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OCTOBER 10 2013

LOEB ENDS WRC CAREER ON HIS ROOF **OVER & OUT!**



**VETTEL WINS
KOREAN GP**



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Cover Image: McKlein
Insets: Bijlsma/LAT, Batchelor/XPB

POLE POSITION

Why safety scares are a salutary lesson

SUNDAY WAS EXHAUSTING, NOT SOLELY DUE TO THE early wake-up call for the Korean GP, but an emotional rollercoaster when it felt like motorsport dodged a lot of bullets. Deploying a fire truck into a live grand prix wasn't race control's finest hour, although I did enjoy Sebastian Vettel's post-race quip: "It was a Hyundai or Kia SUV. You want the number plate?"

News then filtered through that Sebastien Loeb had rolled out of his last-ever WRC event, a sad end for this rallying colossus. At least he bowed out while battling for victory on his home event, and we look forward to his exploits on the circuits.

Over in America, just after a NASCAR caution had been thrown for a burning bush (surely a first?) we had the genuinely terrifying sight of Dario Franchitti's IndyCar being launched into the catchfencing in Houston, a section of fence landing in a grandstand. Coupled with Saturday's massive ALMS crash in Virginia, it's a miracle larger-scale injuries were avoided. Let's hope some safety lessons can be learned – and get well soon Dario.

● A huge "happy birthday" to Murray Walker on his 90th today (Thursday) from all at AUTOSPORT. Faaan-tastic!

Bradley

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BAMBER'S WEEK



KEYSTONE KOREANS

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This week in F1

NEW CAR FOR WEBBER

Mark Webber will race in the Japanese GP at Suzuka this weekend with a car built up around a new chassis.

The Australian's Red Bull caught fire during last weekend's Korean GP after Adrian Sutil spun his Force India into him at Turn 3. Although not a high-speed impact, the Force India backed into the Red Bull, breaking the oil cooler.

The oil ignited, setting fire to the car and forcing a safety car period.

It is unclear whether the chassis, which has been returned to the team's Milton Keynes base, can be repaired. A new spare RB9 chassis has been flown out to Japan.

The FIA is also investigating the circumstances that led to a fire truck driving along the back straight to attend to Webber's car. The FIA did order a truck onto the track, but expected the one stationed at Turn 3, close to the fire, to be deployed.



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BIG NUMBER

208

Renault equalled Ferrari's record for world championship grand prix pole positions by an engine manufacturer in Korea. Its first came at the 1979 South African GP with Jean-Pierre Jabouille



Bahrain to host winter tests

Bahrain will stage the final two winter Formula 1 tests next year.

The decision to conduct the majority of pre-season running in the Middle East because of the warmer temperatures was taken some time ago, but Bahrain faced competition from Abu Dhabi and the Dubai Autodrome to stage the tests.

Bahrain was chosen because it was

deemed most suitable. Abu Dhabi's relatively low-speed configuration counted against it, while the track surface in Dubai is very different to the kind of asphalt used on the average F1 track meaning it would not be representative for tyre testing.

McLaren's Martin Whitmarsh said: "Bahrain is the best for testing, so that's why we're going there."

2014 PRE-SEASON TESTS

DATE	LOCATION
January 28-31	Jerez
February 19-22	Bahrain
February 27-March 2	Bahrain



NO CONTROL FUEL FOR F1

The FIA has told teams it has no plans to introduce a control fuel supplier in Formula 1. The World Motor Sport Council last week approved a mechanism whereby the FIA would handle the tender for any such move.

Penalties for Bianchi and Pic

Jules Bianchi and Charles Pic secured their second and third reprimands of the season in Korea, meaning both will get a 10-place grid penalty at Suzuka this weekend. Bianchi was punished for impeding Paul di Resta in Q1 and failing to respect yellow flags in the race, while Pic missed the weighbridge at the end of Friday practice and fell foul of yellow flag rules on Sunday.

WEIGHT LIMIT IN SPOTLIGHT

Pressure is building for the minimum weight limit to be increased next season amid concerns heavier drivers will be further penalised next year. Although the

weight limit increases from 642kg to 690kg next year, the new engines, which are heavier than currently, will mean most teams will struggle to get down to that.

2013 REPRIMANDS

3 - Mark Webber, Charles Pic, Jules Bianchi
1 - Fernando Alonso, Valtteri Bottas, Max Chilton, Romain Grosjean, Lewis Hamilton, Kimi Raikkonen, Nico Rosberg, Adrian Sutil, Giedo van der Garde

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You would be fairly stupid to introduce traction control onto a car that is governed by a single ECU, which is done through a tender of the FIA and which is scrupulously checked by the FIA



Red Bull team principal Christian Horner laughs off allegations that his team is running traction control on its cars

HONE/LAT

Back treatment for Raikkonen

Kimi Raikkonen is set to receive medical treatment to ameliorate the back problem that has troubled him several times during his career.

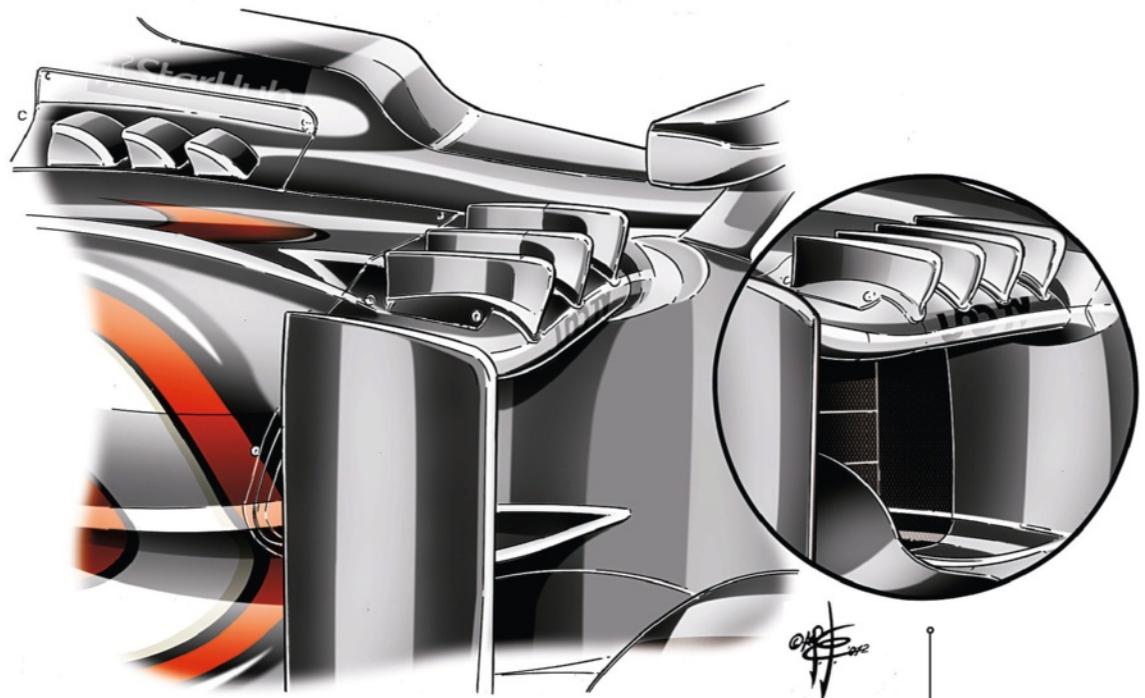
The Finn suffered a high-speed crash while testing for Sauber at Magny-Cours in September 2001. After losing control of the car, he suffered a heavy rear impact at the fast Imola chicane leading to Chateau d'Eau, which is at the root of the back problems that have recurred several times during his F1 career.

"It's not really surgery, but we are probably going to do something," said Raikkonen. "I know what the issues are."

"You cannot really say it is all [down to the Magny-Cours test crash] but unfortunately with many years of driving and doing things it doesn't help. I had some issues and small operations on it already when I was doing rallying. It is one of those things you have to deal with."



FERRARI/LAT



FINS CAN ONLY IMPROVE FOR MCLAREN

➔ McLaren introduced more elaborate sidepod fins in Korea.

GARY ANDERSON: A lot of the sidepods have a large top surface and if the airflow hits it at the wrong angle it

generates lift. These fins are an attempt to prevent the leading edge of the sidepod from inducing an angle of airflow that will create lift. The idea is to then get that airflow to follow the Coke-

bottle section further back. Get that working better and the airflow speeds up, dragging it back over the front wing faster, creating more downforce – a double benefit.



STALEY/LAT

AUSTIN TEST ABANDONED

Pirelli's plan to test for two days at Austin before the United States Grand Prix using a 2011 McLaren has not been given the go-ahead by the FIA. Pirelli is permitted to conduct 1000km tyre tests using current cars provided it is given permission to and has already conducted such tests this season with Red Bull, Ferrari and controversially, Mercedes machinery.



CONTES/LAT

Sauber confirms its Ferrari deal

Sauber's long-anticipated deal to continue to run Ferrari engines next season has been completed. A new

'multi-year' agreement is in place, extending the partnership between the two that was restarted in 2010.

SAUBER AND FERRARI IN NUMBERS

1997-2005 Badged as Petronas engines

2010-2013 Back with Ferrari power

- 151 Races
- 5 Podiums
- 3 Front-row starts
- 3 Fastest laps
- 4th Best constructors' championship position (2001)



LAT

Barrichello chases F1 seat

Rubens Barrichello is working on a return to Formula 1 in 2014.

The Brazilian, who last raced for Williams in 2011, is understood to be offering a budget of around \$15 million (£9.28 million) for next season and is also chasing an outing in his home grand prix this year.

The 41-year-old had approached Sauber about a drive, but team principal Monisha Kaltenborn eventually ruled out the possibility of him joining the team.

Barrichello is determined to return if he can, saying last week: "If there is an opportunity, I'm in."

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Mark Hughes

MPH



Talk of Red Bull employing traction control is indicative not of any rule-breaking, just sour grapes over the squad's runaway success

The red-hot topic coming into Korea was Red Bull's 'traction control', which is almost certainly nothing of the sort. But the subject arose as a result of comments made by Giancarlo Minardi after the Singapore Grand Prix. He reported that from his vantage point during the race, Sebastian Vettel's car had a different engine note through a key corner – but only at the phases of the grand prix where Seb needed to sprint away. Once he had established the gaps he needed, it would revert to sounding normal.

Combining this observation with the outrageous amount by which Vettel was faster than anyone else in key parts of the Singapore race raised suspicions.

What Minardi was hearing was almost certainly a cylinder-cut pattern of a feature that is believed to be unique to the Renault engine. It has been available all year – as the teams have to lodge their engine maps with the FIA pre-season and are only allowed small variations for the rest of the year. Renault Sport was able to include a variable-bank off-throttle blowing feature, which is available to both Red Bull and Lotus, though the latter reports there's very little lap-time advantage from it.

As the wheel is turned and the throttle lifted upon corner entry, the electronics inform the engine of the direction of steering change. The cylinder-cut facility – whereby selected cylinders have their spark stopped



“It's all illustrative of an ill-feeling towards a team that's simply doing a better job”

– will then favour one engine bank over the other in choosing which cylinders to cut. This can be used to aid direction change: as the driver gets back on the throttle and the exhaust-enhanced downforce increases, there will be more exhaust blowing on the side that's been momentarily starved. More blowing on the right-hand bank will aid direction change in left-handers, and vice versa.

Seb is a master at incorporating new techniques into his driving, with the dexterity of mind that allows it. He will go to full throttle shortly after turning in to get the full blowing effect going – on the favoured side – to stop the rear-end slide that his turn-in has induced. But he might then go back to part-throttle to prevent breaking traction. As he manipulates the throttle in this way, the engine can sometimes be heard undergoing cylinder cut even on corner exits. This is what's raised suspicion, but there's nothing to suggest that it breaks any regulation.

Singapore was the perfect storm in that Vettel needed to sprint away after the restart to build up the gap required to buy the extra pitstop he was going to have to make over Fernando Alonso. This gap had been wiped out by the safety car, and now he needed to do it all over again within just 15 laps.

By contrast the guy in second, Nico Rosberg, was trying to conserve his tyres and was nursing a problem with debris in his front wing. In Korea Nico admitted this had been costing him 1.7 seconds per lap. Those immediately behind him were restricted to his pace. So suddenly a Vettel advantage of over 2s per lap translates to more like 0.5s when making an equivalent comparison.

It is all illustrative of an ill-feeling towards a team that is simply doing the job better than the others. A few years of it has created an antipathy towards Red Bull that causes any discrepancy to be seized upon as possible evidence of rule breaking. ❧

This week in motorsport

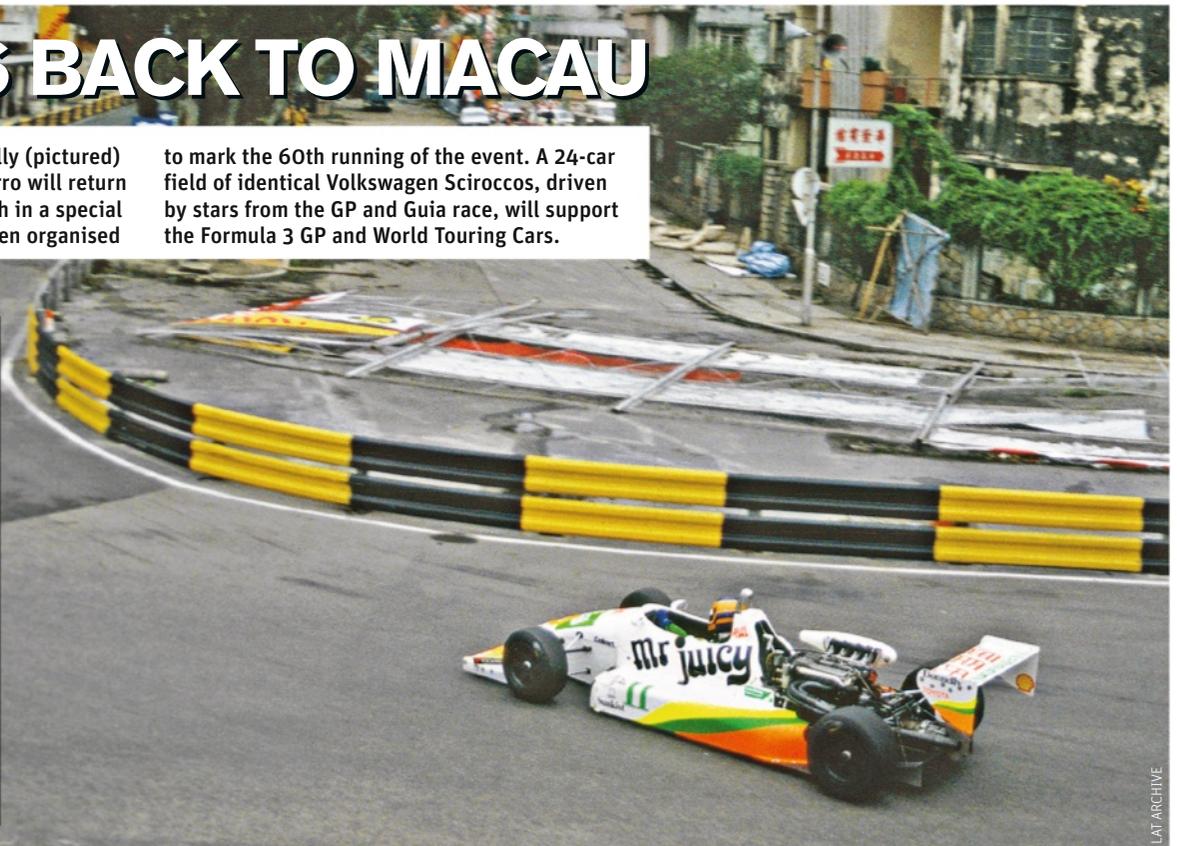
LEGENDS BACK TO MACAU

Ex-Formula 1 drivers Martin Donnelly (pictured) Stefan Johansson and Emanuele Pirro will return to the Macau Grand Prix next month in a special Masters Challenge race that has been organised

to mark the 60th running of the event. A 24-car field of identical Volkswagen Sciroccos, driven by stars from the GP and Guia race, will support the Formula 3 GP and World Touring Cars.

LEADING ENTRIES

DRIVER	MACAU HIGHLIGHTS
Alain Menu	WTCC winner 2012
David Brabham	F3 GP winner 1989
Duncan Huisman	WTCC winner 2005
Emanuele Pirro	Guia race winner 1991, '92
Jorg Muller	F3 winner 1993, WTCC winner 2006
Julian Bailey	F3 runner-up 1989
Keisuke Kunimoto	F3 winner 2008
Martin Donnelly	F3 winner 1987
Mike Conway	F3 winner 2006
Nicola Larini	Guia race runner-up 2002
Rickard Rydell	F3 winner 1992
Stefan Johansson	F3 runner-up 1984
Steve Soper	Guia race winner 1997
Tim Harvey	Guia race winner 1989



LAT/ARCHIVE

88



Sato relieved for Franchitti

Takuma Sato is relieved that multiple IndyCar champion Dario Franchitti escaped more serious injuries in last Sunday's huge crash between the pair in Houston.

"I went to see Dario on Sunday night [in hospital, after surgery on his ankle]," said Sato. "He is such a strong guy and he was joking and smiling. We need him back in the cockpit soon."

P43 FRANCHITTI INJURY NEWS

LOEB GETS MACAU PORSCHE



COATES/LAT

Sebastien Loeb will race in the Porsche Carrera Cup Asia in Macau next month. The nine-time World Rally champion, who has competed twice in the marque's F1-supporting Supercup this year, will drive the series' VIP car in the event.

Priaulx's pre-Bathurst test outing

BMW DTM racer Andy Priaulx warmed up for this weekend's Bathurst 1000 with a V8 Supercar test at Queensland Raceway last week. The Briton and his co-driver, two-time DTM champion Mattias Ekstrom, completed two days of

running in their Triple Eight Racing Holden Commodore, which is being engineered by former BTCC Vauxhall design chief Ludovic Lacroix.

FREE BATHURST 1000 EVENT GUIDE

Euro teams look to US classics

Top European LMP2 teams Greaves Motorsport (pictured) and TDS Racing are evaluating entries in the United SportsCar Championship's headline Daytona

24 Hours and Sebring 12 Hours next year. They could run, respectively, their Zytek-Nissan and ORECA-Nissan machines in the prototype division.



BIRD/LAT

For all the breaking news, visit **AUTOSPORT.COM**



HILL RETURNS TO BTCC GRID

Jack Hill will drive Rob Austin Racing's second Audi A4 in this weekend's British Touring Car Championship finale at Brands Hatch. The teenager, who took a Jack Sears Trophy victory at Croft on his series debut in a Motorbase S2000 Ford Focus, replaces Will Bratt alongside Austin.

Carlin open to US expansion

Carlin could expand into US single-seater racing in the coming years. Team boss Trevor Carlin attended last weekend's IndyCar event in Houston and said that a series entry, preceded by an Indy Lights effort, was being considered. "Was it a reconnaissance visit? In a way," Carlin told AUTOSPORT. "It's not something that's imminent, but I thought I'd come and check it out and see if it's worth considering. I think we could do a good job here."



FORD TO STYLE OWN USC RACER

Ford will produce its own Daytona Prototype bodyshape for when it ramps up its commitments in the new United SportsCar Championship in 2014. Michael Shank Racing is the first team to sign up to run the car, which is being co-designed by Riley Technologies, and will be powered by the new Roush Yates-developed 3.5-litre, twin-turbo V6 EcoBoost engine that was first track-tested in January. The car will run in the championship's premier Prototype category, which will also feature LMP2s.

JASON PLATO MG 5th - 329 points	COLIN TURKINGTON WSR BMW 4th - 330 points	GORDON SHEDDEN Honda 3rd - 343 points	ANDREW JORDAN Eurotech Honda 1st - 378 points	MATT NEAL Honda 2nd - 344 points
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BTCC TITLE SHOWDOWN
These five men head into this weekend's British Touring Car finale at Brands Hatch all with a chance of being crowned champion. Forty-nine points separate them with 67 up for grabs in Kent



SAINZ NABS MACAU DRIVE

Red Bull racer Carlos Sainz Jr is the surprise addition to the Macau Grand Prix entry list, which was announced this week. The GP3 racer will join a six-car Carlin team as the British squad seeks to emulate its 2012 win with Antonio Felix da Costa. The entry includes European F3 title contenders Raffaele Marciello and Felix Rosenqvist, British champion Jordan King and Japanese victor Yuichi Nakayama.

TEAM	DRIVERS
Carlin	Carlos Sainz Jr, Daniil Kvyat, Harry Tincknell, Jordan King, Jazeman Jaafar, Nicholas Latifi
Prema Powerteam	Raffaele Marciello, Alex Lynn, Lucas Auer, TBA
Mücke Motorsport	Felix Rosenqvist, Mitchell Gilbert, Yuichi Sekiguchi
Fortec Motorsport	Tom Blomqvist, Felix Serralles, Pipo Derani, Will Buller, John Bryant-Meisner
Double R Racing	Kevin Korjus, Antonio Giovinazzi, Sean Gelael, Sun Zheng
T-Sport	Alexander Sims
TOM'S Motorsport	Yuichi Nakayama
B-Max Engineering	Katsumasa Chiyō
URD Rennsport	Lucas Wolf
EuroInternational	TBA
Jo Zeller Racing	TBA

In brief

NEW BRDC CHAIRMAN

The British Racing Drivers' Club last week elected former MSA chairman John Grant as its new chairman. He replaces Stuart Rolt, who has served the maximum nine-year term in office.

NEW DEAL FOR 'KES'

Reigning NASCAR Sprint Cup champion Brad Keselowski has signed a new deal with Penske Racing, keeping him with the Ford squad until the end of the 2017 season.

STEWART'S THIRD OP

Three-time NASCAR Cup champion Tony Stewart this week underwent a third operation on his injured right leg. Stewart has been out of action since his sprint car crash in August.

MORE RoC SIGN-UPS

Nine-time Le Mans 24 Hours winner Tom Kristensen will compete in a record 13th straight Race of Champions in Thailand this December. New World Rally champion Sebastien Ogier has also signed up for the event.

NISMO IN AUSTRALIA

Nissan motorsport division NISMO is to assist Kelly Racing with the development of the manufacturer's V8 Supercar engines. It is part of a strengthening of ties between Kelly and the make's sporting base in Japan.



➔ P57 ALMS VIRGINIA

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • LAP CHART • DRIVER BY DRIVER • RESULTS

No Korea change, Vettel wins again

They tried to peg back Vettel's and Red Bull's superiority by lobbying on the tyres. They got their way, but they still couldn't prevent the champ's fourth win in a row. **MARK HUGHES** reports



10

AT A GLANCE



“This was to be no Singapore-style flat-out demo of superiority; it would be a traditional Pirelli-era Vettel drive”

KOREAN GP

Yeongam

ROUND 14/19

LAPS 55

WINNER

Sebastian Vettel
1h43m13.701s

POLE POSITION

Sebastian Vettel
1m37.202s

FASTEST LAP

Sebastian Vettel
1m41.380s

RACE RATING

★★★★★ Vettel peerless again,
Lotuses duel, Hulk is the star turnDRIVERS'
STANDINGS

Vettel	272pts
Alonso	195pts
Raikkonen	167pts



Vettel took pole, with Webber consigned to middle of the grid



QUALIFYING 14.00, 5.10.2013

There were two main challenges to getting a quick lap time around Yeongam.

The first was getting the supersoft Pirelli tyre to give its best through the whole lap: you could either have it not up to temperature into the beginning of the lap, or too hot at the end, and Red Bull was less affected than most by this.

The other challenge was working out the optimum rear-wing level for a track with a hugely long back straight for sector one, a section of fast sweeps in the middle, and tight Singapore-like turns at the end. Red Bull was more affected than most by the compromises required for this.

Just as at Monza, the team spent practice comparing low wing/long ratios with high wing/short ratios. The latter was definitely quicker over the lap, but the RB0's inherent trait of being fastest out of the turns but slowest by the end of the straights was going to give the team a vulnerable car on race day. So Sebastian Vettel took some downforce, but not all of it. Mark Webber, knowing he was penalised 10 grid places after his taxi ride back to the pits on Fernando Alonso's Ferrari at Singapore, went even further in his wing-trimming, with a derivative of the low-downforce Spa rear wing.

The Red Bull was still the fastest thing around, but the greater

compromise on wing setting compared to, say, the Mercedes made it trickier than of late to put on pole. Vettel still did it – with his first Q3 run. On his second attempt, he got too close to the back of Kimi Raikkonen's Lotus on his out-lap, spoiling that tricky tyre preparation, and later aborted. But even the pole lap was over a tenth shy of the theoretical ultimate of adding his best sectors together. This wasn't so much an illustration of a flawed lap – he reckoned it had been one of his best this year – but of how it was maybe impossible to combine your ultimate sectors in a single lap, because of that tyre-preparation compromise.

Webber, meanwhile, did well to be faster than Vettel through the fast sweeps of the middle sector – he is invariably at his best through this sort of high-speed territory – but it wasn't enough to overcome the deficits in sectors one and three. He too was over a tenth away from his theoretical best and also aborted his final run, in his case after making a mistake through one of the tight turns of sector three.

This was all the opportunity needed for Lewis Hamilton to pounce, by splitting the Red Bulls and sitting the Mercedes on the outside of the front row. "It's not particularly difficult," said

Lewis of the challenge of getting the tyres up to the optimum. "It's just the same as at any track, really. Anyone could do it." Except they couldn't.

But Lewis could, and his theoretical best was his actual lap time. The balance wasn't perfect, but Hamilton seemed to have delivered all that was in the car. Team-mate Nico Rosberg reckoned: "You had to do a very slow out-lap but still have the tyres up to temperature for the first turn, which isn't easy. If not you get the tyres too hot, even before the beginning of the final sector." His theoretical best was around the same as Hamilton, but his lap time was two tenths shy of it, leaving him two places behind. Nico suffered a right-rear puncture during his Q1 run, obliging him to go back out on a set of options, which he then had to use again in Q2 in order to give himself the luxury of two Q3 runs.

Splitting them was the long-wheelbase Lotus of Romain Grosjean, fourth fastest, less than a tenth adrift of Webber. The car was set up with a lot of wing and slowest of all at the end of the straight, 10km/h slower than Alonso's Ferrari, 9km/h down on Webber. This wing level tended to give the car a more understeery balance than usual and Grosjean was much more at home with it than Raikkonen, feeling confident



Hamilton wrung all from the Merc for front-row spot

enough to get through Q1 on primes (mediums) despite them being over a second slower than the options. This allowed Romain two Q3 runs and restricted Raikkonen to one.

Grosjean was up on his first Q3 run going into sector three for the final time, but took just a little too much speed into one of the tight turns, locked his rears and ended up slower. But for that he might have even challenged Hamilton's time. Raikkonen was not at any point happy with the balance of the car and made a major run-wide mistake on his only Q3 run, leaving him down in 10th. His Q2 time would have put him seventh, still over half a second adrift of Grosjean.

Ferrari's downforce deficit really hurt its tyre usage here. The car could not keep its supersofts in shape for all of a flat-out single lap, giving Alonso and Felipe Massa an impossibly narrow window of opportunity. The car would understeer on new supersofts,

'This was all the opportunity Hamilton needed to pounce, splitting the Red Bulls'

particularly through the tight twists of sector three, but wildly oversteer on used sets. Alonso took sixth, 0.8s adrift of pole, with Massa one place behind, a couple of tenths further adrift.

Since adopting the 'slopy top deck' sidepod design in Hungary in July, the Saubers have been steadily improving, and here both cars got through to Q3 for the first time. Nico Hulkenberg was delighted with the car's behaviour and judged his tyre usage perfectly in Q1 and Q2, but found the grip had somehow dropped off on his final set of supersofts, used for his solitary Q3 run, which was 0.3s adrift of his Q2 lap. It was still good for eighth, a couple of tenths faster than Gutierrez.

The McLarens formed the sixth row. Jenson Button lost 0.15s in the last part of his Q2 lap behind Raikkonen, which cost him a place in Q3.



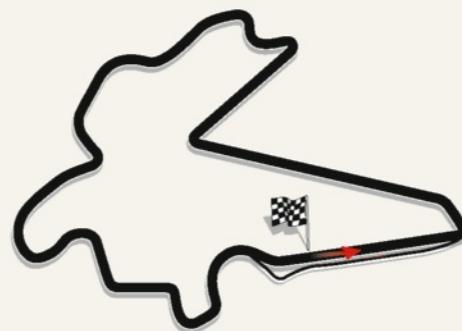
THE GRID

 1 VETTEL RED BULL 1m37.202s Supersoft	 2 HAMILTON MERCEDES 1m37.420s Supersoft
 3 GROSJEAN LOTUS 1m37.531s Supersoft	 4 ROSBERG MERCEDES 1m37.679s Supersoft
 5 ALONSO FERRARI 1m38.038s Supersoft	 6 MASSA FERRARI 1m38.223s Supersoft
 7 HULKENBERG SAUBER 1m38.237s Supersoft	 8 GUTIERREZ SAUBER 1m38.405s Supersoft
 9 RAIKKONEN LOTUS 1m38.822s Supersoft	 10 PEREZ McLAREN 1m38.362s Supersoft
 11 BUTTON McLAREN 1m38.365s Supersoft	 12 RICCIARDO TORO ROSSO 1m38.417s Medium
 13 WEBBER RED BULL 1m37.464s* Supersoft	 14 SUTIL FORCE INDIA 1m38.431s Supersoft
 15 DI RESTA FORCE INDIA 1m38.718s Supersoft	 16 VERGNE TORO ROSSO 1m38.781s Supersoft
 17 BOTTAS WILLIAMS 1m39.470s Supersoft	 18 MALDONADO WILLIAMS 1m39.987s Supersoft
 19 PIC CATERHAM 1m40.864s Supersoft	 20 VAN DER GARDE CATERHAM 1m40.871s Supersoft
 21 CHILTON MARRUSSIA 1m41.322s Supersoft	 22 BIANCHI MARRUSSIA 1m41.169s** Supersoft

* 10-place grid penalty
** 3-place grid penalty

TRACKSIDE VIEW

Mark Hughes
GRAND PRIX EDITOR



A sound incongruous to the peaceful marshland-and-lake view: sirens. Or so it seems. It's actually the two McLarens on their out-lap, engine notes rising and falling in perfect matching pulse as they warm the brakes by alternately holding and releasing under constant power. In these early dusty laps virtually no-one is making the tight Turn 3 apex. But at the dip and rise between Turns 9 and 10, where they are turning, braking, downchanging, diving and cresting all in one blurry sequence, the body language of each car is very distinctive. In terms of the energy of input, no-one is even coming close here to Pastor Maldonado, who is dominating the Williams by force of will, refusing to accept its low limitations. The car looks quite soft, moving around on its platform, and its cylinder cut and various systems are working overtime as Pastor pummels them with a big list of conflicting demands in the space of a couple of seconds. Not since the early dusty laps in Texas last year has an F1 car looked so alive and squirming on a dry track. Down to the inside of the quick left-hand sweep between the concrete walls, most drivers are downchanging to fourth when almost on top of the corner, the resistance of the turn pulling the engines out of the rev band, and then a

'Not since Texas last year has an F1 car looked so alive and squirming in the dry'

second or so later upchanging back to fifth as they exit – but the Red Bulls and Kimi Raikkonen's Lotus are able to maintain enough momentum to hold fifth all the way through. The cars look fantastic through the long, fast, blind-exit final turn and again Maldonado is the most dramatic, an old-fashioned dose of opposite lock as the rear end of the FW35 breaks free just as it reaches the apex. Then, as he disappears out of view, the sound of high gear/high revs fills the air, as if saturating every molecule of space around this surreally juxtaposed piece of South Korea.



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Vettel is already setting sail; Hamilton defends from Grosjean's Lotus

RACE 15.00, 6.10.2013



The mob rule of the majority of the teams against Red Bull's recent dominance pressured Pirelli into bringing the supersoft/medium tyre combination to South Korea.

The tougher the tyre, the more of Red Bull's downforce advantage can be used. Funnily enough, the others didn't fancy that and pressed for a more marginal choice, to stop Sebastian Vettel disappearing into the distance.

The original soft/medium chosen for Yeongam would have made for a more balanced stint length between the two compounds, and that would have made two-stopping – much the fastest way here; much less marginal on tyre life.

Everything is cracking around the immense pressure that Red Bull's and Vettel's domination has been placing upon Formula 1 for the past four years,

'Lewis was forced to switch his focus from attacking Vettel to defending Grosjean'

from fractured relationships between teams and their drivers to behind-closed-doors arguments between drivers and Pirelli. Fernando Alonso probably wouldn't have damaged his partnership with Ferrari were it not for the relentless success juggernaut of the Seb/RB combo; Kimi Raikkonen probably wouldn't have been recruited there in reaction to that; Lewis Hamilton might not have left McLaren a year ago. That feeling of competitive paranoia was behind the pressure

applied to Pirelli to bring the supersoft.

So with that backdrop, it was sort of ironic that Vettel dominated regardless and that a tyre failure livened up the race behind him.

Yeongam's Turn 11, the long fourth-gear left-hander that tightens on itself, is the corner that defines this track – the tyre wear, the strategy, the competitive order of the field. It shears the rubber from the front-right, creates that dreaded dark strip on the outside of the tread signifying graining.

"Once that phase is over, the tyre feels great," explained Vettel afterwards, "and you get the feeling from the cockpit that the car is alive again. But actually the tyre is dead." The graining only stops because the remaining tread is so thin, and a couple of laps after that you're down to the gripless base, and losing three seconds per lap or more.

The front-right was only being taken into this territory because everyone was trying for the faster two-stop rather than a three. A more-robust option tyre – the soft, as opposed to supersoft – would have enabled a longer stint on it, thereby shortening the runs on the medium.

Vettel was unchallenged even from the start, with front-row partner Hamilton feeling that his Mercedes' getaway was merely ordinary. In that moment, Lewis was forced to switch his focus from attacking Vettel to defending from Romain Grosjean. "Any possibility of the win was gone from

that moment," he reflected later.

Had the Merc got ahead in those closely-spaced opening moments, before the Red Bull had a chance to sprint clear, then the challenge for Vettel of how to repass a car that was slower over the lap, but faster at the end of the long back straight, could have been interesting. As it was, Seb was relieved when he looked in his mirrors to see Hamilton side-by-side with Grosjean as they raced up the straight towards Turn 3.

Lewis's defence into the first turn had given the advantage to Grosjean, allowing the Lotus the ideal line through the first two turns. With a higher wing setting, Grosjean got onto the back straight much faster, on the KERS button, and was flicking right out of Hamilton's slipstream down that long, long straight to claim the inside line into the tight hairpin.

Late, clean and confident on the brakes, he ran the car out wide on the exit to block Lewis from getting early on the throttle, and the place was his. Hamilton had saved some KERS once he realised he was going to be done, ready for the retaliation down to the short straight to Turn 4.

Behind them, Alonso had been hung out to dry over the Turn 1 exit kerb by Nico Rosberg's Mercedes, leaving Fernando a distant fifth ahead of the fast-starting Sauber of Nico Hulkenberg and a tightly-packed bunch, out of which emerged an ▶

Oops! Massa error left him playing catch-up for rest of the race



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◀ optimistic Felipe Massa, lunging his Ferrari down the inside into Turn 3.

As Rosberg turned in from the outside, Massa realised he'd left things too late, stood even harder on the brakes, locked the rears and spun, lightly nudging Alonso as he did so, fortunately without damage to the other Ferrari, but costing it a place to Hulkenberg.

Cars speared off onto the run-off area in avoidance, allowing Daniel Ricciardo to make up a whole bunch of places, now seventh, right behind Alonso and ahead of Kimi Raikkonen's Lotus. Ricciardo's Toro Rosso was the only car to have started the race on the medium tyre.

Massa got going again, plum last, while both Jenson Button's McLaren and Adrian Sutil's Force India had suffered front-wing damage in the



Hulkenberg put in the finest defensive job by a German since Beckenbauer...

ROSE/GETTY

'Hamilton pushed as though tyre wear was for other people'

confusion and would be in for replacements soon enough.

Grosjean had fended Hamilton off perfectly up to Turns 4/5, despite Lewis's most forceful KERS-assisted efforts. After that came the no-overtaking of the flowing middle sector and the tight twists of Turns 12 to 18, meaning Romain was safely ahead.

Vettel was in familiar territory: sprint flat-out to pull out of DRS reach, then pace back to the car behind, minimising stress on the tyres. He was over two seconds ahead already as he flashed out of that demanding final kink onto the pit straight for the first time, this gap the foundation of victory like so many times before. This was to be no Singapore-style flat-out demonstration of superiority; the tyres were not robust enough for that and it would have to be a more traditional Pirelli-era Vettel approach.

He would stabilise his advantage to Grosjean at just over 3s, with Hamilton still chasing hard and well clear of the more circumspect Rosberg. Mercedes



...which left Hamilton frustrated...

ROSE/GETTY



...ditto Alonso, who was impressed with 'Hulk'

ROSE/GETTY

decided to bring Lewis in early, on lap nine, in an attempt at undercutting Grosjean, and he was followed in by Alonso a few seconds back, trying to do the same to Hulkenberg. These moves, of course, triggered a concertina effect of reactive stops, three or four laps earlier than the supersofts could have gone, and thereby making achieving the desired two stops tougher for everyone.

Vettel responded to Grosjean's stop, pitted on lap 11 and rejoined a few seconds behind his yet-to-stop team-mate Mark Webber, who pitted a lap later. Everyone was now on the more robust medium tyres, which had an expected life of around 20 to 22 laps, theoretically just enough for two sets to get you to the end. But that was heavily dependent upon giving them an easy time, particularly through Turn 11.

Hamilton was in no mood for that. His attempt at jumping Grosjean had not worked and he'd rejoined still on the Lotus's tail. He immediately tried for a dummy up to Turn 3, but Romain was not falling for it and over the next

few laps Lewis pushed as though tyre wear was only for other people. The Merc's best sector was the middle one, Hamilton having been quickest of all through there in qualifying and, as he hustled trying to force Grosjean into an error, he was using up that precious right-front very quickly. Things just hadn't fallen into place for Lewis and his reaction to that ensured his problems would snowball. Team-mate Rosberg, driving to that right-front, was 10s back, behind the yet-to-stop prime-tyred Ricciardo.

Not far behind Rosberg, Hulkenberg was doing a perfect defensive job in keeping Alonso behind him, level-headed and displaying perfect judgement in where to defend and where it wasn't necessary. It was reminiscent of his similarly excellent Monza drive, although he was helped here by the fact that every time Alonso got tight under the Sauber's rear, the Ferrari's front wing simply stalled out, throwing it wide over the exit kerbs and even occasionally the grass beyond. A few laps of this allowed the nose-to-tail Raikkonen and Webber to join the train.

Rosberg used DRS to pass Ricciardo on the 18th lap, just before Daniel made his first stop and had another set of primes fitted. Not far behind, Alonso was getting increasingly forceful with Hulkenberg, especially up to Turn 4. Then the graining began, accentuated when running close behind another car, giving Hulk a bit of breathing space before the Sauber's right-front began to suffer the same fate.

Just as Vettel set the fastest lap of the race so far to tease his lead out to ▶



Raikkonen passes Ricciardo, who went long before pitting

DUNBAR/LAT

FRIDAY



TEE/LAT

1012 In FP1, Pic complains: "The pit exit is very, very bumpy. There is a big bump."



1022 Marussia's FP1 driver Gonzalez shunts at Turn 12, swiping off his nose: "I hit the wall, took the front wing out. I'm really sorry."



1034 Vettel informs the FIA's Charlie Whiting: "Entry of Turn 14 on the left-hand side there is still some debris that they need to clean."



1041 Force India FP1 driver Calado spins. When he's asked "Are you happy to continue?" he replies: "All fine."



1050 Massa is told: "You should have a left-front puncture, mate." He pits to investigate.



1052 Hamilton spins and continues. He then goes P1 and is told in comparison to Rosberg: "Only place you're really losing is entry Turn 11, he's carrying more speed."



1052 Raikkonen is told he's got one more lap of the run left, but he shunts heavily at the final corner, and says: "I hit the wall, so..."



1424 Button says in FP2: "The car is too pointy in high speed."



1427 Raikkonen complains of his rebuilt Lotus: "The steering is pulling like crazy to the right."



1432 Chilton declares his Marussia "undriveable".



1441 Hamilton says of his P1 time on the supersoft tyre: "Wasn't the greatest lap, but, still, it was OK."



1510 Hamilton says: "I've got a lot of life left in these tyres."



1515 Pic spins and continues.

1518 Vettel is told on his supersoft long run: "That's a good pace, try to keep it in that bracket for as long as you can."



1523 Button goes off at Turn 1, but continues after a big lock-up.

1655 Pic is given a reprimand for missing the weighbridge at the end of FP2.



Rosberg's nosebox collapsed just as he passed Hamilton

ETHERINGTON/LAT

over 4s, Hamilton's front-right cried enough after just 11 laps. He dropped 0.7s on the 22nd lap, then went slower and slower by big chunks each time until eventually he was losing over three seconds per lap. "The right-front is destroyed," Lewis radioed in. He was advised about the graining period. "No, already been through that. They are finished."

Over the next seven laps he surrendered 18.5 seconds. He was in a strategically difficult position. It was way too early to bring him in and remain on a two-stop, but Mercedes was reluctant to switch to a three. Yet a three-stop race was theoretically only eight seconds slower than a two, and Hamilton went on to lose much more than that. The extra stop costs an immediate 25 seconds, but 17s of that is clawed back over the distance by the fresher tyres – provided you don't get snarled in traffic.

By the time it was realised this wasn't just the graining phase, that they really were finished, it had seriously worsened the penalty of a three-stop. Merc had effectively missed the window by not reacting immediately. Hamilton was going to have to be left out on the track, and hope the right-front didn't delaminate. Rosberg and Hulkenberg were a respective 16.5s and 20s behind him when the problem first manifested itself, so the positional penalty was unlikely to be costly.

How long to leave him out? Further back, they were coming in from the 25th

lap onwards. Yet the plan was to keep Hamilton out until lap 28. Was this to get Rosberg ahead first, to ensure his race wasn't compromised by Hamilton rooting another set of tyres while in front of him and holding him up? It would make sense. In fact, it's the only way of making sense of Merc's decisions around this time. Nico was catching quickly and Hamilton was getting paranoid. "Am I under threat

'Grosjean had reason to feel hard done by. He, not Kimi, had the pace to fight Vettel'

here?" he radioed. He was told his gap back to his team-mate. "That's not what I asked. Am I under threat?" Clearly, he was.

On the 28th lap, Rosberg got onto his DRS on the back straight, pulled out of his team-mate's slipstream and passed to the right. But at the very moment he got alongside, a mounting point between the nosebox and chassis broke, dropping the underside of Nico's front wing onto the track. Sparks cascaded dramatically and it was obvious he was going to have to pit immediately, but awkwardly he was now past Hamilton, thereby delaying Lewis on his dead right-front for yet another lap. Understandably,



ROSE/GETTY

Hamilton was getting impatient.

Rosberg was stationary for 22s as a new nose was attached and Hamilton came in on the next lap, stopped for just 2.5s and got under way, finally on a fresh set of primes and exiting still a few seconds clear of Hulkenberg. But he'd lost a place to the early-pitting Raikkonen, who had leapfrogged the Sauber by stopping earlier. Had it not been for the extra lap enforced on Hamilton by Rosberg's nose failure, he'd have cleared Raikkonen.

Prior to being brought in early, Raikkonen had been stuck in the train behind Hulkenberg and Alonso. Now he'd not only leapfrogged them, but got a bonus of passing Hamilton too and now was effectively third (once the late-running pitters got out of his way). But still he was a net 25s down on his second-placed team-mate Grosjean, who was driving a faultless race.

Romain realised he could do nothing about Vettel, but kept the Lotus on the perfect cusp between right-front wear and pace. The Mercedes dramas had gifted him a massive advantage over third place and all he had to do now was keep the Red Bull in sight and stay on course for a two-stop. Occasionally he'd nibble into its 5s lead, but then Seb would respond.

But Grosjean's day was about to be

compromised by an incident out of his control. By lap 31 Sergio Perez had still yet to stop. His tyres were 21 laps old, that front-right had virtually no tread rubber left and, as he stood on the brakes for Turn 1, it locked in a big way – enough to put a hole in the tread. It lasted only a few seconds as the McLaren accelerated up the back straight, suddenly unwrapping itself spectacularly from the carcass like an uncoiled spring, taking out bodywork as it did so and landing in the middle of the track. Webber had just exited the pits and ran over the debris, puncturing one of his new tyres.

The safety car was deployed, Vettel and Grosjean dived into the pits for the fresh primes and rejoined still in the first two places, but with their advantage over Raikkonen now wiped out. Behind the Red Bull and the two Lotuses in the queue ran Hamilton, Hulkenberg, Alonso, Button and Rosberg. Jenson was flattered in an artificially high place from being out of sequence because of that early wing damage but had now decided to stay out, which would entail asking his tyres to do a stint of 33 laps!

Webber's puncture meant he was back in one lap after he'd left. Upon noticing the red stripes on his tyres, he enquired why he'd been fitted



Maldonado and Perez featured in massive Latin-American scrap

DUNBAR/LAT



Raikkonen (right) made use of safety car to get ahead of Grosjean

with supersofts. "Because we have no more primes left, mate," came the reply. That was soon about to be the least of his problems.

The safety car came in at the end of lap 36. In the last section of the lap before the restart Vettel sprinted away from the Lotuses, while Grosjean made a small mistake, making him slow onto the pit straight. Raikkonen sensed his opportunity – he aimed the Lotus to the inside of his team-mate, Grosjean came across on him, requiring Kimi to react to prevent an interlocking-wheel accident, but he was through.

Had it not been for the safety car, Raikkonen would have still been 25 seconds behind and at no stage during the weekend had he been on Grosjean's pace. Romain was not happy. "We have rules in the team that we do not fight," he said. He was asking that he be allowed back through as the faster Lotus driver – just as he had stood aside for Raikkonen on previous occasions. It was pretty obvious to the Lotus management the response they'd get if they requested Raikkonen to give the place back.

Grosjean had reason to feel hard done by. He, and not Raikkonen, was the one with the pace to take the fight to Vettel. He, not Raikkonen, was the driver staying with the team next year. "But if I



Pirelli of Perez gets its final punishment

hadn't made the mistake we wouldn't be having the conversation," was his honest assessment post-race.

Into Turn 3, just after Hulkenberg slipstreamed himself past Hamilton, Sutil spun under braking on his slow-to-warm tyres, the Force India's gearbox hitting the side of Webber's Red Bull just where the oil cooler is. The oil ignited immediately on the hot exhausts and Mark pulled off with the car well ablaze. That taxi ride back to the pits in Singapore had sure been an expensive one...

Up to Turn 4, Hamilton was having

to get aggressive to stop Alonso from taking advantage of his compromised line after being passed by Hulkenberg. The Ferrari managed to draw ahead on the drag race between 3 and 4 but was on the outside, and Lewis did a brake-locking dive up the inside to reclaim the place.

With Webber's car blazing away, race director Charlie Whiting gave permission for a fire-marshall vehicle to attend as he prepared to deploy the safety car. The assumption was that it would be a vehicle already stationed at Turn 3 that would access the ▶

SATURDAY

1108 Hamilton reports in FP3: "Vibration through the actual brake pedal when I touch them, something not right."



1118 Bianchi spins at Turn 9.

1120 Vettel is told: "You need a couple of tenths in the middle sector. One and three are good."



1130 Ricciardo reports more bottoming: "I can handle it, so it's not really bothering me."



1417 Rosberg is told in Q1: "You had a puncture after the first run, pressure was just about OK."



1420 Di Resta is held up by Bianchi: "Traffic in the last sector. That was unbelievable how close he let me get." He's told a complaint has been made.



1422 Chilton qualifies last: "Sorry guys, I just didn't seem to have the same grip, think it was a bad out-lap."



1423 Maldonado is P18, and told: "We lost half a second in the final sector with traffic." He replies: "The car was moving a lot."



1441 After almost hitting Massa in the pitlane in Q2, di Resta is told "Let Felipe through, we don't want any penalty." He tries, but says "he didn't want to accept". That's because Rob Smedley tells Massa to "get a tow off the Force India".



1442 Button complains in Q2: "Got screwed a little bit by the Lotus, not sure who, at the end of the lap." He's told it was Raikkonen.



1443 Di Resta says of his Q2 lap for P15: "Just went away in the final sector, the fronts."



1443 Grosjean admits his ragged Q2 lap was "a little bit on the edge, to be honest."



1457 After his Q3 pole lap, Vettel says: "I was pretty happy with the lap, maybe [I can find] a tenth in Turn 10."



1459 Smedley demands on Q3 out-lap: "More gap, more gap." Massa responds: "OK, OK, OK!"



ETHERINGTON/LAT

DUNBAR/LAT

CHARNIAUX / XPB



We all know Aussies love a barbie, but this can't be what Webber had in mind

◀ Red Bull via the perimeter road. Instead, the Turn 1 fire car was sent onto the back straight!

White flags, denoting a slow-moving vehicle, were shown but still Vettel was confused as he was confronted by the sight of a four-by-four dawdling up the straight. He backed off, as did the rest of the pack, and the safety car passed them to take control. The race was neutralised until the end of the 40th lap, giving those struggling to stay on a two-stop strategy some respite. This definitely included Alonso. "I think a lot of people would have been forced to do the extra stop had it not been for the safety cars, not just us," said Ferrari's Stefano Domenicali.

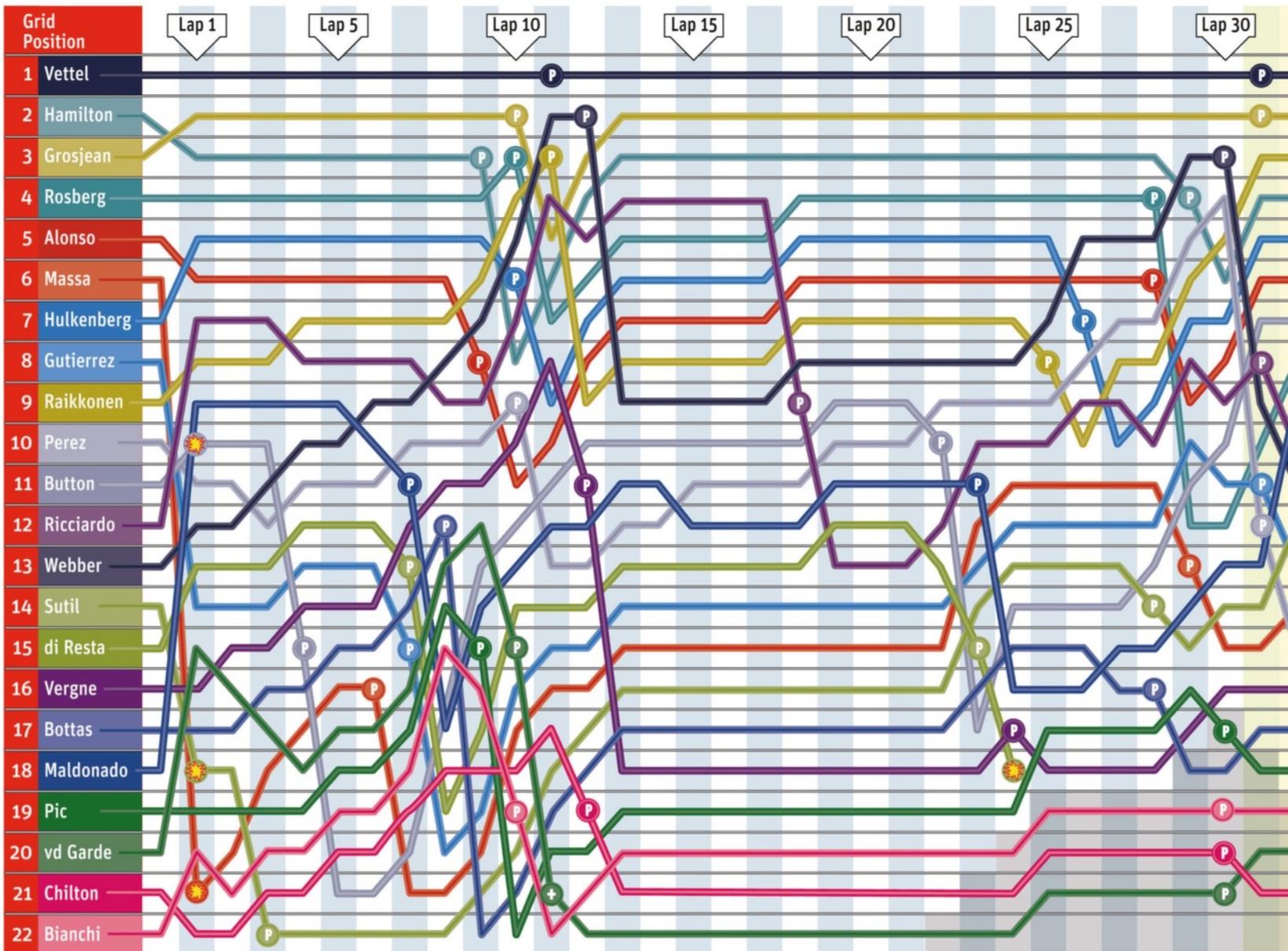
Upon the restart Vettel again sprinted away, Raikkonen unable to do anything about him. Grosjean was still asking the team to get Raikkonen to pull aside; they were still refusing to do so. Eventually team boss Eric Boullier

'White flags were shown, but still Vettel was confused to see a 4x4 dawdling along'

himself came over the radio, instructing his driver to race for the place. But with yellow flags into the only real passing place of Turn 3, this was not feasible.

Hamilton was finding a similar frustration in trying to repass Hulkenberg, who was absolutely as perfect in defence against Lewis as he had earlier been against Alonso. At one stage Hamilton dived through into Turn 1, but Hulkenberg was able to simply repass using his DRS up the back straight, back ahead well before the braking zone. "I knew all I had to do was exit cleanly through Turn 1

THE RACE LAP BY LAP





Champ Vettel was number 1 – again

ROSE/GETTY

because we were too fast up the back straight for him,” he explained. With Alonso hovering right behind, Hamilton wasn’t keen to repeat the Turn 1 attempt. “Anyone got any suggestions?” he radioed in. Remarkably Hulkenberg kept this up for the remaining 15 laps.

The safety car had created a queue of squabblers further back too as Pastor Maldonado, Esteban Gutierrez, Massa and Perez ducked and dived, exchanging places in a wild wheel-locking frenzy over ninth place. Massa eventually came out on top of this one from Perez.

Ricciardo should have been involved too, but had to slow and then retire with a serious brake problem.

Hulkenberg’s defence from the queue comprising Hamilton, Alonso, Button and Rosberg allowed the front three to ease themselves over 20 seconds clear in the remaining laps. Button surrendered to the fresher-tired car of Rosberg for seventh place but did remarkably well to get to the end on Pirellis that had been on since lap 21.

Vettel’s victory surely allows him to put one hand on the championship trophy. Even on a tyre compound that

reduced Red Bull’s usual advantage, the result had never really been in doubt. Or had it? “I think without the safety cars we might have had a chance to catch him,” said Grosjean. “We had a bit of a tyre advantage at the end of the stints. We planned to pit quite early, trying to jump him and go for a very long last stint, but the safety car meant we had to pit at the same time and the same tyre age.”

So maybe Vettel might have been beatable, after all. What did Grosjean’s trackside chief Alan Permane think of that possibility? “No chance!” 🏎️

SUNDAY



TEE/LAT

1502 Vettel is advised of start: **“Hold throttle after first paddle.”**

1504 Massa spins, **Bianchi** told: **“Watch for a spinner in the middle of the track, Turn 3.”**

1508 Button reports a **“damaged front wing”**. On the next lap he’s told to pit: **“It’s affecting the brake temperatures.”**

1528 Van der Garde hit with a drive-through penalty for forcing **Bianchi** off the track at the first corner.

1531 Sutil is told to raise his pace, and replies: **“The car is [bleeping] slow, I can’t go faster.”**

1537 Raikkonen is informed of setting change: **“KERS battery was not getting charged enough.”**

1546 Hamilton bemoans his tyres: **“Right-front is destroyed.”**

1549 Di Resta spins off at Turn 12.

1553 Rosberg is told: **“Front wing looks to have failed.”**

1633 Hulkenberg: **“I just hope we don’t fall off like bananas at the end of the race.”**

1636 After Grosjean requests **“Let me by Kimi”**, Eric Boullier instructs him to **“Keep racing like it is.”**

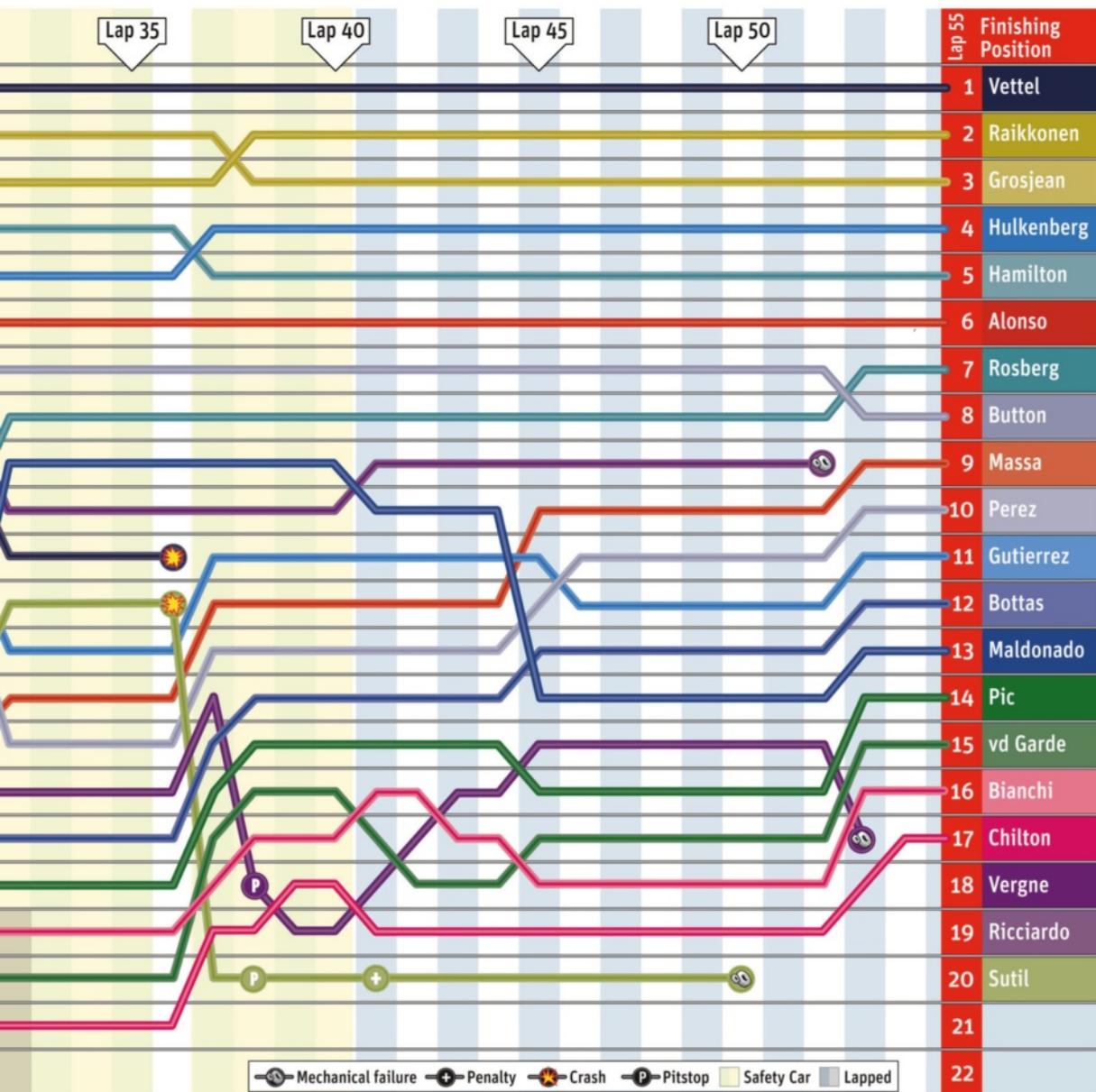
1647 Vettel requests a post-race drink. Horner responds: **“I’m surprised you needed a drink the way you managed the pace.”**

1647 Alan Permane to Grosjean: **“We’ll talk about this in the office, but big [bleeping] smile on the podium please.”**

1648 Hulkenberg is told: **“Nico, that drive was a masterpiece.”** He replies: **“Danke.”**

2013 Van der Garde and Chilton given reprimands for failing to stay above the minimum sector time set by FIA under the safety car.

2026 Bianchi and Pic both receive their third reprimands for failing to slow for yellow flags, triggering 10-place grid penalties for Japan.



TEAM BY TEAM

RED BULL



Vettel imperious for his 34th victory

1
9/10
Event rating

CIANFLORE/GETTY

SEBASTIAN VETTEL
Red Bull-Renault RB9-03
Start: 1st; Finish: 1st
Strategy: 2 stops
(supersoft/medium/medium)



As usual, Vettel took pole. As usual, he aced the first lap and broke out of DRS range. As usual, he didn't make mistakes. As usual, he did a fine job whenever the safety car eliminated his lead. As usual, he responded whenever the drive behind threatened to close the gap. The extraordinary is now the ordinary for Vettel. Once again, while the car was superb, his execution was wonderful, although the track prevented him from shining as much as in Singapore.

2
8/10
Event rating

THOMPSON/GETTY

MARK WEBBER
Red Bull-Renault RB9-02
Start: 13th; Finish: DNF
Strategy: retired (supersoft/medium/medium/supersoft)



Webber would have headed to Korea fancying his chances but for the 10-place grid penalty. And his pace, particularly in the faster corners, was impressive. He compromised his raw pace to run less rear wing and gain better top speed on the straights to allow him to pass and used it to good effect. But a puncture and Adrian Sutil robbed him of his chance of a good result. The misfortune shrouded the fact this was one of his best weekends on pace.

FERRARI



Scuderia scrapes double points haul

3
7/10
Event rating

XPB/LAT

FERNANDO ALONSO
Ferrari F138-299
Start: 5th; Finish: 6th
Strategy: 2 stops
(supersoft/medium/medium)



His time in Q3 was perhaps not perfect, given that team-mate Massa was able to get closer to him than he had generally been, but it's difficult to argue that the Spaniard could have found the time needed to get onto the second row. He showed good awareness to dodge the spinning Massa at Turn 3, but lost out a few times in battle and was never able to haul himself into podium contention while battling front-right tyre troubles.

4
6/10
Event rating

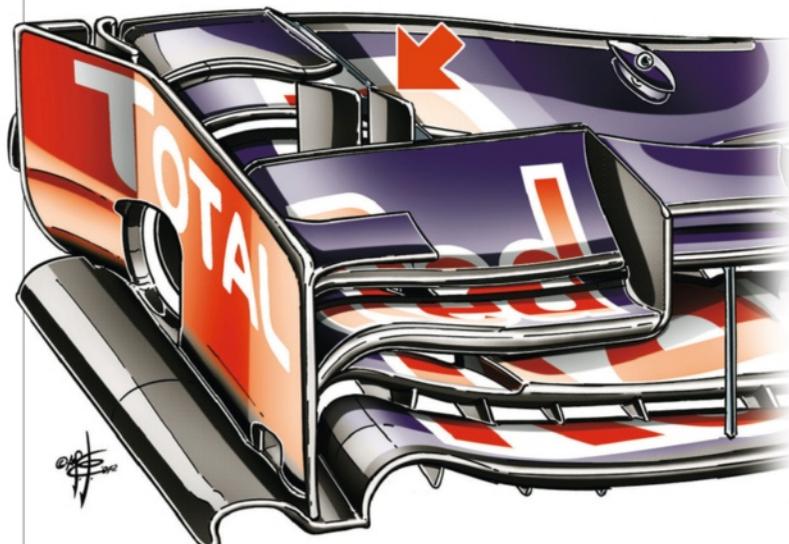
XPB/LAT

FELIPE MASSA
Ferrari F138-299
Start: 6th; Finish: 9th
Strategy: 2 stops
(supersoft/medium/medium)



Massa's raw pace looked to be around three-tenths off Alonso's until Q3, where he did a good job to close the deficit to just under two-tenths. His race was ruined by a piece of poor racecraft at Turn 3 on the opening lap, failing to factor in that his bold late-braking bid to make up several places set him on a collision course with Rosberg, leading to Massa spinning in avoidance and almost taking out Alonso. Recovered well, but the damage was done.

22



RED BULL GOES WITH THE FLOW

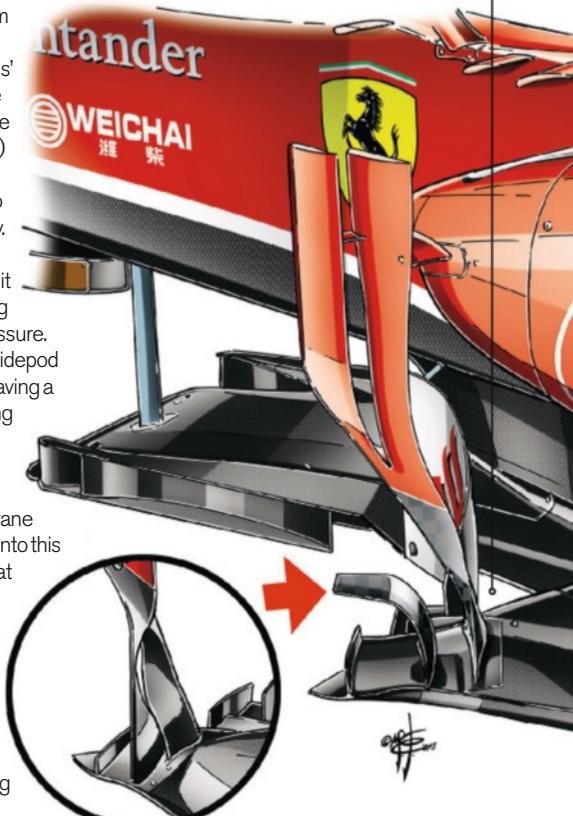
➔ Red Bull's development of the RB9 continues apace with a modified front wing featuring additional turning vanes. After being trialled on Mark Webber's car on Friday it was fitted to both cars for qualifying and the race. **GARY ANDERSON:** The two turning vanes on the upper surface turn more airflow outwards past the tyre. The team flo-vizzed it and it didn't appear to be

going in the direction required, but the guy did apply it a bit too liberally, which can make it too heavy for representing what the air's doing. Some airflow goes around the outside of the tyre, some around the inside but the idea is to get the disturbed air that's just come off the other parts of the wing to go around the outside, not the inside where it can damage the flow going to the downforce-producing surfaces aft of there.

FERRARI UPGRADES NOT IN VANE

➔ Ferrari modified the turning vane ahead of its sidepod (old version inset).

GARY ANDERSON: The vertical vanes tidy up the airflow wake from the front tyre. The lower vertical vanes in the shape of the 'bat wings' (the extension to the leading edge of the floor that shadows the shape of the overhanging sidepod bulge) work on one of the lowest air-pressure areas of the whole car so are very powerful aerodynamically. By having the leading edge of the floor curve around like a coastline, it is increasing the amount of leading edge, and thus the area of low pressure. This extended section below the sidepod also functions as a mini-wing by having a radius on it that trips up the air going over the top of it. And because the air beneath it is accelerating, it creates the pressure difference that makes it work as a wing. The vane optimises the way the flow heads into this aerodynamically powerful area that connects the airflow off the front and over the top of the diffuser. The little hook-type vane on the edge will induce a clockwise vortex that will come down to the side of the section behind and seal it, effectively acting as an invisible skirt and further increasing the downforce generated there.



McLAREN



Feisty Button leads the way again

5
7/10
Event rating



XPB/LAT

JENSON BUTTON

McLaren-Mercedes MP4-28-04
Start: 11th; Finish: 8th
Strategy: 2 stops
(supersoft/medium/medium)



Looked to have a tenth or two in hand over Perez until losing time on final Q2 lap, which he blamed on encountering Raikkonen. Given he was only hundredths off making Q3 and his underlying pace, his claim that the Lotus cost him a tenth-and-a-half holds water. Deserves credit for recovering from an early pitstop after suffering front-wing damage and a pit delay. It would be harsh to criticise him too much for losing a place to the faster Rosberg late on.

6
6/10
Event rating



XPB/LAT

SERGIO PEREZ

McLaren-Mercedes MP4-28-02
Start: 10th; Finish: 10th
Strategy: 2 stops
(supersoft/medium/medium)



Perez had the kind of mixed weekend that neither significantly helped nor hindered his hopes of staying at McLaren. Seemed to lack around a tenth-and-a-half to Button, but sneaked ahead of his team-mate with a little help from traffic in qualifying. As usual, his race pace was very similar to Button's and had some lairy but incisive moments while dicing. Salvaged a point after his front-right tyre failure, which he played a part in causing with a big lock-up at Turn 1.

LOTUS



Double-podium delight for Enstone

7
8/10
Event rating



XPB/LAT

KIMI RAIKKONEN

Lotus-Renault E21-05
Start: 9th; Finish: 2nd
Strategy: 2 stops
(supersoft/medium/medium)



In terms of bottom-line result, Raikkonen's weekend could not have been better given that Vettel was untouchable. But while the Finn's race performance was excellent, he did require the safety car to help him up to second. This was because of a qualifying performance that puzzled the team, the Finn losing time in all three sectors. The tyres played their part, but as Grosjean was 1.3s faster, Raikkonen was fortunate that it didn't compromise his race result.

8
9/10
Event rating



XPB/LAT

ROMAIN GROSJEAN

Lotus-Renault E21-04
Start: 3rd; Finish: 3rd
Strategy: 2 stops
(supersoft/medium/medium)



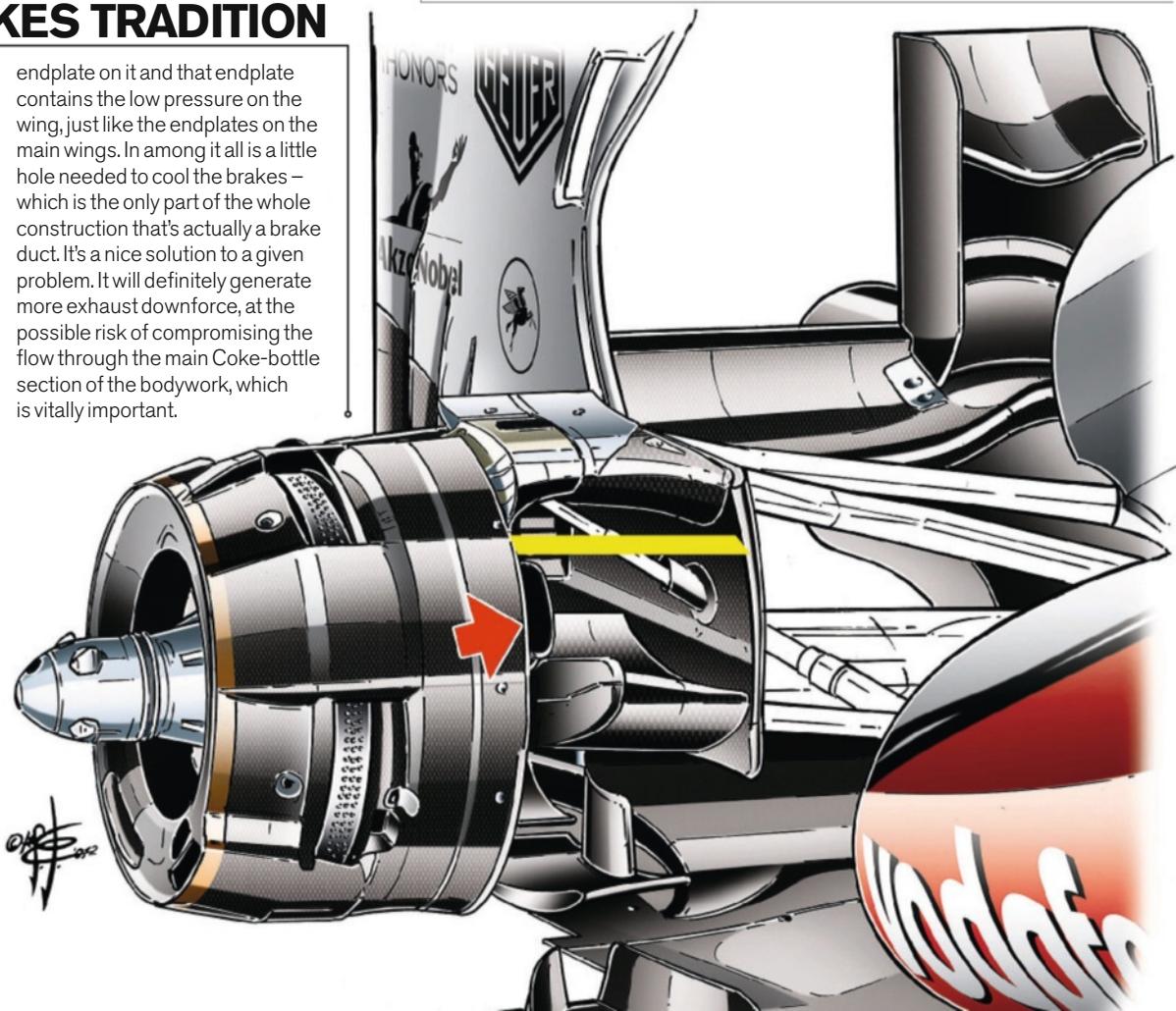
Grosjean's most consistently impressive run continued with an excellent weekend's work. The only downside to his performance was the small error during the brief spell of green-flag racing between the two safety car periods that allowed Raikkonen to pass him for second. But without the interruption of the safety car, he would never have been under threat for second in the first place. With Raikkonen on his way out of the team, Grosjean is seizing his opportunity superbly.

McLAREN BRAKES TRADITION

➔ Since Spa McLaren has been running these extended rear brake ducts with a fence forming an endplate on the inboard end.

GARY ANDERSON: The idea of the exhaust system is to blow air at these wing devices. Getting the high-speed air from the exhaust pipe to work on the wing section means the downforce here is related not to car speed but to exhaust speed. These wing sections – officially they are brake ducts – are the maximum size possible. They direct the downforce directly onto the tyre, rather than via the body and the suspension. Make the brake duct work harder and you help prevent air spilling into the side of the diffuser and spoiling its performance. Because the low pressure under the brake duct is lower than the low pressure under the floor. McLaren is the first team to go from having the big fairing against the tyre and the wing section on the inboard side of that. The team has moved the fence as far inboard as possible in order to get the wing section between the wheel and the fence. So essentially there is a wing section 120mm wide with an

endplate on it and that endplate contains the low pressure on the wing, just like the endplates on the main wings. In among it all is a little hole needed to cool the brakes – which is the only part of the whole construction that's actually a brake duct. It's a nice solution to a given problem. It will definitely generate more exhaust downforce, at the possible risk of compromising the flow through the main Coke-bottle section of the bodywork, which is vitally important.



MERCEDES



Qualifying pace flatters to deceive

9

7/10
Event rating



NICO ROSBERG
Mercedes F1 W04/03
Start: 4th; Finish: 7th
Strategy: 2 stops
(supersoft/medium/medium)



Looked to have the legs of Hamilton until Q2, when his team-mate pulled out a couple of tenths of a second that left Rosberg two places behind. But Rosberg did seem better equipped to keep the troublesome front-right tyre under control, particularly the set used in the second stint. A front-wing mounting problem while passing Hamilton for third cost him a possible podium. In the final stint, he didn't make much progress in recovery but did pick off Button late on.

10

7/10
Event rating



LEWIS HAMILTON
Mercedes F1 W04/04
Start: 2nd; Finish: 5th
Strategy: 2 stops
(supersoft/medium/medium)



Second on the grid was probably as good as it was going to get for any driver not in a Red Bull. Seemed to go too hard on his second set of tyres early on, killing the front-right, but despite dire pace actually did a very good job of minimising the losses while trying to make it to his third pitstop window. Getting passed by Hulkenberg on lap 37 was costly as he couldn't get back past. Not perfect, but a decent showing.



WILLIAMS'S SIX APPEAL

➔ Williams arrived at the Yeongam circuit with a new front wing that featured a multi-element outer section.

GARY ANDERSON: Williams has changed to this outboard outer-element device with six elements, in a bid to get

aero consistency. Their car seems to suffer with rear instability on corner entry and with more of a multi-element front wing the centre of pressure will not move so far forward on corner entry. This is a less aggressive front wing that should calm the car on corner entry.

24

SAUBER



Almost a double points-paying day

11

9/10
Event rating



NICO HULKENBERG
Sauber-Ferrari C32-03
Start: 7th; Finish: 4th
Strategy: 2 stops
(supersoft/medium/medium)



The quality of Hulkenberg's race performance cannot be overstated. The mental strength needed to keep Alonso and Hamilton behind for lap after lap, particularly knowing he had to leave the door open at Turn 1 to avoid making himself a sitting duck on the back straight, is immense. The only criticism is his Q3 lap was probably a tenth or two off where it should have been, hence the dropped point.

12

6/10
Event rating



ESTEBAN GUTIERREZ
Sauber-Ferrari C32-04
Start: 8th; Finish: 11th
Strategy: 2 stops
(supersoft/medium/medium)



With his qualifying problems now largely solved, as second straight Q3 appearance showed, race-tyre management on rubber used in qualifying and racecraft is now the focus. He dropped to 14th on the first lap after Massa's spin, which he can't be blamed for. He remained in the hunt for a point throughout the race, but seemed a little hard on his tyres and not quite as incisive in battle as he needed to be.

FORCE INDIA



A weekend to forget for both drivers

14

4/10
Event rating



PAUL DI RESTA
Force India-Mercedes VJM06-04
Start: 15th; Finish: DNF
Strategy: retired (supersoft/medium/medium)



A pretty dire weekend for the Scot, who never looked to have quite the same raw pace as Sutil and ended up 0.287s behind him in qualifying. Plugged away in the race, although the pace of the Force India and the way it was using its tyres suggested the Scot was on a hiding to nothing. Took responsibility for the mistake that put him into the wall after correcting a slide that spat him across the track. One to forget.

15

4/10
Event rating



ADRIAN SUTIL
Force India-Mercedes VJM06-03
Start: 14th; Finish: 20th
Strategy: 3 stops (supersoft/medium/medium/supersoft)



With the Force India increasingly struggling to contend for points, Sutil had a difficult weekend but could take solace from the fact he outqualified di Resta by three-tenths. Was innocent in the Turn 3 chaos that gave him front-wing damage, but after being given a second chance by the safety car, spinning on the brakes and backing into Webber, and then speeding in the pits, squandered the opportunity. Costly errors.

WILLIAMS



Duo fights hard to move up the field

16
7/10
Event rating



CIANFONE/GETTY

PASTOR MALDONADO
Williams-Renault FW35-03
Start: 18th; Finish: 13th
Strategy: 2 stops
(supersoft/medium/medium)



Maldonado underachieved in Q1, falling a third-of-a-second off his theoretical best although even then he wouldn't have made the cut. Capitalised on the first-lap chaos to leap to ninth. Was still there at the second safety car restart but the combination of an uncompetitive car and an attempt to do 32 laps on his final set of tyres, a legitimate gamble, meant he was doomed, slipping to 13th behind team-mate Bottas late on. Overall, a good battling performance.

17
7/10
Event rating



XPB/LAT

VALTTERI BOTTAS
Williams-Renault FW35-01
Start: 17th; Finish: 12th
Strategy: 2 stops
(supersoft/medium/medium)



Yet another weekend during which Bottas looked like anything but a rookie. While Maldonado did seem to have a raw-pace advantage, it was the Finn who qualified as the lead Williams thanks to a smooth run. His strategy in the race was very mature, avoiding getting drawn into wheel-to-wheel battles he couldn't win to be there when others hit trouble. This wasn't enough to score, but he did pass Maldonado, who was struggling with his tyres, late on.

TORO ROSSO



Brake trouble hobbles both drivers

18
5/10
Event rating



XPB/LAT

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR8-03
Start: 16th; Finish: 18th
Strategy: 3 stops (supersoft/medium/medium/medium)



On a weekend in which Toro Rosso struggled badly for balance, Vergne proved unable to extract the same performance from the car as Ricciardo. He was 0.364s slower than his team-mate in qualifying which, combined with an unremarkable first lap, condemned him to a difficult afternoon. Struggled with tyre deg and had to switch from a two-stop to a three-stop, never looking like a serious points contender before retiring with a brake problem late on.

19
8/10
Event rating



XPB/LAT

DANIEL RICCIARDO
Toro Rosso-Ferrari STR8-01
Start: 12th; Finish: 19th
Strategy: 2 stops
(medium/medium/supersoft)



Came into the weekend with high hopes but found either the front end or the rear end of his Toro Rosso uncooperative throughout the weekend. Probably should have made it into Q3, but an excellent first lap and fine first stint on the medium Pirelli set him up for a ninth place finish and two more points than the car really deserved before a front-left brake problem pitched him off the track late on. No reward for a fine showing in adversity.

CATERHAM



Formation start and finish for team

20
6/10
Event rating



XPB/LAT

CHARLES PIC
Caterham-Renault CT03-06
Start: 19th; Finish: 14th
Strategy: 2 stops
(supersoft/medium/medium)



There was little to choose between the two Caterham drivers on pure pace in qualifying, although it was Pic who edged it by the narrowest of margins. He drove well in the race to take 14th, managing to keep his team-mate at bay in the final stint. On the downside, missing the weighbridge and a second yellow-flag offence of the season were unnecessary and have triggered an automatic 10-place grid penalty for Japan.

21
6/10
Event rating



XPB/LAT

GIEDO VAN DER GARDE
Caterham-Renault CT03-04
Start: 20th; Finish: 15th
Strategy: 2 stops
(supersoft/medium/medium)



Just lost out to his team-mate in qualifying by seven-thousandths of a second. Like Pic, there were a few race errors – forcing Bianchi wide at the Turn 1 and earning a drive-through and also speeding under the safety car. But beyond that, his race pace was good and without his drive-through he'd have beaten Pic. The Dutchman seems to have found consistency of pace but needs to cut out the run-ins with stewards.

MARUSSIA



Bianchi overcomes his grid penalty

22
8/10
Event rating



XPB/LAT

JULES BIANCHI
Marussia-Cosworth MR-02-02
Start: 22nd; Finish: 16th
Strategy: 2 stops
(supersoft/medium/medium)



Had to watch Rodolfo Gonzalez shunt his car in FP1, fortunately damaging only the nose and the driver's pride. Bianchi's qualifying lap was excellent, although he did impede Paul di Resta during the final sector on his warm-up lap attempting to keep ahead of him, earning himself a grid penalty. Tyre-management demands shrouded his race pace, although he did show a glimpse of it late on while pursuing the Caterhams.

23
6/10
Event rating



XPB/LAT

MAX CHILTON
Marussia-Cosworth MR-02-03
Start: 21st; Finish: 17th
Strategy: 2 stops
(supersoft/medium/medium)



Pace relative to Bianchi was encouraging, albeit with the extra mileage of FP1. He was 0.172s faster than him in his first Q1 run, but amid traffic didn't get the tyre warm-up right on his second run and failed to improve. Even so, ended up a respectable tenth-and-a-half off. Had a solid enough race, albeit with slightly less pace than Bianchi. Also incurred stewards' wrath for exceeding the permitted sector time under the safety car.

KOREAN GP RESULTS



DUNBAR/LAT

PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m39.630s
2	VETTEL	1m39.667s
3	WEBBER	1m39.816s
4	ROSBERG	1m40.117s
5	BUTTON	1m40.215s
6	ALONSO	1m40.374s
7	GROSJEAN	1m40.396s
8	RAIKKONEN	1m40.677s
9	PEREZ	1m40.860s
10	MASSA	1m40.880s
11	HULKENBERG	1m40.899s
12	SUTIL	1m41.432s
13	MALDONADO	1m41.482s
14	GUTIERREZ	1m41.626s
15	VERGNE	1m41.924s
16	BOTTAS	1m42.002s
17	RICCIARDO	1m42.043s
18	CALADO	1m43.008s
19	PIC	1m43.660s
20	VAN DER GARDE	1m43.883s
21	CHILTON	1m44.100s
22	GONZALEZ	1m46.810s

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m38.673s
2	VETTEL	1m38.781s
3	ROSBERG	1m38.797s
4	WEBBER	1m38.844s
5	MASSA	1m39.114s
6	GROSJEAN	1m39.226s
7	ALONSO	1m39.444s
8	RAIKKONEN	1m39.757s
9	BUTTON	1m39.774s
10	SUTIL	1m40.006s
11	DI RESTA	1m40.007s
12	PEREZ	1m40.152s
13	GUTIERREZ	1m40.186s
14	HULKENBERG	1m40.210s
15	VERGNE	1m40.446s
16	RICCIARDO	1m40.552s
17	MALDONADO	1m41.117s
18	BOTTAS	1m41.289s
19	VAN DER GARDE	1m42.461s
20	PIC	1m42.798s
21	BIANCHI	1m43.108s
22	CHILTON	1m43.441s

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m37.881s
2	WEBBER	1m38.018s
3	ROSBERG	1m38.318s
4	HAMILTON	1m38.332s
5	ALONSO	1m38.486s
6	GROSJEAN	1m38.701s
7	MASSA	1m38.816s
8	RAIKKONEN	1m38.857s
9	HULKENBERG	1m38.961s
10	BUTTON	1m39.114s
11	GUTIERREZ	1m39.128s
12	MALDONADO	1m39.196s
13	SUTIL	1m39.204s
14	PEREZ	1m39.274s
15	RICCIARDO	1m39.327s
16	DI RESTA	1m39.371s
17	VERGNE	1m39.665s
18	BOTTAS	1m40.128s
19	PIC	1m41.360s
20	VAN DER GARDE	1m41.614s
21	BIANCHI	1m41.646s
22	CHILTON	1m42.267s

FRIDAY TESTERS

	1 CALADO	1m43.008s
	2 GONZALEZ	1m46.810s



COATES/LAT



DUNBAR/LAT

Weather: Dry

Weather: Dry

Weather: Dry

QUALIFYING TIMES

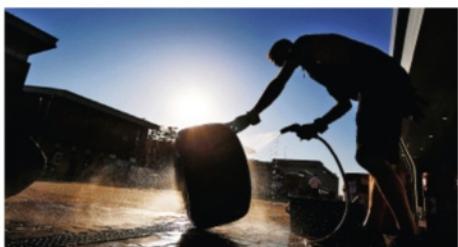
POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m38.683s (7)	1m37.569s (1)	1m37.202s
2	HAMILTON	1m38.574s (6)	1m37.824s (2)	1m37.420s
3	WEBBER	1m39.138s (15)	1m37.840s (3)	1m37.464s
4	GROSJEAN	1m39.065s (13)	1m38.076s (7)	1m37.531s
5	ROSBERG	1m38.418s (2)	1m38.031s (6)	1m37.679s
6	ALONSO	1m38.520s (4)	1m37.978s (5)	1m38.038s
7	MASSA	1m38.884s (10)	1m38.295s (9)	1m38.223s
8	HULKENBERG	1m38.427s (3)	1m37.913s (4)	1m38.237s
9	GUTIERREZ	1m38.725s (8)	1m38.327s (10)	1m38.405s
10	RAIKKONEN	1m39.341s (11)	1m38.181s (8)	1m38.822s
11	PEREZ	1m39.049s (12)	1m38.362s	-
12	BUTTON	1m38.882s (9)	1m38.365s	-
13	RICCIARDO	1m38.525s (5)	1m38.417s	-
14	SUTIL	1m38.988s (11)	1m38.431s	-
15	DI RESTA	1m39.185s (16)	1m38.718s	-
16	VERGNE	1m39.075s (14)	1m38.781s	-
17	BOTTAS	1m39.470s	-	-
18	MALDONADO	1m39.987s	-	-
19	PIC	1m40.864s	-	-
20	VAN DER GARDE	1m40.871s	-	-
21	BIANCHI	1m41.169s	-	-
22	CHILTON	1m41.322s	-	-

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	14	0	WEBBER
ALONSO	9	5	MASSA
BUTTON	8	6	PEREZ
RAIKKONEN	9	5	GROSJEAN
ROSBERG	5	9	HAMILTON
HULKENBERG	13	1	GUTIERREZ
DI RESTA	7	7	SUTIL
MALDONADO	7	7	BOTTAS
VERGNE	4	10	RICCIARDO
PIC	9	5	VAN DER GARDE
BIANCHI	13	1	CHILTON

BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€200	6
WEBBER	3	€35,000	6
ALONSO	0	€16,000	7
MASSA	2	€10,400	7
BUTTON	0	€1000	7
PEREZ	0	€600	7
RAIKKONEN	1	€2100	7
GROSJEAN	3	€0	6
ROSBERG	0	€1300	7
HAMILTON	1	€0	7
HULKENBERG	1	€1000	7
GUTIERREZ	2	€1800	7
DI RESTA	0	€5000	7
SUTIL	2	€1000	7
MALDONADO	0	€0	7
BOTTAS	0	€5900	7
VERGNE	0	€10,000	7
RICCIARDO	0	€0	7
PIC	1	€0	6
VAN DER GARDE	3	€12,200	6
BIANCHI	1	€2800	6
CHILTON	1	€300	6



COATES/LAT



JAPANESE GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS F1 HD**

FIRST CORNER

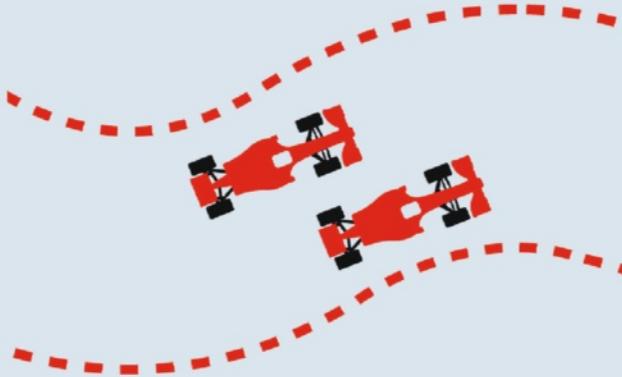
545m



It's 545 metres from pole to the apex of Turn 1. Unlike many circuits that require drivers to stand on the brakes for a sharpish corner, the Suzuka start-finish straight directs drivers into a swooping sixth-gear, 160mph right-hander that sets the tone for a lap of one of Formula 1's classic old-school circuits.

OVERTAKING STATS

The drivers may enjoy the figure-of-eight lap, but the overtaking evidence from last season puts Suzuka some way down the pecking order for overtaking – fourth from bottom.



FULL THROTTLE



66%

Suzuka requires full-throttle for 66 per cent of the lap, which puts the track in the top four. Only Monza, Spa and Melbourne's Albert Park circuit demand more flat-out driving.

PITLANE

The pitlane at Suzuka is 395 metres long, making it a mid-ranking length relative to the other tracks on the calendar. In terms of time penalty, traversing its length costs 22 seconds plus stop time, which ranks a little above average for the season.



SUZUKA

Pitlane length	395m
Length rank	9th longest
Pitlane loss	22 seconds



MELBOURNE

SILVERSTONE

SAFETY CARS

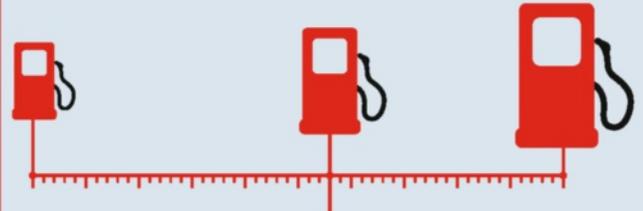
Safety cars have been a feature of the Japanese Grand Prix at Suzuka on five occasions in the past eight races. This average of 0.6 safety cars per race is a relatively 'middle-ranking' incidence that ranks 10th in the season league table.



USA/INDIA

SINGAPORE

FUEL PENALTY



A lap of the relatively lengthy 3,608-mile circuit at Suzuka requires 2.8kg of fuel, which is the second-highest consumption per lap of any track on the calendar. The fuel penalty is high, each 10kg costing 0.4s per lap.

GEAR CHANGES

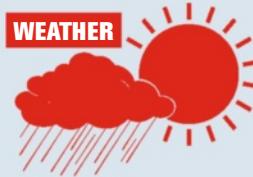
Drivers will make in excess of 2500 gear changes to run the full race distance at the Japanese GP, which makes it the fifth busiest race in the cockpit for drivers from this perspective.



SUZUKA

Circuit Length	3,608 miles
Race Laps	53
Race Distance	191,240 miles
Lap Record	Kimi Raikkonen, 1m31.540s (2005)
Corners	(8 left, 10 right)
Circuit Direction	Figure-eight
Corners <62mph	2
Corners >155mph	3

WEATHER



MONTHLY AVERAGES

Daily sunshine	6.9hrs
Rainfall	156mm
Min temp	13.5C
Max temp	22.7C

Suzuka's coastal location in the Mie Prefecture features a humid sub-tropical climate that experiences milder winters with occasional snowfall and hot, humid summers because of the south-east seasonal wind.

COMPLETE COVERAGE OF THE ENTIRE RACE WEEKEND ON **sky SPORTS F1 HD**

THURSDAY

0700 Sky Sports F1
LIVE Drivers' Press Conference

FRIDAY

0145 Sky Sports F1
LIVE Free Practice 1
0545 Sky Sports F1
LIVE Free Practice 2

0800 Sky Sports F1
LIVE Team Principal Conference
1000 Sky Sports F1
LIVE The F1 Show

SATURDAY

0245 Sky Sports F1
LIVE Free Practice 3
0500 Sky Sports F1
LIVE Qualifying

SUNDAY

0530 Sky Sports F1
LIVE Japan GP

ALL WEEK

Classic races from Japan 2010 & '11 will be played during this week.

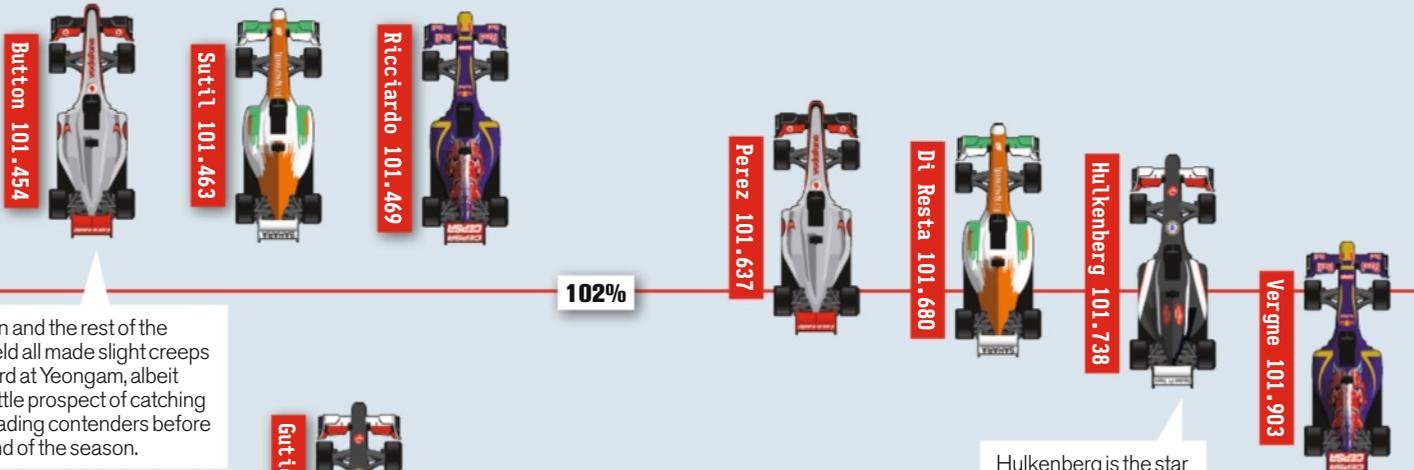
100%

GRAND PRIX SUPERGRID

AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace so far this year. The graphic shows each driver's average over the 14 races run so far in 2013 compared with the theoretical absolute pace, which is expressed as 100.



Hamilton's recent epic run of qualifying form means he has leapfrogged Merc team-mate Rosberg, who was the long-time leader of this chart.



Button and the rest of the midfield all made slight creeps forward at Yeongam, albeit with little prospect of catching the leading contenders before the end of the season.

Hulkenberg is the star performer in terms of gap to his team-mate (0.471 over Gutierrez) and is beginning to threaten di Resta and Perez after stunning Korean GP weekend.



AND THE REST...

Caterham continues to get the upper hand among the F1 grid proper-uppers, but van der Garde is running out of time to catch impressive Bianchi, who headed this group early in the season.

Pic (Caterham)	104.126
Bianchi (Marussia)	104.337
Van der Garde (Caterham)	104.862
Chilton (Marussia)	105.122

Watch the Japanese Grand Prix live on Sky Sports F1 HD – go to sky.com/F1 or call 0844 2410826



JAPANESE GP PREVIEW

The solution to the driver weight problem

The penalty carried by taller, heavier drivers has become a major talking point in F1.

But **GARY ANDERSON** has found a way to solve it

In Korea, the weight 'problem' of the heavier drivers became a major talking point and it will continue to be at Suzuka this weekend. While this has always been an issue, even with the increase in minimum weight from 642kg to 690kg next year, teams are being put off signing heavier drivers like Nico Hulkenberg because they are struggling to get their car weight down to the minimum limit.

People suggest putting the minimum weight limit up, but that won't help. You will still want to run ballast low in the car to keep the centre of gravity down. A bigger driver will inevitably raise it. Currently, the driver weights (including kit) range from about 60kg to just under 80kg.

A very simple solution, implementable for next year,

would be to introduce a driver ballast pocket that can hold up to something like 15kg. This pocket would need to be 13cm x 13cm x 4cm deep to allow the fitment of a Densimet tungsten alloy block, this material is roughly 18 times the density of water and is currently used by many teams for car ballast.

This pocket would be located in a recess in the carbon fibre bulkhead that forms the chassis seat back (see above) at a height (defined by the FIA that ensures it reflects the centre of gravity height of the driver when seated in the car.

Packaging a driver in the cockpit has always been a challenge. Many years ago there were no limits, but eventually a regulation stipulating the area governed by the cockpit template must be a minimum of 1800mm back from the front bulkhead (technical regulations

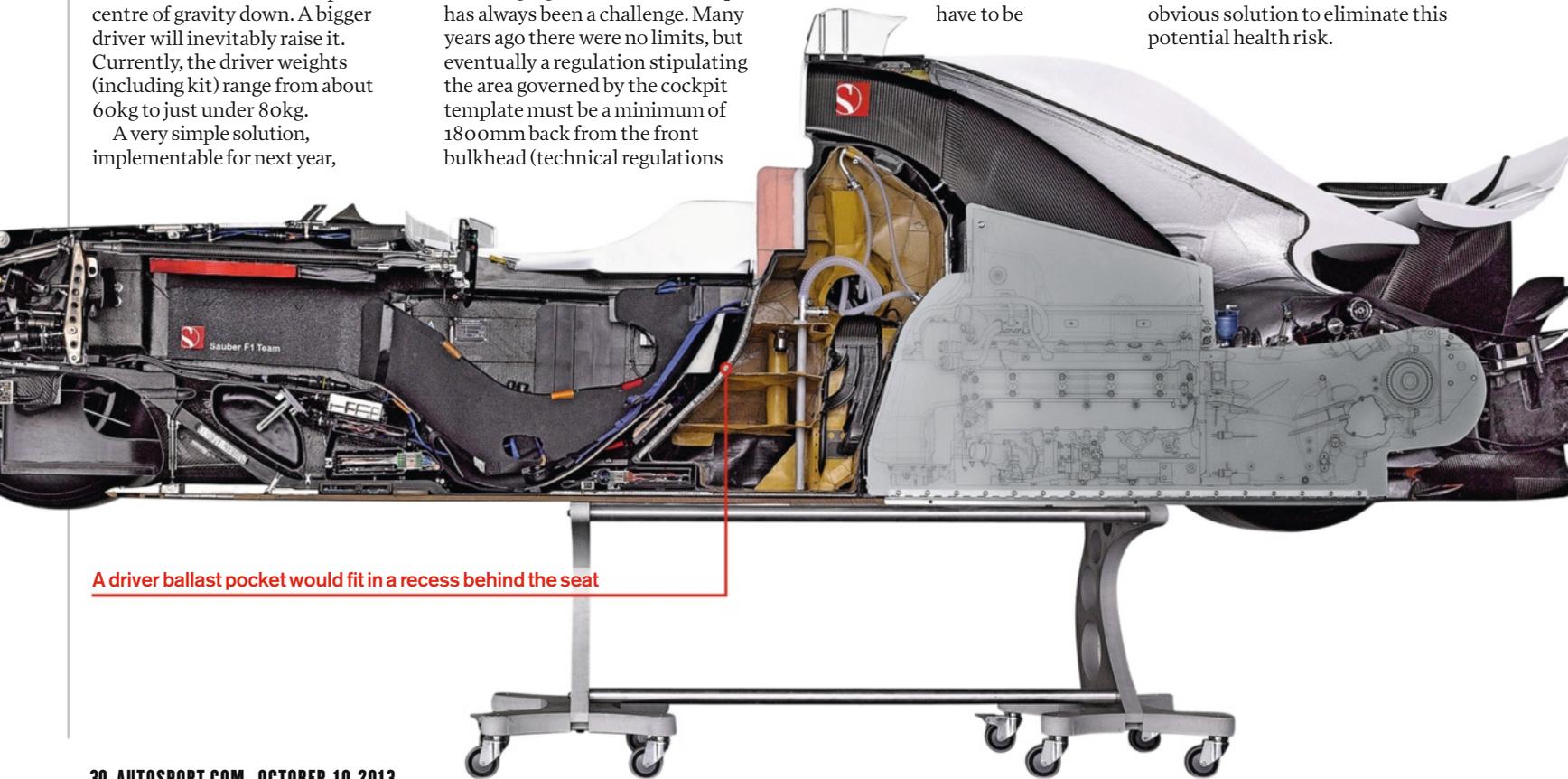
Article 13.1.1). When designing a car, you start on the basis of where the driver's head will be because you want to ensure you disturb the airflow around the airbox to the rear wing as little as possible. If this problem existed when fitting tall drivers in the current chassis then this dimension should have been increased to 1850mm for the all-new chassis for 2014.

When I was involved in driver decisions, the size never really came into the equation – at Jordan it was more the size of their wallet. But different drivers did have to be

incorporated differently. For example, Eddie Irvine, who raced for Jordan and Jaguar in my time at both teams, was difficult to accommodate because he was a strange shape with short legs and a long body. If you are long-bodied, that can lead to your head being too high. You could always make it work but that didn't mean the driver was comfortable.

When it comes to the overall weight, there's little you can do without risking the driver being dangerously light, which has occasionally been a problem. The ballast in the seat back is an obvious solution to eliminate this potential health risk.

30



A driver ballast pocket would fit in a recess behind the seat

THE CIRCUIT BRIEF



NICO HULKENBERG
Sauber ace

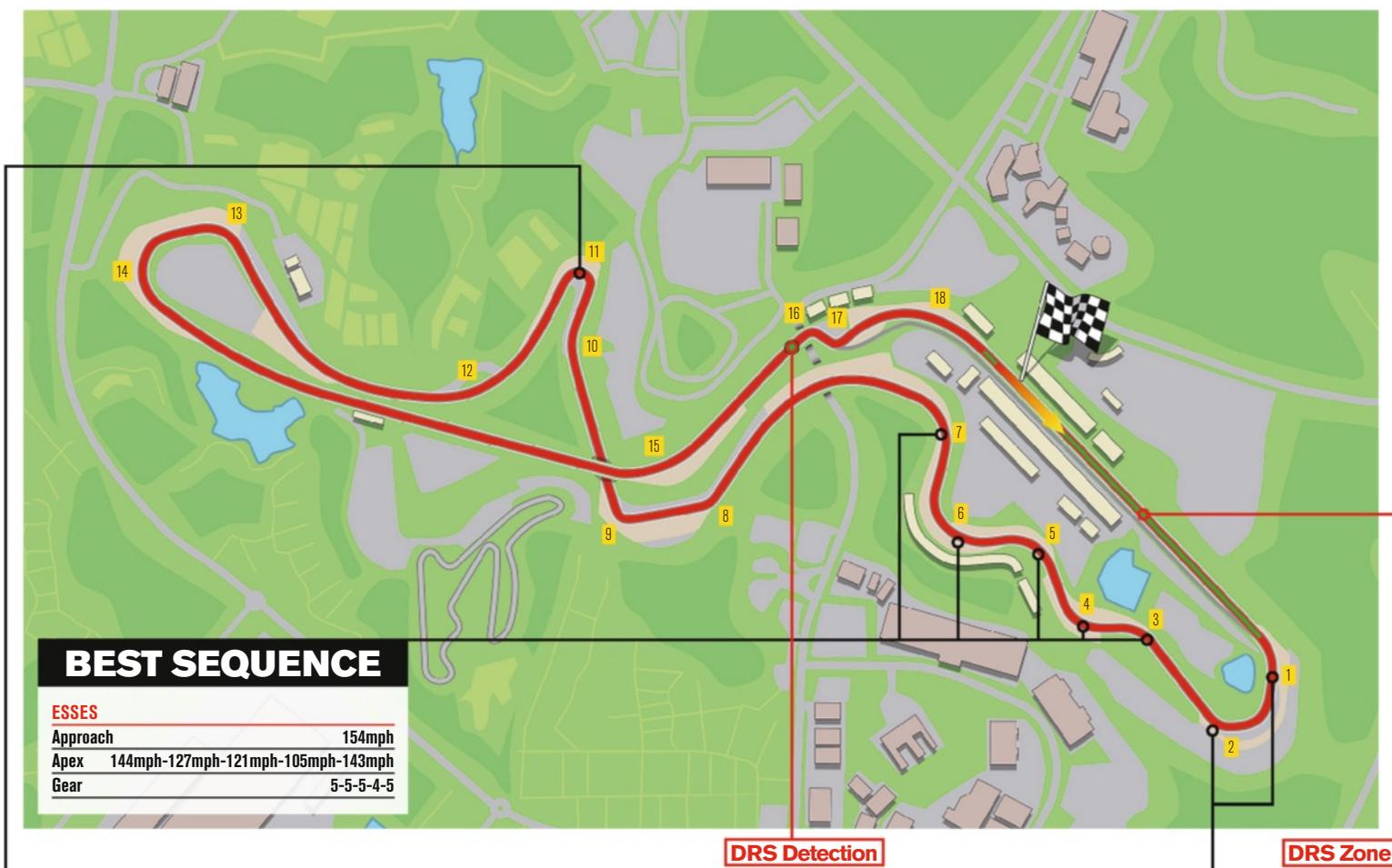
"I really enjoy going to Suzuka, as it's always a cool weekend and special as both a grand prix and a circuit. Drivers like challenges and this is certainly a very challenging track. It's a bit like Spa – and puts a big smile on everyone's face."

From the moment you get there the welcome is always really enthusiastic. I especially love the way they wave with both hands, and I shall certainly try to learn this double wave as it looks great. Of course, the track has two amazing corners in the Esses and 130R. In a Formula 1 car it's a great track to drive on, and one where you can really use the downforce and certainly feel it. It's a very high *g*-force track, which means it's quite physical, especially on the neck."



Hulkenberg relishes The Esses in an F1 car

COURTESY/LAT



BEST SEQUENCE

ESSES

Approach	154mph
Apex	144mph-127mph-121mph-105mph-143mph
Gear	5-5-5-4-5

DRS Detection

DRS Zone

POTENTIAL FLASHPOINT



HAIRPIN

Approach	167mph	Braking distance	94m
Apex	47mph	Braking time	2.29s
Gear	2	Braking force	4.33g

THE STORY OF 2012

Sebastian Vettel took the second of what would be four straight wins to make big inroads into Fernando Alonso's points lead. The Ferrari ace took himself out of the running in a clash with Kimi Raikkonen at the start, leaving Felipe Massa to take his first podium finish for nearly two years. Local hero Kamui Kobayashi delighted his fans with third for Sauber.



PASSING SPOT

TURNS 1-2

Approach	197mph
Apex	176mph-92mph
Gear	7-3
Braking distance	129m
Braking time	1.95s
Braking force	3.97g



“To be at Ferrari you have to be one of the best drivers in the world. I need to work really hard and improve myself to be ready if they want me”

Jules Bianchi will remain at Marussia in 2014 and after a successful rookie season has the chance to stake his claim to a future at Ferrari. By EDD STRAW

The revelation that Jules Bianchi will remain at Marussia in 2014 rather than move to a midfield squad came as a surprise. But with uncertainty surrounding the driver market in the middle-ranking teams, a situation unlikely to be resolved soon and Marussia keen to keep Bianchi but unwilling to leave the door open indefinitely, the decision was made by his manager Nicolas Todt to keep the rising star where he is.

It is perhaps a counter-intuitive move, particularly with potential opportunities such as Sauber, which

last weekend announced it would be continuing with Ferrari propulsion in 2014. But what Marussia offered was continuity, certainty and Ferrari engines. As the Scuderia, which has had Bianchi on its books since 2009, sees him as a credible long-term prospect and is monitoring him closely, he does not need to roll the dice on getting into a higher-ranked team to impress.

After being thrown in at the deep end at the eleventh hour by slotting into the Marussia seat originally destined for Luiz Razia, Bianchi's speed, consistency and relative lack

of rookie mistakes have marked him out as 2013's standout newcomer. Those inside Ferrari believe that if he continues to progress he could be Maranello material. With question marks over Fernando Alonso's long-term future and Kimi Raikkonen signed up for two years, Bianchi can realistically work towards a shot at Ferrari perhaps as early as 2015.

“It is a really nice goal but it's a difficult one because to be at Ferrari you have to be one of the best drivers in the world,” said Bianchi. “I need to work really hard and

improve myself to be ready if they want me.”

The 24-year-old Frenchman has shown an aptitude for hard work. After making an initial splash with his Caterham-beating performances, his profile has dropped. But while Marussia started the season well, Caterham has held the initiative since the British GP. Bianchi's team-mate Max Chilton's improving performances have also conspired to make Bianchi superficially less eye-catching.

“I am driving a lot better now than I was at the beginning of the

BIANCHI IN NUMBERS

13-1 QUALIFYING RECORD v CHILTON

COATES/LAT

14 STARTS

12 FINISHES

15th BEST QUALIFYING

393 MILES IN THE MARUSSIA PRE-SEASON

BEST FINISH **13th**

0.596s AVERAGE QUALIFYING ADVANTAGE OVER CHILTON



Bianchi is very much on Ferrari's radar

season," he said. "Maybe people outside can't see it but it is true. At the beginning of the year we had a really good car compared to Caterham so it was easier to be in front but now it's more difficult. I have improved a lot. I was not 100 per cent when I started the season."

As with any rookie, Bianchi's progress has not been without its bumps in the road. In Singapore, he became frustrated by finding himself behind Chilton after losing time early on with a steering wheel change. After Bianchi was overly vocal over the radio, the team gave him a quiet dressing down to drum home the need to retain focus. He also picked up two unnecessary reprimands in Korea last weekend, earning him a 10-place grid penalty for this weekend's Japanese GP.

But such complaints are minor. For the most part Bianchi, who is particularly impressive in slower corners where his ability on the brakes and aptitude for hustling the car through the corner shines through, has delighted the team.



Ferrari links started in '09

STALEY/LAT

He is certainly mature enough to learn from the situation and attempts to make no excuses when asked about it.

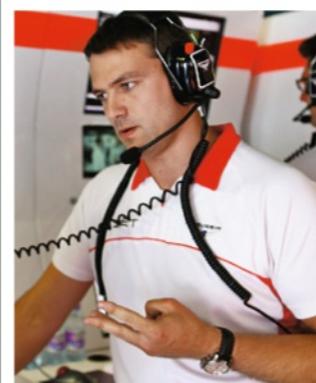
"Sometimes we have the same tricky situations that the big teams have," Bianchi admitted. "It was too difficult to overtake so I was disappointed. But situations like this make you grow up. It's good to have things like this where you don't lose so much but learn a lot."

There is still room for

improvement. Good as his qualifying has been, Bianchi is dissatisfied with the amount of improvement he makes between runs in Q1, while his boldness in faster corners still needs to be complimented with the last fraction of a per cent of finesse.

The main thing is he now has time on his side. Even if he's still at the back during the 2014 season, one very important team will be watching closely.

Q&A



PAUL DAVISON
JULES BIANCHI'S RACE ENGINEER

How has Jules progressed through the year?

Within two days in the car he was up to speed and already impressive. His feedback was very good, he got to grips with the car very quickly and has just moved on from there. He is progressing in every area. He loves to look at the data and to talk about the car, which is helping his driving as well.

What have you seen from him in terms of raw pace?

It was there from the off. If you look at the first half of the season, the number of green [personal best] qualifying sectors he has put together in the second run in qualifying is better than any driver I've seen for us before.

Early on, tyre management was a problem but he seems to have improved on that score?

Yes. It's very alien for Jules not to be going flat out within a target of some sort but he does it and has got better at feeling how much tyre life is left. It's good that he finds it quite alien to tyre manage, it shows he's a true racer!

What performance has really stood out?

It happened very early on in qualifying in Malaysia. That was the best qualifying lap I have ever seen in one of our cars. And he did it so early on having done only one race. It was his first dry qualifying as well because Australia was wet.

Can you see the signs that Jules has the kind of potential to be a top driver with a team like Ferrari in future?

You can tell with everything he does, how he is inside and outside of the car, that he is the real deal.

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Ganassi shock for IndyCar engine war

Honda's top team in IndyCar is switching to rival Chevrolet for 2014.

MARK GLENDENNING assesses the fallout of a swap few saw coming

Everyone assembled in the Ganassi press conference in the cavernous Houston press centre on Friday expected an announcement that would officially kick off the silly season. That's what they got, but in more ways than one.

Confirmation that Indy 500 winner Tony Kanaan will join the team was exciting, if not unexpected. The Brazilian's future had been the subject

of speculation for months, and rumblings of a Ganassi seat in his future had grown steadily louder during the days leading up to last weekend's double-header.

It was the bit where Chevrolet's vice president of performance vehicles and motorsport Jim Campbell was invited up onto the stage that really sent a jolt through the room. Even as he took a

microphone to explain why he was there — and there could only have been one reason — it took some effort to process. Ganassi, Honda's flagship team during the current era of engine-manufacturer competition, is switching camps. In 2014, Scott Dixon, Dario Franchitti, Tony Kanaan and Charlie Kimball will use the same engines as Penske's Will Power, Helio Castroneves and Juan Pablo Montoya.

WHY THE SWITCH?

Team boss Chip Ganassi insisted that the decision to change was made relatively recently, and explained that it was motivated in part by a desire to align his IndyCar and NASCAR squads under the one manufacturer (his NASCAR team already uses Chevrolet power). That makes sense on a certain level, although it's still hard to imagine this kind of change being settled on so suddenly.

For starters, anything that qualifies with most definitions of 'relatively recent' would also coincide with the upswing in form that Honda has enjoyed since Pocono at the start of July, a period during which it has taken six victories to Chevrolet's two. The fact that your engine is suddenly winning three-quarters of the races is not usually an incentive to switch. Ganassi was famously critical of Honda earlier in the year, but if that discontent was what fermented into a decision to break away, then he hasn't said so publicly.

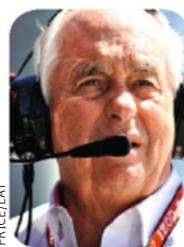
The engine silly season doesn't have the cache with some fans that driver movements do, but you could argue a pretty strong case for it

Ganassi will part
with Honda at
the end of 2013



LEVITT/LAT

REACTION TO GANASSI'S SWITCH



PRICE/LAT

I like to be sure I'm on the same level playing field as Chip is. I think it's great for Chevy.

Roger Penske

We have tremendous respect for the way they conduct themselves and the way they deliver results. This is a proud moment.



LEVITT/LAT

Jim Campbell, Chevrolet vice-president of performance vehicles and motorsport



LEVITT/LAT

We'd love to have a big-name team, but that's not necessarily important if that big-name team can't deliver.

HPD technical director Roger Griffiths

This happened pretty quick. Chevrolet have a great product and we wanted to be a part of it.



LEVITT/LAT

Chip Ganassi

having wider-reaching ramifications. For example, if things were to remain as they currently are – and for reasons that will be explained in a moment, that's a big 'if' – then Chevrolet would go into battle next year with the only three teams to have been consistent championship contenders in the past 10 years (Penske, Ganassi and Andretti) all carrying its 'Bowtie' badges.

Looking at things from a purely competition perspective, it's hard to see how that can be a good thing for Honda. HPD technical director Roger Griffiths put a brave spin on things during the Houston weekend, arguing that breadth of quality teams across the Honda stable was more important than having one powerful spearhead. He pointed out, quite reasonably, that if you hitch everything to just one wagon, then you're in trouble when a wheel falls off. This is precisely what happened when, for various reasons, Ganassi was off the pace earlier in the season.

And to a degree, his argument was also supported by the evidence. Ganassi might not have been operating at its full potency during

the opening races of 2013, but during that time, Honda-powered AJ Foyt Enterprises, Dale Coyne Racing and Schmidt all scored race wins.

Nevertheless, delivering on a single weekend is one thing; being able to sustain a full campaign is another. So is being able to mount a targeted Indy 500 assault. As nice as a victory trophy from Long Beach or Detroit looks on the shelf, Honda is in this to win championships. To achieve that, it needs a team capable of doing so.

WHAT NEXT FOR HONDA?

The Japanese marque moved fast to secure Schmidt's commitment for '14, ensuring an ongoing relationship with a team showing all the signs of being on the rise. But for all of its promise, Schmidt is still yet to prove that it can operate anywhere near a Ganassi level year in, year out. On that basis, it's still hard to see how Honda doesn't have a big hole to fill.

Penske itself is not going anywhere, as its ties with Chevrolet run deeper than a mere engine contract. That leaves Michael Andretti's team.

There are a lot of reasons why an Andretti to Honda arrangement

would make sense, and it's not just to satisfy Honda's need for a team with championship credentials. The mere thought of trying to service Penske, Ganassi and Andretti simultaneously is enough to bring on a headache. Given the option of potentially being third choice at Chevrolet or top dog at Honda, it's not hard to see how Andretti might buy into 'The Power of Dreams'.

Like many teams, Andretti has not yet finalised its engine plans for 2014.

Both Honda and Chevrolet review their stables at the end of each year, and other changes are likely over the coming months. But a midfield team swapping badges is one thing. A team that has three Indy 500 wins from the past six years and might also win the 2013 drivers' title doing so is something else altogether.

It's too early yet to say how, but Ganassi's move will have broader ramifications than a just a different logo on the drivers' race suits.



ELLMAN/LAT

Andretti deal
could be key
for Honda

Le Mans making safety changes

Run-off increases are planned for 2014 as part of ongoing quest to improve 24 Hours venue. **By GARY WATKINS**



36

S. BLOXHAM/LAT

Significant improvements will be made to the Le Mans circuit for next year as the race organisers step up their drive to make the circuit safer in the wake of Allan Simonsen's death in this year's 24 Hours.

The Automobile Club de l'Ouest, which runs the track and organises the race, has revealed that it is looking into how it can improve safety in all areas of the 8.47-mile Circuit de la Sarthe for next year. It has stressed that it is constantly trying to improve safety and that further changes are under investigation for subsequent seasons.

ACO president Pierre Fillon explained that it was "important to learn the lessons" of Simonsen's accident while retaining the current track layout. But he said that many of the changes planned for 2014 were already under consideration before this year's race.

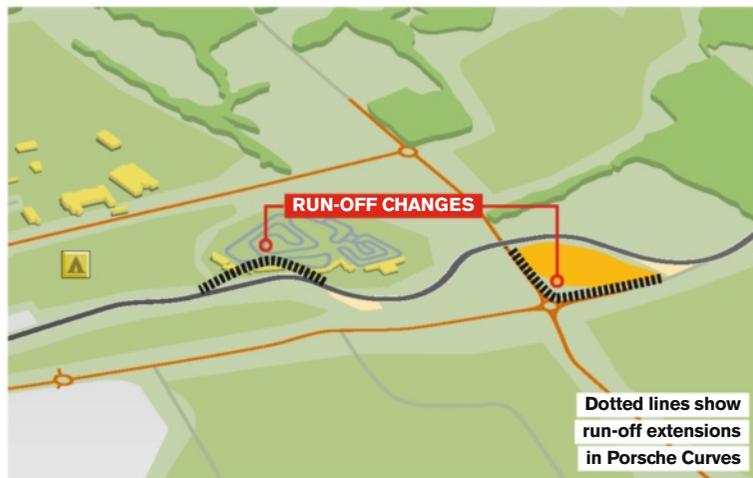
The only confirmed changes so far are the addition of at least one new gravel trap in the Porsche Curves and the enlargement of another run-off zone in the same sequence.

These changes are only the first stage of a plan to improve safety in the ultra-fast sequence of bends, ACO sports manager Vincent Beaumesnil revealed.

"We have been working on this project with the FIA for some years," he told AUTOSPORT. "We are not saying when we will make a final plan because we are still making detail studies."

He explained that the ACO was highly advanced with plans to increase or add gravel traps in at least two areas for next season. The gravel trap at the right-hand-bend entry of the sequence, where Toyota driver Nicolas Lapierre crashed in the closing stages of this year's race, will be increased in size, while gravel run-off will be added for the first time at the off-camber Chevrolet left-hander, formerly known as the Karting S (see graphic).

This will be made possible by the demolition of part of the existing Circuit Alain Prost kart venue following the construction of a new international facility on the outside of the track. Part of the rationale for



building the new kart circuit was to facilitate this run-off.

"This is something that we can do now," explained Beaumesnil, "because these areas are not on the raised part of the Porsche Curves. This is only the first part of the plan, but improving safety in other areas would require something different."

Increasing run-off in the double

left that follows the initial right of the Porsche Curves is more problematic because this area of the track is raised above ground level on an embankment and includes the bridge over one of the main roads into the interior of the circuit.

Beaumesnil said that there would be other changes around the circuit, to be announced at a later date.

"What you need to know is that



ACO has much planned for Le Mans safety

the ACO is doing many things on the Le Mans circuit for safety," he continued. "The list is pages and pages, many of the things you don't easily see."

He explained that for this year's race there had been improvements to the circuit lighting, new white lines and screening to protect private property adjacent to the circuit.

What will happen at Tertre Rouge, where Simonsen hit the barriers side-on on lap three of this year's race, is still under review. Beausmesnil would not be drawn on the fate of the line of trees adjacent

to the safety barriers, which have been implicated in the death of the Danish driver.

"We have not decided what we will do, so we prefer not to talk about it because we are still working on it," he said. "There are many possibilities."

A number of suggestions have been made by drivers. They range from the addition of tyre or SAFER barriers on the exit of the corner, bringing the barrier closer to the edge of the circuit, to returning the profile of the corner closer to its slower, pre-2007 layout.

Beausmesnil said that the final

suggestion was not an option under consideration.

"We do not think the profile of the corner had any relation on the accident because it happened on the exit," he said. "There is no reason to change the corner itself; from a driving point of view it is much more interesting than it was before."

Beausmesnil and Fillon both stressed that no changes to the layout of the circuit were planned.

"We will make improvements without changing the line of the track," Fillon said. "That is very important. We need to keep the circuit as it is."

AUTOSPORT SAYS

GARY WATKINS Special contributor



I've never been one to buy into the idea that the Circuit de la Sarthe is a creaking hulk of a track in need

of a dramatic safety overhaul. There are people who talk about barriers loosely mounted in the sandy soil, but my experience of viewing around the circuit doesn't back that up.

Speeds are high, which means that safety needs to be more of a constant consideration than at other venues. But is the record of the place so bad? I would suggest not, and I'm not alone there.

Allan McNish points out that you need to take into consideration the number of cars out on the track and the mileage they do each year. And on that count, it stacks up pretty well.

McNish is keen that the challenge of the place is not watered down, and every sportscar fan must surely agree with him. The unique character of the track is what makes Le Mans what it is.

Imagine some unthinkable scenario whereby the 24 Hours had been moved onto a more conventional track, maybe a longer version of the Le Mans-Bugatti circuit. Would we still talk about Le Mans as the world's most famous motor race? Would it still attract a quarter of a million spectators each year? And would there be a line of manufacturers queuing up to participate? I suggest the answer is no on all those counts.

The ACO doesn't want to change the circuit, and we should be thankful for that. And the same goes for its desire to ever improve safety around those challenging eight and a half miles of hallowed asphalt.



McNish plays down dangers of Le Mans

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RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

44 **WRC France** Sebastien Ogier becomes world champion on the first day, then goes on to take the win, while Sebastien Loeb's rallying swansong ends with his Citroen on its roof

38





LEVITTI/LAT

40 IndyCar Houston
Dixon and Power win, while Franchitti and fans are injured



48 British GT Donington
Andrew Howard crowned in action-packed season finale



ISHIHARA/LAT

59 Super GT Autopolis
British ace Rossiter victorious to stay in the thick of title fight



INDYCAR Houston (USA)

October 5-6

Round 15/16



RESULTS

RACE 1: 90 LAPS, 147.06 MILES

1	SCOTT DIXON (NZ)	1h54m48.3924s
Chip Ganassi Racing Dallara-Honda; Grid: 3rd-1m00.6057s		
2	SIMONA DE SILVESTRO (CH)	+0.8787s
KV Racing Technology Dallara-Chevrolet; Grid: 5th-1m01.5527s		
3	JUSTIN WILSON (GB)	+2.1432s
Dale Coyne Racing Dallara-Honda; Grid: 12th-1m01.8065s		
4	SIMON PAGENAUD (F)	+3.5492s
Schmidt-Hamilton Motorsports Dallara-Honda; Grid: 4th-1m00.6184s		
5	JOSEF NEWGARDEN (USA)	+4.2293s
Sarah Fisher Hartman Racing Dallara-Honda; Grid: 18th-1m02.1588s		
6	JAMES JAKES (GB)	+5.4616s
Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 9th-1m01.3678s		
7	GRAHAM RAHAL (USA)	+6.0983s
Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 24th-1m02.0140s*		
8	SEBASTIEN BOURDAIS (F)	+6.8946s
Dragon Racing Dallara-Chevrolet; Grid: 14th-1m01.4911s*		
9	EJ VISO (YV)	+8.1873s
Andretti Autosport/HVM Dallara-Chevrolet; Grid: 8th-1m01.3274s		
10	LUCA FILIPPI (I)	+9.3052s
Bryan Herta Autosport Dallara-Honda; Grid: 7th-1m01.6520s		

Winner's average speed: 76.856mph. Fastest lap: Power, 1m00.0201s, 98.007mph.
All drivers in Dallara DW12. * - 10-place grid penalty.

RACE 2: 90 LAPS, 147.06 MILES

1	WILL POWER (AUS)	1h52m28.9525s
Team Penske Dallara-Chevrolet; Grid: 9th		
2	DIXON	+0.8286s
Grid: 2nd		
3	JAMES HINCHCLIFFE (CDN)	+4.3629s
Andretti Autosport Dallara-Chevrolet; Grid: 8th		
4	WILSON	+5.0234s
Grid: 6th		
5	BOURDAIS	+8.0120s
Grid: 13th		
6	PAGENAUD	+11.0712s
Grid: 3rd		
7	ORIOLE SERVA (E)	+14.0815s
Panther Racing Dallara-Chevrolet; Grid: 21st		
8	CHARLIE KIMBALL (USA)	+15.1566s
Chip Ganassi Racing Dallara-Honda; Grid: 10th		
9	MIKE CONWAY (GB)	+15.5568s
Dale Coyne Racing Dallara-Honda; Grid: 16th		
10	DE SILVESTRO	+31.3618s
Grid: 17th		

Winner's average speed: 78.444mph. Fastest lap: Filippi, 59.1215s, 99.497mph.
Qualifying cancelled - grid set according to pre-event entrant points.

CHAMPIONSHIP

1	DIXON	546	6	HUNTER-REAY	446
2	CASTRONEVES	521	7	POWER	444
3	PAGENAUD	491	8	FRANCHITTI	418
4	WILSON	460	9	HINCHCLIFFE	417
5	ANDRETTI	457	10	KIMBALL	406

POINTS SYSTEM EXPLAINED:

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.



Hinchcliffe and Wilson took a podium each

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Dixon grabs initiative on a wild weekend

Helio Castroneves's incredible run came to an end, but Dario Franchitti's crash overshadowed it. By MARK GLENDENNING

THE INDYCAR PADDOCK HELD ITS BREATH AT THE end of the Houston double-header race weekend, as Dario Franchitti was extracted from his Ganassi Racing machine with relatively minor injuries (see p43) after smashing into the catch fencing. There was also relief that 14 spectators didn't suffer major harm when the debris landed among them.

Before that horrible crash, the action on the track revolved around a single thread despite the event's format. Yes, there were two different winners, but the lead protagonists were the same. Unfortunately, so was the stooge, and the extent to which former points leader Helio Castroneves was forced to play that role will weigh heavily on the Brazilian between now and next week's finale at Fontana.

The key word there is 'former': Castroneves came into the weekend 49 points ahead of Scott Dixon; he left Houston with a deficit of 25, knowing that even if he has a perfect weekend in southern California, Dixon only needs to finish in the top five to secure the crown. For a guy who has led the points for 10 races, that has to be a little unnerving. And for Penske as a team, the possibility of yet another championship escaping it must not even bear thinking about.

Castroneves had left the last race in Baltimore as the only driver to have completed 100 per cent of the race laps so far this year; a significant statistic when viewed in the context of the size of his series lead, and the fact that he'd only taken one race win.

He'd spoken openly about his willingness to play things conservatively if that was what it would take for him to finally win the title, but those plans went awry when Tristan Vautier hit the tyres and ended the first qualifying session before the Penske driver had an opportunity to improve his time, leaving him stranded near the rear of the field.

Remarkably, things would get worse for the three-time Indianapolis 500 winner. Any hopes he had of climbing back through the field in race one were shot when he was forced to pit to have his gear cluster replaced, a job that put him several laps down. The array of spins and minor incidents that peppered the rest of his afternoon were essentially irrelevant by that point.

His luck appeared to change overnight when Sunday's qualifying session was washed out, forcing the grid to be determined by entrant points as they'd stood coming into the event. After some early confusion - New Zealander Dixon was initially named as polesitter due to a miscommunication within the IndyCar ranks about how the rule was actually applied - Castroneves was installed at the head of the grid.

The records show that he led 10 laps, but the fact that he was spraying oil all over Dixon's pursuing car for at least four of those had made it clear early on that this would be a short-lived arrangement. Sure enough, on lap 11 the Penske car came to a stop, its gearbox housing having been broken by



Castroneves (right) was gifted race-two pole, but was powerless to stop Dixon

what the team suspected was a particularly rough trip over the bumps at the end of the main straight.

Castroneves's crew dragged his car back to the paddock and set about changing the rear end in the hope of getting him back out to salvage whatever points he could. They succeeded, and the fact that the Brazilian rejoined 28 laps behind the leaders indicates the scale of the task that was involved.

"Well, obviously this is not how we wanted our weekend to go," Castroneves said later.

While Castroneves was sampling various flavours of misery, Dixon and Will Power were emphatically the main players up at the front. Power had been quickest early in the weekend, and probably would have taken pole for Saturday's race had he not been caught out in the same way as Castroneves (he was still quickest from that first group, despite having set his time on the hard-compound tyres).

Instead, Takuma Sato topped the second group to secure a surprise pole for hometown team AJ Foyt Racing, but an early puncture heralded what would be a generally unhappy weekend for the Japanese driver. His disappearance from the lead pack handed the initiative to Power and Dixon, and that's pretty much how it stayed for the remainder of the weekend.

Power's Team Penske machine had control for the middle part of the Saturday race, with Dixon close behind him and nobody else within shouting distance. The Australian looked to be in good shape

when he was able to stay out a lap longer than Dixon before making his first stop, but that advantage was lost when he was delayed in the pits. He exited the pitlane to see the Chip Ganassi Racing car swooping past him, and what had been a 0.7s lead over the Kiwi turned into a 2.7s deficit.

His hopes were dealt a more serious blow later when the pits were kept closed during a caution period, forcing him to lose several positions when he finally made his stop and leaving him to finish a frustrated 12th.

Power's problem relieved Dixon of the only rival who could match him for speed, but he was kept on his toes for the rest of the afternoon by a seemingly endless succession of yellows and restarts before a late trip into the tyres by Mike Conway prompted a finish under cautions.

Sunday's race was more of a straight fight. Castroneves's oily exit promoted Dixon to the lead ahead of Power, a situation that continued until a restart on lap 39.

"I think Power hit me," Dixon said. "He swears that he didn't, but he's said that before too. We'll see what the replay says."

Whatever the case, Dixon got just out of shape enough for Power to pass him at Turn 3, and an opportunity for the New Zealander to leapfrog his Australian rival when they stopped on the same lap a short time later was squandered by a delay in getting his right-rear tyre fitted.



As with the previous day, any attempt by either to establish some sort of gap was neutralised by a proliferation of cautions. Nevertheless, when they were given the opportunity to fight, fight they did. It took particular nerve from Dixon, who from a championship perspective had a lot more to lose, and who still carried fresh memories of Power's role in his early exit from the previous race in Baltimore. But although he never found a way past, it was not for lack of trying.

"I was having fun putting pressure on Power," he said. "He was making a few mistakes here and there, and it was good to watch. It was good, straight-up racing."

The drama among the title contenders threatened to overshadow some stellar performances elsewhere in the field. Simona de Silvestro was superb in Saturday's race, spending the entire afternoon in the top five, and was every bit worthy of her second place – the first podium of her IndyCar career. Things took a bit of a dip on Sunday, when she was responsible for an accident that put both Graham Rahal and Tristan Vautier into the barriers, but it was still a weekend that she will draw much encouragement from.

Justin Wilson was also excellent right through the weekend, the Brit's third and fourth places further stoking the question of what would happen if he ever got his hands on a car capable of fighting for a championship.

Countless other good performances were masked by unfortunately-timed yellows or other weird maladies, including James Jakes, who could have finished in the top five on Saturday had a miscommunication with his team not led him to drive into the pits and find no-one waiting for him.

But special mention should go to Luca Filippi, who was making his last scheduled outing with Bryan Herta Autosport. A potential good finish on Saturday was thwarted by a yellow, but he started Sunday on a charge by climbing from 23rd to 12th in his first stint. The good work was undone when he skidded into the tyres straight after his first stop, but there was no question mark over his pace, as fastest lap of the race proved. ▶

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IN THE PADDOCK



Kanaan has already driven for Ganassi in Grand-Am

KANAAN JOINS GANASSI...

Chip Ganassi Racing confirmed ahead of Friday practice that Tony Kanaan will join the team for 2014. The Indianapolis 500 winner and 2004 IndyCar champion will drive a fourth entry, sponsored by NTT Data, alongside team regulars Dario Franchitti, Scott Dixon and Charlie Kimball. The team also confirmed that it is switching from Honda to Chevrolet power for next season (see p34 for full analysis).

...SO KV SEEKS REPLACEMENT

KV Racing Technology co-owner Jimmy Vasser says that he has full sponsorship in place to sign a replacement for Tony Kanaan next year once the Brazilian heads to Ganassi. "We're set to go and will try to sign the best candidate that we can," he said.

PAGENAUD OUT OF TITLE HUNT

Simon Pagenaud officially dropped out of title contention in Houston. The Frenchman had top-10 pace all weekend, but tyre-management problems left his Schmidt Peterson Motorsports car vulnerable on restarts. He finished the two races fourth and sixth.

HINCHCLIFFE'S UNSURE ON '14

James Hinchcliffe is hopeful that his 2014 plans will be sealed before the IndyCar season finale at Fontana on October 19. "I'm not in a rush," said the 26-year-old Canadian, who lies ninth in the championship. "There are some things I need to fall into place. But if it fell into place before the last race, that would be awesome."

CASTRONEVES PENALTY LIKELY

Team Penske says that Helio Castroneves is likely to have a new engine installed, and take a resultant 10-place grid penalty, for the finale at Fontana. "It's a long race when you look at it, and we're going to go for it," said team owner Roger Penske.

FOYT SEES LANDMARK POLE

AJ Foyt returned to the IndyCar paddock for the first time since June after missing eight races due to hip-replacement surgery. Foyt, 78, was rewarded with Takuma Sato taking pole on Saturday, the team's first since Billy Boat at Atlanta in 1999.



Foyt joins poleman Sato

Mark Glendenning



FIRST, THE GOOD. THE SPRAWLING LAYOUT OF the Reliant Park facility made it impossible to gauge last weekend's crowd size, but there seemed to be a reasonable number of people milling about. And as Roger Penske noted later, that crowd included a lot of kids: a valuable thing, given motorsport's ageing fan base.

It was also comforting to see footage of fans calmly working to help those who needed it when fencing was flung into a grandstand during Dario Franchitti's accident.

But the bad can't be ignored. The pole-position debacle on Sunday morning, where confusion over the application of the rules led to Scott Dixon being paraded as the polesitter,



Drivers examine track work

before it became apparent that it should have been Helio Castroneves, was embarrassing, but no more than that.

The undriveable bump on the main straight that greeted the paddock on Friday was a little more serious, and compromised qualifying for IndyCar as well as Indy Lights – a feeder series, yes, but one with a million-dollar scholarship at stake. Many spoke of the great work done to rectify the problem, but dodged the fact that it shouldn't have happened in the first place. How many other events allow just four days to build a track, and no time for a proper inspection?

On some levels, IndyCar's eternal willingness to take this kind of thing in its stride is admirable. On others, it's worrying.

Franchitti suffers back injury

DARIO FRANCHITTI WAS HOSPITALISED AND

14 other racegoers suffered minor injuries after a horrific accident on the final lap of race two on Sunday.

Franchitti was launched into the air and flung sideways into the catch-fencing at high speed after he clipped the rear of Takuma Sato's machine, causing massive damage to his Chip Ganassi Racing car and sending a section of fencing into a nearby grandstand.

The four-time champion needed extracting from his car by medical staff, and was taken to a nearby hospital where an examination revealed that he had suffered a concussion as well as fractures to a vertebra and his right ankle.

Sato and EJ Viso, who made heavy contact with Sato's spinning AJ Foyt Racing machine following the initial impact, both escaped injury.



Franchitti's crash was a huge one

It was also confirmed that 13 spectators and one IndyCar official were injured by debris from the accident. Eleven of the spectators were treated at the scene, while the remaining two and the official were taken to hospital with what AUTOSPORT sources described as minor injuries.

Teams allowed brake tweaks

A TINY STEP TOWARD ADDRESSING ONE OF

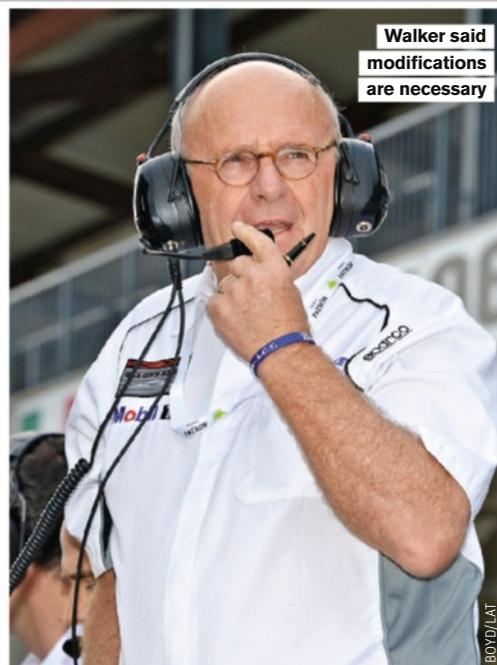
the lingering criticisms of the Dallara DW12 was made ahead of last weekend's races when teams were given the freedom to modify their brake ducts for Houston.

Vast amounts of the current car are 'sealed', with teams forced to use spec parts as supplied by Dallara. But concerns about whether the standard brake ducts would be able to cope with the Houston conditions prompted IndyCar to grant additional developmental freedoms.

IndyCar president of operations and competition Derrick Walker said: "The current brake ducts don't seem to supply enough air to cool the brakes at high-braking tracks, so we approached Dallara about higher levels of brake cooling.

"They weren't really interested in doing anything in the short term, and they were very interested in telling the teams, 'Go knock yourself out and design your brake ducts so that your brakes cool properly at these tracks.' So we've opened up the doors, and we approved every one of them to ensure that there is not some huge aero advantage that somebody is trying to get out of it.

"Teams were restricted to designing evolutions of the current design rather than starting with a clean slate. There were still some pretty good thoughts and different approaches from different teams, so I think it was positively received."



Walker said modifications are necessary

Rally of France

Strasbourg (F), October 3-6
World Rally Championship
Round 11/13

RESULTS

20 STAGES, 193.963 MILES

1	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	
	VW Motorsport Volkswagen Polo R WRC #8	2h53m07.6s
2	DANI SORDO (E)/CARLOS DEL BARRIO (E)	
	Abu Dhabi Citroen Total Citroen DS3 WRC #10	+12.2s
3	JARI-MATTI LATVALA (FIN)/MIKKA ANTILA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #7	+19.5s
4	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	
	Qatar M-Sport WRT Ford Fiesta RS WRC #11	+1m14.1s
5	EVGENY NOVIKOV (RUS)/ILKA MINOR (A)	
	Qatar M-Sport WRT Ford Fiesta RS WRC #5	+3m10.9s
6	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #2	+3m37.7s
7	ANDREAS MIKKELSEN (N)/PAUL NAGLE (IRL)	
	VW Motorsport Volkswagen Polo R WRC #9	+4m04.2s
8	MADS OSTBERG (N)/JONAS ANDERSSON (S)	
	Qatar M-Sport WRT Ford Fiesta RS WRC #4	+4m35.2s
9	ROBERT KUBICA (PL)/MACIEK BARAN (PL)	
	Lotos Dynamic Rally Team Citroen DS3 RRC #74	+9m31.4s
10	ROMAIN DUMAS (F)/DENIS GIRAUDET (F)	
	Romain Dumas Rallye Team Ford Fiesta RS WRC #22	+11m55.8s

OTHERS

R	SEBASTIEN LOEB (F)/DANIEL ELENA (MC)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #1	SS15-accident

DRIVERS' CHAMPIONSHIP

1	OGIER	238	6	OSTBERG	81
2	NEUVILLE	143	7	LOEB	68
3	LATVALA	125	8	NOVIKOV	57
4	SORDO	117	9	PROKOP	49
5	HIRVONEN	111	10	MIKKELSEN	40

MANUFACTURERS' CHAMPIONSHIP

1	VW MOTORSPORT	339	4	QATAR M-SPORT	156
2	CITROEN TOTAL	259	5	ABU DHABI CITROEN	59
3	QATAR WORLD RALLY	157	6	JIPOCAR CZECH TEAM	51

STAGE TIMES

SS1 STRASBOURG POWERSTAGE (2.82 miles)

Fastest: Sordo 3m20.8s
Leader: Sordo

SS2 KLEVENER 1 (6.62 miles)

Fastest: Loeb 6m00.0s
Leader: Sordo

SS3 MASSIF DES GRANDS CRUS-UNGERSBERG 1 (8.10 miles)

Fastest: Loeb 7m46.6s
Leader: Sordo

SS4 VOSGES-PAYS D'ORMONT 1 (21.33 miles)

Fastest: Loeb 19m06.7s
Leader: Loeb

SS5 KLEVENER 2 (6.62 miles)

Fastest: Neuville 6m02.8s
Leader: Loeb

SS6 MASSIF DES GRANDS CRUS-UNGERSBERG 2 (8.10 miles)

Fastest: Neuville 7m53.4s
Leader: Neuville

SS7 VOSGES-PAYS D'ORMONT 2 (21.33 miles)

Fastest: Neuville 18m36.6s
Leader: Neuville

SS8 HOHLANDSBOURG-FIRSTPLAN 1 (14.59 miles)

Fastest: Ogier 14m37.7s
Leader: Neuville

SS9 VALLEE DE MUNSTER 1 (10.39 miles)

Fastest: Ogier 8m27.4
Leader: Neuville

SS10 SOULTZEREN-PAYS WELCHE 1 (12.38 miles)

Fastest: Loeb 9m 47.2s
Leader: Neuville

SS11 HOHLANDSBOURG-FIRSTPLAN 2 (14.59 miles)

Fastest: Ogier 14m41.5s
Leader: Sordo

SS12 VALLEE DE MUNSTER 2 (10.39 miles)

Fastest: Ogier 8m31.3s
Leader: Sordo

SS13 SOULTZEREN-PAYS WELCHE 2 (12.38 miles)

Fastest: Neuville 9m49.4s
Leader: Sordo

SS14 MULHOUSE (2.88 miles)

Fastest: Ogier 3m35.6s
Leader: Latvala

SS15 VIGNOBLE DE CLEEBOURG 1 (9.07 miles)

Fastest: Ogier 8m23.7s
Leader: Ogier

SS16 BISCHWILLER-GRIES 1 (4.94 miles)

Fastest: Ogier 4m16.3s
Leader: Ogier

SS17 HAGUENAU 1 (3.56 miles)

Fastest: Ogier 4m18.5s
Leader: Ogier

SS18 VIGNOBLE DE CLEEBOURG 2 (9.07 miles)

Fastest: Sordo 8m36.7s
Leader: Ogier

SS19 BISCHWILLER-GRIES 2 (4.94 miles)

Fastest: Latvala 4m13.3s
Leader: Ogier

SS20 HAGUENAU 2 (3.56 miles)

Fastest: Neuville 4m1
Leader: Neuville

Rally route

As in 2012, there was action north and south of central service in Strasbourg. The roads around the official seat of European Parliament also hosted a stage, as did Loeb's birthplace of Haguenau.

Ogier: rallying's new king crowned on home soil

The VW ace charged to the title and then won in France, as nemesis and namesake Loeb crashed out of his final rally. By **DAVID EVANS**



WORLD RALLYING DOESN'T GET MUCH BETTER THAN that. We had a champion in, a champion out; a champion up, a champion down. And finally, we had a hero over and a hero out. In an emotionally charged four days in Alsace last week, Sebastien Ogier sealed his first world title on the first stage, while Sebastien Loeb rolled out of a near unbelievable battle on the final morning. Just like the wines coming off the vineyards through which it passed, this rally got better by the minute.

LEG ONE (72.13 miles) Overcast - ambient temperature range on stages 15-23C

Less than three miles was all it took for the world to go mad. When, for example, did Volkswagen celebrate a Citroen stage win with such enthusiasm? Never. And it's unlikely to happen

again any time soon. But when M-Sport's Thierry Neuville crossed the line six tenths of a second slower than DS3 driver Dani Sordo, the VW command centre erupted.

But there was one man who didn't know. And one man who needed to know more than anybody. Team manager Sven Smeets got on the radio to relay the news to Ogier. Agonisingly, the radio link was down. He took the text with one word. "Champions," read the message.

Seconds later and the new number one was in the stage; smiling and sliding.

Team principal Jost Capito was waiting at the finish and wasted no time in grabbing Ogier.

"It's incredible," said the new champion. "I can't explain this feeling."

Words were not necessary. His brimming eyes



Early leader Sordo became meat in VW sandwich

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Ogier did what
Loeb has managed
so often at home



Puncture ended
Neuville's hopes

and the electric atmosphere said it all.

That moment meant the world. Especially when Loeb finished the stage and got out of his car to greet the man who made it 10 from 10 for Frenchmen called Seb.

Back in service, a glass of champagne and a flood of text messages awaited Ogier and his co-driver Julien Ingrassia.

The following morning arrived way too soon for the pair.

"I couldn't get to sleep," Ogier said. "I had so many messages and so much to think about."

But not too much to drink. A French magazine had organised a breathalyser test for a picture opportunity early on Friday.

"I was zero point zero," he said. "I think I'm safe to drive."

But when he got in the car, he wasn't quite so quick. He couldn't find the focus through the morning and struggled to hit his rhythm, fearful of dropping the Polo R WRC on his first morning as world champion.

Loeb could empathise completely. He'd been absent from a stage-bound World Rally Car for 152 days and the mojo had been mislaid. In 2.8 miles, he was 2.9s down on Sordo.

Unlike his countryman, namesake and fellow champion, Loeb did sleep on Thursday night. And he did find his form on Friday morning, where he was fastest, fastest and fastest on the loop of three.

Loeb's co-driver Daniel Elena arrived in service and smiled.

"I think we have to make a change to the car," he said, pointing to the rear corner of a beautiful, one-off livery that spread the headline numbers of

his illustrious career across the Citroen.

The rear corner read 896 – the number of fastest stage times.

The most impressive performance came from Loeb in the morning's longest stage, a 21-mile run from Vosges to Pays d'Ormont. With hard tyres all around on his DS3, this was where the soft-tyred Fiestas were expected to make the difference. Neuville did move from fifth to third, but it was Loeb's leap to the front that grabbed the headlines.

The master was back. In the toughest and trickiest of conditions, he'd shown the boys the way home. He'd taken the wrong tyres, made them work, found some grip and gone quickest. Brilliant.

So tight was the fight at the top, early leader Sordo dropped to fourth. As has so often been the case down the years, the difference in the two factory Citroens was incredible. Same car, same tyres, different story. Sordo is a brilliant rally driver. But Loeb is a driving God.

The Spaniard had gone well and ended the morning 5.5s down on the leader, but Jari-Matti Latvala and Neuville had gone very, very well. There was nothing to split them halfway through the loop – they were both 0.9s off Loeb.

As well as Loeb's stunning speed through the morning, the other hot topic was the onset of rain. M-Sport believed Friday afternoon would be dry and that hard tyres would suit them fine. Citroen and Volkswagen saw it differently and took a hard/soft combination, which would come into its own when it turned wet.

In the end, it was Neuville's *Meteo France* insider who got it right. The rain stayed away and the Belgian emulated Loeb's morning with

his own perfect afternoon on the opening day.

In a spectacular display, he reeled off three fastest times to build himself a 9.8s advantage at the end of the leg. He hit the top on the middle stage before howling through the second run of Vosges-Pays d'Ormont to end the day with a smile.

"I found the good rhythm and everything worked well," he said. "But now I will be first on the road on a Tarmac rally and this is a new experience for me."

Sordo had gone out on two hard and two soft Michelins and had one of each in the boot. When the rain stayed away, he ran with three softs and one hard on the near-side rear.

Latvala was just 2s behind Sordo, but he was frustrated. He was the driver with the next best option having four hard tyres and two soft spares. He took hards all around for stages six and seven, but didn't stiffen the Polo as much as he could to really work the tyres to the best of their potential.

Leader Loeb dropped to fourth, struggling with only two hards and two softs. He was 12.2s down on Neuville, but full of compliments for the leader. Ogier was one place and 16.5s further back, having understandably struggled all day to get his focus on the job in hand.

POSITIONS AFTER DAY ONE

1 Neuville/Gilsoul	1h08m56.5s
2 Sordo/Del Barrio	+9.8s
3 Latvala/Anttila	+11.8s
4 Loeb/Elena	+12.2s
5 Ogier/Ingrassia	+28.7s
6 Novikov/Minor	+1m03.6s

LEG TWO (83.84 miles)

Rain/overcast – ambient temperature range on stages 13-21C

Bang on cue, as Friday turned to Saturday, the heavens opened and the rain began to bounce. And it absolutely poured down.

Walking to parc ferme in the dark, with his coat collar pulled his against the rain, Neuville smiled. "At least we don't have to worry about the tyre choice."

With softs and one spare the common choice, the leader led the cars out. The rain had eased by the time they made their way to the event's most southerly loop, but there was still plenty of standing water around.

There was time in these roads, but the drivers had to decide whether it was worth risking all. One man who took the risk was Ogier.

Having struggled through his first full day as champion, he was back to his normal devastating pace on Saturday morning. He was quickest on the opener and looked mighty relieved when he reached the stop control and saw his time.

Second fastest was enough for Neuville to further his lead to 15s. He also made the most of some impromptu alterations to the corners. ▶

MCKEIN



Loeb would end his final rally the wrong way up

◀ Some of the poles preventing the drivers from cutting corners had been moved and Thierry wasted no time in chopping through.

"I tried to pull as much mud onto the road as possible!" he smiled.

With the rain coming and going, there had been an expectation that Loeb would find his way to the front by lunchtime. The local hero struggled to find his rhythm and instead found himself facing the wrong way in Vallee de Munster. Pitching the DS3 back and forth to get back on the road cost him 10s.

Ogier was fastest again and edged past Loeb by a tenth of a second. Maybe looking at the result was the spur last year's number one needed. In SS10, Loeb celebrated 900 stage wins in style. He was also back to fourth and past Ogier.

"This was the first stage with no problems," said Loeb. "I'm happier now, I'm here to enjoy myself."

The one thing they were all enjoying was the titanic fight. And, with a 13.1s cushion, Neuville was enjoying it the most. Latvala was second at the Colmar lunch halt, with Sordo 1.1s further back in third. The fight Latvala had described as fierce was about to intensify further.

Mid-way through SS11, Neuville's Fiesta slid wide in a right-hander. The left-rear boot kicked a stone and was knocked off the rim. The Belgian struggled manfully, but spun in the middle of a village and lost more time. The lead had gone.

"We were leading two world champions," he said. "I think this shows the potential."

In the blink of an eye, fierce turned ferocious. A Sordo-headed top four was split by just 5.2s. And the drying conditions made it even more interesting as the boys had to push like mad



Latvala led the rally but slipped back to third

while conserving their warm and increasingly wobbly covers.

Ogier was quickest again and the steely look in his eye intensified. He was only fourth, but the win he wanted was back within touching distance. Fastest again on SS12 and he was back past Loeb, who admitted he'd struggled with understeer.

Neuville was quickest on the day's final stage of significance, but getting through the 12-miler before the rain came back was scant reward for being ousted from the fight.

Loeb beat Ogier by a tenth of a second in SS13, but he hadn't enjoyed his return to aquaplaning. "It was raining like hell in there," he said.

The final stage of the day was a dash through the streets of Mulhouse. It might have been short, but it was sweet for Latvala who took a lead of four tenths from Sordo going into the final day.

POSITIONS AFTER DAY TWO

1 Latvala/Anttila	2h18m58.3s
2 Sordo/Del Barrio	+0.4s
3 Ogier/Ingrassia	+1.5s
4 Loeb/Elena	+5.0s
5 Neuville/Gilsoul	+1m10.4s
6 Novikov/Minor	+2m16.4s

LEG THREE (35.15 miles)

Rain - ambient temperature range on stages 12-20C

The road out of the town of Wissembourg was wet as the crews made their way towards the first stage of the final day. Latvala led them away, followed by Sordo and Ogier. Scrapping for tenths, no quarter would be given over the final few miles of what had been a scintillating battle.

Fourth in was Loeb. Like those ahead, he'd booted, braked and weaved his way up out of Wissembourg, feeling for the grip - this was the same surface as the first part of the stage itself, so the mental data and mechanical feedback was vital. Less than a mile in, through a fast right-hander everything went wrong. The back of the black DS3 over took the front and the car was ditch-bound. A second later it was upside down and going nowhere.

Loeb was out. Loeb was out.

Nobody expected that.

While the world caught its breath and Alsace dried its eyes, the season's story continued. Ogier was sublime and fastest. And the fight? Well, that was pretty much finished. Ogier moved to the front by 7.3s. Arriving at the stage finish, he saw the time and pumped his fist. In a year of brilliance, he'd just delivered again. While the others slipped and splashed through the water - Ogier walked on it.

Sordo was second and Latvala settled for third, helping Volkswagen towards the completion of its dream season. ❧

IN THE SERVICE PARK

David Evans

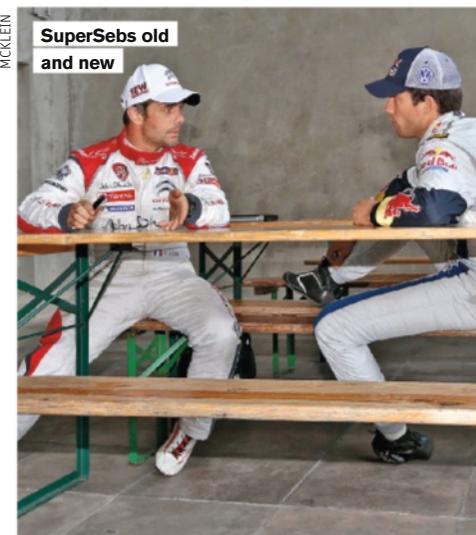


HAD I BECOME BIPOLAR? IT CERTAINLY FELT like it. Last weekend's Rally of France did that you; the mood swung from sadness at the departure of nine-time hero Sebastien Loeb to the happiness at the arrival of a new champion and a driver with the enormous potential of Sebastien Ogier.

There was no point fighting it, no point searching for the nearest psychoanalyst. It was just the way of the world for the week in Alsace. Despite his rally-ending shunt, it was impossible not to look back on Loeb and remember the greatness while staring at Ogier in wonder at just what might be possible from the WRC's new superman.

Ahead of the event there had been plenty of talk and no lack of hype about one last scrap between the two Sebs, but in the end it came to nothing. Yes, there was a scintillating scrap on the road, but out of the car, the animosity had gone. And that's just the way it should have been. Loeb and Ogier ended their time competing together in perfect fashion... with a handshake.

And they parted as equals, as world champions. When Loeb stepped from his Citroen to congratulate Ogier in Strasbourg last Thursday night, there was massive mutual respect. A slap on the back for each other while the service park gathered in collective regret that Loeb hadn't been born 10 years later or Ogier 10 years earlier.



SuperSebs old and new

“I didn't tell anybody else this... but Daniel was driving!”

Loeb's cheeky explanation of his final-day French roll



Ogier (r) and Ingrassia celebrate their title win

VW boss relishes 'dream' season

JUST HOURS AFTER VOLKSWAGEN DRIVER

Sebastien Ogier clinched his maiden world title, the firm's motorsport chief, Jost Capito, admitted he hadn't dreamed of such a result at the start of the season.

The German team has dominated this year's world championship, winning eight of the 11 rounds run so far with its new Polo R WRC.

Capito said: "At the beginning of the season, there were a couple of risks," said Capito. "Seb [Ogier] had been one year out of the WRC and the team had never done the WRC, except for using the Super 2000 car. You can't expect realistically that you come with everything new and with a driver who is developing the car for the first time and be having these results. It would be very arrogant to believe that. There was quite a lot of luck involved, but you could also say the luck comes to the guys who deserve it."

Capito admitted that Ogier's title was the culmination of a massive team effort in testing last year and throughout the Polo World Rally Car's debut year.

"I can't describe the feeling," said Capito. "It's like going from one dream to the next. You know in Monte Carlo, we were second, but we were saying: 'OK, this is lucky because you never know what Monte Carlo will be like...'. Then we said 'wait for Sweden', but Sweden wasn't typical because of the snow. And then it was the same in Mexico, when we had the altitude – so we said 'wait for Portugal'. Then we came to Portugal and we won there, but this was so lucky. We said: "Ooof, we have to learn a lot."

Speaking after clinching victory on in France, his seventh of win of the year, Ogier admitted Sunday was a "dreaming day" for him. But winning the title on the eve of the rally proper had made life difficult.

"I was flying," said the new world champion. "Winning the title makes my life very good, but also difficult, because I just wanted to have the time to enjoy. I was not at my best on the first day, but then I managed to react."

Volkswagen now stands on the verge of clinching its first manufacturers' title on the next round in Spain.



Meeke could be in for Rally GB

CITROEN UNSURE ON MEEKE

Kris Meeke was in France last week, meeting with Citroen team principal Yves Matton to discuss his possible future with the French team. Matton said he had still not decided whether the British driver would feature as part of the squad for Rally GB.

TEAMS WANT SPAIN CHANGES

Teams have written to the FIA in an effort to change the regulations for the Rally of Spain later this month. Currently, the all-gravel final day of the event will run in positional order – which will inevitably lead to drivers slowing down in order to chase the best position on the road. Teams have requested the running order be reversed.

BRAKE HELP FOR LATVALA

Jari-Matti Latvala says recent brake set-up changes to his Polo R WRC will help him find even more pace for the rest of the season. The Finn has found more feel with the brakes after he altered the master cylinder and discs on his car.

CONSANI BANNED FROM WRC

Citroen privateer Stephane Consani was banned from the rest of this year's WRC season after confessing to an illegal recce of the Rally of France route late last month.

CHARDONNET'S WRC3 TITLE

Citroen driver Sebastien Chardonnet clinched the WRC3 championship with second place in France. The Frenchman will be hoping to add Citroen's 'Top Driver' award to his list of achievements on Rally GB. Only Irishman Keith Cronin can stop Chardonnet from taking the resultant WRC2 prize drive in a DS3 R5 next season.

TIDEMAND IS TOP JUNIOR

Victory on the penultimate round of the Junior WRC sealed the title for Pontus Tidemand. The 22-year-old Swede said: "This is a fantastic result and I hope it will help us move forward next year."



Swede Tidemand won JWRC crown

M-Sport confirms Kubica talks

M-SPORT TEAM PRINCIPAL MALCOLM

Wilson has confirmed he is in discussions with Robert Kubica for next year's World Rally Championship.

The Polish driver's first significant step into WRC-level driving came with the British firm last year, when he tested a Ford Fiesta RS WRC. Wilson is still chasing the necessary funding for his squad next season, but said he felt Kubica would be a valuable addition to the team.

"There are all sorts of possibilities of how we could incorporate him into the team," said Wilson. "There's no doubt he's got the speed and I think there's probably more to come. One thing is for sure: if he

comes here, we would look after him very well."

Kubica, who won the WRC2 class in his Citroen DS3 RRC in France, admitted a step up to full WRC level would be needed to keep him in the sport next season.

He said: "I am coming from a very high professional championship – F1 – and when you come from there it's very difficult to reach a similar level. If I come back to rallying, then I need a good programme with good rallies and a lot of testing in order to improve and develop. I have seen I can do a good job on some events, but there is a long way to go. If there's no good opportunity in rallying then maybe I come back to the circuit."



Kubica won WRC2 in France, but could drive a Ford next year

BRITISH GT DONINGTON PARK (GB), OCTOBER 5-6, RD 7/7

Howard crowned in thrilling finale



48

ANDREW HOWARD EMERGED CHAMPION from a chaotic British GT showdown, in which the destination of the title remained uncertain until the final 20 minutes.

The Beechdean Aston Martin was never in contention for the victory at Donington Park, but a feisty stint from Howard kept him in prime position before handing over to Jonny Adam to claim the top-four finish required for the crown.

It sounds simple, but the reality was very different. The stage had already been set for an enthralling decider, with Howard enjoying just half a point's advantage over the Ecurie Ecosse

BMW Z4 of Marco Attard and Oliver Bryant and four other cars in the hunt for the crown.

Attard started third on the grid – the highest of the championship hopefuls – with Howard sixth, but the BMW's tenure in third was short-lived when the race started. He was quickly passed by Gary Eastwood – the FF Corse Ferrari 458 continuing its recent rich vein of form – and Howard was soon pressuring his title rival after passing David Ashburn 10 minutes in.

Ashburn ended the outside title hopes of team-mate Nick Tandy not long after, spinning at Coppice after contact with Adrian Barwick's

GT4 car, and causing a safety car.

That eradicated the small lead pole-starter Lee Mowle (Triple Eight BMW) had built over fellow front-row man Gregor Fiske (Trackspeed Porsche). Fiske harried him throughout the opening quarter of an hour, but spun at Goddards shortly after the restart and dropped to eighth.

That handed Mowle – “driving like a pro,” according to team boss Ian Harrison – a 3.8s lead over Eastwood, with Howard up to third having finally passed Attard on the run into Redgate just before a quarter-distance. The Aston soon had the United Autosports Audi of Mark Patterson in pursuit, after the American – and a charging Gregoire Demoustier (up from 17th!) – had made short work of Attard's BMW.

Demoustier (VonRyan McLaren) nipped past Patterson for fourth and these two both nailed Howard at Coppice and the Fogarty Esses respectively, before Patterson repassed Demoustier for third. As this battle raged, Eastwood was making inroads on Mowle, whose near-five-second lead was rapidly reduced. The Ferrari hit the front just as the pit window opened and Mowle, struggling with tyre wear, was straight in to hand over to Joe Osborne.

Howard was in a lap later, and so too was Osborne – to serve a drive-through picked up by Mowle for overtaking under a yellow flag. This would prove crucial in determining the outcome

**Bell/Patterson won
the finale but the
title went to Howard**



EBREW/AT

Fourth was enough
to clinch Howard
the title – just

BRITISH GT SUPPORTS DONINGTON PARK (GB), OCTOBER 5-6

Packed grids make for fraught supports

OLIVER BASEY-FISHER CLINCHED THE Ginetta GT5 Challenge in a finale that was cut to two races from three due to red flags and restarts.

George Gamble led Jake Giddings in race one until the latter crashed out, causing a safety car.

A two-lap sprint was enough for Gamble to re-establish his lead, while Basey-Fisher held off Will Burns for second. Gary Duckman claimed a late fourth after Dennis Strandberg spun off at the Craner Curves on the last lap.

The first attempt at race two ended on the first lap when Tudor Alexander rolled his G20 at Coppice. The second attempt fared little better with a red flag after four laps and a full restart.

Gamble led at Coppice after demoting Luke Davenport, who then had Giddings pushing for second, and their duel first allowed Basey-Fisher to close and then Will Burns. Into Melbourne with a lap to go, Giddings made his move, but it backfired and he lost two places, though managed to reclaim third back from Burns into Goddards.

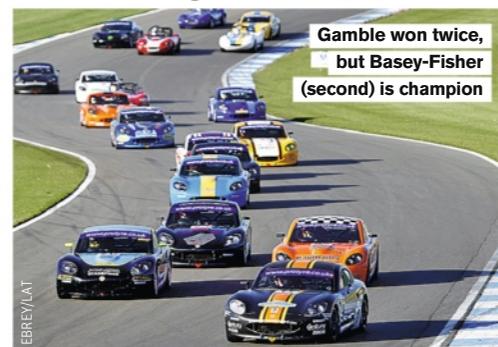
A first-corner pile-up, a safety car and a red flag made the first VW Racing Cup race almost a non-event. But Ross Wylie held on for the win from lights-to-flag for Aaron Mason, (who wrapped up the title) and Joe Fulbrook.

The second race became a huge duel between Mason and Martin Depper, until Mason made it stick from lap eight. Stewart Lines was third after getting the better of Fulbrook.

Mike Comber was a double winner in the Mazda MX5 Autumn Challenge, but had to work to beat Abbie Eaton after a huge lock-up at the Esses on the first lap of race one. Eaton was second in both races and Justin Newnham third.

Once he ousted the fast-starting Ford Galaxie of Bill Shepherd into Coppice on the opening lap, Mike Whitaker's TVR Griffith was in control of the HRDC Allstars, with Richard Dutton's Mustang reclaiming third from Neil Brown's Cortina on the last lap.

● Peter Scherer



RESULTS – GT5 Challenge (10 laps) 1 George Gamble; 2 Oliver Basey-Fisher +2.242s; 3 Will Burns; 4 Gary Duckman; 5 Tor McLroy; 6 Ben Constanduros. **G20 winner** Stuart Pearson. **Fastest lap** Gamble 1m46.407s (84.15mph).

Race 2 (7 laps) 1 Gamble; 2 Luke Davenport +3.244s; 3 Basey-Fisher; 4 Jake Giddings; 5 Burns; 6 Calum Pointon. **CW** Pearson. **FL** Burns 1m47.135s (83.58mph).

VW Cup (6 laps) 1 Ross Wylie (Scirocco R); 2 Aaron Mason (Scirocco R) +0.840s; 3 Joe Fulbrook (Golf Gti); 4 Chris Levett (Scirocco R); 5 Martin Depper (Scirocco R); 6 Stewart Lines (Scirocco R). **FL** Mason 1m47.338s (83.42mph).

Race 2 (12 laps) 1 Mason; 2 Depper +0.167s; 3 Lines; 4 Fulbrook; 5 David Sutton (Golf Gti); 6 Sam Morgan (Golf Gti). **FL** Lines 1m45.857s (84.49mph).

Mazda MX5 Autumn Challenge (both 11 laps) 1 Mike Comber; 2 Abbie Eaton +7.233s; 3 Justin Newnham; 4 Simon Fleet; 5 Will Chappell; 6 Raymond Worley. **CW** Jason Greatrex.

FL Comber 1m52.393s (79.67mph). **Race 2** 1 Comber; 2 Eaton +22.303s; 3 Newnham; 4 Fleet; 5 Chappell; 6 Worley. **CW** Greatrex. **FL** Comber 1m52.664s (79.47mph).

HRDC Allstars (16 laps) 1 Mike Whitaker (TVR Griffith); 2 Bill Shepherd (Ford Galaxie) +2.405s; 3 Richard Dutton (Ford Mustang); 4 Neil Brown (Lotus Cortina); 5 Michael Whitaker (Mustang); 6 Andrew Bentley (MGB Roadster). **CW** Shepherd; Brown; Bentley; Ken Lark (Alfa Romeo GT); Shaun Rainford (Lenham GT); Matt Wrigley (Austin A35); Gavin Watson (Volvo PV544); David Beatty (Lotus Elite); Tom Shephard (Alfa Romeo Giulietta Ti). **FL** Mike Whitaker 1m53.334s (79.00mph).



EBREV/LAT



Triple Eight
was angered by
"farcical" penalties

EBREV/LAT

of the race, because while Osborne still led afterwards, he was adjudged to have completed the drive-through quicker than the allowed time. That earned him a second trip through the pits, completed just after the pit window closed.

Matt Bell, having taken over from Patterson in the Audi, made the most of Osborne's misfortune to inherit the lead of both the race and the points, having jumped to second at the pitstops when Eastwood handed over to Rob Barff. Osborne resumed third with Adam – now in charge of Howard's title effort – stuck behind the Duncan Tappy-piloted VonRyan car in fifth.

"He was super defensive," said Adam. "I get that, and I could have had a lunge, but we had the championship to think about."

Adam's concerns were briefly eased when Tappy received a drive-through for overtaking

under yellow flags, but a flying Richard Westbrook (recovering after a slow pitstop compounded team-mate Fiskens' earlier error) was soon harrying the Aston for fourth.

A demotion seemed imminent, but to the delight of Howard, and to the despair of Triple Eight, the timing system deemed Osborne to have sped again through the pitlane while serving the second drive-through penalty.

He was handed a one-second stop-go penalty, but the car broke a propshaft as it pulled away from its garage, ending its race. Osborne branded the drive-throughs as "farcical" immediately afterwards, disputing officials' claims that his trip through the pits had been done quicker than the 17.6-second requirement. Harrison agreed: "We're convinced it's an anomaly with the timing system," he said. "It's unacceptable."

Back on track, Adam allowed Westbrook through without challenge, knowing fourth – clear of Bryant, and a late-charging Aaron Scott (AF Corse Ferrari) – was enough for the title.

"It's fantastic, but a joint title," said Howard, who brought Adam onto the podium despite his team-mate's six-point penalty at Snetterton robbing him of any official honour. "I will do everything I can to make sure everyone knows damn well Jonny has been superb this year."

Though victory was not enough for the championship, Bell was philosophical in defeat

having streaked clear of Barff in the closing stages to become the seventh winner of 2013.

"It almost came off, but it was beyond our control," he said. "Mark drove the stint of the season. We couldn't have done any more."

The other title hopefuls – Michael Caine and Ahmad Al Harthy (Motorbase Porsche) and Steve Tandy and Dan Brown (Triple Eight BMW) – qualified outside the top 10, and were dumped out of contention simultaneously when David Jones (Preci-Spark Mercedes) punted Tandy into retirement early on. Al Harthy was also spun in the incident, for which Jones was black-flagged, and alongside Caine could only recover to a point-less 12th, their first non-score of the year.

● Scott Mitchell

RESULTS (2 hours: 76 laps) 1 Matt Bell/Mark Patterson (Audi R8 LMS ultra); 2 Gary Eastwood/Rob Barff (Ferrari 458 Italia) +8.002s; 3 Gregor Fiskens/Richard Westbrook (Porsche 997 GT3 R); 4 Andrew Howard/Jonny Adam (Aston Martin V12 Vantage); 5 Marco Attard/Oliver Bryant (BMW Z4); 6 John Dhillon/Aaron Scott (458); 7 Gregoire Demoustier/Duncan Tappy (McLaren MP4-12C); 8 Colin White/Tom Sharp (Ginetta G55 GT3); 9 Jon Minshaw/Phil Keen (997); 10 Jacques Duyver/Charlie Hollings (458). **GT4 winners** Nathan Freke/Declan Jones (Ginetta G50). **Fastest lap** Scott 1m30.236s (99.23mph). **GT3 points** 1 Howard, 125.5; 2 Patterson/Bell, 124; 3 Attard/Bryant, 122; 4 Adam, 119.5; 5 Ahmad Al Harthy/Michael Caine (997), 97; 6 Nick Tandy (997), 93. **GT4** 1 Rick Parfitt/Ryan Ratcliffe (G50), 173; 2 Jones, 171; 3 Dan Eagling/Matt Smith (G50), 146.5.

AUTO GP BRNO (CZ), OCTOBER 5-6, RD 8/8

Ghirelli didn't win, but did take championship

Ghirelli triumphs in four-way shoot-out



50

GUARDING A CV THAT POINTED TO promise rather than concrete future success, Vittorio Ghirelli flew slightly under the radar when the Auto GP field lined up for the first race of the season back in March. But the Italian teenager emerged from a tense four-way title fight at Brno last weekend to claim his maiden car-racing title.

Such has been Ghirelli's blossoming at crack team Super Nova that the Fasano driver arrived at a windswept Czech season finale as firm favourite thanks to an 11-point lead in the standings.

Ghirelli's demeanour further improved when he assuredly planted his car on pole position for race one, contributing to a slightly deflationary air for the neutral seeking a lively climax to the season.

Indeed, the moods of title rivals

Sergio Campana and Kimiya Sato had turned downbeat and openly frustrated after qualifying. While Sato, in eighth, voiced exasperated complaints of being incessantly balked, Campana, three spots higher, had no real explanation to his relative malaise.

The forlorn pair appeared potential prey in the points fight for Ghirelli's team-mate Narain Karthikeyan, who had arrived as the final title protagonist in fourth.

After deciding that he had nothing to lose, Sato started race one on a mix of tyre compounds – the only title contender to do so – and conventional wisdom called for an early pitstop in such a scenario.

At the lights, Karthikeyan scythed through the all-Italian front row of Kevin Giovesi and Ghirelli to grab the lead from third on the grid.

Victory was essential if the former grand prix driver was to carry his title hopes into race two.

Ghirelli's textbook start to the weekend ended with an excess of wheelspin, leaving him fourth by the exit of Turn 1, but he would soon be promoted a spot. Meanwhile, GP2 refugee Giovesi's hopes of pinning down an elusive win ended in clutch failure midway around the opening lap. It would fall to team-mate Robert Visoiu in second to uphold Ghinzani Motorsport's honour at the front of the field.

Echoing Karthikeyan's parlance by describing his start as "mega", Sato found himself sixth. Radio traffic to his Euronova team was required before the consensus of enforcing the pre-race strategy was reached.

Karthikeyan established a 2.5-second lead before his advantage to Visoiu was pegged. Less-than-optimum levels of rear wing made the Indian's car increasingly nervous, but that did not contribute to his only scare of the race, when the dark mauve Super Nova car made a prolonged trip down the pit straight with two wheels on the grass as Karthikeyan took his eye off the road to hunt for the brake-bias adjuster.

Ghirelli passed Visoiu after their mandatory stops, having determined the extra points for second were worth the risk of mounting a move. The early pit strategy assisted Sato in finishing fourth, but early-season points leader Campana's sixth left

him out of the overall game.

Sato made his second flier of the weekend in race two by storming from fifth into the lead by the first corner. His fate was no longer entirely in his control, and both a victory and a bonus point for fastest lap were required just to maintain his translucently thin title hopes – sensationally he achieved both.

An equally fired-up Karthikeyan swiftly charged to second before experiencing a front-wing failure. Karthikeyan soldiered on to finish second with a deranged nose, but disqualification loomed for ignoring black-and-orange flags.

The stewards' decision promoted Campana and Ghirelli, who exceeded the fifth place required to take the title, into podium spots. The Italian's 11 podium finishes this year are a valid reflection of a deserving champion.

● Peter Mills

RESULTS

Race 1 1 Narain Karthikeyan (Super Nova International), 16 laps in 28m44.800s; 2 Vittorio Ghirelli (Super Nova), +3.331s; 3 Robert Visoiu (Ghinzani Motorsport); 4 Kimiya Sato (Euronova Racing); 5 Tamas Pal Kiss (Zele Racing); 6 Sergio Campana (Ibiza Racing Team). **Fastest lap** Kiss, 1m44.726s, 115.41mph.

Race 2 1 Sato, 16 laps in 28m48.297s; 2 Campana, 15.625s; 3 Ghirelli; 4 Andrea Roda (Virtuosi UK); 5 Kiss; 6 Kevin Giovesi (Ghinzani). **FL** Sato, 1m44.470s, 115.68mph. **Points** 1 Ghirelli, 22; 2 Sato, 21; 3 Campana, 19; 4 Karthikeyan, 19; 5 Kiss, 9; 6 Giovesi, 9.

Karthikeyan (right) took race-one lead at first corner



KX BTCC RACE GUIDE

12-13 October Brands Hatch

“IF YOU PARDON the pun, Silverstone was a momentous weekend for the MG KX Momentum team. Not only did I manage to rack up two wins to keep myself in with a very long shot of the British Touring Car Championship title, but also the KX Akademy was able to crown its first champion.

“Tom Ingram has put together a superb campaign in the Ginetta GT Supercup this season and to see him lift the title with a win

in the opening race had everyone involved in the programme swelling with pride. Tom was one of the first drivers we identified who could really benefit from the skills, support and backing that the Akademy can provide and he has delivered in all areas. As a measure of the man, he isn't content yet and now wants to break the record for the most wins in a season. You just can't keep some people down.

“It shows that the effort put in from the team, the driver and the KX Akademy can reap the

biggest of rewards. At Brands, there are lots of scenarios that our drivers will be working towards and we want them all to sign off in the best possible way. It has been a pleasure working with them all and, who knows, we might well be working with them again in the future.

“If you want to follow in Ingram's footsteps, or any other of our Akademy drivers, find out how to apply overleaf. But be quick - the deadline for entries is Monday...”

JASON PLATO



“We identified Tom as someone who could benefit from the KX Akademy”



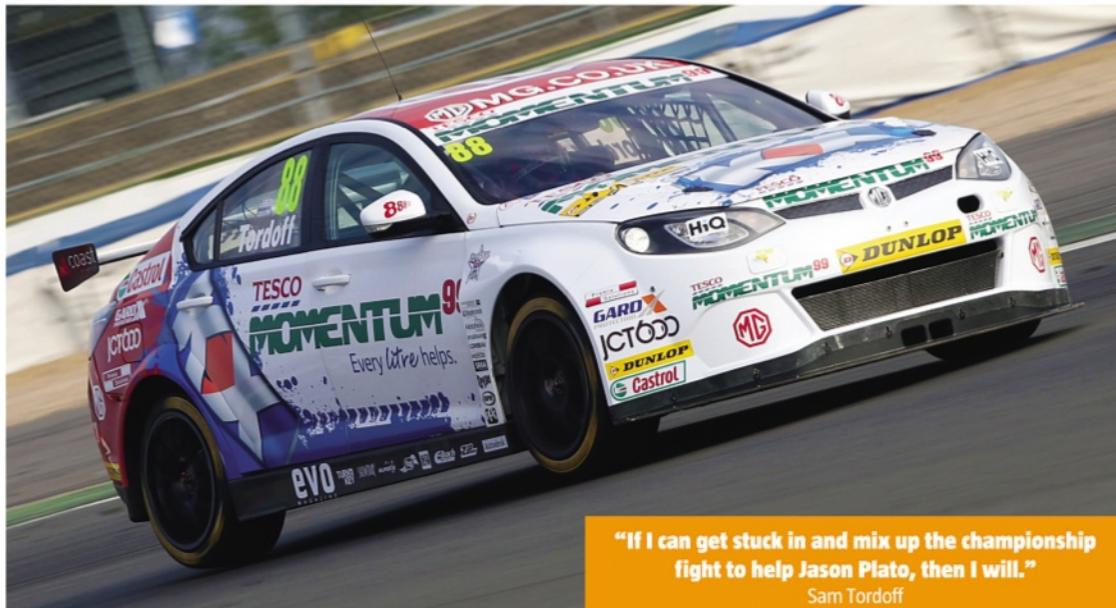
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BTCC with MG KX Momentum Racing



"If I can get stuck in and mix up the championship fight to help Jason Plato, then I will."

Sam Tordoff



SAM TORDOFF

Sam Tordoff is back in the hunt after a strong weekend at Silverstone

and the MG KX Momentum man thinks that Brands Hatch will provide him with an excellent chance to bag his second win in what has been an impressive

maiden season in the British Touring Car Championship.

The 24-year-old arrives in Kent fresh from a podium finish at the last meeting and the Yorkshireman is brimming with confidence, even though he had his charge ruined in the third race when he was punted out of a top three position by a

rival. He has also pledged to help team leader Jason Plato in his quest to climb up the championship leaderboard. "I think the MG KX Momentum car should be good at Brands Hatch," explained Tordoff. "I can also get stuck in and mix up the championship fight. Jason has given himself half a chance of the title, so

I will help him if I can. Qualifying is important at Brands Hatch on the long track and it should play to the strengths of the MG.

If I can bank a good grid slot, then it will set up the entire weekend and we can go for wins from there. It is my favourite track in the UK and I just can't wait."

Renault Clio Cup with KX Racing with SV



STEFAN HODGETTS

Wins are the only thing on Stefan Hodgetts' mind going in to the

season's showdown at Brands Hatch this weekend.

The Bromsgrove man could claim the accolade of being the most successful driver in this season's contest in terms of race wins if he is victorious in Kent.

And Hodgetts says that he isn't looking at the points table as he goes flat out to reach the top step of the rostrum.

"I haven't even looked at the title situation," said Hodgetts, 31. "If I can win, then everything else can take care of itself. The Brands GP track is such a rewarding place to drive. Even corners that are dull on the short loop, like Clearways, suddenly become really tough to nail and that makes the place a challenge.

"It is an interesting mix because you have to be smooth and precise over the first quarter of the lap

in the technical bit, and then it is balls to the wall around the back. It always brings a smile when you get it right and that is a great feeling," he said.



ANT WHORTON-EALES

After taking his maiden win at Rockingham in September Ant

Whorton-Eales is beginning to get greedy - he has declared that he is

going to the showdown at Brands Hatch this weekend with the aim of reaching the top of the rostrum.

The Rockingham performances cemented his place in the top eight of the championship and he is only looking forward. It helps that he adores the Brands Hatch Grand Prix loop, which is the scene for the final two races on the schedule.

Whorton-Eales said: "Getting that first win really helps the confidence

- now I know I can do it, and I want to take that momentum to Brands Hatch and go for it again. One win will never be enough!

"We hit the ground running at Rockingham, and hopefully we can do the same at Brands Hatch. That sets us up for a strong weekend. I am not looking at any points positions or anything like that. It is all about getting that winning feeling again."



"Now I have got the confidence and I know I can win."

Ant Whorton-Eales



Porsche Carrera Cup with Team Parker Racing



DAN LLOYD

It was a case of swings and roundabouts for Dan Lloyd at Silverstone in his quest for third place in the points in the Porsche Carrera Cup GB. After notching a competitive second place in the opening race of the weekend, he

was beaten by a points rival in the second race as he finished fifth which meant it was honours even. "It was great in race one because I managed to get into the lead and, even though I had opened up a gap, Michael Meadows caught me up," explained Lloyd. "He was faster than me and I knew that if

we battled, we would drop back into the pack. He got through and I concentrated on following him. Second was a strong result." Race two was more difficult as Lloyd was boxed in at the start as rivals went around the outside on lap one. Nevertheless, he held on to his fifth position and banked more

vital points at the finish. "Brands is going to be great," says Lloyd. "It is a great track and it has so much history. You have to really attack around the back and that suits my style. I am gunning for third in the table and I have work to do, but I will roll my sleeves up and get stuck in."



Ginetta GT Supercup with JHR



TOM INGRAM

Tom Ingram allowed himself to shed a tear at Silverstone. As he climbed on to the top step of the podium, the relief at landing the Ginetta GT Supercup was clear. Emotion spilled out as he celebrated the title with a race victory on Saturday.

"To land the title with a race victory was really special," recalled Tom. "It's the way I wanted to do it, and it all just came to me. There was no way I was going to tool around for points - and now I want more. I want to break the record for the most wins in a season." Ingram has 11 wins in the bank so far, and he says that Brands Hatch

this weekend will be the perfect place to round off the year. "It is a track that everyone really enjoys," he said. "The fast sweepers out the back of the track give you the chance to attack and the high speeds mean it is a place for the brave. It's certainly a weekend to look forward to and now the championship pressure is off, I will be able to race without any distractions and go for the wins." Given his domination of the series so far this season, this should strike fear into the heart of his rivals.

The JHR driver raced to third place in the opening event in Northamptonshire and backed that up with a fifth placed finish in race two, and he thinks that lessons learned at Silverstone will help him perform at Brands Hatch. "I was pleased with my speed, but I think I had maybe taken too much life out of the tyres early," said Boston. "That meant I had no grip at the end of the second race and I was powerless to hold on. Despite that, I think that I learned a great deal over the weekend at Silverstone. "There were a couple of set-up tweaks that I discovered over the weekend and they will help me at Brands Hatch," said Boston. "I love the track and the quick corners are a real challenge. I think that the combination of the track and the things I have learned will mean that I will be very competitive at Brands Hatch. I want to sign off in style."



ROB BOSTON

Rob Boston underlined his increased pace in the Ginetta GT Supercup with another strong performance at Silverstone recently, and the Lincolnshire driver hopes he can keep the momentum up at Brands Hatch this weekend.



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CLOSING DATE ► OCTOBER 14TH 2014

12-13 October Brands Hatch



“Brands Hatch is a great place to host the championship showdown, because the track has a bit of everything. It is very technical over the first part, then it opens up into the fast and flowing section around the back. “The quick bits are a real pleasure

to drive and the great thing for the fans is that they can go through the woods and watch as the drivers really earn their money. If you haven't done it before, I recommend heading to Hawthorn or Westfield to watch the cars at some point of the weekend.

“My championship chances might be slim, but I will be giving it everything just to win the races. That's all I can control, and I will let the rest take care of itself. I enjoy driving the track, and hopefully you will enjoy watching me at work.”

4 SURTEES ▷ GEAR: 3RD ▷ SPEED: 67MPH

There are a number of ways in to this corner - you can defend and you can attack - but it is important to the exit right. It is all about the amount of speed you can carry on to the back straight to get a quick lap time. It is a vital corner

3 GRAHAM HILL BEND ▷ GEAR: 3RD ▷ SPEED: 68MPH

Much more technical than it used to be, the key to Graham Hill Bend is the exit to make sure no one gets better traction than you. You can run wide on to the kerb - but not too wide, otherwise circuit boss Jonathan Palmer will wag his finger

2 DRUIDS ▷ GEAR: 2ND ▷ SPEED: 47MPH

The slowest corner on the track is a good overtaking place if you get a good run out of Paddock. You have to be patient with the throttle on the exit to make sure you get a clean run down the hill and don't leave any space

1 PADDOCK HILL BEND ▷ GEAR: 5TH ▷ SPEED: 87MPH

This is one of the best corners in the country. The rollercoaster feeling you get as you drop down the dip, and then the compression at the bottom, all add to the excitement. It is hugely satisfying to get it right, and a scare when you get it wrong

5 HAWTHORN ▷ GEAR: 5TH ▷ SPEED: 100MPH

This is a real man's corner. You approach it uphill, so the g-force pushes you in to the ground. You have to make sure you are clean and on the right line, because there is very little run-off area on the exit. It is a very enjoyable corner

6 WESTFIELD ▷ GEAR: 4TH ▷ SPEED: 81MPH

This corner is tough because there is a bump in the middle, just as the car is loaded up and everything is pushed to its maximum. You can't really overtake here, but you have to be wary of people trying a late move down the inside on the way in

7 SHEENE ▷ GEAR: 4TH ▷ SPEED: 90MPH

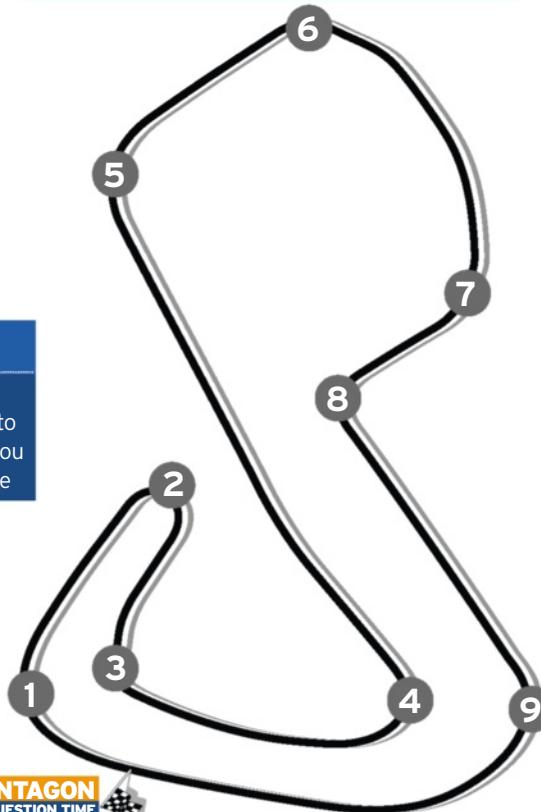
Dingle Dell has always been a hairy corner, but this latest iteration is probably one of the best. You approach over a blind crest and pick your line - but if it is the wrong one, you will wash out wide and you are in all kinds of trouble. You really have to trust yourself here

8 STIRLINGS ▷ GEAR: 3RD ▷ SPEED: 75MPH

This is a bowled left-handed corner that has much more traction than it looks. It is 90 degrees, but the camber means that you get loads of grip and it is a good place for a cheeky late-braking move

9 CLEARWAYS ▷ GEAR: 4TH ▷ SPEED: 80MPH

This corner is nothing on the Indy track, but a real test on the Grand Prix layout. You approach very quickly and it drops away, which means the car wants to wash out. You have to be precise with your line, and patient when it comes to applying the power to get to the start-finish line



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Harvick heads Gordon, Kurt Busch and Edwards

NASCAR SPRINT CUP KANSAS (USA), OCTOBER 6 RD 30/36

Harvick dominant in Kansas

KEVIN HARVICK DOMINATED THE start and the finish of the fourth Chase event of the 2013 NASCAR Sprint Cup at Kansas Speedway.

The bit in the middle was spent largely ranting on the radio about race control's yellow-flag calls working against him but, when Richard Childress Racing went off-sequence on strategy to get its man back to the front, Harvick was able to regain his rightful place and take control of the final stint.

There were plenty of caution periods to work around, with the race featuring a Kansas record of 15 race car appearances. It was clear from practice – when Jimmie Johnson spun within minutes of the start of the first session and both Busch brothers had heavy crashes – that the combination of low temperatures, tyre compound and track surface was

not generating a lot of grip. Danica Patrick's crash at the first corner of the race underlined that Sunday would bring more of the same.

Harvick's win brought him to within 25 points of championship leader Matt Kenseth, whose points advantage over Johnson dwindled to just three. Kenseth described his Joe Gibbs Toyota as "the vilest thing I ever drove... and I don't think vilest is even a word." A pitlane-speeding penalty dropped him out of lead contention and he finished 11th.

Should Johnson's sixth place prove crucial to a sixth title win, he will count himself very lucky, as his Hendrick Chevrolet lost power on the penultimate lap. Fortunately for Johnson it kept rolling and he only lost one place.

As Harvick lined himself up as the dark horse for the championship,

Kyle Busch's hopes all but ended at a track that has always proved miserable for him.

Starting at the back after his practice shunt, he spun avoiding Patrick's lap-one crash, had another wild ride after a collision with Juan Pablo Montoya, and then ended up terminally in the wall when he tangled with Carl Edwards.

His brother Kurt fared much better, turning his back-of-the-field start into a hard-earned second place, via a minor spat with third-placed Jeff Gordon.

Joey Logano finished fourth, while his Penske team-mate Brad Keselowski had a shot at finally winning but was out of luck again. He was wrongly convinced he had a puncture in the first stint, recovered from that delay, then ran out of fuel on the way to his final pitstop, leaving him 17th.

Edwards benefited from Johnson's trouble to pick up fifth, with Paul Menard and Dale Earnhardt Jr both fought for the lead at times before taking seventh and eighth.

● Connell Sanders Jr



Patrick (10) crashed on opening lap



Homola leads from Fulin

ETC CUP

Czech Petr Fulin sealed the European Touring Car title by dominating both races at Brno in his Krenek Motorsport BMW 320si. Chief title adversary Mat'o Homola was second in his BMW. Mario Dablander (SEAT) and Kevin Krammes (Ford) wrapped up the Single-Make and Super 1600 titles respectively.

PRO MAZDA SERIES

Matthew Brabham – grandson of Sir Jack – completed his dominance of the season with another pair of wins at the Houston finale. The victories extend the Andretti Autosport driver's record-breaking tally to 13 for the season. Brazilian Nicolas Costa took a pair of podiums while his Pelfrey team-mate Spencer Pigot was second in race one.

US F2000

Scott Hargrove secured the championship despite playing second fiddle to his title-challenging Cape Motorsports/Wayne Taylor Racing team-mate Neil Alberico all weekend on the streets of Houston. Alberico took a win and another podium while Hargrove's third spot in race one was enough to settle things. French teenager Alex Baron made it two wins from his four late-season starts with Afterburner Autosport in 2013's final race.

NASCAR NATIONWIDE

Matt Kenseth won for the second time in 2013 in his Joe Gibbs Racing Toyota at Kansas Speedway, while Kyle Busch and Brad Keselowski crashed while squabbling over second with a quarter of the race to go. Paul Menard beat Regan Smith for second. Austin Dillon hit the front in the series with sixth spot over Sam Hornish Jr, who was down in 17th.

FRENAULT ALPS

Seventeen-year-old Ferrari protege Antonio Fuoco (below) secured the title with a pair of second places at Imola as his title rival, fellow Prema Powerteam driver Luca Ghiotto, won both races to ensure the squad ended the season with a 100 per cent wins record. Briton Matt Parry (Koiranen GP) was third in race one and second the following day, but lost the latter result to a penalty for causing a collision with Bruno Bonifacio.



RESULTS

1 Kevin Harvick (Chevrolet SS), 267 laps in 3h29m11s; **2** Kurt Busch (Chevy), +1.140s; **3** Jeff Gordon (Chevy); **4** Joey Logano (Ford Fusion); **5** Carl Edwards (Ford); **6** Jimmie Johnson (Chevy); **7** Paul Menard (Chevy); **8** Dale Earnhardt Jr (Chevy); **9** Marcos Ambrose (Ford); **10** Aric Almirola (Ford). **Points** **1** Matt Kenseth, 2183; **2** Johnson, 2180; **3** Harvick, 2158; **4** Gordon, 2151; **5** Kyle Busch, 2148; **6** Greg Biffle, 2139; **7** Kurt Busch, 2136; **8** Earnhardt, 2129; **9** Clint Bowyer, 2128; **10** Logano, 2124.

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AMERICAN LE MANS SERIES VIRGINIA (USA), OCTOBER 5 RD 9/10

Pickett tactics Luhr Dyson into defeat

THE OAK TREE GRAND PRIX, HELD IN honour of Virginia Raceway's iconic 200-year-old landmark that fell victim to a violent storm earlier this year, lived up to expectations with some tremendous racing and no shortage of drama. Unusually, there was even a thrilling battle for the overall and P1 win as Dyson Racing's Johnny Mowlem and Guy Smith took the fight to the Pickett Racing HPD of Klaus Graf and Lucas Luhr.

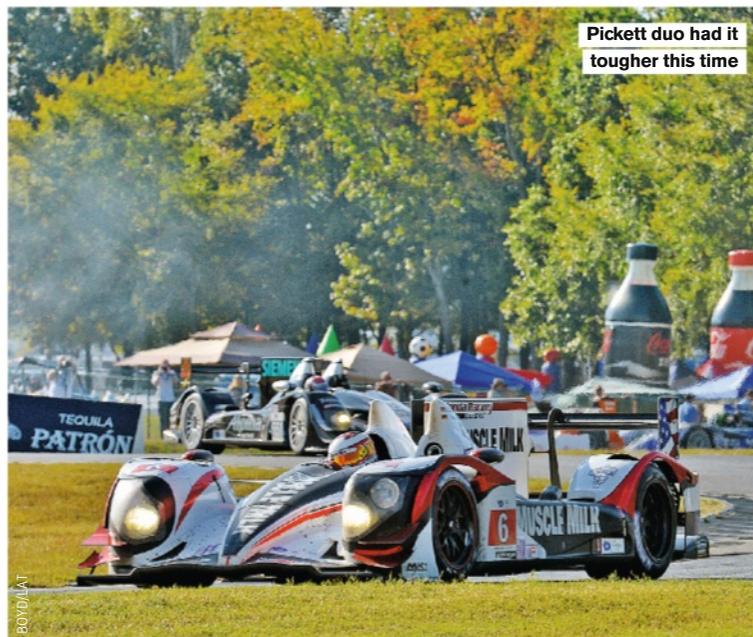
The German pairing had already clinched another American Le Mans Series title, but Luhr's bid to reach 50 class victories with only this race and Petit Le Mans remaining was in serious jeopardy. Smith earned pole, despite struggling with his Lola-Mazda's balance in practice, and while recently crowned ELMS GTE champion Mowlem struggled a little in his opening stint – hardly surprising considering his lack of 2013 prototype experience – he pounced on a rare error by Graf to take the lead at one-quarter distance.

Smith and Luhr took over their respective steeds after the first round of pitstops and enjoyed a thrilling

battle in the second hour. The race was ultimately decided just over an hour from the finish when Dyson elected not to pit its car during a full-course caution caused when Seth Neiman spun off and his GTC Porsche's hot exhaust ignited the tinder-dry turf.

Smith pitted later, but Luhr took advantage of a full tank of fuel that he stretched until the finish, thanks to a lengthy caution; GT challenger Marco Holzer's Paul Miller Porsche had tangled with Eduardo Cisneros, whose GTC Porsche cartwheeled to destruction, missing a marshal's post – and a TV cameraman – by inches. All parties were extremely fortunate to emerge unscathed.

Olivier Beretta/Matteo Malucelli ended a disastrous sequence of results for the Risi Competizione Ferrari team by scoring the most dominant GT win of the season. Colin Braun/Pat Long took second in the CORE Porsche, while third for Jan Magnussen/Antonio Garcia all but wrapped up the drivers' crown and did secure the coveted manufacturers' title for Corvette.



Pickett duo had it tougher this time

Canny tactics by Level 5 Motorsports moved Scott Tucker to the head of the P2 points battle as he and Ryan Briscoe won the class in third overall.

Irishman Damien Faulkner and Ben Keating won GTC for TRG.

● Jeremy Shaw

RESULTS

1 Klaus Graf/Lucas Luhr (HPD ARX-03c), 84 laps in 2h46m11.675s; **2** Guy Smith/Johnny Mowlem (Lola-Mazda B12/60), +22.846s;

3 Scott Tucker/Ryan Briscoe (HPD ARX-03b); **4** Scott Sharp/Anthony Lazzaro (HPD ARX-03b); **5** Marino Franchitti/Guy Cosmo/Stefan Johansson (HPD ARX-03b); **6** Kyle Marcelli/Chris Cumming (ORECA FLM09). **GT 1** Olivier Beretta/Matteo Malucelli (Ferrari 458 Italia); **2** Patrick Long/Colin Braun (Porsche 911 GT3-RSR); **3** Jan Magnussen/Antonio Garcia (Chevrolet Corvette C6.R). **Points 1** Graf/Luhr, 182; **2** Nick Heidfeld/Neel Jani, 58; **3** Smith & Tony Burgess/Chris McMurry, 48. **GT 1** Magnussen/Garcia, 125; **2** Dirk Muller, 109; **3** Oliver Gavin/Tommy Milner, 100.

INTERNATIONAL GT OPEN MONZA (I), OCTOBER 5-6 RD 7/8

McLaren wins, Montermini takes title

ANDREA MONTERMINI CLAIMED THE International GT Open title at Monza on a weekend that featured the maiden series win for McLaren.

Changeable conditions meant that Super GT cars, such as Montermini's Villorba Corse Ferrari 458, were outperformed by the GTS machines (including several other Ferraris as well as the McLarens), which benefited from having ABS.

Of the GTS cars, it was the Bhai Tech McLaren of Giorgio Pantano and Rafael Suzuki that came out on top, the pair assuming the race-one lead after the usual success handicaps were applied at the stops.

Luiz Razia/Chris van der Drift completed a one-two finish for Bhai Tech's McLarens, with Stefano Gattuso/Stefano Costantini third on the road, but penalised a lap in their Ombra Ferrari for switching drivers before the pit window was open.

Alessandro Pier Guidi/Alexander Skryabin (ESTA Ferrari) completed the podium, with Davide Rigon – Montermini's co-driver – only fifth after his 45s handicap was added.

SMP Racing pair Roman Mavlanov/Pol Rosell won race two, with Pier Guidi/Skryabin second and Lorenzo Bontempelli/Marco Frezza (Kessel) third as Ferraris



Pantano/Suzuki won for McLaren

impressively locked out the top six.

Irishman Matt Griffin had put his AF Corse 458 on pole, but never had a chance to build a pre-pitstop lead due to a pre-race shower forcing a lot of laps behind the safety car.

Costantini led after the pitstops, but retired when a tyre exploded.

● Ben Evans

RESULTS

Race 1 1 Giorgio Pantano/Rafael Suzuki (McLaren MP4-12C GT3), 38 laps in 1h11m08.663s; **2** Chris van der Drift/Luiz Razia (McLaren), +7.552s; **3** Alessandro Pier Guidi/Alexander Skryabin (Ferrari 458 Italia GT3); **4** Pol Rosell/Roman Mavlanov (Ferrari GT3); **5** Andrea Montermini/Davide Rigon (Ferrari); **6** Alexander Talkanitsa/Alexander Talkanitsa Jr (Ferrari). **Race 2**

1 Rosell/Mavlanov, 23 laps in 51m47.970s; **2** Pier Guidi/Skryabin, +1.072s; **3** Lorenzo Bontempelli/Marco Frezza (Ferrari GT3); **4** Fabio Onidi/Filip Salaquarda (Ferrari GT3); **5** Cesar Ramos/Johnny Laursen (Ferrari GT3); **6** Michael Lyons/Matteo Beretta (Ferrari GT3). **Points 1** Montermini, 225; **2** Luca Filippi, 168; **3** Nicky Pastorelli/Miguel Ramos, 167; **4** Matt Griffin/Duncan Cameron, 133; **5** Diederich Sijthoff, 109; **6** Bert Longin, 105.

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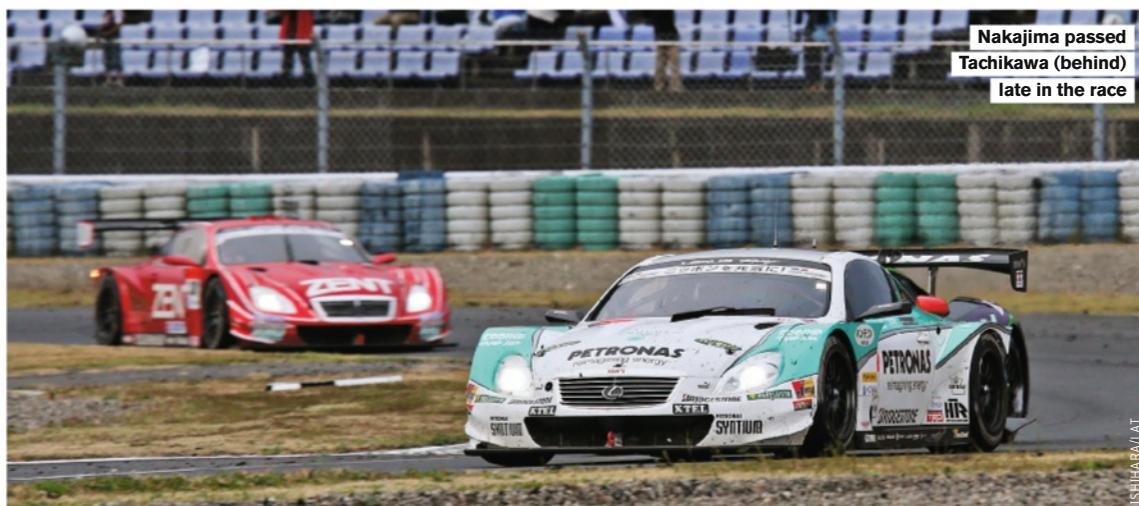
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AUTHORISED INTERNATIONAL SERIES 2013

SUPER GT AUTOPOLIS (J), OCTOBER 6 RD 7/8

Rossiter and Nakajima into title fight



JAMES ROSSITER LAUNCHED HIMSELF and Kazuki Nakajima to within four points of the Super GT championship lead with a brilliant victory at Autopolis.

Rossiter started the race from 10th on the grid, the Briton and TOM'S Lexus co-driver Nakajima having struggled in a 25-minute qualifying session that was held on race morning after heavy fog and rain caused the cancellation of running on Saturday.

He then made excellent progress during the opening stint to climb to fourth in time for the driver changes. Ex-Williams Formula 1 racer Nakajima gained a spot when double champion Masataka Yanagida was given a drive-through penalty for a violation by his mechanics as he took over the NISMO Nissan from Ronnie Quintarelli, and found himself second by three-quarters distance.

By this stage of the race the Cerumo Lexus of Kohei Hirate and

Yuji Tachikawa, which had started from pole, looked set for victory, especially once Hirate had opened up a lead of more than 10 seconds before the driver changes.

But Tachikawa was soon to be battling with chronic oversteer as his tyres began to drop off to the tune of two seconds per lap, making him easy meat for Nakajima when the TOM'S Lexus arrived on his tail with three laps to go.

Fortunately for Tachikawa, he was

able to hold off the advances of Kodai Tsukakoshi's Real Racing Honda and finish in a second spot that propelled himself and Hirate to the head of the standings with one race to go.

Dome Honda duo Frederic Makowiecki/Naoki Yamamoto lost their championship lead but nevertheless kept their title hopes alive with fifth. Joao Paulo de Oliveira and Tsugio Matsuda, level on points with the former pairing pre-weekend, saw their hopes take a dive when the Brazilian spun out during a brief period of mid-race drizzle. Matsuda had run second early on after starting on the front row in the Impul Nissan.

● Jiro Takahashi

RESULTS

1 James Rossiter/Kazuki Nakajima (Lexus SC430), 65 laps in 1h55m03.613s; 2 Yuji Tachikawa/Kohei Hirate (Lexus), +2.622s; 3 Kodai Tsukakoshi/Toshihiro Kaneishi (Honda HSV-010 GT); 4 Satoshi Motoyama/Yuhi Sekiguchi (Nissan GT-R); 5 Frederic Makowiecki/Naoki Yamamoto (Honda); 6 Michael Krumm/Hironobu Yasuda (Nissan). **Points** 1 Tachikawa/Hirate, 58; 2 Rossiter/Nakajima, 54; 3 Makowiecki/Yamamoto, 52; 4 Tsukakoshi/Kaneishi, 52; 5 Ronnie Quintarelli/Masataka Yanagida, 47; 6 Joao Paulo de Oliveira/Tsugio Matsuda, 46.

INDY LIGHTS HOUSTON (USA), OCTOBER 5 RD 11/12

Karam closes in on Indy Lights crown

SAGE KARAM SECURED A CRITICAL win in a race that saw the title hopes of most of his main rivals take a series of hammerblows.

Delays caused by problems with the Houston track surface forced qualifying to be abandoned and the grid to be determined by entrant points, putting Karam on pole. The Schmidt Peterson driver capitalised with a lights-to-flag victory ahead of team-mate Gabby Chaves and GP3 regular Conor Daly. But the misfortunes that struck his rivals equally defined the day.

Carlos Munoz, who was second in the points going into the weekend, dropped out with a mechanical

problem, and a similar misfortune accounted for Peter Dempsey, who lay third when he retired late on.

But Jack Hawksworth's dramas were self-inflicted, the Briton enduring a scrappy race that ended with him serving a drive-through penalty for blocking, cutting corners and causing an avoidable accident.

● Mark Glendenning

RESULTS

1 Sage Karam, 40 laps in 51m35.797s; 2 Gabby Chaves, +0.381s; 3 Conor Daly; 4 Jorge Goncalvez; 5 Axcil Jefferies; 6 Jack Hawksworth. **Points** 1 Karam, 425; 2 Chaves, 409; 3 Hawksworth, 390; 4 Carlos Munoz, 389; 5 Peter Dempsey, 360; 6 Goncalvez, 306.



EUROPEAN F3 OPEN MONZA (I), OCTOBER 5-6 RD 7/8

Stuvik wins thrilling Monza slipstreamer

SANDY STUVIK WAS VICTORIOUS IN a thrilling second race at Monza, leading an RP Motorsport sweep of the podium from Alexandre Cougnaud and Alexander Toril.

This trio, plus Nelson Mason, provided a compelling slipstreamer, a late-race error from Mason demoting the West-Tec driver to fifth.

Santiago Urrutia made the early running, but was quickly reeled in by Mason before crashing at the first of the Lesmo bends.

Ed Jones won a more sedate Saturday race from Mason and Toril, the Spaniard robust in defending his place on the rostrum from Stuvik. With two races to go only Stuvik and

Jones can win the title, Stuvik carrying a 20-point advantage.

A disappointing weekend for Cameron Twynham means that Richard Gonda commands the Copa class for old-spec Dallaras.

● Ben Evans

RESULTS

Race 1 1 Ed Jones (Dallara-Toyota F312), 15 laps in 31m51.327s; 2 Nelson Mason (DT), +2.300s; 3 Alexander Toril (DT); 4 Sandy Stuvik (DT); 5 Santiago Urrutia (DT); 6 Mario Marasca (DT). **Race 2 1 Stuvik**, 17 laps in 35m39.433s; 2 Alexandre Cougnaud (DT), +1.258s; 3 Toril; 4 Marasca; 5 Mason; 6 Artur Janosz (DT). **Points** 1 Stuvik, 239; 2 Jones, 219; 3 Mason, 182; 4 Urrutia, 158; 5 Toril, 141; 6 Cougnaud, 99.



NELSON/LAT

FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2013 CHAMPIONSHIP // ROUNDS 13



The undisputed ruler of the last Formula Renault 2.0 ALPS weekend of the season at Imola was the young Prema Powerteam driver Luca Ghiotto, who scored a double win and secured second overall in the Championship. Two second places confirmed Antonio Fuoco as the new champion, but he had to watch his back because of tenacious newcomer Matt Parry. The Welshman made a brilliant ALPS debut and managed to take second in Race 2 before being penalised 25 seconds because of contact with Bruno Bonifacio. The Brazilian also contributed to Prema's cheer - the team seized all 14 race wins from the 2013 season, with all three drivers mounting the top step of the podium. Well worth pointing out is third overall in Race 2 for Russian Egor Orudzhev, driving for Tech1 Racing.

Antonio Fuoco is the 2013 Formula Renault 2.0 ALPS Champion. After only celebrating his 17th birthday in May, the Prema Junior Team's Italian driver seized the Championship in Race 1 of the last round, capping his debut season of single-seater racing. The Ferrari Driver Academy protege outscored Prema team-mate Luca Ghiotto, who took second in the points. Always among the fastest, in any conditions, Fuoco took six wins this year (Vallelunga, Imola, Monza and Mugello), took three second places and one third to claim a total of 10 podiums. Only on two occasions out of 14 did he not score points. A great season for the young Italian, who is aiming high in his career.



ALPS 2013

+ 14 // IMOLA, ITALY



FORMULA RENAULT 2.0 ALPS

Formula Renault 2.0 ALPS continues to throw open its doors to young talents. Apart from Antonio Fuoco, the Ferrari Driver Academy's big talent, and Nyck de Vries (McLaren Young Driver Programme), at Imola Britain's Matt Parry also blossomed. At 19 years old, he is part of the Caterham Racing Academy and debuted with Koiranen GP.



There are new youngsters every weekend in the Fast Lane Promotion Series, and Imola witnessed two more debuts: Ukrainian Danyil Pronenko (GSK Grand Prix) and Thailand's Tanart Sathienthirakul (Arta Engineering). It has been a highly international field in 2013, with overall 48 drivers coming from 24 different countries and racing for 16 teams. All attentions now switch to the upcoming season, which will be fought out on leading circuits that will soon be announced.

DRIVER	TEAM	PTS
Antonio Fuoco ITA	Prema Junior	245
Luca Ghiotto ITA	Prema Powerteam	210
Bruno Bonifacio BRA	Prema Powerteam	145
Kevin Joerg SUI	Jenzer Motorsport	90
Egor Orudzhev RUS	Tech1 Racing	75
Pierre Gasly FRA	Tech1 Racing	72
Hans Villemi EST	SMP Racing by Koiranen GP	69
Nyck de Vries NDL	Koiranen GP	68
William Vermont FRA	Arta Engineering	61
Jakub Dalewski POL	JD Motorsport	47





TALKING ABOUT F1'S MOST FAMOUS TALKER

To celebrate a landmark birthday for motorsport's greatest commentator, **AUTOSPORT** asked those who have worked with, been commentated on, or simply inspired by him. By **CHARLES BRADLEY, GLENN FREEMAN & EDD STRAW**

BEN EDWARDS

The man filling Murray's shoes as BBC's lead Formula 1 commentator



"Like all of us, I grew up listening to Murray and always enjoyed his commentary. Formula 1 was listening to Murray Walker, it's as simple as that. I never tried to copy him, but I've tried to understand what makes him so good at it.

"There are so many elements. He has a fantastic voice, which cuts through the sound of the engines at the same time as always being crystal clear. That's something you are born with and he knows exactly how to use it. Even when a race was dull and not much was happening, he might be commentating in a very calm way and then would suddenly say "AND ON LAP 56..." and it would grab the attention of the viewer. That's a skill that has always struck me.

"But the biggest thing about Murray is the sheer enthusiasm he has, and that translates to the

audience. For good commentators, the number one thing is natural enthusiasm for the sport because if you don't have it, you can't expect your audience to be interested in what you are saying.

"When I was first commentating on F1 for Eurosport, that was the first time I met Murray and got to know him a little bit. It was a privilege to be working in the same field as him and he was always very welcoming to me even though we were the opposition! He was encouraging as well. After Eurosport stopped broadcasting F1, occasionally I would see him and he'd make comments about missing me working in F1, which was very kind of him as coming from him it meant a lot.

"As the BBC commentator, I don't feel any pressure to live up to him. Murray is one of the last of the big icons of commentary, the likes of which you won't get now. It's inspiring still to see him around and working. At Silverstone last year, when we had a long qualifying broadcast because of the session being stopped, he was in the booth with us. It was one of the highlights of my commentary career. He was just so easy to work with that day. He's such an enthusiast and knows exactly what's going on. It's wonderful having him around." ▶

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Brundle with Walker: 'And THERE is a man with a great grand prix future behind him'

LEWIS HAMILTON

2008 Formula 1 world champion



"When I first met Ron Dennis, I also met Murray Walker. He had that great tone in his voice, that great enthusiasm and really helped to bring the imagery that you get on TV to life.

"It's difficult to find people who have that character and

charisma which then reflects through the TV screen. He's definitely one of a kind. I don't watch F1 anymore because I'm in it, so I can't really comment on how it is now, but he is definitely a great."

MARTIN BRUNDLE

Ex-F1 driver turned Murray's co-commentator



"As a driver, when I was in F3 I got to know him, and obviously when I first got into F1, but the BBC didn't really have a show as such back then. They would throw straight to the grand prix so I didn't do many interviews. Today, we expect

as many interviews per weekend from a British driver as I probably did with him in the whole time I was in F1.

"Later, I got to know him well. We used to travel together, dine together and he was always supportive and gave good advice. I never do anything in the world of broadcasting without ringing Murray first if it's a key decision, because

he is the doyen of commentating. I didn't have that close a relationship when I was driving.

"I've always had the same respect for him. You can trust him and that's not a word you can often use in F1. And he won't hold back either – he will soon tell you what he thinks even if you don't necessarily want to hear it.

"It was incredibly easy to work with him because he was a friend and I had so much respect for him. I went into commentating very much with the mentality that he was the master and I was the boy, because I had done no broadcasting whatsoever.

"It was as if we were talking to each other enjoying Formula 1, with tens of millions of people listening in on us.

"I found it incredibly easy to get on with him. At no point did Murray go, 'Listen here young man, you don't understand...'; so he had exactly the right attitude."

PAUL DI RESTA

Force India F1 driver



"It was hard not to listen to that famous voice when you were watching. He took commentating on Formula 1 to another level and that's probably what has made it difficult for other people to succeed him. Even those

with no interest in F1 will recognise what it is from that incredible voice.

"When I started to watch F1, probably back in the early 1990s, he was in his element. There were great battles going on and when there was

a Schumacher/Hill incident you could always hear Murray's voice of emotion coming through.

"He always had an opinion, and a strong one, but he was very human and open in how he spoke about other people."

ALAN GOW

British Touring Car Championship supremo



"Murray had been doing the BTCC for *Grandstand* since 1988, and when I took the series over he was doing 20-minute highlight pieces, so he was voicing over the pre-recorded pictures. I didn't know his history back then, but when I started seeing his bills for his work they were for two days. I thought, 'How on earth do you spend two days doing a 20-minute voiceover?'"

"I took it upon myself to go down to BHP, who produced the footage, and sat back and watched Murray at work for two days. At the end of it, I thought of those bills, 'That's a bargain!' His enthusiasm for motorsport was just so natural.

"The effort he put into it was fantastic. I went from a cynic, who thought he had someone out of control in his invoicing, to thinking he was worth his weight in gold. Murray spent all day going over and over the tapes, making sure he had everything exactly right.

"I'm sure he won't mind me saying, but he'd put in little mistakes to make sure people didn't think it was too scripted or rehearsed. It was just superb – what you got out of it was something you thought he was doing live, even though it was highlights.

"He's been a great stalwart of the BTCC ever since, despite all his Formula 1 commitments in between times, and he still comes to the races to have a look. And he's the same person whether the microphone is off or on – a fantastic bloke."

JOHNNY HERBERT

Three-time grand prix winner



"The way Murray made Formula 1 exciting, and his passion for motorsport, are what stand out. I remember once I went off at Eau Rouge during the Belgian Grand Prix and they grabbed me to go into the commentary box with Murray, because James Hunt didn't turn up!

"The amount of work he put into making F1 more interesting even for non-racing fans was huge. I first met him at a Brands Hatch Formula Ford Winter Series race. That was when I was simply called John Herbert. I was known as Johnny in karting and when I heard Murray say 'John Herbert' it just didn't sound fast, so I changed it to Johnny!

"His enthusiasm, even today, is incredible, and the voice is still there. F1 is more popular today because of the way he put it across.

"The excitement he put into it when the British drivers had success, whether it was Damon or Nigel or me winning at Silverstone, was amazing. That famous line about having a lump in his throat when Damon won the championship, he really felt a genuine attachment to British success." ▶

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DAVID CROFT

Sky F1 lead commentator

THOMPSON/GETTY



"Murray's enthusiasm, passion and love for motorsport certainly rubbed off on me as a youngster watching him and as an adult working alongside him. He was the life and soul of motorsport coverage. It was a huge honour even to meet him.

It was one of the rare times when the reality of meeting someone was even better than you expected it to be. He's the nicest person you could ever hope to meet.

"His values always came across in his commentary. He was never one to put drivers down, to put the sport down, even though there were opportunities to be critical. He would always try to see the best in people without ever being too soft as a journalist. He struck a great balance.

"A few years ago at the British Grand Prix I had the chance to commentate with him and it came about through total fluke. He asked if he could pop into the commentary box for practice to have a listen and I told him that if he walked in, I would put headphones on him and give him a microphone! He said he'd do whatever I wanted.

"I didn't want to make a big thing of it, but a minute before we went on air I tweeted a photo of him saying, 'Look who's joining us', and the response was fantastic. He also came in and did the race as well. It was epic.

"There was one moment where I did the rundown of the drivers and said to Murray, 'There is only one way to describe this race', and he said, 'That's right... FANTASTIC'. There are certain things I've done in my commentary life that will never be replicated, and the first time with Murray in the box is one of them. I was there with a 'friend' from my childhood talking about F1."

JONATHAN LEGARD

Successor to Murray as BBC's lead F1 commentator

COMES/LAT



"There is one word that sums up Murray – FANTASTIC! He set the standard and, as Giles Smith the TV critic said, he commentated as if his pants were on fire. He always had enthusiasm, energy, something to say and personally always had time for me.

"I remember when I went to Monaco for the first time, I was asked to do an interview with him about Nigel Mansell, who had just left McLaren in 1995. I found Murray and he was so kind, so obliging, so helpful. We did the interview for 20 minutes – you ask a question and away he goes word-perfect, not a stumble. After, he said, 'Is that all right, do you have everything you need?' Everything was 10 out of 10.

"He is the template for motor racing commentary. He still has the enthusiasm, the energy and the knowledge and he is one of those rare broadcasters who defines a sport. Bill McLaren did it in rugby and to some extent Peter Alliss does now in golf, and even now, if people talk about F1, they think of Murray. He is still the voice of Formula 1."

DAVID COULTHARD

Thirteen-time grand prix winner and BBC commentator

BARTKOWIAK/NPB

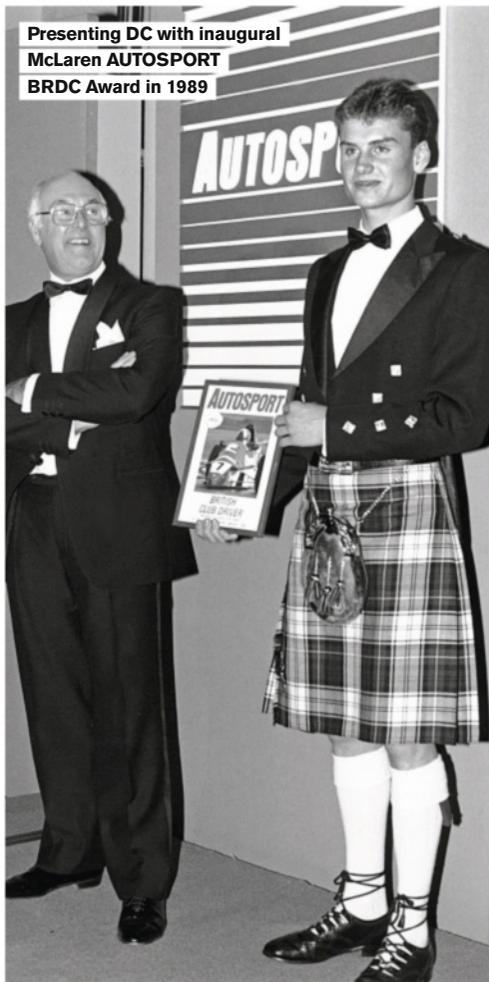


"When I was racing in karts, Murray came to Rye House to hand out the trophies. He was a big star to us. I remember being handed my trophy by him and that was a huge thing. I was thinking, 'That's Murray Walker, this is amazing.'

"I did my first interview at my first grand prix at Barcelona 1994 with him. I don't remember what he asked me, but I remember thinking, 'Now I know I'm a Formula 1 driver'. Even the press conference where I was sat with Frank Williams all seemed a bit bizarre, but doing an interview with Murray about doing my first race really rammed it home. Further on, when my father was 50, Murray agreed to come along and present a *This Is Your Life*-type thing. And in terms of paying him a fee to come all the way to Scotland, he just wanted a small donation to a charity. Can you imagine a man like that – how busy he was, the age he was – being prepared to do that? The buzz around our little village was incredible.

"Just meeting Murray would have been enough for me, never mind becoming a Formula 1 driver and having him commentating on my races. It would have been great to have worked with him. I think it was last year at the British Grand Prix, he came into our commentary box and said a few words. I was perfectly happy to just stand back and hear him do the whole 'GO GO GO!'"

LAT



JENSON BUTTON

2009 Formula 1 world champion

TEE/LAT



"Murray had a very good knack of making the most boring race interesting by just listening to his voice and his views. I started racing in F1 in 2000 and Murray was commentating. His passion for racing is what stands out – he's not just a straightforward

commentator who commentates on all sports.

"To have him commentating while I was racing in F1 was very special. In the early days I used to watch Alain Prost, Ayrton Senna, the greats back in the 1980s – and even my old man in his rallycross days! – with Murray commentating."

JONATHAN PALMER

Ex-F1 driver turned Murray's co-commentator

EBREV/LAT



"Murray is one of those rare people who has not only achieved the greatest success in his profession of anyone to date, but also is universally admired and respected for his achievements. I was privileged to work closely with Murray

on the BBC commentary team from 1991.

"If anyone was born to be a commentator it surely had to be Murray. He was just so perfectly suited to the role. Blessed by having a great natural voice – his clear, classless yet distinctive voice has been the envy of every commentator.

"What impressed me most about Murray was his ability to use intonation and modulation to reflect the prevailing situation, whether a crescendo of excitement at a great overtaking move or a majestic tribute after Nigel Mansell and Damon Hill clinched their respective world championships. And then, measured tones explaining how the emergency services were dealing professionally with a nasty accident.

"The time I had the greatest respect for Murray was when Ayrton Senna was killed at Imola. If ever there was palpable stress everywhere, it was that day. Time dragged as the accident was being dealt with, information was non-existent and yet we had to talk. And Murray carried the broadcast, in the gravest of tones with no rash views, just calmly talking, with occasional comments and observations from me. A very sobering day.

"But while Murray was the master of reading mood, nothing ever sounded contrived – though he certainly knew what he was doing. Of course, Murray's gaffes were legendary, and he certainly knew that they, and his catchphrases such as "if I'm not very much mistaken", all contributed to his endearing character. A true pro, with a blend of humility and it has to be said cleverness, such mistakes ruffled him not one jot.

"Enthusiasm and excitement are perhaps his most recognised strengths, and I always used to think that Murray's lack of detailed insight into the job a driver was doing was such a benefit – whereas those of us who had raced F1 could be underwhelmed, Murray would get genuinely excited at Taki Inoue cornering at 180mph.

"Murray has certainly left his stamp on me – referring to 'Dr' Jonathan Palmer since my early F1 days has left an indelible tag!"



Murray Walker: for
generations of fans
the voice of Formula 1

MURRAY

THE MAN BEHIND THE MIC

Veteran journalist MIKE DOODSON was Murray Walker's silent co-pilot for much of his F1 career. He reflects on motorsport's most famous commentator, who turns 90 today (Thursday)

This week the motorsporting world salutes ace racing commentator Murray Walker as he celebrates the start of his 10th decade. His has been a lifetime of communicating the joys of racing to millions, interrupted only by an early break to serve his country on the battlefield and a rather longer period in business. Throughout a career behind the microphone that dates back more than 60 years, Murray's distinctively nasal tones, and the puppy-dog eagerness of his delivery, have become happily ingrained in the nation's sporting consciousness.

Forget about the mistakes (or "predictions which didn't always come true", which is how he explained them), and you're left with a voice that epitomises British motorsport. Millions of television viewers in English-speaking countries across the world relied on him for their regular Formula 1 'fix' and they all seemed happy to overlook the occasional slip. For many of them, F1 hasn't been the same since 2001, when their shouty hero finally left his regular seat in the broadcasting booth.

Still trim and active despite some recent health scares that he reassures us the medics have now got under control, the genial 'Muzza' remains the object of intense public affection whenever he shows up at motoring events. He has been exactly the same spry figure of a man, identifiable by the polished dome and trademark snaggly front tooth,

that he was when I first worked with him as his lap-charter and race spotter. And that was more than 40 years ago.

Although Murray himself would be embarrassed to see himself compared with contemporary commentating 'greats' like Richie Benaud in cricket and Peter Alliss in golf, nobody can deny that in terms of instant recognisability he's right up there with them. Perhaps his own modest motorsporting achievements (all in two-wheeled events) didn't confer the same been-there-and-done-that authority that helps to give those two their special gloss, but he has made up for any such shortfall, then and now, in the energy that he brings to researching his subject and then voicing it in the uniquely wonky accentuation that has made him a favourite of TV impressionists.

It's worth remembering that Murray pretty much pioneered the art of commentating on motorsport for live TV. In fact his own first live broadcast for the Beeb dates all the way back to the 1949 British GP at Silverstone, where his father Graham was the lead commentator.

Graham Walker had been one of Britain's top motorcycle riders in the 1930s before going on to become a noted editor/publisher on top of his part-time microphone duties. The ambition of the teenage Murray had always been to follow in the competition footsteps of his much-loved parent. Those hopes were dampened by the outbreak of war in 1939, whereupon the younger Walker, not yet quite 16, resolved to get stuck into the fighting just as soon as he could. ▶

◀ While Murray is proud of his military service commanding a Sherman tank in the Royal Scots Greys, it's a subject that he will discuss only when it's dragged out of him. The full story, not excluding various youthful trysts, is to be found in his best-selling biography (*Unless I'm Very Much Mistaken*, CollinsWillow, 2001). Having been passed out of officer training at Sandhurst in April 1944, he missed the D-Day action but saw some serious fighting in Belgium and northern Germany before meeting up with Russian forces in May 1945. He was demobbed in 1946 with the rank of captain, although the book reveals that the promotion took place despite various escapades that at one stage had almost ended with him being reduced to the ranks.

The post-war career pursued by Capt GM Walker (Ret'd) would be in the world of advertising. He was canny in his choice of agencies, ending up at Masius & Ferguson and staying there until his retirement from the advertising racket in 1981. It would make him a wealthy man, as he told me more than 30 years ago. "In 1961 I borrowed £30,000 to buy a slice of the company at a time when it had offices only in London and Hamburg," he recalled. "When I left in 1981 it was a 53-office organisation with branches in 27 countries worldwide (including four in Australia) and an annual billing of more than one billion pounds."

Murray wears his wealth with commendable modesty, although he happens to live in a flashy mansion in the New Forest, complete with swimming pool and trout stream, which his wife Elizabeth found for them more than 30 years ago. It had been built by a princely Middle Eastern potentate for himself and his wife, only to be hurriedly put on the market, complete with furnishings, when the princess died unexpectedly and her grieving widower couldn't bear to move in.



Murray gins up on Ferrari gearbox tech for commentary notes

Murray was already well known as a TV 'voice' in 1978 when the BBC took a big gamble on F1 racing by agreeing to cover all the races live. At first, during the '50s, he had specialised in Saturday-afternoon motorcycle scrambles, both for the Beeb and (later) ITV. For a while in the '60s there were just two available TV channels, allowing Murray to claim that on at least one occasion the only voice to be heard when viewers switched on their sets was his, one of the programmes having been pre-recorded.

Working alongside Murray, as I did over a period of nearly 20 years, could be difficult, though that was never his fault. He was unfailingly prompt and efficient down the years, although the same could not always be said for the facilities and equipment supplied at the race circuits. The most memorable example of his dedication came at

Monaco, where one year we were provided with monitors in the open air. This idiotic gamble by the AC Monaco had the inevitable result. When an untimely shower of rain started to fall, sparks literally flew and the monitor failed. This meant that the viewers at home were watching a picture that wasn't available to us — and we were out of sight of the circuit. The producer in London decided to relay what was happening, by phone, to Murray, who crouched under a table and pretended as best he could that he was in command. The rain later relented, but I reckon that our man with the microphone more than deserved his fee that day.

It was for exactly this reason that Murray was obliged, at least until reliable satellite connections arrived, to do his preparations at the circuit on Friday and Saturday before dashing back to London to be sure of having a picture in front of him for the race commentary. It was an arrangement that he hated. Neither he nor James Hunt (who joined us in the booth in 1979) made a particularly good job of concealing the fact that they weren't on-site, as requested by the Beeb's powers-that-be.

The contentious relationship between Hunt and Walker was well known, although Hunt was usually well-disposed towards me. To the annoyance of our location producer, James would occasionally give me a name check and even try to extract an opinion. My job was to keep the lap chart up to date and to slip the occasional note to Murray about the progress through the field of the less well-placed British drivers. But sometimes I would get a despairing "Who?" from him when a car went off-track and the driver could not be immediately identified. Some years ago I was surprised to learn, while Murray was giving a



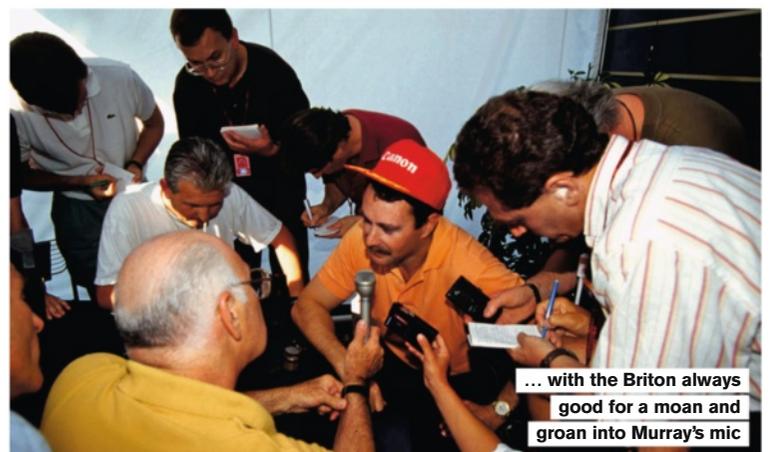
Unashamed jingoism was heaped upon British star Damon Hill



Besieged by an army of fans at Brands Hatch



Poorly Mansell would fluff his start in '86 Mexican GP...



... with the Briton always good for a moan and groan into Murray's mic

short speech to some colleagues, that he held me responsible for all those mistaken name checks. Bit unfair, that.

Unlike any other sports commentators working in TV and radio, Murray tends to hold all the leading competitors in schoolboyish awe. In the BBC days he persistently declined to pass critical judgment on any driver who had committed some error, however foolish, within view of the cameras. Instead, he preferred to leave such strictures to come directly from the mouth of his co-commentator Hunt and the other ex-drivers who would follow after the 1976 champion's death in 1993. Hunt's bluntness often horrified him, causing him to splutter something along the lines of, "You're entitled to your opinion but I couldn't possibly comment". Yet nobody has ever accused Murray of a lack of patriotism, and he allowed himself to become positively jingoistic whenever glory was in sight for British drivers, most notably Nigel Mansell and Damon Hill.

It is a remarkable (albeit little-known) irony that Murray may have unwittingly contributed to Mansell losing the 1986 title to Alain Prost, who only squeaked home by two points in the final round in Adelaide. The crucial events took place in Mexico, a country well known for the alimentary



Murray enjoys his own farewell tour during the 2001 F1 season

ETHERINGTON/LAT

"Murray allowed himself to be positively jingoistic if glory was in sight for the Brits"

71

disasters that tend to befall gringo visitors unfamiliar with its suspiciously spiced food and the altitude of Mexico City.

In his second season with Williams, and with a serious shot at taking the title, Our Nige was taking no chances with the nasty foreign grub as he headed down Mexico way. Stopping off in New York, he and Roseanne took the opportunity to stock up on bottled water and packaged bread, biscuits, cheese and fruit to tide them over once they were south of the border. After a couple of days on this monotonous diet, stuck in his room at the Mexico City Hilton, Nigel was still hale but far from hearty, as you can imagine.

His downfall would take place on the Friday evening, which had been set aside by the BBC to celebrate Murray's birthday (his 63rd) at a fancy French restaurant in Mexico City's fashionable

Zona Rosada. Mr and Mrs Mansell had warned that they'd be late, so we'd kept a couple of places free for them. By the time they arrived we were already halfway through the main course, with most of us opting for cuts from a joint of beef that had been specially prepared for the party. As soon as he spotted it, you could see the longing in Nigel's eyes. It didn't take much persuasion from the waiter to get him sitting down in front of a plate, and he tucked in happily.

As history records, the repast didn't stay down long. No sooner had Nigel arrived at the circuit on Saturday than word went round the paddock that he was far from well. Fortunately for him, each garage in the pitlane was equipped with its own bathroom, and the Williams crew had been instructed to give Nigel priority. Unfortunately for him, the word had also reached his team-mate, the

ever-mischievous Nelson Piquet. In a ploy that was either cunning or childish (take your pick), the Brazilian joker craftily nicked all the toilet paper when no one was looking.

Nigel had already developed a furious dislike for Piquet, although he had the comfort of having arrived in Mexico with a 10-point advantage over the Brazilian joker. Now, humiliation of the most basic kind had been added to the mix. The Williams-Honda duo eventually qualified second (Piquet) and third for the race, but Mansell flubbed his start and ended the first lap stone last. He'd failed to engage first gear properly, which leads one to speculate whether he'd have been so careless if it hadn't been for all the previous day's palaver over loo rolls.

As it happens, the track conditions on Sunday turned out to be ruinous to the Goodyear tyres used by the majority of the teams, forcing most of those using the American product to make multiple pitstops and allowing Gerhard Berger, on the concrete Pirellis, to snatch a popular win for Benetton and BMW. Mansell, mighty in adversity as always, made up the lost time, caught up a full lap and finished fifth, just behind Piquet, but now with four vital points trimmed from his championship lead.

Purely as an aside, it must be recorded that the only victim of the trots from Murray's birthday evening was poor old Nigel. But would things have turned out differently if he had turned down the invitation to attend Murray's birthday bash and thereby escaped the temptation of roast beef?

That's clearly a question that no-one can ever answer, but it wouldn't be the first time a world title fight has turned on some obscure triviality. ❧



Chewing the fat with Arrows boss Tom Walkinshaw

ETHERINGTON/LAT



Habit of a lifetime: Murray gets ready to inform and entertain

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Award finalists are revealed

Meet the contenders for the 25th McLaren AUTOSPORT BRDC Award



PICS: LAT AND EREY

2011 Award winner
Oliver Rowland had his
F1 run at last year's test

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SO THE NOMINATIONS ARE IN
and we have our final six!

Congratulations to the half-dozen drivers who have been chosen to contest this year's 25th McLaren AUTOSPORT BRDC Award. I think it's fair to say that each of them is a deserving candidate based on their performances this season.

Matt Parry and Jack Aitken have been the two standout drivers of Formula Renault NEC, while Chris Middlehurst has dominated Formula Renault BARC. BRDC F4 was designed to fill the void left by the death of Formula Renault UK at the beginning of 2012, and the fact the top three drivers of the inaugural season have been chosen for the Award suggests the new category has lived up to its billing.

It's now only a matter of weeks before the finalists go head-to-head in six identical F2 cars, and pit their wits against one another in Mercedes DTM and McLaren GT3 machinery. Having seen the process up close, I can tell you there really is no hiding place, and whoever performs best over the two days will be a worthy winner. But of course they won't find out who that winner is until the AUTOSPORT Awards in December! So each of them will face an agonising wait to find out who is the best of 2013.

● Interesting to get MSA chairman Alan Gow's take on the new track-limits rules for 2014 (see page 86). Many club racers are worried about how this regulation will be applied fairly and properly next season, and Gow concedes it will be difficult without proper infrastructure for circuits and drivers. We hope that the MSA's new rule is implemented consistently across all the UK's racetracks next year.

THE SIX FINALISTS FOR THE 2013 McLaren AUTOSPORT BRDC Award have been announced.

The selected drivers are Formula Renault NEC frontrunners Matt Parry and Jack Aitken, BRDC F4 champion Jake Hughes and his rivals Seb Morris and Charlie Robertson, and FRenault BARC champion Chris Middlehurst.

All six are Award finalists for the first time and will be assessed in Formula 2, DTM Mercedes and McLaren GT3 machinery at Silverstone later this month. Each will also have access to a McLaren MP4-12C road car for sighting laps.

The judging panel includes ex-F1 racer and BRDC president Derek Warwick, BTCC star Jason Plato, team boss and ex-GT racer Andrew Kirkaldy, McLaren head of vehicle engineering Mark Williams, leading circuit commentator Ian Titchmarsh, and AUTOSPORT's Kevin Turner.

The winner, who will be revealed at December's AUTOSPORT Awards, will receive £100,000, a McLaren F1 test drive, full BRDC membership, and an Arai GP-6 RC carbon helmet.

THE CHOSEN SIX

The Britons fighting for £100,000 and an F1 test



Jack Aitken Age 18
Currently second in Formula Renault NEC with Fortec
"It's my A-level year so I've been busy and not been thinking about the Award. It's like 10 Christmases coming at once!"



Seb Morris Age 17
Third in BRDC Formula 4 with Hillspeed
"We came to the F4 season late and it's been hard to prove my talents. This should help my career moving forward."



Jake Hughes Age 19
BRDC Formula 4 champion with Lanax Racing
"It's a bit of a shock. F4 went well, but I thought people would think it's too early. I'm looking forward to the DTM car - I'm a fan of the series."



Matt Parry Age 19
Currently leading Formula Renault NEC with Fortec
"I saw I was a possible nominee and it's something you do think about. I'm looking forward to all of it, and to proving myself."



Chris Middlehurst Age 18
Formula Renault BARC champion with MGR
"I was 100 per cent focused on the FR title, but people did mention the Award. I'm very honoured to be chosen."



Charlie Robertson Age 16
Second in BRDC Formula 4 with HHC Motorsport
"I never really expected to be selected in my first year of single-seaters. I'm overwhelmed!"

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BTCC uses multiple cameras to enforce track-limits rules

EBREV/LAT

Track limits

Gow says track limits tough to police

MOTOR SPORTS ASSOCIATION chairman Alan Gow admits that next season's new rules on track limits will be "difficult to police".

The MSA recently ratified a rule-change for 2014, which will make it an offence for cars to put any wheels outside the edges of any UK circuit. This is defined by the kerbs or the white line where there is no kerb.

Until the end of this season, drivers are permitted to drive outside the

limits so long as at least one wheel remains in contact with the circuit.

Gow said he believed the new regulation was the fairest way to enforce track limits, but conceded it would be difficult to police in club racing without proper equipment.

"The rule we have introduced for next year is going to be difficult to police, but it's the fairest," Gow said.

"You've got to draw the line somewhere on the limit of the track.

"In the BTCC we've got cameras in all the cars, and [at Copse Corner in the last BTCC round at Silverstone] we had a camera there as well as an observer, so we've got the wherewithal to enforce track limits. We put specialised cameras on the corners where it's an issue, and that's the problem with what's going to happen next year with the lower classes.

"Club racing and other categories haven't got this infrastructure, so

quite how they're going to properly police it, I don't know. I'm sure there'll be issues. Drivers are going to be knocking on the door of the clerk of the course at the end of the races complaining that a rival went four wheels over, and unless the clerk has a written observer's report about it, there's nothing he can do.

"You can't expect observers to see every movement of every car on every track, so it is going to be difficult."

British GT

Triple Eight brands Donington pitlane penalties "unacceptable"

TRIPLE EIGHT BOSS IAN HARRISON has slammed the decision to twice penalise the squad's British GT ace Joe Osborne for alleged pitlane speeding infringements in last weekend's finale at Donington Park.

Osborne was serving a drive-through penalty earned by team-mate Lee Mowle for passing under yellow flags when the timing system judged his trip down the pitlane as faster than the mandated 17.6s.

That earned him another drive-through, dropping the team's lead BMW Z4 from first to third. Osborne was called into the pits for a third time when timing indicated he committed the same offence again.

TSL, the championship's timing partner, suggested returning to the track next month to investigate the issue.



The Triple Eight BMW led the early stages

AUTOSPORT understands the company believes its data to be correct but, having reviewed the BMW's video footage, Harrison is adamant that is not the case.

"With the information they've given us, it's impossible we did it in that time," he said. "We're convinced that it's an anomaly with the timing system. They've done for us and we want to get to the bottom of it. It's not acceptable."

British GT

British GT drops Zandvoort in favour of return to Spa

THE BRITISH GT CHAMPIONSHIP will return to Spa-Francorchamps next season after dropping Zandvoort from its 10-race calendar.

A double-header at the Belgian Grand Prix venue on July 12-13 forms part of another seven-round 2014 schedule, which will again kick off with two races at Oulton Park on Bank Holiday Monday in April. There are repeats of the two-hour Rockingham race and the three-hour Silverstone endurance – the date of which is still to be confirmed – before double-headers at Snetterton and Spa in June and July.

The return to Belgium precedes the two-hour race on the Brands Hatch

Grand Prix circuit, moved to become the penultimate round of the season, which concludes at Donington for a third year.

Organisers have also introduced the Allan Simonsen Memorial Trophy, which will be given to the driver adjudged to have raced with speed, humility and good humour. It will be given for the first time at the 2013 end-of-season awards.



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Mallory Park

Mallory Park owners say circuit operator is at fault for problems

THE OWNERS OF MALLORY PARK say the circuit's operator is "solely to blame" for the Leicestershire venue's current difficulties.

Mallory Park Motorsport Limited, the company that runs the circuit on behalf of leaseholder the BARC, was put into administration at the beginning of last week after negotiations over an increase in the number of days it could operate for, plus a reduction in rent from the landowner, broke down (see AUTOSPORT, October 3).

Landowner Titan Properties, the company owned by former racer Chris Meek that saved the circuit from closure 30 years ago, says it offered a "50 per

cent" reduction, but that this proposal was rejected by MPML.

Titan managing director Brian Robinson said: "This amount was less than the rent paid in 2005 and indeed 2003.

"MPML demanded a much lower figure and subsequently the company was placed in administration with a view to protecting it, at the expense of the racing activities at Mallory Park, by threatening closure and not offering the company and its lease for sale.

"The previous owners of MPML – the Overend family (who ran the circuit until 2005) – had an excellent relationship with Kirkby Mallory village since 1985, with no problems, but circumstances have changed, due entirely to actions by the new owners of the company.

"Over the last three years the turnover has virtually halved, due to loss of major events, a disastrous relationship with the village, and failure to negotiate an improved racing use schedule," he continued.

"MPML is solely to blame for all this.

"Tragically it appears that Mallory Park is being sacrificed by the leaseholder for reasons other than racing."



EBREY

Circuit of Wales

Developers eye spring start date for Circuit of Wales construction

ORGANISERS BEHIND THE CIRCUIT of Wales project have set a target of early 2014 to begin construction of the facility.

Blaenau Gwent council has finally rubber-stamped the application for outline planning permission, which firms up the proposal's obligations to the local area.

These include plans to provide up to £75,000 per year for 10 years for local community projects, and £50,000 per year for five years for fuel discounts if the council takes advantage of the site's proposed renewable energy scheme.

Michael Carrick, chief executive of the Heads of the Valleys development company that is behind the project, said: "This is massive; a green light of the

brightest shade. We will start construction hopefully in quarter one of next year."

Carrick also rejected claims from the Association of Motor Racing Circuit Owners that the project is unviable, or that its £2m Welsh Assembly grant is unfair.

"People have been urging governments to invest in motorsport for years. We've got that – it's hypocritical to complain now."



Circuit of Wales will start to take shape early next year

Sunoco Challenge

UK Radical champion Smith to get Daytona 24 Hours chance

RADICAL SR3 CHALLENGE TITLE winner Bradley Smith will race a prototype in next year's Daytona 24 Hours.

The 22-year-old's domestic domination this year won him the Sunoco Challenge



Smith has dominated Radical SR3 Challenge

prize for being the most successful driver among series supplied by Sunoco fuel.

He will test at the end of November and join up with an as-yet unknown race-winning Grand-Am team in January.

"I have to use it as a career-changing event," he said. "I've got to make the most of it and promote myself at a time when sportscars' value is going through the roof."

"I don't want to just do one season and disappear. I want to make a career out of it."

Radical Clubman's Cup winner Lewis Plato has also won a Daytona drive. He will pilot a Chevrolet Camaro in the supporting 200-mile Continental Challenge race.

HUMBLE PYE

The voice of club racing

JONES



Knill-Jones does his best Stirling Moss impression in Nick Mason's Maserati

Success of Autumn Classic shows Combe is on the up

As the sun pierced the mist over Castle Combe's Old Paddock corner on Sunday and an eclectic mix of Vintage and Historic cars was pushed or towed towards the scrutineering bays on a chilly October morning, I was reminded of why I fell in love with club racing there in the 1960s. Racing numbers aren't whitewashed on flanks or windows any more, but that indomitable spirit raised the atmosphere of expectation.

Romance is one thing but reality did not disappoint. The second Autumn Classic was in a different league to last year's trial event, and the quality of racing from enhanced grids – 29 FISCAR '50s Inter-Marque cars, 26 Formula Juniors, 25 Jaguars, and 24 Big Healeys and VSCC Pre-War Sports-Cars among them – wowed enthusiasts. Among the most ardent were ex-racer David George (celebrating 40 years since his first commentary, and still going strong) and Richard Davies, for 30 years the voice of Combe.

At seven cars – and driveshaft failure sidelined poleman Rod Begbie's Elva Mk4 on lap two – FISCAR's inaugural Fliers '50s lightweight sports racer field still provided a gripping finale. It only takes two to make a race and Alex Quattlebaum (Leco-MG) pipped Brian Arculus (Lotus 9, a Combe racer in period with Tony Page) with a brave lunge into Quarry, the setting sun over Tower

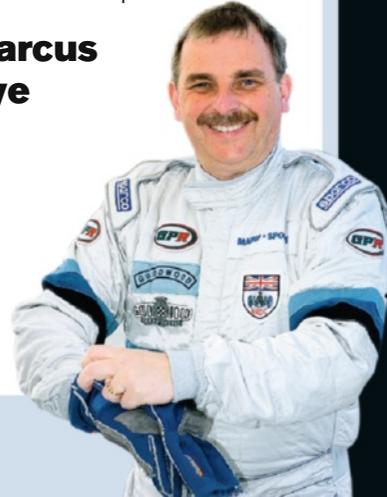
effectively precluding challenges there. You have to start somewhere and my hunch is that this series will 'fly' if more 1100cc Climax engines are made.

Social network sites and forums have been buzzing since the Classic, at which sponsor Julian Bronson of Bristol Forklifts demonstrated his 1960 Scarab GP car and Charles Knill-Jones exercised Nick Mason's Maserati 250F to delight onlookers, some in '50s outfits to reflect the venue's roots.

The groundwork has begun for the third Classic. Nigel Challis and Gordon Russell of the 500 Owners' Association were there and loved what they saw. They have promised an F3 grid in 2014, to recreate the magic of the class kicked off in nearby Bristol and in which Stirling Moss (a good friend of Combe's late saviour Howard Strawford) starred.

Following Strawford's passing in February, this has been a hard year for Castle Combe but, after a couple of fallow seasons, its 2013 finale – showcasing contemporary and historic club racing – demonstrated that it is bouncing back. And, after Thursday's downpour, daughter Emma's 'Hotline to Howard' even organised glorious summer-like sunshine and temperatures!

Marcus Pye



"This has been a hard year for Combe, but it's bouncing back after a couple of fallow seasons"

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Sainz Jr will race the same car da Costa did

F3 Cup Sainz Jr to race in Snetterton F3 Cup finale

RED BULL JUNIOR DRIVER CARLOS

Sainz Jr is to emulate Antonio Felix da Costa by contesting the F3 Cup finale at Snetterton later this month.

As with da Costa last year, Sainz is racing in the October 26-27 event in order to complete the necessary F3 race in the current calendar year to qualify him for November's Macau Grand Prix. Da Costa went on to win both races at Snetterton, before triumphing at Macau.

Sainz, who has raced this season in the

GP3 Series and has contested a partial Formula Renault 3.5 campaign, will drive the same Carlin Dallara-Volkswagen F308 that da Costa raced in Norfolk in 2012.

The Spaniard, who dominated a British F3 round at Snetterton in wet conditions in 2012, will run as an invitation-class competitor, because F3 Cup rules only allow cars built up to and including '07.

Team boss Trevor Carlin said: "As with Antonio last year, Carlos is also doing FR3.5 alongside GP3, so getting a free

weekend to do a European F3 race was pretty tricky. We were made to feel very welcome by the MSV drivers and teams last year and it was a pleasant weekend.

"Antonio was friendly and helpful to the other drivers, and he gave them advice. Carlos is the same: he's a lovely lad who is passionate about the sport, and he will give them something to aim for!"

Sainz will race in the midst of a three-way title battle between Alex Craven, Alice Powell and Tristan Cliffe.



EBREY/LAT

GT4 champs crowned

Ryan Ratcliffe and Rick Parfitt (above) clinched the British GT4 crown at Donington last weekend. Title rival Declan Jones (Ginetta G50) won the finale alongside Nathan Freke, but third in class was enough to earn fellow G50 pair Ratcliffe and Parfitt the title. The Aston Martin of Harry Whale and Richie Stanaway finished second, but was ineligible to score.

Try out Formula Ford

The annual British Formula Ford sampler day will take place at Rockingham on November 12. Drivers with a kart/race licence will be able to test the cars for a fee. Existing teams will be on hand to give advice on options for 2014, when the series will again support the 10-round British Touring Car Championship.

Mark Bailey steps down

F3 Cup team boss Mark Bailey will not continue in the series in 2014. Bailey, who has been connected to F3 in various guises for more than 20 years, will see his squad move under the wing of experienced race engineer Mike Gale, who has rebranded the squad 'Gale Force Racing' and plans to run four cars.

Amputee driver stars

Double amputee Davie Birrell made an impressive car racing debut at Knockhill last weekend. The 27-year-old raced an unmodified car in the Scottish BMW Compact Cup, loaned to him by regular racer Christie Doran. Birrell, who drove with prosthetic legs, finished ninth, 10th and 10th of the 15 entrants in the three races.

Simac is F2 champion

Alsacian Robert Simac (below) took the HSCC's Historic F2 title with two 1600cc class wins in his ex-Jean-Pierre Jausaud March 712 at Dijon last weekend. March drivers Martin Stretton and Matthew Watts won the races outright. Nick Fleming (Chevron B23/36) and Michele Liguori (Lola T298) won the Martini Trophy races. Dean Forward (Tecno) and Francois Derossi (Chevron B17) each beat the other by a small margin in 1000cc F3.



Merlin headed an all-Cobra podium in Sixties Endurance

Historics

Merlin is French Cobra wizard

FRENCH SPORTSCAR RACER

Jean-Marc Merlin headed an AC Cobra clean-sweep in Peter Auto's Sixties Endurance counter within its fourth annual Dix Mille Tours du Castellet event at Paul Ricard last weekend.

Following two full days of exclusive testing at the former grand prix circuit, the OAK Racing prototype racer took pole for the two-hour race and beat Leo Voyazides/Simon Hadfield home by a minute. Gary Pearson/Carlos Monteverde finished third in the Brazilian's ex-Ford France example.

Merlin was out of luck in the Group C race, electronics issues hitting his RLR Porsche 962, but nothing was going to stop the Sauber Mercedes C11 of Gareth Evans/Bob Berridge from adding to its seasonal tally of victories.

Lola dominated both Classic Endurance Racing plateaux, the Chevrolet-engined T70 Mk3Bs of Voyazides/Hadfield and Pierre-Alain France sandwiching veteran Bernard Thuner's Mk3 at the close of CER1, and Dominique Guenat's DFV-powered topping the CER2 pack.

British Rallycross

Fletcher commits to Rallycross GP

PORSCHE GT3 CUP CHALLENGE

racer Kelvin Fletcher will contest the British Rallycross Grand Prix at Croft this year.

TV actor Fletcher, who plays Andy Sugden in ITV soap *Emmerdale*, will drive a BMW Mini in the October 19-20 event.

"I've heard all the hype about rallycross but hadn't seen any before getting invited to do Croft," he said. "I have since seen it on TV and it looks the perfect combination of rallying and racing. I can't wait to get in the car and give it everything I have. You never know, I might enjoy it too much and be chasing Petter Solberg next year!"

Coronation Street actor Tony Hirst will compete in the Retro Rallycross category at the wheel of a Vauxhall Astra.



Fletcher is after Petter Solberg

VW Racing Cup

Hill shock at VW driving standards

BRITISH SUPERBIKE CHAMPION

Tommy Hill was unhappy at the driving standards on his car race debut in the VW Racing Cup at Donington last weekend.

He qualified 13th in the 32-car field, but contact put him out on the first lap of race one. JWB Motorsport repaired the Golf GTi for race two, where Hill finished 13th.

"It was a shock, I tried to hug the white

line at Redgate and thought I would be safe, until a car came over the grass and T-boned me, smashing the steering," he said. "It would've been nice to have one race under my belt before any argy bargy."

Hill has no current plans to race cars again. "I would like to sometime maybe, but my sponsors want me to stay in bikes, so I may start my own Superbike team," he said.



Hill found VW Cup standards rough



A point for fastest lap decided Sports & GT crown in Smith's favour

JONES

CCRC CASTLE COMBE, OCTOBER 5-6

Radical students gain power

WITH JOSH SMITH AND ADAM HIGGINS crowned circuit champions in Saturday's contemporary Grand Finals element, and sublime cars of yesteryear reigning in Sunday's second Autumn Classic, Castle Combe's 2013 season closed in triumphant fashion – and an August-like heatwave.

Smith, in his Bridgwater College-run Radical PR6, was 4.999s adrift of polesitter Andrew Shanley on lap one, but hounded the yellow Prosport down and lunged ahead at the Esses on the penultimate tour. Smith's fastest lap point decided it.

Perry Waddams, two ahead going in, was on the back foot with the Mitsubishi Evos of Gary Prebble –

later to dominate the end-of-term challenge race – and seasonal debutant Simon Norris likely to hurt his scoring, but the TVR-Chevrolet pilot stuck to his guns as Norris's latest 900bhp monster fizzled out.

Unless Steve Jensen won, with fastest lap, and he finished outside the top five, Adam Higgins would add his name to the Formula Ford roll of honour on which father Bob appears four times. Jensen needed all Kevin Mills Racing's skills to make the grid, a spin at Camp in Carnival qualifying having collected Ed Moore's Van Diemen and savaged his own Spectrum, but he passed team-mate Ashley Crossey to win the race, then called time on his

19-season racing career! Higgins fought off Roger Orgee for third, then ousted Crossey before the race was flagged early with three cars – including fastest lapper Luke Cooper's – off at different places. "It's an absolute dream come true," beamed Higgins, who has matured into a quick and consistent racer in Riadro Racing's Van Diemen.

Behind Crossey, who blitzed it with a fine drive, the Carnival race was less exciting. Higgins's older brother Richard and Oliver White squabbled over second before Adam H and Orgee got involved. Cooper, who started from pole in a repaired Swift SC92F, again cut best lap.

Stub-axle failure and a loose ECU stopped title rivals Matt Simpson and Chris Brockhurst in the Quaife Intermarque opener, thus Matt's dad Jeff broke their P1 stranglehold. Local man Russell Humphrey's second in another Vauxhall Tigra clone was popular with spectators.

Simpson Jr and Brockhurst went from the back in race two, but were embroiled in a start shunt that eliminated Humphrey and Malcolm Blackman. With bodywork bandaged up, Matt and Chris soon reasserted themselves at the restart. Their title fight thus goes to the wire at

Brands Hatch in November.

Combe regular Lloyd Hopes claimed Pre-'82 FF1600 pole and victory in a Bob Winterflood-rebuilt PRS, but could not match Adriano Medeiros before a misfire blunted the Brazilian's engine and Quarry unzipped Stuart Kestenbaum's challenge. Sixth was just sufficient for Medeiros to land the crown.

Mark Wyatt's undisputed Combe Saloon finale win broke a class-topping tie with Tony Dolley, but Will di Claudio – who had already retained the number 1 – retired from third, behind Rob Ballard. Class D champ Charles Hyde-Andrews-Bird stepped up to dad Kevin's Renault Megane and battled to sixth.

Champion Matt Parkes and M3-aspirant Mike Tovey shared honours in two frenetic Production BMW races, but their day was made when Tim Wilson – in RAW's hire car after a year out – made it an all-Bristolian second podium.

Sunday opened stylishly with a Historic Aston Martin race, in which Chris Woodgate (DB3) edged newcomer Steve Boulton Brooks (DB3S) after Steve Bamford, who had split them, bent the RGS Atlanta-Aston at Quarry.

Driving the Lotus 20/22 in which



Higgins became a second-generation Combe FFord champ

JONES

HDI BIG HEALEY CHALLENGE CASTLE COMBE, OCTOBER 6 CCRC

Swede Schildt bags graceful Healey Combe win once more

BIG HEALEYS HAVE ALWAYS BEEN a huge draw at Castle Combe – John Chatham’s derring-do in 3000s inspire a big Bristol posse still – but Sweden (Anders Schildt, Nils-Fredrik Nyblaus and Anders Lotsengard to the fore) and Holland, from whence Jaap Sinke and Karsten Le Blanc also came to support the Healey Driver International feature, are hotbeds of popularity too.

Dan Cox qualified Eric Woolley’s 3000 on pole, but started Joe Chatham’s ninth and led by lap five. Woolley clung grimly to second, before slipping back, whereupon quintuple British Hillclimb champion David Grace took over. Chris Clarkson, outright Combe lap record holder Nigel Greensall (in Nyblaus’s car), recent Goodwood

winner David Smithies and Le Blanc (ex-Chatham DD300) were next in the chain.

The crowd-pleasing machines assumed ever-more-lurid angles as tyres and brakes wilted and fuel loads reduced post-pitstops. Cox and Grace stopped together, 2012 winner Schildt jumping into Grace’s and resuming in front of Chatham Jr, Ted Williams (relayed by Clarkson) and Cox, now in Woolley’s machine, which he restyled at Tower while essaying for third.

Le Blanc stopped last, Schildt going top amid a safety car interlude to remove Smithies’ car (crumpled by Richard Bull at Bobbies) and stayed there to win the Tim Rogers Memorial Trophy from Chatham and Williams. The Dave Hardy Memorial Trophy four-cylinder battle was won



Schildt repeated his 2012 Combe success

JONES

by Mike Thorne/Johnny Todd’s 100M in a superb seventh overall. Runners-up Mark Pangborn/Harvey Woods and Jonathan Abecassis were 1.36s apart at the chequer.

RESULTS (28 LAPS) 1 David Grace/Anders Schildt (3000); 2 Dan Cox/Joel Chatham (3000) +10.376s; 3 Chris Clarkson/Ted Williams (3000); 4 Karsten Le Blanc (3000); 5 Martin Hunt/Patrick Blakeney-Edwards (3000); 6 Nigel Greensall/Nils-Fredrik Nyblaus (3000). **CW** Mike Thorne/Johnny Todd (100M). **FL** Cox 1m21.007s (82.21mph).



Simpson Jr (left) and Brockhurst were at it again



Woodhouse family continued its Combe winning run in FJunior

dad Mark won Formula Junior’s last solus race here in 2002, GP3 mechanic Jack Woodhouse recorded his maiden rear-engined win. He staved off Pete Morton and James Claridge until Camp on lap eight, when front-engined leader Ash Waller’s Sadler dumped its oil in front of him.

Woodhouse avoided it, but Morton and Denis Welch had grassy escapes either side of Claridge, whose Lola nosedived into the belted tyrewall, miraculously without personal injury. As others spun, the red flags flew and the result was backdated a lap.

Anthony Reid’s quest to defy 300 pounds of ballast to annex the Jaguar Enthusiasts’ Club’s Norman Dewis Trophy in Nigel Webb’s XK120 was derailed when a rear tyre punctured two laps from glory. Grahame Bull

– who duelled with Reid initially – thus headed Canadian Read Gomm and Colin McKay in an E-type 1-2-3.

Despite different pitstop strategies, Aston Martin DB2 soloist Andrew Sharp shaded the Mike Thorne/Johnny Todd Austin-Healey 100M by 0.073s in a thrilling climax to the 29-car FISCAR ’50s Inter-Marque event. Andy Shepherd (AC Ace) burst through from 10th to third.

Fred Wakeman (Frazer-Nash) beat Andrew Mitchell (HRG) to win the VSCC’s Pre-War Sports-Car set. And a second American victor emerged when Alex McQueen-Quattlebaum (Leco-MG) denied Brian Arculus (Lotus 9) in the first FISCAR Fliers event for small-bore ’50s sports racers with a demon pass at Quarry.

● Marcus Pye

CASTLE COMBE SPORTS & GT (15 LAPS) 1 Josh Smith (Radical PR6); 2 Andrew Shanley (Radical ProSport) +2.409s; 3 Norman Lackford (Radical PR6); 4 Gary Prebble (Mitsubishi Evo); 5 Perry Waddams (TVR Tuscan-Chevrolet); 6 Jeremy Irwin (Jertona 86/09).

Class winners Prebble; Richard Gray (Radical SR4).

Fastest lap Smith 1m03.410s (105.03mph).

CASTLE COMBE FF1600 (12 LAPS) 1 Steven Jensen (Spectrum 011b); 2 Adam Higgins (Van Diemen JL12) +0.176s; 3 Ashley Crosse (Spectrum 011c); 4 Roger Orgee (Van Diemen RF00); 5 Nathan Ward (Swift SC95K); 6 Richard Higgins (Van Diemen RF90). **CW** Ward; Glen Finn (Swift FB89). **FL** Luke Cooper (Swift SC92F) 1m11.816s (92.73mph).

CARNIVAL (15 LAPS) 1 Crosse; 2 Oliver White (Van Diemen RF01) +3.711s; 3 Orgee; 4 A Higgins; 5 Cooper; 6 Ed Moore (Van Diemen JL13K). **CW** Cooper; Finn. **FL** Cooper 1m11.930s (92.59mph).

QUAIFE INTERMARQUE (BOTH 13 LAPS) 1 Jeff Simpson (Vauxhall Tigra); 2 Russell Humphrey (Tigra) +0.653s; 3 Keith White (BMW Z4); 4 Lewis Smith (Tigra); 5 Mark Fuller (Mercedes-Benz SLK); 6 Luke Armiger (Tigra). **FL** Chris Brockhurst (Tigra) 1m10.244s (94.81mph). **RACE 2** 1 Matt Simpson (Tigra); 2 Brockhurst +2.351s; 3 J Simpson; 4 Chris Ayling (VW Corrado); 5 Fuller; 6 Philip Young (Mitsubishi Colt). **FL** M Simpson 1m11.128s (93.63mph).

PRE-’82 CLASSIC FF1600 (16 LAPS) 1 Lloyd Hopes (PRS RH01); 2 Simon Davey (Van Diemen RF80) +1.982s; 3 Steve Pearce (Van Diemen RF81); 4 Kevin Mansell (Crosale 32F); 5 Roger Newman (Van Diemen RF80); 6 Adriano Medeiros (Van Diemen RF80). **CW** Dave Lowe (Lotus 69). **FL** Stuart Kestenbaum (Van Diemen RF79) 1m14.842s (88.98mph).

PRODUCTION BMW (BOTH 11 LAPS) 1 Matt Parkes; 2 Mike Tovey +0.221s; 3 Stuart Waite; 4 Alan Wileman; 5 Tim Wilson; 6 Harry Goodman. **FL** Waite 1m22.747s (80.48mph). **RACE 2** 1 Tovey; 2 Parkes +0.446s; 3 Wilson; 4 Waite; 5 Wileman; 6 Goodman. **FL** Waite 1m23.087s (80.15mph).

CASTLE COMBE SALOONS (15 LAPS) 1 Mark Wyatt (Vauxhall Astra); 2 Rob Ballard (SEAT Leon Cupra 20v T) +2.661s; 3 Tony Dolley (Peugeot 206 GTI); 4 Julian Ellison (Vauxhall Astra VXR); 5 Dave Scaramanga (VW Bora T); 6 Charles Hyde-Andrews-Bird (Renault Megane). **CW** Ballard; Carl Loader (Citroen Saxo VTS); David Rose (VW Lupo). **FL** Wyatt 1m15.954s (87.67mph).

OPEN SPORTS V SALOON CHALLENGE (10 LAPS) 1 Gary

Prebble (Mitsubishi Evo); 2 Tim Woodman (Caterham 7) +33.828s; 3 Nick Holden (Ariel Atom Cup); 4 Rob Ballard (SEAT Leon Cupra 20v T); 5 Florian Straus (Nissan 370Z); 6 Tom Knight (BMW M3). **CW** Woodman; Ballard; Simon James (Citroen Saxo VTS). **FL** Prebble 1m08.905s (96.65mph).

HISTORIC ASTON MARTINS (14 LAPS) 1 Chris Woodgate (DB3); 2 Steve Boulbee Brooks (DB3S) +1.685s; 3 Chris Adams (DB2); 4 Timothy Stamer (DB2/4); 5 Martin Hunt (Frazer Nash Le Mans Replica); 6 Nigel Grice (DB2/4 MkII). **CW** Adams; Keith Piper (New International); Hunt. **FL** Woodgate 1m25.011s (78.34mph) record.

JEC NORMAN DEWIS TROPHY: PRE-’66 JAGUARS (20 LAPS) 1 Grahame Bull (E-type FHC); 2 Read Gomm (E-type low-drag coupe) +22.451s; 3 Colin McKay (E-type FHC); 4 Richard Butterfield (Mk1); 5 Stephen Skipworth (XK120); 6 Andrew Keith-Lucas (XK150S). **CW** Butterfield; Dick Skipworth (E-type FHC). **FL** Anthony Reid (XK120) 1m20.322s (82.91mph) record.

VSCC PRE-WAR SPORTS-CARS (12 LAPS) 1 Fred Wakeman (Frazer Nash Super Sports); 2 Andrew Mitchell (HRG 1 1/2-litre) +6.202s; 3 Simon Blakeney-Edwards (FN Shelsley); 4 Patrick Blakeney-Edwards (FN Saloon ‘The Owl’); 5 Mark Brett (Ballymory-Ford V8 Special); 6 Chris Jones (MG L-type Magna). **CW** S Blakeney-Edwards; Brett; Tim Kneller (Riley Brooklands). **FL** Wakeman 1m30.319s (73.73mph).

FISCAR ’50S INTERMARQUE (17 LAPS) 1 Andrew Sharp (Aston Martin DB2); 2 Mike Thorne/Johnny Todd (Austin-Healey 100M) +0.073s; 3 Andy Shepherd (AC Ace-Bristol); 4 Martin Hunt (Frazer Nash Le Mans Replica); 5 Robin Ellis (Lotus Elite); 6 Jonathan Abecassis (Austin-Healey 100M). **FL** Todd 1m24.003s (79.28mph).

FORMULA JUNIOR (7 LAPS) 1 Jack Woodhouse (Lotus 20/22); 2 Pete Morton (Lightning Envolette) +0.557s; 3 James Claridge (Lola Mk5A); 4 Michael Hibberd (Lotus 27); 5 Denis Welch (Lotus 22); 6 Richard Smeeton (Wainer 63). **CW** Andrew Wilkinson (Lynx T3); Stuart Roach (Condor S3); Ash Waller (Sadler FJ).

FL Woodhouse 1m16.129s (87.48mph) record.

FISCAR FLIERS: FIFTIES LIGHTWEIGHT SPORTS RACING CARS (14 LAPS) 1 Alexander McQueen-Quattlebaum (Leco-MG); 2 Brian Arculus (Lotus-Climax 9) +0.752s; 3 John-Paul Mason (Cooper-MG T21); 4 John Tewson (Austin-Healey Sprite Mk1); 5 Tony Bailey (OSCA-Alfa Romeo MT4); no other finishers. **FL** Arculus 1m29.125s (74.72mph) establishes record.



Tovey leads Parkes in BMW battle

JONES

Wideboys triumph in enthralling relay

THE CHEQUERED FLAG FELL ON THE MGCC's 2013 season with an entertaining and hard-fought four-hour relay, after which just 10 seconds separated the top two teams.

The trio of MGBs and sole ZR of the V8 Wideboys squad survived mechanical dramas to hold off a late challenge from Morgan Magic and claim scratch victory for a second consecutive year. But with two of its cars sidelined earlier in the race, and a third running without a functioning starter motor, the team couldn't be sure of victory until the end.

For much of the first hour, the race had looked like being a Morgan benefit, as Roger Whiteside's rapid Plus 8 propelled the Richards Racing team into the lead ahead of Jerry Knight, who ably spearheaded Morgan Magic's early challenge. Once Whiteside's stint came to an end, his team steadily drifted down the order, leaving Knight's team-mate Tim Harrison in the lead ahead of the rapidly closing Wideboys.

Despite first losing Paul White's ZR to clutch failure, and then seeing

Simon Cripps' newly acquired MGB suffer both brake failure at 165mph, and later a blitzed gearbox when he inadvertently selected third rather than fifth gear on the back straight, Wideboys battled on regardless. They deposed of Morgan Magic to hit the front shortly before the final hour, building a useful lead while their rivals made their last driver swap. Still the drama wasn't over, as just after their advantage grew to almost a minute, a safety car period with half an hour to go all but wiped it out.

When racing resumed, the Wideboys' lead shrank further as Morgan Magic's Knight charged forward. But Spencer held his nerve to keep the gap pegged at 10 seconds, punching the air in celebration as he crossed the line to secure victory.

Behind them, the BMWs of M Sport Racing had edged remorselessly up the order, moving into the top three by the finish, albeit two laps in arrears. Fourth place, a further two laps back, was secured by last year's runners up, The Trophy Guys, having recovered from the loss of Malcolm



Paul White lived up to the winning Wildboys team's name

Gammons' ZR (which had to be rescued after shedding a wheel). Aero Racing's Morgan squad clinched fifth, well clear of Team MG.

The battle for handicap victory was also tightly contested, with just eight laps covering all 22 classified finishers. Team CMC's clutch of MG ZRs just edged Stuart's Muscateers to victory. Behind them, four squads finished level on 156 laps, with M Sport Racing securing third overall.

● Oliver Timson

RESULTS (135 LAPS) 1 V8 Wideboys: Ollie Neaves (MGB V8)/Paul White (MG ZR190)/Simon Cripps (MGB GT V8)/Rob Spencer (GT V8); 2 Morgan Magic: Tim Harrison (Morgan

4/4)/Jerry Knight (Plus 8)/Simon Orebi-Gann (Roadster Lwt)/Andrew Thompson (Roadster); 3 M Sport Racing: Pat Fenn (BMW M3 E36)/Bryan Bransom (M3 E36 Evo)/Darren Stamp (E30 325)/Pat Fenn (M3 E36 Evo); 4 The Trophy Guys: Malcolm Gammons (MG ZR 190)/Chris Bray (ZR 190)/Charlie Brown (Renault Megane R26R)/John Brown (ZR 190); 5 Aero Racing: Billy Bellinger (Morgan +4 Babydoll)/Phill Thomas (Morgan Plus 4 Supersport); Greg Dixon-Smith (Plus 4 Supersport); Christian McCarty (Plus 4 Babydoll); 6 Team MG: Neil Fowler (MGB GT V8)/Ben White (MGB); Mark Scott (Toyota MR2).

Handicap winner Team CMC (all MG ZR160s): David Coulthard/Julia Penfold/Helen Waddington/David Williams/Dan Surridge.

FL Richard Thorne (Morgan Roadster Lwt) 1m22.270s (86.81mph).

Smith wins the opener but epic duel steals the show

TOM SMITH GUIDED HIS MGB ROADSTER to a dominant victory in the first of two Ecurie GTS races, then stepped aside for the second.

Malcolm Gammons and Rod Begbie's entertaining mid-race scrap for runner-up spot allowed Peter Barnard to close on both of them and make it a three-way fight. After Begbie retired to the pits, Gammons and Barnard vied for position, with Gammons finally sealing it after his rival's last lap spin.

With Smith absent from race two, there was a cracking lead battle between Gammons and Barnard that raged throughout. They ran nose-to-tail, with Barnard finally finding a gap into Brundle on lap eight, only for Gammons to regain the place.

Barnard got through again at the same corner, and stayed ahead for five laps until his rival powered past on Bentley Straight. The pair touched on the next lap through Brundle, and Gammons took the lead to win.

● Oliver Timson

RESULTS (BOTH 20 LAPS) 1 Tom Smith (MGB Roadster); 2 Malcolm Gammons (Roadster) +17.887s; 3 Peter Barnard (Elva Courier MkIV); 4 Pete Foster (Triumph TR4); 5 John Yea (Roadster); 6 Robi Bernberg (TVR Grantura MkIII). **CW** Foster; Ross Chisholm-Brown (Triumph Spitfire Le Mans). **FL** Smith 1m30.370s (79.03mph). **RACE 2** 1 Gammons; 2 Barnard +0.109s; 3 Foster; 4 Yea; 5 David Russell-Wilks (Roadster); 6 Nick Crewdson (Roadster). **CW** Foster; Chisholm-Brown. **FL** Barnard 1m30.352s (79.05mph).



The McCarthy GTV8s were class of the field

McCarthy brothers head combined Challenges

A COMBINED FIELD OF PETER BEST and BCV8 Challenge runners formed a 36-strong grid on the Snetterton 200 Circuit, with Russell McCarthy seizing an early lead in his MGB GTV8.

Brother Spencer battled back in the closing laps to snatch victory, leaving Russell to hold off a late attack from Rob Spencer to salvage runner-up spot. Further back, James Walpole and James Darby were battling for the overall Peter Best title. Darby fought through the field to second, after a broken diff had ruined his qualifying, behind Walpole, and championship honours were decided in race two.

That only featured the Peter Best runners, and while Tom Sanderson's Metro GTi took a

dominant overall win, Walpole surged up the order in the closing laps to claim second in class, and the championship.

● Oliver Timson

RESULTS (BOTH 12 LAPS) 1 Spencer McCarthy (MGB GT V8); 2 Russell McCarthy (GT V8) +5.943s; 3 Rob Spencer (GT V8); 4 Ian Prior (GT V8); 5 Ollie Neaves (V8); 6 Ken Deamer (GTV8). **CW** Simon Cripps (Roadster); Alan Brooke (Rover Metro GTi); James Walpole (Roadster); Richard Wilson (Roadster); Ashley Cross/Steve Tyler (MGZS 180 Mk1); Paul Linfield (MGB). **FL** Spencer 1m22.624s (86.44mph).

RACE 2 FOR PETER BEST (13 LAPS)

1 Brooke; 2 Shaun Holmes (MGC GT); 3 James Darby (MGB GT); 4 Peter Bramble (MG ZR 160); 5 Walpole; 6 Wilson. **CW** Darby; Bramble. **FL** Holmes 1m30.510s (78.91mph).

Gammons (leading) won this entertaining scrap





Wilkins won the first race, beating both title rivals

PORSCHE CLUB SNETTERTON 200, OCTOBER 5-6 MGCC

McCullagh crowned as Wilkins, McAleer win

THE 2013 PORSCHE CLUB TITLE WAS up for grabs in the season-ending double-header, as Class 1 and 2 points leaders Tom Bradshaw and John McCullagh went head to head.

With McCullagh having edged ahead in the title chase last time out at Silverstone, Bradshaw needed maximum points to reignite his challenge. But Craig Wilkins grabbed the initiative at the start of race one and held on to win despite the close attentions of poleman Bradshaw, Peter Morris and Mark McAleer.

In a dramatic late twist, the race could have ended in disaster for McCullagh when Morris suffered

engine failure, leaving a trail of oil round Coram. It pitched a number of cars, including McCullagh, towards the tyres, and for a moment it looked like his title hopes might be wrecked. Fortunately he was able to resume the track and, with the race quickly red-flagged, he moved a step closer to the title with a crucial class victory.

Wilkins looked on course to win again in the sequel until engine problems forced him out on lap 13. Instead it was McAleer who picked up the pieces to take victory. Marcus Carniel snatched second by going round the outside of Richard Ellis, with Bradshaw's title hopes having

gone up in smoke thanks to his exhaust rubbing against his bumper and causing fumes to seep into the cockpit. With Bradshaw forced into retirement, McCullagh's second in class was enough to clinch the title.

● Oliver Timson

RESULTS (14 LAPS) 1 Craig Wilkins (996); 2 Peter Morris (996 C2) +1.624s; 3 Tom Bradshaw (Boxster S); 4 Mark McAleer (996 C2); 5 Richard Ellis (993 C2); 6 Marcus Carniel (Boxster S). CW McCullagh. FL Morris 1m19.953s (89.33mph). RACE 2 (19 LAPS) 1 McAleer; 2 Carniel +11.808s; 3 Ellis; 4 Mike Johnson (996 C2); 5 Chris Dyer (Cayman S); 6 Jonathan Evans (968 CS). CW Evans. FL Bradshaw 1m20.339s (88.90mph).



Calko was dominant in the wet second race at Monza

RADICAL EUROPEAN MASTERS MONZA, OCTOBER 5-6 GT OPEN

Victorious Correa shares spoils with Calko

VICTOR CORREA AND KONSTANTINS Calko were the winners of two lively races at Monza. Saturday's race reached a thrilling climax, with Correa fending off Marcel Marateotto, who had a charging Calko for company.

The dice of the race was for fourth with Ross Kaiser just maintaining his advantage over James Littlejohn. As the clock ticked down, the top five all converged on each other, but Correa had enough in hand to take the flag.

The frontrunning machine of Christian Kronengard/Mark Smithson was sidelined late in the

race with mechanical troubles.

A heavy shower prior to the start of the second race turned it into a somewhat crash-strewn affair, with yellow flags punctuating the race. It was Calko who best navigated the spray to win comfortably from Correa, with Littlejohn and Tony Wells rounding out the rostrum. Alex Kapadia and Tom Jordan were impressive en route to fourth.

James Abbott was again the class of the SR3 runners although he had to work hard for Saturday's triumph, only finding a way past

Colin Noble late in the race.

● Ben Evans

RESULTS (22 LAPS) 1 Victor Correa (SR8); 2 Marcel Marateotto/Marco Cencetti (SR8) +1.323s; 3 Konstantins Calko (SR8); 4 Terrence Woodward/Ross Kaiser (SR8); 5 Tony Wells/James Littlejohn (SR8); 6 Ronnie Valori/Marco Jacoboni (SR8). CW James Abbott (SR3). FL Alex Kapadia (SR8) 1m47.555s (120.48mph). RACE 2 (20 laps) 1 Calko; 2 Correa +7.067s; 3 Wells/Littlejohn; 4 Kapadia/Tom Jordan (SR8); 5 Woodward/Kaiser; 6 Jaap Bartels/Olly Nacock (SR8). CW Abbott. FL Littlejohn 2m01.015s (107.09 mph).



Metro Cup

Tom Sanderson (above) was in a class of his own in the season-closing Metro Cup race at Snetterton, claiming an emphatic victory. Mike Williams shrugged off an early challenge from Dick Trevett to take a distant second. Having already done enough to retain his Class B and overall titles last time out, Thomas Grainger fought off Jack Ashton's attentions to take fourth.

MG Trophy

While Chris Bray beat Ross Makar to win the opening MG Trophy race at Snett, there was plenty of action behind them, as Doug Cole recovered through the field after a first-lap slip and charged onto the final step of the podium. Bray led throughout race two to win again. Meanwhile, Makar edged out Cole in a spirited scrap for second.

Midget-Sprite Challenge

With poleman Paul Sibley retiring early, David Weston beat Edward Reeve to win the first race at Snett. Martin Morris came from the back of the grid to complete the podium. Weston surged from third to first in the early laps of race two, en route to another win. Further back, third-placed Tom Neat wrapped up the Midget title with class victory.

Thoroughbreds

There was drama of an unwelcome kind in the Thoroughbred Sports cars race at Snett, as early leader Spencer McCarthy's familiar yellow MGB GT V8 erupted in flames. McCarthy emerged unscathed, while marshals arrived to get the fuel fire under control. Once the ensuing safety car period ended, Russell McCarthy held off pressure from Ollie Neaves's MGB V8 to secure the win.

Morgan Challenge

Despite twice losing the lead inside the opening lap to former champion Matthew Wurr at Snett, Morgan maestro Keith Ahlers (below) battled back ahead both times before escaping to win the packed Morgan Challenge race. Further back, a race-long chase for fourth went down to the wire, with Billy Bellinger remorselessly reeling in Tony Lees, only to fall just short.





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SCOTTISH FORMULA FORD
KNOCKHILL, OCTOBER 6 SMRC

'Old fogey' Thorburn takes title

THIS YEAR'S TITLE SHOWDOWN featured four drivers, with the top two – Michael Gray and Stuart Thorburn – tied on points at the start of the weekend. In the end, the wet-and-misty conditions made the handling of Gray's Vector a particular challenge and it was no surprise to see the Van Diemens of Thorburn and Jordan Gronkowski at the head of the field.

Thorburn immediately put manners on Ciaran Haggerty by going around the outside at the first corner to take the lead, but it was not long before the teenager pitted with an engine problem. This put paid to Haggerty's outside chance of the crown; it has been an impressive debut season for the Scottish karting ace, who has profited from Ryan Dalziel's input as part of the Racing for Scotland initiative.

Gronkowski's challenge took a hit in the summer when he suffered an engine problem, although he views this positively given an improved



Thorburn's pair of runner-up results clinched the crown

motor has been an advantage later in the season. He used it to good effect as he passed Thorburn at the start of lap nine. The race was red-flagged a lap later on account of Neil Broome's stranded car, which gave Gronkowski the win.

With the title in sight, Thorburn played a more conservative game in race two and finished second behind Gronkowski, but ahead of Gray, to seal the prize.

"I'm stunned," said the Duns-based driver. Thorburn admitted he wasn't originally intending to do the full season. "I came along to the first meeting and had two wins and

it went from there," he explained. Thorburn jokingly said that the series was not about "old fogies like me"; but he has seen off challenges from all quarters.

● Jonathan Crawford

RESULTS (8 LAPS) 1 Jordan Gronkowski (Van Diemen); 2 Stuart Thorburn (Van Diemen) +0.092s; 3 Michael Gray (Vector); 4 Matthew Chisholm (Van Diemen); 5 Paul Kopec (Ray GRS08); 6 Colin Turner (Van Diemen). **Fastest lap** Gronkowski 55.945s (81.81mph). **RACE 2 (10 LAPS)** 1 Gronkowski; 2 Thorburn +1.115s; 3 Gray; 4 Kopec; 5 Chisholm; 6 Ciaran Haggerty (Ray GRS09). **FL** Gronkowski 56.687s (80.74mph).

SCOTTISH CLASSICS KNOCKHILL, OCTOBER 6 SMRC

Gilmartin gives Morgan another fine hour

TOMMY GILMARTIN OVERCAME ALL the challenges thrown at him to win the championship in his Morgan +8.

The Fife-based driver was lucky to start the title-showdown weekend at all after engine problems surfaced while racing at Spa last month.

Gilmartin's difficulties were added to by a tremendous late-season return to form by Stan Bernard, who made the most of the damp conditions in his Porsche 911.

Bernard was joined by reigning champion Robert Marshall (in his pristine Ford Escort RS) and they hounded Gilmartin for the second half of the first race.

The battle resembled that of a single-make series as they skillfully ran nose to tail. Bernard snuck past and held on for the win.

The final race was even more dramatic as Harry Simpson's Ginetta G4 joined the lead battle on the drying track.

He took fastest lap on his way to second place, less than two seconds behind a relieved Gilmartin, who finished six points clear of Marshall in the final standings.

"We didn't know if we'd be here this weekend," explained the champion. "We were able to come up and do a few laps on Wednesday

night and the car was all right [after the engine repairs], so here we are."

● Jonathan Crawford

RESULTS (12 LAPS) 1 Stan Bernard (Porsche 911); 2 Tommy Gilmartin (Morgan +8) +1.112s; 3 Robert Marshall (Ford Escort RS); 4 Russell Paterson (Morgan +8); 5 Raymond Boyd (Porsche 911); 6 Harry Simpson (Ginetta G4). **CW** Gilmartin; Marshall; Simpson; George Leitch (Ford Fiesta). **FL** Paterson 1m03.384s (72.21mph). **RACE 2 (10 LAPS)** 1 Gilmartin; 2 Simpson +1.878s; 3 Bernard; 4 Marshall; 5 Paterson; 6 Robin Benn (Triumph TR8). **CW** Simpson; Bernard; Marshall; Leitch. **FL** Simpson 58.828s (77.80mph).



Gilmartin wasn't even sure he'd be racing his Morgan



Scottish Minis

Aiden Moffat returned to club action at Knockhill, and took his first win in Minis with a bold move around the outside of title rivals Joe Tanner and Ken Thirlwall at the last corner. Thirlwall (above) moved marginally ahead with a win in a curtailed race two, but the pair came together in the final race, which confirmed Thirlwall as champion.

Scottish Fiestas

George Orr did enough to deny young ace Aiden Moffat the title with two third places at Knockhill. Moffat resisted huge pressure to win both races. Wayne MacAuley continued his venture into the STs having sealed the XR2 crown. He pressed Moffat hard for a win but couldn't find a way by. David McNaughton dominated the XR2 newcomers.

Scottish Compact Cup

Alan Kirkaldy dominated the first two races at Knockhill, but opted to sit out the final having found a prospective buyer for his championship-winning BMW Compact. This let Steven Dailly take the win, clear of a group of four cars that jostled for second, headed by Billy Campbell. An MX5 Cup hat-trick gave Paul Curtis the title.

Scottish Sports Saloons

Ryan Magennis (GTR002) took two wins out of three at Knockhill, but the title was only confirmed as his after a last-lap tussle in Class B1 left Mark Dawson in the gravel. Colin Simpson (Marcos Mantis) made the most of a slow start by Magennis to win race two. Paul Brydon (BMW M3) took two seconds but crucially suffered a supercharger belt failure in race two.

Scottish Legends

David Hunter looked set to take the title after finishing second on the road in the final race at Knockhill. Both he and fellow title contender David Allan were disqualified for a technical infringement, which gave the title to David Newall (below left). John Patterson ended his strong rookie season with a win and a second place. Duncan Vincent and Paul O'Brien took a win apiece.



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NATIONAL RESULTS ROUND-UP

SNETTERTON 200
MGCC, OCTOBER 5-6



MG METRO CUP (14 LAPS) 1 Tom Sanderson (Rover Metro GTI); 2 Mike Williams (Rover 100) +17.985s; 3 Dick Trevett (MG Metro Turbo); 4 Thomas Grainger (Rover 100 GTI); 5 Jack Ashton (Rover Metro GTI); 6 Jonathan Woodcock (Rover Metro GTI). **Class winners** Grainger; Alex Flower (MG ZR 105). **Fastest lap** Sanderson 1m30.182s (79.20mph).

MG TROPHY (BOTH 14 LAPS) 1 Chris Bray (ZR 190); 2 Ross Makar (ZR 190) +4.069s; 3 Doug Cole (ZR 190); 4 Robin Walker (ZR 190); 5 Jake Fraser-Burns (ZR 190); 6 Dan Neaves (ZR 190). **CW** Richard Marsh (ZR 160). **FL** Bray 1m25.931s (83.11mph). **RACE 2 1 Bray;** 2 Makar +6.321s; 3 Cole; 4 Walker; 5 Fraser-Burns; 6 Alastair Rushforth (ZR 160). **CW** Rushforth. **FL** Bray 1m25.057s (83.97mph).

MIDGET-SPRITE CHALLENGE (13 LAPS) 1 David Weston (MG Midget); 2 Edward Reeve (MG Midget) +14.848s; 3 Martin Morris (MG Midget); 4 Tom Neat (MG Midget); 5 Andrew Actman (Austin Healey Sprite); 6 Richard Bridge (MG Midget). **CW** Neat; Richard Perry (MG Midget Lenham); Edward Easton (MG Midget). **FL** Weston 1m24.984s (84.04mph). **RACE 2 (14 LAPS) 1 Weston;** 2 Reeve +6.565s; 3 Neat; 4 R Bridge; 5 Pippa Cow (MG Midget); 6 Phil Attwood (MG Midget). **CW** Neat; Cow; John Bridge (Austin Healey Sprite); Easton. **FL** Morris 1m25.115s (83.91mph).

THOROUGHbred SPORTSCARS (13 LAPS) 1 Russell McCarthy (MGB GT V8); 2 Ollie Neaves (MGB V8) +0.162s; 3 Rob Spencer (MGB GT V8); 4 Neil Fowler (MGB GT); 5 Ian Prior (MGB GT V8); 6 Ken Deamer (MGB GT V8). **CW** Peter Barnard (Elva Courier Mk1); Martyn Clews (MG Midget); Carl Richardson (Morgan 4/4). **FL** Neaves 1m22.712s (86.35mph).

MORGAN CHALLENGE (23 LAPS) 1 Keith Ahlers (Plus 8); 2 Matthew Wurr (Plus 8) +36.812s; 3 Roger Whiteside (Plus 8); 4 Tony Lees (Plus 8 Sports); 5 Billy Bellinger (Plus 4 Babydoll); 6 Andrew Thompson (Roadster). **CW** Lees; Christian McCarty (Roadster); John Millbank (4/4 Sport); Philip St Clair Tisdall (Plus 8); Tim Parsons (4/4 Sport); Mary Lindsay (Plus 8). **FL** Ahlers 1m19.889s (89.40mph).

KNOCKHILL
SMRC, OCTOBER 6



SCOTTISH MINIS (9 LAPS) 1 Aiden Moffat; 2 Kenneth Thirlwall +0.562s; 3 Joe Tanner; 4 Ian Munro; 5 Vic Covey Jr; 6 Malcolm McNab. **FL** Moffat 1m06.458s (68.87mph).

RACE 2 (6 LAPS) 1 Thirlwall; 2 Tanner +0.558s; 3 Munro; 4 Covey; 5 McNab; 6 Josh Baird. **FL** Tanner 1m06.282s (69.05mph). **RACE 3 (9 LAPS) 1 Moffat;** 2 McNab +0.255s; 3 Greg Barnard; 4 Covey; 5 David Sleight; 6 Chris Reid. **FL** Moffat 1m03.525s (72.05mph).

SCOTTISH FIESTAS (12 LAPS) 1 Aiden Moffat (ST); 2 Wayne MacAuley (ST) +0.535s; 3 George Orr (ST); 4 Scott Robertson (ST); 5 Oliver Mortimer (ST); 6 Mike Strong (XR2). **CW** Strong. **FL** Orr 1m05.690s (69.71mph).

RACE 2 (10 LAPS) 1 Moffat; 2 Robertson +1.158s; 3 Orr; 4 Mortimer; 5 MacAuley; 6 Strong. **CW** Strong. **FL** Orr 1m02.787s (72.89mph).

SCOTTISH BMW COMPACTS & MX5 (ALL 10 LAPS) 1 Alan Kirkaldy (Compact); 2 Steven Dailly (Compact) +7.525s; 3 Mark Souter (Compact); 4 Billy Campbell (Compact); 5 Graeme Gordon (Compact); 6 Paul Curtis (MX5). **CW** Curtis. **FL** Kirkaldy 1m05.109s (70.29mph). **RACE 2 1 Kirkaldy;** 2 Dailly +1.658s; 3 Souter; 4 Campbell; 5 Gordon; 6 Findlay Adams (Compact). **CW** Curtis. **FL** Gordon 1m06.211s (69.12mph). **RACE 3 1 Dailly;** 2 Campbell +1.329s; 3 Souter; 4 Gordon; 5 Garry Muir



Steven Dailly took the final race of '13 in Scottish Compacts

(Compact); 6 Stephen Emslie (Compact). **CW** Curtis. **FL** Gordon 1m05.417s (69.96mph).

SCOTTISH SPORTS & SALOONS (12 LAPS) 1 Ryan Magennis (GTRO02); 2 Paul Brydon (BMW M3) +5.756s; 3 Philip Duncan (Westfield); 4 Colin Simpson (Marcos Mantis); 5 Andrew Morrison (SEAT Cupra); 6 Graham Wait (Sierra Cosworth). **CW** Mark Robson (Subaru Impreza); Douglas Hannah (ProComp LA Gold); Simpson. **FL** Magennis 57.209s (80.00mph). **RACE 2 (10 LAPS) 1 Simpson;** 2 Magennis +0.663s; 3 Duncan; 4 Morrison; 5 Robert Drummond (Ford Escort); 6 Mark Dawson (VW Corrado). **CW** Dawson; Iain Sinclair (Westfield); Magennis. **FL** Magennis 1m00.228s (76.01mph).

RACE 3 (10 LAPS) 1 Magennis; 2 Brydon +9.770s; 3 Simpson; 4 Morrison; 5 Drummond; 6 Wait. **CW** Alister Robertson (VW Corrado); Sinclair; Drummond. **FL** Magennis 54.518s (83.95mph). **SCOTTISH LEGENDS (8 LAPS) 1 John Patterson;** 2 David Allan +0.451s; 3 Paul O'Brien; 4 Robbie Burgoyne; 5 Daniel McKay; 6 Warren Allan. **FL** D Allan 1m09.768s (65.56mph). **HEAT 2 (8 LAPS) 1 Duncan Vincent;** 2 McKay +2.598s; 3 David Newall; 4 David Hunter; 5 D Allan; 6 W Allan. **FL** Newall 1m00.900s (75.15mph). **FINAL (10 LAPS) 1 O'Brien;** 2 Patterson +4.789s; 3 Vincent; 4 W Allan; 5 Newall; 6 McKay. **FL** Paterson 1m04.521s (70.93mph).



Snetterton

Poleman Tom Sanderson was a comfortable winner in the MG Metro Cup finale



Tom Foster leads Malcolm Gammons in MGB battle as Pete Foster's TR4 (77) gives chase through Coram



Pippa Cow rides up after contact with Timothy Dallas-Cairns at Brundle in Snett MG Midget battle

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



COATES/LAT

Is it such a tall order that talent alone should dictate driver choice?

Losing talent is height of folly

The FIA should look at revising the rules as regards the minimum weight of cars and their drivers.

If, as is to be expected, the taller and heavier drivers are placed at a greater disadvantage next season,

then this hardly seems fair.

If a talented driver finds his seat at risk and is even forced out of the sport due to his height and/or weight, surely that is a case of the silly season gone mad.

Michael Brierley, Stalybridge, Cheshire

Your correspondent who criticised the film *Rush* for being "lazily researched" and a "travesty of reality" (October 3) is missing the point.

Rush is a drama about obsession, opposites, and overcoming the demons within. It happens to be set against the backdrop of a world championship campaign, one of the most exciting in recent history.

If he was lucky enough to have seen Elaine Paige in *Evita* in the West End, would the same person complain the scenery wasn't an accurate representation of Buenos Aires?

Rush is a triumph.
Flavio Galtieri
Wivenhoe, Essex

Excuse the pun, but some of the 'bashing' of Jonathan Palmer regarding the new MSA regulation for track limits is crossing the line.

If bollards were placed at the

exit of Graham Hill Bend, surely we racers would all simply adjust our lines accordingly?

Of course we will all have to make adjustments in our driving at certain circuits up and down the land, but guys, it's the same for everyone.

David Fenn
By email

I see that Vettel will be winning the F1 title again! Next year, are all of the other teams going to sign a promissory note saying that they will try harder, because none of them so far has held a candle to Red Bull?

Patrick Wickham
Buckingham

Yet another GP is dominated by tyre wear. Please Pirelli, give the fans and drivers the opportunity to enjoy proper motor racing next season.

I don't want to watch the 2014

Tyre Management Programme (formerly know as Formula 1).
Clive Eaton
Norfolk

I'm sick of F1 drivers moaning about tyres. The Korean Grand Prix was the most entertaining race for a while and it was in part thanks to the tyres.

They complain that the tyres are not safe, or that they shed rubber too quick. Well, I have a suggestion: pit sooner and more frequently!

David Herron
Washington, Tyne and Wear

CORRECTIONS
We incorrectly claimed Julian Godfrey had become the first man to win three British Rallycross Championships in a row in our report last week (p91). In fact he is the third driver to achieve this feat, joining Trevor Hopkins (1976-78) and Keith Ripp (1981-83).

In pictures

Images from around the globe, from the US to South Korea via Alsace



WALKING AWAY FROM LOTUS
 Ferrari-bound Kimi Raikkonen warmed up for his second place in the Korean Grand Prix by shunting his Lotus in free practice on Friday

In the shops

Desirable new releases

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As is traditional at this time of year, replicas of the summer's Le Mans 24 Hours-winning car start to arrive. King among the 1:43-scale resin-cast model makers is Spark and its 2013 Audi R18, driven to the German marque's 12th victory by Allan McNish, Tom Kristensen and Loic Duval, upholds that honour. The model is well painted and bristling with fine details. It's also worth pointing out that if you pre-order with Grand Prix Models now, you'll get it for £47.66.



F1 2013 CLASSIC EDITION (PS3)

£57.34 – amazon.com

For the first time, the official F1 game – also available for Xbox and PC – features classic content. All the current drivers, teams and circuits are there, of course, with improved realism, but for fans of 1980s and '90s F1, there's a whole new world of retro gameplay. Now you can hustle a Nigel Mansell Williams FW12 round Estoril (below) among other iconic cars and tracks. We wonder what's next: Vanwalls at Pescara, with a bit of luck...



RACING COLOUR STICKERS

From £3.95 – stickers4.com

The racingcolour.co.uk colouring-page site we featured here a few weeks ago has created some cool stickers for young fans. Check out the stickers4 site for the various options, sizes and prices.



CAUTION ON THE SPEEDWAY!
 Burning bush (yes, really) causes NASCAR yellow flag in Kansas. Insert joke about Tony 'Smoke' Stewart or Kyle or Kurt 'Bush' here...



SLEIGHT OF HAND
 Now you see me; now you don't. Sebastien Loeb handed over his World Rally crown to Sebastien Ogier in France before heading off to the racing circuits – for good



DIXON ROCKETS IN HOUSTON
 Traditional US racing reception for Saturday IndyCar winner Scott Dixon, who proudly displays the New Zealand flag on the winner's podium



SQUIRE/GETTY

MCKLEIN

WHAT'S ON

ON TRACK IN THE UK

BRANDS HATCH

TOCA

October 12-13

brandshatch.co.uk

Reigning Independents champion Andrew Jordan is within touching distance of lifting the outright British Touring Car Championship title for the first time as the series heads back to Kent for the 2013 season finale. TOCA is billing it as a five-way showdown for the crown, but in reality Eurotech Honda driver Jordan's 34-point lead in the standings means the championship is his to lose on the GPCircuit this weekend. Support comes from the usual suspects: British Formula Ford, Porsche Carrera Cup GB, Renault Clio Cup UK, Ginetta GT Supercup and Ginetta Junior.

It's GP circuit for BTCC this time so spins at Surtees will be slightly different



EBREY/LAT

CADWELL PARK

750MC

October 12-13

cadwellpark.co.uk

The 750 Motor Club concludes its championship season with a two-day meeting at one of Britain's finest circuits this weekend. Stock Hatch, Classic Stock Hatch, 750 Formula, 750 Trophy, Bike-Sports, BMW Compact Cup (in three groups),

Locost, MR2, RGB, Sports Specials/SR & GT, plus a closed-wheel allcomers race and 500cc F3 are all on the bill.

SILVERSTONE

BARC

October 12-13

silverstone.co.uk

Silverstone hosts the last outing of the year for the Classic Touring Car Racing Club. The usual set of Pre-'93 Touring Cars

(plus Pre-2005 Production Touring Cars), Classic Saloon & Historic Touring Cars, Classic Thunder, Pre-'83 Touring Cars and Blue Oval Saloons are joined by races for Classic FF2000, Saxmax, Mazda MaX5, Honda VTEC Challenge, plus the second Tiedeman Trophy race for Monoposto cars (in honour of the late founder of the Monoposto Racing Club), which takes place on Saturday.

OULTON PARK

BRSCC

October 12-13

ouiltonpark.co.uk

Just five races are on the bill this Saturday in Cheshire. The Post-'89 and Pre-'90 classes of Formula Ford 1600 each have double-headers to finish the Northern championship season, before the Fun Cup UK enjoys its season finale – it's a

four-hour enduro, which gets under way at 2pm.

MONDELLO PARK

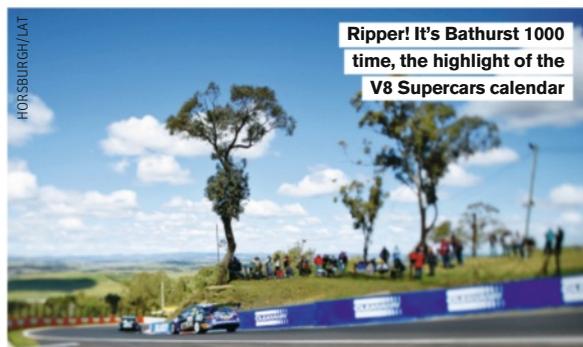
MPSC

October 13

mondello.ie

Mondello Park's season curtain closer, featuring Formula Vee, Formula Sheane, Formula Libre, Fiesta Zetecs, Strykers, Irish Touring Cars, Future Classics, Historics and GTs.

ON TRACK AROUND THE WORLD



Ripper! It's Bathurst 1000 time, the highlight of the V8 Supercars calendar

JAPANESE GRAND PRIX

Formula 1 World Championship
Rd 15/19
Suzuka, Japan
October 13
formula1.com

BATHURST 1000

V8 Supercars
Rd 11/14
Mount Panorama, New South Wales, Australia
October 13
v8supercars.com.au

FORMULA 3 EUROPEAN CHAMPIONSHIP

Rd 9/10
Vallelunga, Italy
October 12-13
fiaf3europe.com

SUPERSTARS

Rd 8/8
Vallelunga, Italy
October 13
superstarsworld.it

SANREMO RALLY

European Rally Championship
Rd 11/12
Sanremo, Italy
October 10-12
fiaerc.com

NASCAR SPRINT CUP

Rd 31/36
Charlotte, N Carolina, USA
October 12
nascar.com

ASIAN LE MANS SERIES

Rd 3/4

Zhuhai, China
October 13
asianlemansseries.com

JEREZ HISTORIC FESTIVAL

Jerez, Spain
October 12-13
themasterseries.com



Jan Kopecky is already ERC champ heading to Sanremo Rally

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY OCTOBER 10

0700-0745 **Sky Sports F1 LIVE**
F1 Japanese GP: Drivers' Press Conference

FRIDAY OCTOBER 11

0145-0350 **Sky Sports F1 LIVE**
F1 Japanese GP: Free Practice 1
0150-0340 **BBC2 LIVE**
F1 Japanese GP: Free Practice 1
0400-0500 **ESPN**

IndyCar: Houston Highlights
0545-0800 **Sky Sports F1 LIVE**
F1 Japanese GP: Free Practice 2
0555-0735 **BBC2 LIVE**
F1 Japanese GP: Free Practice 2
0800-0845 **Sky Sports F1 LIVE**
F1 Japanese GP: Team Principals' Press Conference
1800-2000 **Sky Sports F1**
F1 Classics: Japanese 1989
2300-2330 **Eurosport**
ERC: Rally Italy Day 1

SATURDAY OCTOBER 12

0245-0410 **Sky Sports F1 LIVE**
F1 Japanese GP: Free Practice 3
0255-0405 **BBC2 LIVE**
F1 Japanese GP: Free Practice 3
0400-0425 **Channel 5**
Motorsport Mundial
0500-0745 **Sky Sports F1 LIVE**
F1 Japanese GP: Qualifying
0500-0730 **BBC1 LIVE**
F1 Japanese GP: Qualifying
1040-1140 **ITV4**
Motorsport UK
1100-1345 **Sky Sports F1**
F1 Japanese GP: Qualifying Replay
1140-1245 **ITV4**
WRC: Rally France Highlights

1320-1435 BBC1

F1 Japanese GP: Qualifying Replay
1545-1655 **Motors TV LIVE**
European F3: Vallengunga Race 1
2000-2230 **Motors TV**
NASCAR Nationwide: Charlotte
2300-2330 **Eurosport**
ERC: Rally Italy Review
2330-0730 **Motors TV LIVE**
V8 Supercars: Bathurst 1000

SUNDAY OCTOBER 13

0030-0500 **Premier Sports LIVE**
NASCAR Sprint Cup: Charlotte
0530-1015 **Sky Sports F1 LIVE**
F1 Japanese Grand Prix
0600-0915 **BBC1 LIVE**
F1 Japanese Grand Prix
0940-1050 **Motors TV LIVE**
European F3: Vallengunga Race 2
1045-1800 **ITV4 LIVE**
BTCC: Brands Hatch
1130-1615 **Sky Sports F1**
F1 Japanese GP Replay
1330-1430, 2100-2200 **ESPN**
NASCAR Sprint Cup: Charlotte
1340-1500 **Motors TV LIVE**
European F3: Vallengunga Race 3
1400-1600 **BBC1**
F1 Japanese GP Replay
1800-1900, 2115-2215 **Sky Sports F1**
F1 Japanese GP Highlights
1900-2000 **BBC3**
F1 Japanese GP Highlights
2220-0020 **ITV**
Senna

MONDAY OCTOBER 14

0245-0435 **Motors TV**
ALMS: Virginia Highlights
2305-0215 **Motors TV**
V8 Supercars: Bathurst Highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube LUCKY ESCAPE IN VIRGINIA ALMS PORSCHE SHUNT



SEARCH FOR: BIG CRASH Porsche ALMS 2013 HD (2.14)

Marshals and a cameraman have a lucky escape during last weekend's ALMS race at Virginia when the GTC-class Porsche of Eduardo Cisneros is fired off by the GTE machine of Marco Holzer, landing on the top of the wall after missing most things in its wake.

AUTOSPORT+

Exclusive content coming up in our premium website this week

F1 games, Suzuka and Bathurst at 50

Our F1 team moves from Korea to Japan to bring you the latest from the paddock, while Glenn Freeman finds out why the sport is letting down gamers. Plus, we celebrate 50 years of Bathurst and look ahead to this weekend's edition of Australia's greatest race.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH RACE HIGHLIGHTS (AND SOME BIG CRASHES) FROM THE WRC, ALMS AND INDYCAR LAST WEEKEND
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99



Download it now from autosport.com

AUTOSPORT

Revved up over what's on the box

Not everyone appreciated Vettel's work



COATES/LAT

ACCORDING TO SOME FORMULA 1 'fans' the current era of Sebastian Vettel dominance is so boring they are no longer getting up in the morning to watch the race live, instead preferring to wait for the later highlights, confident in their ability to foresee the result before it's happened.

Aside from the obvious myopia of concentrating only on the outright winner of the race as a measure of whether it's been exciting or not, it also disregards the concept that the quality of the journey is as important as the destination.

Anyway, I thought I'd check the highlights of the Korean GP on the BBC's

very convenient iPlayer to see what those unwilling or unable to get up at 6.55am were missing from the event in its entirety.

Well for a start, the term highlights seems misleading, not because it was a race devoid of interest, but because the show was a whopping two hours long!

Back in the day of videos, I used to get a full season on a pair of VHS cassettes in long-play mode, courtesy of recording the 30-minute BBC2 *Grand Prix* show.

Still, you get little in the way of tedious build-up. In Suzi Perry's intro, she glided through a traditional Korean building offering smouldering glances into the

camera like a shampoo ad. I was expecting her to say "and now for the science bit" at any moment.

DC gave a well-reasoned defence of Vettel to confound those who refuse to believe he has anything in the way of talent. "Anyone who doubts him isn't watching the grand prix closely," he offered.

Gary Anderson correctly called a "two-stop strategy with some going for three" citing right-front wear. "You can't run the tyre onto the canvas," he prophesied.

Then they showed all the racing laps. Better than getting up early? No way! **Revved Up**

John Bowe

“Lowndes passed me in a move only a 21-year-old could pull off!”

■ Bathurst 1000 ■ Mount Panorama ■ October 2, 1994 ■ Ford Falcon EB ■ Beating young charger



Bowe crosses the line to take his second Bathurst victory

MY MOST MEMORABLE RACE was the Bathurst 1000 in 1994. I was driving for Dick Johnson Racing then, and we had Ross and Jimmy Stone working with us, who've since proven to be very good operators.

We had a good car that we'd improved throughout the season, and we had factory support from Dunlop. That was important, because back then it was an open-tyre category, so you had Yokohama, Bridgestone and Dunlop, which from a technical point of view was very interesting.

That particular meeting we had a car that was there or thereabouts from the moment we unloaded it. In the shoot-out, we had a chance for pole, but Dick grazed the wall. Dick used to always do the shoot-outs, because he'd been doing them since they were first introduced. I was happy with that. I'd qualify, he'd do the shoot-out.

Anyway he grazed the wall, so we had to start 10th. I remember going to the grid on Sunday morning, and it was pissing with rain. I didn't

want to start the race because Bathurst is a terrible place in the wet, so I went and found someone to talk to a long way from the garage, so no-one would ask me! But Ross Stone came and found me and told me that Dick wanted me to start.

So I was sitting in the car, with everything all steamed up, and I could see Dick and his wife Jill three or four rows up the grid laughing and joking with people,

and I thought, 'You bastards! I don't want to do this!'

The race was always changing, wets, slicks, intermediates. This was before we had weather satellites, so we had people staged around the district – as far away as Orange – to tell us what the weather was doing.

We battered our way into a strong position late in the race, by which point our main protagonists were a

young Craig Lowndes and a not-so-young Brad Jones. I had a nice little lead over Craig, but then there was a safety car. In those days we were allowed to use tyre bleeders, that bled the excess pressure off. When we restarted the race, the car had very low tyre pressures, and the car was very lazy. The Bridgestones didn't use them, so Craig passed me on the outside under brakes into Turn 2, in a brave move that only a 21-year-old could pull off!

We'd worked so hard, so I drew from within and, as the car came back to me, started to put pressure on Craig. He got more and more ragged, and eventually we came across a lapped car and it gave me a chance to get past.

I felt justice was done, but it was probably one of the most intense, searching races that I've ever done. And to do it with a good group of guys was very, very satisfying. I remember every single bit of it. It's something that I'm very proud of. *John Bowe was talking to Andrew van Leeuwen*

PROFILE



'JB' WON TWO AUSTRALIAN

Drivers' titles in 1984 and '85 in a Ralt RT4 and, a year later, his domestic Sportscar Championship, while also stepping into the Australian Touring Car Championship with Volvo. In 1988 he switched to Dick Johnson Racing, a tie-up that yielded two Bathurst wins (1989 and '94), and the ATCC title '95. Now 59, Bowe races a 1969 Mustang in Australia's Touring Car Masters series.

Challenge update

Bradley wins DAYTONA prize!

Bradley Smith/Mectech has won what is arguably the biggest prize in European motorsport - the Sunoco Rolex 24 At Daytona Challenge! Bradley beat seriously tough competition from all over Europe. He is shortly off to Daytona to start his test and coaching programme to get him ready for the biggest race of his life - racing a Daytona Prototype in the new for 2014 United SportsCar Racing Championship's first round of the year - the mighty Rolex 24 At Daytona.

Bradley is the 5th winner following in the footsteps of Derek Johnston, Ross Kaiser, Felipe Nasr and Ivan Bellarosa - can he beat them all and claim that much sought after Rolex watch?



www.sunocodaytonachallenge.com



Bradley Smith

1	B Smith	Radical SR3 Challenge	118.75
2	J Abbott	Radical Euro SR3	95.55
3	K Calko	Radical Euro SR8	71.00
4	V Correa	Radical Euro SR8	67.00
5	C Noble	Radical Euro SR3	66.85



www.sunoco200challenge.com



Lewis Plato

1	L Plato	Radical Clubmans S	107.50
2	C Smiley	Mini Challenge	89.75
3	S Burgess	Radical Clubmans S	81.07
4	A Powell	F3CUP	80.47
5	J Westerholm	Radical Clubmans P	79.93

Follow us on Twitter @Sunoco_UK and on Facebook 'Sunoco UK' for updates on each race weekend.

Next eligible races

Snetterton 26-27th October



Photographs by Oliver Read

Anglo American Oil Company

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Porsche GT3 Cup Challenge GB

Justin Sherwood is the 2013 Porsche GT3 Cup Challenge GB champion after an exemplary season with Team Parker Racing. The season concluded at Silverstone (29 September) when an action-packed final race was played out live on ITV4.

Sherwood claimed ten wins from 12 races to seal the title in style and his campaign, along with that of team mate Steven Liquorish, secured the team's title for Team Parker Racing.

"It has been a fantastic season and it has been tougher than it may have looked," said Sherwood. "Steven Liquorish has always been quick and he has had the pace to beat me in some of the races."

Sherwood also paid tribute to the squad at Team Parker Racing. "It's been very good for Team Parker Racing: I think we've had nine one-two finishes from 12 races," said Sherwood.

Kelvin Fletcher (Redline Racing) and Peter Kyle-Henney (Parr Motorsport) belied their lack of experience at this level to battle for third in the final points and each took a late season victory. Meanwhile, Guy Riall (Almara Racing) made fine progress to take fifth in the final standings after podium finishes during each of the final two race weekends, Mark Cowne (Kruger Cowne Talent Management) also visited the podium at Silverstone as he rounded out the championship top six.

The team at Porsche Cars GB would like to congratulate the 2013 winners and thank everyone who was involved in helping to make it a successful season of racing for the 911 GT3 Cup cars.

To keep up with all the latest news, images and video from the Porsche GT3 Cup Challenge GB, please visit the championship's 'Trackside' web platform at <http://porscherracinggb.porsche.com>

Final 2013 Driver Championship points positions

1	Justin Sherwood	207
2	Stephen Liquorish	186
3	Kelvin Fletcher	156
4	Peter Kyle-Henney	145
5	Guy Riall	136
6	Mark Cowne	61
7	Rob Boughton	54
8	Bertie Carruthers	42
9	Henrique Sloper de Araujo	15

Final 2013 Team Championship points positions

1	Team Parker Racing	393
2	Parr Motorsport	199
3	Redline Racing	156
4	Almara Racing	136
5	Kruger Cowne Talent Management	43
6	GT Marques	42

PORSCHE

**GT3 CUP
CHALLENGE
GREAT BRITAIN**



porsche.co.uk/trackside

Driver's Selection
by Porsche Design

AUTOSPORT

50TH ANNIVERSARY SPECIAL

BATHURST 1000 THE ULTIMATE GUIDE



In association with

NISSAN
nismo



Innovation
that excites

nismo



NISSAN GT ACADEMY GAMERS ARE BLANCPAIN GT CHAMPIONS.

When Nissan Nismo decided to turn a video gamer into a professional race driver, everyone thought they were crazy. Five years, numerous podiums and championships later the inaugural Nissan GT Academy winner, Lucas Ordoñez, has just clinched the Blancpain Endurance Series Pro Am drivers championship. He and four other gamers also helped Nissan win the teams championship. The Nissan Nismo team taught everybody a lesson, that the gap from virtual to reality has never been closer. Who's crazy now?

Silverstone 1st place | Paul Ricard 2nd place | Spa 24 Hours 3rd place

Find out more about Nissan Nismo at nismo.tv

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Roll of honour: 1963-2012

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Editor Andrew van de Burgt **Written by** Phil Branagan, Henry Hope-Frost, Jamie O'Leary, Andrew van de Burgt and Andrew van Leeuwen
Art editor Aubrey Smith **Designer** Graham Greig **Sub-editors** Henry Hope-Frost, Marcus Simmons **Picture editor** Peter Mills **Managing editor** Peter Hodges



Mount Panorama's stunning backdrop must be respected

GETTY IMAGES

4

The Mountain: home of Australia's 'Great Race'

PHIL BRANAGAN delves into the history of Bathurst's Mount Panorama circuit and its legendary long-distance classic – which has witnessed a few changes down the years

Two centuries have passed since British settlers first sighted what is now known as Bathurst. You head west from Sydney, over the Blue Mountains and into central New South Wales, where many have sought their fortunes in gold, agriculture and manufacturing.

But fame has been sought on one mountain, Mount Panorama, by those who race cars.

The Bathurst community turns 200 this year and a few miles from the city centre, the racetrack that has made it famous right around the world turns 75. It started life as what looked like a tourism project but it was one that had a second purpose. Funds were hard to come by in post-Depression Australia but the community-spirited project to build a graded dirt and gravel 'Scenic Drive' (so designated by Bathurst Mayor Martin Griffin) attracted welcome funding from Australia's Federal government. To this day,

sponsors notwithstanding, the track's second corner is known as 'Griffin's Bend'.

But the project's other intended purpose was demonstrated by the support of the project from the NSW Light Car Club and the Auto Cycle Union, and it was hardly a surprise when at Easter in 1938 the venue's first race meeting was conducted. The Australian Tourist Trophy and the Australian Grand Prix were raced in front of an estimated 20,000 spectators. Over 150 miles, Yorkshireman Peter Whitehead won the Grand Prix in his ERA.

When racing resumed Down Under in 1947, Bathurst was an obvious choice to host the AGP again. Bill Murray won in his MG TC; five years later, Doug Whiteford won in his Lago Talbot; and in 1958, Lex Davison won the third of what would be four wins. But while Bathurst shared the GP on a rotating system, and the annual Easter races showcased racing on two, four and even three

wheels for a post-war population eager for entertainment, the feeling was that Mount Panorama needed a marquee event.

The answer lay south, at Phillip Island. Suspension component manufacturer Armstrong was looking to showcase its technology to the public, so in 1960 it sponsored a 500-mile race at the circuit by the sea. The event was a great success, and in the three years that the race was held at the track, interest in the event grew. By 1962, manufacturers themselves were entering cars for professional drivers, and Ford won the race with Harry Firth and Bob Jane.

But if Armstrong's shock absorbers were standing up to the punishment, the track itself was not. The damage caused to the track, and the relatively difficult accessibility of the circuit, made it almost inevitable that the race would move. In 1963, it did and the Bathurst 500 was born.

With the arrival of the 500 at Bathurst so



AUTOPICS

came television coverage – a single camera, broadcast to Sydney only. But even so, the race was becoming more and more important and the manufacturers started to up the ante. Ford replaced its Cortina with a GT version of its Falcon family sedan, powered by a 289 cubic-inch V8, which won the race in 1967. Holden responded with a version of its new Monaro two-door coupe, powered by a 327 cubic-inch V8. Ford trumped that by installing a 351 in the Falcon GT ‘HO’ (for ‘Handling Option’).

Holden won in ’69; Ford countered with the HO Phase II and then the Phase III – which at the time (and for some years afterwards) was the fastest four-door production car available anywhere in the world. When Canadian-born Allan Moffat swept to Bathurst wins in 1970 and ’71, Holden fought back with its Torana XU-1 – virtually a Vauxhall Viva implanted with a high-performance six-cylinder motor.

By now, Chrysler’s local maker, Valiant, was also in the game, with its six-cylinder Charger coupe. For 1973, Holden was preparing a Torana V8, Valiant a Charger V8 and Ford a Phase IV Falcon. A Sydney motoring reporter named Evan Green wrote about the development of ‘160mph road cars’ and, inevitably, the conservative politicians of the days cried enough. They wanted the ‘Death Machines’ stopped and the makers, not wanting to upset the people who bought many of their cars, ended Australia’s high-performance arms race.

A new era started. Barely modified, stock standard cars would be replaced by modified, racing versions. The 500-miler would become a 1000-kilometre endurance race, with two-drivers per car. The emphasis would switch from the cars to the drivers,

“To have this circuit in Australia, and have so many victories there... it is just so gratifying”

CRAIG LOWNDES (SIX-TIME WINNER)

Moffat in the Ford corner versus the man who drove solo to the ’72 win, Peter Brock. It was the sport’s golden era; Moffat won in ’73, Brock struck back in ’75.

Two years later, partnered with endurance legend Jacky Ickx, Moffat won his fourth Bathurst crown – which would also be his last. Armed with a series of V8-powered Holden Toranas and then Commodores, and partnered by Melbourne-domiciled New Zealander Jim Richards, Brock ran off three race wins in a row in 1978–’80, emphasising his dominance in one of those races by setting the fastest lap of the race on the final lap. It was called ‘The Brock Crush’.

Brock took another hat-trick of wins in ’82–’84, partnered by former Formula 1 driver Larry Perkins, but it was what happened between his three-peats that was writ largest into the race’s history. Brisbane garage proprietor Dick Johnson had mortgaged virtually everything he owned to build a Ford Falcon racer and, after pushing Brock hard in the build-up races in 1980, was running away with the Bathurst 1000 when he hit a rock that had fallen onto the track.

As his destroyed car was towed away Johnson broke down and sobbed on national television – and suddenly, the network broadcasting the race was deluged with financial pledges from concerned viewers. A huge amount of money was raised

(matched dollar-for-dollar by no less than Edsel Ford II, who was present at the race) and to complete the fairytale, Johnson and co-driver John French won the race a year later, even if it was red-flagged 40 laps early when the track was blocked by a dramatic multi-car pile-up.

During those years, host broadcaster the Seven Network (which was actually a co-promoter of the race, in partnership with the Bathurst City Council and the Australian Racing Drivers’ Club) had dramatically expanded its coverage, which was now national. In 1979, its technicians developed ‘Racecam’, to broadcast live pictures from inside Peter Williamson’s 2-litre Toyota Celica during the race. So limited was the technology of the day, Williamson (who loved talking about cars almost as much as he loved racing them) had no way of knowing whether he was on the air or not – so he talked non-stop during his 90-minute stints.

Motor racing broadcasts would never be the same again. Once the technology was refined, Brock and Johnson proved to be naturals at bringing TV viewers into their cars while they were fighting on the track.

Johnson and Brock carried their rivalry into the new era of Australian Touring Cars. The local ASN, CAMS, decided to abandon the local, indigenous cars in favour of the international Group A formula. While Brock continued (and, mostly, struggled) with his Holdens, Sierras replaced Falcons; BMWs and Volvos appeared; and occasionally, Jaguars. Having competed in the race in a locally developed Jaguar in 1984, Tom Walkinshaw brought his ‘pukka’ XJS Group A racers to Bathurst a year later and blew the locals away. Allan Grice and Graeme Bailey won a year later in their privateer Holden and in 1987, ►

BATHURST 1000 PREVIEW

◀ the world came, saw and conquered Bathurst – or so we thought...

The 1000 of '87 was a round of the World Touring Car Championship. Out went many of the traditions of the race (like the standing start) and in came a number of items, the specification of which may not have been familiar to some Aussies. The race turned out to be a rout for Ford, the Eggenberger Sierras taking a one-two, but post-race protests were lodged about a number of what were seen as irregularities by the locals.

After months of lobbying, and with the winner of the WTCC itself at stake, the FIA eventually disqualified the Fords from the race. That elevated the man who had finished third to the win – and inevitably, that was Brock, his Holden outgunned by the Euro turbos but the driver never giving in. It was his ninth win in the Great Race in 15 years – and it was to be his last.

With the WTCC dissolved after a single controversial season, the 1988 1000 was again a 'home' race. The local versions of the Sierras continued to win until Grice and Win Percy scored an unlikely win in 1990, TWR

“Australia’s best racetrack. This is the best place to drive race cars”

MARK SKAIFE (SIX-TIME WINNER)

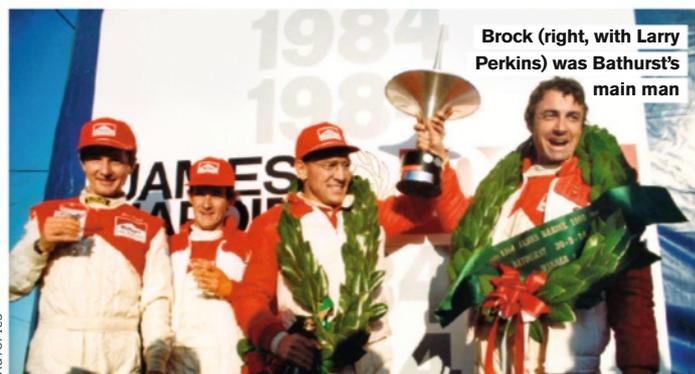
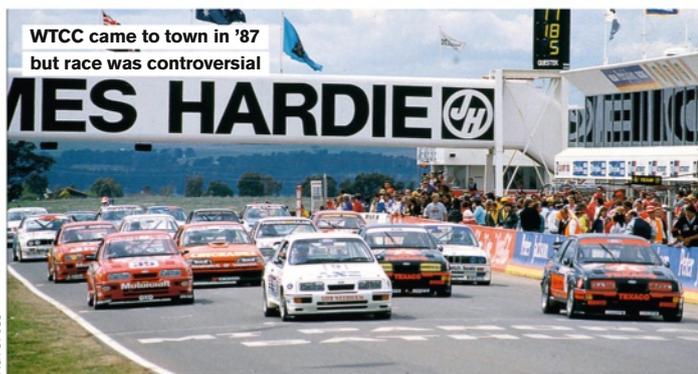
now running the official Holden Racing Team. A year later, Nissan arrived with its sledgehammer, the R32 GT-R, and won the race in 1991 and '92. History had repeated; the Bathurst race was becoming beholden to a manufacturers' arms race, this time on a global scale, and with cars Aussies could not buy, even if they wanted to. Worse, the local brands did not stand a chance.

The resulting next phase was the end of Group A and the start of what would become known as V8 Supercars. Holden's Commodore and Ford's Falcon were elevated to the lead acts (and, after a one-year cameo by BMW's M3, the only acts). The cars would, compared to the Group A behemoths, look and sound like many Australians wanted their racecars to, and be relatively cheap and accessible to privateers. It was Australia's

NASCAR and it was to be very successful.

Perkins won twice in his own cars and Johnson once, in '94, but only after late in the race his co-driver John Bowe fought off a teenage rookie who had been recruited by Walkinshaw. His name was Craig Lowndes; in '96, he won not only the Bathurst 1000 for the first time but the Sandown lead-up race (sharing both with Kiwi Greg Murphy), as well as taking the ATCC title. The triple crown was a rare display of superiority.

There was a fight coming, but this one was off the track. For years, neither Bathurst nor its traditional Sandown lead-up event had been a part of the ATCC itself. The championship traditionally ended in August, the champions were crowned and then the teams prepared for the 500km and 1000km enduros. But professionalism had come to touring car racing; in '97, there were two 1000km races at Bathurst, the traditional race was held for Super Tourers, while a 'breakaway' event was conducted by AVESCO, which was the body formed by the teams and sports promoter SEL to take the category into the future. There were many



6

AUTOPICS

AUTOPICS

AUTOPICS



Early '70s meant giant Falcons and Toranas



Jag's XJSs came, saw and conquered in 1985

AUTOPICS

JOHN CLELAND'S VIEW

Two-time BTCC champion John Cleland was one of the best-performing international drivers in the history of the Bathurst



HORSBURGH/LAT

1000 and, even today, smiles at the memory of racing at Mount Panorama.

"I did my first race at Bathurst with Peter Brock in 1993," he says. "I did the two Super Touring races in 1997 and '98 and I drove a total of 11 V8 Supercar races. The track is, in my view, the best and most challenging in the world. It scares many drivers who never click with it, but I had good teachers in Brock and Mark Skaife. For me, it was easy!

"Every time I drove out of pitlane and up Mountain Straight I used to smile all the way to The Cutting. When you got the lap right, with every apex and crest on a good set of rubber, it was just awesome!

"I miss it like hell and hope they run a Historic Touring Car race for old buggers one day. When they do, I will be back."

international entries in the '97 and '98 races, with the local BMW team and Walkinshaw's BTCC-winning Volvo team taking the honours while the local V8 teams fought out similar but separate events. By 1999, the split was repaired, a single race was conducted and peace returned to the land Down Under.

The HRT and Mark Skaife dominated the early part of the new century at Bathurst, taking wins in '01 and '02, but in 2003, three significant things happened. Larry Perkins crashed in practice for the first time anyone could remember, the five-time winner announcing he would retire at the end of the season. In a semi-works Holden, Greg Murphy took pole position in the single-lap shoot-out by more than a second in what became known as 'The Laps of The Gods'.

And Paul Radisich and '98 winner (for Volvo) Rickard Rydell finished seventh in a Ford. That is not a result often noted a decade later, but they drove for what had been the mid-pack John Briggs Racing team, and which had just been bought by Triple Eight Racing Engineering. Its boss, Roland Dane, liked what he saw at Bathurst...

Murphy (with Rick Kelly) and Skaife (with Rick's brother Todd) won the next two 1000s but the 2006 race was like no other. In the first V8 Supercar race after the death of Brock in an otherwise meaningless rally a few weeks before, Lowndes literally wiped the tears from his eyes and drove the race of his life, in much the same fashion as his former team-mate, friend and mentor might have done 20 years before. With co-driver Jamie Whincup, he gave Triple Eight its first 1000 victory and it just kept winning. Triple 8 completed a hat-trick of wins in 2008 (in Fords) and two more in Holdens - in 2010 (Lowndes and Skaife winning in a rare one-two team finish) and last year, Whincup sharing the win with his former karting rival and close friend Paul Dumbrell. Triple Eight has become the sport's pre-eminent team,



Richards/Skaife scored second 'Gozilla' win in '92

AUTOPICS

"It's a massive, massive event. Winning it is life-changing"

JAMIE WHINCUP (FOUR-TIME WINNER)

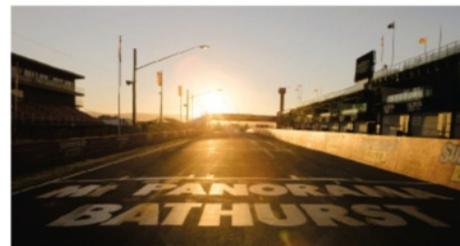
on the back of winning five of the past seven Bathurst 1000s. Now in the colours of Red Bull, it heads to Bathurst this year fresh from a one-two result at Sandown.

But they face varied opposition. The Holden/Ford duopoly has ended and V8 Supercars' new Car of The Future programme has attracted new makes into the category.

Nissan Motorsport (formerly Kelly Racing, headed by former race winners Todd and Rick Kelly) will race four Altima sedans while Erebus Motorsport will field its three customer Mercedes-Benz AMG E63s, after having taken a dominant win in February's

Bathurst 12 Hour in the team's AMG GT3 racers. And next year, a fifth brand, Volvo, enters the V8 Supercar game. Bathurst has evolved once again.

The dusty track around Mount Panorama has given way to smooth tarmac and neat kerbs, and a modern pit and hospitality complex stands where cramped and crude pitboxes once stood. But the challenge remains the same; race hard, race all day and try to beat the Mountain... 🏁



LAT

THE WORLD OF **NISSAN NISMO**

of winning on track, it's about delivering it with innovation. Whether it is finding professional racing drivers through computer games or trying to race at Le Mans with electric power Nissan is always pushing the boundaries.

With a well-established reputation for motorsport innovation, Nissan is now bringing its performance heritage to the road with a range of cars that will create the most accessible performance brand for automotive customers.

The Juke Nismo and the 370Z Nismo have already been released. The much-anticipated Nissan GT-R Nismo will hit the road in 2014, delivering the biggest dose yet of Nissan's racing DNA to automotive customers. ▼



The Altima accolade

Nissan racers Michael Krumm and Lucas Ordonez got to try the firm's Altima V8 Supercar. PHIL BRANAGAN was there

Winton Motor Racing is not what one might consider to be among the world's most glamorous of racetracks. The circuit, about 150 miles north of Melbourne, is the nominated test track for 19 of the 28 entries that compete in the V8 Supercar Championship and among them are the four Nissan entries. And so it was that two of the Japanese firm's favoured sons, Michael Krumm and Lucas Ordonez, found themselves coming to grips with the Altima racers in their first taste of the V8.

Winton's longer layout is mainly flat and there is only one corner that might be considered anywhere near 'fast' on the 2.4-mile circuit. The track is not usually mentioned in the same breath as Bathurst or Albert Park, but that suited Krumm just fine.

"We concentrated on the driving," he says somewhat diplomatically. "The facilities at many tracks of the world are not so great, but this was fine. It is about the challenge of driving the car and working with the team and its engineers. It is not to worry about the facilities. Next week there will be another track and another car but it is not about the facilities; it was good enough for me! Sometimes, I have been to tracks where they do not even have warm water!"

The drivers who arrived in Australia as

part of Nismo's Global Driver Exchange Program are almost at opposite ends of their careers. Krumm, 43, has been a professional based in Japan for two decades. Ordonez, 28, was studying for an MBA when he entered a competition to match his computer driving skills from the Nissan PlayStation GT Academy to racing. He progressed to racing a Nissan 350Z under the eye of co-driver Johnny Herbert in 2009 and the rest, as they say, is history. Two years ago he raced at Le Mans and is now a part of Nismo's crack driving squad.

Both are familiar with Australia's indigenous touring car category, even if it is from a distance.

"To be honest, it has been quite hard to follow the championship," says the Spaniard. "I really follow the series closely now. Every time I am away, or when I am back home, I watch the races on YouTube and I can recognise it. I know the names of all the drivers, it is so cool! The international drivers come here now and I follow it all.

"I know some of the guys and I am really interested in the series. It is a great championship and this is a great opportunity for me to drive this car. It is the biggest championship here in Australia and one of the best championships in the world."

Says Krumm: "I knew about V8 Supercars from friends living here and from some of the other internationals. I knew that they are hard to drive and that they have a lot of power, and not a lot of downforce. They are not easy to drive, that is for sure."

The Nissan Motorsport V8 Supercar team, based at the Kelly family's Melbourne headquarters, effectively runs two two-car teams in the series; two Jack Daniel's-sponsored cars for team co-owners Todd and Rick Kelly and two in the colours of Norton computer software for James Moffat and Michael Caruso. In its first season since the Kellys switched allegiance from Holden, the team has shown improving form and goes into the three-round endurance part of the season with high hopes of top-10 results.

Like all the cars in the series, the Nissans are built to the new-for-2013 'Car of the



Experienced racer Krumm said V8 was "not easy to drive"



Krumm and Ordonez in action during Winton test

BATHURST 1000 PREVIEW

◀ Future regulations that have been designed, in part, to attract new makes into what was for 20 years the exclusive domain of Holden's Commodore and Ford's Falcon.

The COTF rules have also updated what was a unique car with tricky characteristics into something that has more in common with other international categories – though the cars still have their quirks.

"I knew since before coming here that the car is pretty twitchy to drive and that it is pretty heavy," says Ordonez. "There are no electronics to help and not a lot of downforce. It was going to be challenging.

"But during the day, fortunately, we had good weather and working with the Kelly team, they have been really supportive. We had the data from the other guys and we worked hard to find the ways to make the car

faster. The more you push, the slower the lap time is. It was a big challenge for the driver, not only because you are working with the new team. But it was a great day and we ended the day with a pretty good package."

Krumm found even more to adjust to in the 1350kg, 640bhp cars.

"You have to have the throttle down before the corners and to need to calm the car," he explains. "It takes a different style and it is not easy to be consistent. It is a special car and I was happy to come to Australia for the opportunity to drive it. It was good to do a lap time and to show what we could do.

"I could apply the technique from other cars in some corners, which was good, but not in other corners. It was a little unusual; I didn't know why I could do something in one place and then not repeat it. It was the

first time that something like that has happened for me. That made it a little difficult to make progress without feeling like you were over-driving it. It was something to do with the narrow tyres and no downforce. But it was challenging.

"I have seen the cars on TV and they move around, so you have to be careful where you use the cars. But they put on great racing, there is no doubt."

What is apparent is that neither will be involved in this year's races. The Kellys have named their co-drivers (all are Aussies with much V8 Supercar experience) so it could be some time before Krumm or Ordonez get to racing down under in an Altima.

But there looks to be another opportunity tailor-made for their talents. Nismo will field a GT3-spec GT-R in February's

Gamer-turned-racer Ordonez fishtails the Moffat/Caruso car...



...and relays his thoughts to fellow Nissan man Krumm

Krumm learns V8 art of throttle application into the corners



Bathurst 12 Hours and to date, the only driver attached to the entry is Rick Kelly. It would be no surprise to see the internationals join the two-time Bathurst 1000 winner in the car when the race is run late in the Australian summer.

If Ordonez has any insights on that event, he was playing his cards close to his chest when asked about the future.

“Next? I don’t know!” he says. “I continue with the Driver Exchange Program and then I fly to Tokyo for the Super GT in a 1000 kilometre race. That is my job, and then I fly to California for the World Challenge – then I am back for a few days. But in terms of V8 Supercars, it has been a great test and we will see what comes from the Exchange Program. Hopefully there will be an opportunity to do the Bathurst 12 Hours with the GT3 but that

is not in my hands. It would be great to drive at Bathurst one day and in a V8 Supercar – it would be a dream.

Krumm was even more guarded.

“It would be great but there are a lot of factors,” he adds. “We will see.”

It would be a safe bet that the Europeans will be at the 12 Hours in February and probably back for Sandown and Bathurst in the southern Spring. Clearly, the two feature prominently in Nismo’s plans and getting them to Winton was not the work of a moment. Ordonez travelled for 41 hours from Madrid, via Singapore, to Melbourne, while Krumm commuted to and from Japan. That is not unfamiliar territory, even if his previous visits have had more to do with wife Kimiko Date-Krumm’s Australian Open tennis commitments than they have race cars...

As is the case in many other international series, testing is scarce in V8 Supercars. Teams are limited to four days during the season, so the Kelly team was making a long-term commitment to the future to give their regular drivers a day off and give Krumm and Ordonez valuable seat time.

And it was not like their commitment went unrewarded in the short-term. At the very next race in the V8 Supercar Championship, at the same track, Moffat led Caruso home to a 1-2 result, Nissan’s first win in Australian touring car racing for two decades.

With the increased profile that the series is getting it may not be long before the Bathurst 1000, that most Aussie of motor racing events, again rings with the sound of foreign accents. 🏎️

Krumm’s focus was on learning the car – might we see him race it?



Taking the V8 to the Mountain

The Bathurst 1000 is the most demanding race on the V8 Supercar calendar. **TODD KELLY** explains to Andrew van de Burgt how his Nissan Altima is prepared for its Mountain ordeal

ENGINE

"This is the first year that we'll be there with our quad-cam Nissan engine. Fuel economy is critical, but we're very early in the development of our powerplant and anything that helps a fuel-economy gain really hurts our power a lot more than it should. But the actual spec of the engine is identical to what we normally run. If you're there to win Bathurst you will almost fry a motor. You'll run it as lean as you can to open up your pit windows and strategy as much as possible and then you'll probably want to throw all those pistons in the bin at the end of the race."

BRAKES

"In the past you'd change brake discs and pads maybe twice in the race but the way the discs we are running now are wearing, I'll be surprised if we have to change them, so it'll just be pads. We run 18-inch wheels now so there's a much bigger AP brake package. I think the brakes are probably going to be the best I've experienced at the Mountain in the whole time I've been there."

DRIVING POSITION

"I'm sharing with David Russell. He's almost identical in height, but his legs are a bit longer. It's exactly the same seat I normally run, David just throws a little insert in when he gets in. The pedal boxes are standard so you just add pedal pads for preference."

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Altimas await build-up from bare-shell spec



Set-up is crucial...



...to allow drivers to tailor their cars

STEERING

"In our four Nissans we've completely designed and manufactured the steering rack so we've never run this rack at Bathurst before... The big problem is that everything jams up the top – there's so much load. That comes down to making sure you have the right valve and the right pump speed and pressure to be able to cope with that. Hopefully ours will be fine!"

SUSPENSION

"We've never been to Bathurst with the current-generation car, but we've started to really get our heads around the set-up. You generally end up with a stiffer spring platform than at any other event. Over the top of the hill there's quite a dip in the road where you are turning and you can literally jam the right-front tyre up into the arch and lose steering. It's really critical to set the car up to be able to get through there."

AERODYNAMICS

"We've got a decent range of adjustment on the rear wing. At Bathurst it's a fairly big compromise over balancing the car over the top versus how fast you can go on the straight. At the front there's no adjustment other than blockage in brake ducting and radiator ducts. We have a host of inserts that locate in the front air dam. The more blockage you have the hotter it runs but the more downforce comes from the undertray."



TYRES

"The race is so long that there's no way we could get away with running a softer-compound tyre, so we've always had the harder, more durable compound. We always need to be a little bit careful with minimum pressures. With our tyres we like to run them as low as possible to get a bit more life out of them, but the lateral load that the tyre receives through the kink means if you don't run enough pressure you can almost run the rim into the ground."

Panoramic view

Bathurst's Mount Panorama circuit is one of the best-loved and challenging in the world. Six-time race winner **MARK SKAIFE** tells Andrew van Leeuwen how to drive a hot lap here



THE CHASE

The run into The Chase is super-fast at 180mph. The approach to the apex is very bumpy, which makes the car nervous and unstable. You have to be careful to stabilise the car before the heavy braking.

It's very easy to over-run the second-gear left-hander that comes next, and you'll often get third to fourth-gear oversteer on the exit.



MURRAY'S CORNER

It's very easy to lock the rear brakes into here after that extreme stop back at The Chase. On the exit, it's important to use all of the kerb to contain the oversteer.



HELL CORNER

This is a very important corner, because your exit speed determines how quick you get up Mountain Straight. The camber off the road makes for exit oversteer.



THE CUTTING

You must use the road camber to help the turn-in trajectory to the apex of The Cutting. It's a very difficult braking area from the kink to the apex, and it's easy to enter too fast and lock the inside-front wheel.

GRIFFIN'S BEND

Here there is very deep braking on entry, as the incline of the hill helps slow the car. There are also bad wave-type bumps that make modulation very important for an accurate entry.

Maintaining mid-corner speed is very important to keep the momentum heading up the hill, and there can be bad exit oversteer over the kerb and the crown of the road.



FORREST'S ELBOW

There's very deep, straight braking before the right-hand approach to Forrest Elbow, then a difficult braking area at the right-hand section over the rise and on the downhill approach. It's normal to have bad entry understeer and easy to lock the front wheel on entry. The exit is very important as it leads onto the long Conrod Straight.



THE DIPPER

You must hug the fence before turn-in to The Dipper. And at the exit the traction is limited, so it's easy to have wheelspin up to third gear.



SKYLINE

It's very important to enter Skyline from the correct track position. The car goes light over the rise and makes the retardation difficult through The Esses.



McPHILLAMY PARK

You must be very careful with brake pressure and turn-in steering input over the rise for McPhillamy Park.

IT HAPPENED RIGHT HERE...

In between The Cutting and Reid Park

This is where Dick Johnson hit 'The Rock'. In 1980, Johnson was taken out of the Great Race when he hit a boulder that had made its way on to the track via a careless spectator. His Tru-Bu Falcon was destroyed, and was only re-built when TV viewers started sending in donations to help out the struggling privateer.



Coulthard had a huge shunt at The Chase

The Chase

There have been plenty of big crashes at The Chase, but one of the most recent was Fabian Coulthard's spectacular roll-over in 2010. The Kiwi's Walkinshaw Commodore suffered a puncture on the first lap, sending it into a huge roll at almost 180mph (above).

Griffin's Bend

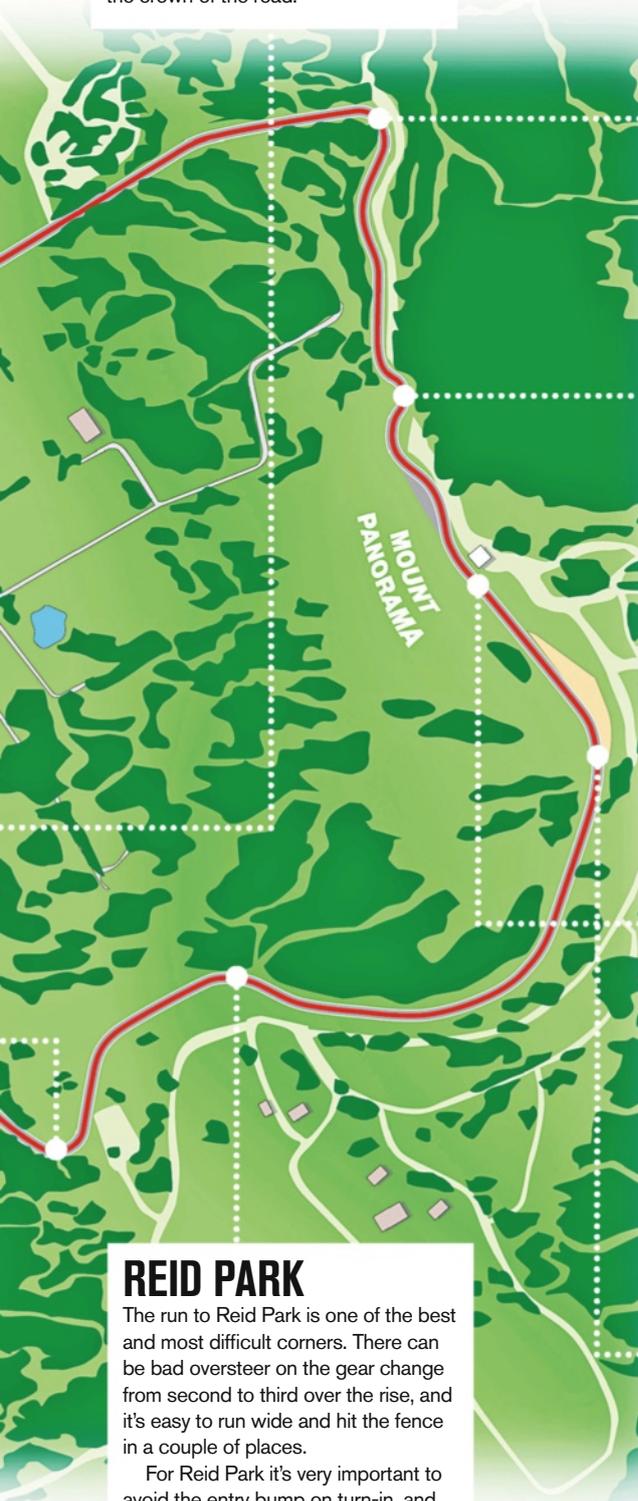
Craig Lowndes's journey to Bathurst superstardom started right here. 'The Kid' was making his Bathurst debut for the Holden Racing Team, and famously passed veteran John Bowe around the outside of Griffin's Bend for the lead of the race in 1994.

Forrest's Elbow

It's not often that crashing out of a race and winning it end up meaning the same thing, but that's what happened in 1992. In an already damaged Nissan GT-R, still fitted with slick tyres, race leader Jim Richards was limping his way back to the pits in torrential rain when he ran into three parked cars at Forrest's Elbow. The red flag came out, the result went back a lap, and Richards and Mark Skaife had won.

Approach to The Cutting

In 1995, Glenn Seton suffered one of the most heart-breaking mechanical failures in the race's history. On the 30th anniversary of his father Bo Seton winning the race, Glenn (driving car #30) looked to have the race won with nine laps to go. Then his engine dropped a valve, leaving Glenn stranded on the approach to The Cutting and out of the race. It was the closest he would ever come to winning The Great Race, despite finishing second three times.



REID PARK

The run to Reid Park is one of the best and most difficult corners. There can be bad oversteer on the gear change from second to third over the rise, and it's easy to run wide and hit the fence in a couple of places.

For Reid Park it's very important to avoid the entry bump on turn-in, and you have to be ultra-committed. It's very fast over the rise, so vehicle position is imperative.

Warriors in V8 battle

Twenty-eight 635bhp V8-powered monsters will do battle around one of the planet's most testing racetracks. **ANDREW VAN LEEUWEN** is your guide to this year's line-up

#1 RED BULL AUSTRALIA HOLDEN COMMODORE VF

JAMIE WHINCUP (AUS)

Bathurst starts: 11

Best result: 1st (2006, 2007, 2008, 2012)



PAUL DUMBRELL (AUS)

Bathurst starts: 12

Best result: 1st (2012)



Summing up this entry is actually pretty simple: these guys won the race last year, have as good a car as there is in the field, and it's hard to argue against them being best driver pairing ahead of this year's race. Another way to say it is that this is the car to beat.



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#2 HOLDEN RACING TEAM HOLDEN COMMODORE VF

GARTH TANDER (AUS)

Bathurst starts: 15

Best result: 1st (2000, 2009, 2011)



NICK PERCAT (AUS)

Bathurst starts: 2

Best result: 1st (2011)



HRT has upped its game a bit this season, and as a result the boys from Clayton deserve to feel confident heading into the big one. The key in this entry is Garth Tander, who possesses a Fernando Alonso-like ability to be quick even when the car isn't. If HRT can give him even close to a decent rig, expect fireworks in qualifying, and (at least) a podium on race day. For Nick Percat, crashing last year was a blot in the copybook, but he's good enough in that supporting role.

#3 TONY D'ALBERTO RACING HOLDEN COMMODORE VF

TONY D'ALBERTO (AUS)

Bathurst starts: 8

Best result: 6th (2007)



JONNY REID (NZ)

Bathurst starts: 2

Best result: DNF



Tony D'Alberto is a solid driver with plenty of miles around Bathurst, and Jonny Reid knows his way around as well, but at the most demanding race of the season it's hard to tackle the firepower of the big squads. A top-10 finish would be worth celebrating for this family-owned team.



#4 EREBUS MOTORSPORT MERCEDES E63 AMG

LEE HOLDSWORTH (AUS)

Bathurst starts: 9

Best result: 3rd (2009)



CRAIG BAIRD (NZ)

Bathurst starts: 18

Best result: 4th (1997)



Horsepower and economy have been issues all season for Erebus and its brand new Mercs, and those are the two keys to success at Bathurst. However, these guys finished fourth at Sandown, also a circuit that rewards grunt, so you never know. Quality drivers but it's hard to see them even thinking about a podium.

#5 FORD PERFORMANCE RACING FORD FALCON FG

MARK WINTERBOTTOM (AUS)

Bathurst starts: 10
Best result: 4th (2008 and 2011)



STEVEN RICHARDS (NZ)

Bathurst starts: 18
Best result: 1st (1998 and 1999)



This pairing should have already won Bathurst, but it's never quite happened. This year they have another chance. The cars seem quick enough, and both 'Frosty' (Winterbottom) and 'Richo' know what to do. All they need is for the team to learn from past mistakes (of which there have been a few). It's an important year for FPR, with big question marks over the team's future backing. A victory here would be huge.



#6 FORD PERFORMANCE RACING FORD FALCON FG

WILL DAVISON (AUS)

Bathurst Starts: 9
Best Result: 1st (2009)



STEVE OWEN (AUS)

Bathurst Starts: 14
Best Result: 2nd (2010)



The #6 is in basically the same situation as the #5: both drivers are more than capable of winning this race, and the car should be quick enough too. But it will take a flawless afternoon to beat the Triple 8 Commodores. Is FPR up to it?

#7 NISSAN MOTORSPORT NISSAN ALTIMA L33

TODD KELLY (AUS)

Bathurst starts: 15
Best result: 1st (2005)



DAVID RUSSELL (AUS)

Bathurst starts: 3
Best result: 15th (2012)



Given how new the Nissans are, it's very hard to judge how they will go at Bathurst. One prediction is that the Altimas will be rockets across the top of the Mountain, but might lose a bit on the straight bits. As for the drivers, Todd Kelly is a former winner and has huge experience at this race. In David Russell he has a competent co-driver capable of helping snare a top 10.



#8 BRAD JONES RACING HOLDEN COMMODORE VF

JASON BRIGHT (AUS)

Bathurst starts: 16
Best Result: 1st (1998)



ANDREW JONES (AUS)

Bathurst starts: 9
Best result: 4th (2005)



Brad Jones Racing could be a threat here. The cars have been fast all season, and this is a team that generally pulls something special out of the bag for Bathurst anyway. Jason Bright is a former winner, and Andy Jones has done enough laps. These guys could finish on the podium based on pure pace.



#9 EREBUS MOTORSPORT MERCEDES E63 AMG

MARO ENGEL (D)

Bathurst starts: 0
Best result: N/A



STEVEN JOHNSON (AUS)

Bathurst starts: 19
Best result: 3rd (2007)



So, who's going to qualify this car? That's the question, thanks to Erebus's shrewd signing of Steven Johnson. While Maro Engel has done a fine job in his rookie year in what is a tough championship, he's facing a steep learning curve for Bathurst. Stevie J, on the other hand, knows his way around just fine, and has the potential to be quick. This will be a tough weekend for Engel, but it's a big chance for him to learn a lot.



#10 TRIPLE EIGHT ENGINEERING HOLDEN COMMODORE VF

MATTIAS EKSTROM (S)
 Bathurst starts: 0
 Best result: N/A



ANDY PRIAULX (GB)
 Bathurst Starts: 3
 Best result: 12th (2009)



This entry is a genuine Wildcard. It's fantastic to see it being used in this way, but it's still going to be a tough weekend for these guys. Both have plenty of talent, and Priaulx has been to Bathurst before, but it's been a long time since European drivers have rocked up and been on the pace straight away. It will be tough, but fun to watch.



#12 DICK JOHNSON RACING FORD FALCON FG

CHAZ MOSTERT (AUS)
 Bathurst starts: 0
 Best result: N/A



DALE WOOD (AUS)
 Bathurst starts: 5
 Best result: 9th (2011)



Chaz Mostert is a dark horse to make the Shoot-out in qualifying. That's a big call since this is his Bathurst 1000 debut, but he's good enough to do it. In what's been a tough season so far for DJR, Mostert has been a beacon of hope. And he's been quick in the Development Series here, so he's no stranger to the place. Dale Wood is a solid support act, which leaves the team and the car as the only real question marks.



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#14 BRAD JONES RACING HOLDEN COMMODORE VF

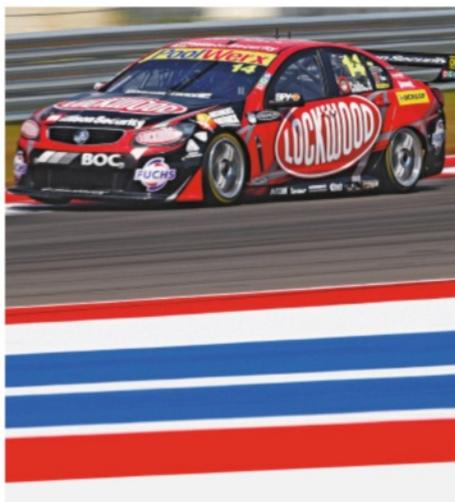
FABIAN COULTHARD (NZ)
 Bathurst starts: 9
 Best result: 10th (2008)



LUKE YOULDEN (AUS)
 Bathurst starts: 13
 Best result: 3rd (2003)



This car is in a very similar boat to that of the #8. The BJR cars have been quick this year, and Fabian Coulthard has had a stand-out year. Luke Youlden has been around forever and is good enough, so a podium could beckon.



#15 NISSAN MOTORSPORT NISSAN ALTIMA L33

RICK KELLY (AUS)
 Bathurst starts: 12
 Best result: 1st (2003 and 2004)

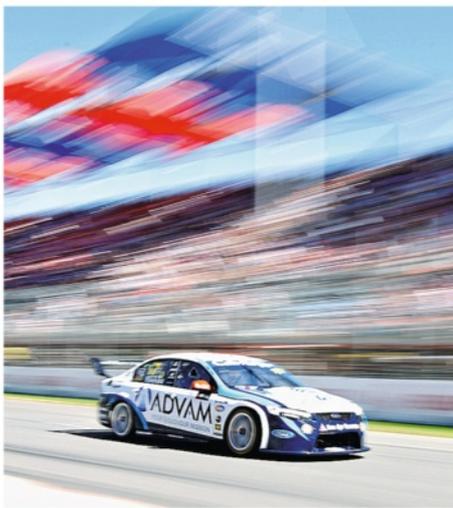


KARL REINDLER (AUS)
 Bathurst starts: 5
 Best result: 11th (2009)



Rick Kelly is absolutely a proven quantity at Bathurst, and while his results don't necessarily reflect it, Karl Reindler has had some good drives there, too. Tackling a race like this in a brand new model of car can be tough, but a finish well inside the top 10 isn't impossible.





#17 DICK JOHNSON RACING FORD FALCON FG

TIM BLANCHARD (AUS)
 Bathurst starts: 2
 Best result: 18th (2012)



ASH WALSH (AUS)
 Bathurst starts: 0
 Best result: N/A



It's probably going to be a tough race for these guys. Tim Blanchard has endured a difficult season up to this point, and Ash Walsh made a mistake and crashed out of the Sandown 500, his first race in a main-game seat. A top 10 would be a massive result for this entry.

#18 CHARLIE SCHWERKOLT RACING FORD FALCON FG

ALEX DAVISON (AUS)
 Bathurst starts: 9
 Best result: 8th (2007)



JOHN McINTYRE (NZ)
 Bathurst starts: 6
 Best result: 6th (2011)



This is a case of two experienced drivers in good machinery (the car is run out of FPR). This entry will finish in the top 10 if nothing goes wrong, and the top five if everything goes right.



#19 TEKNO AUTOSPORTS HOLDEN COMMODORE VF

JONO WEBB (AUS)
 Bathurst starts: 7
 Best result: 6th (2012)



MARC LIEB (D)
 Bathurst starts: 0
 Best result: N/A



Tekno made a couple of left-field decisions on co-drivers, and it's hard to see it paying off. While Marc Lieb looked decent on the Gold Coast, this is Bathurst – and it's much, much harder. None of this is to say Lieb can't drive, and who knows, he might be the surprise of the race, but it's fair to assume that Jamie Whincup won't be losing too much sleep over this entry in the build-up.



#21 BRIOTEK MOTORSPORT HOLDEN COMMODORE VF

DAVID WALL (AUS)
 Bathurst starts: 4
 Best result: 14th (2011 and 2012)



CHRIS PITHER (NZ)
 Bathurst starts: 3
 Best result: 14th (2012)



This entry is run out of BJR and, as has already been mentioned, the BJR Commodores are good. David Wall is a competent, if not spectacular, driver and can run in the mid-pack. Team-mate Chris Pither still has to prove himself at this level, and has a decent chance to do so here.

#22 HOLDEN RACING TEAM HOLDEN COMMODORE VF

JAMES COURTNEY (AUS)
 Bathurst starts: 8
 Best result: 2nd (2007)



GREG MURPHY (NZ)
 Bathurst starts: 20
 Best result: 1st (1996, 1999, 2003, 2004)



Greg Murphy was a superstar signing for HRT, because the guy just has an X-Factor when it comes to Bathurst. Back at Clayton, 10 years on from 'The Lap of the Gods' (head straight to YouTube if you don't know what that means), this would be Holden's fairytale win – and it's not impossible to see it happening.



#33 GARRY ROGERS HOLDEN COMMODORE VF

SCOTT McLAUGHLIN (NZ)

Bathurst starts: 1
Best result: 6th (2012)



JACK PERKINS (AUS)

Bathurst starts: 7
Best result: 8th (2011)



Along with Chaz Mostert, Scott McLaughlin has been one of the stand-outs of the season. It turns out the lanky kid from New Zealand is seriously fast, and is another driver who could make a surprise Shoot-out appearance on Saturday afternoon. With the experienced and capable Jack Perkins alongside him, this entry is a dark horse for the podium.



#34 GARRY ROGERS HOLDEN COMMODORE VF

ALEXANDRE PREMAT (F)

Bathurst starts: 1
Best result: 16th (2012)



GREG RITTER (AUS)

Bathurst starts: 12
Best result: 4th (2001 and 2004)



It's been a tough season-and-a-half for Alex Premat in Australia, and it's hard to see that turning around at Bathurst. At least this year he might get to qualify his own car. As for his co-driver, Greg Ritter is one of the last old school co-drivers who does nothing except for the enduros all year – and despite the lack of miles is almost always reasonably fast.

#36 NISSAN MOTORSPORT NISSAN ALTIMA L33

MICHAEL CARUSO (AUS)

Bathurst starts: 7
Best result: 3rd (2009)



DANIEL GAUNT (NZ)

Bathurst starts: 3
Best result: 12th (2011)



Put simply, this is far from the worst driver pairing in the field. They will need a little luck to end up on the podium, particularly given that this is the Nissan Altima's debut at Bathurst, but a solid top-10 finish is absolutely possible.



#47 JAMES ROSENBERG RACING MERCEDES C63

TIM SLADE (AUS)

Bathurst starts: 4
Best result: 7th (2009 and 2012)



ANDREW THOMPSON (AUS)

Bathurst starts: 6
Best result: 7th (2012)



Tim Slade is a quality driver, and Andrew Thompson has had his moments at Bathurst in the Development Series. Not a bad pairing, and this should be one of the quicker Erebus cars, but it's hard to see them posing any sort of threat in the Merc.



#55 ROD NASH RACING FORD FALCON FG

DAVID REYNOLDS (AUS)

Bathurst starts: 5
Best result: 2nd (2012)



DEAN CANTO (AUS)

Bathurst starts: 14
Best result: 2nd (2012)



This exact pairing almost won the race last year, and there's absolutely nothing stopping them going one spot better in 2013. The car is run out of FPR, so it will be fast, and between David Reynolds's star power and Dean Canto's experience and ability, there are no questions on the driver front. Genuine contender.

#66 WALKINSHAW RACING HOLDEN COMMODORE VF

RUSSELL INGALL (GB)

Bathurst starts: 21
Best result: 1st (1995 and 1997)



RYAN BRISCOE (AUS)

Bathurst starts: 2
Best result: 25th (2010)



Russell Ingall knows how to win Bathurst, but it's been a long time since he's done it. And while Ryan Briscoe is a world-class driver, he's unlikely to streak away from the Whincups and Winterbottoms in the field based on previous experience. They will need a little luck to sneak into the top 10, but hey, this is Bathurst.





**#80 LUCAS DUMBRELL
HOLDEN COMMODORE VF**

SCOTT PYE (AUS)
Bathurst starts: 1
Best result: DNF



PAUL MORRIS (AUS)
Bathurst starts: 20
Best result: 3rd (1999)



Scott Pye looked strong at the start of the season, but a couple of crashes seem to have slowed him down a bit. Signing Paul Morris as a co-driver could go either way – he has moments of madness, but also has moments of strategic brilliance. He's a wily guy, and throw mixed weather or an odd-timed safety car in the mix and a solid mid-field finish could beckon.

**#88 LUCAS DUMBRELL
HOLDEN COMMODORE VF**

DEAN FIORE (AUS)
Bathurst starts: 5
Best result: 20th (2011)



MATT HALLIDAY (NZ)
Bathurst starts: 7
Best result: 4th (2010)



Both of these guys can drive, but it's hard to see them being Bathurst winners by the end of this. It's a long race, so the focus should be keeping the car off the wall and seeing what happens.



**#97 TEKNO AUTOSPORTS
HOLDEN COMMODORE VF**

SHANE VAN GISBERGEN (NZ)
Bathurst starts: 6
Best result: 6th (2011)



JEROEN BLEEKEMOLEN (NL)
Bathurst starts: 0
Best result: N/A



Shane van Gisbergen has already played the move of the season by switching from Erebus to Tekno. But while the Giz Kid is a quality driver, and could well qualify in the top 10, it's hard to see them running at the front for a race distance with race rookie Jeroen Bleekemolen in the mix.

#360 NISSAN MOTORSPORT NISSAN ALTIMA L33

JAMES MOFFAT (AUS)
Bathurst starts: 3
Best result: 10th (2012)



TAZ DOUGLAS (AUS)
Bathurst starts: 3
Best result: 22nd (2010)



It's been a great year for James Moffat. He's won a race, and looked very good up against Rick and Todd Kelly and Michael Caruso. Taz Douglas has been to Bathurst before, and is getting plenty of miles in the Development Series, so a top 10 could beckon for these guys.



**#888 RED BULL RACING
HOLDEN COMMODORE VF**

CRAIG LOWNDES (AUS)
Bathurst starts: 19
Best result: 1st (1996, 2006, 2007, 2008 and 2010)



WARREN LUFF (AUS)
Bathurst starts: 13
Best result: 3rd (2012)



What more is there to say? All the ingredients are there for Craig Lowndes to win his sixth Bathurst. This entry's only hurdle is the #1 and its strong driver pairing, but you can never discount Craig at Bathurst. He's sublime there, and #888 will take a lot of beating.



23

Ekstrom & Priaulx: European wildcards

Bathurst has been tough for European drivers to conquer – it's been 15 years since the last success – but here's a pairing that could create waves this weekend, says JAMIE O'LEARY

One of the most intriguing entries for this weekend's Bathurst 1000 comes in the shape of the third car from Triple Eight Racing. Roland Dane's organisation, based in north Brisbane, has signed two of Europe's finest touring car exponents of the past decade, Andy Priaulx and Mattias Ekstrom, to hurl an extra Holden Commodore VF up and down the infamous New South Wales mountain alongside the full-season enduro entries of past event winners Jamie Whincup and Craig Lowndes, who have respectively been paired with Paul Dumbrell and Warren Luff.

Granted wildcard status and competing under the Team Xbox One banner, unlike the Whincup/Dumbrell and Lowndes/Luff Red Bull-backed entries, Priaulx and Ekstrom have no imposed targets, just a heap of hopes and expectations.

Guernseyman Priaulx is, in European terms anyway, a veteran of the endurance races that these days comprise three of V8 Supercars' 14 rounds. Three participations at Bathurst, all for Holden rival Walkinshaw Racing, have netted a best finish of 12th in 2009, although the three-time World Touring Car champion insists he and David Reynolds were on for a top-five finish that day: "I'd just passed Whincup when we had to pit for a splash of fuel near the end, which was disappointing."

He's raced for Triple Eight in Australia too, contesting the Surfers Paradise 'celebrity' enduros in 2010-11 and taking a podium finish with Lowndes first time out on his way to netting 'best international driver' honours.

"And don't forget it was Triple Eight who started me in touring cars in 2001 – back when they ran the Vauxhall team in the BTCC," Priaulx adds, with typical modesty, failing to mention the stunning pole position he took on his tin-top debut at Oulton Park against team-mates of the calibre of Yvan Muller and James Thompson.

For the first time in four years Priaulx's BMW commitments feature a gap large enough to accommodate a trip down under – although not for any serious pre-Bathurst testing.

"That bit isn't really ideal, but I'll be on the simulator at iZone Performance at Silverstone before the race so that will get



Ekstrom/Priaulx
Triple 8 Holden is a
wildcard entry

me back into the swing of things," the RMG DTM racer adds.

"Plus Triple Eight is the top team out there. You don't do anything with Roland and his guys to make up the numbers. And as a co-driver, Eki might be new to Bathurst, but he's very versatile. You can't be quick in rallycross, GTs and everything in between unless you have that skill. I think we'll do reasonably well."

Unlike Priaulx, Swedish ace Ekstrom is a complete novice to V8 Supercars. Not that the 35-year-old Swede believes that will pose too much of a problem.

"I don't think integrating myself with the team will be at all difficult," says the two-time DTM champion. "I've known Roland for a long time – I even tested for his team in British Touring Cars back when it was for Super Touring, when I was trying to get a drive with the factory Vauxhall team.

"And Ludo [Lacroix, who will head up the running of the car] spent a while as engineer to Laurent Aiello at the Abt team in the DTM, so I have a good relationship there too."

Ekstrom may be considered by most as strictly a DTM driver, but this would be to gloss over his varied achievements.

While it's correct that his full-time programme since 2001 has been in the German series in Audis run by Abt Sportsline (with factory backing since 2004), he has made a pretty big impression elsewhere, proving his versatility and easing worries that he may struggle around the blind bends (although probably not the long

straights) of Mount Panorama.

A Group N victory – ahead of the Production WRC regulars – on Rally Sweden in 2004, a runner-up spot earlier this year in his home round of the European Rallycross Championship, a win at the Spa 24 Hours in '11 and even a hugely impressive performance as a ringer at the NASCAR Sprint Cup road race at Sonoma in '10 – which he led convincingly until being punted off by Brad Keselowski – all back this up.

"I get bored easily," says the Swede of his reason for stepping outside of his comfort zone so readily. "So I like to try different things, see new places, drive different cars. V8 Supercars has always had an appeal, and Bathurst has more of an appeal than some of the other circuits in Australia, so I was glad to be given this opportunity.

"Bathurst is like the Nurburgring. Lots of big ups and big downs. Corners where you can't see the apex until you are there. It's a circuit for men with big balls. I guess you'll see how big mine are in October."

So does he harbour hopes of becoming only the second Swede to triumph at Bathurst, and revive memories of Rickard Rydell's astonishing 1998 triumph (at a time when the 'official' Bathurst 1000 was held for Super Tourers, rather than V8s)?

"Sure you can wish, but if you are being realistic, the level is much too high for a rookie to go out there and win the most difficult race of the championship," he says.

"I think we'll just go out there and enjoy it and see what happens." ❧



EKSTROM ON PRIAULX

“He’s been successful in just about everything he’s ever tried, from F3 to touring cars. He’s not having the best run in his life in the DTM, but that happens to all drivers. You should never forget he has been a world champion more than once. Plus he’s got Bathurst experience. I’m looking forward to working with him.”

PRIAULX ON EKSTROM

“In an ideal world, you’d want a co-driver with a ton of Bathurst experience there so it flattens the learning curve, but if I have to have a rookie in the car with me, I’m glad it’s someone like Eki because he’s bloody quick and he’s proven his adaptability in whatever he’s driven.”

TRIPLE EIGHT’S BATHURST TIMELINE

2004 DNF: Paul Radisich/Max Wilson DNF: Dean Canto/Yvan Muller	15th: Fabrizio Giovanardi/ Marc Hynes
2005 3rd: Steven Ellery/ Adam Macrow DNF: Craig Lowndes/Muller	2009 5th: Lowndes/Whincup DNF: James Thompson/Simonsen
2006 1st: Lowndes/ Jamie Whincup 12th: Richard Lyons/ Allan Simonsen	2010 1st: Lowndes/Mark Skaife 2nd: Whincup/Steve Owen
2007 1st: Lowndes/Whincup 5th: Lyons/Simonsen	2011 2nd: Lowndes/Skaife 21st: Whincup/Andrew Thompson
2008 1st: Lowndes/Whincup	2012 1st: Whincup/Paul Dumbrell 5th: Lowndes/Warren Luff



Bathurst winners 1963-2012

Fifty-three drivers from eight different countries have triumphed at the Mount Panorama circuit over the past half century. HENRY HOPE-FROST crunches all the key numbers

ARMSTRONG 500

1963 (Oct 6)
Harry Firth (AUS)/Bob Jane (AUS)
Ford Cortina GT

1964 (Oct 4)
Bob Jane (AUS)/George Reynolds (AUS)
Ford Cortina GT

1965 (Oct 3)
Barry Seton (AUS)/Midge Bosworth (AUS)
Ford Cortina GT500

GALLAHER 500

1966 (Oct 2)
Rauno Aaltonen (FIN)/Bob Holden (AUS)
Morris Cooper S

1967 (Oct 1)
Harry Firth (AUS)/Fred Gibson (AUS)
Ford Falcon GT

HARDIE-FERODO 500

1968 (Oct 6)
Bruce McPhee (AUS)/Barry Mulholland (AUS)
Holden Monaro GTS327

1969 (Oct 5)
Colin Bond (AUS)/Tony Roberts (AUS)
Holden Monaro GTS350

1970 (Oct 4)
Allan Moffat (CDN)
Ford Falcon GTHO Phase II

1971 (Oct 3)
Allan Moffat (CDN)
Ford Falcon GTHO Phase III

1972 (Oct 1)
Peter Brock (AUS)
Holden Torana XU-1

HARDIE-FERODO 1000

1973 (Sep 30)
Ian Geoghegan (AUS)/Allan Moffat (CDN)
Ford Falcon GT

1974 (Oct 6)
Kevin Bartlett (AUS)/John Goss (AUS)
Ford Falcon GT

1975 (Oct 5)
Peter Brock (AUS)/Brian Sampson (AUS)
Holden Torana L34

1976 (Oct 3)
John Fitzpatrick (GB)/Bob Morris (AUS)
Holden Torana L34

1977 (Oct 2)
Jacky Ickx (B)/Allan Moffat (CDN)
Ford Falcon XC

1978 (Oct 1)
Peter Brock (AUS)/Jim Richards (NZ)
Holden Torana A9X SS

1979 (Sep 30)
Peter Brock (AUS)/Jim Richards (NZ)
Holden Torana A9X SS

1980 (Oct 5)
Peter Brock (AUS)/Jim Richards (NZ)
Holden Commodore VC

JAMES HARDIE 1000

1981 (Oct 4)
John French (AUS)/Dick Johnson (AUS)
Ford Falcon XD

1982 (Oct 3)
Peter Brock (AUS)/Larry Perkins (AUS)
Holden Commodore VH

1983 (Oct 2)
Peter Brock (AUS)/John Harvey (AUS)/
Larry Perkins (AUS)
Holden Commodore VH

1984 (Sep 30)
Peter Brock (AUS)/Larry Perkins (AUS)
Holden Commodore VK

1985 (Oct 6)
John Goss (AUS)/Armin Hahne (D)
Jaguar XJS

1986 (Oct 5)
Graeme Bailey (AUS)/Allan Grice (AUS)
Holden Commodore VK

1987 (Oct 4)
Peter Brock (AUS)/Peter McLeod (AUS)/
David Parsons (AUS)
Holden Commodore VL

TOOHEYS 1000

1988 (Oct 2)
Tony Longhurst (AUS)/Tomas Mezera (AUS)
Ford Sierra RS500

1989 (Oct 1)
John Bowe (AUS)/Dick Johnson (AUS)
Ford Sierra RS500

1990 (Sep 30)
Allan Grice (AUS)/Win Percy (GB)
Holden Commodore VL

1991 (Oct 6)
Jim Richards (NZ)/Mark Skaife (AUS)
Nissan Skyline GT-R

1992 (Oct 4)
Jim Richards (NZ)/Mark Skaife (AUS)
Nissan Skyline GT-R

1993 (Oct 3)
Gregg Hansford (AUS)/Larry Perkins (AUS)
Holden Commodore VP

1994 (Oct 2)
John Bowe (AUS)/Dick Johnson (AUS)
Ford Falcon EB

1995 (Oct 1)
Russell Ingall (AUS)/Larry Perkins (AUS)
Holden Commodore VR

AMP 1000

1996 (Oct 6)
Craig Lowndes (AUS)/Greg Murphy (NZ)
Holden Commodore VR

1997 (Oct 5) Super Touring race
David Brabham (AUS)/Geoff Brabham (AUS)
BMW 320i

PRIMUS 1000

1997 (Oct 19)
Russell Ingall (AUS)/Larry Perkins (AUS)
Holden Commodore VS

AMP 1000

1998 (Oct 4) Super Touring race
Jim Richards (NZ)/Rickard Rydell (S)
Volvo S40

F.A.I. 1000

1998 (Nov 15)
Jason Bright (AUS)/Steven Richards (NZ)
Ford Falcon EL

1999 (Nov 14)
Greg Murphy (NZ)/Steven Richards (NZ)
Holden Commodore VT

2000 (Nov 19)
Jason Bargwanna (AUS)/Garth Tander (AUS)
Holden Commodore VT

V8 SUPERCAR 1000

2001 (Oct 7)
Tony Longhurst (AUS)/Mark Skaife (AUS)
Holden Commodore VX

BOB JANE T-MARTS 1000

2002 (Oct 13)
Jim Richards (NZ)/Mark Skaife (AUS)
Holden Commodore VX

2003 (Oct 12)
Rick Kelly (AUS)/Greg Murphy (NZ)
Holden Commodore VY

2004 (Oct 10)
Rick Kelly (AUS)/Greg Murphy (NZ)
Holden Commodore VY

SUPER CHEAP AUTO 1000

2005 (Oct 9)
Todd Kelly (AUS)/Mark Skaife (AUS)
Holden Commodore VZ

2006 (Oct 8)
Craig Lowndes (AUS)/Jamie Whincup (AUS)
Ford Falcon BA

2007 (Oct 7)
Craig Lowndes (AUS)/Jamie Whincup (AUS)
Ford Falcon BF

2008 (Oct 12)
Craig Lowndes (AUS)/Jamie Whincup (AUS)
Ford Falcon BF

2009 (Oct 11)
Will Davison (AUS)/Garth Tander (AUS)
Holden Commodore VE

2010 (Oct 10)
Craig Lowndes (AUS)/Mark Skaife (AUS)
Holden Commodore VE

2011 (Oct 9)
Nick Percat (AUS)/Garth Tander (AUS)
Holden Commodore VE2

2012 (Oct 7)
Paul Dumbrell (AUS)/Jamie Whincup (AUS)
Holden Commodore VE2

WINNING DRIVERS

9 wins – Peter Brock

7 wins – Jim Richards

6 wins – Larry Perkins, Mark Skaife

5 wins – Craig Lowndes

4 wins – Allan Moffat, Greg Murphy, Jamie Whincup

3 wins – Dick Johnson, Garth Tander

2 wins – John Bowe, Harry Firth, John Goss, Allan Grice, Russell Ingall, Bob Jane, Rick Kelly, Tony Longhurst, Steven Richards

1 win – Rauno Aaltonen, Graeme Bailey, Jason Bargwanna, Kevin Bartlett, Colin Bond, Midge Bosworth, David Brabham, Geoff Brabham, Jason Bright, Will Davison, Paul Dumbrell, John Fitzpatrick, John French, Ian Geoghegan, Fred Gibson, Armin Hahne, Gregg Hansford, John Harvey, Bob Holland, Jacky Ickx, Todd Kelly, Peter McLeod, Bruce McPhee, Tomas Mezera, Bob Morris, Barry Mulholland, David Parsons, Nick Percat, Win Percy, George Reynolds, Tony Roberts, Rickard Rydell, Brian Sampson & Barry Seton

WINNING NATIONALITIES

Australia – 43 drivers (Bailey, Bargwanna, Bartlett, Bond, Bosworth, Bowe, D Brabham, G Brabham, Bright, Brock, Davison, Dumbrell, Firth, French, Geoghegan, Gibson, Goss, Grice, Hansford, Harvey, Holland, Ingall, Jane, Johnson, R Kelly, T Kelly, Longhurst, Lowndes, McLeod, McPhee, Mezera, Morris, Mullholland, Parsons, Percat, Perkins, Reynolds, Roberts, Sampson, Seton, Skaife, Tander, Whincup)

Belgium – 1 driver (Ickx)

Canada – 1 driver (Moffat)

Finland – 1 driver (Aaltonen)

Germany – 1 driver (Hahne)

Great Britain – 2 drivers (Fitzpatrick, Percy)

New Zealand – 3 drivers (Murphy, J Richards, S Richards)

Sweden – 1 driver (Rydell)

WINNING MANUFACTURERS

29 wins – Holden

17 wins – Ford ('63 winner below)

2 wins – Nissan

1 win – BMW, Jaguar, Morris, Volvo



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