterton and test, before heading back at night."

It hasn't always been about single-seaters at Snetterton, of course. After the demise of the AUTOSPORT Three Hours in 1964, endurance racing returned once more in '80. The Willhire 24 Hours provided British club racers with a twice-round-the-clock challenge in production saloons (and sportscars in the early days). It became a popular event, lasted until 1994, and original racer Julius Thurgood may yet bring a historic version of it back to Norfolk in the near future.

During the 1980s and '90s, Snetterton passed through the hands of John Foulston and the Brands Hatch Leisure Group, and then Octagon. By the time Palmer, Sir Peter Ogden and

John Britten came to visit in 2003 with a view to buying it as part of their MotorSport Vision concern, the circuit was not in its best shape. Nevertheless, MSV took it on, along with Brands, Oulton and Cadwell Park.

"They were all pretty scruffy and Snetterton was probably the worst," says Palmer. "The old scrutineering bay was about the first thing we flattened at any of the circuits."

The tidying began. New buildings went up, as did extra banks to respond to a noise-abatement notice.

All along, Palmer had a bigger plan, an idea to change the nature of the circuit, and last winter it finally came to fruition. The new infield section and reprofiled Coram-Murrays (nee Russell) heralded the appearance of the Snetterton 300 layout. The 200 circuit remains close in nature to the previous track, while large embankments mean there are more viewing points for fans.

Driver reaction has been mixed, but there's no doubt that MSV's recent £3.5 million investment has made Snetterton feel much more modern. And 35,000 spectators flocked there for the BTCC round last month.

"The aim was to make corners fast and challenging, or provide an overtaking point," says Palmer, who designed the circuit himself.

"We have got many more people wanting to go there now and over 50 per cent of organising clubs have



BTCC took to the 300 track in August



Palmer: racer turned track owner and designer

chosen the 300 over the 200."

There had been a suggestion that international series such as DTM and World Touring Cars could find their way to the new Snetterton, but Palmer believes looking closer to home makes more sense. "I'd love to see a DTM car there, but I think it's too far away from London for the series," he says.

"I don't think we'll see a big change – we're happy with BTCC, British F3/GT and British Superbikes. We may develop a historic event, perhaps on the same scale as the Oulton Park Gold Cup."

When the time is right, Palmer also hopes to add race-team workshops and a hotel. It's a far cry from that 1951 event on the perimeter of an airfield, but it's still worth that trip up the A11.

Thanks to John Elwin, Andrew Kitson, Richard Styles, Ian Titchmarsh and Leigh Trevail

LAST CONTEMPORARY AUTOSPORT THREE HOURS

September 26 1964 – Sears stars in Willment Cobra

The AUTOSPORT Three Hours, recently revived as a historic event, was one of the highlight's of the magazine's sportscar championship.

Jack Sears defeated torrential rain and the impressive Roger Mac (Jaguar E type) to take the final win (in 1964) in his Willment AC Cobra. The race was shortened by 15 minutes thanks to late fog, which caused the field to follow Sears round.

More bad weather for 31-car Three Hours field



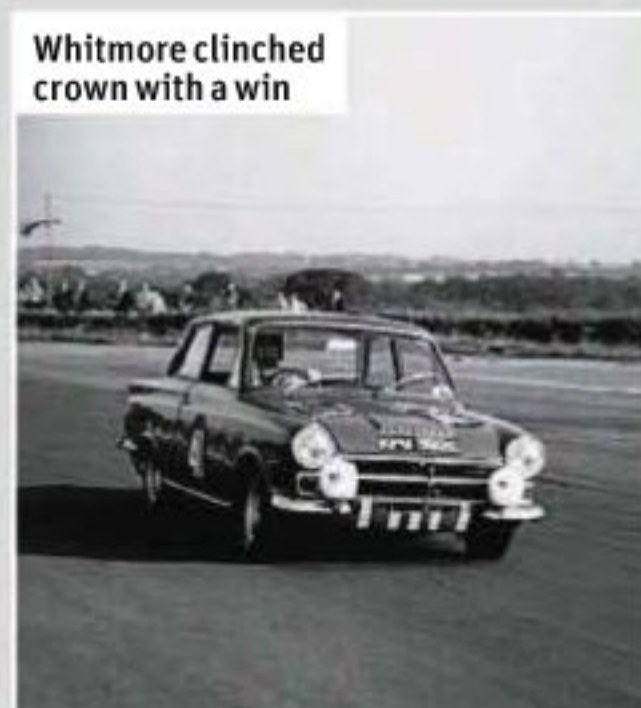
EUROPEAN TOURING CARS ARRIVE

August 15 1965 – Whitmore secures title with victory

Sir John Whitmore secured the 1965 European Touring Car title on the championship's first visit to Snett.

The Alan Mann Ford Lotus Cortina driver defeated Alfa Romeo and BMW opposition, but only after overcoming a grid determined by engine size, then a puncture. Roberto Bussinello's Alfa led early on and was Whitmore's main rival, but the Cortina proved too strong after the pitstops and problems for Bussinello ultimately meant he finished almost a minute behind the Cortina.

Whitmore clinched crown with a win



STRANGE END TO BRITISH F3 RACE

August 6 1989 – Stewart wins going backwards



Stewart holds off Derek Higgins

This was a bizarre one. British F3 pacesetters David Brabham and Allan McNish failed to get off the line and Mika Hakkinen spun away the lead.

Paul Stewart's Reynard took up the running, only to spin out of Russell and fall to fourth. But Hakkinen had crashed heavily just seconds before, bringing out the red flags and handing Stewart the win on countback!

BTCC IN THE DARK

July 17 1999 – Snett hosts first BTCC night encounter



BTCC fighters battled into the night

It didn't last long, but the BTCC's experiment with night racing went down pretty well.

Around £50,000 was spent on lighting and the result of the feature race was a surprise.

Nissan and Honda men Laurent Aiello and James Thompson hit trouble and, when David Leslie (Nissan) was struck by suspension issues, Peter Kox came through to take his sole BTCC win for Honda.



Form man Power is top of title standings



Castroneves (left) and Briscoe overshadowed



Briscoe (6) lost '09 title by a whisker



Power now spearheads three-car Penske team

◀ car during 2009, which is where Power comes into the picture. Penske has run three cars before, and not without success — it finished 1-2-3 in the CART standings with Al Unser Jr, Emerson Fittipaldi and Paul Tracy in 1994. But it's to be expected that running three cars will be proportionally more demanding than running two. Briscoe admits that as a member of the squad in its two-car guise, having an extra team-mate took some getting used to.

"Having three cars has been good," he says. "It makes it competitive within the team, but there's more that we can learn from each other too. In the beginning there may have been a bit more awkwardness, because you can't take everything from each other all the time."

"I've learned what parts I can take from Will and what parts I can take from Helio, and what aspects aren't going to work for me. I think in the beginning, I was trying to apply set-ups and so on that just wouldn't work for me. Over time we've learned to take more of the good and less of the bad from it."

The third car wasn't originally part of Penske's plan. Castroneves's tax-evasion trial forced the team to find a stand-in driver for the start of 2009 and it settled upon Power, who'd been the casualty of KV Racing's decision to downsize from two cars to one at the end of the previous year. Power impressed the team enough to earn a part-time contract, and his six appearances delivered a win, two poles and four top-five finishes before his

"It's easier to pull Will back than it is to push a driver forward. Hopefully now he feels like he has a home here"

season ended with a crash that broke his back at Sears Point.

Penske had seen enough. While Power rehabilitated, the team locked down backing from Verizon to run the third car full-time in 2010, and Power became a permanent fixture. With the Queenslander having spent his entire career up to that point driving for his future, Cindric says that the first mission was to tame him.

"He was always a driver who didn't know where his ride was for the next year, so he was used to having to make the most out of every single race," Cindric says. "I think that's paid off for him in some respects, but in other respects he's had to learn how to stay within himself; to learn that he doesn't necessarily have to win this week to have a job next year."

"But it's easier to pull him back than it is to push these guys forward. Hopefully now he feels like he has a home here. He's had to adjust from being that guy who is always trying to impress someone to understanding what it takes to be at the top, and what that all means."

Power agrees that a big factor in his having flourished at Penske is the sense that he can finally put down roots.

Power is battling Franchitti for title



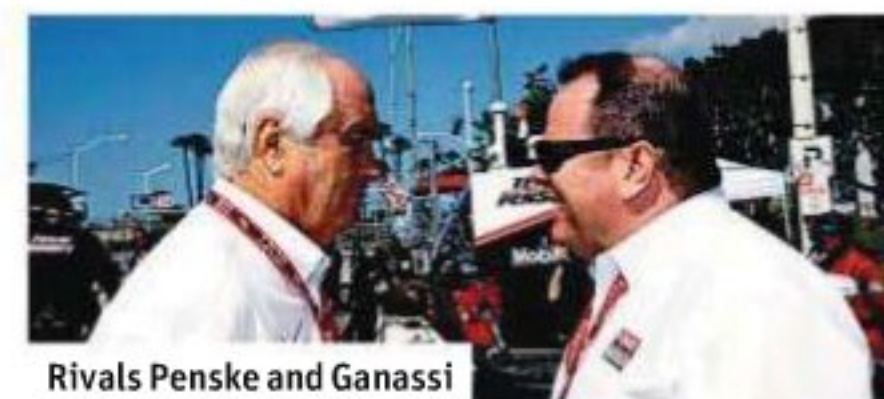
PENSKE VERSUS GANASSI WHEN THE GLOVES COME OFF

The battle between Penske and Ganassi has defined IndyCar in recent seasons, but the rivalry is rooted in deep and mutual respect.

"To have a team that sets the bar like Roger's team makes it possible for people like me to come along and challenge him," says Chip Ganassi. "He's the guy who's set the bar, and he's the guy I wanted to model my team after. Having said that, I want to kick his ass every week on the track."

Penske is equally generous in his praise for Ganassi's operation, although he says that, when Sunday comes, racing overrides friendship.

"I'm watching everything Ganassi does," Penske says. "If I see his car run over a hose, I'm going to be the first guy to call him on it, and I'm sure it's the same way with him. Once the green flag stops, he's the first guy to send me an email after we win a race, and vice versa. But during the race... bar the door!"



Rivals Penske and Ganassi

"What happens is that you get more comfortable, and then more results come," he says. "You don't feel this unbelievable pressure to become established. You actually forget the feeling of having to worry... I'd forgotten that at the end of every year I'd be sitting there at Christmas thinking, 'What am I doing next year?' I guess 2009 was the last time that I felt I was driving for my career."

Not only has he found a home, but there are indications that Penske has found a new leader — Power is quicker on road and street courses than Castroneves (more than that, he's probably quicker on those tracks than just about anyone else in IndyCar), and he's more consistent across the board than Briscoe.

His most obvious vulnerability was ovals but, after a few promising runs elsewhere, he finally made the breakthrough when he claimed his first speedway victory in Texas in June. Cindric believes that there are a few rough edges that still need polishing, but says the Texas win was significant.

"Will is still learning, but winning that race in Texas — that helped him in terms of his confidence," he says. "He'll build on that. Right now, everybody talks about what a good road-race or street-race driver he is, and when we go to the ovals he's not so good. I don't buy that. I think we as a team need to be better on ovals. But he holds his own within the team."

Power claims that he is stronger mentally than he was last season and, to those who know him well, it's clear that he feels more comfortable. Evidence can be found in the most unexpected of places: outbursts such as calling

former Champ Car team-mate Alex Tagliani a "wanker" in Toronto, or his double flipped-bird at race control in New Hampshire (which turned him into an instant fan favourite) are all entirely true to his 'heart-on-sleeve' nature.

"I've become more myself this season, I would say," he agrees. "When you're new with a team, you're a bit stand-offish, but as you become more comfortable you become yourself. I would say this year I've definitely been more myself."

The importance of his relationship with race engineer David Faustino, with whom he has worked ever since they met at Walker Racing in 2007, also shouldn't be underestimated.

"He's a guy that I absolutely click with," he says. "When I first started working with him, he said, 'You're the first driver I've had that wants to win more than I do!' — because I was calling him all the time, meeting with him, coming into the shop every day. We're both motivated, and sometimes... a bit insecure about the competition, so we're always working harder."

There has been a subtle but noteworthy change around Power too, with Cindric having moved across to man the pitwall for Power's car earlier this season after more than a decade of working with Castroneves. Power says that he'd wanted Cindric calling the shots for him all along, but for Cindric the switch was more difficult.

"After being with Helio for so long, moving was a difficult thing for both of us really," says Cindric. "But with Will, we couldn't pinpoint why we were having trouble executing in the

pits. We'd given away a lot of points in the pits, so we felt like it was best to change that and see what happened. But any improvement was not going to be down to me making things different — it was going to be down to the team and how they respond to a change."

Cindric has played down any talk of the move representing favouritism though, and it's true that the crews of all three drivers have undergone some changes during the season. But from Power's perspective, having Cindric on the radio represents just another gentle click of something falling into place. For a driver who thrives on confidence, these clicks add up.

The coming weeks will reveal whether Power has managed to break Ganassi's recent grip on the IndyCar champion's trophy, but the real questions lie in what form the team takes going forward. Both Cindric and Roger Penske himself have indicated that their preference is to remain with three cars — but only if they can be certain that the third car can be properly funded and run.

Bearing in mind that the introduction of the new chassis will push running costs up in 2012, that extra backing is far from guaranteed. And with Power busily making himself indispensable and Briscoe and Castroneves still, at time of writing, yet to sign their deals for next year, the stage could be set for a late-season game of musical chairs. Should that happen, the only certainty is that Power won't be the man left standing. And nor, for the first time in his life, does he expect to be. ☼

NASCAR SPRINT CUP NEW HAMPSHIRE MOTOR SPEEDWAY (USA), SEPTEMBER 25, RD 28/36

Stewart gauges fuel race right as Bowyer runs dry



Bowyer was first to congratulate Stewart

ONE YEAR AGO, TONY

Stewart's bid for a third Cup title imploded when he ran out of fuel in New Hampshire while leading and gifted victory to Clint Bowyer. This year it was Bowyer's turn to run dry, as Stewart and his team judged it perfectly to hit the front with two laps to go and make it two wins from two starts in NASCAR's Chase for the Championship.

Stewart's victories have propelled him to the lead of the title race, seven points ahead of fellow Chevrolet driver Kevin Harvick and 11 clear of Brad Keselowski, who finished second in his Penske Dodge. Bowyer led the final stint of the race convincingly in his Richard Childress-run Chevy, but was classified only 26th.

"I know exactly how Clint feels right now," said

Stewart. "I saw him slow down the back straight, and thought, 'Oh no'. It's not the way you want to win. He was faster than me in a head-to-head."

Keselowski was a lesson in stealth, steadily gaining places as those ahead hit trouble: "We weren't a second-place car, but got the result at a track where we weren't a contender." He is the darkest of dark horses

in this title race, and since breaking his ankle in a testing crash has discovered an amazing streak of resilience and speed.

NASCAR gigastar Jimmie Johnson had another bad day, the five-time champion dropping to 10th in points after trundling home 18th – a lacklustre run that featured late contact with Kyle Busch: "Kyle was being stubborn; our second

contact bent something in the steering. I just didn't have the speed, I'll take this on the chin. A bad day."

Johnson's Hendrick Chevy stablemate Jeff Gordon had looked set for victory, having led the most laps, but ran out of fuel before his last pitstop and was forced to save more gas in the final stint, so he coasted home fourth.

Non-Chasers Greg Biffle (Roush Ford) and Brian Vickers (Red Bull Toyota) finished third and fifth.

● Chuck Bradbury Sr

RESULTS

1 Tony Stewart (Chevrolet Impala), 300 laps in 2h43m13s; 2 Brad Keselowski (Dodge Charger), +7.225s; 3 Greg Biffle (Ford Fusion); 4 Jeff Gordon (Chevy); 5 Brian Vickers (Toyota Camry); 6 Matt Kenseth (Ford); 7 David Ragan (Ford); 8 Carl Edwards (Ford); 9 Juan Pablo Montoya (Chevy); 10 Regan Smith (Chevy). **Points** 1 Stewart, 2094; 2 Kevin Harvick, 2087; 3 Keselowski, 2083; 4 Edwards, 2080; 5 J Gordon, 2071; 6 Kyle Busch, 2068; 7 Kenseth, 2068; 8 Dale Earnhardt Jr, 2068; 9 Kurt Busch, 2066; 10 Jimmie Johnson, 2065; 11, Ryan Newman, 2060; 12 Denny Hamlin, 2028.

BRITISH RALLY CHAMPIONSHIP RALLY YORKSHIRE (GB), SEPTEMBER 23-24, RD 6/6

Bogie picks up title as Evans wins rally

DAVID BOGIE'S JOB CHANGED significantly when Rally Yorkshire became the final rather than the penultimate round of the British Rally Championship on the eve of the Scarborough-based event. Elfyn Evans won, but Bogie collected his first BRC title last Saturday night.

The news that Rally Isle of Man had been cancelled meant Bogie only needed to finish 13th through the North Yorkshire woods to take the title. In a field short

on frontrunning machinery that was never going to be a problem for the Scot.

While Evans pushed on at the front, setting the pace on six of nine stages in his Pirelli Star Driver Subaru, Bogie took a more measured approach in his Mitsubishi. Evans's chief rival for the victory would be Jonny Greer and his S2000 Skoda.

Greer was never far away and almost got a look-in when Evans spun in Staindale, halving his lead

to just 9s. After that he was perfect to win by 28.3s.

Bogie was third, behind Greer, and was almost lost for words at the end, confessing he'd had to open his window in the final stage, fearing he might be sick through the stress.

"The dream has come true," said the first Scot to win the BRC since Colin McRae in 1992. "This was definitely the hardest event of my life by far."

Just off the podium was Marty McCormack, brilliant in his Citroen DS3 RS to beat Peter Taylor (Renault) by 12s. His class win was enough for him to take the Formula 2 and R3 titles.

● David Evans

RESULTS

1 Elfyn Evans/Andrew Edwards (Subaru Impreza WRX), 1h15m56.8s; 2 Jonny Greer/Dai Roberts (Skoda Fabia S2000), +28.3s; 3 David Bogie/Kevin Rae (Mitsubishi Lancer Evo X); 4 Marty McCormack/David Moynihan

(Citroen DS3 R3); 5 Peter Taylor/Andrew Roughead (Renault Clio R3); 6 Callum Black/Paul Wakely (Suzuki Swift S1600). **Points** 1 Bogie, 110; 2 Evans, 100; 3 Greer, 95; 4 McCormack, 74; 5 Mikko Pajunen, 49; 6 Adam Gould, 47.



Bogie/Rae celebrate BRC title

INTERNATIONAL RACES & RESULTS

STCC

Mantorp Park (S), Rd 9/9

QUICK RESULTS

- Race 1 Rickard Rydell
- Race 2 Robert Dahlgren
- Pole Rydell
- Champion Rydell... probably

RACE RATING

★★★★☆

Thrilling finale more than made up for processional first race

REPORTS

WORLD OF SPORT



Rydell heads the VW clan

SCANDINAVIAN TOURING CAR CHAMPIONSHIP MANTORP PARK (S), SEPTEMBER 24, RD 9/9

Rydell's championship – or is it?

RICKARD RYDELL'S FIRST tin-top title since the 1998 British Touring Car Championship remains provisional after a dramatic final weekend of the STCC at Mantorp Park that was dominated by team tactics.

The Chevrolet driver, who had come into the finale two points adrift of Fredrik Ekblom, made a good start to the weekend by putting his Cruze on pole position, and took a comfortable victory in race one ahead of Ekblom's

biogas Volkswagen Scirocco, after the veteran was waved past by his young team-mate Johan Kristoffersson.

That ensured that the title would go to the Chevrolet man, provided he beat Ekblom in what

became a controversial final race.

From the front row of the reversed grid, Thed Bjork, brought in by VW to boost Ekblom's title hopes, took an immediate lead, but midway through the race the former Swedish champion slowed, allowing three cars – Mattias Andersson (Alfa Romeo), Patrik Olsson (VW) and Rydell – past him.

Bjork said afterwards that his slowing had been because he'd seen yellow flags. Knowing that overtaking under such conditions is forbidden, VW protested the result, insisting Rydell – who had finished the race one place behind Ekblom in fourth – had broken the rules. Although the protest was rejected by race stewards due to insufficient evidence being available to back up Ekblom's claims, the VW squad lodged a formal appeal with the Swedish motorsport federation 48 hours later. The result, and the title,

will therefore be decided in the unfortunate setting of a courtroom.

WTCC regular Robert Dahlgren, himself brought in as a guest driver for the Polestar Volvo squad, won the season finale ahead of Andersson and Ekblom.

Britain's Colin Turkington finished sixth in race two, which was enough to allow the Flash Engineering BMW driver – another ex-BTCC champ – into fifth in the points.

● Tege Tornvall

RESULTS

Race 1 1 Rickard Rydell (Chevrolet Cruze), 14 laps in 19m27.850s;

2 Fredrik Ekblom (Volkswagen Scirocco), +3.142s; 3 Johan Kristoffersson (VW); 4 Patrik Olsson (VW); 5 Michel Nykjaer (Chevy); 6 Robert Dahlgren (Volvo C30).

Race 2 1 Dahlgren, 14 laps in 22m40.441s; 2 Mattias Andersson (Alfa Romeo 156), +0.495s; 3 Ekblom; 4 Rydell; 5 Olsson; 6 Colin Turkington (BMW 320si). **Points**

1 Rydell, 229; 2 Ekblom, 227; 3 Tommy Rustad, 168; 4 Johan Stureson, 147; 5 Turkington, 130; 6 Richard Goransson, 115.

FORMULA NIPPON SUGO (J), SEPTEMBER 25, RD 6/7

Lotterer on the march

ANDRE LOTTERER MOVED into a four-point lead with just one Formula Nippon round to go thanks to a dominant victory at Sugo.

The TOM'S Toyota driver took the lead from polesitter Kazuya Oshima (Team Le Mans) at the start and was never challenged as he came home over 10 seconds clear of 2010 champion Joao Paulo de Oliveira, who was right on form following his Motegi IndyCar appearance and made his way up from 11th on the grid after a spin in qualifying.

But the Impul driver was later disqualified after his car failed post-race checks, leaving his title hopes hanging by

a thread as he trails Lotterer by 12 points with just 18 up for grabs at the Motegi double-header.

Hiroaki Ishiura inherited second spot ahead of Lotterer's team-mate Kazuki Nakajima, his only real title rival following de Oliveira's troubles.

● Jiro Takahashi

RESULTS

1 Andre Lotterer (Swift Toyota FN09), 68 laps in 1h20m52.035s; 2 Hiroaki Ishiura (ST), +15.460s; 3 Kazuki Nakajima (ST); 4 Kodai Tsukakoshi (Swift Honda); 5 Yuji Kunitomo (ST); 6 Kazuya Oshima (SH). **Points** 1 Lotterer, 38; 2 Nakajima, 34; 3 Joao Paulo de Oliveira, 26; 4 Tsukakoshi, 23; 5 Oshima, 16; 6 Kohei Hirate, 14.

Cerqui and Pier Guidi at the front



SUPERSTARS MUGELLO (I), SEPTEMBER 25, RD 7/8

Cerqui takes double win

A DOUBLE WIN FOR ALBERTO Cerqui at Mugello makes him a threat for International and Italian Superstars titles.

The BMW Italia driver was unstoppable from pole in race one, and then inherited the lead in race two when Alessandro Pier Guidi (Maserati) and Luca Rangoni (Mercedes) collided while battling for the top spot.

Pier Guidi was second in race one, while Thomas Biagi twice finished on the podium in his BMW.

● Dylan Jacobs

RESULTS

Race 1 1 Alberto Cerqui (BMW M3), 13 laps in 25m54.920s;

2 Alessandro Pier Guidi (Maserati Quattroporte), +3.654s; 3 Max Pigoli (Mercedes C63 AMG); 4 Thomas Biagi (BMW); 5 Johnny Herbert (Mercedes); 6 Luigi Ferrara (Mercedes).

Race 2 1 Cerqui, 14 laps in 27m19.279s; 2 Biagi, +1.329s; 3 Herbert; 4 Stefano Gabellini (BMW); 5 Pigoli; 6 Francesco Sini (Jaguar XF).

Points 1 Ferrara, 156; 2 Cerqui, 145; 3 Biagi, 136; 4 Andrea Bertolini, 136; 5 Pigoli, 111; 6 Herbert, 88. Italian series 1 Cerqui, 108; 2 Ferrara, 102; 3 Pigoli, 100; 4 Biagi, 93; 5 Herbert, 61.

IN BRIEF

JAPANESE F3

B Max driver Yui Sekiguchi ended the TOM'S team's run of 10 straight titles with a double win at Sugo. Hideki Yamuchi (Hanashima) won race one. Richard Bradley took a second, with Matt Howson and Ireland's Gary Thompson each taking a sixth.

NASCAR TRUCKS

Kyle Busch dominated in New Hampshire in one of his own Toyotas. Austin Dillon took the points lead from James Buescher by finishing second.

JK RACING ASIA SERIES

Malaysian Afq Ikhwan (Meritus) won both safety car infested races supporting the Singapore Grand Prix. Points leader Lucas Auer and Nabil Jeffri shared the runner up spots.

SUD-AM F3

Brazilian Fabiano Machado became champion with an easy double win at Parana.

INTERCONTINENTAL RALLY CHALLENGE SANREMO RALLY (I), SEPTEMBER 22-24, RD 9/11

Neuville wins as Loix fails in battle of Belgians



Neuville grabbed win on final day

THIERRY NEUVILLE WAS seemingly down and out. Almost 20 seconds off the lead following the 27-mile Ronde night stage, the Kronos Peugeot driver had it all to do on the second leg of the Sanremo Rally.

Two stages and two fastest times later, the Belgian had slashed Andreas Mikkelsen's overall lead to 4.9s. But his veteran countryman Freddy Loix also wanted victory and went top with the quickest run through stage 10 to lead by 2.5s, with Neuville a further 1.9s down.

But halfway through the 13 miles of Colle Langan, Loix's challenge, like the suspension on his BFO Skoda Fabia, was wrecked.

He'd got off line over a sixth-gear crest and, charging downhill, his car

touched a small patch of gravel by the side of the road and started to slide. Loix fought to regain control, and by striking a wall he avoided a 50-metre drop. But, stranded in the middle of the road with all four corners smashed, Loix was out.

"We were in a dangerous place, completely blind, so I ran up the hill to warn the others," said his co-driver Frederic Miclotte.

With the road blocked, the stage was neutralised, which served as reprieve for Mikkelsen, the new leader by 1.9s with two stages left. The Norwegian had spun at a hairpin early on SS11, and the rotation would have proved costly had the test not been scrapped. Instead, the Skoda UK man — who'd led until Loix's effort on

Friday's night stage dropped him to second — was free to battle Neuville for the win over the closing runs.

Neuville won SS12, despite fearing a puncture when he struck a rock lying in the road, to sneak into a 0.3s lead. By going fastest again on the final run, victory was his — by 1.5s. It was his second win of 2011, and came after he'd reversed a 1s deficit at the first timing split by showing slightly more bravado than Mikkelsen dared on the stage descent.

Monte Carlo victor Bryan Bouffier was close to the leaders in third, but never able to challenge. Loix's crash ensured an out-of-sorts Jan Kopecky remains top of the drivers' points heading to the next round in Scotland after the

Czech took fourth for Skoda.

Britain's Guy Wilks failed to get beyond SS1 after crashing his Peugeot UK car into a bridge parapet. Chris Atkinson went no further than the opener thanks to an electrical failure, while his Proton team-mate Giandomenico Basso survived a brush with a radio car to clinch the final point in 10th.

● Graham Lister

RESULTS

1 Thierry Neuville/Nicolas Gilsoul (Peugeot 207 S2000), 2h15m51.7s; 2 Andreas Mikkelsen/Ola Floene (Skoda Fabia S2000), +1.5s; 3 Bryan Bouffier/Xavier Panseri (Peugeot); 4 Jan Kopecky/Petr Stary (Skoda); 5 Bruno Magalhaes/Paulo Grave (Peugeot); 6 Alessandro Perico/Fabrizio Carrara (Peugeot). **Points** 1 Kopecky, 128; 2 Neuville, 103; 3 Freddy Loix, 103; 4 Juho Hanninen, 98; 5 Bouffier, 88; 6 Mikkelsen, 74.

Loix led until SS11 crash



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Rankings

CURRENT
STANDINGS

1	Sebastian Vettel	↔	31,526
2	Mark Webber	▲	20,730
3	Fernando Alonso	▼	20,084
4	Sebastien Loeb	↔	19,821
5	Lewis Hamilton	↔	19,068

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Thierry Neuville's late charge on Rally Sanremo earns the Belgian a 36-place rise to 117th, while Andreas Mikkelsen (112) makes up 23 spots. Freddy Loix's crash drops him 20 spots to 136th, while Guy Wilks (400) also loses ground and drops four places.

To see the full list, visit castroldriverrankings.com

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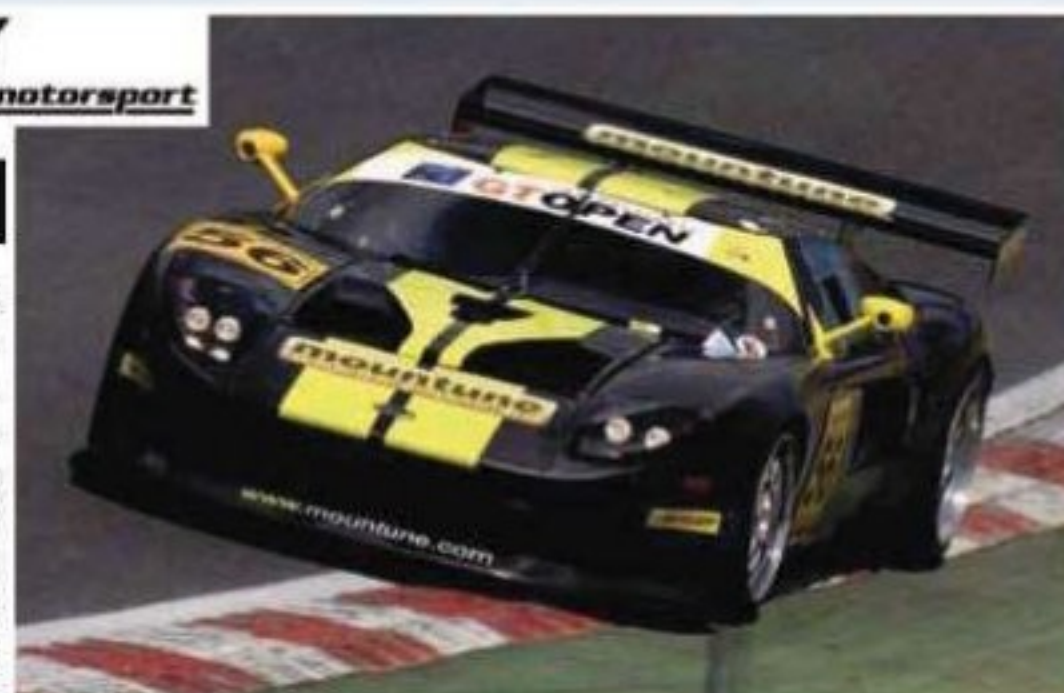
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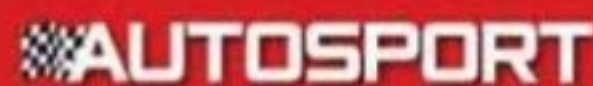
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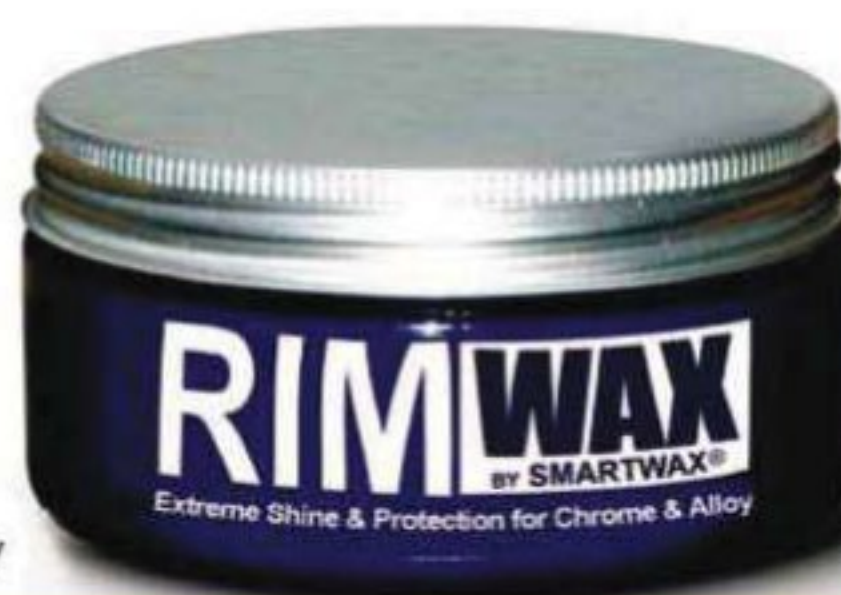
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IN MEMORY

*Derek Arthur Tye,
formally of the RACMSA*

Died peacefully on the 21st September 2011 after a long fight with leukaemia. Beloved husband of Jane and the late Lesley, father of Gavin and Amanda, Stepfather of Elizabeth and Alexander, Grandfather to 9 proud Grandchildren, dearly missed by all his family, friends and the World of Motorsport. A celebration of his life is to take place on the 5th October at 14:30 at the Guildford Crematorium. Family Flowers only please.

Any donations to Ben www.ben.org.uk.

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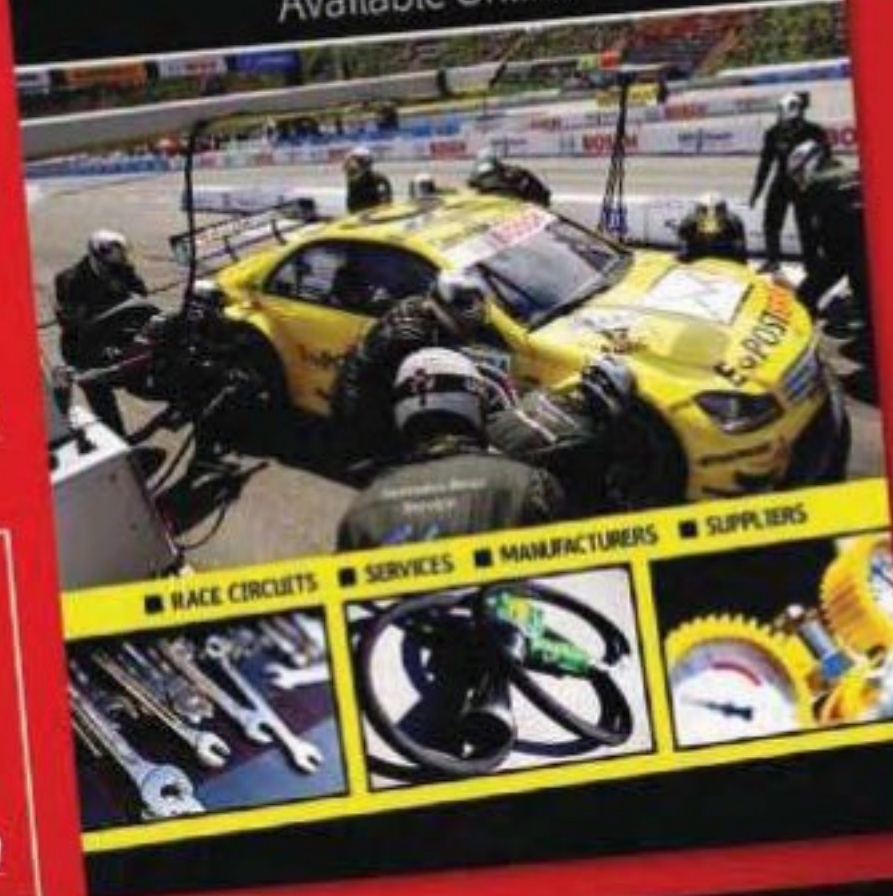
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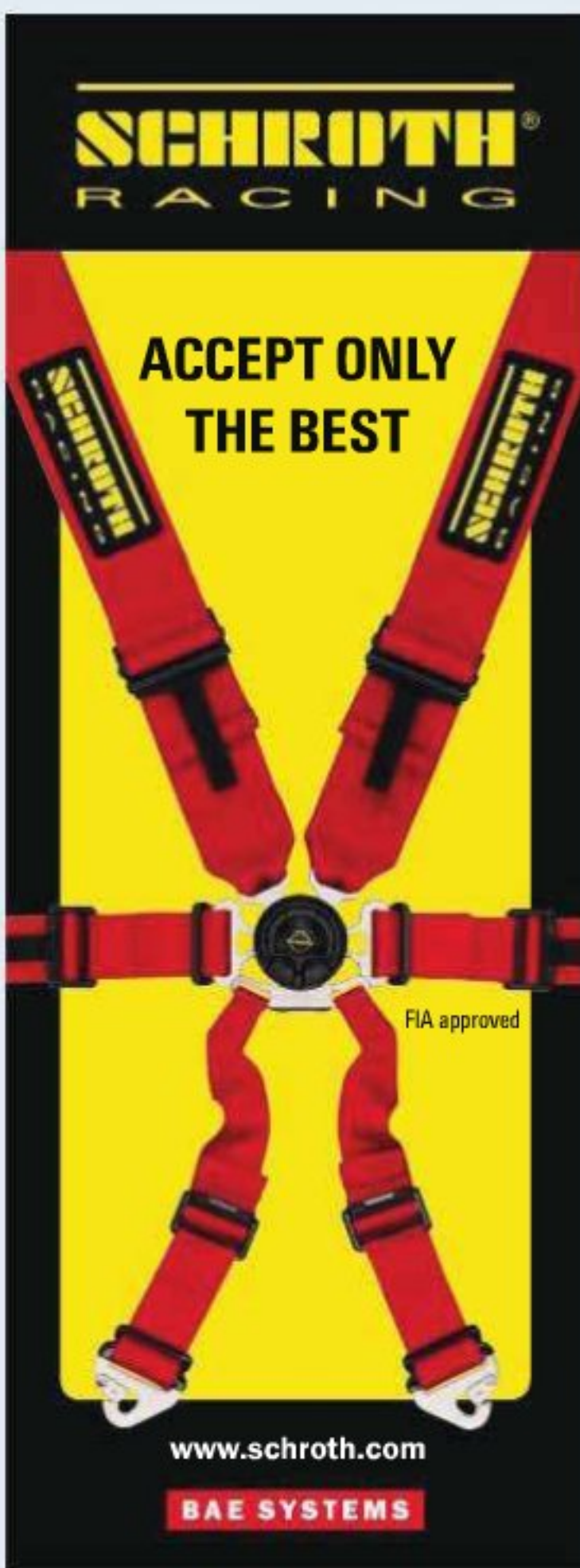
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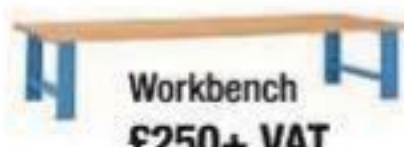
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WE ARE CURRENTLY RECRUITING FOR THE FOLLOWING ROLES WITHIN OUR ELECTRONICS DEPARTMENT:

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You will maintain and develop our on-car Electrical and Electronic systems and associated garage based equipment. With previous experience in a Motorsport environment supporting the electrical build and turn around, you will be required to demonstrate a high level of commitment, coupled with excellent interpersonal skills.

The successful candidate will work to exceptional standards whilst under pressure, using your thorough knowledge of Electrical/Electronic installations, Autosport or Aerospace connectors, MIL specification wiring and heat shrink moulded parts. Ideally you will be qualified to a minimum BTEC NC level (or equivalent) in an Electrical/Electronics discipline.

HR876 – ELECTRONICS SENIOR TECHNICIAN

You will be responsible for the production and maintenance of high quality electrical components, looms and assemblies to the required specification. To achieve this you will need a high level of understanding in Electrical & Electronic Installations, harness manufacture, MIL spec wiring, Autosport and Aerospace connectors, heatshrink moulded parts and PCB assembly.

The successful candidate will be a key person within the Electronics Department, providing supervision and technical support for a team of Electronic Technicians.

As a prerequisite for this position, candidates must be qualified to a minimum BTEC NC level (or equivalent) in an Electrical/Electronics discipline, and be able to demonstrate experience in supervising a team.

HR874 – ELECTRONICS SENIOR HARDWARE ENGINEER

You will have the responsibility for the specification and design of on-car system components, harnesses and associated off-car equipment. To achieve this you will need an in depth understanding of Electrical and Electronic systems used within the Motorsport, Aerospace or Automotive industries and ideally have experience in the use of Computer Aided Design harness packages. You will be experienced in the design of small batch, prototype, analogue and digital circuits.

The successful candidate will be a key person within the Electronics Department, providing supervision and technical support for a team of Hardware and System Engineers.

Applicants for this role should ideally be degree qualified in an Electronics discipline (or equivalent), combined with relevant experience of Motorsport Electrical and Electronic Systems.

For all of the above roles candidates must be able to work closely with other team members, and enjoy the challenge of working in a high pressured, time sensitive environment. You will have the ability to work to tight deadlines, without compromising the highest industry standards.

CLOSING DATE FOR APPLICATIONS – 13th October 2011

To apply please send or email a covering letter and your CV, quoting the relevant reference number and your current salary details to:

Email: recruitment@redbullracing.com

Address: Human Resources, Red Bull Technology Ltd, Building 1, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ

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If you are interested in applying for these roles, you will need a valid work permit or have the right to live and work in the United Kingdom.



CFD ENGINEER You will work in a small team improving CFD methods as well as optimising components using CFD. This will involve developing designs, performing CFD analysis and following up with data analysis and presentation. A working knowledge of CAD (Catia V5 preferable) would be an advantage.

MODEL DESIGNER & JNR MODEL DESIGNER As part of the Aerodynamic Design Group, you will work on the design and development of our wind tunnel model. For both roles, a mechanical design background coupled with strong CAD surfacing skills are essential, preferably using Catia V5. A good understanding of mainstream manufacturing processes is also required, along with the ability to create engineering detailed drawings to conform to BS8888 standards. Candidates would ideally have served a Mechanical Engineering apprenticeship & be educated to HNC/HND/Degree level.

SOFTWARE ENGINEER You will work in the software development group to help design and create new software solutions while maintaining and supporting our existing in-house software applications, focusing on the enhancement of the team's analytical capabilities. The successful candidate will be experienced in developing and deploying applications, possess strong analytical and communication skills and be able to work on many different projects while under strict time constraints. Experience with C#, VB.NET, C++, Visual Studio and the .NET platform essential.

CONTROL SYSTEMS ENGINEER You will be involved in the development of the electronic systems used by the team and their associated support tools. This will include developing control systems using the appropriate design, modelling and simulation tools, generating the code for the target application and carrying out system testing. The successful candidate will have a strong academic background with a very good degree in a relevant engineering discipline. They will also have significant experience in the development of real-time control, simulation and hardware-in-the-loop test systems using MathWorks, dSPACE, etc, tools ideally within the motorsport or automotive industries.

COMPOSITE LAMINATOR The successful candidate will be highly experienced in the production of high quality Complex Carbon Composite components. The ability to read and understand drawings and lay up manuals is essential. You will have a flexible attitude to working shift patterns.

MODEL MAKER Working within our Model Shop on a rota basis which may include nights and weekends, you will be involved in the preparation, quality and accuracy of the model changes supporting wind tunnel testing programmes. The successful candidate must be experienced in model making, wind tunnel testing or pattern making in a high level motorsport/industrial environment.

MACHINIST This day shift role involves programming setting and running CNC 3,4 and 5 axis milling machines and occasional Turning. You will be highly experienced with Heidenhein control systems whilst displaying understanding of engineering drawings, symbols and geometric tolerancing, producing parts to the highest quality.

PATTERN MAKER You will be responsible for the manufacture of full size and scale model patterns, jigs and components to a high level of accuracy. You will have the ability to read and understand drawings and it would be an advantage to have experience in programming and operating 3 & 5 axis CNC machines in a high level motorsport/industrial environment.

The successful candidates must:

- Have previous relevant experience working within a high level motorsport environment
- Be able to demonstrate an innovative and flexible approach to problem solving
- Be able to integrate quickly into existing teams and be actively involved in many aspects of each department
- Have good communication skills and be able to work to tight deadlines, often under pressure
- Be highly self motivated, thrive in a challenging environment and have a flexible approach to working hours

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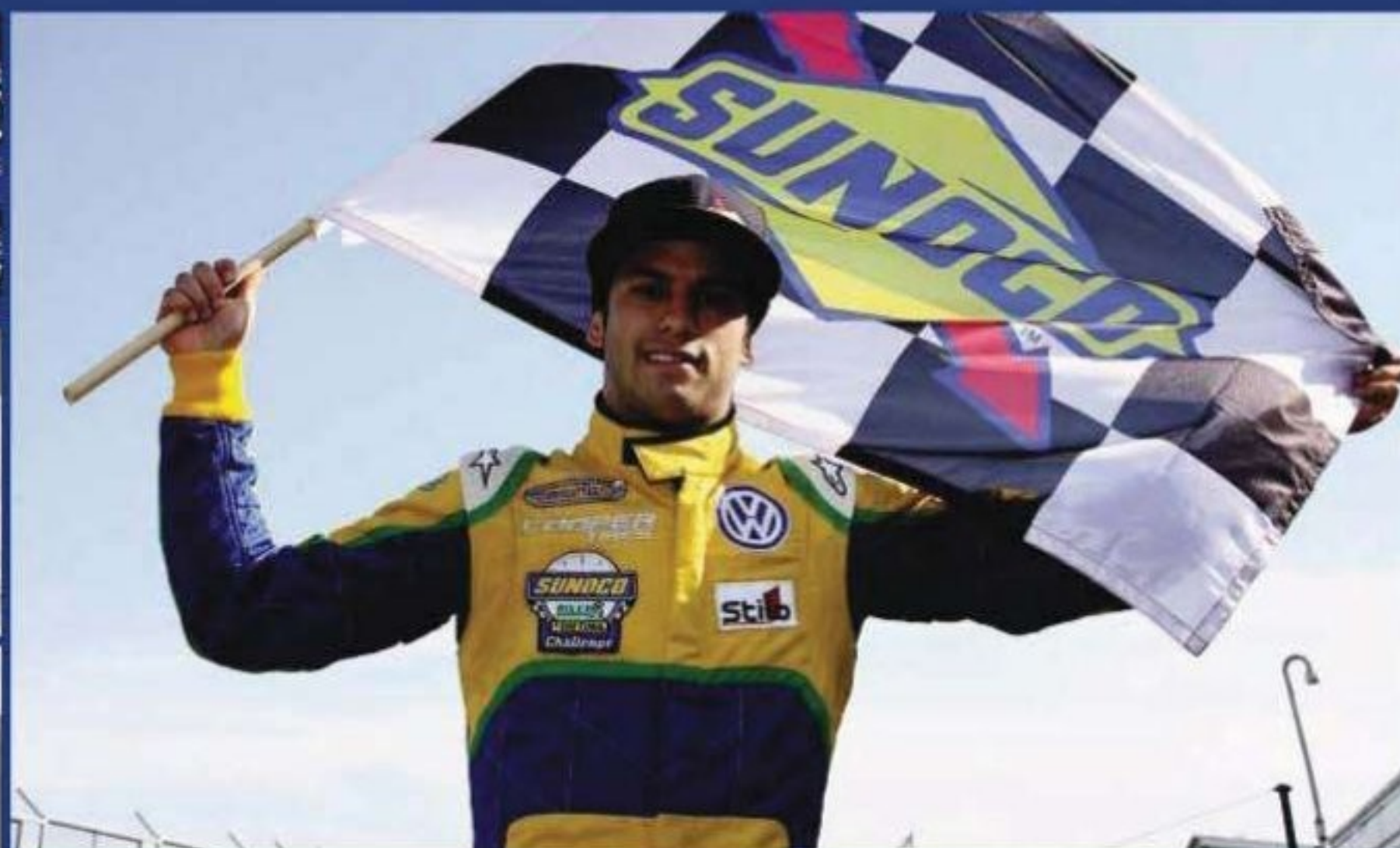
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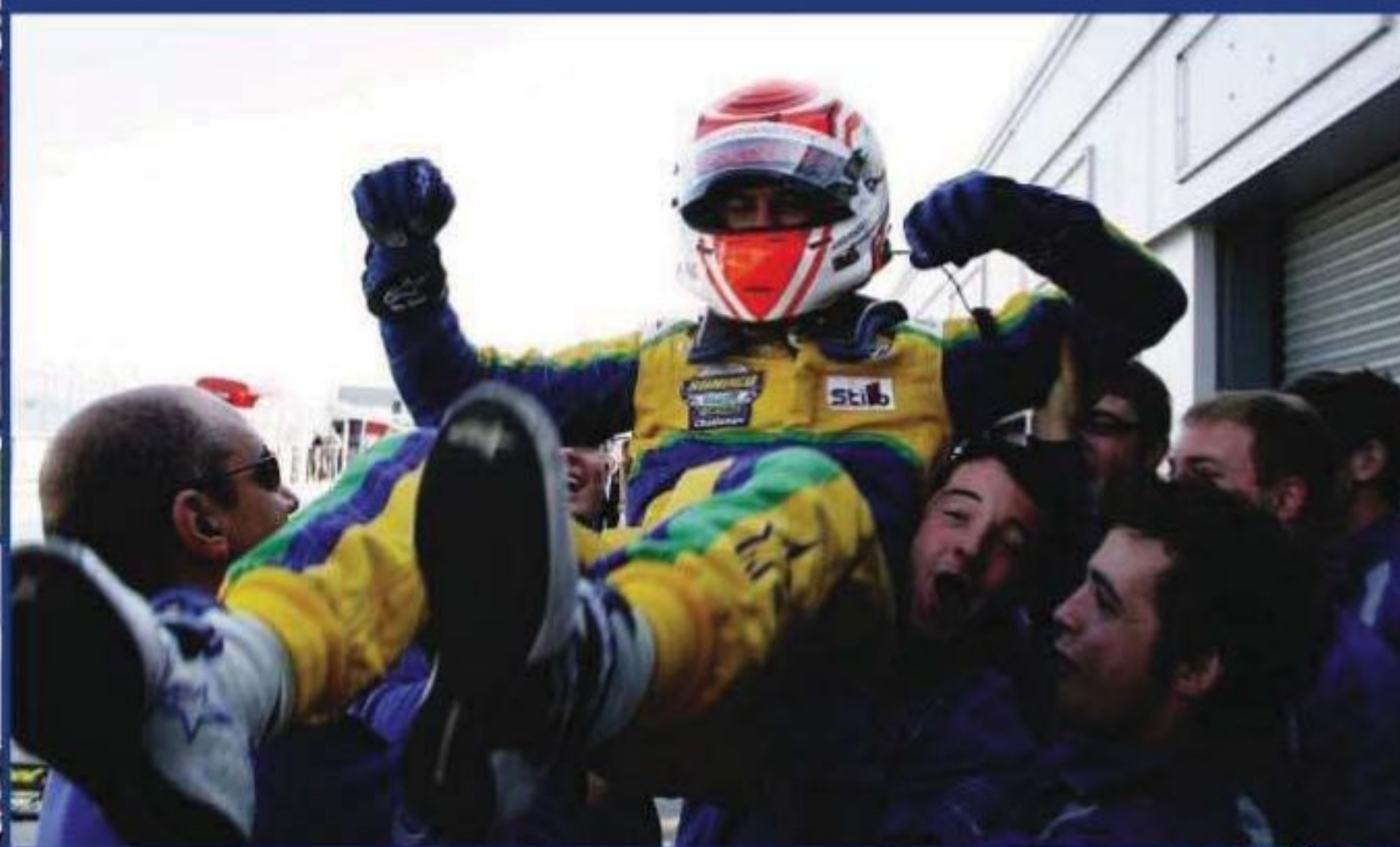
British F3 & GT

Felipe Nasr has become the first British Formula 3 racer to win the Sunoco Daytona Challenge and in doing so a race seat in a Daytona Prototype with a top team in the Rolex 24 At Daytona.

Felipe needed just 12 points to secure the win and with 20 points for setting pole Felipe knew what he had to do. It was a very tense qualifying with the top times changing every minute but Nasr pulled it out of the bag and scored the precious 20 points up for grabs.



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Sunoco Drivers of the Weekend
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The penultimate round of the Cooper Tires British F3 International Series and the Avon Tyres British GT Championship was held at Donington this weekend. Changeable weather for the F3 boys and a new 3 hour race format for the GT drivers saw a very action packed weekend!

In the British F3 Rupert Svendsen-Cook had a great weekend with a win and a third. Pipo Derani also had his first podium of the season with a second in the final race. In British GT Michael Lyons and Charles Bateman took their second win of the season in their Ferrari 458 after a fantastic drive from eighth on the grid.

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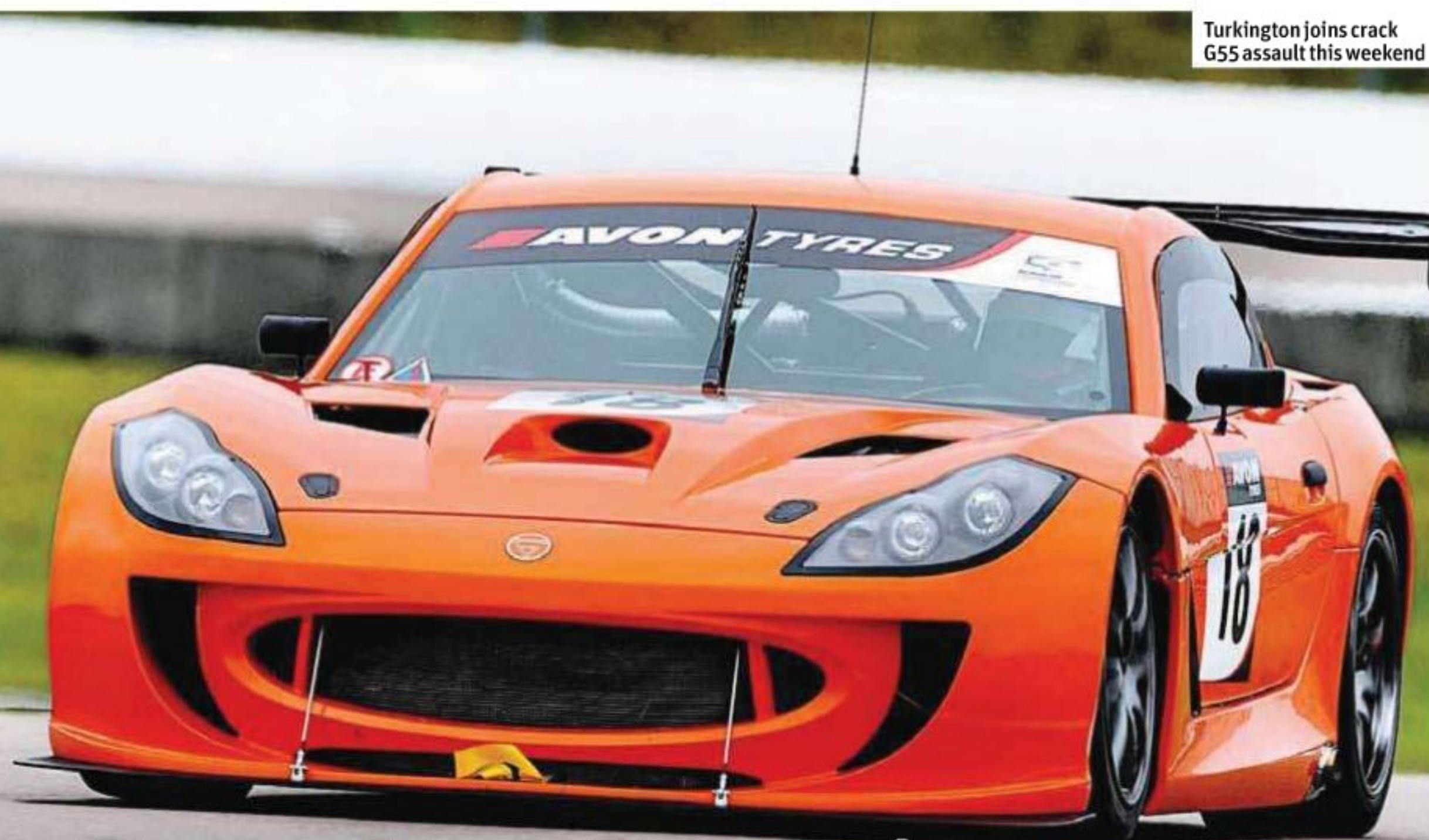


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SportsExtra

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Turkington joins crack G55 assault this weekend

Stars head to Britcar 24

Colin Turkington and John Martin among entry for Silverstone enduro

» **FORMER BRITISH TOURING** Car champion Colin Turkington and Superleague Formula frontrunner John Martin are among the entries for the sixth Silverstone 24 Hours this weekend.

Turkington, who took the BTCC crown in 2009, will make his GT-racing debut sharing a Ginetta G55 with marque boss Lawrence Tomlinson, ex-British GT4 champion Matt Nicoll-Jones, sportscar veteran Martin Short, and factory driver Mike Simpson. The entry is part of a link-up between Ginetta and 2005 event winner Rollcentre Racing, run by Short.

"This is an opportunity to try something new and I'm looking forward to experiencing an endurance race," said Turkington, who tested the

450bhp G55 at Silverstone last week.

"In touring cars at the moment it's not an easy place to be guaranteed to be racing each year so it's a good opportunity for me to see if I like GTs. It's something I could look at in future."

Although the car will be running in Class Two rather than the top Class One, Tomlinson believes an outright win is possible. "I think we had a great chance in 2008 [when the works G50 was eliminated in a startline accident] – it's unfinished business," he said.

"The G55 is good on tyres and fuel, and if it's reliable we'll win."

Martin will also make his sportscar debut at the event, driving the Class One Aquila CR1 of Chamberlain-Synergy, which has taken over the running of the

Danish car. The 27-year-old will share it with owner Nigel Mustill, team boss Bob Berridge, and Gareth Evans.

"I want to race a prototype in the near future, so this is a good opportunity," said Martin, who has already driven the car at Silverstone. "I had never driven anything like the Aquila, but the test went well."

Ranged against the Aquila will be the Ferrari 430 of 2010 winners Witt Gamski, Keith Robinson, John Gaw and Phil Dryburgh, and the similar car of Michael and Sean McInerney, and Phil Keen. The Mosler MT900Rs of Topcats Racing (which has recruited Ginetta ace Freddie Hetherington) and Strata 21 are also part of the entry, which includes over 50 cars.

It is hoped the BMW Z4 of Marco Schelp/Rowe Motorsport, and the Thorney Motorsport E92 M3 will appear, but Beechdean Motorsport boss Andrew Howard has confirmed his British GT Aston Martin DBRS9 will not race as originally planned.

The Ginetta G40 will return after a successful top-12 appearance last year. Two examples will run in Class Four. Rollcentre/Ginetta will run one for Richard Sykes/Jake Rattenbury/Mark Davies/Brian Saunders, and will take on the Piranha Motorsport team, which includes many of the squad that took three top-eight finishes in the 24-hour event between 2006-'08 with a production-class Honda Civic.

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



ENDURANCE RACING IS IN VOGUE

at the moment. Not only do we have a world sportscar championship to look forward to next year, things are looking good at a national level.

In historics, the Spa 6 Hours last weekend attracted an entry of over 100 cars and was generally regarded as the event's best yet, while British GT put on a great three-hour show at Donington Park (see page 50).

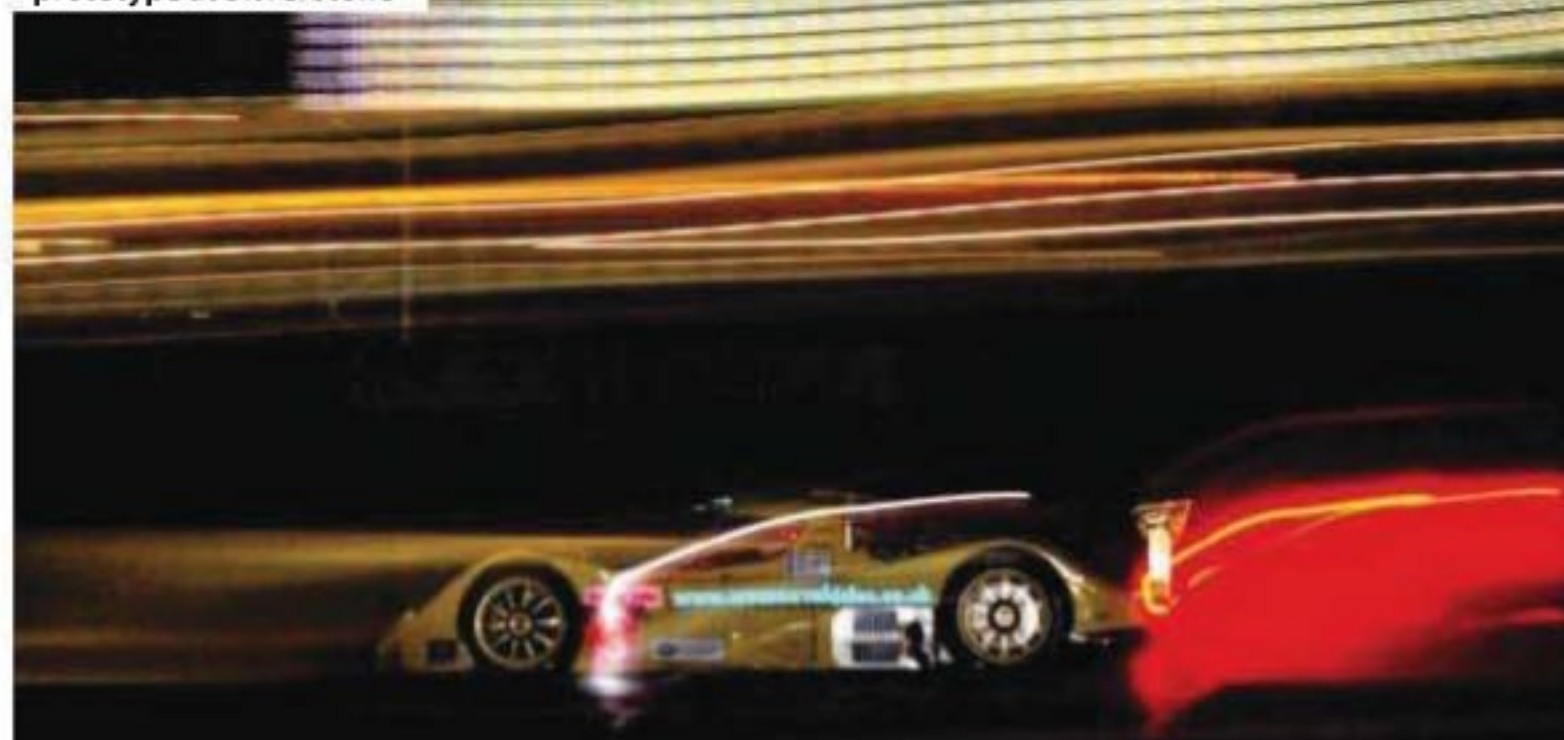
In both cases, the quality of driving at the front was high and the racing close. It is perhaps not surprising that touring car drivers like Gordon Shedden, James Nash (p81) and now Colin Turkington are taking a look.

Sadly, though, the fans are not. Whereas longer races often appeal to teams and drivers, who can spread their costs or get more track time, endurance events are harder to follow for the spectator. And we are increasingly used to knowing every last detail of every sporting event, thanks to a myriad number of sources. Watching enduros doesn't seem to appeal by comparison. But it should. As well as the racing, the cars look and sound fantastic. And they create an entirely different atmosphere to a sprint event. So take a look at Silverstone this weekend to experience Britain's latest instalment of enduro fever.

Extra contact details

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Martin will race Aquila prototype at Silverstone



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TANDY'S PORSCHE CV

8 CARRERA CUP GERMANY WINS

3 SUPERCUP WINS

1 CARRERA CUP GB WIN



Tandy has starred for Konrad this year

Porsche Carrera Cup

Tandy in Carrera Cup GB return

Supercup ace drafted in for final two rounds to boost fortunes of Motorbase squad

PORSCHE SUPERCUP ACE Nick Tandy will contest the final two Carrera Cup GB meetings of the year with Motorbase.

The 26-year-old, who finished second in his rookie Supercup campaign in 2010, leads this season's German Carrera Cup with Konrad Motorsport and lies fifth in the Supercup. A long break before the

German finale has opened up the chance for him to contest the Brands Hatch round this weekend, as well as the Silverstone finale on October 15/16.

"I was looking for something to keep my hand in. I really like the Brands GP track, and it's always nice to race in the UK," said Tandy, who won a Carrera Cup GB round on a

guest appearance at Silverstone in 2008.

"I'm there to try and get the team the best result and give them a bit of direction with the [new] cars, using my Porsche experience."

Motorbase has suffered a difficult year in the series. Reigning champion Tim Harvey quit the championship, while Michael Caine failed to win a race prior

to graduating to the squad's BTCC arm.

Team boss David Bartrum said: "Michael moved across to touring cars and Tim's gone so it left a spot available. What better way to fill it than with such a quality driver?"

"We want to show the strength of Motorbase over the last four Carrera Cup GB races and finish on a high."

V1 Championship

Online quest to find racing talent

A PLACE ON THE FORMULA BMW Talent Cup and a drive in the Renault Clio Cup are the prizes for a revised online racing competition.

The V1 Championship is a virtual-racing contest that aims to find a suitable talent for real racing. V1 Formula is already available to download and the V1 Touring Car simulator should join it next month.

Ex-F1 engineer Jay Marshall originally launched V1 in 2008 (see AUTOSPORT, July 17 2008) as a free contest paid for by corporate sponsors. But a deal with ITV fell through when the channel lost its F1 coverage to the BBC, and Marshall has now relaunched a competitor-funded version. V1 Formula entries will

cost £49.50, while the touring car element - aimed at older drivers - will be £39.50. Winners will be chosen at the start of 2012 with the aid of psychometric testing.

V1's Mark Coleman hopes the initiative will bring more people into the sport. "You've got 0.5 per cent of the population who go racing because they can afford it," he said. "We've got

the other 99.5 per cent to find someone with a kernel of talent. Our aim is to give talent a chance."

The winner of the Formula BMW Talent Cup, which was introduced by the German manufacturer after the demise of Formula BMW Europe, gets a funded drive in the German F3 Cup.

As well as the BMW link, V1 also has the support of BTCC star Jason Plato.



A spot on the FBMW Talent Cup is up for grabs

British GT

British GT looks to Nurburgring

BRITISH GT COULD VISIT THE Nurburgring GP circuit next year.

The series has visited Spa in Belgium for its overseas round since 2009, but championship manager Benjamin Franassovici confirmed the German GP venue was a possibility for 2012.

"We're thinking of going there to do something a bit different," he said. "People like it, it's not so far away, and it's a classic track."

Franassovici also confirmed the calendar was likely to include seven meetings, as this year, but the dates and formats of the races have yet to be decided.

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British GT

Tin-top ace Nash targets GT future after strong debut at Donington

BTCC RACE WINNER JAMES NASH

wants to expand his career into GT racing after a successful British GT debut at Donington Park last weekend.

Nash, who took his first BTCC win at Rockingham the previous weekend, joined former Renault Clio Cup champion Phil Glew in one of Lotus Sport UK's GT4 Evoras.

Glew qualified the car on class pole and led the wet opening phase of the race before handing over to Nash.

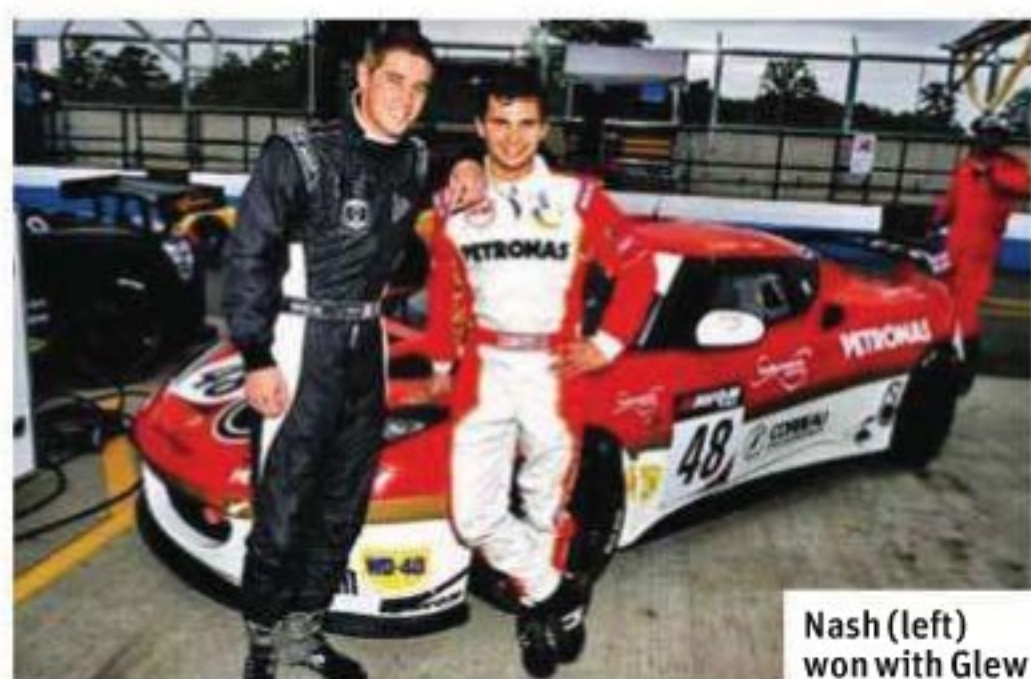
Despite a drive-through penalty for a too-short stop on the last of the car's three pit visits, the duo won GT4 by almost a lap and finished 13th overall.

"We were in talks with Lotus for a while and [regular driver] Ollie Jackson stepped aside to let me have a go," said Nash. "GT is the future of my career so we need to make steps. We may do the Silverstone round [next month] too."

Nash confirmed he was not yet looking to leave the BTCC. "We plan

to do that for the next couple of years, and I'm looking at FIA GT3 as well," he added.

Fellow BTCC ace Gordon Shedden also made his British GT debut at Donington. Driving Hector Lester's new GT3 Ferrari 458, Shedden qualified 11th (a second off poleman Stephen Jelley) and finished sixth.



Nash (left) won with Glew

British Formula Ford

Ford to help teams with new car

FORD MOTORSPORT UK BOSS

Mike Norton says the company will try to help British Formula Ford teams switch to new regulations in 2012.

New FIA-approved cars and the 1.6-litre Ford EcoBoost engine have been introduced for next year, and some teams are concerned that the increased costs of buying new equipment could prevent them from competing.

"We're trying to put a package

together with our suppliers," said Norton. "We understand the situation and we're going to do our bit to help get the new era off to a good start. All of our manufacturers and engine tuners were given a [free] engine."

Norton also hopes the mandatory surfaces - the sidepod apertures, rollhoop cover and cockpit width - will dictate the frontal areas of the new cars and help reduce costs by limiting aerodynamic development.

Rallycross

British champ Godfrey to Europe

RECENTLY-CROWNED

British Rallycross champion Julian Godfrey plans to contest the European Super1600 championship in 2012.

Godfrey became the first driver to win the BRC crown in his rookie season when he took his Ford Fiesta to victory at the Knockhill round earlier this month.

The engine preparer now hopes to race his Super1600 Fiesta in the 2012 ERC after winning the Maasmechelen round in August.

"I could not afford to race a Supercar in Europe and it would also present me with quite a lot of problems because I have so many customers racing Supercars," said Godfrey, who is in his first

year racing a Supercar.

"Super1600 running costs are much more manageable, so it's an ideal way for me to race in Europe, and I hope to continue with the Supercar in Britain."



Godfrey is first rookie to win BRC

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



'80s F3 ace Dave Coyne starred in Scragg E-type

There is no doubt about it in my mind: Goodwood's Revival Meeting provides the best motorsport theatre, while Roadbook's Spa Six Hours has long been the finest pure historic racing event of the season. Run back-to-back over the past two weekends, they have left thousands of petrolheads like me on a high.

Judging by those I saw at Francorchamps, wending their way to and from Belgium's seven-kilometre circuit of the gods, and on the ferries at either end of a memorable trip in MSA scrutineer Bertie Gilbert-Smith's Ferrari Daytona, an unprecedented number of British-based fans made the Ardennes pilgrimage this year.

Perfect late-summer conditions enabled those who watched from the incomparable Eau Rouge/Raidillon 'mountain face' - or mixed vantage points with hikes into the dense forest, from which the shortened Grand Prix circuit was hewn in 1979 - to watch almost 900 competitors at work in Saturday evening's feature.

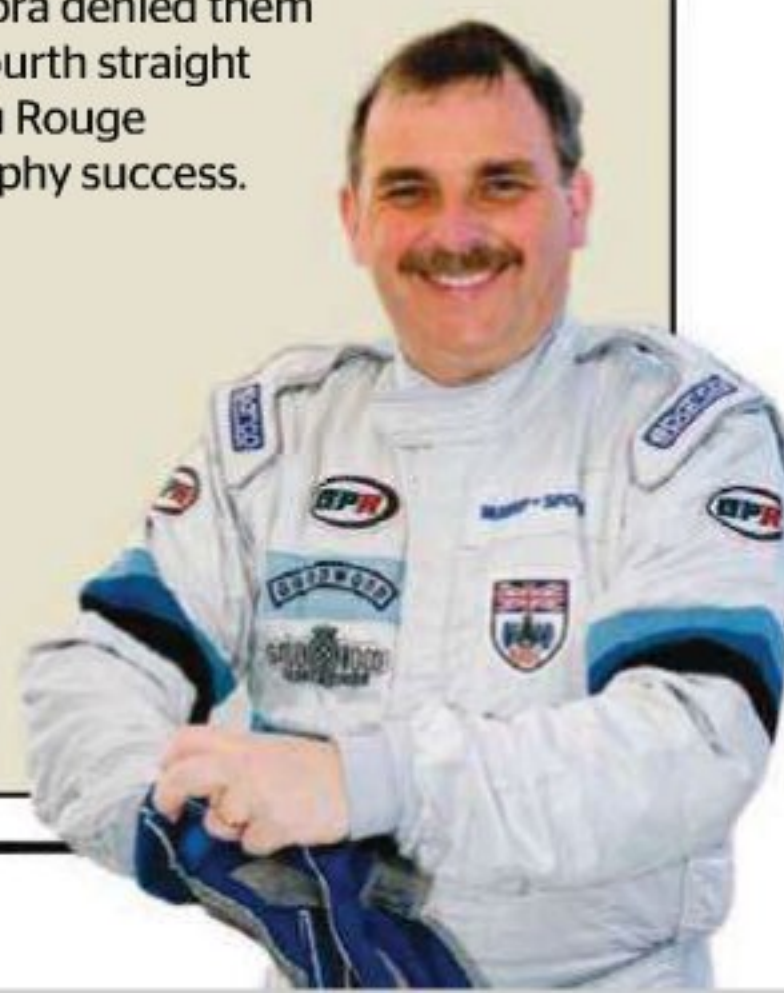
From Mini Cooper S to Ford GT40 and Ginetta G4 to Ford Falcon Sprint, the 106-car field in Alain Defalle and Vincent Collard's 19th running of the enduro was easily the best yet. Long on quality and with drivers representing 16 nations, there was a magical buzz of anticipation before it started a few minutes after 4pm on Saturday.

Despite the badly-executed safety car after 10 laps - deployed in response to one car's spectacular roll, but the catalyst for a multi-car pile-up, from which everybody escaped injury - this year's race was won at almost 94mph, the highest average speed yet.

Some 65 entries completed 70 per cent of the distance covered by the winning GT40, and there were many brilliant performances. Six Hours debutant Dave Coyne, who finished third in 1984's British F3 round in a Murray Taylor Racing Ralt RT3, hadn't seen the place since (thus missed at least two versions of the 'Bus Stop' chicane that preceded the ghastly end-of-lap Z-bend, which has spoiled its flow), but led Chris Scragg's Jaguar team to the bronze.

HSCC saloon racer Andy Yool also stepped up to the plate with a fine middle stint, bringing Sandy Watson's E-type up to third. Fried brakes denied the team the place, star driver Martin O'Connell being forced to make an extra stop. The Cottingham brothers, James and Jeremy, toppled the Porsche 911s in their MGB for a tremendous three-lap class win and 12th overall, just behind the roadgoing Morgan +8 of Billy Bellinger, 'Nils Christians' and Keith Ahlers. Only a mighty Shelby Cobra denied them a fourth straight Eau Rouge Trophy success.

“The 106-car field in Alain Defalle and Vincent Collard's 19th running of the enduro was the best yet”



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IN BRIEF



Thundering SLS practised but didn't race

THE MERCEDES SLS OF DAVID AND Godfrey Jones failed to start the British GT round at Donington Park after fuel-pressure problems in practice. They tried to use their spare car, but one rival team boss would not agree to allow the dispensation they required.

UNITED AUTOSPORTS' SECOND Audi R8 LMS also failed to start at Donington after John Bintcliffe crashed the car he was due to share with Jay Palmer heavily at McLeans in qualifying.

BRITISH FORMULA FORD RACER Geoff Uhrhane will race make his Formula Renault UK debut at Brands Hatch this weekend driving for Atech.

FORMULA RENAULT UK RACER Jordan King qualified fastest and scored three podiums in the NEC finale at Monza last weekend with MP Motorsport. Josh Hill (KTR) took a best of fifth, while fellow FR UK man Jack Hawksworth scored a best of seventh with Van Amersfoort. Daniil Kvyat won all three races, though Carlos Sainz Jr was already champion.

THE NIPPON CHALLENGE IS looking to add a new category for more powerful cars next season. Super GT & AWD will cater for Asian-made tin-tops of up to 600bhp with four-wheel-drive, alongside 2WD cars of 400bhp.

McLAREN TEST DRIVER OLIVER Turvey and GP3 race winner Alexander Sims will compete in the Henry Surtees Trophy charity kart race at Buckmore Park next month. British Formula Ford champion Scott Malvern, GP2 ace Sam Bird and three-time Grand Prix winner Johnny Herbert are also expected to race in the October 20 event, which features a Mercedes GP factory visit, plus F2 and Formula Renault tests among its prizes.

FERRARI CHALLENGE STALWART Gary Culver raced his ex-Martin Brundle Tyrrell 012 for the first time in last weekend's Grand Prix Masters events at Spa. Culver finished 13th on both days as an invitation entry.



Ex-Brundle Tyrrell raced at Spa



Kelleners wins Trans-Atlantic prototype race at Spa in McLaren F1 GTR 'longtail'

Ex-Porsche factory driver Ralf Kelleners drove Christian Glaesel's ex-JJ Lehto/Steve Soper McLaren F1 GTR to victory in the Trans-Atlantic Prototype Challenge race, which supported the 19th Spa 6 Hours last weekend. Lehto and Soper previously drove the car to victory in the 1997 FIA GT round at the legendary Ardennes circuit.

Spa 6 Hours

Minshaw slams Spa officials

Historic ace unhappy after E-type is wrecked in shunt behind the safety car

TRIPLE SPA 6 HOURS WINNER

Jon Minshaw has criticised officials after he was eliminated in a multi-car pile-up behind the safety car at last weekend's 19th running of the classic enduro.

Minshaw was involved in a chain-reaction incident during a full-course yellow - deployed after an Alfa Romeo Giulia Ti Super cartwheeled at Eau Rouge on lap nine.

The pace car slowed unexpectedly on the Kemmel straight, while out of

sight of the majority of the 106-car field as it snaked through Eau Rouge.

Several cars were badly damaged in the resultant crash, including Minshaw's Jaguar E-type.

"When I went over the top it was bedlam - like the M25 at 5pm on a Friday evening," said Minshaw.

"I saw three wrecks and lines of cars stationary the full width of the track. Somehow I managed to stop without hitting anything, but a nanosecond later

I was hit hard up the back by a Daytona Cobra.

"It was the most dangerous situation I'd ever been in [on track], so I went with Allen Tice and Fred Wakeman [whose Marcos and E-type were also badly damaged] to remonstrate with officials."

A similar incident occurred in the 2005 race, when a Mustang hit a stationary TVR under yellows. That race was stopped for an hour as a result, though no one was injured.

Ginetta GT Supercup

Watts to race G55 at Brands

FORMER BTCC RACER PATRICK Watts will contest the penultimate round of the Ginetta GT Supercup at Brands Hatch this weekend.

The historic racing ace will drive the Total Control Racing 'guest' G55 previously raced by Marino Franchitti and Tim Harvey.

"It's a great opportunity and having not raced anything with slicks on for 10 years, I'm looking forward to driving the G55, which will be different to my 1950 Allard J2!" said Watts.

"I hope to be in the top 10 but I'm sure there are some good drivers out there. To be honest, I have no idea what the cars look like and have never seen one of the races, but I will 'YouTube' Ginetta before the weekend.

"It will be good to see my old mate Matt Neal kicking arse when the BTCC is out playing too!"



WFR snatched SPEED Euro title

SPEED EuroSeries

Hughes/Firth steal SPEED title

WARREN HUGHES AND JODY

Firth claimed the SPEED EuroSeries crown at Estoril last weekend for UK constructor WFR.

The duo finished seventh and second in the two 90-minute races in Portugal aboard a Xero Competition WFR-Honda 03. That was enough to give them the title by three points from fellow Briton Dean Stirling, who started level with his rivals in his Avelon-run Wolf.

Hughes said: "This is quite an achievement because we missed

three races. Most of all I am happy for WFR because it is their first year as a constructor at this level."

The first race was marred by a clash between Stirling and Hughes while they battled for third early in the race. They both needed to pit after the collision, the WFR for body repairs and the Wolf for a new exhaust manifold.

Hughes claimed that Stirling had braked early at Turn 4, the Wolf driver that his rival had missed his braking.

Ivan Bellarosa (Wolf) won both races.

NATIONAL RACES & RESULTS

ROADBOOK

SPA 6 HOURS

SPA 6 HOURS QUICK RESULTS

→ **Winners Ralf Kelleners/
Christian Glaesel**

→ **Fastest lap Roger Wills**



Vogele/Green GT0
won pre-1963 GT race



ROADBOOK SPA 6 HOURS, SEPTEMBER 23 25

Kelleners is king of Spa

Kelleners/Glaesel GT40
took hard-fought win

SPORTSCAR AND GT veteran Ralf Kelleners' bookend stints in Christian Glaesel's Lanzante-run Ford GT40 enabled his German compatriot to repeat his 2003 Spa 6 Hours victory. In the fastest edition yet, Kelleners was chased relentlessly by three-time winner Simon Hadfield, who unlapped himself in Leo Voyazides' GT40 for their second successive runner-up spot.

The pace hotted-up this year, with seven GT40s, two TVR Griffiths and a Shelby American Cobra filling a Ford V8-powered top 10 in qualifying. John Clark's Scottish-crewed Jaguar E-type was next up, shadowed by the sister machines of Dave Coyne (Chris Scragg's) and reigning champions and triple winners Jon Minshaw, brother Jason, and Martin Stretton.

Hadfield set a scorching early pace, taking Kelleners, the GT40s of Roger Wills and Joe Macari (Gavin Henderson's car) clear of Mark Hales (TVR) and Philip Walker in the open GT40 Prototype. Late back from his Formula 1

race, Richard Meins (GT40) started from the pitlane and carved through the 106-car field as several Cobras (notably Chris Chiles Sr's and David Hart's) hit trouble early.

Then an Alfa Romeo rolled, triggering a chaotic safety car interlude and a needless multi-car crash in which the Minshaw Jag's fuel tank was burst (see Sports Extra News).

Twenty laps in, Roger Wills was out with a split gearbox casing in the ex-Peter Sutcliffe GT40, having logged fastest lap. Walker fell too, while Chris Lillingstone-Price and Meins ran into terminal clutch and brake bothers. Having run longer than rivals before his first routine stop, Meins pitted from the lead on lap 43.

Glaesel, unwell with food poisoning, shot past a car in the fuel station lottery, gaining 2m12s on Voyazides. Thereafter, the Greek and Hadfield pushed as hard as they dared, but wound up 1m54s behind Kelleners, who could be more conservative.

Clark's E-type was looking good for third, but took a knock at the end of

his stint. Coyne's stellar mid-race thrash — on his first visit to Spa since the 1984 British F3 round — and a solid anchor leg from Mark Wright sealed it for an overjoyed Scragg, whose first finish it was in six years of trying. Martin O'Connell had Sandy Watson's E-type (shared by Andy Yool) there briefly, but overheating brakes thwarted them. The TVR of Hales/Jon Shipman/Nigel Reuben thus growled to fourth.

Earlier, Kelleners had beaten an intriguing sportscar pot-pourri in Glaesel's magnificent ex-JJ Lehto/Steve Soper McLaren F1 GTR langheck. Watching the BMW V12-engined supercar thrash its monstrous M8 Can-Am forbears, a Group

C Cougar-Porsche and an earlier miscellany showed how the world had changed.

Olly Bryant defeated David Hart as Lola T70 Mk3Bs dominated a slippery Sports Car Masters event. Best two-litre barchetta was Manfredo Rossi's Abarth-Osella, while Sandy Watson's Chevron B8 took class honours after Michael and Will Schryver's B6 fell out.

A wonderful HGPCA Pre-'66 Grand Prix car field evoked memories of Francorchamps' full-length splendour. Alasdair McCaig (Cooper T53) trounced rivals on Saturday, but allowed Peter Horsman (Lotus 18/21) into the game on Sunday. Horsman seized the lead into La Source on lap

eight, lost it on the exit, but boldly regained the initiative into Eau Rouge. He was denied the chance of victory on countback though, when red flags flew with John Harper's three-wheeled Brabham BT4 stranded after contact with the lapped Scotty Taylor's Cooper.

Andy Middlehurst (ex-Jim Clark Lotus 25) was a superb third both days, having fought off Sid Hoole (Cooper T66) and mixed it with Harper respectively. Allan Miles (Maserati 250F) topped the front-engined split each time, having recovered superbly from tagging Alan Baillie's spun Cooper and the barrier on Saturday.

Period-style tri-marque dicing between Ford Lotus Cortinas, BMW 1800s



McCaig leads Pre-1966 GP field away

QUICK RESULTS

→ Masters Sportscars **O Bryant**

→ Woodcote Trophy
G Pearson/C Monteverde

“It was a great race, flat-out all the way”

Spa 6 Hours winner Kelleners enjoyed his thrash in a Ford GT40

REPORTS SPORTS EXTRA

Pearson drove two D-types and took a first and a second



RAC WOODCOTE TROPHY SPA, SEPTEMBER 23 25

Pearson's one-two in D-type heaven

GARY PEARSON'S relaxed mastery of Jaguar D-types has delighted spectators for many years, but with a little slice of good fortune the

marque preparation expert straddled the top two steps of the podium at the conclusion of Saturday's Motor Racing Legends' Royal

Automobile Club Woodcote Trophy showpiece at Spa.

Pearson was content to chase Simon Hadfield (in Irvine Laidlaw's Ecurie Ecosse D-type) in the early stages, but when a punctured left-front tyre gave Hadfield the fright of his life at Eau Rouge on lap four ("I was incredibly lucky to keep

it out of the barriers"), Pearson found himself leading a little earlier than planned.

With pitstops carefully co-ordinated by his team, Pearson installed Andrew Smith in his British Racing Green car after nine laps and leapt into Carlos Monteverde's white ex-Jim Clark example – by now leading – one circuit later. From second it took Gary a couple of laps to catch and usurp Smith and stretch a small lead.

As the pitstop stagger unwound, the late-stopping Bristol-engined machines of John Ure (Cooper) and Stephen Bond (Lister) disputed the lead, but the former handed car owner Chris Mann a drive-through for missing the pit window. The Lister

went on to finish fifth.

John Young (in Derek Hood's Cooper-Jaguar) caught and passed Nick Adams (debuting in Fred Wakeman's D-type) for a super third. The JD Classics team's day was made when Jarrah Venables – who took over its C-type from first-lap spinner Wil Arif – snatched sixth and a class win.

RESULTS (20 LAPS)

1 Carlos Monteverde/Gary Pearson (Jaguar D type); **2** Gary Pearson/Andrew Smith (Jaguar D type) +3.445s; **3** Derek Hood/John Young (Cooper Jaguar T33); **4** Fred Wakeman/Nick Adams (Jaguar D type); **5** Stephen Bond/Keith Fell (Lister Bristol 'Flat Iron'); **6** Wil Arif/Jarrah Venables (Jaguar C type). **FL** Simon Hadfield (Jaguar D type) 2m58.934s (87.56mph).

and Alfa Romeo GTAs characterised another busy U2TC race, but the Blue Oval prevailed. Leo Voyazides broke allcomers then handed his Cortina to Simon Hadfield who demonstrated its acrobatic cornering abilities. The reigning champions' fourth win in five races – over wet Monza victors Jackie Oliver/Richard Shaw (BMW) and Michael Gans/Jason Wright (Alfa) this time – sealed the seasonal Four Hour Challenge prize.

Rowland Kinch won both Grand Prix Masters races in his Arrows A4, but

former FIA TGP champion Steve Hartley howled his similar car – which had earlier vaulted Peter Meyrick's March 761 – through the field on day two and relieved Christophe d'Ansembourg (Williams FW07C) of second on the final lap.

The Pre-'63 GT race featured the narrow-arched AC Cobra of Martin Hunt/Patrick Blakeney-Edwards passing the quickest Aston Martin DB4s to shadow the Ferrari 330 GTO of Carlo Vogele/Willie Green home. The Stirling Moss Trophy also fell to Ferrari,

courtesy of Bobby Verdon-Roe, who saw off a quartet of Lotus 15s in the Leventis family's sensational 246S.

Frank Stippler anchored the Gotcha Racing E-type of Marcus Graf von Oeynhausen to victory in the traditional Gentlemen Drivers finale. The Goodwood TT-winning Shelby Daytona Coupe of brothers-in-law Glaesel and Olivier Ellerbrock was penalised a minute but would not have bettered fourth behind Rick and Rob Hall's AC Cobra and the Shipman/Hales TVR. ● Marcus Pye

BVR Ferrari (35) beat British rivals



19TH SPA 6 HOURS (110 LAPS)

1 Ralf Kelleners/Christian Glaesel (Ford GT40P/1023); **2** Simon Hadfield/Leo Voyazides (Ford GT40P/1005) +1m54.183s; **3** Chris Scragg/Dave Coyne/Mark Wright (Jaguar E type); **4** Mark Hales/Nigel Reuben/Jon Shipman (TVR Griffith); **5** Alexander Weavers/Jean Paul Batenburg/Peter Hoepen (Shelby Cobra); **6** Joe Macari/Gavin Henderson/Ted Williams (Ford GT40P/1055); **7** David Hart/Hans Hugenholtz (Shelby Cobra); **8** Sandy Watson/Andy Yool/Martin O'Connell (Jaguar E type); **9** John Clark/Alasdair McCaig/Chris Clark (Jaguar E type); **10** Bart Jan Deenik/Dick Waaijenberg (Ford Falcon Sprint) **Eau Rouge Trophy** Weavers/Batenburg/Hoepen **Fastest lap** Roger Wills (Ford GT40P/1009) 2m46.948s (93.85mph)

TRANS-ATLANTIC PROTOTYPE CHALLENGE (14 LAPS) **1** Ralf Kelleners (McLaren F1 GTR 021); **2** Peter Hoffmann (McLaren Chevrolet M8F) +16.608s;

3 Michiel Campagne (McLaren Chevrolet M8F); **4** Steve Tandy (Lola Chevrolet T70 Mk3B/C); **5** Peter Schleifer (Lola Chevrolet T310); **6** Roger Wills (Courage Porsche C289) **FL** Kelleners 2m28.311s (107.89mph)

MASTERS SPORTS CARS (23 LAPS) **1** Olly Bryant (Lola T70 Mk3B); **2** David Hart (Lola T70 Mk3B) +35.373s; **3** Simon Hadfield/Leo Voyazides (Lola T70 Mk3B); **4** Steve Tandy (Lola T70 Mk3B/C); **5** Manfredo Rossi di Montelera (Abarth Osella PA1); **6** Andre & Thomas Bailly (Lola T70 Mk3) **FL** Hadfield 2m31.157s (103.66mph)

HGPCA PRE-1966 GP CARS (11 LAPS) **1** Alasdair McCaig (Cooper T53); **2** Peter Horsman (Lotus 18/21) +28.191s; **3** Andy Middlehurst (Lotus 25 R3); **4** Peter Studer (Lous 32); **5** Sid Hoole (Cooper T66); **6** Miles Griffiths (Cooper T45) **Class winners** Middlehurst; Griffiths; Andrew Beaumont (LDS 03); Allan Miles (Maserati 250F CM7); Paul Grant (Cooper Bristol Mk2) **FL** McCaig 2m44.130s (95.44mph)

RACE 2 (7 LAPS) **1** McCaig; **2** Horsman +0.165s; **3** Middlehurst; **4** Hoole; **5** Studer; Griffiths **FL** Horsman 2m45.937s (94.42mph)

U2TC (20 LAPS) **1** Leo Voyazides/Simon Hadfield (Ford Lotus Cortina); **2** Jackie Oliver/Richard Shaw (BMW 1800 TISA) +33.958s; **3** Michael Gans/Jason Wright (Alfa Romeo GTA); **4** Jose Beltramelli (Ford Lotus Cortina) **FL** Hadfield 3m03.861s (85.22mph)

GRAND PRIX MASTERS (11 LAPS) **1** Rowland Kinch (Arrows A4); **2** Christophe d'Ansembourg (Williams FW07C) +8.597s; **3** Michael Fitzgerald (Williams FW08); **4** Roger Wills (Lotus 92/5); **5** Richard Barber (Fittipaldi F5A); **6** Peter Meyrick (March 761R) **FL** Steve Hartley (Arrows A4) 2m17.798s (113.70mph)

RACE 2 (8 LAPS) **1** Kinch; **2** Hartley +3.178s; **3** d'Ansembourg; **4** Barber; **5** Fitzgerald; **6** Wills **FL** Hartley 2m17.634s (113.84mph)

PRE-'63 GT (19 LAPS) **1** Carlo Vogele/Willie Green (Ferrari 330 GTO); **2** Martin Hunt/Patrick Blakeney Edwards (AC Cobra) +4.865s; **3** Nick Naismith/John Young (Aston Martin DB4); **4** Carlos Monteverde (Aston Martin DB4); **5** Chris Scragg (Aston Martin DB4 Zagato); **6** Urs & Arlette Mueller (Aston Martin DB4 GT) **FL** Blakeney Edwards 3m04.910s (85.98mph)

MRL STIRLING MOSS TROPHY (21 LAPS) **1** Bobby Verdon Roe (Ferrari 246S); **2** Roger Wills/Joe Twyman (Lotus 15) +6.365s; **3** Philip Walker/Danny Wright (Lotus 15); **4** Grahame & Olly Bryant (Lotus 15); **5** Ewan McIntyre (Lotus 15); **6** Gary Pearson/Andrew Smith (Lister Jaguar) **FL** Wills 2m53.989s (90.05mph)

MASTERS GENTLEMEN DRIVERS (36 LAPS) **1** Marcus Graf von Oeynhausen/Frank Stippler (Jaguar E type); **2** Rick & Rob Hall (AC Cobra) +23.679s; **3** Jon Shipman/Mark Hales (TVR Griffith); **4** Christian Glaesel/Olivier Ellerbrock (Shelby American Cobra Daytona Coupe);

5 Jeremy Welch/Mark Pangborn (Jaguar E type); **6** Jonathan Bloohn/Andy Nunn (TVR Griffith) **FL** Rob Hall 2m33.147s (89.46mph)

TOP HAT MASTERS (21 LAPS)

1 Mark Bates (Porsche 911 RSR); **2** Ian McCallum/John Bussell (Aston Martin DB5) +2m29.047s; **3** Leo Voyazides/Simon Hadfield (Ford Falcon Sprint); **4** Claude Boissy (Ford Escort RS); **5** Jeremy Cooke/Sean Lockyer (Porsche 911 RSR); **6** Nicholas King/Tony Worthington (Aston Martin DB4) **FL** Bates 2m50.690s (91.80mph)

BRITISH SPORTS GT & SALOON CHALLENGE (21 LAPS)

1 Craig Davies/Joss Ronchetti (Talbot Sunbeam Lotus); **2** Chris Beighton/Jon Finnemore (Sunbeam Tiger) +16.340s; **3** Francois & Eric Sechaud (Ford Escort RS); **4** Cheng Lim/Phil James (RAM Cobra); **5** Ian McCallum/John Bussell (Aston Martin DB5); **6** Paul Pochciol (Ford Capri) **FL** Ronchetti 2m45.820s (94.49mph)

**NATIONAL
RACES & RESULTS****BARC
OULTON PARK****CLASSIC FF1600 AT A GLANCE**→ Race 1 **Stuart Kestenbaum**→ Race 2 **Kestenbaum**→ Champion **Kestenbaum****"This is my 29th
season of FF1600"**

Veteran Kestenbaum won again

**P93 SPORTS EXTRA
RESULTS ROUND-UP
for September 24-25****FF1600 & FF2000 OULTON PARK, SEPTEMBER 24**

Veteran unstoppable as Kestenbaum takes title

FEW DRIVERS HAVE A longer continual record in Formula Ford 1600, but Stuart Kestenbaum still races with all the pace and determination that he did nearly three decades ago. An emphatic double victory at Oulton secured his 11th major FF1600 crown as he won the Classic title in his Van Diemen RF79.

"I only need third or better in one of the races," said Kestenbaum after taking pole position. "But I'd like to win twice if I can."

Sure enough, he took control of the opening race and mastered slippery conditions to settle things in style as Colin Williams gave a dogged chase.

"It was just a matter of luck, and 29 years of experience," joked Kestenbaum of his rocket start.

Williams kept his PRS in contention over the first half of the race, but the gap grew steadily as both drivers searched for grip. "I found a bit more grip with a couple of different lines," said Kestenbaum after winning by eight seconds.

Behind Williams, young James Buckton drove well to work his Elden Mk8 up to third after a slow start. "An engine mount broke on the parade lap; that's why I made such a poor start," said Buckton.

In gathering gloom at the end of the afternoon, Kestenbaum completed his double, but this time Williams and the chasing Buckton stayed closer on a largely dry track. Buckton mounted a challenge on Williams, but that was how they finished.

With just seven cars on



Classic FF1600 title fell to Kestenbaum

the grid, Ian Pearson only needed to finish to settle the Classic FF2000 title for the third time running. But, like Kestenbaum, he romped away and dominated the race in his Van Diemen as Andy Storer fended off a race-long challenge from Nigel Corry for second.

● Paul Lawrence

RESULTS – CLASSIC FF1600 RACE 1 (9 LAPS)

1 Stuart Kestenbaum (Van Diemen RF79); 2 Colin Williams (PRS RHO1) +8.559s; 3 James Buckton (Elden Mk8); 4 Steve Pearce (Van Diemen RF78); 5 Dave Lowe (Lotus 69); 6 Liam McShane (Crossle 45F).

Class winners Buckton; Ian Wood (Royale RP33). **Fastest lap** Kestenbaum 2m15.961s (71.28mph).

RACE 2 (10 LAPS) 1 Kestenbaum;

2 Williams +2.133s; 3 Buckton; 4 Pearce; 5 Smith; 6 Lowe.

CW Buckton; Wood. **FL** Kestenbaum 1m54.039s (84.98mph).

CLASSIC FF2000 (11 LAPS)

1 Ian Pearson (Van Diemen RF83); 2 Andrew Storer (RF82) +27.063s; 3 Nigel Corry (RF82); 4 Rodney Toft (RF82); 5 Bob Pearson (RF82); 6 Ken Thorogood (Van Diemen RF78). **CW** Thorogood. **FL** I Pearson 1m53.198s (85.61mph).



Dobson took Mazda to title

NORTH WEST SPORTS/SALOONS OULTON PARK, SEPTEMBER 24

Watson scores double but Dobson is champion

IT TOOK FOUR STARTS to get the North West Sports/Saloons season wrapped up with a double-header and the big victors were Garry Watson, who won twice, and Paul Dobson, who won the title for the fourth time in five years.

With rain falling more heavily, the opening race was halted after four laps as cars were sliding off all over the place. Robert Spencer was in control at the time in

his Locosaki, from Danny Keenan (MK Indy) and Watson's Westfield. Just before the red flag, Keenan bounced over the grass and damaged his car's undertray, which only became apparent on the re-run green-flag lap.

Keenan dived into the pits for attention as Spencer managed to hold off the slick-shod Watson for three laps before the drying track tipped the advantage to the Scot. Watson duly went

clear as Keenan rushed through from the pitlane to third. "As soon as I got out I knew it should have been slicks," said Spencer of the tyre choice.

Keenan went out of the second race in a startline shunt, and from the restart Watson was away and gone from Spencer and Simon Allaway (Lotus Esprit V8). Dobson took his fourth title with fourth and another class win in his Mazda RX7.

● Paul Lawrence

RESULTS – RACE 1 (5 LAPS)

1 Garry Watson (Westfield); 2 Robert Spencer (Locosaki) +3.862s; 3 Danny Keenan (MK Indy); 4 Alistair Chalmers (Caterham); 5 Daniel Wainwright (MK Indy); 6 Paul Dobson (Mazda RX7). **CW** Keenan; Dobson; Simon Allaway (Lotus Esprit V8); Steven Hibbert (Lotus Elise); Paul Ingram (Ford Fiesta). **FL** Keenan 1m55.489s (83.91mph). **RACE 2 (12 LAPS)**

1 Watson; 2 Spencer +20.190s; 3 Allaway; 4 Dobson; 5 Cam Forbes (Westfield SEiW); 6 Wainwright. **CW** Spencer; Allaway; Dobson; Kingsley Ingram (Mazda 323F); P Ingram. **FL** Watson 1m46.652s (90.86mph).

MGOC OULTON PARK, SEPTEMBER 24

It's sweet for Sharpe

WILL SHARPE'S MG ZR was the class of the MGOC field and scored two resounding victories. Twice Peter Higton led the chase in his MGF, but he was never close enough to challenge.

Sharpe gave his rivals some hope in the opener with a tardy start. He dropped to fifth at the first corner to allow Higton a brief spell in the lead. But once Sharpe was into his stride he quickly took control of the race and took his winning margin out to

10 seconds at the flag. Later, Higton was again the best of the rest.

● Paul Lawrence

RESULTS – RACE 1 (10 LAPS)

1 Will Sharpe (ZR); 2 Peter Higton (F) +10.020s; 3 Simon Kendrick (F); 4 Paul Clackett (ZS); 5 Harjinder Bhambra (ZS); 6 Nick Golhar (ZR). **CW** Higton; Clackett; Jim Baynam (B); Ben Duncalf (Maestro). **FL** Sharpe 2m05.635s (77.13mph). **RACE 2 (10 LAPS)**

1 Sharpe; 2 Higton +17.657s; 3 Clackett; 4 Paul Wisbey (F); 5 Bhambra; 6 Golhar. **CW** Higton; Clackett; Baynam; Duncalf. **FL** Sharpe 2m06.920s (76.35mph).

Sharpe was in a class of his own



BRITISH HILLCLIMB CHAMPIONSHIP LOTON PARK, SEPTEMBER 24 25

Moran Sr secures second as son takes hill record

THIS WAS A DAY OF extremely different conditions, with wet specialists getting their chance during the first half and the outright hill record falling to Scott Moran in the last championship run of the year.

With wet morning conditions, Moran decided not to take a qualification run so that he would not get in the way of the competition for second between his father and Trevor Willis. This proved unnecessary when Willis failed to qualify. Roger Moran used his experience to take the win and strengthen his grip on second. He sealed it when he took runner-up spot later on, ahead of Willis.

Bath University undergraduate Alex Summers took a great

second in the first run-off, at the end of a season in which he took 33 points from only five run-offs.

As the track dried rapidly in a stiff breeze, Moran Jr made easy work of qualification and, running last in run-off two, he caught everyone out with a new outright hill record, outpacing his standing effort by a tenth. "Many were convinced that no records would go in 2011 and it's great fun to catch them out at the death," he said. "If I'd been asked, I would have expected Barbon to go - Loton's track is old and due for resurfacing soon."

Tom New's recent form took a knock and Lee Adams took advantage to finish fifth overall by a solitary point. The DJ Racecars crew were



Moran Jr took record in final run of 2011

disappointed that New's new paddock neighbour, Wallace Menzies, could not outscore Trevor Willis in the final calculations.

Richard Spedding overtook Eynon Price and

will carry the number 10 in 2012. Will Hall failed to increase his tally, spinning in round 33 qualification and not featuring later, but will carry number 8 next year.

The once-valid but now-questionable year-end dropped scores affected no positions and it's probably time for that rule to be dispatched to history.

● Eddie Walder

ROUND 33 1 Roger Moran (3.5 Gould NME GR61X) 55.31s; 2 Alex Summers (1.4t DJ Suzuki Firehawk) 56.18s; 3 Lee Adams (1.6 GWR Suzuki Raptor) 56.86s; 4 Jos Goodyear (1.6 DJ Suzuki Firehawk) 56.93s; 5 Wallace Menzies (3.2 DJ Cosworth Firestorm) 57.48s; 6 Richard Spedding (1.6 Force Suzuki PC) 57.56s; 7 Steve Owen (1.6 OMS Suzuki 25) 58.11s; 8 Deryk Young (4.0 Gould Judd EV GR51b) 58.35s; 9 John Bradburn (3.5 Gould Cosworth HB GR55) 59.20s; 10 Tom New (3.5 Gould Judd GR55) 59.22s; 11 Tim Wilson (1.6 OMS Suzuki 25) 59.50s; 12 Rob Turnbull (3.5 Gould Cosworth HB GR55) 59.78s

ROUND 34 1 Scott Moran (3.5

Gould NME GR61X) 44.32s **BTD & record**; 2 R Moran 45.47s; 3 Trevor Willis (3.2 OMS Powertec 25) 45.65s; 4 Adams 45.87s; 5 New 45.96s; 6 Goodyear 46.43s; 7 Bradburn 46.50s; 8 Menzies 46.70s; 9 Alastair Crawford (2.8 Gould NME GR55) 46.80s; 10 Oliver Tomlin (4.0 Pilbeam Judd KV MP97) 47.38s; 11 Summers 47.58s; 12 Morgan Jenkins (2.0 Pilbeam Vauxhall XE MP87) 47.78s

Class winners Paul Webster (2.0 Mazda MX5 New Techniques) 63.92s; Phil Oram (2.0t Nissan Pulsar GTiR) 62.75s; Dave Wilson (2.0 Caterham Vauxhall) 55.60s; Andrew Russell (1.1 Ginetta G15) 63.36s; Steve Bailey (2.0 Ford Escort) 59.92s; Donald McCaskill (2.3t Mitsubishi Lancer Evo) 55.52s; Mick Harriman

(2.1t Audi Quattro S2) 56.06s; Debbie Dunbar (2.0 Westfield Vauxhall Sei) 54.21s; Les Mutch (2.5 Dax Rush Rover KV6) 54.34s; Ben Johnson (1.7 Mallock Mk20X) 53.53s; Rob Stevens (1.3s Force Suzuki SR4) 48.91s **record**; Keith Edwards (2.1t Subaru Impreza 22B) 56.96s; Robert Capper (0.6 Nemes Honda HC) 54.06s; David Uren (1.1 Force Suzuki HC) 50.30s; Andrew Henson (1.6 Van Diemen RF91) 59.06s; Goodyear 46.95s; Summers 47.84s; S Moran 45.13s

FINAL POINTS 1 S Moran, 267; 2 R Moran, 224; 3 Willis, 210; 4 Menzies, 207; 5 Adams, 152; 6 New, 151; 7 Chris Merrick, 121; 8 Will Hall, 90; 9 Bradburn, 67; 10 Spedding, 61

PICKUPS SNETTERTON, SEPTEMBER 25

Dance gets rhythm before Grindrod sweeps them off their feet

MISFORTUNE BLIGHTED both Pickup title contenders Steve Dance and Nic Grindrod as the series joined the Drifting/Time Attack event at Snetterton last Sunday. Grindrod it was who recovered best to retake the series lead.

With just 16 points

separating the pair, every score was going to be vital, and Grindrod took six more than Dance across the two qualifying sessions.

Dance could at least draw on a small comfort, as the top 10 places from qualifying are reversed for the races. "Nic is proving

to be seriously quick at the moment, but at least I get to start ahead of him in both races, which I need to win," he reckoned.

But a frustrated Grindrod was stuck in the assembly area as the rest of the field took the rolling start for the first race while

his crew exchanged the alternator after his engine refused to fire.

Starting some 20 seconds behind the field, the title challenger drove magnificently to blast past third-placed Dave Longhurst with three laps remaining. "It was my best race of the season," he said.

Just out of reach of the charging Grindrod were Dave Briggs and Dance, who had been engaged in a mighty scrap after demoting Longhurst.

Repeatedly Dance tried to squeeze inside his rival at Riches, finally achieving it with six laps left, only to lose the lead with a minor error at the Bomb Hole on the penultimate lap.

Dance tried to repeat his earlier move but was held off, until Briggs misjudged the final corner and allowed Dance to reach the line just 0.020 seconds ahead.

Grindrod was on a

mission in race two and soon took the lead away from Neil Tressler before going on to an easy victory.

"It's good to be back on top but there are still five races to go," said the new series leader.

Dance had been mired in the midfield battle before ending up on the tail of second-placed Phil White, helped by an overeager Briggs, who held up the field with an off at Murrays.

It all went wrong for Dance when he went off at Murrays, breaking a half-shaft and falling to 11th.

● Lewis Beales

RESULTS (BOTH 15 LAPS) - RACE 1

1 Steve Dance; 2 Dave Briggs +0.020s; 3 Nic Grindrod; 4 Dave Longhurst; 5 Phil White; 6 Carl Boardley. **FL** Grindrod 1m21.508s (87.62mph).

RACE 2 (15 LAPS)

1 Grindrod; 2 Michael Smith +29.909s; 3 Paul Tompkins; 4 Briggs; 5 White; 6 Lee Rodgers. **FL** Grindrod 1m21.535s (87.60mph).



Dance won race one, then made crucial error

INTERSTEPS CROFT, SEPTEMBER 24 25

Two more wins for Dennis to clinch the championship

FORMER WORLD

junior karting champion Jake Dennis has been the man to beat all year in InterSteps, and with two wins out of three at Croft he wrapped up this year's inaugural title.

Patryk Szczerbinski had won the previous four races and started the first at Croft from pole. He led initially, but the intervention of the safety car – after James Nutbrown was flipped at Hawthorn – gave Dennis another chance.

They both opened an immediate gap to third-placed Ed Jones, before Szczerbinski outbraked himself into Sunny at half-distance and handed Dennis the victory.

"We got away and it was

between me and him. He made a mistake, but I nearly followed," said Dennis.

James Peace outbraked Jones into Tower on lap five to claim third, with Alex Walker a solitary fifth.

There was no stopping Szczerbinski in the second race, as once again he showed his mastery in the wet conditions.

"I just took it lap by lap looking for grip," he said. Dennis held onto second throughout, and it was enough to crown him.

Jones and Peace once again duelled for third, but on this occasion it was Jones who came out on top.

"I pushed too hard on old tyres and went off at Sunny," said Peace after his second-lap excursion left him to



Dennis added InterSteps crown to karting titles

chase down his rival again in the closing laps. Debutant Jake Dalton rounded off the top five.

With the pressure off, Dennis celebrated his title in the best possible way with a lights-to-flag win in the final race.

Szczerbinski and Jones

joined him on the podium again, with Walker fourth after contact with Peace at the hairpin.

● Peter Scherer

RESULTS – RACE 1 (13 LAPS)

1 Jake Dennis; 2 Patryk Szczerbinski +0.745s; 3 James Peace; 4 Ed Jones; 5 Alex Walker; 6 Jake Dalton.

Fastest lap Szczerbinski 1m23.177s (91.97mph). **RACE 2 (13 LAPS)**

1 Szczerbinski; 2 Dennis +3.734s; 3 Jones; 4 Peace; 5 Dalton; 6 Walker. **FL** Szczerbinski 1m31.030s (84.03mph). **RACE 3 (15 LAPS)**

1 Dennis; 2 Szczerbinski +5.257s; 3 Jones; 4 Walker; 5 Dalton; 6 Sarah Moore. **FL** Dennis 1m22.841s (92.34mph).



Owens won two tight Mini Miglia races

MINI MIGLIAS CROFT, SEPTEMBER 24 25

Welsh wizard Owens ends 12-year wait for Miglia title

IT WAS FAR FROM EASY, but after 12 years of trying Endaf Owens finally secured the Mini Miglia crown at Croft last weekend, with a double win taking his season's tally to eight.

Kane Astin led the first race, but only as far as Tower on the opening lap. Although Sarah Munns had third initially, she lost out to Dave Drew on lap three.

The lead group soon escaped and Astin continually showed his nose to Owens, who appeared to

have most moves covered. Paul Thompson came into the frame too after Munns went wide at the Hairpin, before going wide himself at Tower to promote Munns and Colin Peacock.

Astin tried for the lead on the outside of Tower on lap six, but started to drop back. "I buzzed the engine," he said after retiring.

Drew became the new rival but Owens kept his nose ahead. Peacock completed the podium.

It was more of a duel

in the second race, with Owens and Astin head to head. "We were side-by-side at Sunny on the last lap still, but I had to brake or have a big accident," Astin admitted. "I looked across and thought, 'Damn he's still there!'" Owens replied.

Aaron Smith was third, after pushing Drew off at the Complex.

● Peter Scherer

RESULTS – RACE 1 (10 LAPS)

1 Endaf Owens; 2 Dave Drew +0.602s; 3 Colin Peacock; 4 Paul Thompson; 5 Aaron Smith; 6 Sarah Munns. **FL** Drew 1m37.100s (78.78mph). **RACE 2 (10 LAPS)**

1 Owens; 2 Kane Astin +0.746s; 3 Smith; 4 Drew; 5 Tony le May; 6 Thompson. **FL** Owens 1m38.060s (78.01mph).

MINI SE7ENS CROFT, SEPTEMBER 24 25

Spark snatches crown

ANDREW DEVINY could easily have had a double win to become the Mini Se7en Champion, but contact with Max Hunter on the last lap handed both victory and a second consecutive title to Paul Spark.

Deviny dominated the first race to win by well over two seconds, as Hunter, Spark and James Coulson battled for second spot.

Hunter held the place after contact with Spark at the Complex on lap two, but a similar sort-out on the last lap cost Hunter dearly, as he exited the sequence on the grass, behind Spark and Coulson.

After a couple of early place swaps with Hunter at the start of the second race, Deviny once again held sway, but he was unable to make the break as Hunter duelled with Coulson, and this

brought Spark into the reckoning.

The lead quartet briefly became two pairs, but with a lap to go all four were as one, with Hunter heading Deviny, Spark and Coulson.

Things came to a head with contact between the lead pair at Tower.

"I knew something would happen, but made sure I was out of it," said champ Spark after taking the victory spoils.

Hunter recovered to fourth behind Coulson and Graeme Davis.

● Peter Scherer

RESULTS – RACE 1 (10 LAPS)

1 Andrew Deviny; 2 Paul Spark +2.854s; 3 James Coulson; 4 Max Hunter; 5 Gareth Hunt; 6 Damon Astin. **FL** Deviny 1m46.308s (71.96mph). **RACE 2 (10 LAPS)**

1 Spark; 2 Coulson +1.849s; 3 Graeme Davis; 4 Hunter; 5 Ashley Davies; 6 Darren Thomas. **FL** Deviny 1m46.645s (71.73mph).



Fletcher won a Jedi race at Anglesey

PRODUCTION TOURING CAR TROPHY CROFT, SEPTEMBER 24 25

Churchill's consistency reaps rewards



Churchill leads production pack

ADRIAN CHURCHILL'S consistency was rewarded as he secured the Production Touring Car Trophy at Croft in his Courtenay Motorsport Vauxhall Astra VXR.

Josh Cook's Renault Megane led the opening race from Tower on the

third lap, but the drive of the race came from Rob Smith as he strove for his first podium of the season in his BMW 330D.

Smith's defence held good until lap five (of 13), when Churchill went by exiting Tower, followed by Tom Carnaby five laps on.

"I was gutted to lose the podium," said Smith, who took the flag with Joe Girling (Astra) and Dan Malone (SEAT) behind.

It was Cook all the way in race two, but Smith finally got his well-deserved podium. Both Churchill and Carnaby had been putting him under pressure, before Malone rocketed past all three to hold second into Clervaux at half-distance.

Gear-selection problems dropped Malone down the order and handed second back to Smith, who retained the place with Churchill as his shadow.

Girling completed the top four, with Joe McMillan (SEAT) and Kevin George (Astra) filling the top six.

The final race was more

of a victory parade, with Churchill celebrating his title with a lights-to-flag performance.

● Peter Scherer

RESULTS - RACE 1 (13 LAPS)

1 Josh Cook (Renault Megane); 2 Adrian Churchill (Vauxhall Astra VXR) +5.448s; 3 Thomas Carnaby (Vauxhall Astra VXR); 4 Rob Smith (BMW 330D E90); 5 Joseph Girling (Vauxhall Astra VXR); 6 Dan Malone (SEAT Leon Cupra). **Class winner** Phil Boland (Skoda Fabia).

FL Cook 1m33.548s (81.77mph).

RACE 2 (13 LAPS) 1 Cook; 2 Smith

+3.930s; 3 Churchill; 4 Girling; 5 Joe McMillan (SEAT Leon); 6 Kevin George (Vauxhall Astra VXR).

CW Boland. **FL** Cook 1m33.760s (81.59mph).

RACE 3 (13 LAPS)

1 Churchill; 2 Girling +0.318s; 3 McMillan; 4 Dan Malone (SEAT Leon); 5 Smith; 6 Gary Duckman (SEAT Leon). **CW** Boland. **FL** Churchill 1m34.078s (81.31mph).

CATERHAM SUPERSPORTS ANGLESEY, SEPTEMBER 24 25

Payne shatters opposition with a dominant double

IAN PAYNE TOOK A double win as the Caterham Supersports visited North-West Wales.

Saturday's race featured a tense battle for the lead between Payne, Reece Somerfield and Clio Cup ace Paul Rivett, making his Caterham debut.

Poleman Payne eventually found some breathing space and eased to victory with a (whopping in Caterham terms) 5.4-second margin.

The others were joined by a recovering Ben Whibley, who missed a gear at the start of the race. Somerfield beat Rivett to the line for second by 0.189s.

Somerfield briefly led after a move on Payne at Rocket on Sunday, but was quickly put back in his place as Payne completed a dominant weekend.

Points leader Lee Wiggins took up Rivett's place after the Clio ace was sidelined with a damaged radiator.

● Jenny Grace

RESULTS (BOTH 18 LAPS) RACE 1

1 Ian Payne; 2 Reece Somerfield +5.401s; 3 Paul Rivett; 4 Ben Whibley; 5 Lee Wiggins; 6 Jeremy Webb. **FL** Whibley 1m42.216s (73.96mph). **RACE 2 1 Payne;** 2 Somerfield +0.948s; 3 Wiggins; 4 Webb; 5 Whibley; 6 Carlton Brown. **FL** Wiggins 1m42.189s (73.98mph).



Payne scored a Caterham Supersport double win



Middlehurst continued his fine FF1600 season

FF1600 ANGLESEY, SEPTEMBER 24 25

Middlehurst's moment

CHRIS MIDDLEHURST sealed the Post-89 BRSCC FF1600 Northern title with a brace of wins at Anglesey.

The first race was a hard-fought affair, Middlehurst eventually overcoming long-time leader Abdul Ahmed. Middlehurst led a shortened second race from lights to flag.

Already crowned as Pre-90 champion, John Loebell opted out of race two having added the Star of Anglesey title to his list of 2011 successes.

Kevin Donnelly won in wet conditions in the second race after reeling in team-mate Nigel Thompson, who slumped to fourth.

● Jenny Grace

RESULTS - FF1600 POST '89 RACE 1

(13 LAPS) 1 Chris Middlehurst (Van Diemen LA10); 2 Abdul Ahmed (Ray GRK09) +1.478s; 3 John Murphy (VD RF90); 4 Martin Short (VD RF00); 5 Rob Smith (VD RF99); 6 Neil McArthur (VD DP08). **FL** Middlehurst 1m34.722s (79.81mph).

RACE 2 (7 LAPS) 1 Middlehurst; 2 Short

+3.691s; 3 Ahmed; 4 McArthur; 5 Smith; 6 Murphy. **FL** Middlehurst 1m12.414s (77.05mph).

PRE '90 RACE 1 (13 LAPS) 1 John Loebell (VD RF89); 2 John Farrell (Reynard 89FF)

+3.014s; 3 Nigel Thompson (VD RF88); 4 Nigel Dolan (VD RF86); 5 Ian Parkington (Reynard 84FF); 6 Matthew Ridge (VD RF86). **FL** Loebell 1m35.910s (78.82mph).

RACE 2 (14 LAPS) 1 Kevin Donnelly (VD RF88); 2 Farrell +2.032s; 3 Dolan; 4 Thompson;

5 Andrew MacGregor (VD RF86); 6 Andrew Thomas (Reynard 89FF). **FL** Donnelly 1m24.670s (65.90mph).

IN BRIEF



Marshall headed Croft Legends final

SCOTTISH LEGENDS

Although Ross Mickel held onto his first lap lead to win the first heat at Croft, Ross Marshall proved unbeatable in the second heat and final. Having chased down team mates David Hunter and Carol Brown, Marshall led the final from the exit of Tower on the fourth lap.

NSSCC CLASSES A & E

Andy Robinson's Ford Falcon grabbed a last lap victory over Bill Addison's Caterham in the first race at Croft, after early leader Jeff Wilson lost fuel pressure in his Lotus Elise. Wilson was totally dominant in race two, with Robinson once again edging out Addison, this time for second.

NSSCC CLASSES B-D & H

Newly crowned NSSCC champion Michael Cutt romped away from his challengers at Croft. His BMW M3 was never headed, as he left Mike Williamson's Mitsubishi Evo 4 and Ken Hall's Metro 6R4 to dispute the other podium places.

CATERHAM ROADSPORTS

Reigning Caterham Academy champion Wesley Fox added the Roadsport title to his portfolio with a pair of wins at a windy Anglesey, despite poor starts.

FORMULA JEDI

Richard Mitcham and James Fletcher shared the wins in two tight races at Anglesey. Mitcham produced two strong recovery drives, pipping Fletcher on the last lap of race one, with Fletcher gaining revenge in race two.

FORD XR CHALLENGE

Mark Robinson took the XR crown for an incredible fifth time after winning two of the three races at Anglesey. Ian Fletcher's rapid Fiesta ST romped the third race after two narrow defeats.



Robinson claimed fifth XR crown

NATIONAL RACES & RESULTS

PEMBREY 750MC

STOCK HATCH B QUICK RESULTS

→ Race 1 **Pip Hammond**
→ Race 2 **Lee Scott**

"The car behaved itself this time!"

Sarah Niblett made good progress



Hughes claimed his first win of 2011 in FVee

PEMBREY IN BRIEF



Rogers (2) won the second RGB race

RGB

After winning a titanic tussle with Derek Jones in the first race, John Cutmore spun off in race two. Paul Rogers led every lap of the sequel, as Jones retired.

TOYOTA MR2 SUPER GT

James Cross was imperious in both outings. The margin of victory in the second race was over half a minute, with Roland Wilkinson being the closest contender on both occasions.

750 FORMULA

Multiple champion Mick Harris overcame poor starts to reign supreme in both races, with Nathaniel Cooper finishing second twice.

KIT CARS

Andy Hiley was victorious in the initial outing, but mechanical gremlins put him out of race two and gifted the top two positions to Clive Hudson (Eclipse SM1) and John Moore (Sylva Phoenix).

STOCK HATCH A

Matt Digby duelled with Jake Farndon, who ultimately won the first outing, but Digby got the better of Wayne Harris in the final race to take a victory.

FORMULA 4

Oliver Sirrell took the spoils in the opening race, after Robbie Watts went off the road and broke a front suspension arm. Watts returned to the fold in his repaired Van Diemen to win the second encounter from Sirrell.

LOCOST

Scott Mittell claimed victories in both heats and the final race, but not without pressure from Sam Bradley, who came within 0.15s of top honours in race two. Earlier, Tom Collier beat Mittell to win the first final by 1.37s.



Collier took tight Locost opener

STOCK HATCH CLASS B PEMBREY, SEPTEMBER 24 25

Hammond and Scott share wins

PIP HAMMOND PUT put on a show of grit in the Stock Hatch Class B action, fending off the advances of Paul Thorpe and Matt Rozier to win the first of two races.

Hammond took full advantage of an off by polesitter Lee Scott (Ford Fiesta XR2i) at the rapid Honda right-hander to take control of the first race. The Nova driver beat Thorpe's Fiesta by less than half a second.

Hammond was third in race two, carrying 70kg of success ballast, behind a consistent Rozier.

Peugeot 205 man Rozier

could not diminish the three-and-a-half-second lead commanded by Scott, who made up for his earlier off with a victory. Despite carrying 50kg of ballast, Scott's Fiesta also set the fastest lap time.

Hammond was some 10 seconds adrift and fending off a four-car gaggle vying for the final podium spot, led by Edward Cooper in his Vauxhall Nova.

Sarah Niblett (Peugeot 205 GTi) made good progress throughout the weekend, working her way through from the penultimate row of the grid to finish eighth in race two.



Hammond (71) fought the Ford Fiesta hordes

Andy Philpotts made an assertive start from the second row of the grid, only to spin off and fall back to ninth, just 0.2s behind Niblett.

● Ben Bostock

RESULTS – RACE 1 (11 LAPS)

1 Pip Hammond (Vauxhall Nova GTE); 2 Paul Thorpe (Ford Fiesta

XR2i) +0.33s; 3 Matt Rozier (Peugeot 205 GTi); 4 Lee Scott (Ford Fiesta XR2i); 5 Andy Philpotts (Ford Fiesta XR2i); 6 Edward Cooper (Vauxhall Nova GSi). **Fastest lap** Scott 1m17.68s (67.48mph).

RACE 2 (12 LAPS) 1 Scott; 2 Rozier +3.47s; 3 Hammond; 4 Cooper; 5 Thorpe; 6 Martin Cayzer (Ford Fiesta XR2). **FL** Scott 1m12.71s (72.09mph).



Austin spins and is collected as Cross leads

TOYOTA MR2 PEMBREY, SEPTEMBER 24 25

One each for Cross, Hinson

JAMES CROSS AND Paul Hinson took a win each in the Toyota MR2s.

Luke Austin spun out of contention after a promising start from third on the grid and was collected by Roland Wilkinson, leading both to retire with body damage.

After a strong start from the third row of the grid, Alex Knight began shedding places before pirouetting at the entrance to Paddock and dropping from fifth to seventh as Cross won.

George Robinson finished third on track in the first race, but was handed a 10-second penalty for overtaking under the yellow flags, dropping him to fifth behind Matthew Palmer.

Robinson looked to redress the balance in the closing encounter from the fourth row of the grid and began to close down the lead pair of Hinson and Cross, but was just pipped for second by Cross, who got good drive out of Honda on the last lap.

● Ben Bostock

RESULTS – RACE 1 (17 LAPS)

1 James Cross; 2 Paul Hinson +2.26s; 3 Guy Hefford; 4 Matthew Palmer; 5 George Robinson; 6 Michael Wells. **CW** Lee McKee. **FL** Robinson 1m09.08s (75.88mph).

RACE 2 (17 LAPS) 1 Hinson;

2 Cross +0.12s; 3 Robinson; 4 Wells; 5 Hefford; 6 Palmer. **CW** Michael Nicholls. **FL** Hinson 1m09.38s (75.55mph).

FORMULA VEE PEMBREY, SEPTEMBER 24 25

Tiffin's woe helps out Hughes and Farmer

IT WAS YOUNG GUN Matt Tiffin who was set to impress in the Formula Vee races, as reigning champion Martin Farmer found the 16-year-old ahead of him on the grid, if only briefly.

Storm racer Tiffin bettered the stalwart in wet qualifying, but officials halted his racing before it had even started, barring him from the grid with a faulty fog lamp.

It looked as though Ian Buxton (GAC) would be the man to beat, surging ahead of Farmer from the second row of the grid.

A spat then ensued between Buxton and John Hughes (Scarab), with Hughes making his move stick around Brooklands at the second attempt.

Third-placed Paul Smith's run of four consecutive wins thus came to an end.

Tiffin would be blighted by bad fortune

once again in the dry sequel after taking to the saturated turf at Hatchets to retire.

Meanwhile, Smith had his advantage at the front of the pack curtailed after his engine expired in spectacular fashion, gifting Farmer the lead.

Farmer had Michael Epps hot on his heels but unable to get past. These two were well clear of Peter Belsey in third and Hughes in fourth.

● Ben Bostock

RESULTS – RACE 1 (12 LAPS)

1 John Hughes (Scarab Mk5); 2 Ian Buxton (GAC) +4.55s; 3 Paul Smith (AHS Dominator); 4 Martin Farmer (GAC); 5 Michael Epps (GAC 2010); 6 Fraser O'Brien (Dominator). **CW** Jack Wilkinson (Sheane Mk3). **FL** Hughes 1m14.24s (70.60mph). **RACE 2 (13 LAPS) 1 Farmer**; 2 Epps +1.07s; 3 Peter Belsey (Spyder Mk2); 4 Hughes; 5 Aaron Trigwell (GAC); 6 Buxton. **CW** Wilkinson. **FL** Smith 1m03.85s (82.09mph).



Arnie Black demoed McCandless

FF1600/MARTIN DONNELLY TROPHY KIRKISTOWN, SEPTEMBER 24

Robinson works hard for Donnelly Trophy double



Robinson added to 2010 MDT success

EVER SINCE ITS inception the Martin Donnelly Trophy has produced some epic performances, and this year's offering lived up to all expectations. Especially

so for Noel Robinson, who fought his way to the front to become the first-ever double winner.

But it was a tough fight. Heat winners Morgan Dempsey and Noel Dunne

occupied the front row, from Robinson and John Ferguson. Dunne hit the front, with the other three and Jonathan McMullan making frantic attempts to dislodge the Dubliner.

After a couple of laps they were joined by last-chance-race winner Ivor McCullough, whose day had started badly after a heat clash with Adrian Pollock.

He managed it though, and after four laps made it a six-car lead battle. This became five when Dempsey went out with a broken throttle cable.

A slip by Dunne meant he was swallowed up by the horde a few laps from the end, and when the flag came out it was Robinson ahead with Ferguson, McMullan, McCullough and Dunne in close company behind.

Ferguson was later excluded for over-exuberant driving, but the results remain provisional.

● Richard Young

FINAL (21 LAPS) 1 Noel Robinson (Van Diemen RF92); 2 Jonathan McMullan (Mondiale M89S) +1.65s; 3 Ivor McCullough (Van Diemen RFOO); 4 Noel Dunne (Mygale SJ08); 5 Ian Campbell (Van Diemen RF91); 6 Chris Paul (Mondiale M93S). CW Campbell; Andrew Noble (Reynard 89FF); James Graham (Van Diemen RF85); Arnie Black (Crossle 32F). FL McCullough 1m01.265s (88.56mph).

HEAT 1 (10 LAPS) 1 Morgan Dempsey (Van Diemen LA10); 2 Robinson +5.291s; 3 Noble. FL Dempsey 1m01.853s (88.00mph).

HEAT 2 (13 LAPS) 1 Dunne; 2 John Ferguson (Ray GR09) +0.790s; 3 McMullan. FL McMullan 1m01.910s (87.92mph).

LAST CHANCE RACE (13 LAPS) 1 McCullough; 2 Andrew Ritchie (Mondiale M89S) +12.814s; 3 Black. FL McCullough 1m01.748s (88.15mph).

ROADSPORTS KIRKISTOWN, SEPTEMBER 24

Hutchinson dominates in Roadsports thrashes

JIM HUTCHINSON twice blasted away from pole and thereafter his two-litre Westfield was unbothered by the pursuing pack.

Behind him though, Colin Reid's unique Yamaha-powered Reis Aero overcame a near-stall at the start of race one to grab second from Maurice McClay's Radical, although McClay reversed the order in the second encounter.

Further back still, the one-litre brigade waged almost total war, with Jack Boal and Jimmy Dougan claiming a win and a second place each.

Laurence Mawhinney and class champion Ryan Magennis were the other podium finishers.

The visiting Stryker sportscars also provided plenty of entertainment, and with the Holmpatrick Trophy up for grabs in the first race the action was hot and heavy.

Victory and the cup eventually went to Cormac Galvin, from Alan Watkins and Des Bruton (both of



Hutchinson cruised to two Roadsport wins

whom had claimed Holmpatrick victory at Mondello Park the previous weekend).

Watkins won the second encounter from Andrew D'Alton with Galvin in close attendance.

The pace was such that at the end of the day both Boal and Bruton set new class records,

Bruton lowering the old Stryker mark by more than a second. ● Richard Young

RESULTS

RACE 1 (16 LAPS) 1 Jim Hutchinson (2.0 Westfield GM); 2 Colin Reid (1.0 Reis Aero) +38.956s; 3 Maurice McClay (1.3 Radical Clubsport); 4 Jack Boal (1.0 Locost Honda); 5 Jimmy Dougan (1.0 Locost

Honda); 6 Laurence Mawhinney (1.0 Westfield Honda). **CW** Boal; Reid; Cormac Galvin (1.8 Sylva Stryker). **FL** Hutchinson 59.416s (91.61mph).

RACE 2 (16 LAPS) 1 Hutchinson; 2 McClay +7.046s; 3 Reid; 4 Dougan; 5 Boal; 6 Ryan Magennis (1.0 GMS Honda). CW McClay; Dougan; Alan Watkins (1.8 Sylva Stryker). FL Hutchinson 59.850s (90.94mph).

KIRKISTOWN IN BRIEF



Traub fought hard to take a double

SALOONS & GTs

Stephen Traub took the fight to the hitherto dominant BMW brigade in his highly developed Honda. A pair of wins was the result, although David Morrison's M3 kept him honest all the way in both races. The concurrent GT events fell to Connaire Finn's Ginetta G50.

LIBRE

A small Libre field became even smaller within a few laps when Ivor Greenwood's Radical and Stanley Watson's Van Diemen came to a halt. None of this bothered Philip Shields, who blasted his Formula Master Tatuus to his first outright win ahead of veteran Tommy Reid (ex Daly/ICI F2 Chevron B42).



Shields defeated thin Libre field

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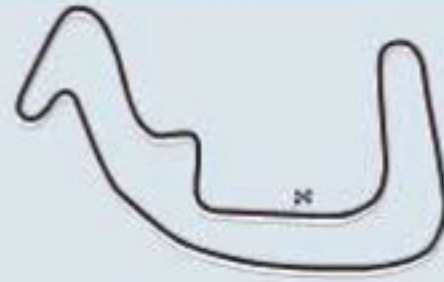
Croft



Anglesey International



Anglesey Coastal



Pembrey



Kirkistown



Smithies was unstoppable in Croft Austin Healey races

CROFT
BARC, SEPTEMBER 24 25

NSSCC CLASSES A&E (11 LAPS)

1 Andy Robinson (Ford Falcon); 2 Bill Addison (Caterham R400 Superlight) +1364s; 3 Sam Arrenberg (Caterham R400); 4 Andrew Morrison (SEAT Leon Cupra); 5 David Botterill (Porsche 944 Turbo); 6 Stuart Carr (Caterham) **CW** Addison; Arrenberg; Alan McPherson (Ford Formula 27); Mark Leybourne (Westfield SE1W) **FL** Jeff Wilson (Lotus Elise) 1m26.031s (88.92mph)

RACE 2 (12 LAPS) 1 Wilson; 2 Robinson

+17436s; 3 Addison; 4 Arrenberg; 5 Morrison; 6 Carr **CW** Robinson; Arrenberg; McPherson; Leybourne **FL** Wilson 1m25.246s (89.74mph)

NSSCC CLASSES B-D&H (11 LAPS)

1 Mike Cutt (BMW M3); 2 Ken Hall (MG Metro 6R4) +22.543s; 3 Mike Williamson (Mitsubishi Lancer E4); 4 Mark Armstrong (Subaru Impreza); 5 Paul Moss (Citroen Saxo); 6 Jason South (Peugeot 205) **CW** Moss **FL** Cutt 1m34.506s (80.94mph)

RACE 2 (11 LAPS) 1 Cutt; 2 Williamson

+21.290s; 3 Hall; 4 David Cox (Peugeot 205 GTi); 5 Armstrong; 6 Moss **CW** Cox; Moss **FL** Cutt 1m34.396s (81.04mph)

SCOTTISH LEGENDS HEAT 1 (8 LAPS)

1 Ross Mickel; 2 Peter Morton +0.131s; 3 Ross Marshall; 4 Robbie Burgoyne; 5 Gerard McCosh; 6 Ben Mason **FL** R Marshall 1m38.962s (77.30mph)

HEAT 2 (6 LAPS) 1 R Marshall; 2 Burgoyne

+0.160s; 3 Mickel; 4 Scott Hynds; 5 John Marshall; 6 Carol Brown **FL** Mason 1m51.872s (68.38mph)

FINAL (8 LAPS)

1 R Marshall; 2 Morton +2.654s; 3 Brown; 4 David Hunter; 5 Mason; 6 Burgoyne **FL** Morton 1m39.241s (77.08mph)

AUSTIN HEALEY CUP (12 LAPS)

1 David Smithies (3000); 2 Adrian Ball (3000) +39.329s; 3 Patrick Harris (Sprite); 4 Neil Cameron (Arkley Sprite); 5 Brian Bedford (Sprite); 6 Tony Wilson Spratt (WSM Sprite Sprint) **CW** Cameron; Harris; Wilson Spratt **FL** Smithies 1m41.242s (75.56mph)

RACE 2 (12 LAPS) 1 Smithies; 2 Harris

+0.474s; 3 Ball; 4 Bedford; 5 Wilson Spratt; no other finishers **CW** Bedford; Harris; Wilson Spratt **FL** Smithies 1m42.427s (74.68mph)

ANGLESEY
BRSCC, SEPTEMBER 24 25

CATERHAM ROADSPORT (12 LAPS OF INTERNATIONAL CIRCUIT)

1 Wesley Fox; 2 Kurt Brady +4.466s; 3 Jonathan Mortimer; 4 Aaron Head; 5 Mike Hart; 6 Chris Bingham **FL** Fox 1m43.554s (73.00mph)

RACE 2 (12 LAPS OF INTERNATIONAL) 1 Fox; 2 Mortimer

+5.639s; 3 Brady; 4 Head; 5 Bingham; 6 Hart **FL** Fox 1m44.031s (72.67mph)

FORD XR CHALLENGE (12 LAPS OF INTERNATIONAL) 1 Mark Robinson

(XR2); 2 Ian Fletcher (ST) +1.750s; 3 Peter Lancaster (XR2); 4 Simon Robinson

(XR2); 5 Jason Hennefer (XR3i); 6 Michael Heath (XR2) **FL** Fletcher 1m46.659s (70.87mph)

RACE 2 (15 LAPS OF COASTAL CIRCUIT) 1 M Robinson; 2 Fletcher

+2.252s; 3 S Robinson; 4 Lancaster; 5 Hennefer; 6 Ralph Fernihough (XR2) **FL** Fletcher 1m20.939s (68.94mph)

RACE 3 (14 LAPS OF COASTAL) 1 Fletcher; 2 M Robinson

+12.882s; 3 S Robinson; 4 Simon Sheridan (XR2); 5 Steve Poole (XR2); 6 Lancaster **FL** Fletcher 1m26.059s (64.83mph)

FORMULA JEDI (15 LAPS OF INTERNATIONAL) 1 Richard Mitcham; 2 James Fletcher

+2.814s; 3 Stuart Abbott; 4 Daniel Cook; 5 Matthew Bett; 6 Dan Clowes **FL** Mitcham 1m23.481s (90.55mph)

RACE 2 (19 LAPS OF COASTAL) 1 Fletcher; 2 Mitcham

+0.395s; 3 Bett; 4 Cook; 5 Paul Butcher; 6 Abbott **FL** Mitcham 1m04.242s (86.85mph)

PEMBREY

750MC, SEPTEMBER 24 25

RGB (12 LAPS) 1 John Cutmore (Spire GT3); 2 Derek Jones (Fisher Fury)

+0.53s; 3 Alistair Boulton (STM Phoenix); 4 Paul Rogers (Contour Cars RGB); 5 Mathew Green (Spire GTR); 6 Tim Gray (Pulsar) **CW** Jones **FL** Boulton 1m11.98s (72.82mph)

RACE 2 (20 LAPS) 1 Rogers; 2 Green

+51.61s; 3 Garry Goodyear (Contour Cars RGB); 4 Gray; 5 Boulton; 6 Tim Hoverd (Sylva J15 2010) **CW** Gray **FL** Rogers 1m00.17s (87.11mph)

MR2 SUPER GT (12 LAPS) 1 James Cross (Toyota MR2 Mk2); 2 Roland Wilkinson (Toyota MR2 Mk2)

+4.26s; 3 Nick Holden (Toyota MR2 Mk3); 4 Luke Austin (Toyota MR2 Mk2); 5 Patrick Mortell (Toyota MR2 Roadster); 6 Alex Knight (Toyota MR2 Mk2) **CW** Holden; Rob Horsfield (Toyota MR2 Mk2) **FL** Cross 1m13.79s (71.03mph)

RACE 2 (11 LAPS) 1 Cross; 2 Wilkinson

+23.88s; 3 Austin; 4 Dan Holmes (Toyota MR2 Mk2); 5 Michael Nicholls (Toyota MR2 Roadster); 6 John Wilson (Toyota MR2 Mk2) **CW** George Hougham (Toyota MR2 Mk2) **FL** Wilkinson 1m15.21s (69.69mph)

750 FORMULA (12 LAPS) 1 Mick Harris (Darvi 877); 2 Nathaniel Cooper (Davis T7)

+0.34s; 3 Roger Rowe (Centaur Mk20); 4 Bob Simpson (SS/F); 5 Dave Robson (SDAR/83); 6 Chris Gough (CGR2 Evo) **CW** Sue Harris (Darvi 5/97) **FL** Rowe 1m10.24s (74.62mph)

RACE 2 (12 LAPS) 1 M Harris; 2 Cooper

+5.73s; 3 Simpson; 4 Robson; 5 Bill Rutter (Darvi Mk5); 6 Gough **CW** S Harris **FL** Robson 1m09.31s (75.63mph)

KIT CAR (12 LAPS) 1 Andy Hiley (Taydec Mk2); 2 Clive Hudson (Eclipse SM1 2009)

+39.88s; 3 John Moore (Sylva Phoenix); 4 David Caldecourt (Sylva Phoenix); 5 Anton Landon (Cyana MX500R); 6 Nigel Brown (Sylva Phoenix); **CW** Caldecourt **FL** Hiley 1m14.11s (70.73mph)

RACE 2 (18 LAPS) 1 Hudson; 2 Moore

1lap; 3 Caldecourt; 4 Brown; 5 Landon; 6 Paul Boyd (Eclipse SM1)

CW Caldecourt **FL** Hiley 1m03.02s (83.17mph)

STOCK HATCH A (12 LAPS) 1 Jake Farndon (Citroen Saxo VTR); 2 Matt Digby (Citroen Saxo VTR)

+5.72s; 3 Patrick Fletcher (Citroen Saxo VTR); 4 Rory Cooper (Citroen Saxo VTR); 5 Martin Ward (Citroen Saxo VTR); 6 Terry Roughton (Citroen Saxo VTR) **FL** Digby 1m13.99s (70.84mph)

RACE 2 (12 LAPS) 1 Digby; 2 Wayne Harris (Citroen Saxo VTR)

+3.00s; 3 Ward; 4 Fletcher; 5 Shaun Hagen (Citroen Saxo VTR); 6 Roughton **FL** Digby 1m09.24s (75.70mph)

FORMULA 4 (18 LAPS) 1 Oliver Sirrell (Van Diemen); 2 Paul Heavey (Leystone DH001)

+33.52s; 3 Jennifer Scott (Van Diemen RF99); 4 Bryn Tootell (Van Diemen RF06); 5 Paul Presgraves (Van Diemen); 6 Robbie Watts (Van Diemen Raw 09) **CW** Ray Dibden (Ray 1997); Simon Davey (Swift SC92) **FL** Sirrell 1m03.67s (82.32mph)

RACE 2 (20 LAPS) 1 Watts; 2 Sirrell

+0.23s; 3 Tootell; 4 J Scott; 5 Malcolm Scott (Van Diemen RF00); 6 Presgraves **CW** Dibden; Davey **FL** Sirrell 56.73s (92.40mph)

LOCOST (11 LAPS) 1 Tom Collier; 2 Scott Mittell

+1.37s; 3 Sam Bradley; 4 Alex von Ehrhelm; 5 Nicholas Morley; 6 Nick Selby **CW** Bradley **FL** Collier 1m17.77s (67.40mph)

HEAT (11 LAPS) 1 Mittell; 2 Selby

+2.91s; 3 Richard Jenkins; 4 Michael Comber; 5 Robert Kerkhoven; 6 Paul Bryant **CW** David Boucher **FL** Mittell 1m18.69s (66.61mph)

RACE 2 (17 LAPS) 1 Mittell; 2 Bradley

+0.15s; 3 von Ehrhelm; 4 Collier; 5 Jenkins; 6 Morley **CW** Bradley **FL** Collier 1m10.12s (74.75mph)

BIKESPORTS (19 LAPS) 1 James Breakell (Radical PR6); 2 Oliver Cox (Radical SR4)

1lap; 3 Alan Wilshire (Radical Clubsport); no other starters **CW** Cox; Wilshire **FL** Breakell 57.48s (91.19mph)

RACE 2 (20 LAPS) 1 Breakell; 2 Wilshire

1lap; no other finishers **CW** Wilshire **FL** Breakell 56.79s (92.30mph)

KIRKISTOWN
500MRCI, SEPTEMBER 24

SALOONS (16 LAPS) 1 Stephen Traub (2.0 Honda Integra); 2 David Morrison (3.2 BMW M3)

+1.002s; 3 Ralph Jess (3.2 BMW M3); 4 Tony Traub (2.0 Honda Integra); 5 Greer Wray (3.2 Vauxhall Vectra); 6 Donal O'Neill (1.8t SEAT Cupra) **CW** Barry John McHenry (1.8 Fiat Punto Abarth) **FL** S Traub 1m03.930s (85.14mph)

RACE 2 (16 LAPS) 1 S Traub; 2 Morrison

+1.567s; 3 Jess; 4 T Traub; 5 O'Neill; 6 Wray **CW** Gary Miller (1.8 Fiat Punto Abarth)

FL Jess 1m03.634s (85.54mph)

GT CARS (16 LAPS) 1 Connaire Finn (3.5 Ginetta G50); 2 Pat McBennett (2.0 Lotus Elise)

+18.818s; 3 David Beatty (3.5 Ginetta G50); no other finishers **FL** Finn 1m01.111s (89.07mph)

RACE 2 (16 LAPS) 1 Finn; 2 McBennett

+26.369s; 3 Beatty; no other finishers **FL** Finn 1m00.457s (90.03mph)

FORMULE LIBRE (15 LAPS) 1 Phillip Shields (2.0 Tatuus Honda); 2 Tommy Reid (2.0 Chevron Hart B42)

+15.048s; 3 Geoffrey Moffett (2.0 Van Diemen F1r1); 4 Jim Larkham (1.5 Radical PRO6); no other finishers **FL** Shields 57.647s (94.42mph)



Stephen Traub took a double at Kirkistown



Locost fights were as epic as ever at Pembrey



Neil Winn's antics caused an early halt in FF1600 at Anglesey

Duratec has been
detuned to 130bhp



Looking for a way forward

Is it time to modernise the long-established FF1600 scene? *By BEN ANDERSON*

The British Formula Ford Championship will undergo big changes this winter as it bids to lay a template for its long-term future. The trusty 1600cc Duratec engines that have motivated the series since 2006 will be replaced by Ford's new EcoBoost unit, mated to new FIA-compliant chassis.

Duratec-powered cars will still be eligible to compete in the series' scholarship class, but organising club the BRSCC expects many to drop out from the top level and is already planning to run a club series for Duratec machines next season.

Meanwhile, 1974 Castle Combe Formula Ford champion Roger Orgee Sr – a stalwart of the existing Kent-engined FF1600 scene – has grown frustrated with the status quo at the lower levels of Formula Ford and decided to take action.

"It's a 21st-century car with a 40-year-old lump in the back!" is his incredulous description of FF1600 as it stands. "I won the Castle Combe championship in '74 and it's almost the same car!"

Fed up with what he perceives as increasing unreliability, expense of repair, and discrepancies in performance of Kent engines, Orgee Sr has already begun developing a Duratec-engined car for Club Formula Ford.

His 2006 Van Diemen has already raced in Castle Combe's new Formula Free (libre) category, running on the same Avon ACB 10 tyres used in FF1600 and using a 1600cc Duratec engine, detuned to run at 130bhp – that's about 10-20bhp more than current Kent engines.

In trying to equate his new car's performance closely with existing FF1600 machines, Orgee hopes this car will pave the way for the category to modernise. But does Club Formula Ford need a facelift, or is this a case of trying to fix something that isn't yet broken?



STUART CRESSWELL PREMIER POWER ENGINE BUILDER

FF1600 NEEDS TO MODERNISE

THE PROBLEM WITH KENTS IS THAT engines vary by around 20bhp and that's not the case with the Duratec. In the last six seasons, I've known of only two component failures on a Duratec engine. That's pretty amazing when you consider it's running in Britain, the Benelux championship, Finland, Denmark...

The only thing is that at national level it's running at 150bhp, which is probably a bit quick for club level. At Snetterton in 2006 I think there were Formula Fords that were quicker than the F3 cars through the speed traps! Do we really want to be putting 16-year-olds in these? That's why we've restricted the engine on Roger [Orgee]'s car – to make it less of a beast. Reducing the power and running on treaded tyres should also help reduce costs.

At the Walter Hayes Trophy (FF1600's Silverstone showpiece event) about three years ago there was a Spectrum chassis with one of these engines – there was lots of interest but for whatever reason it didn't take off. With Duratec cars coming out of the British championship, now there's the potential to move them into the

club scene. The spec of our car is similar to Australian National Formula Ford and is designed to give good driveability, good reliability and get people enjoying it again. I think a lot of people have left FF1600 because of the expense.

I don't understand why people are buying brand new cars and putting Kent engines in them. Those people could put in a Duratec engine and run for four or five seasons before a rebuild. Most people running Kents need a rebuild once a year, if it doesn't blow up. Patrick McKenna spent £15,000 on engines when he was doing FF1600 – that's not club-level racing.

Times have moved on and the Club Formula Ford scene hasn't. We're not trying to destroy the Kent scene – this should be helpful to it because it will free up a lot of engines for the older cars. Formula Ford has gone away from what it used to be and that's what we're trying to get it back to.





ED MOORE STALWART FF1600 RACER

FF1600 IS FINE AS IT IS

IF YOU WERE CREATING A NEW Formula, and FF1600 didn't already exist, then I could see the logic, but I don't think there's a market for this - it's too similar.

Roger [Orgee] has been very unlucky with his engines - as long as they're looked after, the Kent is a good, reliable lump. There are so many Kent cars around. We should be trying to improve what's already there, not creating a new formula.

When you look at meetings like the Walter Hayes Trophy, Kent racing is absolutely fabulous. It's a great formula, the cars are not complicated and are easy to maintain.

Drivers who don't win will moan about engines. Bold engines are generally within two per cent of each other and I think differences in performance are more to do with drivers. I'm sure the Duratec is a great engine and Stuart [Cresswell] has a lot of engines he needs to find a home for, but the British championship had a formula that was only five years old and I really wish they'd kept using that same engine - especially when the

Europeans are using the Duratec and we have a Eurocup. They're not going to switch overnight!

Duratec engines are out of production - there are lots of them around at the moment, but in 10 years' time there won't be any bits about. If I were going to go Duratec, I'd be looking around the scrapyards already. The Kent is Ford's highest-volume engine ever - they're making new blocks and steel cranks now and it's not difficult to get spare parts.

For guys thinking of putting a Duratec in a Kent chassis, it's a fair bit of work and quite a high cost. When people went from Zetec to Kent it was an easy conversion, but the mounting positions are different for a Duratec. The regional series for Zetec cars faded away over time because there wasn't enough equipment around. I wish Roger would put his work into Kent - to get people back out racing. There are only so many bites of the cake and I honestly can't see this working.



Orgee's Kent-engined Van Diemen is OK, says Moore

Duratec Van Diemen has torque



Kent engine feels weak by comparison



KENT VERSUS DURATEC COMPARISON TEST AT COMBE

HAVING TESTED ROGER ORGEE JR'S

Kent-engined Van Diemen RF00 back-to-back with his dad's new Duratec-motivated RF06 at a sodden Castle Combe, there is no doubt in my mind that the Duratec is superior.

But whether a series for Orgee Sr's 'new' car takes off will probably depend much on what the BRSCC decides to do. The club has indicated a desire to run a club series for Duratec Formula Fords in 2012, but is leaning towards making it purely for outgoing British championship spec cars, rather than adopting Orgee's detuned FF1600 equivalent version.

Orgee's is a sensible approach to the issues associated with FF1600, but without the full support of an organising club and large reformist sections of the Kent community, I fear it is unlikely to fly. There is possibly not room for two Club Formula Ford series, let alone three...

YOUR SAY

What you think of the motorsport news of the past week



Higher profile: Horner, Brawn, Domenicali and Whitmarsh

F1's high-ups raise their game

Much has been said concerning the massive popularity of F1, the venues, the racing, even the BBC's commentary team, but I believe that key to some of the success, particularly regarding the TV production, has been the attitude of team bosses.

Christian Horner, Martin Whitmarsh, Ross Brawn and Stefano Domenicali in particular have been very open, approachable and informative (within reason), which has made for much more interesting interviews. This approach makes us as viewers feel increasingly involved. May this trend continue please.

David Claxton, Hampshire

EDITORIAL CONTACT mail@autosport.com

When is Lewis Hamilton going to learn – to finish first, first you have to finish, or at the very least stop running into people!

As the title gets further away, his driving gets ever more desperate. The McLaren is a better car than all bar the Red Bull and on Sunday Jenson Button not only almost challenged for the win but comprehensively beat Fernando Alonso and Mark Webber.

His driving is the exact opposite of his team-mate – Jenson is using his head.

Padraig O'Shea
County Kildare, Ireland

'Hamilton lacks support' was a Monday-morning headline this week after Lewis's father said with regard to his son: "His management needs to do more."

Lewis has had about as much direction as a paper plane in a tornado this season, something that was apparent from the moment he started talking to the media and speaking his mind.

He has a young head on young shoulders and the sooner this fact is drawn to his attention, the better!

Graham Talbot
Dunmow, Essex

I never usually feel compelled to write this kind of letter, but I'm getting a tad bored of the Hamilton detractors.

Since entering Formula 1 (and to be fair GP2) he's been nothing but exciting to watch. The sport would be a whole lot worse off without his presence.

Sure, there's some flaws which hopefully will be ironed out over time, but that's nothing new in F1 or any other sport.

Let's give the kid a break!

Dale Major
Leicestershire

I am incensed that former F1 flop Eddie Irvine has the cheek to say that Jenson Button "is the best number two in F1".

Button has driven the pants off this year's McLaren, stayed out of trouble and his driving has greatly matured.

Button is probably one of the best 'managers' of a race on the grid today. Irvine should keep his unworthy opinions to himself.

Gemma Coventry
Bracknell, Berkshire

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TOP FIVE ON OUR WEBSITE

1. **BARRICHELLO UNFAZED BY RAIKKONEN TALK**

2. **RED BULL DENIES BREAKING THE RRA**

3. **VETTEL GOES FASTEST IN SECOND PRACTICE**

4. **LEWIS TOPS SHORTENED FIRST PRACTICE**

5. **ECCLESTONE: BAHRAIN STILL PAID FOR GP**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

DECONSTRUCTING FORMULA 1: SIDEPODS

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

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



F1 2011 FOR PS3 OR XBOX

£44.99 RRP

formulat1-game.com

The latest Formula 1 computer game hit the shelves last week, as creator Codemasters attempts to build on the award-winning F1 2010. Its 2011 follow-up features DRS, KERS and Pirelli tyres in all their race-affecting glory to give an authentic experience of what drivers have had to cope with this year.

There's a revamped single-player career mode, and this time you don't have to start out with one of the 'new-for-2010' teams. There's also vast multiplayer improvements that enable players to tackle a career together as team-mates online, or go for a bit of old-fashioned split-screen action on the same machine, against a full grid of cars for the first time.



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SoCal's new range of classic-fit, 100 per cent cotton T-shirts includes this distressed-effect image of Scottish hero Jim Clark and his Indianapolis 500-winning Lotus 38 from the 1965 great race. Check out the website for the full range of car- and bike-racing screenprint images and logos.

Swiss timepiece guru Oris has launched two versions of a watch based on the look of the 1953 Austin Healey 100M, a car that won the recent RAID 2010 historic rally, for which Oris looks after official timing.

The Chronograph, which is limited 500 pieces, costs £2500, while the 50-run Alarm comes in at £5000.

Jaguar's recalcitrant XJ12C European Touring Car Championship challenger from '77 has been faithfully recreated in 1:43-scale by Spark. This version of the V12-engined monster is modelled on the car raced in that year's Silverstone TT by Derek Bell and Andy Rouse, but should prove way more reliable!

HOT ON THE WEB THIS WEEK

YOUTUBE: GERMAN BIKE RACER'S VERY CLOSE SHAVE

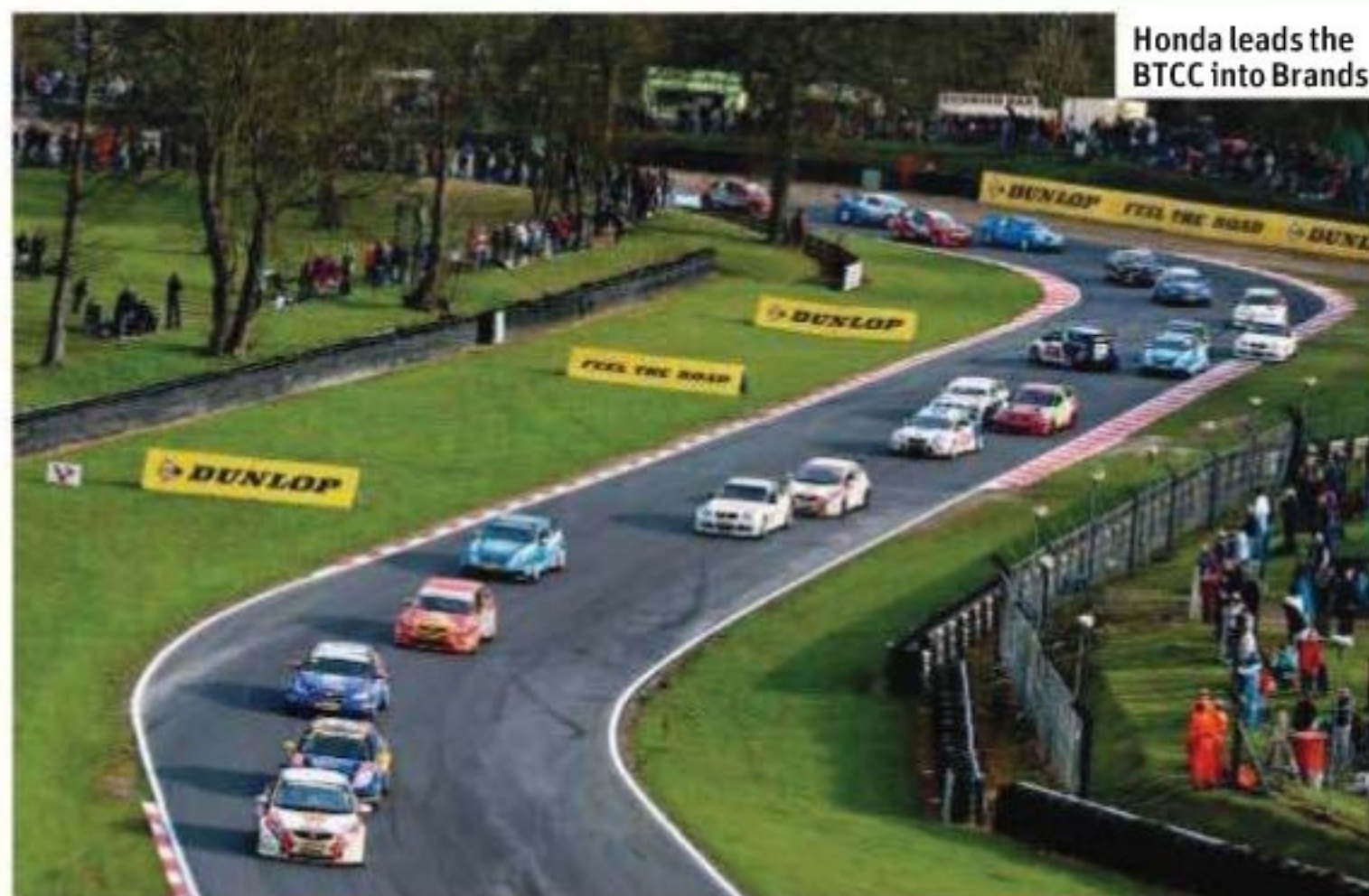


SEARCH FOR: Hockenheim Fliegende Kuh im DRC 10Sep2011.WMV (1:04)

We're on board with an intrepid mid-grid club racer at Hockenheim for a Deutschen Rundstrecken Challenge two-wheeled thrash when it all goes wrong up ahead. We defy you not to duck at around the 50-second mark.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Honda leads the BTCC into Brands

BRANDS HATCH

TOCA

October 1-2

Admission £12 Saturday, £30 Sunday, £30 weekend (online purchase)

Tel: 01474 872331

The BTCC returns to Brands Hatch for the penultimate round of the season. Reigning champion Jason Plato won twice during the season opener on the

Indy circuit and expects his RML Chevy Cruze to be on form again as the circus switches to the GP loop. He needs a strong weekend to keep the pressure on Dynamics Honda team-mates Matt Neal and Gordon Shedden, who are tied at the top of the points table. Formula Renault UK, Clio Cup (final round), Porsche Carrera Cup, Ginetta GT Supercup and Ginetta Juniors provide support.

SILVERSTONE

Britcar

September 29-October 2

Admission £25 Saturday, £15 Sunday, £35 weekend, £40 three-day

Tel: 0844 3728 200

The Silverstone 24 Hours is now firmly established as one of UK motorsport's biggest events. The twice-round-the-clock enduro, which gets underway on Saturday afternoon, features a varied line-up of GT cars and production-based tin-tops. Features a bumper Friday/Saturday support programme.

SNETTERTON

MGCC

October 1-2

Admission £13 each day or £16 weekend (online purchase)

Tel: 01953 887303

The British Motor Heritage 4 Hour Relay Race is supported by a bumper MG programme, including Peter Best Insurance Challenge, Metro Cup, Thoroughbred Sportscars, BCV8s, Midgets, Equipe GTS, plus the Morgan Challenge and the HRDC Touring Greats and Grand Touring Greats.

ROCKINGHAM

BARC

October 1-2

Admission £10 Saturday, £15 Sunday, £20 weekend

Tel: 01536 500500

Caterham Graduates, Pickups and the Honda V-TEC Challenge on Saturday; Caterhams and the Classic Touring Car Racing Club on Sunday.

CASTLE COMBE

CCRC

October 1

Admission £12

Tel: 01249 782417

Final rounds of the season for the resident FF1600, Saloon, and Sports & GTs, plus the Formula Ford Carnival and Alfa Romeo v MG Challenge.

OULTON PARK

CSCC

October 1

Admission £13

Tel: 01829 760301

Tin Tops, Future Classics, Magnificent Sevens, Deutsche Marque, Sports Cars v Saloons, and RAFMSA Challenge.

INTERCONTINENTAL LE MANS CUP

Rd 6/7

American Le Mans Series Rd 9/9

Petit Le Mans, Road Atlanta,

Georgia, USA

October 1

americanlemans.com



LMP1 marauders get set to swat GT cars again

WORLD RALLY CHAMPIONSHIP

Rd 11/13

Rallye de France Alsace, Strasbourg

September 30-October 2

wrc.com

INDYCAR SERIES

Rd 17/18

Kentucky Speedway, USA

October 2

indycar.com

INDY LIGHTS

Rd 13/14

Kentucky Speedway, USA

October 2

indycar.com

DTM

Rd 9/10

Valencia, Spain

October 2

dtm.com

FORMULA 3 EUROSERIES

Rd 8/9

Valencia, Spain

October 1-2

f3euroseries.com

FIA FORMULA 2

Rd 7/8

Monza, Italy

October 1-2

formulatwo.com

SUPER GT

Rd 7/8

Autopolis, Japan

October 2

supergt.net/en

AUTO GP

Rd 7/7

Mugello, Italy

October 1-2

autogp.org

NASCAR SPRINT CUP

Rd 29/36

Dover, Delaware, USA

October 2

nascar.com

GERMAN FORMULA 3

Rd 9/9

Hockenheim, Germany

October 1-2

formel3.de

Television

THURSDAY SEPTEMBER 29

0005-0100 **ITV1**
Goodwood Revival 2011
0945-1045 **ESPN**
WRC: Rally World
1310-1415 **Motors TV**
Formula Renault 3.5:
Paul Ricard highlights

FRIDAY SEPTEMBER 30

2030-2100 **Motors TV**
Mobil 1 – The Grid
2235-2340 **Motors TV**
WRC: Rally France day one
2345-0015 **ESPN**
WRC: Rally France day one

SATURDAY OCTOBER 1

0730-0755 **Channel 4**
British F3: Donington Park
0920-1020, 1150-1250, 1630-1730
Motors TV
WRC: Rally France day one
0945-1015 **ESPN**
WRC: Rally France day two
1250-1355 **Motors TV LIVE**
FIA Formula 2: Monza race one
1530-1630 **Motors TV LIVE**
European F3 Open: Monza
1800-1900 **ITV4**
Goodwood Revival 2011
1900-1930 **ESPN Classic**
F1 British Grand Prix 1977
2210-2310 **Motors TV**
WRC: Rally France day two
2300-0230 **Eurosport LIVE**
Petit Le Mans: Road Atlanta

SUNDAY OCTOBER 2

0120-0220, 0920-1020, 1420-1520, 1720-
1830 **Motors TV**
WRC: Rally France day two
0630-0700, 1200-1300, 2145-2215 **ESPN**
WRC: Rally France day three
1050-1150 **Motors TV LIVE**
European F3 Open: Monza
1100-1800 **ITV 4 LIVE**
BTCC: Brands Hatch
Live coverage from the penultimate round
of the season with support action too.
1320-1420 **Motors TV LIVE**
FIA Formula 2: Monza race two
2210-2310 **Motors TV**
WRC: Rally France day three
1800-2200 **Premier Sports LIVE**
NASCAR: Dover
The third Chase round of the Sprint Cup
series. Jimmie Johnson needs a big result.
1930-2200 **Sky Sports 4 LIVE**
IndyCar: Kentucky
Can Scotland's Dario Franchitti close the gap
to Will Power in the penultimate round?
2215-0000 **ESPN**
DTM: Valencia

MONDAY OCTOBER 3

0900-1000, 1220-1320, 1900-1950
Motors TV
WRC: Rally France day three
1000-1200 **Sky Sports 4 & 1600-1800**
Sky Sports 2
IndyCar: Kentucky highlights
1900-2000 **Sky Sports 4**
NASCAR: Dover highlights

Online

AUTOSPORT.COM

Coming up on the web this week

INDYCAR CRUNCH TIME

The 2011 IndyCar title could be settled this weekend in Kentucky, as a dramatic fight between Will Power and Dario Franchitti (right) approaches its zenith. We will bring you all the news throughout the weekend as the pair head into a thrilling denouement. We'll also have everything you need as MotoGP heads to Motegi, and from the BTCC, DTM, NASCAR and a bumper weekend of single-seater action.



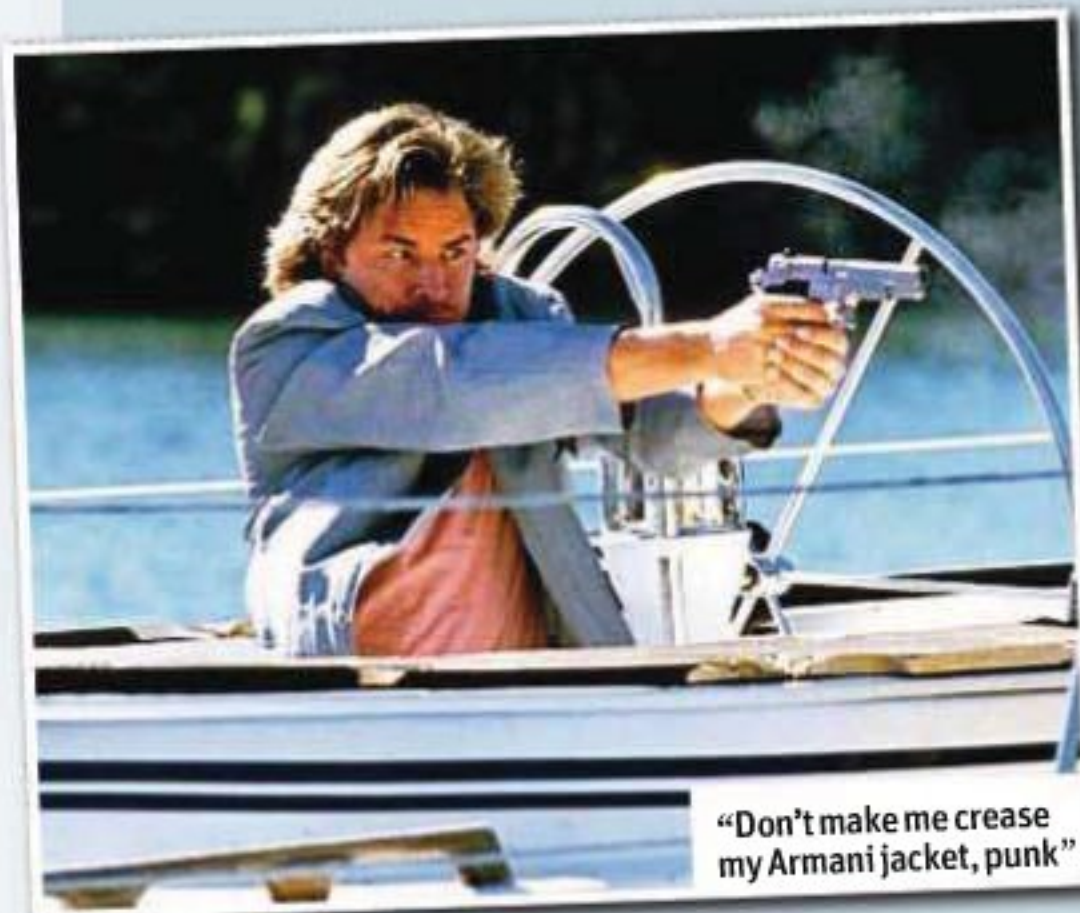
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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best
and worst of this week's TV coverage



"Don't make me crease
my Armani jacket, punk"

TELEVISION DRAMA AND motor racing go together like your favourite pet and the insides of a baling machine. A few weeks ago I banged on about a wretched episode of British detective show *The Saint* from the mid-1960s, but a photo in last week's mag immediately transported me forward two decades and across the Atlantic.

The pic of an IMSA GTP March 84G might give sportscar fetishists the raging horn, but my urge was to don (no pun intended) an Armani jacket and take my pet alligator Elvis for a stroll down to South Beach. Oh yes, for it was

that car, in those 'Farm Stores – Spirit of Miami' colours, that starred in the motor racing episode of *Miami Vice*.

The creation of Michael Mann (whose film credits include *Last of the Mohicans*, *Heat*, *Ali* and, er, *Miami Vice*), it starred Don Johnson as Sonny Crockett, who flounced around Miami busting crime with partner Tubs (Philip Michael Thomas, who presumably took on the superfluous prefix so as not to be confused with the Arsenal player of nearly the same name).

In 'Florence Italy', the Florence in question isn't the city in Italy, but the name of a hooker who is

murdered during an unconvincing car chase between Crockett's (fake) Ferrari Daytona and a Porsche 906, owned by racing star Danny Tepper (played by Danny Sullivan – yes, that one). Random co-stars include Derek Bell and hip-hop trio The Fat Boys!

Only Tepper – who races a Lowenbrau Porsche 962 to Miami Grand Prix victory during the episode – isn't the culprit, it's his moneybags father. The only crime

poor Danny is guilty of is massively wooden acting.

And what car does his fictional father purportedly drive? The March 84G, which in yet another preposterous car chase he ends up driving into a brick wall to avoid capture by the Miami cops, after PMT stumbles across incriminating CCTV footage while ordering a cappuccino.

If only I were joking. No wonder my dad used to call it 'Miami Tripe'. *Revved Up*

"The only crime Sullivan was guilty of was massively wooden acting. Co-stars included Derek Bell and The Fat Boys"

THE WEEK IN PICTURES

Our lensmen pounding the beat from the Oktoberfest to rural Japan

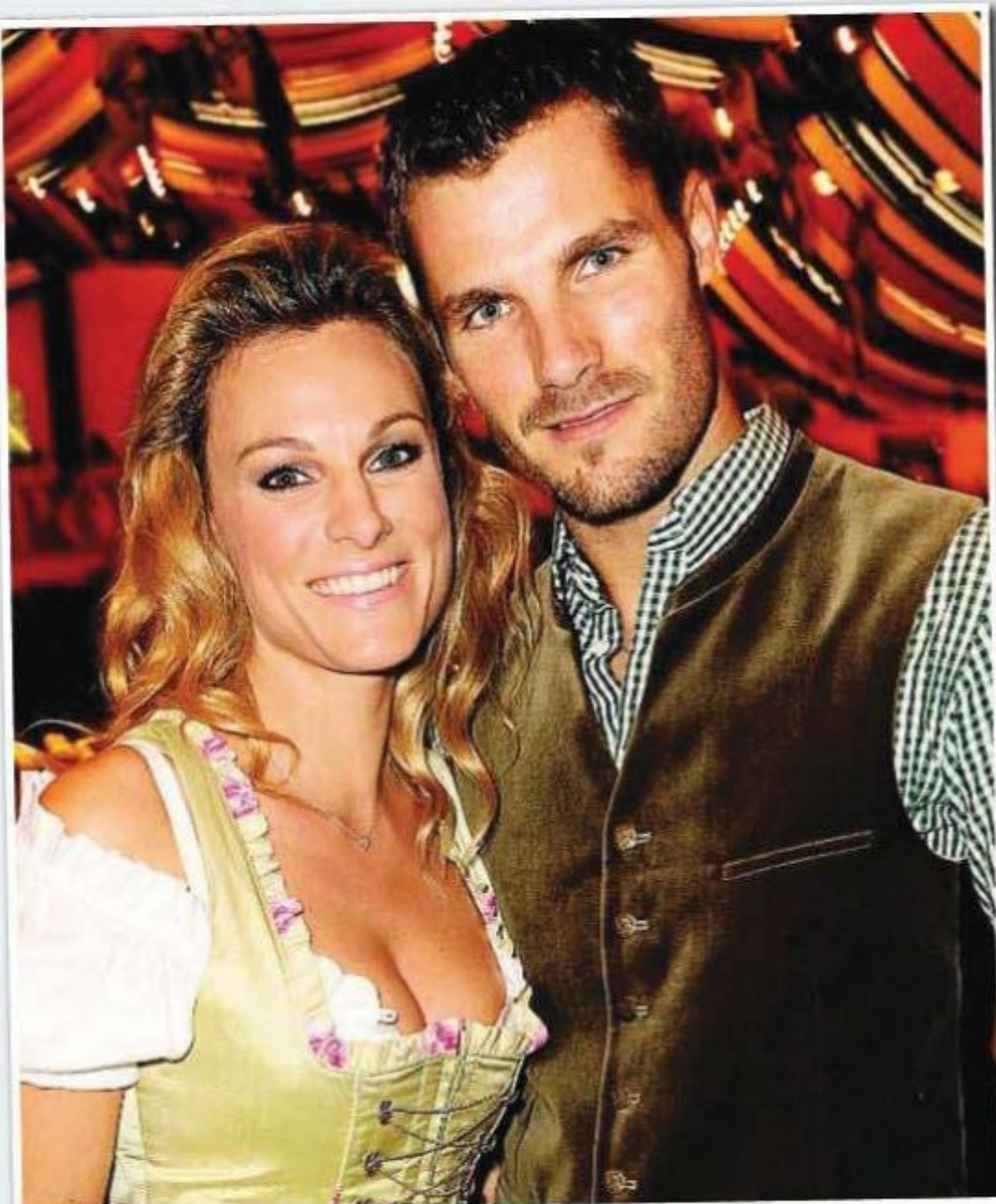
NEUVILLE MAKES HAY ON THE LONG AND WINDING ROADS

Belgian Thierry Neuville took his patriotically-liveried Peugeot 207 S2000 to victory on last weekend's Sanremo Rally in Italy, a round of the IRC



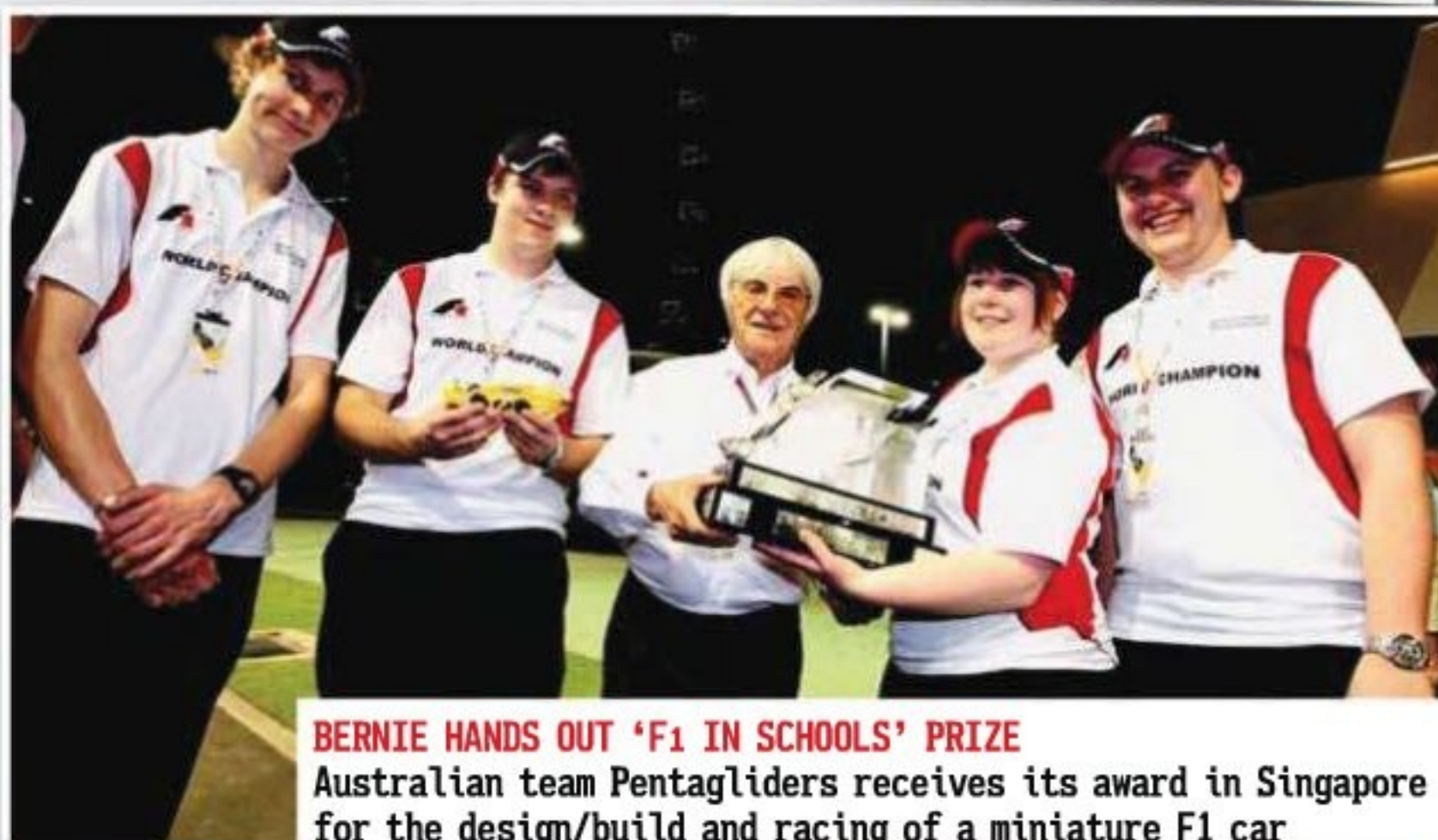
CHAOS REIGNS IN THE JAPANESE F3 FINALE

Brits Richard Bradley (36) and Matt Howson (19) in the thick of it at Sugo, while Yuichi Nakayama gets sent skywards



WHAT THE DTM LEADER DOES ON HIS WEEKEND OFF

Martin Tomczyk and his fab fraulein Christina Surer don Bavarian garb for some beer quaffage at the Munich Oktoberfest

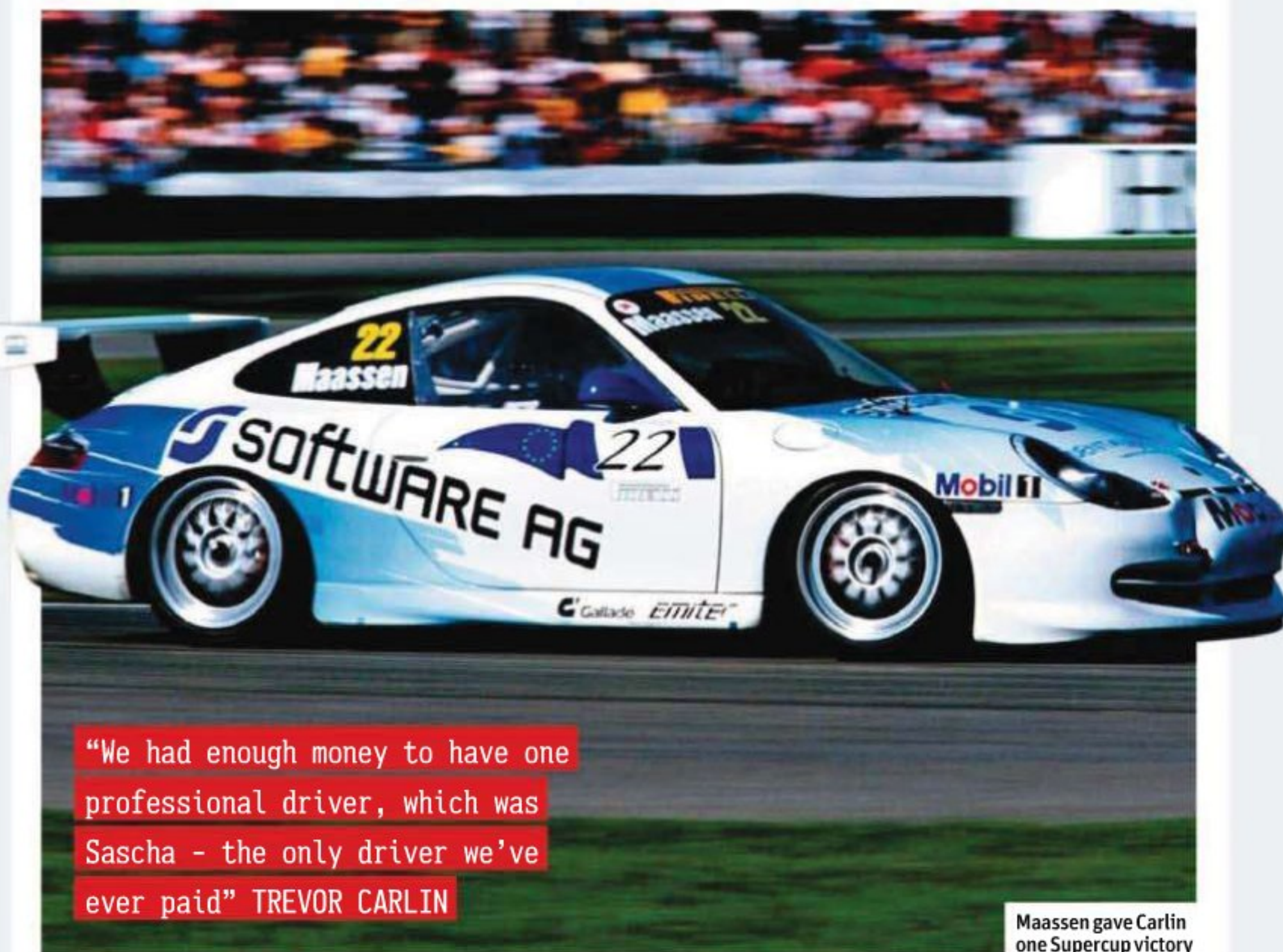


BERNIE HANDS OUT 'F1 IN SCHOOLS' PRIZE

Australian team Pentagliders receives its award in Singapore for the design/build and racing of a miniature F1 car

FROM THE ARCHIVE

Single-seater powerhouse Carlin's only Porsche Supercup race win



TREVOR CARLIN'S EPONYMOUS TEAM IS BEST known for its winning exploits in the junior single-seater categories – particularly in British Formula 3 and Formula Renault 3.5, where his outfit has won more races than any other team.

Less well known is Carlin's brief foray into sportscars, running Porsche factory driver Sascha Maassen to seventh in the 2001 Porsche Supercup – a season that also included victory at the Indianapolis finale 10 years ago today (Thursday).

"We only did the one season with it," remembers Carlin, who wasn't present to see Maassen receive the laurels at Indy. "Some great friends of ours and [driver coach] Rob Wilson's wanted to get involved in it but didn't have a team. We made a deal, they bought the cars and we ran the team as Carlin.

"We had enough money to have one professional driver, which was Sascha – the only driver we have ever paid, though we didn't pay him a lot. Sascha wanted 80 per cent of the prize money and being used to British F3, where you only got 800 quid or so, we said yes. Then we found out it was 20 grand a race win! He made really, really good money."

Maassen duelled with eventual champion Jorg

Bergmeister for his one win of the season at Indy. Having taken pole for both races, Maassen took the first by re-passing Bergmeister after voluntarily rescinding an early move made under yellow flags. A heavy shunt on the banking for Wolf Henzler neutralised most of the latter part of the race, but Maassen held on over a one-lap restart to record Carlin's only Supercup success.

"In those days, the ABS, Michelin tyres and the 911 chassis were really specific, but Sascha could always get a lap out of it," recalls Carlin. "We also ran Vincent Radermecker, who I knew from British F3 with West Surrey Racing in '93 and knew was a top-notch racing driver. In qualifying, Sascha would be one second per lap quicker, sometimes two. He was the master of qualifying – he was always on the top two rows, but his starts were shocking!"

Maassen had to give best to Bergmeister at the start of race two. The new champion sliced inside his rival at the first corner and the pair ran side-by-side several times in the subsequent laps, but Maassen couldn't make a move stick. When he hit Bergmeister's car at Turn 5 and split a radiator, the resultant loss of power ensured there would be no repeat victory.

THIS WEEK IN...

Autosport



Foyt wins USAC Silverstone!
US GP to Reutemann's Ferrari • New Montreal GP circuit
Vatassen's Lindisfarne • Allard Sprint test • Duckhams' Quest

OCTOBER 5, 1978

A TALE OF TWO CULTURES WAS THE story in late 1978 as USAC Indycars made a rain-hit trip to Silverstone, as Formula 1 headed in the opposite direction to Watkins Glen for the penultimate round of the season.

For much of the weekend, the 900bhp USAC monsters were held back by the weather, as rain kept practice to a minimum and caused the race to be curtailed early. For the fans who braved the elements there was no shortage of overtaking or entertainment – in practice times dipped more than 2s under James Hunt's F1 lap record. After 30 laps of racing AJ Foyt guided his muscular poppy-red coloured Coyote to victory, followed by the Penskes of Rick Mears and Tom Sneva.

Across in the US the rain held off, as recently crowned world champion Mario Andretti put his Lotus 79 on pole before Carlos Reutemann took his fourth win of the season for Ferrari.



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AL UNSER JR

■ Indianapolis 500 ■ May 24, 1992 ■ Galmer G92-Chevrolet ■ Upholding family honour at The Brickyard



Unser pipped Goodyear to the line by a few feet

THE RACE OF MY LIFE WOULD have to be my first Indy win in 1992. Indy was the race that I wanted the most, and it was the one event throughout my career that was eluding me. I'd almost won it in 1989, but got taken out by Emerson [Fittipaldi].

But in 1992 we were running and Michael Andretti had us covered — Scott Goodyear and I were just racing for second place. Michael was gone. And then he broke with 12 laps to go, and the race became for the win. The crew did a fantastic job keeping us on the lead lap — our car wasn't the fastest one out there, but it was fast when it needed to be.

When I saw Michael retire, I guess my feeling was, 'Cool! Now it's not for second place, it's for all the marbles.' Scott was going to have a hell of a time trying to pass me, I can tell you that.

I remember that whole last lap. It wasn't the way that all the drivers had talked about prior to that, like my Dad and so on, where you hear every nut and bolt and you're just praying to God that the thing keeps running. I was just praying to God

"With Dad and Uncle Bobby having been so successful there, I wanted to be successful there, too. All the other races were about becoming a better driver at Indy"

that I stayed ahead of Goodyear — I wasn't thinking about no nuts and bolts, that was the furthest thing from my mind. The car was getting more and more loose, and in Turn 4 it stepped out on me, so I had to get out of it and then get

back on it. I saw the run that Goodyear had on me and I thought, 'I've blown another one.' Luckily we were able to get to the end before he got us.

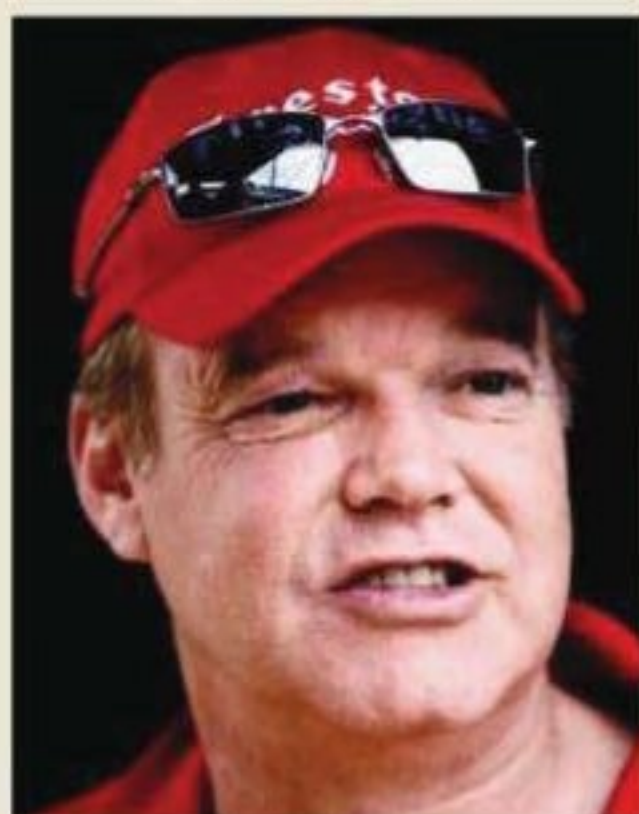
It was... everything. I said in Victory Lane, 'You don't know what

Indy means.' I'd been trying 10 years to win it. I'd spent my whole life working to be in that race.

Childhood dreams came true. With Dad and Uncle Bobby having been so successful there, I wanted to be successful there, too. All the other races — the IROC races, the 24 Hours of Daytona, all the Long Beaches, Torontos and Milwaukeees — were about the Indy 500. All those were about becoming a better driver at Indy. When we finally won, it wasn't just relief — it was the pressure of the family, the pressure of the dream and the goal going back years and years to childhood. It was a fantastic day. ✖

Al Unser Jr was talking to Mark Glendenning

IN PROFILE



PART OF ONE OF AMERICA'S GREAT racing dynasties — his father Al and uncle Bobby were both Indy 500 winners — Al Unser Jr made his debut at the Brickyard in 1983. He was punted out of the lead of the 1989 race by Emerson Fittipaldi, but finally managed to win in 1992 after surviving a late charge from Scott Goodyear. He added a second Indy 500 win in 1994, and also won two CART titles (1990 and 1994). He retired mid-way through 2004 and is now an IndyCar race steward.

NEXT WEEK
Mark SKAIFE



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