

**F1 TITLE
DECIDER**
ABU DHABI
GP PREVIEW



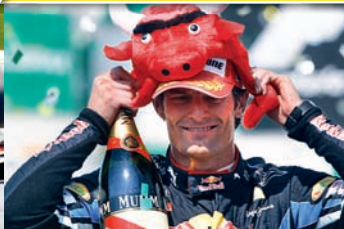
ALONSO

On the brink of third title



WEBBER

Team has to get behind him



VETTEL

All-out for personal glory



HAMILTON

Needs a miracle...



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→ **BRAZILIAN GP ANALYSIS**

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MEGA VETTEL BEATS WEBBER

But Alonso is the real winner

No team orders at Red Bull
delivers the constructors' title

...But will
it cost them
the drivers'
crown?

FULL REPORT P36



PLUS

RALLY GB PREVIEW

Can anyone beat Loeb this weekend?



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

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Mark
Webber

Sebastian
Vettel

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POLE POSITION

It's Mansell, Piquet, Prost all over again



I CAN REMEMBER it as if it was yesterday. Waking up in the middle of the night and joining my dad downstairs to watch the thrilling climax to the season.

It was 1986 and Nigel Mansell needed only a third place in the Australian Grand Prix to defeat Alain Prost and Nelson Piquet to win his first world championship. It was the most dramatic and tense race I'd ever seen.

The way the race played out — Keke Rosberg disappearing into the distance in his final GP before retiring and, of course, Mansell's spectacular blow-out — ensured its status as one of the greatest title deciders of all time.

That year Williams stuck to its guns and let its embittered team-mates fight to the death, and that ultimately allowed Prost in the inferior McLaren to win the title. Red Bull finds itself in a similar situation and, outwardly at least, shows no signs of having learned from Williams' error.

It means the Abu Dhabi finale should be a cracker, with Mark Webber and Sebastian Vettel fighting each other in the best car, while Ferrari's Fernando Alonso keeps a watching brief knowing that second place will be enough regardless of what happens.

Andrew van de Burgt, editor

BAMBER'S WEEK



SPORTSCARS

Chinese year of the horsepower

The top-level sportscar season finished with the Zhuhai 1000Km in China last weekend – the final round of the Intercontinental Le Mans Cup. While Audi battled with Peugeot at the front, the rest scrapped for the classes – including this GT3-spec Aston Martin DBRS9, run by Team Hong Kong Racing for Mathias Beche and Philip Ma.

Picture: DPPI/LAT



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F1 SHOWDOWN

Webber fears he's on his own

Mark Webber reckons he may have to go it alone, with no help from Red Bull team-mate Sebastian Vettel, if he is to beat Fernando Alonso to the title. By EDD STRAW

Mark Webber heads into Sunday's four-way world championship showdown in Abu Dhabi fearing that Red Bull team-mate Sebastian Vettel will not help him to seal the crown.

The Australian claimed before practice at last weekend's Brazilian Grand Prix that Red Bull will not use team orders under any circumstances, saying "if it hasn't happened by now, it's never going to happen." He appeared unhappy after the race, in which he finished

ordered Vettel to move over in Brazil. "I think the team's position has always been on the sporting side and that's how it is."

"Obviously Fernando got some points in Hockenheim [when Felipe Massa slowed to let him past], which has happened in the past and will happen again in the future. Everyone has different ideas – that's how it is at the moment."

WEBBER WARNED

Although Webber stopped short of criticising the team, his post-race comparison of Red Bull's and Ferrari's tactics suggests that he was unimpressed by the team's failure to order Vettel aside.

He had already been warned to stay 'on message' after accusing Red Bull of favouring Vettel in the build-up to the weekend. He held extended talks with Horner after his comments, and AUTOSPORT understands that team owner Dietrich Mateschitz was furious with his remarks claiming team favouritism towards Vettel.

When asked whether the team was fully behind him, Webber emphasised that "technically, everything has been very very good." But when asked what he thought about the personal side, he replied: "It's obvious, isn't it?"

WILL VETTEL GIVE WAY?

Although the relationship between Webber and Vettel is strained, it would be wrong to characterise their partnership as being one of outright hostility. It is likely that the German would give way if absolutely necessary.

Vettel is 15 points behind Alonso

"AUTOSPORT understands Mateschitz was furious with Webber's remarks"

second behind Vettel, that the team had not taken action.

The 34-year-old trails Ferrari's Fernando Alonso by eight points, meaning that he must win in Abu Dhabi with the Spaniard below second place to be sure of winning the title. Vettel would not say after the Brazilian GP whether he would be prepared to let Webber past in Abu Dhabi if the points situation demanded it, while team principal Christian Horner insists that he will not issue team orders.

Had Vettel let the Australian past in Brazil – a move that would be permitted because of the FIA's long-standing acceptance of team orders in the championship run-in – Webber would be going to Abu Dhabi only one point behind.

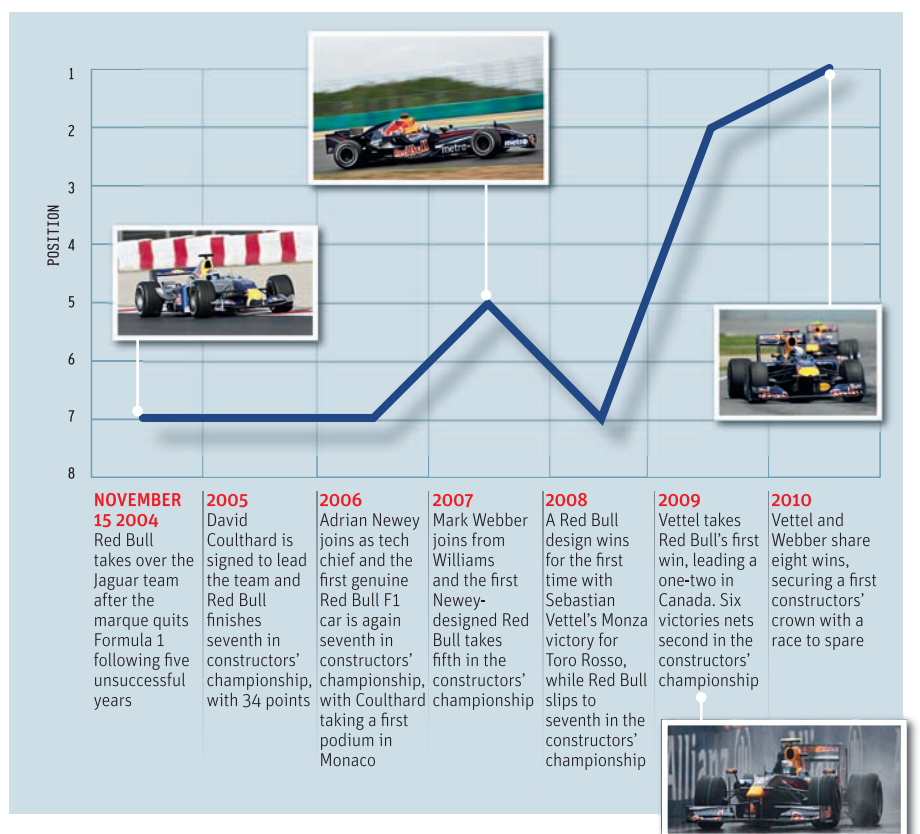
"It helps, but it's not in the team's philosophy," Webber said when asked by AUTOSPORT whether the team should have



Vettel led Webber home in Brazil

RED BULL ON THE RAMPAGE

RED BULL wrapped up its first constructors' world championship on Sunday, just six years after it took over the Jaguar F1 team (nee Stewart Grand Prix). The recruitment of Adrian Newey and a fresh set of rules for 2009 helped turn the Milton Keynes-based squad from midfielder into a world champion



in the world championship and needs the Spaniard to finish outside the top four to enable him to take the title with victory. Should Vettel, a long-term Red Bull-supported driver, be leading Webber and Alonso in the closing stages, the team does expect him to cede.

But Vettel is not willing to do this until the dying seconds of the race, in case Alonso hits trouble.

Red Bull chief technical officer Adrian Newey said after the race that he expects Vettel to be "magnanimous" should the situation arise, while Horner insists that it must be a "driver decision".

CAUTION ON TEAM ORDERS

Red Bull is cautious of admitting to planning team orders because of Ferrari's simmering anger about being found guilty of breaking the team-order ban in the German Grand Prix.

The FIA has said in the past that team orders are permitted at the end of a season, and Ferrari itself switched Felipe Massa and Kimi Raikkonen at the 2007 Brazilian GP



MW fears Vettel is closer to management

to ensure that the Finn won the title. But Red Bull fears that Ferrari could protest if team orders are invoked to deny Alonso the crown. Although the precedent is set, there is no provision actually written in the rules allowing team orders to be used in any circumstances.

This would explain why all team-orders discussions – which AUTOSPORT understands have taken place within Red Bull – are being held behind closed doors.

➔ P36



Brazilian GP report

AUTOSPORT SAYS...

EDD STRAW F1 EDITOR

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Mark Webber has made the controlled outburst an art form this season. After the Istanbul Red Bull wipeout and the Silverstone front-wing-swap controversy, he made his thoughts very clear. And it worked, galvanising his crew, earning him the sympathy of the world and raising him to ever-higher levels of performance.

He tried again at Interlagos last Thursday, but all he achieved was to wind up Christian Horner and Dietrich Mateschitz and amuse Sebastian Vettel. In Abu Dhabi, he needs to keep it simple and avoid such verbal games.

Red Bull could have placed the title destiny entirely in Webber's hands had it ordered Vettel to 'understand a message' in Brazil. And you can make a strong, but not watertight, argument that it should have. But given that Webber can't do much to influence Alonso's race, it wouldn't have changed his Abu Dhabi task a great deal.

To put it simply, he must dominate, as he did in Spain and Monaco, removing any doubts about Vettel's cooperation. And if Alonso is second, Webber could have done no more.

For all his mental toughness, Webber still has to convince the world that he has the fortitude to triumph in a world title fight. If he pulls it off in Abu Dhabi, he will richly deserve the title.

Over to you, Mark.



Webber: not in the front seat?

ROLL OF HONOUR

Renault has now won nine constructors' championships as an engine supplier. It is the third most successful engine manufacturer in terms of titles:

Ferrari 16 • Ford (Cosworth) 10 • Renault 9 • Honda 6 • Climax 4 • Repco, TAG, Mercedes 2 • Vanwall, BRM 1



1992: Renault's first

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2011 CALENDAR

BAHRAIN GP	Sakhir	13 March
AUSTRALIAN GP	Melbourne	27 March
MALAYSIAN GP	Kuala Lumpur	10 April
CHINESE GP	Shanghai	17 April
TURKISH GP	Istanbul	8 May
SPANISH GP	Barcelona	22 May
MONACO GP	Monte Carlo	29 May
LE MANS	24 Hours	11/12 June
CANADIAN GP	Montreal	12 June
EUROPEAN GP	Valencia	26 June
BRITISH GP	Silverstone	10 July
GERMAN GP	Nurburgring	24 July
HUNGARIAN GP	Budapest	31 July
BELGIAN GP	Spa	28 August
ITALIAN GP	Monza	11 September
SINGAPORE GP	Marina Bay	25 September
JAPANESE GP	Suzuka	9 October
KOREAN GP	Yeongam	16 October
INDIAN GP	Delhi	30 October
ABU DHABI GP	Yas Marina	13 November
BRAZILIAN GP	Sao Paulo	27 November

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THOMPSON/GETTY

F1 SHOWDOWN

Alonso chased Red Bull to third in Brazil

Alonso buoyant for finale

Ferrari hero reckons he can split the Red Bulls in Abu Dhabi and claim third title

Fernando Alonso is “one hundred per cent” confident of clinching his third world championship in this weekend’s Abu Dhabi Grand Prix.

The Spaniard needs only to finish first or second in his Ferrari to guarantee the title. The Red Bulls of main rivals Mark Webber and Sebastian Vettel are expected to have a slight edge at the Yas Marina track, but Alonso believes it will be possible to finish between them.

“I just need to finish second,” he

said. “It doesn’t matter who wins in Abu Dhabi if I finish second. So the main goal for us is to be on pole and to win the race. If we cannot do that because we are not quick enough, we try to be second.”

Red Bull is on the verge of equalling the record for 15 pole positions in an F1 season – set by McLaren in 1988 – but Alonso says he will try to deny that accolade.

“We will see if we can be in front of them in Abu Dhabi,” he said. “If not, probably the start will be our

next opportunity. But if I’m fifth and Sebastian [Vettel] wins, he is world champion, so it’s not clear for Red Bull either.”

Although Ferrari has taken only two poles so far this year, Alonso did set comparable lap times to the Red Bull during the Brazilian GP. Ferrari believes that this suggests Alonso could have challenged Webber for second had he not lost 10 seconds behind polesitter Nico Hulkenberg early in the race.

Ferrari team principal Stefano

Domenicali admitted that he expects the Red Bull to be fast, but believes that being able to win the title without necessarily winning the race potentially gives the Italian team an edge.

“We know Red Bull is very strong – it was very strong [at Abu Dhabi] last year,” he said. “I think it will be very challenging.”

“We have to make sure that we are fast, do a perfect qualifying and we need to wait until the last metre, because reliability is a big point that everyone will be worried about – not only with the engine but everything.”

➔ **P19 COULTHARD'S VIEW**

POINTS PERMUTATIONS Who needs to do what this weekend?



ALONSO WINS THE TITLE IF HE:

- is first or second.
- is third or fourth and Webber doesn't win
- is fifth and neither Red Bull driver wins
- is sixth, with Webber outside the top two and Vettel not winning
- is seventh or eighth with Webber off the podium and Vettel not winning
- is ninth with Webber outside the top four and Vettel outside the top two
- is 10th with Webber outside the top five and Vettel outside the top two
- doesn't score, Webber doesn't finish in the top five, Vettel doesn't finish in the top two and Hamilton doesn't win

WEBBER WINS THE TITLE IF HE:

- is first, with Alonso third or lower
- is second, with Alonso outside the top five and Vettel not winning
- is third, with Alonso outside the top six and Vettel not winning
- is fourth, with Alonso outside the top eight and Vettel not winning
- is fifth, with Alonso 10th or lower and Vettel outside the top two



VETTEL WINS THE TITLE IF HE:

- is first, with Alonso outside the top four
- is second, with Alonso outside the top eight and Webber outside the top four

HAMILTON WINS THE TITLE IF HE:

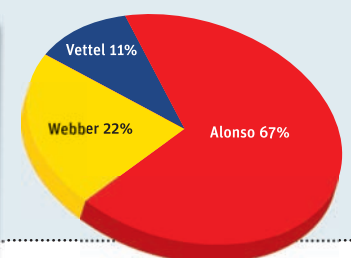
- is first, with Alonso failing to score, Webber outside the top five and Vettel outside the top two



POSITION/POINTS		1	2	3	4	5	6	7	8	9	10	11+
Alonso	246	271	264	261	258	256	254	252	250	248	247	246
Webber	238	263	256	253	250	248	246	244	242	240	239	238
Vettel	231	256	249	246	243	241	239	237	235	233	232	231
Hamilton	222	247	240	237	234	232	230	228	226	224	223	222

CHANCES OF WINNING THE TITLE

AUTOSPORT analysed each individual grand prix result and calculated who would win the title if each result was repeated in Abu Dhabi. In 12 out of 18 races, it would be Alonso's title.



AWARD WINNERS TEST McLAREN

Former McLaren AUTOSPORT BRDC Award winners Dean Smith (2009 winner, pictured) and Alexander Sims (2008) received their prize Formula 1 tests at Silverstone last week. The pair drove a 2008-spec MP4-23 on the South circuit. Full report will appear on December 2



GRIFFITHS/LAT

Fernandes drops Lotus

Lotus cars deal with Renault prompts Air Asia boss to rethink team name

Lotus Racing is set to drop the iconic name in 2011 as Group Lotus is on the verge of acquiring a minority stake in Renault's Formula 1 team.

Lotus Racing team principal Tony Fernandes is currently competing

under a one-year licence to use the name, but planned to run as Team Lotus next season after acquiring the famous name from long-time custodian David Hunt. But despite having no doubts about the legal right to use the name, it is

understood that he is not willing to jeopardise his team's future with lengthy and costly legal battles. With Renault F1 set to carry the Lotus name as a sponsor next season in a deal that is likely to be announced in Abu Dhabi, there is also a realisation that having two Lotus teams on the same grid could harm Fernandes's outfit commercially. It is also understood that pressure has been brought to bear by the Malaysian government to resolve the dispute amicably.

A NEW NAME

If Fernandes does, as expected, drop the Lotus name, it is not clear what identity the team will assume. The company's trading name, 1 Malaysia Racing, will not be used while it is possible that the Team Air Asia moniker, which Fernandes is bringing into GP2, could be chosen. However, Fernandes is well-known for his marketing nous and could choose to create a whole new brand,

possibly incorporating Air Asia as what is effectively a sponsor.

Fernandes was unavailable for comment, and team personnel in Brazil refused to discuss the issue. But the Lotus Racing team boss did comment on social networking site Twitter on November 6, saying that it "makes sense for racing team and group to be reunited. How and whether it will and in what form will form discussions over the next few months."

It is not clear whether Fernandes will keep hold of the Team Lotus name, with Group Lotus believed to be keen to acquire it. It is also possible that Fernandes will retain Team Lotus Ventures Ltd for possible use in F1 in the future.

Despite fears about the team's financial future if it ceases to operate as Lotus, AUTOSPORT understands it will be allowed to keep constructors' championship money earned as Lotus Racing and no sponsorship deals will suffer.

RENAULT MOVING OUT OF F1

Renault remains committed to F1 as an engine supplier, confirming last week that it will supply Renault F1, Red Bull and the current Lotus Racing outfit with engines in 2011.



Fernandes's team will have new guise

STALEY/LAT

Hulk stakes F1 claim with pole

NICO HULKENBERG'S stunning pole position for Williams in last weekend's Brazilian Grand Prix has boosted his chances of remaining in Formula 1 next season.

The 23-year-old is unsure of whether he will race for the British squad next year, with the team evaluating

GP2 champion Pastor Maldonado, who could potentially bring a significant sponsorship package worth over €10 million. However, to drop a driver who has crowned an impressive rookie season with such a remarkable performance – outpacing the

field by over one second on slicks in tricky conditions to land the team's first pole in 100 races – could raise question marks over the team's long-term ambition to run the best drivers. "Talent should come ahead of money in F1, but with the economy having some trouble

it has become a valid point and may change some things," said Hulkenberg. "But I still hope things can go the right way. Rubens [Barrichello] and I are the perfect driver combination."

The team has hailed Hulkenberg as a future world champion and also credits Barrichello with being the strongest development driver it has run since Damon Hill in 1996. The Brazilian is widely expected to stay with the team, but it is understood that a financial package has yet to be finalised. Despite this, it is very unlikely that he will be dropped.

"I'm talking deeply with Williams and nobody else," said Barrichello. "My feeling is that I will be here next year."



Hulk and Barrichello want to stay together

Despite this commitment, it is expected to sell its 25 per cent stake in its works F1 team to Group Lotus. The team would then likely be called Lotus Renault for the next two seasons, taking it to the end of the current Concorde Agreement, with majority owner Genii Capital continuing to run the operation in that time. A full buyout in 2013 could also be on the cards.

Renault chairman Carlos Ghosn said last weekend that Renault is not walking away from F1, but did not rule out selling its stake.

"I'm not going to give direct reports of discussions which we have or haven't had," he said.

"We are not in F1 to own a team, we are in F1 to promote the Renault name and Renault technology. We will do whatever is necessary to do so at a lower cost and with less investment. We are not going to put more resources than necessary into achieving that aim."

He also confirmed that a name change was possible, provided the Renault name remained in F1 in some form.

THE AMBITION OF LOTUS CARS

Lotus has not had an active involvement in motorsport for over



Lotus green is set for Renault in '11

a decade, but its interest has been sparked by the arrival of Danny Behar as CEO.

Behar has a background in motor sport, first working as Red Bull Racing owner Dietrich Mateschitz's right-hand man and later for Ferrari. He is known to see F1 as a strong marketing platform for the Lotus brand. Despite the publicity offered by the current Lotus Racing team, he is keen to have greater control over the way the brand is used in F1 and was not working for the marque when the original licence to use the name was granted.



P17
ABU DHABI
YOUNG
DRIVER TEST

THIS WEEK IN F1



McLAREN Jenson Button and his entourage escaped a potential car-jacking attempt on Saturday evening in Sao Paulo while leaving the track. Their car was confronted by an estimated six armed would-be assailants.



MERCEDES Nico Rosberg says that Red Bull's Mark Webber has apologised to him for putting his Mercedes out of the Korean Grand Prix after bouncing across the track. Webber denied suggestions that he did it deliberately.



RED BULL Adrian Newey has recommitted his future to Red Bull. "I will be at Red Bull for a while to come," he said when asked about his future by AUTOSPORT.



FERRARI Team principal Stefano Domenicali believes that F1 must consider moving lapped cars behind cars on the lead lap while under safety-car conditions. "It is something that we need to discuss for the future," he said.



WILLIAMS Director of engineer Patrick Head believes that the Williams-Cosworth package is becoming increasingly competitive in terms of straightline speed: "We're more competitive on the straight than we have been recently."



RENAULT The French manufacturer has renewed its engine supply deal with the Red Bull team for 2011. The Red Bull-Renault combination sealed the constructors' championship in Brazil.



FORCE INDIA Adrian Sutil expects to stay at Force India next season with options at Renault and Williams fading. "The direction is towards Force India at the moment," he said.



TORO ROSSO The Faenza-based team again tried its f-duct during Friday practice for the Brazilian Grand Prix. It has yet to race the system, which is banned in F1 for 2011.



LOTUS The team is on the brink of securing 10th in the constructors' championship, its main target for the season for the potential financial benefits. "We are now one race away from 10th," said driver Heikki Kovalainen.



HRT Christian Klien returned for a second outing of the season in place of Sakon Yamamoto in Brazil, notching up his first finish. As AUTOSPORT closed for press, it was unclear whether he would continue in Abu Dhabi.



SAUBERT Nick Heidfeld believes that he will show improved form in the Abu Dhabi Grand Prix because he will race a fresher engine. He will race the unit used by Pedro de la Rosa on the Saturday of the Belgian Grand Prix.



VIRGIN Lucas di Grassi hopes to remain with the team despite it appearing increasingly likely that he will have to move to stay in F1. "The natural progression would be to stay with the team," he said.



Fernando Alonso

1:18 2010 FERRARI F10

It's been a great season for Fernando, whether he wins or loses the F1 championship this coming Sunday. There's also good news for diecast collectors, as the 1:18 replica of his 2010 Ferrari F10 has just been released. The Ferraris are the only 2010 F1 replicas we will see this side of Christmas and supply is going to be incredibly tight. Especially if Alonso does secure the title!

It has been a truly epic season in F1; rarely has the championship gone to the final race with such a narrow spread between four drivers.

But perhaps the most impressive performance this year has been that of Alonso who, back in Spa, was fifth in the standings, some 41 points adrift of the lead.

His comeback has been even more impressive given the fact that it is pretty widely acknowledged that he has not

had the best car on the grid.

Whether or not he takes the title, Ferrari has had a strong year and Fernando has established himself as a team leader without peer.

The 1:18 diecast replica

The only 1:18 Formula One replicas we will see before Christmas are the Ferraris of Alonso and Massa.

The Alonso car is already a sell-out with the importer and will not become available again. At this point in time we still have models to sell, but this will not be the case for long, especially if Fernando is victorious in the championship.

There is another factor that makes this particular replica highly collectible. As it is based on the Bahrain car, it is the only official Ferrari replica ever to feature the barcode graphic.

It is unlikely, in our view, that there will ever be another 1:18 Ferrari with this graphic on as, if Mattel produces another replica,

say to celebrate a championship win, that car will be from a race that took place after the barcode graphics had been removed to appease the E.U..

This is one of the most collectible 1:18 F1 Ferraris of recent times, and supply is nowhere near going to meet the demand for it. If you want one, you will need to be quick.

Contact us soon. By phone on **0844 887 8888**. Or you can place your order online: **www.grandprixlegends.com**

Alonso (DC21008) £99.99
Massa (DC21007) £99.99

Replica measures 25cm in length.



ASFA45

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GRAND PRIX
LEGENDS

Fresh talent gearing up for rookie test days

F1 hopefuls prepare for a crack at the big time in Abu Dhabi young-driver test

A raft of up-and-coming talents are gearing up for Formula 1 trials in next week's young-driver test, which follows the Abu Dhabi Grand Prix.

The two-day test, held on November 16-17, will be attended by all 12 F1 teams and is open to any driver who has not started a grand prix. Among the drivers taking part are GP2 runner-up Sergio Perez, who begins on-track preparations ahead of his race debut with Sauber next season, and GP2 champion Pastor Maldonado, who is chasing

a Williams seat. As well as running for Williams on the second day of the test, Maldonado will drive for HRT on the opening day.

Drivers making their first proper appearances in F1 include GP2 race winner Sam Bird, who is driving for Mercedes on both days, and British Formula 3 champion Jean-Eric Vergne at Toro Rosso. Superleague Formula ace Yelmer Buurman is tipped to test for Force India.

Several drivers will also be running as prizes for their performances during 2010.

Formula 2 champion Dean Stoneman drives for Williams on the opening day of the test, Formula Renault 3.5 title winner Mikhail Aleshin appears for Renault and Rio Haryanto will run with Virgin after finishing as the highest-placed Manor driver in GP3 this year.

As well as assessing drivers, teams can also use the test for development work. McLaren is set to use regular test driver Gary Paffett for both days — although it has not ruled out calling up

another driver to join him.

The young-driver test will be the last time that Bridgestones are used in F1. It will be run using the same tyre compound allocation as the race weekend, making a direct comparison with regular drivers competing in the Abu Dhabi GP possible.

Teams will use tyres from their 100-set tyre allocation, meaning that there is likely to be plenty of running given the rubber available.



Bianchi will get Ferrari outing

ABU DHABI YOUNG-DRIVER TEST	
TEAM	DRIVER
MCLAREN	Gary Paffett
MERCEDES	Sam Bird
RED BULL	Daniel Ricciardo
FERRARI	Jules Bianchi Cesar Ramos Stephane Richelmi Andrea Caldarelli
WILLIAMS	Dean Stoneman Pastor Maldonado
RENAULT	Mikhail Aleshin Jerome d'Ambrosio
FORCE INDIA	Yelmer Buurman? Antonio Felix da Costa? Paul di Resta
TORO ROSSO	Jean-Eric Vergne
LOTUS	TBA - Fairuz Fauzy?
HRT	Pastor Maldonado TBA
SAUBER	Sergio Perez Esteban Gutierrez
VIRGIN	Jerome d'Ambrosio Luiz Razia Rio Haryanto

Teams will stay on at Abu Dhabi

Di Resta used 2009 test to earn Force India role

Van der Garde joins Virgin scrap

DUTCHMAN GIEDO van der Garde has emerged as a rival to fellow GP2 racer Jerome d'Ambrosio for a 2011 Virgin seat.

Gravity Sport Management driver d'Ambrosio was on the verge of signing for the team last week, but van der Garde

is understood to be offering double the sponsorship money.

The team is keen to take on d'Ambrosio because it considers him to be a better prospect after running him during Friday practice four times this season, but Virgin

Racing co-owner Lloyds Development Capital is believed to be keen to take van der Garde's money.

With Timo Glock likely to stay on in the absence of other offers, the team hopes to take a decision on its remaining seat soon.



Van der Garde is in contention

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Straight talk David Coulthard

Still Britain's all-time leading F1 points scorer

DC knows what it's like to be in the middle of intra-team tactical warfare, so he's well qualified to offer a few suggestions on the dilemma facing Red Bull in Abu Dhabi this weekend

The Brazilian Grand Prix confirmed what we already thought – that even after a year-long development war, Red Bull still has the fastest car in Formula 1. And the team wrapping up the constructors' championship is a fair and just reward for six years of hard work.

With one title in its pocket, Red Bull heads to the grand finale with the single goal of lifting the drivers' championship as well. There are lots of different scenarios that can lead to either Mark Webber or Sebastian Vettel being crowned champion, and with the focus on

in Red Bull winning it as a non-car manufacturer. But the big one to win is the drivers' championship, and right now Fernando Alonso is the man with the advantage there.

GETTING TACTICAL

There's been a lot of talk about what Red Bull will do regarding team tactics. Every contract I ever had said that the driver had to follow the reasonable instructions of the team principal – then it was just a case of debating what was reasonable!

But Sebastian was very clear on Saturday when he said that both drivers will do whatever is required of them as they are paid by the team. I don't doubt for one moment that if Sebastian can't win the championship, but his actions can help Mark to be world champion, then he will do the right thing. The big question is if they are in that position, when is the right time to switch? There are always a lot of unknowns in a grand prix. As we've seen this year, there have been right up until the last lap.

And let's not forget, Fernando's points haul in the second half of this season hasn't been luck. He and Ferrari have done that by performing, and there have been races this year where the F10 has been setting the pace. Fernando will be hoping that Abu Dhabi is another race where he can fight for the win, but Red Bull was very strong there last year.

If it's anything like Brazil, then it's just a case of which

Red Bull driver wins the race.

FEELING THE LOVE

In a team with two drivers there can only be one winner. There's always going to be friction, and none of us on the outside can relate to the pressure these guys are under. It was just unfortunate that Mark's comments about feeling equal in the team were treated in the way they were. Not for one moment was he talking about the guys that build and operate his car, it's obviously how he feels in terms of senior individuals inside the Red Bull organisation.

When I felt in a similar way at McLaren, I don't recall ever saying anything in public. But that was a different generation. The team bosses back then were old enough to be our dads, which is not the case anymore. But I used to have lengthy conversations with Ron Dennis about how I felt. The classic example was if Mika would take pole from me, and the McLaren pitwall would erupt. You sit in the car, looking out at that, and it's very difficult not to read something into it. They might be doing exactly the same thing when it's the other way around, but you don't see that because you're on track.

These little things can have an effect on you. You can't tell people not to have feelings, and I don't know any racing drivers who are totally devoid of emotion. It is Mark's right to feel however he wants, just like it's the team's right to remind him who pays the bills. ☒

The view from inside Webber's goldfish bowl



the constructors' title removed, it can think more clearly about the drivers'. There is a little bit of pressure lifted already, because the teams' title is where the financial rewards are and there is good value

**“I don't doubt for one minute
Seb will do the right thing”**

TRACK GUIDE



Barrichello's inside line

EXCLUSIVE



The grand prix veteran looks forward to racing through the dusk at the Yas Marina Circuit

I really enjoyed the first Abu Dhabi Grand Prix last year. People said it was boring, but remember that the cars are so highly developed and it's not easy to overtake on a brand

new track. The fact that the race runs through dusk is unusual and helps to make it a good event. I would prefer to finish the season in Brazil but apart from that I very much like Abu Dhabi!



williamsf1.com

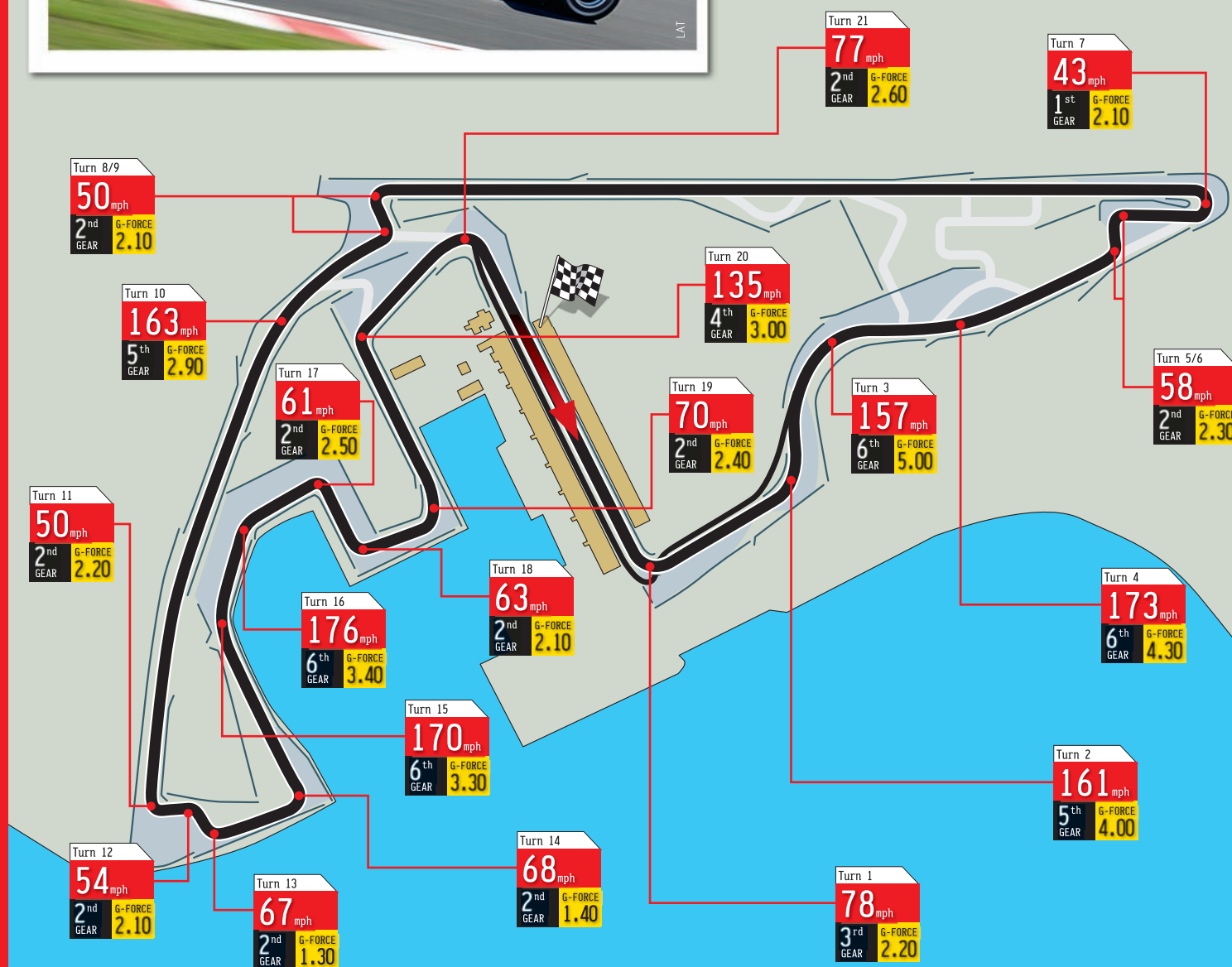
LAT

OVERTAKING

Even though there is a long back straight, you are still relying on the driver ahead making a small mistake if you want to overtake – although if you are the likes of Kamui Kobayashi you are going to try anyway and it might work or it might not! It isn't so easy to overtake here.



ROBERTSON/GETTY



THE TWILIGHT ZONE

Last year was the first time I had driven in these light conditions. You cannot race in the dark with the medium-tinted visor that you need for the start of the race, so you prepare an overvisor. You can take it off and have a clear one for when it gets dark. It was a completely new experience last year – it was funny because as soon as I tore off my tinted visor they turned on the lights. It was amazing!



ABU DHABI WEATHER

	29C FRIDAY CLEAR
	29C SATURDAY CLEAR
	28C SUNDAY CLEAR

TYRE CHOICE

Super-Soft	Soft	Medium	Hard
Option	Unused	Prime	Unused



FLAT OUT - JUST

Last year, Turns 2 and 3 were tough to run at full throttle, and this year with 150kg of fuel on board it's going to be even more difficult.



THE RUSH TO ABU DHABI

Running Brazil and Abu Dhabi back-to-back makes it tremendously tiring at the end of a busy season – we need to bunch up some of the other events to make it easier. But apart from having to get there so quickly, I very much like Abu Dhabi, and we are there for a while because there is the tyre test afterwards.



SET-UP

It's not easy to set up the car in Abu Dhabi. It's a bit bumpy in some areas and last year we had a problem with the car hopping because of the wheels bouncing. It's also very tough on the brakes.



TRACK GUIDE

NUMBER OF LAPS	55	CIRCUIT LENGTH	3.451m	RACE DISTANCE	189.747m
----------------	-----------	----------------	---------------	---------------	-----------------

2009 POLE POSITION

LEWIS HAMILTON

2009 WINNER

SEBASTIAN VETTEL

ABU DHABI GP PREVIEW



MARK HUGHES



One of the most thrilling title showdowns in recent years reaches its zenith in Abu Dhabi

Although the points numbers heavily favour Fernando Alonso — there are more ways for him to win the title than there are for Mark Webber, and vastly more than there are for Sebastian Vettel — the most realistic scenario for a Webber championship is a Red Bull 1-2.

That's a perfectly feasible result. Alonso was making much of the fact that it was only early

traffic in Brazil that had prevented him mixing it with the RB6s, but the evidence doesn't bear him out on that. The Red Bulls were in cruise mode for much of the race.

But Alonso's best friend in Abu Dhabi may in fact be Lewis Hamilton. Recall his devastating form there in qualifying last year. He was 0.7sec clear of the field, most of that margin coming in the final sector where he was uniquely at ease with oversteer that helped the car change direction, then skimmed the walls with breathtaking audacity. It was a section of race track that might have been designed specially for him.

The McLaren has definitely been only the third fastest car for quite some time now, but there's a chance that Lewis may be able to overturn the deficit — and if he can win the race, that makes it extremely difficult for Webber, let alone Vettel. That of course is on the assumption that Alonso finishes the race. Might that marginal engine situation finally tell?

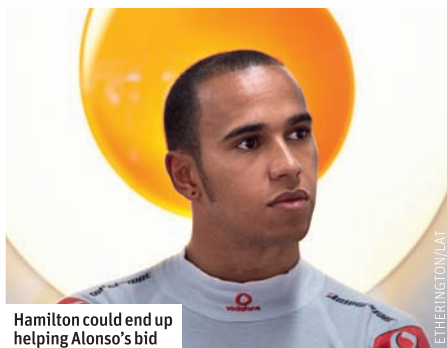
Key questions

What the Abu Dhabi GP will tell us

■ Can Red Bull find a way to win the drivers' title?

■ Could Alonso's chances be hurt by his engine situation?

■ Will Hamilton's pace influence the championship battle?



Hamilton could end up helping Alonso's bid

ETHERINGTON/LAT



Alonso has the numbers stacked in his favour

DUNBAR/LAT

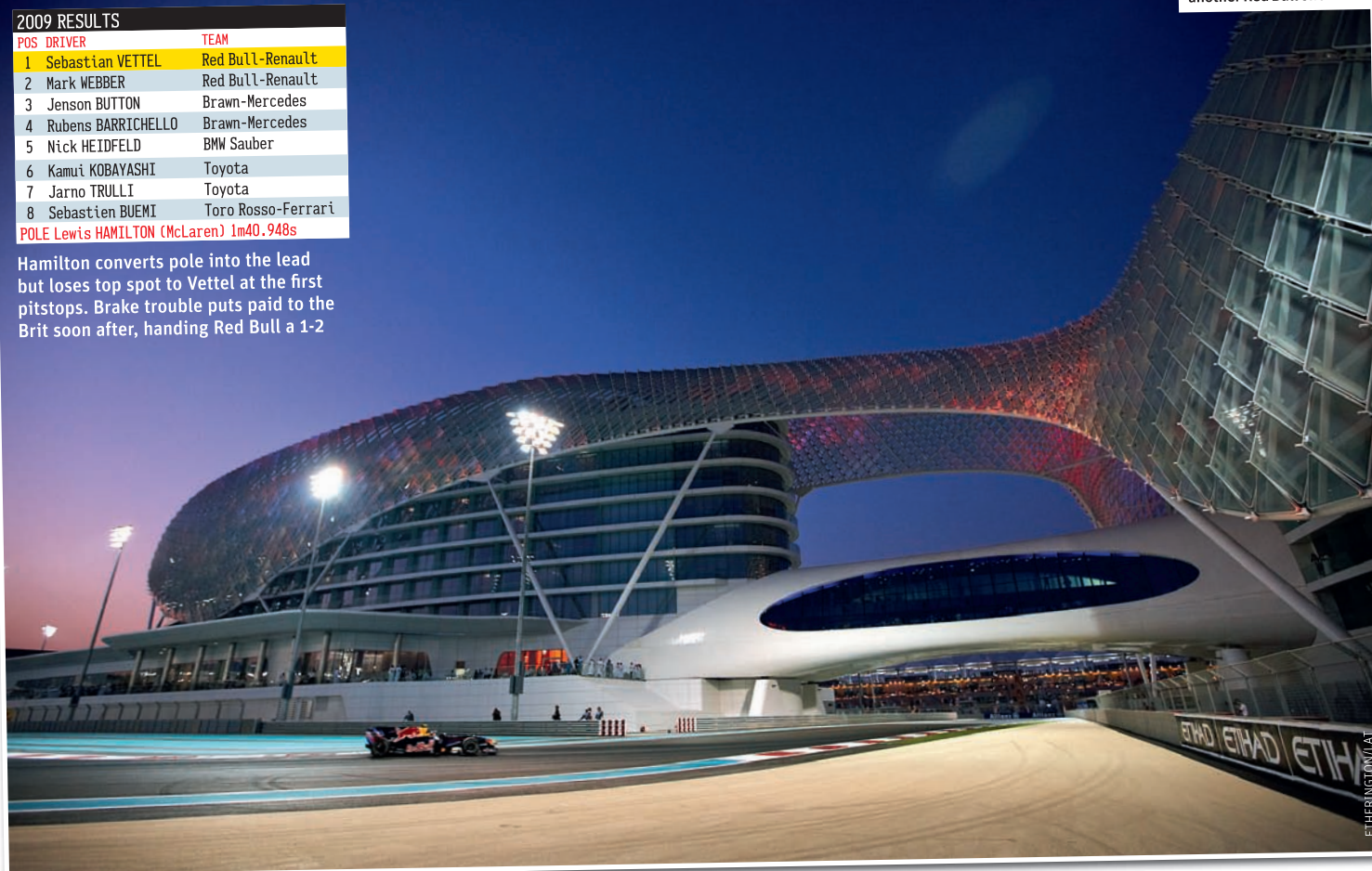
2009 RESULTS

POS	DRIVER	TEAM
1	Sebastian VETTEL	Red Bull-Renault
2	Mark WEBBER	Red Bull-Renault
3	Jenson BUTTON	Brawn-Mercedes
4	Rubens BARRICHELLO	Brawn-Mercedes
5	Nick HEIDFELD	BMW Sauber
6	Kamui KOBAYASHI	Toyota
7	Jarno TRULLI	Toyota
8	Sebastien BUEMI	Toro Rosso-Ferrari

POLE Lewis HAMILTON (McLaren) 1m40.948s

Hamilton converts pole into the lead but loses top spot to Vettel at the first pitstops. Brake trouble puts paid to the Brit soon after, handing Red Bull a 1-2

Webber's best hope lies in another Red Bull one-two



ETHERINGTON/LAT

GARY ANDERSON

TECHNICAL CONSULTANT



SET-UP GUIDE

The Yas Marina circuit has some very slow sections that require a lot of kerb usage, and there is also some camber change through the corners, so a mechanically compliant set-up is required. But, as with any circuit, downforce equals grip, and grip equals Red Bull – if they can get off the line, little can touch them. There are two long straights with slow corners leading onto and off them, so cars with a fully-functioning f-duct can overtake.

TV AND RADIO LISTINGS

FRIDAY NOVEMBER 12

0855-1035 Free practice 1 LIVE (BBC red button, Radio 5 Live Sports Extra and onLine)

1255-1435 Free practice 2 LIVE (BBC red button, Radio 5 Live Sports Extra)

SATURDAY NOVEMBER 13

0955-1105 Free practice 3 LIVE (BBC red button, Radio 5 Live Sports Extra)

1215-1415 Qualifying LIVE (BBC1 & Radio 5 Live Sports Extra)

SUNDAY NOVEMBER 14

1210-1530 Grand Prix LIVE (BBC1 & Radio 5 Live)

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. There's universal support for Red Bull in the season finale, though none can match Andrew van de Burgt's confidence in Vettel...



There's a lot riding on Vettel



JONATHAN NOBLE
GROUP F1 EDITOR
£25 Webber to win 2/1
£10 Webber passes Vettel on last lap 10/1

CURRENT TALLY
£54



EDD STRAW
F1 EDITOR
£20 Mark Webber to win 2/1

CURRENT TALLY
-£81



ANDREW VAN DE BURGT
EDITOR
£1,000,000 Vettel to claim pole 6/4

CURRENT TALLY
-£8



MARK GLENDENNING
DEPUTY F1 EDITOR
£20 Mark Webber to win 2/1

CURRENT TALLY
£99

RACE ODDS	
Webber	2/1
Vettel	2/1
Alonso	7/2
Hamilton	11/2
Button	14/1
Massa	14/1
Kubica	40/1
Rosberg	66/1
Schumacher	100/1
Hulkenberg	150/1
Barrichello	150/1
Sutil	200/1
Petrov	250/1
Kobayashi	250/1
Heidfeld	300/1
Liuzzi	500/1
Alguersuari	500/1
Buemi	500/1
Kovalainen	2500/1
Glock	2500/1
Trulli	2500/1
Di Grassi	5000/1
Klien	5000/1
Senna	5000/1

Odds supplied by William Hill/Paddy Power

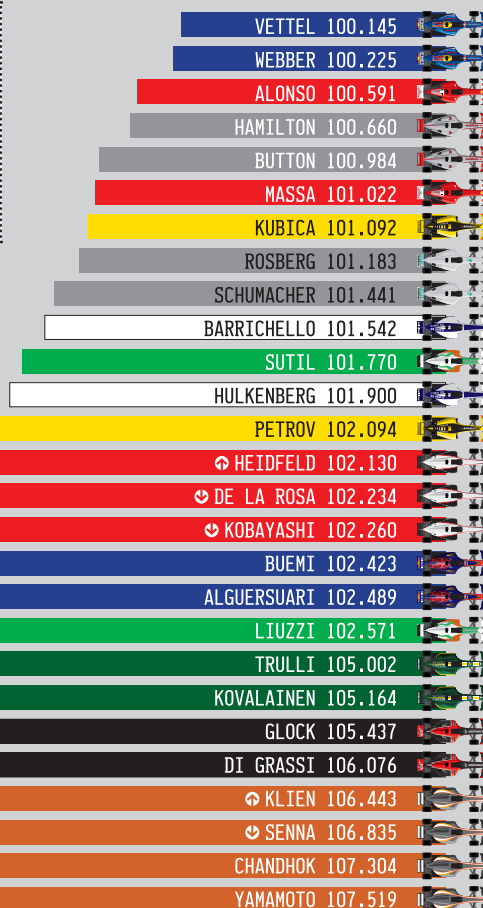
PACE COMPARISON

AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the 18 race weekends held so far, and will be updated through the year.

WHAT'S CHANGED?

Christian Klien edges ahead of Bruno Senna to head the HRT drivers, while Nick Heidfeld vaults fellow Sauber-ites Pedro de la Rosa and Kamui Kobayashi



TITLE TURNAROUNDS

A final-round points lead is no guarantee of the title



BRAZIL 2007
Kimi Raikkonen comes from seven points back to snatch the title from Lewis Hamilton with victory. Hamilton finishes the race seventh



JAPAN 1999
Mika Hakkinen sees off Ferrari's Eddie Irvine and 'number two' Michael Schumacher to overhaul Irvine's four-point advantage



EUROPE 1997
Jacques Villeneuve comes from a point behind to clinch the title following an infamous clash with rival Michael Schumacher at Jerez



AUSTRALIA 1986
Nigel Mansell's tyre blow-out prompts a cautionary pitstop for team-mate Nelson Piquet, allowing Alain Prost to clinch his second championship



SOUTH AFRICA 1983
Piquet drives a cautious race to collect the required points after both Prost and Rene Arnoux retire with mechanical problems



LAS VEGAS 1981
Alan Jones' refusal to help team-mate Carlos Reutemann and a bad weekend for Jacques Laffite allows Piquet to secure his first title



JAPAN 1976
Niki Lauda's decision to retire from the race due to dangerously wet conditions allows Brit James Hunt to overcome a three-point gap



MEXICO 1964
Jim Clark suffers a last-lap engine failure, and Lorenzo Bandini lets Ferrari team-mate John Surtees past to give the Brit the crown



ITALY 1950
Juan Manuel Fangio's retirement allows Giuseppe Farina (second left) to take win, and overcome a four-point deficit to claim the title

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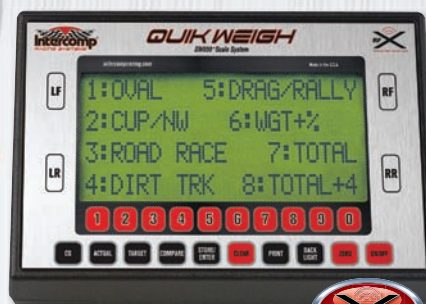
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Reads to 99.99 PSI



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with angle chuck

Part # 360045-BC
with ball chuck

Shock Dynamometers

3HP Variable Speed
Part # 102090

2HP Variable Speed
Part # 102060

Fixed Speed
Part # 102062-S
w/software



Variable Speed (Shown)

PC not included

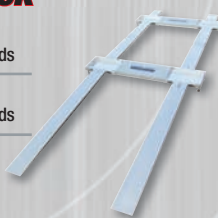
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3,000 lb 15" x 2.5" Pads

Part # 102017
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MPH Mark Hughes

AUTOSPORT grand prix editor

The story of how the little guy from Sao Paulo becomes a giant of the sport makes compelling and epic cinema viewing. *Senna* is unmissable

In the beautiful new film *Senna* – out in UK cinemas in June – Ayrton ponders, after being denied the chance of winning at Monaco '84, that when you're a small guy you will be the victim of the politics of the establishment. On that occasion he meekly accepted it and, among the unearthed treasures of footage, there is some of him walking with his second-place trophy, giving a shy smile then a fist of delight. It had, after all, been a sensational performance.

It's just one of many revealing snippets in what is a wonderful piece of work. The typical reaction of those in the media who saw it was 'what about this incident, what about that one?' and it's true that we could all probably happily watch five hours or more of this subject matter. But to confine the many wonders of his career within the 100 minutes required for cinema, many reluctant calls had to be made about what to cut, and, as the film's creators explained at the screening in Senna's home town of Morumbi, these decisions were often dictated by the

need to maintain a narrative to carry the film. The storyline picked out is just one of many possible, but the portrayal of the little guy at the mercy of the establishment who breaks through and *becomes* the establishment by the force of his personality, righteous belief and spellbinding talent works pretty well.

Alain Prost is cast as a key part of 'the establishment', the guy whose power and influence had the race at Monaco stopped before he suffered the embarrassment of being overtaken by the rookie in the Toleman. Later, as they are teamed together at McLaren, it's Prost's relationship with FISA president Jean Marie Balestre that is portrayed as frustrating Senna's greater driving skills from being rewarded with commensurate success.

The events of Suzuka '89 are used as a fulcrum in the story, where – using footage taken by a fan, of Prost heading for the stewards room the moment he alighted from his car – the establishment forces conspire to cheat Senna of his due. In this we are reminded how unfairly Senna was treated: the moving of pole to the disadvantageous side after he'd set it, his disqualification from the race for a spurious 'offence'. It was blatantly wrong and given someone of Senna's hair-trigger emotion and fundamentalist outlook, it explains – without excusing – his actions there one year later. Prost is cast in a slightly villainous role, but then this is the story from Senna's perspective. It isn't intended to be a Senna/Prost documentary, and is all the better for that subjective take.

Like any cinematic storyline, it's a

simplified version of what happened. In real life there are ambiguities and incidents that are inconveniently out-of-sequence with a narrative. But if you suspend that, watch it only as a compelling story, you feel its beauty wrapping itself around you; in turns poignant, turbulent, powerful, violent, spiritual. The Sao Paulo street scenes as his body is returned home, hundreds of thousands lining the route, the testimony of the people as they are asked what Ayrton meant to them; these are powerful reminders of how totally he transcended the sport.

Once he'd broken through to become the sport's standard-bearer, he was not shy about throwing his weight around and there's a creeping element of spoilt brattishness about him as the film's chronology unfolds. His rant about being prevented (by Prost) from being able to transfer to Williams in '93 now it had the fastest car leaves you thinking: 'Tough. That's the game. Deal with it.' It's projecting a very different attitude to the young Toleman driver with the shy smile. It's a pity there isn't footage of him using his status to try messing with Michael Schumacher's head by ranting at him at Magny-Cours '93 or later the same year at Hockenheim testing.

But one of the great things about this film is the unearthing of rarely or never-before seen footage. We see him, for example, standing on the bank at Aida with Gerhard Berger, animatedly pointing out something about Schumacher's Benetton – presumably its uncanny traction. And so the final tragic pieces of the story begin to slot into place. ☒



Senna meekly accepted second place at Monaco '84; that attitude didn't last

“You feel this film’s beauty wrapping itself around you”



EBREY/LAT

Arena in contention
to run new Focuses

BTCC

New Focus for BTCC debut

Manufacturer confirms that new car will race for first time in Britain in 2011

The new Ford Focus is set to make its race debut in next year's British Touring Car Championship.

The manufacturer announced at last week's SEMA industry show in Las Vegas that the machine, released earlier this year, will form the platform for a 'global touring car' that it intends to race for the first time in Britain in 2011.

Although plans for the Focus touring car have received factory blessing, Ford intends to work with a number of its privateer teams during the winter to create a base touring car, which will conform to FIA Super 2000 regulations. The

machine will be adaptable to different rules sets, such as the BTCC's new NGTC specification.

Just Capito, Ford's director of global performance vehicles and motorsports business development, said: "There has been tremendous interest from the racing world in the new Focus, and it's the perfect fit for a global touring car," he said. "By working with private race teams, we're ensuring the Focus has the support it needs to win."

A tie-up with Arena Motorsport, which won both the BTCC independent drivers' and teams' championships this year with a pair of LPG-powered Focuses

under the Team Aon banner, would be a logical start. However, Arena team principal Mike Earle said that no decision had been made by Ford.

"We'd love to be a part of it, but I'm sure most of the other teams in the paddock with similar capabilities to us would say the same," Earle told AUTOSPORT.

"We've been consulted about it, but there's been no decision taken by Ford yet – certainly nothing we've been informed of anyway. I'd expect a decision from them within the next 10 days."

Ford has also targeted the Nurburgring 24 Hours as a potential event for the car and admitted an

interest in seeing the car in the Chinese Touring Car Championship.

● Earle confirmed that Arena is in discussions with Tom Chilton about retaining the independents' champion for 2011. "We'd love him to stay, but he's still got to make the decision himself," he said.



Ford tourer will be based on new Focus

TOURING CARS

Gow lands FIA touring car top job

BRITISH TOURING Car Championship supremo Alan Gow has insisted that his new FIA role will not affect his commitment to the BTCC.

The 55-year-old Australian was named as the new president of the FIA Touring Car Commission last Friday, replacing Jonathan Ashman, who has become president of the Rallies Commission.

"The Touring Car Commission is

responsible for both the sporting and technical aspects [of FIA-sanctioned touring car series]," he said. "Its aim is to support, grow and sustain touring car racing, just as the FIA does for the sport."

"While my new role at the FIA is going to take up more of my time, it will not reduce my focus or commitment to the BTCC as it enters the next exciting chapter of its illustrious history."

Former CART CEO Andrew Craig was named as the Commission's vice-president to Gow, who will also retain his role as chairman of the FIA Touring Car Committee.

Gow announced at the BTCC's annual awards ceremony last weekend that TOCA, of which he is chairman, will continue to run the championship for at least three more years.



Gow: FIA role won't jeopardise BTCC

EBREY/LAT

SPORTSCARS

Larbre choses Chevrolet for ILMC bid



Larbre will switch to Chevy in 2011

MULTIPLE title-winning sportscar team Larbre Competition will fly the flag for Chevrolet in the Intercontinental Le Mans Cup next year.

Larbre, which has won seven titles in the FIA GT Championship and the Le Mans Series since 2000, will run a single

Chevrolet Corvette C6.R in the GT Endurance class. It hopes to take up both its guaranteed entries and field two Corvettes in the Le Mans 24 Hours in June.

Larbre team boss Jack Leconte said: "The Chevrolet is a dream car to run and

we have chosen that car because we know there are a lot of developments on the way for next year."

Leconte explained that he had chosen to run in the seven-round ILMC rather than the Le Mans Series in Europe because "Larbre is a top

team that should race at the highest level".

The team's full-time driver line up will comprise former FIA GT Champion Gabriele Gardel, Julien Canal and gentleman driver Patrick Bornhauser.

Larbre hasn't ruled out continuing to run the Saleen S7R with which it took GT1 honours in the ILMC and LMS this season in next year's FIA GT1 World Championship. Leconte said that it could field its two cars if an entry slot became available, but admitted that he had "no partners" willing to finance a programme at present.

IN BRIEF

GATEWAY CLOSES

Gateway International Raceway has been closed. The track, which had hosted CART, IRL and NASCAR races since opening in 1997, could not be operated with "an acceptable return" according to its owners.

SPECIAL TUNING EXPANDS

Special Tuning UK is set to expand to a two-car line-up for next year's British Touring Car Championship. The team, which ran Tom Boardman to ninth place in the independents' championship this year, is also switching to NGTC-spec engines for 2011.

PLATO FOR RoC

British Touring Car champion Jason Plato is the latest driver to sign up for the Race of Champions in Dusseldorf. He will partner Andy Priaulx in the Team GB line-up in the Nations' Cup.

BUENOS AIRES DROPPED

Buenos Aires has been dropped from next year's World Touring Car Championship calendar over fears that work needed to re-homologate the track for international racing would not be completed on time. Zolder in Belgium has replaced it.

IDAFAR STEPS UP

Reigning British Formula 3 National Class Champion Menasheh Idafar



will graduate to the main class in 2011 after confirming a deal to continue with race-winning team T-Sport. The British-born Bahraini (above) has tested extensively with the Brackley squad since the end of the 2010 season and drove at Donington Park last week alongside Chinese driver Adderly Fong.

WRATHALL FOR BTCC

Frank Wrathall will step up to the BTCC next year with his family-run Dynojet team. The Ginetta G50 champion will drive an NGTC-spec Toyota Avensis, but has yet to confirm what engine he would use.

MOUNTUNE BUILDS LMP2

Mountune Racing is producing an engine built to the new cost-capped LMP2 regulations. The two-litre turbo, based on the Ford Duratec engine, builds on the firm's experience with this unit in the British Touring Car Championship with the Arena Ford team.

INDUSTRY

Motorsport forum gets new owner

HAYMARKET MEDIA Group has acquired the Motor Sport Business Forum to add to its global motorsport portfolio.

The Forum, which was established in 2005 by Simon Berger, brings together leading figures from the industry to network and negotiate deals. Haymarket's conference and events division will run the Forum on a day-to-day basis, while Berger will remain as CEO.

Haymarket Consumer Media managing director David Prasher said: "We are delighted to add this prestigious event to our major motorsport properties. The Forum provides an important global platform for the motorsport industry to meet, discuss and conduct business away from the track and we will look to enhance and grow that offering around the world."

The next forum will take place in the Asia-Pacific region in April 2011 while a further event is planned for later in the same year in the Middle East.



Haymarket will oversee Forums

AUTOSPORT SAYS...

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The clouds are parting, and the rays of light are starting to peek through. That's right – whisper it – motorsport is becoming an appealing activity for manufacturers again.

'Manufacturer' became a dirty word in racing, as many of them pulled the rug from underneath various championships as the financial world collapsed. But there's been a trend on the pages of AUTOSPORT as 2010 has progressed, and now that dirty word is rediscovering its appeal. In this week's issue alone, we have Ford upping its interest in touring cars (p26), the FIA working to get more engine manufacturers into Formula 3 (p28), and talk of GM eyeing an IndyCar comeback (p29). The fact that GM is known to be interested in the DTM and BTCC as well, shows that even the worst-hit of the car makers are keen to get back to racing.

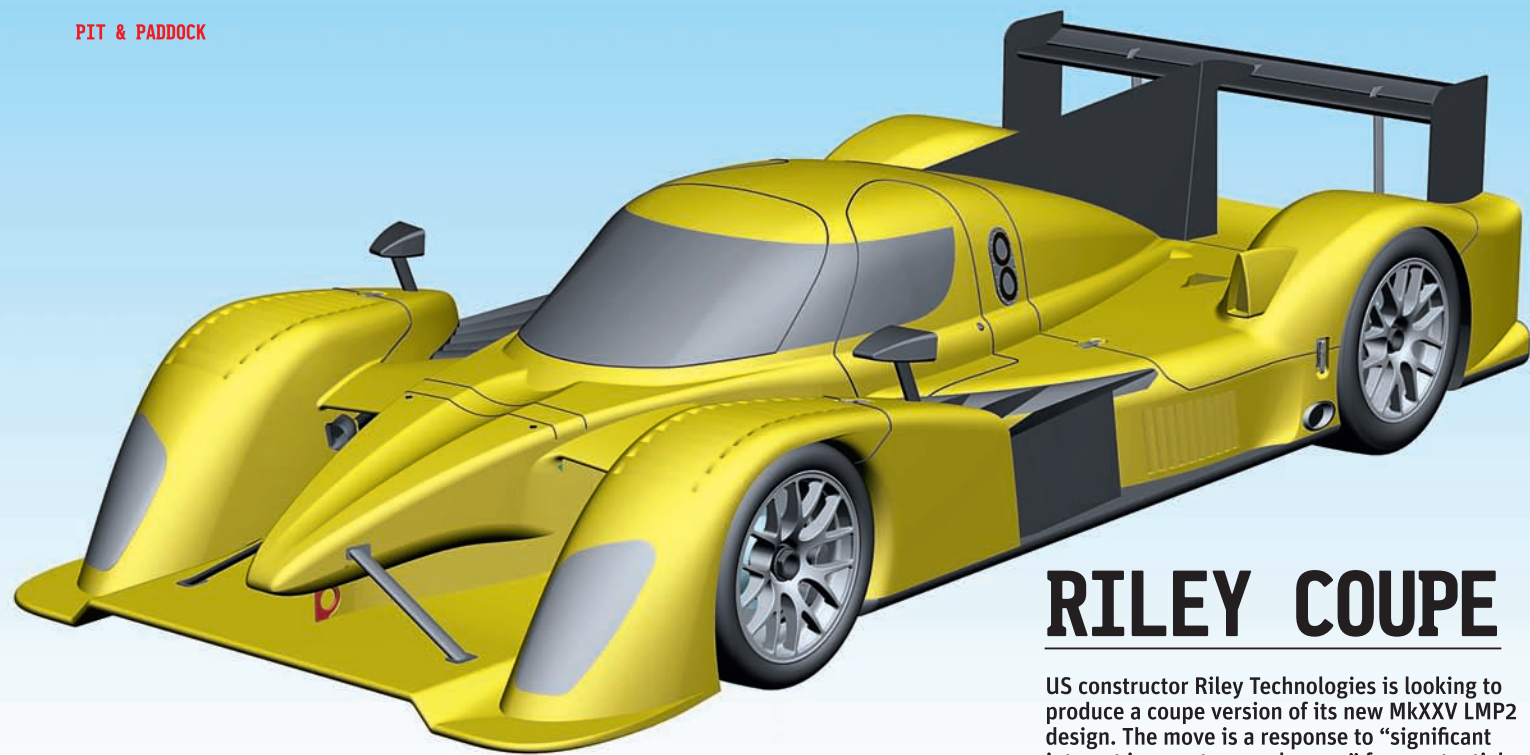
Manufacturers do add prestige to our sport. But lessons have to be taken from the past decade, where these powerhouses came, spent as they wished, and left a massive hole behind when they got cold feet. Now, they should return quietly to the arenas they left behind, and play ball with those that have spent the past couple of years repairing the damage.



PLAYBACK



SEARCH FOR: Jeff Gordon Jeff Burton Texas fight
One of the highlights of last weekend's NASCAR Sprint Cup race at Texas (report, p50) was this mid-race fight between Chase contenders Jeff Gordon and Jeff Burton. See what happens before both are forced into the back of an ambulance



RILEY COUPE

US constructor Riley Technologies is looking to produce a coupe version of its new MkXXV LMP2 design. The move is a response to "significant interest in a cost-capped coupe" from potential customers, according to company boss Bill Riley. It hopes it can have a car ready for the start of the European season in April.

FORMULA 3

Manufacturer target for F3

Details of FIA's plan to safeguard the category are based around attracting more engine builders

The FIA is hoping more manufacturers will be enticed into Formula 3 when it introduces a new engine formula and cost-cutting measures for 2012.

The category will introduce standardised aerodynamic parts and a more-powerful engine when the next generation of chassis comes into force.

Development of front aerodynamics, once cars have been homologated, will be limited, while the new engines will be based around the FIA's new 'world engine' concept.

The moves were agreed at a recent FIA World Motor Sport Council meeting. They are the result of two years of talks by the single-seater working group, which includes

representatives of manufacturers, championships and governing bodies from around the world.

British F3 teams spokesman Peter Briggs, who has been involved in the discussions, said the new engine "could have been a 1.6-litre turbo, but we thought it would be better to have a normally-aspirated two-litre."

He said this new engine will be "50 per cent cheaper than current engines, with approximately 10 per cent more power" and would share many components with the FIA's new 1.6-litre turbocharged world engine, due to be introduced into World Touring Cars and the World Rally Championship in 2012. He said the FIA hoped this would open the door for other engine

manufacturers to join Volkswagen and Mercedes in F3.

"People doing WTCC and WRC will have many components that can be used [for F3]," said Briggs. "We hope it will bring more manufacturers into F3. It gives Ford an opportunity, BMW could do an F3 engine, Citroen and Chevy, or somebody could buy standard components, such as blocks, heads and sumps, from them and build their own."

The FIA will require constructors to homologate certain parts of their new cars' front aerodynamics, including the profile of the front wing. It hopes this will contain spiralling wind-tunnel costs without completely restricting development.

"It will restrict aero development to a certain extent but not completely," added Briggs.

"We're trying to contain costs without reducing the technical inputs of race engineers."

"We don't want it to become a series where you have to have millions of pounds behind you to improve your car."



SUPERLEAGUE

Superleague secure for two years

THE FUTURE of Superleague Formula has been secured for the next two years.

The European-based series, which added two Chinese flyaway events for the first time this year, has had its business plan signed off by its major shareholder, a Luxembourg-based private-equity fund. A 2011 calendar is

expected to be revealed in the next few weeks, and is likely to feature more flyaway rounds.

Superleague CEO Alfredo Brisac told AUTOSPORT: "We have a good forecast for next year, and we are financially solid. We are committed for the next two years and we're

optimistic we'll move forward."

Brisac said the aim for next year was to break even for the first time, while its €5 million prize fund is set to be retained.



IN BRIEF



TOKAI EYES HYBRID

The Tokai University squad is aiming to run its Courage-ORECA LC70 LMP1 in hybrid configuration next year. The student-run team is working with Japanese battery company Nidec and is designing a normally-aspirated 3.4-litre powerplant based on its existing twin-turbo YGK V8.

HONDA F1 HYBRID FOR LMP1

The technology developed for the Honda Formula 1 team's stillborn hybrid system will race in an LMP1 prototype in the Intercontinental Le Mans Cup next year. The Swiss Hope PoleVision team will run the British Flybrid system in an ORECA chassis powered by a new Lehmann-developed four-cylinder turbo engine.

PETIT NOT CONFIRMED ON ILMC

Petit Le Mans has yet to be confirmed on the Intercontinental Le Mans Cup schedule for next year. That should happen in early December once the date for the Chinese event is firmed up. The planned race in Japan at Fuji looks unlikely and there will instead be an extra race in Europe in July.

NO ILMC DRIVERS' CROWN

It has been decided not to introduce a drivers' title for the ILMC in 2011. The decision follows discussions with the manufacturers, according to the ACO.

LE MANS TEST DAY IN APRIL

The Le Mans Test Day, which is returning next year after a two-year absence, will take place on April 24.

F2 JOINS GT OPEN

The Formula 2 championship will partner with International GT Open next year after splitting with the World Touring Car Championship last week. The series released an eight-round calendar last week, featuring five current grand prix circuits.

BRIT STEPS UP WITH ATECH

British driver Nick Yelloly has joined Atech CRS for the 2011 GP3 season. The 19-year-old won one round of the 2010 Formula Renault UK series (below) with Atech.



Chevy engines last raced in 2005



INDYCAR

GM weighing up IndyCar comeback

GENERAL MOTORS has been linked to a return to the IndyCar Series.

The manufacturer, which left the series in 2005, is rumoured to be close to announcing its return to

compete against Honda.

IndyCar boss Randy Bernard did not refute the speculation entirely, opting instead to describe it as "premature".

Multiple championship-

winning IndyCar team Chip Ganassi Racing is understood to be central to GM's plans. The team had been eyeing a switch to Ford in NASCAR, but it is now set to stick with GM as part of a tie-up that

will also include IndyCar.

GM has fielded Chevrolet-badged engines in Indycar racing from 1988-93, and 1997-2005. Its last Indy 500 win came with Helio Castroneves in 2002.

INDYCAR

Indy eyes extra race in Canada



Edmonton is off the schedule for 2011

THE INDYCAR Series is working to find a new Canadian race for its 2011 schedule following the shock news that Edmonton will no longer host a race.

The announcement came last week, when it was revealed that a dispute had broken out regarding funding for changes to the track. These had been requested to allow the airport where the race is held to keep one of its runways open.

Series boss Randy Bernard is keen to retain a presence in Canada, which currently only has the Toronto race on the 2011 schedule.

"My immediate thought is that we want to keep two events in Canada because we have such a solid fan base," said Bernard. "It was a shot out of the blue and I'm extremely disappointed, but we'll see what we can do."

It is understood that the Edmonton race promoter is working on putting something together in Quebec, a project in which Bernard has expressed interest.

ALMS

RS Spyder to stop racing



RS Spyder was an Audi beater in ALMS

THE DOOR has been closed on Porsche's RS Spyder LMP2 prototype continuing its competition career next season.

Team CytoSport, a race winner in the American Le Mans Series with the RS Spyder in 2010, had been hoping to run the car in LMP1, and at least one other team had expressed interest in fielding a car in North America. Now Porsche has decided that the stock of spare parts necessary to allow the car to continue to race will not be manufactured.

Porsche motorsport boss Hartmut Kristen said: "I cannot go to my board and argue the case for €10 million of parts to be put on the shelf. Therefore the

RS Spyder will not race again at a professional level."

CytoSport had been close to reaching an agreement with the ALMS organiser to run its RS Spyder in the LMP1 class in 2011. It would not have upgraded to the bigger wheels and tyres allowed in P1 and would have run below the 900kg minimum weight limit.

Romain Dumas, who won the ALMS LMP2 title in a Penske-run Spyder in 2007-08, described the Porsche as "a great car" and "my favourite prototype".

CytoSport driver Klaus Graf explained that team boss Greg Pickett was still considering his options for 2011.

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BRIT V8 CLASS LAUNCHED FOR 2011

The STR Cup, inspired by the legendary Australian V8 Supercars is a new exciting series which will see Vauxhall VXRs (Holden) competing head-to-head alongwith other VXR's in this one make series.

Organiser, Shawn Taylor, aims to keep budgets low by restricting modifications in the three classes. Drivers can start out at a production-based level in the VXR Corsa, VXR Astra or a 450 bhp V8 all running on Dunlop slick tyres. The Corsa and Astra classes will be open to teams to enter, whilst the Brit V8 Class will be solely arrive and drive packages run by Shawn Taylor Racing, however there are only a limited number of spaces available. Drivers will also be able to take part in STR's innovative driver development programme alongside Cosworth / PI Systems and KW Automotive to make a closer fought series.

The current Brit V8 Class will

provide a financially viable route for V8 enthusiasts who want to experience the fun, excitement, horsepower, sound and challenges of a low grip, rear wheel drive fast muscle car. Taylor says "we've had lots of input from Aussie V8 teams over the last year to retain the exciting features which the V8's have a reputation for".

There will be six race weekends consisting of 12 rounds forming part of the Dunlop Great and British Festival.

The Series aims to increase spectators at the circuits by getting them more involved and up close and personal to the race cars and drivers, whilst also allowing them to experience the thrills and sounds of the cars sliding out of corners and close action-packed racing.

Plans are also underway for an additional 650 bhp V8 Supercar Class in 2012.



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Mortara given DTM chance

Mortara (l) wants to swap F3 for DTM

Formula 3 star has had a run in an older-spec car in Czech tin-tops to prepare him for Audi young-driver evaluation

Formula 3 Euro Series champion Edoardo Mortara had his first taste of a DTM car last month in the International Czech Touring Car Championship as part of his bid to land a drive with Audi for 2011.

As part of his prize for winning the Euro Series, the Volkswagen-affiliated driver will be part of Audi's young driver evaluation test this winter. And he was offered the chance to drive an older-spec Audi in the six-hour race at Brno because several of the yet-to-be-named

drivers he will be up against at the test will already have experience of DTM machinery.

"It was a great opportunity because I'm really looking to enter the DTM next year," Mortara told



VW link comes from F3 efforts

AUTOSPORT. "It's a big option for me, so to drive the car was good. I know Audi tries to find the top young drivers, so I will try to impress these people. It's a big opportunity for me to be a professional driver, and you don't get chances like that every year."

Mortara, who will defend his crown at the Macau Formula 3 Grand Prix later this month, added that he was surprised by the level of performance in the DTM car.

"I was thinking that a DTM car is just a big touring car, so a bit like a

road car," he added. "But it's very particular, more like a formula car. It's weird, because what they have achieved with these cars is really impressive. It has so much grip, the brakes work really well, and you can feel the downforce."

"A six-hour race was not ideal, because in an endurance race it is not about showing the pace you are capable of. But it was good to avoid making mistakes and get some confidence with the car so that I can be on the same level as the guys who have driven DTM cars before."

SPORTSCARS

AF Corse eyes LMP2

THE CRACK AF Corse GT squad is on course to expand into the prototype ranks next season.

The Italian team, which claimed a hat-trick of FIA GT drivers' crowns in 2006-08, has "quite definite" plans to graduate to LMP2 in 2011, according to team boss Amato Ferrari. He said that the team had "an opportunity to do LMP2 in the Le Mans Series with a client".

Ferrari said he was reviewing a number of chassis/engine combinations for the potential move,

including the Lola-Judd/BMW package. He explained that he would be heading to the UK this month to talk to chassis and engine producers before making a final decision.

Speculation that the team could use a Ferrari V8 engine, either from the existing 430 or next year's 458, was dismissed by the AF boss.

AF will continue to represent Ferrari in the LMS with its new 458 GT Endurance contender. Formula 1 test driver Giancarlo Fisichella is likely to remain part of the team.



Team is frontrunner in GT2

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Volvo: success
with Dahlgren

NEWS
PIT & PADDOCK

NASCAR

RPM fights on

TROUBLED NASCAR team Richard Petty Motorsports is set to complete the remaining races of the 2010 season.

The four-car squad's future is in serious doubt following financial woes triggered by team owner George Gillett's recent sale of Liverpool Football Club for a much smaller amount than he was hoping for.

The team's vice-president of competition Robbie Loomis confirmed last weekend that it will keep racing to the end of the 2010 season thanks to help from Ford and rival team owners such as chassis supplier Jack Roush.

Minority owner Richard Petty continues to work on saving the team in the long-term, and he described plans to downscale to a two-car team in 2011 as "still in limbo".

"We thought it was done last week," Petty said. "And last week we thought it was done the week before. I don't know what we've got to do to make it work."

NASCAR

Busch gets in finger trouble

NASCAR COULD take action against Kyle Busch after the Sprint Cup star made a rude gesture to an official at Texas Speedway last Sunday.

The 25-year-old was livid when he was penalised for speeding in the pits as he tried to rejoin the track in front of the pace car. Busch was brought into the pits to be held for a lap, and was caught on camera making the gesture to the official, who was stood in front of his car.

Busch's team boss JD Gibbs acknowledged that his driver needs to calm down, but he also hopes that the matter is finished with.

"When things don't go well in the car, there's a frustration there," said Gibbs. "He's matured in a lot of areas, and that's something he's going to have to continue to work on. I think he knows that. I'd be surprised if there's any more penalties coming."



TOURING CARS

Thompson high on Volvo wishlist

Scandinavian campaign could lead to WTCC return for ex-British champion

European Touring Car Cup champion James Thompson is high on Volvo's wanted list for next year's Scandinavian tin-top series.

The Polestar Engineering-run team, which ran Robert Dahlgren to this year's Scandinavian crown and won the 2009 Swedish title with Tommy Rustad, has targeted two-time British champion Thompson as it seeks a more international driver line-up.

Team principal Christian Dahl told AUTOSPORT: "We

have spoken to a couple of drivers about the Scandinavian Touring Car Cup in 2011 and James is one of them. He is clearly very good and someone we would love to have in our team."

Dahl, whose squad will run a one-car works World Touring Car effort next year for Dahlgren in addition to its STCC commitments, said Thompson could form part of an expanded line-up on the world stage in future.

"It is our intention, if the WTCC programme is successful, to run three cars in the WTCC in 2012, and I don't think we would be allowed [by Volvo] to run just Scandinavian drivers," he added. It would be good to have a British guy with a big experience in touring cars."

Thompson has raced sporadically in Scandinavia for the past three years and only missed out on the 2009 Danish Touring Car title when he skipped the last two rounds due to prior commitments in the Australian V8 Supercar series.

The 36-year-old, who has raced in both the ETC and in Denmark for the Hartmann Honda squad this year, is excited by Volvo's plans.

Thompson said: "I've always said I want to be involved with a manufacturer programme that has legs. And Volvo certainly looks that way."

"Christian and I had some good talks and we get on well as people, so we'll see how things progress. It certainly interests me."



Thommo in frame

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WRC

SOLBERG'S READY

Petter Solberg completed his pre-Rally GB test in Wales last week. The Norwegian Citroën driver has the strongest Rally GB record of any driver, having won four of the past eight events – for Subaru in 2002, '03, '04 and '05.

WRC

Hirvonen: I need Rally GB result

Ford WRC ace wants to finish the 2010 season – his worst for five years – with a strong performance in Wales finale

Ford's Mikko Hirvonen is chasing a return to form on this week's Rally GB, following the Finn's worst WRC season in five years.

The 30-year-old, who came within a point of beating Sebastien Loeb to last year's drivers' title, is 137 points adrift of the Frenchman in sixth place in the standings ahead of the Cardiff-based finale. Hirvonen, who hasn't finished lower than third in the championship since 2005, has only been on the podium twice so far this year, and not since the Rally of Turkey in April.

"I'm definitely looking forward to seeing the end of this season," he said. "Rally GB is an event I like and it's a good chance for me to be

fighting again and to go into the closed season in a really good frame of mind. I'm definitely fighting for the win and if I can't win, I want to be fighting at the front all of the time."

Hirvonen admits that victory this weekend will be a special target for several drivers, as it is the last event of the two-litre World Rally Car era.

"Everybody will want to win this one," he said. "I will start from number six on the road, which is not the best place. But I'm determined to be fighting. Sometimes, no matter how hard I tried, I just couldn't do good enough times this year. Everything just worked out [in 2009], but this time I haven't been so relaxed, I've been frustrated and then pushing

too hard and over-driving. Now I'm going to put all of that behind me and focus on Rally GB."

Hirvonen added that, despite his place on the road, he was hoping for traditional Rally GB weather.

"I remember when we did Rally GB and there was dust," he said. "That's not right, I didn't like that. This is Rally GB, we need the mud and the rain and the fog, that's what this event is all about and it's what we expect."

Hirvonen's team principal Malcolm Wilson has backed the 12-time rally winner to find his form again in Wales.

"Mikko is so mentally strong," said Wilson, "there's no doubt he'll be back. His year has been totally out of character with his career

path with us. Some of the problems have been brought on by us maybe not being as competitive as we should have been. And some of it's been down to him. But he's known as iceman in the team and he will be back."



Hirvonen wants to recapture his form

WWW.MCKLEIN.DE

IRC

Praise for first Golden Stage

THE IRC'S inaugural Golden Stage Rally received universal praise after it ran on the back of last week's Cyprus Rally.

The Sunday event, which included two stages televised live on Eurosport, was won by Andreas Mikkelsen who took £35,000 of the £130,000 prize fund. The remainder of the cash was divided among the class winners.

Ford Fiesta driver Mikkelsen said: "It was great to go to an event with no pressure, just to drive as fast as possible – and of course, the money is very nice too."



Mikkelsen took top slot on first Golden Stage

IRC

Mikkelsen linked to Skoda UK drive

ANDREAS MIKKELSEN has held talks with Skoda for next year's IRC – and the Norwegian is expected to take Guy Wilks's seat in the Skoda UK Motorsport-run Fabia S2000 machine.

Speculation was rife during last week's Cyprus Rally that Mikkelsen has already signed a deal with the Skoda UK team, but he denied that was true.

Mikkelsen said: "We have no deal done for next year, but we are looking at Ford and Skoda. Which Skoda team is not yet certain, but either way it looks like we'll be in a very good car for next year."

Skoda UK declined to



Skoda UK drive could go to non-Brit in 2011

comment on its driver line-up for next year's IRC, but MSA performance director Robert Reid admitted he would be disappointed if Mikkelsen got the Skoda UK seat instead

of a British driver.

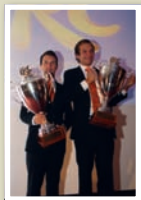
"I don't know the ins and outs of the deal, if it's true it's a big blow," said Reid. "We have guys like Alister [McRae] and Mark [Higgins] at the top of their careers,

then we have guys like Alastair Fisher and Adam Gould pretty much ready for the drive and some really talented guys like Elfyn [Evans] and John MacCrone on the lower rungs of the ladder."

IN BRIEF

CHAMPS HONOURED

Skoda's Juho Hanninen and Mikko Markkula celebrated their IRC series win at Sunday night's official awards celebration (above). Outgoing champion Kris Meeke didn't leave empty-handed, he won the season-long Colin McRae IRC Flat Out Trophy of the Year.



MCRAE DONATES

Jim McRae made a donation of €18,000 on behalf of the Colin McRae Vision to ELPIDA, a charitable foundation for children with leukaemia and other forms of cancer in Cyprus at Sunday night's IRC Awards evening.

HIGGINS WINS IN CHINA

Triple British Rally Champion Mark Higgins won last weekend's China Longyou Rally, the final round of the Asia-Pacific series. Driving a Mitsubishi Lancer, Higgins beat Subaru driver Patrik Flodin by 20 seconds on the 15-stage concrete/gravel event.

PROTON PAIR'S ONE-TWO

Proton celebrated its best-ever APRC result on last weekend's China Longyou Rally, taking a one-two in

the series standings, with Alister McRae and Chris Atkinson. The pair suffered two and three punctures respectively, and ended the event fifth and sixth overall.

RALLY GB ON BBC2 WALES

BBC2 Wales will run a highlights show from Rally GB. The hour-long programme goes out on Monday, November 15 between 2320 and 0020. Sky subscribers will also be able to watch the broadcast.

DMACK READY TO TEST

DMack, Michelin's only tyre rival in next year's WRC, is expecting to have its snow tyre ready for testing later this month. The all-new firm tested its gravel rubber with four P-WRC teams in Wales this week.

HUNT BIDS FOR TITLE #3

Harry Hunt took his second title in three weeks, backing up the J-WRC Rookie award he collected in Spain with the IRC 2WD Cup on last weekend's Cyprus Rally. The Ford Fiesta R2 driver (below) can also lift the Fiesta Sport Trophy title on this week's Rally GB.



WRC

Reid lands senior FIA WRC role



Reid is the new WRC commission VP

GIBSON/LAT

FORMER WORLD Rally champion co-driver Robert Reid says he is delighted to be back in the sport full-time following his confirmation as vice-president of the WRC Commission last week.

Reid, who won the title with Richard Burns in 2001, stopped competing when Burns fell ill seven years ago. Since then, he has focused on building his successful training company and working as the MSA's performance director.

Reid said: "It's great to be in a position where you can have a positive effect on the future of our sport. Right now, it's about establishing what the various stakeholders want and how we take that forward with Jean Todt's vision and the commercial side with North One Sport. It's a big jigsaw puzzle."

Reid's president will be Rally Finland managing director Jarmo Mahonen.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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Who is Ford's most successful world championship driver ever? Easy, you think. It must be one of the original flying Finns like Ari Vatanen or Hannu Mikkola? Wrong.

Try Mikko Hirvonen.

That's right, Ford's current lead driver has scored 12 WRC wins – the same as Marcus Gronholm, but he has more runner-up spots than the elder of the two Finns.

And, in Wales this week, Hirvonen will live up to that mantle. He is an enormously proud Ford driver and he understands the weight of expectation that comes with his name at the top of a list featuring his heroes.

If Hirvonen doesn't deliver in Wales, he could be in for a long and very discontented winter. But the signs are good. By his own admission, he's seen the tougher side of the sport this season and he's ready to come out fighting in Cardiff. It's his last chance to beat Sebastien Loeb in a two-litre car. Can he do it? We'll see on Sunday.

The other big story this week is the news that Skoda UK is expected to sign Andreas Mikkelsen for its IRC programme. There will be understandable outrage at a British driver missing out but, just to play devil's advocate, Skoda UK is not beholden to anybody in British motorsport. It simply wants a Union Flag on the flanks of the winning Fabia in Monte Carlo. And if King Harald of Norway's invasion of 1066 had been more successful, Mikkelsen might have ticked all the boxes...



Hirvonen: Ford's top man

REMEMBER WHEN...

NOVEMBER 25 1997



...Colin McRae powered a two-litre World Rally Car to victory on Britain's WRC round for the first time? That era comes to a close this week. Next year's Rally GB winner will be powered by a 1.6-litre motor.



BRAZILIAN GP

Interlagos

ROUND 18/19

LAPS 71

WINNER

Sebastian Vettel
1h33m11.803s

POLE POSITION

Nico Hulkenberg
1m14.470s

FASTEST LAP

Lewis Hamilton
1m13.851s

RACE RATING

★★★★★

If midfield scrapping
is your thing, this
was the race for you

DRIVERS STANDINGS

Alonso	246pts
Webber	238pts
Vettel	231pts

MILESTONES

- First all-German F1 championship
- front row not to contain a Schumacher
- Bruno Senna's first-ever car race in Brazil





VETTEL

SEES NO EVIL, OR RIVAL

Sebastian Vettel may be Red Bull's favoured son - certainly according to Mark Webber - but he was dominant in Brazil. MARK HUGHES reports

QUALIFYING

Superb Hulkenberg takes advantage of unique set of circumstances - and delivers

“Well, he made us all look pretty average there today,” said Mark Webber of Nico Hulkenberg’s sensational pole position lap, Williams’s first in five years. “He found a different racetrack to the rest of us.”

Even had Hulkenberg not completed his final lap, the one that was 1.1s better than anyone else’s, he’d have still been on pole. He’s always been a superb wet-weather performer, but he was aided further here by a Williams that was consistently strong in such green track conditions. Only with five minutes to go in Q3 was there a dry line amid the damp – so the surface was as green as it could be. The FW32 has repeatedly shown strongly in such conditions through the year and it’s only as the track rubbers in that its balance tends to fall away. That didn’t get to happen and Hulkenberg – using much more wing than team-mate Rubens Barrichello – took full advantage, making the switch to slicks that crucial half-lap later than Rubens, who had been the first to try it. Parts of the track were still crazily slippery and Barrichello lost 17s on his out-lap compared to Hulkenberg through being trapped in traffic and then sliding off. “I couldn’t get the tyres back up to temperature after that,” shrugged Rubens with a smile after qualifying sixth, 1.7s slower. “But I am genuinely delighted for Nico. He’s an excellent driver and really deserves his place in F1.”

“Yeah, they’re all happy for me today,” smiled Hulkenberg, “But they’ll be trying to destroy me tomorrow.” He was the next to try slicks – the softer option tyre – after his team-mate, and with hindsight it was the perfect moment, not quite so slippery on the out-lap as for Rubens, but early enough that he got in an extra lap over those who changed subsequently. “They didn’t tell me that I was already on pole as I began the last lap,” he beamed, “just that my times were good. So I just set about maximising everything on that last lap.” It was a monster of a lap, super-aggressive, dancing improvisation and totally committed. In the annals of Williams history it’s right up there with Keke Rosberg, Silverstone 1985.

In between the two Williamses lay the four realistic title contenders in the order of Sebastian Vettel, Webber, Lewis Hamilton and Fernando Alonso. The Red Bull drivers were separated by a tenth, possibly the difference between Webber being baulked on his previous lap by Felipe Massa’s Ferrari and not therefore having a safe banker lap before he began his final one. Vettel fell a little foul of traffic too, but both were relieved to have at least avoided the obvious potential for disaster as the track was on the margins for inters at the start of Q1 and with that tricky crossover in Q3.

Barrichello: “I taught you everything you know!”



Hamilton felt his tyres were not fully up to temperature as he began his crucial final lap and was, if anything, relieved not to have ended up further back than fourth: “I was one of the earliest to begin my final lap and as the track was improving fast, that was a bit of a disadvantage. I think second or third was achievable had it not been for that, but no way could I have done Hulkenberg’s time.”

Alonso’s Ferrari was 0.4s adrift of Vettel, slightly disappointing after its practice form. The Ferrari was just not in its element in a situation that demanded it get its tyres quickly up to temperature. “It wasn’t a great lap,” admitted Alonso. “I got out of the dry line at one place and lost a lot of time. It could have been worse though.” Felipe Massa is invariably even more adversely afflicted than his team-mate when getting the tyres up to temperature is

critical – and he duly struggled, after having been every bit as fast as Alonso in dry practice. He only just scraped into Q3 and proceeded to qualify ninth.

The Renault R30’s f-duct was working extremely well in the long slog from Juncão to the Senna Esses, consistently the fastest in the final sector. It was less happy through the twisty bits, but this was enough for both cars to make it to Q3, where Robert Kubica went seventh, three places and 1.1s ahead of Vitaly Petrov. “It was hard to get temperature in the tyres,” said Robert, “and our [low] downforce level didn’t help.” Petrov failed to improve his inters time when he switched to slicks.

Michael Schumacher was the only Mercedes driver to make it through to the run-off, Nico Rosberg victim of being baulked in Q2 by Sebastien Buemi’s Toro Rosso when his inters were at their best.

Michael, eighth fastest, was a little mystified as to why he suddenly dropped further away from the frontrunning pace on the Q3 final lap. “I can only assume that as I moved over for the Red Bulls the lap before, my tyres lost temperature,” he said.

Jenson Button had a fairly disastrous day, failing to make Q3 and starting 11th. Tyre and brake temperature was again his bugbear in a continuation of his Korea race. He was still experimenting with an innovation connected with how the brake bias changes as the speed bleeds off, in its progression from front-biased at high speed, migrating rearwards as the speed and downforce reduce. Having loved the feel of it in the McLaren simulator when working as it should, he was determined to try and make the system work, though it was still proving problematic here.

Kamui Kobayashi’s Sauber, Rosberg’s delayed Mercedes, the Toro Rossos of Jaime Alguersuari and Sebastien Buemi, Nick Heidfeld’s Sauber and Tonio Liuzzi’s Force India filled out the Q2 mid-grid, with Buemi taking a five-place penalty for his race incident in Korea.



P46 RESULTS
ALL THE STATS
FROM A SCARY CITY





Hulkenberg fends off Alonso and Hamilton



RACE CONDITIONS

After rain in qualifying, the race was held with ambient temperatures in the mid-20s and track temperatures of around 50 degrees.

The day in Sao Paulo dawned sunny, the skies stayed blue and, despite the promise of incident suggested by the grid and championship dynamics, what played out at Interlagos was a pure expression of performance.

There was nothing to complicate a resounding Red Bull one-two, Sebastian Vettel ahead of Mark Webber. It was the appropriate way for the team to clinch its first constructors' world championship. Anything less than that with such a car would have been unjust.

The other podium finisher, Fernando Alonso, afterwards reasoned that his Ferrari was comparably quick, and only denied a crack at the Red Bull pair through losing 10 seconds early on passing Lewis Hamilton's McLaren and Nico Hulkenberg's Williams. But that was just championship propaganda talk.

Yes, the Ferrari set a faster race lap than either Red Bull, as Alonso tried putting some late pressure on

Webber, but it was a false picture. The lap came late in the race with the track at its fastest when the Red Bulls were playing safe. Webber's engine was running hot — low water pressure — and he was nursing it. Ahead, Vettel just needed to measure his pace to Webber.

When they were all running in clear air earlier in the race, the RB6s had around 0.5s on the Ferrari. Webber and Vettel were only fourth and sixth in the fastest-race-lap list with bests of 1m14.0s, but extrapolate that early race pace to the faster track and they could surely have lapped in the low 1m13s. Realistically it was the fastest car by a substantial margin around Interlagos, fast enough that the required one-two result in Abu Dhabi — Webber ahead if Alonso finishes third — for the drivers' championship looks quite feasible, even if the numbers do appear to heavily favour Alonso.

Fastest car or no, Vettel and Webber still needed to clear the pole-position Williams of Nico Hulkenberg sooner rather than later. When Hulkenberg got a little too much wheelspin at the start, Vettel was upon him immediately. He thrust the Red Bull to the left, Nico squeezing him towards the pit wall, Seb coming through regardless, into

the lead through the Senna Esses.

Webber had his hands full fending off Hamilton. The McLaren was actually ahead on the outside, but tucked back in quite early — a meek action by Hamilton standards, and one that left Webber free to get a run on Hulkenberg's second place down to Turn 4. Mark induced Nico into braking just a little too late by dummied an attempt on the corner's entry. Instead, he then lined himself up for the exit so that as the Williams ran a little wide, Webber was through as they dived down the hill. It was a beautifully executed

move, old hand against young gun.

Hamilton wasn't liking the messages he was getting from the McLaren and it looked a gripless handful, reluctant to turn in. Then, when the fronts did grip, so the sudden turn-in would upset the rear. Understeer in, oversteer mid-corner, Lewis looking like a sitting duck to the following Alonso, who tried getting inside at Turn 5 as the McLaren twitched, obliging Lewis to brave it out on the exit — which he did. He was safe from attack through the no-passing zone of the twisty middle section, but ▶



Massa passes 'grassy' Schuey

DUNBAR/LAT



Liuzzi crash caused safety car



Rosberg mired in Buemi-led midfield war



Patrick Head to engineer Fittipaldi's Lotus 72?

DRIVER BY DRIVER by Edd Straw

1  7/10 Rating

JENSON BUTTON

McLaren-Mercedes MP4-25-01
Start: 11th. Finish: 5th
CONTINUED TO run McLaren's experimental braking system and again struggled with front locking. Was first to pit, from 10th – this worked brilliantly and promoted him to fifth. Pitted for new options under safety car, and kept Rosberg at bay.

2  8/10 Rating

LEWIS HAMILTON

McLaren-Mercedes MP4-25-02
Start: 4th. Finish: 4th
McLAREN again lacked Red Bull/Ferrari-troubling pace, and Hamilton reckoned that fourth was more than he could ask for. Ran wide and let Alonso past early on. Tried fresh primes under the safety car, but it didn't give him speed for podium.

3  8/10 Rating

MICHAEL SCHUMACHER

Mercedes MGP W01-05
Start: 8th. Finish: 7th
FLEW IN wet in qualifying, but couldn't maintain form on slicks. Slipped to 10th when he went on grass at start. Passed Button, but got bottled up behind Sutil. Sixth after stops. Let Rosberg, who had pitted for fresh options, past after safety car.

4  8/10 Rating

NICO ROSBERG

Mercedes MGP W01-01
Start: 13th. Finish: 6th
BLAMED BUEMI for costing him a place in Q2. Brilliant start to get up to sixth, which he held after first stops. Pitted twice under safety car for primes and then options. Schumacher waved him past but he couldn't challenge Button because of traffic.

5  10/10 Rating

SEBASTIAN VETTEL

Red Bull-Renault RB6-5
Start: 2nd. Finish: 1st
CAME INTO race as a title outsider and made sure he at least has a fighting chance in Abu Dhabi by taking lead at start and dominating. Webber cut lead from 2.5s to 1.5s, but he re-established the margin in traffic and was always in control.

6  8/10 Rating

MARK WEBBER

Red Bull-Renault RB6-6
Start: 3rd. Finish: 2nd
AGAIN THE Australian just lost out to his team-mate in qualifying. Took second on opening lap and tracked Vettel, chipping away at his lead before losing a second in traffic. Settled for second after being told to take it easy with overheating engine.



Hamilton overdoes it, so Alonso passes

◀ being slow out of Juncao made him slow up the long hill, the Ferrari gobbling up the gap between them as they emerged flat out onto the pit straight for the first time, Hamilton staying to the left, insisting Alonso take the long way round. The Ferrari was ahead as they crossed the start/finish line but Hamilton again braved his way in front as they braked for the Esses. It was only a matter of time though and, sure enough, just a few seconds later, the McLaren twitched horribly into Turn 4, Lewis had a split-second armful of opposite lock, and Alonso was handed a present.

Alonso quickly closed down Hulkenberg, who was already 3.7s

“IT DIDN'T FEEL GREAT,” SAID ‘THE HULK’, “BUT I ENJOYED FIGHTING WITH THE BIG GUNS. I JUST TRIED TO BE HARD BUT FAIR”

off the lead at the end of the second lap. “It didn’t feel great actually,” said ‘The Hulk’ of the car that had set pole in the very different conditions of the previous day.



For first time, a Senna on back row at Interlagos

“It was bottoming out, had a lot of understeer going in, oversteer coming out. But I enjoyed fighting with the big guns. I just tried to be hard but fair.”

That’s exactly what he was as he repeatedly fended Alonso off down the pit straight, his high wing setting making him vulnerable at the end, requiring him to hug the inside and brake late. He did it repeatedly until on the seventh lap the Williams, with much the same handling traits as Hamilton’s car, twitched evily on the entry to T4 – and Alonso was through to third. He crossed the line at the end of that lap 9.5s off Vettel’s lead, 7s adrift of Webber. In free air now, we’d see what the Ferrari might have. Answer: no better than mid-1m17s at a time when the Red Bulls were about to break into the 1m16s.

It’s not that the Red Bulls were at full stretch in these early laps either. “I was being careful not to take too much out of the tyres,” said Vettel, “because you never know when a safety car can take your gap away and you need to have some rubber left.” Webber was running at much the same pace, once Seb had established a 2.5s gap in the first five laps. Vettel was right to be watchful of the rubber for, with a track temperature nudging 50-deg C, the super-soft almost everyone was on at this stage was a little fragile. Get it too hot and the grip would fade quite dramatically.

Hamilton’s car was gradually improving and he was able to start hustling Hulkenberg in much the same way Alonso had, but this time there were no holes in Nico’s defence. Stuck behind the Williams, Hamilton was losing touch with Alonso, the Ferrari pulling away from the dicing pair at around 1s per lap.

Back in 10th place after being passed on lap three by Michael Schumacher, Jenson Button gave

every sign of being able to go faster than the cars immediately ahead of him – but he was trapped. McLaren took a strategy gamble and brought Button in at the end of the 11th lap, seemingly committing him to a 60-lap stint on the mediums. Ross Brawn and the Mercedes crew looked on and debated whether to make a reaction stop with Schumacher, but decided against it. “We thought Jenson would be held up in traffic,” said Brawn, “so we chose not to respond.” It was a mistake, for Button dropped into a nice 5s cushion of clear air and was able to use the few laps of new-tyre boost to lap significantly quicker than Schuey, enough for Jenson to subsequently leapfrog ahead when Michael stopped on lap 20.

Felipe Massa’s Ferrari crew had also watched Button’s early stop with interest and, unlike Mercedes, decided to respond. Massa, who had been running eighth behind Robert Kubica (Renault) and Rubens Barrichello (Williams), came in on the next lap and got underway again on a new set of mediums, stationary for just 3.3s and getting out still just ahead of the McLaren. It was a mighty quick stop, perhaps too much so, for the right-front wheelnut had been cross-threaded. Immediately feeling the loose wheel, Massa was back in on the next lap. The second stop left him fighting with the likes of Sebastien Buemi in the lower reaches, his day ruined.

Next in the cascade of stops triggered was Barrichello, the Williams pitting in response to Massa’s original stop. Rubens too suffered a cross-threaded nut – in this case on the right-rear, but it was spotted, the car held stationary while a replacement was fitted. This lost him around 8s, dropping him behind Button. He’d later be forced to pit again, dropping out of contention after puncturing a tyre against Jaime Alguersuari’s Toro Rosso. They were dropping like flies ahead of Button, ▶

7  **5/10**
Rating

FELIPE MASSA
Ferrari F10-286
Start: 9th. Finish: 15th
AS USUAL, Massa struggled more than most for tyre temperature in qualifying. Held eighth, but had to pit on consecutive laps to have right-front wheel attached properly. Bounced off Buemi while trying to recover. Never got near top 10 again.

8  **9/10**
Rating

FERNANDO ALONSO
Ferrari F10-285
Start: 5th. Finish: 3rd
GOT STUCK behind Hulkenberg for six laps, losing him 10 seconds to Vettel. Passed him at Turn 5 and set some impressive lap times, particularly after the safety-car period, but was never within striking distance of Webber.

9  **6/10**
Rating

RUBENS BARRICHELLO
Williams-Cosworth FW32-04
Start: 6th. Finish: 14th
LOST TYRE temperature after getting bottled up behind Hamilton on Q3 out-lap, but content with sixth. Dropped into lower midfield with botched pitstop. Picked up puncture after contact with Alguersuari, costing him any chance of points.

10  **10/10**
Rating

NICO HULKENBERG
Williams-Cosworth FW32-01
Start: 1st. Finish: 8th
STARRED ON slicks in Q3, setting two pole laps with an inch-perfect attacking drive. Passed by both Red Bulls on lap one, then by Alonso. Pitted from fourth on lap 13. Car didn’t have pace to stay there and he was eighth once everyone had made stops.

11  **7/10**
Rating

ROBERT KUBICA
Renault R30-05
Start: 7th. Finish: 9th
AN OFF in Q3 cost him tyre temperature and possible better grid spot. Ran seventh, but got stuck behind Hulkenberg after stop and was jumped by both Mercedes. Complained of a lack of top speed despite sixth-fastest trap time.

12  **4/10**
Rating

VITALY PETROV
Renault R30-02
Start: 10th. Finish: 16th
MADE IT into Q3 for the first time since early August, but was only driver not to set an improved time on slicks. Made a bad start and took to exit kerbs at Senna S, ending lap one in 22nd. Cleared the new-team cars, but then made little progress.

◀ whose strong pace on the new tyres also jumped him past Hulkenberg and Kubica when they came in on the 14th lap. The high degradation of grip of the tyres – particularly the super-softs – had left vulnerable those around Button who hadn't pitted.

Hulkenberg's pitting finally put Hamilton in clear air. He began lapping just a couple of tenths slower than Alonso, but those laps behind the Williams had left him 11s adrift of the Ferrari. They had also potentially put him on course to be leapfrogged by Button, a tricky situation for McLaren to manage.

On the 17th lap Button suddenly dropped over 1s off his earlier pace,

“FOR THE TIME BEING THERE IS NO WAY OF KNOWING WHAT THE RIGHT THING TO HAVE DONE WILL BE. AS WEBBER SAID: ‘TODAY WAS ABOUT THE TEAM’”

before then resuming lapping just as quickly as Hamilton up ahead. That brief easing-off had the effect of creating just enough of a margin to bring Hamilton in on the 20th lap without being leapfrogged by his team-mate. With the championship situation as it was, that was important – for Hamilton still had a chance, Button realistically did not.

Alonso came in on the 24th lap, resuming without losing his third place, the leader Vettel on the 25th, Webber on the 26th. The Red Bulls resumed still less than 3s apart. Ten seconds behind Alonso ran Hamilton and Button. Staying out long had worked for Nico Rosberg, the Merc emerging ahead of team-mate Schumacher and the Hulkenberg/Kubica train that was delayed firstly by emerging behind Kubica's yet-to-stop team mate Vitaly Petrov, then by the long-running Force India of Adrian Sutil.

Kamui Kobayashi and Sutil had each started the race on the harder tyre – the only ones to do so – and

accordingly did very long first stints, temporarily putting them in the points places. The Sauber stayed out until lap 48, forcing Hamilton and Button to pass it, while Sutil's slow pace ruined the strategies of Hulkenberg and Kubica, allowing Rosberg to leapfrog them. Rosberg also emerged from his stop ahead of team-mate Schumacher and, with the stops all done, the Mercs were in sixth and seventh. Hulkenberg in eighth continued to endure difficult handling and also now a fairly serious vibration. Kubica was potentially much quicker, but was running out of revs very early into the straight, having guessed too short on his top gear ratio, and was therefore unable to pass.

Up front, the Red Bulls looked locked into a stalemate. Webber had received a worrying call: turn the engine down, it's running too hot.

The telemetry was also showing a significant drop in the water pressure. Mark complied and, as such, Vettel judged his pace back to his team-mate. This was still enough to extend the gap over Alonso. On lap 37 they began to lap backmarkers, Bruno Senna's HRT holding up both Red Bulls in turn, causing the gap between them to fluctuate. Webber was sensing an opportunity as they then caught a big gaggle of cars and, low engine setting notwithstanding, he began pushing hard. By lap 45 he had the gap down to just 1.5s and he was getting messages that his front tyres were beginning to run hot. If he could just pass his team-mate here, it would make his task in Abu Dhabi vastly easier. But it wasn't to be. That was as close as he got.

On lap 49 some sort of front suspension failure sent Tonio Liuzzi's Force India hard into the barriers at the bottom of the Senna Esses. “The car just suddenly sat down on the left,” he reported. The wrecked machine, minus its



Petrov got to Q3, but didn't do much else



DRIVER BY DRIVER by Edd Straw

14  **3/10**
Rating

ADRIAN SUTIL
Force India-Merc VJM03-03
Start: 22nd. Finish: 12th
FORTHRIGHT IN views on Liuzzi's driving after Italian rejoined in front of him following Q1 moment, but had ample opportunity to avoid elimination. Drove well in the first stint on primes, and muscled past Buemi in style late on.

15  **5/10**
Rating

VITANTONIO LIUZZI
Force India-Merc VJM03-04
Start: 16th. DNF
PREVAILED IN a tight battle with team-mate Sutil to avoid elimination in Q1, but couldn't go any further in the second session. Started 16th, ran 16th and was still 16th on lap 50 when a trackrod failure pitched him heavily into the wall.

16  **5/10**
Rating

SEBASTIEN BUEMI
Toro Rosso-Ferrari STR5-03
Start: 19th. Finish: 13th
SWITCHED TO second set of tyres a little early in Q2, meaning tyres weren't in peak condition when the track was at its fastest. Spent race following Alguersuari but faded from 11th to 13th after being passed by Kobayashi and Sutil.

17  **8/10**
Rating

JAIME ALGUERSUARI
Toro Rosso-Ferrari STR-01
Start: 14th. Finish: 11th
OUTQUALIFIED TEAM- mate Buemi for the fourth race in a row and reckoned there was no more to come. Ran 13th and moved up to 10th, but again was denied a point late on when option-shod Kobayashi passed him with seven laps to go.

18  **7/10**
Rating

JARNO TRULLI
Lotus-Cosworth T127-04
Start: 18th. Finish: 19th
LOOKED A good bet for new-team pole but couldn't improve time in second half of Q1. Behind Glock in first stint, but jumped him at stops and pressured team-mate Kovalainen to finish, despite suffering traditional hydraulic problem.

19  **8/10**
Rating

HEIKKI KOVALAINEN
Lotus-Cosworth T127-01
Start: 20th. Finish: 18th
FRUSTRATED TO get caught up in traffic in Q1, but made amends by taking the lead of the new-team fight on lap one. From there, was quick enough on his in and out-laps to stay ahead of Trulli in the pitstops and take his ninth 'class' win of the year.



Champs: Newey, Horner and the Red Bull boys



Hamilton hangs out with a NERD (Pharrell Williams)

left-hand wheels, was in a dangerous position and the safety car was deployed. The timing of it left the fourth and fifth-place McLarens with a big gap over the two Mercs, and there was no downside to bringing Hamilton in for a new set of tyres, ready to attack Alonso on the restart. It was done without losing a place. Mercedes brought Rosberg in too, in readiness to attack Button on the restart. But there was a radio communication problem between engineer Jock Clear and the mechanics over which tyres Rosberg should go on: the Merc boys readied mediums, not the super-softs Clear had requested. Under the safety car, and with the gap they had, they were able to refit the old tyres, send him on his way and ready the super-softs while he did another lap before pitting again for the correct tyres. This lost him a place only to team-mate Schumacher – and Michael would kindly wave him through once racing resumed. On the downside, Rosberg's change was neutralised by McLaren bringing in Button in response for a similar change to fresh super-softs, Jensen getting out without losing his fifth place.

Unfortunately, all the potentially interesting restart contests – Vettel v Webber, Alonso v Hamilton in particular – were spoilt by having lapped cars between them. So Vettel easily maintained his lead over Webber, Alonso, Hamilton and Button. The pace of the first three was massively faster than it had been before the safety car, this rather foiling McLaren's plan to have an advantage from its new tyres. "The new-tyre boost was hardly any bigger than how much faster the old cooled tyres were than when they were hot," lamented the team's Paddy Lowe. It was enough though – in combination with the Red Bulls' cruise mode when the track was at its fastest – for Hamilton to set the race's fastest lap, precisely

0.004s quicker than Alonso's best.

"Everyone's tyres were probably running too hot before the safety car," said Bridgestone's Hirohide Hamashima, "and running slowly will have cooled them into a better temperature range. Also during that time the track temperature was falling."

The Red Bulls cantered away, aided by the seven lapped cars between Webber and Alonso. By the time the Ferrari had dealt with them, Webber was 7s clear and Red Bull had an easy one-two. In not swapping Vettel and Webber around, had Red Bull just handed the title to Alonso? On the other hand, if the team had switched them, could post-Abu Dhabi hindsight reveal that to have been the thing that prevented Vettel from beating Alonso to the world championship? For the time being there is no way of knowing what the right thing to have done will turn out to be. As Webber said: "Today was all about the team."

So, Red Bull is a world champion team in just its sixth season. Young though the squad is, Vettel was still a Red Bull-backed kid on the sport's nursery slopes when the entity embarked upon its F1 adventure. "I remember my first trip to the factory," he said. "I had just got my drivers' licence and I drove to England, to Milton Keynes, and if I compare the place back then to now it is massive progress. I was a little boy. Someone showed me around and I was fascinated, sparks in my eyes. Looking up to Formula 1 and now to be part of the team and part of the driver line-up to give them their first championship is incredible."

Watching an emotional Christian Horner and Adrian Newey hugging each other, knowing the huge strains placed upon the team this year, it was impossible to disagree. The best car has won. Just one contest left to settle... ❧

20  **6/10**
Rating

CHRISTIAN KLIEN
HRT-Cosworth F110-02
Start: 23rd. Finish: 22nd
RETURNED FOR second outing of the season for HRT. Outqualified his team-mate after jumping him on his second run, but fuel-pressure problems meant he started race three laps down. Lapped consistently to register first finish since 2006.

21  **6/10**
Rating

BRUNO SENNA
HRT-Cosworth F110-03
Start: 24th. Finish: 21st
AFTER ATTENDING the Brazilian premiere of the film about his uncle, he endured a lacklustre maiden Brazilian GP. Just one run in Q1, meaning he didn't set a time when track was at its fastest. Finished only 1.2s behind Glock in race.

22  **5/10**
Rating

NICK HEIDFELD
Sauber-Ferrari C29.03
Start: 15th. Finish: 17th
COMPLAINED OF being down on power with tired engine, and reckoned he put his second set of inters on too early in Q2. Made up a few places on lap one and was 12th until serving a drive-through for baulking Hamilton after restart.

23  **8/10**
Rating

KAMUI KOBAYASHI
Sauber-Ferrari C29.04
Start: 12th. Finish: 10th
FLEW IN Q1 (fifth fastest), but Sauber less effective as track became less wet in Q2. Started on prime tyres, blaming his slide to 15th on lack of temperature. Ran long and pitted under safety car. Passed both Toro Rossos to nab a point.

24  **7/10**
Rating

TIMO GLOCK
Virgin-Cosworth VR-01-03
Start: 17th. Finish: 20th
CLAIMED NEW-TEAM pole despite ditching second set of inters and struggling for tyre temperature. Got away well, but evasive action at Senna S dropped him behind Kovalainen. Didn't have speed to avoid being jumped by Trulli in pitstops.

25  **6/10**
Rating

LUCAS DI GRASSI
Virgin-Cosworth VR-01-04
Start: 21st. **UNCLASSIFIED**
REPLACED BY Jerome d'Ambrosio in FP1 for fourth and final time this season. Unhappy with qualifying 0.7s off Glock and complained of worsening rear-suspension problem all race. Had long pitstop for team to look into this.

Drawing board

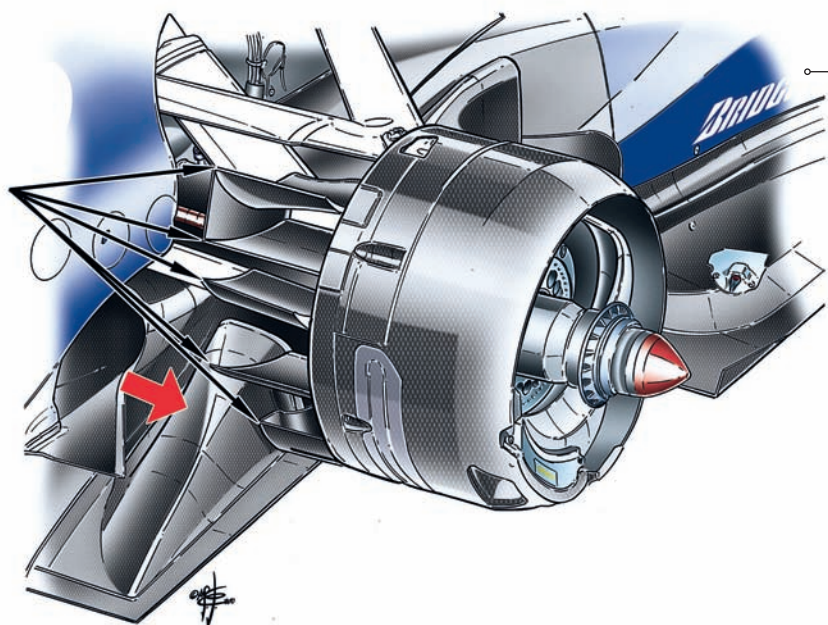
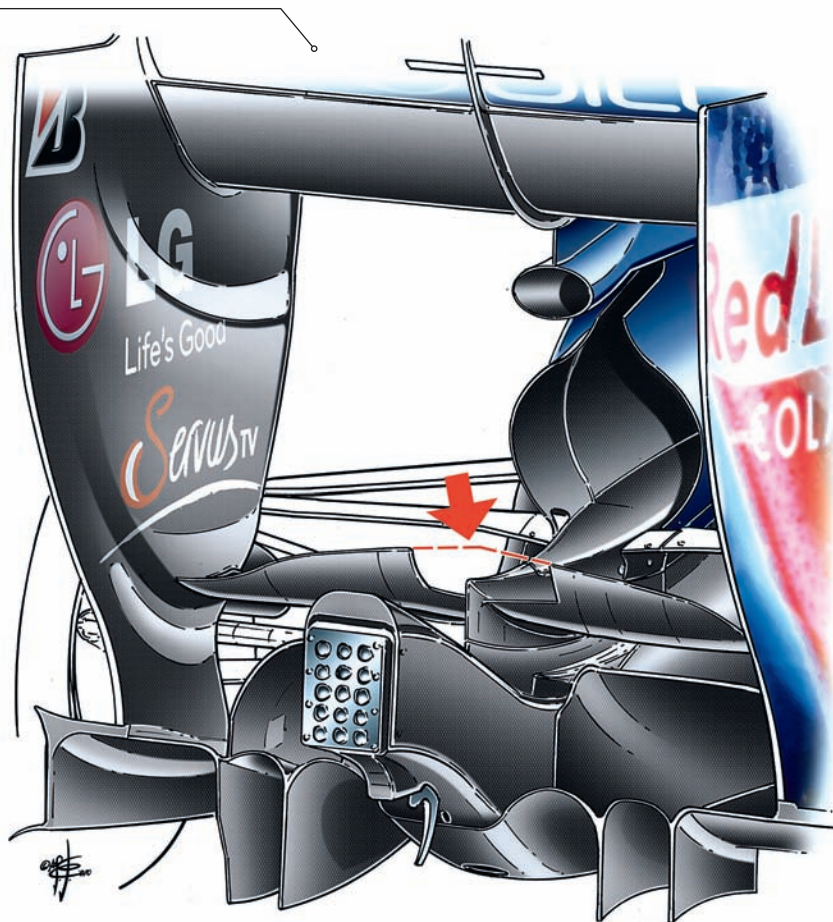


Gary Anderson, Mark Hughes and Giorgio Piola reveal some of the tweaks made by Red Bull, Ferrari and Williams in Brazil

RED BULL REAR WING

➔ Red Bull experimented on Friday with a rear beam wing on Vettel's car that featured a cut area in the delta section. It was discarded and the conventional component was used on both cars for the rest of the weekend.

GARY ANDERSON: This section is also behind the large rearward-facing hole in the engine cover that is used as the exit for the hot air from the radiators. Every team searches around its cars to optimise the aerodynamic efficiency for any given circuit and I would imagine that since Interlagos is not a maximum-downforce circuit Red Bull was experimenting to see if this was the best compromise between downforce to drag level and cooling.



WILLIAMS REAR BRAKE DUCT

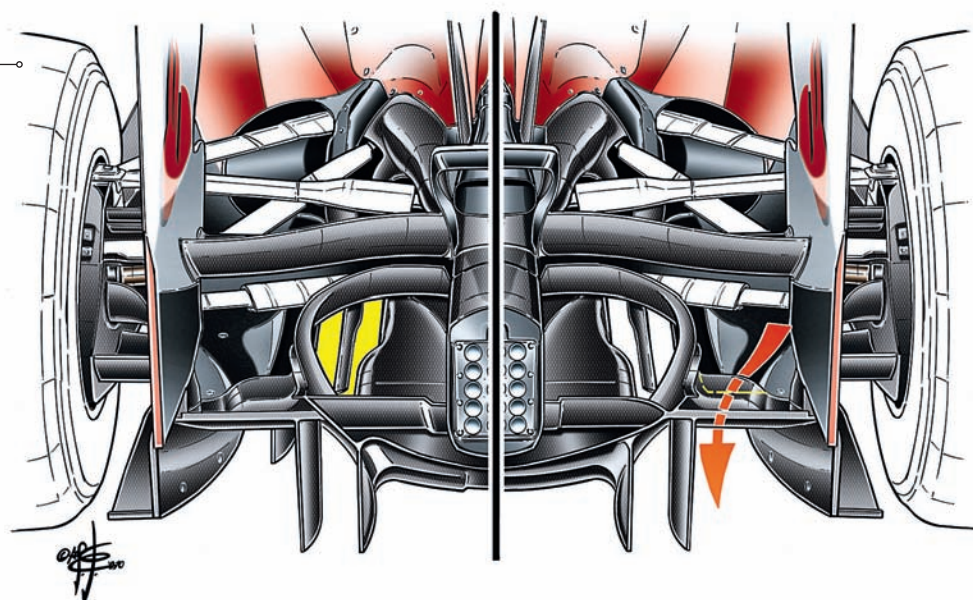
➔ The Williams FW32 featured extra downforce-producing devices on its rear brake ducts.

GARY ANDERSON: Williams has pioneered brake-duct downforce gizmos. This has become very intricate but I have to ask the question: when is a brake duct a brake duct? The regulations state that all bodywork, aerodynamic devices etc must be mounted on the sprung mass of the car, that is other than the brake ducts, which are allowed to be located both front and rear in a certain-size box area. What they look like and what they do aside from cooling the brakes is then up to the teams. The air comes in through a small opening at the front of the duct, passes through the disc and calliper area – the barrel-shaped device around the brake disc is there to force the hot air through the outside of the wheel. Perfect, and in my book that's called brake cooling. However, the multitude of turning vanes mounted on the inside of the brake-duct surface are downforce-producing devices, working in conjunction with the outer section of the diffuser. The aerodynamic force they create goes directly into the tyre as opposed to other aerodynamic devices that must be mounted on the sprung mass. The force from these ducts, being unsprung, goes directly through the suspension system to the tyres.

FERRARI DIFFUSER

→ Ferrari continues apace with its diffuser development. The left side shows how it used to be, the right side as it was configured in Brazil. The top of the side channel had been extended, the trailing edge of the central section was further incorporated and the small plate on the outer wall was removed. Plans to bring a main plane blown version of the f-duct system were canned.

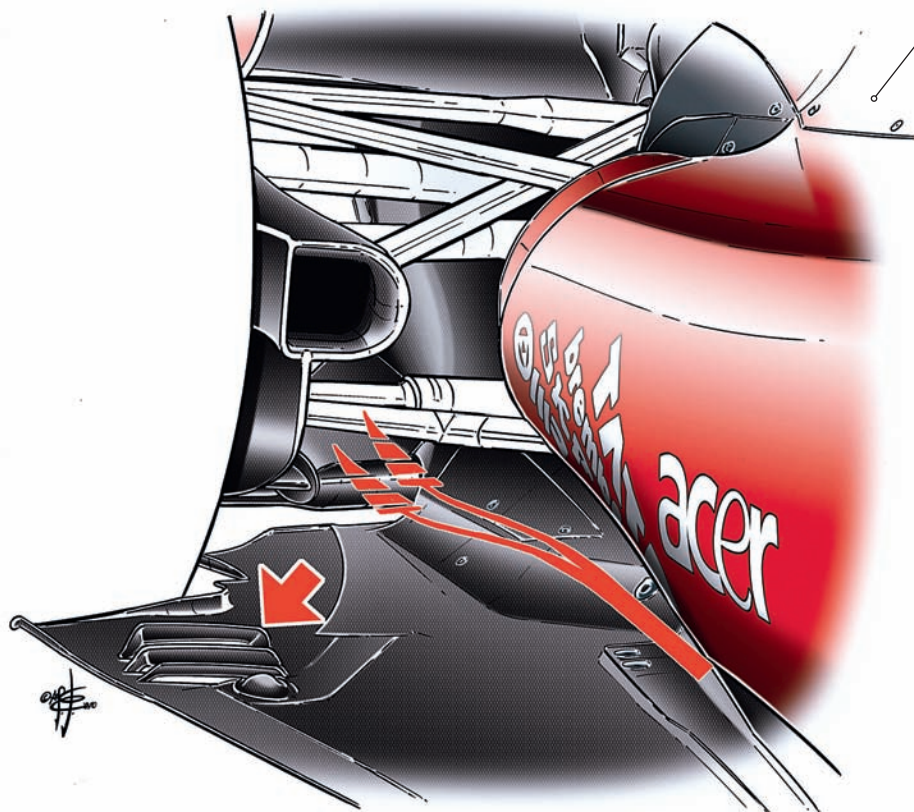
GARY ANDERSON: The outer side channels where Giorgio has very neatly indicated the direction of the airflow with a red arrow is where the exhaust gas is trained upon. Having the high-speed gasses working on the under surface of this section of the diffuser increases the downforce especially at high rear ride heights (ie in slow corners or under braking). This gives the car more rear-end stability under braking. This section has been extended, the yellow line showing the original length. More surface area means that little bit more downforce. This picture is actually a very good illustration of how the complete double-diffuser system and the turning vanes on the inner surface of the rear brake ducts all work together in conjunction with the lower beam wing.



FERRARI FLOOR LOUVRES

→ Ferrari introduced a third louvre to the floor ahead of the rear tyre.

GARY ANDERSON: As the airflow is displaced by the rear-tyre contact patch it is forced around the sides of the tyre. This is quite high-speed/high-energy airflow and these louvres in the floor surface allow flow from the top of the floor through to the under surface. The flow through the radiused, leading edge of each one of these louvres will create a low-pressure area under this small area of the floor creating more overall downforce. Developments like this give a very small return but to keep up with the Joneses – or in this case Red Bull – Ferrari knows it will have to push in every area that it can to find improvement.



BRAZILIAN GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	VETTEL	1m12.328s
2	WEBBER	1m12.810s
3	HAMILTON	1m12.845s
4	BUTTON	1m13.267s
5	KUBICA	1m13.370s
6	ROSBERG	1m13.516s
7	BARRICHELLO	1m13.546s
8	SCHUMACHER	1m13.643s
9	SUTIL	1m13.918s
10	HEIDFELD	1m14.000s
11	KOBAYASHI	1m14.004s
12	HULKENBERG	1m14.155s
13	ALONSO	1m14.246s
14	MASSA	1m14.267s
15	PETROV	1m14.370s
16	LIUZZI	1m14.487s
17	ALGUERSUARI	1m14.618s
18	BUEMI	1m14.734s
19	TRULLI	1m15.603s
20	GLOCK	1m15.860s
21	KOVALAINEN	1m16.057s
22	D'AMBROSIO	1m16.707s
23	KLIEN	1m16.839s
24	SENNA	1m17.360s

Weather: dry

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	VETTEL	1m11.968s
2	WEBBER	1m12.072s
3	ALONSO	1m12.328s
4	HAMILTON	1m12.656s
5	MASSA	1m12.677s
6	KUBICA	1m12.882s
7	BUTTON	1m13.206s
8	HEIDFELD	1m13.222s
9	ROSBERG	1m13.333s
10	SCHUMACHER	1m13.346s
11	BARRICHELLO	1m13.520s
12	KOBAYASHI	1m13.610s
13	HULKENBERG	1m13.725s
14	SUTIL	1m13.741s
15	PETROV	1m13.818s
16	LIUZZI	1m14.045s
17	BUEMI	1m14.304s
18	ALGUERSUARI	1m14.578s
19	TRULLI	1m14.984s
20	KOVALAINEN	1m15.101s
21	DI GRASSI	1m15.433s
22	SENNA	1m16.070s
23	KLIEN	1m16.082s
24	GLOCK	1m16.150s

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	KUBICA	1m19.191s
2	VETTEL	1m19.500s
3	HAMILTON	1m19.536s
4	MASSA	1m19.735s
5	ALONSO	1m19.791s
6	PETROV	1m19.887s
7	BUEMI	1m20.009s
8	ROSBERG	1m20.056s
9	BUTTON	1m20.164s
10	BARRICHELLO	1m20.320s
11	WEBBER	1m20.337s
12	SCHUMACHER	1m20.421s
13	KOBAYASHI	1m20.452s
14	HULKENBERG	1m20.535s
15	ALGUERSUARI	1m20.541s
16	LIUZZI	1m20.546s
17	SUTIL	1m20.613s
18	HEIDFELD	1m20.985s
19	TRULLI	1m22.326s
20	GLOCK	1m22.449s
21	KOVALAINEN	1m22.874s
22	DI GRASSI	1m23.194s
23	SENNA	1m23.358s
24	KLIEN	1m23.650s

Weather: damp



QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HULKENBERG	1m20.050s	1m19.144s	1m14.470s
2	VETTEL	1m19.160s	1m18.691s	1m15.519s
3	WEBBER	1m19.025s	1m18.516s	1m15.637s
4	HAMILTON	1m19.931s	1m18.921s	1m15.747s
5	ALONSO	1m18.987s	1m19.010s	1m15.989s
6	BARRICHELLO	1m19.799s	1m18.925s	1m16.203s
7	KUBICA	1m19.249s	1m18.877s	1m16.552s
8	SCHUMACHER	1m19.879s	1m18.923s	1m16.925s
9	MASSA	1m19.778s	1m19.200s	1m17.101s
10	PETROV	1m20.189s	1m19.153s	1m17.656s
11	BUTTON	1m19.905s	1m19.288s	-
12	KOBAYASHI	1m19.741s	1m19.385s	-
13	ROSBERG	1m20.153s	1m19.486s	-
14	ALGUERSUARI	1m20.158s	1m19.581s	-
15	BUEMI	1m20.096s	1m19.847s	-
16	HEIDFELD	1m20.174s	1m19.899s	-
17	LIUZZI	1m20.592s	1m20.357s	-
18	SUTIL	1m20.830s	-	-
19	GLOCK	1m22.130s	-	-
20	TRULLI	1m22.250s	-	-
21	KOVALAINEN	1m22.378s	-	-
22	DI GRASSI	1m22.810s	-	-
23	KLIEN	1m23.083s	-	-
24	SENNA	1m23.796s	-	-

Weather: wet but drying

QUALIFYING

Head to head			
BUTTON	5	13	HAMILTON
SCHUMACHER	4	14	ROSBERG
VETTEL	11	7	WEBBER
MASSA	4	14	ALONSO
BARRICHELLO	12	6	HULKENBERG
KUBICA	17	1	PETROV
SUTIL	15	3	LIUZZI
BUEMI	11	7	ALGUERSUARI
TRULLI	10	8	KOVALAINEN
CHAND'K/YAMA/KLIEN	7	11	SENNA/YAMAMOTO
DE LA ROSA/HEIDFELD	8	10	KOBAYASHI
GLOCK	16	2	DI GRASSI

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

VISIT  TO FIND OUT

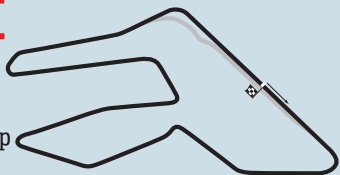
castroldriverrankings.com

THE GRID

2 VETTEL RED BULL 1m15.519s super-soft	1 HULKENBERG WILLIAMS 1m14.470s super-soft
4 HAMILTON McLAREN 1m15.747s super-soft	3 WEBBER RED BULL 1m15.637s super-soft
6 BARRICHELLO WILLIAMS 1m16.203s super-soft	5 ALONSO FERRARI 1m36.535s super-soft
8 SCHUMACHER MERCEDES 1m16.925s super-soft	7 KUBICA RENAULT 1m16.552s super-soft
10 PETROV RENAULT 1m17.656s super-soft	9 MASSA FERRARI 1m17.101s super-soft
12 KOBAYASHI SAUBER 1m19.385s medium	11 BUTTON McLAREN 1m19.288s super-soft
14 ALGUERSUARI TORO ROSSO 1m19.581s super-soft	13 ROSBERG MERCEDES 1m19.486s super-soft
16 LIUZZI FORCE INDIA 1m20.357s super-soft	15 HEIDFELD SAUBER 1m19.899s super-soft
18 TRULLI LOTUS 1m22.250s super-soft	17 GLOCK VIRGIN 1m22.130s super-soft
20 KOVALAINEN LOTUS 1m22.378s super-soft	19 BUEMI TORO ROSSO 1m19.847s* super-soft
22 SUTIL FORCE INDIA 1m20.830s* medium	21 DI GRASSI VIRGIN 1m23.083s super-soft
24 SENNA HRT 1m23.796s* super-soft	23 KLIEN HRT 1m23.083s** super-soft

*5-place grid penalty **started from pitlane



ZHUHAI**CHINA****November 6-7****Int Le Mans Cup
Round 3/3****AT A GLANCE**

- **Winners F Montagny/S Sarrazin**
- **Pole position Sarrazin**
- **Fastest lap Montagny**



Audi R15 and Peugeot 908 had final battle

Peugeot wins a game of Chinese whispers



Montagny/Sarrazin 908 prevailed in Zhuhai finale

Peugeot won the Intercontinental Le Mans Cup with victory at Zhuhai - but only after a bit of intra-team gamesmanship

Peugeot won the final round of the inaugural Intercontinental Le Mans Cup at Zhuhai. Fact.

But did the French marque deserve to win in China last weekend? That's a more complicated question, because Peugeot was hit by misfortune and received a slice of good fortune all at the same time.

Franck Montagny and Stephane Sarrazin needed a helping hand twice over to beat the Audi R15-plus TDI driven by Tom Kristensen and Allan McNish to claim

a narrow victory in China. And the first of those was a byproduct of an incident that put the car that was on course to win out of contention.

That car, the second Peugeot 908 HDi driven by Sebastien Bourdais, still had a major role to play in the Zhuhai 1000Km. It backed up Kristensen — inadvertently if you believe the French team — before, during and after Sarrazin's last pitstop.

Bourdais and co-driver Simon Pagnaud looked set to win on Sunday. Their 908 was slower than that

of their team-mates, but by design. They were on a different strategy to Montagny and Sarrazin, one that would have allowed them to complete the race with one fewer pitstops than the other turbodiesels.

Bourdais was 16 seconds behind Kristensen and closing when he went for the outside of Martin Ragginger in the second of the Felbermayr-Proton Porsches at Zhuhai's left-right chicane. The Porsche sideswipped the Pug and then thumped it hard in the left rear as Ragginger spun.

Ragginger admitted he'd been caught by surprise by the 908, suggesting that it would have been more

normal to overtake on the inside. Bourdais said he couldn't believe the Porsche driver hadn't seen him because he'd "flashed him a million times".

No matter whose fault it was, it was an error of judgement by Bourdais. One that probably cost him and Pagnaud victory and suddenly allowed Sarrazin and Montagny back in.

Sarrazin and Montagny, the Peugeot pairing on the more aggressive strategy, were in the lead for much of the first two thirds of the race. A superfast final third of a triple stint from McNish leapfrogged the best of the Audis ahead of this Peugeot and then an off-track excursion by Montagny left the car just

over half a minute behind when the yellow flags came out in the wake of the Bourdais incident.

It was a confused period with two safety cars, hardly necessary around the 2.68-mile Zhuhai, but the end result was a reduction of Kristensen's advantage to just 13sec. The Audi stopped first, with 25 laps to go, whereas the Peugeot would make its final stop, just a splash-and-dash, with a dozen laps left.

Sarrazin just made it out of the pits ahead of the Audi, by two seconds in fact. Or about the same amount that Kristensen had lost behind Bourdais on the previous lap. It wasn't a quick lap by the former grand prix driver,

RACE RATING

★★★★★

A fascinating race boiled up into a thrilling climax, with more than a hint of controversy

"The last 20 laps were very tough. I had to push to the maximum but save my brakes at the same time"

Stephane Sarrazin steers clear of mentioning Peugeot team-mate Sebastien Bourdais' late-race antics

REPORT ILMC ZHUHAI



Gary Watkins reports



The Peugeot and Audi boys let rip on podium

who Peugeot claimed was suffering from an overheating problem.

Bourdais, engine problem or not, then upped his pace just enough to keep Kristensen behind, at least until Sarrazin was five seconds up the road. He then let the Dane past, but by then the race was over.

McNish wasn't happy. "Whoever was ahead after the final pitstops was going to win," said McNish. "Tom had to maximise everything to do it, but we never to got to find out."

It was another superlative performance from Audi, the Joest team and the drivers. They'd looked out of it after

Kristensen's first double stint, but a change in strategy turned the best of the German cars into at least a match for the 908s.

Audi opted against continuing to double-stint its tyres and switched to single runs on the medium-compound Michelin.

"It meant we didn't have to try to look after our tyres," explained McNish, "and could be much more aggressive."

There was no doubt that it worked, a least on his car. Rinaldo Capello and Romain Dumas were running a significantly different set-up and couldn't extract the same

GT2

BMW beats Ferrari and Porsche in final class war

The Schnitzer BMW team hadn't had a great season racing to Le Mans rules in 2010 prior to last weekend, but everything came together in Zhuhai. Jorg Muller and Dirk Werner led most of the way aboard their V8-engined M3 to take a clear GT2 victory.

Muller and Werner admittedly had it easy: their two major rivals, the lead Felbermayr-Proton Porsche and the AF Corse Ferrari, ran into problems early on. But the Schnitzer M3 was at its most competitive this year and even Felbermayr-Proton engineer Norbert Singer reckoned it would have been hard to beat.

Muller felt that the team's Dunlop tyres were crucial in the Zhuhai victory.

"The tyre worked well from the first lap to the last," he said. "That gave us the pace and for once we had a trouble-free weekend."

Felbermayr-Proton drivers Marc Lieb and Richard Lietz were out of contention before the lights turned green. Lieb made contact with Gianmaria Bruni's AF Ferrari at the end of the formation lap, the resulting puncture leaving him a minute behind.

The Porsche ended up second, three laps up on the Ferrari in third. Bruni, Toni Vilander and Jaime Melo lost

Schnitzer BMW took class win



time with refuelling, brake and radiator issues.

The entire GT2 field was beaten by Porsche's experimental-class 911 GT3-R Hybrid. So economical was the car in the hands of Jorg Bergmeister and Patrick Long that it came within two laps of completing the race on three tankfuls of fuel.

performance from their R15, single stints or not.

The Zhuhai 1000Km, held in the biggest car market in the world, was all about Peugeot and Audi. The only other decent

LMP1, the Drayson Lola-Judd, lost 90 minutes to a wiring-loom change, which allowed the only LMP2 in the field, OAK Racing's Pescarolo-Judd, to claim fifth overall.

The race at the front should have gone to the wire. McNish reckoned it was "a bitter pill to swallow". It just wasn't, he said, "the right way to end a great season of racing".

RESULTS

Intercontinental Le Mans Cup, round 3 of 3, Zhuhai (PRC), November 6-7

GRID	
2 PAGENAUD 1:22.953	1 SARRAZIN 1:21.868
4 CAPELLO 1:24.589	3 KRISTENSEN 1:23.152
6 MITSUYAMA 1:30.869	5 COCKER 1:28.916
8 ZACCIA 1:33.227	7 NICOLET 1:32.936
10 B'GMEISTER 1:33.789	9 SEKIGUCHI 1:33.516
12 LAMY 1:35.217	11 YOUNG 1:34.959
14 BRUNI 1:35.810	13 WATTS 1:35.682
16 MULLER 1:36.166	15 LIETZ 1:36.114
18 WESTBROOK 1:36.300	17 KIRKALDY 1:36.210
20 GOOSSSENS 1:37.379	19 RAGGINGER 1:36.527
22 RICHARD 1:37.888	21 BECHE 1:37.880
23 GIROIX 3:17.517	

232 LAPS, 622.618 MILES		TEAM	CAR	CLASS	TIME	GRID
1	Franck Montagny (F)/Stephane Sarrazin (F)	Team Peugeot Total	Peugeot 908 HDi	LMP1	5h35m39.053s	1
2	Tom Kristensen (DK)/Allan McNish (GB)	Audi Sport Team Joest	Audi R15-plus TDI	LMP1	+4.826s	3
3	Rinaldo Capello (I)/Romain Dumas (F)	Audi Sport Team Joest	Audi R15-plus TDI	LMP1	+49.302s	4
4	Sebastien Bourdais (F)/Simon Pagenaud (F)	Team Peugeot Total	Peugeot 908 HDi	LMP1	-3 laps	2
5	Jacques Nicolet (F)/Frederic da Rocha (F)/Patrice Lafargue (F)	OAK Racing	Pescarolo-Judd 01	LMP2	-26 laps	7
6	Jorg Bergmeister (D)/Patrick Long (USA)	Porsche AG	Porsche 911 GT3-R Hybrid	GTH	-27 laps	10
7	Jorg Muller (D)/Dirk Werner (D)	BMW Team Schnitzer	BMW M3	GT2	-30 laps	16
8	Marc Lieb (D)/Richard Lietz (A)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-30 laps	15
9	Zhang Shan Qi (PRC)/Steve Zaccchia (CH)/Jeffrey Lee (TPE)	Hope Polevision Racing	ORECA-Chevrolet FLM09	FLM	-31 laps	8
10	Gianmaria Bruni (I)/Toni Vilander (FIN)/Jaime Melo (BR)	AF Corse	Ferrari 430 GT	GT2	-33 laps	14
11	Martin Ragginger (A)/Christian Ried (D)/Gianluca Roda (I)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-40 laps	19
12	Alex Yoong (MAL)/Marchy Lee (PRC)/Matthew Marsh (GB)	KK Performance	Audi R8 LMS	GTC	-40 laps	11
13	Andrew Kirkaldy (GB)/Pierre Ehret (D)/Phil Quaife (GB)	CRS Racing	Ferrari 430 GT	GT2	-41 laps	17
14	Shogo Mitsuyma (J)/Shigekazu Wakisaka (J)	Tokai University YGK Power	Courage-ORECA-YGK LC70	LMP1	-42 laps	6
15	Fabien Giroix (F)/Roald Goethe (D)	Gulf Team First	Lamborghini Gallardo LP560	GT2	-45 laps	23
16	Mathias Beche (CH)/Philip Ma (PRC)	Team Hong Kong Racing	Aston Martin DBRS9	GTC	-60 laps	21
17	Henri Richard (F)/Allan Li (PRC)	United Autosports	Audi R8 LMS	GTC	-61 laps	22
18	Patrick Bornhauser (F)/Laurent Groppi (F)/Pedro Lamy (P)	Larbre Competition	Salen S7R	GT1	-62 laps	12
NC	Jonny Cocker (GB)/Paul Drayson (GB)	Drayson Racing	Lola-Judd B09/60	LMP1	-91 laps	5
R	Danny Watts (GB)/Richard Meins (GB)/Frank Yu (PRC)	United Autosports	Audi R8 LMS	GTC	168 laps-clutch	13
R	Richard Westbrook (GB)/Darryl O'Young (PRC)	ProSpeed Competition	Porsche 911 GT3-RSR	GT2	119 laps-clutch	18
R	Hirofumi Iiri (J)/Yuhji Sekiguchi (J)/Yuya Sakamoto (J)	JLOC	Lamborghini Murcielago	GT1	10 laps-transmission	9
R	Marc Goossens (B)/Paul Gentilozzi (USA)	Jaguar RSR	Jaguar XKR	GT2	10 laps-mechanical	20

LMP1 MANUFACTURERS

POS	DRIVER	PTS
1	Peugeot	140
2	Audi	101

GT2 MANUFACTURERS

POS	DRIVER	PTS
1	Ferrari	120
2	Porsche	113
3	BMW	69

LMP1 TEAMS

POS	DRIVER	PTS
1	Peugeot	118
2	Audi Joest	101
3	Drayson	32

LMP2 TEAMS

POS	DRIVER	PTS
1	OAK Racing	83
2	MIK Corse	34

GT1 TEAMS

POS	DRIVER	PTS
1	Larbre	51

GT2 TEAMS

POS	DRIVER	PTS
1	F'mayr-Pro	72
2	AF Corse	57
3	CRS Racing	47

KEY R=Retired; NC=Not Classified. Winners' average: 111.297mph. Fastest lap: Montagny, 1m22.296s, 117.397mph. GT2: Bruni, 1m35.529s, 101.135mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race.

NASCAR SPRINT CUP TEXAS MOTOR SPEEDWAY (USA), NOVEMBER 7, RD 34/36

Hamlin wins Texas spitefest



Hamlin looks good for the title after Texas

Denny Hamlin has moved into the NASCAR Sprint Cup points lead following victory in an ill-tempered race at Texas Motor Speedway.

The Joe Gibbs Racing Toyota driver started way back in 28th, but steadily worked his way through the field. He made the decisive move to the front following the final restart with three laps to go, and held off a determined attack by Matt Kenseth to claim his eighth win of the season.

The result leaves Hamlin with a 33-point lead over defending champion Jimmie Johnson and 59 ahead of Kevin Harvick heading into the final two races. Johnson had a fast car in the opening stages of the race, but was losing places with slow

pitstops. So when Hendrick team-mate Jeff Gordon was wrecked in bizarre circumstances under yellow by Childress driver Jeff Burton, the decision was made to switch pit crews.

Gordon was so angered by Burton's move that he stormed down the track to attack his fellow Chevy driver, a pair of burly NASCAR officials having to break them up. But Gordon's crew did a great job for Johnson, who came home ninth. Harvick brushed his Chevy up against the wall in the closing stages, but it survived for him to claim sixth.

Greg Biffle was the star of the race, quickly usurping surprise poleman Elliott Sadler to take the lead. He remained out in front for

the vast majority of the race, and was particularly stellar at restarts. But on his final green-flag pitstop his Roush Ford broke second gear, making it impossible to get up to speed quickly. Nevertheless he still came home fifth.

Team-mate Kenseth came from a lap down to get within a whisker of victory, while it was a great return to form for series veteran Mark Martin, who opted against a late tyre change to take track position at the head of the field. He didn't quite have a winning pace, but third was a good result for the Hendrick Chevy veteran.

Joey Logano was arguably Biffle's closest challenger, but the Gibbs Toyota man lost track position in the

final stop and took fourth. It was a strong series debut for Wood Brothers driver Trevor Bayne, who kept his Ford on the lead lap to finish 17th.

● Connell Sanders Jr

RESULTS

1 Denny Hamlin (Toyota Camry), 334 laps in 3h34m01s; 2 Matt Kenseth (Ford Fusion), +0.488s; 3 Mark Martin (Chevrolet Impala); 4 Joey Logano (Toyota); 5 Greg Biffle (Ford); 6 Kevin Harvick (Chevy); 7 Clint Bowyer (Chevy); 8 David Ragan (Ford); 9 Jimmie Johnson (Chevrolet); 10 Paul Menard (Ford).
Points 1 Hamlin, 6325; 2 Johnson, 6292; 3 Harvick, 6266; 4 Carl Edwards, 6008; 5 Matt Kenseth, 6000; 6 Jeff Gordon, 5994; 7 Kyle Busch, 5986; 8 Tony Stewart, 5962; 9 Biffle, 5953; 10 Bowyer, 5928; 11 Kurt Busch, 5890; 12 Jeff Burton, 5852.

IN BRIEF

NASCAR NATIONWIDE

Third place behind Carl Edwards and Kyle Busch was enough for Brad Keselowski to secure the 2010 NASCAR Nationwide title in Texas. Edwards's race win came off the back of two great restarts, although he was later accused of jumping the second restart by runner-up Kyle Busch.

NASCAR TRUCKS

Kyle Busch took his seventh Truck win of the season in Texas, inching him closer to the owners' championship. Busch took the lead just after the final restart to finish ahead of Johnny Sauter.

SUD-AM F3

Yann Cunha will have to wait to find out whether he will keep the 2010 championship that he won at Interlagos last weekend following a protest by rival Bruno Andrade's team. Cunha was dealt a 20s penalty for hitting Andrade's car in the second race, but Andrade's team claims that Cunha should have been excluded from the results. Lucas Foresti and Fabiano Machado took the two race wins.

BRAZILIAN 997 CUP

Ex-F1 driver Ricardo Rosset clinched the Porsche 997 Cup with a victory at Interlagos. Rosset's lead is now beyond the reach of rival Alex Barros, despite there being two rounds to go.

NZ V8 SUPERCARS

Angus Fogg rebounded from a gearbox failure in qualifying to win the season opener at Pukekohe. Fogg took a fifth and fourth in the opening two heats and then drove from 18th to second in the reversed-grid finale. Defending champion Craig Baird finished second outright, while former champion John McIntyre won the opening two races but crashed in the third.


 CURRENT
STANDINGS

- | | | | |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ↔ | 24,095 |
| 2 | Mark Webber | ↔ | 22,526 |
| 3 | Sebastien Loeb | ↔ | 21,408 |
| 4 | Fernando Alonso | ↔ | 20,142 |
| 5 | Lewis Hamilton | ↔ | 18,559 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Denny Hamlin's Texas win leaves him only a handful of points behind Kevin Harvick's top-10 spot. The collision between Jeff Gordon and Jeff Burton (31) drops them two and three spots respectively. Gordon's 22nd position is his all-time lowest placing.

To see the full list, visit castroldriversrankings.com

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Ross lives the dream

Ross Kaiser (middle), the 2010 Radical UK Cup, Radical Masters and the Sunoco Rolex 24 At Daytona Challenge winner says:

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7-9th January	Daytona	Test Rolex 24 At Daytona
13-16th January	Birmingham	Autosport International Racing show
27-28th January	Daytona	Test Rolex 24 At Daytona
29-30th January	Daytona	Race Rolex 24 At Daytona

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IRC CYPRUS RALLY (CYP), NOVEMBER 4-6, RD 12/12

Ford victory in Cyprus comin' Attiyah

With the series' regular grandee drivers and teams skipping this curtain closer in Cyprus, multiple Middle-Eastern champion Nasser Al-Attiyah scored a maiden IRC win in his Ford Fiesta.

The fifty-fifty gravel/asphalt rally, run on the punishing mountain roads of the Mediterranean island nation, was blown wide open once event favourite Andreas Mikkelsen's Fiesta engine failed on a road section to the first proper stage on Friday morning.

That opened the door for Czech driver Martin Prokop in another Fiesta, but his rally had already started

badly when he broke a driveshaft in Thursday night's superspecial, and he incurred a 20s penalty for leaving service late to fix it on Friday. Leader Al-Attiyah then picked up his own 10sec penalty for a jumped start on SS6, and two punctures on the opening day's penultimate test allowed Prokop to lead.

Prokop extended his lead on Saturday morning to over 23s, Al-Attiyah struggling on his choice of full-gravel tyre as the opener was a full-asphalt test, but then another driveshaft failure struck Prokop. Although Al-Attiyah lost time running in



Al-Attiyah had to work hard in Cyprus

Prokop's dust, during which he admitted to "almost going off the road three times", he eventually got ahead when Prokop spun.

Al-Attiyah finished over 30s clear of Lebanon's Roger Feghali, who was driving his Skoda Fabia for only the second time. Feghali bent his left-rear suspension on the Thursday superspecial, but soldiered on and finished clear of Prokop,

whose troubled event almost ended with a huge spin on the final stage.

Prokop's team-mate Jaromir Tarabus finished fourth, ahead of Roman Kresta's Mitsubishi Lancer.

Expected frontrunner Bryan Bouffier broke the front-right suspension of his Peugeot on the first proper stage, but then set four fastest stage times.

● Charles Bradley

RESULTS

1 Nasser Al-Attiyah/Giovanni Bernacchini (Ford Fiesta S2000) 3h11m53.5s; 2 Roger Feghali/Joseph Matar (Skoda Fabia S2000), +30.7s; 3 Martin Prokop/Jan Tomanek (Ford); 4 Jaromir Tarabus/Daniel Trunkat (Ford); 5 Nicos Thomas/Angelos Loizides (Peugeot 207 S2000); 6 Roman Kresta/Petr Gross (Mitsubishi Lancer). **Points 1 Juho Hanninen, 80;** 2 Jan Kopecky, 50; 3 Kris Meeke, 39; 4 Freddy Loix, 36; 5 Bruno Magalhaes, 30; 6 Guy Wilks, 27.

FORMULA NIPPON SUZUKA (J), NOVEMBER 7, RD 7/7

De Oliveira seals title

Joao Paulo de Oliveira secured the Nippon title in dramatic style. The Brazilian won the final race of the season in his Impul Swift-Toyota (run by Japanese legend Kazuyoshi Hoshino) at Suzuka to put himself clear of his three rivals.

The race began with just 4.5 points covering the four title contenders. The quartet had headed the first race, with Loic Duval (Dandelion Swift-Honda) winning from pole ahead of Takashi Kogure, Andre Lotterer and de Oliveira.

Polesitter de Oliveira started the second race just 0.5 points clear of TOM'S driver Lotterer, but the script went out of the window early on when the Nakajima Swift-Honda of Kogure found a way past him at the start of the second lap and pulled away

to create a 9s lead in time for the pitstops.

Disaster struck for the Japanese driver when he stalled, allowing de Oliveira and Lotterer to get past.

This time, de Oliveira managed to hold on to his lead and was 2.5s clear of Lotterer when they crossed the finish line, with Kogure completing the podium in third and rueing what might have been.

● Jiro Takahashi

RESULTS

Race 11 Loic Duval (Swift-Honda), 20 laps in 34m31.275s; 2 Takashi Kogure (SH), +1.377s; 3 Andre Lotterer (Swift-Toyota); 4 Joao Paulo de Oliveira (ST); 5 Kazuya Oshima (ST); 6 Naoki Yamamoto (SH). **Race 2 1 de Oliveira,** 28 laps in 49m31.945s; 2 Lotterer, +2.572s; 3 Kogure; 4 Duval; 5 Yamamoto; 6 Kohei Hirate (ST). **Final points 1 de Oliveira, 47.5;** 2 Lotterer, 43; 3 Duval, 39.5; 4 Kogure, 38; 5 Hirate, 25.5; 6 Oshima, 24.

TC2000 BUENOS AIRES (RA), NOVEMBER 7, RD 11/12

Toyotas win Argentinian 'enduro'

Toyota Team Argentina filled the podium at TC2000's blue-riband Buenos Aires 200km enduro, with Bernardo Llover and Mauro Gialombardo winning ahead of Facundo Arduso/Agustin Canapino and Mariano Werner/Esteban Guerrieri.

Werner initially led from pole, but a drive-through penalty for a jumped start handed the advantage to Arduso. Early pressure from Emiliano Spataro's Fiat

was alleviated by a blown tyre, but that only brought Llover, Norberto Fontana (Ford Focus) and Yvan Muller (Chevy Vectra) into the frame. When Arduso and Canapino were delayed by a seatbelt problem, Gialombardo — who had taken over from Llover — swept into the lead.

Fontana's co-driver Ricardo Mauricio ran third before his pace faded and their Ford fell to sixth behind Guerrieri, the Honda

of Nestor Girolami/Matias Russo and the Christian Ledesma/Muller Chevrolet.

Muller aside, it was a tough day for Europeans. Alain Menu was ninth in a Chevy and Nicolas Minassian 19th in a Peugeot 307, but Stefan Johansson's Fiat and Gabriele Tarquini's Honda both retired.

● Tony Watson

RESULTS

1 Bernardo Llover/Mauro Gialombardo (Toyota Corolla), 35 laps in 59m34.753s; 2 Facundo Arduso/Agustin Canapino (Toyota), +4.813s; 3 Mariano Werner/Esteban Guerrieri (Toyota); 4 Nestor Girolami/Matias Russo (Honda Civic); 5 Christian Ledesma/Yvan Muller (Chevrolet Vectra); 6 Norberto Fontana/Ricardo Mauricio (Ford Focus). **Points 1 Leonel Pernia, 119;** 2 Fontana, 110.5; 3 Emiliano Spataro, 85; 4 Mariano Altuna 84; 5 Jose Maria Lopez, 83; 6 Girolami, 77.



Llover/Gialombardo led a Toyota 1-2-3

FINAL MUDFLING

Two-litre World Rally cars make their final appearance on the world stage in Wales this weekend. That's reason enough to go down to the woods, says DAVID EVANS

As far as Google Maps is concerned this doesn't exist. It's just a big white space. Actually, it's green. Dark green. Pine green. The whistling wind carries the sound of launch control, followed – 10 seconds later – by the incessant audio of engine revs and gravel on metal. It sounds like November. Minutes later and Sebastien Loeb's Citroen C4 WRC squirms beneath him as he tries to slow it down for the

hairpin left. It looks like November. And finally, the mud on the exhaust blended with the already red-hot brakes mean it smells like November.

It is November.

It is Wales Rally Great Britain.

The above scenario will be played out at junction 8 (car park B) in Hafren at just after half-nine tomorrow (Friday) morning. If you're not going, you must be mad.

There were worries that Loeb's

securing of a seventh straight drivers' title in France last month would ruin the rest of the world championship year. Forget it. It's revived it.

Loeb says: "I want to win in Wales. That's why I'm going. I drive to win."

The Frenchman's blistering win on the previous round in Catalunya is proof enough that there's no chance of his right foot lifting. As far as he's concerned, a 94th career podium would be nice; a 25th second place would be worth turning up for, but why have 61 world rally championship wins when you can have 62?

And the best bit is, those numbers don't really mean much to the big, little man.

His boss Olivier Quesnel (the one who calls Loeb 'the boss') says: "Sometimes I ask him, 'Hey, Seb, how many times have you won?' and, you know, he really can't remember.

Incredible. He is just incredible."

And this week he'll be incredible for you and me, in front of our very eyes.

With titles done and dusted, here's what to look out for this week.

SEBASTIEN VERSUS SEBASTIEN

You'll have read on these pages how those involved have tried to defuse the developing edge between Loeb and his team-mate Sebastien Ogier. Forget it. Ogier's desperate – *desperate* – to put one over on Loeb come Cardiff on Sunday night; there would be no better way for the younger of the two Sebbs to go into the closed season. And, on pure gravel rallies, Ogier hasn't lost to Loeb since Turkey back in April.

Some of those results, Finland and Japan in particular, can be explained by the ever so slightly conservative approach a prospective seventh championship commands. In Portugal in May, Ogier beat Loeb fair and square. Prior to that, in New Zealand, Ford's Jari-Matti Latvala won an event forever remembered for Loeb's near-unbelievable pace through day two. He'd whacked a bridge on day one and dropped to seventh. But then came fastest time after fastest time; Loeb was almost a second per mile faster than anybody else.

While jaws dropped, Ogier's shoulders shrugged as he pointed to his rival's favourable road position.

Not long afterwards, Loeb suggested Ogier might like to jump ship and drive for rivals Ford.

Make no mistake, there's definitely

needle between the two Citroen-driving Frenchmen two. Enjoy the fight.

SORDO'S C4 SWANSONG

In an added twist to Citroen's tale of two Sebbs, there's a Spaniard in there who's going to be fighting for his life in the WRC from tomorrow morning. Despite having started 71 rounds of the WRC in potentially rally-winning machinery, Dani Sordo's still hamstrung by a horrible, glaring zero in the column that counts. He's been replaced by Ogier for next year (the Frenchman has taken Sordo's Citroen Total WRT seat for the last three gravel rounds of the series) and, right now, Loeb's hugely likeable sidekick for the past four years is out of a drive for next year. Sordo's been accused of lacking the killer instinct a world-beater needs; if he's going to find gainful employment in the series next year, Sordo better show a matador-like mettle during the next three days.

The one thing Sordo can, sensibly speaking, be relied upon to do is to beat the man in the sister Citroen Junior Team C4 WRC: Kimi Raikkonen. The former Ferrari Formula 1 world champion will be contesting Rally GB for the first time and will, therefore, be gathering more experience rather than worrying Sordo and his mates.

FOR RED, READ BLUE

In the same way that Britain's political hues have shifted in the last 12 months, so Ford's Mikko Hirvonen and Jari-Matti Latvala will be looking to

1960 AND ALL THAT...

EVERYBODY'S HEARD OF Colin McRae. But few have heard of Jack Kemsley. There's a strong argument for suggesting McRae would never have become world champion had it not been for the intuition and dogged determination of Kemsley.

It was Kemsley who, as clerk of the course, included special stages into the route of the 1960 RAC Rally. The first of the four stages was known as Monument Hill, a flowing two-mile test on forestry commission roads near Dalmally in Scotland. You'll notice this year's itinerary includes a similarly named test on Saturday. This year's Monument Hill is a new stage, so called to mark the 50th anniversary of Kemsley's foresight.

Swede Erik Carlsson won the 1960 event in a Saab 96. Britain's Stuart Turner navigated him to a flawless win. Turner recalls: "Prior to 1960 the RAC had been a series of driving and navigation tests, but when Jack [Kemsley] got us into the forests, that's when things really changed. I don't think it's an exaggeration to say that Colin McRae wouldn't have done what he did if Jack hadn't changed British rallying."

Carlsson and Turner were the only crew to beat the three-

minute target time for Monument Hill, despite his Saab giving away bags of power to the various Austin-Healeys ranged against it. The difference was that Carlsson had grown up on the loose and he knew how hard you could push on the dirt.

The other three stages were all closed-road stages in the west of Scotland.

From 1960 onwards, the event that would become Britain's round of the world rally championship never looked back, with more and more forestry-commission stages included year on year. Ironically, this year's event includes a greater asphalt element than in previous seasons, with the Monument Hill and Four Ways Crychan stages running on sealed surfaces as well as gravel.

Turner (left) and Carlsson took 1960 'forest' RAC win



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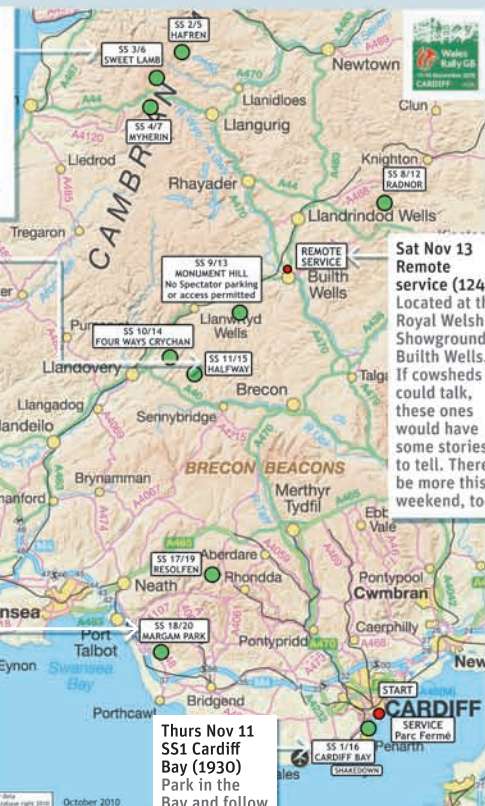
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Sat Nov 13
SS11/15
Halfway
(1122/1626)
Leave the A40 in Llywel (between Brecon and Llandovery) opposite old motel. Follow arrows to infamous Dixies section of this classic Epynt stage

Sun Nov 14
SS18/20
Margam Park
(0905/1330)
Leave the M4 at J38 and follow signs to Margam Park on the A48. Great parking and not too much of a trek

Thurs Nov 11
SS1 Cardiff Bay (1930)
Park in the Bay and follow the signs for the start and the first stage of the event



DAY ONE'S top tip has to be Sweet Lamb (SS3/6). You can see the cars for miles and, while it's not the most challenging of stages for the drivers (although it did catch out Mikko Hirvonen in '08, above), the jumps and watersplashes make it a gem. There's full PA commentary, too.

For those of you coming from outside Wales, Saturday's opener (SS8/12) in Radnor is a good option. It's the first time this stage has been used for years and it's the most easterly of them all – meaning easier access than most. After that, keep heading south-west and don't stop until the sea – in Cardiff. And when you're there, settle down on the dock in the Bay and watch the inaugural Cardiff Bay superspecial. Arrive there at about 1630 and you'll have an extra treat: a demo run of six of

Richard Burns's rally cars.

There's more easy access on Sunday, with the Margam Park (SS18/20) stage running closer to the M4 than any other. There's lots of great viewing to be had – and if the result goes down to the wire, you'll be ideally placed for the last-stage action.

Aside from the stages, service is also well worth a visit. It's a remote service in Builth Wells on Friday and Saturday. This means the crews can only use what they carry in the car, but they are allowed to take tyres and water from the teams. If there's a morning drama for anybody on Friday and Saturday, Builth's the place to see the drivers using their ingenuity to solve a problem. Service on Friday and Saturday nights and Sunday lunchtime is in Cardiff Bay, where there'll be loads going on outside the Millennium Centre.

Ticket prices vary from individual forest-stage access at £20 (children £1) or single-day passes for £30 (Friday and Saturday) or £20 on Sunday, to the World Rally Pass (£99) that gives access to all stages, services and superspecials.

end Citroën's two-year winning run on Rally GB. They want Cardiff painted blue, not red. And, on current form, Latvala's the man to do it. For much of the season, the younger of Ford's two Finns has had the edge over Hirvonen, the man who came within one point of beating Loeb to last year's title.

Mikko's lost his mojo for the moment, but his team-mate's certainly found his feet. The contrasting fortunes of the pair made for a stark contrast at home in Jyväskylä. Hirvonen endured one of the biggest crashes of his life and Latvala won. Latvala's been on it ever since and Hirvonen needs to get back on it in Wales this week. He's won before, in 2007, and beating the Citroëns this time would be a massive psychological boost after he was trounced in Crychan and Halfway by Loeb 12 months ago.

SOLBERG: A NORWEGIAN AT HOME

It's not very often that you ask a question beginning: "Which rally driver has been most successful..." and get an answer that doesn't contain Loeb's name. But, enquiring about a current WRC driver with the best record on Rally GB brings Petter Solberg into play. Solberg has won four of the past eight events and knows better than most what's needed to succeed in these woods. Allied to that, he has top British co-driver Chris Patterson alongside him. He drove this rally in the Citroën C4 WRC last year, so he has useable set-up data available to him – and after 12 starts on Rally GB (along with Finland, the event in which he has the most experience) the 2003 world champion is well versed on how to read the ever-changing grip levels when the weather turns Welsh.

A FOND FAREWELL

And don't forget, for those of you hooked on displacement, bores, strokes

and cubic capacities, this is the last time we'll be seeing World Rally Cars powered by engines offering 2000ccs. After 13 years, the current era of the WRC will be over after Rally GB. So, you'll never see Citroën's C4, Ford's Focus or Subaru's Impreza WRC at this level again, which is another reason to make sure you absolutely don't miss out on the year's best motorsport action. And, if there is anybody out there still not totally convinced, imagine Cardiff on Saturday night after Shane Williams has run in the winning try against world champions South Africa in the Millennium Stadium a few hours previously...

Or maybe that's a reason to stay away from Wales this weekend. **X**

Ken Block party p61



Solberg is focused on a fifth Rally GB victory



Ogier has flown on gravel in 2010. Keep an eye out...



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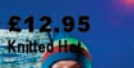
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IT'S A KEN DO SITUATION



Ken Block will put on a show for fans in Wales

US stunt legend Ken Block's among the names to look out for in the forests

Sing it: "Shifting in the turbo, here we go. Now it's drifting..." If you're not au fait with The Cool Kids, sort it. If your jeans aren't sitting way, way below your waist, fix it. Now, find yourself a baseball cap with a brim so big, wide and stiff you could rest a cup of tea on it. Dig it? Ken's coming to Cardiff.

And he's bringing his handbrake. At the time of writing, 16 million people had watched Ken Block's latest Gymkhana video on YouTube. To give you some idea of how many people that is, Wales – where we're going next week – is populated by just under three million. So, if you see Block in the service park, you have to bag a picture and an autograph. It won't be hard to either spot the Monster Energy drink-backed star or to get him to sign his name – he's a super-fan-friendly American used to scribbling his name everywhere.

As well as his trademark donuts and autograph signing, Block's also an ever-improving rally driver who should be looking for a result well inside the top 10 in Wales. The lower part of the top 10 is going to be hotly contested, though. Fellow Fordies Matthew Wilson and Henning Solberg will put their Focus RS WRCs in the mix. Mads Ostberg was running second for a while in 2008 and definitely has the pace to make a nuisance of the established order. Former Formula 1 world champion Kimi Raikkonen will be out for more experience in his Citroen C4 WRC, while Chinese

WRC rookie Liu Chao Dong will find it tough on his first and last run in a Focus RS WRC.

Behind the WRC field, there are two fascinating support-series scraps. In the Super 2000 WRC, Fiesta drivers Xavier Pons and Jari Ketomaa have everything to fight for, while Patrik Sandell's two victories from his past two S-WRC starts have played him and his Skoda Fabia into the title battle.

Production WRC-wise, only Patrik Flodin (Subaru Impreza) can stop Portuguese ace Armindo Araujo from celebrating back-to-back titles in his Mitsubishi. Starting 18 points down on Araujo, Swede Flodin's going to have his work cut out to stop his rival.

The other drivers worth watching are young Brits Jason Pritchard and Dave Weston (both in Subarus) and Tom Cave, who's on his third Rally GB despite only being 18 years old! And this is Cave's best chance yet of creating a real stir when he gets going in a Proton Satria Neo S2000. Ireland's Craig Breen has the ability to cause an S-WRC upset and Estonia's Ott Tanak could do the same in the P-WRC. In fact, such is Tanak's pace, it would be a surprise if he wasn't at the front – with his fellow Pirelli Star Driver Hayden Paddon pushing him all the way in his sister Lancer Evo X.

Harry Hunt's the pick of the Fiestas and for those of you with all-encompassing motorsport fever, keep an eye out for car 54, it'll be pedalled by Mexican former Champ Car race winner Michel Jourdain. 🏆

TOP 20 ENTRIES

1 Sebastien Loeb (F)/Daniel Elena (MC)	Citroen C4 WRC
2 Sebastien Ogier (F)/Julien Ingrassia (F)	Citroen C4 WRC
3 Mikko Hirvonen (FIN)/Jarmo Lehtinen (FIN)	Ford Focus RS WRC09
4 Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Ford Focus RS WRC09
5 Matthew Wilson (GB)/Scott Martin (GB)	Ford Focus RS WRC08
6 Henning Solberg (N)/Stephane Prevot (B)	Ford Focus RS WRC08
7 Dani Sordo (E)/Diego Vallejo (E)	Citroen C4 WRC
8 Kimi Raikkonen (FIN)/Kaj Lindstrom (FIN)	Citroen C4 WRC
11 Petter Solberg (N)/Chris Patterson (GB)	Citroen C4 WRC
12 Khalid Al Qassimi (UAE)/Michael Orr (GB)	Ford Focus RS WRC08
14 Mads Ostberg (N)/Jonas Andersson (S)	Subaru Impreza WRC
15 Liu Chao Dong (PRC)/Anthony McLoughlin (AUS)	Ford Focus RS WRC08
43 Ken Block (USA)/Alex Gelsomino (USA)	Ford Focus RS WRC08
21 Andreas Mikkelsen (N)/Ola Floene (N)	Ford Fiesta S2000
22 Craig Breen (IRL)/Gareth Roberts (GB)	Ford Fiesta S2000
23 Michal Kosciuszko (PL)/Maciek Szczepaniak (PL)	Ford Fiesta S2000
24 Patrik Sandell (S)/Emil Axelsson (S)	Skoda Fabia S2000
25 Eyvind Brynildsen (N)/Cato Menkerud (N)	Skoda Fabia S2000
26 Bernardo Sousa (P)/Nuno Rodrigues (P)	Ford Fiesta S2000
28 Xavier Pons (E)/Alex Haro (E)	Ford Fiesta S2000

2010 WALES RALLY GB ITINERARY

■ THURSDAY NOVEMBER 11

Start - Cardiff Bay	1830
SS1 Cardiff Bay 1 (1.05 miles)	1930
■ FRIDAY NOVEMBER 12	
SS2 Hafren 1 (19.87 miles)	0938
SS3 Sweet Lamb 1 (2.64 miles)	1019
SS4 Hafren 2 (17.32 miles)	1037
Service Builth Wells	1210
SS5 Hafren 2 (19.87 miles)	1351
SS6 Sweet Lamb 2 (2.64 miles)	1432
SS7 Myherin 2 (17.32 miles)	1450
Service Cardiff	1830

■ SATURDAY NOVEMBER 13

SS8 Radnor 1 (9.18 miles)	0903
SS9 Monument Hill 1 (6.30 miles)	1019
SS10 Four Ways Crychan 1 (15.62 miles)	1043
SS11 Halfway 1 (11.41 miles)	1122
Service Builth Wells	1244
SS12 Radnor 2 (9.18 miles)	1407
SS13 Monument Hill 2 (6.30 miles)	1523
SS14 Four Ways Crychan 2 (15.62 miles)	1547
SS15 Halfway 2 (11.41 miles)	1626
SS16 Cardiff Bay 2 (1.05 miles)	1834
Service Cardiff	1846

■ SUNDAY NOVEMBER 14

SS17 Resolfen 1 (18.63 miles)	0747
SS18 Margam Park 1 (5.02 miles)	0905
SS19 Resolfen 2 (18.63 miles)	1212
SS20 Margam Park 2 (5.02 miles)	1330
Finish - Cardiff Bay	1525



RIGON TO BE CHEERFUL

After a second title in three years, can the Italian use it to springboard to F1? **CHARLES B.**

When evaluating whether a driver has potential to succeed in F1, there is a long checklist that needs to be ticked off. Of course, outright speed is number one, followed by toughness of character, anticipation, reaction time and a host of other must-haves. One key indicator, certainly since Michael Schumacher raised the bar, is mental capacity: the ability to identify a problem and quickly react with a solution in the heat of the moment.

Italy's Davide Rigon this year won his second title in Superleague Formula – the 750bhp, football club-themed single-seater series – and certainly proved his cognitive skills as well as his speed. With the championship in the balance in the final round at Navarra, his Anderlecht car was punted into a spin by the team-mate of his closest rival. His engine stalled. What should he do? Panic? Give up?

No. When it wouldn't restart, he had the immense presence of mind to select gearbox manual mode, snick it into reverse, and use the gradient of the run-off area to bump-start his car backwards. "In those seconds that followed the spin, he was so smart to do that," says his Azerti team boss Wim Coeckelbergs. "To use the momentum – going backwards – to help start the car was something that only happens maybe once in a lifetime."

The 24-year-old's quick wits helped

him win the title by just two points, and there was the small matter of a cool €1 million riding on the outcome...

"To win the title again is fantastic," says Rigon. "It's unbelievable to win all that money. I have to thank the team so much, because they have been there for me and worked hard all season."

"The year started badly at Silverstone but the guys worked so hard and since mid-season we were quick every weekend. And it has also been a pleasure to drive for Anderlecht."

That Silverstone season opener was another example of his damage-limitation abilities. His throttle was sticking open at 10 per cent under hard braking (despite copious use of WD40 between sessions), yet he still managed to salvage two top-10 finishes.

By round two at Assen in Holland he bounced back with pole and victories in race one and the €100,000 super final. Only at Jarama, where his engine blew in practice, and in the non-points event at Beijing did he truly struggle again. By the second half of the season, his momentum proved unstoppable.

Race engineer Gabriele Tredozi, who worked with Fernando Alonso and Mark Webber in his time with the Minardi F1 team, is quick to pay tribute: "Davide is a very strong driver who doesn't make mistakes. He's intelligent and always thinks about optimising the final result. I hope that his talent doesn't go to waste."

MOST VALUABLE SUPERLEAGUE PLAYERS

- 1 Davide Rigon
€1,680,000
- 2 Craig Dolby
€860,000
- 3 Max Wissel
€575,000
- 4 John Martin
€365,000
- 5 Yelmer Buurman
€335,000
- 6 Chris van der Drift
€325,000

Former team boss Giancarlo Minardi, who gave Rigon his sole F1 test in 2005 and whose son Giovanni now manages him, echoes those sentiments.

"What I wish for Rigon is a serious offer of an F1 opportunity – I would say that he deserves a chance," says Minardi. "I hope that he receives the call that I gave him five years ago."

Coeckelbergs is also keen that his 2010 charge gets his big break: "Davide is F1 material; he feels every click of a damper and knows how to develop a car. Every lap, without fail, he's within a tenth of the last one. He's done a lot of work in the Ferrari F1 simulator, and I've heard they're very happy with him. I'd love to see him in a decent F1 team."

Work is going on to try and find him a seat in the Abu Dhabi F1 rookie test, but he's not from a wealthy background and his career has been underfunded until now. With Rigon having won a small fortune in prize money for Azerti, Coeckelbergs is doing all he can to help.

"There was a sum of money for him and a sum for us," he says of the €1.68 million they won. "I'm willing to spend my share on him if it means he gets a place in F1. We have other sponsors interested, but we don't have the many millions like some others."

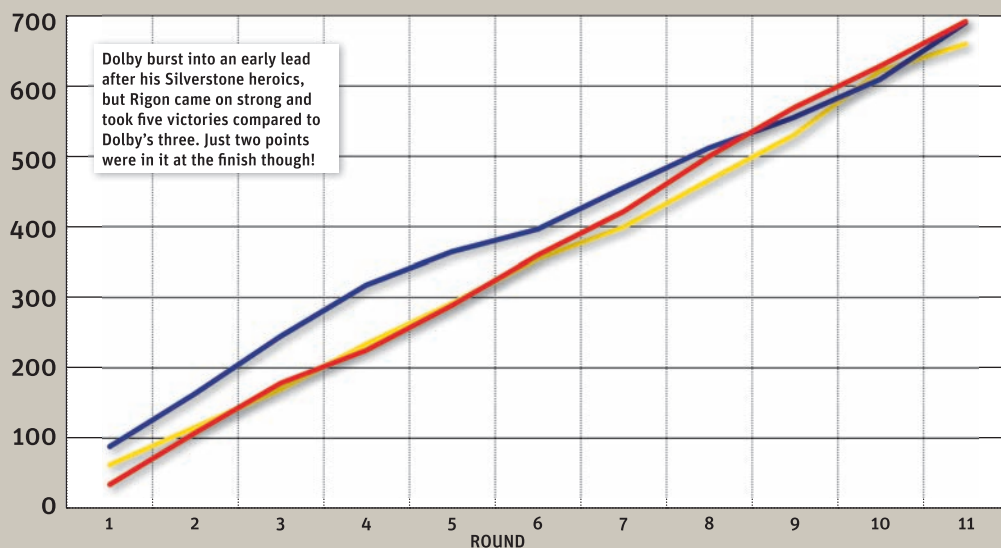
You can't say Rigon hasn't earned his shot at it. ☒



ROUTE TO THE TITLE

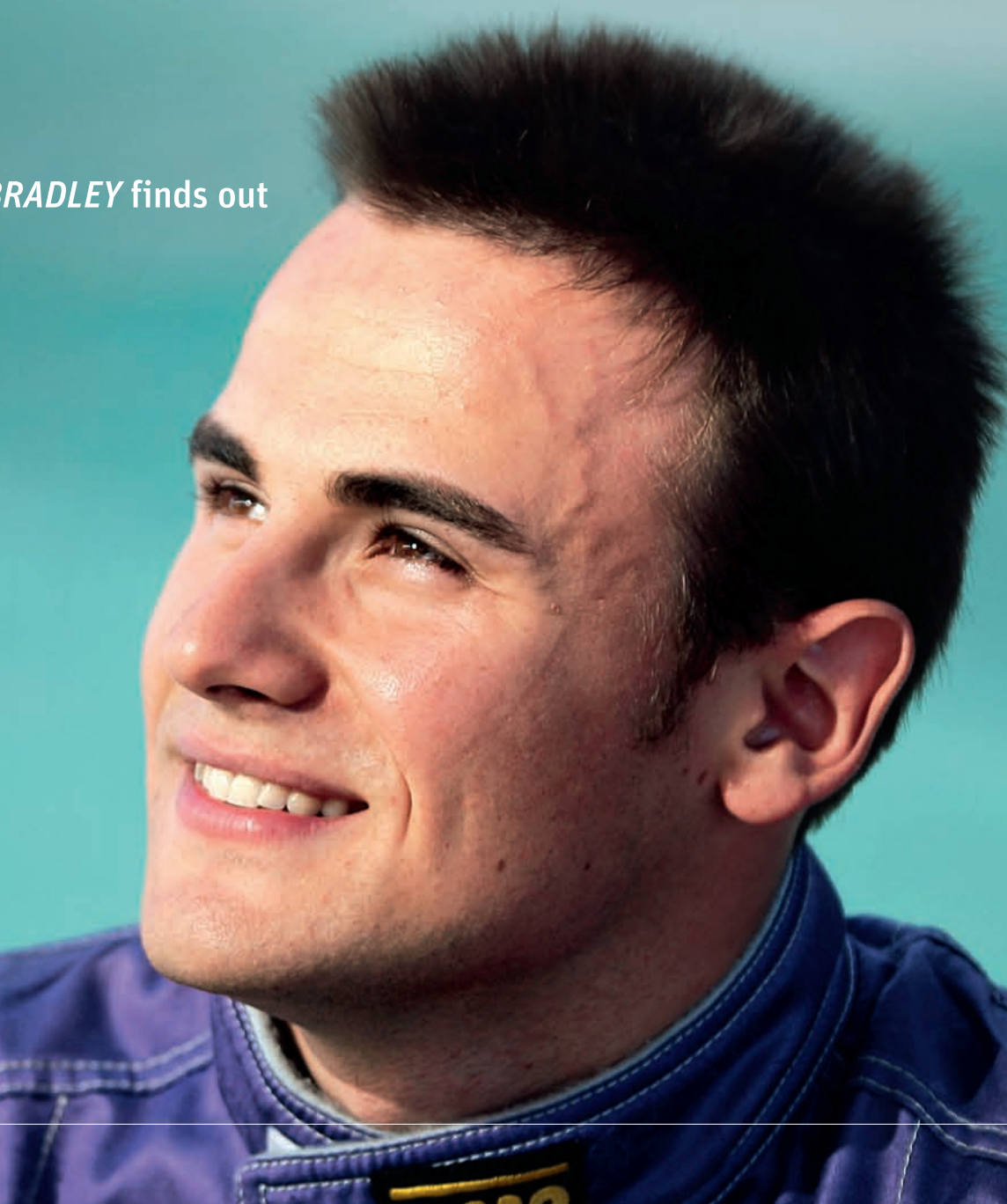
HOW ANDERLECHT OVERCAME SPURS

● Anderlecht ● Tottenham ● Basel



Dolby burst into an early lead after his Silverstone heroics, but Rigon came on strong and took five victories compared to Dolby's three. Just two points were in it at the finish though!

RADLEY finds out



BRIT JUST MISSES OUT AGAIN DOLBY DEFEATED



WHEN A championship duel is only decided by two points, the defeated driver is left to ponder a host of 'what ifs?'

For Craig Dolby, who finished the bridesmaid for Tottenham Hotspur for the second time in two years, his were clear. What if...

- ...his diff hadn't played up to make him an also-ran at the Nurburgring?
- ...he hadn't been taken out at the start of race two at Zolder?
- ...Yelmer Buurman hadn't hit him and given him a puncture at Adria?
- ...he hadn't spun in race one and lost front wing in race two at Algarve?
- ...Adrian Valles hadn't moved over on him, causing him to spin at Ordos?
- ...the Beijing round (where he won) had counted for points?

Although he was as sick as a parrot to miss out again, he says: "I matured a lot this year, and take a lot of positives from it. Little things just didn't go my way. Hopefully I'll be back and go one place better next year."

Superleague expands p65

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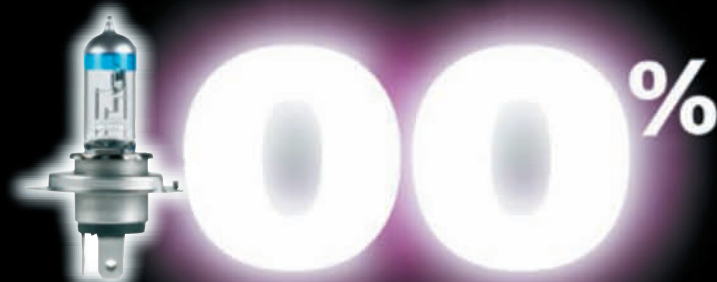
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LEAGUE GETS GLOBAL STAGE

Cynics said it wouldn't last, but Superleague seems to be thriving. By CHARLES BRADLEY

This third season was a crucial one for Superleague Formula, as it expanded its calendar from six-round mini-series to a substantial 12 events. Not only did its schedule double in size – two rounds of which were flyaways in China that created their own logistical headaches – but the organisation also underwent a major mid-season restructure as the worldwide economic recession bit hard.

Underwriting it all was the bountiful prize fund from title sponsor Sonangol – the series itself is owned by a Luxembourg-based private-equity firm. A total of €5 million, one of the biggest prizes in motorsport, never ceased to drop the jaw of anyone who ventured the commonly asked question: “How does it keep going where A1GP failed?”

Another answer to that question is Superleague's far-cheaper overheads: its 76-strong team underwent a major mid-season cull following the resignation of series boss Alex Andreu in May. The loss of his visionary force could have spelt doom, but the installation of new CEO Alfredo Brisac alongside long-time competitions director Robin Webb ensured its ship stayed on course. Brisac and Webb are both adamant that the next two years of Superleague are assured.

“This year was very important for us to consolidate our championship,” says

Brisac. “Next year we want to increase the support of our followers, so we will focus a lot of effort towards the spectators to entertain them even more.”

Brisac insists the company remains committed to the football club theme. “It is working, they're committed and we're committed to them,” he says. “For us, they provide all their followers. We're not looking to change that.”

The Chinese flyaways were a big step forward, and proved the series could take its show on the road to a new market. “It was an extraordinary adventure for all of us,” says Brisac.

“We put on two fantastic race weekends under very difficult circumstances – it was the first time those circuits had run races. It was a huge challenge, but absolutely worth it. The clubs were happy we were taking their names to somewhere they have new marketing activities.”

It's a voyage he is keen to repeat next year, with China set to be joined by more flyaway events. “We want to have



Van der Drift won for Olympiacos

Superleague stats p67

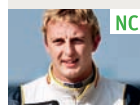
a significant number of races in Europe, in what we call heritage venues, but then we want to have 30 per cent of the races overseas – away from Europe,” he adds. “We're not only looking at Asia, but South America and the Middle East.”

Despite the internal upheaval this year, Brisac feels the series has ridden the storm: “We have had a very successful season. We've got a good forecast for next year, and we are financially solid. We are committed for the next two years and we're optimistic we'll move forward.”

TOP 10 DRIVERS

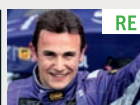
Charles Bradley rates the top 10 drivers from the 11-round season

Up New Entry NC No Change RE Re-entry



1. CRAIG DOLBY

Most exciting driver in the series by a mile. From the mould of Mansell, his overtaking moves and bravery are unsurpassed by his rivals, but he still lacks qualifying speed. **Defining moment:** Mega passes, most notably at Silverstone and Navarra.



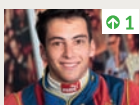
2. DAVIDE RIGON

Just like in season one, when he also won, his chief weapon was stealth. While Dolby, Buurman et al were battling each other, he took full advantage and blindsided them all. **Defining moment:** Getting stalled car going again at Navarra.



3. CHRIS VAN DER DRIFT

Wins at Assen, Jarama, the 'Ring and Zolder put him in the title frame until mid-air shunt at Brands put him out for months. Despite missing four rounds, he was *that* good that he deserves a lofty position. **Defining moment:** Hitting that bridge was almost his final moment.



4. MAX WISSEL

Only one win, but seven podiums show just how consistent this 20-year-old is. Worked well with GU team-mate van der Drift. **Defining moment:** Taken out by Ben Hanley at Ordos super final Ordos when €100k beckoned.



5. YELMER BUURMAN

Started season so strongly that it was a surprise that he dropped out of the title hunt so early. Horrendous luck – although Dolby will point to their Adria collision and say it was karma! **Defining moment:** Sublime outbraking move on Dolby at Zolder.



6. JOHN MARTIN

Start of the season was messy – he raced for Madrid before settling for Beijing Guoan, which screwed him in the points. Six wins and 10 podiums; still prone to the odd disastrous race. **Defining moment:** Race one/super final double at Brands and Navarra.



7. ALVARO PARENTE

Three wins for a driver who's proven himself as one of the quickest sub-F1 drivers... when he's in the mood. Cursed by duff pitstops, you'd still expect a little bit more from him. **Defining moment:** Bizarre spin and win in non-points Beijing race.



8. FRANCK MONTAGNY & PERERA

Like his mate Bourdais, Montagny got upset and walked away. Good news for namesake Perera, his Bordeaux replacement, who racked up three podiums. **Defining moment:** Runaway victory at Jarama for Montagny.



9. DUNCAN TAPPY

Five race weekends resulted in five podiums for the underfunded Briton, who dovetailed part-time Flamengo drive with finishing third in Auto GP. Came oh-so-close to winning at Zolder. **Defining moment:** Two podiums at Brands Hatch.



10. EARL BAMBER

Former A1GP and GP2 Asia racer didn't even take his helmet when he went to China, but swapped the TV commentary box for race seats. Won the Ordos super final and top prize in Beijing. **Defining moment:** Won €200,000 in a fortnight for two different clubs!

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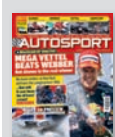
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Plenty of battling
on the Algarve**CHARLES BRADLEY**
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IF YOU'RE a racing purist, my advice is you shouldn't try to pigeonhole Superleague Formula. In fact, don't even attempt to make sense out of it.

The best explanation I can offer is that it's a cross between Champ Cars and Formula 5000 – a full-blooded, high-powered single-seater with a sonorous V12 that has its soul in the Jaguar Le Mans cars of the late 1980s.

It's not meant to be a feeder formula, but that's not to say that talents such as Davide Rigon, Craig Dolby and Chris van der Drift can't use it as a platform

to greater things. No bad thing.

Its detractors, quick to scoff at the football theme, should consider it provides a living for a pitlane-full of race teams. The quality of racing is outstanding, easily putting an IndyCar Series road-course race in the shade.

Ex-Formula 1 drivers who have tried it have found it a little agricultural. Yet as F1 gets ever-more sanitised, Superleague has haphazard rolling starts, temperamental reliability and races at old-school GP venues.

When you think of it this way, what's not to like?

Bourdais had grim
time with LyonParente and Martin
get a bit too close

2010 SUPERLEAGUE FORMULA

POS	CLUB	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	9	10	11	POINTS
1	Anderlecht	Davide Rigon (I)	Azerti	20/18/-	50/18/6	26/40/5	18/29/-	45/14/5	45/20/6	12/45/5	50/23/6	45/20/5	32/23/4	45/16/3	699
2	Tottenham Hotspur	Craig Dolby (GB)	Alan Docking Racing	50/36/6	26/45/5	45/36/1	32/40/1	18/29/-	32/-/-	45/12/2	12/45/-	32/12/-	36/18/-	40/36/5	697
3	FC Basel	Max Wissel (D)	GU Racing	32/29/5	40/12/2	-/50/4	36/26/3	23/32/3	26/36/1	29/16/-	36/26/5	26/36/3	45/45/1	29/10/-	667
4	Olympiacos	Chris van der Drift (NZ)	GU Racing	12/45/4	-/50/-	40/-/-	40/14/6	40/16/6	50/23/5	26/29/-					653
		Ben Hanley (GB)									40/18/4		50/36/2	14/23/-	
		Neel Jani (CH)										10/50/-			
5	AC Milan	Yelmer Buurman (NL)	Atech Reid	45/7/-	32/26/4	50/26/6	45/18/4	50/23/4	36/32/2	36/14/3	16/36/-	18/-/-	29/26/3	26/14/-	631
6	Flamengo	Duncan Tappy (GB)	Alan Docking Racing	40/14/-					-/45/-	20/40/4	18/40/-	23/26/-			540
		Franck Perera (F)			45/16/1	23/-/-	29/23/-	36/20/1							
		Andy Soucek (E)											-/40/-	36/-/-	
7	FC Porto	Alvaro Parente (P)	Atech Reid	36/32/2	16/-/-	32/-/-	23/16/-	-/50/-	16/-/-	16/36/1	29/16/-	40/-/-		23/50/1	495
		Earl Bamber (NZ)										40/14/6			
8	AS Roma	Julien Jousse (F)	De Villota Motorsport	23/12/-	36/14/-	12/45/3	10/45/2	32/10/-	8/50/4	-/32/-	32/10/-	12/18/-	16/-/-		458
		Maximo Cortes (E)												-/32/-	
9	Beijing Guoan	John Martin (AUS)	Alan Docking Racing	NE	18/-/-	36/-/-	50/20/5	-/-/-	12/26/-	50/7/6	45/20/3	50/16/4	-/-/-	50/29/6	453
10	Liverpool	James Walker (GB)	Atech Reid	-/-/-	29/29/3	29/23/2	7/36/-	29/-/-	29/-/-						439
		Frederic Vervisch (B)								18/18/-	26/32/1	36/29/6	-/50/-	7/-/-	
11	Bordeaux	Franck Montagny (F)	Barazi Epsilon/Azerti	-/23/-	-/40/-	18/-/-	-/50/-	8/45/-		32/10/-					372
		Jaap van Lagen (NL)							14/18/-						
		Celso Miguez (E)									-/-/-	-/-/-			
		Franck Perera (E)											26/29/5	32/20/2	
12	Corinthians	Robert Doornbos (NL)	Azerti	16/26/-	20/-/-	14/-/-	20/32/-	26/18/-	40/-/-	8/-/-	23/29/-	29/40/2	-/-/-	20/-/-	363
13	Galatasaray	Tristan Gommendy (F)	Barazi Epsilon/	10/10/-	23/23/-	10/-/-	12/10/-	20/40/2	10/40/3	23/-/-	20/12/-				358
		Andy Soucek (E)	GU Racing/Azerti									20/32/-			
		Giacomo Rici (I)											12/-/-		
		Chris van der Drift (NZ)												-/26/-	
14	Sevilla	Marcos Martinez (E)	De Villota Motorsport	29/20/-	14/36/-	7/-/-	8/-/-	16/12/-	23/-/-	-/23/-	10/50/2	14/-/-	23/20/-	8/40/-	355
15	Sporting Lisbon	Borja Garcia (E)	Atech Reid	26/16/-	-/32/-	16/32/-	-/12/-	14/26/-			NE				329
		Andy Soucek (E)							20/29/-	40/8/-					
		Maximo Cortes (E)										8/-/-			
		Adrian Valles (E)											-/32/-	18/-/-	

OTHER POINTS SCORERS: 16 PSV Eindhoven (Racing for Holland/Atech Reid), Narain Karthikeyan (IND); Hywel Lloyd (GB); Adderly Fong (PRC); Earl Bamber (NZ); Esteban Guerrieri (RA), 288; 17 Atletico Madrid (Alan Docking Racing), John Martin (AUS); Maria de Villota (E); Bruno Mendez (E), 265; 18 Olympique Lyonnais (LRS Formula/Atech Reid), Sebastien Bourdais (F); Franck Perera (F); Celso Miguez (E); Tristan Gommendy (F), 235; 19 Team China (Atech Reid), Qinghua Ma (PRC); Adderly Fong (PRC), 26.

KEY TO RACES: 1 Silverstone, April 4; 2 Assen, May 16; 3 Magny-Cours, May 23; 4 Jarama, June 20; 5 Nurburgring, June 27; 6 Zolder, July 18; 7 Brands Hatch, August 1; 8 Adria, September 5; 9 Algarve, September 19; 10 Ordoz, October 3; 11 Navarra, October 24. **POINTS SYSTEM:** Races 1 & 2 50-45-40-36-32-29-26-23-20-18-16-14-12-10-8-7-6-5-4-3-2-1. Super final 6-5-4-3-2-1. Beijing street race run on October 9-10 was non-championship.

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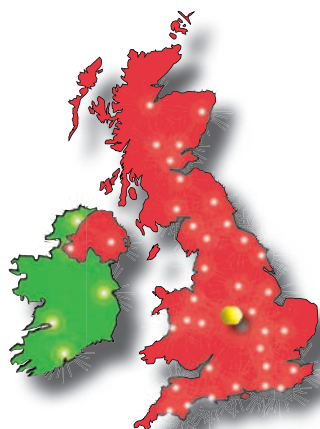
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- ensure the accurate supply of Aerodynamic testing services
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- Positions for Junior, Intermediate and Senior Modelmakers, including Head of Modelshop, according to experience and skill level
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- The ability to work to a high standard, producing components of high quality and dimensional accuracy is essential.
- The Head of Modelshop will also be required to:
 - specify and oversee the implementation of a new modelshop facility
 - recruit and manage the team of model makers
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- have proven management and leadership skills in a manufacturing and production environment, preferably within motorsport

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For all positions please apply in writing enclosing a current CV to

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You must be willing to work long and/or unsociable hours, including weekends, as required to support the trackside engineering team at events. Some race/test attendance may also be required.

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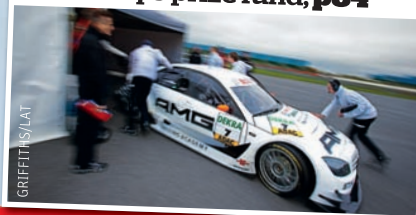
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Karting ace becomes first Ginetta Junior scholar



Fielding topped a tough G40 scholarship contest

Sennan Fielding wins inaugural Ginetta Junior Scholarship for 2011 prize drive

» **FORMER CADET** karting champion Sennan Fielding has earned a free drive in the 2011 Ginetta Junior championship by winning the inaugural Ginetta Junior Scholarship.

Teenagers from around the country contested the £60,000 scholarship, which took place over three days at Leicestershire's Bruntingthorpe Proving Ground last month.

The 60 hopefuls all sampled an 1800cc Ford Zetec-engined Ginetta G40, before 12 were invited back to take part in a grand final. A panel of judges, which included Ginetta boss Lawrence Tomlinson, racers Stewart Linn, Mike Simpson and Fulvio Mussi, and ITV4 commentator Simon Hill, assessed the finalists based on driving ability, flair, fitness and media skills.

The judges called a dead heat between British KF3 karting frontrunner Fielding, 2010 Saxmax rookie champion Myles Collins and British KF2 karting champion Callum Bowyer. All three completed three extra laps, with Tomlinson riding shotgun, to decide the winner.

"I was absolutely staggered by the level of driving talent of the 12 finalists and picking a winner was the hardest job I've ever had to do," said Tomlinson. "We had no choice but to do a final shootout between Myles, Callum and Sennan. All of them were exceptional but on the day it was Sennan who demonstrated the utmost in sheer driving capability and I think he will do very well next season."

"We will aim to familiarise him in the car over the winter and see how he gets on in his first competitive outing next

April at Brands Hatch. It's a big step up from karting to the G40, but I am confident we have a new superstar on our hands."

Fielding, 14, started karting aged eight and won the Lincolnshire Kart Racing Club Cadet championship at Fulbeck in 2005 before progressing through the British junior karting ranks.

"I just can't believe it – it's like a dream come true for me to think I will be out on the grid in the Ginetta Junior championship next year," he said.

"I've been following the Juniors on ITV4 all season but never imagined I'd be competing myself."

"It was a thrill just to drive the G40 on the first day and when I got through to the final I was pleased, but to win is just out of this world."

SENNAN FIELDING CV

- DoB November 23 1995
- 2010 First in CIK-FIA European karting qualifier (KF3), 19th in British Junior karting championship (KF3)
- 2009 Third in British Junior karting championship (KF3), ABKc 'O' Plate winner (KF3)
- 2008 Ninth in British Junior karting championship (KF3), 16th in BRDC Stars of Tomorrow (KF3)
- 2007 First in WTP Cadet karting championship



Fielding will join Junior grid in 2011

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



WHAT IS it about Peter Dempsey and the Walter Hayes Trophy? The Irishman has always been quick, but knock-out events and, indeed, championship fights haven't often shown his attacking style to best effect. Just look at his Festival record...

But the Silverstone event brings out the best in him. His second in 2005 was followed by wins in '06-'07. He was fourth in '08, having worked his way through the last-chance races, then he won last weekend.

The ease with which cars can slipstream and overtake on Silverstone's National layout probably plays its part in Dempsey's success, allowing his tough fighting ability to be put to good use, where a twisty Brands Hatch Indy circuit can frustrate it and force mistakes.

Being part of father Cliff's team has obviously helped too. CDR Rays have now won the past five WHTs, despite the return – in a new Van Diemen – of Wayne Boyd this year.

Peter Dempsey's career has, thus far, failed to reach the levels his talent deserves, partly due to a lack of funds. That's nothing new, you might think, and you'd be right. Which is why it's great the prize fund for the McLaren AUTOSPORT BRDC Award has been increased (see p84), and we hope to go further in future. It won't help Dempsey, but hopefully things like that and the RSF can reduce the likelihood of talented drivers falling through the net.

Extra contact details

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Award cash prize doubled

The winner of the 2010 McLaren AUTOSPORT BRDC Award will now receive £100,000, as well as the opportunity to test a McLaren Formula 1 machine

One of these six drivers will win £100,000



THE PRIZE for this year's McLaren AUTOSPORT BRDC Award has been increased from £50,000 to £100,000.

The winner of the 22nd running of the award, which will be announced at the AUTOSPORT Awards in December, was already set to receive a McLaren F1 test drive, full BRDC membership, Puma racewear for a year, and an exclusive TW Steel watch. Now the cash prize has been doubled by McLaren and the BRDC to aid

the winner's progression up the motorsport ladder.

BRDC director Derek Warwick, who is also the chairman of the judging panel this year, said: "Between McLaren, AUTOSPORT and the BRDC we have made a massive commitment to increase the prize fund to £100k.

"From a BRDC perspective, we are able to do this on account of our Patrons' Scheme, which helps create sponsorship opportunities for young drivers.

"We believe the prize fund will help underline the credibility of the Award."

AUTOSPORT publisher Rob Aherne added: "The increased prize fund is a huge boost to the programme in its 22nd year. We are extremely grateful to our partners for their outstanding support."

It has not yet been confirmed whether the increased prize will be continued into future years, but it is part of a push to provide bigger financial support for Award winners, who are often looking at

Formula 3, F2 and GP3 deals for the following season.

This year's finalists – Formula Renault aces Tom Blomqvist, Luciana Bacheta and Lewis Williamson, Formula BMW Europe runner-up Jack Harvey, British Formula Ford runner-up Scott Malvern and Formula Palmer Audi champion Nigel Moore – completed their tests in F2 and Mercedes DTM machinery last week. They were due to be interviewed at McLaren's Technology Centre this week.

Porsche Carrera Cup

Carrera Cup grid expands for 2011

THE PORSCHE Carrera Cup GB will expand its capacity grid from 28 to 32 cars for next season.

The single-make GT3 category will switch to the latest-spec 911 GT3 Cup car for next year and has sold out of spaces on its grid five months before the start of the 2011 campaign. The move to 32 cars, the maximum allowed at a BTCC event, will ensure that no registered driver will be unable to qualify.

BTCC powerhouse teams Triple Eight and Team Dynamics have now been confirmed as 2011 Carrera Cup entries

(see AUTOSPORT, September 23).

Trackspeed, which ran David Ashburn to this year's British GT3 title, and brand-new race team 2XP Racing have also signed up.

Championship manager Marion Barnaby said: "We knew interest was running high, but this response has broken records and exceeded even our most ambitious targets."



Trackspeed will join Carrera Cup from Brit GT

Formula Renault UK

Penalties hit FRUK Winter Cup

CONTROVERSY STRUCK the opening round of the Formula Renault Winter Cup at Snetterton last weekend when the top two finishers from race two were penalised.

Russian Daniil Kvyat and Briton Ollie Millroy lost first and second respectively when they were slapped with five-second penalties for overtaking during a safety-car period. They were relegated to third and fourth, promoting Alex Lynn to his second victory of the day.

Kvyat lapped Evelin Frank, who was driving an older-spec BARC-

series car, as the safety car boards emerged. Millroy, Josh Hill and Jack Hawksworth all passed Frank before the start-finish line at the restart.

Hill subsequently retired, while Hawksworth finished last in class. Neither was penalised for their safety-car infringement.

Tony Shaw, boss of the Manor Competition team that runs Millroy and Hill, said: "She [Frank] was up on the kerb before the pit entry with her hand up, waving them by. Ollie knew he shouldn't overtake but he thought she was going into the pits."

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Renault Clio Cup

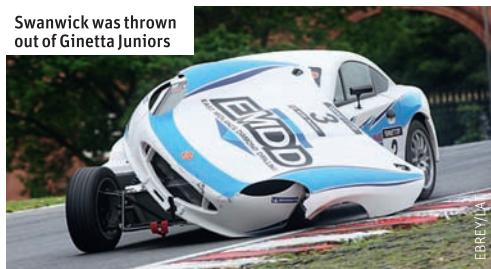
Bad boy Swanwick to return in 2011
for top Renault Clio squad Pyro

BANNED GINETTA Junior frontrunner Chris Swanwick will graduate to the Renault Clio Cup next season with leading squad Team Pyro.

The 16-year-old amassed a hefty number of penalty points during his second season of Ginetta Juniors and was excluded from the Silverstone round in August for his involvement in a number of on-track incidents.

Championship stewards then threw the Team Parker racer out of the remainder of the championship (see AUTOSPORT, September 9).

Swanwick was thrown out of Ginetta Juniors



Swanwick has now begun a winter-test programme and will enter selected 750 Motor Club races to get some additional race miles under his belt before the 2011 season gets underway.

Pyro boss Mark Hunt, whose team has run the past three Clio champions, said: "I've had my eye on Chris since the start of last year, and believe that he will be right up there from the start. It's a two-year programme, aiming to be 2012 Clio Cup champion."

Swanwick will be mentored by 2009 Clio Cup champ Phil Glew and his Edge Sporting Events concern.

Glew said: "I started with Chris when he first stepped into cars and I knew from day one he was an extremely talented driver."

"My main aim for the winter is to get Chris back on track to the winning driver I know he is."

British Formula Ford

Jamun signs another Aussie ace

TOP BRITISH Formula Ford squad Jamun Racing has snapped up Aussie Richard 'Spike' Goddard for next season.

Jamun Mygale drivers have won the past six British Formula Ford titles, with Australian Scott Pye taking this year's crown.

Goddard has raced in regional FF1600 - rather than the national series from which Pye and Jamun 2008 race winner Tim Blanchard graduated - but team boss James

Mundy believes he can be competitive.

"He's very inexperienced, but he's showing signs he's going to be quick," said Mundy, who confirmed Goddard has already started testing with the squad.

Jamun hopes to run four cars in 2011. Jake Cook, who drove with Getem in British Formula Ford this season, Emil Bernstorff, Philippe Layac and Jacob Nortoft are currently testing with the team.

Jamun has good record with Aussie drivers



Lotus Elise Trophy

Lotus 1000km back to Brands

THE LOTUS Elise Trophy 1000km race will return next season after a successful inaugural running at Brands Hatch last weekend.

Eventual winners Paul O'Neill, Paul McNeilly and BJ Chong took eight hours and 47 minutes to win the race, making it one of the longest events in the circuit's history.

Six-hour and 1000km races were a regular feature at Brands through the

1960s, '70s and '80s. The last 1000km race at Brands Hatch before last weekend, which was held in 1988 and was for Group C Sportscars, lasted five hours and 33 minutes.

Event director David Scott of MSVR confirmed the event would return in 2011. "This race has been so well received by competitors and marshals alike," he said. "I can confirm it will take place again next year."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Award finalists drove DTM and F2 machinery

Six shootout rookies, each with a dedicated single-seater for the first time - courtesy of Jonathan Palmer's Formula 2 initiative - made this year's McLaren AUTOSPORT BRDC Award testing phase at Silverstone the most interesting yet. And arguably the closest fought.

Having been a judge for all but one of the 21 years in which a run-off has decided the winner (inaugural champion David Coulthard was simply named and lauded in 1989), I've seen the competition evolve, with circuit trials keeping pace with the sport.

Last Thursday's announcement - by 146-time Grand Prix starter, 1992 World Sportscar champion and Le Mans 24 Hours winner Derek Warwick, who chaired the judging panel on behalf of the BRDC - that the winner's prize was to be doubled to £100,000 brought a stunned silence to the candidates during dinner at Whittlebury Hall.

It sharpened their focus another click the following morning, when Luciano Bacheta, Tom Blomqvist, Jack Harvey, Scott Malvern, Nigel Moore and Lewis Williamson tackled a now-soggy Southern Circuit. The cars looked spectacular in the garages, from whence they were run by a strong team of engineers and mechanics to ensure a level playing field.

The Williams-designed chassis, with their turbocharged Audi-based engines and advanced technical

specification, are impressive tools in any conditions. With two seasons behind the FIA-sanctioned series, running budgets undercutting top-line F3 by half and a British champion in [former Award finalist] Dean Stoneman, F2 looks great value too. I wouldn't be surprised to see two or three of our elite squad contesting the 2011 title race.

Comparing their strengths as they climb the single-seater ladder is an illuminating exercise, but it is also fascinating to see what the nominees make of a bellowing DTM Mercedes-Benz. Often, at least one - Susie Stoddart (in hideous conditions at Silverstone) and Alexander Sims at Snetterton stand out for me - flags up hidden talent to team scouts.

That's why five Award winners - Gary Paffett (1999), Jamie Green (2002), Paul di Resta ('04), Oliver Jarvis ('05) and Coulthard - are on the DTM grid this year, alongside Stoddart. And HWA's engineer certainly returned to Germany with new ideas this time around.

Talking of inspiration, the track's sensational new F1 pits complex progressed before our very eyes over the two test days. Once the building site has melded with its green surroundings it will be an incredible facility and asset to British motorsport. I'm looking forward to the 2011 GP, and a dramatic backdrop to next year's Award tests.

“This year's McLaren AUTOSPORT BRDC Award is arguably the closest-fought yet”





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US Rallycross

Fouster's Fiesta flew to the American title

Fouster wins inaugural US Rallycross crown

American ace takes title as European invaders score race wins



LOCAL ACE Tanner Fouster secured the inaugural US Rallycross championship with two podiums in the season finale at New Jersey Motorsports Park last weekend.

Ford Fiesta driver Fouster, who won the opening two rounds of the four-event series, scored a third and a second to clinch the crown, while European Rallycross champion Sverre Isachsen and Finnish champion Toomas Heikkinen took the wins.

Isachsen won Saturday's event comfortably, leading home Heikkinen and Fouster, but hit trouble on Sunday when the engine in his Ford Focus blew up in the first heat. The Norwegian was gifted a place in the C final, which he won before crashing out of the B final. That

race was eventually won by Subaru driver Travis Pastrana, who took second in the standings.

Heikkinen's Eklund Motorsport Saab team, which has not been a frontrunner in the ERC this year, spotted that the fuel regulations were open and ran the car on ethanol to boost power. He won on Sunday after Isachsen's crash.

British star Liam Doran had a mixed weekend. He took eighth after a torrid Saturday, before recovering to start the Sunday A final from pole. But he then clashed with Heikkinen and slipped back to third.

The two-wheel-drive category was won by John Tancredi in a Mazda MX5 on Saturday, while Matthew Johnson took the honours on Sunday, his second win of the series, in the unlikely Ford Fairmont Station Wagon.

Walter Hayes Trophy

Dempsey avoids disaster to take win

WALTER HAYES Trophy winner Peter Dempsey almost missed the Grand Final of the knockout FF1600 event at Silverstone last weekend because of engine overheating problems.

The Irishman went on to equal Joey Foster's tally of three WHT triumphs, adding to his 2006 and '07 wins, after father Cliff's CDR team managed to resolve the issues with his Ray GRS05 - borrowed from former Classic FF1600 champion Paul Walton.

"We were struggling all weekend so just making the final was a bonus," said Dempsey. "To be

able to get my head down and pull away from Wayne [Boyd] and Ivor [McCullough] is something I never expected to do."

The 2009 Star Mazda title contender has vowed to return, which could allow him to move ahead of Foster and take his fourth win.

"It isn't about beating records, it's about having fun," added Dempsey, 24. "Even if I hadn't won I would have had a great weekend. This and the Festival are great events."

Cliff Dempsey's crack squad has not been defeated in the WHT since 2005.



Dempsey (centre), with McCullough (left) and Boyd

Alfa man beats Anglia veteran to Meldrew honours

Richard Ibrahim's Alfa Romeo 33 took the Victor Meldrew Trophy at Brands Hatch last weekend, pipping racing returnee Gordon Streeter



GARY HAWKINS

Lotus Cup UK

New Lotus series set for 2011

A NEW series for Lotus racers will appear next season.

The Lotus Cup UK will be run by the Lotus on Track Racing Drivers Club, which already runs the successful Elise Trophy and Lotus Cup Europe, and MotorSport Vision Racing.

It will cater for 2-Elevens, Exiges and Evoras, and there will be an Open Class

for other selected Lotus machines. Regulations will be the same as for Lotus Cup Europe.

The provisional calendar includes visits to Snetterton 300, Silverstone GP, Brands Hatch GP, Spa and Brands Indy. There will be eight races across the six meetings, with races ranging from 20 to 60 minutes in duration.

Intermarque

Exclusion for silhouette racer after red-flag shunt at Brands

SILHOUETTE RACER Chris Ayling was excluded from the second Intermarque race at Brands Hatch last weekend following a bizarre high-speed accident under red flags.

Having failed to spot the signals, Ayling (VW Corrado) ploughed into Jonathan Hoggarth's slowing Pontiac Coupe on the approach to Surtees.

Hoggarth suffered a stiff neck, but climbed unaided from his battered

car, while Ayling, whose car ended up on the other side of the track, had to be helped from his damaged machine.

Ayling was later called before officials. They rejected his plea that he failed to see red flags because of the low sun. CCTV footage showed several drivers ahead had slowed.

As well as his exclusion from fourth place, Ayling was given four penalty points on his licence.

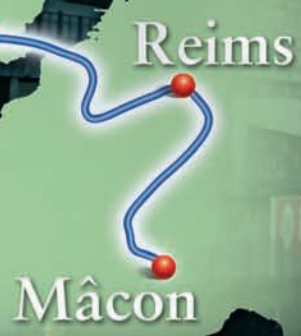
Ayling (right) hit Hoggarth (left) under red flags



GARY HAWKINS



2010



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IN BRIEF

NEW FORMULA Renault squad MGR Motorsport made an impressive debut in the Winter Cup races (left) at Snetterton last weekend. Mark Godwin's squad took a fifth and a second with Luke Wright driving.



BAS AUTOGRASS champion Michaela Beavans will make her circuit-racing debut in the 750MC Stock Hatch winter series at Donington Park this weekend. The 22-year-old will drive a Ferguson Motorsport Citroen Saxo. She lapped faster than frontrunner Joe Ferguson in her first test in the car last week.

CHRIS FOX and Charlie Kemp gave an ex-Ronnie Peterson Lola T70 its shakedown at Donington Park last week, though there are no plans to race it. Owner Picko Troberg crashed the car at the Nurburgring in period and only recently had the car (right) rebuilt.



MARTIN HADWEN, founder of the National Motor Racing Archive, died last month after losing a long battle with cancer. Hadwen, 63, had just handed the archive over to MotorSport Vision, which has moved it to Snetterton.

MULTIPLE BARC Intermarque champ Steve Hall is to replace the two-litre 240bhp Vauxhall engine in his Audi TT spaceframe car with a 315bhp unit. Grass track racing champion Tyler Hounsell, 16, will graduate to the series next year, using an ex-Chris Brockhurst Peugeot 206 into which his godfather Hall's title-winning engine will be fitted.

VICTOR MELDREW Trophy racer Oliver Davies was fortunate to escape uninjured following a crash at Brands Hatch last Sunday. Davies' Renault 5 Turbo (left) rolled several times at Paddock Hill Bend after clipping the VW Golf GTI of Marcus McKenzie.



STOCK HATCH racer Matt Digby has finished third in the points after a successful appeal against exclusion from the Oulton Park finale last month. He was thrown out for engine irregularities but re-instated after the MSA found insufficient evidence.

SAXMAX CHAMPION Ant Whorton-Eales will make his single-seater debut at Donington Park this weekend. The 16-year-old will drive an AHS Dominator in the 750MC Formula Vee winter series as part of his prize for winning the junior tin-top category.

Jaguar and Ferrari should star at Le Mans



Le Mans Legends

Le Mans support race unveiled

Cars of the 1950s and 1960s will provide historic flavour at La Sarthe in 2011

THE HISTORIC support race to the 2011 Le Mans 24 Hours will be for cars of the 1949-1965 period.

The event, which takes place on the Saturday morning before the main race, was run for Group C cars last year. But the 2011 Le Mans Legends race will be for machines that were eligible at La Sarthe between 1949, the first post-WW2 Le Mans and won by then-new marque Ferrari, and 1965,

which marked Ferrari's last victory.

The period last supported the 24 Hours in 2009 and was won by Ferrari driver Carlos Montevede. To keep the grid competitive, event organiser Motor Racing Legends will not allow Ford GT40s, which dominated the races marking the same period at the 2010 Le Mans Classic, in the 45-minute event.

MRL's Duncan Wiltshire said: "The 1950s and early '60s is, for many

people, perhaps the most emotionally charged period of motor racing history – a genuine golden era, when the cars were not only beautiful, but also highly distinctive and instantly recognisable.

"For spectators, this makes the racing even more enthralling, as you don't need a wealth of historical knowledge to get excited by the sight of a Ferrari 250LM or Jaguar D-type flat-out on a race track."

Classic F3

Mallock racer returns in Goodwood outing

A SIGNIFICANT early Mallock U2 returned to action in period Formula 3 guise at Goodwood last Saturday, when Nigel Winchester and Chas Mallard contested the AC Owners' Club Sprint in the former's Mk3 chassis. The BMC-engined 1963

car, identified by Mallock Sports as the Westover U2 of George Lewis in '64, spent 28 years in Germany before being re-imported to the UK in 2008.

Winchester, 56, who raced in Clubmans B-sport events in the mid-'70s, bought the car this year and returned

the back end of the chassis to its original rounded spec by copying Tupper Robinson's '64 Mk4.

"It ran really well, for a

shakedown, and while it will never win anything in [one-litre] F3 races it's going to be a lot of fun," said Winchester.



Winchester brought his restored Mallock U2 out for Goodwood sprint

Brighton to London Future Car Challenge

F1 designer is a winner in first Future Car Challenge

Murray became a Future Car winner



FORMER F1 designer Gordon Murray was among the winners on the inaugural RAC Brighton to London Future Car Challenge last weekend.

The event aims to encourage the development of electric, hybrid and low-emissions vehicles.

Murray's T.25 City Car won the Most Economical Small Passenger Internal Combustion Engine Vehicle, and Most

Economical and Environmentally Friendly Small Passenger Internal Combustion Engine Vehicle categories.

Judged the best overall entry from over 60 vehicles that took part was a Volkswagen Golf Blue-e-motion Electric.

● The 77th London to Brighton Veteran Car run also took place last weekend. Of the 505 starters, 433 made it to the finish on Madeira Drive.



STEVE JONES

Dempsey Jr gives his dad fifth successive Walter Hayes win

Dempsey celebrates another CDR Ray success



PETER DEMPSEY made it five successive Walter Hayes Trophy wins for his father's Cliff Dempsey Racing team and notched up his third personal triumph – to add to those in 2006 and 2007 – as he saw off what was regarded as the strongest field yet for the Silverstone FF1600 showpiece last weekend.

The grid for the final re-kindled memories of the 2007 Kent Brands Hatch Festival final, with Dempsey and Wayne Boyd sharing the front row. While that race ended with both in the Druids gravel trap, this contest proved much less controversial.

Although Boyd (Van Diemen LA10) won the faster semi-final, pole position was on the unfavoured outside of the track and he couldn't cut

across in time to prevent Dempsey's Ray leading into Copse. Spencer Pigot (Ray GRS08) grabbed third, but Ivor McCullough (Van Diemen RFOO) drove around the outside of him at Brooklands on lap one.

Two tours later, Festival winner Neville Smyth (Ray GRS07) arrived at Brooklands just ahead of Pigot in fourth, but lost the back end of the car and tagged the young American as he spun. Pigot tangled with another rapid Irishman, Noel Dunne (Mygale SJO8), at Luffield four laps later, so did well to come home seventh.

By this time ex-F3 man McCullough had relieved the much-fancied Boyd of second at Becketts and set off in pursuit of Dempsey. It was a challenge that was hampered by Boyd's dogged, but unsuccessful,

attempts to get back into contention. Had both worked together, they might have caught Dempsey but instead he was able to maintain the gap consistently at one second, coming home to take a fifth victory for Ray.

Fourth position went the way of the other Team USA racer, Felix Serralles (Ray GRS08). He passed the vastly experienced Michael Vergers (Reynard 88FF) on lap six to do so, having earlier gained ground in the Smyth/Pigot incident. Former Combe champion Ben Norton broke the Ray/Van Diemen stranglehold with sixth for Spectrum.

Behind Pigot, Josh Fisher was nonplussed by his lack of pace in the final after a promising run-in, while Adrian Campfield and Carnival victor Rob Hall completed the top 10.

Strong drives came from Hall's fellow Combe regulars Adam Higgins (11th), Nathan Ward (18th) and Luke Cooper (21st), while Smyth and Dunne recovered to 12th and 14th respectively. Glynn Geddie was the top Scot, climbing to 17th from the back row.

The first semi-final marked the end of the road for a number of podium contenders. Matthew Parr and Jordan Skinner tangled while scrapping for fifth and collected the hapless Stuart Gough, who made his second airborne exit from a WHT semi in two years. Parr continued with little in the way of brakes and was knocked out, while Skinner retired. James Tucker was also spun out by Jonathan Hoad.

Boyd made that race look very easy, but Fisher defended hard for second until Smyth made a bold move around the outside at Brooklands on the last lap that resulted in contact. Pigot and Serralles seized

the chance to complete the podium, while Smyth won the race for fourth.

A fine second semi was won by Dempsey, who brilliantly dived through on the inside of McCullough at Luffield on the final lap. Earlier, Dunne had climbed to the front and was pulling away when he spun on his own at Brooklands; he would fight back to sixth. A four-way fight for third lost David Grady (broken gearbox) on the final lap, leaving Campfield to beat Vergers and Norton.

A notable non-finisher was Morgan Dempsey, T-boned by Simon Kinsey at Luffield, having been the only one of Saturday's non-finishers to make it to the semis. He, Felix Fisher, Ed Moore and Josh Barnett made it out of the Progression race, but Fisher (2009 runner-up) broke an upright in the Last Chance thrash, while Moore (by 0.002sec!) and Barnett just missed the top six.

■ By Ian Sowman



JACOB EBBREY

Dempsey and Boyd lead the big Final field away

WALTER HAYES TROPHY FINAL (15 LAPS) 1 Peter Dempsey (Ray GRS05); 2 Ivor McCullough (Van Diemen RFOO) +1.045s; 3 Wayne Boyd (Van Diemen LA10); 4 Felix Serralles (Ray GRS08); 5 Michael Vergers (Reynard 88FF); 6 Ben Norton (Spectrum 011); 7 Spencer Pigot (Ray GRS08); 8 Josh Fisher (Van Diemen RFO5); 9 Adrian Campfield (Spectrum 011); 10 Rob Hall (Swift SC10). **Fastest lap** Noel Dunne

(Mygale SJO8) 1m02.355s (94.62mph). **SEMI FINAL ONE (12 LAPS)** 1 Boyd; 2 Pigot +5.805s; 3 Serralles; 4 Neville Smyth (Ray GRS07); 5 Fisher; 6 Jonathan McMullan (Van Diemen RF92). **FL** Boyd 1m02.650s (94.18mph). **SEMI FINAL TWO (12 LAPS)** 1 Dempsey; 2 McCullough +0.083s; 3 Campfield; 4 Vergers; 5 Norton; 6 Dunne. **FL** McCullough 1m02.805s (93.94mph).

SILVERSTONE WHT HEATS November 6
 Close racing fails to reveal final favourite

Parr and Boyd star as first aces fall

THERE WAS little to help onlookers predict the likely WHT winner in Saturday's six heats, save for the inevitable failure of a few of the fancied runners.

Castle Combe winner Felix Fisher retired from fourth in the first heat with a snapped crank, but a borrowed engine meant he would return on Sunday. Morgan Dempsey was in second in heat two when he made a dramatic exit – a loose pipe sprayed oil over the exhaust, but he stopped before more damage was done to his Van Diemen.

Thruxton Cup victor Josh Barnett didn't set a time in qualifying due to a broken ignition wire, and having started from the back of heat four he was caught out by the early braking for Becketts of less accomplished rivals and collided with the back of one. Mike Gardner was assaulted by a flying John Ferguson and limped to the

pits, to be joined a lap later by Ed Moore, whose Ray had coated the track with oil on the installation lap.

Of those that did make the semis, Matthew Parr and Wayne Boyd turned in the most impressive drives at either end of the day. Parr dropped back to fifth on the opening lap of heat one, but charged to the fore – passing both Spencer Pigot and James Tucker at Copse on lap four before sprinting clear. Boyd had the toughest heat (six), but was always on top of what was sometimes a four-car lead battle.

The other winners were Noel Dunne (despite a spin on Dempsey's oil), Neville Smyth (having squeezed back ahead of Jordan Skinner into Brooklands on the last lap), Peter Dempsey (ahead of David Grady, who set the fastest time of the day) and Ivor McCullough (who enjoyed a great fight with Adrian Campfield's Spectrum).



Boyd leads Josh Fisher in tough heat six

HEAT ONE (8 LAPS) 1 Matthew Parr (Van Diemen RF01); 2 Spencer Pigot (Ray GRS08) +1.633s; 3 Robert Hall (Swift SC10); 4 James Tucker (Van Diemen RF92); 5 Jonathan Hoad (Van Diemen RF90); 6 Glynn Geddie (Ray GRS09). **Fastest lap** Parr 1m02.859s (93.86mph).

HEAT TWO (8 LAPS) 1 Noel Dunne (Mygale SJ08); 2 Gaius Ghinn (Van Diemen RF00) +1.767s; 3 Roger Orgee (Van Diemen RF00); 4 Simon Kinsey (Van Diemen RF00); 5 Joey Foster (Van Diemen RF78); 6 James Fugett (Ray GR95). **FL** Dunne 1m03.165s (93.41mph).

HEAT THREE (8 LAPS) 1 Neville Smyth (Ray GRS07); 2 Jordan Skinner (Ray GRS10) +0.087s; 3 Cormac O'Neill (Ray GRS09); 4 Adam Higgins (Van Diemen RF90); 5 Adam Quartermaine (Van Diemen RF99);

6 Mike Edgar (Van Diemen RF90). **FL** Smyth 1m03.101s (93.50mph).

HEAT FOUR (8 LAPS) 1 Peter Dempsey (Ray GRS05); 2 David Grady (Van Diemen RF02) +2.103s; 3 Ben Norton (Spectrum 011B); 4 John Murphy (Van Diemen RF90); 5 Nathan Ward (Swift SC95); 6 Steve Hare (Van Diemen RF90). **FL** Grady 1m02.709s (94.09mph).

HEAT FIVE (8 LAPS) 1 Ivor McCullough (Van Diemen RF00); 2 Adrian Campfield (Spectrum 011) +0.282s; 3 Michael Vergers (Reynard 88FF); 4 Chris Chisnall (Van Diemen RF00); 5 Derek Daly (Van Diemen RF93); 6 Luke Cooper (Swift SC92). **FL** Vergers 1m03.000s (93.65mph).

HEAT SIX (8 LAPS) 1 Wayne Boyd (Van Diemen LA10); 2 Josh Fisher (Van Diemen

RF05) +1.069s; 3 Felix Serralles (Ray GRS08); 4 Stuart Gough (Ray GRS07); 5 Matt Rivett (Mygale SJ00); 6 Jonathan McMullan (VD RF92). **FL** Boyd 1m02.767s (94.00mph).

PROGRESSION (8 LAPS) 1 Morgan Dempsey (Van Diemen LA10); 2 Felix Fisher +0.308s; 3 Ed Moore (Ray GR11); 4 Josh Barnett (Van Diemen RF00); 5 Mike Stewart (Van Diemen RF86); 6 Andrew Thomas (Reynard 89FF). **FL** Felix Fisher 1m03.091s (93.52mph).

LAST CHANCE (8 LAPS) 1 Chris Action (Ray GRS08); 2 M Dempsey +0.549s; 3 Scott McGarrity (Van Diemen RF83); 4 Andrew Xavier (Van Diemen RF87); 5 Paul Mason (Swift SC94); 6 Nigel Dolan (Van Diemen RF86). **FL** Morgan Dempsey 1m03.062s (93.56mph).

SILVERSTONE WHT SUPPORTS Nov 6-7
 Old cars take fight to modern machinery

Kemp and Ivey win from LMP man Roberts

AN ECLECTIC selection of machinery featured in two hotly contested Allcomers Closed Wheel races, which brought wins for Charlie Kemp and Jon-Paul Ivey.

Kemp's Lola T210 built up a good lead in the opener, with Ivey's more modern Radical PR6 heading the chase, after taking Jeff Wilson's Lotus Elise silhouette into Brooklands on lap two. But backmarkers didn't fall kindly for Kemp and although he retained his lead, Ivey was right on his tail at the flag. Mike Roberts' Lola EX257 was a distant third, from a

pitlane start, while Wilson settled in fifth behind Oliver Bryant's Lola T70.

Ivey had to find his way past Wilson again in the second race, which he did into Brooklands on lap four. Kemp had made a break but on this occasion Ivey closed and hit the front into Brooklands with a lap go. Roberts also closed in and took Kemp for second, while Ivey just held onto the victory.

The Open Wheel HSCC race was totally dominated by Lee Dwyer. His March 742 lapped the whole field twice, while John Rand's Lola T460 finally outdragged Wil Arif's Royale RP30 through

Woodcote on the fifth lap for second. James Ledamun's Reynard SF84/86 was a solitary fourth, after polesitter Paul McMorran – coming back from a spin at Becketts on the opening lap – blew his Crossle 22F's engine.

Michael Schryver's Chevron B6 took charge of the Closed Wheel HSCC race from the start, with George Tizzard's Lenham Spider established in second. During lappery

Tizzard was reeled in by John Pearson's Lotus 23B. Although the duo swapped places on lap seven, Tizzard stuck to his task and recovered the place.

Neil Fowler's Van Diemen RF82 was never headed in the Formula Ford 2000s. Oliver Thorpe's Royale RP27 had to play second best to Andy Huxtable's Van Diemen RF83 for six laps, until they took Brooklands side-by-side, with Thorpe

emerging ahead into Luffield. Jon Finch's RF83 held fourth from lap four after an early dice with Paul Burt's RF82.

Lee Dwyer collected his second lights-to-flag victory in the Open Wheel Allcomers race. His March 742 somehow got the better of the more modern F3 Dallaras in the first couple of laps, and left Kat Impey, Neil Hunt and David Porter behind.

■ **By Peter Scherer**

ALLCOMERS CLOSED WHEEL (15 LAPS)

1 Charlie Kemp (Lola T210); 2 Jon-Paul Ivey (Radical PR6) +0.336s; 3 Mike Roberts (Lola EX257); 4 Oliver Bryant (Lola T70); 5 Jeff Wilson (Lotus Elise); 6 Joey Foster (Ginetta G50). **Fastest lap** Roberts 55.261s (106.77mph). **RACE TWO (15 LAPS)** 1 Ivey; 2 Roberts +0.103s; 3 Kemp; 4 Bryant; 5 Guy Parr (Nemesi); 6 George Douglas (Martin BM9). **FL** Roberts 56.481s (104.46mph).

HSCC OPEN WHEEL (20 LAPS) 1 Lee Dwyer (March 742); 2 John Rand (Lola T460) -2 laps;

3 Wil Arif (Royale RP30); 4 James Ledamun (Reynard SF84/86); 5 Garry Diver (March 79B); 6 Andrew Hibberd (Lotus 22). **FL** Dwyer 56.129s (105.12mph).

HSCC CLOSED WHEEL (20 LAPS) 1 Michael Schryver (Chevron B6); 2 George Tizzard (Lenham Spider) +12.293s; 3 John Pearson (Lotus 23B); 4 Sean McClurg (Elva Mk7); 5 George Douglas (Ginetta G16); 6 Bob Yarwood (Crossle 9S). **FL** Schryver 1m03.333s (93.16mph).

FF2000 (15 LAPS) 1 Neil Fowler (Van Diemen

RF82); 2 Oliver Thorpe (Royale RP27) +4.825s; 3 Andy Huxtable (Van Diemen RF83); 4 Jon Finch (Van Diemen RF83); 5 Paul Burt (Van Diemen RF86); 6 Jeremy Main (Reynard SF79). **FL** Fowler 1m02.146s (94.94mph).

ALLCOMERS OPEN WHEEL (15 LAPS) 1 Dwyer; 2 Kat Impey (Dallara F302) +9.264s; 3 Neil Hunt (Dallara F301); 4 David Porter (Dallara F399/O1); 5 Tim Cameron (Jedi Mk4); 6 Jamie Brashaw (March 793). **FL** Dwyer 55.567s (106.18mph).



Kvyat leads race two as Lynn (fourth) locks up

Lynn's king in Norfolk as Red 'Bullocks' falter



IN STRAITENED financial times, the sight of 25 cars lining up for the first round of the Formula Renault Winter Cup was a welcome fillip. It was also an upbeat send-off for Snetterton's current layout, which is set to be replaced by a new one for next season.

A storming start launched 2010 Graduate Cup winner Alex Lynn into the lead for the opening skirmish. Once ahead of polesitter Jack Hawksworth (who had snatched top spot in the final seconds of a drying qualifying) into Riches, the seemingly unflappable Fortec Motorsport-run Lynn earned his maiden car-racing victory. Not even a brief safety-car period could knock him off course.

Karting star Hawksworth was further demoted on

lap eight by a flying Ollie Millroy (up from sixth on the grid) who briefly closed onto Lynn's rear wing, but couldn't keep the leader in sight. A rapid Richie Stanaway charted a similar course, bursting through from eighth to deprive Hawksworth of a podium. Nevertheless, fourth marked an impressive car-racing debut for the Bradford-based driver.

Behind him, BARC series ace Luke Wright edged Formula BMW race winner Carlos Sainz Jr for fifth.

Meanwhile, Josh Hill marked a successful conversion from Formula Ford. He sealed seventh when the pursuing Joni Wiman spun at Coram.

It was a case of zero to hero and then back to zero for Russian rising star Daniil Kvyat in race two.

Having slid out of

contention early in the damp first race, the Formula BMW graduate had the perfect chance to make amends by starting from pole for the sequel.

He grasped it with both hands, leading into the first corner ahead of fellow Red Bull-backed Koiranen-run driver Sainz, whose hopes of a decent finish were undone by a drive-through for jumping the start, and a later crash at Coram.

Kvyat consolidated his position in the early going to open a five-second gap by lap five. But his mettle was soon tested as the rapid Millroy (after starting eighth) surged onto his tail.

A safety car bunched the field, giving Millroy a great chance to challenge, but

Kvyat put backmarker Evelin Frank between himself and Millroy, before reclaiming the initiative at the restart and extending his lead to three seconds.

It proved just enough to resist Millroy's late charge, but both of the top two were handed 5s penalties for passing Frank under the safety car. This dropped them to third and fourth and promoted Lynn to the status of double winner, and Wright to second on the debut weekend for MGR Motorsport.

All this meant Hill might have taken a win on his first weekend in Formula Renault, having put in a great drive to battle his way to third before the caution period only for electrical gremlins to force him out. Meanwhile, Stanaway had to watch from the sidelines after an early off dropped him out of second.

Contact between leader

Spencer Horgan and Jon Mortimer proved the defining moment of the first Caterham Academy outing. The pair had taken over at the front after pacesetter Nick Powell fell off at Riches. They swept together into the Esses where, although Horgan looked to have done enough to lead into the right-hand part, they collided, sending Horgan into a spin. As Mortimer escaped to victory, a frustrated Horgan recovered to third, but couldn't dislodge David Szymanski from second.

Having moved past Szymanski, Mortimer eased clear to complete a brace of wins in the sequel. A late spin into Russell dropped Szymanski out of the close battle for second, leaving Powell to beat Horgan to runner-up spot by a couple of tenths.

■ By Oliver Timson



Mortimer leads Horgan in Caterham contest

FORMULA RENAULT WINTER CUP

(21 LAPS) 1 Alex Lynn; 2 Ollie Millroy +2.340s; 3 Richie Stanaway; 4 Jack Hawksworth; 5 Luke Wright; 6 Carlos Sainz Jr. **Class winner** Josh Webster. **Fastest lap** Lynn 1m05.370s (107.49mph). **RACE TWO (20 LAPS)** 1 Lynn; 2 Wright +0.491s; 3 Daniil Kvyat; 4 Millroy; 5 Dan Wells; 6 Joni Wiman. **CW** Webster. **FL** Millroy 1m04.987s (108.13mph). **POINTS** 1 Lynn, 66; 2 Millroy, 52; 3 Wright, 48;

4 Wiman, 32; 5 Wells, 31; 6 Hawksworth, 30.

CATERHAM ACADEMY (15 LAPS)

1 Jon Mortimer; 2 David Szymanski +10.188s; 3 Spencer Horgan; 4 Graham Newman; 5 Alan Whibley; 6 Nick Powell. **FL** Horgan 1m26.048s (81.66mph). **RACE TWO (15 LAPS)** 1 Mortimer; 2 Powell +8.251s; 3 Horgan; 4 Lee Furness; 5 Newman; 6 Whibley. **FL** Mortimer 1m25.630s (82.06mph).

BRANDS HATCH MSVR November 6-7
BTCC racer and co. win Lotus Elise 1000km



Winner Fox Motorsport takes the flag in night finish

Fox proves too smart for the huntsmen

THE FLEDGLING Fox Motorsport team earned itself a place in history on Saturday when its Honda-powered Lotus Elise, driven by BTCC star Paul O'Neill and series regulars Paul McNeilly and BJ Chong, won the Lotus Elise Trophy 1000km race. The team's pitstops weren't the quickest, but the reliable and rapid O'Neill put in two lengthy stints before leaving to attend a BTCC awards ceremony. McNeilly and Chong both staged admirable drives and victory was reward for a fine all-round performance. In a race that lasted eight and three-quarter hours and had more twists than an Agatha Christie novel, they were two laps clear of the Hoffmans 2 team Europa, which lost time at around half-distance with a trip to

the Paddock Hill gravel trap. Father/son duo Nick and Chris Randall, plus Ben Pitch (the latter entrusted to bring the car home in the dark) staged a super fightback. Pitch must eat plenty of carrots, for the car's candle-like headlights hardly helped him! Third overall and best of the Elise Trophy runners was the Track-Club.com entry driven by series regulars Marcus Jewell and Greg Noble, together with FPA race winner Ramon Pineiro. Next up, albeit four laps adrift of Track-Club.com, was the Perrys outfit, which had seen both its cars take knocks to put wheels out of alignment. A late fuel pick-up problem forced Eugene O'Brien (quickest on this team) to come in and hand over to Ken Savage. Hard luck story of the race

came from the GWS Motorsport outfit, which was nine laps clear of the eventual winners when its sole Exige went bang as British GT G4 champion Jamie Stanley swept through Surtees for the 307th time. Guy Fawkes celebrations took place on Friday night, but Jon Walker's 2-Eleven morning wasn't too late to join in. Just 11 laps into the

race, it suffered some kind of engine-bay failure that caused it to catch fire. Walker stopped in the far end of the pit lane, the rear of the car well ablaze. Such was the ferocity, as fast as the flames were doused they flared up again. By the time the fire was out, parts of the circuit were barely visible through the white haze! On Sunday, attention turned to the fourth running

of the Victor Meldrew Trophy and, with the *One Foot In The Grave* theme tune played on the PA before each of the three races, there was plenty of atmosphere. After Escort RS2000 racer Nigel Craig had just got the better of Scirocco man James Hebditch in race one, Mrs Hebditch (aka Tamsin Fisher) restored family honour with a runaway win in her MG in race two thanks to a generous handicap. Seeing the error of their ways, the handicapping team quickly reassessed Fisher prior to race three. With Tamsin suitably time bound, James ensured that a second Meldrew win went back home to Hampshire. Hebditch later came up just short against Danny Cassar (Proton) in the Team Handicap race, while Richard Brent beat fellow Peugeot 205GTi driver David Cox to win both of the Tin Top Challenge encounters.

The battling Rod Birley and Steve Hall shared BARC Intermarque honours. Birley went for a full-wet set-up for the later race, but the track dried out so he gave up on an unequal struggle. Nick Porter kept Henry Wright at arms length in the BMW v VW race, while the M3 of Matt Seldon overcame 'problems' to win the closing Allcomers race. **■ By Dud Candler**



Birley's Escort fought Hall's Audi

LOTUS ELISE TROPHY 1000KM (519 LAPS)

1 Fox Motorsport 1: Paul O'Neill/Paul McNeilly/BJ Chong (1x Elise-Honda); 2 Hoffmans 2: Chris & Nick Randall/Ben Pitch (1x Europa); 3 Track-Club.com: Marcus Jewell/Greg Noble/Ramon Pineiro (1x Elise); 4 Perrys: Martin Roberts/Ken Savage/Eugene O'Brien (2x Elise); 5 Czubek Racing: Steve Quick/Jonathan Blake (1x Elise/1x Mazda MX5); 6 LaHay Racing: John LaMaster/David Hay (2x Elise). **Class winner** Track-Club.com. **Fastest lap** Fox Motorsport 51.243s (84.20mph) establishes record. **VICTOR MELDREW TROPHY (10 LAPS)** 1 Nigel Craig (Ford Escort RS2000); 2 James Hebditch (VW Scirocco) +0.164s; 3 David Clark (Renault 5 Turbo); 4 Stephen Cassar (Proton Coupe); 5 Guy Stevens (VW Golf); 6 Danny Cassar (Proton Satria). **FL** Peter Seldon (BMW M3 E36) 55.029s (78.41mph). **RACE TWO (10 LAPS)** 1 Tamsin Fisher (MG

Midget); 2 Mark Hammersley (MG ZR) +17400s; 3 Eliot Dunmore (Subaru Impreza WRX); 4 Luke Bennett (Honda Integra Si); 5 Clark; 6 Scott Savers (BMW 318i). **FL** Dunmore 55.563s (77.66mph). **RACE THREE (10 LAPS)** 1 Hebditch; 2 Dunmore +5.078s; 3 D Cassar; 4 Seldon; 5 John Willcocks (BMW 320i); 6 Richard Ibrahim (Alfa Romeo 33). **FL** Dunmore 59.813s (72.14mph). **TEAM HANDICAP (10 LAPS)** 1 D Cassar; 2 Hebditch +1.899s; 3 Andy Stenning (VW Golf GTI); 4 Richard Ibrahim (Alfa Romeo 33); 5 Dunmore; 6 Kristian Dean (BMW 320i). **FL** Cassar 56.347s (76.57mph). **BARC SETIN TOPS (05 LAPS)** 1 Richard Brent (Peugeot 205GTi); 2 David Cox (Peugeot 205GTi) +5.450s; 3 Chris Watkinson (Rover Mini); 4 Antony Harrison (Rover Tomcat); 5 Andrew Mitchell (Peugeot 205GTi); 6 James Lindridge (Austin Mini). **CW** Cox; Watkinson; Harrison;

Mitchell; Dave Charlton (VW Beetle). **FL** Brent 54.717s (78.86mph). **RACE TWO (11 LAPS)** 1 Brent; 2 Cox +10.467s; 3 Mitchell; 4 Lindridge; 5 Andy Woods-Dean (Renault Megane Coupe); 6 Garry Chappell (Toyota Celica). **CW** Cox; Mitchell; Lindridge; Michael Cox (Ford Fiesta XR2i); Nicholas Witty (VW Beetle). **FL** Brent 56.131s (76.87mph). **BARC SE INTERMARQUE (17 LAPS)** 1 Rod Birley (Ford Escort Cosworth); 2 Steve Hall (Audi TT) +0.569s; 3 Richard Smith (Vauxhall Tigra); 4 Mick Robertson (VW Corrado); 5 Jonathan Hoggarth (Pontiac Coupe); 6 Michael Thurley (Peugeot 206GTi). **CW** Hall; Stewart Fenton (Tiger Cat); Mick Grant (Tiger R6); Baz Johnson (Pontiac Coupe); Lee Allen (Mini Cooper S); Gary Davison (Tiger R6). **FL** Birley 49.740s (86.75mph). **RACE TWO (12 LAPS)** 1 Hall; 2 Hoggarth +18.221s; 3 Thurley; 4 Fenton; 5 Johnson; 6 Paul Dudley (Tiger R6). **CW** Hoggarth; Fenton; Johnson; Grant; Allen;

Davison. **FL** Smith 50.992s (84.62mph). **PRODUCTION BMW V VW GOLF GTI (16 LAPS)** 1 Nick Porter (VW Golf GTI); 2 Henry Wright (VW Golf GTD) +1.473s; 3 James MacIntyre (BMW 320i); 4 Kevin Welsh (BMW 320i); 5 Guy Stevens (VW Golf GTD); 6 Robin Welsh (BMW 318i). **FL** MacIntyre 58.286s (74.05mph). **ALLCOMERS (10 LAPS)** 1 Matt Seldon (BMW M3 E36); 2 John Chasey (Caterham Roadsport) +0.878s; 3 Craig; 4 Mike Collins (BMW M3 E36); 5 M Cox; 6 Dunmore (Toyota Celica). **FL** Seldon 54.728s (78.84mph).



Tom thumbs up

Tom Blomqvist made the most of a new era
in FRenault. By MARCUS SIMMONS

Within a few seconds of the start of the Formula Renault UK season, the two front-row men for the first race – Tom Blomqvist and Lewis Williamson – had collided at Thruxton's first corner. Both finished, but their clash allowed Tamas Pal Kiss to take the maiden win of the series' new era.

Six months later, Anglo-Swedo-Kiwi Blomqvist and Scottish Highlander Williamson battled hard – and cleanly – for the title off the startline at the Brands Hatch finale, with Hungarian Kiss fervently hoping they took each other off! While Williamson won that salvo, Blomqvist won the war.

For most of the season, English hopes Will Stevens and Harry Tincknell had been very much in the fight too. The fact that this top quintet represented four teams – Fortec Motorsport (Blomqvist), Manor Competition (Williamson and Stevens), Atech GP (Kiss) and CRS Racing (Tincknell) – indicated that the series was in rude health in this, its first year after switching from the old Tatuus warhorse to the new Barazi-Epsilon designed machine.

There were inevitably teething problems, but what really annoyed the teams was the much-increased cost of spare parts, and their unavailability –

a situation that has still not entirely resolved itself even now.

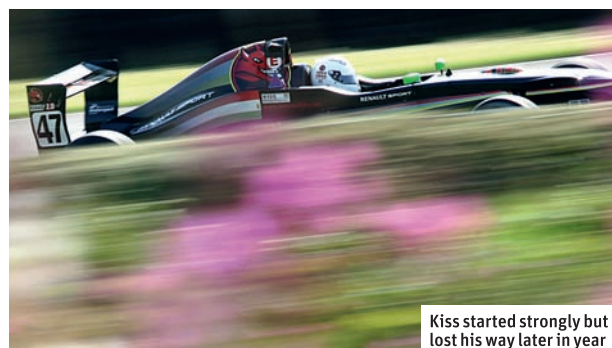
While there were criticisms of the build quality of the chassis, most reckoned the design wasn't too far off. It has more front-end grip and overall downforce than the Tatuus, meaning that category rookies will probably take longer to make the most of it. Although grids had between 15 and 20 cars, the intensity of competition was very high and there were 10 race winners from the 20 FRUK races. This led some to suggest there was no-one quite at the same level as Dean Smith and James Calado were in 2009 – and this was borne out by bigger teams, who usually found that different drivers were quicker in different corners.

But remember that the top trio of Blomqvist, Williamson and Kiss – all graduates of relatively low-level karting scenes (New Zealand, UK gearbox karting and Eastern Europe respectively) – were further down their learning curves than Smith and Calado were in 2009, and arguably all have extreme long-term potential.

Kiss – a man whose christian names had enough erroneous apostrophes thrown at them to suggest that a convention of market-stall signwriter's (sic) had taken over the championship – was the initial form man. He much

preferred the Barazi-Epsilon to the Tatuus, found a good set-up with Atech's ex-BAR F1 engineer Steve Farrell, and won three races in the first half of the season. He won no more...

There would have been much soul-searching at Atech had not team-mates Nick Yelloly and Marlon Stockinger, both vastly-improved, found the winner's circle. Kiss did have budget worries, and this possibly combined with the pressure from leading the table through the long mid-season break, exacerbated by the attendant interest from figures further up the sport. The killer blow came in the penultimate round at Silverstone – at the only meeting where one qualifying session counted for both races, he hit engine



Kiss started strongly but
lost his way later in year

PICS: EBRAV/LAT

DRIVER RANKINGS



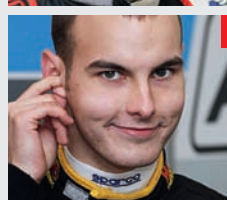
1= Tom Blomqvist

Stig's lad kept continuity of relationship with engineer Paul Woodhams as Fortec's structure changed around them. Propensity to use natural talent to drive around problems was quelled: three wins – and the title – were the result.



1= Lewis Williamson

Most wins, and the best overtaker in the field – although that was partly caused by not being the best qualifier. Suspect under pressure initially but matured well to win high-pressure Silverstone double. Stunning post-season GP3 test debut.



3 Tamas Pal Kiss

Another son of a former rally champ (Hungarian king Laszlo Kiss), TPK was the man to beat early in season. But he didn't quite do enough at that point to immunise himself against title defeat when his own form – and luck – turned.



4 Will Stevens

Here is a very talented driver, but one who needs to stop counting points and start going for it when the opportunities are there. When his position began to slide, his head seemed to drop. Would be great to see him hang it out a bit.



5 Harry Tinncknell

Happy-go-lucky bloke out of cockpit; renowned as a hard man in it. Exquisitely on form at Rockingham early in the year, and looked set to build title attack, but then form varied wildly and there were disagreements on engineering direction.



6 Riki Christodoulou

New FR has more downforce than old, but still this ex-F3 ace took time to adapt after being thrown back into the saddle at mid-season. Late-season results were excellent, and his contribution arguably helped Blomqvist to the title.



Williamson leads Manor mates Stevens and Millroy

problems at the crucial moment.

By this stage Blomqvist had taken three wins in a row – and they would remain his only victories of the season. Fortec had an inexperienced driver line-up, and felt the need to change its structure mid-season. Team manager Dave Moore – who had pushed ultra-hard to get Blomqvist on board in the first place – departed to join another team, while Fortec F3 boss Mick Kourous stepped down to run the Renault show, and brought ex-F3 race winner Riki Christodoulou along for the ride.

'Christo' initially struggled to get good results (although he did win the Brands finale), but during his time at the team it is no coincidence that Blomqvist became a winner, while the promising Alex Lynn gained enormously in confidence to become a podium finisher.

At the Manor team of Tony and Sarah Shaw, Williamson (engineered by Mrs S) won more races than anyone else – five. While team-mate Stevens suffered a spiralling loss of form in the end-of-season races, Williamson seemed unfazed by anything, although he occasionally struggled in qualifying. Rival Blomqvist did sometimes go over the limit in qualifying, but usually banged in a good lap too, something that Williamson – equally committed to the naked eye – could not always do. It didn't look like overdriving, but some wondered whether his forcefulness on brand-new Michelins was causing

problems in that area.

Manor was justifiably proud that all four of its drivers (including Snetterton winner Ollie Millroy and Thomas Hylkema) scored a pole position. The impressive Millroy flourished after his move from Fortec (horses for courses...) and should just edge Lynn and Robert Foster-Jones as 2011 title favourite.

CRS Racing had the most unpredictable form of the 'big four' teams. When Tinncknell was on it he was excellent, but like Blomqvist he found himself surrounded by inexperienced team-mates. Chris Gorne was drafted in from CRS's GT team to help out on engineering, and this coincided with a great win for rookie Foster-Jones at Knockhill. Tinncknell felt he was back on the right track by the Brands finale – and then he stalled on the grid! Team-mate Michael Lyons, meanwhile, peaked with a fastest lap at Snetterton.

From the other teams, Fabio Gamberini looked much better with Mark Burdett Motorsport in FR than he had in Ford, due in no small part to driver coach Robbie Kerr and ex-Stewart GP engineer Andy Miller. Scorpio Motorsport was always going to struggle with just a single car for novice Joe Crook, while Firstair showed flashes of form with Richard Singleton, Luciano Bacheta and David McDonald: what might have been had the plan to field Dean Stoneman in a parallel programme to his F2 campaign come off...? ☹

2010 FORMULA RENAULT UK CHAMPIONSHIP

POS	Driver	Team	1	2	3	4	5	6	7	8	9	10	Points	Inc Drops
1	Tom Blomqvist (GB)	Fortec Motorsport	5*/5	7/6	3	2*/2*	3/5	7/2	13*/1/1	1*/5	2*/2	3*/2	491	465
2	Lewis Williamson (GB)	Manor Competition	4/2*	6/4*	7*	1/5	11/1*	6/3	1/4/2	13/4	1/1	2/4	477	459
3	Tamas Pal Kiss (H)	Atech GP	1/4	1/2	2	3/1	4/6	4/7	4/3/5	6/2	6/R	12/14*	426	417
4	Will Stevens (GB)	Manor Competition	2/1	5/3	1	4/4	8/3	2/4	2/11/4	8/10	5/5	9/11	417	397
5	Harry Tinncknell (GB)	CRS Racing	3/3	2*/1	6	9/3	7/8	5/1*	3/R/10	4/7	R/8	4/8	375	375
6	Ollie Millroy (GB)	Fortec/Manor	7/R	4/5	11	5/10	2*/12	1/5	5/R/3	R/3*	4/7	6/6	336	336
7	Nick Yelloly (GB)	Atech GP	6/11	R/7	4	6/14	16/11	3/6	11/2*/13*	5/9	7/4	1/7	317	312
8	Marlon Stockinger (RF)	Atech GP	10/15	3/R	15	11/6	1/2	9/R	10/5/15	7/8	R/6	5/5	273	273
9	Robert Foster-Jones (GB)	CRS Racing	8/10	9/10	16	R/13	5/10	10/15	15/6/11	2/1	8/12	10/R	237	237
10	Alex Lynn (GB)	Fortec Motorsport	9/9	14/13	8	R/9	10/16	11/11	6/12/16	12/6	10/18	8/3	213	210
11	Riki Christodoulou (GB)	CRS/Fortec	-	-	-	-	9/4	R/9	-/R/NS	3/13	3/3	7/1	177	177
12	Michael Lyons (GB)	CRS Racing	R/8	11/9	14	R/12	13/7	8*/10	9/R/12	10/11	14/16	15/12	172	172
13	David McDonald (GB)	Firstair/Fortec	16/6	18/15	5	10/7	12/9	14/14	8/10/9	9/EX	-	-	163	163
14	Thomas Hylkema (NL)	Manor Competition	12/12	10/11	12	13/11	6/R	R/8	14/8/6	R/12	12/15	R/NS	161	161
15	Fabio Gamberini (BR)	Mark Burdett Motorsport	R/19	19/16	13	7/8	17/13	-	7/7/7	R/R	13/R	R/10	126	126
16	Joe Crook (GB)	Scorpio Motorsport	15/17	-	17	8/R	15/14	13/13	12/9/14	11/R	R/R	13/13	111	111
17	Jesse Laine (FIN)	Mark Burdett Motorsport	14/16	16/17	9	12/15	14/15	12/12	-	-	-	-	79	79
18	Chrissy Palmer (GB)	Fortec Motorsport	11/13	8/8	-	-	-	-	-	-	-	-	46	46
19	Victor Correa (BR)	CRS Racing	13/14	12/19	10	R/16	-	-	-	-	-	-	42	42
20	Richard Singleton (GB)	Team Firstair	-	15/18	-	-	-	-	R/R	-	-	11/9	31	31

21 Hugo Valente (F), Tech 1 Racing; 22 Josh Mulholland (GB), Manor Competition; 20, 23 Jordan Oakes (GB), Team Firstair; 16, 24 Arthur Pic (F), Tech 1 Racing; 15, 25 Luciano Bacheta (GB), Team Firstair; 14, 26 Alex Riberas (E), Epsilon Euskadi; 14, 27 Facundo Costa (RA), Team Firstair; 13, 28 Giovanni Venturini (I), Epsilon Euskadi; 12, 29 Aaro Vainio (FIN), Tech 1 Racing; 12, 30 Kieren Clark (GB), Scorpio Motorsport; 11, 31 Yann Cunha (BR), CRS Racing; 10, 32 Andre Negrão (BR), CRAM Competition; 8.

KEY TO RACES: 1 Thruxton, April 3-4; 2 Rockingham, April 25; 3 Brands Hatch GP, May 2; 4 Oulton Park, June 5-6; 5 Croft, June 19-20; 6 Snetterton, August 8; 7 Silverstone, August 21-22; 8 Knockhill, September 5; 9 Silverstone GP, September 19; 10 Brands Hatch, October 10.
POINTS SYSTEM: 32-28-25-22-20-18-16-14-12-11-10-9-8-7-6-5-4-3-2-1 for top 20 finishers, plus 2 for fastest lap (denoted by *). Best 18 scores count.

FINAL DRIVE

LETTERS GEAR ON-TRACK ON-SCREEN PICS TECH ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



Formula 1's a numbers game

So... let's say Vettel wins the final race, Webber is second, and Alonso trails in fifth. All finish on 256 points. Alonso and Vettel have five victories each, Webber four – so Webber isn't the champion. But it isn't easy to work out who is!

Alonso and Vettel both have two second-place finishes, and they have three third-place finishes apiece. But Vettel has three fourth places against Alonso's two. So in that case Vettel's the champion, right? In this season I can just see it happen, too...

JP Onstwedder, by email

EDITORIAL CONTACT mail@autosport.com

Nicolas Todt has highlighted how pay drivers are getting drives in F1 at the expense of the real talent, and the forthcoming end-of-year test continues this practice.

F1 fails to live up to its billing. It claims it has the greatest drivers in the greatest cars on the greatest tracks, but it only fulfils the later two.

Isn't it about time F1 really had the world's greatest drivers rather than just some of them, with some mediocre ones making up the numbers?

Gary Dowsett
By email

In response to Graeme Lovell (November 4), the "true" F1 fan he cites as finding the result of the FIA hearing difficult to accept surely does not exist, for a "true" F1 fan would know that team orders are an essential part of the sport.

He seems to think the fans actually care that team orders would be used. It is obvious that the fans that matter don't care about the use of team orders (in fact, they accept them), whereas the ones who complain fail to grasp the very nature of F1.

Rohan Shah
By email

While bemoaning the "disparaging remarks" he claims I made over the legality of his car at the recent Formula Vee Festival (AUTOSPORT, October 28) neither Ben Anderson nor the correspondent chose to enlighten readers as to the reason.

Modifying his chassis so as to run the Dunlop control tyres designed for the front of a Formula Vee on the rear effectively lowers the final drive ratio of the car, gaining a significant advantage over the rest of the field, particularly at Brands Hatch.

Anderson's interpretation of the rules has since been banned by the FIA. **Martin Galpin**
By email

I can't believe people were saying the Brazilian GP should be dropped because of crime in Sao Paulo. I was born there and understand what it's like. But this does not justify losing one of the greatest races of the year.

Interlagos always entertains and the fans create the best atmosphere of any race on the calendar. **Luciane Sabiston**
Oxfordshire

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. RENAULT TEAM SET FOR LOTUS TIE-UP
2. EX-TOYOTA TEAM HAPPY WITH NEW LIFE
3. FERRARI PLANS 'VERY CAREFUL' APPROACH
4. FIA FINALISES 2011 CALENDAR
5. BUTTON UNHARMED IN ARMED INCIDENT

AUTOSPORT.COM PLUS

TOP STORY ONLINE

BUTTON ON HIS FIRST TERM WITH MCLAREN

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● To clarify, the WRC Academy (Special Stage, October 28) will contain 24 cars, six of which have been taken by the Pirelli Star Driver programme, leaving 18 to be taken next year.

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

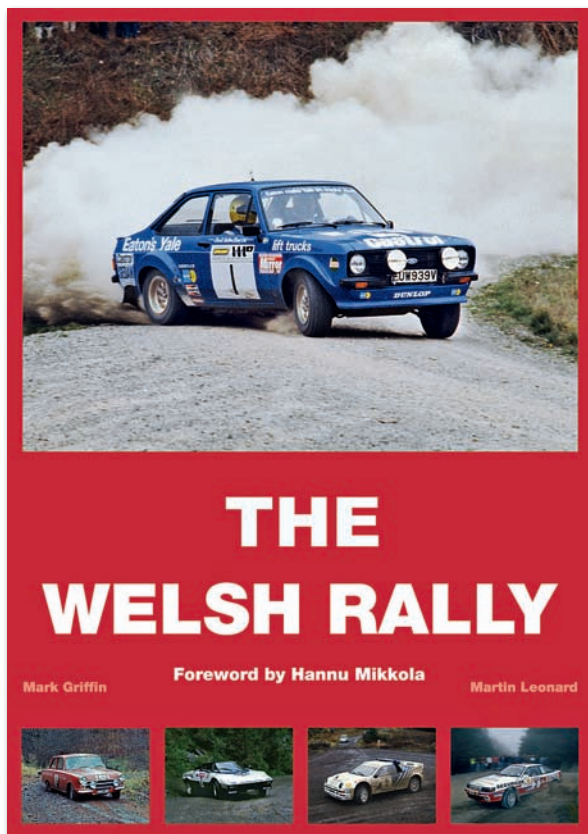
The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

THE WELSH RALLY BOOK

£40

M Griffin/M Leonard
griffinrally.com

Given that we're going to be in Wales on a rally this week, it seems the perfect time to take a look at a book called, *The Welsh Rally*. At 362 pages, it's a weighty tome, but it's an absolute must for rally fans the length and breadth of the country. Particularly for those who knew the word 'Fram' for one reason only. The book, with a foreword by 1983 world champion and four-time Welsh rally winner Hannu Mikkola, goes through every event ever staged – from the first one in 1964, which started near Shrewsbury. It's got some of the best pictures ever seen from a much-loved event. Buy it. Now.



CHEQUERED JUSTICE BOOK

£17.99 (978 1 84624 524 4)

J Bartlett (bookguild.co.uk)

Ex-racer John Bartlett's first novel charts the nightmare of wannabe InterSerie star Will Middleton as an insurance-indemnity scheme rebounds on him. Sinister high powers seem to be plotting against our hero, as the tale often veers into 'faction'. Graham Hill and Alastair Lyall make cameo appearances!



GOODWOOD FoS DVD

£22.99 (145 mins)

autosport.com/shop

Almost two-and-a-half hours of cleverly edited highlights of the 2010 Goodwood Festival of Speed. The annual West Sussex motorsport garden party features current top names and legends from the past ripping up and down in/on all manner of great cars and bikes. Great event, great DVD.



ASTON MARTIN 1:18

£44.99

autosport.com/shop

Norev's 1:18-scale Lola-Aston Martin LMP1 is a superb replica of the car taken to fourth place – and best petrol-powered car – by Jan Charouz, Tomas Enge and Stefan Mücke in the 2009 Le Mans 24 Hours.

Resplendent in Gulf livery, the model should be on the shelves of all British sportscar racing fans.

HOT ON THE WEB THIS WEEK

YOUTUBE: INDYCAR TOP NAMES GET CAMERA SHY



SEARCH FOR: IICS 2010 Driver Bloopers (2:04)

Leading IndyCar Series drivers try a bit of professional broadcasting. Andretti Autosport quartet Ryan Hunter-Reay, Tony Kanaan, Danica Patrick and Marco Andretti (above) really ought to focus on driving...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

DONINGTON PARK

750MC

November 14

Admission £12

Tel: 01332 810048

The 750 Motor Club's inaugural winter series has had a difficult birth, what with two December dates at Donington being cancelled. A winter championship for Formula Vee, Locost, MR2s and Stock Hatch has instead been condensed into one double-header round this weekend. Two handicap races for closed-wheel Allcomers are also on the bill.



750MC brings plenty of Saxos to Donington

PEMBREY

BARC

November 13-14

Tel: 01554 891042

www.barc.net

The Formula Renault Winter Cup concludes in South Wales this weekend with four races across two days. The Ginetta Juniors join the bill with four races, and a quartet of open saloon races completes the line-up.

BRANDS HATCH

EERC

November 13

Admission £12

Tel: 01474 872331

A week on from the Kent venue's first 1000km race in over 20 years, the Britcar band rolls into town for its final salvo of 2010 – a 90-minute 'Into the Night' race. The Caterham-based Britsports category is also set to appear, along with an autumn series for the ultra-successful Ma5da MX5s.

FORMULA 1 WORLD CHAMPIONSHIP

Rd 19/19

Abu Dhabi Grand Prix

Yas Marina, UAE

November 14

www.formula1.com

The sun is setting on the 2011 F1 season



WORLD RALLY CHAMPIONSHIP

Rd 13/13

Rally GB

Cardiff, Wales

November 11-14

www.wrc.com

GP2 SERIES

Rd 10/10

Yas Marina, UAE

November 13-14

gp2series.com

V8 SUPERCARS

Rd 12/14

Symons Plains, Tasmania,

Australia

November 13-14

www.v8supercars.com.au

NASCAR SPRINT CUP

Rd 35/36

Phoenix, Arizona, USA

November 14

www.nascar.com

NASCAR NATIONWIDE

Rd 34/35

Phoenix, Arizona, USA

November 13

nationwide.nascar.com

NASCAR TRUCK SERIES

Rd 24/25

Phoenix, Arizona, USA

November 12

www.nascar.com

JAPANESE GT

non-championship

Fuji, Japan

November 13-14

www.supergt.net

Television

THURSDAY NOVEMBER 11

1015-1115 Motors TV
TVR Challenge: Oulton Park
1115-1220 Motors TV
750 Motor Club: Oulton Park part one
2345-0145 ESPN
Britcar: Silverstone 24 Hours

FRIDAY NOVEMBER 12

0855-1035 BBCi LIVE
F1: Abu Dhabi GP first practice
1255-1435 BBCi LIVE
F1: Abu Dhabi GP second practice
2150-2220 Motors TV
1986 RAC: Group B Swansong
Unseen footage from the last world rally for Group B turbo cars.
2220-2325 Motors TV
WRC: Rally GB day one
2345-0030 Eurosport
IRC: Rally Cyprus

SATURDAY NOVEMBER 13

0700-0805 Eurosport LIVE
GP2: Abu Dhabi
The feature race live from Yas Marina.
0800-0900 ITV4
Motorsport UK
0900-1000, 1300-1400 Dave
WRC: World Rally 2010
0955-1105 BBCi LIVE
F1: Abu Dhabi GP third practice
1215-1415 BBC1 LIVE
F1: Abu Dhabi GP qualifying
1345-1445, 1815-1900 Eurosport
GP2: Abu Dhabi
2220-2325 Motors TV
WRC: Rally GB day two

SUNDAY NOVEMBER 14

0700-0725 Channel 4
Formula Ford Festival
Relive Dennis Lind's victory for Van Diemen in the annual Brands Hatch extravaganza.
1210-1530 BBC1 LIVE
F1: Abu Dhabi GP
The final round of the Formula 1 World Championship from Yas Marina.
1530-1630 BBCi LIVE
F1: Abu Dhabi GP post-race forum
1400-1800 Motors TV
FIA GT3: Season Review
1500-1530, 1900-2000 Eurosport
GP2: Abu Dhabi
1800-1900 Dave
WRC: World Rally 2010
Find out what happened on the Rally GB with Dave's evening round-up show.
2220-2325 Motors TV
WRC: Rally GB day three
2350-0005 Eurosport
Motorsports Weekend

MONDAY NOVEMBER 15

1800-1900 Sky Sports 4
& 2300-0000 Sky Sports 2
NASCAR Sprint Cup: Phoenix
2235-0000 ITV1
When Playboys Ruled the World
Using archive footage, this programme tells the story of James Hunt and Barry Sheene, comparing their 1976 antics compared to 2010 sporting scandals.
2320-0020 BBC2 Wales
Rally GB highlights
Mark James reports on the final round of the World Rally Championship.

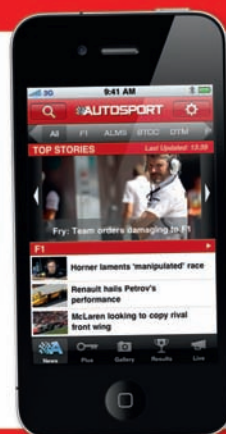
Online

AUTOSPORT.COM

Coming up on the web this week

ABU DHABI GRAND PRIX

It's crunch time for Formula 1, with four drivers still in the hunt for the title in Abu Dhabi this weekend. AUTOSPORT.com will be there for you every step of the way, with the breaking news from the circuit round the clock, full coverage of every lap of every session, and all the reaction as soon as it happens. There's no better place to bring the 2010 season to a close.



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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



Kimi's deforestation efforts need reflecting in *Iceman* doc

THE EXCITEMENT about the Senna movie has been quite literally Twitterific, especially since its screening in Ayrton's home town of Morumbi last week.

The buzz surrounding the forthcoming release of *The Iceman* (search on YouTube for 'Iceman Documentary Teaser'), a behind-the-scenes documentary charting Kimi Raikkonen's, ahem, foray into world rallying, would struggle to illuminate a 5-watt bulb.

The thought of watching a driver once considered the fastest in the world struggle to match the pace of Matthew Wilson through

the stages is as likely to set the heart racing as the prospect of watching him drop off the road repeatedly on his way to another underwhelming eighth place. But despite the dearth of quality performances, the trailer is surprisingly enjoyable.

In fact, where sporting documentaries are concerned, it's the ones that chart the glorious failures that stand the test of time. Whether it's Graham Taylor telling the linesman that the ref has just got him the sack in *The Impossible Job*, or the late Malcolm Allison actually getting the boot as a big-money investor attempts to turn

Man City around in *City!*

It's the window into the unravelling of failure that makes for genuinely memorable viewing.

The ridiculous amount of Red Bull branding aside – if they like him so much, why aren't they paying for him to drive a works car next year? – it's a very watchable series of sub-*Jackass* japery from the 2007 world champion.

When he isn't jumping off something high into water, he's being face-planted into the water on a wake board, or hanging it out on a jetski or skidoo.

There's a pumping rockabilly soundtrack by The Greasers, which

would certainly grate if it was any longer than the 2m21s the clip lasts for.

There's some great rally footage, of course, with Kimi getting some serious air through a Finnish gravel stage, while testing footage shows him pushing the car to the edge – he probably crashed at the next corner though!

If the whole film glosses over his abject failures like this, it will have failed, but as a glimpse into a different world, one of playboy indulgences and fast machines, it's much more of a success than Kimi's 2010 season. *Revved Up*

THE WEEK IN PICTURES

Life through a lens, from Cyprus to Interlagos

AL-ATTIYAH GETS LOOSE ON THE ROUGH STUFF

Dakar Rally veteran Nasser Al-Attiyah called on all his off-road skills to score his first IRC win in Cyprus



BUTTON EXITS CAR - AND GETS SHOT - IN BRAZIL

Fortunately it was only the snappers doing the shooting as Jenson Button arrived at Interlagos



WEBBER LETS OFF SOME STEAM...

Mark Webber celebrated Red Bull's constructors' title success with a fire extinguisher in Brazil



...AS SEB SOAKS UP MOMENT OF VICTORY

Fresh from the podium, Sebastian Vettel takes a breather in Red Bull's motorhome

AFTER THE GRAND PRIX, IT'S TIME TO PARTY

'F1 Rocks The Afterparty' featured world-class DJs, five drivers - and a Red Bull car! - on Sunday



FROM THE ARCHIVE

Nick Heidfeld and Alex Ribeiro, Brazilian GP, 2002



Ribeiro can't believe what's just happened

"What stopped me jumping out of the car was the fact that it was rolling down the hill, so I had to shift it to parking mode"

Alex Ribeiro

IT'S A sight that you might witness on any crowded street on a given day – a door of a parked car is thrown open and collected by a hapless driver. Yet Nick Heidfeld describes just such a moment – from the race-morning warm-up for the 2002 Brazilian Grand Prix – as "the strangest accident of my career".

It all started with Enrique Bernoldi shunting at the bottom of the Senna S. The Mercedes medical car, driven by sometime Hesketh, March and Fittipaldi Formula 1 driver Alex Ribeiro, took to the track and parked on the kerb close to the flaming Arrows.

Heidfeld, then driving for Sauber, arrived when the red flag had just been thrown. Seeing the medical car late, he opted to thread his way between it and the barrier. Then Ribeiro opened his door and Heidfeld clattered into it.

"I've watched the footage a few times on YouTube since! I remember the moment that the door opened – it was one of those moments that happens in slow motion," says Heidfeld. "There would have been just enough room for me to get through had the door not opened."

Fortunately, Ribeiro paused before getting out

into the firing line. Now a preacher, Ribeiro, who used to race with 'Jesus Saves' on his car, ascribes his narrow escape to an act of God.

"I didn't see Nick," recalls the Brazilian. "What stopped me jumping out of the car was the fact that it was rolling down the hill, so I had to shift it to parking mode and put on the handbrake. I don't believe in luck. I was saved by another one of those acts of God."

He doesn't blame Heidfeld for the accident, and the German was exonerated after stewards accepted that the transition from yellow to red flags had left him unwarned at the crucial moment.

Ribeiro has been criticised in some quarters for getting out of the car, but given the fact that the red flag was out he was doing his job as instructed. Despite urban legend having it that he was banned from the role, he was back again the next year in the same capacity.

"It's not true that I wasn't allowed to drive again," says Ribeiro. "According to my job assignment, defined by Professor Watkins, I was supposed to turn off the master switch, take off the steering wheel and the head-and-neck-support foam from a car. I drove again the following year." ❧

THIS WEEK IN...



NOVEMBER 11 1976

WOLF UNVEILED its first Formula 1 car (above), with which South African Jody Scheckter and perennially unlucky Kiwi Chris Amon were expected to contest the 1977 season.

The Harvey Postlethwaite-designed WR1 featured a pronounced wedge bodyshape, wide track, and Ford Cosworth DFV power.

"There are two ways you can go in design today," said Postlethwaite. "Either you go the radical six-wheel route or you stay with a conventional design and whittle away at it. That's the way I've treated the new Wolf."

The other half of our cover showed David Purley's Chevron defeating Derek Bell's Penske to win the final round of the Shellsport 5000 championship at a sodden Brands Hatch. Also on the bill was the Formula Ford Derek, won by Irish Hawke driver Derek Daly (below).



NEXT WEEK



The decider:

ABU DHABI GP

Who will be the 2010 F1 world champion? *On sale Nov 18*

PLUS

Extended Rally GB report; GP2 Abu Dhabi season finale; Macau GP preview

TOMMI MAKINEN

■ 1000 Lakes Rally ■ August 26-28, 1994 ■ Ford Escort RS Cosworth ■ Victory at home on Ford debut



First time out for Ford and Makinen delivered the goods

WHEN I heard about Francois Delecour's road accident in a Ferrari F40, I had no idea that it would make the difference to my career that it did. Ford contacted me and asked if I would drive the car on the 1000 Lakes Rally. It was not a difficult question to answer!

I had done the event seven times already – including one time with the Nissan factory team. My best result until then had been fourth the previous year in a Group A Lancia Delta – but I'd also been fifth in a Mazda 323, so my record was good for a young driver.

When I got the Ford drive, I felt comfortable in the car straight away and I was straight into the middle of a big fight with Juha [Kankkunen]. I expected this fight to go all the way, because Juha is, you know, the star for Finland – he had won 1000 Lakes many times. But it didn't last so long.

Juha went off. I don't remember which stage he went off on, but I had been equal with him and making very good times. But when he went, suddenly I had a good lead. But then I had turbo problem

"I was straight into the middle of a big fight with Juha Kankkunen. I expected this fight to go all the way because Juha is, you know, the star for Finland"

and I lost the lead to Didier Auriol.

Actually, for once, I was very lucky with this problem. The turbo pipe came off completely. We were out on the stages around Jamsa, but we had no power from the

engine at all. I got out after the stage and had a look under the bonnet: okay, turbo pipe is gone, but we can make it to service. How lucky! You know, most times you come out of the stage with a

problem and have to go straight into the next stage. But this time, the boys could fix the car in service, so we could carry on without dropping too much time.

We took the lead again after that and won by 22 seconds from Auriol. It was incredible and also good that I had set some fastest times [14 from 35 stages]. I was happy with the result. Very happy!

Winning at home is a special feeling. There's nothing like it. This was the best one for me. There were so many people out watching on the stages, it was incredible. I think that win was probably more special than my first world title. *Tommi Makinen was talking to David Evans*

IN PROFILE



TOMMI MAKINEN made his WRC debut in 1987 – in the 1000 Lakes at the wheel of a privately run Group N Lancia. Bit-part campaigns in Britain and in the WRC were followed by a big – and lucky – break in 1994 for Ford. Victory in Finland helped him secure a works Mitsubishi drive for '95. He stayed with the British-based team for seven years, taking 22 wins and winning four straight titles. His final two years, in 2002-03, were spent at Subaru for whom he took his 24th and final win. Makinen, 46, now runs his own rally team supplying cars and parts.

**NEXT
WEEK**

**Bernd
SCHNEIDER**



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The official fuel consumption figures in mpg (l/100km) for the Mazda MX-5 range: Urban 25.4 (11.1) - 28.8 (9.8), Extra Urban 45.6 (6.2) - 50.4 (5.6), Combined 35.3 (8.0) - 39.8 (7.1). CO₂ emissions (g/km) 188 - 167.

Retail sales only. Subject to availability at participating dealers only on vehicles registered between 1 October and 31 December 2010. Offers may be varied and withdrawn at any time. *5.9% finance available over 3 years and 3.9% finance available over 2 years on all Mazda MX-5 models. †Deposit contribution only available in conjunction with Mazda Personal Contract Purchase. Finance subject to status. Terms and conditions apply. Applicants must be 18 or over. Guarantees/Indemnities may be required. Mazda Financial Services RH1 1SR. ‡Service offer: Available with Mazda Personal Contract Purchase finance only: 3 year finance agreement available with 3 years' complimentary servicing or 37,500 miles, whichever comes first, and includes a maximum of 3 services. 2 year finance agreement available with 2 years' complimentary servicing or 25,000 miles, whichever comes first, and includes a maximum of 2 services. Complimentary servicing covers the manufacturer's scheduled servicing only at a participating Mazda Authorised dealer. Terms and conditions apply. Model shown: Mazda MX-5 Roadster Coupe 2.0i Sport Tech with Mica paint. OTR price £22,555.