



Moyers back out at Knockhill

Michael Moyers competed at his second successive race meeting in the last ever Formula BMW UK Championship rounds at Knockhill.

Moyers followed up his appearance at Brands Hatch a fortnight earlier by making the trip up to Scotland with his BSD Hyperion team in the last outing of the series before it merges with its German equivalent in 2008 to become Formula BMW Europe. Silverstone-based Moyers, 22, had another rollercoaster weekend; showing his talent with some breathtaking race-craft before mistakes cost him several places in each of Sunday's two races.

Having been running as high as 8th in Friday's practice, Michael started to slowly drop down the timesheets as fellow competitors began running on new tyres. He eventually finished his day prematurely as he spun out at Seat Curves while pushing hard towards the end of the second session. Saturday's qualifying sessions were again something of a mixed bag; Michael found 7 tenths of a second around the 1.27 mile circuit running on new rubber, eventually qualifying in P13 for Race One with a time of 51.9 seconds. After the session Michael was still upbeat, saying: "it's frustrating, we've made a huge step forward this morning and have made up a big chunk of time, but I'm only a tenth off P8 and less than four tenths from Josef Kral in fifth. I know there's more to come from the car and I know there's more to come from me; I just need to find that extra little bit in the second session and who knows where I could find myself on the grid for the second race."

Unfortunately it wasn't to be, as an incorrect set-up adjustment cost Michael time at the start of the second qualifying session and having stopped in for running repairs, he was fighting against the clock in order to post a time that met his ambitions for the weekend.

Michael Moyers

As is so often the case in these situations, while pushing hard to get back up with the pace, Moyers made a small mistake and spun into the gravel, destroying his starter motor in the process. Towed back to the pits with almost ten valuable minutes of the session remaining, he could only watch as a succession of the drivers behind him in the timings posted faster laps, leaving him in 19th position of twenty cars on the grid for Race Two.

A sunny Sunday in Fife greeted spectators as they arrived for what promised to be a spectacular day of motorsport. However, the events on-track weren't quite so sunny as a power failure at the circuit meant the Formula BMW Race One had to be started with the dropping of a flag. Given the gradient of the slope down the start/finish straight, this meant that all of the drivers further back than the front four or five rows had to rely on reacting to the sight of the cars ahead of them moving to know when the race had started. Not only that, but following the parade lap, Kimi Sato and Anthony Comas, in the two rows in front of Michael on the grid, both overshot their gridslots and were actually reversing when the flag was dropped to start the race. Faced with two reversing cars directly in front of him and a stream of accelerating cars to his side, Moyers was boxed in with nowhere to go and ended up dropping back to nineteenth place off the line; the most disastrous start possible.

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However, this really fired Michael up and gave him the perfect opportunity to showcase his exceptional talent as he began to carve his way through the field. Within ten laps, his fine exhibition of race-craft meant that he had moved up to P11 – a remarkable feat in the circumstances. What followed was a spectacular duel with Oliver Webb ahead of him, with both drivers showing great pace and skill, but the Carlin driver held position under huge pressure. On the final lap,

Moyers knew his chance of a first top-ten finish in just his third outing of the season was a possibility and pushed hard, but a slight error meant a wide exit from a corner, causing him to touch the wet grass, sending him into a spin and dropping him three places to a P14 finish, behind Valle Makela and Henry Surtees in twelfth and thirteenth respectively.

After the race, Moyers said: "I couldn't believe the start of the race, I thought there had to be a restart. Not only could I not see the flag, but there were cars actually still reversing on the grid and I just had nowhere to go. I was really pleased with the way I raced, but I'm gutted that I made an error on the last lap and that it cost me finish I wanted. I don't think the results sheets go even close to illustrating the true nature of my race."

Race Two was always going to be difficult, with Michael starting from the back row of the grid, but again he wasted no time in demonstrating his ability and quickly began passing the drivers in front of him and moving up through the field to twelfth position. From here he had to contend with strong pressure from both Fortec's Daniel McKenzie and Team Loctite's Australian driver Sam Abay, but with the likes of Adrian Quaife-Hobbs, Matt Bell and Comas in his sights ahead, Moyers was more than up to the challenge. That was until four corners from the end of the race, when again his own error at John R Weir Chicane sent him bouncing across the gravel trap, dropping him down to 15th.

Michael Moyers

After the race, Michael was philosophical: "it was disappointing that the final standings for the two races weren't a true reflection of my performance, but sometimes, that's racing. I have to admit that I made mistakes towards the end of each race and they cost me big-time today. On the plus side, I came to Knockhill in order to qualify for the World Finals in Valencia and I've done that. While that was our primary objective for the weekend, I didn't want to just be here making up the numbers and I feel that with the way I raced and the places I made, I hope I put on a good show. Once again I'd like to thank my sponsors BSD, Westhall Estates and Casini for the support they've given me this year. I'd also like to thank Steve Hindle and the Hyperion team for all their hard work in giving me a car that has allowed me to go some way to showing just how competitive I could be in this championship with a bit more seat time. I truly believe that I really am just a whisker away from the pace."

Michael is now hoping to compete in the Walter Hayes Trophy at Silverstone before heading out to the Formula BMW World Finals in Valencia in November.

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