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FERRARI'S MONZA MASTERCLASS



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- Vettel overcomes brake problems
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PLUS

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COMBINED 26.7mpg/10.6L/100km – URBAN 18.3mpg/15.4L/100km

CONTENTS

September 16 2010 – vol 201 no 12



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COVER IMAGE:
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INSET: www.sutton-images.com; Ferraro/LAT; Etherington/LAT; Staley/GP2

NEWS

10 Hamilton's title fears

Brit admits: Monza error could dent F1 title hopes

12 Team orders to return

Ferrari escape triggers comeback for team orders

15 Four-way Renault scrap

Fight for 2011 F1 seat at Renault intensifies

17 Heidfeld back at Sauber

Veteran German replaces de la Rosa with immediate effect

20 BMW close to DTM move

BMW boss Mario Theissen says DTM not too far away

22 Aston Martin LMP1 is go

British firm commits to prototype project to take fight to Audi and Peugeot

25 New GP2 racer revealed

Third-generation car appears

27 Pau street track returns

2011 F3 race for classic track

28 Raikkonen in Mini link

Finn could rally Mini... or Ford

Raikkonen puts his name in '11 Renault hat p15



REPORTS

30 Italian GP

Alonso wins for Ferrari to reignite championship spark

42 GP2 Monza

Bird breaks his duck as Maldonado secures crown

45 GP3 Monza

Gutierrez wraps up title with race-one pole slot!

47 GP Supports

Rast wins Porsche Supercup title; Frijns is final FBWV Europe champion

49 World of Sport

NASCAR; V8 Supercars; Grand-Am; Argentinian TC2000; Brazilian GT3

56 WRC Japan

Young charger Ogier overcomes old stager Solberg

60 LMS Silverstone

Victory for Peugeot in AUTOSPORT 1000km after rare Audi failure

Alonso gives the tifosi the best tonic p30



COVER STORY



"We're raising money for Breast Cancer Awareness and we've got a right tit driving the car!"

BTCC VETERAN JAMES KAYE ON HIS MODEST BUT VERY WORTHY ASPIRATIONS AHEAD OF HIS SERIES RETURN

226,671

The amount in dollars won by Mattias Ekstrom after his two NASCAR Sprint Cup starts – in which he finished 21st and 31st!



FEATURES

64 Revival survival

Full preview to the 13th Goodwood Revival Meeting, at which bike/car legend John Surtees and iconic British marque BRM will be honoured



SPECIAL ISSUE

AUTOSPORT's 60th celebration – the biggest-ever issue of the magazine – is still available, priced £5.99

BRM parade to headline Revival p64

SPORTS EXTRA

81 Kristensen for Goodwood

Le Mans legend to make Revival debut

82 Ginetta Academy

Ginetta Junior drive up for grabs in new initiative

88 Reports

Brands Hatch HSCC; Silverstone LMS Supports; Blyton British Rallycross; Rockingham BARC; Oulton Park MSVR; Mondell Park LMC; Brands Hatch SEMSEC; Cadwell Park CSCC



Kristensen for Goodwood Ferrari p81

JEFF BLOKHAM

REGULARS

7 From the editor

8 Snapshot

19 Mark Hughes

48 Subscribe

And get a free McLaren Formula 1 backpack

96 Final drive

Letters and reviews

98 On track/on screen

The best motorsport action over the next seven days

100 Photo finish

Derek Bell, Silverstone 1000Km, 1983

102 Race of my life

Mario Dominguez, Mexico City Champ Car, 2003 (below)



LAT



HSCC retro blast at Brands Hatch p88

GARY HAWKINS

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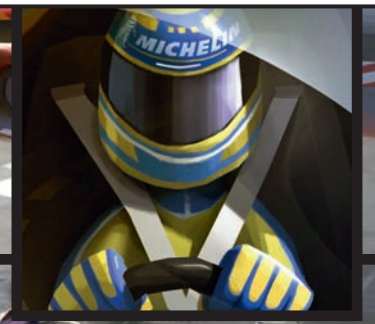
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Team tactics: just what the doctor ordered



Andrew van de Burgt is the Editor of Autosport magazine. He has been in the role since 2008 and is responsible for the overall content and direction of the publication. He is a former racing driver and has a deep understanding of the sport.

SO, FERRARI was found guilty of using team orders at the German Grand Prix, but has escaped with no further punishment by the FIA. That's it. Job done. Game over.

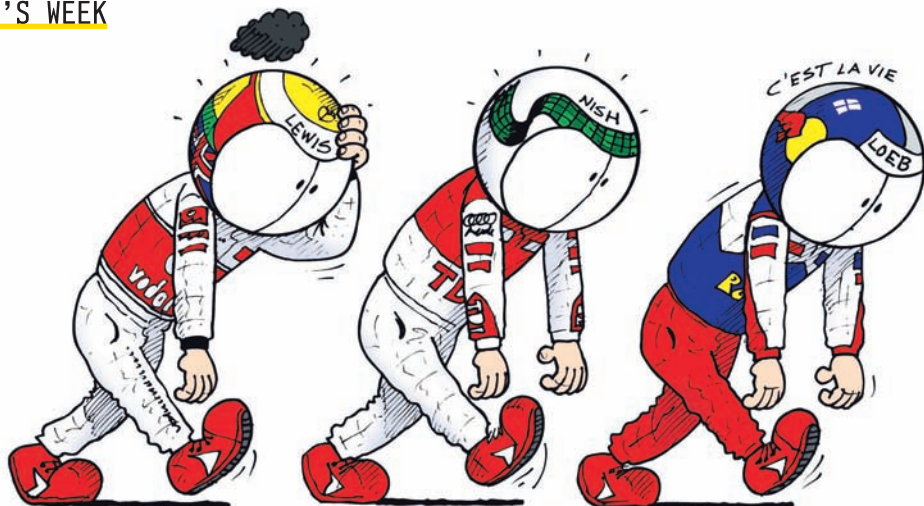
The legalese that underwrites the decision attempts to explain the ruling, but it could easily have just been summed up as 'this was the common sense solution'. However, the reaction has been extraordinary, with our postbag bursting with cries of foul play and demands for the rules to be enforced.

It has us all wondering where these calls were in 2008, when at Hockenheim Heikki Kovalainen was told by McLaren that 'Lewis is quicker than you' before moving out of the way to let his team-mate through. In fact, there have been dozens of cases of 'team orders' being employed in F1 since that fateful race in Austria 2002, none of which has raised more than the odd eyebrow.

F1 is a team sport. Should Alonso win the title by fewer than five points Ferrari will have been fully vindicated in its actions. What happened in 2002 was bringing the sport into disrepute. And that's the only rule required in these situations.

Andrew van de Burgt, editor

BAMBER'S WEEK



ONE DAY AN ENGLISHMAN, A SCOTSMAN AND A FRENCHMAN LOST A RACE.
THE ENGLISHMAN LOST HIS COOL, THE SCOTSMAN LOST HIS DIFF, AND THE FRENCHMAN LOST HIS JOIE DE VIVRE

GP2

Maldonado crashes his way to the GP2 title

The current-spec GP2 cars bade farewell to Europe at Monza last weekend, with Pastor Maldonado crashing his way to the 2010 title. Here the Venezuelan trips over Romain Grosjean, with Sergio Perez uncomfortably close, Alvaro Parente escaping in front, and Davide Valsecchi and Fabrizio Crestani jinking to the right and taking avoiding action.

Picture: Dunbar/GP2



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Hamilton error casts doubts over title charge

McLaren ace admits that first-lap tangle in Italian GP may have put paid to his hopes of winning the 2010 title. By EDD STRAW

Lewis Hamilton has admitted that his first-lap Italian Grand Prix blunder may have cost him the world championship.

The 25-year-old targeted Monza as the one circuit at which he could be certain that McLaren would have a performance advantage over Red Bull. He left Italy pointless after breaking his front-right trackrod in a first-lap clash with Felipe Massa.

"It's mistakes like I made today that lose you world championships," said Hamilton. "I only have myself to blame."



Whitmarsh is backing Lewis's risky approach

Hamilton's error came as he played catch-up after qualifying a disappointing fifth. He also admitted that opting to run in low-downforce trim, rather than using the f-duct and running more wing as team-mate Jenson Button did, was a mistake.

McLaren team principal Martin Whitmarsh backed his driver's approach after the race, insisting that risk-taking is one of the keys to Hamilton's success. But he did accept that Hamilton's title hopes would have been better served by backing out of the move on Massa.

"You can't take no risks and score the points," said Whitmarsh. "He's a racing driver and he wants to push; that's the hallmark of the great driver that he is. With hindsight, to preserve the points would have been

the right thing to do. But if you [always] drive like that, it affects your whole mentality."

It is the first time this season that Hamilton has made a mistake in a race that has cost him points. The outcome allowed Mark Webber to reclaim the championship lead by five points.

SINGAPORE UPGRADE KEY

McLaren's world championship hopes now hinge on the effectiveness of a major aerodynamic package that will be introduced at the Singapore Grand Prix on September 26.

Red Bull is expected to be the leading contender for victory in all five of the remaining races after struggling at high-speed Spa and Monza. Whitmarsh admits that his team will now be adopting an aggressive development strategy to allow it to take the fight to Red Bull. He also believes that Ferrari will be strong in the title run-in.

"You don't win races or

POINTS		
1	Webber	187
2	Hamilton	182
3	Alonso	166
4	Button	165
5	Vettel	163



championships without pulling out all the stops," he said. "We will be pushing hard to see where we will be in Singapore. Ferrari, ourselves and Red Bull are all in the championship fight which is exciting and how it should be."

BUTTON'S REVIVAL

Reigning world champion Button's second place at Monza catapulted him back into the world championship fight.

The Briton had slipped to 35 points behind championship leader Hamilton after being taken out of

VETTEL BITES BACK IN ITALY



Vettel silenced his critics in Italian GP

Sebastian Vettel blasted the critics who wrote off his title chances after putting himself back into contention with fourth place in the Italian Grand Prix.

The 23-year-old was slated by the media after the Belgian Grand Prix, where he lost control of his Red Bull and crashed into title rival Jenson Button. But amid talk of Red Bull throwing its full support behind team-mate Mark Webber if the Australian beat Vettel at Monza, the German

finished two places ahead of him after completing all but one lap of the race on option tyres.

"There were a lot of things being said and written about me, but in the end you just have to do your thing," Vettel told AUTOSPORT. "People wrote myself and Jenson Button out of the championship one race ago and we are back."

Despite slipping from third to fifth in the championship, Vettel is now within 24 points of

championship leader Webber. He will take extra confidence from the fact that at the next two races on the calendar – Singapore and Japan – he last year outpaced his team-mate.

"Just looking at the scoreboard, this race is important, but then again every race is important," he said. "It's a long way to go and because of the new points system people tend to overestimate the gap. People get overexcited when they see a gap of 20 or 30 points."

AUTOSPORT SAYS...

JONATHAN NOBLE
F1 EDITOR

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Come Sunday night in Abu Dhabi, four of the five men currently gunning for the world championship are going to be kicking themselves about the valuable points they have let slip through their fingers this year.

How costly will Lewis Hamilton's Monza error be? Will Sebastian Vettel's crash into Jenson Button at Spa be the moment their title dreams were wrecked? Can Fernando Alonso ensure that his mistakes in China and Monaco did not decide the title? Did Mark Webber's Valencia shunt ruin it all for him?

We do not have those answers yet, and for now the destiny of the world championship remains in each man's control.

Yet with just five races to go, further stumbles are going to get more costly as there is less time to make up for them. Compare it to a football game: conceding a goal in the first minute is not such a problem, but give one away in the final minute and it is a disaster.

What is going to be fascinating from the outside is watching how Hamilton, Button, Vettel, Webber, and Alonso now balance

the need for guaranteed points against the take-it-to-the-edge approach required to win in Formula 1.

No-one can do anything to help these five as we approach the final chapters (apart from Felipe Massa, perhaps?) – it is all or nothing for them. For us, it means a brilliant end to what's been a truly epic season.



Title rivals can't afford errors



Button (l) shone while Hamilton missed out

the Belgian Grand Prix by Sebastian Vettel. But he is now within striking distance of top spot.

"I'm 22 points behind the leader now and in the new points system, that is not a lot," said Button. "Its less than a grand prix win, so it's not a bad position to be in."

Button's strong Monza performance has also reduced the possibility of McLaren casting him as Hamilton's support act in the final races.

FERRARI INCREASES DEVELOPMENT

Scuderia abandons plans to switch focus to 2011 car after Fernando Alonso's Italian GP success



Ferrari will keep developing its car to the end of the season following Fernando Alonso's victory in the Italian Grand Prix.

Team principal Stefano Domenicali admitted that the Spaniard's Italian GP triumph revitalised the Scuderia's title push. Had Alonso lost more ground at Monza, and in next weekend's Singapore GP it is believed that the team would have adopted a less-aggressive development strategy and focused more resources on next year's car.

"We will introduce some aerodynamic developments to the floor of the car," said Domenicali. "We hope that we still have a few shots left in our barrel. The car is now becoming strong enough to take us all the way."

Technical director Aldo Costa insisted that the team would continue to upgrade the car until the final race of the season.

"There will be development for the next five races," he said. "We don't want to slow progress on next year's car, but we want to bring bits and pieces for the next few races."

TITLE FIGHT

The last time at least five drivers were within a one-race points swing of the championship lead with five races to go was in 1962, when Graham & Phil Hill, Bruce McLaren, Jim Clark, Dan Gurney, Tony Maggs and John Surtees were covered by nine points. Points were awarded on a 9-6-4-3-2-1 basis that season.



Clark, Hill, McLaren lead the field in 1962

Team orders to return

Ferrari investigation highlights problems with current rules, meaning some form of tactics will be permitted



Alonso beat Massa in German Grand Prix

Team orders are set to be permitted in Formula 1 again after the FIA World Motor Sport Council ruled last week that breaches of the current rule are “difficult to detect and police”.

The WMSC agreed that the German Grand Prix stewards were right to fine Ferrari \$100,000 for issuing team orders that forced Felipe Massa to hand victory to championship-chasing team-mate

Fernando Alonso. But it also accepted that “with the ambiguities in the rule recognised it would not be appropriate to increase the overall penalty”.

Red Bull team chief Christian Horner is among those who believe that the findings set a precedent allowing Article 39.1 of the Sporting Regulations, which state that “team orders which interfere with a race result are prohibited”, to be

breached at a cost of \$100,000.

The ruling has effectively discredited the regulation, which will be referred to the F1 Sporting Working Group for possible changes. It is now likely that some form of team orders will be allowed.

RULE MUST CHANGE

The sport is divided over whether the team-orders ban should be dropped altogether, or if a new,

more easily enforceable, rule must be created.

FIA deputy president Graham Stoker, who presided over the WMSC hearing, highlighted in his report the impossibility of proving cases of team orders if drivers are complicit. He wrote: “Its [Article 39.1] application to indirect team orders via messages where drivers raise no complaint is uncertain, and difficult to detect and police.”

What about these? There was no outcry after these team orders, all of which came after the post-Austria '02 ban



BELGIUM 2005
Slow out-lap from Montoya allows title-chasing Raikkonen to take the lead at the final round of stops



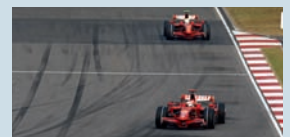
CHINA 2006
Fisichella lets recovering Alonso through to second after Spaniard hit problems earlier on in the race



BRAZIL 2007
Massa's in and out-laps are both a second off the pace, handing Raikkonen the win required for the title



GERMANY 2008
Charging Hamilton exits the pits behind Kovalainen, who moves over after being told that his team-mate is faster



CHINA 2008
Raikkonen slows in the final stint, allowing Massa through into second place with eight laps to go

BARRICHELLO WANTS RULE CHANGED



Ex-Ferrari number two Rubens Barrichello accepts that team orders should be allowed in Formula 1, but only once the disadvantaged driver is mathematically out of title contention.

The Brazilian has called for the regulations to be modified to stipulate the circumstances in which team orders can be invoked. But he added that the FIA should heavily punish any occurrences outside such parameters.

"Team orders should not be allowed until one driver does not have a mathematical chance of winning the championship," Barrichello told AUTOSPORT. "That is how I would like to see it."

"This is a sport that is full of politics, and sometimes that changes the way that the race

is handled. I don't think that is a fair way of doing things. We should all be free to race. If the quicker driver is behind, so be it."

Barrichello is one of the sport's most vocal critics of team orders after spending six years as Michael Schumacher's number two at Ferrari.

Former McLaren driver Heikki Kovalainen shares Barrichello's view. The Finn was involved in an example of team orders cited in Ferrari's defence in the recent WMSC hearing, when he let team-mate Lewis Hamilton past at Hockenheim in 2008.

"I understand why teams sometimes want to use team orders," Kovalainen told AUTOSPORT. "But I wouldn't want to see it all the time, from a driver's or fan's point of view."

The FIA's view is therefore that, unless a driver raises an objection, a team order cannot be proved with absolute legal certainty. The WMSC had considered more extreme punishments – such as penalising Alonso five seconds to give Massa victory, or stripping Ferrari of points – but it did not have the depth of evidence needed to support such a move.

APPEASING THE FANS

There is a general acceptance among the teams that any change must protect the image of the sport, and that ignoring the team-orders problem is not an option.

Mercedes team principal Ross Brawn said: "The wrong solution is to pretend that there is a rule, but that no-one respects it. We are then deceiving the fans. We have got to find a solution that is workable and palatable to all the enthusiasts."

Among the suggested solutions is removing the rule and using Article

151(c) of the FIA International Sporting Code, which covers bringing the sport into disrepute – Ferrari was found guilty on this count by German GP stewards, and this accounted for half of its \$100,000 fine. But some paddock insiders say that this would make the legislation too vague on this matter.

Instead, they argue that a framework for using team orders under certain competitive circumstances is a better option. This would likely be favoured by the team bosses: both Peter Sauber and Frank Williams wrote letters to the FIA backing the principle of using team orders, a view privately shared by many of the other teams.

This attitude has led to more-subtle infractions of the rule in recent years (see panel, left) being overlooked, and most of those involved in the sport agree that such cases can continue to be tacitly allowed.

Fans' views

Just like in the week following the German GP, AUTOSPORT's readers have strong opinions

Carl AH Martin, Liphook, Hants

"I was sick to my stomach when the FIA decision about Ferrari was announced last week. I just have to wonder what Ferrari have to do before any justice is done"

Niall O'Toole, Ireland

"The FIA had the opportunity to show who actually runs Formula 1, show the fans that they are valued and that cheats will be penalised"

Paul English, by email

"No further punishment for Ferrari just before Monza... The FIA needs to stop sitting on the fence. Either allow team orders again or enforce the ban properly"

Matt Lerner, Solihull

"The decision was probably correct. But the team-orders rule is impossible to police, and should be scrapped"

Chris Blades, Banchory

"Ferrari should have been punished more severely – points deduction for Alonso"

Ari Jakobson, Espoo, Finland

"Thank you FIA for losing my faith in F1 as a sport again. Why is it okay not to play by the rules? What are rules for? I'm sure victories are worth paying \$100,000 for"

➔ **P96**
Readers'
Letters

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CALENDAR FOR 2011 REVEALED

The 2011 Formula 1 season will finish in Brazil next year, the FIA confirmed last week. The addition of the Indian Grand Prix pushes the schedule up to 20 races for the first time ever

2011 F1 CALENDAR

March 13	Bahrain
March 27	Australia
April 10	Malaysia
April 17	China
May 8	Turkey
May 22	Spain
May 29	Monaco
June 12	Canada
June 26	Europe (Valencia)
July 10	Great Britain
July 24	Germany
July 31	Hungary
August 28	Belgium
September 11	Italy
September 25	Singapore
October 9	Japan
October 16	Korea
October 30	India
November 13	Abu Dhabi
November 27	Brazil



Four-way scrap for Renault seat

Raikkonen throws his hat back into the ring, but 2007 champion is an outside bet

Vitaly Petrov, Heikki Kovalainen and Adrian Sutil remain the leading contenders to partner Robert Kubica at Renault next year, despite 2007 world champion Kimi Raikkonen reopening negotiations with the team.

The 30-year-old Finn told Renault several months ago that he was not interested in returning to Formula 1, and he is understood to be evaluating several offers to stay in rallying (Special Stage, p28). But team majority owner Gerard

Lopez told AUTOSPORT at Monza that a fresh approach had been made to Renault.

"There is a certain rally driver that wasn't interested in Formula 1 but has now made contact," said Lopez. "He is interested in coming back to F1 with us."

When Renault initially approached Raikkonen, it was made clear that it would only be willing to countenance signing him if he was fully committed. The fact that he previously ruled out a return to the sport, saying "I will probably never return to Formula 1" last month, could count against him.

F1 rookie Petrov remains a strong contender to stay at the team. Lopez admitted that the Russian is attractive commercially, but only if the team is convinced that he can achieve strong results.

"Vitaly we are building as a driver," said Lopez. "We know he can do it. He was second in GP2 last year, he's a good driver and he's got

250 million Russian-speaking people who are interested in him. We'd be stupid not to assume that there is a business behind that."

Force India racer Sutil could also be attractive to the team commercially, as he would bring backing from German consumer electronics company and long-time personal sponsor Medion. Lotus driver Kovalainen, who raced for Renault in 2007, is also known to be in contact with the squad, and is well regarded by the staff, including team boss Eric Boullier.

GP2 returnee Romain Grosjean, who started seven races for Renault last year, is unlikely to be a contender, despite being re-signed by Lopez's Gravity Sports Management. "If I can help him get closer to the F1 paddock I will do it as he still has very good potential to demonstrate," said Boullier.

Virgin possibility for d'Ambrosio



Belgian in frame

GP2 RACER Jerome d'Ambrosio is in contention to drive for Virgin next season, and is set to drive for the team in Friday practice later this year.

The Belgian is part of the Gravity Sports Management stable run by Renault F1 team majority owner Genii Capital. Virgin is keen to run drivers with financial backing, and it is understood that Gravity is willing to supply that for d'Ambrosio.

Renault team principal Eric Boullier, who is CEO of Gravity, said: "There is a common interest for Gravity and Virgin to work with Jerome. We are working on solutions to put him there, but there is no decision yet."

Virgin could run Luiz Razia, who is another GP2 driver, in Friday practice at the Brazilian GP, although he would need to be granted a superlicence.



Kubica's team-mate is undecided

➔ P28 KIMI'S FUTURE

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Heidfeld heading back to Sauber

German veteran replaces Pedro de la Rosa for the final five races of the year

Heidfeld is back for a third Sauber stint



HEIDFELD AT SAUBER

Seasons: 2001-2003, 2006-2009

Starts	120
Podiums	9
Best finish	2nd (6 times)
Best qualifying	2nd
Points	188

DUNBAR/LAT

/ Sauber F1 Team

Nick Heidfeld will return to Formula 1 at the Singapore Grand Prix, replacing Pedro de la Rosa at Sauber.

The German is understood to have agreed a five-race deal to return for a third stint with the Hinwil-based team and he will remain at Sauber alongside Kamui Kobayashi in 2011 provided his performances are good enough.

"This is like coming home," said Heidfeld. "I want to thank Peter Sauber for the faith he has shown in me."

De la Rosa, who has scored

only six points compared with team-mate Kobayashi's 21 this season, was informed of the team's decision after finishing 14th in Sunday's Italian GP. He is tipped to replace Heidfeld as Pirelli's development driver.

Heidfeld is the only driver to have experience of the Pirelli rubber that will be used in F1 next year, and he was scheduled to conclude his final test for the Italian firm at Jerez today (Thursday). But Ross Brawn, his former team boss at Mercedes, does not believe that will give Sauber an advantage for 2011.

"There's a very important agreement between the teams that all of the information that Pirelli has will be shared," said Brawn. "At the moment, they are in a formative stage and changing things dramatically from test to test to find the right tyre. Any information about the tyre today wouldn't be helpful. In fact, it could be a distraction from the tyre we'll have in a few months' time."

Heidfeld drove for Sauber between 2001 and '03 and again, under BMW ownership, from 2006-09.

GP2 champion sure of F1 berth

NEWLY CROWNED GP2 champion Pastor Maldonado is certain that he will graduate to Formula 1 next year.

The Venezuelan wrapped up the title with a round to spare at Monza, but has yet to secure a ride in the top echelon of the sport for 2011.

"I will be there in Formula 1," he told AUTOSPORT. "We need to see which team, but I am very confident. We are looking for a good team."

Maldonado, who has solid financial backing, held talks with several teams, including HRT, about a 2010 drive but opted to stay in GP2.

Lotus-Renault deal confirmed for 2011

LOTUS HAS been given the go-ahead to run Renault engines next season after the team arranged an early end to its Cosworth contract.

The team agreed a supply deal with Renault in principle last month, but lengthy negotiations with Cosworth were required to bring the three-year engine supply contract to an early end. It is believed that a substantial severance fee will be paid to Cosworth by Lotus.

Lotus last used Renault engines in F1 between

1983-1986, winning five times.

Lotus will run under the Team Lotus banner next season after buying the name from rights holder David Hunt. The deal, which is blessed by the family of Lotus founder Colin Chapman, is set to be officially announced in Singapore.



DUNBAR/LAT

THIS WEEK IN F1



McLAREN Jenson Button became the eighth-highest Formula 1 points scorer of all time with his second place in the Italian Grand Prix. He now has 492 points, 6.5 ahead of triple world champion Nelson Piquet.



MERCEDES Michael Schumacher has offered to help reframe Formula 1's controversial team orders regulation. "I have a very clear position on what I think about team orders," he said.



RED BULL The RB6 passed the modified FIA test introduced at the Italian Grand Prix in response to the recent flexible aerodynamics controversy. "We've had to change the front of the floor slightly to increase its torsional stiffness," said design supremo Adrian Newey.



FERRARI Fernando Alonso and Felipe Massa each used the last of their eight-engine allocation for the season at Monza. The team is optimistic that neither driver will have to use a ninth unit and incur a 10-place grid penalty.



WILLIAMS Senior systems engineer John Russell will leave the team at the end of the season. He will return to Australian V8 Supercars with Triple 8 Engineering next year.



RENAULT Vitaly Petrov became the latest driver to be punished for impeding a rival during qualifying after baulking Virgin driver Timo Glock at the first chicane.



FORCE INDIA Out-of-contract Adrian Sutil, who is likely to remain at the Silverstone-based team but could also switch to Renault, is optimistic of finalising his 2011 plans before the end of the season. "I hope I can tell you where I'm going to be in the next few weeks," he said.



TORO ROSSO The team experimented with its f-duct design during first practice at Monza, but took it off for the rest of the weekend. It never intended to race with the system on home soil, but will do later in the season.



LOTUS Jarno Trulli has no plans to retire from Formula 1 in the near future. "I don't feel that I'm at the end of my career," said the 36-year-old, who has started 229 grands prix.



HRT The Hispania team was fined \$20,000 for an unsafe release after a team engineer was struck by Sakon Yamamoto as he left the pits. He was not seriously injured, but was taken to the medical centre for treatment and checks.



SAUBER The Sauber C29 will feature its last major update of 2010 at next week's Singapore Grand Prix. The package will include significant aero revisions along with mechanical tweaks.



VIRGIN Indonesian Rio Haryanto will test a Virgin Formula 1 car as his prize for ending the GP3 season as the best-placed Manor Motorsport driver in the standings. He is set to run during November's rookie test in Abu Dhabi.

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MPH Mark Hughes

AUTOSPORT grand prix editor

A look into AUTOSPORT's crystal ball reveals a future out of the cockpit for Michael Schumacher – and it starts next year

On Friday during FP2 in Monza Michael Schumacher took a trip through the Parabolica gravel trap. The in-car replay of the incident told a familiar story of Schumacher 2010, namely his struggle to adapt to the car's understeer. He turned in, the car began to run wide of the apex and Michael was reluctant to simply apply more steering lock – much as he has been all year.

In the tyre war era, when he last drove, the grippy front end would enable him to subtly pivot the car around the outer front tyre,

old dog, he's not been able to learn new tricks the way he used to.

Let's fast-forward to January 2011 – and an imagined press release from Mercedes-Benz.

“Michael Schumacher has accepted the role of Sporting Director of the Mercedes F1 team with immediate effect. The seven-time world champion has therefore retired from the cockpit for the second – and final – time in his great career.

“Michael's place as driver for the Mercedes F1 team will be taken by the team's former reserve driver

when Heidfeld was released from his reserve driver contract to accept the Pirelli role – though this was denied by Mercedes. When asked about it, Brawn replied: “No, we just didn't wish to stand in the way of Nick's career, but obviously now Michael's retirement decision created the vacancy, Nick was the obvious replacement as not only is he a very quick and experienced driver, but we already had a very good relationship with him. It was almost a no-brainer to invite him back to the fold. The fact that he will be bringing with him very good knowledge of the new tyres is obviously a bonus that we hope will give us a bit of a flying start in terms of understanding the tyres – which is an absolutely key endeavour in today's F1.” This last sentence was delivered with a broad Brawn smile.

It was believed that there was some basis for the speculation about a pre-formulated plan. But the waters were muddied by the fact that Schumacher had driven the 2010 Mercedes fitted with 2011 Pirellis in the Abu Dhabi tests immediately after the last race there. It subsequently became clear that he had deferred the retirement decision until after trying the Pirellis to see if the switch to a new control tyre would be the ‘magic bullet’ that allowed him to drive in his preferred style. Only when it became clear that this was not the case did he confirm the decision that he had tentatively taken up to that point.

...And you're back in the room. In September 2010. But remember where you read it... ❧



FERRARO/LAT

Schu's ingrained style doesn't work in 2010

inducing a lot of yaw into the car very quickly, allowing it to be pointed at the apex long before it got there, so enabling him to get hard and early on the power. This was generally a quicker way of driving than relying on steering lock to make the full direction change – and so that reluctance to apply too much lock was ingrained into his every intuitive input. Trouble is, it seems to be still ingrained now, when it's inappropriate. Being an

Nick Heidfeld, who will renew his association with Mercedes as soon as his duties as Pirelli test driver are concluded in February.”

The widespread belief after this news was confirmed was that Schumacher would spend the 2011 season working alongside Ross Brawn as preparation for taking over from him as team principal in 2012 when Ross would retire.

It was also speculated that this succession plan was already in place

“Being an old dog, Schuey can't learn new tricks like he used to”



Theissen hopes decision will be soon

DTM

BMW close to DTM decision

Design of 2012 car already underway, with confirmation of entry expected within weeks. By GLENN FREEMAN

BMW is close to giving the green light to its proposed return to the DTM, and it has started the design work on a car for the German-based touring car series.

Mercedes-Benz motorsport boss Norbert Haug suggested last week (see AUTOSPORT, September 9) that BMW needed to stop stalling on its decision to join the DTM. Amid concerns that the manufacturer could still back out, BMW motorsport director Mario Theissen told AUTOSPORT this week that plans are progressing well.

"We haven't taken the final decision yet, but I'm confident that

it will come in the next weeks or months," he said. "I hope that it will come soon. In order to be ready for 2012 we have started designing a car based on the new regulations already. Just on paper, but it shows you that we are confident."

Theissen also denied suggestions that BMW had begun a recruitment drive aimed at poaching drivers and engineers from existing DTM teams. He added that BMW is well-equipped to begin its development project for 2012 with its existing staff and driver roster.

"The order is to get the decision, to design the car, to decide on our

team structure and then we talk about drivers," said Theissen. "We are not rushing. We have a strong driver line-up this year and several

"We have started designing a car based on the new regulations already"

BMW's Mario Theissen

of our drivers could be strong in the DTM – this is where we will look first. For testing the car, we should be in a good position on the driver side."

He added that he was pleased with how BMW's ideas and

suggestions had been received by Mercedes and Audi since the three started working on technical rules.

"We have been invited to participate in the technical regulations since early this year, and we have made our contribution," said Theissen. "To me, it all looks positive. There is a broad consensus about how it should be. In some way we are all in the same boat. They need strong competition and with three manufacturers the DTM would be a strong championship."

Theissen also reiterated BMW's desire to be able to race a DTM car in other international series.

DTM

Ralf eyes long-term DTM future

RALF SCHUMACHER expects to remain in the DTM for a fourth season with Mercedes in 2011 after showing improved form in recent races.

The six-time grand prix winner struggled to show frontrunning performance since joining the series in 2008. But, after a slow start to this season's campaign, his pace has been impressive over the past four race

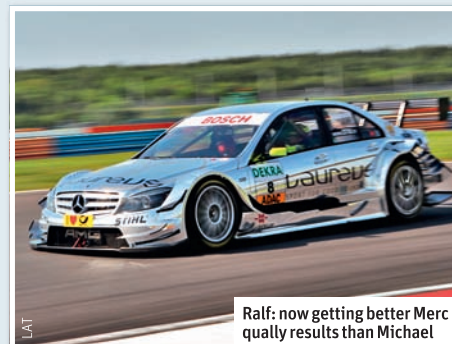
weekends, dating back to his pole position for the race at the Norisring.

"We haven't quite made it yet in terms of results, but everything is going in the right direction now," Schumacher told AUTOSPORT.

"I've even surprised myself a couple of times in recent races. I enjoy working with Mercedes, and so far they seem to enjoy working with me. It's too

early to say [for 2011], but it looks rather positive at the moment. Now I just want to start scoring more points."

Schumacher has made the top-eight Q3 segment of qualifying for the past four races, but he has only converted one of those good grid positions into a points finish.

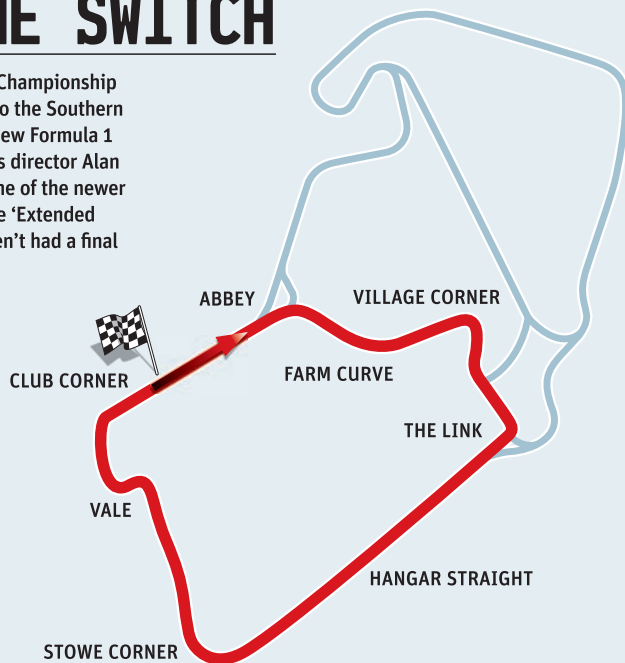


Ralf: now getting better Merc rally results than Michael

BTCC

SILVERSTONE SWITCH

SILVERSTONE'S BRITISH Touring Car Championship round could switch from the National to the Southern circuit next year and make use of the new Formula 1 pit complex and start-finish line. Series director Alan Gow told AUTOSPORT: "We may use one of the newer layouts – either the South circuit or the 'Extended National' are possibilities, but we haven't had a final discussion on which one."



BTCC CALENDAR 2011

DATE	VENUE
April 3	Brands Hatch
April 17	Donington Park
May 1	Thruxton
June 5	Oulton Park
June 19	Croft
August 7	Snetterton
September 4	Knockhill
September 18	Rockingham
October 2	Brands Hatch
October 16	Silverstone

BTCC

Kaye set for BTCC comeback



Kaye last raced in BTCC in 2006

TIN-TOP VETERAN James Kaye will return to the British Touring Car Championship at Donington Park this weekend after almost four years away from the series.

Kaye, 46, will drive an ex-John George Honda Integra-R that has been rebuilt by his WRC Developments organisation.

"I'm excited to be back and I reckon we could be reasonably competitive," the 1992 and '94 independents champion told AUTOSPORT. "There are a couple of other Integras doing well so they're a decent target to aim for."

"We're doing these races in order to get our name out there.

If things go well you never know what we might be able to do next year."

The car will be entered under the WRC Developments with Barwell banner for Donington and the Brands Hatch finale. Barwell boss Mark Lemmer – Kaye's best friend – will oversee the project and provide WRC with equipment.

Kaye, who last raced in the BTCC in a Synchro Motorsport Honda Civic in 2006, said that the BTC-spec car, which will run in a grey colour scheme at Donington, will be repainted pink for the season finale in support of Breast Cancer Awareness.

AUTOSPORT SAYS...

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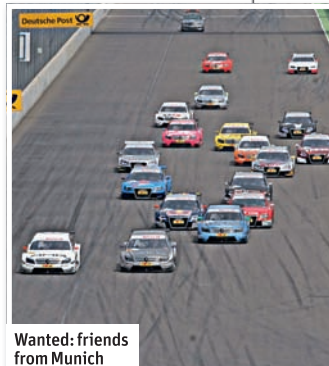


ADTM weekend doesn't go by this year without people asking if BMW has committed to the series yet. Championship bosses, team principals and even journalists are constantly having their brains picked about what's going on, and what's delaying a decision that will have a huge impact on the DTM's future.

It's that constant questioning that led in part to Mercedes boss Norbert Haug's mini-outburst last week, when he called upon BMW to make up its mind. Norbert is understandably growing tired of the questions, because the longer BMW delays, the more it looks like Mercedes and Audi aren't doing enough to get them in. And if BMW does back out, it's those already in the series that will be blamed for not accommodating their friends in Munich.

But if you've listened carefully enough to the noises BMW has made since declaring its intention to come back, then it's always been clear that this is going to happen. Mario Theissen's comments this week (p20) further back that up.

But BMW has its heart set on racing its DTM car in other series. If it gives the green light before any tie-ups are arranged, those discussions could suddenly hit the backburner.



Wanted: friends from Munich

NASCAR

More NASCAR ovals for Ekstrom

TWO-TIME DTM champion Mattias Ekstrom is likely to race again in the NASCAR Sprint Cup before the end of the season after shining on his oval-racing debut in a Red Bull Racing Toyota at Richmond last weekend.

The Swede finished 31st on Saturday night, four laps adrift of race winner Denny Hamlin. It was his second NASCAR start – he made his Cup debut on the Sears Point road course in June.

Red Bull Racing vice-president Jay Frye said: "There is a possibility that some things can happen with Mattias between now and the end of the year

to do another race. We were working on [Richmond] before Sears Point."

Audi star Ekstrom, who finished ahead of race winners such as Greg Biffle and Dale Earnhardt Jr, added: "That was nothing like what I have

ever come close to. It was wild. Tonight is something to build on. I had a great experience, and I am really appreciative of this chance. Hopefully I will be back in NASCAR again soon."



Ekstrom gave good account

REMEMBER WHEN...



SEPTEMBER 10 2000

...Mark Skaife and Craig Lowndes last won together? The pair were reunited to win at Phillip Island last weekend, a decade after they suited up as team-mates to win the Queensland 500 for the Holden Racing Team

LMP1

Green light for all-new Aston



Out goes old Aston-powered Lola

GRIFFITHS/LAT



Promise of parity between petrol, diesel and hybrid prototypes convinces Aston to push ahead with new car

Aston Martin Racing has pushed the green light on its new 2011 Le Mans 24 Hours contender after the promise of a more open approach to creating a level playing field between petrol, diesel and hybrid prototypes next year.

David Richards, whose Prodrive company runs AMR, explained that he now believes that there is a "clear commitment to a fair balance of performance" from the Automobile Club de l'Ouest at Le Mans. It is "on that basis we have made this decision", he said.

The decision, made in the past two weeks and announced at

"There is a clear commitment to a fair balance of performance"

Prodrive's David Richards

Silverstone's AUTOSPORT 1000Km last weekend, follows negotiations on the implementation of a new article in the Le Mans regulations that promises to "maximise equality between different types of engine and different fuels".

AMR team principal George Howard-Chappell said: "The thing that swung it for us was the introduction of article 19 and lots of discussion with the ACO on how that is going to be implemented."

There are no details of the new procedures yet, but ACO sporting manager Vincent Beaumesnil revealed that there will be "a round table with the manufacturers".

"We need to work together and have an open debate," he said. "Everyone needs to give their own analysis of the equilibrium, but only the ACO will make the decisions."

Beaumesnil stated that the ACO



Richards is going ahead with LM car

GIBSON/LAT

is willing to make changes to the rules ahead of the 24 Hours in June on the basis of evidence from the races run to its rules in the first half of 2011.

The new Aston, as expected, will be an open-top car powered by a petrol powerplant, the first clean-sheet-of-paper engine to be produced by Prodrive. No further

details have been released.

AMR is aiming to be on the grid at the Sebring 12 Hours in March with one car. It is likely the factory will field three cars at Le Mans, with a fourth car becoming available to a customer team mid-season.

➔ P60 AUTOSPORT 1000KM

ILMC

ORECA targets hybrid Peugeot

THE FRENCH ORECA team is in negotiation to run one of Peugeot's new-for-2011 hybrid LMP1 prototypes in the Intercontinental Le Mans Cup.

ORECA had announced that its own 2011 design would be powered by a Peugeot engine when its tie-up to run one of the French manufacturer's 908s in the 2010 Le Mans Series and the Le Mans 24 Hours was revealed.

Now it has said that its target is to field one of Peugeot's forthcoming 90X contenders in the full Intercontinental Le Mans Cup next season.

Team boss Hugues de Chaunac, whose squad wrapped up the 2010 LMS title with the Peugeot on Sunday, said: "It is just a discussion at this moment, but it is definitely what we want to do in 2011 after a successful start to

our relationship.

"The ILMC is where we should be. I believe we have proved this year that we are at the same level as the Peugeot and Audi factories."

Peugeot Sport technical director Bruno Famin said: "Everything is open. The key word is budget."



ORECA claimed Le Mans Series crown with 908

GIBSON/LAT

IN BRIEF



MANSELL RULED OUT

Nigel Mansell dropped out of the Beechdean Mansell Motorsport line-up for last weekend's AUTOSPORT 1000km at Silverstone after undergoing a scan on the back injury he sustained in the Le Mans 24 Hours. The 57-year-old (above) plans to continue racing next season.

SUPER GT RACE CANCELLED

Last weekend's Super GT round at Fuji was cancelled after a typhoon caused mudslides and other damage in and around the circuit. The cancellation request was made by authorities in the nearby town of Oyama, who are working to repair damaged roads in the track vicinity.

LUHR FOR CYTOSPORT

Audi factory driver Lucas Luhr, who was dropped from the German manufacturer's prototype squad for this year, will race the CytoSport Porsche RS Spyder at Petit Le Mans next month. Luhr will share the car with Klaus Graf and Sascha Maassen and is also expected to contest the

last three VLN races on the Nurburgring-Nordschleife with the Manthey Porsche squad.

NEW PUG YET TO RUN

Next year's Peugeot 90X LMP1 contender has yet to run, according to Peugeot Sport technical boss Bruno Famin. He would be no more specific than "before the end of the year" when asked about a first test.

SIX LMS RACES IN 2011

Le Mans Series boss Patrick Peter is targeting six races for next year, an increase of one on this year's calendar. A return to Hungary is unlikely, and the race at the Algarve circuit is likely to move to the beginning or the end of the season.

NGTC REVEALED

British Touring Car Championship organiser TOCA unveiled the first image of the Toyota Avensis-based NGTC prototype car last week. The car (pictured) is due to run for the first time next week in the hands of two-time champion James Thompson.



SPORTSCARS

Fins dropped for old LMPs

FORMULA 1-STYLE shark fins will only be mandatory on new LMP sports-racers next season.

The first drafts of next year's Le Mans rulebook had demanded the giant fins on all LMP1 and LMP2 machinery, whether new cars built to the 2011 regulations or existing cars 'grandfathered' to race on. Last week, a bulletin was issued that means that cars designed to the old rules will

not have to run a fin.

ACO sporting manager Vincent Beaumesnil said: "A lot of work will have to be done to existing cars to fit a fin. It will be a lot of expense, so we think it is better just to have the fins mandatory on new cars. The introduction of the curved plank for 2009 and the fact that we have slowed the cars down means we do not think we will have

any problems."

The fin has been introduced as a result of an aerodynamic study into why LMP cars take off after a spate of aerial accidents in 2008.

Old-spec cars exempt from fins



INDYCAR

Indy off to Vegas

INDYCAR SERIES bosses are optimistic that they will be able to strike a deal for Las Vegas to host the season finale in 2011.

IndyCar CEO Randy Bernard revealed the schedule last week. Races at Kansas Speedway, Chicagoland, Homestead and Watkins Glen have all been dropped, meaning the calendar features no tracks run by NASCAR-owned International Speedway Corporation.

"We never want to close doors with any promoters, especially ISC," Bernard said. "But we have to make sure that

we are trying to move IndyCar to the next level."

The Milwaukee Mile and New Hampshire Speedway ovals return to the schedule, while the new Baltimore street race is added. Las Vegas Motor Speedway is likely to be the fourth new race, but California Speedway will fill the void if a deal cannot be struck.

"I don't think there's a better city to culminate your championships than Las Vegas," said Bernard. "We are hoping that we can come to an agreement here very shortly on

INDYCAR 2011

Mar 27	St Petersburg
Apr 10	Barber M'sports Park
Apr 17	Long Beach
May 1	Sao Paulo
May 29	Indianapolis 500
Jun 11	Texas Motor Speedway
Jun 19	Milwaukee
Jun 25	Iowa Speedway
Jul 24	Edmonton
Aug 7	Mid-Ohio
Aug 14	New Hampshire Speedway
Aug 28	Sears Point
Sep 4	Baltimore
Sep 18	Motegi
Oct 2	Kentucky Speedway
TBA	Las Vegas/Fontana

that event. I'm optimistic that we'll see some type of decision within the next two weeks."

Night races will run in Texas and, for the first time, Iowa.

NASCAR

THE CHASE KICKS OFF

DENNY HAMLIN leads the Chase in the NASCAR Sprint Cup for the first time in his career after his victory at Richmond last weekend. The top 12 drivers all had their scores set to 5000

after the race, with 10 points added for each race win to date. With six race wins – more than any other driver – Hamlin (pictured) leads Jimmie Johnson into the 10-race 'playoff'

2011 CHASE

Denny Hamlin	5060
Jimmie Johnson	5050
Kevin Harvick	5030
Kyle Busch	5030
Kurt Busch	5020
Tony Stewart	5010
Greg Biffle	5010
Jeff Gordon	5000
Carl Edwards	5000
Jeff Burton	5000
Matt Kenseth	5000
Clint Bowyer	5000



LEVITT/LAT

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We have an unrivalled selection of members events that run throughout the year. We are off to our private-booking of the *Nordschleife* this weekend – including driver training and high-speed laps with *Sabine Schmitz*. Next year we will be ice-driving inside the *Arctic Circle* and taking a trip to the *Monticello Motor Club* in *New York*.

Our members are a group of like-minded individuals that simply enjoy driving. Our *Supercar Sunday* breakfast events are also a great opportunity to meet fellow members, whilst admiring the cars over a coffee and bacon butty – take a look at the website *gallery* to see what you're missing.

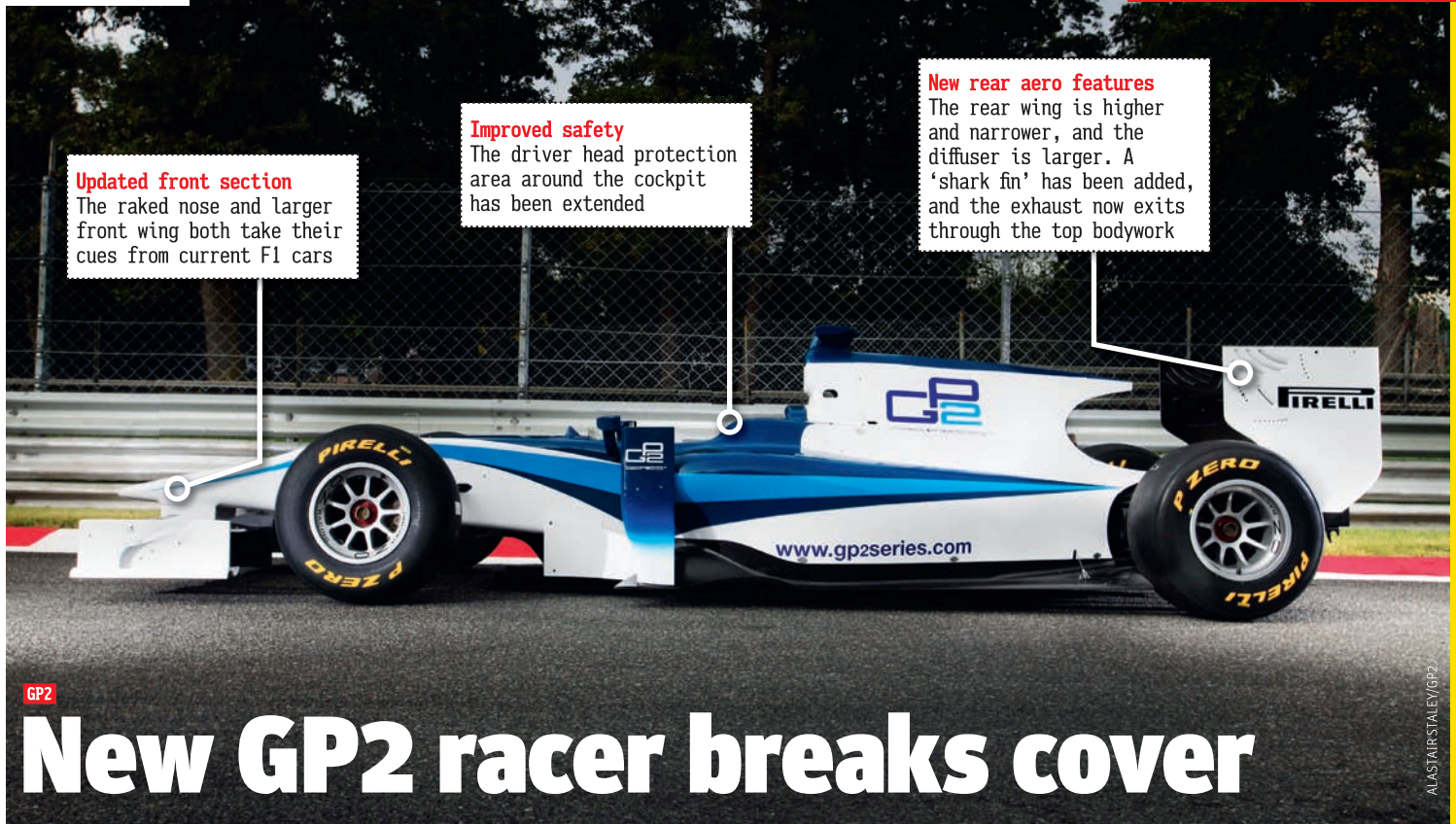
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GP2/11 car was unveiled at Monza race last week



Updated front section

The raked nose and larger front wing both take their cues from current F1 cars

Improved safety

The driver head protection area around the cockpit has been extended

New rear aero features

The rear wing is higher and narrower, and the diffuser is larger. A 'shark fin' has been added, and the exhaust now exits through the top bodywork

GP2

New GP2 racer breaks cover

ALASTAIR STALEY/GP2

First public appearance by third-generation machine set for use in GP2 Main and Asia Series from 2011

The third-generation GP2 car was revealed to the teams for the first time at Monza last week.

Designated GP2/11, the car was displayed at the Italian GP support meeting on Thursday evening before being packed off to Jerez for the next round of development testing, with former champion Giorgio Pantano at the wheel.

Although many components will be carried over from the current car, the series expects that the GP2/11 will require the teams to rethink their approach to set-up, partly because the new diffuser will produce downforce across a wider range of ride-heights than the current version.

Paul Jackson, team principal at iSport, said that he looked forward

to learning about the new car.

"There's a nice challenge there for everybody to get on top of the car," he told AUTOSPORT. "After three years everybody sort of levels out, and this gives you an opportunity to do something a bit different to everybody else and hopefully find an advantage. And there is enough similarity to the current car that it won't be a

completely strange thing to all of us. I think it's a good compromise."

The GP2/11 will make its debut in the 2010/11 Asia Series in Abu Dhabi later this year, with the current car set to be retired when the 2010 main series season ends at the same circuit in November.

 **P42 GP2 MONZA**

GP2

Safety boost for GP2

Four drivers have been injured in 2010



GP2 IS investigating measures aimed at reducing the likelihood of drivers suffering spinal injuries in accidents.

Four drivers – Josef Kral, Jules Bianchi, Ho-Pin Tung and Dani Clos – have suffered back injuries in GP2 accidents this year. Bianchi and Clos made rapid recoveries, while Tung attended Monza last weekend

but will not race until Abu Dhabi, and Kral could be out for the rest of the season. Work on a solution has been underway at Dallara for the past month, and GP2 technical director Didier Perrin told AUTOSPORT there were two options.

"We are making experimental seats that we want to test, and we are doing some research on the absorption matter that we could add to the seat in order to protect the driver," he said.

"The difficulty when you do that on an existing car is that the room available is very limited. But we consider that a very important problem and we are putting a lot of energy into it and expect to come to a solution very soon."

IN BRIEF

GROSJEAN SIGNS WITH GRAVITY

GP2 returnee Romain Grosjean has signed a deal with Renault F1 team co-owner Gerard Lopez's Gravity Sport Management company. The 24-year-old, who started seven grands prix with Renault last year before being dropped, described the partnership as an important step towards getting back into F1.

HARTLEY BACK FOR ABU DHABI

Brendon Hartley will remain with the Coloni team for the final round of the GP2 season in Abu Dhabi in November. The New Zealander, who was dropped by Red Bull's development programme two months ago, endured a difficult series debut at Monza last weekend. He was one of several drivers caught up in an accident in race one, and then retired with a broken exhaust in race two.



The Racing Car Show

BRUNDLE TO ATTEND ASI

BBC F1 pundit Martin Brundle is the latest top name to confirm his attendance at AUTOSPORT International in January.

"Most people think the motorsport season starts in March with the first F1 race, but for me it begins in January at AUTOSPORT International," Brundle said. "I'm looking forward to returning in 2011 to see the fans, my friends and colleagues and get the inside information on the coming season."

Tickets for the show, which will be held at the National Exhibition Centre in Birmingham, are on sale now. Doors are open to the public on January 15-16. For more information please log onto www.autosportinternational.com or call 0844 581 1370.



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Pau will play host to F3 cars in 2011

FORMULA 3

Pau street track to return in 2011

Iconic southern French street circuit to be revived after one-year hiatus for an F3 invitational event

The Pau Grand Prix will be revived as a Formula 3 invitation event in 2011 after a one-year break.

The promotion of the long-running street event, which can trace its roots back to 1901, has been taken over by Le Mans Series boss Patrick Peter, who ran the Grand Prix de Pau Historique in 2009. His target is to return the race to its single-seater roots and run an F3 event along the lines of the Zandvoort Masters.

Peter said: "I have taken over the event first of all because I was asked. It would have been difficult to say no, because in France, Pau is such an important race.

"The plan is for the main event to be an F3 'Masters' race that attracts the best drivers from around the world."

Peter explained that he was working with the organisers of the British F3 Championship and the

F3 Euroseries to ensure a quality grid for the event on May 21-22. He said he also hoped to attract up to five cars from Japanese F3.

British F3 promoter Stephane Ratel has welcomed Peter's move.

"We are organising our calendar to avoid a clash," he said. "It will be up to Patrick to convince our teams to come, but I wish him well."

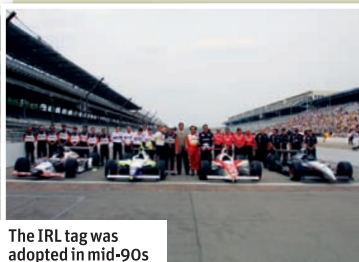
The French Signature squad, which has won the Pau F3 event seven times, has pledged its support to the event.

"I'm very happy it is coming back," said team owner Philippe Sinault. "and we will be there, 100 per cent."

Raikkonen Robertson Racing boss Anthony Hieatt was more sceptical about the event.

"Pau is great preparation for Macau," he said, "but it will be difficult for drivers to raise the budget for extra races in the middle of the season."

IN BRIEF



The IRL tag was adopted in mid-90s

INDYCAR AXES IRL TAG

The IndyCar Series has dropped the 'Indy Racing League' name. Series CEO Randy Bernard said: "IRL has had a negative connotation since the [American open-wheel] divorce, whereas IndyCar is known around the world. We're going back to our roots."

INDYCAR UPBEAT ABOUT EUROPE

IndyCar CEO Randy Bernard has described his trip to Europe as positive after he met with several manufacturers and Formula 1 teams to drum up interest in the series. "We wanted to invite as many manufacturers as possible to join, either with engines or aero kits," he said.

COLONI/LAUDA LINK

GP2 Series team Coloni has entered into a deal with Lauda Sport Management to handle its sponsorship affairs. The company is run by Lukas Lauda, son of Niki and brother of ex-GP2 and DTM racer Mathias.

BOARDMAN REVERTS TO S2000

British Touring Car Championship racer Tom Boardman will revert back to his S2000 engine at Donington Park this weekend after using a turbocharged TOCA unit in his Special Tuning UK SEAT at Knockhill.

ZHUHAI GRID TAKES SHAPE

Nineteen cars are so far confirmed for the Intercontinental Le Mans Cup finale at Zhuhai in China on November 7. A total entry in the high 20s is expected by the organiser, the Automobile Club de l'Ouest.

ITO JOINS ENGSTLER

Japanese driver Yoshihiro Ito will race Team Engstler's third BMW 320si at the Okayama WTCC round next month. He will be replaced by Masaki Kano for the season finale at Macau. Both tested at Oschersleben last week.

CAROL'S WTCC RETURN

Marc Carol will make his first WTCC appearance since 2005 at Valencia. He will drive a petrol-powered SEAT Leon as his prize for winning the 2009 Supercopa.

HK BADGE FOR JUDD ENGINE

The new Judd LMP2 engine is to be based on the four-litre BMW M3 V8. The engine has been branded the HK in memory of company employee Hiroyuki Kaneda, who died earlier this year.

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WRC

OGIER SETS UP FRENCH THRILLER

Sebastien Ogier's victory on Rally Japan means Sebastien Loeb will have to win the next round of the championship, the Rally of France, if he wants to take his seventh drivers' title in his home town of Haguenau. Citroen can collect a third straight manufacturers' crown on the event, which starts on September 30

WRC

Raikkonen linked to Monster/Mini

Former F1 world champion Raikkonen tipped to leave Citroen Junior Team after tough rookie WRC season

Kimi Raikkonen says he will probably stay in the World Rally Championship next season – but he could be in a Citroen, Ford or Mini.

The Finn had been expected to re-sign with Red Bull for another season in the Citroen Junior Team, but delays in getting his deal sorted have allowed time for the 2007 Formula 1 world champion to be contacted by other teams.

AUTOSPORT sources have

indicated that Raikkonen has received an offer to drive a Mini next season, while serious negotiations with the Monster Ford team are also looming.

Raikkonen said: "I don't have anything right now. But for sure, I like where I am now. The people are nice and the car is very good. But it depends on so many things. It's not just up to me. If I could, I would have chosen. It's not so simple.

"Okay, next year Ford and Citroen

will have new cars, it's difficult to know now which one will be better. I think they will be very close to each other. We'll see what happens, but [next year] will be probably rally [rather than F1]."

Raikkonen's manager, Steve Robertson, and Red Bull's motorsport chief, Thomas Uberall, admitted no deal had been done with the Finn for WRC 2011. It is known that Raikkonen's management has contacted the

Renault F1 team, also for '11.

AUTOSPORT's source said: "We're told there has been an approach from Mini in a deal linked with Red Bull, but the Monster side is really interesting for Kimi."

Monster is understandably interested in bagging arguably the two most globally recognised drivers in the WRC – with Raikkonen joining American internet rally sensation Ken Block if he does move from Citroen.



Raikkonen and Block could team up in '11

RAIKKONEN GETS IN A SPIN IN THE DOME...

Kimi Raikkonen's Rally Japan didn't get off to the best of starts, when he took a wheel off his C4 at shakedown



WRC

Mini test goes well

PRODRIVE IS delighted with the initial mileage undertaken by its new Mini Countryman WRC.

The car completed its first runs in Britain last week and is now testing on gravel in Portugal this week.

Prodrive's business development director Richard Taylor said: "The moment we fired the car up for the first time was

really exciting," he said. "Since then we did two days of installation running and everything went to plan. Our engineers did virtually all that driving, with Mads Ostberg doing about 10 kilometres or something like that. We're very pleased with the way it's going, but we realise there's a very long way to go."

WRC

Drivers angry over Japan crash decision

DRIVERS IN the World Rally Championship have reacted angrily to the Rally Japan organiser's response to Khalid Al Qassimi's crash on last week's event.

The Abu Dhabi driver crashed a mile into the first gravel stage of the event. His Focus came to rest on its side, but both Al Qassimi and co-driver Michael Orr were trapped in the car. The First Intervention Vehicle was deployed to assist Al Qassimi from its usual position in the stage as more drivers were starting at competitive speed.

Production Car runners Hayden Paddon

and Toshi Arai both came across the FIV – a road-going 4x4. Paddon said: "We were up around 200km/h or something like that, we came through a fast corner and this guy was in the middle of the road doing about 20km/h. I couldn't believe my eyes. We went up the bank and just about got past him. We could have written our car off or even worse."

Al Qassimi had been standing at the side of the road to slow cars down and was forced to jump clear as Paddon almost hit him while avoiding the FIV.

Arai's co-driver

Daniel Barritt said: "You never expect to find a non-competing car in the road – there was a miscommunication that put lives at risk."

Rally Japan clerk of the course Dimar

Krivtsov said: "Rather than stop the stage, we decided to neutralise it and send the crews in at non-competitive speed. This point didn't get across to the [officials] at the start."



Qassimi's crash caused organisational backlash

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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DESCENDING in the lift in the hotel in Sapporo, nothing prepares you for what's coming. The doors ping, slide open and you're confronted by 100-plus Japanese rally fans peering in.

On the first morning, I rode alone and the disappointment was writ large on their faces on my arrival in the lobby. On Saturday, I happened to be sharing the lift with Mikko Hirvonen. The doors slid back and the place went berserk.

And that's just the start of it. Sunday morning, just before six and the locals are queueing to get in and set up camp.

And we're not coming back here next year.

I see the argument that a sponsorless Rally Japan is a hard sell to the WRC promoter and the lack of a car manufacturer doesn't help. But this is a world championship and we need to be in Asia. China is the bigger picture, but Japan's a fabulous stop-gap.

The only downside was the chronic failure to control the situation surrounding Khalid Al Qassimi's stage-three crash. The message was sent from Rally Control to tell crews to drive non-competitively. That that message didn't get conveyed is an outrage. Hayden Paddon happened upon an organiser's vehicle while flat out, just a minute after officials had cleared him to start. Fortunately, nobody was seriously injured or worse.

I desperately want Japan to return to the WRC, but lessons have to be learned from what happened last Friday.



IN BRIEF



CITROEN JUNIORS FINED

The Citroen Junior Team has been fined £4956 for exceeding the number of permitted test sessions in a season. The team ran their 15 days in eight sessions rather than the six the regulations permit.

ANDERSSON TEAM OUT

RUFA Sport, the team running P-G Andersson in the Super 2000 WRC, has been excluded from the series for failing to take the start of last week's Rally Japan. The S-WRC regulations state each team must start every nominated event. RUFA was looking for replacement drivers for the rest of the season after Andersson had run out of budget. The Swede will not be punished.

LEGENDS FOR MOROCCO

Inaugural world rally champion Bjorn Waldegaard will contest next month's Rallye du Maroc at the wheel of Jean-Pierre Nicolas's own Peugeot 504. Michele Mouton will also tackle the historic event in a Porsche 911.

SCOTLAND STUFF

The Rally of Scotland organisers have announced under-15s will be allowed into all spectating areas for free on the October 15-17 event. Marshals are still needed for the Perth-based IRC round, which was launched at Gleneagles yesterday (Wednesday). Anybody able to help out should log onto the website at rallyofscotland.com.

FISHER JOINS JRM

Alastair Fisher will join the JRM team for the final round of the British Rally Championship, next Saturday's International Rally Yorkshire, to drive the firm's all-new, national-specification Mitsubishi Lancer Evo X.

RBF AT RALLYDAY

The Richard Burns Foundation will bring a superb collection of the 2001 world champion's cars to Rallyday at Castle Combe this weekend. Burns's Peugeotts (205, 309 and 206 WRC) and Subarus (Gp N and A Legacies and Impreza WRC) will be driven by Guy Wilks and Stig Blomqvist.



WRC

New WRC Academy praised



FORD TEAM principal Malcolm Wilson has described the World Rally Championship Academy as the biggest opportunity ever for young drivers looking to break into the sport at the highest level.

The Academy was announced at last week's meeting of the World Motor Sport Council. Although official details remain sketchy, AUTOSPORT's sources indicate the series will include six European rounds of next year's WRC – and will replace the Junior WRC. Wilson's M-Sport firm is tipped to supply Fiesta R2s for the one-make series, which will be for drivers aged 25 and under.

"This will be the most cost-effective way for a young driver to make a name for themselves in the WRC," said Wilson. "This would be the most positive step ever for aspiring drivers and I have to say it would be incredibly exciting if we were fortunate enough to be involved."

BIG NUMBER



The number of times Sebastien Ogier has contested Rally Japan – and the number of times he's won it



ITALIAN GP

Monza

ROUND 14/19

LAPS 53

WINNER

Fernando Alonso
1h16m24.572s

POLE POSITION

Fernando Alonso
1m21.962s

FASTEST LAP

Fernando Alonso
1m24.139s

RACE RATING

★★★★★

Not an all-out thriller, but tense and usually close

DRIVERS STANDINGS

Webber	187pts
Hamilton	182pts
Alonso	166pts

MILESTONE

- Ferrari's first pole position since 2008 Brazilian GP
- First time in 12 months that there has not been a Red Bull on front row



BUTTON CAN'T PREVENT ALONSO'S FERRARI RAPTURE

Jenson Button drove a beautiful race, but his McLaren just wasn't fast enough to stay ahead of Fernando Alonso, who provided Ferrari with an emotional home win. By MARK HUGHES



QUALIFYING

Alonso gives Ferrari its first pole in 22 months with quick-enough 'banker' lap

➤ The dilemmas of Monza qualifying are many. In this f-duct era, the choice of downforce level could be added to the difficult calls to be made in the timing and duration of the runs – and all of these choices proved to be crucial in this grid's formation.

As expected, the long Monza straights showed the Red Bull RB6 in its least-flattering light, and the pole contest was strictly between Ferrari and McLaren. Ferrari's Monza package was based around a simple lower-downforce iteration of its usual f-duct rear wing – and it endowed the F10 with a potent combination of straight-line speed and still reasonable downforce. The team had two such wings from which to choose and selected the lower-downforce version. McLaren, on the other hand, had developed its first non-f-duct wing of the year as its low-downforce option, as well as a Monza version of the f-duct wing, with significantly more downforce courtesy of perhaps the biggest wing section ever seen at Monza. Lewis Hamilton preferred the former, Jenson Button the latter.

Over a lap, the differences between Ferrari, McLaren (low downforce) and McLaren (high downforce) were negligible. The two teams filled the top four positions in both Q1 and Q2, and all hung on the preparations and qualities of the laps in Q3. Getting even the option tyres up to temperature in time for the first flying lap was tricky for the Ferraris, Felipe Massa especially. Two-lap runs were therefore on their radar, but getting two of these squeezed into Q3 was marginal. Alonso was better able to get the tyres up to temperature, and decided on two conventional single-lap runs. The first of these was a mildly aggressive banker lap. It turned out to be the pole, Ferrari's first since 2008. A second, harder run saw the Ferrari a little too high over the kerbs, a little too far into the Astroturf around the Lesmos.

As Alonso waited anxiously to see if anyone would eclipse his earlier benchmark, Button was setting a purple middle-sector time – the high-downforce set-up allowing him to be supremely quick through the Lesmos – but in the end the lap fell short by just over a tenth, still good for the front row, as both Massa and Hamilton had encountered snags. At 204mph, Button was 9mph slower than Hamilton at the end of the pit straight, 8mph down on the Ferraris, but reckoning to be in good shape for tyre usage in the race.

Massa had planned to do a single multi-lap run into Q3, just as he'd done in Q2. But to his surprise the grip began to fade on the second lap of the first run – and there was just enough time to abandon it, pit, have a new set of options fitted and switch to a



Presidente di Montezemolo says 'bravo' to Alonso



Hamilton, fifth, lacked downforce

single-lap second run. It was all a bit scrappy and it left him third.

Hamilton went into the final crucial run looking to pick up a tow, but instead got too close to Mark Webber, the McLaren in the Red Bull's choppy wake, this contributing to a bit of a moment at the Roggia chicane and a wash-out at Parabolica. It meant he failed to improve on his first run, leaving him a disappointed fifth. In general his full-attack style was proving difficult to reconcile with the car's low-downforce set-up.

Webber did a supreme job to go fourth, having lost a lot of track time in practice to a water leak and an airbox fire. He came into qualifying with no experience of the soft option tyre and relying on much of Sebastian Vettel's set-up information. He trailed Seb slightly in the first two sessions, but was quicker on both Q3 runs. "That was a fantastic lap," said team boss

Christian Horner of Webber's last run. Vettel was a couple of tenths and two places behind, concerned that he'd lost pace since the morning practice session. Analysis suggested the f-ducted Red Bull – probably draggier than most cars – was highly sensitive to changes in ambient temperature.

No matter which wing set-up, the Mercedes was over 1s off the ultimate pace and it was all Nico Rosberg could do to get it through to the run-off, where he did a good, controlled aggressive lap to go seventh. Michael Schumacher failed to graduate to Q3, 12th fastest. Both Williams made it through, with Nico Hulkenberg just shading Rubens Barrichello in eighth and 10th, Nico delighting in the balance of the car's low-downforce package, Rubens feeling that he hadn't quite finessed the set-up for the different

temperatures of the afternoon.

Renault's Robert Kubica, nesting back in ninth, would have been seventh had he not abandoned his first Q3 lap, pitting so that he would have time to do two timed laps, neither of which turned out to be as good in the first two sectors as the lap he'd abandoned. The car was not as competitive in top speed as at Spa, the team opting to run its cut-down f-duct wing with significant wing angle.

Force India ran without f-ducts, hoping to capitalise on the car's low drag, but the results were disappointing, the car only sixth fastest at the end of the longest straight – and without the downforce to compensate. Adrian Sutil just missed out on the run-off and lined up 11th, though Tonio Liuzzi was back in the nether regions after his car lost drive in Q1. The high-drag Saubers and the Toro Rossos completed the lower Q2 part of the grid, along with Vitay Petrov's Renault, penalised a further five places for baulking Timo Glock. Jarno Trulli's Lotus was quickest of the new-team cars, though still over 1s away from making it to Q2.

➔ **P40 RESULTS**
ALL THE STATS
FROM A ROYAL PARK





Ferraris block the road as Button flees

DUNBAR/LAT



RACE CONDITIONS

Perfect Monza-in-September conditions - especially after the traditional Spa showers - with track temperature in the 34-36 degree range.

“That was the fastest pitstop I’ve had in my whole career,” said Fernando Alonso of the crucial moment. “I had not even put it into first gear and it was done.” And what a time to deliver it: the pitstop that won Ferrari the Italian Grand Prix, that slipped Alonso into the lead in the fastest car in the park. From there the race was won, just a routine 16 laps in front of the 85,000 crowd, small by Italian GP standards, but no less fanatical than ever.

Imagine the tension: Jenson Button has pitted from the lead the previous lap, your man has pitted in response, making a great in-lap, handing the whole thing over to you. The win is in now your hands. With the onlooking tifosi now looking to you to make their day, their year, it would take only one tiny weak link, anything less than perfection, to let everyone down. So the car and its hot brakes arrive, Alonso placing it

perfectly on its mark – and you do your stuff as if in a dream. Afterwards you can barely even recall it, like you’d had the force guiding you. But it was perfect, 3.4 seconds, 0.3s faster than McLaren’s boys had turned their man around.

By rights, Alonso’s crew should never have had to face such pressure. They’d had to do so only because of the perfection of Button’s drive in a McLaren that was definitely a little slower than the Ferrari on the day. Fernando always felt there was going to be an overtaking opportunity: the McLaren was slow in a straight line courtesy of that high-downforce wing, the Ferrari not only fast there but also far from embarrassed through the turns despite its low-downforce set-up. All Alonso had to do, he thought, was keep the pressure on, and a gap would appear. “But it never happened,” he explained, “because Jenson drove superbly. He made not a single mistake for the whole lap in every lap. He did a fantastic drive.”

With the difference in straight-line speed – 10km/h through the trap at the end of the pit straight – Button knew he had to maximise his corner advantage every time. Once clear of the first-chicane argy-bargy, he was in head-down mission mode, focused totally on

his task, nothing else allowed. For the first 16 laps the team heard nothing from him over the radio as he gave every fibre of his being to the job in hand. So brilliantly did he do this that gradually Alonso began to think that actually second place, on a day when Lewis Hamilton had crashed out and Mark Webber was way back, would probably constitute a good day’s work.

After all, a few seconds after the start Alonso had been pessimistic about his chances of even finishing. “The first 10 seconds of the race were quite stressful and negative,”

he said. “We had two touches with other cars within two metres in the first corner, so at that moment I was thinking something was damaged.” His getaway had been okay, he felt, but Button’s was better. As soon as he sensed this, Alonso swerved hard right towards the McLaren, trying in vain to intimidate Button, who pushed through to claim the inside line for the Rettifilo chicane. Felipe Massa in the other Ferrari was partly alongside them, Hamilton just behind. Yet again the Red Bulls had been slow away, and not only had Hamilton comfortably ▶



Hamilton, Monza. Crash. Again

ETHERINGTON/LAT



Slow-starting Webber battles past Schuey



Post-stop Hulkenberg, Webber, Kubica scrap



Vettel finally pits – one lap from finish

DRIVER BY DRIVER by Edd Straw

1  **9/10**
Rating

JENSON BUTTON
McLaren-Mercedes MP4-25-03
Start: 2nd. Finish: 2nd
QUALIFIED SECOND on high-downforce set-up. Passed Alonso into the first corner but couldn't pull away. His stop was 0.8s longer than Alonso's a lap later, and he couldn't find a way past the Ferrari as it emerged from the pits.

2  **4/10**
Rating

LEWIS HAMILTON
McLaren-Mercedes MP4-25-04
Start: 5th. DNF
ADMITTED THAT low-downforce trim was a mistake. Took fourth off the line, but made his first costly error of the year by leaving his nose inside Massa at the second chicane. Contact meant the McLaren's suspension was broken.

3  **6/10**
Rating

MICHAEL SCHUMACHER
Mercedes MGP W01-02
Start: 12th. Finish: 9th
FAILED TO make Q3 for fourth race in succession. Climbed to eighth on the first lap, but was soon re-passed by Webber. Held position to the end, finishing a lonely ninth after leaking time to the group ahead throughout the race.

4  **8/10**
Rating

NICO ROSBERG
Mercedes MGP W01-04
Start: 7th. Finish: 5th
HAD 0.3sec over team-mate Schumacher throughout the weekend and jumped to fourth on lap one. Ran fifth late on after slipping behind Vettel, and lapped traffic meant he would not be able to jump back ahead of the Red Bull when it pitted.

5  **7/10**
Rating

SEBASTIAN VETTEL
Red Bull-Renault RB6-5
Start: 6th. Finish: 4th
RAN SEVENTH on lap one, then binding brakes on lap 20 allowed Webber to pass him. A marathon stint on option tyres put him up to fourth. Had the pace to pull out enough of a gap to pit at the end of the penultimate lap without losing a place.

6  **8/10**
Rating

MARK WEBBER
Red Bull-Renault RB6-3
Start: 4th. Finish: 6th
DROPPED TO eighth on lap one, but passed Schumacher and the slowing Vettel. Squeezed ahead of Kubica just after stop, but spent 13 laps behind Hulkenberg, eventually passing him on the run to the second chicane.

◀ out-accelerated him, but Webber was also mugged down the inside by Nico Rosberg's Mercedes.

As this was unfolding, the nose of Alonso's Ferrari made contact with the rear endplate of Button's car mid-corner, bouncing Fernando into Massa, on his outside. It was frantic stuff and gave Button a bit of breathing space, allowing him to be far enough clear into one of his key areas of vulnerability: the braking zone for the Roggia chicane. The two Ferraris had gone side-by-side around Curva Grande, Alonso marginally ahead, and as they approached the second chicane Massa was on the inside but behind. Hamilton sensed an opportunity and perhaps rashly seized it.

Lewis has been acutely aware since before the preceding Belgian Grand Prix of just what golden opportunities these two races represented. Victory in each of them was his target, given that their long straights suit the McLaren in a way that subsequent venues might not. His first blow to making it a double had been his compromised qualifying lap, but it seemed that even from fifth on the grid, victory was still the plan. No time to hang around, every half-chance needed to be seized early, before they got away up front. And what Hamilton sensed was, at best, only a half-chance.

Even as he committed to going down Massa's inside it was plain it wasn't going to work; with Alonso to Massa's right, there simply wasn't room. The Ferrari came over on him, they touched, and the McLaren's right-front track rod was snapped. Lewis didn't notice the wheel flapping around and pushed on out of the corner. As he tried to turn right for Lesmo 1, the car ran straight on into the gravel trap – and the tifosi rose in a rowdy cheer as they watched on the big screens.

Scratch from the race one title contender. Another of them – Webber – was not having a great

time either. As Rosberg had barrelled down his inside into Turn 1, so he was fending off team-mate Sebastian Vettel to his outside. He got into the turn ahead of him, but his compromised line made him slow out of the corner and Robert Kubica's Renault accelerated past too, to be followed by Nico Hulkenberg's Williams and Vettel as they raced up to the second chicane. As Webber got out of shape trying to defend through there, so Michael Schumacher's Mercedes blew past on the exit. From fourth down to ninth, this was almost as bad as his Valencia opening lap.

There were some clues in these early laps that the Ferrari was

“WEBBER PUT A COMMITTED MOVE DOWN THE INSIDE OF SCHUMACHER INTO THE FIRST CHICANE, MICHAEL COMING BACK AT HIM BEFORE CURVA GRANDE”

actually significantly faster than the McLaren on this day. A couple of times Massa got out of shape and dropped back quite some distance behind the two leaders, yet each time, even before the lap was out, he was right back on their tails. Alonso and Massa could surely be lapping significantly faster, if only they could find a way by Button. “I was surprised at how well they were able to hang on through the corners,” said Jensen, in reference to what he knew about their respective downforce levels. The Ferrari low-wing package was very effective.

On the fifth lap Webber, put a committed move down the inside of Schumacher into the first chicane, Michael coming back at him between there and the Curva Grande but not able to get alongside into the second chicane. Next in Webber's sights: Vettel. Soon enough the two Red Bulls were in close line astern, but for the time being it was stalemate.

Button was hoping his high-

downforce package might enable him to conserve the tyres better than the Ferraris but, as the laps were ticked off, so it became very clear that the F10 was treating its soft-compound rubber just fine. On the 10th lap Alonso was closer than ever to the back of the McLaren as they entered Parabolica, the key spot to the preparation of any overtaking move into the first chicane. Pushing hard to stay within reach of the McLaren's rear, Alonso got briefly very sideways, the momentum was lost and Button was given temporary respite. “It was mentally very taxing,” he admitted afterwards, “because he was always there. I didn't always know exactly how close – and so

I was looking at the screens around the track to see where he was at various points.”

In response to Alonso's moment, Button tried making a break for it, stepping up the pace significantly on the 11th lap. Could the Ferrari match that – or would that be asking too much of tyres unprotected by as much downforce as the McLaren? The answer to that came quickly enough – Alonso matched that benchmark two laps later and then bettered it on the 14th lap as he charged back up to the McLaren's tail. Massa was less consistent, but generally able to stay with the pace that Button was holding Alonso to. On lap 19 Felipe was forced to take to the escape apron of the first chicane, this dropping him back to almost 3s behind Alonso, but within a couple of laps he was right with them again, emphasising the Ferrari's latent pace. Button might be doing everything perfectly, but all it was going to take was one breath of clean air, and Alonso was surely through. That said, he was frequently seen keeping the Ferrari out of the slipstream, pulling to the side to keep some cooler air to the radiators.

By the 22nd lap they were

approaching the backmarkers, another possible opportunity for Alonso, but Button kept his cool over the next few laps, dealt with them perfectly. Alonso was pushing like hell through the corners, determined to keep the pressure coming – but all it did was give him the odd moment, very sideways through Lesmo 1 on one occasion, frequently out of shape in Parabolica. Button resisted all Alonso threw at him; the strategic game was becoming the key to the whole outcome.

The pre-race thinking for most teams had been a first stint of 15-20 laps, after which the hard tyre was expected to be faster and would easily last the remaining 33-38 laps. But despite a track temperature of 38-deg C in the unseasonal brilliant sunshine, the Bridgestone softs were holding up just fine. Despite all that heat soak from the heaviest braking zone of the season (into the first chicane) and from super-high wheel-rotation rates at 200mph-plus, they were only gradually losing grip. New hard tyres would be faster – but with the complication that they would take more than a lap to become so. So coming in before your opponent was not necessarily advantageous positionally.

The challenges this presented to McLaren and Ferrari in their battle were quite different. For McLaren, with the slower car, Button was vulnerable whether he stopped the lap before or the lap after. Only if they stopped together would Alonso not be able to use the one lap of clear air to leapfrog ahead – and Ferrari was not about to do that. So for McLaren it became a case of judging only when the new, hard tyre might be faster than the worn soft – and then hoping for the best. A stop further down the field triggered the decision. On lap 33 Kubica had pitted from fifth place in an attempt to leapfrog Rosberg. The Renault had been doing 1m26.3s before the stop and, on its ▶

7  **8/10**
Rating

FELIPE MASSA
Ferrari F10-284
Start: 3rd. Finish: 3rd
PLAYED ROLE as Alonso's rear-gunner well, although lacked Button-beating turn of speed. Gave Alonso the space he needed at first chicane, and innocently put Hamilton out at second chicane. Never close enough to challenge Button.

8  **10/10**
Rating

FERNANDO ALONSO
Ferrari F10-285
Start: 1st. Finish: 1st
FEROCIOUSLY QUICK without looking like he was trying, but lost the lead into the first corner after Button got off to a flier. Shadowed the Briton relentlessly, then capitalised on a brisk pitstop one lap after the McLaren to emerge just ahead.

9  **7/10**
Rating

RUBENS BARRICHELLO
Williams-Cosworth FW32-04
Start: 10th. Finish: 10th
TIPPED HIS hat to young team-mate Hulkenberg after qualifying, admitting that he couldn't match his pace. Slipped to 11th on lap one. Ran four laps longer than Buemi before pitting, which allowed him to jump the Swiss for the final point.

10  **8/10**
Rating

NICO HULKENBERG
Williams-Cosworth FW32-01
Start: 8th. Finish: 7th
COMFORTABLY HAD the legs of Barrichello all weekend. Sixth on first lap and held position through the stops by jumping Kubica, despite slipping behind non-stop Vettel. Escaped penalty for straightlining chicanes, but couldn't hold off Webber.

11  **6/10**
Rating

ROBERT KUBICA
Renault R30-03
Start: 9th. Finish: 8th
MADE UP for his Renault's modest pace with inspired first lap to run fifth. Opted to pit early, but slow stop allowed Hulkenberg to slip past at first chicane and the resulting loss of momentum gave Webber the opportunity to demote him to eighth.

12  **5/10**
Rating

VITALY PETROV
Renault R30-04
Start: 20th. Finish: 13th
STRUGGLED WITH brake lock-up problems, and had five-place grid penalty for impeding Glock's Virgin in Q1. Climbed to 15th on lap one and stayed out on option tyres until four laps remained; it wasn't enough to get him in the points.

◀ first flying lap on the hards, did a 1m25.7s, including a purple sector time. The following lap McLaren brought Button in.

Down the pitlane he came as Alonso let rip out on the track, the McLaren locking up slightly as it came to rest just past its marks. The crew turned him round with a good, solid stop, and he was on his way with no drama. But as soon as he got out there, he was concerned. The new tyres were shuddering under lateral load: “When they do that you know the tyre isn’t working, that it’s not coming up to temperature,” explained Button. “I just didn’t have the grip.”

Meantime, Alonso – knowing

“ALONSO PEELED INTO THE PITS, HITTING HIS MARKS PERFECTLY, THE TRIGGER FOR HIS CREW TO MAKE THAT SUPER-SLICK WHEEL CHANGE”

that this was the critical lap – was pushing to the maximum, and was a full 0.6s faster than when he’d been following the McLaren. Then he too peeled into the pits, hitting his marks perfectly, the trigger for his crew to make that super-slick wheel change. The Ferrari accelerated onto the track with the McLaren behind but bearing down much faster. By the time they got to the braking zone for the chicane they were almost side-by-side, but Alonso had the line. Button switched to the other side, trying to get a better exit, and Alonso almost dropped the whole thing mid-corner, sliding wildly and forcing Button to take evasive action. A brief moment of raw brawling after 30-odd laps of stalking, and it was done – Alonso now had it won.

Although the TV-screen stop figures said the Ferrari stop was 0.8s faster than the McLaren one, these are manually taken – and didn’t tally with either McLaren’s or Ferrari’s figures. The consensus was

that the Ferrari was stationary for 0.3s less. But in terms of the total time spent in the pitlane the Ferrari was 0.8s ahead – that lock-up of Button’s as he stopped, and possibly a slightly-less-aggressive brake down to the speed-limit line, accounted for the rest. Combine that with Alonso’s in-lap pace and Button’s struggle for grip on the out-lap, and it was enough.

After the moment had played out Button was on the radio – “Just wondering why we choose to pit before them?” – his tone calm but pointed. He remained dubious afterwards about whether that choice had cost him the race. But it’s difficult to see how else it could

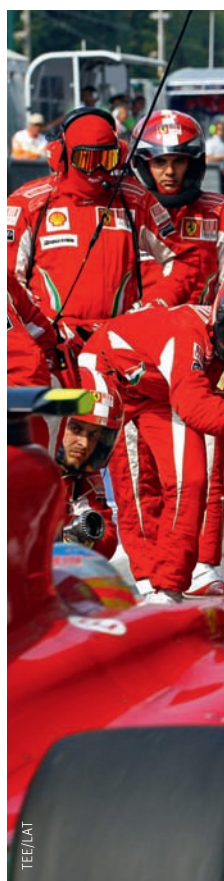
have played out, regardless of whether he stopped before or after. “When Jenson pitted, I was relieved,” said Alonso, “because we were at that moment thinking about

whether we should pit.” Ferrari had noted the same Kubica lap as McLaren. As Button had peeled off, the decision was made for Ferrari. Furthermore, had McLaren waited for Alonso to stop and then stayed out, Button would have been bundled down to third by Massa. It was a conundrum without a solution for McLaren – because of the Ferrari’s 0.5s or so pace advantage.

Massa stayed out for a further two laps. In clear air he was quick, but not *that* quick. Alonso’s in-lap pace suggested the Ferrari could have been doing a 1m24.8s on a flying lap at this point, but Massa did only a 1m25.3s. His actual in-lap was 0.3s slower than Alonso’s had been. He pulled up about a metre past his marks, the crew had to shift everything up, and this caused a slight delay on the front-right. He got out still behind Button. With hindsight the team realised it should have left him out, that the car’s pace even on the worn softs might have



A rare shot of two HRTs still running



Button justifiably pleased with his drive

DRIVER BY DRIVER by Edd Straw

14  **6/10**
Rating

ADRIAN SUTIL
Force India-Merc VJM03-03
Start: 11th. Finish: 16th
DISAPPOINTED TO miss Q3 by 0.5s at a track where Force India had hoped to be in contention for the top six. Forced into gravel on opening lap, he pitted for prime tyres at the end of the second lap. Lost further time with stop for new nose.

15  **6/10**
Rating

VITANTONIO LIUZZI
Force India-Merc VJM03-01
Start: 19th. Finish: 12th
ENGINE PROBLEM in FP3 restricted running. It recurred in qualifying, leaving him among new teams on grid. Passed Alguersuari early in race. Couldn’t get past either Buemi or Barrichello and was agonising 2s from points.

16  **8/10**
Rating

SEBASTIEN BUEMI
Toro Rosso-Ferrari STR5-02
Start: 14th. Finish: 11th
TORO ROSSO had ultra-low downforce, so car was prodigiously fast on straights. Climbed to 10th on first lap. Unfortunately, Barrichello pitted four laps later than him and had built up enough of a gap to rejoin ahead of the Swiss.

17  **5/10**
Rating

JAIME ALGUERSUARI
Toro Rosso-Ferrari STR-03
Start: 15th. Finish: 15th
HAD AN eventful free practice, running through the gravel several times. Endured a difficult race, running 13th before being passed by Liuzzi. A drive-through penalty for straight-lining a chicane ended any tenuous hopes of points.

18  **8/10**
Rating

JARNO TRULLI
Lotus-Cosworth T127-04
Start: 17th. DNF
VETERAN ITALIAN led Lotus one-two among new teams in qualifying and was waltzing to ‘class victory’ in race when he suffered gearbox failure. Should have seen it coming given his traditional lack of good fortune in his home race.

19  **7/10**
Rating

HEIKKI KOVALAINEN
Lotus-Cosworth T127-01
Start: 18th. Finish: 18th
LACKED THE final tenth or two to outqualify Trulli, then lost out to both Virgin on first lap. Jumped di Grassi in pitstops and pressured Glock to the finish. Complained of not having the straight-line speed to challenge, but paid price for his poor start.



Alonso: does it get better than winning for Ferrari in Italy?



Perfect stop was key to win for the Spaniard

been better than Button's on the new hards. Would it have worked? Possibly not. His 1m25.38 on worn softs compares to the 1m25.08 Button was able to do once his hards had reached temperature, but the big gap back to fourth meant there would have been no risk in trying.

That was because the Red Bulls had been bottled up. On the 20th lap Webber had been somewhat startled to have Vettel apparently lift off ahead of him and allow him by on the run down to Parabolica! But it wasn't Seb suddenly becoming all charitable, nor was it a team-orders conspiracy. Although Vettel was screaming, "engine problem, I'm losing power", it turned out it was a briefly binding brake. "Our data shows a sudden spike in brake pressure at that point," explained Christian Horner, "and it looks like maybe the calliper grabbed after he whacked the kerb." It lost him 3s before the problem suddenly righted itself. That put Webber up to seventh, now on Hulkenberg's tail, Kubica and Rosberg just ahead. There were potentially places to be made up by Webber here, but it was probably going to have to be at the stops.

Kubica made that influential stop on lap 33, but there was a delay with the right-front that cost the Renault 2s.

Rosberg and Webber were in two laps later, Hulkenberg the lap after that. Rosberg got out still just ahead of Hulkenberg, Kubica and Webber. Kubica's delay had lost him not only the opportunity of finally getting past Rosberg, but had cost him a position to the Williams too – and it was about to get worse, because as he got sideways out of the first chicane upon rejoining, so Webber was able to get better traction and the Renault and Red Bull went through Curva Grande side by side, Webber ducking to the outside for the second chicane and cleanly taking the place.

The next target for Webber was Hulkenberg. But that was to prove a difficult task. Time after time Webber would slipstream him down the pit straight, but he never had quite enough straight-line speed to pull it off. Then Hulkenberg took to the escape apron as he overcooked the entry, holding the Red Bull at bay, rejoining still in front. Had he gained an advantage by leaving the track? It's arguable that if he hadn't taken the apron he'd have spun or at least lost sufficient momentum for Webber to pass. It then happened a second time – and a third. Webber was getting angry now but, after confirmation that there would be no help from officialdom, he did the job himself. With three laps to go, he repeated his Kubica move, getting better traction from the first chicane, sitting it out wheel-to-wheel and going around the outside into the Roggia chicane.

Meanwhile Vettel – originally expecting to stop on lap 14/15 – had yet to make his tyre change! Circulating in clear air in fourth place, his softs were still allowing him to set a decent pace, though the car felt a little floaty by now. There was a chance to leapfrog Kubica, Hulkenberg – and possibly team-mate Webber too! Red Bull had allowed the circumstances and traffic spaces to dictate the respective strategies of each, and this was just how it was playing out. Vettel pounded around and pitted on the penultimate lap. Fortuitously for him, Rosberg encountered backmarkers at just this time, losing the Mercedes and the following Webber a full 2s. It was enough to allow Vettel back out without losing his fourth place – helped by a Red Bull pitstop that was even faster than Alonso's had been.

After a race so full of pressure, it seemed only fitting when the *tifosi* invaded the track to release it all. A very special day for them. 🏆

20  **7/10**
Rating

SAKON YAMAMOTO
HRT-Cosworth F110-03
Start: 23rd. Finish: 19th
DID WELL to keep di Grassi's Virgin in sight early on and survived running over an engineer when released from the pits. Di Grassi's late retirement meant that Yamamoto wasn't classified last in a GP he has finished for first time since 2007.

21  **5/10**
Rating

BRUNO SENNA
HRT-Cosworth F110-02
Start: 22nd. DNF
LOST TIME with fuel-system problems on Friday, managing a grand total of 11 laps, but still outqualified Yamamoto. Didn't last long in the race, retiring from last place at the second Lesmo after 11 laps. A frustrating weekend for the Brazilian.

22  **5/10**
Rating

PEDRO DE LA ROSA
Sauber-Ferrari C29.03
Start: 16th. Finish: 14th
EVEN THE Spaniard's set-up skills couldn't make the Sauber a contender at a circuit where it knew it would struggle. Climbed to 12th on the opening lap. Didn't have the speed to get in the mix for points and slipped behind Liuzzi and Petrov.

23  **6/10**
Rating

KAMUI KOBAYASHI
Sauber-Ferrari C29.01
Start: 13th (pits). DNF
WAS HAPPIER with the grip level on offer in qualifying than he had been on Friday. Very confident of another top-10 finish, but a gearbox glitch forced him to start from the pits. Didn't make it round the first lap before the problem put him out.

24  **7/10**
Rating

TIMO GLOCK
Virgin-Cosworth VR-01-03
Start: 24th. Finish: 17th
DISAPPOINTED TO qualify behind the Lotuses, and even more disappointed to start last as diff change required gearbox to be opened. Passed five cars on lap one, then took ailing Trulli on lap 36 to take new-team 'class win'.

25  **6/10**
Rating

LUCAS DI GRASSI
Virgin-Cosworth VR-01-04
Start: 21st. Finish: 20th
QUALIFIED FRACTION off team-mate Glock and passed Kovalainen at the start. Slipped behind the Finn on lap five. Suspension problem late on forced him to retire, although he was still classified as had covered 90 per cent distance.

Drawing board



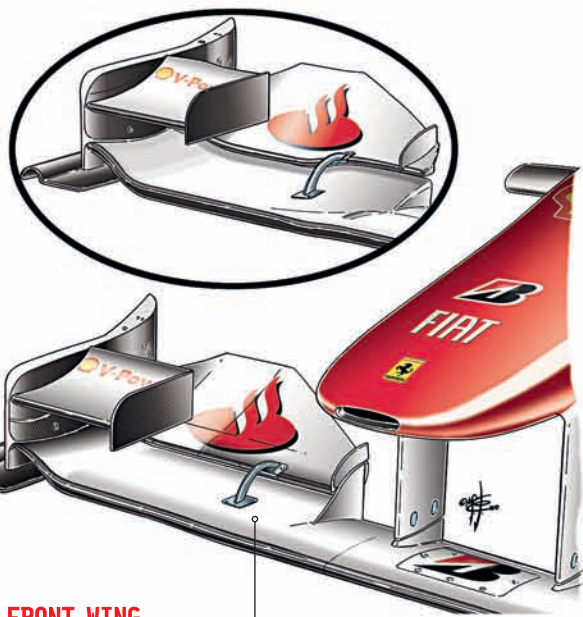
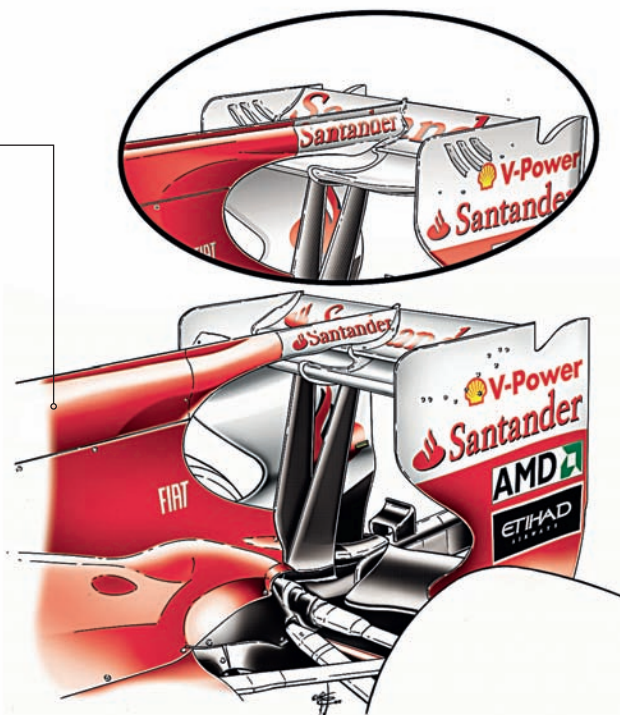
Gary Anderson, Mark Hughes and Giorgio Piola unravel some of the key technical upgrades that appeared on the cars at Monza

FERRARI REAR WING

→ Ferrari chose the lower-downforce version (main picture) of two f-ducted wings brought to Monza with smaller f-duct channels (1), no endplate gills (2), a slimmer endplate section (3) and smaller main plane (4).

GARY ANDERSON: Ferrari's low-downforce rear-wing set-up comprises a main plane and a flap. Where the f-duct feeds into the rear flap its size has been reduced, mainly because it will not require the same volume of airflow to alter the drag level of the much smaller wing assembly. Getting the f-duct to work efficiently on a small-section

wing like this is more difficult than on a larger, higher-downforce wing as this style of wing is produced to maximise efficiency as opposed to overall downforce. It will also be a little more difficult and possibly more inconsistent to re-instate the wing's performance when the driver requires it. Because the rear wing is not working as hard as normally the gills in the endplates have been omitted; these gills help the efficiency of the rear-wing assembly but with reduced differential air pressure across the endplates Ferrari has decided they are not worth the complication.



FERRARI FRONT WING

→ Ferrari's Monza front wing was an all-new design, not just a low-downforce version of the conventional wing, as on most other cars.

GARY ANDERSON: The endplates consist of a vertical turning vane and because the outer intersection of the wing main plane is raised and the wing flap angle itself is relatively shallow, air flow separation on the inner surface of the endplate is not a problem, so the endplate does not require the slot gaps seen on other cars. The flap itself has had

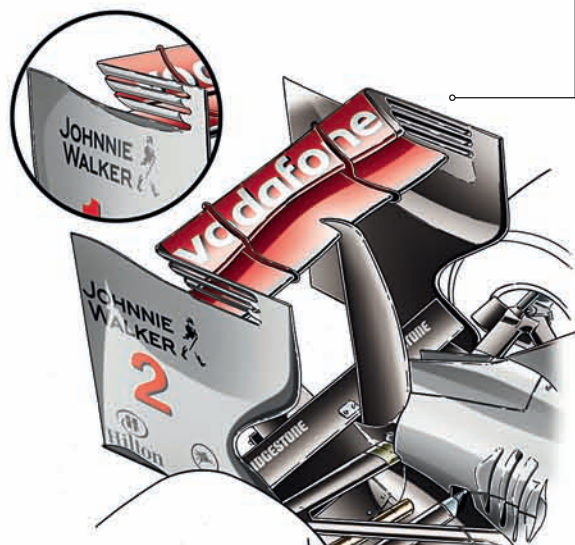
the trailing edge profile optimised to produce vortices at the required places to help re-energise the airflow going to the leading edge of the underfloor. The leading edge of both the main plane and the flap will have been re-aligned to optimise the airflow for this reduced overall downforce and the small vertical fin on the inner edge of the flap will double-up as a mounting position for the flap and reduce any transverse airflow between the flap area and the mandatory FIA central wing section.

MCLAREN REAR WING

→ McLaren's low-downforce Monza wing was the first non-f-ducted wing used on the car all year. It used the endplates of the '09 wing (inset).

GARY ANDERSON: With all the variables that a current F1 team has at its disposal, getting the ultimate lap time from a given car specification is never black and white. McLaren ran two very different configurations at Monza. Lewis Hamilton opted for the standard

Monza low-downforce, low-drag spec and his top speed was in the region of 345km/h, while Jenson Button went for a higher-downforce set-up and used the f-duct to reduce the drag of this assembly but still was well down on top speed at 330km/h. On a clear lap both these options would give more or less the same lap time. Button's set-up would get the tyres working earlier and it would also reduce their degradation.

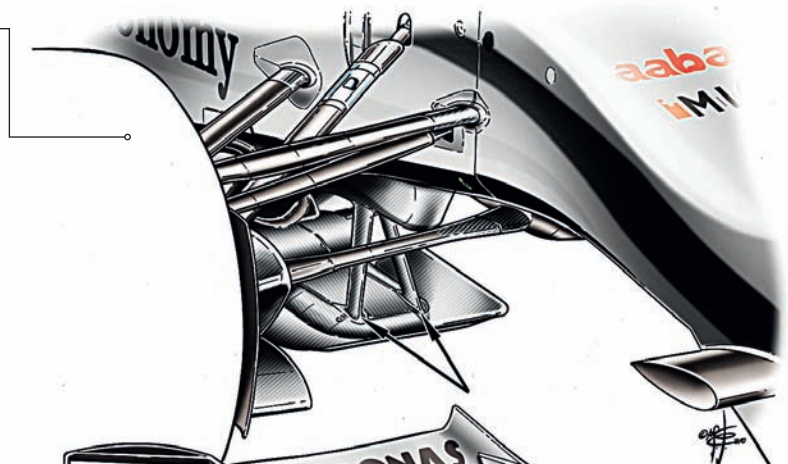


MERCEDES 'TEA TRAY'

➔ The leading edge of the Mercedes floor – the 'tea tray' – was stiffened by twin pillars as a reaction to the revised FIA load test for this race.

GARY ANDERSON: With the new FIA tea tray/underfloor leading edge tests teams have had to either stiffen the floor assembly to remove any potential twisting or create a structure that will absorb the forces created in the test. Mercedes has gone the simple route of replacing the single stay that was on the centre line of the car in line with the old test to a

more robust twin stay. Any form of structure in this area will create a blockage and affect the airflow coming off the front wing, meaning that the wing itself will not work as efficiently. In addition, the underfloor will not be getting as good airflow as it potentially could. However to get through the FIA tests a compromise needed to be found. I am sure that at future races, when the performance from the front wing is a lot more critical than it is at Monza, we will see further developments in this area.

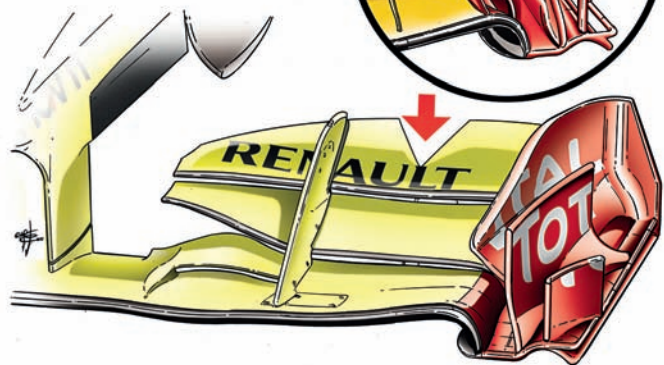


RENAULT FRONT WING

➔ Renault appeared with quite an innovative Monza front-wing configuration that did more than simply reduce drag. The endplate was simpler than the complex standard item (inset).

GARY ANDERSON: For Monza everyone has to find the best way of reducing the drag of the car. This also means an overall downforce reduction, but it's possible to come up with a front-wing configuration that alters the air flow and actually means the car produces more rear downforce without any drag penalty. It's not easy to do but then

Formula 1 isn't supposed to be easy. Because of the air spillage from the upper to lower surface this 'V' section cut-out on the front-wing flap of the Renault will generate a strong Vortex. If this is trained on the correct part of the leading edge of the underfloor it will introduce high energy airflow into an area that may have had a problem with stagnant flow, and this will allow the diffuser to work this area harder, creating more downforce without the drag penalty that comes with running higher rear-wing levels.

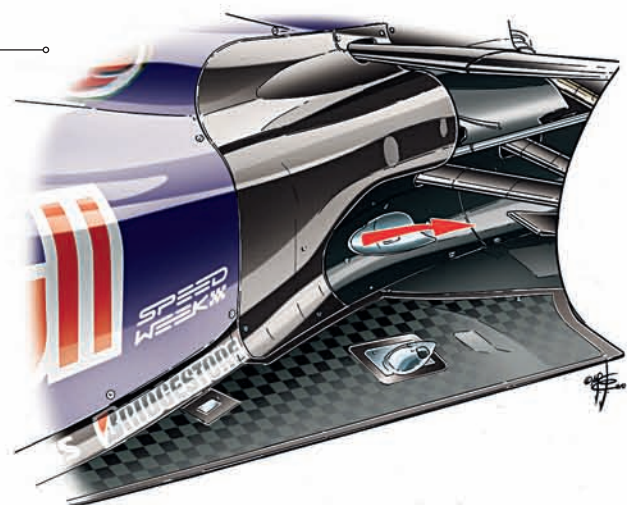


TORO ROSSO F-DUCT AND BLOWN FLOOR

➔ Toro Rosso gave both its blown floor and f-duct rear wing their debut at Monza, trying both on Sebastien Buemi's car on Friday. It retained the blown floor but not the f-duct for qualifying and the race.

GARY ANDERSON: The blown floor is a very neat solution with the exhaust tail-pipe exit coming through the sculptured lower bodywork transition between the floor's upper surface and the sidepod inner surface. This exhaust flow will help speed up the airflow that is going through the channel between the inside of the rear tyre and outer vertical wall of

the diffuser, reducing the amount of airflow that would normally leak under the sides of the floor in front of the rear tyre. The re-energising of the airflow in this area allows the diffuser to create more downforce, especially under braking when, because of the weight transfer created by braking forces in excess of 5g, the rear of the car is at an increased ride height. By moving the exhaust outlet to this low position it also offers better and more consistent airflow to the underside of the upper rear wing, allowing this component to work closer to its critical level.



ITALIAN GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	BUTTON	1m23.693s
2	VETTEL	1m23.790s
3	HAMILTON	1m23.967s
4	KUBICA	1m24.120s
5	ROSBERG	1m24.129s
6	WEBBER	1m24.446s
7	LIUZZI	1m24.512s
8	ALONSO	1m24.543s
9	MASSA	1m24.648s
10	SCHUMACHER	1m24.756s
11	HULKENBERG	1m24.841s
12	DI RESTA	1m24.923s
13	PETROV	1m25.292s
14	BUEMI	1m25.318s
15	DE LA ROSA	1m25.320s
16	KOBAYASHI	1m25.334s
17	ALGUERSUARI	1m25.987s
18	GLOCK	1m26.772s
19	TRULLI	1m26.898s
20	DI GRASSI	1m26.956s
21	KOVALAINEN	1m27.374s
22	SENNA	1m28.256s
23	BARRICHELLO	1m28.516s
24	YAMAMOTO	1m29.870s

Weather: dry

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	VETTEL	1m22.839s
2	ALONSO	1m22.915s
3	MASSA	1m23.061s
4	HAMILTON	1m23.154s
5	BUTTON	1m23.210s
6	WEBBER	1m23.415s
7	BARRICHELLO	1m23.708s
8	KUBICA	1m23.709s
9	HULKENBERG	1m23.852s
10	ROSBERG	1m23.857s
11	SUTIL	1m24.181s
12	LIUZZI	1m24.380s
13	PETROV	1m24.407s
14	SCHUMACHER	1m24.448s
15	BUEMI	1m24.517s
16	DE LA ROSA	1m24.547s
17	KOBAYASHI	1m24.785s
18	ALGUERSUARI	1m25.106s
19	TRULLI	1m26.204s
20	KOVALAINEN	1m26.306s
21	DI GRASSI	1m26.631s
22	GLOCK	1m26.676s
23	YAMAMOTO	1m29.498s
24	SENNA	no time

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	HAMILTON	1m22.498s
2	VETTEL	1m22.545s
3	ALONSO	1m22.644s
4	MASSA	1m22.648s
5	BUTTON	1m22.724s
6	ROSBERG	1m22.946s
7	WEBBER	1m23.082s
8	HULKENBERG	1m23.129s
9	KUBICA	1m23.209s
10	SUTIL	1m23.303s
11	BARRICHELLO	1m23.450s
12	BUEMI	1m23.673s
13	SCHUMACHER	1m23.896s
14	KOBAYASHI	1m23.908s
15	ALGUERSUARI	1m23.909s
16	PETROV	1m23.967s
17	DE LA ROSA	1m24.191s
18	LIUZZI	1m24.439s
19	TRULLI	1m25.788s
20	KOVALAINEN	1m25.925s
21	GLOCK	1m26.434s
22	DI GRASSI	1m26.682s
23	SENNA	1m27.471s
24	YAMAMOTO	1m28.730s

Weather: dry



THE GRID

1 ALONSO FERRARI 1m21.962s soft	2 BUTTON McLAREN 1m22.084s soft
3 MASSA FERRARI 1m22.293s soft	4 WEBBER RED BULL 1m22.433s soft
5 HAMILTON McLAREN 1m22.623s soft	6 VETTEL RED BULL 1m22.675s soft
7 ROSBERG MERCEDES 1m23.027s soft	8 HULKENBERG WILLIAMS 1m23.037s soft
9 KUBICA RENAULT 1m23.039s soft	10 BARRICHELLO WILLIAMS 1m23.328s soft
11 SUTIL FORCE INDIA 1m23.199s soft	12 SCHUMACHER MERCEDES 1m23.388s soft
13 KOBAYASHI SAUBER 1m23.659s** hard	14 BUEMI TORO ROSSO 1m23.681s soft
15 ALGUERSUARI TORO ROSSO 1m23.919s hard	16 DE LA ROSA SAUBER 1m24.044s soft
17 TRULLI LOTUS 1m25.540s soft	18 KOVALAINEN LOTUS 1m25.742s soft
19 LIUZZI FORCE INDIA 1m25.774s soft	20 PETROV RENAULT 1m23.819s* hard
21 DI GRASSI VIRGIN 1m25.974s soft	22 SENNA HRT 1m26.847s soft
23 YAMAMOTO HRT 1m27.020s soft	24 GLOCK VIRGIN 1m25.934s* soft

* 5-place grid penalty
** started from pitlane

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ALONSO	1m22.646s	1m22.297s	1m21.962s
2	BUTTON	1m23.085s	1m22.354s	1m22.084s
3	MASSA	1m22.421s	1m22.610s	1m22.293s
4	WEBBER	1m23.431s	1m22.706s	1m22.433s
5	HAMILTON	1m22.830s	1m22.394s	1m22.623s
6	VETTEL	1m23.235s	1m22.701s	1m22.675s
7	ROSBERG	1m23.529s	1m23.055s	1m23.027s
8	HULKENBERG	1m23.516s	1m22.989s	1m23.037s
9	KUBICA	1m23.234s	1m22.880s	1m23.039s
10	BARRICHELLO	1m23.695s	1m23.142s	1m23.328s
11	SUTIL	1m23.493s	1m23.199s	-
12	SCHUMACHER	1m23.840s	1m23.388s	-
13	KOBAYASHI	1m24.273s	1m23.659s	-
14	BUEMI	1m23.744s	1m23.681s	-
15	PETROV	1m24.086s	1m23.819s	-
16	ALGUERSUARI	1m24.083s	1m23.919s	-
17	DE LA ROSA	1m24.442s	1m24.044s	-
18	TRULLI	1m25.540s	-	-
19	KOVALAINEN	1m25.742s	-	-
20	LIUZZI	1m25.774s	-	-
21	GLOCK	1m25.934s	-	-
22	DI GRASSI	1m25.974s	-	-
23	SENNA	1m26.847s	-	-
24	YAMAMOTO	1m27.020s	-	-

Weather: dry

QUALIFYING

Head to head		
BUTTON	5	9 HAMILTON
SCHUMACHER	3	11 ROSBERG
VETTEL	7	7 WEBBER
MASSA	4	10 ALONSO
BARRICHELLO	9	5 HULKENBERG
KUBICA	13	1 PETROV
SUTIL	12	2 LIUZZI
BUEMI	11	3 ALGUERSUARI
TRULLI	7	7 KOVALAINEN
CHANDHOK/YAMAMOTO	4	10 SENNA/YAMAMOTO
DE LA ROSA	7	7 KOBAYASHI
GLOCK	13	1 DI GRASSI

HOW DO F1'S BEST STACK UP AGAINST THE REST?

VISIT  TO FIND OUT

castroldriverrankings.com

THE RACE: 53 LAPS, 190.592 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PSTOP	FASTEST STOP	TYRE CHOICE		
								S1	S2	S3
1	ALONSO	Ferrari	53	1h16m24.572s	1m24.139s	1	22.154s	Soft	Hard	
2	BUTTON	McLaren-Mercedes	53	+2.938s	1m24.598s	1	22.955s	Soft	Hard	
3	MASSA	Ferrari	53	+4.223s	1m24.575s	1	22.749s	Soft	Hard	
4	VETTEL	Red Bull-Renault	53	+8.193s	1m24.493s	1	21.558s	Soft	Hard	
5	ROSBERG	Mercedes	53	+29.942s	1m24.491s	1	22.207s	Soft	Hard	
6	WEBBER	Red Bull-Renault	53	+31.276s	1m24.278s	1	22.078s	Soft	Hard	
7	HULKENBERG	Williams-Cosworth	53	+32.812s	1m24.576s	1	22.748s	Soft	Hard	
8	KUBICA	Renault	53	+34.028s	1m24.560s	1	23.907s	Soft	Hard	
9	SCHUMACHER	Mercedes	53	+44.948s	1m24.947s	1	22.558s	Soft	Hard	
10	BARRICHELLO	Williams-Cosworth	53	+1m04.213s	1m25.239s	1	22.559s	Soft	Hard	
11	BUEMI	Toro Rosso-Ferrari	53	+1m05.056s	1m25.224s	1	23.232s	Soft	Hard	
12	LIUZZI	Force India-Mercedes	53	+1m06.106s	1m25.102s	1	22.443s	Soft	Hard	
13	PETROV	Renault	53	+1m18.919s	1m24.644s	1	22.881s	Hard	Soft	
14	DE LA ROSA	Sauber-Ferrari	52	-1 lap	1m26.325s	1	22.568s	Soft	Hard	
15	ALGUERSUARI	Toro Rosso-Ferrari	52	-1 lap	1m25.472s	2	23.702s	Hard	Soft	Soft
16	SUTTL	Force India-Mercedes	52	-1 lap	1m24.937s	2	22.980s	Soft	Hard	Soft
17	GLOCK	Virgin-Cosworth	51	-2 laps	1m27.765s	1	22.965s	Soft	Hard	
18	KOVALAINEN	Lotus-Cosworth	51	-2 laps	1m27.822s	1	23.507s	Soft	Hard	
19	DI GRASSI	Virgin-Cosworth	51	-2 laps	1m28.171s	1	24.061s	Soft	Hard	
20	YAMAMOTO	HRT-Cosworth	51	-2 laps	1m28.875s	1	23.645s	Soft	Hard	
21	TRULLI	Lotus-Cosworth	46	gearbox	1m29.017s	1	23.787s	Soft	Hard	
R	SENNA	HRT-Cosworth	11	hydraulics	1m30.880s	0	-	Soft	DNF	
R	HAMILTON	McLaren-Mercedes	0	accident	-	0	-	Soft	DNF	
R	KOBAYASHI	Sauber-Ferrari	0	gearbox	-	0	-	Hard	DNF	

Weather: dry. Fastest lap: Fernando Alonso 1m24.139s (154.018mph) on lap 52.
Lap leaders: 1-36 Button; 37 Alonso; 38 Massa; 39-53 Alonso.

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CDN	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE
1	WEBBER	187	8th	9th	2nd	8th	1st	1st	3rd	5th	ret	1st	6th	1st	2nd	6th					
2	HAMILTON	182	3rd	6th	6th	2nd	14th	5th	1st	1st	2nd	2nd	4th	ret	1st	ret					
3	ALONSO	166	1st	4th	13th	4th	2nd	6th	8th	3rd	8th	14th	1st	2nd	ret	1st					
4	BUTTON	165	7th	1st	8th	1st	5th	ret	2nd	2nd	3rd	4th	5th	8th	ret	2nd					
5	VETTEL	163	4th	ret	1st	6th	3rd	2nd	ret	4th	1st	7th	2nd	3rd	15th	4th					
6	MASSA	124	2nd	3rd	7th	9th	6th	4th	7th	15th	11th	15th	2nd	4th	4th	3rd					
7	ROSBERG	112	5th	5th	3rd	3rd	13th	7th	5th	6th	10th	3rd	8th	ret	6th	5th					
8	KUBICA	108	11th	2nd	4th	5th	8th	3rd	6th	7th	5th	ret	7th	ret	3rd	8th					
9	SCHUMACHER	46	6th	10th	ret	10th	4th	12th	4th	11th	15th	9th	9th	11th	7th	9th					
10	SUTTL	45	12th	ret	5th	11th	7th	8th	9th	10th	6th	8th	17th	ret	5th	16th					
11	BARRICHELLO	31	10th	8th	12th	12th	9th	ret	14th	14th	4th	5th	12th	10th	ret	10th					
12	KOBAYASHI	21	ret	ret	ret	ret	12th	ret	10th	ret	7th	6th	11th	9th	8th	ret					
13	PETROV	19	ret	ret	ret	7th	11th	13th	15th	17th	14th	13th	10th	5th	9th	13th					
14	HULKENBERG	16	14th	ret	10th	15th	16th	ret	17th	13th	ret	10th	13th	6th	14th	7th					
15	LIUZZI	13	9th	7th	ret	ret	15th	9th	13th	9th	16th	11th	16th	13th	10th	12th					
16	BUEMI	7	16th	ret	11th	ret	ret	10th	16th	8th	9th	12th	ret	12th	12th	11th					
17	DE LA ROSA	6	ret	12th	ns	ret	ret	ret	11th	ret	12th	ret	14th	7th	11th	14th					
18	ALGUERSUARI	3	13th	11th	9th	13th	10th	11th	12th	12th	13th	ret	15th	ret	13th	15th					
19	KOVALAINEN	0	15th	13th	nc	14th	ns	ret	ret	ret	ret	17th	ret	14th	16th	18th					
20	CHANDHOK	0	ret	14th	15th	17th	ret	14th	20th	18th	18th	19th	-	-	-	-					
21	DI GRASSI	0	ret	ret	14th	ret	19th	ret	19th	19th	17th	ret	ret	18th	17th	19th					
22	TRULLI	0	17th	ns	17th	ret	17th	15th	ret	ret	21st	16th	ret	15th	19th	ret					
23	SENNA	0	ret	ret	16th	16th	ret	ret	ret	ret	20th	-	19th	17th	ret	ret					
24	GLOCK	0	ret	ret	ret	ns	18th	ret	18th	ret	19th	18th	18th	16th	18th	17th					
25	YAMAMOTO	0	-	-	-	-	-	-	-	-	-	20th	ret	19th	20th	20th					



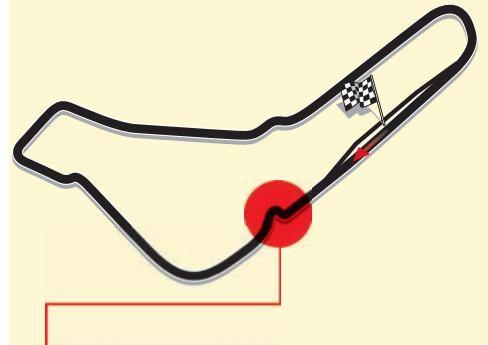
SEASON SO FAR - Points and positions

POS	TEAM	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CAN	EU	GB	D	H	B	I	SGP	J	KOR	BR	UAE
1	RED BULL	350	16	2	43	12	40	43	15	22	25	31	23	40	18	20					
2	McLAREN	347	21	33	12	43	10	10	43	43	33	30	22	3	25	18					
3	FERRARI	290	43	27	6	14	26	20	10	15	4	0	43	30	12	40					
4	MERCEDES	158	18	11	15	16	12	6	22	8	1	17	6	0	14	12					
5	RENAULT	127	0	18	12	16	4	15	8	6	10	0	7	10	17	4					
6	FORCE INDIA	58	2	6	10	0	6	6	2	3	8	4	0	0	11	0					
7	WILLIAMS	47	1	4	1	0	2	0	0	0	12	11	0	9	0	7					
8	SAUBER	27	0	0	0	0	0	0	1	0	6	8	0	8	4	0					
9	TORO ROSSO	10	0	0	2	0	1	1	0	4	2	0	0	0	0	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	0					
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

TRACKSIDE VIEW



Mark Hughes
Grand prix editor



It's been a few years since the sun and Monza were on such good terms at grand prix time. Friday afternoon is an extension of summer and the Rettifilo chicane is a line of grey amid a riot of glorious colour, the tree tops a jagged line of green against cloudless blue. The cars are released from just a few hundred metres away and as they approach, sunlight glints off polished paint and carbon. There's movement in the stands and between each passing engine, there's whistling and cheering amid the banner waving. The lightest of breezes softens the sun's sting. Cars wearing skinny wings skitter their way down the 210mph path between the trees of the park before the biggest brake of the season - down to 53mph for the chicane, with minimal support from the aero making the whole sequence a supreme challenge of co-ordination and manipulation. It's all about getting that speed off just late enough, getting that front end

“Between passing cars there's whistling, cheering and waving”

to load up at just the right rate as you turn in, coming progressively off the brakes up to the first apex. The cars look cumbersome here though, inconvenienced by this punctuation in their glorious uncaged, run-fast freedom. While lots of guys are locking up on the first lap in anger, running wide or across the escape areas, Jenson Button is perfect, inner front wheel only just rotating as he's at the first apex, a small wisp of rubber-smoke trailing discreetly. He's got much more exhaust overlap dialled into the blown diffuser this weekend, the Merc's engine now just as harsh as Hamilton's on over-run. Vitaly Petrov moves to out-brake Bruno Senna, misjudges it and has to run straight on through the escape route, a raised hand of apology to Senna as he cuts across his bows to do so. The start of one long, hot, beautiful session - another day chasing perfection.



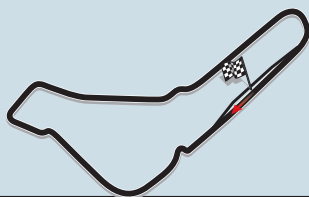
MONZA

Italy

September 10-12

GP2

Round 9/10



AT A GLANCE

- Race 1 **Sam Bird**
- Race 2 **Christian Vietoris**
- Pole position **Jules Bianchi**
- Fastest laps **Bird x 2**



Maldonado lets fly with the title champs

Hot Bird chased by 23 blokes



GLEN DUNBAR/GP2

Britain's Sam Bird grabbed the glory with his maiden GP2 win, as Pastor Maldonado made heavy weather of clinching the title

Bird leads scrapping Bianchi and d'Ambrosio

There seemed to be two entirely different events going on at Monza last weekend. On the one hand, you had the majority of a field of GP2 drivers striving for a good result in the races – Sam Bird was the star in that respect, taking his maiden win and following that with

another podium. On the other, you had the two title protagonists trying to make their mark in a critical weekend in the championship battle. The two groups never actually met, so we'll have to deal with them separately. Pastor Maldonado finally sealed the championship, following 2009 winner Nico

Hulkenberg's example in doing so with a round to spare. But after a largely stellar season, it was entirely in keeping with the Venezuelan's pre-2010 erratic reputation that he achieved glory on a weekend during which he completed precisely seven racing laps – one of which was behind the safety car.

Dani Clos also getting caught in the mess. At the restart, Maldonado's disregard for the cautious approach was made clear when he launched himself over the back of Romain Grosjean at the first corner, triggering a number of other accidents around him. He was initially able to continue after landing, albeit with a damaged car.

in one piece. He didn't, and Maldonado took his exit as the cue to retire his own car shortly afterwards.

Maldonado's Sunday race was even shorter – but in championship terms, so was Perez's. The Addax driver needed a win and fastest lap, with Maldonado scoring zero points, to keep the championship alive going into the final round, but his slim chances of achieving that from the rear of the grid were sunk when he went off at Parabolica on the second lap. He rejoined having lost a lot of time, but not before triggering an accordion effect behind him that Maldonado swerved to avoid, only to spear across the run-off and into the tyres. But with Perez out of contention, the Rapax man was shuttled back to the pits as the 2010 series champion.

QUALIFYING

Maldonado gets into a spin

➤ **Pastor Maldonado was the biggest influence in qualifying, though not in the manner he'd hoped for. The Rapax driver's spin with six minutes remaining brought out red flags that made it difficult for everyone else to improve their times, but for one team this was a good thing: Jules Bianchi claimed pole ahead of Sam Bird for an all-ART Grand Prix front row. Jerome d'Ambrosio's resurgence continued with a strong third, while title hopeful Sergio Perez could manage no better than seventh, just one place ahead of his runaway rival Maldonado.**

With a 27-point buffer to rival Sergio Perez prior to the weekend, Maldonado could have put the crown beyond reach simply by finishing ahead of the Mexican on Saturday. The pair tantalisingly started side by side on the fourth row, and Maldonado got ahead on the run to the first corner. He stayed there during a brief safety-car period caused by Luca Filippi running into the back of Giedo van der Garde at the second chicane, with

RACE RATING

★★★★★

Some good racing but it got a bit messy at times, especially in the championship fight

“It’s a really long time since I won a race”

Sam Bird is not exaggerating: July 27 2007, British F3 at Spa to be precise

REPORT GP2 MONZA



Mark Glendenning reports

Conversely, many of the people who were divorced from the title hunt were driving quite well, starting with the ART pairing of Jules Bianchi and Sam Bird. Bianchi headed an all-ART front row, but Bird jumped him at the start and the Briton coasted to a comfortable, and long-overdue, first series victory.

Bianchi’s second place was equally commendable, particularly considering that the Frenchman had been expected to face a lengthy spell of rehabilitation after suffering a back injury at the Hungaroring just five weeks earlier. Bianchi had no answer for Bird’s race pace, but he had enough in hand to remain clear of iSport’s

Oliver Turvey in third.

The front end of the field had been decimated in the early laps. Grosjean survived Maldonado’s turn 1 assault but was knocked into Alvaro Parente, dropping both to the back of the field, while Jerome d’Ambrosio tagged Bianchi amid the confusion. The incident also caused havoc further back and left Marcus Ericsson, Luiz Razia and debutant Brendon Hartley watching from the sidelines.

That created opportunities for some of the midfielders, and also allowed the Trident Racing duo of Adrian Zaugg and guesting Auto GP racer Edoardo Piscopo to vault into points contention by



Vietoris returns to Herr Reversed-Grid form

ANDREW FERRARO/GP2

opting to stop late.

In the final stages it was Christian Vietoris, d’Ambrosio, Fabio Leimer, Zaugg and Piscopo in the minor points positions, but a hydraulic failure on Leimer’s

car ended the Ocean rookie’s hopes of points a few laps from the end and promoted his English team-mate Max Chilton to eighth and onto reversed-grid pole for Sunday.

The sprint race was decided mostly by an extraordinary start from fifth by Vietoris, who jinked between d’Ambrosio and Zaugg, and around Piscopo and Chilton, to take the lead. The German endured almost race-long pressure from d’Ambrosio, and relief only came on the final lap when the DAMS driver had to switch his focus to the marauding Bird just behind him, allowing Racing Engineering driver Vietoris to edge away for the win.

In a mostly-proessional

affair Bianchi, unable to match Bird for pace, finished a lonely fourth, leaving Chilton to take an admirable fifth in the face of constant attention from Turvey.

An awful weekend for Rodolfo Gonzalez, which began with the Venezuelan crashing while warming his tyres on Saturday’s installation lap, ended on Sunday with him slinging himself into the back of van der Garde, while Piscopo was eliminated when he moved across into Davide Valsecchi – for which the GP2 Asia champion was unnecessarily issued with a drive-through penalty. ❌

THE INSIDE LINE

Rapax shoves the cork back into the bottle



Rapax wanted the title for Pastor Maldonado. Really wanted it. So much so that when the celebrations kicked off on Saturday afternoon, the team seemed unaware that Maldonado hadn’t actually secured the championship yet.

The party began with an

overexuberant celebration on the pitwall when Sergio Perez retired – for which the team was quietly reprimanded – and continued with backslaps in the pitlane, high-fiving, music and posing with Venezuelan flags in the garage. One problem: Perez was still in contention, even if only by the unlikely



Too soon! Rapax boss Andrea Bergamini

of permutations.

Rapax had to wait one more day for Maldonado to tick the final box, then timed its party right.

RESULTS

GP2 Series, Monza (I), September 10-12, round 9 of 10

GRID	DRIVER	TIME
1	Bianchi	1:30.269
2	Bird	1:30.311
3	d’Ambrosio	1:30.366
4	Turvey	1:30.468
5	Parente	1:30.474
6	Grosjean	1:30.542
7	Perez	1:30.555
8	Maldonado	1:30.675
9	Clos	1:30.682
10	Vietoris	1:30.687
11	Filippi	1:30.691
12	Valsecchi	1:30.714
13	Crestani	1:30.801
14	V.D. Garde	1:30.894
15	Razia	1:31.107
16	Pic	1:31.131
17	Zaugg	1:31.246
18	Leimer	1:31.255
19	Ericsson	1:31.372
20	Gonzalez	1:31.439
21	Herck	1:31.458
22	Hartley	1:31.601
23	Chilton	1:31.667
24	Piscopo	1:32.100

RACE 1 - 30 LAPS, 107.796 MILES				
POS	NAME	TEAM	TIME	GRID
1	Sam Bird (GB)	ART Grand Prix	49m27.229s	2
2	Jules Bianchi (F)	ART Grand Prix	+8.585s	1
3	Oliver Turvey (GB)	iSport International	+17.168s	4
4	Christian Vietoris (D)	Racing Engineering	+18.249s	10
5	Jerome d’Ambrosio (F)	DAMS	+19.361s	3
6	Adrian Zaugg (ZA)	Trident Racing	+21.189s	17
7	Edoardo Piscopo (I)	Trident Racing	+24.618s	24
8	Max Chilton (GB)	Ocean Racing Technology	+28.662s	23
9	Davide Valsecchi (I)	iSport International	+46.833s	12
10	Fabrizio Crestani (I)	DPR	+47.773s	13
11	Charles Pic (F)	Arden International	+50.494s	16
12	Alvaro Parente (P)	Scuderia Coloni	+59.930s	5
13	Romain Grosjean (F)	DAMS	-1 lap	6
R	Fabio Leimer (CH)	Ocean Racing Technology	23 laps-hydraulics	18
R	Pastor Maldonado (YV)	Rapax	7 laps-acc damage	8
R	Sergio Perez (MEX)	Barwa Addax Team	5 laps-accident	7
R	Michael Herck (RO)	DPR	5 laps-accident	21
R	Marcus Ericsson (S)	Super Nova Racing	3 laps-accident	19
R	Luiz Razia (BR)	Rapax	3 laps-accident	15
R	Brendon Hartley (NZ)	Scuderia Coloni	2 laps-accident	22
R	Dani Clos (E)	Racing Engineering	0 laps-accident	9
R	Luca Filippi (I)	Super Nova Racing	0 laps-accident	11
R	Giedo van der Garde (NL)	Barwa Addax Team	0 laps-accident	14
R	Rodolfo Gonzalez (YV)	Arden International	0 laps-accident	20

RACE 2 - 21 LAPS, 75.400 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Vietoris	32m28.733s	5	
2	d’Ambrosio	+1.048s	4	
3	Bird	+1.184s	8	
4	Bianchi	+6.789s	7	
5	Chilton	+9.485s	1	
6	Turvey	+9.917s	6	
7	Zaugg	+13.430s	3	
8	Pic	+15.627s	11	
9	Parente	+18.921s	12	
10	Razia	+21.568s	19	
11	Ericsson	+25.746s	18	
12	Clos	+28.111s	21	
13	Perez	+28.733s	16	
14	Filippi	+31.502s	22	
15	Crestani	+33.045s	10	
16	Valsecchi	+1m12.761s	9	
17	Grosjean	18 laps-acc damage	13	
R	Hartley	9 laps-exhaust	20	
R	van der Garde	5 laps-accident	23	
R	Herck	2 laps-engine	17	
R	Piscopo	2 laps-accident	2	
R	Gonzalez	1 lap-accident	24	
R	Maldonado	0 laps-accident	15	
R	Leimer	0 laps-hydraulics	14	

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Maldonado	87
2	Perez	60
3	Bianchi	52
4	Clos	43
5	Bird	42
6	van der Garde	39
7	Turvey	37
8	Vietoris	29
9	Pic	28
10	d’Ambrosio	21
POS	TEAM	PTS
1	Rapax	107
2	Barwa Addax	99
3	ART Grand Prix	94
4	Racing Engineering	72
5	iSport	58
6	Arden	32

KEY R=Retired.
Race 1 Winner’s average speed: 130.783mph. Fastest lap: Bird, 1m32.438s, 140.186mph.
Race 2 Winner’s average speed: 139.289mph. Fastest lap: Bird, 1m31.954s, 140.924mph.

MONZA VICTORY LIFTS ALONSO INTO TOP SIX

Spaniard's third win of the season gives him a best Castrol Rankings place



Fernando Alonso's win at the Italian Grand Prix at Monza moved him into the top six of the Castrol Rankings for the first time.

The Spaniard's third win of the 2010 season, in a race he started from pole position, saw him move up from ninth to sixth in the Castrol Rankings.

Second-placed Jenson Button boosted his score, but remained in seventh spot. Felipe Massa's third place gained him eight places as he climbed to 26th, while Red Bull's Sebastian Vettel kept his number one spot in the Castrol Rankings for a 25th consecutive week.

Expert performances

WRC Sebastien Loeb

World Rally Champion Sebastien Loeb (right) finished in fifth place on Rally Japan. The Frenchman dropped a place to third, behind Mark Webber, who finished sixth in the Italian GP



WRC Petter Solberg

Petter Solberg was the biggest climber in the Castrol Rankings top 100. The Norwegian finished second on Rally Japan and moved up 13 positions to 27th place

GP2 Sam Bird

British GP2 driver Sam Bird (right) won his first race of the series at Monza and gained 11 places to 73rd. Pastor Maldonado secured the GP2 title, but the Venezuelan remained in 78th spot



V8 Supercars Mark Skaife

V8 Supercar legend Mark Skaife won the Phillip Island 500 sharing a Triple 8 Holden with Craig Lowndes. He gained 322 places to 1,118th on his first start this year

Performer of the Month

Mark Webber was the Castrol EDGE Performer of the Month for August, but who will be the top-ranked driver in September? Visit the website to find out.

www.castroldriverrankings.com

CURRENT STANDINGS

1	◀	Sebastian Vettel		F1	22,833
2	▲	Mark Webber		F1	21,381
3	▼	Sébastien Loeb		WRC	21,000
4	◀	Lewis Hamilton		F1	20,058
5	◀	Jimmie Johnson		Sprint Cup, Grand Am	18,303
6	▲	Fernando Alonso		F1	17,363
7	◀	Jenson Button		F1	17,108
8	▼	Will Power		IndyCar	16,478
9	▼	Dario Franchitti		IndyCar, Grand Am	15,915
10	◀	Scott Dixon		IndyCar, Grand Am	14,277

DATA CORRECT AS OF 13 SEPTEMBER 2010

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POWERED BY

→ Race 1 winner **Gutierrez**→ Race 2 winner **Wickens**→ Pole position **Gutierrez**

★★★★★

Best races of the season,
with battling on every lap

Mexican waves off title with win

Gutierrez proved his class by battling from fifth to first

It was weirdly anti-climactic that Esteban Gutierrez should become the GP3 Series' inaugural champion after qualifying at Monza.

The two points on offer for taking pole position for the feature race were enough to put the Mexican beyond the reach of rival Robert Wickens, although the ART Grand Prix starlet promised that he would still approach the races as if he had everything to play for.

In fairness he delivered. For, while he added to his season tally of wins in Saturday's feature race, he needed to work a little harder than usual for his fifth victory of 2010.

Unlike Status GP driver Wickens, who soared from fifth to second off the line, Gutierrez didn't make the best of starts. As the field cycled through the first couple of laps he found himself stuck in fourth, behind Nico Muller, Wickens, and Roberto Merhi. Before long Rio Haryanto and Renger van der Zande joined the fray to make it a six-way battle for

the lead. Van der Zande should have been among it earlier, but a slow start prevented the Dutch driver from capitalising upon his first front-row start in GP3.

The Monza circuit appeared far more conducive to overtaking for the GP3 cars compared to their larger F1 and GP2 counterparts. Cars could remain close to one another on the corner exits, and positions among the lead group changed almost more frequently than anyone could keep up with.

Muller held the early advantage before succumbing to Wickens, only for both of them to be passed with the help of a forceful move from Haryanto on lap six of 16. Wickens, who'd briefly lost second to Muller, reclaimed the lead from Haryanto at the second chicane a lap later, while Gutierrez, having dropped as low as fifth, worked his way back up to second.

At this point the leading six were covered by just 2.1s, although their number was reduced when van der Zande's car suddenly slowed with an electrical problem



Champ Gutierrez leads Haryanto

and he was forced to retire, adding another chapter to a season that has been defined almost exclusively by wretched luck for a man who starred in British F3 last season.

The fighting lost some of its intensity in the second half of the race, and it gradually settled into a head-to-head between Wickens and Gutierrez – a matter that Gutierrez settled by ducking out of the Canadian's slipstream on the run to the first corner and taking the lead for the final time with three laps remaining. Haryanto hung on for third in his Manor Motorsport machine, ahead of Muller, Mirko Bortolotti, Merhi (who was complaining of a down-on-power

engine), Josef Newgarden and Nigel Melker.

There was a new twist to the plot in the lead-up to Sunday's sprint race. Dutchman Melker had already started from pole twice during the season, and had the unfortunate distinction of stalling on both occasions. Surely he wouldn't do it again?

Yes, he would. As the cars lined up at the end of the formation lap, Melker's waving arms signalled a problem. He managed to get going, but was relegated to the back of the grid for causing the start to be aborted, completing the least-desirable hat-trick of the season.

That left Newgarden alone on the front row, but he – and everyone around him – were defenceless against an extraordinary start by Wickens, who shot down the outside from sixth on the grid to lead into the first corner. Merhi settled into second ahead of Bortolotti, boxing Newgarden down to fourth.

While Wickens was dancing off into the distance, Gutierrez was signing off his successful championship campaign with an early retirement. Taken by surprise when

Merhi slowed in the middle of the Parabolica on lap five, Gutierrez leaned too hard on the brakes, lost the rear, and spun through 180 degrees to a stop in the middle of the corner.

Wickens was left largely unchallenged to win the final race of the season, while Addax driver Bortolotti and Jenzer man Muller passed Merhi to complete the podium.

Newgarden took fifth, with Miki Monras triumphing in an entertaining scrap with Daniel Morad, Leonardo Cordeiro and Oliver Oakes to take the final point.

● Mark Glendenning

RESULTS

Race 1 Esteban Gutierrez, 16 laps in 28m26.731s; 2 Robert Wickens, +0.995s; 3 Rio Haryanto; 4 Nico Muller; 5 Mirko Bortolotti; 6 Roberto Merhi; 7 Josef Newgarden; 8 Nigel Melker; 9 Daniel Morad; 10 Tobias Hegewald. **Fastest lap** Gutierrez, 1m45.131s, 123.261mph. **Race 2** 1 Wickens, 15 laps in 26m20.507s; 2 Bortolotti, +1.618s; 3 Muller; 4 Merhi; 5 Newgarden; 6 Miki Monras; 7 Morad; 8 Leonardo Cordeiro; 9 Oliver Oakes; 10 Michael Christensen. **FL** Pal Varhaug, 1m43.843s, 124.790mph. **Points** 1 Gutierrez, 88; 2 Wickens, 71; 3 Muller 53; 4 Alexander Rossi, 38; 5 Haryanto, 27; 6 Merhi, 26.

Wickens signed off year with win





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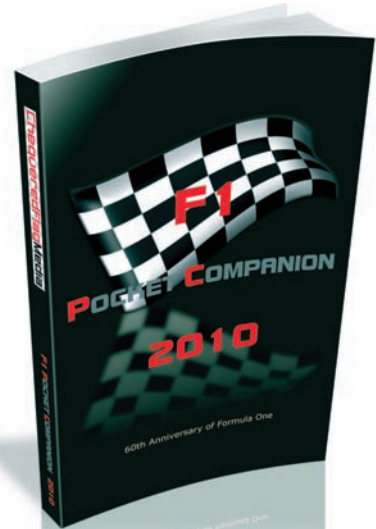
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PORSCHE SUPERCUP MONZA (I), SEPTEMBER 12, RD 9/9

Electric Tandy can't quite deny Rast the crown

Nick Tandy did everything he could to land the Porsche Supercup title by taking pole and winning an entertaining race at Monza. But in the end it just wasn't quite enough to usurp Rene Rast, the 23-year-old German duly clinching the championship in his third season in the series.

An influx of cars from the Italian Carrera Cup boosted the field to an impressive 32, and 2009 champ Alessandro Balzan surprised the regulars by being fastest in practice.

He couldn't quite repeat that in qualifying, as Tandy took the top spot and the pole bonus points, while Rast joined him on the front row to set up a perfect finale. Balzan was a creditable third, ahead of Jeroen Bleekemolen, Sean Edwards

and Norbert Siedler.

It was always going to be a long shot for Tandy, as a top eight finish would be enough for Rast to claim the crown. The Briton managed to stay in front on the run down to the first chicane, but it was close stuff in the leading pack through the first couple of laps as Bleekemolen got past Lechner Racing team-mate Rast to claim second, and Edwards muscled his way into third. Understandably a little cautious, Rast then lost out to Siedler and Seyffarth. Having dropped to sixth, he was starting to get a little nervous.

In fact things were working as per Tandy's gameplan. Rather than disappear into the distance he tried to back the field up in the hope that others would make life difficult for

Tandy (1) battles it out with Edwards



Rast: "I was just trying to control the pace and basically bunch everybody up and try and knock him down the order."

But Tandy too came under pressure from Bleekemolen, who grabbed the lead by cutting the first chicane. Bizarrely the Dutchman chose to press on, and to no one's great surprise he got a drive-

through penalty, although he stayed out for three laps before taking it.

Having got a warning flag for corner cutting, Edwards got up to second and pushed Tandy hard. Aware that Rast was still on target, Tandy picked up his pace and stayed safely in front. Siedler took third, while Rast was a comfortable fourth.

● Adam Cooper

RESULTS 1 Nick Tandy, 14 laps in 26m47.535s; 2 Sean Edwards, +0.319s; 3 Norbert Siedler; 4 Rene Rast; 5 Jan Seyffarth; 6 Alessandro Balzan; 7 Nicolas Armindo; 8 Sebastiaan Bleekemolen; 9 Patrick Huisman; 10 Kuba Giermaziak.

Points 1 Rast, 152; 2 Tandy, 146; 3 Siedler, 98; 4 Jaap van Lagen, 98; 5 Seyffarth, 95; 6 Edwards, 95; 7 Jeroen Bleekemolen, 92; 8 Stefan Rosina, 90; 9 Huisman, 82; 10 Giermaziak, 56.

FORMULA BMW EUROPE MONZA (I), SEPTEMBER 11-12, RD 8/8

Frijns ecstatic as Harvey gets bumped out of title contention

Robin Frijns has played catch-up throughout Formula BMW Europe's swansong season after being taken out of the season opener at Barcelona in May. So when title rival Jack Harvey was dumped in

the Parabolica gravel trap by a late move by Javier Tarancon on lap two of Monza's first race, you wouldn't blame him for feeling that the scores had been levelled.

Harvey, driving for Fortec

Motorsport, started that race nine points ahead of the Josef Kaufmann Racing driver, and was second behind George Katsinis when Tarancon made his fateful move. As he watched Frijns turn in an immaculate

performance in a classic Monza slipstreamer to win, and move to within a few points of the title, the 10-place grid penalty that Tarancon would later be hit with was little consolation.

"It was an ambitious move," said Harvey. "His penalty doesn't change anything for me, other than recognising that it was his fault."

All Harvey could do was win race two, which he did in impressive style. But he needed Frijns to hit trouble.

The Dutchman briefly took to the gravel exiting the Roggia chicane with three laps remaining in avoidance of Luciano Bacheta, who had been launched over a kerb after contact with Carlos Sainz Jr. But Frijns showed no signs of nerves

and took a measured third – his 11th consecutive podium – to seal the title. ● Adam Cooper

RESULTS Race 1 1 Robin Frijns, 12 laps in 24m22.257s; 2 Come Ledogar, +0.559s; 3 Hannes van Asseldonk; 4 Timmy Hansen; 5 Michael Lewis; 6 Maciej Bernacki; 7 Marc Coleselli; 8 Carlos Sainz; 9 Petri Suvanto; 10 Christof von Grunigen. **Fastest lap** Hansen, 2m00.291s, 107.726mph. **Race 2 1** Harvey, 12 laps in 24m15.445s; 2 Daniil Kvyat, +1.555s; 3 Frijns; 4 Luciano Bacheta; 5 van Asseldonk; 6 Sainz; 7 Facu Regalia; 8 Hansen; 9 Suvanto; 10 Javier Tarancon. **FL** van Asseldonk, 1m59.675s, 108.281mph. **Points 1** Frijns, 383; 2 Harvey, 372; 3 Hansen, 240; 4 Sainz, 227; 5 Tarancon, 193; 6 Ledogar, 188; 7 van Asseldonk, 176; 8 Regalia, 172; 9 Katsinis, 139; 10 Kvyat, 138.



Frijns became the final FBMW champion

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QUICK RESULTS

- Winner **Denny Hamlin**
- Pole **Carl Edwards**
- Most laps led **Hamlin**

RACE RATING

★★★★★

Quite uneventful but Busch's pursuit of Hamlin added some late tension

NASCAR SPRINT CUP RICHMOND (USA), SEPTEMBER 11, RD 26/36

Hamlin earns top-seed status for the Chase



Denny Hamlin finished the NASCAR Sprint Cup 'regular season' with a commanding win at Richmond, which also sent him to the top of the standings for the beginning of the Chase for the Championship.

The Joe Gibbs Toyota driver worked his way up into contention just after one-quarter distance, and he went on to lead 251 of the 400 laps to take his sixth win of the year.

Hamlin was the most consistent of the frontrunners once he got into his stride. The likes of Carl Edwards, Jimmie Johnson and Clint Bowyer featured at the front throughout the race, but

in the closing stages the race came down to a head-to-head scrap between Hamlin and team-mate Kyle Busch.

Busch had climbed from 32nd on the grid to close down the leader in the late stages of the race. Hamlin, who needed to win the race to make sure that he began the Chase 10 points ahead of reigning champion Johnson, kept his cool as the pair negotiated traffic, and didn't relinquish the lead once to his team-mate.

Busch nibbled at the leader's bumper throughout the final 50 laps. However, his challenge came to an end a few laps from home when he declared that he'd used up the best of his rear tyres. He settled for second from then

on, leaving Hamlin to cruise to victory.

"It's so mentally tough to see a guy barrelling down on you with 40 laps to go," said Hamlin. "You can't go any harder than what the car is capable of. But I feel that's what I've gotten better at. It takes more than the fastest car to win these races, it's about conserving yourself and I feel I'm doing a better job at that now."

Busch admitted that it was a tyre-pressure tip from Hamlin's crew that transformed his car from the middle of the race, and he was happy to finish second to his fellow Gibbs Toyota driver.

"They were just a step ahead of us tonight and they

deserved to win," said Busch. "We wanted to win, but we can't be disappointed with second, and it was a good clean race between us."

Johnson never quite had the car to fight for the win after he battled with Hamlin briefly just before the halfway stage. The four-time champion settled for third, while behind him Joey Logano finished the race strongly to make it three Gibbs cars in the top four.

Marcos Ambrose had one of his best races on an oval, which eventually yielded fifth place. The Australian had spent most of the race in or around the top 10, and he finished strongly to pick off early frontrunners Bowyer, Juan Pablo Montoya

and AJ Allmendinger towards the end.
 ● Max Freeway IV

RESULTS

1 Denny Hamlin (Toyota Camry), 400 laps in 2h52m55s; 2 Kyle Busch (Toyota), +0.537s; 3 Jimmie Johnson (Chevrolet Impala); 4 Joey Logano (Toyota); 5 Marcos Ambrose (Toyota); 6 Clint Bowyer (Chevrolet); 7 Juan Pablo Montoya (Chevrolet); 8 AJ Allmendinger (Ford Fusion); 9 Kevin Harvick (Chevrolet); 10 Carl Edwards (Ford); 11 Ryan Newman (Chevrolet); 12 Jeff Gordon (Chevrolet).

Chase standings 1 Hamlin, 5060; 2 Johnson, 5050; 3 Harvick, 5030; 4 Kyle Busch, 5030; 5 Kurt Busch, 5020; 6 Tony Stewart, 5010; 7 Greg Biffle, 5010; 8 Gordon, 5000; 9 Edwards, 5000; 10 Jeff Burton, 5000; 11 Matt Kenseth, 5000; 12 Clint Bowyer, 5000.

- 1 **Sebastian Vettel** <> 22,833
- 2 **Mark Webber** ▲ 21,381
- 3 **Sebastien Loeb** ▼ 21,000
- 4 **Lewis Hamilton** <> 20,058
- 5 **Jimmie Johnson** <> 18,303

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Denny Hamlin stayed 11th, despite winning at Richmond, while his Joe Gibbs team-mate Kyle Busch (13) gained two spots after following him home. The big loser was Hendrick driver Mark Martin (32), whose bad year continued. He dropped six spots.

To see the full list, visit castroldriverrankings.com

V8 SUPERCARS PHILLIP ISLAND (AUS), SEPTEMBER 11-12, RD 9/14

Old heads prevail at the Island

Between them, Craig Lowndes and Mark Skaife have won a lot of V8 Supercar races, but their victory at Phillip Island will be one both men remember for a long time.

A decade after they were last paired as co-drivers, Skaife started proceedings by driving a smart opening leg of the 500km race and, when TeamVodafone split its cars onto different strategies, Lowndes took the race by the throat. He stormed onto the rear of team-mate Jamie Whincup and, when the defending champion was forced to retire for the second time in two races, Lowndes pounced, seizing a lead he would not surrender.

By the end of the race, while Skaife watched nervously, Lowndes cruised home to take the win, becoming the favourite for Bathurst in a month's time.

Whincup showed speed, as he usually does, until his brand-new Holden was struck down when a vibrating splitter caused an oil cooler to fracture. But the most terrifying prospect for the opposition teams came early, in Saturday's qualifying race. Whincup's

TeamVodafone car blasted away from pole position and dominated the 14-lap race – but it was not Whincup driving it. His co-driver, Steve Owen, a part-time team member, was the man who took pole and the win, in front of most of the series' regular drivers.

Second in the 500km race was Mark Winterbottom/Luke Youlden, the Ford Performance Racing pair putting in a polished display to likewise mark them as a threat at Bathurst. The Jason Richards/Andy Jones Holden took third after an astonishing comeback. It, and the other two Brad Jones Racing entries, suffered wheelhub problems that forced early pitstops, and Jones then had insult added to injury when an errant wheelnut in the pitlane left him to serve a drive-through penalty. More than a lap down, they doggedly fought back to the point where Richards ran as high as second before Winterbottom swept past.

Rick Kelly and his unrelated co-driver Owen Kelly were next, Rick having led the race early, while Tim Slade and Jack Perkins did a



Courtney still leads title despite quiet weekend

remarkable job to show up many more established teams with fifth. Perkins was particularly impressive, the man who some had considered washed-up even in the second-tier Fujitsu V8 Series qualifying a stellar sixth and never putting a wheel wrong.

Defending 500 winners Holden Racing Team had a nightmare, neither entry showing speed or poise, Garth Tander and co-driver Cameron McConville salvaging a rather low-key ninth. Likewise, James Courtney and co-driver Warren Luff were in preservation mode after Courtney battled with, and then pitted out of sequence to replace, a flat-spotted tyre. They finished 12th, Courtney

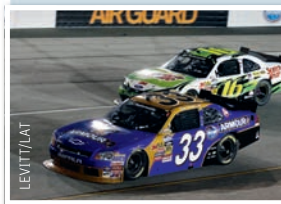
extending his series lead only when Whincup has his oil cooler problem.

● Phil Branagan

RESULTS

1 Mark Skaife/Craig Lowndes (Holden Commodore), 113 laps in 3h11m47.35s; **2 Luke Youlden/Mark Winterbottom (Ford Falcon)** +3.29s; **3 Andy Jones/Jason Richards (Holden)**; **4 Rick Kelly/Owen Kelly (Holden)**; **5 Jack Perkins/Tim Slade (Ford)**; **6 Jonathan Webb/Marcus Marshall (Ford)**; **7 Dean Canto/Paul Dumbrell (Ford)**; **8 Paul Morris/Russell Ingall (Holden)**; **9 Cameron McConville/Garth Tander**; **10 Alex Davison/David Brabham (Ford)**.
Points 1 Courtney 2101, 2 Whincup 1922, 3 Winterbottom 1862, 4 Lowndes 1739, 5 Van Gisbergen 1689, 6 Tander 1680, 7 R Kelly 1574, 8 Holdsworth 1439, 9 Caruso 1358, 10 Dumbrell 1314.

IN BRIEF



NASCAR NATIONWIDE

Kevin Harvick fought off points leader Brad Keselowski to win the first Nationwide Series race to be held at Richmond. Harvick crossed the line 0.256s clear of Keselowski, who rallied after losing time in the pits early on.

ARCA

Chris Buescher picked up his second victory of the season at Toledo after starting from 23rd on the grid. Buescher had worked his way up to second on lap 173 of the 200-lapper when leader Joey Coulter slowed with a puncture, allowing the 17-year-old to steal the win.

SOUTH AFRICAN V8S

Brandon Auby (Jaguar) and Danie Correia (Corvette) shared the victories at Zwartkops last weekend, while Deon Auby (Holden) and Jaco Correia (Corvette) took the respective runner-up positions.

SA PRODUCTION CARS

Hennie Groenewald (Subaru Impreza) and Reghardt Roets (BMW 335i) won the two sprint races at Zwartkops, and Groenewald then went on to take the feature race. Anthony Taylor (BMW) stretched his championship lead despite missing out on the wins.

ITALIAN FRENAULT

Andrea Cecchellero and Federico Gibbin shared the wins at Mugello, but a third and fifth for Francesco Frisone were enough for the Viola Formula driver to lead the championship going into next month's final round at Santeramo.

AUSTRALIAN F3

Mitch Evans picked up two of the three wins on offer at Eastern Creek last weekend. Ben Barker followed him across the line on both occasions before stepping up to take the win in race three. Evans crossed the line in third in the final race behind Tom Tweedie.



Skaife and Lowndes enjoy the moment

GT CUP

CHAMPIONSHIP




Race 11 & 12 - OULTON PARK - 11th September

OVERALL CHAMPIONSHIP LEADERS

Position	Driver Name	Car Make/ Model	TOTAL
1st	Keith Webster	BMW M3 E36	261
2nd	Marco Pullen	Ferrari 360 GTC	253
3rd	Alex Martin	Porsche 997 GT3	252

FORTHCOMING RACES

Race 9&10	Brands Hatch GP (rescheduled)	18th & 19th Sept
Race 13&14	Spa Francorchamps (with extra testing and two 40 min races)	1st/2nd/3rd Oct
Race 15&16	Silverstone	16th & 17th Oct

GROUP CHAMPIONSHIP POINTS

Driver Name	Car Make/ Model	Total	Driver Name	Car Make/ Model	Total
Group One:			Group Two continued:		
Alex Martin	Porsche 997 GT3	252	Robert Koenig	Porsche 996 GT3	180
Gary Eastwood	Ferrari 430 GTC	225	Chris Bentley	Porsche 996 GT3	171
Leon Price	Ferrari 430 GTC	195	Francis Galashan	Porsche 996 GT3	156
Danny Winstanley	TVR Tuscan GT	190	Michael Dwane	Ferrari 360 GTC	133
Andy Ruhan	Porsche 997 GT3	186	David/Rob Fenn	Lotus Elise Sport	131
Toby Tarrant-Willis	Porsche 996 GT3R	136	Benjamin Harvey	X-Bow GT4	108
Steve Quick	Ferrari 430 GTC	100	David Back	Ferrari 360 GTC	107
Jim Geddie	Porsche 997 GT3	91	Colin Broster	Porsche 996 GT3	93
Don Grice	BMW M3 V8	91	John Taylor	Porsche 996 GT3	85
Andy Purdie	Porsche 997 GT3	60	James McAllister	BMW M3 E46	79
Phil Dryburgh	Porsche 997 GT3	54	Winston Graham	Marcos Mantis	65
Chris Randall	Lotus Europa	54	Nick Foster	BMW CSL Coupe	63
Will Goff	Porsche 997 GT3	47	Paul Cope	Venturi 400 GTR	56
Peter Cook	Porsche 997 GT3	43	Peter Belshaw	KTM X-Bow	53
John Wilson	TVR Cerbera	43	Rupert Martin	Porsche 996 GT3	50
Doug Setters	Lotus Exige	41	Sarah Bennett-Baggs	BMW M3 E46	46
Paul Cope	Venturi 400 GTR	40	Paul Winter	Porsche 996 GT3	24
Fraser Robertson	Porsche 996 RSR	39	Group Three:		
John Gaw	Porsche 997 GT3	35	Tom Andrew	KTM X-Bow	217
Colin Simpson	Marcos Mantis	24	Dan Norris-Jones	Lotus Exige	195
Ian Hartley	Ferrari 430 GTC	23	David Botterill	Porsche 944 Turbo	175
Group Two:			Adrian Watt	BMW M3 E36	80
Keith Webster	BMW M3 E36	261	David Hathaway	Ferrari 360 Challenge	75
Marco Pullen	Ferrari 360 GTC	253	Sarah Bennett-Baggs	BMW M3 E46	68
Michael Symons	BMW M3 E46	228	Doug Setters	Lotus Exige	64
Colin/Sam Mowle	KTM X-Bow mod	182	Emily Fletcher	Ginetta G50 GT4	19



GT TROPHY

ENDURANCE SERIES



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30TH OCTOBER 2010

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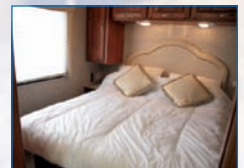
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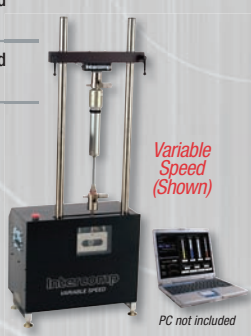


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GRAND-AM MILLER MOTORSPORTS PARK (USA), SEPTEMBER 11-12, RD 12/12

Finishing touch from Rojas & Pruett

Memo Rojas and Scott Pruett continued their assault on the Grand-Am record books as the season reached its conclusion with a largely forgettable two-hour-and-45-minute race at Miller Motorsports Park.

A pair of questionable caution periods in the late stages for 'debris' served to bring Pruett back into the clutches of Alex Gurney's Gainsco Riley-Chevrolet, but the 50-year-old American used all his experience – and the prodigious pace of his Chip Ganassi Riley-BMW – to romp clear at the restarts and ensure the 31st Daytona Prototype win of his career, his ninth this year with Rojas and the 32nd for car owner Ganassi.

Pruett duly tied up his

third career title, the second for Rojas and the fourth for Ganassi after finishing either first or second in 11 of the 12 races.

Gurney and Jon Fogarty proved once again to be the Ganassi team's closest rivals, overcoming an abysmal start to their season by snaring their fourth consecutive podium and moving up to fourth and third, respectively, in the final standings behind SunTrust Dallara-Ford pairing Ricky Taylor and Max Angelelli, who, coincidentally, also bagged their fourth straight podium finish.

Young Taylor was once again the early star, overtaking pole winner Rojas with a bold outside-line pass at Turn 1 on the second lap and rocketing



Pruett/Rojas: now for land-speed record

away to a 16-second lead before handing over to his Italian team-mate.

Pruett soon began to eat into the deficit after taking over from Rojas, then took over the lead when Angelelli briefly stalled the car and slipped to third during his final pitstop.

Scotsman Robin Liddell and Andrew Davis claimed an overdue first GT win for the Stevenson Motorsports Chevrolet Camaro GT.R, while Jeff Segal overcame an early mistake by SpeedSource Mazda co-driver Emil Assentato

to clinch the championship spoils in the class.

● Jeremy Shaw

RESULTS

1 Memo Rojas/Scott Pruett (Riley-BMW MkXX), 86 laps in 2h45m15.943s; 2 Jon Fogarty/Alex Gurney (Riley-Chevrolet), +2.005s; 3 Ricky Taylor/Max Angelelli (Dallara-Ford DP-01); 4 Burt Frisselle/Mark Wilkins (Riley-Ford); 5 Mike Forest/Ryan Dalziel (Riley-BMW); 6 Brian Frisselle/Michael Valiante (Dallara-Ford).
Final points 1 Rojas/Pruett, 372; 2 Taylor/Angelelli, 332; 3 Fogarty, 325; 4 Gurney, 307; 5 Dalziel, 302; 6 David Donohue/Darren Law, 299.

IN BRIEF



SUD-AM F3

In what was the first night race in series history, Yann Cunha (above) won from lights to flag in the first of the weekend's two races held at the Santa Fe street circuit in Argentina. Fabiano Machado claimed pole for the second race and made the most of it to win by a nearly nine seconds from Lu Boesel, nephew of ex-World Sportscar champion Raul.

FRENCH GT

Audi R8 squads won both of the races at Albi, with ORECA pairing David Hallyday and Stephane Ortelli taking the opening race and Phoenix Racing's Dino Lunardi and Marc Sourd combining to triumph in race two. Ex-F1 driver Olivier Panis was in contention early on before his Corvette stopped with a mechanical problem. Series leaders Renaud Derlot and Arnaud Peyroles went out with brake-disc failure on their Corvette.

SWEDISH FRENULT

Jesse Krohn, a race winner in Italian F3 recently, continued his class-hopping ways to dominate the two Formula Renault races on the Ahvenisto circuit in Hameenlinna, which his family operates. Mattias Lindberg was second on both occasions, while the podium was completed first by series leader Daniel Roos and later by Kevin Kleveros.

FINNISH FFORD

Jesse Anttila took a win and a second in Hameenlinna as pole-starting Antti Buri slumped to fifth in the first race. Buri, a frontrunner in the British championship, made amends to win the second race.

FRENCH CARRERA CUP

Kevin Estre narrowly missed out on a perfect weekend at Albi, taking two poles, two wins and a fastest lap. Frederic Makowiecki denied him the honour by setting fastest lap in race one.

TC2000 SANTA FE (CRA), SEPTEMBER 12, RD 8/12

Spataro enjoys night life

Emiliano Spataro claimed a long-awaited win on the Santa Fe street circuit after starting from pole in his Fiat Linea.

Spataro lost the lead of the opening race when he was distracted while fighting Norberto Fontana, which allowed Matias Rossi to pass both of them. But he later re-passed Rossi's Renault Megane to take his first win since 2005.

Race two was marked by a combination of a kerb breaking up and a series of crashes that blocked the track. Amid the chaos, Fontana's Ford took the win ahead of Jose Maria Lopez,

while Spataro crashed out on the opening lap.

● Tony Watson

RESULTS

Race 1 1 Emiliano Spataro (Fiat Linea), 18 laps in 26m19.651s; 2 Matias Rossi (Renault Megane), +0.873s; 3 Norberto Fontana (Ford Focus); 4 Leonel Pernia (Honda Civic); 5 Guillermo Ortelli (Chevrolet Vectra); 6 Christian Ledesma (Chevrolet). **Race 2 1 Fontana**, 15 laps in 24m51.430s; 2 Jose Maria Lopez (Honda), +1.007s; 3 Juan Manuel Silva (Renault); 4 Mariano Altuna (Honda); 5 Emanuel Moriatiss (Fiat); 6 Nestor Girolami (Honda).
Points 1 Pernia, 95; 2 Fontana, 76.5; 3 Altuna, 74; 4 Lopez, 68; 5 Ledesma, 50; 6= Girolami & Rossi, 46.



Spataro ended a long win drought

BRAZILIAN GT3 VELOPARK (BR), SEPTEMBER 12, RD 6/8

Brito breaks rain barrier

Valdeno Brito and Matheus Stumpf took a pair of wins in the rain-delayed Brazilian GT3 round at Velopark with their Ford GT.

Heavy showers on Saturday prompted organisers to run both races on Sunday. While the weather improved slightly, there was still enough rain for both races to be started behind the safety car.

Polesitter Antonio Pizzonia led away at the start of race one in his Ferrari, but was under heavy pressure from the Lamborghini of Daniel Serra, which eventually got by.

While this was going on, Brito was making good progress from ninth on the grid, and the charge continued when he handed the car over to Stumpf, who reeled the leaders in and slipped past for the victory.

Chico Longo and Serra held on to second ahead of

the Lambo of ex-F1 driver Ricardo Zonta.

Brito and Stumpf had an easier time of it in the second race, finishing clear of Marcelo Hahn and Allam Khodair, with Longo and Serra taking third.

RESULTS

Race 1 1 Valdano Brito/Matheus Stumpf (Ford GT), 43 laps in 50m16.586s; 2 Chico Longo/Daniel Serra (Lamborghini Gallardo), +8.191s; 3 Claudio Dahruj/Ricardo Zonta (Lambo); 4 Andreas Mattheis/Xandy Negrao (Ford); 5 Chico Serra/Joao Adibe (Lambo); 6 Walter Derani/Antonio Pizzonia (Ferrari 430). **Race 2 1 Brito/Stumpf**, 42 laps in 50m36.371s; 2 Marcelo Hahn/Allam Khodair (Lambo), +4.985s; 3 Longo/Serra; 4 Cleber Faria (Lambo); 5 Linneu Linardi/Marcos Gomes (Ferrari); 6 Pedro Queirolo (Dodge Viper). **Points** 1 Brito/Stumpf, 183; 2 Serra/Longo, 138; 3 Dahruj, 137; 4 Hahn/Khodair, 135; 5 Bruno Garfnkel/Ricardo Mauricio, 109; 6 Andreas Mattheis, 102.



OGIER IS CITROEN'S RISING SON

RALLY JAPAN

Sapporo

ROUND 10/13

WINNER

Sebastien Ogier
3h10m26.4s

RALLY RATING

★★★★★

Loeb was lost, Solberg was stunning, Ogier was brilliant. A cracker

DRIVER STANDINGS

Loeb	201pts
Ogier	158pts
Latvala	132pts

MILESTONES

*Ogier wins on his Rally Japan debut
*Flodin wins P-WRC to take title lead



David Evans reports

Sebastien Ogier took his second WRC win on his Far Eastern debut, but only after a last-day charge denied fellow Citroen man Petter Solberg



WWW.MCKEIN.DE

If that was to be the last Rally Japan in the World Rally Championship, it was one heck of a swansong. While the sport's powerbrokers debated the event's future behind closed doors, the drivers delivered an unforgettable rally for the biggest and best crowd of the year. Petter Solberg drove like a hero, barely able to stand he was so ill at the start, only a damaged track control arm could stop him from taking the fight to the wire with Sebastien Ogier. First time in Japan or not, Ogier was at his brilliant best to win. The conspiracy theorists talked their talk

of a Solberg sacrifice for Citroen's greater good. It's possible, but I'd rather remember this for what it was: another spellbinding round of the WRC.

DAY ONE (76.27 miles) SUNNY
- AMBIENT TEMP RANGE ON STAGES 17-28C

Leaning against the team bus early on Friday morning, Daniel Elena made the most of the moment, by having another fag. His driver was, as usual, the last of the late brakera when it came to departing the hotel. Overalls around his waist and still rubbing his eyes, Loeb accepted the Japanese translation of "Bonne chance" with a wink and a smile for his local fans as

he dashed through the door.

In the end, Friday was anything but a good day for Loeb. There was a collective scratching of heads as the split times for the first stage of significance arrived. By the end of Iwanke, Loeb was 23.4 seconds down on the fastest time. Just over an hour later, at the end of SS5, he'd dropped 34.9sec to P1. What was going on?

"The road is cleaning," said the Frenchman, somewhat vaguely, before adding: "I have no rhythm. I can't find the rhythm at all!"

Another pause. "And the suspension is broken. Well, not broken, but not right."

The front-left damper on the C4 had gone soft,

offering Loeb some strange handling all morning.

There was another Citroen more than ready to take Loeb's usual berth up front — and it was Petter Solberg. The '03 champion was seriously struggling, though. He'd been suffering with flu for most of the week and, on the eve of the event, team manager Ken Rees had feared they would have to pull the Norwegian out of the event.

With a massive effort and a handful of drugs, Solberg battled on. And battled on in fine style. Running fourth on the road, he was in a good position to take advantage of some road sweeping, but he was quick

to point out that what the Hokkaido roads were giving with one hand, they were taking away with another; he might not have the loose gravel, but he did have the ruts left by other cars.

Solberg moved past early leader Sebastien Ogier — the pace-setter through a brace of Sapporo Dome stages on Thursday night — on SS4, despite knocking the front-left Pirelli off the rim a couple of miles before the end of Sikot. From then on, Solberg stayed out front until the end of the day.

His charge was stymied slightly in the afternoon by the resurgent Ford team, but Solberg's day-one effort was still nothing short of heroic.



Ogier overhauled Solberg for victory on Japan debut

At the end of the afternoon run through Sikot, Solberg extricated himself from his Citroen and lay down for a couple of minutes. He was exhausted.

"I'm fucked," was all he could offer. Words weren't needed. This picture told the whole story.

At the end of the day, he extrapolated. "I couldn't focus on the notes in the long stages. It was so tough, mentally and physically. I was just going dizzy. I could have gone a lot quicker."

Some were surprised Solberg didn't slow down before the end of the last stage in an effort to find a better place on the road for day two. In reality, chucking

mental arithmetic into the mid-stage mix might have sent him over the edge.

Solberg was adamant leading the way was not the end of the world.

"I'll probably lose a little bit of time on the first loop," he said, "but I'm not worried. I feel better than yesterday. One more night to sweat it out and I'll be back tomorrow."

Mikko Hirvonen sat down to lunch in fourth place and a little disgruntled. There was no need, he was only 13.4sec off the lead – and the fastest Focus. "There are no issues at all," he insisted between forkfuls of penne. "My plan was not to take

big risks in the morning. I wanted to get into the event and then speed up."

The Fords won the day's remaining three gravel stages, with Hirvonen's fastest time through SS7 bagging him second.

"It hasn't been an easy day," said Hirvonen. "There have been lots of ruts, the road has been cutting up quite badly. It's been quite hard to drive like this.

We're second on the road tomorrow, let's see what we can do."

With a wry smile, the old Hirvonen was back – and getting a slap on the back from team principal Malcolm Wilson.

"They've done a great

job," said Wilson, nodding in the direction of his two Finns. "This is the perfect place for tomorrow."

Splitting the two Fords in third place was Loeb's team-mate Sebastien Ogier. On his first visit to Japan, Ogier was, as usual, hugely impressive. But he was struggling to come to terms with the soft nature of the Sapporo stages.

"This morning it was okay," he said. "But this afternoon, we were driving a train, just following the two tracks."

Latvala was just 1.1sec down the line at the day's end, after he'd softened his Focus to find more speed.

"I underestimated how hard you can push in the ruts," he said. "You get more grip when you really lean on the car. I made a couple of mistakes this afternoon, but nothing major."

Dani Sordo had run as high as second in the Dome on Thursday night, but he ended day one fifth, dropping time when the gearbox on his Citroen Junior Team C4 developed a leak late in the leg.

And then there was Loeb, 54.4sec down on the leader.

With time to reflect on his day, Loeb leaned back in his seat after supper.

"Maybe the suspension thing this morning made me think the car was too soft," he said. "We went harder – too hard – with the car this afternoon and that cost more time. There was still no rhythm."

Would he find the rhythm tomorrow?

"We'll see," he said, before adding with a grin: "Don't worry, this is all part of the strategy..."

POSITIONS AFTER DAY ONE

1 SOLBERG/PATTERSON	1h13m31.2s
2 HIRVONEN/LEHTINEN	+9.4s
3 OGIER/INGRASSIA	+21.3s
4 LATVALA/ANTTILA	+22.4s
5 SORDO/VALLEJO	+36.5s
6 LOEB/ELENA	+54.5s

DAY TWO (77.74 miles)

OVERCAST – AMBIENT TEMPERATURE RANGE

ON STAGES 15-27C

Solberg still looked pretty ropery on Saturday morning, but he insisted he felt a little better. His time on the opening stage was the best tonic imaginable. Instead of

being sacrificed, running first on the road, he went quickest in Nikara. The stoney surface wasn't cleaning as much and Solberg pressed home his advantage to double his lead over Hirvonen. The leader's cause was helped no end when the Ford spun.

"The back of the car jumped out of the ruts and broke away," explained Hirvonen. "I let it spin rather than trying to catch it and risking an accident."

Such was the ferocious pace at the front, Hirvonen dropped from second to fourth in the next stage; the Fords swapping positions with Latvala taking up the chase of Solberg. The leader struggled through Kamuycep. The road's hard base was covered with a layer of sand, which Solberg was sweeping clean. He dropped 16sec. Worse was to come, when he was adjudged to have jumped the start of the next stage. The timing equipment showed he had crossed the startline beam one tenth of a second too soon. The 10-second penalty dropped him to third behind Latvala and Ogier.

"I don't care," said Solberg. "I'm just going back out this afternoon and I'm going to drive flat-out."

Latvala's pace was improving all the time. And so was his confidence, but his hopes of victory were dashed when he suffered a broken front-right driveshaft near the end of the repeated long stage.

A philosophical Latvala said: "Sometimes life can be hard. I had a great rhythm in the stage, but instead of fighting for victory in the last three stages, I was battling to lose as little time as possible."

Fighting with a three-wheel-drive Focus, Latvala lost the car on the polished floor of the Sapporo Dome, spinning the car and shipping another 10sec to his rivals in SS17. Latvala would start the final day fifth, 30sec off the lead.

Ogier made solid progress through the second day. He wasn't quickest, but he was right in the fight. Going into the final gravel stage of the ▶

◀ day, he was just three tenths of a second off the lead, when the word came from mission control: he would slow in Kina 2 to slip behind Hirvonen on the final day.

Hirvonen pushed on to end the day in second place, unwilling to take a tactical approach. But now it was his turn to feel unwell.

"I don't know what it is," said Hirvonen. "I haven't eaten all day – I just felt a bit rough."

Hirvonen had recovered sufficiently to tackle a Big Mac by the end of the day. "It's all I fancied tonight," he grinned between mouthfuls.

"I can't wait for tomorrow, though," he added. "We're going to be absolutely flat-out all the way. I felt my notes were a bit slow in the long stage today, which got me a bit cross, but otherwise it's been good. Let's see who has the last word tomorrow."

The last word on Saturday night, would go to Solberg. "I'm going to get a good night's sleep tonight and then I'm going to push tomorrow. I want to win – it means everything."

One man who had ruled himself out of winning was Loeb. He started the day sixth and ended it sixth in



A poorly Solberg flew, leading until final day

what was his most subdued day in the sport since the day before. Again, there were no fastest times for Loeb, leaving him to admit his chance of winning had gone – even though he'd been as close as 13.4sec to the lead.

In the absence of the usual demon driving, Loeb turned himself into a wordsmith to explain his situation. "On these roads," he said. "You have to drive like a butcher: you chop, chop through the corners and push hard in the ruts,

forcing the car through. I don't like this. I like more precision driving; driving with the fingertips rather than with all of the arms."

With Loeb's shadow unusually short on this event, Sordo almost stepped out of it. An overnight

transmission change transformed his C4, helping him to set two fastest times and book himself into the final-day fight: he started Sunday 15.3sec off Solberg in fourth place.

Latvala and Loeb were both more than half a minute down and seemingly out of the fight.

STAGE TIMES

SS1 SAPPORO 1 (0.97 MILES)

Fastest: Ogier 1m21.8s
Leader: Ogier

SS2 SAPPORO 2 (0.97 MILES)

Fastest: Ogier 1m21.4s
Leader: Ogier

SS3 IWANKE LONG 1 (16.72 MILES)

Fastest: P Solberg 16m21.2s
Leader: Ogier

SS4 SIKOT 1 (17.25 MILES)

Fastest: P Solberg 15m49.9s
Leader: P Solberg

SS5 KOYKA 1 (2.20 MILES)

Fastest: H Solberg 1m55.1s
Leader: P Solberg

SS6 IWANKE LONG 2 (16.72 MILES)

Fastest: Latvala 16m08.0s
Leader: P Solberg

SS7 SIKOT 2 (17.25 MILES)

Fastest: Hirvonen 15m35.0s
Leader: P Solberg

SS8 KOYKA 2 (2.20 MILES)

Fastest: Hirvonen 1m55.9s
Leader: P Solberg

SS9 SAPPORO 3 (0.97 MILES)

Fastest: Loeb 1m24.5s
Leader: P Solberg

SS10 SAPPORO 4 (0.97 MILES)

Fastest: P Solberg 1m24.0s
Leader: P Solberg

SS11 NIAKARA SHORT 1 (10.98 MILES)

Fastest: P Solberg 9m38.8s
Leader: P Solberg

SS12 KAMUYCEP 1 (20.97 MILES)

Fastest: Latvala 21m02.3s
Leader: P Solberg

SS13 KINA 1 (5.93 MILES)

Fastest: Sordo 5m34.5s
Leader: Latvala

SS14 NIAKARA SHORT 2 (10.98 MILES)

Fastest: P Solberg 9m30.0s
Leader: Latvala

SS15 KAMUYCEP 2 (20.97 MILES)

Fastest: Sordo 20m31.5s
Leader: Latvala

SS16 KINA 2 (5.93 MILES)

Fastest: P Solberg 5m32.6s
Leader: P Solberg

SS17 SAPPORO 5 (0.97 MILES)

Fastest: P Solberg 1m24.8s
Leader: P Solberg

SS18 SAPPORO 6 (0.97 MILES)

Fastest: Hirvonen 1m24.1s
Leader: P Solberg

SS19 BISAN 1 (2.92 MILES)

Fastest: Loeb 2m27.7s
Leader: P Solberg

SS20 NAEKAWA 1 (11.09 MILES)

Fastest: Ogier 14m21.6s
Leader: Ogier

SS21 SUNAGAWA 1 (2.29 MILES)

Fastest: Loeb 2m39.7s
Leader: Ogier

SS22 BISAN 2 (2.92 MILES)

Fastest: Ogier 2m26.4s
Leader: Ogier

SS23 NAEKAWA 2 (11.09 MILES)

Fastest: Latvala 14m05.6s
Leader: Ogier

SS24 SUNAGAWA 2 (2.29 MILES)

FASTEST:
Fastest: Loeb 2m36.3s
Leader: Ogier

SS25 SAPPORO 7 (0.97 MILES)

Fastest: Ogier 1m24.0s
Leader: Ogier

SS26 SAPPORO 8 (0.97 MILES)

Fastest: Latvala 1m23.8s
Leader: Ogier

POSITIONS AFTER DAY TWO

1 SOLBERG/PATTERSON	2h28m46.1s
2 HIRVONEN/LEHTINEN	+3.7s
3 OGIER/INGRASSIA	+5.4s
4 SORDO/VALLEJO	+15.3s
5 LATVALA/ANTTILA	+30.7s
6 LOEB/ELENA	+37.9s

DAY THREE (34.58 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 14-26C

It's not often an eyebrow is raised when Loeb sets a fastest time. They were following Sunday morning's opener – a mark of how much it was cleaning. Third in, Ogier slashed into Solberg's lead and elbowed Hirvonen aside as he moved into second. Unbeknown to them, Hirvonen's part in proceedings was effectively over. The Ford's hydraulic pump was going wrong. At low revs, the pump wasn't delivering full pressure, slowing down the gear changes on the Focus and



Podium for Latvala – best of the Ford Focus drivers



Rivals looked down on an out-of-form Sebastien Loeb

not giving the right pressure to the centre differential – dramatically affecting the car's handling in the tightest and twistiest stage of the lot.

With no service, it was a heart-breaker for Hirvonen. He was out of the race, a possible win becoming a forgettable sixth.

And then there were two. At least for a while. Ogier was sublime through the narrow, technical and tough Naekawa, taking another five seconds out of Solberg to move into the lead. The official Citroen was

beginning to look unstoppable, particularly after Solberg nudged a bank and broke a TCA. Given the damage to the car, Solberg turned in a massive effort in the gravelly Sunagawa stage – and still shipped four tenths to the new leader.

Going into Naekawa for the second time, Solberg was 4.6sec down. Ogier was quicker the whole way through the stage. Solberg emerged 11.3s down.

“I hope we can make second,” he said. “The wheel was really moving about.”

He did that – and second

was a massive result considering his illness. But Ogier was on fire in a staggering debut display.

Latvala, Sordo and Loeb all moved up a place as Hirvonen tumbled to sixth, with Kimi Raikkonen sliding off into retirement on Sunday's opener.

Ogier was a worthy winner on an event that offered further proof of the apparent shifting of power in the Citroen team. One thing's for sure: Loeb's bound to find his mojo in time to go home and win the title next month. ☑

P-WRC

Flodin survives rough ride for Production win

For a while – one proper stage, in fact – it looked as though Toshi Arai was back. Then he rolled his Subaru into the trees and left Patrik Flodin a lonely leader for the next two and a half days.

Flodin's only trouble was keeping up his pace and concentration on what the Swede reckoned were some of the roughest stages he'd ever seen.

Flodin eventually won the event by 2m45s from

Hayden Paddon. Paddon's concentration was tested when he caught an official vehicle while at competitive speed in SS3. Apart from that, his Lancer's set-up was all-wrong for the lumpy Hokkaido roads and he lost the brakes in SS12 after breaking a rear calliper. Crucially, second keeps him in the title chase.

Luckily for Paddon, he wasn't exactly being hassled by third-placed Gianluca Linari, whose Subaru was more than 12 minutes behind.

P-WRC – Round 7 of 9

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Patrik Flodin/Goran Bergsten	Subaru Impreza WRX	4h26m08.4s
2	Hayden Paddon/John Kennard	Mitsubishi Lancer EX	+2m45.8s
3	Gianluca Linari/Massimo Salvucci	Subaru Impreza WRX	+15m6.8s



Ketomaa took his third S2000 win of the year

S-WRC

Ketomaa faultless for third S2000 victory

Ford Fiesta driver Jari Ketomaa took his third Super 2000 WRC victory of the year to keep himself in the thick of this year's title fight.

Ford was guaranteed a winner on this S-WRC round, given that the three entrants were all in Fiestas. Bernardo Sousa failed to finish, suffering a double alternator failure on Saturday and Sunday, but Ketomaa and Martin Prokop managed to go the distance.

Ketomaa always had the

upper hand, but Prokop kept him honest throughout the event, the difference was a shade under half a minute for two days, before the Finn relaxed a little allowing his rival to close on Sunday. Prokop's rally didn't get off to the best of starts: he was first on the scene of Khalid Al Qassimi's accident in SS3 and admitted that he lost concentration – and half a minute – for the remainder of the test.

Ketomaa was faultless and a worthy winner.

S-WRC – Round 8 of 10

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Jari Ketomaa/Mika Stenberg	Ford Fiesta S2000	3h25m13.5s
2	Martin Prokop/Jan Tomanek	Ford Fiesta S2000	+33.7s
-	NO OTHER FINISHERS	-	-

RESULTS

Rally Japan, September 10-12, round 10 of 13

26 SPECIAL STAGES, 188.619 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	2	Sebastien Ogier/Julien Ingrassia	Citroen C4 WRC	3h10m26.4s
2	11	Peter Solberg/Chris Patterson	Citroen C4 WRC	+15.7s
3	4	Jari-Matti Latvala/Miika Anttila	Ford Focus RS WRC09	+26.0s
4	7	Dani Sordo/Diego Valleja	Citroen C4 WRC	+35.2s
5	1	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	+53.3s
6	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC09	+1m13.5s
7	6	Henning Solberg/Ilka Minor	Ford Focus RS WRC08	+3.03.1s
8	9	Federico Villagra/Jorge Perez Companc	Ford Focus RS WRC08	+10m17.9s
9	29	Jari Ketomaa/Mika Stenberg	Ford Fiesta S2000	+14m47.1s
10	22	Martin Prokop/Jan Tomanek	Ford Fiesta S2000	+15m20.8s

OTHERS

22	5	Matthew Wilson/Scott Martin	Ford Focus RS WRC08	3h54m26.1s
R	8	Kimi Raikkonen/Kaj Lindstrom	Citroen C4 WRC	SS19-crash

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	201
2	Sebastien Ogier	158
3	Jari-Matti Latvala	132
4	Petter Solberg	118
5	Dani Sordo	107
6	Mikko Hirvonen	94
7	Matthew Wilson	56
8	Henning Solberg	31
9	Federico Villagra	30
10	Kimi Raikkonen	21

MANUFACTURERS' POINTS

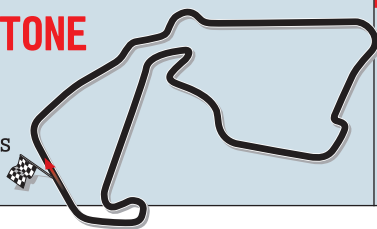
1	Citroen Total WRT	345
2	BP Ford WRT	250
3	Citroen Junior Team	183

CLASS WINNERS A8 Ogier/Ingrassia; N4 Ketomaa/Stenberg; Starters/finishers: 70/54; Leaders: SS1-3 Ogier; SS4-12 P Solberg; SS13-15 Latvala; SS16-19 P Solberg; SS20-26 Ogier

RALLY SUMMARY After a year away, Rally Japan returned with a reworked route, including a new final day – which took crews further north of its Sapporo base than usual. The superspecial stage remained in the Sapporo Dome, while the service park moved to the nearby Tsukisamu Dome.

SILVERSTONE

GB
Sep 10-12
Le Mans Series
Round 5/5



AT A GLANCE

- Winner Anthony Davidson/Nicolas Minassian
- Pole position Allan McNish
- Fastest lap Nicolas Lapierre



Peugeot boys celebrate race and title victory

Davidson heads the pack in pursuit of leader McNish

Peugeot breaks free after Audi breaks down



Peugeot cleaned up in the AUTOSPORT 1000Km, thanks to Davidson and Minassian. And their cause was helped by a rare transmission failure for the fastest Audi

Peugeot left Silverstone with the silverware, armfuls of the stuff. Anthony Davidson and Nicolas Minassian won the AUTOSPORT 1000Km in the full factory car last Sunday, while second place for the semi-works ORECA entry of Stephane Sarrazin and Nicolas Lapierre was enough to scoop all three Le Mans Series LMP1 titles;

the runner-up spot was more than enough to win Sarrazin the drivers' championship, Peugeot the manufacturers' the crown and ORECA the teams' trophy.

Yet the race offered only clues to what is to come over the remainder of the three-race Intercontinental Le Mans Cup, of which Silverstone was the opening round. Audi might have picked up only the third-

place trophy, but the new high-downforce version of its R15-plus TDI was there or thereabouts on pace.

Allan McNish claimed pole position, his first at Silverstone since the Formula 3000 event at the home of British motorsport in 1990, by a full second. Minassian spun on his first flying lap and Lapierre failed to get a clear run, leaving the 908s third and fourth.

The #7 Audi led the first eight laps. And there was little to suggest that McNish and team-mate Tom Kristensen wouldn't have taken the fight to Peugeot had they not gone out of the race seven laps later with a freak transmission failure.

The third-place Audi that Timo Bernhard shared with Rinaldo Capello lost about a minute to the winning

Peugeot over the first two stints. And that's more or less how far it was behind when the car made the late-race splash and dash for fuel that dropped it nearly a full lap behind.

McNish was adamant that he and Kristensen would have been close had the lead Audi R15-plus survived through the race. It would have been, he said, "an intensive duel".

That was a good description of the battle between McNish and Davidson through the opening laps. The Peugeot driver looked to have the faster car, but the Audi man seemed capable of keeping him behind. When the overtaking manoeuvre did happen, it was spectacular in the extreme.

McNish was momentarily balked in the second

right-hander at Club and Davidson got the better run up to Abbey. McNish defended hard.

He gave the Davidson nothing more than one Peugeot's width as he jinked right, the 908 kicking up dust as it ran along the pitwall of the forthcoming pit complex.

"I backed off because I saw Allan was going to get pinched by the traffic," explained Davidson. "He tried to squeeze me, but I've got no complaints. He was tough but fair." The Peugeot did pull away, but only by tenths, until lap 13 when the gap suddenly jumped to nearly six seconds. Next time around it was nine and then the Audi was coasting down the Wellington Straight. Downhill or not, the car made it no further than the



Car failure put paid to McNish's hopes at home

RACE RATING

★★★★★

McNish's early bath may well have robbed 40,000 sportscar racing fans of a classic race



It's good to win on home ground and it was great to see the Peugeot fans cheering at the last corner when I came by in the lead" Peugeot's Anthony Davidson

REPORT LMS SILVERSTONE



Gary Watkins reports

HOURLY BY HOURLY

HOURLY 1 Davidson takes lead from McNish on lap 9; #7 Audi lasts only six laps more

HOURLY 3 Lapierre closes on Minassian, before ORECA settles for second

HOURLY 6 Late splash for Bernhard drops remaining Audi nearly a lap off the lead

Davidson (left): race winner; Sarrazin: drivers' champion



Brooklands braking zone.

The Audi had lost all drive when the differential broke. It was a freak failure of a part that's been in use for five seasons.

"We've run this piece since the start of the R10 programme," said Audi Sport boss Wolfgang Ullrich. "I guess these things happen."

Not very often, it should be pointed out. This was the first retirement over the two years of the R15 programme and the first by a factory Audi since the debut of the R10 at the Sebring 12 Hours in 2006.

Bernhard was running fourth when McNish retired, but he was unable to pick up the Audi baton and chase the victory. The

German had already spun on the warm-up lap ("my mistake when I was being really aggressive to get heat into the tyres"), lost second to Davidson at the start ("too much wheelspin") and then more time lapping traffic ("I was pushed out wide and lost six or seven seconds").

The #8 Audi dropped further behind at the first pitstops when Bernhard was given new tyres, unlike Davidson. The reason? "With only one car," said Ullrich, "we had to be conservative."

The Audi didn't have the pace to claw back the deficit in a race uninterrupted by safety cars.

"We couldn't keep the pace we wanted," explained

Capello. "We picked up some understeer in the warm-up and couldn't get rid of it. That made the car very difficult in traffic."

The late splash made Audi's day look worse than it really was and was the result of that conservative approach again. "We had to be careful that we didn't end up with nothing," admitted Ullrich.

The AUTOSPORT 1000Km looked like a Peugeot demonstration run at times. Davidson and Minassian were in control for most of the way after the ORECA car dropped back when Sarrazin took over from Lapierre at the first round of stops.

Lapierre started to take giant-sized chunks out Minassian when he got

back in the car, before Peugeot Sport boss Olivier Quesnel and ORECA team owner Hugues de Chaunac were seen in earnest conversation. "We talked about risks," said de Chaunac, "and decided not to take any more."

There wasn't really a race behind the turbodiesels: the best of the Aston Martin Racing coupes was well clear of the petrol pack. Stefan Mucke, a late addition to the AMR line-up, moved into the lead of the unofficial class after four laps and that's where he and Sam Hancock stayed for the remainder of the race. Juan Barazi, who practised the car, elected not to race.

Fifth place when to the

best of the Rebellion Lola-Judds driven by Neel Jani and Nicolas Prost. It finished a lap down on the Aston-engined car, but would have been closer but for a delay for minor bodywork repairs

Jonny Cocker mixed it with the two Rebellion Lolas early on, only for his Drayson Lola-Judd to drop back with a stop to investigate a vibration. More time was lost when a wheel came off on team boss Paul Drayson.

There were no dramas for Peugeot this time, which suited Minassian fine. This was his last race in the 908 HDi and he was a winner.

"It was a nice way to say goodbye," the Frenchman said about his seventh win.

LMP2

Strakka wins another battle but RML wins the war

Not even a stop of around three minutes for repairs could prevent the Strakka squad from sweeping to its third LMP2 win of the season in the 2010 Le Mans Series. The team's HPD driven by Jonny Kane, Nick Leventis and Danny Watts was once again the class of the field and problems for its rivals allowed it to come back from the delay to claim a clear victory.

Watts maintained his 100 per cent pole-position record in qualifying and, from the get-go, Kane was able to ease away from the second-placed ASM Ginetta-Zytek driven by Olivier Pla.

"Power and downforce"

was the laconic Frenchman's simple reply when asked about the HPD's advantage around Silverstone.

Kane had pulled 22 seconds on Pla by the end of the first stint and had extended the lead to the best part of minute by the time he handed over to Leventis. It all so nearly went wrong for Strakka at this point, though through no fault of the team boss.

Leventis was rear-ended by a locked-up Tom Coronel in the Spyker at Luffield. The team replaced the quick-change HPD rear-end devised by car designer Wirth Research in double quick time, but their misfortune

was that Miguel Amaral was also delayed in the ASM car. The Portuguese had gone off and needed an unscheduled pitstop to clean the radiator ducts. Worse still, the car lapsed onto seven cylinders, which left Pla no chance of holding off Watts at the end.

The best of the OAK Racing entries came home third in the hands of Guillaume Moreau and Richard Hein. Their Pescarolo-Judd wasn't a match for the HPD or ASM Ginetta-Zytek, but it was a good result considering the car had started from the back after failing to register a qualifying time.

RML notched up a second

Strakka HPD won again but title went to RML Lola



LMP2 crown to go with its 2007 title with a consistent run to fourth by Tommy Erdos, Mike Newton and Ben Collins. Their Lola-HPD ran without delay apart from a quick spin when Erdos was nudged by

Coronel's Spyker at Chapel.

This one meant more to RML than the previous title, reckoned Erdos. "This year P2 has been so competitive," he said. "It was a difficult championship to win."

GT

AT A GLANCE

- Winner **Gimmi Bruni/Jaime Melo**
- Pole position **Rob Bell**
- Fastest lap **Toni Vilander**

DPP1



Bell/Turner JMW Aston flew but finished third

Ferrari's story, Porsche's glory

AF Corse Ferrari pair Bruni and Melo took their second GT2 win of the year, but Porsche duo Lieb and Lietz retained the class crown



You have to feel sorry for Rob Bell and Darren Turner. They drove the socks off their JMW Aston Martin Vantage GT2 and led most of the way, yet they came away from Silverstone with only third. Bell and Turner always knew they probably weren't going to win the race so long as it was uninterrupted by the safety car. The Aston's fuel consumption saw to that: a splash-and-dash was always on the cards. But a close second behind consistently the fastest car in class this season, the AF Corse Ferrari driven by Gianmaria Bruni and Jaime Melo, would have gone a long way to making up for a difficult season for the British squad in its first year with the Aston. That chance disappeared in the final hour when Bell was called in for a stop-go penalty. The race officials alleged that both he and

Turner had failed "to respect the track limits" or, in layman's terms, put four wheels over the white line marking the circuit edge. Each car got one warning at Silverstone last weekend before an automatic penalty for a second infringement. That's why Bell was being so careful in the closing stages of the race. "The penalty has left a bit of a bad taste in our mouths," admitted Bell afterwards. "They said I went over the white line at Copse, but I categorically didn't do it because I was being careful because we were on a warning. You don't, because the astroturf [which separates the track from the asphalt run-off] is so slippery." The stop-go dropped Bell to second behind the Ferrari. That turned into third behind the ProSpeed Porsche driven by Richard Westbrook and Marco Holzer when the Aston returned to the pits for a

splash of fuel. It was, however, still the best result for JMW this year. The GT2 Aston was at its most competitive yet at Silverstone. The car was well suited to the circuit, as were its Dunlop tyres, but JMW also took a step forward in the LMS finale. "There's been no revolution, just evolution," said Bell. "We've had three races without problems and we're getting a better handle on the car every time." There was little to choose between the JMW Aston and the AF Corse Ferrari over a course of a stint. Bell and Turner sometimes lost a few seconds to the Italian car during the middle of a run, but the JMW squad got them back in the pits. Bruni insisted after the race that he wasn't concerned about the pace of the Aston. "We had it under control," said Bell's former teammate. "We knew after their first stop that they would

have to make an extra stop, so we were just trying to be consistent." Second place for ProSpeed with Westbrook and Holzer was also a decent reward for a team that endured a difficult start to the season. This time, the Belgian team had the most competitive Porsche on the track and deserved its first podium of the year. "The Porsche isn't quick enough at the moment – we see that every time out," said Westbrook, "but we knew we'd be second once the Aston got its penalty." The CRS Racing squad claimed fourth with Andrew Kirkaldy and Tim Mullen, despite starting from the back of the grid. A broken thermostat on the team's tyre oven had overcooked both CRS Ferraris' Michelins before qualifying. The cars qualified poorly and were then sent right to back when Michelin deemed that they had to start on fresh rubber. The GT2 championship was wrapped up by



Marc Lieb and Richard Lietz hung on to crown

GRIFFITHS/LAT

RACE RATING

★★★★★

It looked close all the way, but AF Corse was playing a waiting game



We didn't have the pace of the Ferrari or the Aston, but we got the maximum out of the car" Richard Westbrook rejoices in a first podium finish for ProSpeed in the LMS

REPORT LMS SILVERSTONE

Felbermayr-Proton drivers Marc Lieb and Richard Lietz. They ended up fifth, one lap down, after a wheel came loose on Lieb during the middle of the race.

The Schnitzer BMW ended up eighth in class in the hands of Jorg Muller and Dirk Werner. They would have had a sniff at a podium had not the rear inexplicably locked up on Muller in the fourth hour, throwing him into the gravel and losing the car a lap and a half.

The GT1 class went out with a wimper at Silverstone. The last hurrah for the category that disappears from the LMS next year was a one-car affair following the late withdrawal the Atlas team's Saleen S7R. Larbre Competition, long since class champions, claimed the honours, though its Saleen spent 20 minutes in the pits for repairs after being rear-ended by a prototype. ❌

Westbrook/Holzer Porsche claimed second in GT2



RESULTS

Le Mans Series, Silverstone (GB), September 10-12, round 5 of 5

GRID		170 LAPS, 622.283 MILES						
POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID		
1	Anthony Davidson (GB)/Nicolas Minassian (F)	Team Peugeot Total	Peugeot 908 HDi	LMP1	5h11m41.835s	3		
2	Nicolas Lapierre (F)/Stephane Sarrazin (F)	Team ORECA Matmut	Peugeot 908 HDi	LMP1	+42.920s	4		
3	Timo Bernhard (D)/Rinaldo Capello (I)	Audi Sport Team Joest	Audi R15-plus TDI	LMP1	+1m46.357s	2		
4	Stefan Mucke (D)/Sam Hancock (GB)/Juan Barazi (DK)*	Aston Martin Racing	Lola-Aston Martin B09/60	LMP1	-3 laps	6		
5	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing (Sebah)	Lola-Judd B10/60	LMP1	-5 laps	8		
6	Vanina Ickx (B)/Franck Mailleux (F)/Pierre Ragues (F)	Signature Plus	Lola-Aston Martin B09/60	LMP1	-6 laps	9		
7	Greg Mansell (GB)/Leo Mansell (GB)	Beechdean Mansell	Ginetta-Zytek GZ09S	LMP1	-9 laps	11		
8	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-01c	LMP2	-10 laps	10		
9	Olivier Pla (F)/Miguel Amaral (P)	Quifel-ASM Team	Ginetta-Zytek GZ09S	LMP2	-10 laps	13		
10	Guillaume Moreau (F)/Richard Hein (F)	OAK Racing	Pescarolo-Judd 01	LMP2	-10 laps	43		
11	Jonny Cocker (GB)/Paul Drayson (GB)	Drayson Racing	Lola-Judd B09/60	LMP1	-13 laps	7		
12	Tommy Erdos (BR)/Mike Newton (GB)/Ben Collins (GB)	RML	Lola-HPD B08/80	LMP2	-13 laps	15		
13	Lorenzo Case (I)/Fabio Babini (I)/Federico Leo (I)	Racing Box	Lola-Judd B09/80	LMP2	-17 laps	17		
14	Warren Hughes (GB)/Jody Firth (GB)	DAMS	ORECA-Chevrolet FLM09	FLM	-18 laps	25		
15	Steve Zacchia (CH)/Olivier Lombard (F)	Hope Polevision Racing	ORECA-Chevrolet FLM09	FLM	-18 laps	24		
16	Mathieu Lahaye (F)/Jacques Nicolet (F)	OAK Racing	Pescarolo-Judd 01	LMP2	-19 laps	16		
17	Charlie Hollings (GB)/Nico Verdonck (B)/Christophe Pilon (CH)	Hope Polevision Racing	ORECA-Chevrolet FLM09	FLM	-19 laps	23		
18	Piergiuseppe Perazzini (I)/Marco Cioci (I)/Luca Pirri (I)	Racing Box	Lola-Judd B09/80	LMP2	-20 laps	18		
19	Thor-Christian Ebbesvik (N)/Tim Greaves (GB)/Karim Ojeh (SA)	Team Bruchladdich	Ginetta-Zytek GZ09S	LMP2	-20 laps	14		
20	Alessandro Cicognani (I)/Gary Chalandon (F)/Andrea Barlesi (I)	DAMS	ORECA-Chevrolet FLM09	FLM	-21 laps	27		
21	Jean de Pourtales (F)/Jonathan Kennard (GB)/Lucas Ordenez (E)	KSM	Lola-Judd B08/47	LMP2	-22 laps	19		
22	Johnny Mowlem (GB)/Tony Burgess (CAN)/Chris McMurry (USA)	Team LNT	Ginetta-Zytek GZ09S	LMP1	-22 laps	12		
23	Jaime Melo (BR)/Gianmaria Bruni (I)	AF Corse	Ferrari 430 GT	GT2	-23 laps	32		
24	Richard Westbrook (GB)/Marco Holzer (D)	ProSpeed Competition	Porsche 911 GT3-RSR	GT2	-23 laps	33		
25	Rob Bell (GB)/Darren Turner (GB)	JMW Motorsport	Aston Martin Vantage	GT2	-23 laps	29		
26	Tim Mullen (GB)/Andrew Kirkaldy (GB)	CRS Racing	Ferrari 430 GT	GT2	-24 laps	44		
27	Marc Lieb (D)/Richard Lietz (A)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-24 laps	31		
28	Raymond Narac (F)/Patrick Pilet (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GT2	-25 laps	39		
29	Peter Dumbreck (GB)/Tom Coronel (NL)	Spyker Squadron	Spyker C8 Laviolette	GT2	-25 laps	36		
30	Dirk Werner (D)/Jorg Muller (D)	BMW Team Schnitzer	BMW M3	GT2	-25 laps	38		
31	Matias Russo (RA)/Luis Perez Companc (RA)	AF Corse	Ferrari 430 GT	GT2	-25 laps	37		
32	Martin Ragginger (A)/Romain Dumas (F)/Christian Ried (D)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-25 laps	35		
33	Nicolas de Crem (B)/Dominik Kraithamer (A)/Bernard Delehez (B)	Boutsen Energy Racing	ORECA-Chevrolet FLM09	FLM	-29 laps	26		
34	Fabien Giroix (F)/Roald Goethe (D)	Gulf Team First	Lamborghini LP560	GT2	-35 laps	41		
35	Toni Vilander (FIN)/Jean Alesi (F)/Giancarlo Fisichella (I)	AF Corse	Ferrari 430 GT	GT2	-36 laps	30		
36	Pierre Kaffer (D)/Phil Quaife (GB)/Pierre Ehret (D)	CRS Racing	Ferrari 430 GT	GT2	-36 laps	45		
37	Andrea Belicchi (I)/Jean-Christophe Boullion (F)	Rebellion Racing (Sebah)	Lola-Judd B08/60	LMP1	-37 laps	5		
38	Gabriele Gardel (CH)/Patrice Goueslard (F)/Fernando Rees (BR)	Larbre Competition	Saleen STR	GT1	-39 laps	28		
39	Maurice Basso (CH)/Peter Kutemann (NL)/John Hartshorne (GB)	JMB Racing	ORECA-Chevrolet FLM09	FLM	-40 laps	40		
40	Michel Frey (CH)/Pierre Brubeau (F)/Marc Rostan (F)	Race Performance	Radical-Judd SR9	LMP2	-46 laps	22		
R	Barry Gates (GB)/Rob Garofall (GB)/Simon Phillips (GB)	RLR MSport	Lola-AER EX265	LMP2	141 laps-driveshaft	20		
R	Adrian Fernandez (MEX)/Andy Meyrick (GB)/Harold Primat (CH)	Aston Martin Racing	Lola-Aston Martin B09/60	LMP1	131 laps-spun off	42		
R	Allan Simonsen (DK)/Dominik Farnbacher (D)	Hankook Team Farnbacher	Ferrari 430 GT	GT2	44 laps-engine	34		
R	Allan McNish (GB)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R15-plus TDI	LMP1	15 laps-differential	1		
R	Julien Schell (F)/Frederic da Rocha (F)	Pegasus Racing	Courage-ORECA-AER LC75	LMP2	2 laps-engine	21		

LMP1 POINTS		
POS	DRIVER	PTS
1	Sarrazin	78
2	Lapierre	63
3	Capello	57
4	Ickx/Mailleux/Ragues	55
5	Jani/Prost	52

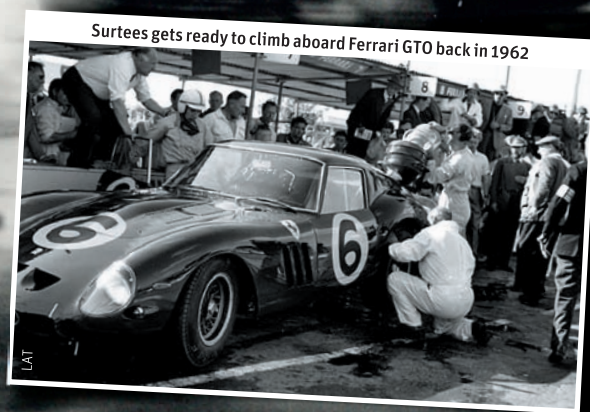
LMP2 POINTS		
POS	DRIVER	PTS
1	Erdos/Newton	75
2	Kane/Watts/Leventis	69
3	Lahaye/Nicolet	53
4	Moreau/Hein	52
5	Ebbesvik/Ojeh	46

FLM POINTS		
POS	DRIVER	PTS
1	Barlesi/Chalandon	59
2	Zacchia	57
3	Cicognani	46
4	Moro	44
5	Kraithamer/de Crem	41

GT2 POINTS		
POS	DRIVER	PTS
1	Lieb/Lietz	87
2	Alesi/F'hella/V'der	66
3	Ragginger/Ried	55
4	Bruni/Melo	50
5	Pilet/Narac	47

R=Retired. Winners' average: 119.786mph. Fastest lap: Lapierre, 1m48.338s, 126.299mph. LMP2: Kane, 1m48.873s, 121.038mph. FLM: Verdonck, 1m57.471s, 112.179mph. GT1: Goueslard, 2m02.042s, 107.977mph. GT2: Vilander, 2m03.462s, 106.735mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. *Did not drive in race.

Goodwood GLORY



Britain's best, in the form of the evocative BRM name and our unique world champion John Surtees, will be honoured at the 13th Goodwood Revival, *writes* **MARCUS PYE**



BRM and John Surtees – both British motorsport icons – take centre stage at this weekend's Goodwood Revival, the world's best-loved historic racing festival. But as anybody who has attended the hallowed Sussex motor circuit over the past 12 years will attest, this towering event is so much more than that.

As a social history exploring the confluences of World War II and peacetime, and military and civilian life, with cars, motorcycles, aircraft and fashion of the 1948-66 era providing the narrative, it's a constant education.

It is 60 years this month since British Racing Motors – natural post-war successor to Raymond Mays' and Peter Berthon's English Racing Automobiles enterprise in Bourne – recorded its first victory, when Reg Parnell howled one of the notoriously recalcitrant V16s to Woodcote Trophy success at Goodwood. Two of the extraordinarily complex

centrifugally-supercharged 1.5-litre machines (a 1950 P15 Mk1 and a 1953 P30 Mk2) are set to star in track parades on all three days.

More than 30 BRMs – by a considerable margin the largest collection ever assembled in one place – have been corralled from private collectors and museums through Lord March's legendary powers of persuasion, and most will run in the daily cavalcades, delighting petrolheads of all ages.

From the front-engined Type 25 in which Joakim Bonnier won the 1959 Dutch GP (also to be raced by co-owner Gary Pearson in Sunday's Richmond Trophy race), examples of every significant model will guide onlookers through all 17 BRM GP victories to Jean-Pierre Beltoise's wet Monaco triumph of '72, and Graham Hill's '62 Formula 1 World title to the embers of competition with the P207 (Stanley-BRM) of '77. Peter Gethin, whose photo-finish '71 Italian GP win in a P160 set new speed records, will be there to toast the occasion.

Motorcycle phenomenon Surtees cut his four-wheeled teeth at

Goodwood 50 years ago – he finished runner-up to Jim Clark in a 1960 Formula Junior event – thus the opportunity to celebrate his unique career is wholly appropriate. 'Big John', who was in F1 with Lola less than two years later, and world champion for Ferrari in '64, enjoys enormous popularity at the venue, and has long supported its Festival of Speed and Revival retrospectives.

Naturally, a Cooper-BMC T52 will be in the line-up, as will Lola-Climax Mk4 and Ferrari 158 F1 cars, several of the Prancing Horse's sports prototypes and a sister Lola T70 Spyder to that in which Surtees won the inaugural Can-Am title in '66.

His own Surtees-Cosworth TS7, which marked John's F1 debut as a constructor in 1970, and beloved TS10 F2 chassis in which great friend Mike Hailwood won the '72 European F2 crown, will command much interest from the spectator banks.

More than 350 cars and motorcycles have been selected to take part in this year's 15-race programme. Among the event debutants are eight-time Le Mans 24 Hours winner Tom

World War II fighters will again thunder overhead



LAT

ERAs set to star in Goodwood Trophy



BLOXHAM/LAT

Period costume part of event's lifestyle appeal



BLOXHAM/LAT

Kristensen, who drives the 2008-winning Ferrari 330LM/B in Sunday's RAC Tourist Trophy feature with Bobby Verdon-Roe, and an Austin A95 Westminster in Saturday's leg of the St Mary's Trophy saloon thrash.

Five time Australian touring car champion and seven-time Bathurst 1000 victor Jim Richards will not be overawed by the power of a Morris Minor in the popular saloon event, although Russian Renault F1 racer Vitaly Petrov's planned participation in Roger Wills' specially-built 3-litre straight six-powered Gaz Volga M21 was in doubt as we closed for press. Works Peugeot sports car ace Nicolas Minassian is confirmed, however, to race a more sedate 1955 203 model, and touring car star Paul Radisich a rare Borgward Isabella TS.

Every element of the Revival Meeting is a treat, so come on down to Goodwood – don't forget to don your favourite costume of the 1940s-60s to join the most sartorially elegant throng on the world motorsport stage – from Friday when Sir Stirling Moss qualifies his OSCA for the Madgwick Cup race on his 81st birthday. Amazing! 🏁

13TH GOODWOOD REVIVAL TIMETABLE

Saturday, September 18

0730 Gates open
1000 Racing begins
Race 1 Goodwood Trophy
Race 2 Madgwick Cup
Parade BRM celebration
Race 3 Barry Sheene Memorial Trophy (Part 1)
Race 4 St Mary's Trophy (Part 1)
Parade John Surtees tribute
Race 5 Glover Trophy
Race 6 Whitsun Trophy
Race 7 Freddie March Memorial Trophy
1730hrs Racing ends

Sunday, September 19

0730 Gates open
1000 Racing begins
Race 8 Gordon Trophy
Race 9 Richmond Trophy
Parade BRM celebration
Race 10 Barry Sheene Memorial Trophy (Part 2)
Race 11 St. Mary's Trophy (Part 2)
Parade John Surtees tribute
Race 12 Royal Automobile Club TT Celebration
Race 14 Fordwater Trophy
Race 15 Chichester Cup
Race 16 Sussex Trophy
1810 Racing ends

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PREVIEW GOODWOOD REVIVAL

Men and machines: what to watch out for

RAC TT CELEBRATION

Closed-cockpit GTs, 1960-64
All-star enduro (below) for AC Cobra, Aston DB4GT, Ferrari 330 GTO, Jaguar E-Type lightweight and Sunbeam Lister Tiger GTs. Defending champs Bobby Rahal and Adrian Newey may have their work cut out in the F1 designer's hot Jag.

GOODWOOD TROPHY

GP & Voitures, 1930-50
Eight gallant ERAs face mighty Alfas and Maseratis in dramatic tussle. Carlo Vogele's Alfaetta may not outrun Gillies, Morris, Hulbert or Dowling in the upright English machines, but that noise! Watch for ex-Bira 'Maser' 8CM and a trio of Altas.

ST MARY'S TROPHY

Production Saloons, 1950-59
Popular double-header of stars in unlikely cars. Oliver (Ford Prefect 107E), Kristensen (Austin A95 Westminster), Radisich (Borgward Isabella TS), Redman (Standard Vanguard Phase 1) and Aussie ace Jim Richards (Morris Minor) head Saturday's pack.

GLOVER TROPHY

1.5l GP/Tasman cars 1961-65
Andy Middlehurst (ex-Jim Clark Lotus 25) will fly, but this race is notoriously fickle. Ask Richard Attwood (BRM) or Frank Sytner (Lotus 24). Watch out for Mark Piercy (Lola Mk4), Phil Keen (Lotus 24) and Simon Hadfield (Lotus 21 'four').

SUSSEX TROPHY

World Sportscars 1955-60
Aston DBR1s (Brian Redman and Bobby Verdon-Roe), Jaguar D-types (Bobby Rahal and Spencer Marsh), Lister-Chevys (Jamie McIntyre and Andrew Smith), Lister-Jag (Gary Pearson) and Tojeiro ('Whizzo' Williams) should ensure a thriller.

WHITSUN TROPHY

Sports Prototypes, 1963-66
Seven Ford GT40s (Ray Bellm, Adrian Newey, Oliver Mathai among them), five Lola T70 Spyders (Andrew Smith and Martin Stretton) and five McLaren M1s (Roger Wills, Julian Bronson) square up in rumbustuous V8 fest.

CHICHESTER CUP

Formula Junior, rear-engined, drum-braked, 1958-62
Twenty chassis marques – including the Canadian Dreossi special – form this wide-open set. Lotus 18, Caravelle, Elva 300 and 200, Lola Mk3 and Nota should be pacesetters in busy single-seater scrap.

MADGWICK CUP

2.5l Sports Racers, 1955-60
Front- versus rear-engined fight between Lotus 15s (Roger Wills/ Joe Twyman, Ewan & Jamie McIntyre) and Cooper Monacos (Graeme Dodd/Simon Hadfield, Mark Clubb/Martin Stretton) likely out front, with Lola, Lotus and Rejo tiddlers chasing hard.

RICHMOND TROPHY

Front-engined GP cars '50-60
BRM Type 25s (Gary Pearson in Jo Bonnier's Dutch GP winner) tackle Ferrari 246 Dinos, Lancia-Ferraris, Maserati 250Fs, Aston Martins, rorty Offy-powered Scarabs, and Ferguson P99. Alta, Cooper-Bristol, Connaught and HWM provide F2 backdrop.

GORDON TROPHY

Rear-engined GP cars '54-61
Rear-engined miscellany spans Assegai, de Tomaso, Heron and LDS-Alfa Romeos, unique JBW-Maserati and Walker-Climax, but late-period pacesetter Coopers and Lotuses (below) will be hard to topple.

FREDDIE MARCH TROPHY

Goodwood 9-Hour cars, '52-55
Colourful treat featuring Aston Martin DB3 (Martin Melling), which won Goodwood's first enduro, and Jaguar C-type (Carlos Monteverde). Ferrari 166MM, Gordini, Lagonda V12 and Allard J2 will also delight.

FORDWATER TROPHY

Production GTs, 1960-66
Rare Alfa Giulietta SZ Coda Tronca and Abarth 1000GT Bialbero join 'Britpack' Mini Dart, Mini Jem and Ogle, Deep-Sandersons and Ashley, Jacobs, Lenham, Speedwell, works and WSM Spridgets, as well as the unique Triumph TR4 SLR.

BARRY SHEENE TROPHY

Motorcycles 1936-54
Two-wheelers in the spirit of the unique 1954 meeting. James Haydon (Matchless), Jeremy McWilliams (Manx Norton) and Charlie Williams (Vincent Black Shadow) are among the leather-clad heroes mixing it with BMW, BSA Gold Star, Gilera, Triumph and Velocette machinery.



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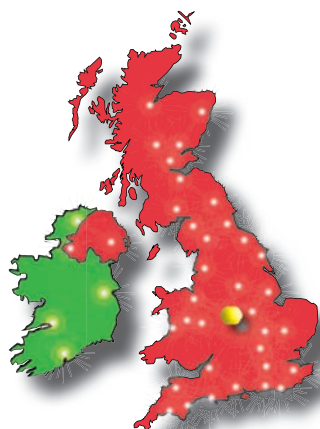
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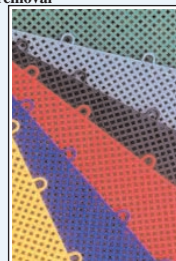
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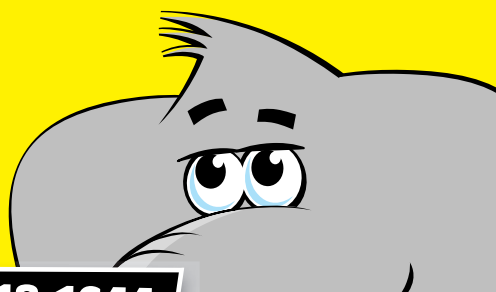
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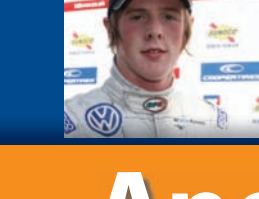


British F3> NEWS

Showdown

Adriano Buzaid was on fire at Snetterton with two second places and one win in British F3. Daniel Brown and Tom Ferrier were on song in British GT with one win and one second.

Can Jean-Eric Vergne win the Sunoco Daytona Challenge? He needs to be near to perfect at Brands and can only afford to drop either a pole position or a fastest lap to beat Ross Kaiser, in the Radical UK Cup, to the Rolex 24 At Daytona.



Next race:
Brands Hatch 25-26 September 2010



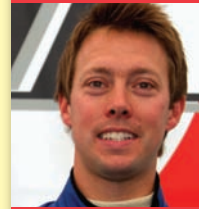
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British F3 – William Buller
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Ginetta launches new academy, p82



Kristensen (left) and BV-R will race 330

AUTOSPORT SAYS...

BEN ANDERSON
EDITORIAL ASSISTANT

ben.anderson@haymarket.com



ON-BOARD CAMERAS have come a very long way in a very short space of time. The technology has become much more compact and far more affordable in recent years.

So many club racers run these devices on their cars now (to help them improve their driving, or show their escapades off to friends, family and sponsors), that perhaps it is time for more series to consider making them mandatory.

The general standard of driving has been well short of acceptable this season. There have been numerous massive accidents, and plenty of disgruntled drivers following on-track clashes.

The Mini Challenge has required every one of its cars to run on-board cameras for several seasons now, and British Formula 3 will do the same from next weekend's 2010 season finale at Brands Hatch.

The cameras allow every incident to be examined from multiple angles, and Mini Challenge boss Paul Harvey says they have been an enormous help in cleaning up driving standards in his series.

I'm no fan of CCTV, or Big Brother, but club racing doesn't enjoy much live TV to aid its judicial system. On-board cameras would provide an inherent deterrent to bad driving. After all, the camera doesn't lie...

Extra contact details

Kevin Turner, national editor
kevin.turner@haymarket.com

Kristensen for Goodwood

Eight-time Le Mans winner and Audi factory driver will make Revival debut sharing TT-winning Ferrari 330 LMB with Historic F1 ace Bobby Verdon-Roe

» EIGHT-TIME Le Mans 24 Hours winner Tom Kristensen will make his Goodwood Revival debut this weekend with a twin assault on the Tourist Trophy Celebration and St Mary's Trophy events.

The long-time Audi driver will compete at the wheel of a Ferrari 330 LMB in the TT sportscar race for closed-cockpit GT cars built between 1960 and '64, and an Austin A95 Westminster in the St Mary's touring car event. He will share the Ferrari with Bobby Verdon-Roe, who won the TT in the Tim Samways-prepared car with Peter Hardman in 2008.

Kristensen, 43, said: "I've always been a sportscar and a touring car driver, so it's good that I'm racing both types of car."

The Dane said that he had taken up an invite to compete at the Revival after meeting with event founder Lord March at the Geneva Motor Show in March.

"He asked if I would do the Revival," he said. "I know all about the Festival of Speed, because I've been three times, and I'm sure the Revival is a great event too."

"I'm doing this in honour of our sport and our traditions. I'll be driving cars

built before I was born and against some drivers who raced them in period."

Kristensen sampled the 330 LMB, owned by Harry Leventis, at the official launch of the 13th Revival Meeting at Goodwood last weekend.

"It's got good power, but it is heavy and doesn't have a lot of grip," he added. "That makes it fun to drive."

He didn't get to drive the Austin at the launch, but described it as "looking like a big London taxi".

Kristensen is no stranger to historic racing. He has participated in the Copenhagen Historic GP three times, in a Mini and Ford Escorts.

Other Revival debutants include sportscar stalwart Jean-Christophe Boullion, touring car ace Paul Radisich and seven-time Bathurst 1000 winner Jim Richards.

Boullion will drive an AC Cobra in the TT Celebration with Ludovic Caron. Radisich will compete in two events: he will contest the St Mary's Trophy in a Borgward Isabella TS and the Madgwick Cup for

production sports-racing of 1955 to '60. Richards drives a Morris Minor in the St Mary's tin-top clash.

Chevrolet factory driver Oliver Gavin will expand his involvement, following his debut in the St Mary's Trophy last year. He will again race in the touring car event, this time in an Austin A40, and also do the TT in a Jaguar E-type.

Plans for Renault F1 racer Vitaly Petrov to drive a Gaz Volga M21 in the touring car clash have fallen through.

P64 REVIVAL PREVIEW



CONTENTS

- p88** BRANDS HSCC
- p89** SILVERSTONE LMS SUPPORTS
- p90** ROCKINGHAM BARC
- p92** MONDELLO PARK LEINSTER TROPHY
- p95** CADWELL PARK CSCC

A paid G40 season is up for grabs

Ginetta Juniors

New academy for Ginetta Juniors

British marque to assess racers and award free drive in 2011 G40 championship to the winner

GINETTA IS to launch a new Junior Academy, the winner of which will receive a fully-funded drive in the 2011 Ginetta Junior championship worth £60,000.

For £299 plus VAT, drivers aged 14 to 17 can attend one of three selection meetings at Leicestershire's Bruntingthorpe Proving Ground during October's half-term break. Candidates

will be evaluated on skill and flair behind the wheel of an 1800cc Zetec-powered Ginetta G40, before tackling fitness and media assessments.

Five drivers from each meeting will then be selected for the grand final on October 29, when a panel of judges, including Ginetta chairman Lawrence Tomlinson, will choose a winner.

Tomlinson, formerly a class winner in

the Le Mans 24 Hours, believes that the initiative will remove the financial barrier to entry for youngsters seeking to get involved in the sport.

"Motorsport has a reputation for being an expensive sport to break into," he said. "I want to explode that myth and give ordinary kids, who may have thought a career in the industry was out of their reach, the chance to have a crack at racing

in the Ginetta Junior Championship.

"The series already offers the best route into top-level racing for teenagers, so it seems right that we should open up the opportunity to youngsters across the whole country and from all walks of life.

"We've kept the entry cost to an absolute minimum and are offering teens a genuine chance to come and test-drive the G40."

Renault Sport Masters

Masters canned because of noise

NOISE ISSUES have forced organisers to cancel the inaugural Renault Sport Masters meeting at Zandvoort, slated to take place this October.

The Formula 3 Masters-style event for Formula Renault and Clio Cup was due to take place at the former home of the Dutch Grand Prix on October 30-31. Promoter Mick de Haas hoped to attract Formula Renault racers from across Europe by hosting a festival event open to both the new Barazi-Epsilon car and the old Tatuus chassis.

The race format was due to be finalised this month, but an unattainable maximum-noise level of 81 decibels for the event has forced

de Haas to cancel his meeting. Zandvoort is allowed a five-days-per-year exemption from this limit, but has already used up its quota for 2010.

According to a statement by Renault Sport, "a solution is being investigated for next season depending on how this law is applied to Zandvoort. The circuit is in the process of negotiating a larger

quota of exempt days.

"Renault Sport Technologies is also considering the possibility of organising the Masters on another circuit."

The Paul Ricard circuit in the south of France has been mooted as the alternative venue for the event, for which Renault had expected to attract approximately 45 single-seaters.



Zandvoort Formula Renault festival has been cancelled

Porsche Carrera Cup GB

Turk to race in Carrera Cup

TURKISH RACER Yucel Ozbek will contest this weekend's Porsche Carrera Cup GB round at Donington with Red Line Racing.

GT3 Cup Challenge Eastern Europe frontrunner Ozbek, 45, also plans to contest the final pair of races at Brands Hatch on October 9-10.

Team boss Simon Leonard said: "Yucel wanted to race in Britain this season and we are very pleased to bring him into the team. He's done well in the GT3 Cup Challenge Eastern Europe, and this is now a fresh challenge."

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Radical UK Cup

WTCC star Huff could join ex-Radical champ for enduro

WORLD TOURING Car Championship ace Rob Huff has been lined up to make his Radical UK Cup debut in a trio of non-championship races at Donington Park later this month.

If the works Chevrolet driver can obtain clearance from RML, which runs his WTCC programme, he will team up with former Radical Club Cup champion Jonathan Wright to race an SR3.

"I have lived near Rob Huff for some time and asked him if he would like to

do the race with me," said 2008 AUTOSPORT Golden Helmet winner Wright. "The car will be a works car, Phil Abbott has put it together for us, and I'll run the car from a Radical tent.

"We're going to do the testing on the Friday beforehand. Rob's not been in a Radical before but I'm sure he'll put me to shame."

Wright has limited SR3 experience, but raced one at Castle Combe earlier this season. Huff won all three races in a

guest Ginetta G50 Cup outing at Thruxton earlier this season, and Wright is hopeful that his form will carry into Radicals.

Huff, who lies fourth in the WTCC rankings heading into this weekend's Oschersleben round, was unavailable for comment.



Wright hopes to share Radical SR3 with Huff

OLIVER READ

Ginetta G50 Cup

Palmer gets Donington G50 run

FORMULA FORD

festival winner Chrissy Palmer is to contest the Ginetta G50 Cup round at Donington Park this weekend.

Palmer, 19, started the season in Formula Renault UK before breaking his hand in a testing crash at Brands Hatch. He contested a British Formula Ford round in June, but has not raced since.

His G50 outing will come with Matt Blyth Motorsport. "Matt and

I are good friends and we've been talking during the year," said Palmer. "I tested the G50 at Silverstone recently and enjoyed driving the car.

"Whether I do any more G50 races depends

on how this one goes, but it's always been my plan to look at sportscars and GTs because I'm a bit too big for F1."

Palmer has also entered the Carrera Cup GB Scholarship.

Palmer started the season in Renault



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Pye navigated Schryver in Elan

PAUL LAWRENCE

I've always thought that Group 4 Escort RS1800s are mega, but the attractions of rallying have escaped me until recently, probably because the car control required to be competitive on mixed and ever-changing surfaces is worlds beyond my meagre driving skills. I believe I know my limits!

With the exciting throttle-jockeying bit left to somebody else, then, navigation - at which I surely have to be marginally more adept? - has never appealed. As a child I was a poor passenger (in soggily-sprung cars of the 1960s, which smelled of petrol), but I was strangely drawn to the opportunity to do last week's Tour Britannia in a Lotus Elan 26R.

Part race, part rally and in its sixth year, the Tour is the brainchild of Fred Gallagher and Alec Poole, who between them have many decades of competitive and organisational experience. Their efficiency, coupled with an easygoing management style - and great routes - is why many won't miss it.

Michael Schryver, my chauffeur for the stages (the company, and driving the races hooked me!), was both returnee and patient mentor. Fortunately, John Sheldon's wife Lesley gave me a brief tutorial on 'clocking in' procedures and using the roadbook, the Tour bible. I'd been waking up in the small hours worrying about that, unnecessarily.

The whole event started gently, with a sprint on the Aintree club

circuit (where I'd been to MSA British championship rounds, and an FF1600 meeting) and a race at Oulton Park, preceded by a heavy storm. We lay seventh on our return to Chester HQ for a hugely sociable evening.

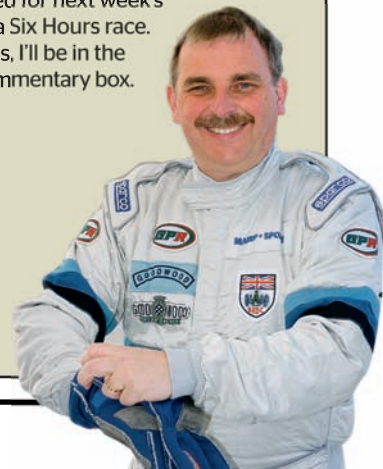
Day two was one of contrasts. A hairy excursion on a Welsh mountain top was an eye-opener en route - via one of several stages in stately homes - to Anglesey Circuit, but my first sight of Great Orme at Llandudno would take a feature to detail. We survived the awesome coast road and reached fifth, nine seconds behind class leaders Sean Walker/Ian Flux in another 26R.

Serious speed over Eaton Hall's rough concrete and Cholmondeley Castle's smooth tarmac put us ahead in our private battle, before the penultimate stage at Swynnerton camp. Third fastest first time through, Michael wanted more on the wet-but-drying surface. I called 'chicane left-right, then tight left' but the Elan's razor-sharp handling could not defy the laws of physics. Our rally ended in the hawthorn trees.

I'd sign up again in 2011. Many more should, for it's a fantastic experience that novice crews rave about and continental tour devotees thoroughly enjoy. What of the Elan? It should be fixed for next week's Spa Six Hours race.

Alas, I'll be in the commentary box.

“The Elan's razor-sharp handling could not defy the laws of physics. Our rally ended in the trees”



Ma5da MX5 Cup

MX5 Cup becomes championship

THE MA5DA MX5 Cup, for Mk3 versions of the Japanese sportscar, has gained MSA outline championship approval for 2011.

Ma5da Racing, which currently attracts full grids to its Mk1 series, has held a number of races for Mk3s this season. With more cars being prepared, the initiative is now set to run as a full championship next year.

Series boss Jonathan Blake said: "There has been strong interest and uptake for the Ma5da MX5 Cup. We

have been working hard to ensure that the 2011 championship is cost-efficient and is accessible to professional race car preparers and first-time privateers."



Mk3 MX5s will have a championship in 2011

GARY WATKINS



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Tour Britannia

Lockyear dominates Tour Britannia in 911

SEAN LOCKYEAR won the Tour Britannia for the second time in three seasons last week, by dominating the three-day race and rally classic in his 3-litre Porsche 911.

Partnered by novice Ian Reed, Lockyear gained the upper hand in day one's race at Oulton Park, before extending his advantage over the remainder of the event, which looped through North Wales and Anglesey before heading into the Midlands for eight special stages and a race at Mallory Park.

"This has been the best Tour Britannia so far and the car was perfect," said Lockyear.

Second place went to the Ford Shelby Mustang

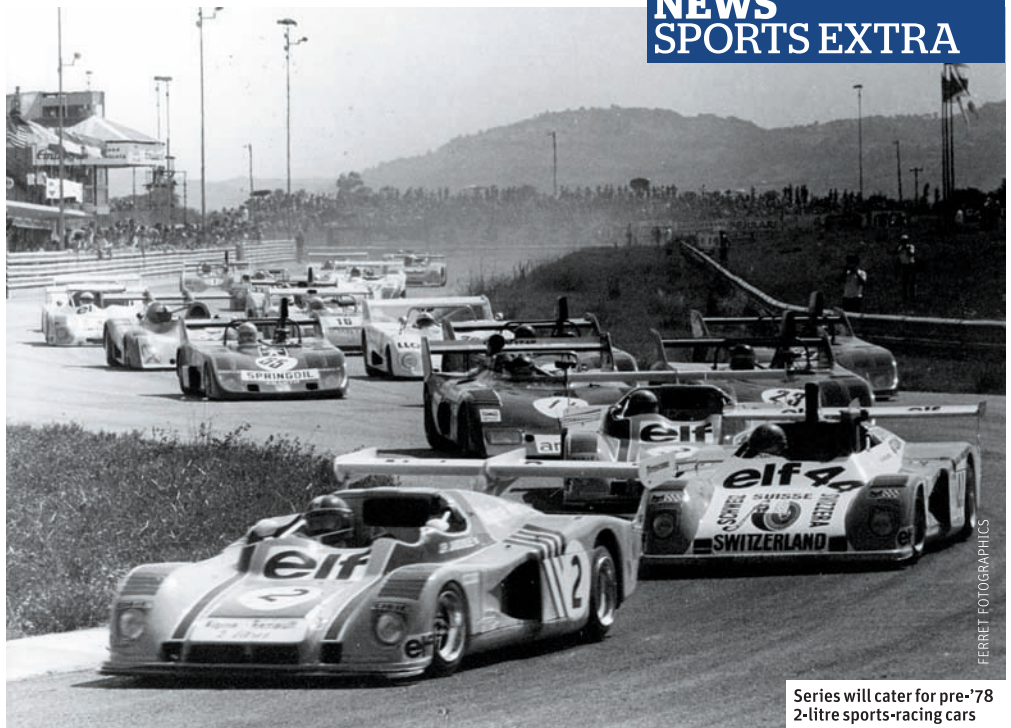
GT350 of Robert Hartley and Rupert Clevely, while Carrera Cup racer Paul Hogarth, with Darren Knutton, used Nick Whale's 2009-winning Porsche 911RS to take third. "The stages at Trawsfynydd were phenomenal, but I gave Great Orme too much respect on the first run," said Hogarth.

Head gasket failure for John Clark's 911 and engine woe for John Sheldon's Lotus Elan turned the race for fourth into a contest between Sean Walker and Ian Flux's Elan and the similar car of Michael Schryver and AUTOSPORT's Marcus Pye. The battle ended when Schryver crashed at Swynnerton.

Porsche of Lockyear/Reed ruled the Tour



PAUL LAWRENCE



FERRER PHOTOGRAPHS

Series will cater for pre-'78 2-litre sports-racing cars

Historics

New series for Group 6

HSCC initiative to revive classic European sportscar battles of 1970s



THE HISTORIC Sports Car Club will run a new series for 2-litre sports-racing cars of the 1970s next season.

The initiative will cater for open-cockpit Group 6 cars produced before the end of 1978 by the likes of Chevron, Lola, March, Toj, Alpine and Osella, and raced in period in the FIA European Sportscar Championship by drivers including Jo Bonnier, Brian Redman, Chris Craft, John Burton, Vic Elford, John Miles, John Lepp, Guy Edwards and Dieter Quester.

Cars will use Avon A11 tyres and compete in two classes, running to a minimum weight limit

of 500kg, unless fitted with wings, in which case the limit rises to 575kg.

The race format will comprise one qualifying session and two races of between 25 and 30 minutes.

Grahame White, chairman of the HSCC, which ran the RJB Mining Championship for 2-litre sportscars in the 1990s, said: "We expect to have four or five race weekends in 2011, starting at the Silverstone International Trophy meeting in mid-May.

"Beyond next season, we would like to run this series alongside the Historic Formula 2 Championship, running at some wonderful circuits across Europe."

Formula Jedi

Jedi champ claims Cadwell Park's outright lap record

REIGNING FORMULA Jedi champion Richard Mitcham broke the Cadwell Park Full Circuit outright lap record twice last weekend.

The double race winner posted a best lap of 1m21.905s (96.12mph) in the first outing, bettering the previous

record of 1m22.225s (95.139mph) set by fellow Jedi racer Nigel Reuben in June 2007, in a race that Mitcham won.

Mitcham then lowered his new benchmark to 1m21.138s (97.03mph) in race two, 1.087s below Reuben's old record.

Mitcham, 21, from nearby Boston, has only been able to compete in a part-season in 2010, due to his university studies and funding issues, but has won six times from six starts and set category lap records at Brands Hatch and Oulton Park.

He said: "My father Dave worked on the car last winter and we knew we would be quick again this year. "I would like to step up to Formula Renault with a leading team, but the budget is obviously far more than for Formula Jedi."

Mitcham slashed lap record by 1.087s



STEVE JONES

Brighton Speed Trials

Endean wins Brighton Trials

MIKE ENDEAN cruised to a trio of Brighton Speed Trials wins with a dominant display aboard his XTrac Gould Ford Puma.

A recently installed ShifTec paddle clutch system helped to propel Endean to a 10.72-second run-off win. He said: "With the new clutch system I had to experiment, but I'm still happy with how it all went."

Richard Girling drove his Nissan GT-R

road car to second place overall. "An 18-month wait for delivery of the car seemed worthwhile after all," said Girling, who edged out Rodney Thorne's Pilbeam MP43.

Gian Avignone clocked an 11.46s run in his Tesla Roadster Sport electric vehicle. The almost silent car would have been classified third overall had the time been recorded during the run-offs.

Avignone's Tesla EV impressed with speed



BARRY AMBROSE

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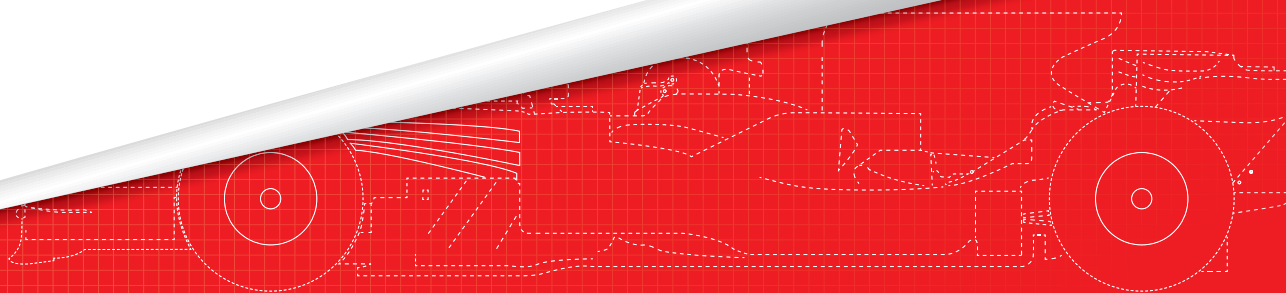
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IN BRIEF

KARTER JORDAN KING tested for works Van Diemen Formula Ford squad Fluid Motorsport at Brands Hatch last weekend. The team is expected to return to race action at Donington Park this weekend, with former team leader Garry Findlay driving.

RACING VETERAN Barrie Williams gave David Weir's new Group 1 Ford Capri a first run-out at Brands Hatch last weekend. Weir hopes it will be part of a two-car Capri team (left) for 2011, with Dave Margulies and Weir driving.



FORMER BTCC racer Iain Forrest made his SPEED series debut at Silverstone last weekend, sharing a Ligier JS49 with If Motorsport chief Bryce Wilson. "The invitation came at Bryce's surprise 50th birthday party, and our combined age is 110," said Forrest. "I had a brief run in the car at Knockhill, but otherwise it was straight into qualifying." The pair was fourth in the first race, before taking a troubled 13th in the second.

KUMHO BMW Championship frontrunner Ian Crisp was forced to go home after qualifying at Rockingham last Saturday due to an engine failure, which ruled him out for the rest of the weekend.

JONATHAN BAILEY is considering following in his father John's footsteps by racing the family Jaguar D-type at the Donington See Red VSCC meeting next month. "The car has stood in Gary Pearson's workshop for 15 years, since my dad last raced, and he used to drive it to work before that," said Bailey Jr after testing the car at Donington.



ASA tribute to Stuart 'Adam' Richardson, who died in a motorcycle accident last month, HSCC HRS Lotus Elan racer Paul Tooms entered his BP workmate's Europa for Saturday's 70s Road Sports race at Brands Hatch. He retired when its gear lever came out in his hand.

EX-GRAND PRIX racer Alex Caffi returned to Silverstone in the SPEED Series with a Wolf GB008 last weekend. "I raced the car the week before at Paul Ricard, and it was so nice to be at Silverstone, and to lead a race," he said after taking third and fourth in Maurizio Fratti's car.

BRETT PARRIS was a last-minute entry for the Formula Renault BARC races at Rockingham last weekend, taking seventh and sixth in the two outings.

ERC

Doran is victorious but Isachsen takes title

BRITAIN'S LIAM DORAN took his second European Rallycross Championship victory in the penultimate round last weekend at Slomczyn in Poland, as Sverre Isachsen wrapped up his second consecutive title.

Doran and Isachsen started the A final from the front row, but came together on the opening lap, causing the Norwegian's Ford Focus to leave the road and drop down the order.

Doran continued behind the Volvo of leader Frode Holte until taking his joker lap and falling to third behind Andreas Eriksson. The Englishman soon muscled his way back into second before hunting down and



Doran leads ERC field in his Citroen C4

passing Holte for victory. "I drove like mad," said Doran. "I hadn't even moved at the start and Holte was alongside me. He admitted he jumped it but he must

have gone just as the lights came on. "I didn't know what happened to Isachsen; he hit me in the first corner, but I didn't see him again."

Isachsen recovered to fifth, but the new champion was unimpressed by Doran: "I did not know that I had won it until I came back to the paddock - I was so angry."

Formula Renault BARC

FRenault lead gives Hale Barcelona test

FORMULA RENAULT BARC points leader Mitchell Hale has won a prize test with a Eurocup team at Barcelona.

The Fortec Motorsport racer took the prize, which will give him his first taste of the new Barazi-Epsilon racer, by maintaining his lead in FRenault BARC - which is for the old-spec Tatuus cars - at Rockingham last weekend.

The test, organised by Renault Sport Technologies, is due to take place on October 11. "It's a really awesome track so I'm looking forward to the test," said

16-year-old Hale. Championship promoter Simon North added: "The BARC championship remains a proven feeder series to the UK contest [which is also for the Barazi-Epsilon cars] and it is hoped this test, together with the current champion's prize, will help up-and-coming racers like Mitchell to make the step-up."

Hale takes a 16-point lead into the final round of the FRenault BARC series, at Thruxton on October 17, over ex-FRenault UK racer Alice Powell.

Lotus Cup Europe

Lotus spoils shared at Zolder

MARK FULLALOVE and Jon Walker took a Lotus Cup Europe win apiece at Zolder last weekend.

Walker qualified his 2-Eleven on the front row for both of the European Truck Championship-supporting races. He was chased down and passed for race-one honours by Fullalove, who

he was later able to keep at bay for victory in the second contest. Polesitter Christophe Lisandre completed the race-two podium.

James Knight and Michael Edwards shared the Production class honours, while the Invitation class trophies went to David Harvey and Cai Cederholm.



Walker leads Fullalove at a sodden Zolder

British Historic Rally Championship

Onions takes first major asphalt win on Flanders



Onions won despite gearbox gremlins

WILL ONIONS and Dave Williams were the top British Historic Rally Championship crew on the Historic Tour of Flanders.

It was the first major asphalt victory for Onions, who overcame a jammed gearbox on his Ford Escort Mk2 to win ahead of David Stokes and Guy Weaver's Escort Mk1. "That stage seemed to go on forever," said Onions.

Stokes achieved his mission of taking maximum Category Two points to keep his title bid alive with one round remaining.

Meanwhile, reigning champions Dessie Nutt and Geraldine McBride won Category One in their Porsche 911 after rivals Jonathan Gale and James Whitaker retired with a damaged radiator on their Sunbeam Tiger.



GARY HAWKINS



Hadfield slithered to
Classic F3 triumph

GARY HAWKINS

Lotus blossoms for Texas flyer Tooms

IN A fascinating Historic Road Sports battle between Lotus Elans in original and +2 forms, Paul Tooms in the earlier machine shaded David Gathercole for victory during Saturday's annual HSCC ByBox raceday.

Gathercole just held sway in the drizzle, but when the track began to dry his longer, wider car lost its edge. Tooms pounced as Gathercole fishtailed out of Graham Hill Bend on the second to last lap. Dave Randall (Ginetta G4) chased, and with rival Dean Forward (Alfa Romeo) third in class, nailed the 2010 title.

Nick Fleming trumped Tooms' return from Texan business commitments by commuting from China to win the Guards Trophy enduro on a drying surface, but Graeme Dodd (Ginetta G16) hounded the Scottish Chevron B8 driver. Top qualifier Luke Stevens (in Ross Maxwell's B8) flew off at Paddock having outbraked Fleming and himself, and Will Schryver (B6) also explored the scenery while reeling in

third-placed Steve Hodges.

The GT section was also exciting. Al Fleming (Nick's father) led until driveshaft failure halted his Elan, whereupon Jeremy Taylor (Elan) and Mike Adams (Jaguar E-type) took up the cudgels. When they spun in unison at Graham Hill, Adams recovered quicker.

Not even a mid-race caution – after Dave Clark bunkered Paul Campfield at Druids – could derail Simon Hadfield's Classic F3 victory in the ex-Brian Henton/Rupert Keegan March 743. Benn Simms' 803B was set too stiffly for the wet, but he slithered home third, behind the tenacious Pat Gormley

(ex-Patrick Neve Safir).

Porsche 928 stalwart Paul Anderson drove a faultless '70s Road Sports race, staving off Julian Barter (TVR 3000M) and winning the drag race to the chequer. Champion Peter Shaw had "the mother of tank slappers" in his Tuscan at Surtees, but rallied to third ahead of polesitter Adam Bagnall's Jaguar E-type.

Formula Ford leader Darren Burke misjudged grip levels in the rain behind the safety car and spun back to fourth at Surtees, but the champ recovered to make it 12 out of 12 wins. By beating Ian Ashley to second, Benn

Simms and the ex-F1 driver go to Silverstone's final level on points.

Novice Brian Morris's drive to sixth was superb.

With undefeated Cooper S ace Roger Godfrey beyond reach in the class-based Touring Car series, division leaders Mark Jones and Roger Cope are vying for second. Jones (Lotus Cortina) shook off Cope's BMW to win.

A massive midfield battle embroiled Colin McKay (Jaguar S-type), Jim Burrows (Cooper S), the Anglias of Brian Webb and Mike Koskela, plus the Imp squad of Graham Martin, Steve Platts and Adrian Oliver until Burrows, Webb

and Martin went quarrying together at Paddock. That stopped the race.

Cooper T59s filled four of the top six Formula Junior places, with Jon Milicevic beating Lotus duo Andrew Hibberd and Mark Woodhouse.

Teenager Oliver Thorpe trounced Historic FF2000 opposition, but local veteran Peter Denham leaped boldly from seventh to second. Pressure from David Wild wilted when Colin Wright caught him.

Ian Gray beat the day's smallest field in what became a processional CRC contest once Antony Ross had gyrated.

■ **By Marcus Pye**

HISTORIC ROAD SPORTS (17 LAPS) 1 Paul Tooms (Lotus Elan); 2 David Gathercole (Lotus Elan Plus 2) +1:22s; 3 Dave Randall (Ginetta G4); 4 Robi Bernberg (Porsche 911); 5 Colin Sharp (Triumph TR5); 6 Andy Shepherd (Lotus 752). **Class winners** Bernberg, Sharp; Dick Coffey (Turner Mk1); Richard Owen (Triumph TR2). **Fastest lap** Tooms 1m03.428s (68.05mph). **GUARDS TROPHY (39 LAPS)** 1 Nick Fleming (Chevron-BMW B8); 2 Graeme Dodd (Ginetta-BMW G16) +1:706s; 3 Steve Hodges (Chevron-BMW B8); 4 Andrew & James Schryver (Chevron-BMW B8); 5 Nick Thompson/Sean McClurg (Chevron-BMW B6); 6 Alexander Boswell (Costin Nathan). **CW** Mike Adams (Jaguar E-type); Jeremy Taylor (Lotus Elan); Clive Wilson (Elva Mk7); Martin Richardson (MGB); Andy Somerville/Steve Monk (Triumph TR4). **FL** Fleming

56:102s (76.93mph). **CLASSIC F3 (19 LAPS)** 1 Simon Hadfield (March-Toyota 743); 2 Pat Gormley (Safir-Toyota RJ03) +3:414s; 3 Benn Simms (March-Toyota 803B); 4 Jamie Brashaw (March-Toyota 793); 5 Hugh Price (Chevron-Toyota B38); 6 Paul Smith (Martini-Toyota Mk3). **CW** Albert Clements (Lotus 69); Wil Arif (Royale-Ford RP27). **FL** Hadfield 55:581s (77.66mph). **HISTORIC TOURING CARS (9 LAPS)** 1 Mark Jones (Ford Lotus Cortina); 2 Roger Cope (BMW 1800) +4:991s; 3 Peter Hore (Ford Lotus Cortina); 4 Mike Gardiner (Ford Lotus Cortina); 5 Andy Jones (Singer Chamouis); 6 Roger Godfrey (Austin Cooper S). **CW** Cope; Jones; Godfrey. **FL** Jones 57:891s (74.56mph). **'70s ROAD SPORTS (21 LAPS)** 1 Paul Anderson (Porsche 928); 2 Julian Barter

(TVR 3000M) +0:587s; 3 Peter Shaw (TVR Tuscan); 4 Adam Bagnall (Jaguar E-type); 5 Jai Sharma (Ferrari 308); 6 Paul Stafford (Datsun 240Z). **CW** Barter; Mark Dudley (Alfa Romeo 2000 GTV); Ralph Harwood-Penn (MG Midget). **FL** Anderson 56:439s (76.47mph). **HISTORIC FF1600 (20 LAPS)** 1 Darren Burke (Macon MR8); 2 Benn Simms (Alexis Mk14) +6:428s; 3 Ian Ashley (Lola T200); 4 Ben Mitchell (Merlyn Mk20); 5 David Wild (Lola T200); 6 Brian Morris (Macon MR7). **CW** Morris. **FL** Burke 52:443s (82.30mph). **HISTORIC FORMULA JUNIOR (22 LAPS)** 1 Jon Milicevic (Cooper T59); 2 Andrew Hibberd (Lotus 22) +6:684s; 3 Mark Woodhouse (Lotus 20/22); 4 Simon Armer (Cooper T59); 5 Steve Smith (Cooper T59); 6 Andrew Wilkinson (Cooper T59). **CW** Brian Mitcham (U2); Crispian Besley (Cooper T56).

FL Milicevic 53:577s (80.56mph). **HISTORIC FF2000 (24 LAPS)** 1 Oliver Thorpe (Royale RP27); 2 Peter Denham (Reynard SF78) +2:537s; 3 David Wild (Reynard SF79); 4 Colin Wright (Reynard SF79); 5 Scott Temple (Delta T79); 6 Roger Price (Delta T79). **CW** Antony Raine (Merlyn Mk28). **FL** Thorpe 49:484s (87.22mph). **CLASSIC RACING CARS (20 LAPS)** 1 Ian Gray (Brabham BT16); 2 Antony Ross (Lotus 59) +1:6739; 3 Chris Holland (Brabham-MAE BT21); 4 Leif Bosson (Brabham-MAE BT28); 5 John Rand (Palliser WDB2); 6 Trevor Messett (Chevron-MAE B9). **CW** Holland; David Brown (Brabham BT23C). **FL** Gray 1m04:35s (70.26mph).

SILVERSTONE LMS SUPPORTS Sep 10-12
Double for Kaiser/Woodward; Burnett wins CER



The Radical Masters field gets underway

JAKOBBREY

360 Racing masters the Radicals

TERRENCE WOODWARD and Ross Kaiser had to work for their two Radical Masters victories and, for once, luck was on the side of the 360 Racing SR8.

After Jamie Patterson's SR8LM had pitted with a useful lead in race one, a brake fluid leak kept him there and handed first place to Derek Johnston/Stuart Moseley. But the safety car intervened and dropped Johnston to fourth, as he struggled with his brakes.

Kaiser started from the pits, and with Woodward at the wheel they took charge. Despite being hit by a wild backmarker at Brooklands and suffering a puncture on the last lap, they still took the win.

Patterson was set for victory in race two, after a terrific scrap with Per Staaf and Kaiser. But with a lap to go they caught the SR3 class-leading duel and after Chris Dymond had ousted Ray Woolhead, Woolhead spun and collected

Patterson as he rejoined. Kaiser avoided the debris to head home Staaf and John Stanley/James Swift. Having clinched the UK title in the first race, Ross Allen/Chris Dymond celebrated with a win in the SR3 class, after Nigel Greensall/Woolhead led for nearly the entire race.

Warren Hughes and Jody Firth's Ligier JS49 dominated both SPEED Series races. Alex Brundle/Simon Dolan maintained a strong second in race one,

RADICAL MASTERS (21 LAPS) 1 Ross Kaiser/Terrence Woodward (SR8); 2 Manhal Allos (SR8) +2.763s; 3 Shaun Balle/Roger Bromley (SR8); 4 Stuart Moseley/Derek Johnston (SR8); 5 Christian Droop/Ian Flux (SR8LM); 6 Callum Lockie/David Jacobs (SR8). **Class winners** Marco Cencetti/Andrea Fausti; Ben Jackson/Michael Jackson (PR6). **Fastest lap** Kaiser 2m01.855s (108.14mph). **RACE TWO (20 LAPS)** 1 Woodward/Kaiser; 2 Per Staaf (SR8) +3.935s; 3 John Stanley/James Swift (SR8LM); 4 Greg Hart (SR8); 5 Allos; 6 Stefan Mueller (SR8LM). **CW** Ross Allen/Chris Dymond; Jackson/Jackson. **FL** Kaiser 2m00.909s (108.99mph). **SPEED SERIES (43 LAPS)** 1 Warren Hughes/Jody Firth (Ligier JS49); 2 Alex Brundle/Simon Dolan (Ligier JS38/39) +1m18.413s; 3 Alex Caffi/Maurizio Fratti (Wolf GB008); 4 Bryce Wilson/Ian Forrest (Ligier JS49); 5 Gary Woodcock/Michael Woodcock (Ligier JS49); 6 Ivan Bellarosa/Fabrizio Comi (Wolf GB009). **CW** Beppe Baresi/

Marco Maneschi (Juno SSE); Jamie Orton/Robert Springate (Radical SR3); Caffi/Fratti. **FL** Hughes 2m02.721s (107.38mph). **RACE TWO (43 LAPS)** 1 Hughes/Firth; 2 Bellarosa/Comi +1 lap; 3 Fratti/Caffi; 4 Tom Bradshaw/Christophe Burrick (Ligier JS49); 5 James Rigby/Jonathan Wright (Ligier JS49); 6 Gary Kane/Ian Simmonds (Ligier JS49). **CW** Baresi/Maneschi; Orton/Springate; Bellarosa/Comi. **FL** Hughes 2m04.234s (106.07mph). **CLASSIC ENDURANCE RACING (27 LAPS)** 1 Gareth Burnett (Chevron B26); 2 Patrice Lafargue (Lola T298 BMW) +12.015s; 3 Charlie Kemp/Chris Fox (Lola T210); 4 Sandy Watson/Martin O'Connell (Chevron B36 BDG); 5 Guy Lacroix (Lola T298 BMW); 6 Mike Catlow/Kevin Wilkins (Lola T296 BDG). **CW** Kemp/Fox; Bernard Moreau (Porsche 911 RSR); Michael Foveny/Stefan Roitlmayer (Porsche 935). **FL** Jonathan Baker (Lola T280 DFV) 2m08.938s (102.20mph).

with Alex Caffi/Mauricio Fratti third. Caffi finished his opening stint with a late flourish, which took him past Bryce Wilson and Nick Padmore. The second Wolf of Ivan Bellarosa/Fabrizio Comi headed team-mates Caffi/Fratti to complete the podium in race two, but over a lap down on the victors.

With the Ferrari 712 of

Paul Knapfield and Lola T280 of Jonathan Baker/Carlos Barbot both retiring from the Classic Endurance race, the Lola T296 of Mike Catlow/Kevin Wilkins managed to hold off Gareth Burnett's Chevron B26. But Wilkins had to serve a drive-through penalty, which left Burnett in the clear for victory.

■ By Peter Scherer

B26 'chocolate drop' won classic enduro



JAKOBBREY

BLYTON RALLYCROSS September 12
Doran victorious as round switches to Blyton

Doran takes victory and retains his title

SWITCHED FROM Mollory Park to Blyton, the seventh round of the British Rallycross Championship brought Pat Doran his third win of the year and sufficient points to put the title beyond the reach of his rivals with a round left to run.

After recording fastest times in each of the first two heats, Doran started the A final from pole and led it all the way. David Binks ran second throughout, while erstwhile points leader Andy Grant passed Andy Scott to run third, before

suspension damage caused a spin and left the Focus driver to limp home sixth. The incident, and a slow race time, cost Grant a Superfinal start, and his last hopes of beating Doran to the title.

The top three in the

Doran dominated in his Ford Fiesta



TIMWHITTINGTON

SuperModified A final were fast enough to make the Superfinal grid, Ash Simpson bagging his first win at this level after launching his Lotus into the lead at the start of the class final and then fending off the repeated passing efforts of polesitter Nick Priddy. A last attempt to unseat Simpson resulted only

in Priddy losing second to class points leader Julian Godfrey, whose closest rival, Mike Howlin, retired early with engine failure in his Fiesta.

The Superfinal was halted when Steve Hill

rolled his Mitsubishi on the first lap. Doran led the restart from lights to flag, while Andy Scott led the chase initially, before losing second place to Binks on the third lap.

■ By Tim Whittington

SUPERFINAL (6 LAPS) 1 Pat Doran (Ford Fiesta ST ERC); 2 David Binks (Ford Fiesta ST ERC) +6.6s; 3 Andy Scott (Peugeot 306 4x4 turbo); 4 Gareth Wood (Subaru Impreza); 5 Ash Simpson (Lotus Exige); 6 Nick Priddy (Vauxhall Tigra); 7 Julian Godfrey (Ford Fiesta); 8 Steve Cozens (Renault Clio Sport V6). **A FINALS (ALL 5 LAPS)** **SUPERCAR** 1 Doran; 2 Binks +0.9s; 3 Scott; 4 Steve Hill (Mitsubishi Lancer Evo9); 5 Wood; 6 Andy Grant (Ford Focus ERC). **SUPERMODIFIED** 1 Simpson; 2 Godfrey +0.35s; 3 Priddy; 4 Cozens; 5 Gary Dixon (Vauxhall Astra GTE); 6 Phil Chicken (VW Golf MkIV). **SUZUKI SWIFT SPORT** 1 Dave Bellerby; 2 Tony Lynch +0.30s; 3 Steve Hill; 4 Darren Scott; 5 Joel Doran; 6 Ian Beveridge. **RX150** 1 Leo Forster; 2 Jake Harris +6.6s;

3 Steve Harris; 4 Kevin Feeney; 5 Tommy Keet; 6 Chris Smith. **BTDA CLUBMANS SUPERMODIFIED** 1 Jonny Bean (BMW 325i); 2 Shelley Wakeling (Honda Civic Type R) +4.6s; 3 Brian Jukes (SEAT Ibiza); 4 John Clayton (Citroen Saxo); 5 David Ewin (Fiesta XR2); 6 Dom Yates (Peugeot 205). **STOCK HATCH** 1 Martin Peters (Citroen Saxo); 2 Darren Wilcox (Citroen Saxo) +1.6s; 3 Adam Clark (Citroen Saxo); 4 Russ Simpson (Citroen C2); 5 Steve Heppenstall (Peugeot 205); 6 Ben Cree (Peugeot 205). **MINICROSS** 1 George Edwardes; 2 Ben Clark +0.3s; 3 Kris Hudson; 4 Richard Wakeling; 5 Samantha O'Flanagan; 6 Kelly Bird. **JUNIOR** 1 Oli Mellors; 2 Todd Crooks +9.7s; 3 Ken Sumanadasa; 4 Paige Bellerby; 5 Ryan Weston.



MICK WALKER

Theodore survived pressure to win Formula Renault BARC

Hale and Powell still top as team-mates triumph

FORMULA RENAULT BARC rivals Mitchell Hale and Alice Powell came out of the penultimate round of the season in pretty much the same position they started – the pair split by 16 points on overall scores ahead of next month's title decider at Thruxton.

During rounds nine and 10 at Rockingham, the two title protagonists played more of a bit-part than usual, as their respective team-mates, Joseph Reilly and James Theodore, both took their second wins of the 2010 campaign with equally impressive performances.

Theodore withstood plenty of pressure from Reilly and Luke Wright

during the second half of the first race and although he never looked likely to lose the lead, his cause was helped by a late safety-car period, following a tangle between Steven Durrant and category newcomer Tommaso Menchini at the exit of Turn 1. This eventually led to a red-flag finish a lap early.

In the second encounter, Reilly dominated from pole position to move into the championship top three, while Webster recorded his third podium finish of the year with an excellent drive to second from fifth on the grid. Theodore took third to cap a strong weekend.

Powell put one over on points leader Hale in the opener, finishing two

places ahead in fourth. In the second race, Hale finished fifth while Powell was forced to mount a fightback from 13th, due to a moment at Deene on lap one. In the end, she battled back to seventh.

The Pickup Trucks enjoyed their final 'Oval' action of 2010 with Nic Grindrod coming out on top as the new champion after taking a superb final-round win. The race was affected by an early safety-car period, following a three-truck collision involving Lee Rogers, Anthony Hawkins and Neil Tressler at Turn 1, but Grindrod sealed the deal with an impressive drive.

Pete Stevens entered his name into the record books



MICK WALKER

Whittaker (leading) dominated Kumho BMW

as an Oval winner with a tremendous maiden victory during the first race. Four and a half years on from his first attempt, Stevens finally won on Europe's fastest oval racing circuit – but only by a scant 0.091 seconds!

In the Kumho BMW races, Garrie Whittaker took two dominant wins with Tom Webb finishing runner-up on each occasion. More BMW action, albeit from a much smaller entry, came from the CSL Cup. Kevin Clarke and Wayne Gibson, taking it in turns to share an E46 M3, won their respective races, but Gibson's bid was made easier after

the premature retirement of Dan Stringfellow.

Ian Pearson overturned Tom Pope's early advantage in the sole Classic Formula Ford 2000 outing to win by three seconds, while Stuart Kestenbaum easily took the spoils in the 1600cc race.

Chris Davison was similarly dominant in the Westfield Sportscar encounters, winning both to extend his streak of victories to 12 for the year.

Mark Charteris aced the Classic Clubmans race, while in the Clubmans Cup Adrian Lester and Paul Gibson shared the spoils in their respective Mallock and Nemesis prototypes.

■ By Marc Orme

FORMULA RENAULT BARC (13 LAPS)

1 James Theodore. 2 Joseph Reilly +0.923s; 3 Luke Wright; 4 Alice Powell; 5 Josh Webster; 6 Mitchell Hale. **Fastest lap** Reilly 1m18.746s (88.68mph). **RACE TWO (14 LAPS)** 1 Reilly; 2 Webster +3.138s; 3 Theodore; 4 Wright; 5 Hale; 6 Brett Parris. **FL** Webster 1m18.601s (88.85mph). **PICKUP TRUCKS (30 LAPS)** 1 Pete Stevens; 2 Nic Grindrod +0.091s; 3 Michael Smith; 4 Phil White; 5 Anthony Hawkins; 6 Carl Boardley. **FL** Stevens 40.588s (131.17mph).

RACE TWO (30 LAPS) 1 Grindrod;

2 Boardley +0.186s; 3 David Longhurst; 4 Smith; 5 Stevens; 6 Steve Dance. **FL** Smith 40.868s (130.27mph).

KUMHO BMW (14 LAPS) 1 Garrie Whittaker

(BMW E36 M3); 2 Tom Webb (BMW E36) +4.770s; 3 James Webb (BMW E36);

4 Thomas Knight (BMW E36 M3); 5 David Kempton (BMW E36 M3); 6 Tom Houlbrook (BMW E36). **Class winners** Rodger Card (BMW E30 M3); Mark Smith (BMW E90 M3); Stephan Lanfermeijer (BMW 318is). **FL** James Webb 1m30.295s (77.34mph). **RACE TWO (14 LAPS)** 1 Whittaker; 2 Tom Webb +3.784s; 3 Knight; 4 James Webb; 5 Kempton; 6 Houlbrook. **CW** Smith; Des Thresh (BMW E36 M3); Lanfermeijer. **FL** Whittaker 1m29.322s (78.18mph).

CSL CUP (14 LAPS) 1 Kevin Clarke (BMW

E46 M3); 2 Dan Stringfellow (BMW E46 M3) +2.005s; 3 Russell Foster (BMW E46 M3); 4 Mark Smith (BMW E90 M3); 5 Mark

Radcliffe (BMW E46 M3); 6 Adam Hayes (BMW E46 M3). **CW** Stringfellow. **FL** Clarke 1m25.466s (81.71mph). **RACE TWO (14 LAPS)**

1 Wayne Gibson (BMW E46 M3); 2 Foster +14.567s; 3 Hayes; 4 Smith; 5 Jagneet Bhamra; no other finishers. **CW** Foster. **FL** Gibson 1m25.981s (81.22mph).

CLASSIC FF2000 (13 LAPS) 1 Ian Pearson

(Van Diemen RF82); 2 Tom Pope (Van Diemen RF82) +30.49s; 3 Andrew Storer (Van Diemen RF82); 4 Richard Wallington (Van Diemen RF83); 5 Andy Huxtable (Van Diemen RF83); 6 Nigel Corry (Van Diemen RF82). **FL** Pearson 1m24.576s (82.57mph).

CLASSIC FF1600 (11 LAPS) 1 Stuart

Kestenbaum (Van Diemen RF79); 2 David Brise (Royale RP21) +6.210s; 3 Roger Newman

(Van Diemen RF80); 4 Andrew Smith (Van Diemen FA73); 5 Chris Porritt (Royale RP27); 6 Steve Bradley (Van Diemen RF73). **CW** Smith. **FL** Kestenbaum 1m30.667s (77.02mph).

WESTFIELDS (13 LAPS) 1 Chris Davison;

2 Jonathan MacGregor +11.255s; 3 Simon Pryke; 4 Nick Flowers; 5 Chris Gould; 6 Martin Gartside. **FL** Davison 1m32.114s (75.81mph).

RACE TWO (13 LAPS) 1 Davison;

2 MacGregor +15.195s; 3 Pryke; 4 Gartside; 5 Flowers; 6 Gould. **FL** Davison 1m31.789s (76.08mph).

CLASSIC CLUBMANS (15 LAPS) 1 Mark

Charteris (Mallock Mk20/21); 2 Steven Chaplin (Phantom P79) +22.457s; 3 Peter Harper (Connaught U2 Mk 20B/21); 4 Spencer

McCarthy (Mallock Mk20B); 5 Dave Pacer (Mallock Mk18B); 6 Chris Hart (Chevron GR8). **CW** McCarthy. **FL** Charteris 1m22.301s (84.85mph).

CLUBMANS CUP (15 LAPS) 1 Adrian Lester

(Mallock Mk35 Proto); 2 Daniel Gibson (Nemesis K9) +48.900s; 3 Russell Munns (Mallock Mk28/30); 4 Barry Webb (Mallock Mk23B); 5 Mike Evans (Rage); 6 Marcus Bicknell (Mallock Mk26 SG). **FL** Lester 1m22.805s (84.34mph). **RACE TWO (8 LAPS)**

1 Paul Gibson (Nemesis K10 Proto); 2 Lester

+4.693s; 3 Munns; 4 Webb; 5 Peter Richings (Mallock Mk30 PR); 6 Tom Brown (Mallock Mk29). **FL** Lester 1m21.618s (85.56mph).

OULTON PARK MSVR September 11
Martin and Eastwood share GT Cup honours



Martin's 997 leads the GT Cup field

Porsche & Ferrari victorious in chaos

ALEX MARTIN and Gary Eastwood shared the spoils in the GT Cup at Oulton Park last Saturday, on a day marred by chaos.

The drama unfolded on the opening lap when British GT regular Craig Wilkins swiped the front off his Ginetta G50. As a direct result, oil on the circuit caught out a number of drivers, with the infamous Cascades gravel trap playing host to a cluster of cars.

While disaster played its part in many of the drivers' races, Martin was able to fend off advances from a chasing Danny Winstanley. His challenge didn't last – he was forced to retire on the penultimate lap. Determined to make the best from Winstanley's bad situation, Marco Pullen jumped at the opportunity to cross the line a strong second, inches ahead of Leon Price in third.

Eastwood became the victor in the second outing, after Martin was handed a 20-second penalty after an on-track incident. Winstanley was able to hold on to second, after fending off Pullen in third. Ben Winrow made a

stronger impression on the Production BMW Championship with a double victory, despite the weather and a safety car interrupting proceedings.

A rain-soaked track made the first outing pretty tricky, with a sudden downpour in the early stages catching out a few. Rob Smith and Tim Wilson kept their heads and joined Winrow onto the podium on both occasions. A safety-car period in the closing stages of the second race reduced it to a one-lap dash and hindered their attack on Winrow, who held on by 0.8sec for win number two.

Tristan Cliffe steered his Dallara F398 to Monoposto 2000 victory. After

controlling the pace early on, Cliffe brushed off advances from a chasing Jeremy Timms, until a synchronised spin from the pair just two laps from the flag extinguished Timms's flame. Taking advantage of Timms's misfortune, Mark Harrison leapt past into second, while Malcolm Scott inherited third.

Colin Tester and Roger Kneebone shared honours in the Racing Saloons double-header. Tester fought off reigning champion Tony Ellis in race one, while a problem second time out forced him to return to the pits after just two laps. Kneebone inherited Tester's lead and held on, despite Tim Sweet piling on the pressure for the duration. A rapid Leigh Franklin worked his way through to third, after jumping Lawrie Dunster for the privilege.

The Lotus Elise Trophy went the way of Luigi Valentino Mazza, who doubled up in style. Ben Hyland tried his utmost to steal the advantage, but was forced to follow across the line in both races.

There was a familiar sight in the Monoposto 1800/1600/1400/1000 combined pursuit, with Chris Woodhouse charging to a dominant overall victory, as well as taking 1000 class honours.

Meanwhile, Peter Bragg fought for an 1800-class victory, while Geoff Fern and British Touring Car television commentator Ben Edwards were the success stories of the 1400 and 1600 splits.

Daniel Rose was triumphant in the VAG Trophy race, while Mark Jenkins finished a somewhat lonely second. Andy Thompson completed the podium.

■ **By Leanne Fahy**



Smith (1) and Winrow in smoky BMW 320i battle

GT CUP (13 LAPS) 1 Alex Martin (Porsche 997 GT3); 2 Marco Pullen (Ferrari 360 GTC) +14.267s; 3 Leon Price (Ferrari 430 GTC); 5 Nick Foster (BMW CSL Coupe); 6 Gary Eastwood (Ferrari 430 GTC); 6 Colin Broster (Porsche 996 Cup). **Class winners** Pullen; Tom Andrew (KTM X-Bow). **Fastest lap** Martin 1m44.940s (92.35mph). **RACE TWO (14 LAPS)** 1 Eastwood; 2 Winstanley +1.026s; 3 Pullen; 4 Foster; 5 Andy Ruhan (Porsche 997 GT3); 6 Martin. **CW** Pullen; Andrew. **FL** Winstanley 1m45.346s (91.99mph). **PRODUCTION BMW (6 LAPS)** 1 Ben Winrow (BMW 320i); 2 Rob Smith (BMW 320i) +0.915s; 3 Tim Wilson (BMW 320i); 4 Stuart Waite (BMW 320i); 5 Robin Welsh (BMW 318i); 6 Nigel Olive-Jones (BMW 320i). **FL** Smith 2m24.412s (67.10mph). **RACE TWO (7 LAPS)** 1 Winrow; 2 Smith +0.808s;

3 Wilson; 4 Welsh; 5 Jack Gabriel (BMW E30); 6 Olive-Jones. **FL** Wilson 2m07.377s (76.08mph). **MONOPOSTO 2000/CLASSIC (9 LAPS)** 1 Tristan Cliffe (Dallara F398); 2 Mark Harrison (Dallara F398) +2.979s; 3 Malcolm Scott (Van Diemen); 4 Ray Rowan (Dallara F398); 5 Graham Read (Dallara F300); 6 Russ Giles (Reynard 913). **CW** Giles. **FL** Jeremy Timms 1m42.776s (94.29mph). **RACING SALOONS (7 LAPS)** 1 Colin Tester (Ford Sierra Cosworth); 2 Tony Ellis (Mazda R7) +1.737s; 3 Simon Phillips (Lotus Elise S2); 4 Tim Sweet (BMW M3 E36); 5 Lawrie Dunster (BMW M3 E36); 6 Roger Kneebone (BMW M5). **CW** Phillips; Stephen Primett (Ford Escort); Leigh Franklin (Talbot Sunbeam Lotus); Lawrence Ball (Jaguar XJS); Steve Gilbert (BMW 320). **FL** Tester

1m58.595s (81.71mph). **RACE TWO (8 LAPS)** 1 Kneebone; 2 Sweet +0.220s; 3 Franklin; 4 Dunster; 5 Primett; 6 Mark Capewell (BMW M3 E30). **CW** Franklin; Primett; Dan Plant (Lotus Elise S1); Steve Yates (Ford Escort Mk3); Gilbert. **FL** Tester 1m58.623s (81.69mph). **LOTUS ELISE TROPHY (9 LAPS)** 1 Luigi Valentino Mazza (Lotus Elise S2); 2 Ben Hyland (Lotus Elise S1) +4.876s; 3 Steve Tranter (Lotus Exige S2); 4 Simon Phillips (Lotus Elise S2); 5 Gary Broad (Lotus Elise S1); 6 Ken Savage (Lotus Elise S1). **FL** Phillips 2m11.086s (73.93mph). **RACE TWO (10 LAPS)** 1 Mazza; 2 Hyland +10.126s; 3 Adam Bewsey (Lotus Elise S1); 4 Dan Plant (Lotus Elise S1); 5 Broad; 6 Andy Dolan (Lotus Elise S1). **FL** Dolan 1m59.113s (81.36mph). **MONOPOSTO 1800/1600/1400/1000**

(8 LAPS) 1 Chris Woodhouse (Speads RMO4); 2 Stephen Brooks (JKS O3) +7161s; 3 Peter Bragg (Nemesis Mygale SJ00); 4 Martin Short (Van Diemen RF02); 5 Geoff Fern (TFR 10); 6 Ben Edwards (Van Diemen RF92). **CW** Bragg; Fern; Edwards. **FL** Woodhouse 1m42.226s (94.80mph). **VAG TROPHY (11 LAPS)** 1 Daniel Rose (SEAT Leon Cupra R); 2 Mark Jenkins (VW Golf Gti Mk5) +10.017s; 3 Andy Thompson (SEAT Leon Cupra); 4 Aaron Mason (VW Golf Gti Mk5); 5 Chris Hayes (SEAT Leon Cupra); 6 Marc Beales (VW Golf Gti Mk2). **CW** Jenkins; Thompson; Oli Danker (VW Golf Gti Mk2); Craig Roberts (VW Golf Mk2); Brian Passmore (VW Golf Gti Mk2). **FL** Thompson 1m55.915s (83.60mph).

MONDELLO LEINSTER TROPHY Sep 11-12
Multiple wins for Polley, Daly, Travers & Murray

Polley was FVee and Leinster Trophy winner



Polley sits pretty for Leinster honour

MICHAEL CHESTER

DAN POLLEY enjoyed a perfect weekend at Mondello Park. He not only added his name to the coveted Leinster Trophy, but he also took Saturday's Formula Vee qualification race and final, and set fastest lap in all three races on the International layout.

The Killiney driver was on a roll in Saturday's races, taking a close victory over Brian Kelly and Robbie Allen in the morning qualifier and backing that up with a dominant performance in the final. Damien Murphy followed Polley home, with Lloyd Murphy and Polley's title rival Ray Moore next over the line.

Polley was on pole for the Leinster Trophy race,

alongside Moore, who shot into the lead. But within a lap the race was red-flagged because Roy Hanlon had flipped his Sheane. Moore made a strong getaway at the restart, but on the fifth lap Polley dived into the lead. Judging by his gesticulations from the cockpit, Moore believed it to be a dubious manoeuvre.

The battle continued until Moore left the road while attempting to retake the lead. Trevor Delaney was the beneficiary, taking a distant second ahead of Robert Casey (aboard the car that won the 2009 Leinster Trophy), Robbie Allen, Adam McAulay and David Heavey.

Saturday's heavy intermittent showers produced a few tyre



Daly was unbeaten in Formula Libre

MICHAEL CHESTER

headaches that were never more evident than in the second Global Lights race. Johnny Flynn's slicks gamble paid dividends, allowing him to take the chequered flag over 26 seconds clear of Bernie

Braden and Alan Byrne. Braden, however, had narrowly triumphed in the first race over both Byrne and Flynn.

In the Strykers, Alan Watkins was a convincing winner over Paul Yeomans

and Stephen Ross, with Damien Roddy turning the tables second time out to claim the win over Watkins and Ross.

It was anticipated that Alan Kessie would give Jackie Cochrane a hard

FORMULA VEE QUALIFICATION

RACE (7 LAPS) 1 Daniel Polley (Sheane); 2 Brian Kelly (Sheane); +1.666s; 3 Robbie Allen (Sheane); 4 Trevor Delaney (Sheane); 5 Lloyd Murphy (Sheane); 6 Robert Casey (Sheane) **Fastest lap** Polley 1m56.718s (67.13mph).

FINAL (8 LAPS) 1 Polley; 2 Damien Murphy (Sheane) +3.412s; 3 L Murphy; 4 Ray Moore (Leystone 04); 5 Allen; 6 Delaney. **FL** Polley 1m55.128s (68.06mph).

LEINSTER TROPHY (6 LAPS)

1 Polley; 2 Delaney +3.705s; 3 Casey; 4 Allen; 5 Adam McAulay (Sheane FV01); 6 David Heavey (Leystone). **FL** Polley 1m54.642s (68.35mph).

GLOBAL GT LIGHTS/STRYKERS

(8 LAPS) 1 Mark Braden; 2 Alan Byrne +0.326s; 3 Johnny Flynn; 4 John Conway; 5 Ben Conway; 6 Mark Twomey. **Strykers winner** Alan Watkins. **FL** Byrne 1m52.977s (69.35mph). **RACE TWO (8 LAPS)**

1 Flynn; 2 Braden +26.757s; 3 Byrne; 4 Derek Behan; 5 Twomey; 6 Ivor Miller. **Strykers winner** Damien Roddy. **FL** Flynn 1m52.868s (69.42mph).

HISTORIC RACING CARS (7 LAPS)

1 Jackie Cochrane (Sunbeam Tiger); 2 Alan Kessie (Gryphon) +0.464s; 3 John Cardoo (Austin Mini Cooper); 4 Billy Crosbie (Lotus 7); 5 Tommy Doherty (Ford Capri); 6 Bernard Foley (MGB GT V8). **FL** Kessie 2m17.974s

(56.79mph) **RACE TWO (6 LAPS)**

1 Cochrane; 2 Kessie +29.482s; 3 Doherty; 4 Foley; 5 Crosbie; 6 Cardoo. **FL** Cochrane 2m26.597s (53.45mph).

FORMULA LIBRE (8 LAPS)

1 Dan Daly (Reynard 92D Ilmor); 2 Sylvie Mullins (Gould) +8.001s; 3 Stephen Daly (Tatuus Formula Renault); 4 Paul Heavey (Leystone F5); 5 Robert Butler (Formula Renault); 6 Peter Dwyer (Dallara F399). **FL** Daly 1m59.967s (65.31mph). **RACE TWO (9 LAPS)**

1D Daly; 2 Ken Fildes (Ralt RT4)

+22.939s; 3 S Daly; 4 Dwyer; 5 Butler; 6 John Daly (Lola T92). **FL** D Daly 1m33.453s (83.84mph) establishes record. **FORMULA SHEANE (9 LAPS)**

1 Tristan Quinn; 2 Anton Savage +4.470s; 3 Brian Hearty; 4 Chris McCabe; 5 Kevin Sheane Jr; 6 John Alvey. **FL** Quinn 1m48.632s (72.13mph).

DUNLOP FIAT PUNTO ABARTH

(8 LAPS) 1 Alistair Kellett; 2 Clive Pratt +0.415s; 3 Noel Greene; 4 Gordon Kellett; 5 Gary Miller; 6 Nigel Pratt. **FL** G Kellett 2m04.252s (63.06mph).

RACE TWO (8 LAPS)

1 Greene; 2 A Kellett +9.886s; 3 G Kellett; 4 Barry John McHenry; 5 C Pratt; 6 Roger McMahon. **FL** C Pratt 2m02.951s (63.73mph).

FIAT PUNTO/UNO

CHAMPIONSHIP (8 LAPS) 1 Barry Travers (Punto); 2 Paul Flanagan (Punto) +1.951s; 3 Mark

McCormack (Punto); 4 Karl Miller (Punto); 5 John McCormack (Punto); 6 Collin Clinton (Punto). **Uno winner** Anthony Connors. **FL** Travers 2m06.416s (61.98mph).

RACE TWO (8 LAPS)

1 Travers; 2 Barry Hallion (Punto) +3.202s; 3 Flanagan; 4 M McCormack; 5 J McCormack; 6 Miller. **Uno winner** Connors. **FL** Travers 2m05.942s (62.21mph).

GINETTA JUNIOR IRELAND

(7 LAPS) 1 Niall Murray; 2 Joel Richardson +0.529s; 3 Andy O'Brien; 4 Sean Doyle; 5 Jake Byrne; 6 Andrew Watson. **FL** Richardson 2m05.593s (62.39mph). **RACE TWO (7 LAPS)** 1 Murray;

2 O'Brien +6.590s; 3 Richardson; 4 Doyle; 5 Watson; 6 Byrne. **FL** Richardson 2m06.747s (61.82mph).

IRISH TOURING CAR

CHAMPIONSHIP (8 LAPS) 1 Martin Tracey (Ford Sierra RS500); 2 Philip Burdock (Honda Civic) +5.145s; 3 Thomas O'Rourke (Opel Astra); 4 Barry Rabbitt (Honda Integra DC2); 5 Stephen Maher (Honda Civic); 6 Donal Arundel (Mazda MX6). **FL** Tracey 1m54.750s (68.28mph).

RACE TWO (8 LAPS)

1 Tracey; 2 John Whelan (Peugeot 306) +2.592s; 3 O'Rourke; 4 Burdock; 5 Maher; 6 Arundel. **FL** Whelan 1m53.952s (68.76mph) establishes record.

time in the Historic races, but the wet conditions suited the Tiger better than the Gryphon, leaving Cochrane victorious.

Strong Formula Libre grids produced two wins for Dan Daly in his F3000 Reynard, but not before Sylvie Mullins had claimed pole and led both races in his Gould hillclimb car. Daly powered by for victory in each.

Jonathan Fildes was once again out in Formula Renault machinery, but dropped down the order following a spin. Meanwhile, young Stephen Daly excelled to take a fine third in race one behind his father and Mullins.

A smokescreen from Mullins's Gould led to his retirement in race two, leaving Paul Dagg second behind Daly Sr until his F3 Dallara F304 expired. Ken Fildes inherited second and was followed by the younger Daly.

Brian Hearty held an early Formula Sheane advantage, but lost out to Tristan Quinn and Anton Savage, with Quinn taking a comfortable victory.

Alistair Kellett and Noel Greene shared the honours in the Fiat Punto Abarth races, Kellett taking a very close win over Clive Pratt in the first, and Greene stretching his legs over Alistair and Gordon Kellett in the second.

Barry Travers stamped his authority all over the Fiat Punto Championship by securing a double victory, the first ahead of Paul Flanagan and the second a few seconds clear of Barry Hallion. Anthony Connors maintained his unbroken run of Uno victories, with Ulick Burke twice the runner-up.

Niall Murray bagged an Irish Ginetta Junior double, doing well to hold off Joel Richardson and Andy O'Brien in the first counter. A skirmish in the second contest resulted in Richardson losing a part of his car's bodywork and a handful of places, although he recovered to finish third behind O'Brien and the victorious Murray.

■ By Linda Keen

BRANDS HATCH SEMSEC September 12
Three double winners; single-seaters shared

Bass provides the high note



Clark (leading) monopolised the BRSCC Porsche spoils

THE BEST was saved for last at Brands Hatch last Sunday, when Nick Bass sliced past Mark Burton to win the Allcomers Curfew race. In fact, such was the efficiency with which the SEMSEC organising team despatched races that the circuit curfew was still half an hour away.

Bass (Nissan V6) and Burton (two-litre Vauxhall) took turns in front of a three-way Jade battle, while the less-experienced poleman Andrew Kimpton kept them honest in his V6 Chrysler-powered car.

Bass led until around three-quarters distance, when Burton – who twice traded second spot with Kimpton with almost identical moves at Clearways – dived past into Druids. Kimpton lost touch during lappery.

But Burton couldn't shake off the more-

powerful Bass, who redressed the balance a few laps later at Druids. The rest, headed by Christian Enderby, were lapped.

Both BRSCC Porsche races produced the same top-four finishers, but neither was dull thanks to close-fought battles in both main classes. David Clark took his seventh and eighth wins of the season, but Gerry Taylor shadowed throughout, as the combined winning margin of 0.8 seconds testifies.

Richard Sykes laid up much closer in the later race, finishing less than half a second behind Taylor. In the 924s, Richard Styryn fended off championship leader Andrew Hannington to win the class in race one.

Having hit the front in the later race, Styryn's car wilted and it was Alfred Piesinger who took the class honours in a close

scrap with Hannington.

Former ovals racer Mike Thurley had never won at Brands Hatch prior to Sunday, but he bagged both Saloon & Sports encounters.

In a Peugeot-badged battle, Thurley (in a Ford Duratec-powered spaceframe silhouette 206 GTi) narrowly beat the conventional 205GTi of Gavin Thompson.

Having finished third in a Monoposto race at Oulton Park on Saturday, sometime British hillclimb champion Ray Rowan

travelled down to Brands and was rewarded with Single Seater victory.

Rowan (Dallara F398) led race one, but he spun off after having been passed by the much-more-potent F2 March of Eddie McLurg. It was McLurg's turn to make a mistake in race two – as he came out of the throttle, Rowan surged ahead.

Place battles enlivened the Sports Racing encounters, in which double victor Mark Burton was in a different league to his rivals with his Jade.

■ By Dud Candler



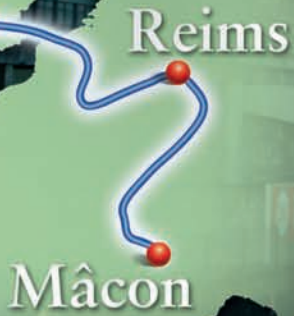
Burton (20) took both Sports & Kit Cars races

ALLCOMERS CURFEW (22 LAPS) 1 Nick Bass (Jade); 2 Mark Burton (Jade) +0.765s; 3 Andrew Kimpton (Jade); 4 Christian Enderby (Radical SR4); 5 Charles Harvey-Kelly (Radical SR4); 6 James Fillingham (Caterham Superlight). **Class winners** Burton; Enderby; Fillingham; Scott; Makin (Sylvia Riot); Daniel Butler-Underwood (VW Golf GTI). **Fastest lap** Burton 45122s (95.63mph). **BRSCC PORSCHEs (04 LAPS)** 1 David Clark (Boxster); 2 Gerry Taylor (Boxster) +0.553s; 3 Richard Sykes (Boxster); 4 Dave Hughes (Boxster); 5 Matthew Upchurch (Boxster); 6 Richard Styryn (924). **CW Upchurch; Styryn; FL Sykes 54.691s (78.89mph). RACE TWO**

(07 LAPS) 1 Clark; 2 Taylor +0.270s; 3 Sykes; 4 Hughes; 5 Nick Hull (Boxster); 6 Alfred Piesinger (924). **CW Piesinger; FL Sykes 54.632s (78.98mph) record. SINGLE SEATERS (03 LAPS)** 1 Eddie McLurg (March 822); 2 Mike Scott (Speads RM02) +20.034s; 3 Christopher Chandler (Tatuus RC97); 4 Mark Smith (Reynard 903); 5 Chris Mabey (Jedi Mk6); 6 Tom Stoten (Swift SC93F). **CW Scott; Chandler; Stoten; FL McLurg 47.033s (91.74mph). RACE TWO (03 LAPS)** 1 Ray Rowan (Dallara F398); 2 E McLurg +2.596s; 3 Scott; 4 Kevan McLurg (Van Diemen RF00); 5 Chandler; 6 Simon Morgan (Van Diemen RF96). **CW Scott; K McLurg; Chandler; Morgan; FL**

E McLurg 47.700s (90.46mph). **SALOONS & SPORTS CARS (03 LAPS)** 1 Mike Thurley (Peugeot 206GTI); 2 Gavin Thompson (Peugeot 205GTI) +0.274s; 3 James Guest (Rover Mini); 4 Jason Richardson (Mini Cooper R56); 5 Steve Weatherley (Ford Sapphire Cosworth); 6 Scott Brooker (Renault Clio Cup). **CW Richardson; Stuart Gibbons (Ginetta G20); FL Cliff Finn (Ginetta G12) 53.694s (80.36mph). RACE TWO (04 LAPS)** 1 Thurley; 2 Thompson +0.354s; 3 Weatherley; 4 Guest; 5 Gibbons; 6 Brooker. **CW Weatherley; Gibbons; FL Thurley 52.387s (82.36mph). SPORTS RACING & KIT CARS (03 LAPS)**

1 Mark Burton (Jade); 2 David Enderby (Radical SR4) +14.239s; 3 Tony Sinclair (Westfield SE); 4 Zubin Randeria (Caterham Superlight); 5 Mark Bishop (Caterham 7); 6 Ian Conibear (Caterham SLR). **CW Enderby; Conibear; Steve Garner (Westfield Megabus); Scott Makin (Sylvia Riot); FL Burton 46.441s (92.91mph). RACE TWO (05 LAPS)** 1 Burton; 2 Sinclair +17.720s; 3 Randeria; 4 Enderby; 5 Charles Harvey-Kelly (Radical SR4); 6 Simon Smith (Caterham 260CSR). **CW Sinclair; Nigel Bent (Caterham 260CSR); Garner; Makin; FL Burton 46.735s (92.33mph).**



It's almost that time of year again...

The Beaujolais Run leaves the grid on Monday 15th November 2010

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CADWELL PARK CSCC September 11-12
Jedi ace lowers circuit record by 1.1 seconds

Double win for Mitcham the record breaker

REIGNING FORMULA Jedi champion Richard Mitcham had only competed in four rounds this season before the series headed to Cadwell Park last weekend, but the 21-year-old student had won them all and he continued in the same form at the Lincolnshire circuit by adding two further victories.

After setting series lap records at Brands Hatch and Oulton Park, he lowered Nigel Reuben's outright circuit lap record in both races, lopping 1.1 seconds off the benchmark over the weekend.

First time out, Mitcham was made to work hard for his victory after starting fifth, but he was 18s clear of second-placed Andrew Dunn by the flag. In something of a race of

attrition, in which leading contenders Stuart Abbott and Richard Gittings fell by the wayside with driveshaft flange and fuse woes respectively, Jack Smith completed the podium trio. In the second race, Mitcham started from pole and led throughout, setting his new lap record on the fifth tour, before easing off and leading Smith home. Well to their rear, Gittings climbed to third place.

The Mini 7 Racing Club returned to Cadwell for the first time in nine years. Max Hunter dominated the first Se7en encounter, after usurping early frontman Andrew Deviny on the second tour. To their rear, Andrew's brother Ian claimed third after a close scrap with James Bowers Coulson and Graeme Davis. The following day, Andrew Deviny got his own back



STEVE JONES

Mitcham showed stunning pace to win Formula Jedi

Thompson (leading) clinched Miglia crown



STEVE JONES

after replacing Hunter out front mid-race.

The initial Mini Miglia skirmish was neutralised briefly by an early safety car period, after Steve Whitely's off, but championship leader Paul Thompson had already got the better of early leader Niven Burge. The latter kept Thompson honest to the close, leaving Tony Le May to make third place his own. Thompson did it again later to seal the championship, with Burge again the best of the rest.

Alex Harrison added a further victory to his CV in the opening Jaguar XJS event, in which no one could match his pace. Andrew Harrison held second throughout, while reigning champion Chris Palmer climbed to third

three laps from home, after a tussle with Stewart Lyddall and Roger Webster. Later, Palmer and Alex Harrison proved that two Jags side-by-side into the Mountain don't work. Palmer went on to win, while Harrison finished second after a brief off.

Richard Dorlin's XJ6 Coupe was the class of the Jaguar Saloons field. And after winning at Silverstone a week earlier, Derek Pearce pedalled his MkII big cat to a deserved second place after starting eighth. Dorlin led from start to finish in race two, although David Bye tracked him throughout. Mike Fowler (Cooper MkII) had a thrilling 500 Owners Association battle with Nigel Ashman (Kieft CK52), while always

retaining the upper hand. The Sports v Saloon grids were truly eclectic and in the opening race Philip Goddard's Morgan Plus 8 nipped at the heels of Kevin Doyle's leading XJ12 until the Tring-based frontman dropped to second on the final tour after a moment at the Gooseneck. Later, RAFMSA racers Darren Berris and Ian Fletcher led the field home, having already done likewise in their own event.

The Morgan race ended prematurely as a result of oil dropped on the circuit, the victory going to Goddard ahead of the chasing Plus 8 of Chris Acklam. Goddard also claimed the Thoroughbred Sports car laurels, despite pressure from Andy Green. **■ By Graham Read**

FORMULA JEDI (15 LAPS) 1 Richard Mitcham (Mk6); 2 Andrew Dunn (Mk6) +8.050s; 3 Jack Smith (Mk6); 4 Paul Butcher (Mk6); 5 Andy Ward (Mk6); 6 Daniel Cook (Mk6). **Class winner** Robert Sayell (Mk6). **Fastest lap** Mitcham 1m21.905s (96.12mph).

RACE TWO (15 LAPS) 1 Mitcham; 2 Smith +8.115s; 3 Richard Gittings (Mk6); 4 Scott Stevens (Mk6); 5 Stuart Abbott (Mk6); 6 Dunn. **CW** Sayell. **FL** Mitcham 1m21.138s (97.03mph) record.

MINI SE7EN (10 LAPS) 1 Max Hunter; 2 Andrew Deviny +3.027s; 3 Ian Deviny; 4 James Bowers Coulson; 5 Graeme Davis; 6 Nath Burge. **FL** Max Hunter 1m51.688s (70.49mph). **RACE TWO (10 LAPS)** 1 Andrew Deviny; 2 Hunter +2.064s; 3 Bowers Coulson; 4 Robert Addison; 5 Tristen Knight; 6 Dick

Hunter. **FL** Max Hunter 1m51.482s (70.62mph). **MINI MIGLIA (10 LAPS)** 1 Paul Thompson; 2 Niven Burge +1.089s; 3 Tony Le May; 4 Colin Peacock; 5 Dave Drew; 6 Sarah Munns. **FL** Burge 1m42.950s (76.47mph). **RACE TWO (10 LAPS)** 1 Thompson; 2 Burge +0.951s; 3 Munns; 4 Peacock; 5 Le May; 6 Kane Astin. **FL** Munns 1m42.015s (77.17mph).

XJS (10 LAPS) 1 Alex Harrison; 2 Andrew Harrison +21.276s; 3 Chris Palmer; 4 Stewart Lyddall; 5 Roger Webster; 6 Paul Merritt. **CW** Andrew Harrison; Lyddall; Ian Drage. **FL** Alex Harrison 1m48.913s (72.28mph). **RACE TWO (10 LAPS)** 1 Palmer; 2 Alex Harrison +4.913s; 3 Lyddall; 4 Webster; 5 James Ramm; 6 Merritt. **CW** Lyddall; Philip Comer. **FL** Alex Harrison 1m45.402s (74.69mph). **JAGUAR SALOONS (10 LAPS)** 1 Richard

Dorlin (XJ6 Coupe); 2 Derek Pearce (MkII) +3.382s; 3 David Bye (XJ6 Coupe); 4 Tim Marrant (XJ6 Series II); 5 Simon Lewis (XJ6); 6 Neil Taylor (S-type). **CW** Pearce; Taylor. **FL** Richard Dorlin 1m48.707s (72.42mph). **RACE TWO (10 LAPS)** 1 Richard Dorlin; 2 Bye +0.299s; 3 Marrant; 4 Gail Hill (XJ40); 5 Peter Dorlin (XJ6); 6 Chris Boon (XJR). **CW** Taylor; John Slater (XJ40). **FL** Richard Dorlin 1m47.019s (73.56mph).

500 OWNERS ASSOCIATION CHALLENGE (8 LAPS) 1 Mike Fowler (Cooper MkII); 2 Nigel Ashman (Kieft CK52) +0.307s; 3 Rodney Delves (Kieft CK52); 4 George Shackleton (Cooper Mk6); 5 Nigel Challis (Cooper F3/500 Mk8); 6 J B Jones (Cousy No2). **FL** Ashman 1m57.661s (66.91mph). **SPORTS CAR v SALOON (9 LAPS)** 1 Philip

Goddard (Morgan Plus 8); 2 Kevin Doyle (Jaguar XJ12) +2.926s; 3 Robert Addison (MG ZR160); 4 Palmer (Jaguar XJS); 5 John Wilkes (Jaguar D-type replica); 6 Richard Green (Caterham 7). **CW** Doyle; Addison; Palmer; Green; Stephen Furness (Jaguar D-type replica); Ulrich Vierhaus (Morgan Roadster). **FL** Goddard 1m43.225s (76.27mph). **RACE TWO (9 LAPS)** 1 Darren Berris (Westfield V8); 2 Ian Fletcher (Fletcher Hornet Mk4) +176.20s; 3 Doyle; 4 Palmer; 5 Wilkes; 6 Addison. **CW** Fletcher; Doyle; Addison; Pascal Green (Caterham 7); Peter Cole (Morgan Roadster). **FL** Berris 1m38.840s (79.65mph). **RAFMSA CHALLENGE (9 LAPS)** 1 Berris; 2 Fletcher +5.477s; 3 Ken Culverwell (Mamba Lotus 23 rep); 4 Stephen Furness (Jaguar D-type replica); 5 Christopher Sator

(Peugeot 306 Rallye); 6 Ian Swift (Westfield SE1W). **FL** Berris 1m40.163s (78.60mph). **MORGAN CHALLENGE (14 LAPS)** 1 Goddard; 2 Chris Acklam (Plus 8) +4.483s; 3 Andrew Thompson (Roadster); 4 Richard Thorne (Roadster Lightweight); 5 Simon Orebi Gann (Roadster Lightweight); 6 Steve McDonald (Plus 8). **CW** Orebi Gann; McDonald; Ray Higgs (Plus 8); Michael Pavlik (4/4); Andy Faulds (Plus 8). **FL** Acklam 1m41.979s (77.20mph). **THOROUGHbred SPORTSCARS (9 LAPS)** 1 Goddard; 2 Andy Green (Plus 8) +0.458s; 3 Simon Garrad (Jaguar D-type replica); 4 Acklam; 5 John Emberson (Morgan Lightweight); 6 Vierhaus. **CW** Vierhaus; Joe Parrington (MG BGT V8); Pavlik. **FL** Green 1m41.475s (77.58mph).

YOUR SAY

What you think of the motorsport news of the past week



Fallout from Ferrari's place-swapping has reader Goodchild incensed

When is a rule not a rule?

I've decided that I have the right to drive at 100mph when it is convenient for me. Lots of people break the 70mph speed limit by a few mph, so I must be right. The speed limit will probably change soon anyway. So it's not really a proper law, is it?

I am incensed by the WMSC's feeble decision on Ferrari's team orders. The team orders rule should indeed never have been put in the sporting regulations, but that's not the point. Article 39.1 is part of the rules under which the sport is run, and Ferrari's Hockenheim shenanigans showed blatant and contemptuous disregard for these rules.

Peter Goodchild, by email

EDITORIAL CONTACT mail@autosport.com

Given the assertion that F1 is a team sport, can I suggest an experiment: for 2011, why not have no drivers' championship? There would only be the constructors' title.

There'd be no problem with team orders as it wouldn't matter which driver in a team won.

Teams would function more effectively, as drivers would not compete against each other. A perfect solution? No way! Viewing figures would plummet. It's the individual contest that makes F1 special.

David Stubbley
Prestwick

I don't understand what the FIA is doing regarding team orders. If they want to stop obvious place changing, all they have to do is reverse the finishing order of the cars involved which will render the move useless.

There's no need for fines or other punishments. If they'd said the official result of the German GP was Massa first and Alonso second, justice would have been seen to be done and a message sent out that place switching will serve no purpose other than to get a team a bad name.

John Napper
By email

Had McLaren known the option tyre could last the race distance with no performance penalty (as demonstrated by Vettel), then surely their best strategy would have been to pit Button immediately before the last lap (at the same time as Vettel).

Alonso was obviously waiting for Button to stop first, but he would have had no choice but to stop on the same lap. This would have negated Alonso's speed advantage, and Button's reported problem on his first lap with the primes.

Jason Liddell
East Lothian

All I want to know is why Emerson Fittipaldi and the rule enforcers at Monza thought that Jaime Alguersuari needed to be given a drive-through penalty for helping to avoid carnage at the first chicane by cutting it, not gaining positions or making time up on his rivals – but, as Mark Webber said, they left Nico Hulkenberg alone for doing the same thing at the same part of the race track twice defending his position from the Red Bull?

Phil Beckett
Lancaster

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TOP FIVE ON OUR WEBSITE

1. **FIA UNVEILS 20-RACE 2011 F1 SCHEDULE**
2. **MASSA 'TOO LOW IN CAR' TO SEE GRID LINES**
3. **FIA TO REVIEW TEAM ORDERS BAN**
4. **FIA: FERRARI DID USE ILLEGAL TEAM ORDERS**
5. **HAMILTON: ERROR COULD COST ME THE TITLE**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

THE TOP 10 ITALIAN GRANDS PRIX

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 PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

- The Ginetta G20 champion is Mark Davies, not Matt Davies (August 19, p177).
- Damon Hill won the final Australian GP to be held at Adelaide, not Ayrton Senna (August 26, p176).

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

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in length and comes with two lane-change sections and a raised bridge to help outfox opponents. The Digital Lap Counter will count down the laps and show the final finishing position of each car.



AGE OF SUPERHEROES BOOK

£30 (978 1 84425 583 2)

[Moxley \(haynes.co.uk\)](http://Moxley.haynes.co.uk)

Ex-bike racer and scribe par excellence Mat Oxley recounts the terrific – and terrifying – two-stroke 500cc era in which ex-dirt trackers Mick Doohan, Wayne Gardner, Eddie Lawson, Wayne Rainey and Kevin Schwantz ruled the two-wheeled world. Stonking stories and pics from an age of superheroes.



TAMIYA PORSCHE MODEL

£24.99

hobbyco.net

Plastic-model giant Tamiya has re-released the 1978 Martini Porsche 935/78 'Moby Dick' that won the Silverstone 6 Hours on its debut in the hands of Jacky Ickx. The slippery 911-based Group 5 racer comes in 1:24 scale with all the usual Tamiya detail and is for building and gawping at, not building and wrecking!



BRIT AUTO LEGENDS BOOK

£12.95 (978 1 858 944 944)

merrellpublishers.com

Studio-photo compendium of more than 50 significant British road and race cars built during the 20th century. The crisp images are complemented by expert narrative from Richard Heseltine.

All the obvious stuff is here, but the addition of the record-smashing Napier-Railton offers a real treat.

HOT ON THE WEB THIS WEEK

YOUTUBE: TRIALS ACE TRAILS F1 CHAMPS



SEARCH FOR: Dougie Lampkin vs Goodwood Part 2 (5:50)
Follow multiple world trials champion Dougie Lampkin around the Goodwood estate as he tries to track down Jenson Button and Lewis Hamilton – with no help from Lord March, Chris Barrie and co.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SILVERSTONE

WORLD SERIES BY RENAULT

September 17-19

Admission FREE if tickets are booked in advance

www.silverstone.co.uk/events/World-Series-Renault

World Series by Renault returns to Silverstone for its annual British round, with Mikhail Aleshin looking to seal his

title in the flagship Formula Renault 3.5 series and Kevin Korjus close to wrapping up the Eurocup Formula Renault 2.0 class. Also on show are the Eurocup Meganes and F4 Eurocup 1.6s. Further entertainment comes from a one-off appearance at the World Series by Formula Renault UK and the Clio Cup, borrowed from the TOCA line-up for the weekend.



Tickets are free for World Series action

DONINGTON PARK

TOCA

September 18-19

Admission £24 Sunday,

£33 two-day ticket

Tel: 01332 810048

The penultimate of the BTCC saga comes to the Midlands circuit on the back of a Knockhill meet which produced plenty of action and controversy. Can Jason Plato maintain his advantage over old adversary Matt Neal?

BRANDS HATCH

INTERNATIONAL GT OPEN

September 18-19

Admission £12

Tel: 01474 872331

There are three rounds to go in the International GT Open, and the championship battle heats up at Brands Hatch with support races including the Spanish F3 Championship.

SNETTERTON

750MC

September 18-19

Admission £12

Tel: 01953 887303

MALLORY PARK

BRSCC

September 19

Admission £12

Tel: 01455 842931

KNOCKHILL

SMRC

September 19

Admission £12

Tel: 01383 723337

DOUNE

Hillclimb

September 19

www.dounehillclimb.co.uk

From the hairpins of Adria to the majesty of Algarve



SUPERLEAGUE FORMULA

Rd 9/12

Algarve, Portugal

September 19

superleagueformula.com

WORLD GT1 CHAMPIONSHIP

Rd 7/10

Algarve, Portugal

September 19

www.gt1world.com

INDYCAR SERIES

Rd 16/17

Motegi, Italy

September 19

www.indycar.com

DTM

Rd 8/11

Oschersleben, Germany

September 18-19

www.dtm.com

F3 EURO SERIES

Rd 8/9

Oschersleben, Germany

September 18-19

www.f3euroseries.com

WORLD TOURING CARS

Rd 9/11

Valencia, Spain

September 19

www.fiawtcc.com

FORMULA 2

Rd 9/9

Valencia, Spain

September 18-19

www.formulatwo.com

NASCAR SPRINT CUP

Rd 27/36

Loudon, New Hampshire, USA

September 19

www.nascar.com

NASCAR TRUCK SERIES

Rd 19/25

Loudon, New Hampshire, USA

September 19

www.nascar.com/series/truck

SCANDINAVIAN TOURING CARS

Rd 4/4

Knutstorp, Sweden

September 19

www.stcc.se

BRAZILIAN V8 STOCK CARS

Rd 8/12

Campos Grande, Brazil

September 19

stockcar.globo.com

Television

THURSDAY SEPTEMBER 16

1500-1600 [Motors TV](#)
British Rallycross: Lydden
1700-1800 [Sky Sports 4](#)
F3 Euro Series: Brands Hatch

FRIDAY SEPTEMBER 17

1000-1100 [Motors TV](#)
750 Motor Club: Silverstone
1700-1800 [Motors TV](#)
British GT: Snetterton

SATURDAY SEPTEMBER 18

1300-1400 [ITV4](#)
Motorsport UK
1630-1700 [Eurosport 2](#)
F2: Valencia race 1
1730-1800 [Motors TV](#)
Trofeo Arbarth: Brands Hatch
2050-2120 [Eurosport](#)
WTCC: Valencia qualifying
At Ricardo Tormo circuit, not the F1 track.
2115-2220 [Motors TV](#)
FIA GT3: Algarve
2120-2200 [Eurosport](#)
Formula Renault 3.5: Silverstone race 1

SUNDAY SEPTEMBER 19

0115-0245 [ESPN](#)
FIA GT1: Algarve qualifying race
0725-0755 [Channel 4](#)
British Formula Ford: Brands Hatch
0900-1000, 1400-1500 [Dave](#)
WRC: Rally Japan
1000-1200 [Sky Sports 2](#), 1800-2000 [Sky Sports 3 & 2100-2300 Sky Sports 4](#)
Indycar: Motegi
IndyJapan 300 highlights.

1000-1100, 1700-1800 [Sky Sports 4](#)
DTM: Brands Hatch highlights
1000-1030 [Eurosport 2](#)
Formula Renault 3.5: Silverstone race 1
1000-1230 [Motors TV](#)
FIA GT3: Algarve
1130-1800 [ITV4 LIVE](#)
BTCC: Donington Park
Touring car action and supports on the revived (again) Midlands circuit.
1145-1245 [Eurosport](#)
WTCC: Valencia race 1
1230-1330 [Motors TV](#)
V8 Supercars: Phillip Island
1245-1345 [Eurosport LIVE](#)
F2: Valencia race 2
1330-1430 [ESPN](#)
Superleague Formula: Portimao race 1
1345-1500 [Eurosport LIVE](#)
WTCC: Valencia race 2
1800-1830 [Eurosport & 2100-2130 Eurosport 2](#)
Formula Renault 3.5: Silverstone race 2
1700-2330 [Open Access 3 LIVE](#)
NASCAR Sprint Cup: Richmond
2145-2345 [ESPN](#)
DTM: Oschersleben
2220-0030 [Motors TV](#)
FIA GT3: Algarve highlights
2345-0115 [ESPN](#)
FIA GT1: Algarve championship race

MONDAY SEPTEMBER 20

2200-2300 [Sky Sports 2](#)
NASCAR: New Hampshire highlights
Action from the Sylvania 300.

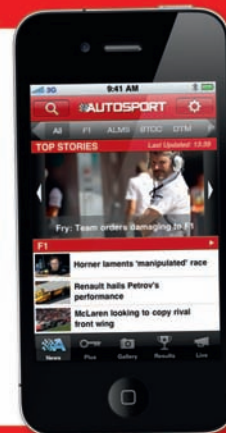
Online

AUTOSPORT.COM

Coming up on the web this week

ITALIAN GRAND PRIX REVIEW

AUTOSPORT.com's full analysis of the Italian Grand Prix includes technical guru Gary Anderson's review of the developments brought to the cars for the low-downforce event. At the weekend, there's all the latest news from events around the world, including MotoGP, IndyCar, NASCAR, DTM, WTCC, World GT1 and Superleague.



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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



Muzza shows off his freestyle skateboarding skills on *Roary*

KIDS ARE getting smarter, aren't they? Sky One's dreadful bratfest *Are You Smarter Than A 10 Year Old?* proved it, as a studio-full of the darling cleverclogs outwitted full-grownns while Lord Tidybeard of Blobbyland (Noel Edmonds) looked on expectantly as the adults are made to appear proper tools. Public humiliation is such a great ratings generator, even if it does cast doubt on the entire planet's already questionable track record.

This sprung to mind after watching the latest episode of pre-school cartoon show *Roary the Racing Car* (Monday, 0730, Five). It once again

featured a guest appearance from Murray Walker, the voice of motorsport, who showed an unlikely penchant for skateboarding stunts – much to the delight of Silver Hatch's regular residents. Of course, this was the animated Murray pulling off the 'body jar', 'tail slide' and 'double backflip' moves, not the 87-year-old one. Although that also would make great telly watching him try.

As I've said before, *Roary* is a great show that will hopefully turn kids into racing fans before they're brainwashed into believing it's a huge waste of the planet's precious resources. Pfffft, adults,

what do they know?

Given the kiddywinks' newfound sophistication, perhaps the storylines should be a little more hard-hitting. I'd love to see an episode, for example, where Roary is leading a grand prix, only to be given a coded message by his race engineer, Big Chris, to allow Mr Carburettor's favourite car, Maxi, past to win. I think Peter Kay could do a passable Rob Smedley impression: "Roary, Maxi is faster than you, do you understand?"

"I think Peter Kay could do a passable Rob Smedley impression: 'Roary, Maxi is faster than you, do you understand?'"

Quite obviously, team orders were banned at Silver Hatch in 2002, giving Roary the moral dilemma of ignoring the order, and risk the wrath of Mr Carburettor (who may or may not have links to the Mafia), or being summoned before PC Pete's World Motor Sport Council.

Then again, given PC Pete's well-documented antics in the sex dungeon, this might be a step too far for children. But, still, it's worth considering. *Revved Up*

THE WEEK IN PICTURES

The lensmen pounding the beat, from Milton Keynes to Monza

WEBBO WAVES 'EM OFF

Mark Webber was one of a number of star drivers who turned out for Chris van der Drift's charity kart race at Milton Keynes



F1 TICKETS OVERPRICED? HERE'S A SOLUTION

Official attendance figures were lower than normal at Monza this year. There's no way of knowing how many snuck in though...



CAPELLO SEARCHES OUT NEW NUMBER 8

The England boss was apparently impressed with the way Alonso took corners. Pity he's Spanish



THERE'S SOMETHING FISHY ABOUT THIS PIC

Lots of fish, but not a hint of batter or chips in sight. No wonder Cumbrian Matthew Wilson is looking a bit bemused



Engineering debrief – New GP2 diffuser



ONE OF the main features of the 2011-spec GP2 car is the enlarged diffuser, which was introduced to reclaim some of the downforce that will be lost in the switch to a smaller, F1-style rear wing.

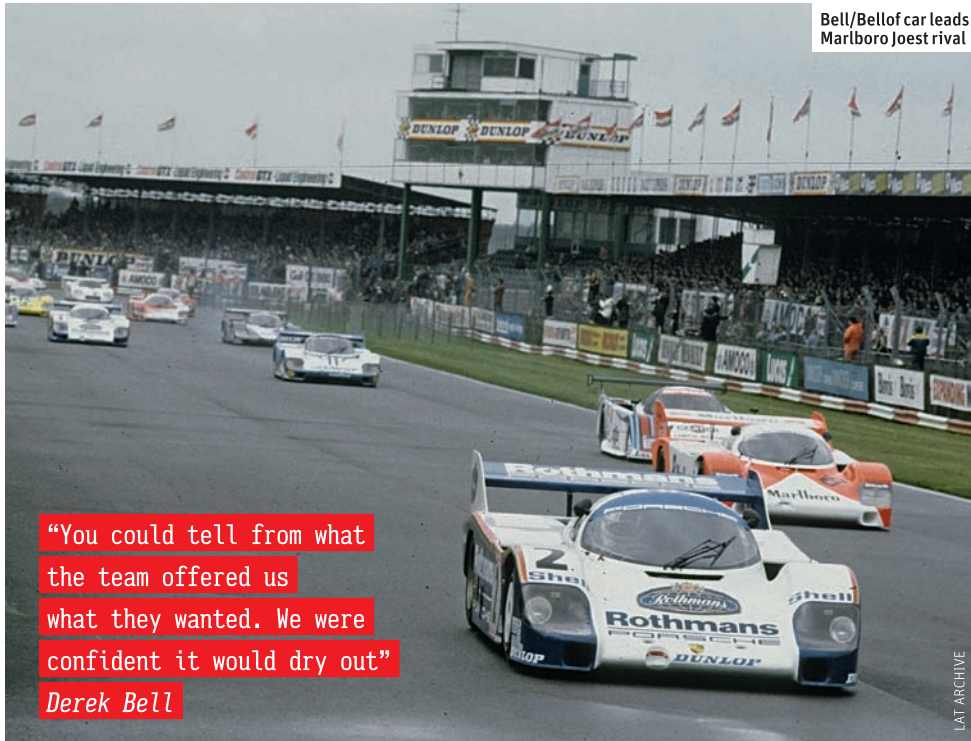
This will have a considerable effect upon the car's set-up and is expected to offer the teams more options when it comes to dialling the car into a track, primarily because the diffuser will produce its downforce across a wider range of ride heights than the current version.

The most significant changes on the new-spec car are around the rear. One of the main features is the exhaust, which is now swept up to exit through the top of the bodywork and the middle of the rear wing.
Mark Glendenning

Got an engineering question you'd like answered? Send it to mark.glendenning@haymarket.com

FROM THE ARCHIVE

Derek Bell/Stefan Bellof win Silverstone 1000Km, May 8, 1983



Bell/Bellof car leads Marlboro Joest rival

“You could tell from what the team offered us what they wanted. We were confident it would dry out”

Derek Bell

LAST WEEKEND'S AUTOSPORT 1000Km at Silverstone might have been all about Audi, Peugeot and Aston Martin, but in the inaugural event, back in 1983, Porsche was the sportscar king.

New rules for that season meant only Le Mans could run over 1000Km, bringing the Silverstone race distance down from its previous six-hour duration. The works Porsche team arrived having been stung by defeat at the Monza season opener, at the hands of the privateer Joest Porsche squad – just part of the success that eventually led to Joest running the works Audi effort over a decade later.

New works recruit Stefan Bellof gave a hint at what he was capable of by qualifying on pole position by almost two seconds, albeit with higher boost and wider rear tyres than his rivals. His 1m13.15s lap would have qualified him 12th for that year's British GP.

“Those cars with ground-effect were bloody quick around Silverstone,” remembers Bellof's co-driver Derek Bell.

Come the start, Bell's challenge – and that of his works 956 team-mate Jochen Mass – would be made harder by running on slick

tyres on a damp track. “You could tell from what the team offered us what they wanted you to do,” says Bell. “We knew what the tyres did and we were confident it would dry out.”

It did. Mass and Bell moved past the Lancias of early pacesetters Michele Alboreto and Piercarlo Ghinzani (on wets) and Group C debutant Alan Jones (cut slicks on his Kremer 956) during the opening stint. Soon only the Joest-run car of Stefan Johansson and Bob Wollek, who had suffered an early spin, seemed a threat.

Ickx took over from Mass and kept the lead, despite a charge from Bellof, but at the third round of stops Joest got Johansson out ahead of both works 956s. Bellof quickly jumped the Swede, but Mass found it more difficult and, as a brief rain shower hit, crashed heavily at Club – adding to his shunts at the Northamptonshire venue in 1979 and 1981.

That left Bell/Bellof against Wollek/Johansson. Bell maintained a 15-second advantage over Wollek during his final stint before throttle and handling issues hampered Johansson, leaving Bellof to cross the line nearly a minute to the good. ☒

THIS WEEK IN...



SEPTEMBER 16, 1993

DAMON HILL sealed a hat-trick of Formula 1 wins with a battling victory in the Italian GP at Monza, having survived a first-lap coming together with Williams team-mate Alain Prost. Points leader Prost led for much of the race, leaving Hill to fight his way through the pack from ninth. As Hill loomed large in his mirrors, Prost's engine gave way, leaving the door open for the Brit to take the flag.

There was also a collision in the Champ Car race at Mid-Ohio (below), where series leader Nigel Mansell was prevented from wrapping up the title by a first-corner crash with Paul Tracy. Victory went to Tracy's Penske team-mate Emerson Fittipaldi.

Elsewhere, the future of the famous Brighton Speed Trials was called into question after the death of Rovercraft driver Simon Law.



NEXT WEEK



Better with Boullier than with Briatore?

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MARIO DOMINGUEZ

■ Mexico City Champ Car World Series ■ October 12, 2003 ■ Lola B2/00-Cosworth ■ Podium finish at home



Dominguez (55) was spurred on by massive partisan crowd

I HAD a fantastic race in Miami in 2003, which I'd won a few weeks earlier, but the race of my life was that year in Mexico City, where I finished on the podium. I finished behind Paul Tracy and Sebastien Bourdais but, because it was in Mexico, and even though I only finished third, it was huge.

The Autodromo Hermanos Rodriguez was packed. They said it was 200,000 people but I think it was more like 400,000 — there were people everywhere! After the race, it felt like they all surrounded me, and the atmosphere among all those hundreds of thousands — who were so happy to have a Mexican on the podium — was amazing and the celebrations were huge.

It was the time we used to drive through the baseball stadium on the inside of the circuit. Just there alone, I think there was something like 30,000 people.

In the race itself, I started down in 11th, but passed many people going into Turn 1 at the end of the long straight. That's what made the race so exciting. I was concentrating on the race so I

"Hundreds of thousands of people were so happy to have a Mexican on the podium. The celebrations were huge"

couldn't hear the cheers from the crowd as I overtook car after car, but I knew they were doing it. We ran a low-downforce set-up, had very good pitstops and a great strategy, and my final pass — on Bruno Junqueira — was a very good move. At the end I was catching Tracy and Bourdais, but there wasn't enough time left to set up

a pass. But I was definitely quick in that race, so it's a shame it wasn't a bit longer because we'd planned to set up the car so it was very quick at the end of runs.

After the race I did some donuts in the baseball stadium, and waved the Mexican flag around, and when we'd finished at the track the Herdez team took the car to Paseo

de la Reforma, the most important street in Mexico, where the police closed the road. I drove it on the street around the Angel of Independence, which is the most important monument in Mexico. I'd say there were 15,000-20,000 spectators there. It was amazing.

When we brought the car back to the trailer, we hoisted it into the air. They threw everything they could at it — T-shirts, shoes, anything they had with them so I could sign it and throw it back! It went on for hours. The support I got, the good vibes from the people, are like nothing else in this world. I felt their energy while I was driving the car, that's why it was such a special race. *Mario Dominguez was talking to Charles Bradley*

IN PROFILE



MARIO DOMINGUEZ won the Mexican Formula 3 title in 1998 before moving to America to race in Indy Lights and, in 2002, the Champ Car World Series. He won two races, including a rain-hit Surfers Paradise event in his rookie year, and took 11 podiums in a six-year career. He finished third in the last-ever Champ Car race at Long Beach in '08, and contested a part-season in IndyCar. Last year the Mexican raced sporadically in FIA GTs in a Saleen and, now aged 34, hopes to join the Superleague Formula ranks later this year.

NEXT WEEK

Eddie CHEEVER





Porsche Carrera Cup GB

Rounds 17 and 18, Donington Park, September 18-19

The penultimate race weekend of the 2010 Porsche Carrera Cup GB season at Donington Park takes teams and drivers back to one of the most popular venues on the schedule as the title contests head into the closing stages.

With all four titles still to be decided, there will be great action throughout the packed grid as drivers and teams battle for vital points and every driver on the grid relishes the prospect of a return to racing at Donington Park.

At the head of the championship, Tim Harvey still has a useful 27-point championship lead over Michael Caine, but four races ago that lead was 40 points, so Harvey knows he cannot afford any slip at Donington. Adding to the mix in the pro category will be Stephen Jelley, Euan Hankey, Glynn Geddie, Michael Meadows and Charlie Bateman and all of them are chasing a first Carrera Cup win.

In pro-am1, Ollie Jackson has a firm grip on the title, but cannot relax just yet as Jonas Gelzinis and Tony Gilham are still challenging. In pro-am2, it is getting very close as dropped scores come into play and Glenn McMenemy now heads George Brewster by only two points. Finally, in the battle for the coveted team title, Red Line Racing leads Motorbase Performance by only eight points.

For more information on the Porsche Carrera Cup GB visit www.porsche.com

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