



"...He's shown us he's got the talent to do very well in the future".

24/10/06: Moyers disappointed as luck is out

Michael Moyers was left cursing his luck after racing a Caterham Superlight at the weekend.

Moyers was competing as a one-off drive for British and European Champions Hyperion Motorsport at Brands Hatch during the Formula Ford Festival. However, Moyers delight at the opportunity didn't last long as light drizzle quickly turned to a downpour after just a few laps of the 9am qualifying session.

Having had just two short testing sessions in a Superlight, Moyers showed real promise despite the conditions dropping his lap-time from a 1 minute 3 seconds, to 1 minute 1 on the next lap and 59.3 seconds on the next. The Silverstone-based youngster had the main contenders in his sights until clipping the white line coming into Paddock Hill Bend at the start of qualifying lap 10. The car began to spin, but Moyers didn't have enough momentum to carry him through the deep gravel – meaning his session was over and he'd have to settle for a disappointing 11th of 16 on the grid. Afterwards Michael reflected that he "should have realised that the rain was going to set in and tried to set a hot lap earlier on. I was trying to ease myself in and to find out how the car handled in the wet - having had only 25 minutes on Wednesday when it was a bit greasy, but nothing like this."

Starting from 11th on the grid for Race 1, Michael lost two places off the line, yet by the 3rd corner - at Graham Hill bend, Moyers was back up to 11th and by lap seven had overtaken his Hyperion teammate Bill Addison but the battle continued with another team-mate Andrew Beaumont who moved up into 11th behind him. Team Principal Steve Hindle had warned Michael before the race that in Caterham's it's "all too easy to get caught up in your own battle at the expense of the race" and his words were prophetic as the field quickly became strung out around the Indy circuit. Moyers responded well though, and was posting faster lap after faster lap in difficult conditions. The torrential rain at the start had given way to drizzle and bright sunshine and the combination of spray and sunlight made visibility minimal. By lap 16, however, Moyers was posting his best lap-time of the race at 58.292 and by lap 21 he was passing the first of the backmarkers. However, in Lap 30 Moyers was lapped by the three race leaders. Michael finished Race 1 in P10 – a one position improvement on the grid for Race 2 – but he was still disappointed. They'd

gambled on the weather clearing and were one of the few cars in the race that had gone in with a dry set-up, meaning that Michael just couldn't get the same traction coming out of the corners as his rivals – something which was costing him a couple of seconds a lap.

Race 2 and the grey clouds started to clear as the race was about to begin. This time Moyers, starting in 10th on the grid, got a flyer off the line and was into 8th by the first corner. The start of the second lap and Moyers moved up another place to 7th – again going down the inside at Paddock Hill Bend. He had P6 in his sights as he went down into the dip but it wasn't to be and he took a slight diversion to the outside of the track – costing him two places, dropping him back to 9th. Lap 6 was a 52.872 and Lap 7 a 52.582 – highlighting just how much quicker Moyers was in the dry: but problems were already becoming apparent. Unknown to the spectators, the incident on the second lap had sent gravel under the car, breaking the auxiliary belt and the water pump - and by Lap 4 the engine temperature gauges were off the scale. Moyers battled on bravely and was rewarded at the end of Lap 8 when Rachel Green – driving right on the edge out of Clark Curve – clipped the line and spun, dropping her back to 12th and in the process moving Michael back up to 8th. Lap 10 was Moyers' fastest – a 52.233 but Green was back on the charge and went past Moyers at Surtees on Lap 14. By Lap 18, the damage was taking its toll on the car's pace and Patrick Gormley overtook Michael on the inside coming along the Brabham Straight towards Paddock Hill Bend and managed to hold the line through the corner to take 9th position. Lap 21 and Moyers was into the pits and out of the car as the engine overheating was costing over two seconds a lap and he acknowledged that the game, unfortunately, was up.

After the race Moyers said that he'd "gone on as long as I could but the engine temperature had been soaring since early in the race and the car was getting slower and slower as a result." Moyers was obviously disappointed with what had been an unfortunate series of events but Hyperion's Steve Hindle was more philosophical, saying "these things happen in motorsport. What really counts is that we've enjoyed working with Michael over the past few days and we hope that he's enjoyed working with us – hopefully this will be the start of something big for both of us. He's shown us he's got the talent to do very well in the future".