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ANALYSIS**

RED BULL'S **RISK** GETS REWARDED

**Tyre blister gamble sets up
1-2 for Vettel and Webber**



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P15

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“Maybe it’s better to do it without the co-driver as well...”

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POLE POSITION

The ruthless streak that marks a real champion



WE WERE TREATED TO SOME

spectacular footage from Spa-Francorchamps last weekend: Mark Webber slicing past Fernando Alonso at Eau Rouge; Jenson Button nailing two cars in one move at La Source; Sebastian Vettel going around the outside of Nico Rosberg at Blanchimont. Fantastic stuff.

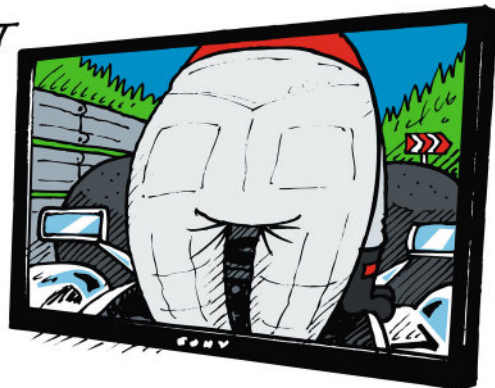
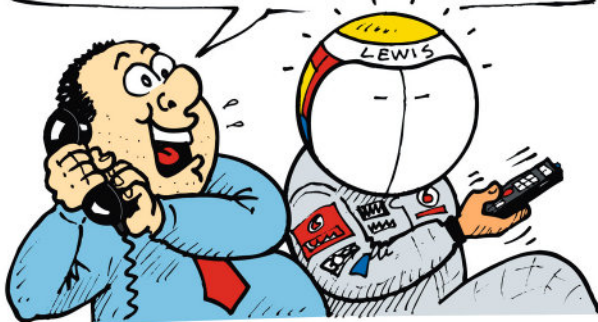
But perhaps the most revealing images weren't from on track, but in the paddock when Vettel was captured in pre-race conversation with Pirelli's Mario Isola. It was a true insight into Vettel's need – nay greed – for success, and didn't take a lip reader to work out this was no cosy chat: Sebastian was right in his face, using that famous right index finger to prod his point across in no uncertain terms about those blistered tyres.

Also on Sunday morning we received the sad news of the death of Martin Hines. Like Vettel, here was a world champion with a supreme passion for this sport, which he carried through with a single-mindedness that got results at the highest level. We shall miss him.

Charles Bradley, editor

BAMBER'S WEEK

IT'S VODAFONE! THEY WANT TO KNOW IF THEY CAN PUT THEIR LOGO ON YOUR ARSE?



F1

Squeezy does it for Webber at Eau Rouge!

Just inches apart at 180mph, Mark Webber and Fernando Alonso charge into one of F1's most daunting corners side by side. The Red Bull ace spotted a chink of light through opportunity's smallest-ever window and squeezed past the Ferrari. Fortunately, Alonso gave him *just* enough room... Belgian Grand Prix report p28.

Pic: Rys/Getty





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McLaren is under pressure to close gap

McLaren needs strong start for 2012 challenge

Lewis Hamilton might have voiced his concerns last week, but team says it will match Red Bull. By EDD STRAW

McLaren can take on Red Bull from the start of next season, according to team principal Martin Whitmarsh — despite Lewis Hamilton talking down its chances of doing so at Spa last week.

During the build-up to the Belgian Grand Prix, Hamilton insisted that it would take a major rule change to allow McLaren to get on level terms from the start of a campaign. This is because the Briton believes Red Bull has honed its car so well for the current cycle of regulations.

But Whitmarsh insists that being behind during the current cycle does not give McLaren the excuse of being behind at the start of 2012. He also pointed out that the team's insistence on developing its car to



Fight to lead chase of Red Bull is fierce

the last race of the season can dilute resources devoted to the new car.

When asked if the team will continue to suffer the hangover of being behind during this rules cycle, Whitmarsh told AUTOSPORT: "I could try to postulate that, but I don't think there's mileage in it.

"We are often fighting at the end of a year, and I cannot recall a year where we have said halfway through that we should back off."

Hamilton is confident that McLaren can catch Red Bull next year to a certain degree, but he is clearly not convinced that it will be

a match for Adrian Newey's cars from the first race of 2012.

"They have had a car since 2009 that is almost the same, it has just evolved," said Hamilton of Red Bull. "I think we will have a similar car in 2012 so we should be closer, but their car will probably be another evolution. Until the rules change drastically again, we can definitely at least halve the gap. And then, instead of it being half a season, it could be a quarter of a season, or a couple of races [to catch up]."

TIME FOR A CHANGE

It's almost inconceivable that Sebastian Vettel can lose the drivers' title, and McLaren drivers Jenson Button and Hamilton are 110 and 113 points in arrears respectively.

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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Lewis Hamilton has regularly joked about the frequency of his visits to the stewards' room, but after yet another pair of incidents at Spa, is it time to start becoming worried about where his mind is at?

Let's set aside the NASCAR-esque post-chequered flag clash with Pastor Maldonado in qualifying, because it's the Williams driver who must shoulder the lion's share of the blame for that. But what is really concerning was what happened with Kamui Kobayashi. There have been some Hamilton incidents that have provoked outrage, but this one merely created a sense of baffled needlessness.

Kobayashi had every right to put his car there – irrespective of whether it was wise to do so – and Hamilton drifted over to take the ideal line into the corner as if the Sauber wasn't there. That one mistake ruined a race that, based on what had happened so far, could have yielded a very good result.

So why did he do it? Well, categorically it was not deliberate. What he did was drive as if Kobayashi wasn't there. He knew the Japanese had a run on him – hence moving to the right to defend, but he simply assumed that Kobayashi would back out. By the time they collided, Kobayashi

was in his blind spot. The bottom line is that Hamilton wasn't playing the percentages.

Such a blunder can happen to anyone. Trouble is, it happens to Lewis far too often.



It's time to think, Lewis

Hamilton off the hook after clash

LEWIS HAMILTON ESCAPED ANY FURTHER action for triggering his race ending crash by moving over on Kamui Kobayashi because the Sauber driver escaped without damage.

FIA stewards briefly looked into the incident but AUTOSPORT understands that they believed no action was necessary despite Hamilton triggering the collision. This was because the McLaren driver was the only one to suffer from his own mistake.

Kobayashi said after the race that he was happy for it to be regarded as a racing incident despite emphasising that he blamed Hamilton for causing the accident.

The 2008 world champion took responsibility for causing the crash via Twitter on Monday, saying that he had come to that conclusion after reviewing video footage post-race.

Hamilton was, however, reprimanded for his part in his collision with Williams driver Pastor Maldonado that happened on the run out of La Source after the chequered flag at the end of Q2. Stewards considered that he played his part in the 'afters', although the decision to hit Maldonado with a five-place grid penalty for the same incident showed that they regarded the Venezuelan to be largely to blame for the collision.



Hamilton's exit was spectacular in Belgium

Although McLaren is a little closer in the constructors' standings, 131 points behind with 301 still to play for, Whitmarsh must surely consider setting aside the team's traditional approach and focus on 2012's McLaren MP4-27.

As Red Bull can afford to ease off on 2011 development, it would be logical for McLaren to take the same path even if sacrificing some results in the final seven races of the year.

"We have a very good fighting spirit, which you could certainly turn around, saying it's a weakness that we tend not to give up," said Whitmarsh. "And in so doing we reduce the resources that we make available for the following season."

Whitmarsh did not say that there is any plan to change its approach, although he hinted that in certain circumstances it might be the correct course of action.

"Maybe that's a weakness of me," he added. "I certainly have an influence on the situation, although I'm not a sole determinant of our route. But I'm normally asking for what we'll have at the next race!"

CAN McLAREN CATCH UP?

While next year's regulations remain largely stable, the ban on



Whitmarsh is sure McLaren will press on

exhaust-blown diffusers (see page 11) does give McLaren the chance to close the gap. Since McLaren started 2009 in the lower midfield, it has won 11 races compared to Red Bull's 22. On current form, it's reasonable to expect Red Bull to start next year in a position of similar strength.

But the key difference between 2012 and the last two campaigns is that the fundamental concept of the McLaren, as Hamilton suggested, can be carried over for the first time since the 2009 rules shake-up. This, combined with a redirection of resources, could allow McLaren to end what will by then a run of 13 years without a constructors' crown.

"I think we will have a similar car in 2012 so we should be closer. But the Red Bull will be another evolution"

LEWIS HAMILTON

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BBC reruns to have Red Button option

Full race reruns for BBC

Plans in place to show delayed full coverage of 'Sky-only' races on free-to-air via Red Button

The BBC is planning to offer complete replays of every grand prix that it does not show live next season via its Red Button interactive facility.

Although plans for the BBC/Sky

coverage share are still taking shape, it is understood that a highlights programme will run on Sunday evening in a prime time slot when the BBC does not show a race live. But the complete race will be available on demand on the Red Button at the same time as the highlights. This is expected to be approximately three hours after the race has finished.

As UK television's changeover to providing only digital transmissions is set to be completed next year, with all analogue transmitters being decommissioned, this means

that complete race replays will be widely available.

The details of the Sky/BBC coverage share, in which there will be at least some partial sharing of resources, are still being finalised. Sky representatives attended last weekend's Belgian Grand Prix and are close to formulating more detailed plans. Current BBC commentator Martin Brundle said last week that he is unsure of his plans for next year, but expected to know more in the near future.

Brundle remains a key target for Sky for its coverage, which will start in 2012. But it is not clear

whether Sky would use him as a lead commentator or in a role that combines his former position as the specialist alongside a lead commentator, as well as fronting extensive analysis outside of the race coverage.

Alongside F1 broadcasts, Sky is planning to run live and complete coverage of the Formula 1 support bill. This will encompass live transmission of GP2, GP3 and the Porsche Supercup.

● Sky has appointed Martin Turner as executive producer for F1. He was previously executive producer of rugby.

GP2 is set for Sky coverage in the UK



Outlaw of blown diffusers to be confirmed

FORMULA 1'S CONTROL-SPEC EXHAUST exits and standard positioning are set to be approved at the next meeting of the FIA's World Motor Sport Council.

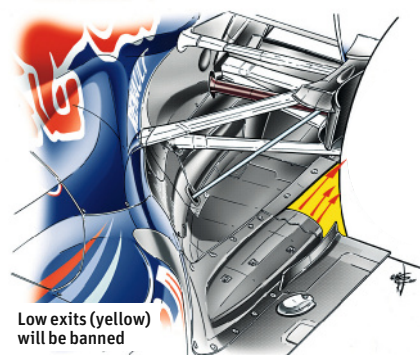
Although the ban on off-throttle blowing of the diffuser was enforced only for the British Grand Prix before being dropped, the decision to outlaw exhaust-blown diffusers for 2012 has remained under discussion. Initial

plans to place the exhaust exits 330mm behind the rear-wheel centre line were scrapped some time ago and replaced with mandated top-exit exhausts. The final 10cm of pipe will be tightly controlled, located in front of the rear wing.

Williams technical director Sam Michael said: "We are constrained to make sure that we can't have a blown

diffuser. It has been unanimously agreed by the Technical Working Group, so everyone knows what they are getting on with [in designing next year's cars].

"There are a lot of detailed dimensions, but the simplest way to describe it is as a top-exit exhaust with the last 100mm of section size and angle fixed."



Low exits (yellow) will be banned

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Senna passes his F1 audition

Renault wants to keep Brazilian in its race team for the rest of the year after a solid first race this season

Bruno Senna will see out the season with Renault after his impressive debut for the team in the Belgian Grand Prix.

Renault has confirmed only that the 27-year-old will be in the car for next week's Italian Grand Prix, but AUTOSPORT understands that the team plans to keep him on until the end of the campaign. However, this cannot be confirmed until the legal problem with Nick Heidfeld, who was dropped in favour of Senna, is resolved (see sidebar).

After qualifying seventh, Senna locked up under braking for Turn 1 and hit Jaime Alguersuari's Toro Rosso. The Brazilian accepted the responsibility for the accident, which put Alguersuari out of the race, and recovered to 13th at the finish after serving a drive-through penalty for causing a collision.

Team principal Eric Boullier, who

refused to comment on Senna's future beyond Monza, said that he was "pleased" with the ex-HRT driver's performance both on and off the track.

"We can't blame him for the first corner accident because it can happen when you haven't

raced for a long time," Boullier told AUTOSPORT. "He built himself back up after crashing on Friday morning, qualified well in tricky conditions and then the race pace was good."

"He has not raced properly for nine months and he was fast.

He needs to work a little bit on consistency, but overall he was very good and he fits in well with the team."

Despite rumours to the contrary, Senna did not bring any money to Renault to take Heidfeld's seat. There are hopes that his presence in the line-up could open up commercial opportunities in South America in the long-term, and if he can continue to impress this could make him an attractive prospect for a 2012 drive.

Senna was disappointed with the collision at the start, but overall was happy with his performance on his first F1 start since last year's season-ending Abu Dhabi GP.

"For a first race, I can't complain," Senna told AUTOSPORT. "In terms of performance and pace, I am satisfied and it went better than expected. Mistakes happen when

Senna got seventh in his first qualifying this year



HEIDFELD WAITS FOR COURT DECISION

NICK HEIDFELD'S RENAULT future will be decided in the London High Court after the Italian Grand Prix.

Heidfeld contends that he is contracted to the team as one of its race drivers and is publicly seeking to be restored to the seat taken by Bruno Senna. On September 19, the High Court will make a final decision on the matter after initially ruling in Renault's favour last week.

Heidfeld's legal representative, Dr Stefan Sietz, insists that Heidfeld has a binding contract for the drive.

"Nick has a valid contract to be one of the two main drivers of the team," said Sietz. "This position is disputed by the team for apparently purely financial reasons."



Heidfeld was in Spa paddock

Team principal Eric Boullier insists that the decision to replace Heidfeld was made because he has failed to lead the team in the right direction.

"His leadership didn't work in the team and when you are sometimes slower than Vitaly – in fact slower than Vitaly most of the time – it is difficult to push the team and to settle yourself as the team leader."

Heidfeld attended last weekend's Belgian Grand Prix in full team kit, but would not speak in any detail about the situation.

Grosjean edges closer to Formula 1 comeback



Boullier looks after Grosjean's career

NEWLY-CROWNED GP2

champion Romain Grosjean will take over as Renault's full-time reserve driver from the Singapore Grand Prix onwards.

The team would not comment on its driver line-up beyond the Italian Grand Prix, but AUTOSPORT understands that with Senna set to continue alongside Vitaly Petrov, Grosjean will take a full-time backup role with the team for the first time since being dropped from its race line-up at the end of the 2009 season.

Grosjean has officially been a "third driver" for the team all season. He holds a superlicence and was available as reserve in Belgium, but Senna has always been the first-choice backup

and has been embedded with the team. As reserve, the Franco-Swiss will participate in debriefs as Renault continues to ease him back into F1.

Grosjean had a seat fitting in the Renault R31 last week and is set to drive in an upcoming straight-line test. But it is not yet decided whether he will get behind the wheel during Friday morning practice in Singapore.

"He has shown everybody that he is fast, mature, capable of bringing a team to the front," Renault team principal Eric Boullier told AUTOSPORT. "He is ready for Formula 1."

Grosjean added: "I have kept away from the F1 paddock to stay focused on GP2. Maybe now I will go there a bit more."



Senna impressed in the Renault at Spa

"Racing this year is a great way to establish myself in Formula 1"

Bruno Senna

you are a bit rusty, especially in race situations, and the La Source hairpin is probably one of the worst first corners on the calendar. That wasn't an easy situation, but overall it was okay."

Senna had just over 150 miles of seat time in the Renault R31 prior to free practice in Belgium. On top of that, he had two days of running in a two-year-old Renault R29 as part of the team's driver development scheme.

"If you look at the amount of miles I've done, it's not enough compared to these other guys, but an opportunity is an opportunity," said Senna. "Racing this year is a great way to establish myself in F1, because I still need to do that. It's very difficult to jump into the car in the middle of the season, but it's still an opportunity that I don't know if I will ever get again."

THIS WEEK IN F1



RED BULL Formula Renault 3.5 race-winner Jean-Eric Vergne is set to drive for Red Bull during the young driver test in Abu Dhabi in November. The team plans to run Vergne, who will get Friday morning outings for Toro Rosso later this year, for both days of the test.



McLAREN Jenson Button is keen for McLaren to take up the contract option that it holds on his services. "I want to be here next year," said Button, whose future with the team is expected to be confirmed in the very near future.



MERCEDES Peter Bonnington has taken over as Michael Schumacher's race engineer as of last Sunday's Belgian Grand Prix. Bonnington was assistant race engineer, but has now replaced Mark Slade, who is no longer willing to travel to races for family reasons and has taken up a factory-based role.



RENAULT Robert Kubica's final operation has been declared a success, with manager Daniele Morelli confirming that full movement has been restored to the Pole's right arm. Kubica's rehabilitation started on Monday.



SAUBER Sergio Perez wants his native Mexico to host a grand prix amid hopes that plans recently revealed to revive the race will be a success. "I think Mexico should have a grand prix," said Perez. "Sooner or later we are going to have one."



TORO ROSSO The Italian-based team introduced a new front and rear wing at last weekend's Belgian Grand Prix. The upgrade package worked well, with the rear wing designed to boost the team's qualifying performance because of its more effective DRS.



VIRGIN The final major upgrade of the MVR-02 is on course to be introduced at next week's Italian Grand Prix. The package includes bodywork tweaks and a modified diffuser.



FIA There will be two DRS overtaking zones for next week's Italian Grand Prix at Monza. The zones will be located on the start/finish straight and on the run between the second Lesmo and the Ascari chicane.

Tributes for Martin Hines

Former grand prix racer Anthony Davidson has led the tributes from Formula 1 to 'Mr Karting' Martin Hines, who died on the morning of the Belgian Grand Prix. Hines played a key role in Davidson's career, fielding him in junior karting. He also ran the likes of David Coulthard and Lewis Hamilton. "Martin Hines was a legend on the global karting scene and will be missed," Davidson told AUTOSPORT. "He was an influential figure in my career and so many others. He was a pioneer who had the foresight to create a young driver scheme as a stepping stone to senior karting and creating so many single-seater drivers."

P74 MARTIN HINES OBITUARY



SERIOUS HEAD PROTECTION



CONGRATULATIONS ROMAIN

On winning the 2011 GP2 championship, Romain Grosjean clinched the title with 3 races to go, scoring 5 victories and several podiums.



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Vettel won despite Red Bull's concerns

Red Bull goes beyond tyre limits

Pre-race controversy in Belgium was a result of championship-leading team not heeding Pirelli's advice

Red Bull's tyre problems in the Belgian Grand Prix were caused by the team running its front tyres with a camber setting around 10 per cent more than Pirelli's advised maximum.

As is standard practice for race-tyre suppliers, Pirelli has a recommended maximum camber angle, which is currently four degrees. While this limit is not a regulation, teams exceed it at their own risk. This is why Red Bull's lobbying to be allowed to replace

its damaged tyres after qualifying and ease their camber settings without being forced to start from the pitlane, as parc ferme regulations dictate, were unsuccessful.

With the risk of structural weakness where the tyre sidewall meets the tread, Red Bull considered breaking the FIA stipulation that cars' set-ups cannot be changed between qualifying and the race, but opted instead to run short first stints for Mark Webber and Sebastian Vettel, and it upped the

pressures to strengthen the tyre. The pair went on to finish one-two.

Red Bull chief technical officer Adrian Newey told the BBC after the race: "It was one of the scariest races that I have been involved in. First and foremost, our duty of care is to the drivers' safety. I found it quite a difficult judgement to make. At the end of the race, I was relieved that both of our drivers were safe."

Pirelli motorsport director Paul Hembery believes that Red Bull must carry the can for its decision

to run more extreme camber settings. But he denied that there was a safety issue and claimed that Red Bull's lobbying was based on performance concerns.

"If you had come to me and asked if it was a safety issue I would have said no, absolutely not," said Hembery. "Is it a performance issue? Ultimately, yes."

 **P28 FULL REPORT ON BELGIAN GRAND PRIX**



Ricard could get French GP

Webber signs new deal

RED BULL CONFIRMED LAST WEEKEND that Mark Webber will remain with the team for a sixth year in 2012.

The Australian has signed a one-year deal to continue with the reigning world champion team, a decision that team principal Christian Horner described as "logical".

The deal was agreed in Hungary, with Webber insisting that re-signing was a "no-brainer".

"It was clear that there was a desire on both sides to continue," said Horner. "It was always agreed that we would talk in the summer break and it was very straightforward. It took something like 45 minutes to agree it."

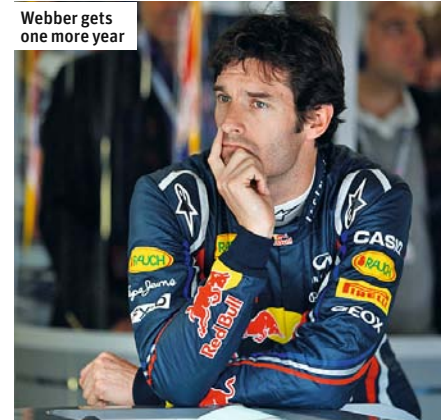
Horner stressed that continuity was a key part of the decision and that Webber's and Sebastian Vettel's driving styles were very compatible.

"The most important thing is to have a good dynamic and balance," said Horner. "The way they drive is similar so the development goes down a similar path."

It was logical to maintain the combination."

The team already has Vettel under contract until 2014 and did not regard any of the other Red Bull juniors – Sebastian Buemi, Jaime Alguersuari and Daniel Ricciardo – to have proved themselves ready for a promotion to its championship-contending squad next season.

Webber gets one more year



Ricard/Spa deal close

THE FRENCH GRAND PRIX IS CLOSING in on a return to the Formula 1 calendar in 2014 despite plans for a race-share with Belgium stalling last weekend.

Spa-Francorchamps is running the Belgian GP at a loss, underwritten by the local government, but organisers are keen only to run a race every other year. French prime minister Francois Fillon is behind his country returning to F1, from which it has been missing

for the past three seasons, and the desire is for Paul Ricard to hold a race every other year.

While a deal was close to being signed, it is understood that Belgian organisers are keen to negotiate a lower sanctioning fee for their race. A France/Belgium shared deal remains on the cards, with the mooted alternating-years deal slated to run for 10 years from the 2013 season.



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18/09/2011	Blyton Park - Circuit Saver	Sunday	£129	20/11/2011	Cadwell Park	Sunday	£105
19/09/2011	Donington GP - Circuit Saver	Monday	£125	26/11/2011	Brands Indy	Saturday	£115
09/10/2011	Donington GP - Circuit Saver	Sunday	£149	26/11/2011	Oulton Park	Saturday	£115
18/10/2011	Classic & Sportscar at Brands Hatch	Tuesday	£335	27/11/2011	Snetterton 300	Sunday	£105
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MPH Mark Hughes

AUTOSPORT grand prix editor

Spa holds a special place in the heart of John Surtees, a reverence shared by the current crop of F1 drivers. Which makes it all the more inconceivable that a cloud now hangs over its future

John Surtees smiles: "It's some place isn't it?" His eyes twinkle a path through the years as he returns to Spa, the scene of his final – victorious – race for Ferrari in 1966. He was here as a guest of Shell as the fuel company celebrated its long association with both the circuit and Ferrari.

There was footage of him from that day, the V12 Ferrari squirming under power in the rain, scything through the valleys between the ditches and trees. He'd led from pole, the first to be confronted by the downpour as the pack headed into Burneville on the opening lap, had instinctively switched away from the racing line, his motorbike senses finely attuned to knowing where the surface grip was. Behind him was carnage, multiple accidents including that of Jackie Stewart, trapped in his car amid the leaking fuel for half an hour. That was the trigger for the safety campaign that continues to this day.

"Luckily there were no fires that day," says Surtees. "But that wasn't a Spa issue in particular; it was like that pretty much everywhere. But

what I think was a pity was that the incidents set into motion the programme of having guardrails everywhere. That not only destroyed a lot of the circuits, but in some cases – especially for the bikes – made them more dangerous. Guardrails had their place, like on the straights and between the track and spectators, but on a lot of corners you'd have been better taking your chances against a bank or even a tree, with the cars the way they were then, than hitting a guardrail or even going beneath it."

Surtees drove a masterful race that day, taking a calculated decision to allow Jochen Rindt's Cooper-Maserati to pass him, so as to use his tyre tracks to reduce the aquaplaning. "Then, once everything had warmed up a bit and the track wasn't so bad, I repassed him at Burneville and pulled away."

He was wildly cheered by the team afterwards, but not by team manager Eugenio Dragoni, Surtees' nemesis. "He kept out the way, didn't congratulate me or anything, the writing was on the wall. I'd disagreed with him about the choice of car for Monaco – I wanted to use the V6 Tasman car – I'd upset them with the preparations for Le Mans and about the development of the P3 sports car. Mr Ferrari said with hindsight we both should have cooled down and that the split hurt us both. He was right."

The rift with the team is long-since healed and his affinity for the track remains strong. "They've even retained features like having a bit of water run across the road," he laughs. "It's kept the ambience, hasn't had to reinvent

itself the way, say, Silverstone has had to. That said, I think it's a shame that Eau Rouge doesn't have the challenge it used to. Fernando Alonso tells me it's flat-out easily for everyone. When I was doing it, it was very much a corner where the normal driver would take it only at nine tenths, but the one who was a little more connected, had the extra feel, could take it at 10 tenths, or even 10 and a half if necessary."

Twelve years after leaving Ferrari, Surtees was forced to close down his own team. He was so disillusioned he didn't even look at a racing car for over a decade, just concentrated on restoring old motorcycles. "But in 1987 Mercedes rang me and said, 'Come to Spa and demo our W125,' and I thought, 'Why not?' Stirling [Moss] was driving the W196 and one of the most satisfying things was how fast I went by him at the top of the hill!" So Spa – site of his greatest victory – was also responsible for Surtees' rehabilitation back into the sport.

Like pretty much every current driver – and the fans that crowd to this temple that preserves everything that's great about the sport – Sebastian Vettel shares Surtees' love of the place. "It should be part of the F1 calendar until long after I've retired," he says. So the news that the race is probably to be forced to share alternate years with another event after 2012 – because the circuit cannot afford the huge hosting fees charged by CVC – while the private equity fund removes yet more multiple millions from the sport, is just confirmation of how damaging this F1 ownership model has become. ❧

PIC: RVS/GETTY



Alonso can take Eau Rouge flat – not like in Surtees' day

“Masterful Surtees used Rindt's tyre tracks to limit aquaplaning”



Probably no big cash payout in Vegas after all

INDYCAR

Stars unlikely for Vegas race

Prize fund of \$5million is not enough to attract the big names IndyCar boss wanted for season finale

IndyCar CEO Randy Bernard has admitted that the series could abandon its highly-publicised \$5million bonus for any guest driver who can win the season-finale at Las Vegas in October if it cannot secure anyone who it considers to be a big enough draw.

Earlier this year the series announced its intention to offer \$5m to any non-regular IndyCar driver who can win the Vegas race, with five places being open for applications. Bernard said that around two dozen drivers had been in touch, from which he had

shortlisted X Games personality Travis Pastrana, former Champ Car star Alex Zanardi and NASCAR Sprint Cup racer Kasey Kahne.

Pastrana was close to signing a deal before breaking his foot in a recent X Games crash, while the involvement of Zanardi and Kahne are conditional upon them being able to race with Ganassi and Penske respectively – neither team wanting to run an additional car.

Bernard said that if none of those three could get onto the grid, the series was more likely to drop the bonus than scramble to fill the gaps.

“It could possibly be zero [guest drivers],” he said at Sears Point last weekend. “Those three are the only ones we’re interested in. We said all along that it has to help us reach either a different part of the motorsport audience, or help move that needle on our ratings or attendance. Those drivers are the ones that really move the needle.”

Bernard said he was frustrated not to have convinced Penske and Ganassi to run an extra driver, but conceded that it was important not to favour a publicity stunt over the integrity of the championship.

“I can lead a horse to water, but I can’t make him drink,” Bernard said. “I’ve done everything I can. I promised the drivers we weren’t going to make this a circus, and not have drivers that can’t prove themselves. We have other ideas, we’re not giving up.”

The series is planning to make a final announcement about Las Vegas at this weekend’s Baltimore race. It is expected that Indianapolis 500 winner Dan Wheldon could be allowed to enter as a wild card, but the Briton would compete for a reduced prize fund.

Dario wishes Danica good luck in NASCAR



INDYCAR/NASCAR

Dario: Danica wants to compete

REIGNING INDYCAR CHAMPION DARIO Franchitti believes that Danica Patrick’s frustration at not being consistently competitive in the single-seater series was a major factor in her decision to switch to NASCAR for 2012.

Patrick confirmed last week that she will contest a full Nationwide schedule next year with JR Motorsport alongside selected Sprint Cup races with Stewart-Haas. Franchitti believes her frustration at not being able to compete for wins regularly helped steer her to stock cars.

“I don’t think her results have been what she’d hoped for and I think I can see her getting frustrated with that, so she’s gone in a direction which is better for her, which is NASCAR,” said Franchitti.

“And good for her – she’s doing what’s good for her, and only she can make that decision. I’ll miss her as a friend at the track, but she’s a very competitive person and she wasn’t a frontrunner and I think she was frustrated. I think she can be – certainly in the Nationwide Series; I think she can do a very good job there.”

DTM

Grid spots key for British hopes

THIS WEEKEND'S DTM

qualifying session at Brands Hatch will be the most important of the year, according to home drivers Gary Paffett and Jamie Green.

The Mercedes pair are both chasing their first win of the year and neither has tasted victory on home soil in the championship before either.

Paffett, the 2005 champion, needs a good result to boost his points score after a poor opening half of the season that has yet to yield a podium finish.

He believes that with passing opportunities few and far between on the 1.2-mile Indy circuit, starting at the front will be crucial.

"Overtaking's so tough at Brands that it's more important to be at the front there than anywhere else," Paffett told AUTOSPORT. "There's maybe a place at Druids, which I've used a couple of times, but if you're not at the sharp end you can only hope to do something with the strategy."

Unlike Paffett, his HWA

team-mate Green has been among the best qualifiers in the DTM this year and has made it into Q4 four times in the last five races.

"I've got the car that has won at Brands for the last two years [in Paul di Resta's hands]," he said. "But if you don't qualify well, then at least you can do something with the strategy like Miguel Molina did last year [in running long first and second stints]. Still much better to be at the front though. Ninety laps round Brands Hatch is more fun that way."



Paffett must get points at Brands

AUTOSPORT SAYS...

MARK GLENDENNING
DEPUTY F1 EDITOR

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A five million dollar prize for any outsider who can turn up and beat the "world's fastest, most versatile drivers" in Las Vegas, world capital of risks and payouts. It's exactly the sort of outside-the-box idea that Randy Bernard has made his hallmark since taking the reins of IndyCar just under two years ago, as he works to restore US single-seater racing to some sort of prominence on a crowded American sporting landscape.

He never pretended Vegas was anything other than an attention-grab, but it was one done with the best of intentions. The potential fan appeal of seeing someone like Kasey Kahne or Alex Zanardi (back) in an IndyCar was obvious, and the publicity value for the series has already been vast.

Now, it seems like it might not come off. If it fails, then it will be for the right reasons – better not to do it at all than turn the possible title decider into

a circus. But in the context of all the other recent events in IndyCar, particularly the farcical New Hampshire race and the delay of the alternative aero kits, the timing is quite unfortunate. As concerned as he might be about finding a seat for Kahne, Bernard's real task over the coming weeks is to ensure that he maintains the confidence of the paddock that he's worked so hard to earn.



Zanardi would appeal to fans

IN BRIEF



Dario and Power won Texas 'twins'

TEXAS FORMAT STAYS

IndyCar has confirmed that next year's Texas round will once again be a twin-race format. The event has been penciled in for June 9, making it the first race after the Indy 500.

INDYCAR CLOSES ON CHINA

IndyCar is close to confirming a deal to race in the Chinese city of Qingdao next year. Series commercial president Terry Angstadt said that the contract is likely to be finalised this week.

RIBBS TO MAKE COMEBACK

Willy T Ribbs will make his racing comeback after a 10-year absence when he joins the Indy Lights field at Baltimore this weekend.

SEARS INDYCAR DOUBT

IndyCar's chances of returning to Sears Point in 2012 are understood to be conditional upon the event

finding a title sponsor. Race organisers said that they were pleased with the attendance last weekend, but that backing was required to make the event commercially viable.

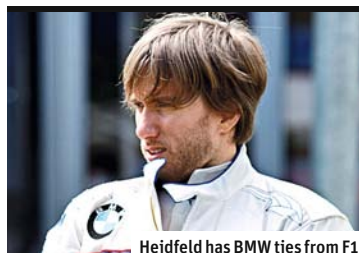
BARNHART GETS BACKING

IndyCar CEO Randy Bernard has declared that the series president of race operations Brian Barnhart has his "100 per cent support", despite calls for the latter to be fired in the wake of the controversial finish to the New Hampshire race three weeks ago.

WEBB BACK TO LIGHTS

Oliver Webb will return to Indy Lights action with Jensen Motorsport for this weekend's Baltimore round. The Briton, who finished third on his series debut at Edmonton earlier this year, will also race at Las Vegas at the end of the season.

Lights return for Webb



Heidfeld has BMW ties from F1

DTM

Heidfeld in BMW talks

OUSTED FORMULA 1 DRIVER NICK

Heidfeld has spoken to BMW about a potential deal to join the manufacturer's DTM line-up next year.

AUTOSPORT understands that Heidfeld has evaluated a switch to the German tin-top series if he cannot find a drive in Formula 1 for 2012. The 34-year-old has raced for Renault this year, but he was dropped ahead of last weekend's Belgian Grand Prix as the team felt he had under-performed in place of the injured Robert Kubica. Heidfeld has maintained good ties with BMW, which he was associated with in F1 from 2005-2009.

● Last weekend Mercedes-Benz motorsport boss Norbert Haug played down the significance of Michael Schumacher's mooted test of the Stuttgart manufacturer's 2012 DTM car.

RECORD BREAKER



BUSCH HITS 50

Kyle Busch now holds the record for the most NASCAR Nationwide victories after taking his 50th win at Bristol. His first came at Richmond in 2004 (above), when he was 19.

IN BRIEF

Kimi in 908 cockpit



RAIKKONEN GETS PEUGEOT LAPS

Ex-Formula 1 world champion Kimi Raikkonen completed 35 laps on his try-out with Peugeot at Motorland Aragon last week. Peugeot Sport boss Olivier Quesnel insisted that nothing was "scheduled or planned" for the future.

HYBRID SQUAD PULLS OUT

The Hope Racing squad has withdrawn its ORECA-Lehmann LMP1 hybrid from the remainder of the Intercontinental Le Mans Cup. The Swiss team will concentrate on a test programme ahead of a return in next season's World Endurance Championship.

NO ORECA 908 AT SILVERSTONE

ORECA's 2010-spec Peugeot 908 HDi will miss the AUTOSPORT 6 Hours and make its final race appearance at Petit Le Mans, the final round of the Intercontinental Le Mans Cup. Team-mates for Nicolas Lapierre have yet to be announced.

LE MANS TEST MOVES BACK

The Le Mans Test Day has returned to its previous date two weeks before the 24 Hours, as predicted by AUTOSPORT. The test will be on June 3, the race June 16/17.

YOUNGSTER FOR BTCC DEBUT

Teenager Chris Swanwick will enter the final two BTCC rounds of the year at Brands Hatch and Silverstone for Rob Austin Racing. The team's development driver will become the youngest ever starter in the championship when he makes his debut.

GORDON PLANS TO PARK IT

NASCAR owner/driver Robby Gordon plans to 'start & park' in the majority of the remaining Sprint Cup races this season due to a lack of funds.

MORE WEIGHT FOR VOLVO

Polestar Racing's Volvo C30 has been given a 10-kilogram weight increase for this weekend's WTCC round at Valencia, following Robert Dahlgren's impressive showing last time out at Oschersleben.



Dahlgren starred in Germany



GP2

Engines disrupt GP2 at Spa

Cars falling into 'safe mode' during changeable weather leads to chaotic race

The first GP2 Series race of the weekend at Spa on Saturday was thrown into chaos when several drivers' engines went into 'safe mode' due to falling temperatures.

Two drivers were injured in massive accidents caused by faster cars crashing into those that suddenly suffered the problem while on track. Stefano Coletti fractured two vertebrae after he went over the top of Mikhail Aleshin's slowing car, while Giedo van der Garde hurt his neck in a 7g impact when Rodolfo Gonzalez hit him from behind on the exit of Eau Rouge.

The issue arose because of Spa's infamous changeable

weather. The feature race started in dry conditions, but air temperatures dropped by four degrees when a heavy shower hit the track mid-race. The reduced air temperature, combined with water getting into the sidepods, led to engine

temperatures falling dramatically.

Van der Garde was the only driver to suffer the problem in racing conditions, while at least five more cars were affected while running slowly behind the safety car.

There was further confusion during the safety car period as cars crawling around at less than 20mph in safe mode were unable to maintain position in the queue. Safety car driver Bernd Maylander was then blocked in when he was unable to find a way past two cars running together with the problem.

"It was a bit messy and the safety car didn't know what to do," said Romain Grosjean, who was crowned champion at the end of the race. "It was tough keeping temperatures up."



Van der Garde hurt his neck

GP2

Bianchi doubts spinal safety can be improved

GP2 frontrunner Jules Bianchi believes that it is impossible to fully protect drivers against spinal injuries in single seater crashes, after Stefano Coletti suffered two compression fractures in his back at Spa last weekend.

Bianchi was one of four drivers to suffer

spinal injuries in accidents last year, prompting GP2 technical chiefs to investigate ways to improve safety around that area for the new 2011 chassis. Coletti, who sustained his injuries when his car landed after running over the back of Mikhail Aleshin's Dallara, is the first

driver to suffer such a fate this year.

"I think it is quite difficult to improve this area," Bianchi told AUTOSPORT. "It was not the same crash as mine, and when you go up and then land, the monocoque hits the asphalt so it is quite violent. We never see a crash like this in F1, maybe it'd be the same situation there as well."

Dallara is working on a solution to the problem for its 2012 IndyCar chassis, where it plans to put more foam under the driver's seat.

GP2 technical boss Didier Perrin was unavailable for comment.



GP2

Grosjean hits back at critics

NEWLY-CROWNED GP2 CHAMPION

Romain Grosjean has hit out at the criticism he received from rival teams and drivers after a controversial incident earlier in the season.

The DAMS driver was heavily condemned by many in the paddock after he caused an accident at the start of the Valencia sprint race when he tried to squeeze between Sam Bird and Davide Valsecchi. Instead, he hit both of his title

rivals, and damaged his own car to the point that he spun out a few corners later. AUTOSPORT understands that a heated verbal exchange then took place in the stewards room, which left the championship leader upset afterwards.

At the time the 25-year-old avoided talking about the outrage caused by his actions, but he addressed the controversy in the aftermath of sealing the title at Spa on Saturday evening.

"Everybody said that I had made a big mistake in Valencia and that I was crazy," said Grosjean. "I did make a mistake, I completely agree. But it was tough. And I think I showed since then that the mistake I made in Valencia did not mean the 2009 Romain Grosjean was back. It was just a mistake like all drivers do sometimes."

He also dismissed talk that the move was a result of him feeling the pressure of trying to get back to Formula 1.



Cars struggled when rain hit

Grosjean and Jules Bianchi took to driving off track to collect grass and other debris in their sidepods to block the radiators, while drivers such as race winner Christian Vietoris drove in lower gears to try to keep revs high.

The threshold that activates safe mode was reduced for Sunday's second race, but some teams and drivers described that as "too little, too late".

But van der Garde offered a more sympathetic view, saying: "There is nothing you can do when you set the radiators up for dry conditions and then it changes like that. If we ran the radiators prepared for the cold conditions the cars would overheat in the dry. It's just one of those things."

➔ P42 GP2 REPORT



Prototypes will run higher for safety

SPORTSCARS

FIA reacts to crash

THE FIA HAS RAISED THE rideheight of all LMP cars following an investigation into Peugeot's aerial accident in testing at Paul Ricard at the start of the season.

A study was undertaken by the LMP1 manufacturers at the behest of the FIA after a Peugeot 908 driven by Nicolas Minassian took off in the Verriere S sequence and cleared the perimeter fence of the French track. It has been decided on the basis of the study that the rideheight of all LMP machinery should be raised ahead of the AUTOSPORT 6 Hours Intercontinental Le Mans Cup race at Silverstone on September 11.

The minimum depth of the

underfloor plank has been increased from 20 to 25mm, which will now be measured at the end of a race. It will not be permitted to have worn by more than 5mm.

No comment was available from the FIA, but it is believed to have concluded that the rise in rideheight will increase the speed required for a car to take off in the event of it snapping sideways.

Peugeot Sport technical boss Bruno Famin described the move as a major change.

"We will have to raise the car quite a lot," he said. "It is a significant change in terms of both aerodynamics and mechanical set-up."

AUTOSPORT 6 HOURS

Davidson in fitness rush

PEUGEOT DRIVER ANTHONY DAVIDSON

is hopeful of being fit for this month's AUTOSPORT 6 Hours in the wake of surgery on his broken shoulder.

The Briton needed an operation after being knocked off his bike while cycling at the start of August. He believes he is on course to take up his place alongside Sebastien Bourdais in the Intercontinental Le Mans Cup event on September 11.

"I wouldn't say I am confident, but I am hopeful," Davidson told AUTOSPORT. "The pain went down quickly after the operation and rehab is going well."

"If you admit defeat, your brain gives up trying to repair the body. I am trying to stay positive and concentrate on my rehabilitation. I know it is a tall order, but it has been done in the past."

Simon Pagenaud will take Davidson's place if the Briton is not fit. It remains unclear when the final decision on the line-up will be made.



Davidson is optimistic



Bianchi was injured last year

AUTOSPORT
EXCLUSIVE



ELECTRIC RACING

Electric racer breaks convention

The latest electric-car concept to be unveiled is the outlandish-looking FondTech E-11. By SAM TREMAYNE

A radical-looking, four-wheel drive racing design has been launched this week with the ultimate aim of winning the FIA's tender for a new electric-powered racing series.

The FondTech E-11 project, led by ex-Renault, Ferrari and Tyrrell Formula 1 engineer Jean-Claude Migeot, has broken away from the conventional look of a single-seater due to the freedom of design that is created by running with battery power instead of burning fuel.

Much of the car's appearance is down to the decision to incorporate its three lithium ion battery packs into the chassis – which FondTech says is for safety reasons. The batteries are placed below the driver, giving a much higher driving position and therefore centre of gravity. And the reduced need for cooling means that the sidepods can be much smaller than usual.

Migeot explained exclusively to AUTOSPORT that radical designs were something that should be considered, along with new technology for the future.

"We have taken risks, and been innovative," he said. "We are not saying this is the best solution, but it is a good enough base to showcase the technology and the possibilities. It is as much a journey of discovery

"It is a good enough base to showcase the technology and the possibilities"

Jean-Claude Migeot

Migeot (l) and Gasparini are the project leaders



and breaking new ground as anything else."

Luca Gasparini, the project's head of engineering, added that the efficiency of new technologies permitted different design methods.

"It is just our approach but there are different ways of doing it," he said. "We don't know the future, but at some stage you are going to get a range of different ideas and solutions. This is our solution. The efficiency of an internal-

combustion engine is maybe 20 to 25 per cent. Here, the overall package would be 80-85 per cent, which means much less heat to dissipate, and new design chances."

F3 PERFORMANCE

Although the battery packs are capable of producing 300kw of power (roughly 400bhp), the output will be restricted to 170kw (nearly 230bhp) to achieve a race duration of 20 minutes or 50 kilometres, and a top speed of more than 150mph.

FondTech has targeted achieving similar performance levels to a Formula 3 car, and at the moment it believes the E-11 has around 70 per cent of the downforce and 60 per cent less drag than a Dallara F308. Formula 3 engines currently produce around 210bhp.

"It is a balance of power and range," Gasparini added. "You could have more downforce, but it is always the case that it's easier to add downforce than to reduce drag."

FondTech estimates that the four-wheel-drive car will accelerate from 0-60mph in 3.2 seconds, and the

FIA's electric tender imminent



Formulec car is already on track

THE FIA IS DUE TO ANNOUNCE its tender for an electric series this month, as the number of electric racing proposals increases.

FondTech is by no means the only project working on an electric single-seater, with cars such as the French Formulec (above) already running on track. But FondTech's boss Jean-Claude Migeot believes the competition between different concepts will increase the rate of technological progress.

"So far we don't know much about how comparable we are to other projects, but it will be good to have competition," he said. "Very quickly we are seeing electric projects, but we are all still discovering. Until regulation is set down [by the FIA] we are all still working within ourselves."

Migeot believes that gaining the backing of the FIA will be a huge boost for whichever concept comes out on top. He has been in

discussions with the governing body since first looking into his project, and the decision to launch the E-11 was taken before the FIA revealed its tender for an electric series.

"The FIA will be important for the promotion," he said. "Long-term we would like to be a part of it. Certainly the importance [of new technology] has been raised for them, and the times are very much pushing for it."

High cockpit sits on top of battery compartment



instant transfer of electric power means that its torque 'curve' will effectively be a straight line. The car will not have a clutch, and will feature a single-speed gearbox.

NO RUSH TO GET ON TRACK

Migeot expects the E-11 to be ready for on-track testing by February 2012. FondTech has been deliberately cautious with its timescales on the project, having spent three years analysing the feasibility of such a project. It is only recent leaps in battery technology that have made the

project realistic, and the majority of that progress has come from the mobile phone and home-computer industry.

"We started trying to understand what the performance of an electric car could be," said Gasparini. "We realised that we were looking at something interesting and feasible, and once we defined that, there was the challenge of designing and achieving it."

Migeot expects the early on-track tests to throw up problems with the car, but he described that process as "the exciting part".

"Efficiency will be 80-85 per cent, which means much less heat to dissipate"

Luca Gasparini

60 SECONDS WITH

JEAN-CLAUDE MIGEOT

FondTech boss.....

What is the motivation behind the E-11 project?

When you do things, you never know whether it's going to be good or just average. It's exciting to explore new territory, that's for sure. It's also exciting to see something that can transform the equilibrium, the whole car system. When you make this system you don't know what can happen, but maybe you can discover new things.



How important is the E-11 to FondTech?

It can become very important depending on how successful it is, and the context around it – what technology it brings etc. More than anything, we are interested to explore. Sometimes working on one project influences decisions on others – cross-thinking.

What is the E-11's future?

If you could know the future would you want to? It's boring to know it. It's good to go into the unknown, and be prepared for whatever, the best or the worst. Maybe this is a complete disaster but it drives us to something else that is fantastic. It is a project of passion, but it is also a journey of discovery.

How does the E-11 fit into the current motorsport spectrum?

There is the Schneider trophy in aviation, when countries used to do races. The planes were too fast to land though, so they decided to use seaplanes and land on water. It is an example of having an object you would like to show and not knowing how to do it, so you come up with a tailored solution. It is similar for the EV-11. The current F1, F2, F3 system is not a comparison. We are dealing with a technology that is just born; to compare it with something already established is not right. The way to grow it is maybe to do something different.



Jean-Claude Migeot was talking to AUTOSPORT's Sam Tremayne

Migeot was involved in Tyrrell O19 design



Flashback

August 28, 1994

ADAMS NO LONGER LAST BELGIAN 'HOME HERO'

Philippe Adams (pictured during practice) was the last Belgian to contest his home grand prix prior to Jerome d'Ambrosio, who finished 17th on Sunday. Adams did not finish.



TOP FIVE

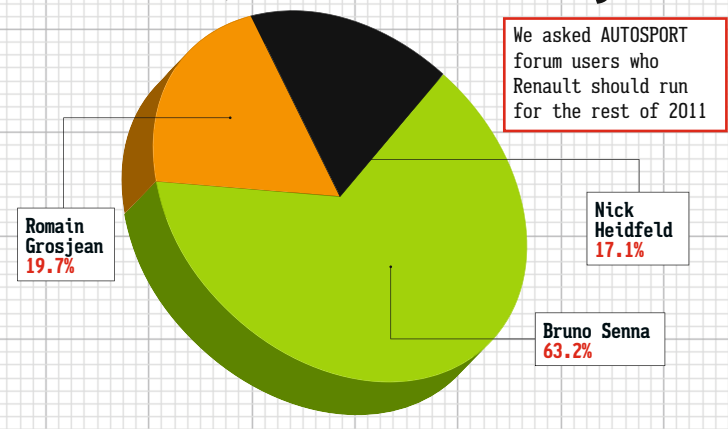
Formula 1 career spans

- 1 Michael Schumacher**
Sunday's Belgian GP came 20 years and 3 days after his 1991 debut for Jordan.
- 2 Rubens Barrichello**
Still going strong, 18 years, 5 months, and 14 days on from his bow in 1993.
- 3 Graham Hill**
DNQ in Monaco 1975 ended a run of 16 years, 11 months and 22 days.
- 4 Luca Badoer**
Ferrari outings in 2009 stretched his 50-race career to 16 years, 5 months and 29 days.
- 5 Riccardo Patrese**
Bowed out of F1 at the end of 1993 after 16 years, 5 months and 16 days.



Patrese's Adelaide farewell

Heidfeld, Senna or Grosjean?



top tweets



@dariofranchitti
The most impressive thing today was @MarioAndretti commitment into turn 1 in the fog on cold tyres driving the 2 seater!!!



@antdavidson
Saw a team member from Sauber earlier carrying a can of decaf Coke AND a cappuccino.



@justinwilson22
Great racing by @JensonButton! Good to see race craft while others where swerving, crashing and forgetting to brake



@keselowski [Brad Keselowski]
Essentially Danica has opened a pandoras box for all female racers. If she doesn't succeed, no female will get a chance for years to come.



@LewisHamilton
Apologies to Kamui and to my team. The team deserves better from me



@simsracing [Alexander Sims]
As a pyromaniac, I was pretty disappointed with match.com

NEXT WEEK

WEBBER INTERVIEW

Why the Red Bull driver shouldn't be labelled 'great number two'



AUTOSPORT 6 HOURS PREVIEW

It's Audi v Peugeot once more in the Le Mans Series and ILMC sportscar qualifier backed by AUTOSPORT

PLUS

BTCC Knockhill; DTM Brands Hatch; IndyCar Baltimore; WTCC Valencia; British F3 Rockingham; GT1 Ordos

ON SALE
SEPTEMBER 8



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WRC

Endurance rally plan dismissed

Drivers and team bosses are against the FIA's plan to incorporate much longer events into the WRC calendar

FIA president Jean Todt's plans to introduce long-distance events to the World Rally Championship have hit significant resistance from both the drivers and team principals.

Todt believes the return of an endurance element is a key factor in rebuilding the WRC. However, outline plans for next year's Rally Argentina have sparked debate between all parties, with seven-time world champion Sebastien Loeb questioning the sense of new format.

Rally Argentina will be the test mule for long-distance rallies next year. The 2012 event is expected to run out of the country's capital Buenos Aires and include a four-day route totalling around 350 competitive miles, 100 more than this year, but 150 miles fewer than regulations permit for the endurance-style WRC round. Plans to incorporate neighbouring Uruguay in the timetable have reportedly been shelved.

WORRIES FROM TEAMS

Loeb's primary concern surrounds a proposal to halve reconnaissance of the route from two practice runs through a stage to one, in an effort to save time and money.

"I don't see how we can do this," said Loeb. "From my side, if we

cannot have two passes of the recce, I prefer no pass at all. The reason for this is that with one pass, you will trust your notes and you can [more easily] make a mistake."

Loeb's co-driver Daniel Elena added: "We want two passes. Come back 20 years and recce was free to do as much as you want, come back 10 and it's three passes, now it's two and next year just one. We do not agree with this."

Mini WRC boss David Richards

said he couldn't see the point of the longer rallies.

"It's illogical," said Richards. "I don't see the objective. We need a very clear view on the objective and if we share that view then we should support it, but we should measure it against what it's supposed to achieve."

"There's a disconnect between parties in the WRC at the moment, we need to be far better aligned with a common view."

Ford's Gerard Quinn added: "The concern for the manufacturers is the added cost of long-distance rallies, the safety, the stretch on resources and the investment required. We can see the downsides of this plan and, I think, they outweigh the positives. They talk about more excitement from the extra days, but, in dollar terms, how much more excitement will you get than the two-day Jordan Rally – the most exciting rally ever!"

WRC TIMETABLE COMPARISON

AUTOSPORT understands the FIA aims to increase competitive mileage and reduce service time for selected rallies in 2013. It would also prefer overnight halts in three different towns or cities. There would be one main service per day. The crews will fit new tyres to their cars twice in each leg and the day would be split by a 'light service', with teams taking three mechanics in a 3.5-tonne van filled with whatever spares they want.

The competitive mileage is limited to 70km (43-mile) loops due to the size of fuel tanks in the cars.

Proposed timetable for a typical long-distance day

- Start day 1 in town 1
- 45-minute main service between 0600 and 0800
- Stage or stages of around 40 competitive miles
- Refuel and tyres
- Stage or stages of around 40 competitive miles
- 20- or 30-minute light service
- Stage or stages of around 40 competitive miles
- Refuel and tyres
- Stage or stages of around 40 competitive miles
- Parc ferme in town 2

Current WRC timetable

- 10-minute service in central service park
- Stage or stages of around 50 competitive miles
- 30-minute service central service
- Stage or stages of around 50 competitive miles
- 45-minute service central service



Drivers will still be able to 'self-service'



VW is using Skoda Fabia as test hack

WRC

Volkswagen evaluates parts in Skoda test car

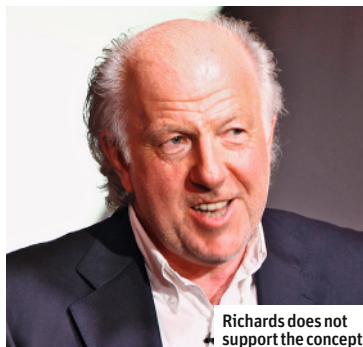
VOLKSWAGEN HAS RAMPED UP its development of the Polo R WRC by using a Skoda Fabia S2000 to test parts for its all-new World Rally Car.

The Polo should be finished by the end of the year, but in the meantime, VW motorsport director Kris Nissen said the team would be running parts before the new car is completed.

"We're talking about shock absorbers, suspension and steering rack," said Nissen. "The Skoda is the same platform as the Polo, so there are things we can put in to try out."

Nissen confirmed the project remained on target, adding: "All I can say is that we have made a very good start, with a good feeling. If we continue like this, we will remain on schedule and we will have the car finished by the end of the year in time for a full test programme for 2012."

VW is thought likely to contest a full WRC programme with its Fabia S2000s as part of that test programme. While Nissen wouldn't confirm the 2012 rallies, he said long-haul events were important to gain experience of freighting kit.



Richards does not support the concept

CALLING FOR CALM

WRC Commission president Jarmo Mahonen has convened a meeting of the manufacturers in the next week to solve the issues.

Mahonen said: "There's nothing to panic about, we are investigating options. It's no secret Argentina is about a long-distance route, but nothing is decided. We need compromise, there are plenty of options, but I'm confident that we can get the stakeholders going in the same direction."

A source close to the FIA added: "The manufacturers have missed the point here. Argentina isn't going to be radically different next year. It's not going to be a round-the-country marathon, this is not like Dakar. Once out of Buenos Aires, the rally will be based in Carlos Paz, like this year, but with longer stages. It's about giving the organisers options. If there are more longer rallies, these would run, probably with double points, and with less rounds in Europe. The cost of a season will be very similar to what it is now."

IN BRIEF

OGIER STAYS AT CITROEN

Sebastien Ogier's manager has confirmed that his driver will remain with Citroen until the end of next season, as planned. Kim Vatanen said: "We continue as normal with Citroen." He also moved to diffuse the situation regarding team orders and Ogier's comments about Sebastien Loeb: "Such cases are never comfortable or fun, but the boys will continue to work with each other."



Ogier will remain with Citroen

HIGGINS IN SCIROCCO CUP

Mark Higgins has landed a one-off drive in this weekend's Volkswagen Scirocco R-Cup race at Brands Hatch. The Manxman has race form with VW, having competed in the Beetle Cup in 1999.

TODT MAKES IRC VISIT

FIA president Jean Todt visited last week's Barum Czech Rally Zlin. The Frenchman was in town for Auto Club Czech Republic's launch of its support for the FIA's Action Road Safety campaign.

MCCORMACK FOR FRANCE

British Rally Championship star Marty McCormack is expected to contest Rallye de France in his Citroen DS3 RS. The Northern Irish driver recently won his home round of the BRC – despite the fact that he rolled his DS3 while flat in sixth gear during testing just two days before the start.

HANNINEN: IRC OR SWRC?

Despite retaining the lead of the IRC series, courtesy of his third place on last week's Barum Czech Rally Zlin, Juho Hanninen is still unsure if he will compete in the series' next round in Hungary. Skoda Motorsport remained tight-lipped on the Finn's programme, pointing out (again) that his focus remains in the SWRC.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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The WRC arrives in Australia in a little over a week for the series' next round. In July, a shade over 84,000 new cars were sold there. Not bad, you might think.

Until you discover China's car sales for the same period: 1,275,300. And that was a bad month. By the time you read this, it's expected more than 12 million new cars will have been sold there since the start of 2011.

Now do we understand the importance of new markets to the WRC? To put this into context with the UK, we managed 131,000 sales in July.

The WRC is expected to have arrived in countries such as China, India, Brazil, Russia and somewhere in North America by 2015 – with a couple of those coming as soon as 2013. To do this, those countries can't be sold the rigidity of a modern-day European round of the WRC. They need options, and long-distance rallies must be offered to entice the countries that will make our world championship a truly global affair.

I completely understand the cost-concerns of the manufacturers regarding Argentina's shift to a longer route next year, but it's one event from a calendar of 13. And, in 2013, when the FIA wants three long-distance rallies, they're all going to be overseas, likely to have double points and with fewer rounds in Europe.

With that in mind, the FIA's target of cost control and taking the WRC into emerging markets appears a distinct possibility.



Argentina wants a long-distance rally

DID YOU KNOW?



Because of its size, the Ford Focus RS WRC could only be airfreighted in a Boeing 747.



BELGIAN GP

Spa-Francorchamps,
August 28

ROUND 12/19

LAPS 44

WINNER

Sebastian Vettel
1h26m44.893s

POLE POSITION

Sebastian Vettel
1m48.298s

FASTEST LAP

Mark Webber
1m49.883s

RACE RATING

★★★★★

Button (P13 to third)
& Schuey (P24 to fifth)
star - as well as
stunning passes by
Vettel and Webber

DRIVERS STANDINGS

Vettel	259pts
Webber	167pts
Alonso	157pts

MILESTONES

- Webber in 2011 to date: five fastest laps/no wins = record
- Maldonado is first Venezuelan to score since Johnny Cecotto at Long Beach in 1983



VETTEL BREAKS HIS RIVALS' RESOLVE

The world champion came back from the summer break keen to end a three-race losing streak. At Spa last weekend, he did it, with his seventh win of 2011. By MARK HUGHES



QUALIFYING

Vettel finds 0.4s on his final run to vanquish Hamilton and snare his ninth pole of 2011

Only the top-10 qualifiers got to use their slicks, the rain holding off long enough after the end of Q2 for everyone to venture straight out on the Pirelli softs and fuelled up for a three- or four-lap run. But how hard did you push initially? This was a key decision as the track was drying and becoming faster by the lap, but with the potential for another rain storm at any time. You could either push to the maximum immediately, like Mark Webber or Lewis Hamilton, feeling that there might not be a next lap, or you could build it up, not over-stress the tyres, gamble that the track was going to continue drying and have your tyres in great shape by the final lap – like Sebastian Vettel. The rain held off just long enough for Vettel to snatch his ninth pole of the year. The heavens opened just as the cars completed their in-laps. Vettel's luck had held and he'd maximised it with a typically brilliant lap, 0.4s clear of Hamilton, over 1.5s better than Webber whose tyres were past their best as the track was at its quickest.

"It was quite difficult in Q1 and Q2 with very tricky conditions," said the world champion. "The circuit was surprisingly drying up very quickly but it is quite tricky on the inters, so the main target was to get through. I didn't feel very comfortable with the car yesterday or right at the beginning of qualifying but then through Q2 we could make a big step forward. I rediscovered Spa in a way and found some better lines than all weekend, so that was an important step." Rain through most of Friday and into FP3 had left only a half-hour period on Friday afternoon in which slicks had been feasible. Qualifying was actually the first time Vettel had even tried the soft tyre, hence everything coming together for him late in the day. The Red Bull's rear wings were trimmed back further than McLaren's or Ferrari's, giving them higher speeds at the end of the back straight, but still with enough downforce to be very quick through the fast turns of the middle sector.

Hamilton ran the lower downforce of two versions of the new McLaren rear wing but that still left him 4.7mph down on the Red Bull through the speed trap, albeit quickest of all through the downhill bends



Vettel's kept Red Bull's 100 per cent tally intact

of sector two. The McLaren was not reacting well to the bumps in the braking area for the chicane and Lewis locked up there on his final lap, but that alone wouldn't account for the 0.43s by which he trailed Vettel. It was a brilliant effort, but shaded by the controversy of his contact with Pastor Maldonado at the end of Q2, for which he received a reprimand.

Webber rued having pushed hard early on, the penalty for which was over-heated tyres when the track was at its quickest and a third-place grid slot. Felipe Massa's Ferrari was best of the rest in P4, though he was almost 2s adrift of pole. The damp conditions made things difficult for Ferrari and Fernando Alonso was in addition caught in traffic that made getting the heat into the rubber even more difficult, leaving him a disappointing eighth.

Mercedes timed Nico Rosberg's run to perfection, finding him a big clear space of track and getting to him to cross the line for his final lap just before the flag fell, giving

him the full benefit of the drying track. A neat lap netted him P5, but things went less well in the other Mercedes garage; Michael Schumacher's right-rear wheel parted company with the hub on the run to Rivage on the out-lap, an unfortunate way to mark his 20th F1 anniversary.

Toro Rosso's extensive upgrades (see Drawing Board, page 38) had been conceived with the express purpose of improving the car's qualifying pace. In this it seemed highly successful and, in addition, Jaime Alguersuari seemed very at home in the conditions of the weekend. With a wet set-up – plenty of wing and soft suspension – his last lap was within 0.2s of Rosberg's, good enough to bring him his best-ever grid position of sixth.

Bruno Senna was an assured and confident seventh on the grid, over 1s and three places ahead of Renault team-mate Vitaly Petrov. His lack of running was hardly evident and he was aggressively 'on it' from the start, just an off on Friday morning blotting his copybook. Both Renaults ran with set-ups biased towards the wet, helping get both cars through to the run-off for the first time since Malaysia.

Sergio Perez was Q3's sole Sauber representative, in ninth. Timing of the Q2 runs was crucial at this cut-off part of the grid. Sauber split its approach, sending out Perez early for a multi-lap run but keeping Kamui Kobayashi in the garage until quite late. The former strategy proved better, allowing Perez through, 0.1s faster than Kobayashi who lined up 12th.

Sebastian Buemi's Toro Rosso was set up for the dry, unlike his team-mate's, and this left him 11th. Lining up behind Buemi and Kobayashi represented a disastrous outcome for McLaren's Jenson Button. After being fastest by 1s in Q1, he'd just completed a Q2 lap that was second fastest at that time and then proceeded to do a cooling down lap (an indication of just how effectively the McLaren generates tyre temperature) without realising there was insufficient time left in the session to allow such a luxury. After completing sector one his engineer gave him the bad news that he wasn't going to get to the finish line in time to start another lap.

There was similar confusion at Force India in Q1 where Paul di Resta was told to pit, in the belief he'd done enough to graduate, only to be knocked out by Heikki Kovalainen's Lotus. Adrian Sutil made it through to Q2 but proceeded to crash at Raidillon after taking too much wet kerb, leaving him 15th. At Williams Rubens Barrichello and Maldonado managed to get in each other's way at the end of Q2, leaving them 14th and 16th respectively, with the latter then penalised five places for the Hamilton incident.

Alguersuari took best-ever sixth on the grid



P40 RESULTS
Crucial data from Spa





Was Vettel tense over the tyre-wear issues? You bet!



17C

RACE CONDITIONS

Weather was the warmest and driest it had been all weekend and conditions remained static throughout the 44-lapper.

By definition, this is a sport in which margins are pushed for competitive advantage, be it drivers or teams. But when that's combined with a partner that isn't competing, but solely supplying, a fault line can be exposed – and circumstances last weekend at Spa did exactly that. Behind the scenes of a brilliantly vivid race lay a tense animosity between Red Bull Racing and tyre supplier Pirelli.

All teams nudge those margins but Red Bull, imbued with Adrian Newey's aggressive pursuit of every advantage, is invariably at the cutting edge. That's a core reason for its success. Pirelli, a supplier doing a fine job in facilitating this year's racing, is in the sport primarily for marketing reasons. The very different agendas of the two parties made the potential for conflict.

Pirelli recommends running a maximum of four degrees camber on the front wheels; beyond that, especially at a track with long straights, the risk is that the outer shoulders of the tyres become too hot and blister. But camber helps with the turn-in, helps switch the tyres on – especially important on a cool, damp weekend. It's a performance-enhancer, and from

a competitor's perspective if some is good, then more is simply better and surely there's a safety margin built into that recommendation. On any normal grand prix weekend, this conflict resolves itself: everyone runs through their programmes in practice, teams setting up their cars for maximum performance then monitoring for signs of tyre problems. Too much outer-shoulder heat, they reduce the camber. Last weekend the fickle Ardennes climate ensured there was only a 25-minute window of dry practice running on Friday afternoon – probably not enough to expose with clarity any possible blistering risk.

The first signs that Red Bull's choice of a camber angle of 4.3-degrees might be an issue came with the sight of serious blisters on the front tyres of both Sebastian Vettel and Mark Webber as they returned to the collecting area after qualifying. McLaren had been not quite so aggressive on set-up, but

there were signs of similar problems on Lewis Hamilton's tyres. But others reckoned they had seen indications during that brief Friday dry running – and had reduced the camber to well under 4-deg.

Red Bull tried to convince the FIA's Charlie Whiting this was a safety issue and that dispensation should be given to replace the 'damaged' tyres. Pirelli disagreed that it was a safety issue, insisted the blisters would limit only performance – so long as you didn't try to run too long on them and thereby stress the tyres' structure. Rival teams predictably felt there should be no dispensation and so – once the FIA had measured the Red Bulls' camber angle to determine whether the tyres were damaged or 'had been damaged' by running beyond Pirelli's recommended limit – did Whiting. Unless they wished to start from the pitlane – the only way the sporting regulations allow you to change tyres or set-up – the

Red Bulls would have to start on the blistered tyres and the pre-chosen camber angle and suffer the competitive consequences.

Crisis meetings were held at Red Bull. "We gave a lot of consideration to starting from the pitlane," said Christian Horner, "because obviously it involved the safety of the drivers. After a lot of consultation with Pirelli we believed the information from the specialists that the risk of starting on the tyres was minimal. But it required that the drivers buy into that." Predictably Vettel and Webber, first and third on the grid, had no qualms about doing that. But the tenseness within the camp can be imagined as they waited for the start lights.

Tyres were not the Red Bulls' problem off the grid though; clutches were. Both drivers came close to stalling as they released the first clutch – Webber's anti-stall actually kicking in and ensuring he crawled away. Vettel managed to ▶



Hamilton's collision with Kobayashi ended his race

PICS: DUNBAR, LETHERINGTON, HONE/LAT, THOMPSON/GETTY

◀ just keep the engine's momentum and was helped by the fact that Hamilton alongside him had also failed to make a great start. Vettel somehow led into that first turn, as Nico Rosberg sliced the Mercedes through from the third row to go round La Source side-by-side with Hamilton and emerge in second, Lewis busy trying to fend off Felipe Massa's Ferrari too. It was Bruno Senna's first experience of a start from this far up an F1 grid and, like many before him, he misjudged the hairpin's braking point. He locked up the Renault and slid hard into Jaime Alguersuari's Toro Rosso which in turn hit Fernando Alonso, sending the Ferrari out wide on the run-off area, rejoining halfway down the hill in fifth. Jaime's front suspension was destroyed and he was doubtless hugely disappointed to pull off after such a great qualifying effort. Timo Glock made a similar faux pas to Senna further back, causing an accident that involved Paul di Resta's Force India and both Lotuses. Both Senna and Glock would receive drive-throughs.

The chaos helped limit the damage of Webber's awful start and he was eighth as they charged down to Eau Rouge, Sergio Perez's Sauber and Sébastien Buemi's Toro Rosso directly ahead of him. Jenson Button's McLaren, back in 13th, was hit by debris as he drove down the hill, damaging his front wing and removing his right-hand mirror. The downforce was significantly reduced, di Resta having already taken a chunk out of the #4 McLaren's rear wing endplate at the first turn, but the team encouraged Button to stay out for a few laps.

The Mercedes was super-strong down the long straights and, with the aid of Vettel's slipstream, Rosberg sliced into the lead as they approached Les Combes for the first time. Massa did likewise to

"There followed over the next few laps a riot of passing and re-passing, especially with DRS enabled"

Hamilton to grab third, the McLaren driver's hands now full keeping Alonso at bay. Further back, Michael Schumacher was also making good use of the Merc's straight-line performance, up to 15th by the end of the first lap from 24th.

There followed over the next few laps a riot of passing and re-passing, especially once the DRS was enabled up to Les Combes. Alonso did Hamilton out of La Source on the second lap and quickly closed down on team-mate Massa who had failed to find a way by Rosberg on account of a short seventh gear. Vettel retaliated on Rosberg and retook the lead into Les Combes on the third lap, blisters or no. This was brave stuff – and it wasn't as if Vettel wasn't thinking about it.

"You are driving into the unknown," he said. "It's pretty scary,

not very comfortable, especially on the way down to Eau Rouge and through Blanchimont when the tyre doesn't look in great shape and you feel a lot of vibrations."

There were no team orders as the two Ferraris squabbled hard and repeatedly, Alonso finally getting ahead on the fifth lap on the short downhill stretch between Malmedy and Rivage, Fernando running wide there but hanging on, partly because Massa was now under attack from an opportunist Hamilton. As they headed down the hill between Liege and Pouhon, Massa was defending hard left, Hamilton with his left-hand wheels touching the grass in sixth gear to make the pass. In the fight with Alonso, Massa's front-wing endplate was damaged, giving him understeer for the rest of the race. Perez tried a pass on Buemi's sixth place, misjudged it and ran over the Toro Rosso's rear wing, causing its retirement. Perez continued but would later fall out of contention with a drive-through penalty. The second Sauber of Kamui Kobayashi was the beneficiary, moving up to sixth.

And what about those delicate



Button made a superb charge to the podium...



... despite some early damage to bodywork

DRIVER BY DRIVER by Edd Straw

1  **10/10**
Event rating

SEBASTIAN VETTEL

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

Remained an oasis of calm behind the wheel, keeping his head when others would have lost it. Nailed a ninth 2011 pole and executed his race strategy to perfection, making superb around-the-outside passes on Rosberg and Alonso to boot. The best driver in the best car – again.

2  **7/10**
Event rating

MARK WEBBER

Red Bull-Renault RB7-4
Start: 3rd. Finish: 2nd

Showed race-winning speed during the weekend, but lost out in qualifying after going too hard, too soon. Again lost out at the start, this time after the anti-stall kicked in to combat rev drop, but he recovered beautifully despite miscommunication over pitting under safety car.

3  **3/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-03
Start: 2nd. Finish: DNF

Hamilton's race weekend template is as infuriating as Vettel's is stunning. Quality lap in a hobbled car was stunning, but he had a small part to play in the clash with Maldonado after the Q2 flag. Feisty in the race, he took the line into Les Combes as if Kobayashi wasn't there...

4  **9/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04
Start: 13th. Finish: 3rd

It's not clear what part he played in the Q2 confusion that led to him missing out on a serious lap, but from there he was superb. Picked up damage at the start but worked hard to climb the order in his typical hassle-free way. P3 was the best he could have hoped for.

5  **7/10**
Event rating

FERNANDO ALONSO

Ferrari 150°-290
Start: 8th. Finish: 4th

Low track temperatures made Q3 very difficult, the problem compounded by being mired in traffic. Was forceful in the early laps to climb into the top three, but the pace simply wasn't there to hold off Webber or Button. That equalled P4 – probably the end of his title hopes.

6  **4/10**
Event rating

FELIPE MASSA

Ferrari 150°-288
Start: 4th. Finish: 8th

Good job in low-temperature conditions to take fourth in qualifying – which teammate Alonso reckoned was the optimum for a Ferrari. Ran at the front early on, but didn't have team-mate's pace. Might have beaten the Mercs but for a puncture just after his first pitstop.



Glock pushes di Resta into Button at La Source



The Alonso/Webber scrap was a classic

blistered Red Bull tyres? Webber had pitted after just three laps. "They were in a terrible state and we had to get rid of them as soon as possible," he explained. They were replaced by a set of new mediums. Perhaps helped by that troublesome camber angle, he was soon lapping very quickly on these and scything through the midfield traffic. Vettel was in from the lead at the end of the fifth lap – and he was fitted with new softs, Red Bull splitting its tyre strategy. Seb rejoined just behind Kobayashi as Rosberg found himself back in the lead. But not for long, as Alonso 'DRSed' him up to Les Combes on the seventh lap, Hamilton repeating the move to take second from the Merc next time through there. Both Alonso and Hamilton noticed the dark stripe on their front tyres, signifying blisters. So it wasn't just the Red Bulls.

Alonso pitted from the lead for a fresh set of softs at the end of lap eight, promoting Hamilton who stayed out for another three laps. Vettel, having passed Kobayashi, was quickly back with the yet-to-stop Rosberg, so much quicker was he. On the 10th lap he put a super-brave move on the Mercedes around the outside of Blanchimont. But even that wasn't the most committed move of the race so far: that honour had just surely been claimed by Webber the lap before. Alonso had exited the pits just ahead, in seventh place, but with the advantage of momentum Webber chased him down the hill as they headed for Eau Rouge. As the moment of truth arrived, Webber flicked left flat in seventh, staking all on Alonso giving him survival space. Front wheels less than an inch apart at 180mph, Alonso grudgingly let him have the place. It was one of the most frightening, thrilling and astonishing pieces of action this sport has ever provided. A lap later it seemed

almost unfair that Alonso was able to simply sail by to retake the place using the vast straight-line advantage of DRS up to Les Combes.

As Hamilton pitted from the lead at the end of the 10th lap so Vettel found himself at the front once more, but he was already feeling the dreaded blisters. Rosberg finally made his first stop, putting Alonso up to second from Webber and the yet-to-stop Kobayashi. Hamilton rejoined just behind the Sauber and on the 13th lap used his superior speed through Eau Rouge to pass him even before the DRS zone. Lewis then made a catastrophic error in assuming he'd left the Sauber far behind, not realising that Kamui had slippedstreamed him and was still right there as Lewis moved to take up his line for the approach to Les Combes. McLaren left-rear glanced Sauber right-front and Hamilton was pitched into the wall. Out came the safety car and the complexion of the race changed right then.

Red Bull took the opportunity of bringing in Vettel for a new set of softs before the pack had caught up to the safety car. It was at least six laps earlier than they would otherwise chosen to have done so, thereby lengthening his third stint – which carried tyre-associated risks given the blistering and the camber settings. But it meant he dropped only two places, and one of those was to his team-mate Webber. Mark, in fact, had been on the radio as soon as the safety car came out, asking if he should pit, but received no answer. "We intended to pit them both and stack Mark," said Horner, "and were expecting him in but there was so much radio traffic that our message confirming the stop did not reach him. Which meant we had to change his strategy."

Webber was switched from a three-stop to a two-stop, meaning he'd need to make the 13-lap old ▶

7  **9/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02/09
Start: 24th. Finish: 5th
A cross-threaded wheelnut led to his right-rear falling off at the start of qualifying, but pace was there in practice. He made up plenty of places on the first lap on the prime tyre and had the speed to keep climbing. Passed Rosberg late on to take a well-deserved fifth.

8  **8/10**
Event rating

NICO ROSBERG
Mercedes MGP W02/07
Start: 6th. Finish: 6th
Did a good job in qualifying to take sixth, but probably surprised himself by taking the lead from Vettel on the run to Les Combes on lap one. Had no chance of staying there and soon descended to Merc's natural level, losing to Schumacher on the faster tyre.

9  **8/10**
Event rating

BRUNO SENNA
Renault R31-04
Start: 7th. Finish: 13th
Crashed in FP1 but bounced back to take a stunning P7 in qualifying. Over-ambitious approach to Turn 1 in the race was another mistake, but it was a big one as he clattered into Alguersuari. After an pitstop for a nose and a drive-through, he drove pretty well for a comeback finish.

10  **6/10**
Event rating

VITALY PETROV
Renault R31-05
Start: 10th. Finish: 9th
Beaten in qualifying by Senna, but still deserves credit for making it through to Q3 unscathed. Had a relatively quiet race during which he couldn't quite take on the Mercedes, and was unfortunate to lose a place with a last-corner spin while nursing fading front brakes.

11  **5/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-04
Start: 14th. Finish: 16th
Described qualifying as a missed opportunity after Kovalainen, who was on his flying lap, held him up at the end of Q2. Was in points contention, but lost time on his in-lap before second stop. Hit the back of Kobayashi in the closing stages, forcing a stop for a new front wing.

12  **7/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 21st. Finish: 10th
Let himself down in qualifying by getting involved in some afters with Hamilton at the end of Q2, but redeemed himself on Sunday. Was able to extend tyre life to run two-stop race, partly thanks to the better Williams diffuser, and richly deserved his first F1 point.

◀ mediums last another 17-20 laps.

The safety car was good news too for Button and Schumacher, bunching the field up and wiping out much of their time deficits. Button, having had his damaged front wing replaced on the third lap, had replaced the mediums on which he'd started for a set of softs. Under the safety car he came in from 11th for another set, without losing a place. Ahead of him were several slower cars, which he'd be able to slice past before the quick guys up front would be able to build much of a buffer from him. Michael was another to pit under the safety car, from a couple of places ahead of Button.

Losing out at this time was Alonso because even though he now led the race behind the safety car, his recent pitting meant it was too early to pit him again to replace his tyres, obliging him to run a two-stop. This wouldn't have been a problem but for the fact that it would entail a much longer stint on the dreaded medium tyre. Ferrari knew from practice that its car was going to be slow on this tyre and that there would be pain to come. It would be the same for Massa.

As racing got underway Alonso led off, intent on trying to build a gap. Webber moved aside into La Source to let Vettel through in his chase of the Ferrari, Mark knowing he had a much longer stint to complete than Seb. Massa ran fourth but was soon victim of Rosberg's straight-line speed. In sixth ran the Force India of Adrian Sutil who was soon being hunted down by Schumacher and Button, the Briton having just passed two cars in one move at La Source.

Vettel relieved Alonso of the lead in the DRS zone on the 18th lap and on his newer tyres quickly pulled out a useful gap. Button passed Schumacher and Sutil in the DRS zone on successive laps, quickly



"Relieved mate?" Vettel led Webber to Red Bull 1-2



Senna qualified superbly but made early-race gaffe



Gold-hatted Schuey flew from 24th to P5

DRIVER BY DRIVER by Edd Straw

14  **8/10**
Event rating

ADRIAN SUTIL

Force India VJM04/04

Start: 15th. Finish: 7th

Took too much wet kerb at Raidillon during Q2 and speared into the barrier when on course to make Q3. Kept out of trouble during the first lap and held P6 after sharp pitstop under the safety car. Was powerless to keep Schumacher behind, but took strong seventh.

15  **6/10**
Event rating

PAUL DI RESTA

Force India VJM04/02

Start: 17th. Finish: 11th

Called in while on his final Q1 lap by the team, which thought he'd made the cut, he was shocked to discover Kovalainen had bumped him. Assaulted by Glock at the start, he kept in the mid-pack for 11th, within a couple of seconds of the points. A good salvage job in that context.

16  **5/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-01

Start: 12th. Finish: 12th

Crossed the line early in improving Q2 conditions, so missed the top 10. On a two stopper, was on course for solid points until Hamilton squeezed him at Les Combes. His car was intact, but not pitting as soon as the safety car was deployed left him mired in the midfield.

17  **5/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-02

Start: 9th. Finish: DNF

Reminded everyone why he is talked about as a future Ferrari driver by making Q3 for the third time this season and ran seventh early on. Was eager to pass Buemi, but hit the Swiss, a mistake that forced a pitstop and a drive-through. Later retired with rear axle damage.

18  **6/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-04

Start: 11th. Finish: DNF

A scruffy lap cost him a place in Q3, but the Swiss made up for that with a great first lap that put him P6. Had to focus on defending against Perez but was unimpressed to be thumped by the Mexican. Tried to continue with deranged rear wing, but was called into the pits to retire.

19  **9/10**
Event rating

JAIIME ALGUERSUARI

Toro Rosso-Ferrari STR6-01

Start: 6th. Finish: DNF

Got it right in qualifying to line up a career-best sixth. Sadly, his race was very short lived as Senna braked too late for the first corner, pushing him into fellow Spaniard Alonso, with the resulting impact breaking the car's front-left suspension.



“It had been another brilliantly controlled effort from the world champion and his team, but with many added stresses”

pulling away from them and catching the Rosberg/Massa scrap. After trying a move on the Ferrari into Rivage that didn't quite come off, Button swept around the outside on the approach to the chicane on the 24th lap, then crowding him at the apex and going ahead into the second part, wisps of smoke from his front-wheel. It was a move both committed and exquisitely judged. Two laps later he was past Rosberg in the DRS zone and in chase of third-placed Webber. His soft tyres were standing up well and he was the fastest man on the track at this stage, despite the extensive damage to the car – and it made you wonder what might have been had it not been for that qualifying mishap.

“This weekend was the best the car has ever been. With the damage it lacked a bit of grip but the balance I've had all weekend wet or dry has been just sensational.” Those on the team looking at the traces are convinced Button could potentially have been a dominant winner had it not been for the Saturday cock-up.

Alonso was 6s behind Vettel when he stopped for his medium tyres on the 29th lap. Seb came in next time around for his mediums, Webber the lap after, Mark foregoing the available softs for another set of mediums, for the sake of keeping the blistering at bay. Button led briefly before being passed by the rejoining Vettel and then making his final stop, now the only one of the top four on a set of softs. With these he quickly began chasing down Webber

– and both were catching Alonso who, as Ferrari had feared, was struggling to make the harder-compound tyres work.

Further back, Massa finally nailed Rosberg out of La Source and pulled away, leaving Nico in his mediums being caught by the soft-tyred car of – Schumacher! On his 20th F1 anniversary Michael was on it. He'd passed Sutil and was now taking full advantage of the faster tyre to put his team-mate under big pressure. Massa's efforts would soon be thwarted however by a left-rear puncture, the extra stop leaving him back in eighth at the end.

Webber 'DRSed' Alonso to take second with eight laps to go, Fernando powerless to put up any resistance and concentrating now on trying to stay ahead of the charging Button but Jenson caught up and passed the Ferrari with two laps left. Webber was just far enough clear of the McLaren to hang onto second. Schumacher made those soft tyres work to his advantage, though inevitably there were raised eyebrows when Rosberg's radio cracked into life with the message that he should save fuel. Michael went ahead for fifth placed into the DRS zone on the 42nd lap.

Vettel had completed his final 14-lap stint on the softs just measuring out his lead – and he took the flag 3.7s ahead. It was perhaps the most unlikely Red Bull one-two yet. It had been another brilliantly controlled drive from the champion, but with many added stresses. “There was a lot more management needed than usual,” he said. “But I don't want to complain. The car worked fantastically well. Not starting from the pitlane with new tyres was not an easy decision to make, and it was not an easy race.”

It was a brilliant performance from both team and driver, but one that left Pirelli downright angry. ❧



Maldonado missed Lotuses and scored first-ever point

20  **8/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 16th. Finish: 15th
When the weather makes it possible for Lotus to reach Q2, Kovalainen usually delivers and his superb final Q1 lap bumped di Resta. The Finn was pushed into team-mate Trulli at the first corner by the Glock/Di Resta clash. From there, he recovered well to finish 15th.

21  **7/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-01
Start: 18th. Finish: 14th
Unlike his team-mate, couldn't capitalise on the wet conditions to make it to Q2 but at least beat the Virgins and HRTs. Survived Kovalainen being pushed into him at La Source, but did sustain damage to the floor that made his Lotus a little tricky to handle.

22  **6/10**
Event rating

DANIEL RICCIARDO
HRT-Cosworth F111-03
Start: 23rd. Finish: DNF
Didn't get it together in qualifying when he needed to and had to rely on special dispensation to be let in having missed the 107 per cent cut. Drove well early on before being forced to retire after a pitstop when it emerged that a rear wheel was not properly attached.

23  **5/10**
Event rating

VITANTONIO LUZZI
HRT-Cosworth F111-02
Start: 22nd. Finish: 19th
Was looking forward to wet weather in qualifying, but couldn't capitalise on it to beat the two Lotuses after deciding against taking a second set of Pirellis in Q1. From there, his HRT didn't have the pace to make an impression so had to drive round at the back of the field.

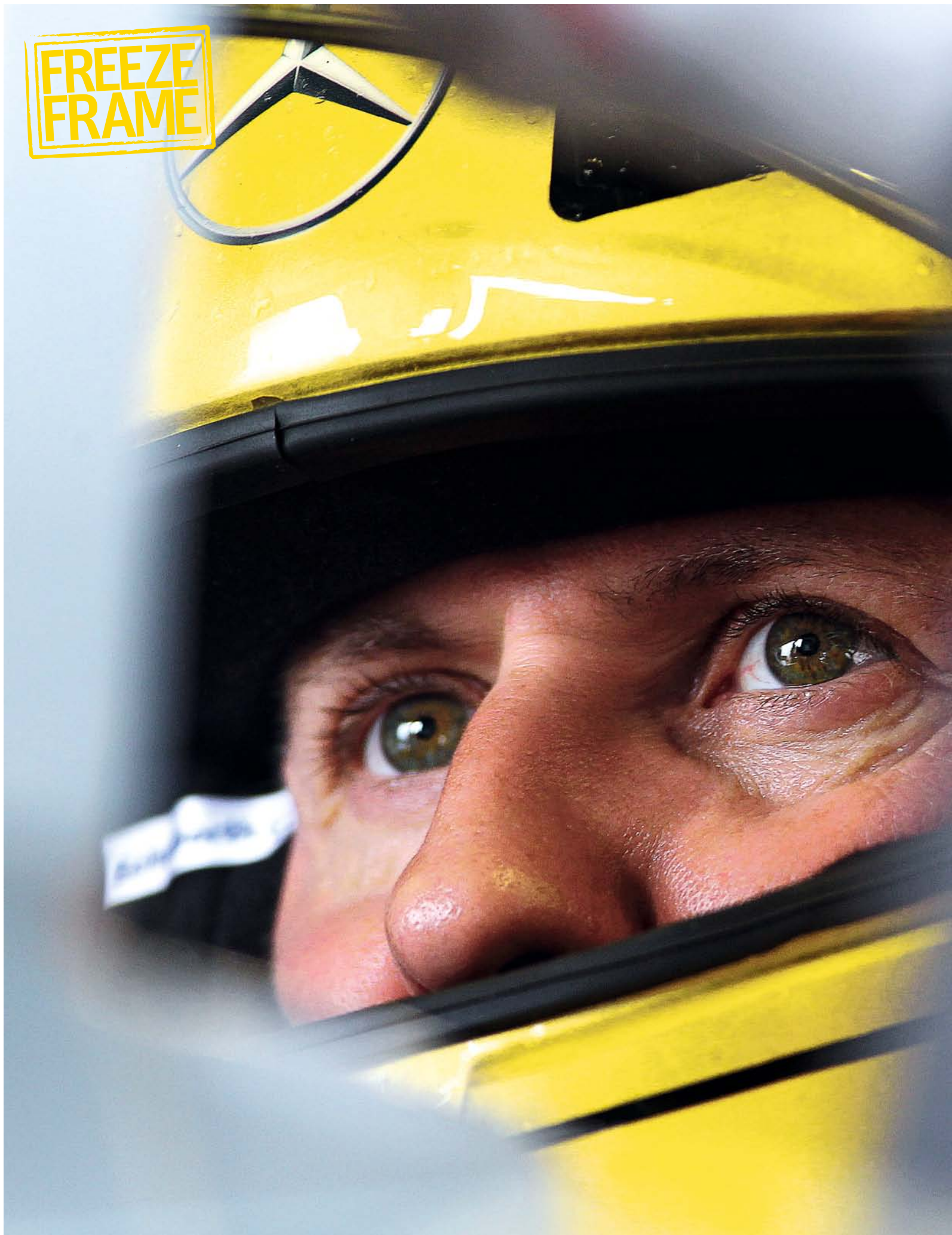
24  **5/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02
Start: 19th. Finish: 18th
A very aggressive qualifying lap meant he was the only Virgin or HRT driver actually to make the 107 per cent qualifying cut off. Braked too late for la Source and hit di Resta, which earned him a drive-through. Then drove well to finish behind team-mate d'Ambrosio.

25  **7/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-03
Start: 20th. Finish: 17th
The local hero was left out during qualifying, while team-mate Glock got another set of tyres to hedge strategic bets, which explains the gap. Turned in a solid, consistent drive, saving fuel for the final 20 laps and holding off Glock to become first Belgian to finish his home GP since '92.

**FREEZE
FRAME**



Schuey turns back the years

F1's most successful ever driver proved he can still turn it on after 20 years. By MARK HUGHES

Twenty years on, fastest in FP1, he beats his team-mate in the race for fifth despite starting 19 places behind after a cross-threaded nut leads to his rear wheel falling off before he completes a qualifying lap. Since retiring a Jordan 191 on the first lap here in 1991, Michael Schumacher has led for 14,991 of the 46,377 miles he has raced. When he made that debut, Sebastian Vettel was four years old, Jaime Alguersuari was 17 months. "I was doubtful [before the debut] whether my quality was good enough to compete with these

guys in F1," says Schumacher. "You see them as untouchables, especially in those moments where you had Sennas, Prosts, Mansells and so on. I didn't really think I could match them. Getting the first experience, coming over here and driving the car, I sort of quickly picked up the confidence that it was possible... At the end of the day we are all humans, we all have limits and you drive within those and there is no reason why it is impossible to beat those guys in the past and neither those guys that are here right now."

Drawing board

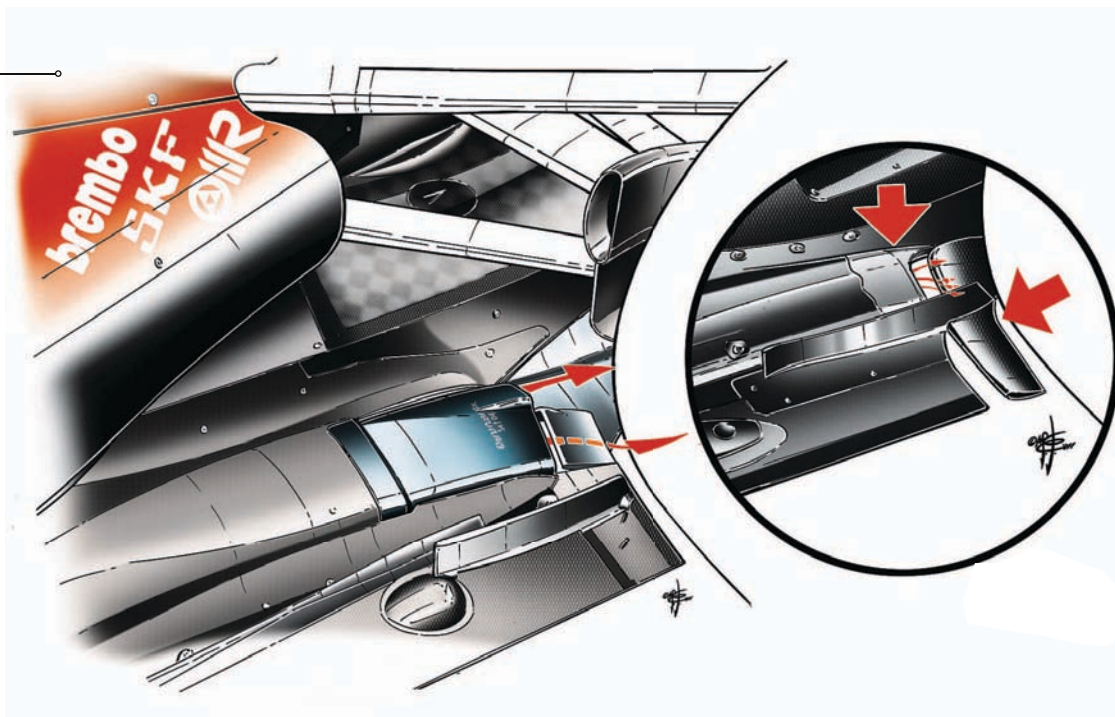


Gary Anderson, Mark Hughes and Giorgio Piola reveal the post-summer-break modifications made at Spa by Ferrari, McLaren, Red Bull and Toro Rosso

FERRARI REAR BODYWORK

➔ Ferrari turned up at Spa with this modification to the bodywork ahead of the rear tyre. This replicated a similar development tried but discarded by Red Bull for the Spanish GP in Barcelona (inset).

GARY ANDERSON: Small detail changes on the outlet position and the introduction of this vertical fin to help contain the high-energy exhaust flow just help the efficiency of the complete package that little bit. I doubt if it is even measurable on the stopwatch but if it is a positive step then it needs to be on the car.



McLAREN REAR WING

➔ McLaren finally brought out its new rear wing with a more aggressive loss of drag when the DRS is activated. There was a high- and low-downforce version of this available, as well as the old-style wing. Both drivers opted for the low-downforce version of the new wing.

GARY ANDERSON: The McLaren rear wing for Spa had a very interesting design detail where the rear flap met the endplates. Renault started this style of flap mounting way back in 2006. This area is quite critical to the rear wing's overall performance and with a very

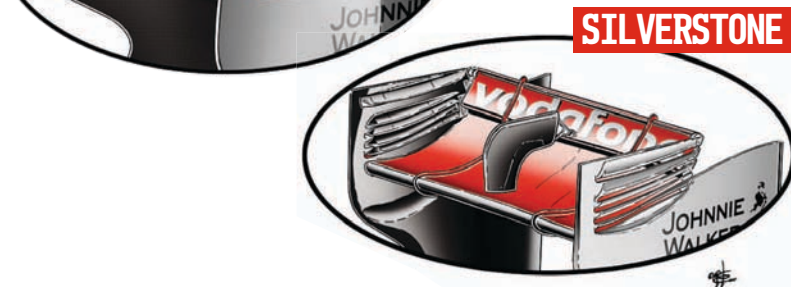
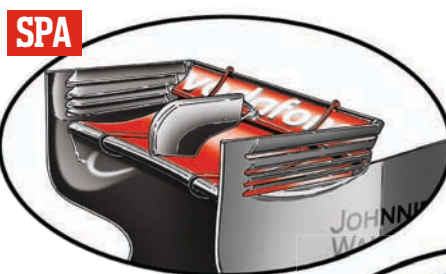
complicated airflow regime it requires many hours of CFD analysis to grasp the minute detail required to improve its performance. By blending these two components, and with the horizontal louvres in the endplate above the wing's upper surface, the difference in the air pressures and air speed from the inside to the outside of the endplate will be reduced. This in turn will reduce the huge vortex coming off the outer corner of the wing when the cars are running in moist conditions. Reducing this reduces drag and improves the efficiency of the complete assembly.

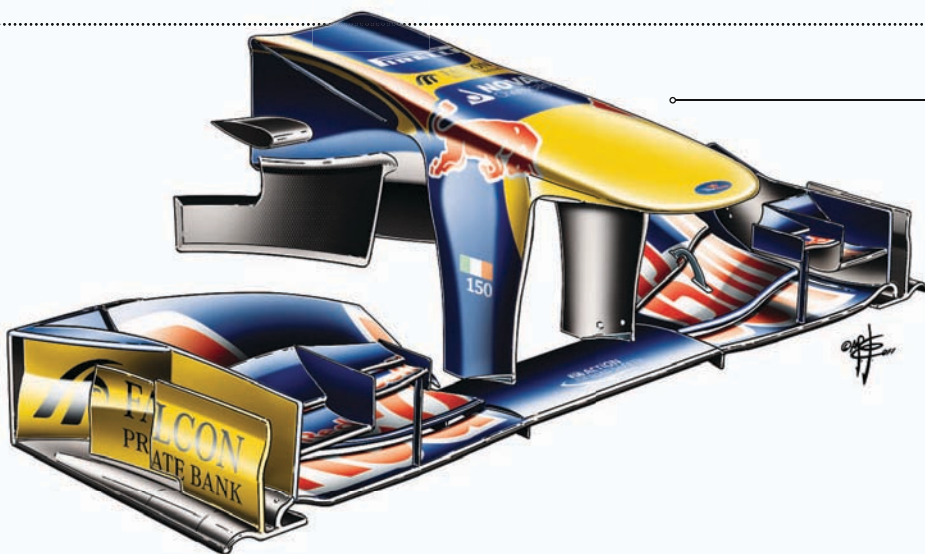
RED BULL FRONT WING

➔ Sebastian Vettel briefly tried out a modified front wing during Friday practice. It featured a raised section (arrowed) in the transition from the FIA-defined neutral central section to the outer section.

GARY ANDERSON: The intersection of the FIA-defined central front-wing section and the team-defined outer downforce-producing part is an area that can give huge performance advantages to the

overall car. Because of the different air pressures and velocity in this area a huge vortex is set up, which helps with the performance of the underfloor. This fairly dramatic change of section is to try to increase this vortex and in turn improve underfloor performance. This style of concept is very circuit-critical and because of the weather at Spa it was not able to be properly back-to-backed but I'm sure we'll see it in the future.



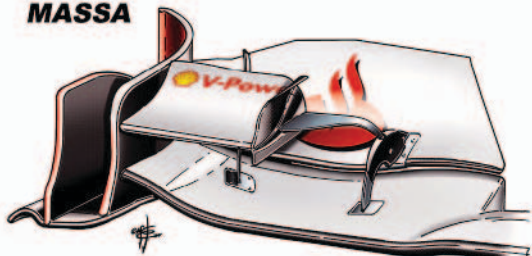


TORO ROSSO NOSE

➔ The Toro Rosso benefitted from a major upgrade comprising this new slimmer, Mercedes-like, nose and a new rear wing with more aggressive DRS activation. The upgrade appeared to work very effectively in qualifying.

GARY ANDERSON: The nose profile is very similar to what Mercedes currently uses in that it's around the same height but flatter and with the twin vertical turning vanes mounted at the nose-to-chassis interface. The amount of airflow that goes under the nose – or, more importantly, the front of the chassis just between the front wheels – is critical to the performance of the under floor. The height of the nose itself gives more opportunity to manage that airflow by mounting these large turning vanes in the correct position to improve the performance of the front wing while not disrupting the airflow to the under floor.

MASSA

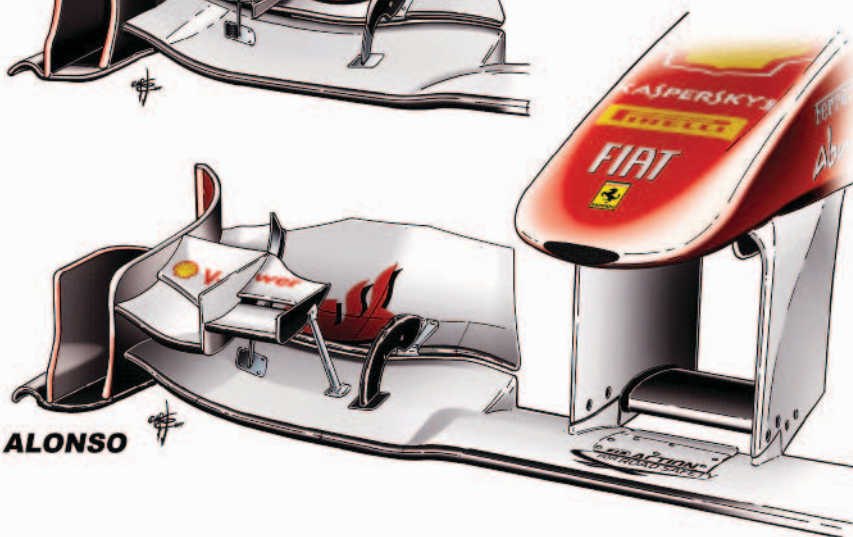


FERRARI FRONT WING

➔ Ferrari ran both cars with the single-slot/twin-element front wing but with an extra extension to the inside winglet on Fernando Alonso's car. Felipe Massa stayed with the standard single-slot wing.

GARY ANDERSON: Because of the low-downforce nature of the Spa circuit, Ferrari opted to use its two-element front wing assembly. This time it had a new shorter section, two-element outer upper-forward wing component and a new two-element inner upper-forward wing component. This area is critical in that the airflow coming off the outer part of this assembly goes over the top of the front tyre. But if the overall airflow of the inner section is too wide, it will disturb the airflow to the leading edge of the sidepod and underfloor. With any of these things it is a compromise. The driver needs a balanced car but if it's possible to increase the downforce and keep the required balance he will go faster; increase the overall downforce but lose the balance and he will go slower.

ALONSO

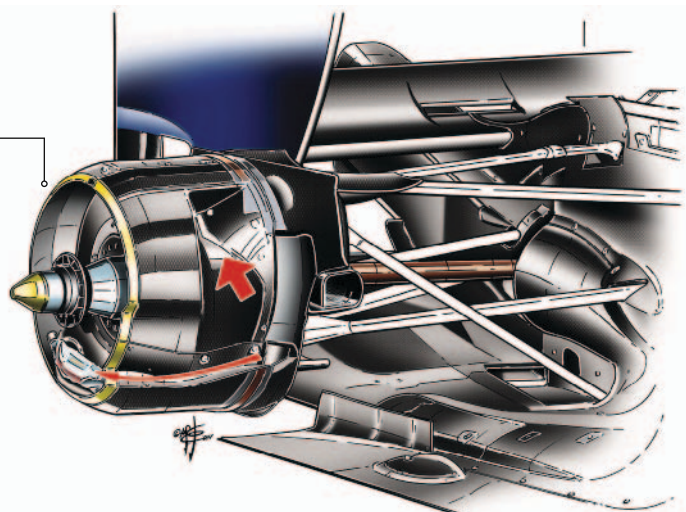


RED BULL REAR BRAKE DUCTS

➔ The Red Bull RB7 featured a cut-out in the enclosing drum of the rear brakes for a more efficient combination of brake cooling and the prevention of heat soak through to the tyres.

GARY ANDERSON: This cut-out, or reduced-diameter section on the carbon barrel that's more or less in line with the actual duct inlet, allows a small amount

of airflow through between the wheel and the barrel. This air flow, which is not enough to hurt the aerodynamic performance of the car, will help reduce the transfer of heat from the brakes themselves that would normally go into the wheel rims, keeping the rear tyre temperatures lower, especially over long runs. This in turn will improve the longevity of the tyres.



BELGIAN GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	SCHUMACHER	1m54.355s
2	ROSBERG	1m54.829s
3	BUTTON	2m02.740s
4	VETTEL	2m03.752s
5	HAMILTON	2m04.301s
6	SUTIL	2m04.663s
7	MASSA	2m04.728s
8	BARRICHELLO	2m05.391s
9	ALGUERSUARI	2m06.583s
10	KOBAYASHI	2m06.886s
11	ALONSO	2m07.055s
12	PEREZ	2m07.481s
13	TRULLI	2m08.233s
14	BUEMI	2m08.239s
15	MALDONADO	2m08.918s
16	WEBBER	2m09.792s
17	GLOCK	2m12.278s
18	LIUZZI	2m12.389s
19	D'AMBROSIO	2m12.772s
20	DI RESTA	2m13.058s
21	CHANDHOK	2m13.090s
22	PETROV	2m13.601s
23	SENNA	2m14.340s
24	RICCIARDO	2m14.933s

Weather: dry then rain early on

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	WEBBER	1m50.321s
2	ALONSO	1m50.461s
3	BUTTON	1m50.770s
4	HAMILTON	1m50.838s
5	MASSA	1m51.218s
6	ROSBERG	1m51.242s
7	PEREZ	1m51.655s
8	HULKENBERG	1m51.725s
9	DI RESTA	1m51.751s
10	VETTEL	1m51.790s
11	SCHUMACHER	1m51.922s
12	MALDONADO	1m52.750s
13	KOBAYASHI	1m52.780s
14	ALGUERSUARI	1m52.911s
15	BUEMI	1m53.009s
16	BARRICHELLO	1m53.156s
17	SENNA	1m53.835s
18	TRULLI	1m55.051s
19	GLOCK	1m55.494s
20	KOVALAINEN	1m56.202s
21	D'AMBROSIO	1m56.816s
22	LIUZZI	1m57.450s
23	RICCIARDO	1m57.612s
24	PETROV	2m02.234s

Weather: damp, dry then wet

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	WEBBER	2m08.988s
2	HAMILTON	2m09.046s
3	ALGUERSUARI	2m09.931s
4	BUTTON	2m10.257s
5	VETTEL	2m10.402s
6	BUEMI	2m10.580s
7	ROSBERG	2m10.837s
8	SUTIL	2m11.437s
9	SENNA	2m11.664s
10	SCHUMACHER	2m11.667s
11	DI RESTA	2m11.874s
12	KOVALAINEN	2m13.036s
13	MALDONADO	2m13.074s
14	KOBAYASHI	2m13.182s
15	PETROV	2m13.290s
16	BARRICHELLO	2m13.778s
17	PEREZ	2m14.334s
18	TRULLI	2m14.682s
19	D'AMBROSIO	2m17.159s
20	GLOCK	2m18.039s
21	RICCIARDO	2m19.001s
22	LIUZZI	2m19.597s
23	MASSA	2m22.454s
24	ALONSO	no time

Weather: wet



THE GRID

1 VETTEL RED BULL 1m48.298s Soft	2 HAMILTON McLAREN 1m48.730s Soft
3 WEBBER RED BULL 1m49.376s Soft	4 MASSA FERRARI 1m50.256s Soft
5 ROSBERG MERCEDES 1m50.552s Soft	6 ALGUERSUARI TORO ROSSO 1m50.773s Soft
7 SENNA RENAULT 1m51.121s Soft	8 ALONSO FERRARI 1m51.251s Soft
9 PEREZ SAUBER 1m51.374s Soft	10 PETROV RENAULT 1m52.303s Soft
11 BUEMI TORO ROSSO 2m04.692s Soft	12 KOBAYASHI SAUBER 2m04.757s Soft
13 BUTTON McLAREN 2m05.150s Medium	14 BARRICHELLO WILLIAMS 2m07.349s Soft
15 SUTIL FORCE INDIA 2m07.777s Soft	16 KOVALAINEN LOTUS 2m08.354s Soft
17 DI RESTA FORCE INDIA 2m07.758s Soft	18 TRULLI LOTUS 2m08.773s Soft
19 GLOCK VIRGIN 2m09.556s Soft	20 D'AMBROSIO VIRGIN 2m11.601s Soft
21 MALDONADO WILLIAMS 2m08.106s* Soft	22 LIUZZI HRT 2m11.616s Soft
23 RICCIARDO HRT 2m13.077s Soft	24 SCHUMACHER MERCEDES no time Medium

*5-place penalty

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	2m03.029s	2m03.317s	1m48.298s
2	HAMILTON	2m03.008s	2m02.823s	1m48.730s
3	WEBBER	2m02.827s	2m03.302s	1m49.376s
4	MASSA	2m05.834s	2m04.507s	1m50.256s
5	ROSBERG	2m05.091s	2m03.723s	1m50.552s
6	ALGUERSUARI	2m05.419s	2m04.561s	1m50.773s
7	SENNA	2m04.047s	2m04.452s	1m51.121s
8	ALONSO	2m04.450s	2m02.768s	1m51.251s
9	PEREZ	2m06.284s	2m04.625s	1m51.374s
10	PETROV	2m05.292s	2m03.466s	1m52.303s
11	BUEMI	2m04.744s	2m04.692s	-
12	KOBAYASHI	2m07.194s	2m04.757s	-
13	BUTTON	2m01.813s	2m05.150s	-
14	BARRICHELLO	2m05.720s	2m07.349s	-
15	SUTIL	2m06.000s	2m07.777s	-
16	MALDONADO	2m05.621s	2m08.106s	-
17	KOVALAINEN	2m06.780s	2m08.354s	-
18	DI RESTA	2m07.758s	-	-
19	TRULLI	2m08.773s	-	-
20	GLOCK	2m09.566s	-	-
21	D'AMBROSIO	2m11.601s	-	-
22	LIUZZI	2m11.616s	-	-
23	RICCIARDO	2m13.077s	-	-
24	SCHUMACHER	no time	-	-

Weather: wet then drying

QUALIFYING

	Head to head	
VETTEL	9 3	WEBBER
HAMILTON	9 3	BUTTON
ALONSO	10 2	MASSA
SCHUMACHER	1 11	ROSBERG
HEIDFELD/SENNA	4 8	PETROV
BARRICHELLO	7 5	MALDONADO
SUTIL	5 7	DI RESTA
KOBAYASHI	5 7	PEREZ/DE LA ROSA
BUEMI	8 4	ALGUERSUARI
KOVALAINEN	11 1	TRULLI/CHANDHOK
KAR'KEYAN/RICCIARDO	0 11	LIUZZI
GLOCK	10 2	D'AMBROSIO



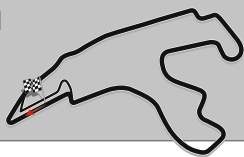
SPA-FRANCORCHAMPS

BELGIUM

August 26-28

GP2 Series

Round 8/9



AT A GLANCE

- Race 1 Christian Vietoris
- Race 2 Luca Filippi
- Pole position Vietoris
- Fastest laps Leal/Ericsson



Filippi took reversed-grid race two win

Romain on the road to Formula 1

The Frenchman sealed the title in Belgium and is now surely on the way to a GP return



Grosjean sealed the title with three races to spare

IF ROMAIN GROSJEAN HAD A vision of how he would seal the 2011 GP2 championship, this wasn't it. Instead of charging to another dominant victory, as he has done so many times this year, there he was, trawling round behind the safety car in the pouring rain, driving off track in a desperate attempt to pick up rubbish to clog his own radiators. After nine laps of that, making sure his engine temperature didn't drop to the point that it went into 'safe mode', he then had a nervy one-lap restart – on a flooded track – to survive to confirm his crowning.

Afterwards, with the title in the bag, he was all smiles and played down the importance of winning in style. But his reaction to only qualifying eighth the day before was the real

giveaway – when he got out of the car after Friday's session and gave it a kick before trudging into the back of his garage.

"I would have loved to get the pole position, but we had a disaster," he said after sealing the title. "The car was not there, I couldn't do anything. Then we changed some things, and it was not a fantastic race, but it was the result we needed for the championship. I knew I didn't have to take any risks, it was like match-point in tennis and you don't want to mess it up."

With his closest rival Giedo van der Garde having what the Dutchman called "a totally shit weekend", Grosjean's task was simplified. He was fortunate to be moved up a place on the grid when Charles Pic was put to the back, as this

put him on the dry side of the track for the start. He took advantage of that to get up to third place, and stayed there until the end while Christian Vietoris led Jules Bianchi home up front.

With the shackles off for race two, many were expecting Grosjean to ditch his reserved approach that

had served him so well during the middle part of this campaign. But he didn't take any undue risks in a thrilling scrap with Johnny Cecotto Jr and Fairuz Fauzy in the early laps, and eventually lost ground when Bianchi and Dani Clos passed him in a heart-stopping, three-abreast

move into Eau Rouge. Bianchi pressed on to take second, while Grosjean dealt with Clos and then had to settle for a slightly underwhelming fourth. It meant that his title-winning weekend was his first without a victory since Monaco in May, and his lowest-scoring round since Valencia in June.

"Third and fourth is hardly a bad weekend, is it?" he said on Sunday. "It would have been nice to get past Cecotto and Fauzy earlier in the race, but this weekend was all about the championship, and today was still fun."

With Grosjean's title in the bag, attention turned to the battle for best of the rest. Van der Garde's disastrous weekend blew that competition wide open, with Bianchi and race two



Cecotto (23) heads Eau Rouge bravehearts!

RACE RATING

★★★★☆

Race two was one of the best GP2 races for a long time, making up for shambolic Saturday affair

MILESTONE

First title for DAMS at this level since 1994 F3000 with Jean-Christophe Boullion



REPORT GP2 SPA

GLENN FREEMAN
reports



winner Luca Filippi making the most of the opportunity. Bianchi now sits one point behind van der Garde, not bad considering he was 25 points back four rounds ago. The Ferrari junior driver was lauded for his monstrous move into Eau Rouge, but he was quick to play down praise from a paddock that had written him off earlier this year.

"If we had crashed in Eau Rouge everybody would say I was crazy and I should have backed off," he said with a smile. "But I did it – I prepared the move at the first corner and went in flat, and it worked. Maybe now I can think about the championship positions again – it was important to get two podiums here."

Filippi's charge to the front was swift in a scintillating Sunday race, and he finds himself on the fringes of the fight for second heading to his home round at Monza.

"I never thought I would be in this position, but now we know before each weekend that we will be on the pace," he said. "I don't want to think about it too much, but to get a top-three would be something special. There is not much



Grosjean's grasstracking was deliberate in race one

difference between second and third, but third always sounds so much better than fourth!"

With Charles Pic joining Addax team-mate van der Garde with a weekend to forget after running out of fuel in qualifying, and therefore being excluded for not being able to provide a sample, Briton Sam Bird was also able to keep himself in the hunt.

The iSport driver was frustrated to have his charge through the field from 20th on the grid halted by his engine going into safe mode in race one, but he proved his point on Sunday by racing from 12th to fifth. After a weekend of pulling off some spectacular passing moves, Bird didn't let the championship situation enter his mind.

"I just drove how I always

do – on the attack," he said. "Nothing changes, we've had a very good car again here but I won't start thinking about he points."

While Bird was in the thick of the action in the midfield, credit must go to the efforts of Cecotto and Fauzy, who played their part in making Sunday's affair a contender for 'race of 2011'.

Cecotto's start to get from 11th to P2 was incredible, and the way neither buckled under pressure from the regular frontrunners made for captivating viewing. So it seemed harsh that both came away without a result to savour.

Fauzy dropped back after an off-track excursion while attacking his fellow surprise frontrunner, and the Ocean driver's race faded in the closing laps to undo all of his hard work. ❧

Christian's prayers answered

CHRISTIAN VIETORIS TOOK A THOROUGHLY DESERVED FIRST GP2 win of the season in dominant fashion on Saturday, but it almost went unnoticed as Romain Grosjean sealed the title.

It was an important result for the German, who had never won a Saturday race before, and also the team, which has spent much of the season struggling to strike the right balance between speed and tyre degradation.

Vietoris suspected that his massive qualifying advantage was down to the wet conditions, but he put those concerns to bed by controlling the dry early stages of the race ahead of Jules Bianchi. Then, after nine laps behind the safety car, he put his wet-weather prowess to use for the final lap to bring home the win.

"Finally everything came together," said Vietoris. "We struggled at the start of the year, but we have worked in the right direction with the car. I was comfortable in both conditions, and everything went to plan."

Bianchi took a quiet second place on Saturday, and added a dramatic run from seventh to the same result in race two. But much like in race one, he admitted that he didn't have enough for the win. This time, it was Coloni's Luca Filippi.

The Italian worked his way from fifth to second in the early laps, then nailed long-time leader Josef Kral after the safety car came out. From there it was straightforward, to make it two deserving winners from the weekend.



Vietoris took his first win of 2011

RESULTS

GP2 Series, Spa-Francorchamps (B), August 26-28, round 8 of 9

GRID					RACE 1 - 24 LAPS, 104.372 MILES					RACE 2 - 18 LAPS, 78.260 MILES					CHAMPIONSHIP TABLES		
POS	DRIVER	TEAM	TIME	GRID	POS	DRIVER	TEAM	TIME	GRID	POS	DRIVER	TEAM	PTS				
1	Vietoris	Racing Engineering	1h00m55.099s	1	1	Filippi	Racing Engineering	39m34.834s	5	1	Grosjean	DAMS	83				
2	Filippi	ART Grand Prix	+2.862s	3	2	Bianchi	ART Grand Prix	+4.476s	7	2	van der Garde	Team AirAsia	49				
3	Bianchi	DAMS	+4.571s	7	3	Kral	Arden International	+6.857s	1	3	Bianchi	ART Grand Prix	48				
4	Herck	Scuderia Coloni	+6.441s	2	4	Grosjean	DAMS	+7.685s	6	4	Pic	Scuderia Coloni	42				
5	Ericsson	Ocean Racing Technology	+11.614s	11	5	Bird	iSport International	+8.993s	12	5	Filippi	ART Grand Prix	40				
6	Carroll	Racing Engineering	+12.471s	12	6	Clos	Racing Engineering	+12.952s	6	6	Bird	Scuderia Coloni	37				
7	Grosjean	Super Nova Racing	+18.906s***	13	7	Gutierrez	Super Nova Racing	+14.364s	14	7	Valsecchi	Team AirAsia	30				
8	Cecotto	Arden International	+17.391s***	15	8	Cecotto Jr	Arden International	+19.360s	11	8	Clos	Scuderia Coloni	30				
9	Adam Carroll	Super Nova Racing	+19.364s	6	9	Hartley	Super Nova Racing	+19.634s	4	9	Vietoris	ART Grand Prix	26				
10	Davide Valsecchi	Team AirAsia	+20.228s	25	10	Valsecchi	Team AirAsia	+20.192s	10	10	Ericsson	Scuderia Coloni	25				
11	Johnny Cecotto Jr	Ocean Racing Technology	+22.899s	8	11	Carroll	Super Nova Racing	+21.472s	9								
12	Sam Bird	iSport International	+23.358s	20	12	Ericsson	iSport International	+22.033s	17								
13	Pal Varhaug	DAMS	+24.110s	22	13	Vietoris	Racing Engineering	+22.348s	8								
14	Esteban Gutierrez	ART Grand Prix	+31.304s	9	14	Palmer	ART Grand Prix	+22.917s	21								
15	Max Chilton	Carlin	-1 lap	16	15	Herck	Scuderia Coloni	+23.672s	16								
16	Michael Herck	Scuderia Coloni	-1 lap	4	16	Chilton	Carlin	+27.960s	15								
R	Marcus Ericsson	iSport International	18 laps-alternator	5	17	Gonzalez	ART Grand Prix	+28.510s	19								
R	Giedo van der Garde	Addax Team	18 laps-accident	10	18	Varhaug	ART Grand Prix	+28.540s	13								
R	Rodolfo Gonzalez	Trident Racing	18 laps-accident damage	18	19	Pic	Scuderia Coloni	+28.853s	25								
R	Mikhail Aleshin	Carlin	16 laps-accident	14	20	van der Garde	Team AirAsia	+29.374s	18								
R	Jolyon Palmer	Arden International	16 laps-engine	21	21	Fauzy	Super Nova Racing	+59.072s	2								
R	Stefano Coletti	Trident Racing	15 laps-accident	23	R	Aleshin	Carlin	13 laps-alternator	20								
R	Julian Leal	Rapax	14 laps-spin	24	R	Leal	Rapax	13 laps-spin	23								
R	Fabio Leimer	Rapax	7 laps-gearbox	17	R	Razia	Team AirAsia	12 laps-accident	24								
R	Luiz Razia	Team AirAsia	1 lap-accident	19	R	Leimer	Rapax	7 laps-accident	23								
R	Charles Pic	Addax Team	1 lap-accident	26	NS	Coletti	Trident Racing	injured	-								

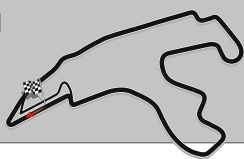
SPA-FRANCORCHAMPS

BELGIUM

August 26-28

GP3 Series

Round 7/8



AT A GLANCE

- Race 1 Valtteri Bottas
- Race 2 Richie Stanaway
- Pole position James Calado
- Fastest laps Bottas/Calado



Stanaway (centre) won at maiden GP3 meeting



The ART of poise for title hopefuls

Valtteri Bottas is closing on the title, but James Calado has other ideas

VALTTERI BOTTAS HAD one hand on the GP3 title on Saturday evening at Spa, yet by Sunday morning his ART team-mate James Calado was reaching for the other side of the trophy.

The green ART Grand Prix cars were the class of the field in Belgium, regardless of the conditions. Given how evenly-matched its top two drivers have been this year, it was a bit of a surprise to see Bottas streak away in the rain in race one, while polesitter Calado had to settle for a slightly disappointing second. Having lost out at more than one second per lap until Bottas eased off in the closing stages, Calado was mystified by the gap. But he knew it was coming before the start.

“On my laps round to the grid I could feel that I didn’t have the grip I’d had before,”

he said. “I was not happy with the car, and there’s not normally anything between Valtteri and me in the wet so I was surprised. But when we are so evenly matched it only takes something small to make the decisive difference.”

Bottas claimed that correct tyre pressures played a key part in his dominance, as he had his tyres up to temperature after the first couple of corners allowing him to “push 100 per cent” in the early laps.

Behind the top two, it was Nigel Melker and Adrian Quaife-Hobbs providing all the race one fireworks in their fight for the final step on the podium. Melker’s two passes around the outside at Blanchimont were deserving of the place, but Quaife-Hobbs showed great resilience to re-pass him both times at the start of the

Melker: P3 in points after race-one third



Two DNFs wrecked Sims’s title hopes

following laps. Melker knew he had to make his move earlier to make the most of his advantage in the final sector, and he sealed the position with a surprise attack into Stavelot.

The Dutchman accepted that his rival deserved some credit for their wheel-to-wheel scrap being so clean.

“It was a really fun fight,” said Melker. “When I got the run on Adrian I decided I would go to the outside at Blanchimont, and I made my mind up that I was going to turn in. So it gave him the decision to lift off or have a crash, and I think he made the right choice.”

The other significant incident in the first race was title contender Alexander Sims having a spectacular 360-degree spin while chasing Conor Daly for fifth. The Briton had charged from

RACE RATING

★★★★☆

Plenty of wheel-to-wheel action for significant places, even if there wasn't a fight for either win

MILESTONE

One-two finishes in both races was enough to seal the teams' championship for ART



REPORT GP3 SPA

GLENN FREEMAN
reports



Bottas has five-point cushion after win



never happened, leading to a remarkable victory.

"I didn't expect to win, I just wanted to push as hard as I could and see what happened," said the Kiwi. "I just wanted to get more laps under my belt, so to get a win is just amazing."

Behind him, Calado was proving a point after his quiet first race. He made better progress than Bottas through the field in the early laps, and he pounced on Muller and Quaife-Hobbs to take second as the latter's turbo started to hit trouble.

He could do nothing about Stanaway, but his title hopes were given an extra boost when Bottas plummeted from fourth to 19th in the final three laps. The Finn had suffered the same fuel pressure problem that had cost Sims any realistic chance of the championship the day before, and it could prove seriously costly if Calado manages to make up the five-point gap at the Monza finale.

RESULTS

Race 1 Valtteri Bottas, 12 laps in 31m02.902s; 2 James Calado, +6.495s; 3 Nigel Melker; 4 Adrian Quaife-Hobbs; 5 Conor Daly; 6 Tom Dillmann; 7 Nico Muller; 8 Richie Stanaway; 9 Lewis Williamson; 10 Ivan Lukashovich. **Race 2** Stanaway, 12 laps in 26m47.675s; 2 Calado +4.007s; 3 Muller; 4 Michael Christensen; 5 Simon Trummer; 6 Alex Fontana; 7 Daly; 8 Lukashovich; 9 Rio Haryanto; 10 Marlon Stockinger. **Points 1** Bottas, 52; 2 Calado, 47; 3 Melker, 38; 4 Sims, 34; 5 Quaife-Hobbs, 33; 6 Williamson, 31.

PORSCHE SUPERCUP SPA (B), AUGUST 28, RD 8/10

Double top boosts Giermaziak

KUBA GIERMAZIAK followed up his Budapest Porsche Supercup victory with a well-judged second success at Spa. Over the past few races the Pole has emerged as a surprise title contender, a scrap that is still wide open with three races to go.

Inevitably Saturday's qualifying was wet, and Giermaziak pipped series veteran Patrick Huisman to pole at the very end of the session. Last year's Spa winner Sean Edwards was third, while fellow Brit Nick Tandy was fourth after cooling issues restricted his lappery. Reigning champ Rene Rast had to be content with fifth.

Sunday morning's race was dry, and Giermaziak made a good start to lead Huisman away. Edwards ran wide at Eau Rouge on the first lap and tumbled down to seventh, leaving Tandy, Rast and Jeroen Bleekemolen leading the pursuit of the top two.

In fact Rast was the man on the move, and on the third lap he got round the outside of Tandy at Les Combes to claim third. A lap later

he tried the same move on Huisman, but he cut inside perhaps a little too forcefully, causing former champion Huisman to spin.

Well aware that Giermaziak is now a title threat, Rast wasn't going to settle for second. The leader was in tyre trouble as the flag approached, but although Rast closed to within 0.5s on the final lap, he couldn't find a way past.

Tandy was a little bit further back in third, but safely clear of Bleekemolen and Christian Engelhart. Edwards gained from Huisman's misfortune to move up to sixth and gain useful points, finishing ahead of

Norbert Siedler and Sebastiaan Bleekemolen. Huisman, so often a star at Spa in the past, was a frustrated 11th.

With two rounds (three races) left, Rast has regained the points lead on 123 points, with Edwards now second on 116 and Giermaziak catching fast on 112.

● By Adam Cooper

RESULTS

1 Kuba Giermaziak, 11 laps in 26m58.941s; 2 Rast, +0.531s; 3 Nick Tandy; 4 Jeroen Bleekemolen; 5 Christian Engelhart; 6 Sean Edwards; 7 Norbert Siedler; 8 Sebastiaan Bleekemolen; 9 Kevin Estre; 10 Stefan Rosina. **Points** 1 Rast, 123; 2 Edwards, 116; 3 Giermaziak, 112; 4 Siedler, 106; 5 Jeroen Bleekemolen, 100; 6 Tandy, 95.

Giermaziak took another victory



Giermaziak dukes it out with Huisman (18) at start



Bottas (2) beat team-mate Calado in opening race

17th to seventh on the opening lap, but his slim title hopes disappeared when he slowed with fuel pressure problems shortly after his spin. That promoted the third ART car of debutant Richie Stanaway to eighth place, giving the German F3 championship leader pole position for race two.

When the newcomer was beaten off the line by the more experienced Nico Muller at the start on Sunday, it seemed that his hopes of a brief glory run at the front were gone. Instead, Stanaway simply out-dragged the Swiss driver up the hill to Les Combes, retaking a position he was not to lose. He streaked away into a lead of over six seconds by lap eight, all the time assuming that those behind were saving their tyres and would catch him. It

SPIELBERG

AUSTRIA

August 27-28

Formula 2

Round 6/8



AT A GLANCE

- Race 1 Ramon Pineiro
- Race 2 Pineiro
- Poles Pineiro/C Zanella
- FLs Mirko Bortolotti x2



Bortolotti (r) and Zanella lead points standings

Pineiro is starting to look pin-sharp

Ramon Pineiro is putting together a great end to the F2 season, winning again in Austria



Pineiro (15) twice beat points leader Bortolotti

AFTER EIGHT RACES OF THIS year's F2 series, Ramon Pineiro had scored 29 points and was nowhere in the standings. In the past four races, he's taken three wins, one second and scored 93 points. He's up to third in the points and on the form he showed at the Red Bull Ring last weekend, points leader Mirko Bortolotti is lucky there are only two rounds and four races left.

With his day-glo green livery, Pineiro was hard to miss, but it was his driving that really caught the eye as he produced two basically faultless performances to rack up back-to-back wins.

So what's changed for the 19-year-old Spaniard to turn him from an occasional points scorer to a regular podium finisher?

"At the beginning of the

season I couldn't get any budget, so we just went straight in without any testing at all. I didn't know if I was going to race until 30 minutes before the first free practice, so obviously my head wasn't in the right position," he says. "For the second race it was a bit of the same story – we couldn't get the budget in.

"In Magny-Cours things were OK – I was fifth in the wet. Also, I broke up with my girlfriend of one-and-a-half years going into Spa, so the situation wasn't very good. And that, and the lack of testing, I think affected me. I knew the pace was there all along, but we couldn't get a result. The preparation before the race, the way I work with my engineer [Andy Miller], is the same, it's just the other

stuff that's different."

Pineiro had previously enjoyed a lucrative sponsorship deal with Spanish savings bank Caja Madrid. But the Spanish

economic woes, and the fact he was on a one-year contract, meant the deal ended as they sought to cut costs. Forced to find alternative funding, he set

up the 'I'm Possible' initiative, which allows fans to become a sponsor for the cost of a text message.

"It's very complicated trying to find one person to

Johannes Theobald bailed out of race one on lap one!



RACE RATING

★☆☆☆☆

Not much action at the front, but decent dicing further down the order

MILESTONE

Pineiro is the first F2 winner at this 'venue' since Emerson Fittipaldi in 1972



REPORT F2 SPIELBERG

ANDREW VAN DE BURGT
reports



Track follows some of old Osterreiching layout



Mihai Marinescu took superb podium double

pay €500,000, so we try to find half a million people to pay €1," he says. "It is working very well. Without it I wouldn't be here at all. Anyone through SMS or Paypal can be involved, and for €1000 you get your name on the car."

With his funding now secure, Pineiro has his sights set on taking the runner-up spot in the championship. A brace of second places in Austria means that Bortolotti is

all but confirmed as the series champion. However, Christopher Zanella, who currently holds second in the points, had a poor weekend with P12 and P4.

After the first free-practice session the drivers were warned that they had to respect the track limits – especially at Turn 1 – and not use the asphalt run-off to their advantage. Zanella failed to heed this warning, and was given a drive-through penalty in the first

race, which dropped him out of the points.

He inherited pole for race two after Bortolotti was dropped two places for obstructing Miki Monras on his flying lap in qualifying. Zanella made a good start but out-braked himself into Turn 3 dropping back to third as a result. He later lost that place to Mihai Marinescu and will have to raise his game to hold off Pineiro over the final two rounds of the series.

What happens in those races will have a profound effect on the next step for Pineiro, who's been managed by Martin Donnelly since 2009 and speaks English with a very strong husky hint of Northern Irish.

"We are looking at three things for 2012 – GP2, World Series and F2," he says. "If the rest of the season is a disaster, then I'll come back to F2 to try to win it. If I finish second, it will depend on budget and if I can get in a winning GP2 or World Series team. I will try to get myself involved in any F1 rookie test that is going. There's been some contact, but nothing certain. It would be very nice to be at that Abu Dhabi test."

On the back of his recent performances, it looks like he'd be worth a shot. ☺

It's game on for Ramon!

THE RACE ACTION WASN'T OF THE VINTAGE THE OLD A1-RING often produced when it held F1 races, but that should take nothing away from Ramon Pineiro's performance.

From pole he dominated race one, out-pacing second-placed Mirko Bortolotti on 24 of the 26 laps. There was a big crash at the start as Johannes Theobald brushed the side of Jack Clarke's car, barrel-rolling into newcomer Rene Binder, who was 'tiddly-winked' off the ground too.

There was a decent scrap for third between Mihai Marinescu and Alex Brundle, while Clarke did well to take fifth after starting 12th and surviving the first corner. Julian Theobald took an encouraging sixth on his series return.

Pineiro was made to work harder for his second win – but not by poleman Christopher Zanella, who took himself out of contention with a mistake at Turn 3.

Again it was Bortolotti who gave chase, but this time the gap was much smaller and the two traded fastest laps. But Pineiro withstood the pressure brilliantly.

Marinescu again took a podium place after a great late lunge down the inside of Zanella, but the real action was towards the tail end of the points. A five-way battle from seventh to 11th was only decided on the final lap – the highlight being Luciano Bacheta and Miki Monras swapping 10th place, with newcomer Bacheta prevailing.

Tobias Hegewald took sixth, Max Snegirev a respectable seventh, while Benjamin Lariche and Mikkel Mac completed the scorers.



Pineiro has now won three races in a row

RESULTS

FIA Formula 2 Championship, Spielberg (A), August 26-28, round 6 of 8

GRID	DRIVER	TIME	GRID
1	PINEIRO	1:21.946	1
2	BORTOLOTTI	1:22.080	2
3	ZANELLA	1:22.158	4
4	MARINESCU	1:22.518	5
5	BRUNDLE	1:22.602	12
6	MONRAS	1:22.748	7
7	BACHETA	1:22.781	10
8	MAC	1:22.824	7
9	LARICHE	1:22.923	9
10	JU THEO	1:22.950	19
11	SNOEKS	1:22.995	12
12	CLARKE	1:23.119	11
13	STORZ	1:23.240	3
14	JO THEO	1:23.263	17
15	BINDER	1:23.301	16
16	SNEGIREV	1:23.341	6
17	S'WAREN	1:23.346	15
18	EBRAHIM	1:23.483	13
19	COLE	1:23.518	18
20	MUN	1:23.594	19
21	HEGEWALD	1:24.485	8
22	KRALEV	1:24.764	21

RACE 1 - 26 LAPS, 69.893 MILES			
POS	NAME	TIME	GRID
1	Ramon Pineiro (E)	36m28.200s	1
2	Mirko Bortolotti (I)	+5.401s	2
3	Mihai Marinescu (RO)	+14.153s	4
4	Alex Brundle (GB)	+14.574s	5
5	Jack Clarke (GB)	+26.893s	12
6	Julian Theobald (D)	+31.358s	10
7	Luciano Bacheta (GB)	+34.381s	7
8	Benjamin Lariche (F)	+35.115s	9
9	James Cole (GB)	+41.405s	19
10	Plamen Kralev (BG)	+47.603s	22
11	Max Snegirev (RUS)	+49.176s	16
12	Christopher Zanella (CH)	+51.104s	3
13	Sung Hak Mun (CROK)	+53.975s	20
14	Armaan Ebrahim (IND)	+54.631s	18
15	Tobias Hegewald (D)	+56.208s	21
16	Rene Binder (A)	22 laps	15
R	Kelvin Snoeks (NL)	12 laps-acc damage	11
R	Thiemo Storz (D)	5 laps-accident	13
R	Parthiva Sureshwaren (IND)	2 laps-mechanical	17
R	Miki Monras (E)	1 lap-accident	6
R	Mikkel Mac (DK)	1 lap-accident	8
R	Johannes Theobald (D)	0 lap-accident	14

GRID	DRIVER	TIME	GRID
1	ZANELLA	1:20.891	4
2	PINEIRO	1:20.931	1
3	BORTOLOTTI	1:20.536*	2
4	MARINESCU	1:21.934	4
5	HEGEWALD	1:21.333	8
6	SNEGIREV	1:21.498	6
7	MONRAS	1:21.552	7
8	SNOEKS	1:21.704	12
9	LARICHE	1:21.712	9
10	BRUNDLE	1:21.742	12
11	CLARKE	1:21.765	11
12	MAC	1:21.960	7
13	EBRAHIM	1:21.962	13
14	JO THEO	1:22.096	17
15	BACHETA	1:22.114	10
16	BRUNDLE	1:22.136	12
17	JU THEO	1:22.160	17
18	MUN	1:22.429	19
19	COLE	1:22.438	18
20	S'WAREN	1:22.950	15
21	KRALEV	1:23.231	21

RACE 2 - 26 LAPS, 69.893 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Pineiro	36m07.472s	2
2	Bortolotti	+1.204s	3
3	Marinescu	+11.124s	4
4	Zanella	+21.605s	1
5	Snoeks	+20.818s	8
6	Hegewald	+24.689s	5
7	Snegirev	+30.593s	6
8	Lariche	+33.186s	9
9	Mac	+33.537s	12
10	Bacheta	+35.887s	15
11	Monras	+36.181s	7
12	Ju Theobald	+39.000s	17
13	Binder	+41.100s	16
14	Storz	+50.871s	22
15	Kralev	+54.890s	21
16	Jo Theobald	+1m04.034s	14
17	Sureshwaren	+1m05.096s	20
18	Cole	-2 laps	19
19	Mun	-3 laps	18
R	Brundle	3 laps-puncture	10
R	Clarke	0 laps-acc dam	11
R	Ebrahim	0 laps-spin	13

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Bortolotti	223
2	Zanella	163
3	Pineiro	122
4	Monras	108
5	Hegewald	92
6	Clarke	92
7	Bratt	92
8	Marinescu	88
9	Brundle	71
10	Snoeks	26

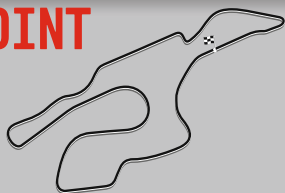
Race 1 Winner's average speed 114.986mph. Fastest lap: Bortolotti, 1m22.853s, 116.802mph.
 Race 2 Winner's average speed 116.085mph. Fastest lap: Bortolotti, 1m22.448s, 117.375mph.
 * two-place grid penalty

SEARS POINT

USA

AUGUST 28

IndyCar Series
Round 14/18



AT A GLANCE

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



Power took his fifth win of the season



Power cuts the points deficit in Penske rout

Aussie's second straight Sears Point win helps him to close the title-lead gap



Power leads Castroneves and Briscoe to Penske 1-2-3

IT'S A LONG WAY FROM

Bristol, Tennessee, to Novato, California – roughly 2600 miles as the private jet flies. But you'd have to think that Roger Penske felt it was worth the trip.

Less than 24 hours after watching Brad Keselowski stake his claim to a spot in the Chase with his win for Penske's NASCAR team, The Captain was on hand to see Will Power cross the finish line at Sears Point to lead a Team Penske 1-2-3. That his trans-continental scramble had only delivered him to the west coast at three o'clock on the morning of the race merely proved that some things are worth skipping sleep for.

From Power's point of view, things couldn't have gone much better. The Australian had been the pacesetter right from the start of the weekend, and

the sight of Helio Castroneves and Ryan Briscoe slotting in just below him on the timesheets at the end of qualifying was the first hint that Penske knew something that Ganassi didn't. The race itself only served to reinforce it.

Overtaking doesn't tend to feature heavily around Sears Point at the best of times, but even if it had, Power's race pace suggested that he wouldn't have had much to worry about. At one point his gap to Castroneves blew out to more than 11s, although traffic and pitstops tended to keep it closer to the 4s range. Everyone was working to keep their rears alive as long as possible, but it was telling that Power was one of the few not to need anything done to his front wing during the first stops.

"I kept thinking that if it had stayed green we'd be in

really good shape, because we had the quickest cars out there," said Power. Those hopes were dashed when Ho-Pin Tung was caught out by Alex Tagliani braking slightly early for Turn 9 just ahead of him, causing him to lock up, drop his Dragon Racing entry off the track and end his IndyCar debut in the tyre barriers, bringing out the only caution of the race with 10 laps remaining.

It was an unfortunate end to the weekend for Tung, who had performed pretty respectably up to that point. But up at the front, the last thing Power wanted was to have to defend a restart, even if it was against a team-mate in the form of Castroneves.

More disconcerting from Power's point of view was the fact that the series had mandated the spot from which the leader had to floor it in the case of a restart,

marking this with cones. Power had argued against this in the drivers' briefing, making the point that allowing the entire field to know when he was going to go put him at a disadvantage, but to no avail.

As expected, when the green flag came Castroneves was right there with him, but miraculously, the entire field managed to plunge back into racing conditions without any casualties. It was potentially the most competent 10s of driving

that the pack has collectively managed all season.

From there all Power had to do was bring it home, with Castroneves and Briscoe following him to complete a remarkable afternoon for Penske. The final results showed Dario Franchitti just 1.0s behind Briscoe on the road, but the real gap was much greater.

"We thought in both practices on Friday and Saturday morning that we were comfortable with the car balance-wise on the

Roger Penske's trio took perfect result



RACE RATING

☆☆☆☆☆

Penske's dominance was impressive but the racing was not enthralling

MILESTONE

Will Power is the first repeat winner in seven IndyCar races at Sears Point



REPORT INDYCAR SEARS POINT

MARK GLENDENNING
reports



Pantano starred as D&R stand-in

Simon says: pat myself on the back

WHEN SIMON PAGENAUD went to sleep late last Wednesday night in Spain, he had little reason to suspect that the next bed he'd see would be on the other side of the Atlantic.

A problem with US immigration officials left HVM's regular driver Simona de Silvestro being returned to her native Switzerland on the eve of the weekend, and HVM needing to find a replacement immediately.

"I was testing with Peugeot at Aragon on Wednesday night," Pagnaud told AUTOSPORT. "We only finished at one in the morning. I went to bed in Spain, woke up at five and had a message saying to get my arse over here."

He landed in the small hours of Friday, and was driving out of the pit exit at Sears Point for opening practice later that same day.

Despite a lack of preparation and a scramble to get the car adapted to his tastes, the Frenchman spent

much of the race running strongly in the upper midfield before being issued with a drive-through for a yellow-flag infringement. Nevertheless, he was pleased with his day's work.

"It's IndyCar, it's where I want to be in the future, so every time you come in you want to show what you can

do," he said. "Those situations are very hard because everybody is ready to do their job, and they know their team and everything, and I come in cold. There was some pressure, but sometimes that's good. I'm very happy with the progress we made all weekend."

Pagnaud finished 15th on HVM debut



[harder] black tyres," Franchitti said.

"We put the red tyres on expecting the balance to do one thing and it did another. From that point on, we've been chasing the balance on red tyres. The problem is red tyres were half a second or a second quicker. The Penske guys found something."

There were a couple of performances outside the Penske/Ganassi battle worth noting, particularly that of Giorgio Pantano. Drafted in to replace the injured Justin Wilson at Dreyer & Reinbold for Sears Point and Baltimore, the Italian decided to go against convention and started the

race on the black tyres instead of the reds. Twinned with a couple of nice overtaking moves, that strategy helped him from 11th to sixth on the road, although a penalty for blocking Sebastien Bourdais on the final lap resulted in him being dropped to 17th.

But the star of the weekend was Power, who halved his title-race deficit to Franchitti, and has momentum is on his side – a useful thing when the next race, at a track that no-one has been to, is just a few days away. Expect some midnight oil to be burned in Ganassi's engineering department this week. ❧

RESULTS

IndyCar Series, Sears Point (USA), Aug 26-28, round 13 of 17

GRID		75 LAPS, 172.72 MILES					CHAMPIONSHIP TABLE		
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS	
1	Will Power (AUS)	Team Penske	Dallara-Honda	1h47m29.7619s	1	1	Franchitti	475	
2	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+3.2420s	2	2	Power	449	
3	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+6.4494s	3	3	Dixon	400	
4	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+7.6540s	4	4	Servia	327	
5	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+14.4755s	5	5	Briscoe	312	
6	Sebastien Bourdais (F)	Dayle Coyne Racing	Dallara-Honda	+17.1257s	8	6	Kanaan	305	
7	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	+17.2713s	6	7	Andretti	282	
8	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+17.7900s	13	8	Hunter-Reay	281	
9	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	+21.6276s	9	9	Castroneves	277	
10	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+22.1731s	19	10	Rahal	264	
11	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+22.9512s	18				
12	Martin Plowman (GB)	AFS/Sam Schmidt Motorsports	Dallara-Honda	+24.2602s	15				
13	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	+29.7207s	10				
14	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	+41.1146s	23				
15	Simon Pagnaud (F)	HVM Racing	Dallara-Honda	+41.7526s	22				
16	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	+1m14.2912s	7				
17	Giorgio Pantano (I)	Dreyer & Reinbold Racing	Dallara-Honda	+1m14.2922s*	11				
18	Takuma Sato (JPN)	KV Racing Technology-Lotus	Dallara-Honda	-1 lap	16				
19	James Jakes (GB)	Dayle Coyne Racing	Dallara-Honda	-1 lap	17				
20	Alex Tagliani (I)	Sam Schmidt Motorsports	Dallara-Honda	-1 lap	12				
21	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	-1 lap	25				
22	Vitor Meira (BR)	AJ Foyt Enterprises	Dallara-Honda	-1 lap	28				
23	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	-1 lap	20				
24	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	-1 lap	14				
25	Ed Carpenter (USA)	Sarah Fisher Racing	Dallara-Honda	-1 lap	27				
26	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	-9 laps	26				
27	Ho-Pin Tung (PRC)	Dragon Racing	Dallara-Honda	63 laps-accident	24				
28	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	38 laps-throttle	21				

Winner's average: 96.408mph. Fastest lap: Power, 1m20.8194s, 102.584mph. Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.

*Post-race penalty for blocking.

NASCAR SPRINT CUP BRISTOL (USA), AUGUST 27, RD 24/36

Brad snookers them as break continues

BRAD KESELOWSKI ALL BUT cemented his place as a Chase for the Championship wild card by winning his third NASCAR Sprint Cup race of the season at Bristol on Saturday night.

It was the 27-year-old Penske racer's second victory since breaking his ankle in a testing crash last month – his third win of 2011. Even he doesn't make the top 10 in points, his tally of race wins cannot be overhauled by rivals.

"I was driving my butt off, and next thing you know we find ourselves in Victory Lane at Bristol," said Keselowski. "There's races that pay more, there's races that might have a little more prestige, but this is the coolest damn one of all."

A fierce duel for second was won by Martin Truex Jr, whose Waltrip-run Toyota Camry held off four-time champion Jeff Gordon's Hendrick

Chevrolet Impala. Gordon, who had the fastest car of the night, repeatedly fell foul in pitlane where his rivals repeatedly abused the placing of timing lines that monitor the speed limit.

"It's a joke that somebody can leave [their pit box] and run that fast down pit road and then slam on the brakes," said Gordon. "But that's the way it is here."

Besides Keselowski, the other wild card candidate, Denny Hamlin, required a rearguard action after being punted into a spin by Paul Menard. After extensive repairs, he rebounded to finish seventh.

Tony Stewart, now on the bubble in 10th for the final non-wild card Chase spot with two races remaining, finished 28th. "It was just a rough night, but we struggled through it," said Stewart, 21 points ahead of form-man Keselowski.

● Chuck Bradbury Sr



Keselowski (2) beats Truex off final restart

RESULTS

1 Brad Keselowski (Dodge Charger), 500 laps in 2h45m16s; 2 Martin Truex Jr (Toyota Camry), +0.951s; 3 Jeff Gordon (Chevrolet Impala); 4 Jimmie Johnson (Chevy); 5 Jamie McMurray (Chevy); 6 Matt Kenseth (Ford Fusion); 7 Denny Hamlin (Toyota); 8 Ryan Newman (Chevy); 9 Carl Edwards (Ford); 10 Marcos Ambrose (Ford). **Points** 1 Kyle Busch, 830; 2 Johnson, 830; 3 Kenseth, 798; 4 Edwards, 795; 5 Kevin Harvick, 782; 6 Gordon, 782; 7 Newman, 762; 8 Kurt Busch, 749; 9 Dale Earnhardt Jr, 728; 10 Tony Stewart, 710.

NO BEATING AROUND FOR KYLE BUSCH AT BRISTOL

Kyle Busch (18) beat Joe Gibbs Racing team-mate Joey Logano by 0.019s at Bristol on Friday night to set a new all-time record of 50 race wins in the second-tier Nationwide Series



SCANDINAVIAN TOURING CARS JYLLANDSRINGEN (DK), AUGUST 28, RD 7/9

Giovanardi enjoys his guesting role



Giovanardi triumphed in second STCC event

GUEST DRIVER FABRIZIO

Giovanardi bagged a win in race two at Jyllandsringen in Denmark in his Honda.

Starting from pole, 2009 champion Tommy Rustad led the first race from lights to flag in his Volvo C30. He was shadowed by Colin Turkington's BMW, while triple champion Fredrik

Eklblom extended his points lead with third in his gas-driven VW Scirocco, ahead of team manager Tommy Kristoffersson's promising son Johan in another Scirocco.

Privateers Johan Stureson (BMW) and Mattias Andersson (Alfa 156) were up after star names Richard

Goransson, Rickard Rydell and Gabriele Tarquini were all pushed off by Jason Watt.

In race two, Giovanardi scored a close victory over Andersson and Martin Ohlin (BMW). A huge start crash was again triggered by an over-ambitious Watt.

Among its victims were Rustad and Turkington, while Rydell's Chevrolet and Goransson's BMW worked their way up from the back to fifth and sixth respectively.

● Tege Tornvall

RESULTS

Race 1 Tommy Rustad (Volvo C30), 16 laps in 20m12.136s; 2 Colin Turkington (BMW 320si), +1.977s; 3 Fredrik Eklblom (VW Scirocco); 4 Johan Kristoffersson (VW); 5 Johan Stureson (BMW); 6 Mattias Andersson (Alfa Romeo 156). **Race 2** Fabrizio Giovanardi (Honda Accord), 16 laps in 22m59.177s; 2 Andersson, +0.590s; 3 Martin Ohlin (BMW); 4 Kristoffersson; 5 Rickard Rydell (Chevrolet Cruze); 6 Richard Goransson (BMW). **Points** 1 Eklblom, 170; 2 Rydell, 159; 3 Rustad, 139; 4 Stureson, 127; 5 Goransson, 113; 6 Turkington, 96.

PICS: PENNINGTON/GETTY; FRANSSON/MEDIAEMPIRE; TILTON/GETTY



- 1 Sebastian Vettel ◇ 29,184
- 2 Mark Webber ◇ 21,572
- 3 Fernando Alonso ◇ 20,274
- 4 Sebastien Loeb ◇ 20,013
- 5 Lewis Hamilton ◇ 19,047

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Carl Edwards usurped Kyle Busch as NASCAR's top-ranked driver at Bristol as he climbed a spot to eighth, while Brad Keselowski's win moved him up eight places to 33rd. Fabrizio Giovanardi's STCC win on his series debut allowed him to climb 676 places to 183rd.

To see the full list, visit castroldriverrankings.com



The 2012 Carrera Cup GB Scholarship Programme

Porsche Cars GB is delighted to announce the 2012 Carrera Cup GB Scholarship Programme.

A talented young driver will win £80,000 towards their 2012 Porsche Carrera Cup GB budget. The 2012 Scholarship is open to drivers aged between 17 and 22 who are looking for a superb opportunity to build a career as a professional sports car racer.

The 2011 Carrera Cup GB season is proving to be the most competitive to date, with the latest 450bhp 911 GT3 Cup car delivering an outstanding experience for the racers.

Please turn the page for details of the 2012 Carrera Cup GB Scholarship Programme.

PORSCHE

**CARRERA
CUP
GREAT BRITAIN**



The 2012 Carrera Cup GB Scholarship Programme

Building on the runaway success of the first three Carrera Cup GB Scholarship Programmes, the search is now on to find the next driver for the 2012 Scholarship.

Created and run by Porsche Cars GB, the 'Carrera Cup GB Scholarship Programme' will provide £80,000 to a driver to use as a significant element of his or her budget for the 2012 Carrera Cup GB season.

To enter the scholarship, drivers must be aged between 17 and 22 at 1 January 2012, already have a National A race licence and have not previously registered as a competitor in the Carrera Cup GB. They must also be able to demonstrate that they can secure the balance of the required budget for a full season of racing.

Four finalists will be selected for assessment at Silverstone, including evaluation at the Porsche Experience Centre and track tests in the latest 911GT3 Cup car.

The winner will be the driver who shows the best mix of natural talent, potential, presentation and people skills and overall drive and commitment.

The 2009, 2010 and 2011 Scholarship winners

Tom Bradshaw and Lewis Hopkins were the winners of the 2009 Carrera Cup GB Scholarship Programme, while in 2010 the Scholarship drivers were Euan Hankey and Michael Meadows. The winner of the 2011 Scholarship was Ben Hetherington.

In 2010, Bradshaw returned to the Carrera Cup GB and claimed his first overall podium finish, while Hankey took five podium finishes – including two second places.

In 2011, both Hankey and Meadows returned to the Carrera Cup GB and have scored race wins, with Hankey becoming the first Scholarship driver to win a race. Both were in contention for the overall title heading into the closing stages of the season. Hetherington, meanwhile, has made excellent progress in a very competitive season to demonstrate podium potential.

How to enter

Any driver wishing to apply for the 2012 Carrera Cup GB Scholarship Programme should send a c.v. to: carreracupgb@porsche.co.uk, along with the reasons why they think they should be selected. There is no charge for drivers entering the scholarship.

Applications are now open and will close on 30 September 2011. The four finalists will be evaluated at Silverstone during October 2011. The 2012 Carrera Cup GB Scholar will be announced in early November 2011.

PORSCHE

**CARRERA
CUP
GREAT BRITAIN**





The former Carrera Cup GB champions; where are they now?



Barry Horne

Carrera Cup GB champion in 2003; now a senior driving consultant for Porsche Cars GB



Richard Westbrook

Carrera Cup GB champion in 2004; now a double Supercup champion and a leading racer in international sports and GT racing



Damien Faulkner

Carrera Cup GB champion in 2005 and 2006; went on to be a race winner and runner-up in the Porsche Supercup



James Sutton

Carrera Cup GB champion in 2007; raced in Carrera Cup Italia in 2010 and chasing a second Carrera Cup GB title in 2011



Tim Harvey

Carrera Cup GB champion in 2008 and 2010; a race winner in the 2011 Carrera Cup GB



Tim Bridgman

Carrera Cup GB champion in 2009; graduated to the Porsche Supercup and now contesting the British GT Championship in a Porsche 911GT3R

PORSCHE

**CARRERA
CUP
GREAT BRITAIN**

INTERNATIONAL RACES & RESULTS

IRC

Rally Zlin (CZ), Rd 7/11

QUICK RESULTS

- Winner **Jan Kopecky/Petr Stary**
- Most stage wins **Freddy Loix and Andreas Mikkelsen**
- Points leader **Juho Hanninen**

RALLY RATING

★★★★★

Kopecky handles the pressure to win on home soil in IRC epic

REPORTS

WORLD OF SPORT



Kopecky took the win by just 1.2s

INTERCONTINENTAL RALLY CHALLENGE RALLY ZLIN (CZ), AUGUST 28-28, RD 7/11

Kopecky handles home pressure

FACTORY SKODA DRIVER JAN

Kopecky has never been short on opportunity, but has increasingly been found wanting when it comes to handling pressure. On his home round of the IRC last weekend, an event he crashed out of while leading 12 months previously, the pressure was enormous.

With a two-second margin over the chasing Freddy Loix starting the final 15-mile test, Kopecky couldn't afford to falter. Although Loix went faster,

Kopecky held on to win by 1.2s, the closest finish in IRC history.

Kopecky also had to be at his robust best on the final morning. With an overnight lead of almost 20s, the Czech was comfortable out front only for his powersteering to break on Sunday's first stage. Miraculously he and co-driver Petr Stary were able to fashion temporary repairs and make it to midday service, albeit with their lead slashed to 1.0s.

"We thought it was over," said Kopecky, whose win puts him three points behind team-mate Juho Hanninen in the standings. "There was no pressure inside the car, on the outside maybe, but inside I was relaxed."

Loix, in second, suggested his sluggish start to the asphalt rally – his last IRC appearance was in late June – had been a telling factor in his defeat, although he conceded that he wouldn't have threatened Kopecky

had his rival not hit trouble.

Hanninen was never able to reproduce the form that has taken him to three wins this season. After dropping time running wide on Sunday's third stage, the Finn elected to settle for third and 15 points.

Andreas Mikkelsen had proved Kopecky's nemesis on day one. The Skoda UK driver was closing on the lead when he had to stop to change a rear puncture on stage six. Peugeot UK's Guy Wilks was in the podium fight when he also punctured on the same stage. His recovery ended when his 207's alternator belt snapped.

Bryan Bouffier started day two 3.7s shy of a podium, but crashed on stage 10. Fiesta driver Craig Breen impressed with a faultless display on his Zlin debut in seventh.

● Graham Lister

RESULTS

1 Jan Kopecky/Petr Stary (Skoda Fabia), 2h15m51.7s; 2 Freddy Loix/Frederic Miclotte (Skoda), +1.2s; 3 Juho Hanninen/Mikko Markkula (Skoda Fabia); 4 Thierry Neuville/Nicolas Gilsoul (Peugeot 207); 5 Andreas Mikkelsen/Ola Floene (Skoda); 6 Toni Gardemeister/Tapio Suominen (Skoda Fabia). **Points** 1 Hanninen 98; 2 Kopecky 95; 3 Loix 88; 4 Bryan Bouffier 61; 5 Neuville 60; 6 Mikkelsen 58.

IN BRIEF

NASCAR TRUCKS

Kevin Harvick won his third consecutive series victory at Bristol last Wednesday night. A spat between Elliott Sadler and Kyle Busch was the talking point, Busch deliberately spinning Sadler out after an earlier clash.

SUD-AM FORMULA 3

Cesario Formula driver Fabiano Machado achieved his 10th victory of the season by winning all three races at Campo Grande in Brazil. Machado was followed home by Hitech's Guilherme Silva each time.

JAPANESE F3

Hironobu Yasuda extended his points lead at Aida, winning the opening race and then finishing second to Hideki Yamauchi in the other.

NORDSCHLEIFE VLN

Frank Biela, Christian Hohenadel and Michael Ammermuller became the first drivers to score an outright win with a car from the 2500cc turbo category in Saturday's six-hour Nurburgring Nordschleife race in their Raeder Motorsport Audi TT RS.

FORMULA RENAULT NEC

Daniil Kvyat won two races, and Carlos Sainz Jr the other, at Most in the Czech Republic. Jordan King finished third in race two.

GT OPEN SPIELBERG (A), AUGUST 27-28, RD 5/8

Score draw for Porsche and Ferrari

IT WAS HONOURS EVEN

between Porsche and the numerically superior Ferraris following two entertaining International GT Open encounters at Austria's Red Bull Ring.

The Autolando Sport Porsche triumphed in race one in the hands of Alvaro Barba and Andrea Ceccato – the latter bringing the car home after a late-race deluge made conditions extremely difficult.

Porsche was never a factor in race two, which boiled down to a fight

between the AF Corse Ferrari 430 and the newer Scuderia Vittorba Corse 458. Alessandro Garofone led following the pitstops in the 430, but Emanuele Moncini closed in fast.

The pair tangled at Turn 1 on the penultimate lap, and again at Turn 3 – the final contact taking Garofone out of the race.

● Andrew van de Burgt

RESULTS

Race 1 1 Alvaro Barba/Andrea Ceccato (Porsche 911 GT3 RSR), 44 laps in 1h11m13.027s; 2 Miguel

Ramos/Matteo Cressoni (Ferrari 458 GT Italia), +7.731s; 3 Joel Camathias/Soheil Ayari (Ferrari 458); 4 Alessandro Garofone/Luca Rangoni (Ferrari 430); 5 Stefano Bizzarri/Andrea Rizzoli (Ferrari 458); 6 Philipp Peter/Michael Broniszewski (Ferrari 458). **Race 2 1 Emanuele Moncini/Andrea Montermini (Ferrari 458)**, 32 laps in 50m38.974s; 2 Stefano Gattuso/Lorenzo Bontempi (Ferrari 458) +3.918s; 3 Peter/Broniszewski; 4 Roda/Fabio Babini (Porsche 997); 5 Juan Manuel Lopez/Marco Frezza (Ferrari 430); 6 Camathias/Ayari. **Points** 1 Ayari 117; 2 Bontempi/Gattuso 111; 4 Miguel Ramos 109; 5 Lopez/Frezza 108.

BLANCPAIN ENDURANCE SERIES MAGNY-COURS (F), AUGUST 27, RD 4/5

Leinders sets up victory

A STRONG OPENING STINT FROM Bas Leinders paved the way for the Marc VDS squad's BMW Z4 to win the penultimate round of the Blancpain Endurance Series at Magny-Cours.

Leinders won a thrilling early three-way duel with the Vita4One Ferrari of Filip Salaquarda and Audi R8 of Stephane Ortelli. Once ahead, team-mates Markus Palttala and Maxime Martin brought it home. Paolo Ruberti grabbed second in the closing minutes (in a Porsche 997 shared with Gianluca Roda and Raffaele

Gianmaria) from Marcel Fassler's Audi R8.

RESULTS 1 Bas Leinders/Markus Palttala/Maxime Martin (BMW Z4), 100 laps in 3h00m40.462s; 2 Gianluca Roda/Raffaele Gianmaria/Paolo Ruberti (Porsche 997 GT3 R), +24.303s; 3 Greg Franchi/Andrea Piccini/Marcel Fassler (Audi R8 LMS); 4 Filip Salaquarda/Martin Matzke/Michael Bartels (Ferrari 458 GT Italia); 5 Henri Moser/Gilles Vannelet/Frederic Makowiecki (Aston Martin DBRS9); 6 Nick Hommerson/Louis Machiels/Paul van Splunteren (Ferrari 458). **Points** 1 Franchi, 79.5; 2 Roda/Gianmaria/Ruberti, 58; 5 Ortelli/Longin/Albuquerque, 56.

20 YEARS ON

JAGUAR'S

\$1 MILLION

SUPERCAR SERIES

There were only three JaguarSport Intercontinental Challenge races, but lots of action. *By ADAM COOPER*

Twenty years ago Tom Walkinshaw ran one of the most spectacular one-make series the sport has ever seen, and which came to a dramatic conclusion on the weekend of the Belgian Grand Prix.

The Jaguar XJR-15 and the race series it spawned was largely the work of Walkinshaw's lieutenant and special projects man, Andy Morrison.

"Basically the whole idea was to put a Le Mans car on the road," says Morrison. "Initially we used one of the race cars and road-legalised it, shall we say. And it looked hideous! And then we started again..."

Known as the R9R, the prototype even had a Silk Cut purple roof, but clearly it didn't work as a road machine. Instead, Morrison contacted stylist Peter Stevens and together with Group C engineer Eddie Hinckley they came up with what became the XJR-15.

Although the initial factory mock-up was built around the chassis crashed by Win Percy at Le Mans in 1987, Morrison says that the definitive 15 owed little to the racing machine: "It was unique; it was not a modified Group C car in any way. We went

higher and we went wider."

The car used a 450bhp six-litre V12 engine, and had a new six-speed gearbox. JaguarSport in Bloxham set to work on building 50 examples, for sale at £500,000 plus any applicable taxes. In other words this was a £25 million project for TWR.

Meanwhile, Walkinshaw and Morrison came up with a way to both promote the car and emphasise its racing roots. TWR had experience of one-make racing from the BMW County Championship days in 1979-80, but the JaguarSport Intercontinental Challenge was rather more ambitious. It comprised only three races, but they were to support grands prix at Monaco, Silverstone and Spa, and that meant getting Bernie Ecclestone on board.

There were 16 slots for car owners, who could either drive themselves – as US businessman Andy Evans and record producer Matt Aitken chose to do – or nominate a professional. Alternatively, TWR would provide a driver from its pool of known and trusted regulars. The incentives were a) to give your car a racing history, and b) a \$1 million prize for the Spa winner. In effect, you'd then got the car for free.

"It was designed, developed and built in a very quick manner," Morrison concedes. "We went from the first discussion to the first car running in 14 months. We had to get the car out there for Monaco.

"The biggest challenge was making sure that everybody got a fair crack of the whip, and everyone believed that everything was equal. And it was – there was no jiggery pokery."

There was one problem. The car had a fraction of the downforce of the Group C machine, and that, combined with the top-heavy V12, made for a chassis that was a bit of a handful. Tiff Needell did a famous test for *Top Gear* at a damp Silverstone that left little to the imagination as he wrestled it round (it can be found on YouTube).

"It was a shock, let's put it that way," says Tiff, who went on to contest the series. "It was very hard to drive on the limit, and it kept you at wits' end all the time. And it used up tyres very quickly."

A wet practice session in Monaco was a tough baptism for all the drivers, but against the odds the weekend unfolded without too much drama. Fastest qualifier Derek Warwick proved the winner, heading home David Brabham, Davy Jones, Juan Fangio II and Armin Hahne (after a spin), while John Nielsen had a huge shunt at Tabac.

Although he enjoyed his victory, Warwick was no fan of the car: "It was just a horrible thing! It was not stiff enough on its roll bars and springs, and moved all over the place. But I was a racing driver and it was the same for everybody. It was another experience."

While most drivers were circumspect at Monaco, at Silverstone things got out of hand and it turned into a destruction derby. Several drivers jumped the rolling start – pretty brave given Walkinshaw himself was driving the pace car – and poleman Warwick clashed with Cor Euser and Brabham at the front of the field. Nielsen even withdrew in disgust at all the contact.

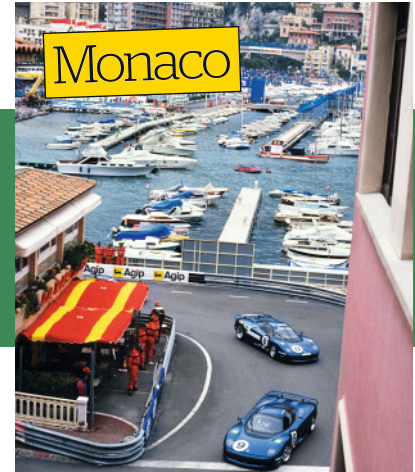
After another Euser off, local

Needell attacks Hahne in Silverstone crashfest





“The \$1m prize created a lot of interest at Spa, and there was talk of owners and drivers colluding to share the prize”



Streets of Monaco hosted first race for the XJR-15s

underdog Ian Flux emerged from the chaos to lead for a while, but in the end he lost out to Fangio after missing a gear. He was then taken by Bob Wollek near the end of the 40-minute race and had to settle for third.

The AUTOSPORT report included an unofficial ‘Damage Top 10’ in the results box, Euser winning with ‘nose, tail and right-hand side’. It proved to be an expensive day for several owners.

TWR had offered them an insurance deal with a £30,000 excess, but as Needell discovered, the small print revealed that this was per accident. He was adjudged to have had three separate collisions, so that bumped the excess to £90,000!

The \$1m prize created a lot of interest at Spa and at the time there was talk of owners and drivers colluding and agreeing to share the prize.

“If they did, they didn’t cut me in on it,” jokes Morrison. “I think that’s folklore. Let’s put it this way, when the flag went down, they were going for it.”

Euser, Hahne and Warwick broke away from the rest. Hahne, one of the few to have saved one of his two fresh sets of tyres for the race, then took the lead and Euser successfully held Warwick up, fuelling suggestions that the top two were working together. Warwick eventually crashed out (it was AUTOSPORT’s ‘shunt of the series!’), and Hahne duly won the prize for his machine’s German owners.

As for the cars, Morrison says that all 50 were sold before they were built, including two – in yellow – to the Sultan of Brunei. Many went to Japan, one crazy guy buying 12, five of which were later upgraded to full race-spec seven-litre engines.

The XJR-15 was not a good investment, however, and over the past decade several have been sold for less than a quarter of their original price. Those who waited a couple of years and splashed out on a McLaren F1 – also styled by Stevens and featuring a six-litre V12 – did rather better. ❧

➔ **P58** UNDER THE SKIN

Spa-Francorchamps



Needell found car a handful on first test

UNDER THE SKIN... JAGUAR XJR-15

Jaguar's one-make racer was a difficult beast - as the repair bills proved...

British club racing veteran Ian Flux got to take part in all three JaguarSport Intercontinental races in 1991 and scored a popular podium in a chaotic Silverstone encounter.

Teamed with Matsuaki Sunada, with whom he had raced in Japanese tin-tops, Flux was brought on board to lead the attack for the car's Japanese owners. He was one of the few to get through the three encounters without injuring the car.

"I couldn't believe the damage on the first lap with Cor Euser, David Brabham and Derek Warwick," he

recalls of the Silverstone madness. "All I had to do was avoid the crashes."

Flux then led, before being overcome by Juan Fangio II and Bob Wollek: "My best memory of it was to be on the rostrum at the British GP. It was great to have people cheering 'Fluxie'!

"They paid me £10,000 a race, so it was the best paid job of my life, by quite a margin."
Kevin Turner



Flux took third in Jag



GET IN AND DRIVE

There wasn't an awful lot of adjustment allowed on the XJR-15, even in the race series.

A base set-up was found, and drivers were then left with brake balance changes and the ability to adjust the stiffness of the front anti-roll bar.

Beyond getting in and driving, the driver's only other decision was how to use the two sets of new Bridgestone tyres allocated per car for each round.

HOT WORK BEHIND THE WHEEL

The Big Cat's £500,000 price tag included running the car in the three JaguarSport races, and the 16 grid slots were reserved well in advance of Monaco's first round.

Once racing, the drivers found the enclosed sports-racer a pretty tough place to work, as Tiff Needell wrote in AUTOSPORT after Monaco.

"It was 'only' 16 laps, but the 30 minutes were hot, hard work as we muscled the XJR-15s round, with full-width front radiators full of 100-degree water providing airflow over the car," he wrote.

LIGHT AND POWERFUL

Weight was kept down on the XJR-15 with a carbonfibre/Kevlar monocoque. That meant the machine weighed about 1050kg, despite the size of the mighty 450bhp six-litre V12 (below).

Initially based loosely on the XJR-8/9 Group C monsters, the car had a higher ride height and negligible downforce by comparison, making it quite a handful. That was particularly true when combined with fading rubber at the end of races.



PUTTING THE POWER DOWN

Tyre life was one of the big factors in the XJR-15 races, with lap times falling off considerably as the V12's power and torque ate the rubber.

"The worst thing was that [Tom] Walkinshaw had done a deal with Bridgestone," remembers Flux. "At first it was going to be on road tyres, but then they changed to slicks and wets. The fronts weren't a problem, but they didn't have moulds for the rears, so used F40 road tyre moulds.

"They went off very quickly and it was hard to judge how hard to push."

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MO911P

Paffett was DTM runner-up to Paul di Resta last year



Paffett and Green: **F1's loss** - the DTM's gain

Fickle fate meant Gary Paffett and Jamie Green never became grand prix stars. But the DTM has ensured their talents haven't gone to waste. *By JAMIE O'LEARY*

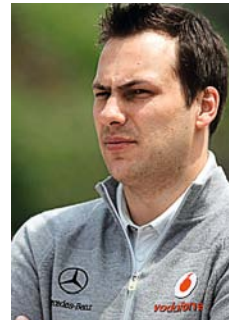


Green lies fourth in the DTM title race

Paffett has run thousands of miles as McLaren tester



Green won prize drive in '02



Paffett: McLaren mainstay



Green: focusing on the DTM

Had circumstances conspired differently, Gary Paffett and Jamie Green could well be leading lights in the Formula 1 World Championship right now. As it is, both will be at Brands Hatch this weekend battling to take their maiden DTM wins of the 2011 season.

Whereas the pair, who both race for the crack HWA Mercedes squad in the world's fastest tin-top series, have both carved out successful careers for themselves with the German manufacturer, there can be little doubt that they – along with Lewis Hamilton, Jenson Button and Paul di Resta – represent the very best of British motor racing talent of the last decade, and that success would inevitably have come at a higher level had either been given the chance to perform there.

Paffett, 30, is hardly short on F1 experience. In fact, for the distance he has completed in grand prix machinery, the McLaren test driver could probably lay claim to being one of the most experienced drivers in F1 history to have never started a world championship race. But he doesn't dwell on that point and is instead insistent that the benefit it brings him in his DTM career is well worth the effort.

"In 2006, when the testing rules were at their most relaxed, I think I did 14,000km, and then in '07 and '08 it was about 4000km per year, and less since because of the testing restrictions," he says. "That's been invaluable when using it to improve myself as a DTM driver too."

Paffett's career looked to be edging away from F1 when, as the reigning German F3 champion, his graduation to F3000 lasted just one race thanks to his signing for Brand Motorsport – a team that lasted precisely as long in the category. But a call from Team Rosberg boss Arno Zensen to join his Mercedes DTM squad later in the year got him back behind the wheel and set him on his current career path.

"When I look at what Lewis is doing now, it's nice to know that I beat him and know that if I were up there, I'd be at the same level as him"

Jamie Green thinks 'what if...'

Promotion to Mercedes' HWA team, and one of its favoured machines, earned him a shot at the title the following year and helped him become champion in '05. It was then that he went back for a second bite of the cherry.

"I'd done some testing for McLaren, but there was a chance to be a full-time test driver for them in '06 and I decided to go for it," says Paffett, who first drove an F1 car for the team after winning the '99 McLaren AUTOSPORT BRDC Award.

"I was disappointed I didn't get a chance to race when [Juan Pablo] Montoya got sacked midway through the year [McLaren chose fellow tester Pedro de la Rosa to fill the vacant seat]. Of course, Lewis then came along and the rest is history."

In pursuing his F1 dream, Paffett quit the DTM altogether – with the blessing of Mercedes – but returned for '07 (initially in old machinery, then worked his way back into a current-spec car) and has been a mainstay of Mercedes' line-up ever since.

Unlike Paffett, Green never drove F1 machinery for any great length of time, his stints behind the wheel of McLaren cars being limited to 20 laps on Silverstone's National Circuit as his prize for winning the 2002 McLaren AUTOSPORT BRDC Award, two shakedown and two days of straightline testing.

It seems a poor reward for a man who had – as a car racing rookie – beaten Hamilton to the runner-up spot in Formula Renault UK and then taken the F3 Euro Series crown two

years later in a rookie international campaign that again resulted in him beating the future F1 world champion.

"When I look at what Lewis is doing now, it's nice to know that I beat him and know that if I were up there, I'd be at the same level as him," he says. "Maybe for that reason, it's a shame it [his limited McLaren mileage] didn't lead to more, especially as my career had a lot of momentum by the end of '04 when I'd just won the Euro Series. There was an offer to do a proper test for Honda, but I didn't fancy it – too many other drivers were invited – and I was looking at GP2 with ART, but didn't have the budget and a few people said I should probably avoid it in the first year.

"Plus, I had a firm offer on the table from Mercedes [which had backed his '04 F3 season] to do DTM and become a paid professional. I worked for McLaren for two years on their simulator and now do something similar for Mercedes. I think I made the right decision."

Green's Mercedes career has been a fine one: six race wins and six pole positions, plus a best championship finish of fourth on two occasions, and were it not for a couple of years of racing a year-old Persson-run Mercedes (in which he still managed to win) he could well have been a champion by now.

But what of the future? Does either of them still hope to cross the divide, as former Mercedes driver di Resta did last year after winning the title? After all, both still perform regular simulator work for their respective F1 teams and would perform commendably if called upon to climb into the real thing at a race in the near future.

Each shares a similar outlook, best summed up by Green: "I wouldn't block it out completely, but I won't be holding my breath. I race in a wonderful championship for a wonderful team and I'm just focused on getting some more wins under my belt. I think that's a pretty healthy attitude to have." ❧



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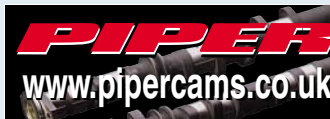
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REF: 1014

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- Manage lifting stores and ensure lifting processes are followed throughout the build area.
- Develop and lead a continuous improvement plan for build operations.

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Please apply in writing with current CV, salary expectations and quoting job reference number to:

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Email hr@lotusrenaultgp.com

Closing date **15th September 2011**

APPOINTMENTS



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HR864 - KERS DESIGN ENGINEER

In this role you will be responsible primarily for the installation of KERS onto the car. A creative problem solving and flexible approach is required.

HR865 - KERS SUPPORT ENGINEER

In this full time travelling role you will be supporting the operation of KERS at the track. A strong background with experience of controls systems, power electronics and working at the track would be advantageous.

HR866 - ELECTRONICS HARDWARE ENGINEER

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HR867 - SOFTWARE ENGINEER

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HR868 - WORKSHOP TEAM LEADER

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

Email: recruitment@redbullracing.com

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

Closing Date for Applications – 16th September 2011

PLEASE NOTE: Red Bull Technology does not accept any unsolicited resumes from headhunters, executive recruiters, or other staffing or personnel agencies. Please do not submit or forward any such resumes to our website, email account, Red Bull Technology employees or any other company location. Red Bull Technology is not responsible for any fees related to unsolicited resumes.

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McLaren Racing	Various Roles	1 September 2011
Mercedes GP Petronas Formula one Team	Various Roles	1 September 2011
HaTec Europe Limited	Technical Support Engineer	1 September 2011
Red Bull Technology	ELECTRONICS PRODUCTION TEAM LEADER (EARLY AND LATE SHIFT)	1 September 2011
Team Lotus	Technical Buyer & Composite Laminators & Assembly Technicians	1 September 2011
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Williams F1	Various Roles	1 September 2011

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To apply please send your CV & covering letter to recruitment@mercedes-benz-hpe.com stating the type of role and job reference in the subject heading. The closing date for applications is 25th September 2011 and all successful candidates will be contacted by 11th November 2011. No agencies please.

For full job descriptions please refer to www.mercedes-benz-hpe.com



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Hines founded Zipkart empire

Obituary

Martin Hines

1948-2011

Kart legend and career booster dies of cancer



IT'S HARD TO IMAGINE just how much the motorsport landscape would shift if you took away the legacy of Martin Hines, who died last Sunday. His influence as a karting impresario, superkart champion, mentor to countless young racers, magazine proprietor and, latterly, the saviour of one of the biggest racewear chains in the UK cannot be underestimated.

Born in Hampstead towards the back-end of the 1940s, Hines' early dreams of becoming a speedway star didn't sit well with his mother, who instead picked a kart for his weekend exploits. Along with father Mark, they set up a kart manufacturing business at Rye House in Hoddesdon, buying the jigs for 'Zipper' chassis and renaming them 'Zip'. From small beginnings, they built the Zipkart empire that redefined the genre.

His own kart racing career featured championship success on the world and European stage spanning five decades. His international career began in the late '60s, racing 100cc karts against the likes of Keke Rosberg, but it was in the indecently quick, 150mph gearbox superkarts that he found his true niche. A two-time world, five-time European and six-time British champion, the 'Mr Karting' nickname was as well earned as



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Hines was multiple Superkart champ

his silverware collection suggested.

But perhaps he will be best remembered for his support and tireless promotion of young British racing talent throughout the karting ranks. Over the years he supported David Coulthard, Lewis Hamilton, Anthony Davidson, Mike Conway, Gary Paffett, Jason Plato, James Calado and Oliver Turvey. More than anything, he instilled in them all the confidence and promotional awareness they required to succeed on the bigger stage.

His personal success in racing was achieved in the face of personal hardship: daughter Kelly was claimed by cancer at the age of 13, during a period around which he lost both his parents too, and then survived major stomach surgery of his own to remove a tumour. Son Luke also suffered a terrible leg injury as a child in a lawn mower accident, yet battled back to win at British Touring Car Championship-level – a true chip off the old block.

Martin was as formidable a



Anthony Davidson

“He was hard and a fierce competitor, but there was a soft centre and he was a genuine guy”



Dario Franchitti

“A sad loss. One of racing’s characters. He really helped lots of young drivers”



Gary Paffett

“Martin did so much for young kids trying to make it in karting. A true karting legend”



Tiff Needell

“One of motorsport’s great characters. A master of the Superkart”

businessman as he was a competitor – he forged strong links with the likes of Bridgestone, Honda, McLaren, Mercedes, Vauxhall and Ford – but was also someone you’d cross at your peril. A shrewd entrepreneur and innovator, as well as a larger-than-life colourful (usually a deep shade of tan!) character, he was hugely entertaining company and could hold court for hours regaling fantastic tales in that straight-talking ‘Norf Laan-don’ accent.

Apart from his karting exploits of derring-do, his favourite story concerned the day he rolled a Formula 1 McLaren into a ditch – which he then had to explain to Ron Dennis!

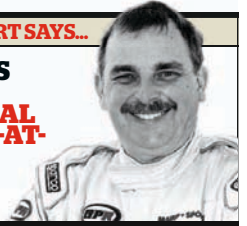
Sadly, serious illness was diagnosed earlier this year, and he died in the early hours of last Sunday morning. He is survived by Luke and his daughter Tuesday.

Charles Bradley



AUTOSPORT SAYS...

MARCUS PYE
NATIONAL EDITOR-AT-LARGE



MARTIN HINES’ SPHERE OF

influence was arguably greater than anybody else’s in British motorsport and up there in the world rankings. As a conduit of driving talent from sub-Cadet age upwards, he had the pick of the crop through his Zipkart empire. And the nous to develop it.

He was like a one-man circus: promoter, ringmaster and star act. Entrepreneurial skills and London streetfighter savvy were a potent mix that served him well in sport and business. Yet family values kept Martin grounded, imbuing him with a will to help others.

I met Martin often – from driving his wonderful 250cc Hermetite superkarts on dim and distant British Kart GP press days at Silverstone, to the Zip factory on an unglamorous Hoddesdon trading estate – and

“The pioneer, innovator and grand champion was a generous man and a mentor to kids”

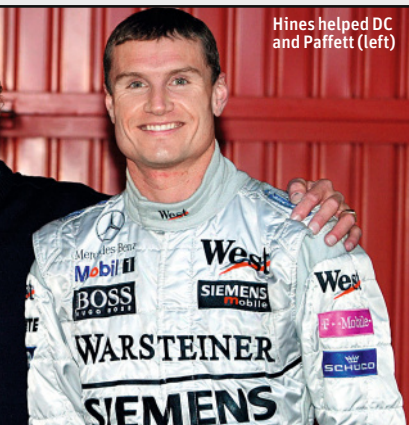
was always amazed by the speed of his mind and recall.

Ideas came thick and fast. While many were spectacularly successful, sometimes his big heart ruled his head. Like with his (unfathomable) Zip Formula entry-level single-seater, a concept spurned by manufacturers. It cost a packet and went abroad.

The great showman’s colourful racing leathers, permaman, highlighted hair and bling were a veneer, like an actor’s greasepaint. Underneath, the racing pioneer, innovator and grand champion was not brash, but a kind and generous man, and mentor to countless kids. Cancer would have claimed a lesser spirit 20 years ago, but the show had to go on. Karting, the richer for Martin Hines’ lifetime of involvement, will be the poorer for his passing.

Extra contact details

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kevin.turner@haymarket.com
Ben Anderson, editorial assistant
ben.anderson@haymarket.com



Hines helped DC and Paffett (left)



British GT

Rollcentre back to Brit GT with G55

New relationship with Ginetta allows leading squad to make championship return at Rockingham

ROLLCENTRE RACING will return to the British GT Championship with one of the British marque's Ginetta G55 contenders.

Rollcentre, which ran a Mosler in the series last year, will appear at the Rockingham round this weekend. Team boss Martin Short and former British GT4 champ Matt Nicoll-Jones will drive.

Short tested a GT3 G55 last month and

the car will have an engine upgrade at Rockingham to bring it closer to the pace.

"[Ginetta boss] Lawrence Tomlinson and myself have been involved with the same project before, with TVR when we built their first GT3 car," said Short, who indicated it could be the start of a long-term programme.

"I am keen to get back in to British GT, which in 2000 was the start of the road

that led us to Le Mans. Ginetta has a nice car and ambitious and exciting plans, and I would like to be part of those plans. I am really looking forward to a new challenge.

"I am maintaining Mosler Europe, and servicing customer needs worldwide. This is a new and fresh string to our bow for Rollcentre."

Ginetta's Simon Finnis believes the

upgrades (aero modifications will follow the more powerful engine) will make the G55 competitive. "Ginetta is growing in GT3 and we have an uprated engine at Rockingham, which in testing seems to have roughly halved the gap to the frontrunners," he said. "A new-look aero package and upsize in rims and suspension will follow, with a view to having a competitive car for 2012."

British Formula Ford

Palmer returns to Brit FFord

EX-BRITISH FORMULA FORD RACE winners Chrissy Palmer and Linton Stuteley will return to the series for the DTM-supporting Brands Hatch rounds this weekend.

Palmer, who won the 2009 Festival and finished fourth in that year's title race, will return to the Jamun Racing squad, driving the Mygale previously raced by Jake Cook.

"I've wanted to get back in a Formula Ford for ages," said the 20-year-old, who has been racing in the Ma5da MX5 Cup this season. "At the moment it's a one-off, but hopefully there will be another race. Jamun should still have my set-up and I'm sure I'll be able to

drive the car the same after a few laps. I'm aiming for the win."

Engima Motorsport boss Stuteley will return to the Getem Racing squad, with which he won a Snetterton round in 2007. He replaces Cavan Corcoran, who moves to Cliff Dempsey Racing to drive a Ray alongside Neil Alberico.

"They've got a few development

parts and [team boss] Martin [Down] asked me if I'd have a go," said Stuteley, who confirmed the outing was a one-off but did not rule out appearing in a different series in 2012. "I also thought [Enigma driver] Philippe [Layac] could do with a helping hand.

"I'd like to finish in the top half of the field - I'm not as quick as I used to be."



Palmer was series frontrunner in '09

2CVs/FF1600

Dalton to FFord after 2CV debut

JACK DALTON, SON OF SEVEN times 2CV 24 Hours winner Richard, made his race debut in the 2011 edition of the event at Snetterton last weekend and hopes to race in FF1600 this season.

The 16-year-old former karter took 18th in the Team Fine Print entry. Dalton Jr is now set to test a 1989 Jamun FF1600 ahead of an Oulton Park race outing.

An appearance at Silverstone's Walter Hayes Trophy is also possible, and InterSteps and Formula Renault BARC are among the options for 2012.

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Porsche Carrera Cup

Porsche pegs back scholarships to focus on one prize winner in 2012

THE PORSCHE CARRERA CUP GB scholarship will offer a single prize to its next winner after revamping its young driver scheme.

The winner of the fourth annual contest will receive £80,000 towards their budget for a full season in the 2012 Carrera Cup GB. In previous editions, the UK arm of the German marque has awarded £50,000 to two winners.

Championship manager Marion Barnaby told AUTOSPORT the changes

were part of an effort to focus better on one driver, rather than split resources between two, as in previous seasons.

"It sort of happened naturally this year," said Barnaby, in reference to 2011 winner Kieran Vernon failing to secure the backing to take up his prize. "We want to offer one greater prize rather than two lesser ones."

Barnaby said Porsche would also seek to give its next scholar "further opportunities", such as a Silverstone Supercup drive and media training, alongside the prize money. "Prices have gone up and it's really difficult to find budgets at the moment, so let's really focus on one driver, give them a bit more money and give them the best grounding possible," she added.



Euan Hankey was '10 scholar

Ginetta GT Supercup

Knockhill G55 race for Franchitti

INTERNATIONAL SPORTSCAR racer Marino Franchitti will contest the next round of the Ginetta GT Supercup at Knockhill this weekend.

The 2010 American Le Mans Series champion will drive the guest G55 car run by Total Control Racing. The event will mark Franchitti's first race at his home track since his successful British GT GTO campaign of 2001.

"I'm really looking forward to racing again in my home country and catching up with old friends," said the younger brother of triple IndyCar

champion Dario, and cousin of Force India F1 racer Paul di Resta.

"It's going to be almost like learning a new track, but having worked there when I was younger, it shouldn't take too long to find my way."

Franchitti, 33, will follow 1992 BTCC champ Tim Harvey, double SEAT Cupra Cup title winner Jonathan Adam, and WTCC contender Rob Huff in making a one-off appearance in the TOCA support category - the latter two in its previous guise as a one-make series for the G50 model.

British Hillclimb Championship

Goodyear gets Raptor for 2012

BRITISH HILLCLIMB event winner Jos Goodyear is set to run a second GWR Raptor chassis next year.

Following Lee Adams' success with the original car this season, Barry Goodyear has requested a second machine for his son, who scored single round wins in 2003 and '08 in Pilbeam chassis.

"I see the Raptor as an ideal car in which Jos can develop," said Barry.

GWR boss Graeme Wight Jr, a former double champion himself, added:

"This is recognition of the success that we have achieved recently. Jos is a proven winner and this car will suit his style."

Fellow frontrunner Will Hall is also set to

complete a new Nissan V6-engined Force, while David Uren and Nicola Menzies - wife of BHC competitor Wallace - have bought Hall's successful Force PC.



Adams has gone well in GWR car

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Gray took maiden win for AB Performance Sabre

Passing Silverstone on a slightly circuitous route to Oulton Park last Saturday, I couldn't resist dropping in on the 750 Motor Club's Summer Festival. I'm jolly glad I did too, for not only was I seconded to surprise past competition secretary Robin Knight with a presentation from members to mark his two decades of service, but the racing was also excellent.

Thirty-two years after Adrian Reynard won the Formula Ford 2000 Euroseries in a car of his own design, I enjoyed watching the Spanish resident win the opening Allcomers event in his high-downforce Inverter sportscar. Since its debut last year, FF1600 to F1 designer Reynard had only been out once previously in 2011. A competitive brain - like that of Australian colleague Malcolm Oastler, who devised its ingenious baffled sump system and engineered the car - is never idle.

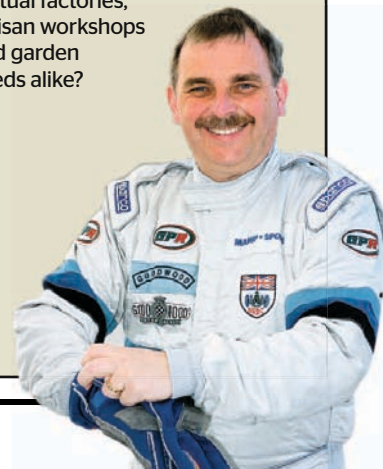
The 1300cc Suzuki Hayabusa engine has received higher-compression pistons and hotter cams, plus a new ECU since Brands Hatch in April, thus it now delivers just under 200bhp at the wheels, an increase of 30bhp. It propelled Adrian round the club circuit in under 59 seconds in the race, which is not hanging about. Only two Inverters have been made to date, but if a partner can be found to build more my impression is that there would be no shortage of takers for the roadable rocketship.

At the opposite end of the spectrum, in true clubbie tradition, I was delighted to see ex-F1 stock car racer John Plant's extraordinary homage to Sydney Allard's mighty J2 debut in the Sports Racing and GT and Kit Car race. Beyond its ethos of marrying American brawn to British brainpower within a tight-fitting cycle-winged body, the Chevrolet V8-powered bolide's tenuous resemblance to the original is its radiator grille and badge, supplied by the incredulous Allard OC, active since 1951. But it attracted plenty of attention.

So too did Andy Bates' AB Performance Sabre, which scored a timely maiden victory, romping away from the howling RGB pack in Tim Gray's gifted hands. The Steve Wills design, debuted by Richard Wise in April 2010, has come on in leaps and bounds since Gray suggested a switch from 15" to 13" diameter rear wheels. More examples, and wins, will follow.

Club sport has come a very long way - not always for the better - since the 1950s and '60s, when the majority of competitors pitched up in road cars, cross-taped headlights, scrawled numbers on cars with plimsoll white and went racing. But isn't it great to see ingenuity alive and well, and exciting cars emerging from pro-designers' 'virtual factories,' artisan workshops and garden sheds alike?

“Club sport has come a very long way - not always for the better - since the 1950s and '60s”



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IN BRIEF



Doyle set the pace in his Subaru Impreza

PAUL DOYLE (SUBARU IMPREZA)

set the fastest time of the day as Time Attack made its first visit to Anglesey last weekend. Mark Pollard was quickest in the Club-Pro Class in his Metro 6R4, while in the Club Class Jon Mathers (Subaru Impreza), Jimmy White (VXR 220), and Gerry Atkinson (SEAT Leon) topped the 4WD, RWD and FWD classes respectively.

BBC TV PRODUCER CHRIS

Partridge made his race debut last Saturday at Brands Hatch when he shared a car with Chris Porritt in the Aston Martin GT4 Challenge. Loss of drive eventually sidelined them.

EX-FORMULA VEE CHAMPION AND

Force India software analyst Martin Galpin made his Production Touring Car Trophy debut at Brands last weekend, at the wheel of a bio methanol-fuelled Nissan 350Z. "I hadn't sat in it before qualifying and last week it was still a rally car, so it was interesting in the wet," said Galpin, who took a best finish of eighth.

REIGNING 2CV CHAMPION SAMMIE

Fritchley clinched the 2011 title when she finished third in the Snetterton 24 Hours last weekend for Tete Rouge 1. She had been virtually guaranteed the crown even before the race as her closest rival in the points, Simon Turner, was also her team-mate at Tete Rouge.

FORMER CATERHAM RACER PHILL

Anderson - father of AUTOSPORT's Ben - made his Formula Vee debut at Silverstone last Saturday. The ex-Jedi and Clubmans racer finished 16th in the 33-car field in the GAC raced hitherto by engineer daughter Jenny, who is currently building a Ford Escort rally car.

FUEL-PRESSURE PROBLEMS

thwarted Graeme and James Dodd on their Martini Trophy debut with a newly acquired Chevron-BDG B26/31 at Oulton Park last weekend. Graeme ran as high as third on Sunday while his son - who was involved in a first lap melee when driving the family Ginetta G16 in the Guards Trophy - ran fourth on Monday.



Dodd B26 showed pace

**Combe Formula Ford racer breaks arm in Bank Holiday crash**

Castle Combe FF1600 racer Kelvin Foy was taken to hospital after this heavy accident last Monday, caused when the Swift SC93 driver made contact with Ben Norton's Spectrum in qualifying. Foy was pitched into the barriers at Folly and then went into a series of rolls. Foy broke an arm and was airlifted to Great Western Hospital in Swindon.



750MC

Allard clone wins on debut

Chevy V8-engined special takes Sports Racing & GT victory at Silverstone

FORMER KOUGAR-JAGUAR RACER

John Plant raced his self-built Allard J2 clone for the first time at Silverstone's 750 Motor Club meeting last weekend.

After 18 months in the workshop, and an acclimatisation test at Mallory Park, the 580bhp V8-engined machine qualified fourth for the combined Kit Car and Sports Racing & GT event. Plant then took seventh overall and topped the SR> pack in the damp race.

Based on a Kougar-esque tubular chassis of Plant's own construction, the machine is powered by a dry-sumped seven-litre Chevrolet LS1 crate engine, driving through a NASCAR-type Jerico gearbox and Jaguar rear end.

Weighing 800kg, the car, shod with control Yokohama rubber, felt "a bit lively" according to Plant.

"Today's not the day you want a seven-litre Chevy, but there will be

days," added the 65-year-old. "The intention is to be competitive against the big-engined Cobra replicas."



Mighty Allard clone took class victory on debut

CCRCFF1600**Combe champ opts to sit tight**

NEWLY CROWNED CASTLE Combe Formula Ford 1600 champion Rob Hall says that he won't compete in any more races this season after securing the title with a round to spare last weekend.

The 21-year-old will instead focus on saving enough money over the winter for a National FF1600 campaign in 2012.

"I think that will be our last race of the year - we won't do the Festival or Walter Hayes Trophy," said Hall, who has won five races in Swift Cooper's SC10 this year. "I want to keep the budget for next year because we want to take the car out at other circuits."

"I will be thinking over the winter about doing national FF1600."



Van Kalmthout took a double

BOSS**Benetton man wins BOSS races****MARIJN VAN KALMTHOUT WAS**

a double winner as Boss GP visited the reopened Red Bull Ring for the first time.

The Benetton driver was made to work hard for his race-one win, after being beaten away from pole by the similarly mounted Klaas Zwart.

They duelled hard until van Kalmthout finally found a way through. He was able to establish a small lead,

which he held to the flag.

Things were much easier for van Kalmthout in race two. Zwart, now driving his Jaguar R5, started from the pits and Ingo Gerstl (series one-spec GP2 car) spun. This left the Benetton B192 of Patrick D'Aubrey to challenge.

Despite starting almost a lap behind, Zwart was up to second by lap seven, but van Kalmthout was long gone.

NATIONAL RACES & RESULTS

HSCC
OULTON PARK GOLD CUP

E-TYPE CHALLENGE QUICK RESULTS

→ Race 1 **Jason Minshaw**
→ Race 2 **Martin O'Connell**



O'Connell starred in Watson's Guards B8



HSCC OULTON PARK GOLD CUP, AUGUST 27-29

Jason Minshaw takes his turn

Jason Minshaw (55) won first E-type encounter

JAGUAR E-TYPE RACING

began at Oulton Park in April 1961, with Graham Hill victorious, and the sleek cats thrilled anew at the HSCC's Gold Cup event. Jason Minshaw's formbook-defying Challenge win was stunning...

Sidelined in the first minute, normal pacesetter brother Jon seized a second Guards Trophy GT chance when Dave Coyne looked to have it sewn up. Jon also relayed Martin Stretton to victory in Monday's Stirling Moss Trophy enduro, both having played second fiddle to a brilliant Martin O'Connell in the drama-laced E-type finale.

Stretton and polesitter Jon Minshaw stampeded towards Island bend abreast in the first E-type stanza, and as Martin caught a huge moment at the kink, Minshaw careered off piste rather than risk a Goodwood Revival-threatening collision.

Graeme Dodd tracked Stretton at the end of that fraught lap, with Jason Minshaw – who started Martin Melling's low-drag coupe 15th – Mike Newman, Chris Scragg and Sandy Watson

next. As rain made the going trickier, Dodd usurped Stretton while Minshaw watched the fun.

Stretton regained the initiative into Old Hall, but when he slithered over the Knickerbrook kerbs Dodd and Jason Minshaw pounced. Stretton came back and, after Minshaw had punished Dodd for fluffing his exit from Cascades, Stretton regained second with a last-lap lunge into Old Hall.

"I wasn't expecting much from where I started, but I saw the whole melee at Island. Everybody was too busy watching Jon go off so I drove round them," grinned Jason. Newman and Jeremy Welch completed the top five.

Watson's ninth left car preparer O'Connell on row five for Monday's leg but plunging into Cascades the dayglo-nosed machine had already snarled up to fourth. That became third – behind Stretton and Jason Minshaw – by the end of the lap, with Dave Coyne (in Michael Wilkinson Jr's car) and Andrew Smith chasing.

More remarkable was Jon Minshaw's rise from

26th to sixth on lap one. Stretton was leading when Jon ousted Coyne on lap three and O'Connell's move on Jason left the Minshaw siblings together, soon to change order.

O'Connell outraked Stretton for the lead with an awesome kerb hop into Hislops on lap seven of 15. With rain in the air and the top four together there was a sharp burst at the chicane. O'Connell, Jon M and Stretton all ploughed across the grass, while Jason M was the first of several cars to gyrate. The quartet picked itself up and as the precipitation became heavier – leaving Druids treacherous – they finished in that order, way clear of Coyne and Smith.

Although nobody knew

why Chris Scragg's Jag was being pedalled so quickly, it was 'sub' Coyne who battled Jon Minshaw in the Guards Trophy GT race, only to spin at Lodge on the penultimate lap. "I hit oil – I'm gutted," grimaced the '80s single-seater ace.

In the Sports Racing split, O'Connell took over Watson's Chevron B8 and outran the similar machines of Andy Newall and Michael Lyons.

Even at 70 John Burton demonstrated why he was a period two-litre Chevron sportscar star. Twice he trounced Martini Trophy opposition in his B26, but Charlie Kemp chased hard.

Ben Mitchell improved his FF1600 title hopes by snatching second from points leader Benn Simms

on the final lap. Non-member Rob Wainwright took the chequer a length to the good. Simms's back-to-front Classic F3 victory may have opened that one up as Jamie Brashaw's March faltered. Argonaut Dave Clark's superb second over Keith White was hard-won.

Jack Woodhouse drove his BMC-powered Elva brilliantly to repel Stuart Roach's Condor-Ford for all bar a lap of the Formula Junior 'pullers' race. When Roach squeezed past, Jack's bold retaliation netted the win and the FJHRA's front-engined title. By the time Sam Wilson had repassed James Murray and Denis Welch among the 'pushers,' Jon Milicevic was 4.4 seconds

on the final lap. Non-member Rob Wainwright took the chequer a length to the good. Simms's back-to-front Classic F3 victory may have opened that one up as Jamie Brashaw's March faltered. Argonaut Dave Clark's superb second over Keith White was hard-won.



Simms (5) and Wainwright lead jostling FF1600 field

ROAD SPORTS QUICK RESULTS

→ 70s Peter Shaw
→ Historic Paul Tooms

“Just as it looked as though the Merc’s day had come, it gyrated on its own fluids”

Ian Jacobs is still looking for 70s Road Sports success in his Merc 450



Shaw's TVR won in tricky conditions

ROAD SPORTS OULTON PARK GOLD CUP, AUGUST 27-29

Shaw TVR wins as Jacobs Merc spins

SUNDAY’S ROAD Sports rounds were corkers and resulted in wins for TVR and Lotus. Before it headed pitwards, the Porsche

928 of Paul Anderson narrowly led Peter Shaw’s TVR Tuscan in the ’70s set, whereupon another Germanic V8 stepped up. Ian Jacobs’ much-

improved Mercedes-Benz 450SL even growled ahead as rain fell.

Just as onlookers believed the Merc’s day had finally come, 18 months into its development, it gyrated (“on its own fluids,” rued Jacobs) towards Deer Leap. It continued, front spoiler askew, behind Julian Barter (TVR 3000M) and his father Charles (Datsun 240Z).

Julian was threatening Shaw when he spun down to fifth at Old Hall on the final lap, leaving the TVR to win. Jacobs re-passed Charles for second up Clay Hill but finished in a cloud of smoke and steam. Fourth was Dean Forward (Lotus Elan +2), who had sparred with Barter Sr before spinning.

Of significance to the points table was Mazda

MX5 ace Tom Roche’s defeat of the previously unbeaten John Thomason (Triumph GT6) in James Nairn’s Alfa Romeo 2000GTV after several exchanges.

Paul Tooms clinched the Moss Europe Historic Road Sports title with another stylish win in his beautifully presented and driven Lotus Elan, although a challenge from Justin Murphy ended prematurely when the Australian’s Ginetta G4 cried enough.

Any thoughts Tooms may have had of a Witchampton Garage Elan one-two went west when Larry Kennedy had a quadruple rotation out of Cascades under mounting pressure from Robert Barrie (Lotus 7). Scots thus finished second and third, Jim

Grant pipping novice Vicky Brooks, another to spin, in their Elan tussle.

RESULTS – 70s ROAD SPORTS (9 LAPS) 1 Peter Shaw (TVR Tuscan); 2 Charles Barter (Datsun 240Z) +10.616s; 3 Ian Jacobs (Mercedes-Benz 450SL); 4 Dean Forward (Lotus Elan +2); 5 Julian Barter (TVR 3000M); 6 Phil Briggs (Porsche 928). **CW** Jacobs; Forward; Andrew McAlpine (Ferrari 308GT4); Tom Roche (Alfa Romeo 2000GTV); Ralph Harwood-Penn (MG Midget). **FL** Jacobs 2m01.890s (79.50mph).

HISTORIC ROAD SPORTS (10 LAPS) 1 Paul Tooms (Lotus Elan S1); 2 Robert Barrie (Lotus 7) +3.841s; 3 Jim Grant (Elan); 4 Vicky Brooks (Elan); 5 Larry Kennedy (Elan S4); 6 Bill Smith (Marcos 1600GT). **CW** Brooks; Bob Brooks (Porsche 911); Dick Coffey (Turner Mk1); Mike Eagles (De Tomaso Mangusta); Richard Owen (Triumph TR2). **FL** Tooms 2m01.733s (79.61mph).

up the road. Wilson duly slashed this to 0.66s. Richard Evans (March 79B) hounded down and ambushed Michael Lyons (Lola T400) round the outside at Shell Oils (!) for Derek Bell Trophy honours, while Ian Gray sealed his third Classic Racing Car title in four years with another victory. Armed with new tyres, Nelson Rowe shot from 10th to win his second straight Historic FF2000 race, having passed poleman David Wild on lap

three. Fifth earned Russell Love the inaugural crown. As Touring Car title opponents Roger Godfrey and Steve Platts had off days, Neil Brown edged ahead with another class win in his Lotus Cortina. Mark Jones and ’80s F3 racer Tim Davies (Cortinas) finished one-two overall with an incredulous Andy Jones (Singer Chamois) third after Jo Gomm and Neil Wood tangled. No minimum pitstop for double-driven cars, or a seatbelt delay, helped

John Ure/Patrick Blakeney-Edwards to Woodcote Trophy victory in Peter Mann’s ex-Tony Crook Cooper-Bristol, an Oulton winner in ’54. Denis Welch blasted Malcolm Verey’s Allard-Cadillac J2 past Stephen Bond (Lister-Bristol) for a gallant second. Similar stop regulations and a chicane-cutting penalty for pursuer Ewan McIntyre (Lotus 15) set Jon Minshaw/Stretton (Lister-Jaguar) free in the Stirling Moss Trophy race. ● Marcus Pye

Woodcote Trophy pack heads into Cascades



JAGUAR E-TYPE CHALLENGE (14 LAPS) 1 Jason Minshaw; 2 Martin Stretton +0.146s; 3 Graeme Dodd; 4 Mike Newman; 5 Jeremy Welch; 6 Andrew Smith. **Class winner** Jonathan Hughes. **Fastest lap** Stretton 2m02.593s (79.05mph). **RACE 2 (15 LAPS)** 1 Martin O’Connell; 2 Jon Minshaw +1.344s; 3 Stretton; 4 Jason Minshaw; 5 Dave Coyne; 6 Smith. **CW** Roger Cope. **FL** Jon Minshaw 1m56.276s (83.34mph).
GUARDS TROPHY, PRE-’66 GT CARS (20 LAPS) 1 Jon Minshaw (Jaguar E-type); 2 Coyne +3.358s; 3 Mike Whitaker (TVR Griffith); 4 Simon Garrad (Griffith); 5 Jamie Boot (E-type); 6 Welch/Mark Pangborn (E-type). **CW** Whitaker; Tom Smith (MGB); Robin Longdon (Lotus Elite); Simon King (Morgan +4). **FL** Coyne 1m56.543s (83.15mph).
GUARDS TROPHY, PRE-’69 SPORTS RACING CARS (19 LAPS) 1 Sandy Watson/Martin O’Connell (Chevron-BMW B8); 2 Andrew Newall (B8) +2.442s; 3 Michael Lyons (B8); 4 Steve Hodges (B8); 5 Rainer Becker (Porsche 910); 6 Hugh & Mark Colman (B8). **CW** Andrew & Thomas Smith (Marcos-Volvo 1800GT); Michael &

Andrew Hibberd (Lotus-t/c 23B). **FL** O’Connell 1m48.336s (89.45mph).
MARTINI TROPHY (15 LAPS) 1 John Burton (Chevron-BDG B26); 2 Charlie Kemp (Lola-FVC T210) +15.497s; 3 Doug Hart (March-BDG 75S); 4 Al Fleming (B23/36); 5 Jonathan Loader (B19); 6 Graeme Dodd (B26/31). **CW** Kemp; Marcus Mussa (McLaren-Chevrolet M1B). **FL** Burton 1m39.827s (97.08mph).
RACE 2 (15 LAPS) 1 Burton; 2 Kemp +9.603s; 3 Hart; 4 Sandy Watson (B19); 5 John Sheldon (B19); 6 Loader. **CW** Kemp. **FL** Burton 1m40.389s (96.53mph).
HISTORIC FF1600 (10 LAPS) 1 Robert Wainwright (Elden Mk8); 2 Ben Mitchell (Merlyn Mk20) +0.408s; 3 Benn Simms (Alexis Mk14); 4 David Wild (Lola T200); 5 Derek Rodgers (Merlyn Mk11A/17); 6 Stuart Baird (Merlyn Mk11A). **CW** John Slack (T200). **FL** Mitchell 1m57.902s (82.19mph).
CLASSIC F3 (11 LAPS) 1 Benn Simms (March 803B); 2 Dave Clark (Argo JM6) +24.008s; 3 Keith White (Ralt RT1); 4 Matthew Sturmer (Van Diemen GRD 376); 5 Adrian Holey (Chevron B38); 6 Rudolf

Ernst (Ralt RT1). **CW** Andy Jones (Brabham BT38C). **FL** Simms 1m45.434s (91.91mph).
FORMULA JUNIOR, FRONT-ENGINE (9 LAPS) 1 Jack Woodhouse (Elva 100); 2 Stuart Roach (Condor S2) +3.636s; 3 Andrew Tart (Bond); 4 Simon Goodliff (Lola Mk2); 5 Brian Mitcham (U2 Mk2); 6 Gordon Russell (Gemini Mk2). **CW** Vernon Williamson (Scorpion); Gordon Wright (Stanguellini). **FL** Woodhouse 2m02.167s (79.32mph). **REAR-ENGINE (11 LAPS)** 1 Jon Milicevic (Cooper T59); 2 Sam Wilson (T59) +0.660s; 3 Denis Welch (Lotus 22); 4 James Murray (Lola Mk5A); 5 Mark Pangborn (Lotus 20B); 6 Chris Chilcott (Lotus 20). **CW** Chilcott; Peter Mullen (Kieft); Richard Utley (Caravelle Mk1); Malcolm Wishart (Cooper T65). **FL** Wilson 1m52.822s (85.89mph).
DEREK BELL TROPHY (31 LAPS) 1 Richard Evans (March-BDA 79B); 2 Michael Lyons (Lola-Chevrolet T400) +0.377s; 3 Mark Dwyer (March-BMW 782); 4 Andrew Higgins (March-BDG 742); 5 Frank Lyons (Eagle-Chevrolet FA74); 6 Neil Glover (Lola-Chevrolet T330/332).

CW Lyons; Dwyer; Mark Charteris (Mallock U2 Mk20). **FL** Evans 1m37.645s (99.24mph).
HISTORIC FF2000 (10 LAPS) 1 Nelson Rowe (Reynard SF79); 2 David Wild (SF79) +11.370s; 3 Andy Huxtable (Lola T580); 4 James Murray (SF77); 5 Russell Love (SF79); 6 John Hayes-Harlow (Royale RP30). **CW** Antony Raine (Merlyn Mk28); Martyn Donn (Supernova BH5). **FL** Rowe 2m03.125s (78.71mph).
CLASSIC RACING CARS (11 LAPS) 1 Ian Gray (Brabham-t/c BT16); 2 Nigel Bancroft (Chevron-MAE B17) +22.336s; 3 Michael Scott (Brabham-FVA BT30); 4 Stuart Tizzard (Chevron-MAE B15C); 5 Jim Chapman (Lotus-MAE 59); 6 Chris Holland (Brabham-MAE BT21). **CW** Bancroft; Scott; Harvey Sykes (Merlyn Mk17). **FL** Gray 1m50.513s (87.69mph).
HISTORIC TOURING CARS (10 LAPS) 1 Mark Jones (Ford Lotus Cortina); 2 Tim Davies (Lotus Cortina) +10.114s; 3 Andrew Jones (Singer Chamois); 4 Steve Shuttleworth (Lotus Cortina); 5 David Heale (Hillman Imp); 6 Mike Smith (Morris Cooper S). **CW** A Jones; Smith; Neil Brown

(Lotus Cortina); Roger Phillips (Austin Cooper S); Greg Thornton (Ford Falcon). **FL** M Jones 2m05.443s (77.25mph).
MRL WOODCOTE TROPHY (22 LAPS) 1 John Ure/Patrick Blakeney-Edwards (Cooper-Bristol T24/25); 2 Malcolm Verey/Denis Welch (Allard J2) +1m06.893s; 3 Stephen Bond (Lister-Bristol); 4 Wil Arif/Jarrah Venables (Jaguar C-type); 5 Tony & Barry Wood (RGS Atalanta); 6 Martyn Corfield/Jeremy Welch (Austin-Healey 100). **CW** Verey/Welch; Corfield/Welch; Dick Skipworth/Barrie Williams (Jaguar D-type); Rick Hall/Martin Melling (Aston Martin DB3). **FL** Bond 2m07.027s (76.29mph).
MRL STIRLING MOSS TROPHY (20 LAPS) 1 Jon Minshaw/Stretton (Lister-Jaguar Knobby); 2 Ewan McIntyre (Lotus 15) +28.459s; 3 Jason Minshaw (Maserati T61); 4 Graeme Dodd/Simon Hadfield (Cooper Monaco T49); 5 John Young/Andrew Smith (Lister-Jag Costin); 6 Tony Wood/Alasdair McCaig (Knobby). **CW** McIntyre; Philip Champion/Chris Chilcott (Lotus 11LM); Chris & Oliver Phillips (Lola Mk1). **FL** McIntyre 2m21.537s (68.47mph).

NATIONAL RACES & RESULTS
750MC
SILVERSTONE

QUICK RESULTS
 → Locost Final 1 Morley
 → Locost Final 2 Mittell



Weather caught out 750 Trophy racers

Morley and Mittell lead Locost pack



750MC SILVERSTONE, AUGUST 27-28

Morley and Mittell win Locost fights

NICHOLAS MORLEY and reigning champion Scott Mittell took a victory apiece in the Locost doubleheader, a highlight of the 750 Motor Club's bumper summer meeting at Silverstone.

Morley won the opening final after what proved to be a typically frenetic and closely fought affair.

For much of the race a 10-car group battled for the lead, with no driver able to break clear of the pack, and so it continued to the close with the leading trio of Morley, Mittell and Alex Von Ehrheim covered by a mere 0.11 seconds.

In the preceding heat an off for Barry Stuart at Brooklands had forced a restart, after which Tim Collier and Morley fought for superiority, with the former edging it. Robert Kerkhoven snatched third from Von Ehrheim as they swept through Woodcote for the last time.

It was Mittell who led the field home in the later heat, with Richard Jenkins

right in his wheeltracks.

The second final replicated the first in terms of the running order constantly being juggled at the front. Mittell reached the flag a mere 0.04s ahead of Collier this time.

Roland Wilkinson made light of the falling rain as he romped to his first MR2 Super GT victory in the opening encounter. Anthony Day had set the early pace, but Wilkinson hit the front at Luffield on lap three and pulled out a 20s lead by the close.

Later Patrick Mortell had the upper hand after initial frontman Day outbraked himself into Brooklands on the third tour.

Guesting former BTCC driver Eugene O'Brien took a lights-to-flag victory from pole position in the opening MR2 event, leaving Wilkinson to track him to the flag. Well adrift of the leading pair, Guy Hefford held off James Cross for third.

Wilkinson finished first on track later on, but a 10s penalty for tipping Paul

Hinson into a spin dropped him to 10th, leaving O'Brien to make it two out of two.

Saxmax championship leader William Davison ruined his first race with an opening-lap excursion into the Luffield gravel, and this left William Plant to get ahead of Shane Stoney and hold his rival off to the end.

To their rear, Jonathan Brown led Charles Laddell and Jordan Willson home

after a hard fought battle for third.

The following day Stoney went one better and claimed victory, but only after resisting race-long pressure from the pursuing Davison. The leading duo pulled clear of the rest and left Jordan Annells to win another multi-car scrap for third.

Tim Gray made the RGB race his own after a brilliant start from the third row of the grid,

whereas championship leader Paul Rogers exited the fray at Becketts on the second tour after contact with Derek Jones, caused by John Cutmore's Spire going sideways. Cutmore nevertheless claimed the runner-up spot, ahead of the Jones/Alastair Boulton battle for third.

The Taydec Mk2 of Andy Hiley was in a class of its own in the Kit Car event, leaving Paul Cooper and Guy Hussey to trade the

Stoney edged Davison in second Saxmax race



“I got really excited when it started to rain just before the race”

MR2 Super GT racer Roland Wilkinson likes racing in the wet



Wilkinson was MR2 Super GT star



O'Brien won twice on MR2 guest outing

remaining podium places. In the concurrent SR & GT contest, ex-Formula 1 stock car racer John Plant gave his Allard J2 replica a victory on its race debut.

Paul Smith led a wet Formula Vee race from start to finish as Martin Farmer (GAC) and John Hughes (Scarab Mk5) had a tremendous scrap for second, Hughes diving by at Brooklands late on.

Championship frontman Michael Epps started from the pitlane after finding a loose body panel on the green flag lap, but climbed to 11th by the close.

Adrian Reynard dominated the Allcomers contest in his self-built Reynard Inverter after qualifying almost four seconds clear.

The real excitement centred on the excellent

tussle for second, with the Radical of early leader John Powis coming under pressure from the pursuing Doris of Antony Denham.

Dave Robson earned the 750 Formula Spoils after sweeping past Nathaniel Cooper at Brooklands on lap eight. There was worse to come for championship leader Cooper on the final tour when Bill Rutter demoted him to third.

After winning the previous 750 Trophy round at Mallory Park in June, John Webb continued in the same vein as his Rawson led Paul Gorolini's JB home. Well to their rear, Ron Welsh completed the podium trio after climbing to third on the ninth lap.

The Stock Hatch Class B encounter provided Lee Scott with a comfortable victory, his second of the

season after earlier success at Brands Hatch in April. The best of the rest proved to be Pip Hammond, whose Nova held off Martin Cayzer (Fiesta XR2) and Matt Rozier (Peugeot 205). In the concurrent BMW Compact Cup event, Elliot Dunmore edged it from Paul McErean.

Matt Digby took the Stock Hatch Class A spoils in exuberant style, with Nick Thornton-Jones a close second and an elated Adam Stokes taking the first podium finish of his racing career.

In the Formula 4 contest Robbie Watts looked to have got the better of Oliver Sirrell, but as the rain started to fall the erstwhile leader had a couple of late spins and Sirrell took the honours.

● Graham Read

BIKESPORTS SILVERSTONE, AUGUST 27-28

Ivey dominates in Bikesports contests

EXPERIENCED former Cockshoot Cup racer Jon-Paul Ivey dominated both races in his Radical PR6.

First time out the Wolverhampton-based driver converted his pole into a comfortable victory, with Adrian Reynard best of the rest in his Inverter.

This was despite the winner believing he was on the wrong tyres for the conditions. “I was on wets, but I knew this was a mistake as soon as we left the collecting area,” said Ivey, although his rivals thought wets the more sensible option.

Behind the leading duo, Christian Enderby made third his own, while points leader Richard Stables regained fourth with two laps remaining.

The second contest had to be restarted after Anthony Maisey had a big shunt at Woodcote as the rain fell heavily

and, although thankfully emerging unscathed, he succeeded in removing three wheels from his Radical SR3.

Ivey continued to lead, with James Breakell the best of the rest, although never in a position to challenge the frontman.

Enderby pushed Breakell hard, but ultimately had to settle for the final podium spot, ahead of a distant Stables.

RESULTS - RACE 1 (18 LAPS)

1 Jon-Paul Ivey (Radical PR6/2010); 2 Adrian Reynard (Reynard Inverter) +10.28s; 3 Christian Enderby (Radical SR4); 4 Richard Stables (Radical PR6); 5 Bill Henderson (Radical PR6); 6 David Watson (Radical PR6). **CW** Reynard; Alan Wilshire (Radical Clubsport). **FL** Stables 1m02.03s (95.21mph).

RACE 2 (9 LAPS) 1 Ivey;

2 James Breakell (Radical PR6) +21.35s; 3 Enderby; 4 Stables; 5 Henderson; 6 Oliver Cox (Radical SR4). **CW** Enderby; Wilshire. **FL** Ivey 1m05.53s (90.12mph).



Ivey took double in his Radical PR6

LOCOST HEAT 1 (9 LAPS) 1 Tom Collier; 2 Nicholas Morley +0.09s; 3 Robert Kerkhoven; 4 Alex Von Ehrheim; 5 Mark Glover; 6 Richard Bradley. **Class winner** Bradley. **Fastest lap** Collier 1m14.05s (79.75mph). **FINAL 1 (12 LAPS)** 1 Morley; 2 Scott Mittell +0.08s; 3 Von Ehrheim; 4 Richard Jenkins; 5 Collier; 6 Lee McNamara. **CW** Bradley. **FL** McNamara 1m13.45s (80.41mph).

HEAT 2 (12 LAPS) 1 Mittell; 2 Jenkins +0.03s; 3 Bradley; 4 Kerkhoven; 5 Lewis Dallas; 6 McNamara. **CW** Bradley. **FL** McNamara 1m13.79s (80.04mph). **FINAL 2 (12 LAPS)** 1 Mittell; 2 Collier +0.04s; 3 Kerkhoven; 4 McNamara; 5 Anthony May; 6 Michael Comber. **CW** Bradley. **FL** Kerkhoven 1m13.55s (80.30mph).

MR2 SUPER GT (11 LAPS) 1 Roland Wilkinson (Mk2); 2 Anthony Day (Mk2) +20.67s; 3 Patrick Mortell (Roadster); 4 George Robinson (Mk2); 5 James Cross (Mk2); 6 John Wilson (Mk2). **CW** Day; Michael Wells (Mk2). **FL** Wilkinson

1m19.78s (74.03mph). **RACE 2 (11 LAPS)** 1 Mortell; 2 Wilkinson +8.48s; 3 Cross; 4 Rob Horsfield (Mk2); 5 Alexander Lennon (Mk2); 6 Wilson. **CW** Wilkinson; Horsfield. **FL** Mortell 1m16.02s (77.69mph).

TOYOTA MR2 (12 LAPS) 1 Eugene O'Brien (Mk2); 2 Wilkinson +1.87s; 3 Guy Hefford (Mk2); 4 Cross; 5 Paul Hinson (Mk2); 6 Steve Lumley (Mk2). **CW** Simon Phillips (Roadster); Nina Fountain (Mk1). **FL** Lumley 1m12.56s (81.39mph).

RACE 2 (12 LAPS) 1 O'Brien; 2 Wilson +0.55s; 3 Hefford; 4 Robinson; 5 Phillips; 6 Lennon. **CW** Phillips; Fountain. **FL** Phillips 1m11.30s (82.83mph) record.

SAXMAX (11 LAPS) 1 William Plant; 2 Shane Stoney +0.65s; 3 Jonathan Brown; 4 Charles Laddell; 5 Jordan Willson; 6 Henry Gilbert. **FL** William Davison 1m21.51s (72.45mph).

RACE 2 (12 LAPS) 1 Stoney; 2 Davison +0.27s; 3 Jordan Annells; 4 Willson; 5 Plant; 6 Guy Wenham. **FL** Davison 1m13.61s (80.23mph) record.

RGB (12 LAPS) 1 Tim Gray (Sabre); 2 John Cutmore (Spire GT3) +20.39s; 3 Derek Jones (Fisher Fury); 4 Alastair Boulton (STM Phoenix); 5 Richard Wise (Sabre); 6 Gary Goodyear (Contour). **CW** Jones. **FL** Gray 1m14.45s (79.33mph).

KIT CAR/SR & GT (11 LAPS) 1 Andy Hiley (Taydec Mk2); 2 Paul Cooper (Raw Striker) +26.34s; 3 Guy Hussey (Raw Striker); 4 Clive Hudson (Eclipse SMI 2009); 5 Anton Landon (Cyana MX500R); 6 David Caldecourt (Sylva Phoenix).

CW Cooper; Trevor Clarke (Westfield Zetec); Gary Davison (Tiger RIO); John Plant (Allard J2). **FL** Hiley 1m18.85s (74.90mph).

FORMULA VEE (11 LAPS) 1 Paul Smith (AHS Dominator 2009); 2 John Hughes (Scarab Mk5) +9.71s; 3 Martin Farmer (GAC); 4 Keith Farrance (GAC 2009); 5 Matt Tiffin (Storm); 6 Jan Buxton (GAC). **CW** Jack Wilkinson (Sheane Mk3). **FL** Smith 1m19.12s (74.64mph).

ALLCOMERS (10 LAPS) 1 Adrian Reynard (Reynard Inverter); 2 John Powis

(Radical PR6) +25.13s; 3 Antony Denham (Doris CKM); 4 David Enderby (Radical SR4); 5 Wise; 6 Lee Bailey (Radical SR3). **FL** Reynard 58.91s (100.25mph).

750 FORMULA (13 LAPS) 1 Dave Robson (SDAR/83); 2 Bill Rutter (Darvi Mk5) +0.86s; 3 Nathaniel Cooper (Davis T7); 4 Bob Simpson (SS/F); 5 Rod Hill (Mystic T4/21); 6 Mick Harris (Darvi 877). **CW** Sue Harris (Darvi 5/97). **FL** Robson 1m06.75s (88.48mph) record.

750 TROPHY (11 LAPS) 1 John Webb (Rawson); 2 Paul Gorolini (JB) +0.71s; 3 Ron Welsh (Fairthorpe); 4 Nic Greele (Jeffrey Mk1); 5 Paul Mason (Centaur Mk6); 6 Roger Windley (Time 3B). **CW** Welsh; Christian Pedersen (Austin 7 Special). **FL** Gorolini 1m17.58s (76.13mph).

STOCK HATCH CLASS B (12 LAPS)

1 Lee Scott (Ford Fiesta XR2i); 2 Pip Hammond (Vauxhall Nova GTE) +4.45s; 3 Martin Cayzer (Ford Fiesta XR2); 4 Matt Rozier (Peugeot 205 GTi); 5 Martyn Fowdrey (Ford Fiesta XR2); 6 Paul Thorpe (Ford Fiesta XR2i). **FL** Scott 1m13.54s

(80.31mph) record.

BMW COMPACT CUP (12 LAPS)

1 Elliot Dunmore; 2 Paul McErean +0.32s; 3 Andrew Tsang; 4 Mark Tsang; 5 Susanna Kenniston; 6 Michael Tunmore. **FL** Dunmore 1m13.36s (80.50mph).

STOCK HATCH CLASS A (12 LAPS)

1 Matt Digby (Citroen Saxo VTR); 2 Nick Thornton-Jones (Citroen Saxo VTR) +0.41s; 3 Adam Stokes (Peugeot 106 XS); 4 Patrick Fletcher (Citroen Saxo VTR); 5 Shaun Hagen (Citroen Saxo VTR); 6 Wayne Harris (Peugeot 106 Rallye). **FL** Thornton-Jones 1m12.25s (81.74mph) record.

FORMULA 4 (14 LAPS)

1 Oliver Sirrell (Van Diemen); 2 Robbie Watts (Van Diemen Raw 09) +782s; 3 Daniel Hands (Van Diemen 2010); 4 Bryn Tootell (Van Diemen RF06); 5 Jennifer Scott (Van Diemen RF99); 6 Erwin Smiech (Van Diemen). **CW** John Whitbourn (Ray GRS02Z); Mike Hatton (Lotus/Vauxhall). **FL** Watts 58.56s (100.85mph).

NATIONAL RACES & RESULTS
BRITISH RALLYCROSS
 LYDDEN HILL

QUICK RESULTS

- Supercars **Marcus Gronholm**
- Pole **Marcus Gronholm**
- Fastest lap **Marcus Gronholm**

“It’s quick, but I like it when it’s quick!”

Double WRC champ Gronholm enjoyed Lydden



Retro machines were on show at Lydden



BRITISH RALLYCROSS LYDDEN HILL, AUGUST 28-29

Gronholm wins at Lydden

Gronholm led all the way in restarted race

MARCUS GRONHOLM won the fifth round of the 2011 British Rallycross Championship at Lydden, the Finn winning the A final but having a far from easy day, even if the result was what most people probably predicted.

It was all quite even in the qualifying heats, a different driver setting fastest time in each of the races. Gronholm finally got a clear shot at the track in the third heat and established fastest time of the day at 3m00.456s.

That put the Finn just 0.6s ahead of team-mate David Binks, who led until the Devil's Elbow on the first lap before running wide. Gronholm took the lead but Binks recovered and kept the double world champion honest, the two Fiestas appearing to be tied together as they circulated nose-to-tail.

Gronholm's day had not been that smooth, the first heat effectively lost when the engine died on the line

and he lost almost a lap before getting it restarted. In the second he might have been fastest, but narrowly avoided tipping his car onto its roof at North Bend, the incident delaying both him and the closely following Andy Scott.

Kevin Procter's opposition melted away in his second heat and he dashed off four beautifully smooth laps to be fastest. Paired with his third fastest time from the first heat, it brought the Focus driver (and round two winner) onto the centre of the front row of the grid, splitting Fiesta twins Gronholm and Binks.

The second row contained Julian Godfrey, beaten only by Gronholm in the third heat. The points leader again managed to bag the five bonus marks for setting FTD (Gronholm was ineligible for British series points), the fourth time in five events the class newcomer has done so.

Liam Doran shared row two with Godfrey. Parachuted in to the event late as Monster Energy ramps up its effort behind the X Games winner, Doran drove an old Citroen C4 run by Latvian team TT Motorsport. Fastest in the first heat, Doran was seventh in the remaining runs, losing lots of time and a possible front row grid slot when he clipped the Pits Bend barrier and spun on the last lap of his final heat.

The A final was red flagged on the first lap when Godfrey half-rolled

at the first corner. By the time the flags were up, Godfrey's Fiesta had fallen back onto its wheels and he was on his way again. With some tank tape applied to his Ford, he was allowed to take the restart.

Gronholm had led the first start and was there again second time around, Procter holding second as Binks ran a wide line through Chesson's Drift that left him third.

The order did not change much after that, Procter riding Gronholm's bumper until taking the Joker Lap. Gronholm took his turn on

the last lap and rejoined still ahead of Procter, the pair 0.6s apart at the flag.

Behind fourth-placed Scott, Liam Doran got fifth in a down-on-power C4 when his father Pat's Ford Focus slid off a lap from the end on its own coolant.

● Tim Whittington

SUPERCAR A FINAL (5 LAPS)

- 1 Marcus Gronholm (Ford Fiesta VII);
- 2 Kevin Procter (Ford Focus II)
- +0.614s; 3 David Binks (Ford Fiesta VII); 4 Andy Scott (Ford Focus II)
- 3m-45.620s; 5 Liam Doran (Citroen C4); 6 Julian Godfrey (Ford Fiesta VI);
- POINTS 1 Godfrey, 137; 2 Binks, 125;**
- 3 Scott, 111; 4 Steve Hill, 106;
- 5 Pat Doran, 100; 6 Procter, 60.



Only sixth for points leader Godfrey

BARC SNETTERTON, AUGUST 26-28

RB Racing outlasts its 24-hour rivals

THE 21st RUNNING OF the 2CV 24 Hours gave proof, if any were needed, that reliability is king in endurance racing. An impressive grid of 32 cars, including four teams from Belgium, lined up for Saturday’s 5pm start, with RB Racing 1 conjuring the right blend of speed and consistency to repeat its 2010 triumph, avoiding the dramas afflicting others to finish seven laps clear of the pack.

It was Team Stinky that set the pace for most of the first half of the race, before dropping back in the early hours of Sunday morning when the team stopped to change brake pads. Undeterred, they fought back onto the lead lap by breakfast-time, only to be cruelly hit by an engine failure. “The engine overheated due to a broken fan, but by the time we worked out what it was, the engine was fried,” they explained. Although the replacement unit lacked pace, they pushed hard to the finish, but had to settle for fourth.

It was a similar story for third-placed Tete Rouge 1, which led for a number of hours as the race hurtled into darkness, before a broken fan around midnight checked their progress. An engine failure not long before Stinky suffered its similar problem finally put paid to the red heads’ victory hopes.

While those two battled misfortunes, 2008 winners Gadget Racing took advantage to secure second. Despite losing time on Saturday night investigating a phantom fuel leak, the entry was consistently in the top four. It made second place its own after Tete and Stinky dropped back, but couldn’t stay in touch with RBR 1, which had been in contention throughout.

Having battled Stinky for fourth as the race approached midday on Sunday, the Old Time team was consigned to fifth thanks to an engine change of its own.

A recovering JB Doors completed the top six. That car had shown plenty of pace early on to run as high as fourth, before losing time fixing accident damage and changing an engine. The squad’s determination to fight back was rewarded as the car rose back up the order.

Seventh, after a comparatively trouble-free race, was the local Icen Racing outfit. Crisis Racing had looked set for the place before late wheel bearing problems dropped it behind the battling Hollis Motorsport, which overcame an engine change and a slipping clutch to take eighth.

Just eight weeks after his Nemesis was engulfed by fire at Rockingham, Paul Gibson’s repaired



Winning car (left) was in the hunt from the start

machine claimed a convincing double victory in the Clubmans races. Behind him, Adrian Lester continued the development of his Honda-powered Mallock in race one, recovering from diff failure in qualifying to surge from eighth to second, just ahead of Classic Chaplin winner Steven Chaplin’s impressive Phantom.

Lester looked like taking runner-up spot again in race two before being forced to retire when the car’s bodywork started badly chafing his leg under braking. Chaplin snatched second overall with a dramatic last lap move on Steve Everson as they sprinted to the flag.

Having secured pole for both MGOC races, Will Sharpe’s pace was blunted by gearbox gremlins both times in his MG ZR.

Instead, it was Peter Higton’s MGF that hung on to narrowly win race one, ahead of Jody Bowcott and Simon Kendrick, despite having his lead trimmed when battling through backmarkers.

With Higton controlling race two, Bowcott jumped from row four to take second again ahead of Paul Wisbey and Sharpe.

Richard Voaden was the

class of both Honda V-Tec contests, completing the trend of double winners by twice powering his Integra to victory. Mark Chese followed him home both times – leapfrogging Richard Chilton at the start of race one, before benefitting from a late mistake by Dave Roberts to secure second in the sequel.

● Oliver Timson



2CVs battle through the night



Gibson Nemesis took double on race return

2CV 24 HOURS (721 LAPS)

1 RB Racing 1 (Alec Graham/Merrick Cox/Nick Paton); 2 Gadget Racing (Wayne Cowling/Simon Clarke/Ainslie Bousfield/Gary Achitt) -71 laps; 3 Tete Rouge 1 (Simon Turner/David O’Keefe/Sammie Fritchley/Anthony Robinson); 4 Team Stinky (Neil Thompson/Christine Thompson/Chris Yates/Neil Savage); 5 Old Time (Peter Dalkin/Peter Whelan/Jeff Wilson); 6 JB Doors (Darren Baker/Anthony Wilds/Glenn Oswin). **Class winners** Team Pegase (Jean-Marie Phillippe/Robert Soumois/Emmanuel Eggermont); Yard Project/Climate Energy Solutions

(Mark Williams/Rob Chase/Nick Asher/Sam Payne). **Fastest lap** Team Pegase 1m46.118s (67.30mph). **CLUBMANS/CLASSIC CLUBMANS (43 LAPS)** **1 Paul Gibson (Nemesis K11);** 2 Adrian Lester (Mallock Mk35 S2000) +31.051s; 3 Steven Chaplin (Phantom P79); 4 Steve Everson (Mallock Mk30 EB); 5 Daniel Gibson (Nemesis K10); 6 Russell Munns (Mallock Mk28/30). **CW** Chaplin; D Gibson; Clive Wood (Mallock Mk20); Tim Norris-Jones (Mallock Mk11). **FL** P Gibson 1m13.284s (97.46mph). **RACE 2 (41 LAPS)** **1 P Gibson;** 2 Chaplin +35.183s; 3 Everson;

4 Phil Weaver (Mallock Hyabusa); 5 D Gibson; 6 Munns. **CW** Chaplin; D Gibson; Wood; Norris-Jones. **FL** P Gibson 1m13.015s (97.82mph). **MGOC (10 LAPS)** **1 Peter Higton (MGF);** 2 Jody Bowcott (MGZR 160) +0.692s; 3 Simon Kendrick (MGF VVC); 4 Sam Smith (MGF); 5 Nick Golhar (MGZR); 6 Paul Wisbey (MGF VVC). **CW** Bowcott; Harjinder Bhambra (MGZS); Jim Baynam (MGB). **FL** Will Sharpe (MGZR 160) 1m31.594s (77.98mph). **RACE 2 (10 LAPS)** **1 Higton;** 2 Bowcott +1.551s; 3 Wisbey; 4 Sharpe; 5 Mark Baker (MGF); 6 Golhar. **CW** Bowcott; Bhambra;

Baynam. **FL** Sharpe 1m31.450s (78.10mph). **HONDA V-TEC CHALLENGE (11 LAPS)** **1 Richard Voaden (Integra);** 2 Mark Chese (Civic Type R) +29.493s; 3 Dave Roberts (CRX); 4 Richard Chilton (Integra); 5 Lee Bennett-Neal (Integra); 6 Tim Blowers (Integra Type R). **CW** Chese; Roberts; Chilton; Bennett-Neal. **FL** Voaden 1m26.119s (82.93mph). **RACE 2 (11 LAPS)** **1 Voaden;** 2 Chese +35.887s; 3 Roberts; 4 Chilton; 5 Bennett-Neal; 6 Rick Rowles (Civic Type R). **CW** Chese; Roberts; Chilton; Bennett-Neal. **FL** Voaden 1m24.938s (84.09mph).

QUICK RESULTS

- **Jaguars Doyle**
- **Swinging Sixties G1 Perry**
- **Swinging Sixties G2 Campbell**

"I just couldn't hold it"

Hill lost out in traffic



P94 SPORTS EXTRA RESULTS ROUND-UP for August 27-29



MALLORY IN BRIEF



Sports/jag grid heads off

SPORTS v SALOON & POWERED BY JAGUAR

Joss Ronchetti took his second win of the day after a brilliant drive in his Talbot Lotus Sunbeam having started from the pitlane.

MAGNIFICENT SEVENS

The Caterham Hayabusa of Andrew Griffiths was unable to hold off Kevin Howell as he climbed an impressive eight places to take victory ahead of Will Stephens.

DEUTSCH MARQUE

Chris Maries took an early lead just a second ahead of Martin and Thomas Webb, but the BMW E30 M3 couldn't match the E46, which went on to win by a lap.

CSCC TIN TOPS

The Honda Integra of Nigel Ainge and former BTCC racer Mike Jordan took victory. Their strongest rival was the Peugeot 306 of David Cox, who led during the middle stages before coming home second.

FUTURE CLASSICS

Young driver Brett Evans took an unexpected Future Classics victory in his Porsche 944. Evans jumped the Lotus Esprit of Nicholas Olson at the stops and held on despite a charging Olson closing late on.

SPORTS v SALOONS

On a mixed grid of heavy Jags and crafty Caterhams, Mark Coleing took the win in his CSR. Martin Webb's BMW was best non-Caterham in fifth.

CLASSIC TRIUMPHS

Mark Campbell made another fantastic start in his TR5, taking an early lead and pulling clear to follow up his win in the Swinging Sixties encounter.



Campbell was a double winner

JAGUAR SALOON/XJS MALLORY PARK, AUGUST 28

Doyle defeats Lyddall in XJS duel at Mallory Park

PATRICK DOYLE TOOK a well deserved Jaguar win at Mallory Park's CSCC bank holiday meeting.

After taking pole, Doyle continued his competitive pace into the race and, after losing the lead to Stewart Lyddall's XJS in the early stages, Doyle saw a gap into Gerard's corner and threw his XJS 6000 straight into it to regain the initiative.

Despite claiming the lead, Doyle could not shake off his pursuer. Lyddall could carry tremendous speed into the John Cooper Esses, but Doyle remained consistent. He thus took his second win in the championship, proving himself a competitive contender to challenge

Lyddall, who took the flag less than half a second back.

"I wasn't expecting Patrick to come up the inside but I gave him the racing room and held onto it on the outside," said Lyddall. "It was a good race, and a good result."

Meanwhile, consistent driving from female racer of the pack Gail Hill meant she was right on the tail of the top runners. With good traction off the line, Hill's XJ40 sat in third and, despite the added pressure from Derek Pearce, she managed to hold him off entering the Esses.

But coming across traffic on the exit of Shaw's Hairpin left Hill off the racing line, and Pearce



Doyle won Jag race, then took second in Sports v Saloons

darted down the inside on the exit of Devil's Elbow. Hill crossed the line fourth.

"As I entered Shaw's Hairpin, I saw a backmarker, I had to go one way or the other and I just couldn't hold it," said Hill. "It was a great result and I still got the class win."

● Sophie Williamson-Stothert

RESULT (17 LAPS)

- 1 Patrick Doyle (XJS 6000);
 - 2 Stewart Lyddall (XJS 5300) +0.369;
 - 3 Derek Pearce (Mk2 3800);
 - 4 Gail Hill (XJ40 4000);
 - 5 Chris Palmer (XJS 4000);
 - 6 Peter Dorlin (Daimler Sovereign 4200).
- Class winners** Pearce; Hill; Palmer; Ian Drage (XJS 3600); Philip Woods (XJ40 4000). **Fastest lap** Doyle 55.351s (87.80mph).



Perry won despite Group 1 dramas

SWINGING SIXTIES MALLORY PARK, AUGUST 29

Campbell and Perry win

TRACTION OFF THE line allowed Mark Campbell's Triumph TR5 to jump from second to first on the first run up Kirkby Straight into Gerard's Bend in the Group 2 encounter.

Campbell was untouched for the rest of the race as he scythed through backmarkers and went on to win by over half a minute.

It was the battle for fourth that entertained in

the middle of the race, the Marcos of Ian Daniels/Ben Gough fighting nose-to-tail with Simon Lane's Chevrolet Camaro. Ultimately, Lane powered from fifth to second.

In the Group 1 event, the MG Midget of Richard Perry took an early lead from Simon Bailey's Triumph TR4, which climbed three places in the opening laps.

The speedy Mini Cooper S of Clive Tonge

and Vaughn Winter also impressed, rising to fourth at one stage.

Around half-distance, a nasty accident for Kevan Hadfield into Devil's Elbow brought the race to a halt. The top runners were once again bunched together but once the race was back underway, and after a flurry of compulsory pitstops, Perry retained his lead.

Another safety car was then called, helping the Frogeye Sprite of Tim Cairns to pressure Perry. Nevertheless, Perry held on to win after a dramatic 24 laps of racing.

● Sophie Williamson-Stothert

RESULTS GROUP 2 (43 LAPS)

- 1 Mark Campbell (Triumph TR5);
 - 2 Simon Lane (Chevrolet Camaro) +31.434s;
 - 3 Dave Boland (Lotus Seven SII 1690);
 - 4 Ian Daniels/Ben Gough (Marcos 3-Litre);
 - 5 Josh Sadler/Gideon Hudson (Lotus Seven);
 - 6 Andrew Yates/Adrian Mossop (Sunbeam Tiger).
- FL** Campbell 52.602s (92.39mph).

GROUP 1 (24 LAPS)

- 1 Richard Perry (MG Midget);
 - 2 Tim Cairns (Austin Healey Frogeye Sprite) +3.796;
 - 3 Ian Hulett (Austin Healey Sprite);
 - 4 Simon Bailey (Triumph TR4);
 - 5 Andy Vowell (Triumph Spitfire Mk3);
 - 6 Glenn Canning (NSU TT).
- FL** Perry 53.794s (90.34mph).

MODSPORTS/SUPER SALOONS MALLORY PARK, AUGUST 29

Three winners as Super Saloons return to racing

MONDAY WAS A DAY dedicated to a spectacular group, representing the return of many well-loved cars, from Vauxhall Carltons to Hillman Imps. Thanks to the CSCC, many of the iconic Modsports, Donington GT, and Super Saloons returned to the racetrack at Mallory.

Split into two groups, a fine entry had four races and provided three different winners. Pete Edwards and Joss Ronchetti took victories, while Simon Allaway's Lotus Esprit silhouette scored a double.

In the Group 1 race, 12 cars lined up on the grid. Edwards came through from fifth in his Ford

Escort Mk2 to take the win, nearly half a minute clear of ex-F1 racer Mike Wilds in the DAF V8.

Allaway took the lead of the first Group 2 race from the rolling start, slotting ahead of the Vauxhall Carlton of Peter Stevens.

Stevens kept Allaway under pressure, but despite the Lotus seemingly struggling through Shaw's hairpin the Vauxhall could not find a way by.

Piers Grange's Ford Sierra XR8 stole an early lead from Ronchetti's Talbot Sunbeam Lotus at the start of race two, but was unable to hold him off under-braking into the Esses, where Ronchetti claimed back the lead on



Allaway's Esprit took a double

the inside. Ronchetti then edged clear to win.

The final outing was a line-up of the event's top runners. Allaway edged ahead of Stevens at the start to lead, with Ronchetti close behind in third.

The power of the Carlton took Stevens away from Ronchetti, who took third despite the pressure of the 'Stars-and-Stripes' Opel Manta of David Tetley.

● Sophie Williamson-Stothert

RESULTS

RACE 1 (16 LAPS) 1 Pete Edwards (Ford Escort Mk2); 2 Mike Wilds (DAF V8) +25.548s; 3 Vince Woodman (Ford Capri V6); 4 David Tetley (Opel Manta 400); 5 Ron Harper (Triumph Spitfire); 6 Michael Bell (Ford Escort RS).

FL Edwards 55.356s (87.77mph).

RACE 2 (19 LAPS) 1 Simon Allaway (Lotus Esprit Silhouette Special); 2 Peter Stevens (Vauxhall Carlton TS) +1.117s; 3 Pete Edwards (Ford Escort Mk2); 4 Andy Gardner (Vauxhall Firenza); 5 Bell; 6 Robert

Knox (Maguire Spaceframe Stiletto). **FL Allaway 47.862s (101.54mph).**

RACE 3 (18 LAPS) 1 Joss Ronchetti (Sunbeam Talbot Lotus);

2 Piers Grange (Ford Sierra XR8) +3.384s; 3 Ron Harper (Triumph Spitfire); 4 David Tetley (Opel Manta 400); 5 David Weston (MG Midget); 6 Bill Richards (Rover Metro). FL Ronchetti 49.831s (97.52mph).

RACE 4 1 Allaway; 2 Stevens +1.618s; 3 Ronchetti; 4 Tetley; 5 Ron Harper (Spitfire); 6 Richards. FL Stevens 48.528s (100.14mph).

BRITISH HILLCLIMB GURSTON DOWN, AUGUST 27-28

Moran clinches third hillclimb title

SCOTT MORAN

regained the British Hillclimb title by winning both rounds at Gurston Down last weekend.

After his second run-off win, Scott and father Roger waited for confirmation next to their car.

Championship coordinator Tony Fletcher came to confirm the facts and to hand over the run-off winners' stickers. As Scott waited with bated breath the long-serving championship boss said:

“Scott is champion and can no longer be caught even though he will have scores to drop. He has 252 points and there are 66 points available from the last six rounds by winning and taking a hill record each time. Adding 66 to their current scores, Roger can only get to 242 with his 26-to-drop deducted. Trevor Willis can only get to 247 with his 5-to-drop deducted.”

The Moran family celebrated with the

confirmation Scott had recaptured the title he lost to Martin Groves in 2010. “Now I have that third title I want Dad to finish second,” said Moran Jr. Roger finished second in each run-off, although the high scoring may be in vain when the first dropped-score kicks in next weekend.

Although Trevor Willis dropped points to the elder Moran he did enough to keep in firing distance with an under-par sixth in the first run-off, before

improving to third in the last shoot-out. He continues to suffer some aerodynamic difficulties and has now abandoned side pods on his OMS in a quest for improvement.

Wallace Menzies continues to sit in fourth place after taking one more point than Willis with two rock-solid fourths in the run-offs, while Tom New continued the late charge that might have rewarded him with second or third had it been season-long.

His co-driver Chris Merrick confirmed that he is bringing his expected retirement forward, with

next week's Prescott event to be his last ever at this level. “I cannot divide Tom and Lee Adams in their battle for places,” he said. “This was always likely as my wife Val and I are off to Europe, in particular Portugal to survey the historic circuit racing scene with a view to participating.”

After finding new form at Shelsley Walsh last time out, nuclear physicist Alastair Crawford scored a career-best seven points at Gurston. If he continues this way in 2012 a coveted ‘number’ may finally be his. ● Eddie Walder



Moran is now a triple British Hillclimb champ

ROUND 27 1 Scott Moran (3.5 Gould-NME GR61X) 25.74s; 2 Roger Moran (3.5 Gould-NME GR61X) 26.44s; 3 Tom New (3.5 Gould-Judd GR55) 26.45s; 4 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 26.46s; 5 Chris Merrick (3.5 Gould-Judd GR55) 26.57s; 6 Trevor Willis (3.2 OMS-Powerteo) 26.63s; 7 Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 27.93s; 8 John Bradburn (3.5 Gould-Cosworth HB GR55) & Alastair Crawford (2.8 Gould-NME GR55) 27.61s; 10 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 27.81s; 11 Tony Wiltshire (2.5 Gould-Cosworth GR55) 28.04s; Rob Turnbull (3.5 Gould-Cosworth HB GR55) 28.10s. **ROUND 28 1 S Moran 25.79s; 2 R Moran 26.28s; 3 Willis 26.33s; 4 Menzies 26.38s; 5 New 26.40s; 6 Bradburn 27.04s; 7 Crawford 27.19s; 8 Tomlin 27.40s; 9 Turnbull 27.44s; 10 Merrick 27.59s; 11 Wiltshire 27.62s; 12 Adams 27.80s.**

Class winners Paul Webster (1.8 Mazda MX5) 38.25s; Tim Painter (3.6i Porsche 997) 36.41s; David Warburton (1.8 Caterham-Vauxhall) 33.19s; James White (1.4 Austin Mini Clubman) 36.42s; Geoff Twemlow (2.1t Subaru Impreza) 33.50s; **record**: Ian Chard (2.0t Toyota MR2) 33.94s; **record**: Anthony Orchard (1.4 Westfield Megabus) 31.63s; Scott Sheridan (1.0 MK-Kawasaki Indy) 34.11s; Mike Ridge (2.3 Westfield SEI) 31.13s; Gary Stevens (1.7 Mallock Mk21/24B) 32.16s; Graham Wynn (1.6 Force-Suzuki LM001) 30.73s; Nic Mann (1.7t Mannic-Beattie) 28.95s; Brodie Branch (0.6 Marengo 3) 31.72s; David Uren (1.1 Force-Suzuki HC) 30.37s; Adams 27.99s; Alex Summers (1.4s DJ-Suzuki Firehawk) 28.58s; S Moran 25.56s **BTD & record**. **POINTS 1 S Moran, 252 (champion); 2 R Moran, 202; 3 Willis, 186; 4 Menzies, 163; 5 New, 127; 6 Merrick, 112; 7 Adams, 110; 8 Will Hall, 81; 9 Bradburn, 57; 10 Eynon Price, 54.**



PORSCHE CLUB CASTLE COMBE, AUGUST 29

Sumptuous double for Porsche 911 racer Mark

MARK SUMPTER extended his lead in Class One of the Porsche Club series with a narrow double victory over Mark McAleer at Castle Combe.

The familiar Paragon Porsche 911 led every lap of the two 25-minute races, but seldom had much of a gap over his rival's 968.

Paul Follett made a strong start to the opener, gaining three places to run third at the end of the first lap in his 968. But Pete Morris – back out two weeks after he destroyed his first-choice car at Oulton Park, in the ‘spare’ 968 that is normally fielded in the Deutsche Marque series – pushed him hard, eventually pulling through on the way out of Quarry on lap six.

Up front, Sumpter and McAleer traded fastest laps, until Sumpter switched to his familiar car-preservation mode, which was still enough to see off McAleer.

Morris retained third, while Follett fended off the 993 of Rich Ellis for fourth.

Follett again blasted off the line in race two, this time making it to second – behind Sumpter – into Quarry. By contrast, Morris didn't get away at all, and was passed by the entire field before he finally found some drive.

McAleer passed Follett for second on the Farm Straight on lap four, with Follett then falling back into the clutches of the Mark Koeberle 968. Koeberle ran wide after an unsuccessful



Sumpter twice beat McAleer

attempt at Camp on lap nine of 20, but it took him just three more laps to successfully annex a first podium finish.

Ellis was fifth, but during the final two laps came under increasing threat from Morris, who had

fought through from the back of the field.

● Ian Sowman

RESULTS

RACE 1 (20 LAPS) 1 Mark Sumpter (911); 2 Mark McAleer (968) +1.073s; 3 Peter Morris (968); 4 Paul Follett (968); 5 Rich Ellis

(993); 6 Mark Koeberle (968).

Class winner Chris Dyer (944). **Fastest lap** Sumpter 1m16.544s (87.00mph).

RACE 2 (20 LAPS) 1 Sumpter; 2 McAleer +0.522s; 3 Koeberle; 4 Follett; 5 Ellis; 6 Morris.

CW Dyer. **FL** Sumpter 1m16.411s (87.16mph).



Hall clinched title with another win

CCRC FF1600 CASTLE COMBE, AUGUST 29

Hall ends Swift Cooper's 25-year wait for Ford title

ROB HALL GAVE THE Swift Cooper team its first outright Castle Combe FF1600 Championship title in 25 years with a commanding victory in the penultimate round of 2011.

Ben Norton qualified in pole position, but was ruled out of starting the race after an incident in qualifying damaged his Spectrum.

That left Nathan Ward (Swift SC95) alone on the front of the grid, but Hall sliced through from the second row on the run

through Folly for the first time. With Steven Jensen also absent after his accident at the last meeting, Hall was left with a clear run to victory in the SC10 – a result that confirmed the first title for Alan Cooper's team using a car of his design.

“It is a shame Steven and Ben weren't in the race, because it would have made winning the championship even better,” said the Herefordshire driver.

“It is fantastic to win it

because this has been the most competitive championship over the last five or six years.”

David Vivian finished second in his SC92, having passed Andrew Jones and Ward on lap two of the race.

Ward spun at the Esses on lap six, which delayed both him and Roger Orgee.

It also ruled out Jones, who narrowly missed Luke Cooper's SC92 as he rejoined the track after going off in avoidance.

That promoted Ed Moore (Ray GR11) into third place, having moved ahead of Cooper after the teenager had been hit on the head by a flying corner marker.

Former champion Moore had to use all of his experience to keep the second-year racer at bay to the flag.

● Ian Sowman

RESULTS (12 LAPS) 1 Rob Hall (Swift SC10); 2 David Vivian (Swift SC10) +8.856s; 3 Ed Moore (Ray GR11); 4 Luke Cooper (Swift SC92); 5 Nathan Ward (Swift SC95); 6 Roger Orgee (Van Diemen RF00). CW Vivian; **David Cobbold (Van Diemen RF89). FL** Hall 1m11.466s (93.19mph).

FERRARI CLASSIC & OPEN CASTLE COMBE, AUGUST 29

Combe's Ferrari feast

A MOUTHWATERING entry of Ferraris in both the Classic and Open divisions provided the vast bank holiday crowd with a great spectacle.

The pre-1990 Classic machinery was out first, with Wayne Marrs holding the early lead in his 328. However, Jamie Cartwright's higher-spec 328 had qualified on pole by more than a second, and took the lead on the run to Folly on lap three.

The Open category proved to be a Geoffrey Finlay benefit, the 458 driver winning by more than half a minute. Paul Bailey's 458 was second

for much of the race, but David Tomlin's 430 emerged ahead after a little rubbing.

● Ian Sowman

RESULTS – CLASSIC (16 LAPS)

1 Jamie Cartwright (328); 2 Wayne Marrs (328) +19.288s; 3 David Tomlin (308); 4 Nicky Paul-Barron (328); 5 Chris Butler (328); 6 Martin Hart (Mondial). CW Tomlin; **Butler; Nicholas Whittaker (308). FL** Cartwright 1m17.732s (85.67mph).

OPEN (22 LAPS) 1 Geoffrey Finlay (458);

2 David Tomlin (430) +36.259s; 3 Paul Bailey (458); 4 Mick Dwane (360); 5 Wayne Marrs (355); 6 Paul Brooks (456). CW Tomlin; **Brooks; Robert Macfarlane (360). FL** Finlay 1m09.970s (95.18mph).



Cartwright was the Ferrari Classic star



Szczerbinski took three wins for Falcon

INTERSTEPS BRANDS HATCH INDY, AUGUST 28-29

Szczerbinski nets hat-trick as Fortec team-mates fight



Jones mounts Dennis at Druids

PATRYK SZCZERBINSKI was an opportunistic InterSteps victor and came away with a clean sweep of three successes.

In a wet race one, he began by shadowing Falcon team-mate James Nutbrown in fifth, before going ahead into Druids. Alex Walker led from Jake Dennis, with Ed Jones

falling back in third.

On lap 11, Szczerbinski took the outside line through Paddock to snatch third from Jones, and as the lead duo continued their duel, he was soon on their tail too.

Into Graham Hill Bend a lap later, Szczerbinski took second and pulled off an identical manoeuvre to

take his first win. Walker and Dennis retained the other podium places.

It was close in race two, with Dennis heading Jones and Szczerbinski for 12 laps. But the Fortec duo collided at Druids, handing Szczerbinski win number two. With Jones stuck on the rear of Dennis's car Walker inherited second,

with Dennis eventually recovering to third.

Szczerbinski was in the clear from the start of race three, as James Peace held off the Fortec trio of Dennis, Walker and Jones. The lead grew decisive and Peace managed to retain his second spot, as the Fortec trio continued to fight among themselves.

● Peter Scherer

RESULTS – RACE 1 (23 LAPS)

1 Patryk Szczerbinski; 2 Alex Walker +10.031s; 3 Jake Dennis; 4 Ed Jones; 5 James Nutbrown; 6 James Peace. **FL** Szczerbinski 52.491s (82.84mph).

RACE 2 (21 LAPS) **1 Szczerbinski**; 2 Walker +1.640s; 3 Dennis; 4 Corinna Kamper; 5 Jones; 6 Sarah Moore. **FL** Jones 47.592s (91.37mph).

RACE 3 (25 LAPS) **1 Szczerbinski**; 2 Peace +5.221s; 3 Walker; 4 Jones; 5 Dennis; 6 Nutbrown. **FL** Jones 47.332s (91.87mph).

IN BRIEF



Prebble topped saloons

COMBE SALOONS

Nick Charles clinched the title at the last Combe meet, so he could afford to retire when he sensed a vibration from the driveshaft of his 'for sale' Peugeot 106. Adam Prebble dominated in his Rover 220 Turbo, smashing the lap record as he went.

COMBE SPORTS & GT

Adam's older brother Gary stormed to the front of the Sports and GT race in his Mitsubishi, but it was a short-lived lead. Simon Tilling (Radical) had been under the lap record in qualifying. He couldn't match his earlier pace – but still won by almost a minute.

TRIMARQUE

Ferrari, Morgan and Porsche were all represented at Combe, with Ginetta and Mallock threatening to make it a Pentamarque race when they joined in practice. Geoffrey Finlay took his second victory of the day as the crowd lost interest and drifted home.

MINI MIGLIAS

Kane Astin just had the edge over Endaf Owens in the first race at Brands Hatch, with Sarah Munns third after Aaron Smith pulled off with gearbox problems. Owens got revenge in race two, heading Astin from lap 11, with Dave Drew a close third throughout.

AUSTIN HEALEYS

David Smithies (3000) couldn't shake off Robin Lackford's Frogeye Sprite in the first race at Brands. Lackford finally took the lead coming out of Graham Hill Bend on lap 13 and Smithies was unable to respond. Smithies was totally dominant in race two, with Patrick Harris second after a race-long duel with Lackford.

Smithies leads



PRODUCTION TOURING CAR TROPHY BRANDS HATCH INDY, AUGUST 28-29

Two wins to Cook's Megane as McMillan's is top SEAT

JOSH COOK AND LIAM McMillan shared the Production Touring Car spoils at Brands Hatch.

Cook's Renault Megane eased ahead in the first race, after Adrian Churchill's Vauxhall Astra and Gary Duckman's SEAT Leon both ran wide at Paddock Hill.

McMillan eased into second at Graham Hill, while Maurice Hayden's Megane came out on top of a terrific scrap for third.

McMillan led race two from lap four, after Cook had a sensor problem and lost power. Duckman just held onto second after pressure from Churchill.

Churchill ousted Rob

Smith's BMW 330D to lead race three, but Cook stormed past to win. ● Peter Scherer

RESULTS – RACE 1 (16 LAPS)

1 Josh Cook (Renault Megane); 2 Liam McMillan (SEAT Leon) +8.829s; 3 Maurice Hayden (Renault Megane); 4 Adrian Churchill (Vauxhall Astra VXR); 5 Gary Duckman (SEAT Leon); 6 Thomas Carnaby (Vauxhall Astra VXR). **FL** Cook 58.412s (74.44mph).

RACE 2 (22 LAPS)

1 McMillan; 2 Duckman +0.797s; 3 Churchill; 4 Cook; 5 Rob Smith (BMW 330D); 6 Dan Malone (SEAT Leon Cupra). **FL** Cook 52.492s. **RACE 3 (18 LAPS)** **1 Cook**; 2 Churchill +3.706s; 3 McMillan; 4 Duckman; 5 Malone; 6 Ryan Bensley (Vauxhall Astra VXR). **FL** Cook 54.164s (80.28mph).



Spark heads Hunter in Mini Seven duel

MINI SE7ENS BRANDS HATCH INDY, AUGUST 28-29

Hunter gets Mini double

MAX HUNTER WAS A double Mini Seven race winner, but only with some help from red flags that gifted him a surprise win in race two.

Having ousted the fast-starting Andrew Deviny into Graham Hill Bend on the opening lap of race one, Hunter was dominant.

Paul Spark and Graeme Davis disputed third, until Spark retired and Nath Burge came through with a late charge. Burge passed Davis into Paddock and Deviny over the line to clinch second with

three laps to go.

Spark led for most of the second race, but Hunter nosed ahead at Surtees on lap 11, before Spark retook him. Red flags took the result back a lap and gave Hunter his double.

● Peter Scherer

RESULTS – RACE 1 (14 LAPS)

1 Max Hunter; 2 Nath Burge +10.342s; 3 Andrew Deviny; 4 Graeme Davis; 5 Tristen Knight; 6 Gareth Hunt. **FL** Burge 1m02.617s (69.44mph).

RACE 2 (11 LAPS)

1 Hunter; 2 Paul Spark; 3 Deviny; 4 James Coulson; 5 Hunt; 6 Damon Astin. **FL** Hunter 1m00.142s (72.30mph).



Cook chases Duckman (left) and Churchill

NATIONAL RACES & RESULTS
MGCC
DONINGTON PARK

QUICK RESULTS

→ Iconic 50s **Brian Arculus x2**
 → MG Trophy R1 **Colin Robertson**
 → MG Trophy R2 **Chris Bray**

“Gary kept me honest. We’ve enjoyed great races”

Winner Brian Arculus hails rival Gary Weston



First corner drama in MG Cockshoot Cup encounter

DONINGTON IN BRIEF



Ashton won again

MG METRO CUP

Andrew Ashton came through two safety car periods and a race stoppage to triumph in the MG Metro Cup. Ashton dominated before a red flag halted the action. At the sight of the green, Ashton was forced to defend from Tony Howe, before the safety car was again scrambled to rescue Iain Patterson from the Old Hairpin gravel trap. As time ran out, the safety car led the field towards the chequered flag.

MG COCKSHOOT CUP

Oli Neaves romped to victory in the MG Cockshoot Cup, despite fierce attentions from a persistent David Coulthard. A multi-car collision around Redgate on lap one damaged many cars and left debris across the track. After a brief safety car, the MGB of Neaves was able to hold onto his advantage ahead of Coulthard (ZR).

BCV8/MG MIDGET

Paul Sibley won the combined BCV8 and MG Midget encounter. A pole start gave the MG Midget pilot the best advantage before he took a controlled win ahead of Joe Parrington's MGB GT V8. Chris Tilly completed the podium somewhat further back in his V8.

THOROUGHBREDS

Mark Campbell was untouchable in the Thoroughbred Sports Cars race, as he powered his triumph TR5 to honours. Jeremy Knight steamed to second in his Jaguar Revival D-type, while early leader John Wilkes (D-type replica) fell foul of the chicane on the final tour to lose third. Wilkes had played a part towards the front for the majority of the race, ahead of Russell McCarthy's MGA Roadster, who finished third.



Victory to Campbell

ICONIC 50s SPORTS CARS DONINGTON PARK, AUGUST 28

Arculus tops 50s sportscar pack

BRIAN ARCULUS TOOK a double victory in the MG Car Club's inaugural Iconic 50s Sports Cars pursuit at Donington Park last weekend.

The series provided copious amounts of entertainment, as Arculus and nearest rival Gary Weston sparred profusely throughout at the front of the 20-car entry.

A familiar pattern emerged on both occasions, as polesitter Arculus found himself engulfed in a dynamic battle with Weston. Determined to upset the Lotus Elite pilot, Weston's Austin Healey Sebring Sprite harried

Arculus towards the later stages of race one, and briefly grabbed the lead.

But then Weston slipped into the Coppice gravel trap. Arculus shot by to retake the lead, while Weston recovered to second, ahead of top MG pilot Alex Quattlebaum in his Leco Sport.

Arculus again emerged victorious in the later race, despite Weston taking the initial advantage. As the duo disputed honours, Quattlebaum again secured third.

Arculus said: "Gary kept me honest throughout. We were both stronger in different areas, so we



Arculus twice beat Weston in 50s races

counteracted one another. We've enjoyed two great races."

● Leanne Fahy

RESULTS (BOTH 14 LAPS) – RACE 1

1 Brian Arculus (Lotus Elite);
 2 Gary Weston (Austin Healey Sebring Sprite) +4,549s;
 3 Alex Quattlebaum (MG Leco Sport); 4 Peter House (MG TC); 5 Tim Patchett (MG TA); 6 Howard Maguire

(MG Playford). **Class winners**

Quattlebaum; House; Nick Ashman (MG TF); Paul Wybrow (MG A).

Fastest lap Arculus 1m30.144s (79.03mph).

RACE 2 1 Arculus;

2 Weston +50.538s; 3 Quattlebaum; 4 House; 5 George Edney (MG Lester Sports); 6 Nick Wilkins (Jaguar XK 120).

CW Quattlebaum; House; Ashman; Wybrow. **FL** Weston 1m28.154s (80.82mph).



Both MG Trophy races were hard fought

MG TROPHY DONINGTON PARK, AUGUST 28

Robertson and Bray share the honours

COLIN ROBERTSON AND Chris Bray fought hard for their respective triumphs at Donington Park last Sunday, as the pair shared MG Trophy success.

As the opening adventure got underway it was Bray who hit the front from pole, but MG TF LE500 pilot Paul Luti locked onto Bray's MG ZR almost immediately. Armed with a brand new set of Dunlops, Luti soon seized an opportunity to

challenge for honours, as they battled side-by-side.

Just behind, Robertson and Graham Ross latched onto the battle.

Robertson then pounced, sweeping around the outside of Redgate to edge ahead of the Bray-Luti contest.

A brief light shower made the track greasy and caught out Paul Streather. He had worked his way into the lead battle, but his bid ended with his ZR

in the gravel.

A number of laps behind the safety car while Streather's stricken car was rescued left the field fired up for a two-lap dash to the flag. Unable to distract Robertson from an impending taste of success, Luti settled into second, while Bray completed the podium.

Bray controlled much of the later race. A front row start gave Luti the advantage into Redgate,

but it didn't last long. Unable to fend off his challengers, Luti found himself involved in a brief collision, which forced him into retirement with a broken oil cooler.

In the closing stages Bray was forced to defend from the charging Robertson and Graham Ross. As the latter two tangled around the lap, Doug Cole was able to join in too.

As the field rounded Coppice just two laps from the chequered flag, Ross's MG ZR crashed into the barriers, leaving Bray to hold off fierce advances from Robertson for victory. Cole completed the podium.

● Leanne Fahy

RESULTS – RACE 1 (13 LAPS)

1 Colin Robertson (MG ZR);
 2 Paul Luti (MG LE 500) +0.848s;
 3 Chris Bray (MG ZR); 4 Graham Ross (MG ZR); 5 Doug Cole (MG ZR); 6 Gary Wetton (MG ZR).

CW Luti; Oliver Barnard (MG ZR). **FL** Luti 1m20.629s (88.36mph).

RACE 2 (15 LAPS) 1 Bray;

2 Robertson +0.387s; 3 Cole; 4 Mark Humphrey (MG LE 500); 5 Wetton; 6 Robin Walker (ZR). **CW** Humphrey; Barnard. **FL** Robertson 1m20.868s (88.10mph).



Stephen Daly was a FLibre victor at Kirkistown

PETER BEST INSURANCE CHALLENGE DONINGTON PARK, AUGUST 28

Woodward storms to victory in MG ZS



Woodward charged hard in his MG ZS

ASHLEY WOODWARD and Dan Ludlow topped the Peter Best Insurance pack at Donington Park last Sunday, and each came away with a victory.

Woodward started on the back foot after a disappointing qualifying session left him towards the rear of the grid for both races. Regardless of his

disadvantage, the MG ZS pilot stomped through the field on both occasions.

Ludlow immediately grabbed the lead from pole and romped into the distance in race one. His MG ZR looked set to win until the looming clouds unleashed a downpour. On slick tyres, Ludlow began to struggle as he tiptoed

towards the pitlane.

Woodward inherited the lead in Ludlow's absence after a fine charge, and he continued to open out a comfortable advantage by the flag.

James Walpole's MGB secured the somewhat distant runner-up spot, half a second ahead of James Darby.

A dry track awaited for the second race, which Ludlow again started from pole. With a substantial lead built up, Ludlow's progress was again hindered, this time when the safety car bunched up the field while a stricken MGF was recovered from the Old Hairpin.

With a clear track at the restart, Ludlow soon

regained his rhythm as Woodward raced his way to second.

David Brown took his MG ZR to a solitary yet strong third place, while his earlier competition, Darby and Walpole, completed the top five.

● Leanne Fahy

RESULTS (BOTH 13 LAPS) – RACE 1

1 Ashley Woodward (MG ZS); 2 James Walpole (MGB Roadster) +10.697s; 3 James Darby (MGB GT); 4 David Brown (MG ZR); 5 Simon Tinkler (MGB GT); 6 Clive Jones (MGB GT). **CW** Walpole; Brown; John Binczyk (MG F). **FL** Dan Ludlow (MG ZR) 1m25.461s (83.36mph).

RACE 2 1 Ludlow; 2 Woodward +8.473s; 3 Brown, 4 Darby; 5 Walpole; 6 Tinkler. **CW** Brown; Darby; Binczyk. **FL** Ludlow 1m24.839s (83.97mph).



Record and win to Newsome

NORTHERN IRISH FF1600 KIRKISTOWN, AUGUST 27

McCullough takes double and FF1600 crown

IVOR McCULLOUGH only had to score one point to clinch the Northern Ireland FF1600 title and, having set a pole time under his own lap record, he actually started the first race with nothing to prove. Not that it showed.

The Van Diemen man shook off all pursuers on the opening lap and simply drove into the distance. Behind him, Jonathan McMullan, who had also been under the record in qualifying, John Ferguson and Adrian Pollock battled for the full distance to finish less than half a second apart. Ferguson's Ray was the first of the trio to cross the line, with McMullan's Mondiale and Pollock's Van Diemen

almost alongside.

Race two provided a repeat, with McCullough leading all the way while the scrapping trio resumed their dispute over second. Again Ferguson took it.

● Richard Young

RESULTS (BOTH 16 LAPS) – RACE 1

1 Ivor McCullough (Van Diemen RFO1); 2 John Ferguson (Ray GR09) +4.560s; 3 Jonathan McMullan (Mondiale M89S); 4 Adrian Pollock (Van Diemen DPO8); 5 Emmett Glynn (GR07); 6 Neville Anderson (M89S). **CW** McMullan; John Stewart (Reynard FF83); Colin Coates (Crossle 32F). **FL** McCullough 1m01.327s (88.75mph). **RACE 2 1 McCullough;** 2 Ferguson +4.916s; 3 Pollock; 4 McMullan; 5 Glynn; 6 Andrew Noble (Reynard FF89). **CW** McMullan; Stewart; Coates. **FL** McCullough 1m01.226s (88.90mph).

McCullough: both wins and the title



IRISH FORMULA VEE KIRKISTOWN, AUGUST 27

Vee victory to Newsome

KEVIN O'HARA WAS IN record-breaking form during qualifying and his 'low line' Leastone appeared to have most bases covered – until the lights went out.

A lap later he was out with a broken cylinder head stud. That left a gaggle of cars, including old rivals Ray Moore and Dan Polley, disputing the lead.

Neither made it to the finish though. Polley went off at the chicane and Moore suffered engine problems in the closing stages, eventually struggling home a lowly eighth.

Lee Newsome and fellow second row starter Ian Campbell were in the thick of the action throughout and it was Newsome who took his opportunity to win, setting a new lap record along the way.

● Richard Young

RESULTS (14 LAPS)

1 Lee Newsome (Sheane FV); 2 Ian Campbell (Sheane FV02) +1.598s; 3 Robert Casey (Sheane FV96); 4 David O'Brien (Sheane FV98); 5 Kevin Grogan (Leastone JH002); 6 Adam Macauley (Sheane FV01). **FL** Newsome 1m04.961s (83.79mph) **record.**

KIRKISTOWN IN BRIEF



Cochrane (left) and Kessie clash

HISTORIC SPORTS CARS

Jackie Cochrane's mighty Sunbeam Tiger led all the way in the first race from Alan Kessie's Clubmans Gryphon. In race two, Cochrane fluffed the start, recovered, and then suffered a clash with Kessie, who was awarded victory on countback after the red flags flew.

SALOONS/GT

Greer Wray's newly acquired Vauxhall surprised all the saloon regulars, including its owner, by snatching the lead ahead of the hitherto all-conquering BMWs of Ralph Jess and David Morrison. It didn't last though, the Vauxhall slowing with a jammed gearbox. Morrison thus took the honours, ahead of new champion Jess.

IRISH GINETTA JUNIOR

Andrew O'Brien stayed ahead of Sean Doyle in race one, the latter lowering the lap record on his way to the podium. A victory in race two over O'Brien completed a successful day for Doyle.

FORMULA LIBRE

The Daly family was out in force for both Libre races, and at one point in the first they were very dominant, with Stephen (Tatus FRenault) leading, Dan (Reynard FHolden) second, John (Lola FHolden) third, and Martin (FRenault) fourth! Stephen kept his dad at bay all the way to the flag, before Daly Sr took race two.

FORMULA SHEANE

Anton Savage never put a wheel wrong to take another victory. He might have had more opposition had Kevin Sheane and Dan Mulligan not clashed at the chicane, bringing out the safety car. Newcomer Sean Hynes eventually took second.



Mulligan retires

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18





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Naismith on way to win

BRANDS IN BRIEF

Victory to Swete



PRE-WAR TEAM CHALLENGE

Some gorgeous old machinery rarely seen at Brands appeared and none was driven more enthusiastically than the 1931 Invicta S-type of race winner Trevor Swete, who hurled his car to some alarming angles. Clive Morley's 1928 Bentley was driven with similar abandon en route to second. Christian Pedersen's little Austin 7 Special qualified fastest, but with the cat out of the bag, the handicapper reacted and Pedersen could only finish seventh.

Bailey took win in N24



AMOC INTERMARQUE

Jeremy Bailey (Aston Martin N24) took advantage of the absence of prolific winning pairing Jackie Cochrane/Jonathan Fildes to record victory. He faced tough rivals in the form of father/son duo Sean and Robert Brown (Aston Martin DB4), but the combination of newer technology and a slicker pitstop sealed things in Bailey's favour. Mike Johnson ran third much of the way.

935s dominated endurance



AMOC ENDURO

Rain as the race got underway caught out front-row man Wayne Marrs (Ferrari 360), who slammed into the barrier at the rolling start, bringing out the reds. Conditions improved for the re-run in which Porsche 935-mounted duo Richard Chamberlain and Mark Ticehurst (in John Griffiths' car) dominated. Chamberlain had the measure of Ticehurst and even slowed at the end to win by just 0.3s.

ASTON MARTIN GT4 CHALLENGE BRANDS HATCH INDY, AUGUST 27

De Zille takes solo Aston GT4 victory

ALREADY A THREE-TIME GT4 Challenge race winner this year, Dan de Zille ensured himself a place in the history books last Saturday when he became the first solo driver to take a win in the series.

The 90-minute thrash proved a fascinating contest until half-way, with British Formula Ford racer de Zille (in the Nicholas Mee Racing entry) and Richard Abra (Generation AMR) locked in combat.

Starting from pole position, de Zille led early on from Olivier Bouche, Abra, and Chris Porritt in a breakaway quartet.

Abra scythed past Bouche on lap four and closed on the race leader. It took him four more laps to wrest the lead from de Zille, finally managing it when he

spotted an Aston-sized gap down the inside at Clearways.

Abra initially opened a slight lead, but that came back down as de Zille responded to the challenge. They dropped the squabbling Bouche and Porritt, but things changed when the pitstops kicked in.

Abra stopped first, handing the initiative to de Zille. Under the watchful eye of team boss James Appleby, the erstwhile lead car was fuelled and had both nearside wheels replaced. Mark Poole replaced Abra, but disaster struck moments later.

The car skated off the road into the Druids gravel trap. Its hapless pilot reported brake failure and the black lines leading to the car's final resting place



Solo man de Zille won GT4 encounter

signalled the end of the road for Generation AMR.

The Porritt/Chris Partridge car led for a short while, but primarily because it had yet to stop. By lap 70 of 102, de Zille was a lap ahead; by the end it was two laps. "That was hard work and I was listening for noises late on," admitted de Zille.

The Vantage Racing entry, which Alan Bonner took over from Tom Black, gradually reeled in second-placed Denis Tribel (in for

Bouche) and then went clear. Loss of drive sidelined race debutant Partridge while in fourth spot.

● Dud Candler

RESULTS (102 LAPS)

1 Dan de Zille (GT4); 2 Tom Black/Alan Bonner (GT4) -2 laps; 3 Olivier Bouche/Denis Tribel (GT4); 4 Paul Bartley/Stuart Patterson (N24); 5 Andrew Peck/Christopher Kemp (GT4); 6 Desmond Smail/Julian Reddyhough (N24). **Fastest lap** Richard Abra (GT4) 50.554s (86.01mph).

AMOC PRE-'60/PRE-'66 SERIES BRANDS HATCH INDY, AUGUST 27

Naismith dominates as star battles rage behind

IT MIGHT HAVE BEEN a slim field that Nick Naismith beat, but it was one of those races where the fascination of watching unlikely rivals squabbling over the minor places grabbed the attention.

The sight of Peter Barnard and Angus Dent taking on and both eventually passing experienced AMOC racer David Reed (wife Anne did

the later stint) for fourth spot was quite wonderful, the Elva Courier-mounted duo relentlessly hassling Reed's older but bigger-engined Aston Martin DB2.

Meanwhile up front, having wrested the lead from polesitter David Garrett with a gutsy pass at Paddock, Naismith (Aston DB4) thereafter kept a stranglehold on things. A wildly tail-

sliding Naismith was a solo driver while Garrett's colleague, Peter Thornton, proved not quite as quick.

Naismith's cornering technique became ever more exaggerated and his post-race comment - "It's the only way to get that car around here" - is probably best translated as 'I was having a lot of fun even if my rear tyres weren't'.

As Naismith stroked to

victory, so the Shelby GT350-mounted duo of Jeremy Cooke and Mike Dowd (who took over after Cooke's fine opening stint on the debut of their newly acquired steed) came through for second, while Barnard relieved Thornton of the final podium spot in the latter stages.

For their entertaining efforts, Dent was rewarded with fifth and the Reeds sixth, a further lap adrift. ● Dud Candler

RESULTS (40 LAPS)

1 Nick Naismith (Aston Martin DB4); 2 Jeremy Cooke/Mike Dowd (Shelby Mustang 350GT) + 22.309s; 3 Peter Barnard (Elva Courier); 4 David Garrett/Peter Thornton (Aston Martin DB4GT); 5 Angus Dent (Elva Courier); 6 Anne & David Reed (Aston Martin DB2). **Class winners** Dowd/Cooke; Barnard; Garrett/Thornton; Dent; A & D Reed; James Wenyon/Robert Rawe (Austin-Healey 100M). **Handicap winner** Naismith. **FL** Dowd/Cooke 57.514s (75.60mph).



Reed Aston (53) fought the Elvas

SPORTS EXTRA RESULTS ROUND-UP

MALLORY PARK
CSCC, AUGUST 28-29

Looking through a time warp with Mallory Super Saloons

MAGNIFICENT SEVENS (42 LAPS)

1 Kevin Howell (Caterham R500); 2 Will Stephens (Caterham R400) +19.428s; 3 Andy Toone (Caterham 7); 4 Andrew Griffiths (Caterham Hayabusa); 5 Peter Lawrence (Caterham Superlight R); 6 Ian Wale (Caterham S7). **Fastest lap** Griffiths 48.068s (101.10mph).

DEUTSCH MARQUE (45 LAPS)

1 Martin Webb & Thomas Webb (BMW E46 3200); 2 George Mutteen (Porsche 944 S2) -1 lap; 3 Patrick Fenn (BMW M3); 4 Mark Astall (BMW Compact 323ti); 5 Barry Johnson (Porsche 944 S2); 6 Ben Eacock (BMW 325 E30). **FL** Webb 51.616s (94.15mph).

TIN TOPS (17 LAPS) 1 Nigel Ainge & Mike Jordan (Honda Integra DC5); 2 David Cox & Jerry Hampshire (Peugeot 306) +26.104s; 3 James Payne & Tony Hunter (Renault Clio); 4 Mark Livens & Robert Dyball (Honda Civic Type R); 5 Jamie Rumbelow (Peugeot 106 XSI); 6 Simon Frost & Nick Reynolds (Peugeot 205). **FL** Ainge 51.210s (94.90mph).

SPORTS CARS V SALOONS (19 LAPS)

1 Mark Coleing (Caterham CSR 260); 2 Andrew Griffiths (Caterham Hayabusa) +8.841s; 3 Martin Addison (Caterham R400); 4 Richard Green (Caterham C400); 5 Martin Webb (BMW E46); 6 Barney Pryor (Caterham C400). **FL** Coleing 48.263s (100.69mph).

CLASSIC TRIUMPH INVITATION (23 LAPS)

1 Mark Campbell (Triumph TR5); 2 Joshua Files (Triumph TR6) +4.213s; 3 Rob Cowing (Triumph TR6); 4 Christopher Edwards (Triumph TR6); 5 Mike Hughes (Triumph TR5); 6 Dave Bailey (Triumph TR4). **FL** Bailey 51.705s (93.99mph).

SPORTS CARS V SALOONS WITH JEC POWERED BY JAGUAR (7 LAPS)

1 Joss Ronchetti (Sunbeam Talbot Lotus); 2 Patrick G. Doyle (Jaguar XJS) +8.416s; 3 John Wilkes (Jaguar D Replica); 4 Paul Dolan (Triumph TR8); 5 Stuart Tranter (Rover Tomcat); 6 Clive Tonge (Mini Cooper S). **FL** Ronchetti 51.724s (93.95mph).

FUTURE CLASSICS (40 LAPS)

1 Brett Evans (Porsche 944 S2); 2 Nicholas Olson (Lotus Esprit S3) +5.289s; 3 Matt Spark (Porsche SC); 4 Luke Wos (Renault 5 Turbo); 5 Richard Johnson (Honda Civic); 6 Christina Totty (TVR 3000M). **Class winners** Johnson; Stuart Tranter (Rover Tomcat); Rupert Bullock/Geoffrey Hanson (Porsche 924); John Broadley/Jon Jeffery (Davrian Mk8). **FL** Olson 53.393s (91.02mph).



CASTLE COMBE
CCRC, AUGUST 29

CASTLE COMBE SALOONS (11 LAPS)

1 Adam Prebble (Rover 220 Turbo); 2 Tony Hutchings (Audi TT) +8.730s; 3 Mark Wyatt (Vauxhall Astra); 4 Daryl Radford (VW Bora); 5 Tony Dolley (Peugeot 206GT); 6 Adrian Slade (MG ZR). **CW** Slade; Nick Clark (Suzuki Swift). **FL** Prebble 1m16.044s (87.58mph).

MORGAN CHALLENGE (22 LAPS)

1 Keith Ahlers (+8); 2 Russell Paterson (+8) +45.048s; 3 Andy Green (+8); 4 Daniel Lee (+8); 5 Jonathan Edwards (+8); 6 Ray Higgs (+8). **CW** Green; Richard Plant (+8); Tony Rivers (Roadster); Greg Dixon-Smith (+4 Supersports); Tim Ayres

(+8); Michal Pavlik (4/4). **FL** Ahlers 1m14.310s (89.62mph). **CASTLE COMBE GT (15 LAPS)**

1 Simon Tilling (Radical SR3); 2 Guy Parr (Nemesis 02) +50.139s; 3 Norman Lackford (Radical Prosport); 4 Andrew Tidy (Radical Prosport); 5 Gary Prebble (Mitsubishi Evo); 6 Martin Phillipson (Radical SR3). **CW** Prebble; Steve Putt (Mazda RX7). **FL** Tilling 1m03.527s (104.83mph).

TRIMARQUE (17 LAPS)

1 Geoffrey Finlay (Ferrari 458 Challenge); 2 David Tomlin (Ferrari 430 Challenge) +26.343s; 3 Paul Bailey (458 C); 4 Mark McAllister (430 C); 5 Wayne Marrs (Ferrari 355 Challenge); 6 Mike Reeder (355 C). **FL** Finlay 1m09.533s (95.78mph).

BRANDS HATCH INDY
BARC, AUGUST 28-29

MINI MIGLIA (14 LAPS)

1 Kane Astin; 2 Endaf Owens +0.977s; 3 Sarah Munns; 4 Tony Le May; 5 Colin Peacock; 6 Paul Thompson. **FL** Aaron Smith 1m00.791s (71.53mph).

RACE 2 (14 LAPS)

1 Owens; 2 Astin +0.394s; 3 Dave Drew; 4 Le May; 5 Peacock; 6 Thompson. **FL** Munns 55.100s (78.92mph).

AUSTIN HEALEY CLUB (21 LAPS)

1 Robin Lackford (Frogeye Sprite); 2 David Smithies (3000) +5.955s; 3 Tom Walker (3000); 4 Patrick Harris (Sprite); 5 Neil Cameron (Arkley Sprite); 6 Paul Campfield (3000). **CW** Smithies;

Cameron. **FL** Smithies 56.268s (77.28mph).

RACE 2 (21 LAPS)

1 Smithies; 2 Harris +20.724s; 3 R Lackford; 4 Walker; 5 Brian Bedford (Sprite); 6 Adrian Ball (3000). **CW** Bedford; Harris. **FL** Smithies 57.338s (75.84mph).

CROSSLE 9S CHALLENGE (41 LAPS)

1 Mark Hobbs; 2 Garry Wilson/Ian Wilson -2 laps; 3 Clive Young; 4 Dominic Spicer/Paul Summerfield; 5 Eamonn Ledwidge; no other finishers. **FL** Andrew Todd 51.635s (84.21mph).

RACE 2 (44 LAPS)

1 Hobbs; 2 Todd -1 lap; 3 Wilson/Wilson; 4 Young; 5 Spicer/Summerfield; 6 Ledwidge. **FL** Hobbs 52.152s (83.38mph).

Russell Paterson heads the Morgan field at Castle Combe



PICS: STEVE JONES, OLIVER READ, GARY HAWKINS, ROY DEMPSTER



Hadfield rolled his Triumph TR4



Mallory Park



Castle Combe



Brands Hatch Indy



Donington Park



Kirkistown



Astin leads Mini Miglia thrash at Brands Hatch

DONINGTON PARK
MGCC, AUGUST 28

MG METRO CUP (5 LAPS)

1 Andrew Ashton (Rover Metro GTi).
2 Tony Howe (MG Metro Turbo) +1.720s;
3 James Dunkley (MG Metro Turbo);
4 Neal Gardiner (Rover Metro GTi);
5 Tom Sanderson (Rover Metro GTi);
6 Jonathan Woodcock (Rover Metro GTi).
CW Sanderson; Jonathan Agar (MG ZR).
FL Ashton 1m29.465s (79.63mph).

COCKSHOOT CUP (13 LAPS)

1 Oli Neaves (MGB Roadster); 2 David Coulthard (MG ZR) +0.677s; 3 Dan Neaves (MGB Roadster); 4 Mike Peters (MG Midget); 5 Ashley Woodward (MG ZS); 6 David Morrison (MG Midget).
CW Peters; Ian Wright (MG Midget).
FL Coulthard 1m22.707s (86.14mph).

BCV8/MIDGET CHALLENGE (15 LAPS)

1 Paul Sibley (MG Midget); 2 Joe Parrington (MGB GT V8) +4.770s;
3 Chris Tilly (MGB GT V8); 4 Graeme Adams (MG Midget); 5 Phil Walker (MGB GT V8); 6 Nigel Pratt (MG Midget).
CW Parrington; Walker; Pratt; Howard Grundon (MGB GT V8); David Pymm (MG Midget); James Wheeler (MGB Roadster).
FL Sibley 1m19.808s (89.27mph).

THOROUGHBREED SPORTS CARS (15 LAPS)

1 Mark Campbell (Triumph TR5); 2 Jeremy Knight (Jaguar Revival D-type) +6.293s; 3 Russell McCarthy (MGA Roadster); 4 Chris Edwards (Triumph TR8); 5 Rob Spencer (MGB GT V8); 6 Terry Holmes (MGB GT V8).
CW McCarthy; Peter Barnard (Elva Courier Mk1); Mark Rayment (MGB Roadster).
FL Campbell 1m21.409s (87.51mph).

KIRKISTOWN
500MRCI, AUGUST 27

HRCA HISTORIC SPORTS CARS (14 LAPS)

1 Jackie Cochrane (4.7 Sunbeam Tiger); 2 Alan Kessie (1.7 Gryphon C73) +5.153s; 3 John McCandless (2.0 Ginetta G4); 4 Bernard Foley (3.9 MGB GT); 5 Noel Collins (2.0 Ford Escort); 6 Edmond Cassidy (4.7 Sunbeam Tiger).
FL Cochrane 1m02.352s

(87.30mph). **RACE 2 (11 LAPS)** 1 Kessie; 2 Cochrane +2.101s; 3 McCandless; 4 Foley; 5 Billy Crosbie (1.6 Lotus 7) 6 Collins.
FL Cochrane 1m01.633s (88.31mph).

SALOON/GT (15 LAPS) 1 David Morrison (3.0 BMW M3); 2 Ralph Jess (3.0 BMW M3) +2.013; 3 Tony Traub (1.8 Honda Integra); 4 Stephen Traub (1.8 Honda Integra); 5 Richie O'Mahoney (2.0 Supercar) 6 Donal O'Neill (1.8 SEAT Cupra).
CW O'Mahoney.
FL T Traub 1m03.845s (85.25mph).

IRISH GINETTA JUNIORS (13 LAPS)

1 Andrew O'Brien; 2 Sean Doyle +0.997s;
3 Andrew Watson; 4 Jake Byrne; 5 James Fleming; 6 Andrew Clarke.
FL Doyle 1m11.375s (76.26mph) record.

RACE 2 (11 LAPS)

1 Doyle; 2 O'Brien +0.596s; 3 Byrne; 4 Fleming; 5 Watson; 6 Clarke.
FL O'Brien 1m11.590s (76.03mph).
FORMULA LIBRE (10 LAPS) 1 Stephen Daly (2.0 Tatuus Renault); 2 Dan Daly (3.8 Reynard Holden) +0.192s; 3 Phillip Shields (2.0 Tatuus Honda); 4 Martin Daly (2.0 Tatuus Renault); 5 Jim Larkham (1.5 Radical PRO6); 6 Stanley Watson (2.0 Van Diemen RF90).
FL D Daly 54.840s (99.25mph).

RACE 2 (12 LAPS)

1D Daly; 2 S Daly +3.091s; 3 Shields; 4 M Daly; 5 Larkham; 6 Fergus Faherty (2.0 Tatuus Renault).
FL D Daly 55.142s (98.71mph).

FORMULA SHEANE (15 LAPS)

1 Anton Savage; 2 Sean Hynes +3.138s;
3 Brian Hearty; 4 John Linnane; 5 Kevin Sheane Sr; 6 Matthew Dunne.
FL Hearty 1m01.038s (89.17mph).

BRANDS HATCH INDY
AMOC, AUGUST 27

PRE-WAR TEAM CHALLENGE (13 LAPS)

1 Trevor Swete (Invicta S Type); 2 Clive Morley (Bentley 3/4.5 Litre) +4.252s; 3 Peter Dubsy (Aston Martin 15/98); 4 Gegan Thruston (Austin 7 Special); 5 John Waterson (Lagonda Rapier); 6 Stephen Matthews (Lagonda L.G45 TT Replica).
CW Morley; Dubsy; Thruston; Christopher Scott Mackirdy (Aston Martin Le Mans).
FL Morley 1m05.770s (66.11mph).
Team Challenge Swete/Waterson/Mathews.

AMOC INTERMARQUE (47 LAPS)

1 Jeremy Bailey (Aston Martin N24).

Dan Daly was part of the family success at Kirkistown



2 Robert & Sean Brown (Aston Martin DB4 Lightweight) +23.417s; 3 Mike Johnson (Porsche 911SC); 4 Wayne Marrs (Ferrari F355C); 5 Tim Mogridge (Ferrari F355C); 6 Robert Hollyman (Porsche 964).
CW R & S Brown; Johnson; Marrs; Hollyman; Nicholas King/Tony Worthington (Aston Martin DB4 Lightweight); Tristan Bradfield (Sunbeam Tiger); Dave West/Reddyhough (Aston Martin N24); Clive & Paul Hipwell (Aston Martin DBS V8).
FL Steven Byrne/Spencer Marsh (Aston Martin N24) 53.779s (80.86mph).

AMOC ENDURO (33 LAPS)

1 Richard Chamberlain (Porsche 935); 2 Mark Ticehurst (Porsche 935) +0.307s; 3 R & S Brown (Ford Escort Mk 1); 4 Richard Taffinder/Timothy Eakin (Aston Martin N24); 5 Small/Reddyhough; 6 King/Worthington.
CW R&S Brown.
FL Chamberlain 50.012s (86.95mph).



Morley (28) finished second in AMOC Pre-War Challenge

FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



Is it time to get dad back on the payroll?

Does Lewis need a guiding hand?

Lewis Hamilton seems to have lost his way – too often a brilliant win followed by the ‘red mist’ at the next race.

His current management are, no doubt, ensuring Lewis will have a comfortable retirement. But a guiding hand seems to be missing. Anthony Hamilton nurtured his son’s ambitions all the way to the world championship. But the maturity, which should have come from this, appears lacking.

Anthony looks to be doing a good job with Paul di Resta, who reminds me of a young Jackie Stewart. Is it time for Lewis to consider a rapprochement?

Martin Crass, Ascot

EDITORIAL CONTACT mail@autosport.com

Jenson Button’s performance in Belgium was nothing short of supreme.

I think Button is now driving better than ever. He has a special ability to manage his race from start to finish, and he even seems to stay out of trouble most of the time (unlike his team-mate).

It’s now down to McLaren to give Button a championship-winning car next season, so that we may see him as world champion once again while he is still in his prime.

Gemma Coventry
Bracknell

Once again we have seen Lewis Hamilton throw away a great result with an impatient move.

Time and time again he has put himself into a risky position, where with just a little more thought he would still be on the track. To finish first, first you must finish...

We repeatedly hear Lewis state he needs a team that will give him a winning car; equally, McLaren needs a driver who can consistently deliver results.

Marc Donaldson
By email

I think it was the correct decision by Renault to get rid of Nick Heidfeld now.

In truth, Heidfeld has not looked overly convincing since he started struggling for qualifying pace in 2008. There’s nothing at stake for the team, so there’s no reason not to give Bruno Senna a chance.

By choosing Senna and not Romain Grosjean, it allows Grosjean the chance to finally win the GP2 title, before he gets a proper opportunity next season.

Matt Larner
Solihull

Kimi Raikkonen was probably the most appalling value-for-money world champion ever.

He was vastly overpaid, charisma-less and couldn’t develop a Formula 1 car.

I hope Charles Bradley never has his wish come true to see him back in F1 (August 25), so none of us will be subjected to those monosyllabic, monotone interviews again.

It was a blessing for us all when he left and it depresses me to think he can have that high an opinion of himself to think we want him back.

Geoff Cook
By email

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TOP FIVE ON OUR WEBSITE

1. VIDEO: TOM CRUISE TESTS RED BULL
2. SENNA REPLACES HEIDFELD AT RENAULT
3. HEIDFELD’S RENAULT FUTURE IN DOUBT
4. MALDONADO PENALISED OVER CLASH
5. FERRARI WORKING FLAT-OUT ON 2012 CAR

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TOP STORY ONLINE

WHY IT’S WAR BETWEEN THE TWO SEBS

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WIN!



ROAD ANGEL VANTAGE

This week’s star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

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

CARRERA SLOT CARS

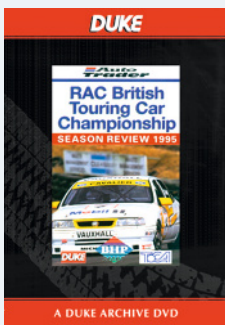
£29.99 each (hobbyco.net)

Carrera's latest slot-car weaponry includes two mighty Can-Am racers and a touring-car legend.

Yes, the German manufacturer has once again got hard-core 'finger racers' chomping at the bit with its new miniature monsters.

The 1200bhp Porsche 917-30 comes in Bosch livery, as campaigned by Milt Minter, while the rival McLaren M20 wears Scooter Patrick's 1974 livery. The more manageable Ford Capri RS3100 celebrates European Touring Car fever from the same period.

The cars are 1:32-scale and can be raced on non-Carrera circuits.



1995 BTCC HIGHLIGHTS DVD FROM DUKE ARCHIVE

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With three hours of panel-bashing from a golden age of BTCC racing, this is a real feast for those who miss Super Touring and its big-budget, hi-tech show.

It's an Alfa, BMW, Ford, Honda, Peugeot, Renault, Vauxhall and Volvo fest – and a second title for canny Scot John Cleland.



'GOLD TOP - THE JOHN LUND STORY' BOOK

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Multiple world stockcar champion John Lund may not be a global motorsport superstar, but his success in the cut-and-thrust of his chosen discipline means his legendary status is beyond reproach.

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Spark's 1:18-scale Audi R15 TDI model is a fantastic replica of the car driven to victory in last year's Le Mans 24 Hours by of Timo Bernhard, Romain Dumas, Mike Rockenfeller. The detail on the car that set a new distance record in the French endurance classic is epic – which it would need to be at this price...

HOT ON THE WEB THIS WEEK

YOUTUBE: SLOVAKIAN SPORTSCAR GOES SKYWARD



SEARCH FOR: Dick_flight_horizont2011.wmv (1:25)

We're on board at the Slovakia Ring with an unknown GT racer, putting his steed through its paces. Pay attention at about the minute mark, when our intrepid friend suffers a chronic downforce problem.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



The short-but-sweet Knockhill hosts BTCC

KNOCKHILL

TOCA

September 3-4

Admission £15 Saturday, £30 Sunday,

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Tel: 01383 723337

Dynamics Honda's Matt Neal has a broken hand, but still hopes to continue his title quest at the home of Scottish motorsport this weekend. Arch rival

Jason Plato will be going all-out for pole in an effort to catch the turbo-engined drivers ahead of him in the title race. Meanwhile, Motorbase's Mat Jackson leads the way in his turbocharged Ford Focus, thanks to his handy habit of winning reversed-grid races. Support comes from Porsche Carrera Cup GB, Ginetta GT Supercup, Ginetta Juniors, Scottish Mini Cooper Cup, and the Scottish Classic Sports and Saloons.

BRANDS HATCH

DTM/BRSCC

September 2-4

Admission £10 Friday, £15 Saturday,

£30 Sunday, £35 weekend

Tel: 01474 872331

The DTM makes its annual voyage to Britain this weekend, so this is your chance to see a group of ace tin-toppers in hi-tech machines.

ROCKINGHAM

British F3/GT

September 3-4

Admission £10 Saturday, £21 Sunday,

£21 weekend (advance)

Tel: 01536 500500

British Formula 3, British GT, VW Racing Cup, Ginetta Challenge and Caterham R300 Superlights.

DONINGTON PARK

Masters

September 3-4

Admission £14

Tel: 01332 810048

GP Masters, 70s Celebration, Proto 70s, Gentlemen Drivers, Sports Racing Masters, Pre-66 Touring Cars, World Sportscar Masters, and FF1600.

PEMBREY

VSCC

September 3-4

Admission £10 Saturday (Sprint)

£12 Sunday (race meeting)

Tel: 01554 891387

CADWELL PARK

BARC

September 3

Admission £13

Tel: 01507 343248

OULTON PARK

BRSCC

September 3

Admission £13

Tel: 01829 760301

THRUXTON

BARC

September 3

Admission £12

Tel: 01264 882211

PRESCOTT

BHC

September 3-4

Admission £12 Saturday, £15 Sunday

Tel: 01264 673136



INDYCAR SERIES

Rd 15/18

Baltimore, USA

September 4

indyracing.com

IndyCar heads off to Maryland for round 15

AMERICAN LE MANS SERIES

Rd 7/9

Baltimore, USA

September 4

americanlemans.com

INDY LIGHTS

Rd 12/14

Baltimore, USA

September 4

indycar.com/roadtoindy

WORLD TOURING CARS

Rd 9/12

Valencia, Spain

September 4

fiawtcc.com

AUTO GP

Rd 6/7

Valencia, Spain

September 3-4

autogp.org

FORMULA NIPPON

Rd 5/7

Suzuka, Japan

September 4

f-nippon.co.jp

FIA GT1

Rd 8/10

Ordos, China

September 3-4

gt1world.com

NASCAR SPRINT CUP

Rd 25/36

Atlanta, USA

September 4

nascar.com

NASCAR NATIONWIDE SERIES

Rd 26/34

Atlanta, USA

September 3

nationwide.nascar.com

ITALIAN F3

Rd 5/8

Adria, Italy

September 4

acisportitalia.it/F3

JAPANESE F3

Rd 6/7

Suzuka, Japan

September 3-4

j-formula3.com

Television

FRIDAY SEPTEMBER 2

1105-1310 [Motors TV](#)
Formula 2: Red Bull Ring
1340-1545 [Motors TV](#)
V8 Supercars: Queensland

SATURDAY SEPTEMBER 3

0700-0730 [Channel 4](#)
British Rallycross: Lydden
0730-0800 [Channel 4](#)
The Grid
0730-0800 [Eurosport](#)
WTCC: Inside WTCC
0900-1000 [ITV4](#)
Motorsport UK
0910-1110, 2305-0115 [Motors TV](#)
V8 Supercars: Queensland
1450-1625 [Motors TV](#)
GP3: Spa
1655-1750 [Motors TV LIVE](#)
VW Scirocco R-Cup: Brands Hatch
1750-1825 [Motors TV](#)
Porsche Supercup: Spa
2215-2245 [Eurosport 2](#)
WTCC: Valencia qualifying
2330-0100 [ESPN](#)
FIA GT1: Ordos qualifying

SUNDAY SEPTEMBER 4

0115-0315 [Motors TV](#)
Blancpain Endurance Series
0315-0410 [Motors TV](#)
Formula Renault Eurocup: Silverstone
0410-0530, 2305-0040 [Motors TV](#)
GP3: Spa
0530-0600, 1925-2000 [Motors TV](#)
Porsche Supercup: Spa

0730-0800 [Eurosport](#)
WTCC: Valencia qualifying
0800-0830 [Eurosport LIVE](#)
WTCC: Valencia warm-up
0800-0930 [ESPN LIVE](#)
FIA GT1: Ordos
0800-0900, 1600-1700 [Bloomberg](#)
WRC Greatest Drivers: Colin McRae
0900-1000, 1700-1800 [Bloomberg](#)
WRC Champs: Sebastien Loeb
0900-1005 [Motors TV LIVE](#)
Ferrari Challenge: Spielberg race one
1100-1800 [ITV4 LIVE](#)
BTCC: Knockhill
1245-1345 [ESPN](#)
WRC: Rally World
1300-1400 [Motors TV LIVE](#)
Ferrari Challenge: Spielberg race two
1315-1345 [Eurosport](#)
WTCC: Valencia race one
1345-1445 [Eurosport LIVE](#)
WTCC: Valencia race two
1345-1530 [ESPN LIVE](#)
DTM: Brands Hatch
1600-1835 [Motors TV](#)
ALMS: Baltimore
1800-1900 [Bloomberg](#)
WRC Champs: Carlos Sainz
1930-2200 [Sky Sports 4 LIVE](#)
IndyCar: Baltimore
2300-0330 [Premier Sports LIVE](#)
NASCAR: Atlanta

MONDAY SEPTEMBER 5

0130-0330, 1100-1300 [Sky Sports 4](#)
IndyCar: Baltimore highlights
1900-2000 [Sky Sports 4](#)
NASCAR: Atlanta highlights

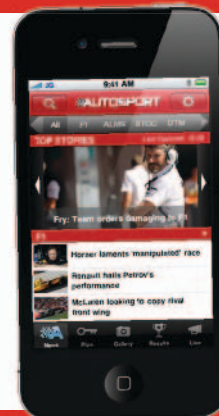
Online

AUTOSPORT.COM

Coming up on the web this week

MOTOGP AT MISANO

Casey Stoner took a major step towards a second MotoGP crown with his Indianapolis win, and he can further close things off at Misano this weekend if he can make it four victories in a row. AUTOSPORT.com has full coverage, plus DTM from Brands Hatch, BTCC from Knockhill and IndyCar from Baltimore. Plus find out what former GP2 champ Giorgio Pantano made of his IndyCar return at Sears Point.



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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



In case you missed it, here's that start just one more time

SPA-FRANCORCHAMPS – one of the world's greatest pieces of racing real estate – simply isn't done justice by television. The majesty of its swoops and curves have to be experienced first-hand; 2D simply doesn't cut it.

Having said that, the advantages of watching the Belgian weekend on telly meant a) I didn't get soaked, b) I didn't have to queue for hours and then get soaked and c) I wasn't in Belgium.

While the grand prix was the main attraction, the Sideshow Bob to its Simpsons was the support races. And what Eurosport gave us on one

hand, with its live coverage throughout Sunday, with the other it took away with shocking inattention to detail. For example, it showed highlights of Saturday's GP3 race on Sunday morning that over-ran the start of Sunday's live second race.

"No worries," thinks whoever is pushing the buttons ever does think), "we'll simply show the start we missed on a split screen – they'll never show a replay of the start." This despite the fact they *always* do.

We were then treated to the majesty of a replay of the start on the left

side of our screens, and – within moments – a replay of the start on the right, but with a slight delay. "This is hurting my head!" cried commentator Martin Haven.

From the ridiculous to the sublime: Niki Lauda's BBC F1 punditry came after the grand prix was short but superb, saying what everyone else was thinking. "Lewis Hamilton is so good, why does he make stupid mistakes?" and "The drivers' championship is certainly

all over, it's just a question of when." In two minutes he'd summed up what Eddie Jordan had spent the best part of an hour trying to say.

In fact, the post-race show was so long that the post-race forum was virtually surplus to requirements – until Ted Kravitz cornered Adrian Newey (and a wasp). If Eurosport had been in charge, presumably it would have started before the last show had finished. *Revved Up*

"We were treated to the majesty of a replay of the start on the left side of the screen, and then one on the right"

THE WEEK IN PICTURES

Our lensmen pounding the beat from California to Manchester

WANNABE PILOT THEOBALD GETS IN SOME UNWELCOME PRACTICE

F2 racer Johannes Theobald, who's training to fly with Lufthansa, rolls out of the first race at Spielberg, giving Rene Binder (25) a scare along the way



BUTTON TEARS UP THE STREETS OF MANCHESTER

Fresh from his heroic podium finish at Spa, Jenson Button thrilled big crowds 'oop north' on Bank Holiday Monday



GANASSI BOYS ON TARGET WITH TEAM MASCOT

IndyCar stars Dario Franchitti and Scott Dixon take a walk with Target Chip Ganassi dog 'Bullseye' at Sears Point last weekend

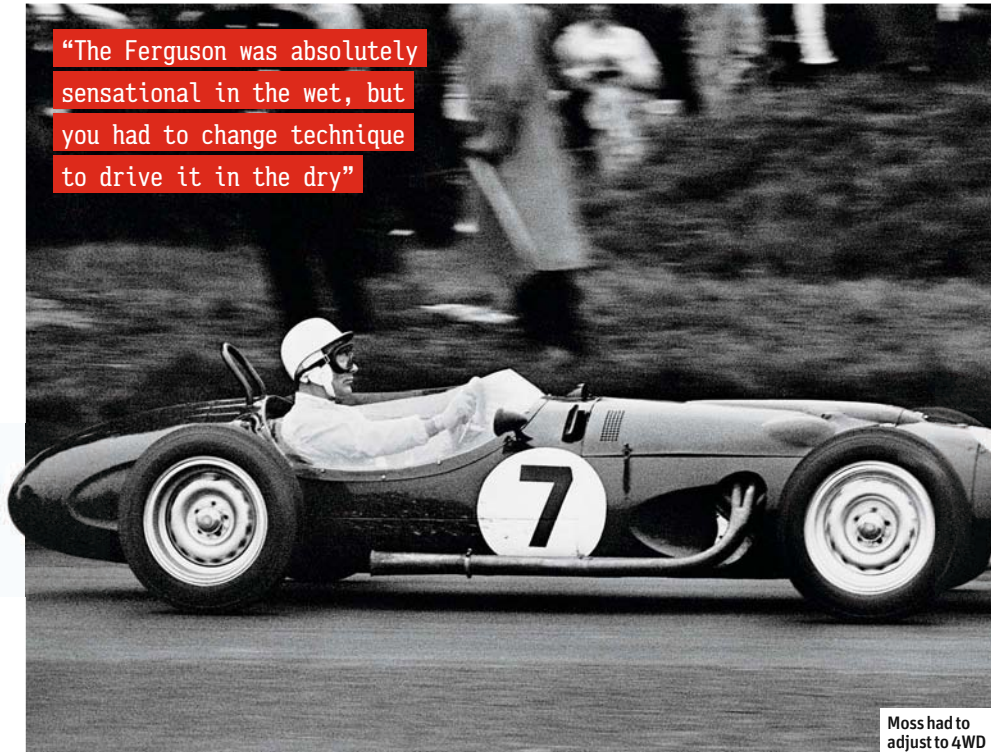


THE WHEELS (AND GEARBOX) COME OFF LEIMER'S WEEKEND AT SPA

GP2 racer Fabio Leimer was lucky to escape injury in the sprint race when he destroyed his Rapax machine at Eau Rouge

FROM THE ARCHIVE

Stirling Moss wins the 1961 Oulton Park Gold Cup with four-wheel drive



“The Ferguson was absolutely sensational in the wet, but you had to change technique to drive it in the dry”

Moss had to adjust to 4WD

THE OULTON PARK GOLD CUP EXTRAVAGANZA LAST weekend pitted a fabulous assortment of exotica against each other around the famous Cheshire track.

These days the annual event, now under the slick control of the Historic Sports Car Club, attracts the best historic racers in many original and iconic machines, but in its heyday it was a highly prized international meeting, with contemporary top names filling entry lists.

And 50 years ago this month, the 1961 Gold Cup for the nimble 1.5-litre-formula grand prix machines was no exception.

Hordes of Coopers, Lotuses and BRMs filled the grid, with one noticeable interloper – the four-wheel-drive Ferguson P99 driven by Stirling Moss.

Moss qualified the unique machine second, two tenths shy of Bruce McLaren’s polesitting Cooper and ahead of fellow front-row starters Graham Hill (BRM) and Jim Clark (Lotus) – both of whom had yet to score their breakthrough world championship GP wins.

A slow start from Moss allowed Clark – chased by Hill and McLaren – to scamper off into the lead. It wasn’t long before Moss got the ‘Fergie’ behaving to his liking. Hot on the heels of Hill, who’d deposed Clark from the lead on lap four, Moss soon relieved his fellow Englishman of top spot.

From there, a typically virtuoso performance from Moss allowed him to pull away and win the 60-lap race, from Jack Brabham’s Cooper, by three-quarters of a minute.

Reflecting on the total-traction racer’s big win half a century later, Moss’s fondness for the P99 is restricted to memories of driving it in the wet, ironic when you consider that earlier rain that September Saturday had receded by the time of the main event.

“The Ferguson was absolutely sensational in the wet,” Moss says. “I can’t tell you how good it was. I remember at a wet Aintree once, I’d taken it over from Jack Fairman and I went past Phil Hill at the long right-hander there while waving at him!

“In the dry, the problem with it – and the reason why it didn’t win many races – was that you had to change your technique to drive it.

“In a normal single-seater you point at the corner knowing what it’s going to do and make adjustments with the power and the steering depending on whether it was understeering or oversteering.

“With the Ferguson, you tended to go where you pointed it, so it was a different technique entirely. It was a bit like having to change your style from how you’d drive on a circuit to how you’d drive in a road race like the Mille Miglia.”

THIS WEEK IN...



SEPTEMBER 4, 1980

NELSON PIQUET CLOSED IN ON championship leader Alan Jones by winning the Dutch Grand Prix at Zandvoort for Brabham.

Points leader Jones led on the opening lap, but rode a kerb up the Hunzerug hill next time round, which damaged the underneath of his Williams and lost him three laps in the pits. The Aussie’s failure to score left him with a paltry two-point lead over Piquet with three rounds remaining.

We also published a special interview with reigning European F3 champion Alain Prost, who was impressing in his first season of GP racing with McLaren.

“The standard of driving is as I imagined, nobody seems bothered to keep within the safety margins,” explained the Frenchman. “The most ‘spectacular’ [drivers] to me are Rosberg, Villeneuve and Lammers. I would say Jones has a flowing style, like Pironi, Laffite, Jabouille and Arnoux.”



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PEDRO LAMY

■ German F3 ■ Hockenheim, October 11, 1992 ■ Reynard-Opel 923 ■ Taking the title with a win



F3 rookie Lamy (8) had to fight hard for victory

I HAD A LOT OF SUCCESS

in Formula Ford in 1989, and in those days it was possible to put some sponsors together to make the move out of Portugal. Suddenly I had a project, and I raced in the Opel Lotus Euroseries for two years with the Morini family's Draco Racing team.

In the second year, 1991, I won the championship. Because there were many races supporting F1 it was possible to get contact with a lot of people. Domingos Piedade, who is Portuguese, helped me out. He knew a lot of people and had contacts with Mercedes and Willi Weber [Michael Schumacher's manager]. Willi invited me to join his WTS Motorsport Formula 3 team, who Schumacher had won the 1990 German title with, for '92.

I'd had this dream to go to British F3, because in my first year with Draco I'd been team-mates with Rubens Barrichello when he won the Opel Lotus title, and we'd stuck around together a lot. He'd gone on to win British F3 and that's what I wanted to do, but the opportunity I had was for Germany, and it turned out to be great for my career.

I had some strong rivals – Sascha

"We were running small wings and were always overtaking each other at the end of the straights, touching wheels and very crazy stuff for the first few laps"

Maassen, Jorg Muller, Michael Krumm – but my biggest fight was with Marco Werner. And on the final weekend of the season at Hockenheim it was a huge fight!

It was the old Hockenheim with really long straights – we were running small wings and were always overtaking each other at

the end of the straights, touching wheels and very crazy stuff for the first few laps. Eventually we had a collision and Marco dropped out – I had damage as well but I still won the race. I was champion, and that was the biggest moment of my career. Then I went out and won the second race as well.

IN PROFILE



PEDRO LAMY'S JUNIOR career was unstoppable: champion in Portuguese FF1600 (1989), Opel Lotus Euroseries ('91) and German F3 ('92), before being a title contender in his rookie F3000 season. His nascent F1 career with Lotus was interrupted by a testing crash at Silverstone. He returned to F1 with Minardi but soon switched to touring cars and sportscars. Since then he has been a multiple champion and jointly holds the record for Nurburgring 24 Hours wins.

I was a rookie in F3, and after two years in Opel Lotus it really felt like a proper car. So winning the championship at the first attempt was pretty special.

There were other great races. When I became Portuguese karting champion, I was in pain after cutting my finger working on the kart and came back from hospital to win the title! There's the Marlboro Masters of F3, where I had a wishbone break but won the race. There's F3000 at Pau – a very special place and I led all the way with a one-year-old car.

And my Nurburgring 24 Hours wins of 2005 and 2010 with BMW; '10 was crazy, because there were problems and so much emotion when we won. But the best was in F3 at Hockenheim. ❏

Pedro Lamy was talking to Marcus Simmons



NEXT WEEK
Marcus GRONHOLM



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