

AUTOSPORT

JAPANESE GP ACTION

www.autosport.com • OCTOBER 17 2013

VETTEL WINS BY SPLIT DECISION

How Red Bull's pincer movement denied Grosjean a shock victory



GTi IS BACK



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO₂ emissions (g/km) for the 208 GTi are: Urban 34.4 (8.2), Extra Urban 60.1 (4.7), Combined 47.9 (5.9) and CO₂ 139 (g/km).

NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT

POLE POSITION

A sad week for the motorsport world

THE SAD NEWS OF THE DEATH OF MARIA DE VILLOTA on Friday morning cast a shadow over the Japanese Grand Prix weekend. I knew Maria through her racing in Superleague Formula.

The cars were absolute monsters to drive, 750bhp V12 engines and no power steering, with big Michelin slicks. A tall order for someone whose single-seater experience was so limited.

Although she struggled for outright pace, her tenacity was clear in reversed-grid races. Seventh place in only her sixth race at Jarama in 2009 was celebrated in a Madrid nightclub (I have only hazy recollections of the evening) and two more top-10s followed in 2010. "It's simple to believe in a driver who is quick, but to believe in a woman who is getting there step by step isn't so easy," she declared.

Once sufficiently recovered from her accident to return to public life, it was no surprise that she immersed herself enthusiastically in the FIA's Women in Motorsport Commission.

Then, on Tuesday, came Sean Edwards's tragic accident in Australia. A fantastic racer who was absolutely on top of his game in the Porsche Supercup and German Carrera Cup, his death has hit the British motorsport community particularly hard. Our condolences to his family, and to Maria's.

Bradley

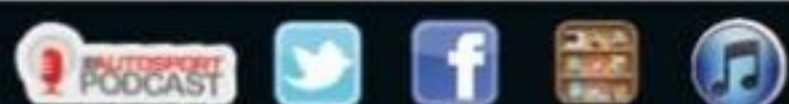
CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com
@Autosport_Ed



BAMBER'S WEEK



FIND US ON



Cover Image: Etherington/LAT
Insets: Thompson/Getty, Ebrey/LAT

PIT & PADDOCK

4 THIS WEEK IN F1

7 MARK HUGHES: MPH COLUMN

8 THIS WEEK IN MOTORSPORT

11 OBITUARY: MARIA DE VILLOTA

12 OBITUARY: SEAN EDWARDS

14 JAPANESE GRAND PRIX

Sebastian Vettel prevails after Romain Grosjean's spectacular effort. All the inside info from Suzuka, plus full results, comment, driver-by-driver analysis and the key technical upgrades

DEBRIEF

32 PROST: ALONSO/FERRARI AT RISK

Four-time world champion warns that Italian politics mean relationship will always be strained

34 McLAREN NABS RED BULL AERO HEAD

Peter Prodromou strengthens Woking tech team

36 PORSCHE GIVES LE MANS LOWDOWN

German giant talks of chances on top-flight return

RACE CENTRE

42 BTCC BRANDS HATCH

Andrew Jordan's title charge wobbles, but he fights back to grab the crown as Jason Plato stars

47 BRANDS HATCH SUPPORTS

Meadows and Files claim Carrera and Clio crowns

50 NASCAR; ERC; V8 DEVELOPMENT SERIES; FORMULA RENAULT NEC

56 SUPERSTARS VALLELUNGA

New champ Morbidelli does more than he needs to

58 EUROPEAN F3 VALLELUNGA

Marciello back on form with a double at home

60 BATHURST 1000

Welcome win for Ford led by Winterbottom

FEATURES

62 MOUNT PANORAMA MEMORIES

Legends of past and present look back at great moments on Bathurst 1000's 50th anniversary

64 SUPER TOURING AT BATHURST

How European buzzboxes nixed the Great Race

66 ALMS: THE 10 GREATEST RACES

Looking back over 15 years on eve of swansong

SUBSCRIBE FOR A FREE GIFT

38 FREE ASTON POLO SHIRT

Subscribe for a great free gift and digital package

CLUB AUTOSPORT

83 ANOTHER BLOW FOR MALLORY

BARC gives up on the Midlands' 'Friendly Circuit'

84 FREE ENTRY FOR CATERHAM EVENT

No charge to spectators for Silverstone special

88 REPORTS

Jerez Masters; Silverstone BARC/CTCRC; Cadwell Park 750MC; Oulton BRSCC; Mondello MPSC

THE BACK STRAIGHT

98 THIS WEEK

Readers' letters; best pictures; product reviews

100 WHAT'S ON

The best track and TV action in the coming week

102 RACE OF MY LIFE: MATT NEAL

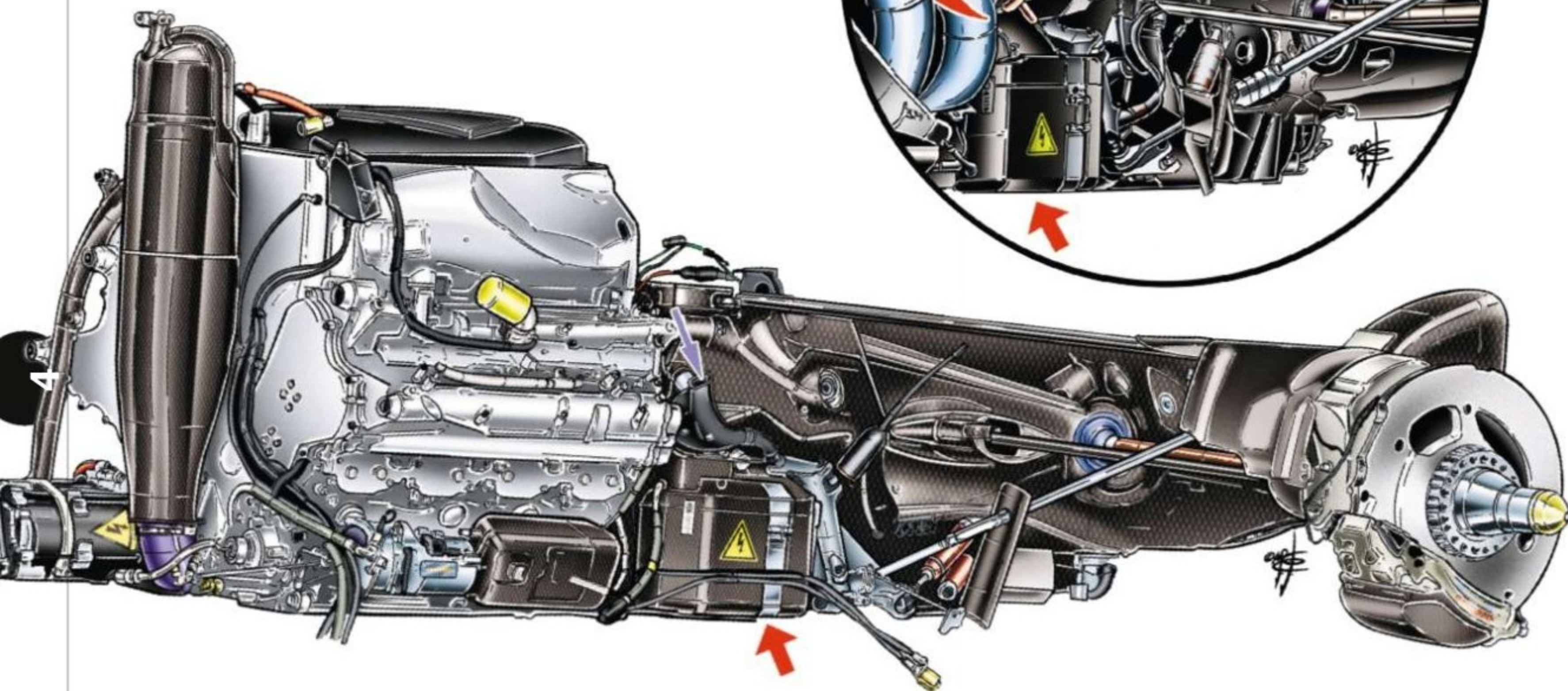
This week in F1

Red Bull KERS dramas strike again

➔ During the Japanese Grand Prix weekend, Red Bull again suffered problems with its KERS, this time on Sebastian Vettel's car during qualifying.

GARY ANDERSON: "This drawing of the KERS layout is based on the 2012 car, although the set-up is the same this

year. The aim is to keep the KERS batteries as low as possible to avoid compromising the centre of gravity. The cooling system is located behind the batteries [as illustrated], closer to the centre of the car, which does mean the KERS is more critical on the Red Bull than most other cars in terms of cooling."



PIC GETS PRE-RACE PENALTY

Caterham driver Charles Pic became the first driver to be given a drivethrough penalty before a race in Japan last weekend. The Frenchman was ordered to serve the penalty in the first five laps of the race for ignoring a pitlane red light for the second race weekend in succession.

DID YOU KNOW?

Pierluigi Martini was the first driver to serve an in-race penalty during a world championship GP. The Minardi driver was hit with a stop/go penalty at the 1991 Monaco Grand Prix.



Ferrari fears for 2014 spectacle

Both Ferrari driver Felipe Massa and engineering director Pat Fry have warned that grands prix in 2014 could be dictated by fuel efficiency.

The new 1.6-litre turbocharged V6 engines that will be introduced next season are limited to 100kg of fuel per race. There are fears that races will be an exercise in fuel management.

"It can definitely be very frustrating to do the race saving fuel from the beginning, but it's not just at the beginning – it will be the [whole] championship," said Massa. "It won't be very interesting, it won't be very nice [for] the driver."

Fry suspects the need to manage fuel could lead to significant fluctuation in lap times during races.

"It's possible there could be a



considerable difference between the maximum pace possible and a pace aimed at saving energy and fuel, to the extent that there could be a difference of between one and one-and-a-half seconds per lap in the race," he said.

For all the breaking news, visit AUTOSPORT.COM

PIRELLI TYRE TEST SET FOR VALLELUNGA

Pirelli is set to run a tyre test at Italian circuit Vallelunga on November 11-12. A 2011 McLaren will be provided and run by the team's heritage department, although Pirelli will be in control of the run plan. This test replaces the mooted one at the Austin track that will host the United States GP, which was vetoed by the FIA.

REMEMBER WHEN...



VALLELUNGA WAS LAST USED for F1 testing in January 2007, when Ferrari ran a four-day test for Kimi Raikkonen and Felipe Massa.

Engineer not a worry for Raikkonen

Kimi Raikkonen is unconcerned that long-time engineer Mark Slade will not join him at Ferrari. Slade engineered the Finn at McLaren and Raikkonen requested he be brought in by Lotus when he returned to F1 last year. In his first spell at Ferrari, he was engineered first by Chris Dyer and then by Andrea Stella, who is now working with Fernando Alonso.

“In terms of speed, Felipe is not any slower. When they were racing together, Felipe was as quick as Kimi in a way.”



Fernando Alonso does not believe Felipe Massa is any slower than future team-mate Kimi Raikkonen

Alonso sets new points record

Fernando Alonso has set a new record for world championship points, moving ahead of Michael Schumacher with 1571. This feat is down partly to the change to 25 points for a win at the start of 2010. “The points system changed a couple of years ago, so it

will be something that a lot of people repeat, but I really don't care,” said Alonso. “To see your name at the top of the list in any sport in the world is something that is amazing.”



LEADING WORLD CHAMPIONSHIP POINTS SCORERS IN FORMULA 1

1	Fernando Alonso 1571
2	Michael Schumacher 1566
3	Sebastian Vettel 1351
4	Lewis Hamilton 1074
5	Jenson Button 1059
6	Mark Webber 996.5

POINTS BASED ON F1'S CURRENT SCORING SYSTEM

1	Michael Schumacher 3890
2	Alain Prost 2470.5
3	Fernando Alonso 2414
4	Rubens Barrichello 1892
5	Kimi Raikkonen 1882
6	Ayrton Senna 1859.5

Perez safety fear

Sergio Perez has warned Pirelli that it is “unacceptable” to suffer tyre failures such as the one he suffered in the Korean Grand Prix. Fernando Alonso has also continued to criticise the tyres, saying “we need to improve quality” with next year's rubber.



PIRELLI TYRE ALLOCATIONS

Pirelli has revealed its final tyre compound allocations for 2013. For the Indian and Abu Dhabi GPs, the soft and medium tyres will be used, with the medium and hard compounds selected for the USA and Brazil.

BOTTAS CRITICISES MALDONADO

Valtteri Bottas has criticised Pastor Maldonado's late move on him in the Japanese GP, claiming he had to go off track to avoid a collision. “He braked so late,” said Bottas. “If I had kept to my line, we would have crashed.”



Castrol EDGE GRAND PRIX PREDICTOR

Sazamataz scored the most points over the Japanese Grand Prix weekend in the Castrol EDGE Grand Prix Predictor – winning a brand new Samsung Galaxy Tab 3. Sazamataz scored 175 points – a 65 per cent accuracy rate – after correctly predicting the top-five finishers and seven in total as well as Mark Webber's fastest lap. You can play the GPP for free at www.gppredictor.com



BMW M ENGINEER

MICHELIN ENGINEER

1/100TH OF A SECOND MAKES ALL THE DIFFERENCE. WHEN A TYRE REVOLUTIONISED STEERING PRECISION.

In 40 years of working together to develop each M series car, the joint experience of Michelin and BMW M teams has produced countless breakthroughs. The latest? A tyre and technology interplay on the new BMW M6 that delivers a shorter reaction time, to within 1/100th of a second. You steer, it obeys. **Precisely.**



MICHELIN TAKES YOU INSIDE
THE ACTION. GET ACCESS AT:

ROAD-TO-PERFORMANCE.
MICHELIN.CO.UK



Experience the joys of ultimate steering precision, with **MICHELIN Pilot Super Sport** tyres on your car. With MICHELIN Total Performance you can enjoy high performance and optimal safety together in total confidence.





Mark Hughes

MPH

With the thorny issue of F1 budget capping still lingering, would customer cars be the answer? For some, that solution would be disastrous

This is a sport that cannot feed itself, that has too big an appetite (costs) for its environment (the economy) and that is getting desperate as a result. Its energy is being stolen by a parasite (private equity company), and there's not enough food (money) to keep them both going. But rather than getting rid of the parasite and reducing its appetite, the sport is looking for ways to conserve its energy.

And so the vexed subject of customer cars is coming onto the horizon again. There seems to be a push from up high, where the conviction remains that it would be the answer to the financial stress faced by almost every team outside the top four – and would make the field more competitive into the bargain.

Superficially, it sounds appealing; the likes of Marussia and Caterham taking delivery of cars from one of the top teams, instantly catapulting them up the grid, while at the same time saving them the expense of research and development, design and build. It also opens up a new revenue stream for the bigger teams. The smaller teams would spend less, the bigger teams would earn more, the lap-time gap between the front and back would close up, we'd get to see how Jules Bianchi or Charles Pic fared in a top car. What's not to like?

Well, quite a lot actually. Let's say Caterham buys a Red Bull – and that the Red Bull is as competitive as Red Bulls have been for the past four years. It instantly



Nelson Piquet raced a customer McLaren three times in 1978, starting in Austria

imbalance created by the sport's boom years when all teams increased massively in size. They haven't shrunk anything like enough to keep the whole thing viable; Red Bull, Ferrari, Mercedes and McLaren may be OK but everyone else is almost bankrupting themselves trying to compete with them. But while customer cars

“Customer cars could be a cancer eating F1's core, until there were no healthy cells left”

catapults Caterham past Sauber, Williams and Force India (we can assume in this scenario that Toro Rosso will already have been supplied with a Red Bull of its own). Let's assume Marussia buys a McLaren and that McLaren is back to the competitive force it was last year.

Suddenly the current middle-ranking teams have got the worst of all worlds; they are competing against cars created with much more resource than they have and against teams that have nowhere near their cost base. Suddenly, they are at the back, earning less and spending more. Their business model is trashed. So, what do they do? They have to swallow their pride, make their redundancies and buy their Red Bulls or whatever and before too long we're down to four or five makes of car. Then what happens if Ferrari or Mercedes cannot be competitive with them? Customer cars could be a cancer eating F1's core from within, until there were no healthy cells left.

The motivation to pursue this is arising from an

might initially treat the symptom of the problem it would add to the cause.

Inevitably, it all returns us to the concept of budget capping – which the top teams do not want. An idea was put to me in the Suzuka paddock that initially sounded ludicrous but which might actually have some merit: what about budget capping everyone except the top four teams? Wouldn't that simply legislate in a permanent advantage for those teams? Perhaps it would, but it would prevent the rest from trying to keep up in the arms race. But that's only a worst-case scenario. A best case might have the budget-limited teams being competitive with the big spenders – and creating an upwards pressure on the big teams to eventually adopt budget-limited status.

Either way it would not fundamentally devalue or damage F1 in the way that customer chassis almost certainly would, however attractive it looks superficially. ❧

This week in motorsport

TAGLIANI TO SUB FOR FRANCHITTI

IndyCar veteran Alex Tagliani will replace Dario Franchitti at Chip Ganassi Racing for this weekend's Fontana season finale as the four-time champion continues to recover from the major back and ankle injuries he sustained in his huge Houston crash earlier this month.

Canadian Tagliani, 40, has raced in Grand-Am since leaving Bryan Herta Autosport in July, but has been called "the ideal replacement" by Franchitti's team-mate Scott Dixon, who heads to Fontana as favourite to win the championship.



Franchitti left hospital last week (left), but has since had a second operation on his injured ankle on Monday.

IndyCar orthopaedic consultant Dr Terry Trammell said: "Dario's post-operation x-rays looked great. Everything looks positive at this point."

REMEMBER WHEN



FRANCHITTI LAST INJURED HIS BACK?

In 2003 the then Andretti Green Racing driver fell off his motorbike and spent the rest of the year recovering. Dan Wheldon, Robby Gordon and Bryan Herta all subbed for him, with Herta winning at Kansas Speedway (pictured).



LEVITT/LAT

ORECA assessing LMP2 coupe

French constructor ORECA is working on an all-new LMP2 coupe for 2015.

Hugues de Chaunac's firm has revealed that design work on the car, which would replace its existing open-top P2 (below),

has already started. A final decision on the project will be made next month.

De Chaunac said: "The plan is to give our customers one more year with their existing cars and then offer a new package."



S. BLOXHAM/LAT



STALEY/GP2

CAMPOS BACK TO GP2

Campos Racing will return to the GP2 Series next year after taking over Addax Team's entry. Addax owner Alejandro Agag acquired Campos's squad and rebranded it for 2009. GP2's other 12 existing teams were all confirmed by the series on Tuesday for its upcoming three-year cycle, starting from 2014.

Karthikeyan wants IndyCar test

Ex-Formula 1 driver Narain Karthikeyan has targeted an IndyCar test this year as part of a bid to secure a seat in the series in 2014.

"It's looking like I could test an IndyCar before the end of the year," said

Karthikeyan, who raced for David Sears's Super Nova team in Auto GP this year.

"David has some good contacts in America, so that could also help open some doors," he added.

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

Nissan to ask for aero tweak

Nissan Motorsport has asked V8 Supercar's governing body to re-homologate the Altima's aero package for 2014 as it believes the car has too much drag.

The manufacturer's global head of motorsport, Darren Cox, told AUTOSPORT: "The series needs to homologate the [new] Volvo aero over the winter, so our new package could be tested then too. I'm optimistic it'll get through."



P60 BATHURST 1000 REPORT



Kubica gets WRC car for Rally GB

Robert Kubica will drive a factory-spec Citroen DS3 WRC on Rally GB next month.

The event will be the Pole's first outing in a modern World Rally Car in the series, and his inclusion in the works Citroen squad rules Kris Meeke out of a possible drive.

A WRC2 victory for Kubica on next weekend's Rally of Spain will make him champion in the class.

In brief



MORTARA TO MACAU

DTM driver Edoardo Mortara will chase a third straight Macau GT Cup victory next month after confirming he is to drive an Audi R8 LMS in the event. Thomas Jager and Bernd Schneider (Mercedes), Stefan Mücke (Aston Martin) and Danny Watts (McLaren) are entered too. Mortara will also contest the previous weekend's Audi R8 LMS Cup one-make race.

BELL'S LMP2 CHANCE

Rob Bell will share an Extreme Speed Motorsports HPD at Petit Le Mans this weekend with Johannes van Overbeek and Ed Brown. Fellow Briton Johnny Mowlem replaces Townsend Bell in Alex Job Racing's GT Ferrari for the race, which is the American Le Mans Series finale.

INDIANS FOR ROC

Ex-Formula 1 drivers Karun Chandhok and Narain Karthikeyan will form Team India in the Race of Champions. The pair will also take part in the individual event inside Bangkok's Rajamangala Stadium on December 14-15.

HAMILTON AT DTM

Lewis Hamilton will drive Mercedes' two-seater 'taxi' during the lunch break at this Sunday's Hockenheim DTM finale.

MAKOWIECKI MOVES

Aston Martin Racing's Frederic Makowiecki will share the Darren Turner/Stefan Mücke Vantage GTE at this weekend's Fuji World Endurance Championship round. The Frenchman's former co-driver, Bruno Senna, replaces Nicki Thiim in the Christoffer Nygaard/Kristian Poulsen GTE Am entry.

HIGGINS'S GB DEAL

Three-time British Rally champion Mark Higgins will return to Rally GB for the first time since 2008 next month. The Manxman will drive a Ford Fiesta R5.

DELAY FOR R5 CARS

The R5 cars from Peugeot and Citroen are unlikely to make their expected debuts on January's Monte Carlo Rally. Both manufacturers are still carrying out extensive testing on, respectively, the 208 T16 and the DS3 R5.

NASCAR racer arrested

NASCAR Sprint Cup regular Travis Kvapil was arrested last week on domestic violence charges and bailed the following morning. NASCAR is "monitoring the situation" regarding the BK Racing driver, who finished 35th at Charlotte last weekend.

WALTRIP BACK TO TWO CARS

Michael Waltrip Racing will trim its NASCAR Sprint Cup effort to two full-time Toyotas in 2014, for Brian Vickers and Clint Bowyer. The entry currently raced by Martin Truex Jr will become a research-and-development car, to be fielded on a part-time basis.

● Vickers will miss the rest of the season after a blood clot was found on his right leg. Team co-owner Michael Waltrip will drive the #55 at Talladega this weekend.



HEXIS SET TO SHUT DOWN

The French Hexis Racing team is set to close after making a guest appearance in next month's FIA GT Series finale on the streets of Baku.

Its parent firm has opted against continuing to subsidise the squad,

meaning Hexis Racing will either close or be sold.

The team, which has contested the Blancpain Endurance Series and French GT in 2013, has entered one McLaren MP4-12C for Baku.

Hakkinen wins on race return

Two-time Formula 1 world champion Mika Hakkinen won on his one-off return to racing at Zhuhai last weekend. The Finn partnered 17-year-old Matthew Solomon to victory in the first of two GT Asia Series races at the track in a Mercedes SLS AMG GT3 run by the Australian Erebus team.





Porsche recommends **Mobil 1** and **Michelin**

Please visit www.porsche.co.uk/mission2014 for further information.

**Every time we build a new race car,
we question every single part.
Except for one.**

Mission 2014. Our Return.

After more than a decade Porsche is returning to top-level racing in 2014 – to the FIA World Endurance Championship and its highlight, the 24 Hours of Le Mans.

Our strategy? The same that we follow when developing every Porsche – starting from the ground up and questioning every detail. We take nothing for granted. Except for the principle behind everything we've built for more than 60 years: Intelligent Performance.

Come along on our mission at porsche.co.uk/mission2014 and watch us develop our prototype first-hand.



PORSCHE

Maria de Villota

(1980-2013)

When news of Maria de Villota's passing at the age of 33 began to permeate the Formula 1 paddock at Suzuka at the end of Friday practice, the response was overwhelming. As the tributes poured in to a driver whose only outing in a contemporary grand prix car had ended with her sustaining terrible injuries that, according to her family, contributed to her death from natural causes, the scale of the impact the Spaniard made on the sport was revealed.

Unsurprisingly for the daughter of Emilio de Villota, who started two world championship grands prix and won the 1980 Aurora F1 Series driving a Williams-Cosworth FW07, Maria was determined to make her name at the top level and, along the way, prove that female drivers could battle on level terms with their male counterparts.

De Villota's career in single-seaters started in the Spanish Formula Toyota championship in 2000. She then stepped up to the newly formed Spanish F3 Championship in 2001 driving for Racing Engineering. From 2001-04, Spanish F3 was her focus and she started 47 races with a best finish of fifth.

She made only one outing in the category in 2005, and switched her focus to roofed disciplines. That year, she raced a Ferrari 360 Modena in the Daytona 24 Hours, and from 2005-07 appeared in the World Touring Car Championship, Spanish GTs, the Pirelli Ferrari Challenge and ADAC Procar. Her biggest success came in Procar, winning a race at the Nurburgring driving a Maurer Motorsport-run Chevrolet Lacetti and finishing third in the standings in 2007.

But her passion was still for single-seaters and after a one-off appearance in Euro 3000, she embarked on a full season in Formula Palmer Audi in 2009. That led to her big break in Superleague Formula driving for the Atletico



Madrid team. From 2009-11, she started 24 races in the series with a best finish of fourth at the Nurburgring.

In August 2011 she tested a two-year-old Renault R29 run by the Lotus team at Paul Ricard. In her own words, she "really enjoyed the experience" and pushed on with her plans to try to break into F1.

De Villota joined the Marussia team as a test driver on the eve of last season, spending race weekends working with the team and building towards her first outing in a straightline test at Duxford Airfield last July. After the installation run, as she returned to the team's makeshift pit area, she hit the tail-lift of a truck, sustaining life-threatening injuries. She lost her right eye but made a remarkable recovery, appearing in public for the first time three months later.

During her career, de Villota had some good results but they were few and far between. Nonetheless, her influence on motor racing as a whole stretches far beyond her achievements in the cockpit.

After her accident, she continued to work for the FIA Women in Motorsport Commission,

'De Villota's influence on motor racing stretches far beyond her achievements in the cockpit'

which she had joined shortly before that incident. With her racing career over, she committed just as enthusiastically to encouraging others to also follow her dream. This week, her book entitled *Life is a Gift* was due to be released. It will ensure that her story is told and her legacy preserved.

That legacy is perhaps best summed up by Sauber team principal Monisha Kaltenborn, who worked alongside de Villota as part of the FIA Women In Motorsport Commission: "Even if she didn't drive in Formula 1 the way she dreamed of doing, she still never gave up her passion. You can only learn and pass it on to the girls out there. Here's someone who, although not in the sport long, has hopefully made a difference."



Sean Edwards

(1986-2013)

The tragedy of the senseless death of Sean Edwards this week was that he was on the cusp of winning the ultimate prize in the form of racing in which he had made his reputation and his career. The name of the 26-year-old Briton shines brightly from atop the Porsche Supercup points table at the moment, with just the double-header finale in Abu Dhabi to go.

Edwards, the son of 1970s grand prix driver Guy, was among the elite of one-make Porsche racers. He'd taken at least one victory in every year in which he had contested the Supercup, never finishing outside the top six in the championship and twice taking the runner-up spot in the equally-competitive Porsche Carrera Cup Germany. What's more, he'd proved his worth at the wheel of Porsche's 911 GT3 Cup in endurance racing in the GTC class of the American Le Mans Series.

Stalwart Porsche team owner Franz Konrad, who brought Edwards into the Formula 1 support series in 2008 and ran him again last year, described him as "one of the heroes of the Supercup".

"There's no doubt that he was one of the best drivers in a Cup car," he said. "He was at the top of his game and this was going to be his season."

"When he came to us, he had the speed immediately, but he was only 21 and wasn't the finished article. He learned a lot, and when he was left without a drive for last season, we did a last-minute deal and put him out in a third car."

Yet Edwards was beginning to show the motorsport world that he was no one-trick pony. His successes at the wheel of the Mercedes-Benz SLS AMG were proof of that.

Back-to-back victories with the Black Falcon Mercedes team in the Dubai 24 Hours in 2012-13 were a prelude to his greatest success so far, alongside his two Supercup victories at Monaco.

In May this year, Edwards helped Mercedes to its first victory in the Nurburgring 24 Hours. Nor should it be forgotten that he qualified third on his debut in the German endurance classic with the same team in 2012. It was an impressive performance given his lack of experience on the daunting Nordschleife.

Edwards followed his father, who has two world championship sportscar victories to his name, into motorsport. He started karting aged 11 in France before moving onto the international scene via Italy.

His first steps in the world of car racing were taken in the BRDC one-make Formula Ford 1600 series after he turned 16. That was followed by a step up to Formula Renault UK with the John Village Automotive squad.

Edwards took time out of his career to complete his A-levels in 2005 and then returned to the cockpit with a handful of British GT Championship events at the end of that year. The creation of the FIA GT3 European Championship for 2006 provided the perfect launching pad for the aspiring young sportscar driver. Edwards ended up winning the title with the Tech 9 Racing Porsche squad, following a sequence of end-of-season victories after being joined by Phil Keen.

Tech 9 and Edwards graduated to the ultra-competitive playground of the GT2 class in the FIA GT Championship in 2007, but it was in the Supercup the following season that his career really took off. He claimed two victories in his debut season with Konrad, including a maiden win in front of his home crowd at Silverstone, and finished fifth in the championship standings as the top rookie.

Edwards had a bits-and-pieces season in 2009 ahead of a return to the Supercup with the German Tolimit squad, with which he has remained ever since. There was no room in its Supercup line-up for Edwards in 2012, hence his season with Konrad, but he finished second in the points with Hans-Bernd Kamps's outfit in the German Carrera Cup that season.

This year, Edwards had already won three Supercup races with the team, now racing as Project 1, and held an 18-point lead ahead of the final two races in Abu Dhabi in November.

The future looked bright for Monaco-based Edwards. Konrad, for one, believed that he was a Porsche factory driver of the future.

"He wasn't just a good Supercup driver, he was a good long-distance driver as well," he said. "I know he had done some testing with the factory. I think his chances of a deal were good." Gary Watkins



First steps came in FFord



First title: European GT3 glory in 2006



Edwards (left) won May's Nurburgring 24



PORSCHE TRAGEDY DURING PRIVATE TRACKDAY AT QUEENSLAND CIRCUIT

Sean Edwards died instantly when the Porsche 911 in which he was a passenger crashed heavily at Queensland Raceway in Australia on Tuesday.

The Porsche Supercup championship leader was acting as a driving instructor at the circuit, which had been privately hired out for the day by a trackday company that offers hot-lap runs. The car, which was being driven by 20-year-old Australian Will Holzheimer,

crashed at Turn 6 and burst into flames on impact.

While the estimated speed of the accident has yet to be revealed, it was significant enough for the car to hit the concrete wall behind the tyre barriers. Local police said the impact – at “extremely high speed” – had crushed the car to around half of its usual size.

The emergency services were called to the scene around 11.30am local time, and it took rescue crews

nearly three hours to extract the driver, who was trapped from the waist down. He was described by police as “awake and aware of what was going on around him” during this time, but he had sustained serious injuries and was airlifted to hospital in Brisbane.

As AUTOSPORT closed for press he was understood to be in a critical condition, having suffered severe burns, broken bones and organ damage.

THE RACE REPORT

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

Grosjean runs with the Bulls

A valiant effort from the increasingly impressive Lotus man wasn't enough in the end. But at least he worried Red Bull before Sebastian Vettel took his customary win. **MARK HUGHES** reports

14



AT A GLANCE



"The strategies were closely matched and, combined with Vettel's victory, that triggered the conspiracy theories"

JAPANESE GP
Suzuka

ROUND 15/19

LAPS 53

WINNER
Sebastian Vettel
1h26m49.301s

POLE POSITION
Mark Webber
1m30.915s

FASTEST LAP
Mark Webber
1m34.587s

RACE RATING
★★★★★ Grosjean tantalises
us by taking the fight to Red Bull

**DRIVERS'
STANDINGS**
Vettel 297pts
Alonso 207pts
Raikkonen 177pts

Last time at Suzuka
in an F1 car, and
Webber delivered



DUNBAR/LAT

QUALIFYING 14.00, 12.10.2013



"I was aware going through the last corner that this was my last-ever qualifying in an F1 car at Suzuka – and I was on the limit," said Mark Webber after setting his first pole of the season. It was a real feel-good moment in a paddock saddened by the awful news of Maria de Villota the day before.

There were circumstances in Webber's favour: Red Bull team-mate Sebastian Vettel was running without KERS for most of Q3, and Mark admitted that gave him the feeling that his achievement was somehow hollow. But you need to be around to take advantage and there have been plenty of days in the past when his has been the compromised Red Bull. Maybe the probability waves of luck are just beginning to turn around for Webber in the last few grands prix of his career...

Red Bull continues to run a less-than-full-scale KERS and its value was,

at most, 0.3s around Suzuka. Vettel trailed Webber by 0.174s on a lap that included a lock-up into the Turn 11 hairpin as he tried to cope with the brake-balance adjustments necessary when KERS is non-operative. So in hard, analytical terms, Vettel probably held a small inherent advantage over Webber in underlying pace.

But then, so he should have done; Seb had chosen a wing level appropriate to the ultimate single-lap pace. Just as at the Korean Grand Prix, Webber had gone for a lower-downforce Spa-type wing and appropriately longer gearing, perhaps reasoning that he was unlikely to beat Seb in qualifying so might as well transfer the challenge to Sunday instead. But Seb's problems with that mini-KERS system – sited down at the hot and vibration-prone engine end of the car, where its aerodynamic disruption is minimised compared to the more conventional location

beneath the fuel tank – allowed Webber to have his Suzuka cake and eat it: the most raceable set-up with more end-of-straight speed than any other car and pole. A little leaving present.

"I'll never forget that first sector today," raved the 13-time pole winner (equalling Jack Brabham's tally), sounding nostalgic already. But Seb knew exactly what he meant, saying: "You realise afterwards just how fantastic the car was through that first section and you don't get many days like that, where the car feels so great and you can really push it to the limit."

Drivers were reporting back afterwards, still with the thrill of adrenaline in them, replaying what they'd just done, having been too busy and focused in the moment to fully appreciate it in the car. The challenge had an extra frisson on Saturday provided by gusty conditions that made the cars unstable in the crosswinds. Being tidal, the direction of the wind had turned 180 degrees from the day before, robbing the cars of front end as they turned into Turn 1 but absolutely nailing them up through the esses.

"My car felt pretty awesome actually," said third-fastest Lewis Hamilton of his Mercedes, "so I can't even imagine how [the Red Bull] felt." He was just over 0.3s off Webber's pole in a car that was visibly less dynamic than the Red Bulls through the esses. Nico Rosberg's was even less so, with a measure of understeer dialled into its set-up in order to protect its rear tyres in the race. He was running more rear

wing for the same reason and was the slowest of all by the end of the straights (184.4mph just before 130R, compared to Webber's 190.8mph). Although it left him just 0.144s off his team-mate, such was the closeness of the grid this weekend that it represented a difference of three places.

Romain Grosjean slotted his Lotus, again in long-wheelbase configuration, next to Hamilton with his second Q3 run, his first having been abandoned when that gusty wind caught him out and sent him clattering across the exit kerb on Degner 2, the scene of many an accident and moment through practice. Grosjean was in mighty form right from the start and, although the car had been difficult on the prime tyre (hard) on Friday, overnight set-up changes had it working on them well enough that he used them to go fastest in Q1. Kimi Raikkonen by contrast had felt less comfortable and had chosen to use a set of options (medium) to get through Q1. This limited him to a single run in Q3 and he made a small error on that lap, leaving him 0.3s slower than Grosjean and back in ninth.

Felipe Massa was the faster-qualifying Ferrari driver for the third time in four races, slotting ahead of Rosberg on the third row. The Ferrari was lacking rear-end grip through the first sector, where it lost around 0.5s to the Red Bull, but was driveable enough. Fernando Alonso was three places and three tenths back, fairly despondent.

Nico Hulkenberg again got the much-improved Sauber through to Q3, where



MASON/GETTY

he qualified it an excellent seventh, a couple of hundredths faster than Alonso after just a single run on his last remaining set of options. "That was so much fun," he enthused. Team-mate Esteban Gutierrez, on his first visit to Suzuka, had been just a couple of tenths adrift of Hulkenberg in Q2, but that wasn't enough to graduate and he lined up 14th. His car had briefly caught fire in the garage from unburnt fuel in the airbox but it was extinguished before causing any damage.

Jenson Button got the McLaren through to Q3 and qualified 10th. "I did three laps in Q2 and Q3 that were almost identical," he said. "I just don't think there was any more to get out of the car but it was fun trying." The 0.15s difference between him and team-mate Sergio Perez was the difference between

"I'll never forget that first sector," said Webber, sounding nostalgic already'

making Q3 and not, Sergio lining up 11th. He was in a replacement chassis after heavily crashing the original at Spoon on Friday afternoon when he'd put a wheel on the Astroturf going in.

Paul di Resta was delighted with 12th, which did appear to flatter the Force India around here, he and the team working well to get a balance from what had been an edgy, unpredictable car on Friday. Team-mate Adrian Sutil could not clear Q1, only 17th. He was one of several to crash in practice, and his off on the exit of Spoon on Saturday morning damaged the gearbox, necessitating a change and the associated five-place grid penalty.

Valtteri Bottas wrung every last drop of speed from the Williams to put it 13th, his progress much more consistent than that of team-mate Pastor Maldonado, who nonetheless was on the same tenth in 15th. Daniel Ricciardo was the only Toro Rosso driver to make it through to Q2, the sister car of Jean-Eric Vergne bringing Q1 to a halt after its rear brakes caught fire due to binding.



THE GRID

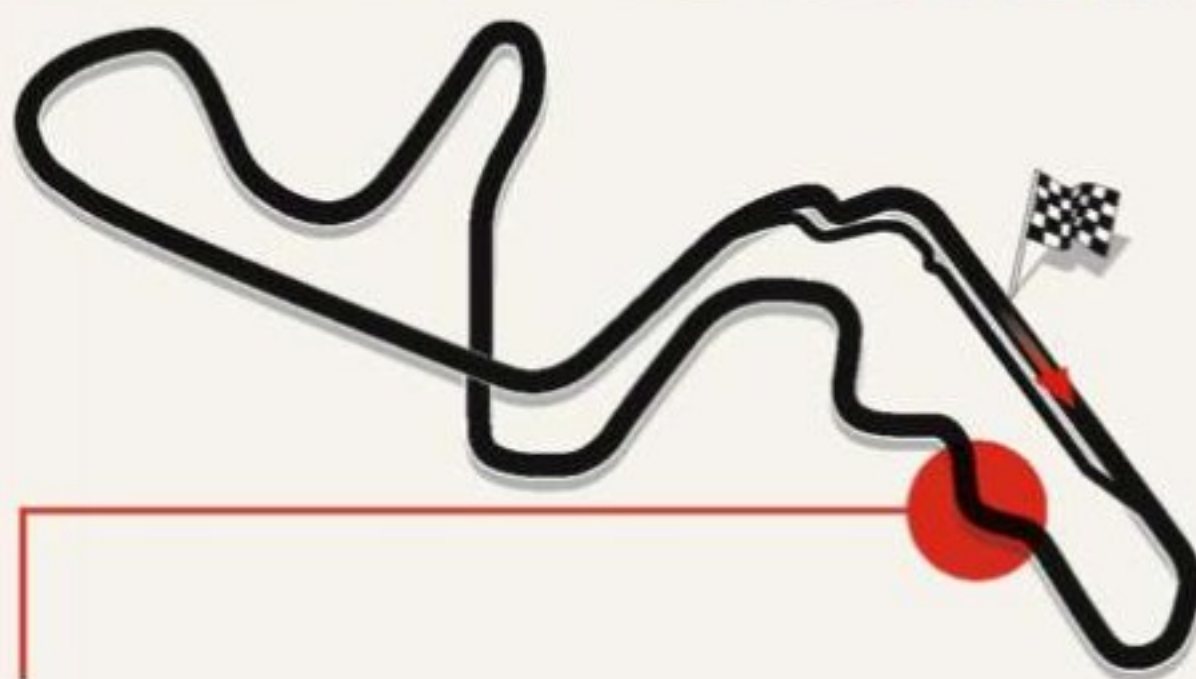
	1 WEBBER RED BULL 1m30.915s Medium		2 VETTEL RED BULL 1m31.089s Medium
	3 HAMILTON MERCEDES 1m31.253s Medium		4 GROSJEAN LOTUS 1m31.365s Medium
	5 MASSA FERRARI 1m31.378s Medium		6 ROSBERG MERCEDES 1m31.397s Medium
	7 HULKENBERG SAUBER 1m31.644s Medium		8 ALONSO FERRARI 1m31.665s Medium
	9 RAIKKONEN LOTUS 1m31.684s Medium		10 BUTTON McLAREN 1m31.827s Medium
	11 PEREZ McLAREN 1m31.989s Medium		12 DI RESTA FORCE INDIA 1m31.992s Medium
	13 BOTTAS WILLIAMS 1m32.013s Medium		14 GUTIERREZ SAUBER 1m32.063s Medium
	15 MALDONADO WILLIAMS 1m32.093s Medium		16 RICCIARDO TORO ROSSO 1m32.485s Hard
	17 VERGNE TORO ROSSO 1m33.357s Medium		18 CHILTON MARUSSIA 1m34.320s Medium
	19 VAN DER GARDE CATERHAM 1m34.879s Medium		20 PIC CATERHAM 1m34.556s* Hard
	21 BIANCHI MARUSSIA 1m34.958s* Medium		22 SUTIL FORCE INDIA 1m32.890s** Medium

* 10-place grid penalty
** 5-place grid penalty

TRACKSIDE VIEW

Mark Hughes

GRAND PRIX EDITOR



It's humid yet windy as the world's most inviting stretch of Tarmac opens up ahead of the driver. At the Turn 4 exit there's a rubber line defining the outside rear wheel's path, an arc that defines downforce: the Red Bulls can stay well inside it, already better positioned than the others in moving across to the right of the track for the uphill kink of Turn 5. The Marussias are out of it, Jules Bianchi wrestling with the consequences as the left rear gets out of that groove. He's pressing hard, early but soon stops coming around, a rookie victim of the waiting trap of the Degners further in the lap. Pastor Maldonado has a big sideways moment before he's even reached the apex of Turn 4, Jean-Eric Vergne is pumping away on the throttle pedal like a rally driver, the front of Kimi Raikkonen's Lotus runs wide into the turn, the front tyres finally grip and their sudden pull on the car with all that steering lock applied then upsets the rear. The whole sequence is completed in less than a couple of seconds, and within the available space it doesn't look like the speed and the slides could be feasible, but it's happened regardless. Sebastian Vettel is in perfect territory here, using the Red Bull's rear instability to get him direction change, then the exhaust blowing to rescue him from the consequences. He's also the only one hooking his right-front wheel inside the apex kerb, this further helping to swivel the car around on its axis, getting him pointed straight and on the gas earlier than anyone else. It's a combined triumph of vehicle dynamics and technique; no-one else is doing anything like this. Fernando Alonso, for example, is dramatic in hustling the wayward Ferrari, but its dynamics are those of a normal racing car, sliding the excess speed away pre-apex but then having to wrestle with the consequences through and out of the corner – that slide cannot be simply switched off as it is in the Red Bull.

'There's an arc that defines downforce. The Red Bulls can stay well inside it'



ROSE/GETTY



Volkswagen Motorsport recommends Castrol EDGE



VOLKSWAGEN MOTORSPORT CHOOSES CASTROL EDGE, OUR STRONGEST OIL

Castrol EDGE is our strongest oil yet. That's why Volkswagen Motorsport trusts Castrol EDGE to give the team the strength to perform.

IT'S MORE THAN JUST OIL.
IT'S LIQUID ENGINEERING.



www.castroledge.com

Find more issues at
magazinesdownload.com



Grosjean leads away, but Hamilton already has deflating left-rear...

FERRARO/LAT

RACE 15.00, 13.10.2013



Romain Grosjean single-handedly gave the Japanese Grand Prix some tension by getting his Lotus ahead of the faster Red Bulls at the start and proceeding to drive a near-perfect race.

But Grosjean was always the prey. What wasn't clear was whether the hunter was Sebastian Vettel, on his two-stop strategy, or Mark Webber on his three. The two alternatives were closely enough matched that circumstances could have swung it either way – and, in combination with the Vettel victory that played out, that was enough to trigger the conspiracy theories.

Did Red Bull really sacrifice Webber in his last-ever grand prix at Suzuka to the favoured team golden boy, the man on the verge of a fourth consecutive title? The prosecution and the defence

'The only likely interloper, Hamilton, was doomed within seconds of the start'

each have convincing cases.

Grosjean led the first stint from Webber and Vettel, the trio pulling far away from anyone else. The only likely interloper, Lewis Hamilton's Mercedes, was doomed within seconds of the start, a punctured rear tyre against Vettel's front endplate later delaminating and destroying the floor.

The Lotus man was dynamite on the option medium tyre, on which everyone apart from Daniel Ricciardo

and Charles Pic started. The Lotus was handling beautifully, Grosjean driving with an assured, unflustered polish.

Lotus suspected that the Red Bulls were just biding their time, waiting for the opportune moment to pounce, but they couldn't initially do it on-track; Webber wasn't getting within the Lotus's DRS zone. His low wing setting and long gearing were giving him plenty of speed at the end of the back straight – 192.4mph compared to Grosjean's 184.6 – but the Lotus's higher wing setting was endowing it with much better traction onto the straight, good enough to take full advantage of its shorter gearing. That was the crucial point, given that the DRS zone was down to Turn 1, at the end of a straight far shorter than the back one.

Vettel was carrying some front-wing damage from that touch with Hamilton at the start, triggered by both Red Bulls bogging down. Lewis had made what was measured as his best start of the year to try to slice between the RB9s, which had left Grosjean with the space to the inside to use his fantastic traction off the line.

That damage was costing Seb 20 points of downforce (worth around 0.2s per lap), and he was sitting a couple of seconds from Webber, as instructed quite early, keeping his car out of the turbulence zone that takes so much energy from these tyres. Webber had also been advised to drop back once it was clear that he couldn't make the pass.

"In putting Grosjean under a lot of pressure, Mark went through the tyres quite quickly," said team boss Christian Horner, "and that was quite crucial."

As the windows for the first stops loomed, Lotus was surprised that Webber was unable to simply latch onto the back of its man. Instead, Grosjean was out of undercut reach from as early as lap eight – and pulling away. By the 11th lap Webber was out of rear tyre. Blistering of the rears was the limitation for everyone, but he was among the first to encounter it. That low wing setting perhaps? His early eagerness to take the race to Grosjean? Both? In he came, stationary for 3.2s, back out on the more durable prime (hard) that was the favoured race tyre for everyone.

Lotus responded next lap, turned Grosjean around in 2.6s – and out he came, still comfortably ahead. The early stop had, of course, pushed Webber towards a three-stop strategy. Horner: "Mark's first stint was too short for us in our own minds to make a two-stop really work."

Webber: "After my first stop I was told it was a two-stop and then in the middle of that stint we changed tactic. I asked if it would work, they said yes."

Lotus, with its easier tyre usage than Red Bull, had no motivation to go to a three-stop with Grosjean.

Vettel now assumed the lead, but there was no devastating pace waiting to be unleashed. Those worn mediums were too old for that, and he ►



...and his Mercedes sustained damage from flailing rubber

ETHERINGTON/LAT



**Innovation
that excites**



OFFICIAL PARTNER



Nissan Juke n-tec. Turn every drive into a ride with Google™ Send-to-Car technology.

Get connected with Google™ Send-to-Car and Google™ Places – two thrilling features that enable you to plan a journey on Google™ Maps, send it to your Nissan Juke remotely and once you arrive, search for the coolest places to go using NissanConnect. Combine that with a Torque Vectoring system* on selected models for enhanced stability when cornering, and the Nissan Juke n-tec comes fully equipped to turn every drive into a ride. Available from £12,995 to £22,600. Search 'Nissan Juke' for more information.

NissanConnect | DIG-T engine | Torque Vectoring System



Fuel consumption figures for Juke range are: URBAN 28.8-58.9mpg (9.8-4.8L/100km), EXTRA URBAN 47.1-72.4mpg (6.0-3.9L/100km), COMBINED 38.2-67.3mpg (7.4-4.2L/100km), CO₂ emissions 169-109g/km.

MPG figures are obtained from laboratory testing, in accordance with 2004/3/EC and intended for comparisons between vehicles and may not reflect real driving results. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results). *Only available on models equipped with 4WD 1.6 DIG-T. Model shown is a Juke n-tec 1.6 petrol priced at £16,295 On The Road with optional metallic paint at £500. Models subject to availability. Google™ Send-to-Car and Google™ Places require subscription, compatible phone or device (not included with vehicle), and Wi-Fi or 3G connection, and rely on services provided by third parties outside Nissan's control. Cellular networks not available in all areas. Voice minutes, roaming charges and/or data usage may apply. Nissan is not responsible for any equipment replacement or upgrades, or associated costs that may be required for continued operation due to service changes. Google™ wordmark and logos are registered trademarks owned by Google Inc. Information correct at the time of going to print. Nissan Motor (GB) Limited, The Rivers Office Park, Denham Way, Maple Cross, Rickmansworth, Hertfordshire WD3 9YS. 301580/A2

► rejoined after stopping on lap 14 almost 6s behind Webber, who in turn still trailed Grosjean.

As far as Lotus was concerned, that three-lap difference between the stops of Webber and Vettel suggested a split Red Bull strategy, which placed the team in the dilemma of which Red Bull to respond to.

"It was very difficult to try to beat both of them," said the team's on-track chief Alan Permane, "but we went for the win and in hindsight maybe we could have settled for second. But we thought, 'Let's try'". Which, as far as Lotus was concerned, meant racing the two-stopping Vettel rather than the three-stopping Webber. "Two-stopping was faster. Not by much, but enough," continued Permane. "I got the sense that they were working as a team strategically with two cars to pincer us."

'In the queue, 'Hulk' jumped the Ferraris, where the whiff of mutiny was afoot'

This would be the entirely logical thing to do from Red Bull's perspective. But the three-stop was not unfeasible as a winning strategy. Most of the 22s the extra stop costs is clawed back in theory, and you end up doing a short stint on the briefly faster option tyres at the end. This, near enough, gets you back up with an equivalent two-stopper. As long as you don't encounter traffic delays, of course.

Splitting the strategy was the logical thing for Red Bull to do. It placed Lotus in an awkward position, and got Webber and Vettel out of synch with each other, minimising the potential for trouble. So if one of them was to be the three-stopper, it obviously had to be Webber, given his earlier stop, his higher tyre



Grosjean drove beautifully to fend off the Red Bulls



Backmarker strife: van der Garde charges barriers...



...after clash with Bianchi into Turn 1

ROBERTSON/GETTY

FERRARO/LAT

usage and lower-downforce rear wing.

Meanwhile, what was unfolding was a terrific race. The three-car struggle up front was simmering nicely, and the gap to those behind had been wildly stretched by the long opening stint of Ricciardo's prime-tyred Toro Rosso, which kept going until the end of lap 21.

In that queue, Nico Hulkenberg had jumped the Ferraris by undercutting them at the first round of stops to run sixth, behind the Mercedes of Nico Rosberg. But there were other things afoot in the red camp: the whiff of mutiny! "Multi-function strategy A," Felipe Massa was informed, having run ahead of Fernando Alonso since the start. "Now please." There was no reply — and Massa remained ahead. If Alonso

wanted to be past his team-mate, he was going to have to do it himself.

They were all bumped up a place in the queue on the 16th lap when Rosberg was obliged to pit for a drive-through penalty. This was for his unsafe release at the stops, the Merc cutting across the bows of the incoming McLaren of Sergio Perez as it accelerated away. "It was an error of procedure," Merc's Toto Wolff explained. "We put markings on the wall to judge the position of the other cars, and if it's before the marking we release. But that did not take into account cars cutting in front of us at the next two pits down. So that mistake originated on Thursday."

Alonso was finally able to use DRS to slip ahead of Massa into Turn 1 to ►



Ricciardo again went long before stop, holding up train

DUNBAR/LAT

FRIDAY



MASON/GETTY

1029 **Bianchi** crashes at Degner 2 in FP1, causing damage to the crash structure on the left side of the car, forcing the team to build up a new car for Saturday. "I'm out, I'm out," he reports, and requires an ice pack on his bashed elbow.

1054 **Grosjean** runs wide at Spoon and rejoins. "Really struggling with the rear," he complains.

1107 **Maldonado** sheds a left-rear wheel at Spoon Curve. "I lost a wheel, same thing happened as before. I think the wheel was moving."

1107 **Van der Garde** crashes at Degner 2: "The rev[er]se gear is not working, I went off."

1128 **Chilton** spins at Turn 1.

1400 **Pic** sensibly checks his brake-bias setting after **Kovalainen's** FP1 running — it's on full-forward. His engineer tells him to reset it.

1411 **Maldonado** crashes at Degner 2. His engineer: "Pastor, everything OK with the car? Oh."

1417 **Perez** spins and hits the barrier at Spoon Curve. When asked if he's OK, he replies: "Yes. I lost the rear-end, but I'm OK."

1424 After a slide at Spoon, **Hulkenberg** reports: "Car is very floaty, very light all around."

1432 **Alonso** suffers a huge spin at Degner 1 after clattering the kerb on entry but recovers.

1454 **Raikkonen** backs into the gravel at Turn 7. He mumbles: "I got stuck in gravel. Car is OK."

1508 **Gutierrez** goes off at Turn 13: "All OK, all OK," he says.

1509 **Vettel** runs off at Spoon near the end of a long medium-tyre run.

1512 **Di Resta** spins at the chicane and recovers.

1530 At the end of FP2, **Button** says: "I can't see a thing, the front-right tyre is flatspotted."

1846 **Williams** is fined €60,000 for **Maldonado's** left-rear wheel being shed during FP1.

TEE/LAT



Vettel homes in for the kill...



Webber got past the Lotus going into the final lap

COATES/LAT



22

CHARNIAUX/XPB

► put himself on Hulkenberg's tail, making it imperative for 'Hulk' now to get by Ricciardo. The Toro Rosso was too good on the brakes for the Sauber, so Hulkenberg was obliged to take a brave pill and do him down the inside into 130R.

As that pack rushed up to the chicane, so Massa was taking a look down the inside of Alonso, but not quite making the repass. As they began the new lap Alonso was on his DRS once more to squeeze by Ricciardo. The blockage was finally removed as Daniel pitted, just as Kimi Raikkonen slipped by Esteban Gutierrez, who was having his strongest race of the year in the much-improved Sauber. All that time stuck behind the long-running Toro Rosso had left the dicing pack almost half a minute adrift of the top three.

Grosjean was initially edging away from Webber once more, but this time Mark was just giving his tyres some respite; he was able to close back up at will and soon did so. Unlike the day before, when everyone's front ends were nailed down through the esses from the headwind, the Lotus just wasn't liking the prime tyres as much as it had the options. Webber was in DRS range of the leader by lap 24 and lapping quickly. So he was surprised to receive the call to come in and switch to a three-stop at

Permane: 'When you have a car as fast as Red Bull's, you can do anything you want'

the end of the following lap.

"The target lap time that we looked to get for the two-stop I thought was achievable," he said. "The three was not absolutely ridiculous, but it's a bit more high risk and you have to clear people. I felt a bit piggy-in-the-middle, trying to beat Romain on a two then switching to a three."

"Because of the big gap that had formed behind Ricciardo," explained Horner, "there was clear track for Mark to drop into at this time. This made it almost a free stop, and because of Mark's early first stop we felt that this was the best way for him to attack and pass Grosjean — and we'd do the opposite with Sebastian."

That makes perfect sense, and it had the additional appeal of clearing the way for Vettel to track the Lotus down. In fighting the two-headed snake of the Red Bull attack, Lotus knew it was now between a strategic rock and a hard place. "We ignored Webber coming in,"

With his team-mate up front, Raikkonen battled with Button



ROSE/GETTY

related Permane, "but the problem it created was that Vettel was able to cruise up onto our gearbox, and at any point from then he could've come in and undercut us. That put the pressure on us to stop as early as we dared."

Vettel was within undercut reach of the Lotus by lap 28, having taken 2.2 seconds out of it in three laps. This was very early to come in for a two-stop, leaving a final stint of 24 laps. But Grosjean was doomed if he did, sure to be passed later by the new-tyred Webber; damned if he didn't, certain to lose track position to Vettel. "That was

all just a function of racing against a car that was faster than us," said Permane. "There was a little moment in the first stint I thought we might be able to do it, but when you have a car as fast as theirs you can do anything you want really."

Grosjean was brought in at the end of lap 29, fitted with another set of primes, and got underway 10s behind Webber, with Vettel now up front, clear track ahead, tyres still in great shape.

Although some of the details of his drive were a little scrappy, Vettel was judging things beautifully, just the right blend of pace and tyre conservation, and



...after shadowing
Grosjean in chicane

SATURDAY

1105 Bianchi's new car sparks through 130R in FP3, so he's asked: "Everything OK with the car Jules?" He replies: "Yes, OK."

1109 Sutil reports: "A lot of rear locking. It's really unstable."

1120 Vettel admits: "I locked up front left, just a little flatspot."

1122 Hulkenberg says: "I have a problem with exhaust, engine sounds quite strange."

1129 Hamilton runs wide at Degner 2 and says: "Check the car. The rear didn't feel right."

1131 Sutil crashes exiting Spoon. "I'm off, I'm off." He's told: "Copy that Adrian, we can see."

1138 Button responds to a very strange noise over his radio: "You sounded like a foghorn."

1406 Fuel vapour escapes from **Gutierrez's** car and catches fire in the garage during Q1. No damage is done.

1416 Vergne's Toro Rosso catches fire at the hairpin. Q1 is red flagged: "Fire in the brakes at the rear. Car is on fire."

1459 To **Vettel** in Q3: "KERS fell down, KERS fell down."

1500 Webber also has issues but reports after first Q3 run: "KERS is good now."

1505 To **Vettel**: "If KERS fails on the timed lap again, cycle the toggle to get KERS back."

1506 Webber is told: "That's it, P1, nice job mate, excellent." He replies: "Good job boy, good job."

1507 Vettel: "That's all I had. Car's quite poor under braking. Thanks for trying to bring the KERS back, make sure we get it fixed."

1613 Sutil given a five-place grid penalty for a change of gearbox between FP3 and qualifying.

1712 Pic given a drive-through penalty, to be served in the first five laps of the race, for ignoring a red light in Q1.



COATES/LAT



Happy French pair:
Grosjean and team
boss Eric Boullier

over the next eight laps after Grosjean's stop Vettel did the punishing damage to the Lotus's race. He couldn't quite pull out a pitstop's worth of time over it, but it was close – and he would be rejoining not far behind it on fresh tyres that were much faster.

Vettel came in on the 37th lap, was turned around in 2.4 seconds and rejoined just a couple of seconds behind the Lotus. Webber was now in a temporary lead of around 14s, nowhere near the 22s needed for his extra stop. He could have been left out at this stage, converted back to a two-stop. On tyres

12 laps older than Vettel's, with 24 to go, he would definitely have been caught, but could Seb have passed? Having its two drivers go wheel-to-wheel in the closing stages of a race, with March's Malaysian Grand Prix and Webber's stolen win there never fully resolved, was probably not the way Red Bull wanted to do it.

But first Vettel had to find a way by Grosjean. Lapping up to 1.5s faster, he was soon upon him and the moment came on lap 40, Seb tight in the slipstream out of the final turn and going for the inside, Romain squeezing

him towards the pitwall but realising it was done. Vettel was through and quickly pulled away.

"Be careful Seb," said engineer Guillaume Rocquelin over the radio. "You are going to be under attack from Mark in the closing stages. You need to look after your tyres."

Had Vettel not been able to pass Grosjean so quickly, Webber's task would have been a lot easier, and staying out would have looked better and better – if he could have kept his tyres alive. But the moment Vettel overtook the Lotus, Webber was brought in. He stopped on lap 42, was fitted with a set of options, which were sure to be the faster tyre over the remaining distance, and rejoined four seconds behind Grosjean, eight behind Vettel.

Webber was a second per lap faster than his team-mate at this stage, there were nine laps left – victory in his final grand prix at Suzuka was still possible. But he had to clear that old-tyred Lotus that lay between them, and that's where Webber's challenge floundered.

The downside of a three-stop – and of Webber's low-wing set-up – played out. He was on Grosjean's tail by the 45th lap but just could not find a way by. Time after time he'd get in the DRS zone, but his problem was the lack of traction onto that pit straight, ►



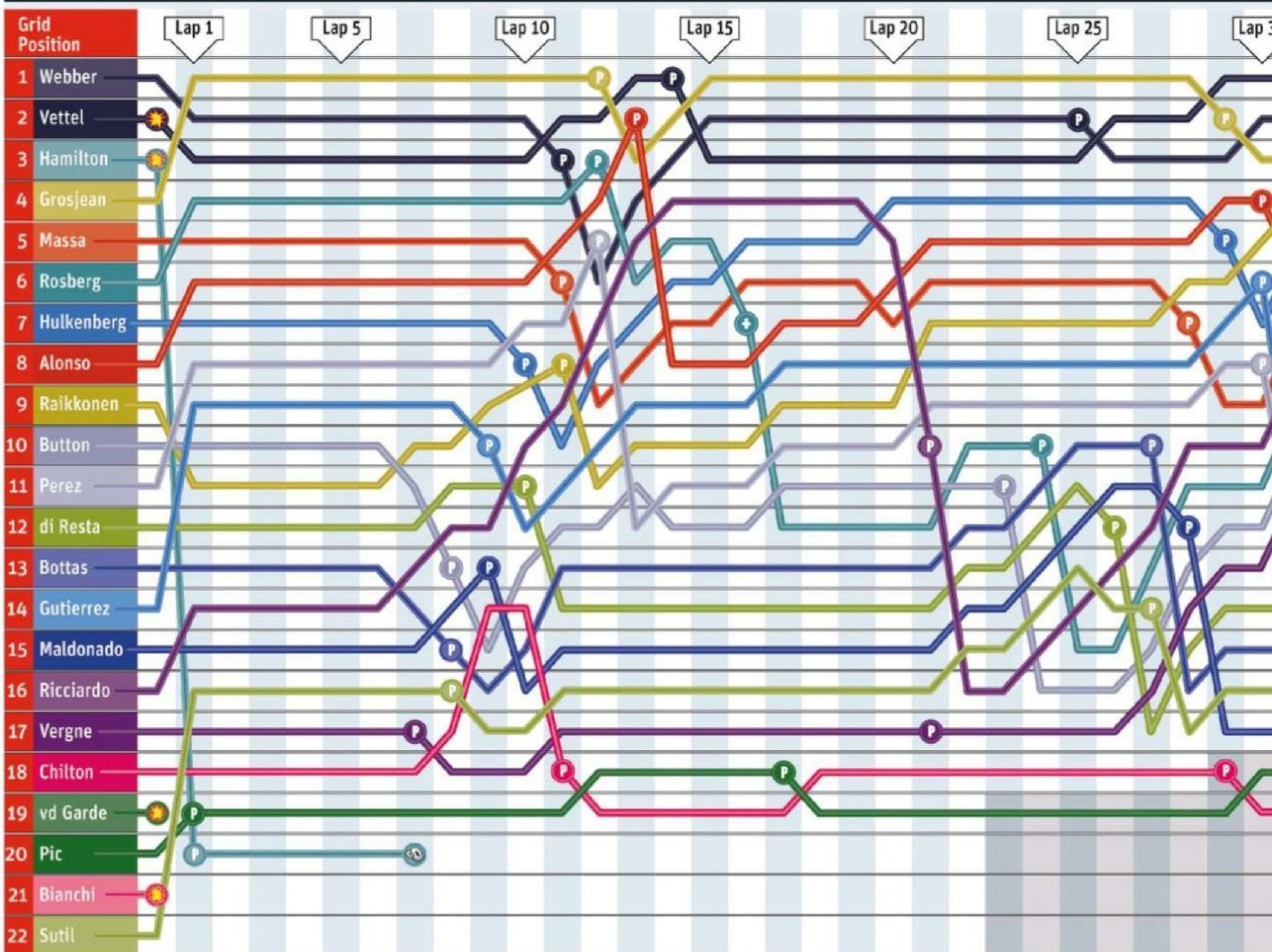
Gutierrez scored his maiden points in his Sauber

'From the moment Webber failed to deal with Grosjean, Vettel's win was assured'

► Mark sawing away at the wheel through the long, slightly downhill right-hander that links the chicane to the straight, struggling to get the power down as the Lotus pulled itself out of attack reach. Grosjean was perfect under the most intense pressure. He was inevitably going to be passed, but he wasn't about to surrender the place.

From the moment Webber failed to deal with Grosjean immediately, Vettel's victory was assured. He'd been waiting for the inevitable Mark attack, getting very agitated over the radio in getting the backmarkers to move aside, 'Rocky'

THE RACE LAP BY LAP





COATES/LAT

Button, on fresh tyres, got past Massa late on

even telling him to calm down at one point. The prospect of having Webber launch a late attack, with nothing to lose, while Seb tries to win a world title, was definitely creating some tension.

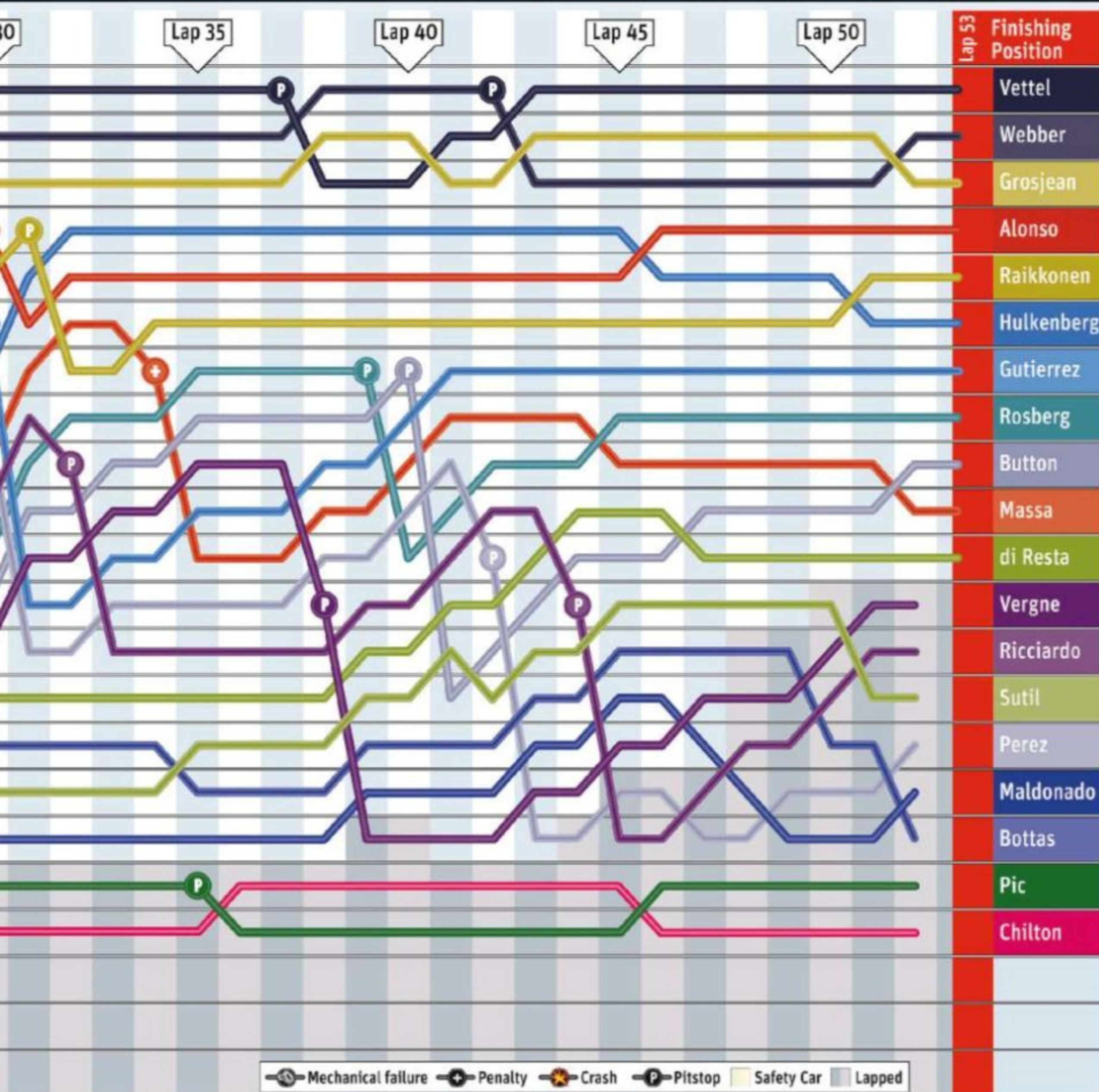
Meanwhile, things had got a little scrappy behind. Alonso had emerged at the head of that long train of cars, but not before spending many laps trying to find a chink in Hulkenberg's defences. He finally used DRS to pass the Sauber, Nico on his old tyres then coming under

attack from Raikkonen, who nailed him at the chicane with two laps to go.

Massa had been hit with a drive-through penalty for speeding in the pits at his second stop, promoting Gutierrez, who was now 20s adrift of team-mate Hulkenberg and concentrating on defending from the recovering Rosberg, who was marginal on fuel. Perez had punctured a rear tyre against Rosberg's front wing, and in the closing stages the three-stopping, fresh-tyred McLaren

of Jenson Button was picking off the stragglers, including Massa, for ninth.

Webber, having even tried finding a way by Grosjean on the approach to Spoon Curve, finally did it with one lap to go, in the DRS zone down to Turn 1, as the Lotus's rear tyres finally cried enough. The dream of a victory last time here was gone — seven seconds up the road, Vettel had scored his ninth victory of the year. He hasn't lost a race since the summer break... 🏆



SUNDAY



HONE/LAT

1429 Di Resta speeds in the pits during the reconnaissance laps.

1504 After clipping Hamilton, Vettel reports: "Potential front-wing damage, you have to have a look, front left." He is told: "Front data, and visually, it looks OK. Stay out."

1509 Hamilton is told: "Looks like we are missing some aero performance." He confirms: "Yeah, the car is all over the place."

1516 Massa gets an order to let Alonso past: "Multi-function strategy A" — he ignores it.

1517 Hamilton retires: "Sorry guys." He's told: "Not your fault mate, you got tagged by Vettel."

1526 After running longer than Webber in first stint, Vettel is told: "Extending your window is very helpful, good job."

1544 Vettel is told in second stint: "Good pace, don't go bananas. Mark is working on Grosjean."

1545 Webber pits and is told "opposite Grosjean" as he switches to a three-stop strategy.

1546 Vettel is told: "Close the gap progressively. We're not racing Mark, we're racing Grosjean."

1600 Kimi is told: "Massa has a drive-through penalty." He replies: "Why do we have a drive-through penalty?" He's told: "MASSA! Massa has a drive-through penalty."

1606 After his final stop, Vettel is told: "That's Grosjean in front of you. Go get him!"

1619 Webber is advised: "Use 25 per cent KERS early to get maximum KERS exiting chicane." After being passed by him, Grosjean complains: "[bleep]ing blue flags."

1631 Ricciardo is upset about his drive-through: "Before I go off and kill somebody, was it for the move in Turn 15? That's unbelievable."

1859 First-lap clash between van der Garde and Bianchi deemed a racing accident by race stewards.

TEAM BY TEAM

RED BULL



Drivers work hard for team one-two

1

9/10
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB9-03
Start: 2nd; Finish: 1st
Strategy: 2 stops
(medium/hard/hard)



Some ragged moments prevent a perfect 10, despite a wonderfully executed win. Pace on both his KERS-less Q3 runs was impressive and he drove a canny race, looking after his tyres and then pressing home his advantage. The way he dispatched Grosjean with his speed off the chicane was superb. Really had to work for this one, but there were uncharacteristic lock-ups and a grassy moment along the way.

2

8/10
Event rating

MARK WEBBER

Red Bull-Renault RB9-04
Start: 1st; Finish: 2nd
Strategy: 3 stops
(medium/hard/hard/medium)



Admitted Vettel's problems assisted his pole, but he had to be close enough to his team-mate's pace to capitalise so deserves credit. How you judge his race depends on whether you believe Red Bull was wrong to put him on a three-stopper. Two might have worked, but a good start, better first-stint tyre preservation and passing Grosjean sooner in the final stint would have helped. Still a good weekend's work.

McLAREN



Button changes tack to land points

5

7/10
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-28-04
Start: 10th; Finish: 9th
Strategy: 3 stops
(medium/hard/hard/medium)



The best sector times suggest Button left a tenth on the table in qualifying, but it would have made no difference to his position. Endured a race of two halves, struggling with understeer and falling behind Perez, then losing further time with a slow pitstop, before coming on strongly in the second half having switched to a three-stopper. Did a good job in the final stint on fresher rubber to pass Sutil, di Resta and Massa.

6

5/10
Event rating

SERGIO PEREZ

McLaren-Mercedes MP4-28-03
Start: 11th; Finish: 15th
Strategy: 3 stops
(medium/hard/hard/medium)



Bad: dropping a wheel onto the artificial grass at the entry to Spoon on Friday and crashing, forcing the team to build him a new car. Adequate: being about a tenth and a half slower than Button on raw pace. Good: passing his team-mate shortly after their first stops. Good: avoiding Rosberg, who was released into his path. Adequate: getting back into the points hunt. Bad: hitting Rosberg and getting a puncture.

FERRARI



Not quite what Scuderia ordered

3

8/10
Event rating

FERNANDO ALONSO

Ferrari F138-299
Start: 8th; Finish: 4th
Strategy: 2 stops
(medium/hard/hard)



Qualifying was disappointing as he was outpaced by Massa in both Q2 and Q3, ending up 0.287s behind. Spent the first 20 laps of the race behind the Brazilian, who disregarded team orders to let him past, but edged away to confirm better race pace. Eventually managed to get past Hulkenberg and came home a distant fourth, which was the optimum result for the machinery.

4

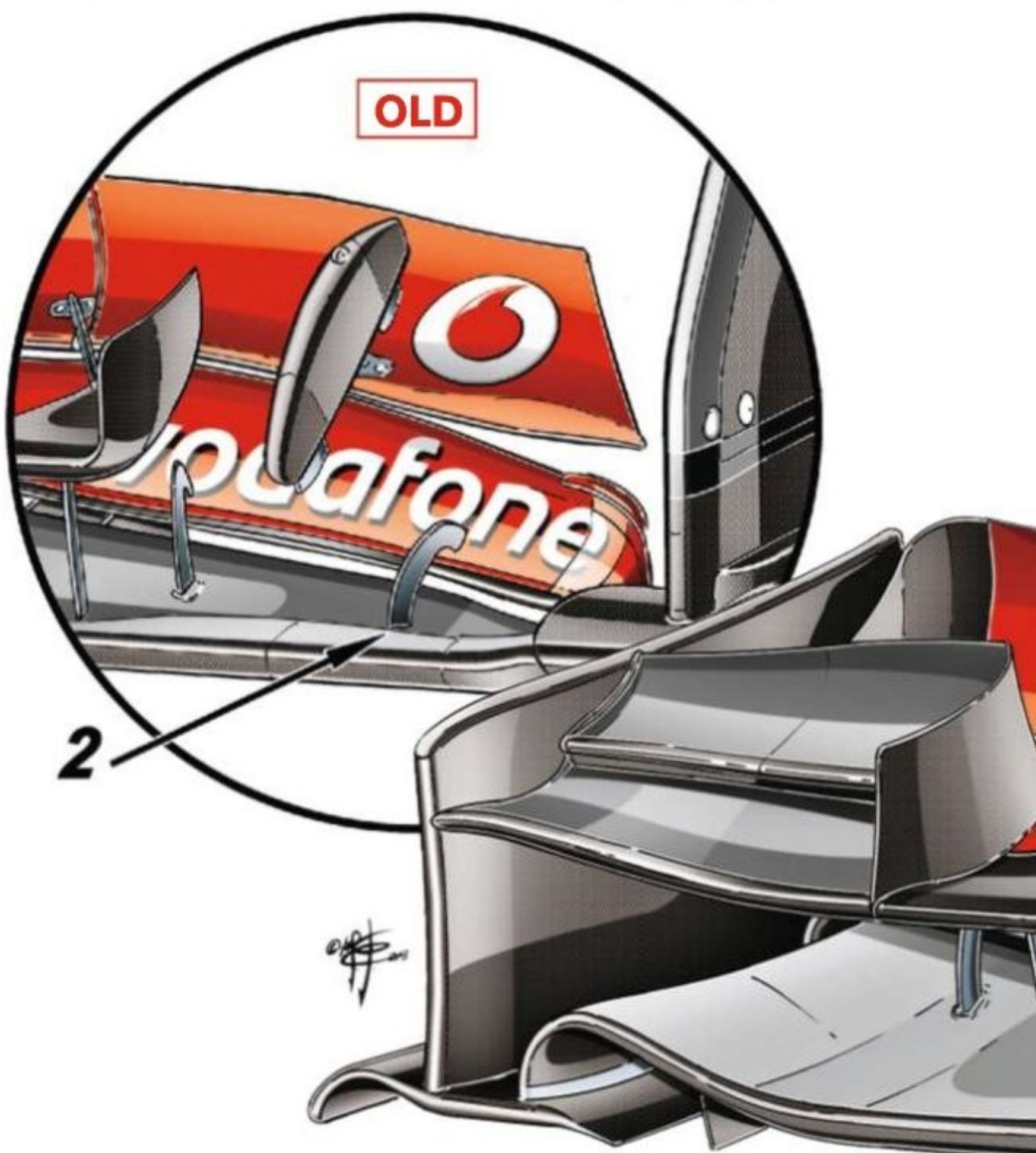
7/10
Event rating

FELIPE MASSA

Ferrari F138-299
Start: 5th; Finish: 10th
Strategy: 2 stops
(medium/hard/hard)



Probably his most impressive qualifying of the year, outpacing Alonso by almost three tenths. Ignored 'multi-function strategy A' instruction (ie let Alonso past), but later succumbed as he was slightly slower on race pace. A lock-up at the pit entry led to him breaking the speed limit, for which he took the blame, and falling into the clutches of three-stopping Rosberg and Button.



McLAREN NOSES AHEAD WITH...

➔ McLaren's new nose arrangement (main picture, old inset) accompanied its new wing.

GARY ANDERSON: The old nose pillar came forward half-way onto the

wing whereas the new one is a lot further back. The pillars themselves are meant to turn the airflow in towards the centre of the car in a bid to make it go inside the tyre.



... ITS NEW FRONT-WING SET-UP

➔ McLaren's new front wing (main picture, with old inset) features a supported inboard section (1) where the main wing transitions into the FIA-defined aero-neutral area, allowing one of the flap's supporting brackets (2) to be deleted, while the nose pillars now join the wing at its trailing edge (3) rather than part-way across it. This wing was introduced on Jenson Button's car for the Korean GP and fitted to both cars in Japan.

GARY ANDERSON: The camber has been increased at that transition and some of the inboard area of the wing has been taken away. If the air between areas (1) and (3) can be made to rotate into a vortex it will create a skirt on the side of the car further back, sealing the lower pressure in and creating downforce. The old arrangement would have produced a smaller vortex. The trailing edge attachment of the pillars will allow the wing to bend further back under load.



LOTUS



Cool Grosjean edges Raikkonen

7

7/10
Event rating



KIMI RAIKKONEN

Lotus-Renault E21-05
Start: 9th; Finish: 5th
Strategy: 2 stops
(medium/hard/hard)



Again, qualifying left Raikkonen with a mountain to climb. Throughout the weekend, his single-lap pace was not as strong as Grosjean's and he ended up three tenths off in Q3. The Finn admitted to a few mistakes on a scrappy qualifying lap, but despite slipping to 11th at the start thanks to wheelspin, became increasingly strong as the race went on, pulling off some classy overtaking moves on his way to fifth.

8

10/10
Event rating



ROMAIN GROSJEAN

Lotus-Renault E21-04
Start: 4th; Finish: 3rd
Strategy: 2 stops
(medium/hard/hard)



After last year's race, Grosjean was on the end of a tongue-lashing from Webber after a second-corner collision. This year, Webber talked up Grosjean's performance. Qualified superbly and made a flying start, leading for much of the first half of the race. But Lotus's pace deficit meant he was always fighting a losing battle. Did an excellent job to keep the faster Webber behind for as long as he did in the final stint. Great weekend's work.

MERCEDES



Scrappy race spoils Merc duo's pace

9

7/10
Event rating



NICO ROSBERG

Mercedes F1 W04/03
Start: 6th; Finish: 8th
Strategy: 3 stops
(medium/hard/medium/hard)



Gave away a little over a tenth to Hamilton on raw pace, and so it proved in qualifying. Had a scruffy race, although only the Turn 1 mistake on lap nine, when he understeered off and lost over a second, was down to him. An unsafe release earned him a penalty and he was guiltless in the Perez clash, but will be disappointed to not capitalise on his nine-lap tyre-age advantage and pass Gutierrez.

10

5/10
Event rating



LEWIS HAMILTON

Mercedes F1 W04/04
Start: 3rd; Finish: DNF
Strategy: retired
(medium/hard)



Qualified pretty much where it looked like he was going to based on practice form, which was about as good as it was going to get considering the Red Bulls' pace. His race was over in seconds – while he was desperately unlucky to get a puncture, he was responsible for putting himself in harm's way in a bid to make up position. It was a tiny, but costly, misjudgement.

SAUBER



Gutierrez shines for maiden points

11

10/10
Event rating

XPB/LAT

NICO HULKENBERG

Sauber-Ferrari C32-03
Start: 7th; Finish: 6th
Strategy: 2 stops
(medium/hard/hard)



Once again, Hulkenberg capitalised on the ever-improving performance of the Sauber to remind us why he is so highly regarded. Qualifying couldn't have been better and he again showed well in the race, with a bold pass of struggling Ricciardo into 130R the highlight. Lost places to Alonso and Raikkonen during his final stint, which was no shame given their pace advantage, especially as he battled tyre degradation thanks to early moves to gain track position.

12

9/10
Event rating

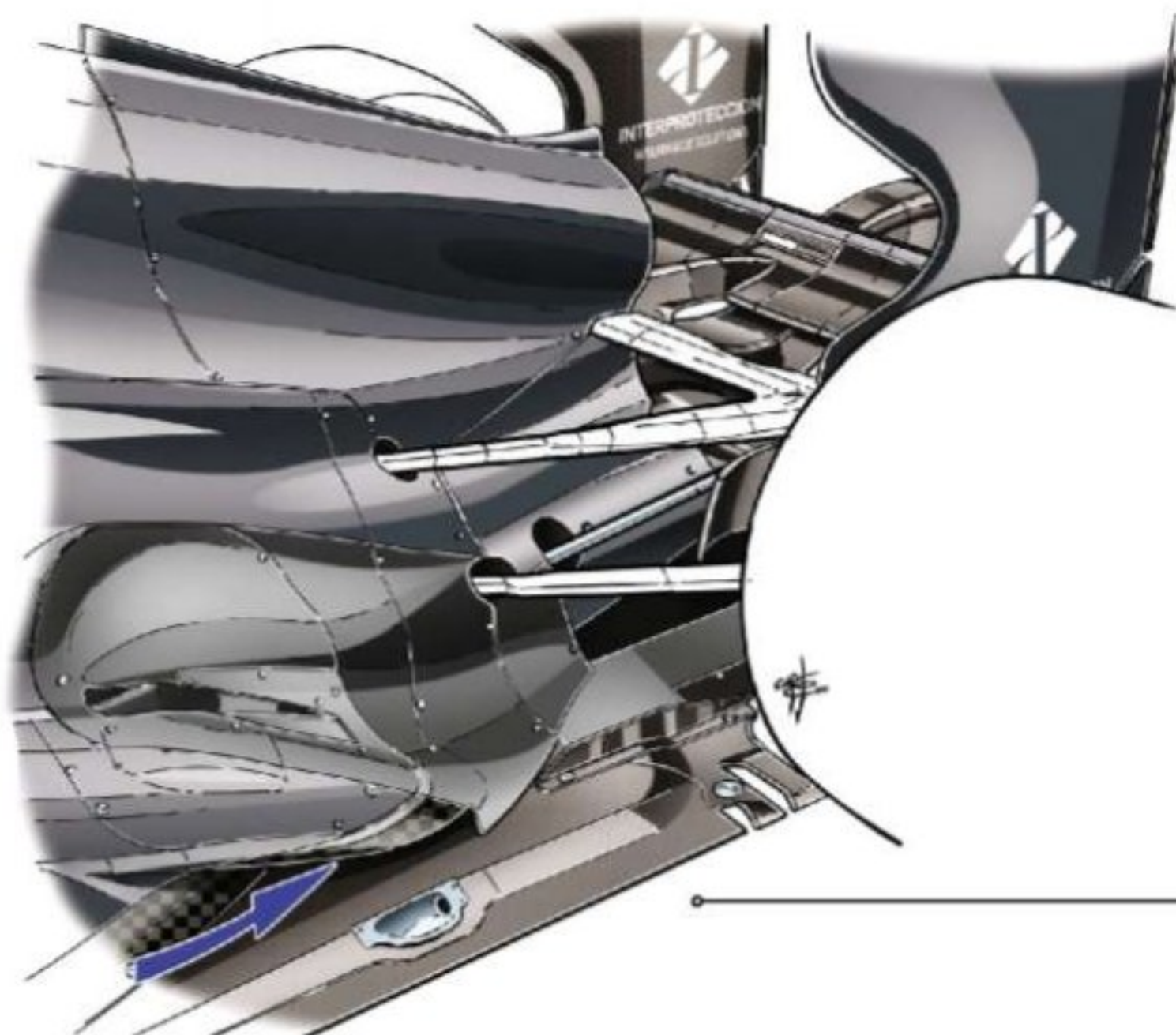
XPB/LAT

ESTEBAN GUTIERREZ

Sauber-Ferrari C32-04
Start: 14th; Finish: 7th
Strategy: 2 stops
(medium/hard/hard)



This points finish has been on the cards ever since the August break for the improving Mexican and the fact he qualified only a couple of tenths behind Hulkenberg, and finished 20 seconds behind his team-mate, is testament to what a good job he did. Most impressively, he showed himself not to be overawed in battle with more experienced hands, notably keeping Rosberg behind in the closing stages of the race and going wheel-to-wheel with Massa.



SAUBER APES RED BULL POD...

➔ From the Hungarian GP onwards Sauber replaced its previous Coke-bottle-optimised McLaren-style sidepod with a more Red Bull-like Coanda-style exhaust ramp.

GARY ANDERSON: This shows that it isn't just a Renault mapping trick that allows this type of sidepod to work, because now we have a Ferrari-engined car seemingly making it work. The exhaust gases connect up through a channel, making them immune to being washed away by the mass airflow. The layout impinges upon how tightly-waisted you can make the Coke-bottle section but clearly the teams following this path believe the gains more than outweigh that.

... AND TWEAKS BRAKES TO SUIT

➔ Sauber enhanced the plan area of its rear brake ducts, following on from the recent introduction of the Red Bull-style 'slopey top deck' Coanda-style sidepod.

GARY ANDERSON: Sauber recently changed to Red Bull-type sidepod with Coanda exhaust ramp. This works on the basis that the exhaust flow can attach itself to a surface. The brake duct has been changed to give the exhaust flow more surface to hang onto – because the exhaust flow can be washed away off the downforce-inducing surfaces as the mass flow increases. This gives it a better chance of hanging on. The brake ducts are also taking air to cool the brake and bringing it out of another hole at the back. You need to accommodate where you take that flow otherwise it just creates drag; Sauber has directed it high, as indicated by the red arrows. The wing-section function of the brake duct is connected up to the flick-up at the edge of the diffuser (lower arrow).



FORCE INDIA



Di Resta back on hard-charging form

14

9/10
Event rating

XPB/LAT

PAUL DI RESTA

Force India-Mercedes VJM06-04
Start: 12th; Finish: 11th
Strategy: 2 stops
(medium/hard/hard)



Inevitably, eyebrows will be raised by such a high rating, but after three poor weekends his performance at Suzuka was excellent in a car that was far from easy to drive. He got the car closer to Q3 than it perhaps should have been and in the race, even though the Force India wasn't strong enough for a top-10 finish, he ended up 11th, only 10 seconds off the points. All in all, one of his strongest drives of the year.

15

5/10
Event rating

XPB/LAT

ADRIAN SUTIL

Force India-Mercedes VJM06-03
Start: 22nd; Finish: 14th
Strategy: 2 stops
(medium/hard/hard)



A taxing weekend for Sutil, who struggled to match his team-mate's pace and then earned himself a five-place grid penalty for a gearbox change as a result of backing the car into the wall at the exit of Spoon Curve on Saturday morning. Ultimately, that defined his weekend: after a good start to climb from 22nd to 15th, he spent the rest of the race buried in the lower-midfield, which was a legacy of his practice shunt.

WILLIAMS



Fine qualifying but frustrating race

16

7/10
Event rating

PASTOR MALDONADO

Williams-Renault FW35-03
Start: 15th; Finish: 16th
Strategy: 2 stops
(medium/hard/hard)



The Venezuelan was as delighted after qualifying as he was discouraged after the race, with the Williams showing encouraging Saturday pace but underwhelming race performance. As usual, was combative in the race but perhaps overstepped the mark with his pass on Bottas at the final chicane, although given that by then any vague chance of points had long since faded it at least didn't endanger a good result. Drove well, but the car simply isn't up to it.

17

7/10
Event rating

VALTERI BOTTAS

Williams-Renault FW35-01
Start: 13th; Finish: 17th
Strategy: 2 stops
(medium/hard/hard)



The Finn's qualifying performance was excellent, shading Maldonado by less than a tenth but coming very close to getting a Williams through to Q3 in dry conditions for the first time in 2013. The race was harder work as the car didn't seem to have the pace to make good on its Saturday promise. Struggled with tyre life and on a two-stopper faded from 13th to 17th in the final three laps, partly thanks to being forced off track by Maldonado.

TORO ROSSO



Luck and penalty hamper progress

18

6/10
Event rating

JEAN-ERIC VERGNE

Toro Rosso-Ferrari STR8-03
Start: 17th; Finish: 12th
Strategy: 3 stops
(medium/hard/medium/hard)



Unhappy on Friday, he was very confident about his set-up heading into qualifying. Then, the usual JEV luck kicked in and his rear brakes caught fire as a result of hydraulic pressure being maintained in the system when off the pedal. An underwhelming first run meant he lined up well down the grid. Proved unable to make any significant inroads in the race, finishing just ahead of team-mate Ricciardo thanks to the Australian's drive-through penalty.

19

7/10
Event rating

DANIEL RICCIARDO

Toro Rosso-Ferrari STR8-01
Start: 16th; Finish: 13th
Strategy: 2 stops
(hard/hard/medium)



Was as delighted with his Friday performance as he was dejected about Saturday, primarily thanks to the change in wind direction pushing his trimmed-out front wing over the edge and giving him a far too weak front end. Made a fight of it after starting on the hard compound, but a penalty for exceeding track limits passing di Resta cost him any hope of a point. Was furious about the penalty but, given recent precedents, perhaps should've expected it.

CATERHAM



Pic on top in the battle at the back

20

6/10
Event rating

CHARLES PIC

Caterham-Renault CT03-06
Start: 20th; Finish: 18th
Strategy: 2 stops
(hard/medium/hard)



Pic's new habit of ignoring traffic lights meant he was on the back foot even before the race start, with his 10-place grid penalty for earning three reprimands compounded by an unprecedented drive-through early in the race having left the pits under red-flag conditions in Q1. To his credit, drove well thereafter and harnessed Caterham's pace advantage over Marussia to defeat Chilton for back-of-the-grid class honours.

21

5/10
Event rating

GIEDO VAN DER GARDE

Caterham-Renault CT03-04
Start: 19th; Finish: DNF
Strategy: retired
(medium)



The first-corner crash that eliminated him and Bianchi was deemed a racing accident by the stewards, so he can only be judged on Friday and Saturday performance. Struggled with rear-end instability on turn-in throughout the weekend and was on the back foot after putting it in the Degner 2 gravel on Friday. The red flag compromised qualifying, but despite recent form he didn't match Pic's pace when both had a clear run.

MARUSSIA



Chilton impresses on Suzuka debut

22

8/10
Event rating

JULES BIANCHI

Marussia-Cosworth MR-02-02
Start: 21st; Finish: DNF
Strategy: retired
(medium)



Bianchi's weekend from hell started when he got his elbow caught between the seat and chassis, meaning he couldn't avoid a crash at Degner 2. After missing most of Friday thanks to chassis damage and with a grid penalty looming, the plan to use one set of medium tyres in qualifying was ruined by the red flag, forcing him to qualify on a past-it's-best set. Was then taken out at the start, so he had no chance to redeem himself.

23

7/10
Event rating

MAX CHILTON

Marussia-Cosworth MR-02-03
Start: 18th; Finish: 19th
Strategy: 2 stops
(medium/hard/hard)



While circumstances played into his hands in qualifying, Chilton turned in his most impressive (if not best-placed) qualifying effort to outpace both his team-mate and the two Caterham drivers. On his first experience of Suzuka, this was a fine effort. Always had a battle on his hands to beat even the delayed Pic and was a sitting duck thanks to his two-stop strategy, although as he admitted a small off didn't help matters.

JAPANESE GP RESULTS

Find more issues at
magazinesdownload.com



ROBERTSON/GETTY

PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m34.157s
2	ROSBERG	1m34.487s
3	VETTEL	1m34.768s
4	WEBBER	1m34.787s
5	MASSA	1m35.126s
6	ALONSO	1m35.154s
7	GROSJEAN	1m35.179s
8	RAIKKONEN	1m35.364s
9	PEREZ	1m35.450s
10	RICCIARDO	1m35.635s
11	BUTTON	1m35.868s
12	HULKENBERG	1m35.900s
13	VERGNE	1m36.066s
14	SUTIL	1m36.165s
15	MALDONADO	1m36.178s
16	BOTTAS	1m36.340s
17	DI RESTA	1m36.399s
18	GUTIERREZ	1m36.760s
19	KOVALAINEN	1m37.595s
20	BIANCHI	1m37.629s
21	VAN DER GARDE	1m38.025s
22	CHILTON	1m38.763s

Weather: Dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m33.852s
2	WEBBER	1m34.020s
3	ROSBERG	1m34.114s
4	RAIKKONEN	1m34.202s
5	GROSJEAN	1m34.411s
6	HAMILTON	1m34.442s
7	RICCIARDO	1m34.473s
8	MASSA	1m34.698s
9	BUTTON	1m34.912s
10	ALONSO	1m35.087s
11	GUTIERREZ	1m35.089s
12	VERGNE	1m35.109s
13	HULKENBERG	1m35.182s
14	DI RESTA	1m35.275s
15	SUTIL	1m35.341s
16	PEREZ	1m35.709s
17	BOTTAS	1m36.136s
18	MALDONADO	1m36.722s
19	PIC	1m37.630s
20	VAN DER GARDE	1m37.905s
21	CHILTON	1m38.121s
22	BIANCHI	did not run

Weather: Dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	WEBBER	1m32.053s
2	HAMILTON	1m32.187s
3	ROSBERG	1m32.355s
4	GROSJEAN	1m32.707s
5	ALONSO	1m32.800s
6	MASSA	1m32.815s
7	BUTTON	1m32.869s
8	RAIKKONEN	1m32.946s
9	VETTEL	1m33.036s
10	HULKENBERG	1m33.076s
11	PEREZ	1m33.158s
12	VERGNE	1m33.260s
13	RICCIARDO	1m33.490s
14	MALDONADO	1m33.638s
15	DI RESTA	1m33.660s
16	GUTIERREZ	1m33.732s
17	BOTTAS	1m33.955s
18	SUTIL	1m34.773s
19	VAN DER GARDE	1m35.473s
20	PIC	1m35.518s
21	CHILTON	1m35.844s
22	BIANCHI	1m39.378s

Weather: Dry

FRIDAY TESTERS

POS	DRIVER	TIME
1	KOVALAINEN	1m37.595s



TEE/LAT



Senna, McLaren,
Honda: Suzuka
favourites

ROSE/GETTY

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m32.271s (4)	1m31.513s (2)	1m30.915s
2	VETTEL	1m32.397s (9)	1m31.290s (1)	1m31.089s
3	HAMILTON	1m32.340s (6)	1m31.636s (4)	1m31.253s
4	GROSJEAN	1m31.824s (1)	1m31.565s (3)	1m31.365s
5	MASSA	1m31.994s (2)	1m31.668s (6)	1m31.378s
6	ROSBERG	1m32.244s (3)	1m31.764s (7)	1m31.397s
7	HULKENBERG	1m32.465s (10)	1m31.848s (10)	1m31.644s
8	ALONSO	1m32.371s (7)	1m31.828s (8)	1m31.665s
9	RAIKKONEN	1m32.377s (8)	1m31.662s (5)	1m31.684s
10	BUTTON	1m32.606s (11)	1m31.838s (9)	1m31.827s
11	PEREZ	1m32.718s (14)	1m31.989s	-
12	DI RESTA	1m32.286s (5)	1m31.992s	-
13	BOTTAS	1m32.613s (12)	1m32.013s	-
14	GUTIERREZ	1m32.673s (13)	1m32.063s	-
15	MALDONADO	1m32.875s (16)	1m32.093s	-
16	RICCIARDO	1m32.804s (15)	1m32.485s	-
17	SUTIL	1m32.890s	-	-
18	VERGNE	1m33.357s	-	-
19	CHILTON	1m34.320s	-	-
20	PIC	1m34.556s	-	-
21	VAN DER GARDE	1m34.879s	-	-
22	BIANCHI	1m34.958s	-	-

QUALIFYING STATISTICS

	HEAD	TO	HEAD
VETTEL	14	1	WEBBER
ALONSO	9	6	MASSA
BUTTON	9	6	PEREZ
RAIKKONEN	9	6	GROSJEAN
ROSBERG	5	10	HAMILTON
HULKENBERG	14	1	GUTIERREZ
DI RESTA	8	7	SUTIL
MALDONADO	7	8	BOTTAS
VERGNE	4	11	RICCIARDO
PIC	10	5	VAN DER GARDE
BIANCHI	13	2	CHILTON



Vettel on parade
in a pre-war Bugatti

DUNBAR/LAT

BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€200	7
WEBBER	3	€35,000	7
ALONSO	0	€16,000	7
MASSA	3	€10,400	7
BUTTON	0	€1000	7
PEREZ	1	€600	7
RAIKKONEN	1	€2100	7
GROSJEAN	3	€0	7
ROSBERG	0	€1300	7
HAMILTON	1	€0	8
HULKENBERG	1	€3000	7
GUTIERREZ	2	€1800	7
DI RESTA	0	€5700	7
SUTIL	2	€1000	7
MALDONADO	0	€60,000	7
BOTTAS	0	€5900	7
VERGNE	0	€10,000	7
RICCIARDO	1	€0	7
PIC	2	€0	7
VAN DER GARDE	3	€12,200	7
BIANCHI	1	€2800	7
CHILTON	1	€300	7

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Medium	Hard	Hard	
Medium	Hard	Hard	Medium
Medium	Hard	Hard	
Medium	Hard	Hard	
Medium	Hard	Hard	
Medium	Hard	Hard	
Medium	Hard	Hard	
Medium	Hard	Medium	Hard
Medium	Hard	Hard	Medium
Medium	Hard	Hard	
Medium	Hard	Hard	
Medium	Hard	Medium	Hard
Hard	Hard	Medium	
Medium	Hard	Hard	
Medium	Hard	Hard	Medium
Medium	Hard	Hard	
Medium	Hard	Hard	
Hard	Medium	Hard	
Medium	Hard	Hard	
Medium	Hard	dnf	
Medium	dnf		
Medium	dnf		

Option tyre in bold: new set in red: used set in black

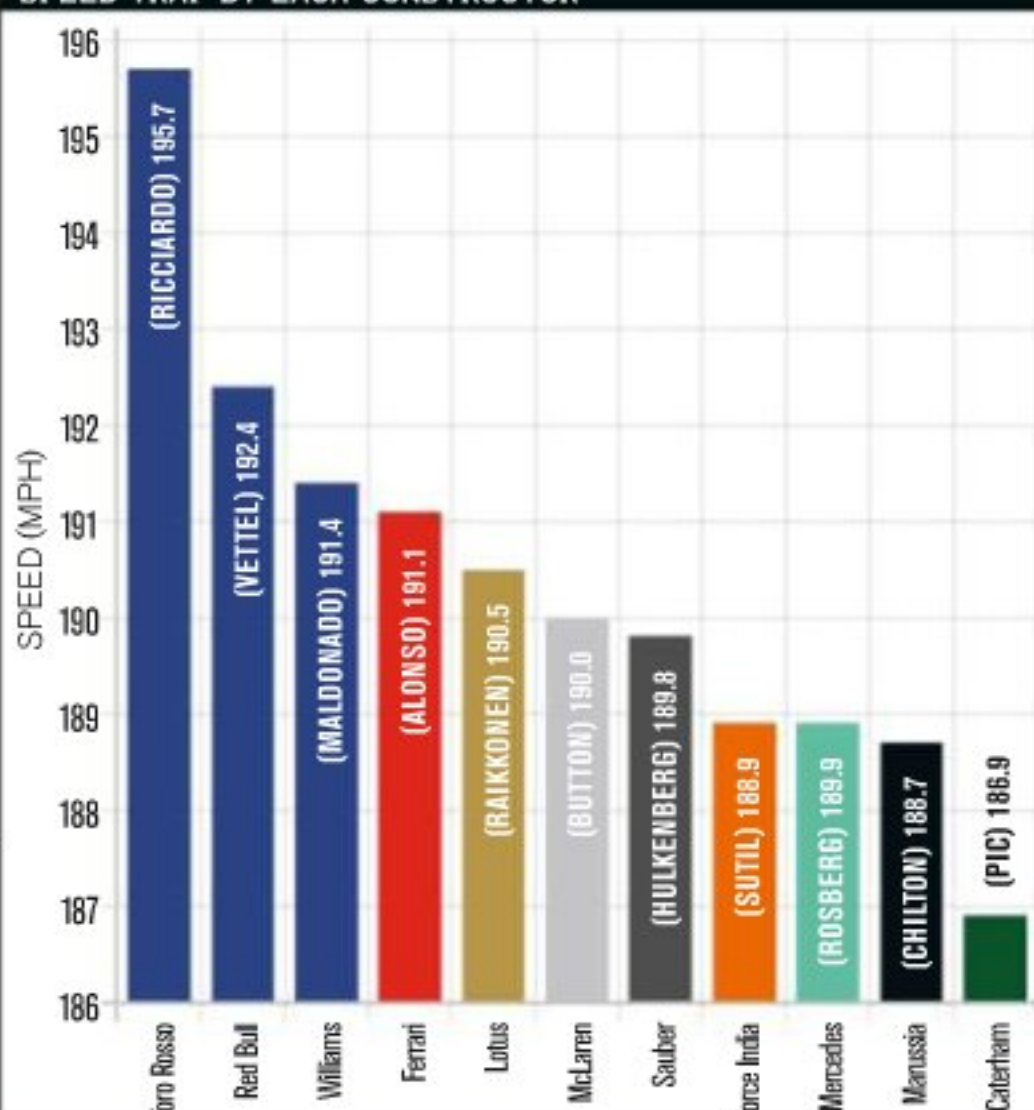
SECTOR 1 TIMES

POS	DRIVER	TIME
1	ROSBERG	33.732s
2	WEBBER	33.842s
3	BUTTON	34.039s
4	RICCIARDO	34.085s
5	VETTEL	34.164s
6	ALONSO	34.329s
7	PEREZ	34.342s
8	RAIKKONEN	34.350s
9	GROSJEAN	34.429s
10	VERGNE	34.472s

SECTOR 3 TIMES

POS	DRIVER	TIME
1	WEBBER	18.168s
2	VETTEL	18.209s
3	RICCIARDO	18.280s
4	ROSBERG	18.330s
5	HULKENBERG	18.376s
6	RAIKKONEN	18.385s
7	VERGNE	18.391s
8	PEREZ	18.449s
9	MASSA	18.470s
10	GUTIERREZ	18.470s

SPEED TRAP BY EACH CONSTRUCTOR



FOR IN-DEPTH RESULTS
forix.autosport.com

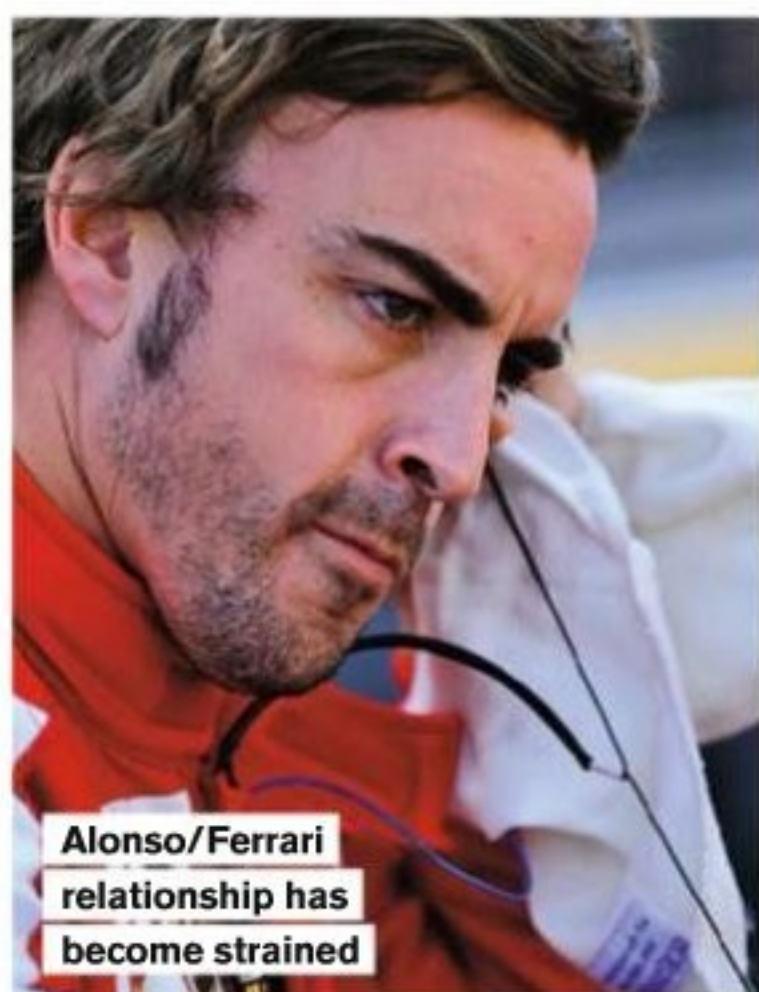


Prost's warning for Alonso and Ferrari

Alain Prost knows what it's like to fall out with Ferrari. The four-time world champion believes that the team's relationship with Fernando Alonso may never be the same again



Prost struggled with an uncompetitive car at Ferrari in 1991



Alonso/Ferrari relationship has become strained

When Ferrari president Luca di Montezemolo publicly rebuked Fernando Alonso for comments about the team's lack of competitiveness after July's Hungarian Grand Prix, it evoked memories of Alain Prost's sacking by the team before the end of the 1991 season. The relationship between Alonso and the Scuderia was clearly strained, and it remains so, with legitimate question marks over the Spaniard's long-term Ferrari future.

Alonso remains firmly at Ferrari – for now – in stark contrast to Prost, who was unceremoniously axed on the eve of the season-

ending Australian Grand Prix and replaced by test driver Gianni Morbidelli. But there are clear similarities between their situations. Both are great drivers, both strove to keep a struggling Ferrari competitive against stronger teams, and both criticised the team for underperformance.

With McLaren and its future engine supplier Honda circling, Alonso's future remains the subject of serious speculation. He is under contract at Maranello until 2016, but the prospects of him departing before then are growing. Ferrari even gave some consideration to axing him by choice earlier this year with

its signing of '07 world champion Kimi Raikkonen for next season, but given Alonso's record since joining the team three and a half years ago this would have been viewed as supreme folly.

Prost, who cannot help but empathise with Alonso's situation, believes that it will be difficult for the relationship between team and driver to get back to how it was. Ferrari politics mean that the tension between the pair will not be laid to rest.

"Knowing the politics and knowing Ferrari, [after] what happened with Fernando it is difficult to get back to a normal



WHAT HAPPENED AT THE END OF 1991?

Alain Prost's sacking by Ferrari is usually attributed to his likening the car to a truck. Prost did use that word, but in the context of shock-absorber problems making the steering too heavy during the Japanese Grand Prix.

"It was like a horrible truck to drive, no pleasure at all," he is quoted as saying in AUTOSPORT's race report.

As for the interview where he characterised the car's performance in general as truck-like, Prost insists it was nothing more than an excuse for his sacking. "Did you see the interview where I talked about the truck?" asks Prost today. "Nobody saw it. It happened, but not the way they told it."

"I wanted to help the team, I wanted to be more involved. We knew at the end of 1990 we could not be competitive with the decision they had made. They fired some guys, fired some engineers, then when they fired me it was for political reasons because they were then fired two weeks later!"

The similarities with Alonso are clear. At the time, Prost contrasted Ferrari's "strictly negative" attitude unfavourably with that of his former employer McLaren.

"The difference between an English and an Italian team, even the Scuderia Ferrari, lies in the way they listen to their drivers," he said in 1991. "I've pointed out and underlined the defects of the Ferrari throughout the season but no one really listened to a word I said."

The result was that test driver Gianni Morbidelli, then racing for Minardi, was given a last-minute call-up to race in the Australian GP. He finished sixth in a rain-shortened race, but did he think the car was a truck?

"The car was not competitive enough and we had a lot of problems," recalls Morbidelli. "But the Minardi was like driving in another category, so the Ferrari felt fine to me!"

"Prost was there to win the championship, like Alonso today. So when you are not competitive enough, maybe you start to have some fights with the team because you're disappointed. Prost complained a lot about Ferrari."

READ THE FULL STORY OF PROST'S SACKING ONLINE

AUTOSPORT+

situation," Prost told AUTOSPORT. "The only way is the way he has done so far, just racing like hell, being competitive, beating his team-mate every time and staying more or less at the same level."

"But it's difficult. As soon as you have a step down, the story will come back."

Recent races have done little to appease Alonso. After strong showings on the low-downforce tracks at Spa and Monza, Ferrari has fallen back. Its aerodynamic weaknesses have been laid bare, with Alonso managing seventh place in the Korean Grand Prix and fourth in Japan. While development resources

are focused firmly on 2014, the pattern of upgrades not delivering the hoped-for step remains.

Alonso continues to make his feelings clear in his usual subtle way. His suggestion ahead of the Japanese GP that current team-mate Felipe Massa is no slower than new signing Raikkonen was a clear barb at a decision to bring in a big name alongside him. This move is known not to have met with Alonso's approval, and from Ferrari's perspective it was a clear swipe at a driver whose influence at the team was previously all-pervading.

While Alonso is still mathematically in the world

championship hunt, the fight has effectively been over for some time.

To underline Red Bull's supremacy, Sebastian Vettel's points tally of 297 matches Ferrari's combined score from Alonso and Massa. After the Korean GP, Alonso said it was "a miracle" he and Ferrari were still in the hunt for the drivers' title given the pace of the car. It was typically carefully worded by a driver who knows exactly how to get his point across without explicitly criticising, but made clear that he felt the miracle was more his than Ferrari's.

A move to McLaren remains a serious proposition, and much depends on next year. It is impossible

to draw meaningful conclusions about the relative performance of the new 1.6-litre turbocharged V6 engines based on rumour, but there are mutterings about the relatively poor efficiency of the Ferrari unit. If things go badly for Ferrari, it is difficult to see Alonso sticking around. As Prost points out, if that "step down" in competitiveness happens all the tensions will return to the surface.

Prost was once destined to become a Ferrari legend. While Alonso and Ferrari could yet win titles together, their relationship looks more likely to go the same way as the great Frenchman's.



McLaren fires a statement of intent

The signing of Red Bull's head of aero shows how serious McLaren is taking its quest to get back to the front of the grid. By **EDD STRAW**

34

You cannot fault McLaren's logic. If you cannot get hold of Adrian Newey, go for the next best thing and make a move for his lieutenant at Red Bull. By agreeing a deal to bring the world champion team's head of aerodynamics, Peter Prodromou, to Woking, McLaren has achieved two things.

Firstly, and most obviously, it has secured the services of a key player in Red Bull's emergence as the dominant force in Formula 1, one with the deepest knowledge of the ways in which Adrian Newey has turned a once-struggling team into a world-beater. Secondly, and perhaps more importantly, it is a declaration of intent that, in the wake of recreating its alliance with Honda, the team is determined to leave no stone unturned in ensuring it has the personnel to return to winning ways after underachieving – in terms of title wins – in the past decade.

Prodromou is not the magic bullet, and it is believed he approached McLaren, rather than the other way round, so it would be wrong to view this as an aggressive piece of headhunting. But he is well-known to McLaren, having worked for the



team for over a decade and becoming head of aero before leaving in 2006. Prodromou is highly-rated by Newey, who took him with him when he moved from McLaren to Red Bull in '06 and one of McLaren's first priorities will be to use his knowledge to isolate where it is weak.

Where Red Bull has excelled in recent years is in ensuring it has an aerodynamic package that works well with the rest of the car and can operate through a wide range of conditions. Prodromou won't instantly solve McLaren's problems, but he will be able to give it a good idea of where to look.

As Sebastian Vettel put it: "He's been a very, very strong character in the background responsible for a lot of the good stuff that has happened

to us over the past couple of years."

But it seems unlikely Prodromou will be in a position to have any significant impact before 2015, for Red Bull is shaping up to ensure he serves out his contract, which runs to the end of next year, on gardening leave. While Prodromou has been working extensively on the 2014 Red Bull, by the time McLaren has access to him any secrets about the car design he might be able to offer will be obsolete.

Even so, Newey talks very highly of Prodromou, who is understood to have been looking for a move to a more senior position at a team for some time and has approached other teams, including Williams.

"It's a massive team effort and it's a shame that so often the other engineers who contribute so heavily, perhaps in particular Peter Prodromou and [chief designer] Rob Marshall, don't get their names put about as much but it's a great team effort," Newey told AUTOSPORT during the Singapore GP weekend.

But Prodromou is just one part of the equation. McLaren's and Honda's pursuit of Fernando Alonso is well-known, but as managing director

Jonathan Neale stressed, this is part of a wider-ranging strengthening of the team. Considering there were question marks over the financial strength of the team in the medium term before the Honda deal was finalised, it's a clear indication that McLaren has no qualms about splashing the cash to win.

"It's not a one-off thing that we're doing, there are other things that we are doing to strengthen our team," said Neale at Suzuka. "It's a series of moves as we work towards 2015 with Honda to make sure that this team stays at the forefront of F1 and is set for winning ways."

While the recruitment drive is encouraging, the key for McLaren in the short-term is to understand exactly how it allowed such a misjudgement with the 2013 car, which has yet to finish higher than fifth this year.

There are concerns in the team that it has not solved the problems that led to it producing a car that gave encouraging windtunnel and CFD numbers, yet struggled on track. It is an issue it needs to solve before Prodromou joins if it is to start the new rules cycle on a strong footing.

McLaren dropped
the ball with its
2013 car design

WHO IS PETER PRODROMOU?

Peter Prodromou studied Aeronautical Engineering at Imperial College, London, before joining McLaren to work on CFD development after completing his Masters degree. He later moved onto working in the windtunnel and was appointed McLaren's head of aerodynamics in 2000.

When Adrian Newey was lured to Red Bull by a big-money switch, he moved to bring Prodromou with him. In 2006, Prodromou started work as Red Bull's head of aero, becoming a key player in Newey turning the team into a world championship winner.



THOMPSON/GETTY

35

McLAREN'S LACK OF RECOVERY

McLaren started the season far from the pace, with Jenson Button its lead driver home in ninth place in the Australian Grand Prix, 81.630 seconds down. At Suzuka on Sunday, Button was again the best-placed McLaren driver, he was still in ninth, and 80.821 seconds behind.

The recovery that everyone had

anticipated has simply not materialised.

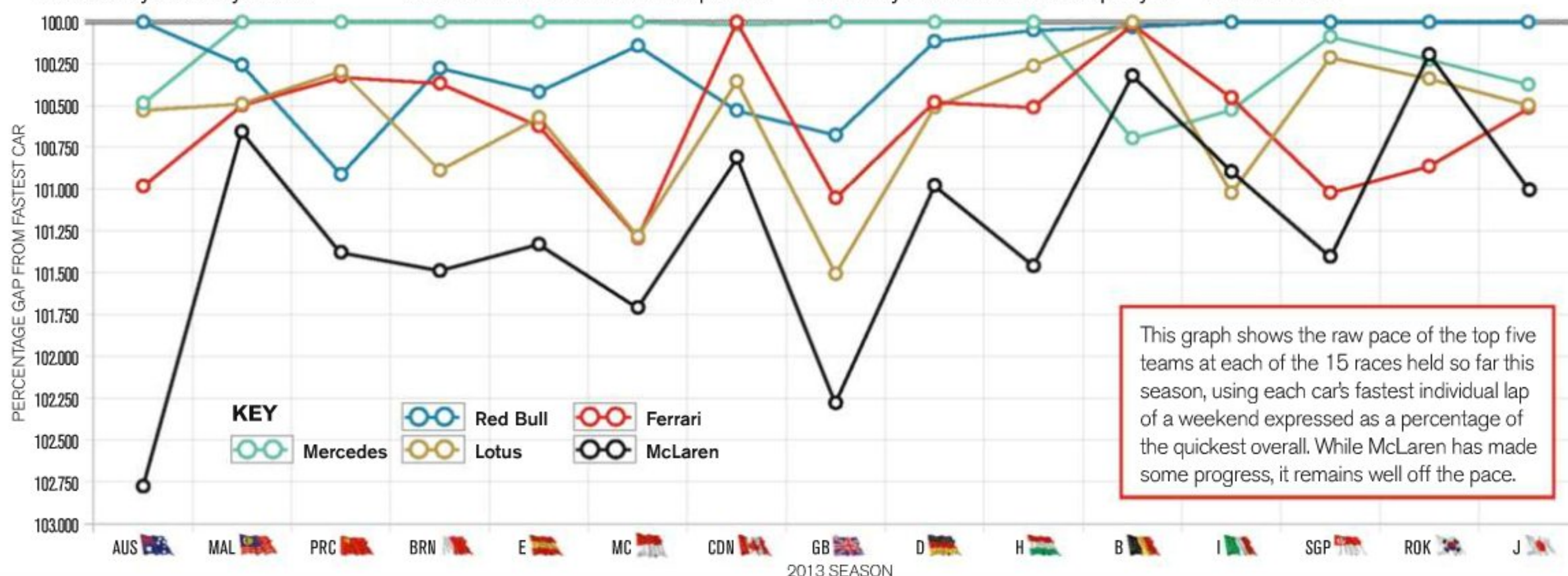
At the start of the year, McLaren found the MP4-28 did not perform well aerodynamically through a wide range of rideheights. As in previous seasons, the car has to run extremely stiff to get the best out of the aero package, but as AUTOSPORT's technical correspondent

Gary Anderson has regularly pointed out, there are issues over whether its front wing concept, which favours surface area of the multiple parts over slot gaps used by Red Bull, is the right direction.

The bottom line is that the McLaren does not have enough usable downforce, most likely as a result not of the quality of

the tools available, but the way data is digested. That two of the team's strongest weekends of the year in terms of pace were low-downforce tracks, Spa and Monza, speaks volumes.

The key question is: has McLaren learned the lessons? Some fear it might not have done.





36

What to expect from Porsche's comeback

The message is clear – next year is all about trying to finish races, before going for glory in 2015. GARY WATKINS was at Hockenheim to see how the challenge is shaping up

Porsche is playing down its chances of winning races straight out of the box when it ends its absence from top-flight sportscar racing with its new petrol-electric LMP1 car in next year's World Endurance Championship.

The target for the new coupe, which is Porsche's first challenger for outright honours at the Le Mans 24 Hours since the winning 911 GT1-98 design of 15 years ago, is to finish races and be competitive against rivals Audi and Toyota.

Head of the LMP1 programme Fritz Enzinger explained that it is unrealistic

to expect Porsche to start winning straight away after such a long absence.

"People are expecting victories, because we have won Le Mans 16 times," he said, "but we shouldn't forget that the last one was in 1998. Everything is new for us: we have new facilities, a new group of people and new technology to understand."

"Our only target for next year is to have a competitive car and to finish races, first the six-hour races and then Le Mans. Only when we go on track with Audi and Toyota will we know if anything more is possible."

Porsche has stressed that the

new-for-2014 rulebook, which limits performance by giving each car a set amount of energy and puts renewed focus on energy-retrieval systems, means that LMP1 is now on a par with Formula 1 in terms of technology.

"That makes it a massive challenge," continued Enzinger, who pointed out that his company's rivals have a two-year head start in the development of their hybrid systems.

TEST PROGRAMME

Testing of the Porsche LMP1 hybrid, which began at the German manufacturer's test circuit at its

Weissach research-and-development facility in mid-June, has so far focused on one chassis. Enzinger believes that this is the best way forward in the early development stages.

That will be increased to two cars when the test programme resumes after the Christmas break. It will take two of its hybrids, which will by then have a name or type number, to Bahrain in search of good weather. The first test in mid-January, at which Mark Webber will drive the Porsche for the first time, is scheduled to be followed by a second multi-day test at the same Sakhir track in February.

Porsche has
been testing
since June



"Our only target for next year is to have a competitive car and finish races"

FRITZ ENZINGER, PORSCHE

An endurance run is then planned for March in the US at Sebring, a circuit that rival Audi has used as an essential part of its Le Mans preparations since 2000.

"It is such a hard circuit: we think a test at Sebring is necessary if you are going to be successful in endurance racing," said Enzinger. "If you complete a 12- or 24-hour test at Sebring, you know your car is OK."

In addition to its tests at Weissach, the Porsche has run at Lausitz, Aragon and Magny-Cours. The programme resumes at Monza at the end of this month and will include further multi-day tests at Paul Ricard and then the Algarve circuit.

TECHNICAL DETAILS

Along with the name of its petrol-powered challenger, Porsche has also yet to reveal technical details. These

are all expected during the next month and a half.

The only detail revealed so far is that one of the energy-retrieval systems on the car — two are allowed under the 2014 regulations — will be driven off the exhausts. Enzinger explained that the system was similar in principle to the MGU-H (motor generator unit-heat) systems to be used in Formula 1 next year, which confirms that the engine will be turbocharged.

"For a manufacturer this is the right way, because we can talk about this for road cars in the future," Enzinger said.

Everything points towards the Porsche's engine being a small-capacity four-cylinder turbo, but this has yet to be confirmed, along with the means of energy storage and from which axle or axles it will recuperate.

DRIVER LINE-UP ALMOST SET

The two remaining seats in Porsche's six-man driving squad look set to be filled by long-time Porsche GT driver Marc Lieb and former Red Bull junior Brendon Hartley. Both will test the LMP1 car in the coming weeks and are then likely to be confirmed for the programme before the end of this year.

Enzinger confirmed that Lieb's place in the squad was dependent upon him making a successful transition from a GT car to a high-downforce prototype. The 33-year-old German never raced the Porsche RS Spyder LMP2 car and has little relevant downforce experience from his single-seater career after joining the Porsche junior programme straight out of Formula Renault.

"This is an important point," said Enzinger. "He will do the tests and

we will compare the data with the other drivers. If he fits in well and he is fast, he will be confirmed as the fifth driver."

It is unclear whether the seat for New Zealander Hartley, who has impressed at the wheel of the Murphy Prototypes ORECA-Nissan LMP2 car over the past two years, is dependent on his test performance.

THE FUTURE

Porsche has ruled out the possibility of running three cars *a la* Audi at Le Mans next year, but it is something that is under evaluation for 2015. That is the season when Porsche has targeted victory, not only in regular WEC six-hour races but also in the Le Mans 24 Hours.

Asked if Porsche can win in 2015, Enzinger replied: "That, I think, is a necessity."

Q&A



BRENDON HARTLEY POTENTIAL PORSCHE SIGNING

What does it mean to get the chance to test for Porsche?

It became my goal to work with a manufacturer after moving into endurance racing last season and to get a chance with Porsche, the most famous of all the sportscar manufacturers, is beyond my wildest dreams.

What needs to happen at the test for you to get the drive?

All I can say is that I'm ready for the opportunity. I know I've got the job done in LMP2 and it's good to know that Porsche has been watching every stint that I've done. They know what I'm capable of.

Do you consider yourself a sportscar driver now?

Endurance racing has become my passion. I absolutely love it and I want to keep doing it. And I want to win Le Mans.

Quick and competitive Track Day Insurance

The first online "quote and buy" system solely for the track day user, supplied by established track day and motorsport insurance provider - Ryan Motorsport Insurance

INSUREMYTRACKDAY.COM

- ✓ Damage to your car on a track day, regardless of fault.
- ✓ Any circuit in Europe, including Spa and Nürburgring Nordschleife.
- ✓ Inclusive cover for barrier damage at the Nordschleife.
- ✓ Vehicle recovery available for circuits in Great Britain.
- ✓ Organisers and Clubs - promotional rates and discounts
- ✓ Storage and transit for vehicles and trailers

Log on to www.InsureMyTrackday.com to obtain your online quote today.

SUBSCRIBE TO AUTOSPORT AND GET...

ASTON MARTIN RACING POLO SHIRT



RRP
£39.95

www.astonmartinracingstore.com



SUBSCRIBE NOW!

Visit www.themagazineshop.com/autosport-m1013p

Or call and
quote M1013P

08448 488 817

- ✓ Save 19% on the cover price
- ✓ Pay just £36.99 every 13 issues by Direct Debit

Please have your bank details ready,
offer ends November 14, 2013

themagazineshop.com

+PLUS+

FREE DIGITAL EDITION SUBSCRIPTION & UNLIMITED ACCESS TO AUTOSPORT.COM



FREE GIFTS

- ✓ **Free Aston Martin Racing polo shirt.**
This polo shirt is black, with subtle team branding printed on the left chest.
- ✓ **Free subscription to the AUTOSPORT Digital Edition and unlimited access to AUTOSPORT.com**

THE BENEFITS OF SUBSCRIBING!

- ✓ **Never miss an issue**
- ✓ **Free delivery direct to your door**
- ✓ **Unlimited access to news and views from the paddock**
- ✓ **Access to subscriber-only analysis and comment**

AUTOSPORT SUBSCRIPTION ORDER FORM

✓ Please start my subscription to AUTOSPORT, paying just £36.99 every 13 issues by direct debit, saving 19% on the cover price. **Please send me my free Aston Martin Racing polo shirt in the following size (one choice only)**

Medium ☐ Large ☐ X-large ☐

YOUR DETAILS – must be completed (BLOCK CAPITALS PLEASE)

Title: _____ Name: _____

Surname: _____

Address: _____

Postcode: _____

Telephone: _____

Mobile: _____

Email: _____

DIRECT DEBIT PAYMENT (UK ONLY)



To the manager, bank name: _____

Address: _____

Postcode: _____

Name of account holder(s): _____

Bank sort code - -

Bank/building society account number

Please pay Haymarket Media Group direct debits from the account detailed on this instruction subject to the standards assured by the direct debit guarantee. I understand that this instruction may remain with Haymarket Media Group and, if so, details will be passed electronically to my bank/building society.

Signature(s): _____

Date: _____

Terms & Conditions: This offer is open to UK residents only. Overseas rates are available on +44 (0) 1795592 972. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift – there is no cash alternative. To activate your AUTOSPORT online account visit <https://secure.autosport.com/subs/activate.php> and enter your activation code (your personal magazine subscriber number which will be included in your welcome email/letter) along with your email address to access your extra AUTOSPORT content. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. We ask that you enter into a Direct Debit agreement with the intention that your subscription will continue for a minimum period of 12 months, even if the frequency of payment is for a shorter period, however, you will still have the right to cancel your Direct Debit in accordance with Direct Debit Guarantee. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer we reserve the right to request the return of the gift. Details of the Direct Debit Guarantee are available on request. Savings are based on the standard UK cover price of £3.50. **Offer ends November 14, 2013.** Haymarket Media Group Ltd uses a best-practice layered Privacy Policy to provide you with details about how we would like to use your personal information. To read the full privacy policy please visit our website www.haymarket.com/privacy or call us on 08448 482 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, e-mail and SMS. You can opt out at ANY time by emailing the datacontroller@haymarket.com or by calling 08448 482 800.

Please return this form to:
AUTOSPORT
FREEPOST RSBY-ZLLA-SZZS
PO Box 326
Sittingbourne ME9 8FA

RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

42 **BTCC Brands Hatch** Andrew Jordan had a major wobble in race two, but bounced back spectacularly to take his maiden British Touring Car crown at a sodden Kent track





55 **ERC Sanremo**
Basso triumphs in Italy for third time to equal win record



58 **Euro F3 Vallengunga**
Marciello edges closer to crown with double victory



60 **Bathurst 1000**
Whincup's chase can't deny Winterbottom and Ford win

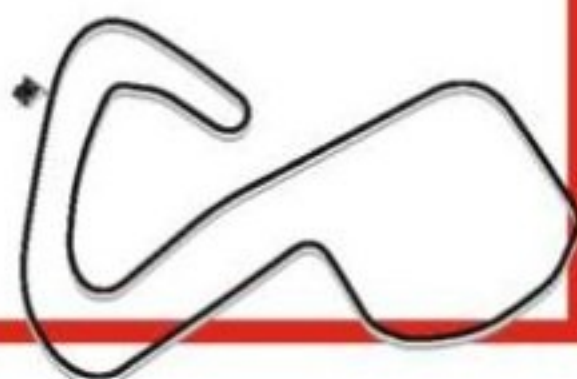


BTCC Brands Hatch (GB)

October 13



Round 10/10



RESULTS

RACE 1: 17 LAPS, 41.36 MILES

1	JASON PLATO (GB) MG (Triple Eight) MG6	30m53.129s
2	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic	+5.209s
3	SAM TORDOFF (GB) MG (Triple Eight) MG6	+10.151s
4	TOM ONSLOW-COLE (GB) Motorbase Ford Focus	+12.603s
5	ANDREW JORDAN (GB) Eurotech Honda Civic	+12.918s
6	MATT NEAL (GB) Honda (Dynamics) Honda Civic	+13.495s
7	ROB COLLARD (GB) WSR BMW 125i M Sport	+21.137s
8	ADAM MORGAN (GB) Ciceley Toyota Avensis	+21.561s
9	MAT JACKSON (GB) Motorbase Ford Focus	+22.256s
10	ARON SMITH (IRL) Motorbase Ford Focus	+22.738s
11	DAVE NEWSHAM (GB) Speedworks Toyota Avensis	+26.770s
12	JACK GOFF (GB) Hard Vauxhall Insignia	+26.897s
13	DANIEL WELCH (GB) Welch Proton Gen-2	+44.003s
14	JAKE HILL (GB) Rob Austin Racing Audi A4	+44.589s
15	SHAUN HOLLAMBY (GB) AmD Volkswagen Golf	+1m01.211s

Winner's average speed: 80.35mph. Fastest lap: Plato, 1m43.721s, 84.45mph.

Pole: Plato, 1m31.214s, 96.03mph. Jack Sears Trophy: Hollamby.

Soft tyres not used due to wet weather in all three races.

RACE 2: 15 LAPS, 36.50 MILES

1	PLATO MG	26m29.773s
2	TORDOFF MG	+0.906s
3	M JACKSON Ford	+4.785s
4	NEWSHAM Toyota	+8.062s
5	A SMITH Ford	+9.734s
6	GOFF Vauxhall	+16.855s
7	SHEDDEN Honda	+18.797s
8	MORGAN Toyota	+21.534s
9	ONSLow-COLE Ford	+24.383s
10	FRANK WRATHALL (GB) Dynojet Toyota Avensis	+25.819s
11	HILL Audi	+26.934s
12	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	+31.916s
13	OLLIE JACKSON (GB) Speedworks Toyota Avensis	+32.805s
14	COLLARD BMW	+42.518s
15	AIDEN MOFFAT (GB) Hard Volkswagen Passat CC	+50.562s

Winner's average speed: 82.65mph. Fastest lap: Plato, 1m43.721s, 84.45mph.

Pole: Plato. Jack Sears Trophy: Lea Wood (Vauxhall Vectra).

RACE 3: 15 LAPS, 36.50 MILES

1	SHEDDEN Honda	26m19.320s
2	GOFF Vauxhall	+2.112s
3	M JACKSON Ford	+2.279s
4	TURKINGTON BMW	+3.143s
5	A SMITH Ford	+11.209s
6	NEWSHAM Toyota	+12.775s
7	MORGAN Toyota	+14.324s
8	COLLARD BMW	+15.360s
9	JORDAN Honda	+17.200s
10	PLATO MG	+19.060s
11	O JACKSON Toyota	+20.284s
12	TORDOFF MG	+20.460s
13	ONSLow-COLE Ford	+21.551s
14	NEAL Honda	+22.261s
15	HILL Audi	+23.211s

Winner's average speed: 83.19mph. FL: Jordan, 1m43.666s, 84.50mph.

Pole: Shedden. Jack Sears Trophy: Wood.

CHAMPIONSHIP

1	JORDAN	397	6	TORDOFF	286
2	SHEDDEN	390	7	MORGAN	233
3	PLATO	380	8	M JACKSON	225
4	NEAL	356	9	A SMITH	201
5	TURKINGTON	347	10	NEWSHAM	176

JACK SEARS TROPHY

1	WOOD	18	3	KAYE	2
2	GRIFFIN	6	4	GIRLING/NYE/HILL/HOLLAMBY	1

POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers.

Additional point for being fastest in qualifying, and for leading a lap.

Jack Sears Trophy table based on number of class wins per driver.

FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX

Jordan survives to come out on top

It was Andrew Jordan's title to lose at Brands Hatch.

Events transpired to encourage an upset, but he held

his nerve and took the crown. **KEVIN TURNER** reports



Jordan took the title
after scoring 29 points
finishes in 30 starts



Jordan charged from the back to ninth in finale



Plato defeated Shedden in wet first encounter

THE 2013 BRITISH TOURING CAR CHAMPIONSHIP went right down to the last race at a sodden Brands Hatch last weekend, but it also went to the right driver. Despite being an innocent victim in the second race, Andrew Jordan kept his head in a tense finale to secure his first BTCC crown.

Jordan arrived at the Grand Prix circuit with a healthy 34-point lead over Matt Neal and 35 over 2012 champion Gordon Shedden. Colin Turkington (WSR BMW) and Jason Plato (Triple Eight-run works MG) were also mathematically in it, 48 and 49 points back respectively. It seemed they would need miracles to take the championship away from Jordan and when the Eurotech Honda driver finished fifth in the first race that didn't look likely. But then things got exciting in race two...

JORDAN'S TOUGHEST CHALLENGE

A tentative Jordan ran seventh on the first lap, declining to follow Adam Morgan past Rob Collard, before trying a move on the WSR BMW into Paddock. There was slight contact and Jordan's exit was compromised, allowing Neal and Aron Smith's Motorbase Ford to close in. Smith then managed to jump both Hondas, getting such a strong run out of Graham Hill Bend that he was close to Collard as they turned into Surtees.

Ford touched BMW, spinning Collard round. Jordan, right behind, jinked to miss the gyrating 1 Series, straight into Neal's path. The ensuing contact broke Jordan's left-rear wheel and suspension. His incredible points-scoring streak had ended after 28 races.

More importantly, with Plato winning and Shedden taking seventh, the crash reduced Jordan's lead to 15 points with 22 available in the finale. "I got the feeling it was going to kick off," said Jordan. "Straight away I knew the contact had done something – it was a horrible noise."

Perhaps surprisingly, it had a calming affect on the 24-year-old, despite the fact it meant he would start the final encounter from row 12. "Before race

three I was more relaxed than I had been all week," he added. "It took the unknown out of it – if Jason won I needed to be eighth so we had a goal. I was quite chilled."

Back into attack mode, Jordan looked more like his normal self, making it to 18th by the end of lap one: "At one point the team said I was 17th and I thought I'd made more progress than that! The Indy circuit was very slippery, but there was more grip in the fast parts, which is where I was pressing on."

On lap four, Frank Wrathall went off at Graham Hill Bend, allowing Jordan up to 14th, and the Honda set fastest lap. Even though Shedden was leading, that put Jordan into a title-winning position.

He nevertheless charged on, reaching 10th by the end of lap six. Up ahead was a group including Plato, Morgan and Collard. Now the team tried harder to slow his charge and Jordan obliged, though he picked up another place when Plato had a moment on lap nine.

"It was really slow and there were five laps to go," said Jordan. "I could hear a vibration so I started short-shifting. It felt like it went on forever."

But it did end and when Jordan crossed the line to loud spectator cheers he became the first privateer to take the overall BTCC crown since Colin Turkington in 2009.

"I'd rather have done it earlier, but to do it in the final race was great for the crowd and TV," said Jordan afterwards, still trying to let it all sink in.

SHEDDEN'S MISSION IMPOSSIBLE

The pace of the reigning champion and his works Honda Civic has not been in doubt this season, but an eclectic mix of problems meant he knew retaining the title at Brands was a long shot. And it didn't look any better after qualifying when, struggling to find a balance, Shedden qualified fourth, behind Jordan despite carrying less success ballast.

Rain on raceday, however, gave some hope as Shedden has been the king of such conditions over the past couple of years. Sure enough, he jumped Jordan off the line and overtook Sam Tordoff's MG on the run to Graham Hill Bend. He then pressured Plato either side of a safety car period, but found the MG stronger in such conditions than expected and had to settle for second.

A tap from Tom Onslow-Cole at Paddock almost ended Shedden's challenge completely at the start of race two, sending him wildly sideways in front of the pack. "It was full lock-stops one way to full lock-stops the other," said Shedden. "How everyone missed me I'll never know."

His recovery drive to seventh and Jordan's retirement kept Shedden within 20 points of the series lead and his final piece of good luck was being drawn on pole for the reversed-grid finale.

Shedden duly reeled off his fifth win of the year, despite an impressive challenge from Jack Goff's

Team Hard Vauxhall Insignia, but it wasn't enough. "It's the non-finishes that killed it this season," he rued. "But it's fantastic for Andy, he's worked hard for it."

PLATO'S RAIN DANCE

Despite having given up on the championship several rounds ago, Plato has been in strong form of late and the MG man continued that into Brands. His fourth pole of the year, just 0.036s ahead of team-mate Tordoff in the dry, was then followed by dominant lights-to-flag victories in the first two wet races. Finally, Triple Eight seems to have banished the MG's wet-weather demons.

"We put the Croft race-three set-up on – the 'biblical' set-up – and we were reasonably confident," said team boss Ian Harrison.

Plato was particularly pleased to beat rainmaster Shedden in race one. "We just had a really good balance," he said. "Sheds was only quicker than me at Hawthorns and that was because I was being steady and he was hanging it out. Once I was happy where the grip was I pressed on."

Tordoff dutifully followed Plato home in race two, which moved the double champion to within 15 points of Jordan. But then the pace vanished.

"I thought we'd have a strong car in race three, but for whatever reason it wasn't," said Plato. "I couldn't get the thing to turn. In all the areas I was strong before I wasn't."

His run to 10th thus dropped him back down to third in the table, but Plato was quick to praise the new leading man. "Andy's done a brilliant year and is a very worthy champion," he said. "What happened today could have screwed him over mentally and he came through it."

NO LUCK FOR NEAL

Just being at Brands was a big deal for Neal after surgery to fix his broken finger left him in some discomfort. A crash in qualifying relegated him to 16th, but once again the 46-year-old showed his fighting spirit come race one.

Into the top 10 inside a lap, Neal reached sixth shortly after the restart, putting him just one slot behind Jordan. He edged closer, but couldn't mount a challenge and thus went into the second race 35 points down.

The clash with Jordan in that race and his resulting pitstop had already ended Neal's hopes of a record-equalling fourth title when he suffered a turbo fire on the final lap. Electrical damage meant he had no windscreen wipers for the finale, in which he wanted to help Jordan anyway.

"My modus operandi changed after the fire as we had to help him," confirmed Neal. "By mid-distance I just couldn't see and I drove off the track two or three times."

"The winning car isn't in the right colours ▶



The moment that could have cost a title: Jordan and Neal make contact



Shedden somehow saved this and everyone missed him!

► with the right sponsors, but I'm ecstatic for Andy. I know what it feels like to win it with your dad – you can't buy that.

"They've improved his driving, worked with us, and put together the right technical package. I think it's absolutely fantastic."

TURKINGTON FIRST TO FALL

Having put in a brilliant season to keep his new-for-2013 NGTC BMW in contention, Turkington was on the back foot after the race-three clash with Mat Jackson at Silverstone.

In a tricky session Turkington qualified sixth, a row behind where the team felt was possible, but things got a lot worse in the race. A mediocre start by his own standards meant Turkington went into Paddock side-by-side with team-mate Collard. Remarkably, the two touched, Turkington spun and was collected...by the third BMW of Nick Foster.

"I was playing it safe on the inside and tucked in behind Jordan," said a disappointed Turkington. "Rob fancied his chances on the outside and then came over and touched the front of my car and I spun. It shouldn't really have happened at the start of three important races for me. I think there was good potential in the car to score well today."

Collard saw things differently: "I got a cracking start and as we went into Paddock everyone stayed to the inside as they always do. I followed one of the Hondas and as we went round I got a hit on my right rear. I didn't know who from, but I was able to continue. How can it be my fault? I've got damage on my right-rear wheel."

That put Turkington mathematically out of the fight, though he did underline his pace in the finale by charging from 12th on the grid to fourth.



Game over for Turkington as BMWs collide



Goff starred on his way to second in the final race

SIDESHOW STARS

Away from the title fight there were several fine performances. Chief among those was Goff, who capped a promising rookie campaign with second in the final race. He had already fought off the attentions of Shedden in race two – and pulled away from the Honda to secure sixth – when he got to start on the front row for race three.

Goff put Shedden under immense pressure as the duo drove away from the field and the Civic had to get quite robust before the Insignia fell away in the closing stages.

"I didn't think we really had the speed to get a podium," admitted Goff. "It's absolutely fantastic, and to do it with a crowd like this at the final one is even better."

"I knew he [Shedden] was in the hunt so I wasn't going to do anything stupid but I wanted to go for the win. I played it sensibly."

"The car and the team was brand new so to develop the Insignia throughout and get the podium at the end proved we got better and better."

All three of Motorbase's drivers also impressed. Onslow-Cole qualified seventh and finished fourth in race one, while Jackson came through to two fine podiums despite only qualifying 12th. A 10th and two fifths for Smith also represented lots of overtaking after the Irishman had to miss qualifying thanks to putting the car on its side in free practice.

The weekend – and indeed the season – though, belonged to the Jordans. Last word to Andy's father Mike, the man behind Eurotech who has seen his son go from a junior rallycrosser to BTCC champion.

"He's a bit faster this year and his consistency has been superb," said Jordan Sr. "I think he's proved to himself that he is the fastest driver and that gave him inner confidence."

"I did come here thinking we would do it."

IN THE PADDOCK

Kevin Turner



THE ENTHUSIASM AND COMMITMENT OF BTCC fans never ceases to amaze me. Having had to miss the last three rounds I have now seen the quality of ITV4's live broadcast. Led by David Addison and 1992 BTCC champ Tim Harvey, the coverage is superb and there isn't a lot you miss sat in your armchair.

With that in mind, I thought the horrible weather that arrived at Brands last Sunday would encourage many to stay at home, but the turnout was impressive. Queues and full car parks were again the order of the day. And the cheer that went up when Andrew Jordan crossed the line to take the title was a pleasing contrast to the booing experienced elsewhere in motorsport this year.

The BTCC field put on a good, increasingly tense, show for those watching – in the flesh and on TV – and we ended up with a deserving and worthy champion.

Jordan winning is a boost for the BTCC. Not only has he come of age as a driver and is a genuinely decent bloke, he is also going to hang around for at least another two years as he joins fellow stars Jason Plato, Matt Neal, Colin Turkington and Gordon Shedden as champions. The BTCC needs younger stars to come through and it is worth noting that the last time we had two new champions in consecutive years was when Yvan Muller followed up James Thompson's crown in 2003.

DRIVER BY DRIVER



1 GORDON SHEDDEN

Qualifying: 4 Race: 2/7/1

Did all he could, but in the end the points deficit to Jordan was simply too big. Mega save in R2.



2 MATT NEAL

Qualifying: 16 Race: 6/R/14

Fought valiantly with finger injury despite qualifying crash. Jordan clash was not his fault.



66 LIAM GRIFFIN

Qualifying: 22 Race: 19/R/R

Found going tough and never looked like taking an S2000 win, not helped by clash with recovering Wood in R1.



29 COLIN TURKINGTON

Qualifying: 6 Race: R/12/4

Weekend ruined by R1 accident, but kept plugging away and was often fastest on track in R3.



39 WARREN SCOTT

Qualifying: 18 Race: R/R/R

Best qualifying run of the year was followed by a difficult day in the rain and three non-finishes



16 AIDEN MOFFAT

Qualifying: 20 Race: 17/15/17

Looked on course for points in R1 until spin at Graham Hill Bend. Managed to get his point in R2.



40 SHAUN HOLLAMBY

Qualifying: 24 Race: 15/17/23

Popular team returned to give Goff one last run and was rewarded with S2000 victory and a point.



Gow hails NGTC with Jordan win

BRITISH TOURING CAR BOSS ALAN GOW

believes the championship success scored by Andrew Jordan and Eurotech underlines the strength of the NGTC regulations.

Jordan is the first independent to take the overall crown since Colin Turkington won for WSR in 2009.

NGTC, which was introduced in 2011, will be the only class in the BTCC next season and Gow believes it has hit one of its targets in allowing privateer outfits to take on works operations.

"Andrew drove all year like a champion in the making – he had great speed, consistency and maturity," said Gow. "He and Mike and their team thoroughly deserved it. It just goes to prove that a good team, with a good driver in a good car can take it to the works teams and beat them on an entirely equal basis."

"In fact, when one thinks that we had five drivers in three different makes (Honda, MG & BMW) with two different drivetrain formats (front- and rear-wheel-drive), from both factory and independent teams, all going into the last event with the ability of winning the championship, it is a fantastic validation of our technical and sporting regulations."

Although the S2000 class will not continue, the Jack Sears Trophy – awarded to top S2000 runner Lea Wood this season – will continue. Gow confirmed it has not yet been decided what the trophy will be awarded for in 2014.

● Jordan's team-mate Jeff Smith missed the Brands finale due to business commitments. His Honda Civic was present, however, in case Jordan's car needed some emergency spares. Andy Neate's NGTC IP Tech Chevrolet Cruze also missed the event as he was suffering from pneumonia.



Hollamby won on Golf's last outing

Hollamby's happy farewell

SHAUN HOLLAMBY RETURNED TO THE BTCC

and gave his popular AmD VW Golf a fine send-off by winning the S2000 class in the first race at Brands Hatch.

When Jack Sears Trophy pacesetter Lea Wood went off at Paddock Hill Bend, Hollamby moved to the front and took his first BTCC point at the same time.

"Our target this weekend was to win one trophy – that was it," he said. "Its reliability was great today and that has been a bugbear all the way through. The main thing today was to end on a high for us and I think we achieved that."

With S2000 gone for next year, Hollamby is now considering his options for 2014. "I'd like to have a NGTC on the grid but that's not just going to jump out of the bed!" he added. "We're looking at GTs as well. Running an Audi in this would work for us as well so maybe there's something to be done there."

Wood, who is also eyeing NGTC for 2014, bounced back to top the S2000 runners in races two and three.



Jordan's success has been well received



99 JASON PLATO

Qualifying: 1 Race: 1/1/10

Gave himself the chance to snatch a remarkable title out of Jordan's hands, but pace went AWOL in R3.



5 ROB COLLARD

Qualifying: 9 Race: 7/14/8

A competitive run overshadowed by involvement in two key incidents affecting title contenders.



31 JACK GOFF

Qualifying: 17 Race: 12/6/2

Struggled in the dry, but was one of the stars in the wet and gave Shedden real trouble in R3.



88 SAM TORDOFF

Qualifying: 2 Race: 3/2/12

Irritated to miss out on pole, but happy with his two podiums and recovery drive after being tipped off in R3.



18 NICK FOSTER

Qualifying: 14 Race: R/18/16

Still working on getting more out of the BMW, but unfortunate R1 crash made his meeting a tough one.



47 TOM BARLEY

Qualifying: 23 Race: 16/R/20

Difficult conditions in which to make his BTCC debut, but managed to bring Insignia home twice.



77 ANDREW JORDAN

Qualifying: 3 Race: 5/R/9

Superb response after his first 2013 retirement to retain Independents' crown and take first overall title.



17 DAVE NEWSHAM

Qualifying: 11 Race: 11/4/6

Made good progress in the wet races to finish the season in the sort of places he expected in 2013.



10 DANIEL WELCH

Qualifying: 21 Race: 13/NC/19

Not one of the Proton's better outings and Welch really struggled to even break into the points.



6 TOM ONSLOW-COLE

Qualifying: 7 Race: 4/9/13

Impressed team and followed up good qualifying run with fine fourth in R1. Faded thereafter.



48 OLLIE JACKSON

Qualifying: 15 Race: R/13/11

More competitive in conditions he likes. Didn't deserve the driveshaft failure that ended top-10 hopes in R1.



43 LEA WOOD

Qualifying: 19 Race: 18/16/22

Spin cost him S2000 victory in R1, but then scored his 17th and 18th Jack Sears Trophy successes.



7 MAT JACKSON

Qualifying: 12 Race: 9/3/3

Familiar disappointing run in qualifying followed by stunning race runs that netted two podiums. Finished on a high.



13 ROB AUSTIN

Qualifying: 13 Race: R/R/18

Car problems in qualifying, an off in R1, puncture and visibility problems in R2. Oh, and he hurt his neck as well...



11 FRANK WRATHALL

Qualifying: 8 Race: R/10/21

Was clipped while avoiding spinning Turkington in R1, damaging wheel. Good R2, then offs in R3.



8 ARON SMITH

Qualifying: 25 Race: 10/5/5

Crazy weekend. Missed qualifying after practice shunt. Involved in key R2 crash, but moved forward.



9 JAKE HILL

Qualifying: 10 Race: 14/11/15

Impressive qualifying effort on NGTC debut. Spun round by Ollie Jackson in R1 and had to battle back from there.



33 ADAM MORGAN

Qualifying: 5 Race: 8/8/7

Once again well in the top-10 mix. R2 podium chance lost thanks to mistake at Paddock Hill Bend.



P47
ALL THE
ACTION FROM
THE BTCC
SUPPORTS

HONDA YUASA RACING TEAM 2013 BTCC CHAMPIONS



Team Honda Yuasa Racing exclusively use and recommend Valvoline performance lubricants

PEOPLE WHO KNOW USE VALVOLINE™

The Honda Yuasa British Touring Car Championship Racing Team exclusively use and recommend Valvoline™ performance lubricants. When performance matters Valvoline lubricants deliver the highest levels of power and protection under extreme race conditions. Matt Neal, Gordon Shedden and Team Honda Yuasa demand the highest performance from the lubricants used for the race team and know that they can rely on Valvoline to deliver, race after race.

Put ultimate race proven lubricant technology into your vehicle, choose Valvoline.

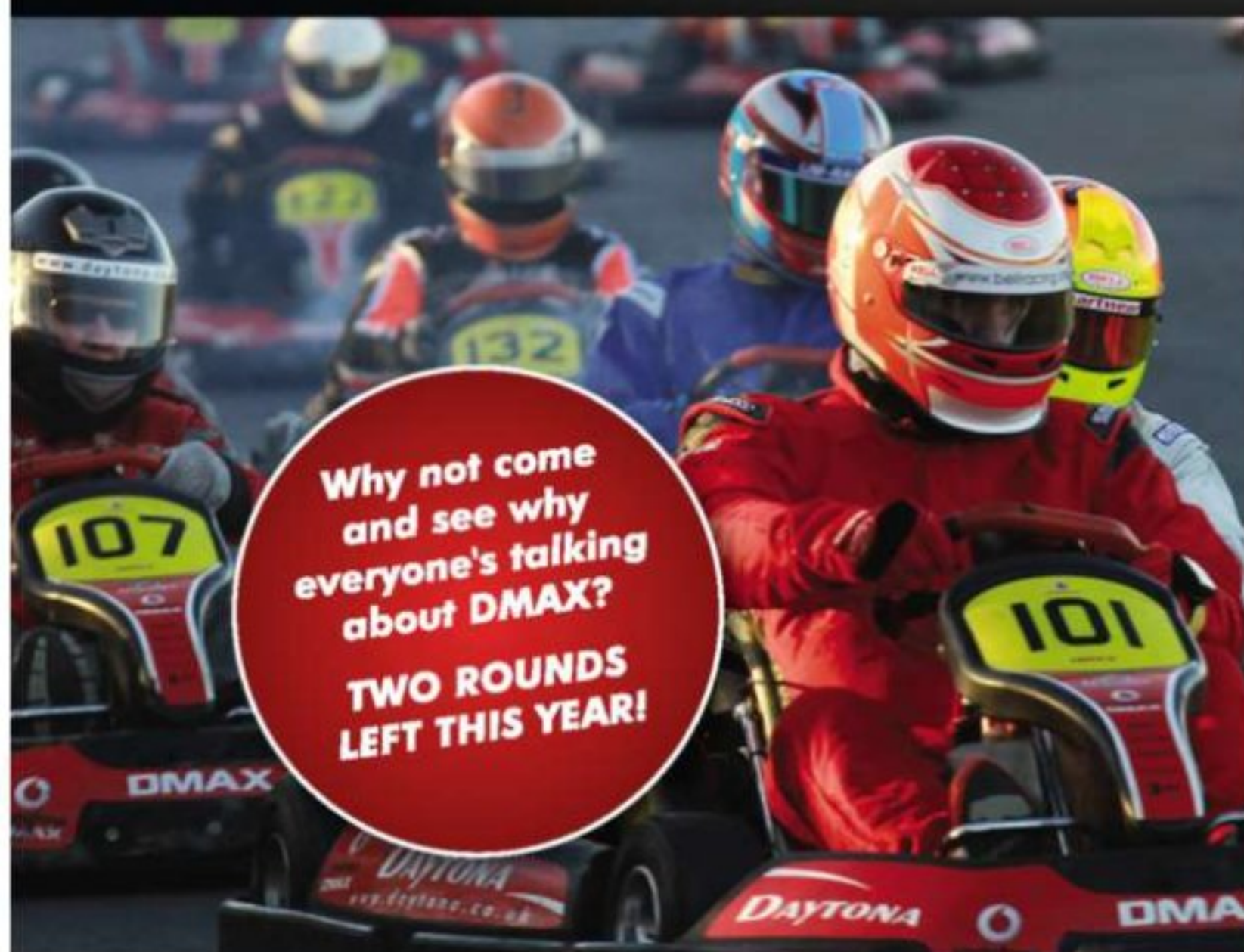
For more information visit <http://www.valvolineurope.com> and follow us on



Valvolineurope



THE BIGGEST **VODAFONE** **DMAX** CHAMPIONSHIPS YET!



Why not come
and see why
everyone's talking
about DMAX?
**TWO ROUNDS
LEFT THIS YEAR!**

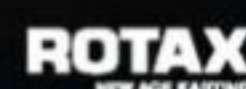
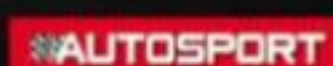
Prices are £180 per Endurance Round and £165 per Heats Round
£280 to enter both

Cumulative Loyalty Discount of 2.5% for each round entered.

A full season of Heats Racing for £1476 or Enduro Racing
for £1610 inc VAT

Feb 17th	Daytona MK
Mar 17th	Daytona SP
Apr 21st	PF International
May 19th	Rye House
Jun 16th	Lydd
Jul 21st	Bayford Meadows
Aug 18th	Whilton Mill
Sep 15th	Red Lodge
Oct 20th	Daytona MK
Nov 17th	Daytona SP

Tel: 0845 644 5504
www.daytonamax.co.uk



BRITISH FORMULA FORD BRANDS HATCH (GB), OCTOBER 12-13

Rosso rockets to superb Ford treble

IF YOU TAKE DAN CAMMISH OUT OF THE EQUATION, British Formula Ford has been pretty close in 2013.

James Abbott, Simon Rudd and Juan Rosso all excelled in qualifying to double the number of non-Cammish polesitters to six, but only Rosso was victorious in the three races last weekend.

The Argentinian had a rather embarrassing start to race one, spinning as he lined up to take his place on the grid. "I was nervous," he said after the race, "but I soon got over it!" The Jamun Mygale rocketed off the line from the second row of the grid, sweeping around the outside of Abbott at Paddock Hill Bend to take the lead of the race.

Abbott gave chase, but was hampered by a gear-selection problem and was later demoted to third by Harrison Scott at Westfield on the final lap. Sam Brabham came from ninth on the grid to finish fifth, ahead of JTR team-mate Max Marshall.

With confidence boosted, Rosso made another rapid getaway to take the lead of the second stanza. This time South African team-mate Jayde Kruger kept him honest. "I had to push the whole race because he was always there," the winner said.

Kruger could never quite get close enough to Rosso to make a challenge for the lead: "Once I got through into second, the gap had already formed."

The best battle was between Scott and Abbott. It looked as if Abbott had a podium finish in the bag after Scott ran wide onto the grass at Sheene Curve on lap six, but the Radical Motorsport man was now struggling with gear issues when shifting down. Scott caught back up quickly, getting through at Westfield on the penultimate lap.

In race three, Rosso again led into the first corner and was never headed. Meanwhile, all three



Rosso set the pace at Brands in all conditions

JTR Mygales retired: Brabham and Marshall made contact and went off at Clearways at the end of the opening lap; then, straight after the restart, Camren Kaminsky had an accident at Paddock Hill Bend.

Andy Richardson came home second after storming through from 11th. Abbott briefly moved ahead on the Brabham Straight at two-thirds distance but Richardson instantly fought back, squeezing up the inside at Paddock Hill Bend.

● Matt Upton

RESULTS – Race 1 (14 laps) 1 Juan Rosso (Mygale M12-SJ); 2 Harrison Scott (Mygale M13-SJ) +3.396s; 3 James Abbott (M13-SJ); 4 Jayde Kruger (M12-SJ); 5 Sam Brabham (M13-SJ); 6 Max Marshall (M12-SJ). **Fastest lap** Scott 1m26.266s (101.54mph). **Race 2 (12 laps)** 1 Rosso; 2 Kruger +1.810s; 3 Scott; 4 Abbott; 5 Brabham; 6 Andy Richardson (M12-SJ). **FL** Kruger 1m26.179s (101.64mph). **Race 3 (9 laps)** 1 Rosso; 2 Richardson +2.938s; 3 Abbott; 4 Kruger; 5 Scott; 6 Simon Rudd (M13-SJ). **FL** Richardson 1m41.575s (86.24mph). **Points** 1 Dan Cammish, 739; 2 Scott, 634; 3 Rosso, 591; 4 Brabham, 477; 5 Abbott 476; 6 Kruger, 471.



Boston doubled up at Brands to nick fourth in the points

GINETTA GT SUPERCUP BRANDS HATCH (GB), OCTOBER 12-13

Boston and Orton earn first triumphs

ROB BOSTON FINALLY SCORED HIS FIRST GINETTA GT Supercup victory of the year in an eventful opening race at Brands Hatch.

"I'm absolutely ecstatic," said the JHR driver. "I knew if I pieced it together the win would come." Behind him, a fantastic battle for second between Matt Nicoll-Jones and Tom Ingram ended in tears. Nicoll-Jones jumped ahead at the start and kept the champion behind until lap seven, when he bravely dived up the inside at Surtees.

Nicoll-Jones tried to get back through at Hawthorns but clipped the back of Ingram's car. "The move was never on," said a furious Ingram after the resulting accident ended his weekend.

Boston mastered the torrential conditions to take another victory in race two, but only after a short recovery drive. Boston battled back to the front, eventually finding a way past a feisty Carl

Breeze at Druids and moving ahead of Pepe Massot on the Cooper Straight by mid-distance.

Jamie Orton scored his first Supercup victory in the final race of the season from Andrew Watson, while Nicoll-Jones charged from the back to third.

● Matt Upton

RESULTS – Race 1 (9 laps) 1 Rob Boston; 2 Matt Nicoll-Jones +1.404s; 3 Pepe Massot; 4 Carl Boardley; 5 Jamie Orton; 6 Carl Breeze. **G50 winner** Louise Richardson. **FL** Nicoll-Jones 1m30.291s (97.01mph). **Race 2 (14 Laps)** 1 Boston; 2 Massot +3.292s; 3 Breeze; 4 Reece Somerfield; 5 Andrew Watson; 6 Orton. **G50** Rob Gaffney. **FL** Boston 1m41.241s (86.52mph). **Race 3 (14 Laps)** 1 Orton; 2 Watson +3.011s; 3 Nicoll-Jones; 4 Boston; 5 Sean Huyton; 6 Breeze. **G50** Richardson. **FL** Orton 1m40.858s (86.85mph). **Points** 1 Tom Ingram, 763; 2 Breeze, 626; 3 Nicoll-Jones, 521; 4 Boston, 514; 5 Massot, 492; 6 Mark Davies, 470.

GINETTA JUNIOR BRANDS HATCH (GB), OCTOBER 12-13

Chadwick rounds off with a double

OLLIE CHADWICK ENDED HIS SEASON ON A HIGH after taking two impressive Ginetta Junior victories.

Chadwick took his first win of the year in race one, leading home Will Palmer by just over a second. "It's brilliant to finally get on the top step," he said. Keith Donegan snatched third from James Kellett at Hawthorns on the penultimate lap.

Palmer led early on in the wet second race, ahead of Donegan and Chadwick. Donegan attempted to grab the initiative at Paddock on the second lap, but locked up and flew into the gravel. "I was a bit impatient to get by," admitted the Irishman.

Shortly afterwards, Chadwick grabbed the lead from Palmer at Graham Hill Bend. Palmer was back in front three laps later after Chadwick ran wide at Druids, but a spin at Graham Hill Bend put him out of the reckoning. Chadwick thus went on to win unopposed, with Tom Jackson and Jack Mitchell finishing second and third respectively.

Palmer ended the race in the Westfield gravel after a careless lunge on Chadwick's sister Jamie. ● Matt Upton

RESULTS – Race 1 (8 laps) 1 Ollie Chadwick; 2 William Palmer +1.128s; 3 Keith Donegan; 4 James Kellett; 5 Tom Jackson; 6 Jack Mitchell. **FL** Chadwick 1m49.519s (79.98mph). **Race 2 (6 laps)** 1 Chadwick; 2 Jackson +6.812s; 3 Mitchell; 4 Kellett; 5 Josh White; 6 Jack Rawles. **FL** Palmer 2m03.501s (70.92mph). **Points** 1 Harry Woodhead, 609; 2 Donegan, 475; 3 Will Palmer, 406; 4 Chadwick, 394; 5 Jackson, 390; 6 Kellett, 365.

Congratulations to

Rick Parfitt & Ryan Ratcliffe and the Optimum Motorsport team



Avon Tyres
British GT
Championship

British GT4 Champions

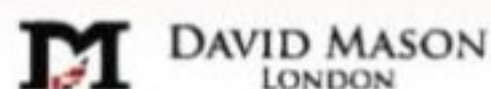


Interested in taking part in
next year's Championship?

Contact OPTIMUM MOTORSPORT
on 07876 655 575.
www.optimum-motorsport.com

OPTIMUM
MOTORSPORT

With special thanks to partners:



Plum Design & Advertising Limited



www.ryanratcliffe.co.uk

www.rickparfittjr.com



Stoneman and Lloyd
starred in the two
wet Porsche races

PORSCHE CARRERA CUP GB BRANDS HATCH (GB), OCTOBER 12-13

Cautious Meadows claims the crown

ANY WAY TO WIN A CHAMPIONSHIP IS A GOOD WAY, but Michael Meadows had hoped to clinch the Porsche Carrera Cup title in greater style.

Even though he held a comfortable 17-point lead over Jonas Gelzinis, Meadows eyed a pair of victories from the final instalment of the 2013 season, and looked well on his way to doing just that with two dominant pole positions.

But Rory Butcher stormed to victory in the opening encounter, wresting the top spot from Meadows around the outside of the first corner and streaking into an early lead.

That came under threat in the early laps as Dean Stoneman revelled in the treacherous conditions. He made a quick getaway from fifth but ran wide at Paddock Hill Bend and slipped from third to sixth, before rapidly regrouping and passing James Birch and Gelzinis by the end of the opening lap. Dan Lloyd spun at Graham Hill Bend on the second lap, and Stoneman passed Meadows, who admitted to being careful in the atrocious conditions, for second soon after.

A series of fastest laps soon reduced Butcher's gap to almost nothing, but Stoneman erred on

the run into Graham Hill Bend at one-third distance. He ran onto the grass, slid into the tyres and retirement. "I was just having fun out there," he said. "Even when I hit the tyres I was smiling."

That alleviated all the pressure from Butcher, who was allowed to proceed unopposed to victory. Behind, Gelzinis kept his slim title hopes alive as he caught and passed Meadows for third.

With Meadows's advantage still at 17 points ahead of the second race, owing to two bonus points picked up for his double pole, he opted to pit at the end of the green-flag lap and start from the pitlane. The GT Marques man said it was to fix a troublesome radio signal, but he knew that just a finish would be enough to secure the title.

Meadows's absence from the grid gave Lloyd a clear view into Paddock and he duly shot ahead of Butcher, taking Stoneman with him, before the pair edged further and further clear of the chasing pack. A tame race ensued, though the drama was being saved for the final lap.

Lloyd – who had comfortably held a lead of around two seconds – suddenly came under attack and, after he defended from Stoneman at

Paddock, his pursuer squeezed inside on the run up to Druids. The leader did not yield, and the initially avoidable contact became inevitable as he turned across the nose of Stoneman. That tipped the Team Parker Racing man into a half-spin, letting Stoneman's Redline machine through to win while a furious Lloyd followed in second.

Gelzinis struggled to make any impression on Butcher for third, before a flying Dan de Zille snatched fourth in the second half of the race.

"It's been surreal," said Meadows, who finished one place behind his rival to claim a second successive title. "We've had so many ups and downs. I felt like I needed to prove I could win on my own, and this year I've won plenty of races."

● Scott Mitchell

RESULTS (both 16 laps) Race 1 1 Rory Butcher; 2 Jonas Gelzinis +7.403s; 3 Michael Meadows; 4 Daniel Lloyd; 5 Victor Jimenez; 6 Justin Sherwood. **Fastest lap** Lloyd 1m40.700s (86.98mph).

Race 2 1 Dean Stoneman; 2 Lloyd +2.363s; 3 Butcher; 4 Dan de Zille; 5 Gelzinis; 6 Meadows. **FL** Lloyd 1m38.521s (88.91mph).

Points 1 Meadows, 325; 2 Gelzinis, 310; 3 Butcher, 266; 4 Lloyd, 249; 5 Stoneman, 231; 6 Jimenez, 194.

CLIO CUP UK BRANDS HATCH (GB), OCTOBER 12-13

Colburn, Cook win as Files takes title

JOSH FILES WRAPPED UP THE CLIO CUP UK TITLE IN a hectic Brands Hatch finale. Chief title rival Paul Rivett withdrew after suffering a dreadful injury while instructing the previous weekend, so Files only needed to avoid exclusion to clinch the crown.

That he did, finishing a hard-fought fourth in the opener in a car seriously damaged by a practice crash with team-mate Ash Hand. "You couldn't write it better," said a relieved Files, who was heavily collected by Hand after spinning into the Druids gravel in torrential rain in Friday testing.

James Colburn controlled race one from start to finish, managing two "annoying" safety cars to beat Alex Morgan and Stefan Hodgetts to the win. Hodgetts's tenure of third was tested twice, by Mike Bushell on the opening lap, who was eventually shuffled back to eighth, and Files on the final tour.

Colburn led again at the start of race two, but was pushed wide at Graham Hill Bend as the field concertinaed, allowing Jake Cook through to lead. Bushell demoted Files to third, who then fell behind Hodgetts, Ant Whorton-Eales and Morgan.

Three safety car periods punctuated the race, the first for an incident at Druids between Lee Pattison, Hand and Luke Herbert, and the second to deal with Finlay Crocker's stricken car on the run up to Druids. As the safety car prepared to enter the pits for the second time, Hodgetts lost control at Clearways, veering back so that he was unavoidably pinged into the pit barrier by Morgan.

Hodgetts was out on the spot, but Morgan limped home fourth behind the third safety car, Cook, Bushell and Whorton-Eales.

● Scott Mitchell



Colburn leads at the
start of race two
from champion Files

RESULTS – Race 1 (15 laps) 1 James Colburn; 2 Alex Morgan +0.640s; 3 Stefan Hodgetts; 4 Josh Files; 5 Josh Cook; 6 Ash Hand. **FL** Cook 1m40.949s (86.77mph). **Race 2 (12 laps)** 1 Cook; 2 Mike Bushell +0.407s; 3 Ant Whorton-Eales; 4 Morgan; 5 Files; 6 Jake Giddings. **FL** Cook 1m50.895s (78.99mph). **Points** 1 Files, 384; 2 Morgan, 330; 3 Paul Rivett, 304; 4 Colburn, 300; 5 Cook, 288; 6 Hodgetts, 276.

NASCAR SPRINT CUP CHARLOTTE (USA), OCTOBER 12 RD 31/36

Keselowski defeats Kahne



Scrap between Keselowski (2) and Kahne lit up the race

FOR 307 LONG LAPS, THE CHARLOTTE Motor Speedway NASCAR Sprint Cup race was testing spectators' ability to stay awake on a Saturday evening and had the potential to snuff out the excitement of this year's Chase at its halfway point.

Hendrick Chevrolets were taking turns to dominate: first polesitter Jeff Gordon, then Kasey Kahne, then Jimmie Johnson. And with Johnson in a class of his own up front in the second half of the so-far processional race, and his one realistic title rival Matt Kenseth picking his way into contention in an off-the-pace car, the five-time champion looked poised to take a points lead it seemed hard to imagine him losing.

Thankfully, with 27 laps to go some debris turned up. Whatever piece of stray car or litter it was that prompted one of the race's few

cautions, it was sufficient to set up a thrilling denouement, bring Brad Keselowski back into Victory Lane for the first time since 2012's title-winning campaign, and give Kenseth a championship lifeline.

Everyone pitted and all bar Kahne and Gordon took four tyres, allowing the two-tyre-swapping Hendrick duo to vault back to the front.

Johnson lurked behind them in third, but as he attacked at the restart his Chevrolet had a massive twitch and he tumbled to seventh.

Suddenly Kenseth and Keselowski, who had both had frustrating starts, but became ever more competitive, were the main threats to the tyre-hampered Hendrick pair.

Gordon quickly lost ground, while Keselowski's Penske Ford now had superior pace to Kenseth's Joe Gibbs Racing Toyota and was able to surge

ahead and take on Kahne.

The dice that followed was by far the best of the night. Time and time again Keselowski would edge alongside Kahne but not quite have the momentum to complete the move. Even when he did so, Kahne would take a wider line and swoop back underneath his rival with superior corner-exit speed.

With eight laps remaining, Keselowski finally managed to get clearly ahead and inch away to take the chequered flag a second in front. The win was a little comfort at the end of a season where he has probably been fast enough to be at least part of the Chase, but was denied a shot at a title defence by relentless poor luck.

Kahne held on for second, just 0.051s ahead of Kenseth, who was attacking one Hendrick Chevy while successfully resisting another in the shape of Johnson. The result puts Kenseth into a four-point lead again, ahead of the Chase's chaotic random factor at Talladega this weekend.

● Connell Sanders Jr

RESULTS

1 Brad Keselowski (Ford Fusion), 334 laps in 3h09m53s; 2 Kasey Kahne (Chevrolet SS), +1.022s; 3 Matt Kenseth (Toyota Camry); 4 Jimmie Johnson (Chevy); 5 Kyle Busch (Toyota); 6 Kevin Harvick (Chevy); 7 Jeff Gordon (Chevy); 8 Ryan Newman (Chevy); 9 Denny Hamlin (Toyota); 10 Carl Edwards (Ford).

Points 1 Kenseth, 2225; 2 Johnson, 2221; 3 Harvick, 2196; 4 Gordon, 2189; 5 Kyle Busch, 2188; 6 Greg Biffle, 2167; 7 Kurt Busch, 2166; 8 Clint Bowyer, 2162; 9 Dale Earnhardt Jr, 2159; 10 Edwards, 2158.



NASCAR NATIONWIDE

Kyle Busch passed Sam Hornish Jr with seven laps remaining to take his 11th win of the year at Charlotte. Austin Dillon finished second in his Richard Childress Chevy, one place ahead of title rival Hornish, but remains an unchanged eight points ahead of the Penske Ford driver.

AUSTRALIAN PORSCHEs

Three drivers shared the wins at Bathurst. Nick Percat edged Warren Luff and Craig Baird in the first race; Luff beat Baird and Percat in the second; and Baird led Luff and Steven Richards in the finale. Baird leads the series with a round to go.

ASIAN LE MANS SERIES

OAK Racing trio Ho-Pin Tung/Shawn Thong/David Chen won by a minute at Zhuhai in their Morgan-Nissan LMP2, beating the similar car of KCMG's Gary Thompson/James Winslow/Jordan Oon, which had started last due to a parts delay causing it to miss qualifying. Andrea Bertolini/Michele Rugolo/Steve Wyatt won GTE in their AF Corse Ferrari.

EURO NASCAR

Ex-single-seater ace Ander Vilarino made it back-to-back titles in the Elite class with a double win at Le Mans. Yann Zimmer was on the podium twice while former GP2 racer Javier Villa was second in race two. Josh Burdon won both Open class races, but missed out on the title to series regular Anthony Gandon.

FRENCH GT

Anthony Beltoise/Laurent Pasquali slashed the points deficit to championship leaders Fabien Barthez/Morgan Moullin Traffort with a win and a third place in their Sebastien Loeb Racing McLaren at Ledenon. They now sit just 12 points behind with a round left. Soheil Ayari/Jean-Luc Beaubelique won race one in their Sofrev Ferrari.

VLN

Twins Dennis and Marc Busch took a surprise victory on the Nordschleife in their family-run Audi R8 LMS ultra. The MSC Porsche of Klaus Abbelen/Sabine Schmitz/Patrick Huisman/Henri Moser was a minute behind in second, with the H&R BMW of Uwe Alzen/Philipp Wlazik/Niclas Kantenich third.





BY APPOINTMENT TO
HER MAJESTY THE QUEEN
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND



BY APPOINTMENT TO
H.R.H. THE PRINCE OF WALES
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND



CONGRATULATIONS TO ANDREW JORDAN
BRITISH TOURING CAR CHAMPION 2013.



Made in Great Britain

www.autoglym.com

PASSION for PERFECTION



LAND OF OPPORTUNITY...



- **\$1.6 Million Prize Package**
- **Champion's Scholarship to the IndyCar Series**
- **High-Profile Events from Florida to California**
- **Domestic and International TV Coverage**
- **2014 Chassis Updates**
- **New Car Debuting in 2015**
- **Over 100 Graduates...and Counting!**

WHAT DO HELIO Castroneves, Scott Dixon, James Hinchcliffe, Tony Kanaan, Charlie Kimball, Josef Newgarden and Tristan Vautier have in common? All are graduates of series comprising the Mazda Road to Indy – one of the most successful and unparalleled driver development programs in the world, providing a clear, scholarship-funded path to reach the IndyCar Series and Indianapolis 500.

Since its launch in 2010, the Mazda Road to Indy ladder system has attracted competitors from around the globe. Drivers from Australia, Brazil, Canada, Colombia, Finland, France, Mexico, Netherlands, Norway, Philippines, United Kingdom, Venezuela and Zimbabwe filled this year's grids, showcasing their talents at premier venues on a mix of road courses, temporary street circuits and ovals.

From "The World's Fastest Spring Break Party" in St. Petersburg, Fla., to "America's #1 Street Race" in Long Beach, Calif., to "one of the most beautiful race tracks in North America" named by *Road & Track* in Birmingham, Ala., and the famed Brickyard – the Indianapolis Motor Speedway – drivers compete on the IndyCar Series stage in front of not only tremendous crowds and television cameras but also team owners, sponsors and media.

Matthew Brabham, 19, the grandson of three-time Formula 1 World Champion Sir Jack Brabham and son of Le Mans 24 Hours winner and four-time IMSA champion Geoff Brabham exemplifies the success of the Mazda Road to Indy platform.

After winning the Cooper Tires USF2000 Champion-

ship Powered by Mazda last year – the first rung on the ladder – Brabham's champion's scholarship package allowed him to take the next step on his ascent to the IndyCar Series and contest the Pro Mazda Championship Presented by Cooper Tires this season. In a record-shattering year, Brabham captured the Pro Mazda title and will advance to the final step – the Indy Lights Series Presented by Cooper Tires – in 2014 via a scholarship package.

"For so many years, there were too many options in junior formula racing and it was so tough for drivers coming up to make the right decision on where to run," said James Hinchcliffe, three-time IndyCar Series race winner, 2011 IndyCar Series Rookie of the Year and Indy Lights/Pro Mazda graduate.



© 2013 Andersen Promotions. All Rights Reserved.

"Now, not only is there a clearly defined path, but the Mazda Road to Indy has all the best series that lead so well into one another. All the cars are great learning tools to develop for the next step and now you'll see drivers arriving at each level a lot more prepared."

Indy Lights has long been a vital step for competitors to reach the pinnacle of open-wheel racing in America, boasting over 100 drivers as graduates. For 2014, interest in the series is at a high following the announcement that Andersen Promotions, promoters of Pro Mazda and USF2000, will now be at the helm, licensing and operating a newly rebuilt, rebranded, re-buzzed Indy Lights Series.

The Andersen camp has wasted no time in making

strides since a formal announcement in July. Cooper Tires has been announced as the new Official Tire of the series through 2018, bringing cost-savings to teams as well as substantial support in event activation, series media and promotional efforts. The company also announced plans for a new chassis in 2015 and updates to the current package for 2014 to enhance its performance with much-needed newer technology to properly represent the platform as the gateway to the IndyCar Series. A new engine partner is expected to be announced in the coming weeks – all aimed at reducing budgets and ensuring a level playing field next season.

In addition to an invigorated Indy Lights Series on track, Andersen Promotions will continue with the unprecedented Mazda Road to Indy Summit and

Oval Clinic Program – a three-part educational curriculum for its drivers on a variety of topics including media training, the business of motorsports, performance thinking, fitness and wellness, brand building, working with the media, providing Return on Investment, learning the intricacies of oval racing and more.

To find out more on the Indy Lights Series Presented by Cooper Tires and the Mazda Road to Indy fast track, visit www.indylights.com.

For additional information, please contact: Jason Penix, Director, Development Series INDYCAR/Andersen Promotions jpenix@indycar.com

TW STEEL®
BIG IN OVERSIZED WATCHES

BE AMBITIOUS



WWW.TWSTEELUK.COM

Find more issues at
magazinesdownload.com

EUROPEAN RALLY CHAMPIONSHIP SANREMO RALLY (I), OCTOBER 10-12 RD 11/12

Basso grinds out home Sanremo win



Third victory for
Basso on the
Sanremo Rally

GIANDOMENICO BASSO, BY HIS OWN admission, shouldn't have won the 55th Sanremo Rally.

The now three-time event winner struggled to "find the feeling" for his Peugeot 207 Super 2000, which was shod with Michelin's new hard-compound covers for the first time, and never truly got into his stride until the final trio of tests.

It was just as well that he did because, by then, the advancing Bryan Bouffier had fought back into

contention. The Frenchman had previously slipped out of first place when he rearranged his 207's right-rear suspension by swiping a metal barrier on stage three.

That Basso was able to put up a fight owed much to the tweaks he made to the dampers of his Munaretto Sport-entered car at the penultimate service, which finally allowed machine and tyre to work in unison.

With the handling of the 207

transformed, Basso had the confidence to outgun Bouffier by 2.6 seconds through the 12.38 miles of Colle Langan to restore his margin to a seemingly healthy 20.0s. Then an erroneous split time through Passo Teglia prompted Basso to ease off ever so slightly. Bouffier blitzed the run by 13.0s to slash the gap to 7s heading to the final Colle d'Oggia 12.88-miler.

By this point, Bouffier was firmly in the ascendancy with an unwavering belief that 7s was no

advantage at all. He set off, flat out, only to come unstuck around the four-mile mark when he punctured a front-right tyre, leaving ex-Abarth factory driver Basso unchallenged for victory on his ERC return.

Paolo Andreucci is the other reason why Basso shouldn't have triumphed. The multiple Italian champion took full advantage of Bouffier's mistake on Friday to snatch the lead, which he'd grown to 25.6s before a rare error 2.5 miles into Saturday's third stage left his 207 with damage to its left-rear corner. Irishman Craig Breen never found his true form and went out after bashing his Peugeot's suspension on Friday night.

● Graham Lister

RESULTS

1 Giandomenico Basso/Mitia Dotta (Peugeot 207 S2000), 2h37m37.3s; 2 Esapekka Lappi/Janne Ferm (Skoda Fabia Super 2000), +1m43.0s; 3 Alessandro Perico/Fabrizio Carrara (Peugeot); 4 Bryan Bouffier/Xavier Panseri (Peugeot); 5 Stefano Albertini/Simone Scattolin (Peugeot); 6 Paolo Andreucci/Anna Andreucci (Peugeot). **Points** 1 Jan Kopecky, 287; 2 Bouffier, 149; 3 Craig Breen, 123; 4 Francois Delecour, 75; 5 Andreas Aigner, 57; 6 Kajetan Kajetanowicz, 50.



Owen (right) side-by-side with Wood

V8 DEVELOPMENT SERIES BATHURST (AUS), OCTOBER 11-12 RD 6/7

Owen tames the Mountain twice

STEVE OWEN DOMINATED BOTH RACES at Mount Panorama, the two-time series champion hauling himself into the top six of the points as a result.

Owen's MW Motorsport Ford team-mate Dale Wood beat him to the first corner in the opener, but thereafter Owen was uncatchable, running away to a four-second lead.

In the second race, Owen edged points leader Wood in another Falcon one-two, with Jack Perkins the best Holden performer in third.

Casey Stoner struggled in race one, but after set-up changes between encounters he ran with the top six in the second until he tagged a wall late in the race. Stoner has one more

meeting at Homebush in December until he retires from full-time racing.

Wood holds a commanding lead in the series ahead of Ash Walsh and Andrew Jones.

● Phil Branagan

RESULTS

Race 1 1 Steve Owen (Ford Falcon FG), 13 laps in 30m45.779s; 2 Dale Wood (Ford), +0.882s; 3 Jack Perkins (Holden Commodore VE II); 4 Taz Douglas (Ford); 5 Andrew Jones (Holden); 6 George Miedecke (Ford). **Race 2 1 Owen**, 12 laps in 30m23.598s; 2 Wood, +0.472s; 3 Perkins; 4 Ash Walsh (Ford); 5 Drew Russell (Ford); 6 Douglas. **Points** 1 Wood, 1586; 2 Walsh, 1358; 3 Jones, 1194; 4 Perkins, 1146; 5 Miedecke, 1090; 6 Owen, 1027.

FORMULA RENAULT NEC ZANDVOORT (NL), OCTOBER 12-13 RD 7/7

Parry crowned, but Rowland's double

BRITISH YOUNGSTERS CAME, SAW and conquered at Zandvoort as guesting Formula Renault Eurocup title contender Oliver Rowland won both races easily and Matt Parry sealed the NEC crown.

Rowland's driving, which twice netted him pole and victory (his wet race-two win coming by 14s) meant Jack Aitken, who needed a miracle to have any realistic chance of beating Fortec team-mate Parry to the title, was always on the back foot.

Parry's fourth place in race one settled things, so his race-two retirement after a tangle with Mark Burdett Motorsport driver Raoul Owens proved irrelevant.

Local hero Steijn Schothorst (Josef Kaufmann Racing) and Russian Roman Mavlanov (RC Formula) each took a second place, while recent Fortec Formula 3 graduate Alfonso Celis was third in race two. Floods meant race three was cancelled.

RESULTS

Race 1 1 Oliver Rowland, 14 laps in 26m01.011s; 2 Steijn Schothorst, +1.538s; 3 Andrea Pizzitola; 4 Matt Parry; 5 Jack Aitken; 6 Dennis Olsen. **Race 2 1 Rowland**, 11 laps in 26m02.202s; 2 Roman Mavlanov, +14.652s; 3 Alfonso Celis; 4 Aitken; 5 Olsen; 6 Schothorst. **Points** 1 Parry, 289; 2 Aitken, 230; 3 Olsen, 211; 4 Rowland, 208; 5 Schothorst, 202; 6 Pizzitola, 190.

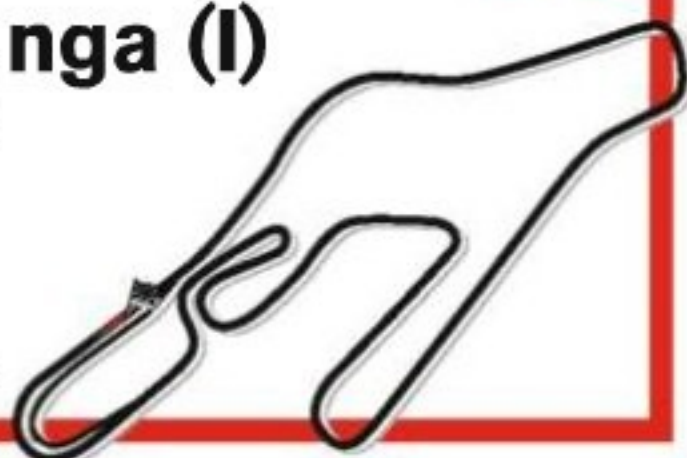


Rowland cruised it
in Manor MP car

Superstars Vallelunga (I)

October 13

Round 8/8



RESULTS

RACE 1: 16 LAPS, 40.61 MILES

1	GIOVANNI BERTON (I)	27m39.604s
	Team Dinamic BMW M3 E92; Grid: 1st-1m41.082s	
2	MAX MUGELLI (I)	+3.268s
	Team Dinamic BMW M3 E92; Grid: 3rd-1m41.592s	
3	GIANNI MORBIDELLI (I)	+6.934s
	Audi Sport Italia Audi RS5; Grid: 2nd-1m41.300s	
4	ANDREA LARINI (I)	+11.908s
	Audi Sport Italia Audi RS5; Grid: 6th-1m41.809s	
5	VITANTONIO LIUZZI (I)	+22.776s
	Romeo Ferraris Mercedes AMG C63; Grid: 5th-1m41.795s	
6	DOMENICO SCHIATTARELLA (I)	+28.641s
	Solaris Motorsport Chevrolet Lumina; Grid: 8th-1m43.183s	
7	FRANCESCO SINI (I)	+29.770s
	Solaris Motorsport Chevrolet Camaro; Grid: 7th-1m42.708s	
8	MAURO TRENTIN (I)	+36.203s
	Team Dinamic BMW M3 E92; Grid: 10th-1m43.856s	
9	FRANCESCO ASCANI (I)	+1m05.837s
	Todi Corse BMW M3 E90; Grid: 11th-1m44.580s	
10	THOMAS BIAGI (I)	15 laps-DNF
	Romeo Ferraris Mercedes AMG C63; Grid: 4th-1m41.638s	

Winners' average speed: 88.10mph. Fastest lap: Morbidelli, 1m42.405s, 89.23mph.

RACE 2: 16 LAPS, 40.61 MILES

1	LARINI	27m53.960s
	Audi; Grid: 5th	
2	BERTON	+0.467s
	BMW; Grid: 8th	
3	SINI	+3.270s
	Chevrolet; Grid: 2nd	
4	LIUZZI	+4.427s
	Mercedes; Grid: 4th	
5	MUGELLI	+5.259s
	BMW; Grid: 7th	
6	BIAGI	+6.040s
	BMW; Grid: 10th	
7	MORBIDELLI	+15.133s
	Audi; Grid: 6th	
8	TRENTIN	+19.862s
	BMW; Grid: 1st	
9	ASCANI	+20.670s
	BMW; Grid: 9th	
10	MARIO BUSCEMI (I)	10 laps-DNF
	Todi Corse BMW 550i; Grid: 11th	

Winners' average speed: 87.34mph. Fastest lap: Morbidelli, 1m42.408s, 89.23mph.

CHAMPIONSHIP

1	MORBIDELLI	232	6	MUGELLI	98
2	BERTON	190	7	SINI	76
3	LIUZZI	189	8	BACCI	66
4	BIAGI	188	9	TRENTIN	57
5	FERRARA	127	10	LARINI	44

TEAMS

1	ROMEO FERRARIS	377	4	ROMA RACING TEAM	127
2	AUDI SPORT ITALIA	327	5	CAAL RACING	100
3	TEAM DINAMIC	293	6	SOLARIS MOTORSPORT	92

POINTS SYSTEM EXPLAINED

In each race: 20-15-12-10-8-6-4-3-2-1 to top 10. 1 for pole; 1 for fastest lap; 1 for starting



Larini returned,
and won...

FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX



Morbidelli took title,
despite not winning
either race

Morbidelli champ, but he can't stop Berton

GIANNI MORBIDELLI DIDN'T NEED TO WIN EITHER of the two Superstars International Series races at Vallelunga to seal the championship.

In fact, he didn't even need to finish third in race one. Having come into the round with a handy 33-point lead over Thomas Biagi, Morbidelli only needed to finish the first race within a couple of spots of his rival to seal Audi's second drivers' title in as many years.

And by the end of qualifying, it was clear that the goal was more than achievable. Despite being knocked off the top spot by the Dinamic BMW of Giovanni Berton in the dying seconds of the session, Morbidelli looked relaxed and happy on Saturday evening. He was second, Biagi was back in fourth, and things were looking up.

Even when he was swamped by the field on the run to Turn 1 in the first race, and found himself behind the significantly more powerful Romeo Ferraris Mercedes pairing of Biagi and Vitantonio Liuzzi, Morbidelli didn't seem at all panicked. He calmly picked off Liuzzi a few laps in, then set about putting pressure on Biagi, knowing that even as things stood, with Biagi in third and Morbidelli in fourth, the title would be his.

In the end, just to make things a little more dramatic, Morbidelli wound up third anyway. With a lap to go, gearbox problems struck Biagi's C63, slowing it to a halt. It confirmed the inevitable: Morbidelli was the champion. It didn't matter that he had been thrashed by Dinamic duo Berton and Max Mugelli; that place was enough.

"I feel good," he said, walking off the podium. "The team gave me a car that not only performed so well, but was so reliable. You have to have a reliable car to fight for a championship, so I have to thank the team for what they did."

That reliability didn't quite extend to the end of race two. An issue with the RS5's brakes cost Morbidelli a podium, dropping him to seventh.

Not that it mattered.

While the weekend belonged to Morbidelli, it was Berton who was the star performer. For the first time in his short Superstars career, he was

racing at a circuit for the second time. And it showed, particularly when Berton pulled out an almighty last-minute lap to grab pole.

Starting from the front, with team-mate Mugelli alongside, Berton made light work of race one, leading every lap. He then backed that up with a storming drive in race two, working his way from eighth on the grid, at a circuit on which it is notoriously tough to overtake, to finish second. Had the race been even one lap longer, he probably would have won.

The points haul was even enough to give him an unlikely second-place finish in the championship.

"At the start of the season I didn't think that second was possible, so it's incredible," said Berton. "It's my first full season, so second is very good. "This track really suits the BMW. I had some understeer on entry and some oversteer on exit, especially in race two, but the car was good enough."

With Berton falling just short in race two, Andrea Larini took his second Superstars win. Having not raced since his deal with the Ferlito Jaguar squad went south after the third round in June, Larini showed up in the second Audi Sport Italia RS5 and was immediately on the pace. After beating Liuzzi to fourth in race one, Larini somewhat aggressively forced his way into the race two lead, ultimately holding on to take his first win since Mugello, more than a year ago.



Berton won
to pass Biagi
in points

IN THE PADDOCK

Andrew
van Leeuwen

RELIABILITY, CONSISTENCY AND A LITTLE BIT OF luck are crucial ingredients when it comes to winning a championship – and for Gianni Morbidelli's title year they've all been there.

Reliability, in particular, was something that Audi Sport Italia had to deliver for Morbidelli. Last season – the first with the RS5 – was littered with retirements, usually transmission-related, and it cost Gianni a proper shot at the title. This season he had just one DNF, race one at the Slovakia Ring.

Consistency is another box that Morbidelli ticked. Even during the first part of the season, where the Audi was hardly a rocket, Morbidelli kept plugging away. He didn't do anything stupid, he just kept things clean, kept the points ticking over and waited for things to turn around. As he described it himself: "I think I had a great season, without mistakes, so I can be proud of my job."

As for the luck, well, it's hard to look past the rain at Imola. Had that meeting been dry, the Mercs would have been darned hard to beat, and Morbidelli probably would have had a lot more to do at Vallelunga.

The final ingredient required to win a championship is, of course, speed. And even at 45 years of age, Morbidelli's class can't be questioned.

That's why he is a deserving Superstars champion in every single way.



REMEMBER WHEN



...Gianni Morbidelli was first crowned Superstars champion? It was at Vallelunga in 2007, with a round to spare, when he took the title in an Audi Sport Italia RS4.

Morbidelli: 2013 title is my best yet

NEWLY-CROWNED SUPERSTARS CHAMPION

Gianni Morbidelli said that this is the most satisfying of his four title-winning seasons in the series.

To win his fourth crown, the one-time Formula 1 podium finisher had to overcome a slow start to the season, which left him languishing winless and fifth in the points after six races.

He then staged a dramatic comeback that included four wins in a row to take the crown at Vallelunga, an accomplishment he says he is very proud of.

"I always thought I could win the title, because from the beginning I had this goal, this target," he told AUTOSPORT.

"Even if I knew it wouldn't be simple, I wanted it. After a few races I realised it was going to be even more complicated than I thought, especially after a couple of bad results early in the season, where we lost a lot of points.

"After that I said to the team and to myself, 'Listen, now we have to push, and push to win. We can only win races.' And we started to do that.



"This is the best one I've won, because the level of the championship has lifted. And after the first part of the season was so difficult, it's very satisfying. I had to make up something like 53 points in the middle of the championship, so I can be satisfied."

German plan
for next season

SUPERSTARS IS PLANNING TWO ROUNDS

in Germany next season, AUTOSPORT can reveal.

Series boss Vincenzo Lamaro said that next year's eight-round schedule will include two trips to yet-to-be-revealed German circuits, with the rest of the venues likely to come from tracks used this season.

"The calendar will be eight events, and I would like to say it will be quite similar to this year," he said. "And two of the races will be in Germany, together with the ADAC GT Masters package."

The last time the series visited Germany was at Hockenheim in 2009.

AUTOSPORT understands that a new race format is currently being developed, with a single, 35-minute race one of the options being considered by organisers to replace the current double-header system.

There is also likely to be a new class added to Superstars, with paddock rumours suggesting it would cater for two-litre, turbocharged four-wheel-drive cars, such as the Mercedes AMG A45.

That would open the door for the 'primary' class to be restricted to rear-wheel-drive cars, which would force Audi to drop the 'quattro' system in its all-conquering RS5, which has won the last two titles in the hands of Johan Kristoffersson (2012) and Gianni Morbidelli (this year).



SCHOFFLER TAKES GT CROWN

Thomas Schoffler sealed the Superstars GT Sprint title at Vallelunga, despite the MTM Audi driver being outclassed by Ferrari crews. Paolo Ruberti/Lorenzo Case, of Scuderia Baldini (above), won race one, with Raffaele Giammaria/Sergey Chukanov taking race two in their Team Ukraine 458 Italia.

CAMARO MAKES PODIUM AGAIN

Francesco Sini took his Solaris Chevrolet Camaro to its second podium of the season at Vallelunga with a third place in race two. Built from scratch at the start of the season, the Camaro's first podium only came in the penultimate round at Imola, where Sini was also third.

FERRARA MISSES VALLELUNGA

Luigi Ferrara was forced to sit out the Vallelunga round thanks to a budget shortfall. He was replaced at the Roma Racing Mercedes squad by Giuseppe Cipriani, who subsequently failed to start either race after suffering an engine failure in qualifying.

BERTON HOPES FOR NEW DEAL

Giovanni Berton says he is hoping to put a deal together to stick with BMW Team Dinamic for next year's Superstars campaign. "I think it's 90 per cent that I will stay in Superstars, and with Dinamic, but I don't know for sure just yet," he told AUTOSPORT.

MUGELLI NETS SEASON HIGH

Second place in race one at Vallelunga was Max Mugelli's best finish of the season. The Team Dinamic BMW driver's only other podium in 2013 came in race two at Donington Park in September.

EURO F3

Vallelunga (I)

October 12-13

Round 9/10

RESULTS

RACE 1: 24 LAPS, 60.92 MILES

1	RAFFAELE MARCIELLO (I)	36m08.051s
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 1st-1m29.564s	
2	ALEXANDER SIMS (GB)	+1.053s
	T-Sport Dallara-Nissan F312; Qualifying: 2nd-1m29.648s	
3	ALEX LYNN (GB)	+2.195s
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 3rd-1m29.689s	
4	DANIIL KVIAT (RUS)	+7.437s
	Carlin Dallara-Volkswagen F312; Qualifying: 4th-1m29.710s	
5	EDDIE CHEEVER (I)	+14.104s
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 6th-1m29.769s	
6	PIPO DERANI (BR)	+18.105s
	Fortec Motorsport Dallara-Mercedes F312; Qualifying: 7th-1m29.856s	
7	LUCAS AUER (A)	+18.806s
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 9th-1m30.057s	
8	SVEN MULLER (D)	+19.333s
	Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 12th-1m30.104s	
9	ANTONIO GIOVINAZZI (I)	+21.119s
	Double R Racing Dallara-Mercedes F312; Qualifying: 10th-1m30.087s	
10	FELIX ROSENQVIST (S)	+22.122s
	Mücke Motorsport Dallara-Mercedes F312; Qualifying: 27th-1m31.951s	

Winner's average speed: 101.15mph. Fastest lap: Lynn, 1m29.666s, 101.91mph.

RACE 2: 22 LAPS, 55.84 MILES

1	LYNN	35m18.375s
	Qualifying: 1st-1m29.794s	
2	SIMS	+5.034s
	Qualifying: 4th-1m29.849s	
3	KVIAT	+6.912s
	Qualifying: 3rd-1m29.819s	
4	CHEEVER	+7.834s
	Qualifying: 5th-1m29.927s	
5	AUER	+9.095s
	Qualifying: 9th-1m30.088s	
6	DERANI	+11.456s
	Qualifying: 6th-1m29.927s	
7	GIOVINAZZI	+12.022s
	Qualifying: 11th-1m30.259s	
8	MULLER	+13.034s
	Qualifying: 15th-1m30.365s	
9	ROSENQVIST	+15.645s
	Qualifying: 27th-1m41.785s	
10	JOHN BRYANT-MEISNER (S)	+17.872s
	Fortec Motorsport Dallara-Mercedes F312; Qualifying: 10th-1m30.207s	

Winner's average speed: 94.90mph. Fastest lap: Lynn, 1m29.331s, 102.29mph.

RACE 3: 22 LAPS, 55.84 MILES

1	MARCIELLO	35m30.649s
	Qualifying: 1st-1m29.329s	
2	DERANI	+3.955s
	Qualifying: 2nd-1m29.465s	
3	SIMS	+4.696s
	Qualifying: 4th-1m29.478s	
4	LYNN	+6.849s
	Qualifying: 5th-1m29.488s	
5	JORDAN KING (GB)	+15.901s
	Carlin Dallara-Volkswagen F312; Qualifying: 6th-1m29.514s	
6	ROSENQVIST	+16.788s
	Qualifying: 13th-1m29.878s	
7	KVIAT	+19.801s
	Qualifying: 8th-1m29.608s	
8	HARRY TINCKNELL (GB)	+23.079s
	Carlin Dallara-Volkswagen F312; Qualifying: 11th-1m29.721s	
9	DENNIS VAN DE LAAR (NL)	+23.630s
	Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 14th-1m29.913s	
10	MICHAEL LEWIS (USA)	+25.105s
	Mücke Motorsport Dallara-Mercedes F312; Qualifying: 17th-1m30.000s	

Winner's average speed: 94.35mph. Fastest lap: Sims, 1m29.870s, 101.68mph.

CHAMPIONSHIP

1	MARCIELLO	434.5	6	KING	162
2	ROSENQVIST	389	7	BLOMQUIST	138.5
3	LYNN	305.5	8	DERANI	137
4	AUER	247	9	SIMS	112
5	TINCKNELL	197	10	SERRALLES	104

POINTS SYSTEM EXPLAINED In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX



Marciello gets away
from Sims, Lynn,
Kvyat and Cheever

Magic man Marciello conjures up a double

THEIR T-SHIRTS PROCLAIMED 'LELLO IS MAGIC!!' and they were making a lot of noise in Vallelunga's crumbling, charismatic, concrete main grandstand. The Raffaele Marciello Fan Club was out in force, and their man 'Lello' was under pressure...

After all, last time out at Zandvoort, Marciello had indeed proven his magic skills; his audience had gasped in awe as he somehow conjured a disappearance of his own 72-and-a-half-point championship lead thanks to a couple of catastrophic mistakes. At Vallelunga, he tried the old vanishing-in-smoke trick at the start of race two; the rear end of his Prema Powerteam Dallara-Mercedes was wreathed in a white cloud thanks to an airbox fire, the result of 'Lello' stalling on the grid and firing it up again, igniting fuel in the system.

But the other two races went much more to plan. This time it was title rival Felix Rosenqvist's turn to make a critical mistake. In first qualifying, the Swede ran wide onto the 'sausage' kerbs at the exit of the left-handed part of the esses behind the paddock. That broke the suspension front and rear before he had even set a representative lap time, and meant he would start the first two races from last place on the grid. The Mücke Motorsport guys made a hasty repair for second qualifying, but it still wasn't quite right and Rosenqvist would be 13th on the grid for the finale. His best result would be a sixth.

This, therefore, was Ferrari junior Marciello's big chance. Not surprisingly, bearing in mind the testing mileage accumulated here by the team in

the past, Prema had its cars absolutely nailed. He took pole for races one and three, only losing out to team-mate Alex Lynn for the second.

Marciello had it tough on the first lap in the two races in which he actually got away from the grid. In the first, Alexander Sims and Lynn twice made it three-abreast in the early corners.

Sims kept the pressure on throughout, describing the race as "relentless. Fair play to Raffaele — he defended perfectly. And I knew if I didn't attack him, Alex would get me."

With Marciello out of the way in race two, poleman Lynn scampered away from Sims. Such was the straight-line speed of Sims's ThreeBond/Nissan-powered Dallara in race one that Lynn had two degrees taken out of his rear wing in order to better fend off any threat. Sims was running old tyres in this race, and fending off Daniil Kvyat, who like Lynn had two fresh Hankooks and again looked the most competitive of the Carlin runners during the weekend. That left Lynn to enjoy a race he described as reminiscent of his Formula Renault UK title-winning season in 2011.

A new threat emerged to Marciello in the final race: Pipo Derani. The Brazilian continued his recent good form and, after going second on the grid for race three, elected to use all four of his remaining fresh tyres for this race, while Marciello had only two left from his allocation.

On a mission, the Fortec Motorsport driver did a tyre-smoking outside pass on Marciello into the Cimini double-right (think Croft's Sunny in a better climate), but lost out again at the next corner. Derani said the safety car boards were out when Marciello went by, and 'Lello' himself admitted he had to radio to Prema to ask if he should give the place back, and that the stewards said no.

Derani and Fortec were furious, but there was no TV angle that showed it, no official's report, nothing.

Marciello could breathe easily, but on the eve of the Hockenheim finale, despite his 45.5-point advantage, he knows the magic can still work both ways. "I have already taught a good lesson in how to lose points!" he joked.



Lynn won
race two

IN THE PADDOCK

Marcus Simmons



DID RAFFAELE MARCIELLO PASS PIPO DERANI under the safety car boards? The man himself couldn't even say for sure, but Derani – who reckoned he could have staved off the Italian had he kept the lead at this point – is convinced that he did.

We'll probably never really know.

But the other question is: why was the safety car called so quickly in the first place? It seemed like a trigger-finger response to two cars flying over the grass. They were so far out of harm's way that next time it wouldn't be a surprise if they put the race under caution to move some of the spectators' cars in the adjacent fields.

Valllunga is a 90-second lap, with plenty of breathing space to take stock before calling a caution. It's not a 20-second oval hemmed in by walls.

Mind you, Derani's Fortec team-mate Felix Serralles would tell you that it can bite. The Puerto Rican was quick, but here's a guy who just can't buy a break, and crashed out of all three races.

It's painful to watch, and painful for him too, not just metaphorically. There was a clash with Daniil Kvyat in race one while dicing for fourth, and two in race three with Alex Lynn and Lucas Auer while scrapping for third. But the cruncher was a tangle with Dennis van de Laar in the middle race that launched him onto two wheels and back to earth with a bump, flaring up his ongoing back problem. "It hurts, and I have to get it checked tomorrow," he grimaced.



Derani thought safety car cost him victory

Rosenqvist in 'sausage' strife

FELIX ROSENQVIST CHARGED INTO THE

points in all three races at Valllunga, but his title hopes took a huge hit thanks to his qualifying mistake on the ferocious 'sausage' kerbing.

The late addition of Valllunga to the Euro F3 calendar was slightly controversial, in that Prema Powerteam and EuroInternational had already tested there for two days this season. Usually, testing is banned on any circuit where there is a subsequent race weekend.

Although Rosenqvist was slightly disappointed with the form of his Mücke Motorsport car even before the incident, technical chief Peter Fluckiger reckoned the Swede was easily quick enough for the top three or four – and this was backed up by his race fastest laps.

"OK this is not our strongest track, but I would not say we are struggling," said Fluckiger.

Prema, which clinched the teams' title with Lynn's win in race two, certainly took advantage of its 'gift' of this circuit being added to the calendar, and team boss Rene Rosin reckoned a 1-2-3-4 was on for the team in qualifying.

While Raffaele Marciello and Lynn took a clean sweep of the poles and wins, the team's Eddie Cheever made a vast improvement to take fourth and fifth places. Only Lucas Auer had a disappointing time, losing big ground in his fight with Lynn for third in the points in a weekend that started to go wrong when he hit traffic in qualifying.



Mücke flat-out between qualifying sessions



JB-M ran well in midfield

BRYANT-MEISNER'S DEBUT POINTS

Swede John Bryant-Meisner scored points on his European F3 debut with Fortec Motorsport. The German F3 Cup graduate's best race was the second, in which he qualified and finished 10th. "I'm still adapting," he said. "The Hankook tyres are so different to what I'm used to – you can put so much load on them."

NO ACTION ON 'SLOW' MARCIELLO

The European F3 title fight got slightly niggly on Saturday when Felix Rosenqvist's Mücke team asked officials to investigate Raffaele Marciello slowing significantly in second qualifying, claiming that the Italian delayed his title rival. Mücke said the lap could have put Rosenqvist in the top five, although the Swede didn't seem too bothered. No action was taken.

KVYAT BY THE RULE OF THUMB

Red Bull junior Daniil Kvyat raced on Sunday with his left thumb strapped up after a clash with Felix Serralles on his way to fourth in the opening race. The Carlin man was the only one of the team's drivers to take a podium this weekend. "I've got some pain but I was able to finish the races," he said.

COLETTI TIPPED FOR F3 COMEBACK

EuroInternational could run a second car alongside Tom Blomqvist at this weekend's Hockenheim finale. Team boss Antonio Ferrari told AUTOSPORT that his squad has a driver to replace Fortec-bound Blomqvist for the Macau Grand Prix, and that the new recruit needs to contest an F3 race to qualify for the Far East. GP2 ace Stefano Coletti is tipped for the seat.

RENAULT AND MUGEN IN F3 LINKS

As many as six engines could compete in European F3 in 2014, the first year run to new FIA rules. As well as Mercedes and Volkswagen, sources indicate that Renault, Mugen, ThreeBond/Nissan and British builder Neil Brown are working on projects.

Sims bows out with triple podium

ALEXANDER SIMS GOT CLOSER THAN EVER

to taking a victory for the T-Sport team and its ThreeBond/Nissan-powered Dallaras.

Sims was the only driver on the podium for all three races at Valllunga, put constant pressure on Raffaele Marciello in the first, and set fastest lap in the third.

It was a massive turnaround from last time out at Zandvoort, and it was not just reflected in Sims's pace: team-mate Spike Goddard put in comfortably his best qualifying performance to date to line up for race two in 12th place, which is pretty much where Sims started at the Dutch circuit.

The McLaren GT works driver laid the foundations with a strong qualifying. "It's a bit of a shame – and I guess it's the same for the others – but if there'd been two or three clear laps without the red flags I could have had the measure of everybody," he said. "I'm not having to push like an idiot to find time!

"The team have put in a great effort and this is exactly where they should be," added the 2008 McLaren AUTOSPORT BRDC Award winner. "They can be winning races; it was just my qualifying that scuppered it,



Sims got plenty of champs

but that's the way it goes."

Sims, who was initially 'cup-tied' by McLaren GT commitments for this weekend's Hockenheim finale, looks set to be replaced in Germany by GP3 ace Kevin Korjus. The Estonian contested one day of last month's test at the track, and needs to compete in one F3 event to qualify for the Macau Grand Prix, where he will join Double R Racing.

BIG NUMBER

30

Number of years since FIA European F3 last visited Valllunga. Local hero Emanuele Pirro was the winner on that occasion in his Ralt-Alfa Romeo.



V8 Supercars Bathurst 1000 (AUS)

October 13

Round 11/14



RESULTS

161 LAPS, 621.55 MILES

1	MARK WINTERBOTTOM (AUS)/STEVEN RICHARDS (NZ)	Ford Performance Racing Ford Falcon FG (Q2-2m08.076s)	6h11m27.932s
2	JAMIE WHINCUP (AUS)/PAUL DUMBRELL (AUS)	Triple Eight Racing Holden Commodore VF (Q1-2m07.883s)	+0.474s
3	CRAIG LOWNDES (AUS)/WARREN LUFF (AUS)	Triple Eight Racing Holden Commodore VF (Q6-2m08.964s)	+6.237s
4	GARTH TANDER (AUS)/NICK PERCAT (AUS)	Holden Racing Team Holden Commodore VF (Q11-2m08.638s)	+7.097s
5	JASON BRIGHT (AUS)/ANDREW JONES (AUS)	Brad Jones Racing Holden Commodore VF (Q3-2m08.276s)	+14.136s
6	SCOTT PYE (AUS)/PAUL MORRIS (AUS)	Lucas Dumbrell Motorsport Holden Commodore VF (Q22-2m09.343s)	+20.254s
7	WILL DAVISON (AUS)/STEVE OWEN (AUS)	Ford Performance Racing Ford Falcon FG (Q7-2m09.002s)	+29.265s
8	SCOTT MCLAUGHLIN (NZ)/JACK PERKINS (AUS)	Garry Rogers Motorsport Holden Commodore VF (Q8-2m09.193s)	+43.341s
9	DAVID REYNOLDS (AUS)/DEAN CANTO (AUS)	Rod Nash Racing/FPR Ford Falcon FG (Q9-2m09.243s)	+46.067s
10	ANDY PRIAULX (GB)/MATTIAS EKSTROM (S)	Triple Eight Racing Holden Commodore VF (Q18-2m09.000s)	+48.278s
11	SHANE VAN GISBERGEN (NZ)/JEROEN BLEEKEMOLEN (NL)	Tekno Autosports Holden Commodore VF (Q4-2m08.280s)	+50.474s
12	JONATHAN WEBB (AUS)/MARC LIEB (D)	Tekno Autosports Holden Commodore VF (Q20-2m09.135s)	+50.854s
13	ALEX DAVISON (AUS)/JOHN MCINTYRE (NZ)	Charlie Schwerkolt Racing/FPR (Q26-2m09.667s)	+51.194s
14	LEE HOLDSWORTH (AUS)/CRAIG BAIRD (NZ)	Erebus Motorsport Mercedes E63 AMG (Q12-2m08.638s)	+54.182s
15	TIM BLANCHARD (AUS)/ASH WALSH (AUS)	Dick Johnson Racing Ford Falcon FG (Q21-2m09.191s)	+1m12.7342s
16	FABIAN COULTHARD (NZ)/LUKE YOULDEN (AUS)	Brad Jones Racing Holden Commodore VF (Q14-2m08.897s)	+1m14.124s
17	RUSSELL INGALL (AUS)/RYAN BRISCOE (AUS)	Walkinshaw Racing Holden Commodore VF (Q25-2m09.594s)	+1m35.380s
18	JAMES MOFFAT (AUS)/TAZ DOUGLAS (AUS)	Nissan Motorsport (Kelly) Nissan Altima L33 (Q19-2m09.103s)	+1m41.734s
19	RICK KELLY (AUS)/KARL REINDLER (AUS)	Nissan Motorsport (Kelly) Nissan Altima L33 (Q24-2m09.486s)	+1m43.662s
20	MARO ENGEL (D)/STEVEN JOHNSON (AUS)	Erebus Motorsport Mercedes E63 AMG (Q16-2m08.930s)	-1 lap
21	CHAZ MOSTERT (AUS)/DALE WOOD (AUS)	Dick Johnson Racing Ford Falcon FG (Q28-no time)	-5 laps
22	DAVID WALL (AUS)/CHRIS PITHER (NZ)	Britek Motorsport/BJR Holden Commodore VF (Q13-2m08.868s)	-5 laps
23	ALEXANDRE PREMAT (F)/GREG RITTER (AUS)	Garry Rogers Motorsport Holden Commodore VF (Q10-2m10.415s)	-7 laps
24	TONY D'ALBERTO (AUS)/JONNY REID (NZ)	Tony D'Alberto Racing Holden Commodore VF (Q15-2m08.883s)	-12 laps
25	MICHAEL CARUSO (AUS)/DANIEL GAUNT (NZ)	Nissan Motorsport (Kelly) Nissan Altima L33 (Q17-2m08.932s)	-14 laps
26	TIM SLADE (AUS)/ANDREW THOMPSON (AUS)	James Rosenberg Racing/Erebus Mercedes E63 AMG (Q29-no time)	-24 laps
R	DEAN FIORE (AUS)/MATT HALLIDAY (NZ)	Lucas Dumbrell Motorsport Holden Commodore VF (Q27-2m09.697s)	145 laps-gearbox
R	JAMES COURTNEY (AUS)/GREG MURPHY (NZ)	Holden Racing Team Holden Commodore VF (Q5-2m08.631s)	85 laps-accident
R	DAVID RUSSELL (AUS)/TODD KELLY (AUS)	Nissan Motorsport (Kelly) Nissan Altima L33 (Q23-2m09.346s)	20 laps-hit Kangaroo

Winners' average speed: 100.39mph. Fastest lap: Tander, 2m10.534s, 106.47mph.

CHAMPIONSHIP

1	WHINCUP	2423	6	BRIGHT	1937
2	LOWNDES	2309	7	TANDER	1920
3	WINTERBOTTOM	2281	8	COURTNEY	1909
4	W DAVISON	2242	9	MCLAUGHLIN	1778
5	COULTHARD	2015	10	WEBB	1527

POINTS SYSTEM EXPLAINED

300-276-258-240-222-204-192-180-168-156-144-138-132-126-120-114-108-102-96-90-84-78-72-66-60-54-48-42 to top 28 finishers (system varies for rounds of multiple races).



Winners celebrate

FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX



'Frosty' gets warm reception

MARK WINTERBOTTOM AND FORD PERFORMANCE Racing have taken more than their share of heartbreaks away from Mount Panorama, but all that was set aside when they won the 2013 Bathurst 1000 last weekend.

After losing positions at the start of the race from the front row, and after being set-up by co-driver Steven Richards, Winterbottom began his last stint of 25 laps with reigning champion (and title favourite) Jamie Whincup glued to his tail. There were no late-race safety cars and no respite, as Whincup threw everything he had at the Falcon in a bid to add another win to the four he already has. But Winterbottom prevailed, in spite of a last-lap challenge from the Triple Eight Holden – around the outside of the zero-margin-for-error Griffin's Bend – to take his first win, and Richards' third, by under half a second.

"In 2007, I made a little mistake and I wanted to pay the team back," said an emotional Winterbottom, referring to the moment he ran off the track while in contention to win.

"For 10 years I've been coming here. Actually, my first trip to the Mountain was when I was four years old. I just wanted to hold that trophy at some stage. To finally win it, the battle at the end, the way we did it, to do it with 'Richo' and to do it with FPR is just amazing. I am speechless, almost."

Richards won the race 14 years after back-to-back successes in 1998-'99 and the result was something of a redemption for FPR, the team set up by Ford and Prodrive a decade ago to take on

the domination of Holden. Time after time FPR has raced fast cars but snatched defeat from the jaws of victory, but its programme has been vindicated by this win.

It was a great recovery drive from Whincup, who so nearly won in spite of co-driver Paul Dumbrell twice running off the road under braking at the same point on the track.

"I thought I may as well have a crack," he said. "That's what Bathurst is all about. It's the biggest race of the year. I prefer to be in the fence having a go than just run second. I had a good go but Mark drove really well. I am happy I had a go; and happy we both played a straight bat. It was all fair deal."

Whincup's team-mates Craig Lowndes/Warren Luff were third, after a typical Lowndes charge late in the race that also involved Jason Bright and Garth Tander. Tander and Holden Racing Team co-driver Nick Percat were fourth after a late-race charge from the former, and Brad Jones Racing crew Bright/Andrew Jones finished fifth in a race run at record pace.

Despite the addition to the race of new makes of car for the first time in two decades, the first 13 places were filled by Fords and Holdens. The best of the new brands was the Erebus Mercedes of Lee Holdsworth/Craig Baird in 14th, ahead of the Nissans of James Moffat/Taz Douglas (18th) and Rick Kelly/Karl Reindler (19th).

Triple Eight managed to get three cars into the top 10 when DTM rivals Mattias Ekstrom and Andy Priaulx drove to 10th in their wildcard Commodore. The respective Audi and BMW factory drivers put aside their normal differences and both led the race, Ekstrom making one of the most impressive Bathurst debuts ever seen.

While the Triple Eight Holdens shone, HRT struggled, with Greg Murphy crashing the car he shared with James Courtney mid-race. So too did the Kelly Racing-run works Nissans; Todd Kelly was out early when co-driver David Russell had a crash and another Altima was delayed after repairs to its power-steering pump.

Winterbottom now looms as a threat to Whincup's ambitions to take yet another V8 Supercar title. 'Frosty' is something of a specialist at Surfers Paradise, which hosts the next round. If he drives as well as he did at Bathurst, Whincup may just have the fight of his life on his hands.

Priaulx/Ekstrom both led on the way to 10th



IN THE PADDOCK

Phil Branagan



Fuel became
a non-issue

THE FUEL CONTROVERSY THAT HAD ENGULFED V8 Supercar racing, and that led to teams being required to make a minimum number of pitstops for the first time, came to little more than nothing in a Bathurst 1000 decided by speed, rather than fuel economy.

After an uproar earlier in the season, when two Nissans and one Mercedes raced at Winton – on only one day out of two – on E70 fuel with a 70 per cent ethanol mix (rather than the usual 85 per cent) all teams were required to make a minimum of seven fuel stops at Bathurst. In the end, Jamie Whincup nearly won the race after making eight stops.

Mark Winterbottom and Whincup raced nose-to-tail at 10 tenths with both cars tuned for speed, rather than economy. In the end, fuel was not an issue; after two years in which the final stint was highlighted by engineers pleading with their drivers to save fuel, this race featured none of that.

The challenge now will be for Nissan and Mercedes – and Volvo Polestar, whose engines will be raced in S60s in the series next year – to match the fuel economy (and power and torque) numbers coming out of the Ford and Holden pushrod motors. Since the 'old school' V8s are designed for racing, and the three newer motors are based on production designs, that may prove impossible.

Otherwise, V8 Supercars may have to come up with some kind of revised parity mechanism – which is what the E70 fuel fiasco was meant to be in the first place.

“At The Chase there is a big TV and they kept panning to Richo. His nerves were my nerves. It was nail-biting stuff”

Mark Winterbottom makes light of watching television in the middle of a 180mph corner...

Reliability better than expected

FOR A RACE THAT IS SUPPOSED TO BE A CAR-breaker, the 2013 edition of the Bathurst 1000 proved to be something of a reliability run.

The initial technical package of V8 Supercars had been proven over nearly two decades of evolution, with similar pushrod engines from Ford and Holden joined to a common, Australian-built Holinger gearbox, and was refined to quite a point. The sight of a broken and steaming V8 Supercar being dragged to the side of the road by a frustrated driver was such a distant memory that reliability had largely ceased to be a pre-race consideration. The standard of preparation among the teams was such that most cars were capable of going the distance unless they hit something.

This year, it was different. At the start of the year the Car of The Future was introduced so, while the Holden and Ford teams went to Bathurst with proven engines, the new makes did not. To add to the intrigue, all the cars now feature a rear-mounted transaxle-style transmission, built by off-road specialist Albins. During the season, some teams have reported problems with the units, the specification of which has been upgraded on a number of occasions. As a result of races of no more than 310 miles in length during the build-up to Bathurst and V8 Supercars' rather draconian testing rules, nobody was absolutely certain that the cars would not encounter problems in the final third of the race.

When asked whether he was confident of the transmissions' reliability, none other than Triple Eight



Only three cars
failed to finish

Technical Director Ludovic Lacroix said: "Confident is not the word. Conscious, yes."

With his wildcard entry, 29 cars started the race. Over 600 miles later, 26 finished and two of those – David Russell hitting a kangaroo in his Nissan and Greg Murphy, by his own admission running wide and crashing his Holden Racing Team Holden – had nothing to do with reliability. Only Dean Fiore's DNF did.

Of the finishers, 19 cars finished on the lead lap and the race was won in a record time – though that was more to do with the lack of safety cars (two) than the race pace, on a track that is quite slow. For new cars with some new and relatively unproven parts, that is quite an achievement.



The Blue Oval will
stay in V8s – for now

Ford pledges V8 future – for now

FORD WILL CONTINUE TO PARTICIPATE IN V8 Supercars, even if its long-term future in the sport remains in doubt.

The company, which will cease manufacturing cars in Australia in 2016, confirmed at Bathurst that its relationship with Ford Performance Racing would continue next year. But neither the team nor Ford Australia president Bob Graziano would comment on the length of the new deal, leading to suggestions it is not committed beyond the end of 2014.

"We are pleased to continue our association with FPR," said Graziano. "We have always had a very strong and positive relationship with the team, its principals and its drivers, and we look forward to building on that."

Ford has had an official presence in V8 Supercars for 20 years, enjoying a duopoly with Holden until the series was opened up to new makes at the start of '13. Nissan now backs four cars in the series and Erebus Motorsport runs three Mercedes in a customer racing programme.

Volvo is due to enter the series next year when Garry Rogers Motorsport will race two S60 V8s.

NISSAN'S 12-HOUR PLAN

Nissan's Motorsport division NISMO despatched two Japan-based engineers down under on a reconnaissance mission for next February's Bathurst 12 Hours. Nissan has one GT-R entered for the race, with two-time Bathurst 1000 winner Rick Kelly the only driver nominated so far.

MILESTONE FOR 'RICHIO' CLAN

Steven Richards' third Bathurst win puts him four behind his legendary father, seven-time winner Jim, and the Richards clan one ahead of the Brock family in terms of overall wins.

LOWNDES WANTS EKI'S ENGINE

Craig Lowndes was so impressed with the engine used by Triple Eight's wildcard Holden at Bathurst, that he has requested it be installed in his Commodore for the upcoming Surfers Paradise round. Lowndes said he was unable to stay with team-mate Mattias Ekstrom on the Conrod straight.

LONGHURST HANGS UP HELMET

V8 Supercar legend Tony Longhurst has retired from racing at the age of 55. The 1988 and 2001 Bathurst 1000 winner, who has been racing in the V8 Utes class this season, fittingly drove his final race at Bathurst last weekend.

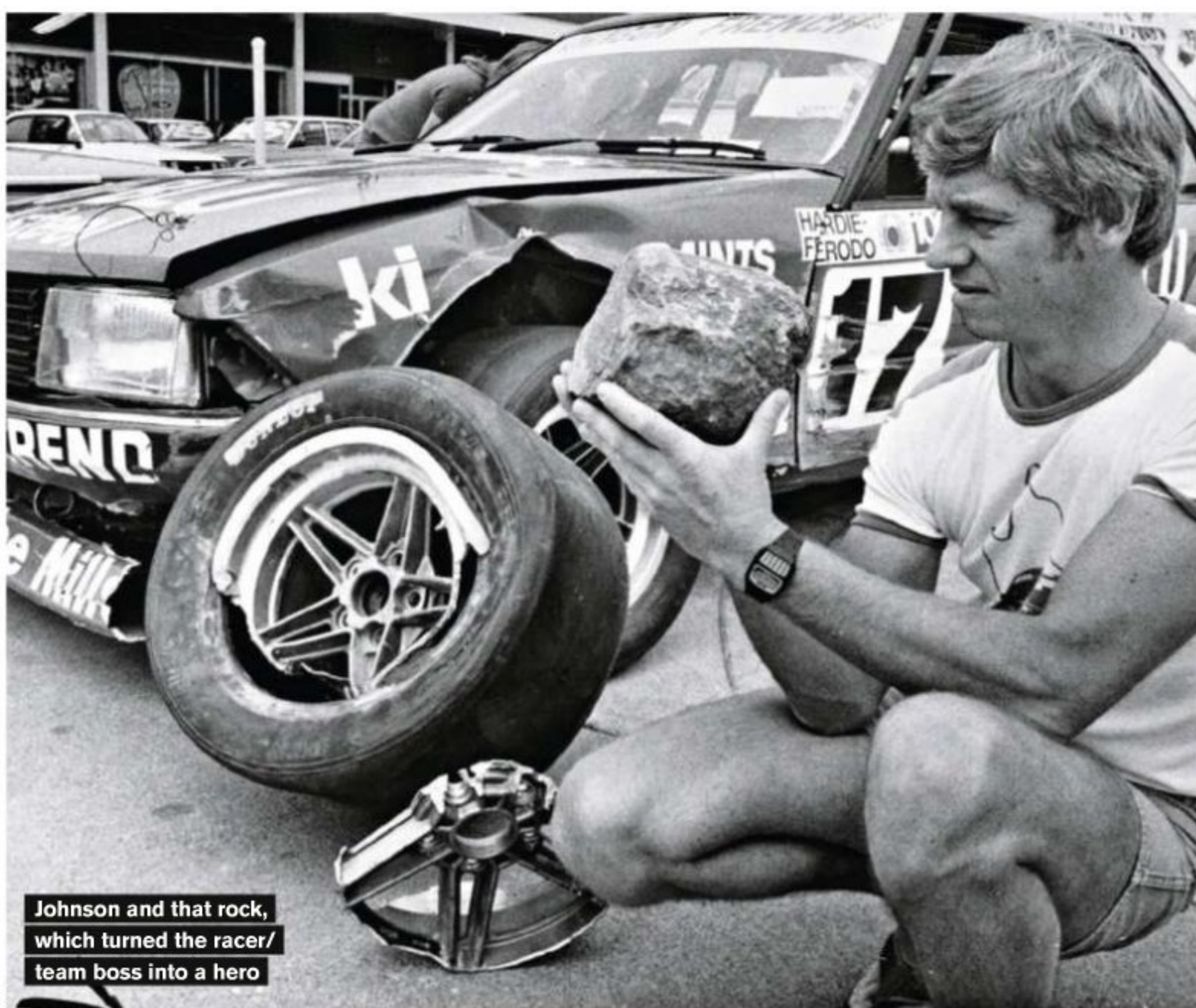
RETRO LIVERY FOR DJR

Thirty years after Dick Johnson crashed his Ford Falcon XE during the 1983 top-10 shoot-out, Dick Johnson Racing ran its FG racer in the same colour for rookie Chaz Mostert and co-driver Dale Wood (below). The car finished 21st.



MEMORIES OF BATHURST

As Australia's biggest race celebrates 50 years, **AUTOSPORT** asks some of the greats to pick out their recollections of racing at the mighty Mount Panorama



Johnson and that rock, which turned the racer/team boss into a hero

DICK JOHNSON Three-time winner

There were times when Johnson was arguably the fastest driver at the Mountain. He took three wins and ran his successful tin-top squad for years, but perhaps his most famous moment is one in which things didn't go so well.

"Things happen unexpectedly," says Johnson as he takes up the story of the 1980 event. "We were leading the race, and I was coming up to the Cutting and all of a sudden there was a rock on the road with a truck beside it. Unfortunately I hit the rock and wrecked the car."

"People started ringing [TV broadcaster] Channel 7 wanting to donate money to get us back on to the track, because we'd put a huge effort in – it was a privateer team. And not only that, but I'd stuck everything into it financially, including mortgaging my house."

"We ended up with enough money from what people donated to set us straight for the following year, and in 1981 we built a new car, won our first championship, and won Bathurst."

The question of where the rock had come from remained unanswered until someone contacted Johnson years later.

"A guy sent me an email saying, 'If you want to know the truth about the rock, give me a call! So I did."

"Apparently, he and his wife were sitting at that part of the racetrack and a couple of guys who had obviously been on the turps all night turned up and sat in front of them. One of them sat there with his head in his hands, and the other lay down with his head on a rock, and he was playing with another rock with his feet. Obviously he accidentally dislodged the rock and it rolled onto the track."

"That's something that couldn't happen today."

KLAUS LUDWIG 1987 polesitter

The year 1987 was a memorable one on the Mountain – mainly for all the wrong reasons. But amid all the allegations of cheating and skulduggery there were some major highlights for a Bathurst that was, uniquely, part of the World Touring Car Championship.

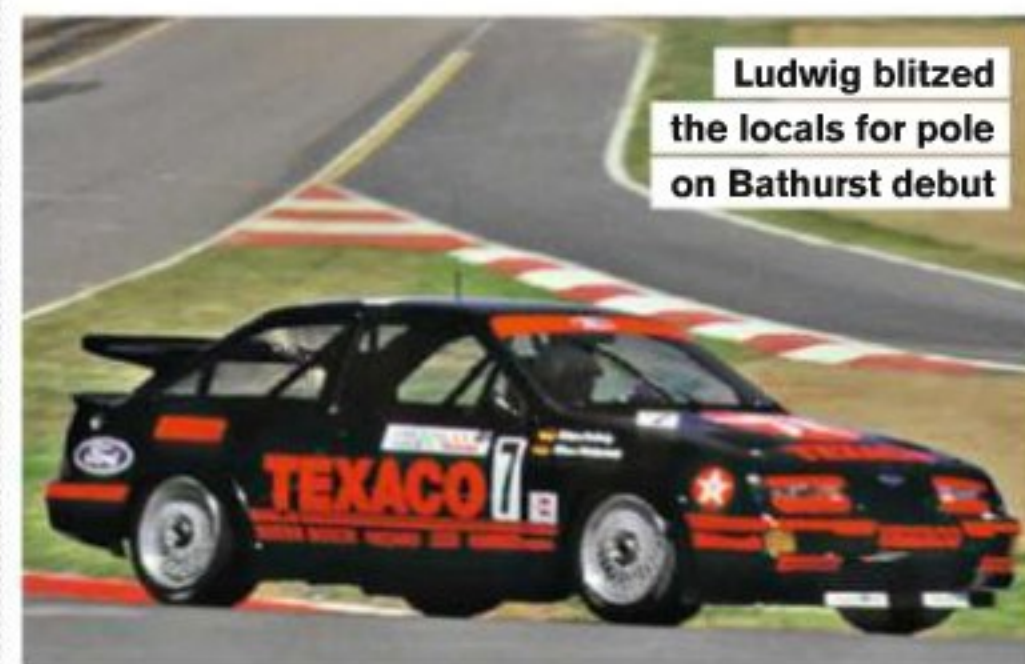
The champion manufacturer that year was Ford, so it was unsurprising that its factory team – run by Eggenberger Motorsport – took it to Australia's works outfits right from the get-go. Even so, Ludwig's pole lap was something of a revelation.

"That lap was something special," remembers the German, who was competing at Bathurst for the first and only time. "But the Sierra was terrific on the Pirelli qualifying tyres."

"The trouble was that the tyres could blister very easily, so you had to really be gentle on the warm-up lap, really go hard through the twisty bit on your qualifying lap, and then hang on through the final corners, because coming onto the Conrod straight, I could already feel I'd lost them. You were just praying to God that they didn't explode because the Sierra was quick down the Conrod. We were doing 280kph [over 170mph]."

Ludwig's 2m16.969s marker put the Sierra he shared with Klaus Niedzwiedz 1.5s clear of Andy Rouse's similar example. Even more astonishing was that the addition of 'The Chase', a chicane three-quarters of the way down the Conrod, was supposed to have slowed times by 4.5s, and yet this was faster than the previous year.

"The hero of the mountain, they called me," Ludwig says. "And I felt like it when they put the cars on the trucks and brought them into the centre of the town so the fans could see them. No beer cans thrown at us by the Holden fans, just people having a good time."



LAT ARCHIVE

JOHN FITZPATRICK

1976 winner

Fitzpatrick first made the trip to Bathurst to drive an Alfa Romeo 2000 GTV in 1975, but the chance to get in a potential race-winning car for the following season came courtesy of his friendship with Frank Gardner.

"Frank was leaving Holden to go to BMW," recalls Fitzpatrick. "He put my name forward as a replacement for his seat with Ron Hodgson, a big car dealer in Sydney. That's how I got the drive alongside Bob Morris for '76."

Fitz and Morris were leading the race in their Holden L34 Torana in the closing stages, only for an oil seal between the engine and the gearbox to fail in the final half hour.

"I had a slipping clutch and smoke was pouring out the back, but we had a fair bit of a lead and I managed to hang on," continues Fitz. "Bobby was crying in the pits, first with tears of fright and then tears of joy."

What has stuck in Fitzpatrick's mind, however, was the enthusiasm of the fans: "In those days you were either a General Motors man with Holden or a Ford man. There were no-go areas around the track where a Holden fan dared not venture and other places where a Ford fan couldn't go."

Fitz held on to win
with tearful Morris in
Ron Hodgson's Torana



CRAIG LOWNDES

Five-time winner

Lowndes is now a Bathurst legend, but on his first visit in 1994 he was just a rookie stepping up from Formula Ford.

"Going from Formula Ford to V8s for the enduros with the Holden Racing Team was a huge step up for me," he says. "Race day at Bathurst started with a wet warm-up session. Unfortunately at Turn 2, I slipped on some oil and I nosed it into the wall. We were able to get the car back to the pits and repaired for the start, but there was a bit of concern in the team, as the engine had run for about 30 seconds without oil pressure."

Nevertheless, Lowndes' race performance

showed the youngster had a big future in V8 tin-tops. "The race itself was amazing," he adds. "I wasn't supposed to be in the car at the finish, it was meant to be Brad Jones's job — but it actually turned into the start of my career."

"The move on [John] Bowe put me on the map, I guess. I didn't intend to do it, I was just having a look around the outside at Griffiths Bend, and I managed to get past. It was pretty amazing to lead the biggest race of my career to that point for one-and-a-half laps."

"I wound up losing the lead when a backmarker closed the door on me at Murray's Corner. With two or three laps to go the fuel light came on, so I backed off. I didn't know at the time that JB was in the same predicament."



STIRLING MOSS

Racing return at Bathurst

Sir Stirling Moss's 'comeback' in the British Touring Car Championship with Audi in 1980 is well known, but he'd actually returned to racing in a different type of tin-top four years earlier.

Remarkably, Moss teamed-up with old Formula 1 rival Jack Brabham to drive a Holden SLR500 Torana at Bathurst.

Perhaps unsurprisingly, given their unfamiliarity with both the car and the circuit, Brabham and Moss were not among the frontrunners in practice and things got even worse at the start, when Brabham's gearbox jammed.

"I said to Jack: 'you always jump the start,' and he bloody stalled it didn't he!" recalls Moss.

Despite being hit as the field streamed past, the Holden was fixed so that the two legends could get to drive, but then the engine blew.

Nevertheless, Moss liked what he saw. "It was a terrific event," he says. "It's a good, demanding circuit, on the next level down from the original Spa and Nurburgring. I'm all for proper road circuits: one of the reasons I drove was the danger — it was a challenge."

FOR MORE BATHURST MEMORIES, VISIT
AUTOSPORT.COM

WHEN SUPER TOURING INVADED BATHURST

A television dispute led to the European-style, two-litre tin-tops briefly taking control of the Mountain. **MARCUS SIMMONS** looks back at two thrilling races



64

LAT ARCHIVE

Brabhams Geoff and
David inherited win
in inaugural event

Right, let's start with a really terrible joke. Question: what's the difference between Australia and a pot of yoghurt? Answer: leave the yoghurt for long enough, and it'll develop its own culture.

What's this got to do with the Super Touring Bathurst 1000 of 1997 and '98? Well, it had echoes of the at-the-time very recent CART/IRL split in the States. After all, Australia's leading championship, for five-litre V8 Supercars, was not going to be represented in the country's biggest race, just as the CART World Series boys were effectively banished from the Indy 500. And the V8 Supercars formula even ran/continues to run to a similar philosophy to NASCAR, that great cultural icon of America.

Now, lo and behold, an expat Aussie named Alan Gow was coming to destroy Mount Panorama's 'Great Race' by enforcing a European culture upon it...

Like most great sporting bust-ups, this one had its roots in a television dispute.

"Channel 7 owned the Bathurst 1000," explains Gow, "and a war started between them and TEGA, who ran the V8s. TEGA wanted more money for Bathurst, and Channel 7 wouldn't pay it. TEGA said, 'We're not going,' Channel 7 wouldn't bend to the strong-arm tactics and they contacted TOCA Australia to put a grid together."

TOCA Australia had started a few years earlier when BMW, a long-time supporter of motorsport Down Under, felt squeezed out when the new V8 Supercars formula replaced the old multi-class Australian Touring Car Championship. With Gow as one of three partners, it organised an Australian Super Touring Championship under the same two-litre rules that were spreading like wildfire across Europe.

By the time it was announced in January 1997 that October's Bathurst 1000 would be for Super Touring, at the start of a six-year deal, the ASTC had top-line factory teams from BMW and Audi, a growing challenge from Volvo, and a strong smattering of privateers running second-hand

ex-works machinery from Europe.

Gow reckoned he could import up to 15 cars and a number of stars from the BTCC and elsewhere.

"Channel 7 put their hands in their pockets to bring the cars out," he says. "They also financially supported a lot of the running costs, otherwise it couldn't have worked – it would have been too expensive."

"The cars in the ASTC put on some very good races, and all I had to do was top it up with a bit of quality from overseas."

Works BTCC machinery from Renault, Vauxhall and Peugeot was flown out, along with a Team Dynamics Nissan. Audi stars Frank Biela (the 1996 BTCC champion) and Jean-Francois Hemroulle (the marque's factory driver in Belgium) would join the local Audi squad, Swedes Rickard Rydell and Jan Nilsson would augment the Volvo Australia attack, and David Brabham joined brother Geoff at BMW.

But the real coups from an Aussie perspective were the additions of Alan Jones, who made a return to Williams to drive the 'number two' Renault Laguna (new BTCC champion Alain Menu and team-mate Jason Plato would share the lead

THE BEGINNING OF TRIPLE EIGHT'S AUSTRALIAN ADVENTURE

The Super Touring Bathurst 1000s were the first exposure to Australian motorsport for what is now the dominant team in V8 Supercars – Triple Eight.

Triple Eight chief Ian Harrison plays down any suggestion that it kickstarted the V8 effort, and recalls an event that was, logistically, pretty tough.

"I was basing it on a Formula 1 flyaway, and I thought all the organisation would be in place, but it wasn't," he says. "As a result, we didn't have enough people."

"We had a lack of understanding of the rules – no prat perches, no signalling boards. It was like, 'Crikey, this is all a bit different.'"

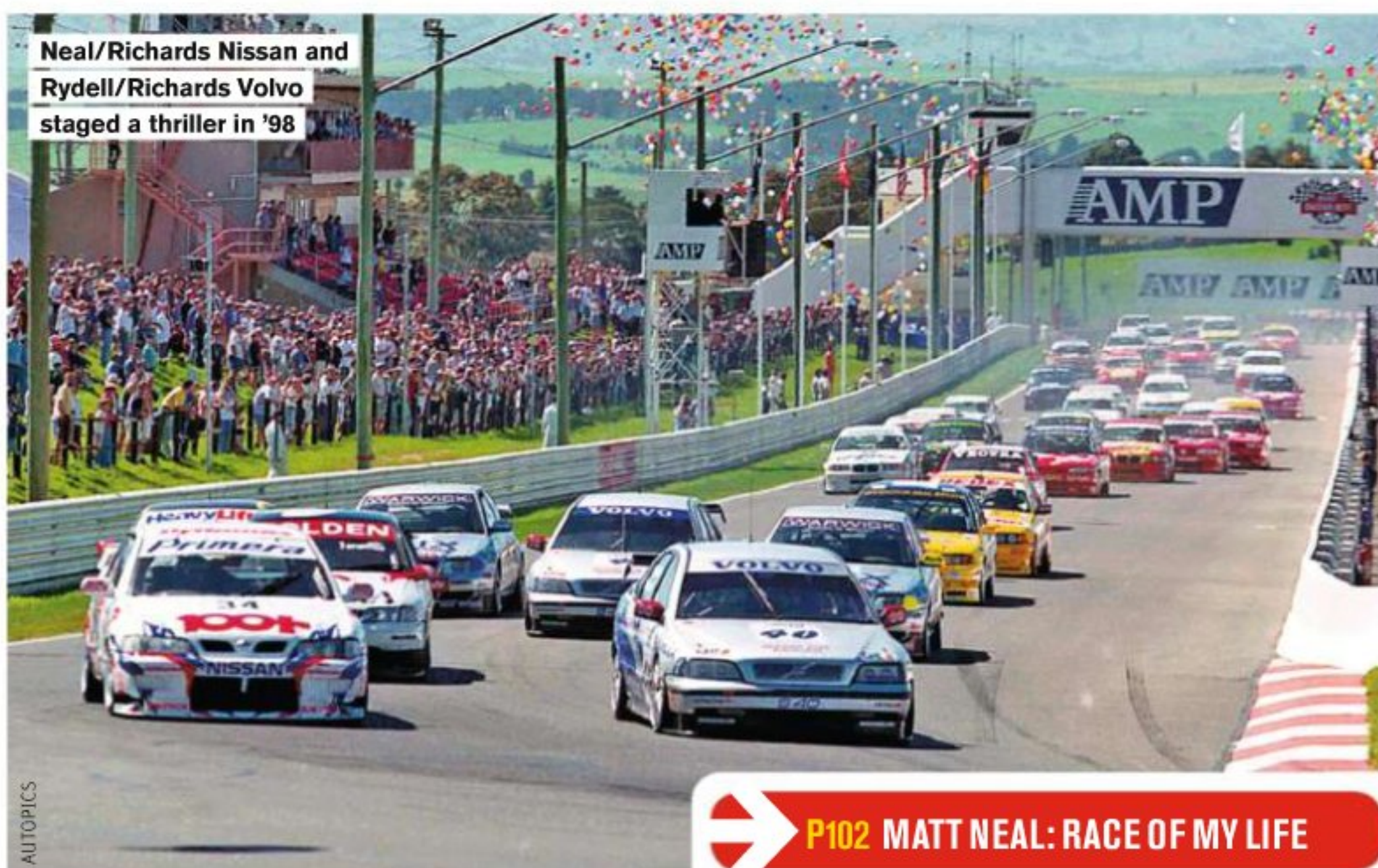
But Triple Eight did make use of the on-site TAFE smash-repair facility, something of a Bathurst tradition, after Peter Brock rolled his Vectra – the first time the legend had ever gone upside-down!

Harrison: "They worked an all-nighter, and we rolled it down the pitlane in battleship primer for qualifying to a big round of applause."



L to r: Warwick, Brock and Triple 8 boss Ian Harrison

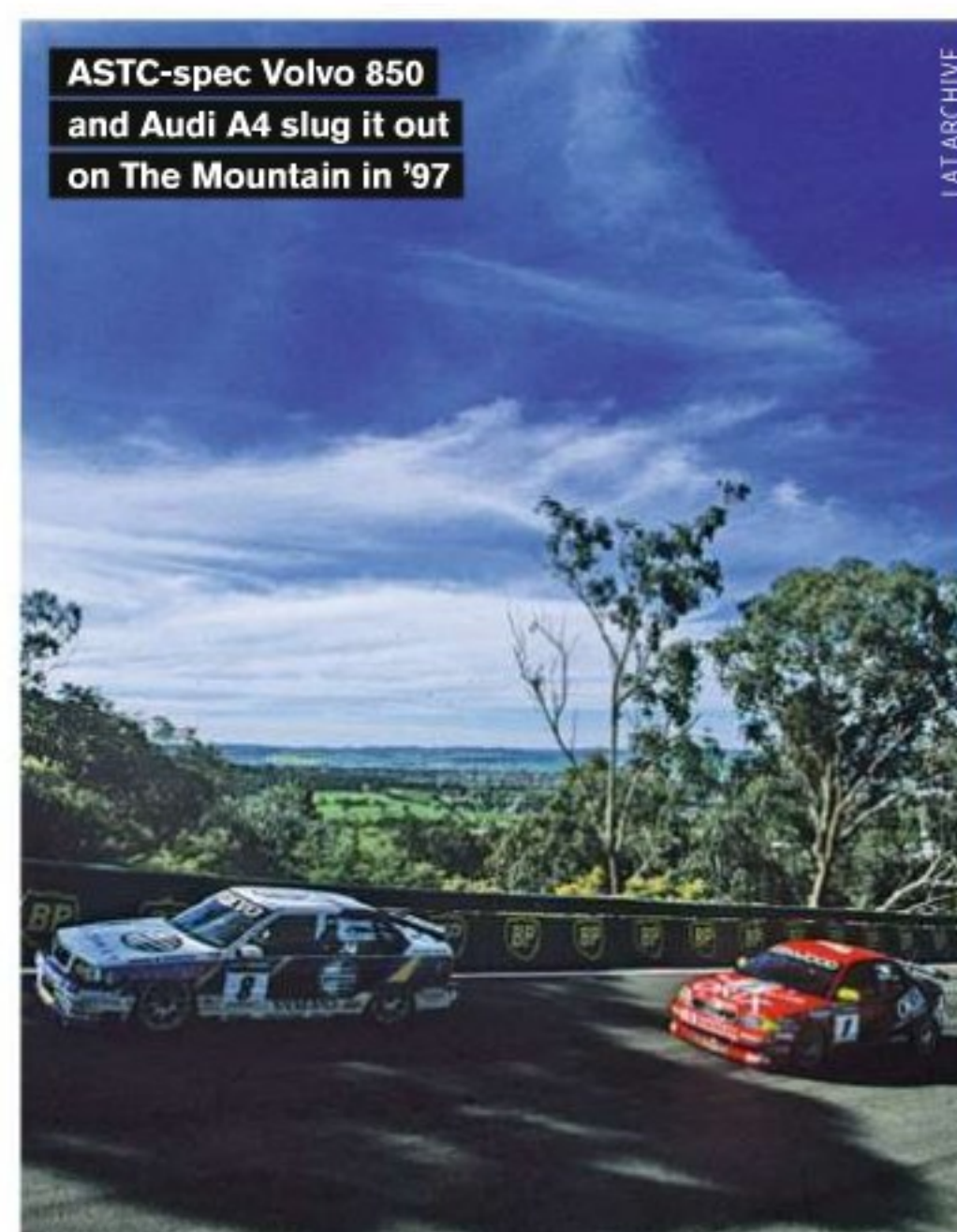
LAT ARCHIVE



Neal/Richards Nissan and Rydell/Richards Volvo staged a thriller in '98

AUTOPICS

P102 MATT NEAL: RACE OF MY LIFE



ASTC-spec Volvo 850 and Audi A4 slug it out on The Mountain in '97

LAT ARCHIVE

Renault), and – above all – folk hero Peter Brock.

Brock had already campaigned a Volvo in the ASTC, and was recruited to race a works Triple Eight Vauxhall Vectra. To the thinly veiled chagrin of John Cleland – already a veteran of three Bathursts and a friend of the nine-time Bathurst winner – Triple Eight director Derek Warwick slid into the Brock car, which bore conspicuous backing from the Australian Grand Prix.

The antipathy between the V8 and TOCA Australia camps was only partially salved by the addition of a separate 1000-kilometre Bathurst V8 Supercars race a couple of weeks after the official 'Great Race'. But Brock played some part in bridging the divide. He, after all, was a guy whose very philosophy on racing was that everyone should be able to have a go. As a man whose nine Bathurst wins had come in multi-class races, he'd have endorsed V8s, Super Tourers and anyone else competing together.

"He was very good for the credibility of the event," says Gow. "He was – still is – 'Mr Bathurst'. Peter was doing the right thing by saying, 'I'm not siding with anyone. I just want to race at Bathurst'."

"He was always very supportive of that [multiple classes]. I think some people still wish there was a second tier. It wouldn't have to be two-litres, maybe six-cylinders. Variety is lacking with V8s, and Peter always wanted variety."

Gow admits today that popularising Super Touring could never be the work of a moment in Australia. Crowds weren't great in 1997, and they were lower in '98, by which time Brock had retired.

He adds: "We told Channel 7, 'You're going to divide the fans. They're largely Neanderthals and don't like foreign, exotic cars coming over.'"

"Frank Gardner [founder/mentor of the BMW Australia team] said the difference between the two races was that the Super Touring crowds were people who were interested in buying a car, and at the V8s the crowds were only interested in stealing a car!"

Both races were grippers. The Menu/Plato Renault looked set to waltz away in 1997 but proved fragile – as did most of the front-wheel-drive cars – and it was left to the local BMWs to beat the Audis, with the Brabham brothers inheriting victory after the sister 320i of Craig

Baird/Paul Morris was excluded when Baird exceeded the maximum driving time allowed.

In '98 the beefed-up FWD cars got their revenge, with Rydell and Jim Richards narrowly winning in a hastily imported Volvo S40 from another BTCC car, the Nissan Primera of Matt Neal and Richard's son Steven (see Race of My Life, page 102).

The race stumbled on in shortened format – with no international entries – in 1999, and that was it, Channel 7 realising that importing a field of foreigners just didn't make sense from a commercial perspective.

"Everyone got their way in the end," says Gow. "Channel 7 had proved they wouldn't be dictated to, and V8s had shown themselves as the most attractive form of motorsport in Australia."

"The thing I'm most proud of was that, even though everyone said the cars wouldn't last, there wasn't the catalogue of issues everyone thought they would have. And they were two really good races in their own right."

In the end, though, Super Touring just couldn't develop its own culture either. ❧

THE 10 GREATEST ALMS RACES

This weekend's Petit Le Mans will be the last-ever American Le Mans Series race.

As a tribute, **GARY WATKINS** picks out the championship's 10 best encounters

66

OUTSIDE VICTORY IS ACURA'S FIRST 2008 Lime Rock

There wasn't much money on Highcroft giving Acura a first outright ALMS victory after the opening exchanges. David Brabham might have qualified on pole, but team-mate Scott Sharp was in free fall down the order with a broken diffuser.

Speedy pitwork and canny tactics by the Highcroft crew followed by a superlative drive from Brabham sealed an amazing victory, one that was never in doubt in Brabham's mind.

"The moment I got in the car, it felt so hooked up," he recalls. "I said to myself, 'you blokes ahead better watch out, because I'm coming'"

Come Brabham did. And he sealed the victory with an around-the-outside move on Porsche driver Timo Bernhard at Turn 1 on the penultimate lap.

"He defended to the inside, so I went for the outside," explains Brabham. "I had so much confidence in that car that I knew it would stick."



Brabham (left) and Sharp celebrate Lime Rock victory

McNish blotted his copybook, then he went on a charge



McNISH'S FINEST HOUR 2008 Petit Le Mans

Allan McNish was out of the car and kicking anything that came within range of his Nomex-booted foot just 40 minutes before the start. He'd just looped his Audi R10 TDI on the formation lap and damaged both ends. Yet 11 hours later he was celebrating victory at Road Atlanta with team-mates Rinaldo Capello and Emanuele Pirro.

It was the result of an amazing comeback, or rather comebacks. The first was Champion Racing's repairs that got McNish out on track only two and a bit laps behind the leaders. The next was the drive by McNish and Pirro that put the car back on the lead lap in hour three.

Then, the job started all over again after Capello was hit by a series of problems.

Another lost lap was regained by some more exemplary work from Champion: it stopped McNish twice under one yellow, once for fuel and once for tyres. The team then, crucially, put him on fresh Michelins for the 36-lap run-in.

What followed was McNish at his best. He dispatched one of the Penske Porsches, team-mate Marco Werner and then Peugeot driver Christian Klien in quick order, and then fought a solid rear-guard action during one final appearance from the safety car.

"That's one I cringe about and smile about at the same time," says McNish. "I thought we were dead ducks."



Class wars: Lime Rock 2008, one of the 10 best races

CHEVY DOES IT AT THE DEATH

2010 Petit Le Mans

Corvette Racing had endured a winless season up to the 2010 ALMS finale, and it looked like remaining that way until the last couple of corners at Road Atlanta. The Risi Ferrari team appeared a shoo-in for the GT victory until Toni Vilander spluttered out of fuel on the run to the chicane. Oliver Gavin swept past, but wasn't entirely sure that he'd claimed the win for himself, Jan Magnussen and Emmanuel Collard.

"I'd seen the lights of a Ferrari weaving, but when I went past I had a complete blank on the number of the car we'd been racing," says Gavin. "Then my engineer Chuck [Houghton] screamed, 'we've won, we've won!' I could hear

the celebrations in the background."

It was a thrilling end to a race that had been nip and tuck between the top GT cars all the way. There had been a purple patch in the early evening when six cars representing Ferrari, Chevrolet, BMW and Porsche had run nose to tail at the head of the field.

The Ferrari Vilander shared with Gianmaria Bruni had come from a lap down and looked odds-on on to win after Vilander leapfrogged ahead of Gavin during the penultimate round of stops. But at a final splash-and-dash stop, too little fuel went into the Ferrari.

"I'll always remember my instructions as I left the pits for the final time," recalls Gavin. "Chuck said: 'Save fuel, save tyres, catch the Ferrari'. I remember thinking 'it's not that simple.'"



Chevys chase after the rival Risi Ferrari



Pirro's Audi could not hold off the charging Dumas

DAVID PREVAILS OVER GOLIATH

2007 Detroit

Two very different machines slugging it out as they traded places and paint made for an amazing spectacle when racing returned to Belle Isle

Porsche's RS Spyder LMP2 was the faster car around the tight parkland circuit, but the LMP1 Audi R10 TDI had a massive torque and power advantage. And Romain Dumas and Emanuele Pirro made the most of their respective mounts over a thrilling penultimate lap.

The Porsche, which Dumas shared with Timo Bernhard, looked to have it in the bag until a safety car with 50 minutes left. Pirro blasted into the lead from fourth in the queue and two more yellows thwarted Dumas's attempts to get back in front.

Dumas was told by the Penske crew that second overall was good enough, but the Frenchman had other ideas.

"That Audi was so wide, but I had to win," recalls Dumas. "I managed to overtake him into Turn 7 and we touched a little bit, but then he passed me on the straight. Then he went wide at Turn 8 and I was able to pass him again."

Dumas got the hammer down in the twiddly bits that followed and was home and dry starting the final lap. ▶

THE CLOSEST-EVER FINISH

2012 Road America

► Guy Smith thought he'd lost it when Lucas Luhr's HPD appeared on his inside into the final corner on the final lap. The Dyson driver was facing the ignominy of losing victory at the final hurdle after fighting a sterling rear-guard action for the final 10 laps.

"Then I saw he was running a bit wide," recalls Smith, who was paired in the Dyson Racing Lola-Mazda B12/60 with team boss Chris Dyson. "I overslowed the car to cut back on the inside."

"I got on the throttle momentarily before him. The Mazda engine is strong at the top end and we were running low downforce, which made the thing like a dragster, so I had the momentum up the hill to the finish."

The winning margin was just 0.083s in Smith's favour after four hours of racing.



Smith's Lola (l) pips Luhr's (HPD) at the finish line

BOYD/LAT

Werner, Lehto and Kristensen held on for narrow victory



DOLE/LAT

CHAMPIONS SLUG IT OUT

2005 Sebring 12 Hours

Two all-time sportscars greats went at it hammer and tongs in the final stages aboard two identical examples of one of the greatest prototypes of all time. The result was the closest competitive finish in Sebring history.

The internecine battle between the two Champion Audi R8s, their driver line-ups led by Tom Kristensen and Allan McNish, was a thriller that could have gone either way. There was little to choose between them except for a tactical masterstroke on the part of Champion team bosses Brad Kettler and Mike Peters in the pit of the winning car Kristensen shared with Marco Werner and JJ Lehto.

The Dane looked set to lose the lead at the penultimate round of stops because he would need tyres and the chasing McNish would not. But Champion opted to short-fuel the leading car. Somewhere between seven and nine seconds were saved, which combined by a delay for McNish, resulted in Kristensen coming out with a couple of seconds in hand.

Kristensen pushed like hell on cold tyres to stay ahead and then used the advantage of newMichelins to build a gap. The advantage was all but removed at the next stop, but Kristensen had track position. The damage had been done and McNish fell short by a shade over six seconds.

"Short fuelling Tom was crucial," says McNish. "Without that, I'm 99.9 per cent sure I would have done him."



Magnussen was in charge in Washington

DOLE/LAT

PANOZ IS KING OF CAPITOL HILL

Washington 2002

It wasn't unknown for the quirky front-engined Panoz to get the better of the all-conquering Audis, but the German machines were looking unbeatable in 2002. That is until the ALMS circus arrived in the US capital.

The tight track suited the torquey Panoz LMP-01 Evo and some canny tactics allowed Jan Magnussen and David Brabham to take a final LMP1 win for the American marque.

There was nothing between the Panoz and the two Joest Audi R8, all three cars spending time in the lead through the first two stints. But a tactical call gave Panoz the edge for the run to the flag.

Magnussen returned to the wheel on freshMichelins, whereas Tom Kristensen and Emanuele Pirro stayed put in their R8s on old rubber.

Magnussen resumed in third, nine seconds off the lead, but needed just five laps to hit the front. And then stayed there, with Kristensen breathing down his neck, to the end.

"There was a ton of pick-up on that track and the other guys had problems cleaning their tyres off after the final safety car," explains Magnussen. "That gave me a huge advantage for five or six laps."

"The stop-start circuit suited us, but I was pretty determined. We didn't have a championship to worry about, so it was win or wreck."



Don Panoz: chuffed with Brabs and Jan

DOLE/LAT



Capello gets over the line ahead of charging Muller

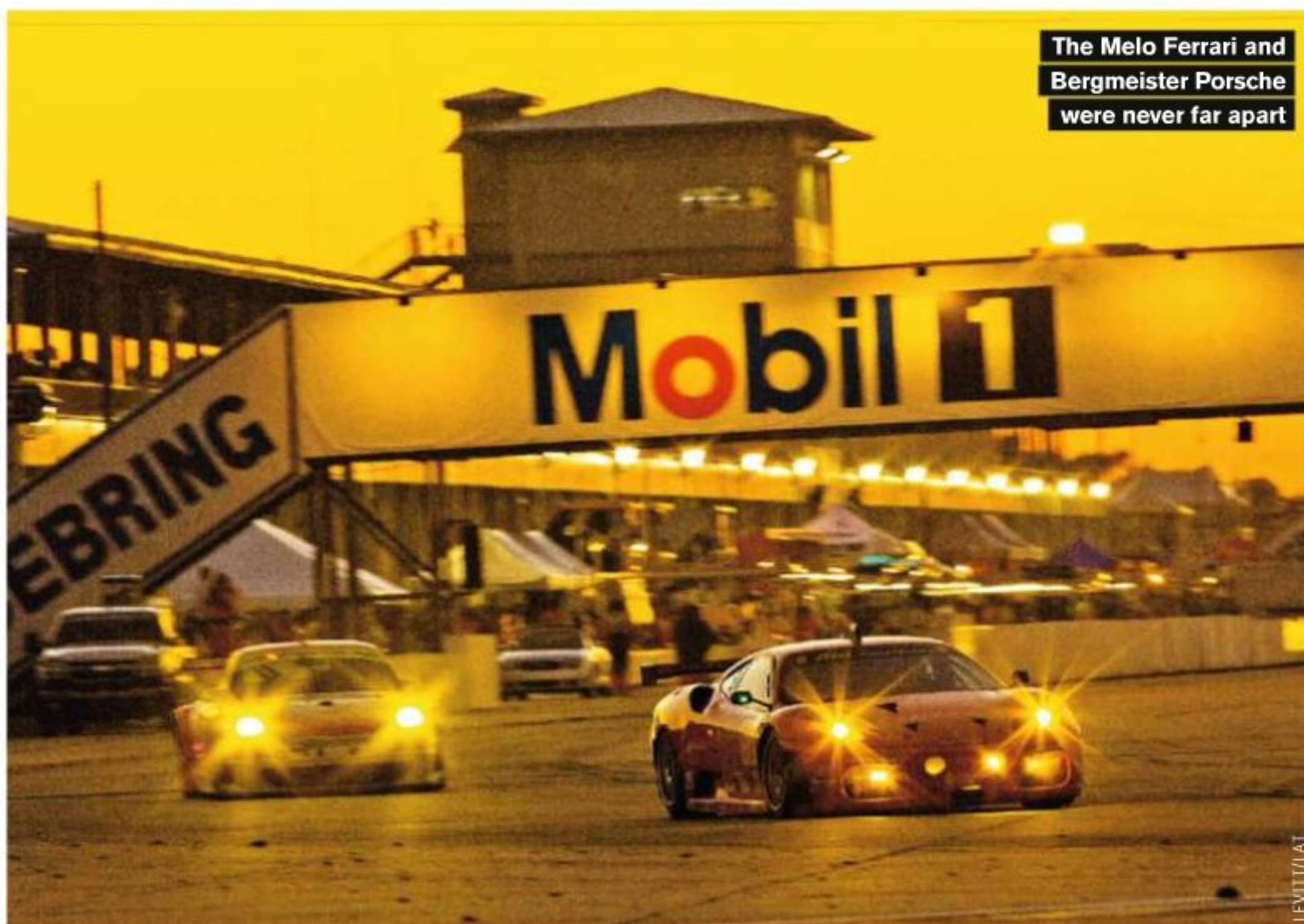
SLICK MULLER CAN'T CATCH CAPELLO

2000 Mosport

Rinaldo Capello knew he'd made the wrong decision, but he also knew that he had to live with it. The Italian and team-mate Allan McNish had been dominant aboard their Audi R8 around a rain-affected Mosport, but when the track started

to dry, he opted to stay on wets. Jorg Muller's BMW had switched to slicks with 20 minutes to go and was flying.

"With two laps to go, I thought I had no chance," remembers Capello. "The car was all over the place, but Muller didn't catch me until Turn 9 on the final lap. I drove those last two corners as though I was on slicks."



The Melo Ferrari and Bergmeister Porsche were never far apart

DOWN TO THE METAL – AND THE WIRE

Sebring 2007

The Risi Ferrari should have been a couple of miles up the road, but its continual restarting problems in the pits meant the best of the Flying Lizard Porsches was still in the hunt as the race neared its climax. Worse still, the brakes on the leading Ferrari 430 GTC were shot and there was nothing that Jaime Melo could do about a fast-closing Jorg Bergmeister.

Bergmeister looked home and dry as he edged ahead out of the penultimate corner and had the

inside line for Turn 17. Melo, however, had other ideas aboard the Ferrari he shared with Mika Salo and Johnny Mowlem. The brake pads were down to the metal because Risi had forgone a pad change in its attempts to stay ahead, but the Brazilian reckoned it was worth one last shot.

"I braked a little earlier than him and got on the power as early as possible," explains the Brazilian. "It was the only thing I could do."

There was contact on the exit, but somehow Melo emerged in front. Pretty it wasn't, breathtaking it most certainly was.



Lehto/Herbert Audi ruled the roost on the Miami streets

CHAMPION WINS ON FUMES

2003 Miami

A pit fire won the Miami Grand Prix for Champion. That might sound strange, but the seconds lost while the flash of flame was extinguished ensured the Audi R8 rejoined the track with just under two hours to go. That meant Johnny Herbert, who had just taken over from JJ Lehto, could continue to the finish without exceeding the maximum driving time – and somehow made it without stopping again.

"That idea was definitely on our strategy sheet," recalls Champion crew chief Brad Kettler. "The yellows [that forced the pitstop] came out a moment too early for it to work. But the fire cost us about 15 seconds, which was just enough to put us under the two-hour limit."

A series of safety cars and the low speeds on the stop-start downtown Miami street track made the plan viable. "After a while, we were locked into that strategy and just had to save as much fuel as possible," continues Kettler.

That didn't stop Herbert from pulling 30s on fellow Audi driver Frank Biela early in the final hour, before the Joest car came back at the Champion man after one final yellow.

Deteriorating track conditions led to the race being chequered flagged with just under three minutes to go, and Biela four seconds in arrears.

Kettler knows that the winning Audi would have been able to complete the race without the early end: "We had more fuel left than I expected at tech inspection."



Audi and Panoz came to Donington in 2001

EUROPEAN RACES COUNTED AS WELL

The American Le Mans Series will tell you that the curtain will fall on the championship with its 147th race at Road Atlanta this weekend. AUTOSPORT begs to differ: there have been 149 scoring races since the ALMS began with the 1999 Sebring

12 Hours. The missing races from the organisers' tally are a pair of events in Europe in 2001. The Donington Park and Jarama rounds were run under the European Le Mans Series banner, but they were point-scoring ALMS rounds. So they count, period.

CAR BROKERAGE

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

ENGINES

JULIAN GODFREY
ENGINEERING
visit our new online shop www.racetuners.com

EXHAUSTS

Stainless Steel Exhaust Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222 follow us on:
www.simpsonraceexhausts.com f t

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

ELITE racing transmissions
Rally & Race
Gearboxes, GearKits,
LSDs and Driveshafts
Tel: 01782 280136 Fax: 01782 269913
Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

JMJ AUTOMOBILIA
America's #1 supplier of CART and FORMULA One Racing memorabilia. Large selection of signed original collectables. See our ad under marketplace Memorabilia. Call or For a mail listing at (609) 575 1143 or visit: www.JMJAuto.com

FINAL LAP
For Everything Formula One
www.finallap.net **WE BUY AND SELL**
+44 (0) 1245 287588 / 07771 920345

MODELS

www.Diecast
race models.com
Specialists in 1:2 Scale Replica F1 Helmets

RACE CAR PREPARATION

MRR Matt Roach Racing
Race Car Preparation Specialist
01268 207000 matt@mattroachracing.com
www.MattRoachRacing.com

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE PRODUCTS

PIPER
www.pipercams.co.uk

RACE PRODUCTS

msar LONDON
MOTORSPORT
SHOWROOM
www.msar.co.uk

JJC race and rally
PASSIONATE ABOUT MOTORSPORT
www.jjcraceandrally.com

Pit to Car Autotel
Radio solutions Digital Race Radio
0044(0)1508 528837
www.raceradio.co.uk

RACEWEAR

AUTHORISED DISTRIBUTOR
OMP **YBRACING**
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

Grand Prix Racewear THE RACEWEAR EMPORIUM
WWW.GPRDIRECT.COM
08435 070 858
sparco, uvex, OMP, Aray, BELL, SCHOTT, hest, ject

demon tweeks
MOTORSPORT Direct
www.demon-tweeks.co.uk

RACING OILS

OLD HALL PERFORMANCE LTD T: 02476 717 100
RED LINE SYNTHETIC OIL
sales@redlineoil-europe.com www.redlineoil-europe.com

SPONSORSHIP

The Million Pound Touring Car™
2013 British Touring Car Championships Contender
Put your name/advertise your company on our front running Touring car in 2013/2014
www.themillionpoundtouringcar.co.uk

THROTTLE & DRY SUMP SYSTEMS

at power
www.atpower.co.uk
+44 (0)1953 857800

TRAILERS

PRG TRAILERS
www.prgtrailers.co.uk
Phone no: +44 (0) 1270 812402

BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk

WHEELS

Image Manufacturers of bespoke split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD.

BRIAN JAMES TRAILERS

» Connected to you



www.brianjames.co.uk

Concours d'élégance

Carefully crafted, finely honed enclosed designs offer discreet, safe and efficient vehicle transportation. Style is always important, never more so than when in such illustrious company.

The latest Race Transporter models are testimony to the technology, craft and designs our dedicated engineers have developed.

Main photograph, Race Transporter 5 with high level tyre rack and work bench combination, Interior LED lighting pack and 'style 1' Alloy wheels.

Race Transporter range from £ 7,099 (excl. VAT).

RACE TRANSPORTER



T +44 (0)1327 308 833

For more information and details of your local BJT dealer please call or visit our website.

TRAILERS & TRANSPORTERS

**WOODFORD
TRAILERS**
Call Us Now! tel. 01327 263 384
www.woodfordtrailers.com sales@woodfordtrailers.com
RL 2000
£4,900 + vat

RL 3000
£5,950 + vat

PRG TRAILERS
Finest Built British Trailers.


PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk

**MOTORHOME / CAR TRANSPORTER
FOR SALE**


Custom built by Twyford Coach Builders,
Sleeps 6, Gas cooker, fridge, shower, toilet,
microwave, TV. Lots of storage space
Video available at: www.vimeo.com/75893103
Price £45,000
Telephone: 01400 281 280 - Notts/Lincs



RACE & RALLY CARS

IN2RACING
DRIVING YOUR PASSION

In2racing offer For Sale:

Porsche 997 GT3 Cup Car

As used by Harry and Nick Whale in GT Cup 2011-2013.
Recent Engine and Gearbox rebuild
Component's replaced as per Porsche life recommendations
Spare package to include 12 BBS Wheels.
Eligible for Britcar, GT Cup, Porsche GT3 Challenge.
2014 Customer support packages available.

Price: £50,000.00
CONTACT NICK DUDFIELD
Office: +44 1789 750567 Mobile: +44 7768 548774
E-Mail: nick@in2racing.co.uk Web: www.in2racing.co.uk
**2013 & 2014 F3 Cup
Drive Available**


- Fully Maintained, Race Ready
- Full Or Partial Season
- Dallara F307 - Toyota

2012 F3 Cup 'Cup' Class Champion.
2012 F3 Cup Teams Champions.
Triple Monoposto Champions.

**Omicron
Motorsport**

Contact Tristan Cliffe on: 01508 570351
racing@omicronmotorsport.co.uk
www.omicronmotorsport.co.uk

MARKETPLACE

CAR TYRES

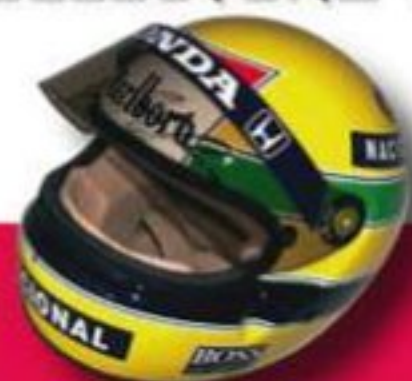
FOR ALL YOUR
AVON
TYRES
MOTORSPORT
RACING TYRES
Inc. ACB 10 Formula Ford
Contact

BMTR LTD

Tel: 0121 331 1122
Fax: 0121 331 1144
email: sales@bmtr.co.uk
see our new website at www.bmtr.co.uk

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items
AYRTON SENNA specialists
Call CHRIS GRINT 01763 274448
email: sales@f1collectors.com

JMJ Automobilia

SUPPLIERS OF RACE
MEMORABILIA SINCE 1992

Florida, USA

(609) 575-1143

email: JMJ@JMJAUTO.COM
WWW.JMJAUTO.COM

FLOORING

Kiwi Tiles

Interlocking Plastic Floor Tiles, as used by leading
race teams throughout Europe.

- Easy installation & removal
- Many colours
- Lightweight
- Strong and durable
- Compact & easy to store
- Top quality
- Value for money

Stock Colours:
Red, Blue, Green,
Yellow, Silver, Orange,
Grey, Black, White,
Dayglo Red

Ralt Engineering

Tel: 01865 883354 Fax: 01865 883789
Email: enquiries@kiwitiles.com
www.kiwitiles.com

• EXPERT ADVICE • MASSIVE STOCKS • RAPID DELIVERY



www.demon-tweeks.co.uk QZ252A
DON'T DELAY, CALL TODAY
0844 375 2196
demon tweeks
MOTORSPORT Direct
LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

Grand Prix Racewear

08435 070 858 | WWW.GPRDIRECT.COM

"WHEN ONLY THE BEST WILL DO
GPR RECOMMEND SCHROTH"

SCHROTH RACING HANS® DEVICES
FROM JUST - £325+VAT

PROFESSIONAL PRODUCTS & SERVICES FOR THE PROFESSIONAL DRIVER



sparco uvex OMP Arai BELL SCHROTH hans seat

London Motorsport Showroom

www.msar.co.uk



msar UK agent for SCHROTH
RACING

ORDER HOTLINE: 020 8655 7877

MARKETPLACE

MOCAL

OIL COOLERS

- Winning races since 1967
 - Wide Range of oil coolers and components
 - *British* design and manufacture
- For the best in Oil Cooling systems...
make it MOCAL!!



WORLDWIDE ENQUIRIES

visit: www.mocal.co.uk
phone: +44 0208 568 1172

USA ENQUIRIES

visit: www.batinc.net

CARTEK

MOTORSPORT ELECTRONICS



Innovative products:

- Solid State Battery Isolators
- Power Distribution Modules
- Wireless Steering Wheel Controls
- Coolant Sensors
- FiA Rain Lights
- Shift Lights



www.CARTEKMOTORSPORT.com
CARTEK AUTOMOTIVE ELECTRONICS Ltd
44 (0)2380 637600
info@cartekmotorsport.com

Buckmore Park Kart Circuit 1963-2013 50th Year Anniversary Meeting



Sunday, 20th October 2013

Incorporating the IDD Contracts
2013 ABkC Honda Cadet 'O' Plate
and round 6 of the BPKC summer series

Special Features:

- ★ Johnny Herbert demo of 1982 British Championship winner Cobra/Komet.
- ★ Henry Easthope (under 18 world champ) demo on latest KZ1 machinery.
- ★ Demo by British Historic Racing Kart Club of karts 1961-1982.
- ★ Demo by Bill Sisley of 1959 'yellow peril' - Britain's first kart.



Endorsed by



01634 661604
www.buckmoreparkkartclub.co.uk

WWW.REIGERSUSPENSION.COM 

The best suspension for:

- Rally
- Rallycross
- Autocross
- MotoCross
- Quads
- Sidecar Cross
- Rallye Raid
- Trial



REIGER
Racing
Suspension

Reiger Suspension BV
Molenenk 5a
NL-7255 AX Hengelo Gld.
Tel.: +31 (0)575-462077 Fax: +31 (0)575-463316
Info@reigersuspension.com

STRATOS
PRODUCTIONS

Is your brand heading in the right direction?

Get back in the fast lane with fresh and innovative advertising to get your brand heading straight onto the right direction taking you right where you want it to be.

With a professionally produced advertisement combined with our innovative and creative thinking, we ensure that your message is delivered and heard and your brand is seen loudly and clearly getting you in the fast lane to success and opening your world to a host of new clients.

TV adverts CGI Training Videos Animation Web Adverts

Let us deliver your brand to the screens of the world, contact us today for a free appraisal and quote to discuss the cost effective way forward to ensure your brand is seen and heard.

The World is Yours!  Now Go Take It!

Call us on 0207 1124929 Email info@stratosproductions.co.uk
www.stratosproductions.co.uk

 **SYSTEM STORE SOLUTIONS LTD**

DRIVING INNOVATION FORWARD IN WORKSHOP DESIGN & STORAGE





- ✓ New race bays
- ✓ Machine shops
- ✓ Stand-alone workstations
- ✓ Mobile storage units
- ✓ Workbenches, trolleys & racking for workshops

System Store Solutions are pioneering the latest design and installation of motorsport workshops and transporters to teams in classic/historic racing right through to Formula One.

Providing a total design, layout and installation of storage products from the FAMI range including project management, consultation, technical advice and no obligation site surveys.



DK Engineering **CKL** **URT** **JOTA** **Sport** **carlin** 

01622 859522 sales@systemstoresolutions.com www.system-store.com

MARKETPLACE



Revealed:
The history of
Formula One

Senna



Rindt



Prost



Villeneuve

Mansell



Fangio

Fittipaldi

Hawthorn

Piquet

Hill

Ascari



Clark

Hamilton

Button



Taruffi

FI Collectables • Team Memorabilia • Clothing
Buy • Sell • Evaluations

One of Europe's largest collections

+44 (0) 1245 287588 • +44(0) 7771 920345 • sales@finallap.net

www.finallap.net



We have moved and are now fully open for business. We welcome you to our new premises, see website for details.

MOTORSPORT JOBS

AUTOSPORT

Want to advertise a motorsport job?

If you are recruiting in motorsport and wish to advertise with Autosport in print and online please contact Rachel.Brock@Haymarket.com by email or call 020 8267 5820.

For all current vacancies advertised please visit our website www.autosport.com

LOOKING TO RECRUIT FOR 2013? THE LATEST SELECTION OF MOTORSPORT JOB VACANCIES UPDATED EVERY WEEK.

- The Motorsport Jobs page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 144,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.



Business Manager required for Croft



The British Automobile Racing Club is looking for a business manager to run their famous Motor Racing Circuit at Croft in the North East of England.

The ideal candidate will have had experience in running a major sporting venue and will preferably be from a motor sport background. The candidate should be educated to degree level, with a good understanding of modern marketing and sponsorship sales. You must also have the ability to manage both the financial and administration side of the business.

We are looking for a high quality candidate who can help to grow this business and create an environment offering the very best in customer service to all who attend.

There is a good basic salary on offer with an excellent incentive package for the right candidate.

Please send your CV by email to mcurlley@barc.net.

General Manager Daytona Milton Keynes



Daytona Milton Keynes is widely recognised as the UK's premier kart racing and events venue. Open all year round and operating up to 14 hours a day, the venue hosts events for over 40,000 people per annum. The General Manager is responsible for the smooth day-to-day running of the venue and ongoing development projects.

We would welcome applications from commercially-experienced, enthusiastic and flexible individuals who can demonstrate a proven grounding in budget management, planning, training and team-management, ideally from a service, events or leisure background.

The successful candidate will be able to show experience in managing and developing a team, as the General Manager oversees over 50 staff, including four department heads. Ensuring that the entire team pull together to deliver Daytona's renowned customer service and safety levels is a key element of the role.

A passionate advocate for the customer experience, you'll identify key business priorities, evaluate operational processes and implement change, inspiring and engaging your team and deliver smooth and safe Race events both in terms of service and product.

To apply for this position, please send your covering letter and CV to recruitment@daytona.co.uk quoting ref: GMMK13. Remuneration: Up to £40k dependent on experience.

www.daytona.co.uk



Toyota Motorsport GmbH (TMG) is a supplier of high-performance engineering services to the automotive industry and beyond, located in the friendly and international city of Cologne, Germany. With an extensive experience of World Rally, sports car racing and Formula 1, two state-of-the-art wind tunnels, unique R&D testing facilities and extensive production departments as well as impressive design and simulation capabilities, TMG is at the forefront of engineering services supply to the motorsport and automotive industries.

SENIOR DESIGN ENGINEERS (M / F)

We are currently seeking several Design Engineers. The successful candidates will be responsible for design projects and related documentation of various components and assemblies. You will undertake 2D-layouts, calculations, 3D design and development and design of sub-assemblies. The roles may also include definition of rig tests. Working closely as part of a team of designers, you will be in charge of producing designs (including the respective tooling) and drawings as well as providing full documentation in English. An essential part of the functions is to ensure on-time delivery of projects within agreed cost limits. We are looking for specialists in the following areas:

- Gearbox / Drive Train
- Suspension
- Composite
- Integration (engine cooling, fuel system, hydraulics, pneumatics)

We offer an attractive package including competitive remuneration, 30 days annual holiday (plus public holidays), relocation assistance, car leasing options and discounted insurance. In addition, TMG's modern, dynamic working environment provides training and career development opportunities as well as free on-site gym and subsidised restaurant.

FOR FURTHER INFORMATION AND QUALIFICATIONS REQUIRED PLEASE VISIT
THE CAREER SECTION ON OUR WEBSITE:
www.toyota-motorsport.com

Toyota Motorsport GmbH, Human Resources, Toyota Allee 7, 50858 Köln, Germany
job-opportunities@toyota-motorsport.com

MOTORSPORT JOBS



At McLaren we believe that winning matters most. We know what it takes to win and we achieve this by working together and encouraging innovation in an extraordinary high performance environment.

We currently have the following exciting opportunities:

MRL 334 AERODYNAMICS DESIGN ENGINEER

MRL 335 SENIOR AERODYNAMICS DESIGN ENGINEER

MRL 332 TEAM LEADER - TYRE MODELLING AND PERFORMANCE

MRL 237 AERODYNAMICS DESIGN ENGINEER

MRL 313 TEAM LEADER AERO APPLICATIONS

For further information on the above roles and details of how to apply, please visit:

www.mclaren-jobs.com



Linked in



KTM-Sportmotorcycle AG, with its headquarters in Mattighofen, Austria, develops and produces offroad and street motorcycles, the X-Bow as well as PowerParts and PowerWear. One of our most important success factors is our team of highly qualified and motivated staff. Currently, we are looking for a

TRACK SUPPORT ELECTRONICS

YOUR TASKS

- » track support from factory side for Moto3 World Championship teams
- » focus on electronics and data recording
- » communication between KTM and the teams
- » first contact for error diagnostics and repair, spare parts supply
- » internal communication with project leaders in charge in order to improve our Moto3 motorcycles
- » representation of the brand at the track

WE OFFER YOU

- » the chance to work within the dynamic world of Moto3 World Championship
- » interesting career opportunities
- » an attractive, market-oriented salary package

Are you interested in this career? Please apply online:
www.ktm.com/careers » vacant positions.

OUR REQUIREMENTS

- » technical education as mechanic or in electronic/automotive engineering
- » several years of experience in data recording, engine application on the track, vehicle setting and development
- » MS-Office and English skills, German skills are advantageous
- » passion for motorsports
- » high flexibility for travel
- » communicative personality with team spirit and hands-on mentality
- » reliable and dynamic self-starter



HR14101301 – TEST TECHNICIAN (R&D TEST GROUP)

We have an opportunity for a factory based Test Technician to join the Test group within our R&D team.

The successful candidate will be responsible for:

- Routine proof testing of safety critical race car parts.
- Acceptance testing of numerous car parts and assemblies.
- Operating test rigs using standard procedures and pre-programmed control systems
- Maintaining a test history database using Microsoft Office.
- Preparation and execution of a varied range of Research & Development tests.
- Effective communication and distribution of test data.

This role is primarily hands on with the successful candidate being able to demonstrate a very good understanding of test rig operation. The ability to interpret, record and communicate test data within tight timescales is also a minimum requirement.

Candidates must be able to demonstrate the diligence required with respect to signing-off safety critical parts. You will be a highly motivated and forward thinking team player with a willingness to work flexible hours.

Ideally, you will also have experience with current physical testing systems such as MTS Multi Purpose Testware.

HR14101302 – COMPOSITE DESIGN ENGINEER

Working in the Composite Design team you will be involved in a variety of design projects; from scheming, to patterns and tooling, detailed component design, assemblies and associated jiggging and pit gear. You will also have involvement in laminate manual design, structural sign off and resolution of operational issues.

You will be involved in the composite design of the chassis, bodywork, wings, gearbox and impact structures, as well as potential involvement in a wide range of composite R&D projects.

The successful applicant will have:

- An Engineering Degree or similar Engineering Qualification.
- Relevant proven experience of composite design in a Formula One, Motorsport, Aerospace or Marine environment.
- Knowledge of current composite material technologies, their associated tooling, production techniques and processes.
- Experience of 3D CAD (NX8 desirable but not essential).
- A very organised and methodical approach to your work.

Applicants will be self-motivated and proactive, with excellent communication skills and the ability to work to very tight deadlines within a team environment, often with minimal supervision.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com.

Closing date for applications – 31st October 2013

PLEASE NOTE: No Agencies please.



AUTOSPORT

And here are the views of some of our satisfied clients:

"We received an unexpectedly large amount of responses in only a few days. We would definitely consider Autosport for any future recruitment needs."

Jose Santos, Race Engineer Matech Concepts

"At Flybrid Systems we have used Autosport as a single source to advertise a range of jobs from design and development engineering roles to assembly technicians and administrators. We have always had a strong response and on the last occasion we received over 200 applications for 6 posts."

Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP

"The decision to advertise for staff in Autosport was easy as the magazine is one of the most widely read motorsport publications in the world. The resulting response also met our expectations providing us with a large number of high quality candidates. What exceeded our expectations was the friendly and helpful nature of the Autosport staff who helped us with the timing and preparation of our advertisement. I would recommend the use of Autosport to any organization looking to recruit staff in our business."

Steve Hallam, Director of Competition, Michael Waltrip Racing

"Team WFR recognise Autosport magazine as one of the mainstream publications within the motorsport industry and therefore was an obvious choice when wishing to recruit new staff. We were thoroughly impressed with the extensive response to our advertisement and the quality of candidates that was received, just going to show that Autosport is read by high level motorsport professionals"

Jody Firth, Team WFR



JOIN A WINNING TEAM

With three Constructors' World Championships, four Drivers' World Championships and 49 Grand Prix victories collected to date, Lotus F1 Team has a long and successful Formula 1 heritage. The team's headquarters in Enstone, Oxfordshire is a state-of-the-art facility which plays home to over 500 people; including many of the world's leading minds in aerodynamics, advanced materials research, engineering and automotive design. We're always on the lookout for fresh talent across a wide range of roles, so if you want to be part of a winning team then we want to hear from you! Our current vacancies are listed below:

Senior Model Design Engineer/Senior Model Design Surfer
(Aerodynamics Auto LF1-AER7)

Model Designer/Model Design Surfer
(Aerodynamics Auto LF1-AER8)

Senior Mechanical Design Engineer/Mechanical Design Engineer (Aerodynamics Auto LF1-AER9)

Principal Aerodynamicist (Aerodynamics Auto LF1-AER10)

Senior Aerodynamicist (Aerodynamics Auto LF1-AER11)

Aerodynamicist (Aerodynamics Auto LF1-AER12)

Principal CFD Aerodynamicist (CFD Auto LF1-CFD14)

Senior CFD Aerodynamicist (CFD Auto LF1-CFD12)

CFD Aerodynamicist (CFD Auto LF1-CFD11)

CFD Engineer (CFD Auto LF1-CFD10)

Head of CFD Methodology (CFD Auto LF1-CFD15)

Nightshift Inspection Supervisor (Inspection Auto LF1-INS1)

Buyer (Production Control Auto LF1-PRO2)

Simulator Test Engineer (VPG Auto LF1-VPG1)

Senior Vehicle Modelling Engineer (VPG Auto LF1-VPG2)

Track Support Team Leader (Electronics Auto LF1-ELE2)

Track Support Engineer (Electronics Auto LF1-ELE1)

Garage Technician (Electronics Auto LF1-ELE3)

For further information, please visit the careers page on our website www.lotusf1team.com/careers

To apply, please send a CV and covering letter to hr@lotusf1team.com before the closing date. Please ensure you quote the job title/reference in your application.

Closing Date for Applications – 31st October 2013



NEW OPPORTUNITIES AT WILLIAMS

The Williams F1 Team has ambitious plans and we are putting the necessary pieces in place to challenge for a 17th Formula One title and beyond. We are looking for new hires in a range of departments to help realise this goal. From experienced Formula One personnel keen to progress to a leadership role, to the next generation of designers and engineers keen to cut their teeth at an established team, we want to hear from those who have the ambition and creativity to match our own.

Current opportunities we are recruiting for include:

- Head of Race Strategy
- Head of Vehicle Dynamics
- Composite Technician
- IT Infrastructure Technician (Race Team)
- Stress Engineer
- Inspector
- Marketing Research Analyst
- Partnership Management
- PR and Communications
- Aero Team Leader
- Aero Team Leader (WT Methodology)
- CFD Team Leader
- Track Support Aerodynamicist
- CFD Aerodynamicist/Thermodynamicist
- Aerodynamicist
- Aero Surface Designer
- Model Designers



PLEASE VISIT:
www.williamsf1.com/careers and the
Williams F1 Team LinkedIn page for a full list
of the job opportunities on offer and details of
how to apply.





YOU CAN'T TRUST EVERYONE SELLING CARS ON THE INTERNET



You don't necessarily know who's behind selling a car when you buy online. You also need to be assured that what they say they are selling and what they are selling are the same thing. Buying from **Trusted Dealers** is the safest and most reliable way to buy a used car online. Owned by its members with hundreds of **franchised dealerships across the UK**, we can offer standards that other classified websites can't guarantee and that's why **What Car?** endorse our Ten Points of Difference.




Don't just buy from anyone. Search for trusted dealers.



OUR TRUSTED DEALERS INCLUDE ARNOLD CLARK · BEADLES · BRAYLEY · BRISTOL STREET MOTORS · CAFFYNS · CAMBRIA · CHAMBERS · CLEMO · COLLIERS · CO-OPERATIVE MOTOR GROUP · CURRIE MOTORS · DM KEITH · DRIVE MOTOR GROUP · EASTERN WESTERN HOLDINGS LTD · FG BARNES · FORD RETAIL · FROSTS CARS · GK GROUP · HARTWELL · HENDY · HOLDCROFT · HWM GROUP · INCHCAPE · JARDINE MOTORS · JCT600 · JOHNSONS · KINEHOLME GARAGE · LIFESTYLE EUROPE · LLOYD MOTOR GROUP · LOOKERS · MACKLIN MOTORS · MARSHALL · NIDD VALE · PENTAGON · PERRYS MOTOR SALES · PHOENIX · RIDGEWAY GROUP · RINGWAYS GARAGES · ROBINSONS · RON BROOKS · ROYCE ROBERTS SKODA · RYBROOK · SANDICLIFFE · SG SMITH · SHIELDS AUTOMOTIVE · SKY FORD · SNOWS · SPEEDWELL HONDA · STURGESS · SWANSWAY · TAGGARTS · TRIDENT · TRUST GROUP UK · WAYSIDE GROUP · WESTONS

GIVE YOURSELF THE COMPETITIVE EDGE WITH THE NEW IMPROVED FISW STEERING WHEEL

 Built in the UK by **St Cross**

Features include

- Meets FIA Standards On Design
- Bright LED Display • Delta Lap Times
- CAN or RS232 Interface • Race Timer

Ability to control ECU and GCU features such as

- Traction Control • Pit Lane Limiter • Paddleshift
- Radio • Launch Control • Extra Revs



Call: **+44 23 8022 7636**

email: sales@st-cross-electronics.co.uk

Unit 14 Mount Pleasant Industrial Park, Southampton, SO14 0SP, England

www.motorsportcables.com



St. Cross Electronics

Established 30 Years 1983 - 2013



derektohill.com

Ford Fiesta MK.7 RWD TouringCar



Touring Car Champion 2013

European Rallycross Championship

Design by Kevin Noon Media



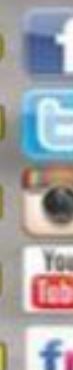
derektohill.com Supporters Page

@DerekTohill

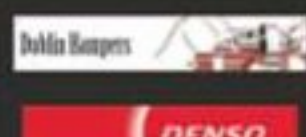
DerekTohill

DerekTohill

DerekTohill



Massive THANK YOU to all my Sponsors, Partners, Team and Fans in 2013



CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • RALLYCROSS • HILLCLIMB • TRACK TESTS

EBREY



Mallory needs a new
organiser after the
BARC called it quits

BARC turns its back on Mallory

Leaseholder walks away from talks to save circuit's motorsport future

MALLORY PARK HAS SUFFERED a huge blow in its fight for survival after its leaseholder, the British Automobile Racing Club, severed ties with the circuit this week.

The club has given up on finding a solution to the mounting problems facing the facility, which will now be unable to host any racing unless a new leaseholder can be found.

Mallory Park Motorsport Limited, which ran the facility on behalf of the BARC, was put into administration after talks to increase the number of days on which Mallory could operate – while temporarily reducing the amount of rent paid to the landowner – broke down (see AUTOSPORT, October 3). The circuit has been in dispute with its local council over noise for two years, resulting in MPML being fined over breaches of a planning agreement that limits the circuit to 92 days of activity per year.

BARC chairman Simon Clark said

the club had made every effort to secure the circuit's future. He refuted recent claims from landowner Titan Properties that MPML had rejected a 50 per cent rent reduction. He said Titan offered 40 per cent off the £400,000 per year site for six months, before a return to full rate. The BARC maintains a request for £175,000 over a longer period (with a profit share for Titan), plus a new planning order to allow 138 days of racing activity, is necessary to make the circuit viable.

"We have exhausted every avenue possible," said Clark. "The council has been trying to get us down to 118 days per year, but we've said we need 138 to make money. It's not about making a fortune, it's about letting the circuit wash its face and make a contribution."

"We carried Croft's debts in the belief we could make it work, but Mallory was a hole in the ground that was just getting deeper. We can't afford to keep haemorrhaging cash."

Clark stressed a significant amount of time and money had been sunk into trying to reach a solution, but said the situation had reached an impasse.

"It's very sad and frustrating for us," he added. "We've been working for 12 months to resolve this. If there's any way to bring the three parties together to make this work we'd jump at it, but after 12 months of trying to do that we can't find the key to unlock the door."

The administrator and local council remain optimistic that a buyer will be found and racing will return to Mallory.

Hinckley and Bosworth Borough Council chief executive Steve Atkinson said: "Several organisations have expressed an interest in running the circuit. This must be a positive sign."

A spokesperson for Titan said: "The short-term rent requested by BARC/MPML was agreed between the administrator, the council and this company. All this incorrect publicity is harmful for Mallory Park."

**BEN
ANDERSON**
NATIONAL
EDITOR

ben.anderson
@haymarket.com

@BenAndersonAuto



THE SORRY SAGA DESTROYING

Mallory Park took another sad twist this week when the British Automobile Racing Club walked away from talks to save the future of racing at the Leicestershire venue.

The question now is who will step in to take Mallory Park Motorsport Limited out of administration? The BARC says the circuit cannot be made to work financially in its present circumstance, so whoever takes it on will have to succeed where the BARC has failed in "finding the key to unlock the door" of negotiations to increase the number of days on which the circuit can operate, plus a reduction in the rent paid to the landowner while the business is rebuilt (or sustain its losses in the meantime).

MPML's administrator says it is still in talks with "a number of interested parties", but who would have the wherewithal to take Mallory on as a going concern? MotorSport Vision chief Jonathan Palmer is usually the first name people think of (natural given that he has already transformed the fortunes of four of the UK's race circuits). Beyond him, it's hard to think of a sensible alternative to the BARC.

Has landowner Chris Meek and his Titan Properties concern (which has repeatedly said it wants Mallory Park to remain a motorsport venue) overestimated the prevailing appetite for this kind of business?

There's no doubt MPML and the local council have made some serious mistakes, and the landowner has every right to seek the best deal for itself, but the longer the madness of Mallory Park goes on, the more likely it seems we will lose another racing venue to the dustbin of history.

It would be a tragedy if this entirely avoidable outcome came to pass.

BESPOKE
RACE SUITS



**Grand Prix
Racewear**

BESPOKE RACEWEAR SPECIALISTS
IN HOUSE DESIGN

08435 070 858 | WWW.GPRDIRECT.COM





Caterham wants to exhibit the thrill of club racing to a new audience

JONES

Caterhams

Caterham to trial free race meeting

CATERHAM WILL LET SPECTATORS watch this weekend's race meeting at Silverstone free of charge, to discover whether it encourages more people to attend club events.

Caterham will sponsor the BRSCC Finals Weekend on the Silverstone International Circuit on October 19-20. The meeting will feature five sets of Caterham series, Mazda MX5s, the Open Sportscar Series and Alfa Romeos. GP2 racer Alexander Rossi

will also perform demonstration runs in a Caterham Formula 1 car.

Caterham chief motorsport and technical officer Simon Lambert hopes the initiative will encourage more people to take an interest in the lower tiers of the sport.

"In pure racing terms, it doesn't get any better than Caterhams," he said. "At Zandvoort in the summer, a tenth covered the top five in a Roadsport race. You don't see that in F1."

Lambert explained it was not in the circuit's interest to fund the extra staff and infrastructure required to allow fans to enter free of charge, when the meeting would likely only bring in a limited number of paying spectators anyway, so Caterham will make a "significant contribution" to open the event up free to the public.

"A typical club event at Silverstone in October will perhaps get 500 spectators, so the loss of gate receipt

is limited," he said. "Unfortunately we can't just open the gates and have a literal free-for-all. Essentially it boils down to a cost. But, in time, you hope people would be prepared to pay to watch more great club racing."

Lambert said he believed club racing would be more popular if more meetings were free. "I don't imagine people will stay for the whole day, but I think we'll get new spectators who will stop by for a few hours," he said.

Clio Cup UK

Rivett misses Clio finale after suffering crash while instructing

MULTIPLE RENAULT CLIO CUP UK

champion Paul Rivett was forced to withdraw from this season's showdown at Brands Hatch last weekend after suffering a serious injury.

Rivett, who trailed eventual title winner Josh Files by 36 points before the event, snapped his Achilles tendon the weekend prior to the finale when a driver he was instructing at the Kent circuit crashed.

A front-left damper failure caused the wheel to fold up into the arch, sending the car and its occupants straight on and into the barrier beyond Graham Hill Bend.

Doctors initially cleared Rivett to race, but a physiotherapy session revealed the true nature of his injury, so 2007 champion Martin Byford was drafted in by the Stancombe Vehicle



Byford stood in for Rivett

Engineering team to replace him.

Byford had a tough weekend, crashing heavily in qualifying and retiring from the opening race. But he rallied from 24th to 13th in the second encounter.

"It hasn't gone quite how I wanted it to, but to end the weekend with a strong race is good", he said. "I knew I was in at the deep end. If I'd got it right in qualifying, I'm sure we could have finished top six."

BRDC F4

Morris boosted to second in F4 after overturning exclusion

SEB MORRIS WAS PROMOTED TO second in the final BRDC Formula 4 standings after his Hillspeed team succeeded in its appeal against his Snetterton exclusion in September.

The McLaren AUTOSPORT BRDC Award finalist claimed his only win of the 2013 season at the Norfolk track, before stewards declared that the gurney flap on his car's rear wing was illegal.

That meant he finished the season third overall, but regained the victory and the points when the Motor Sports Council's national court overturned the ruling last week.

"I hadn't won in a long time and to

have it taken off me was heartbreaking," said Morris. "The appeal was important because we can now say we are winners. People might also think from the outside that Hillspeed was cheating but now they know the truth."

"My immediate plan is to do my best in the Award, and hopefully raise the budget for Formula Renault NEC."



Morris has got his win back

STYLES

Comprehensive motorsport insurance products to keep you on track;

- Worldwide On Track
- Track day
- Personal Accident
- Liability
- Storage and transit
- Commercial

Please complete an online quote request form at – www.ryanmi.com

Email – info@ryanmi.com Tel – +44 (0) 1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Services Authority, registration number 312026

RYAN
MOTORSPORT INSURANCE

Caterham

Court calls for R300 rules review as DPR wins Caterham appeal

THE MOTOR SPORTS COUNCIL HAS called on Caterham Motorsport to clarify its R300 Superlight regulations "as a matter of urgency" after overturning title contender Ollie Taylor's exclusion from a race at Brands Hatch earlier this season.

Taylor's DPR Motorsport car was retrospectively excluded from a podium finish in the August 11 race for an alleged technical infringement in the fitting of a data-logging sensor to its cooling system.

Taylor's DPR team-mate Jamie Orton and rival Aaron Head were also excluded for the same offence, which Caterham chief motorsport and technical officer Simon Lambert described as a "clear breach of the regulations".

DPR appealed the decision against

Taylor's car, which was overturned by the Council earlier this month. The Council found that proper scrutineering procedures were not followed correctly and that Caterham should clarify its rules concerning additional cooling sensors "as a matter of urgency".

DPR's David Rowe said: "The decision to exclude Ollie was fundamentally flawed and deeply damaging to our championship prospects. Above all we have a reputation to maintain.

"As such, we are delighted that having reviewed all the evidence, the Court has so clearly ruled in our favour."

Lambert said Caterham felt its rules were "quite clear" on this subject, but would seek advice from the MSA about adding clarity.

"It's a difficult situation for Caterham," he said. "We're pleased for Ollie – he's driven exceptionally this year and deserves the results he has achieved. However, we maintain that our technical stance was correct.

"If anything, this highlights the red-tape and procedural traps that surround protests and appeals. It's something we would like to see simplified and made a little more 'competitor-friendly'."



Taylor (leading)
has won appeal

Porsche Carrera Cup

Porsche announces shortlist for Carrera Cup GB scholarship

PORSCHE HAS ANNOUNCED THE four candidates in contention for its relaunched Carrera Cup GB scholarship.

GP3 racer Josh Webster is one of a quartet of drivers in the running for the scheme, which will subsidise the winner's budget for the next two seasons.

British GT4 champion Ryan Ratcliffe, Volkswagen Scirocco-R Cup podium finisher Ross Wylie and Clio Cup UK racer Ignas Gelzinis make up the remainder of the shortlist. They will be evaluated by Porsche at Silverstone, where they will also drive the 911 GT3 Cup car. The winner will receive £80,000 per year towards full campaigns in the 2014 and '15 Carrera Cups.

Current scholar Daniel Lloyd is a race winner in the series and finished fourth in this year's championship.

Series boss Marion Barnaby said: "We have been overwhelmed with the quantity and quality of applications. Selecting just four finalists from so many strong candidates has been very difficult."



Lloyd is current
Porsche scholar

AUTOSPORT GOLDEN HELMET

DAN CAMMISH HAS been missing from the cockpit since wrapping up the British FFord title, but he's still dominating our table of race winners in the British Isles in 2013. Great progress from Tom Bradshaw in Porsche Club and Lewis Plato in Radicals puts them in the top three.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Dan Cammish (Mygale M13-SJ)	24	0	24
2	Tom Bradshaw (Porsche/Van Diemen/Gibson)	13	2	15
3	Lewis Plato (Radical SR3)	7	7	14
4	Stuart Pearson (Ginetta G20)	0	14	14
5	Richard Styrin (Porsche Boxster)	13	0	13
6	Dean Brace (Ford Coupe)	13	0	13
7	Tom Ingram (Ginetta G55/MG ZR 190)	13	0	13
8	Aiden Moffat (Ford Fiesta ST/Mini Cooper)	12	1	13
9	Alan Kirkaldy (BMW Compact 318 Ti)	6	7	13
10	John McCullagh (Porsche 968 CS)	0	13	13
11	Steve Roberts (BMW Compact 318 Ti)	12	0	12
12	Tom Roche (Mazda MX5 Mk1)	12	0	12

Repechage, consolation, 'overflow entry' and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

HUMBLE PYE

The voice of club racing



Ferrao's Iberian
Historic Endurance
Series looks good

Jerez Historic Festival could thrive if organisers are clever

Until last weekend I'd not been to Jerez's Circuito de Velocidad in 25 years. In April 1988, I saw Johnny Herbert win the International Formula 3000 Championship opener there in Eddie Jordan Racing's Reynard. I recalled it as a very pleasant venue, to which snapper Jeff Bloxham and I drove up from Gibraltar. Happily, like the neighbouring sherry capital of Jerez de la Frontera, it remains so. And the roads are immeasurably better!

Brainchild of Spanish promoter Jesus Pozo, and executed by Masters Historic Racing, the Jerez Historic Festival offered much, but the entries in its own classes – two accorded FIA status – were parlously thin. It's a trek for transporters from the UK to southern Spain, but clearly the recent run of events at Zandvoort and Spa – with Goodwood and Paul Ricard in the middle for some – has taken its toll on competitors and preparers. They are 'raced out'.

It's the right place, and twinning it with this weekend's Algarve Historic Festival, over the border into Portugal, will work for some. The indefatigable Formula Junior folk took 30 cars to Jerez and will settle their FIA Lurani Trophy championship there. But the logistics of Masters competitors, who also started their season in Spain – at Barcelona's Montmelo track in April – need serious

focus for 2014.

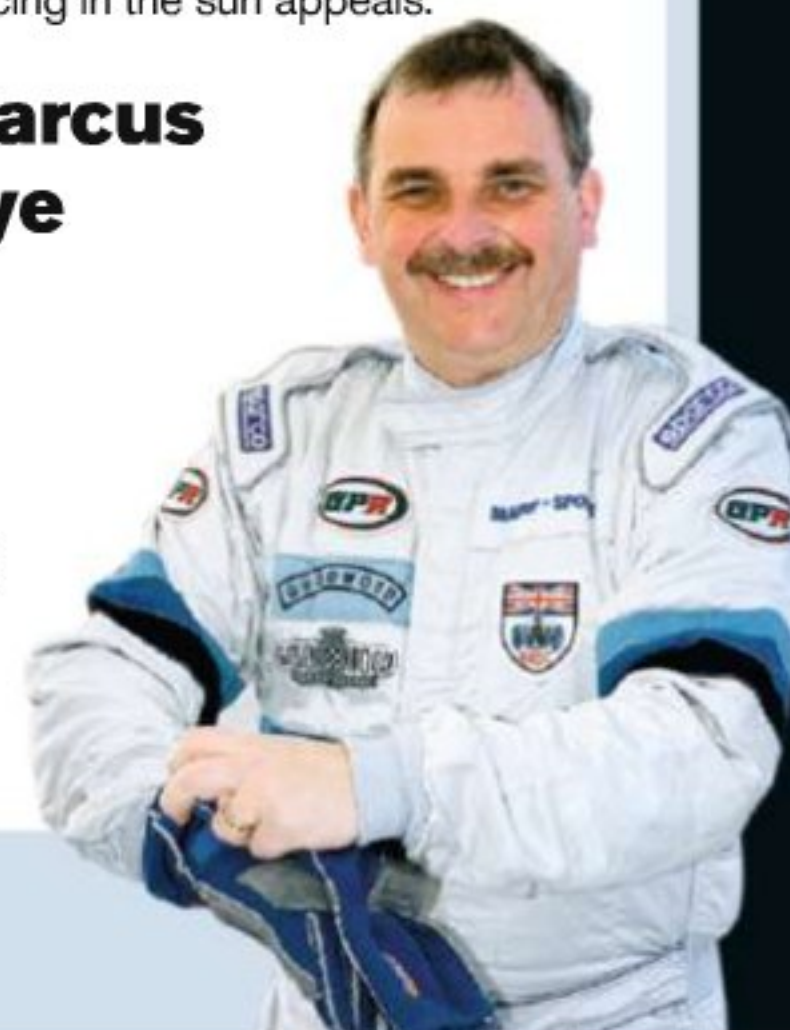
"Fewer and better events" is the message I continually hear from racers, and who can argue with them? Entries have been low at many meetings this season, but Peter Auto bucked the trend with key grids at its Dix Mille Tours du Castellet. Patrick Peter doesn't do long programmes, and his strategy ought to ring bells with others.

As an aside, I had my first glimpse of the Iberian Historic Endurance Series at Jerez. Run by Portuguese driver Diogo Ferrao – a regular HSCC Formula Ford and F2 racer – it is proving popular in year one. It debuted at Jarama in June and has visited Oporto. Next stop is the Algarve International Circuit and it finishes at Estoril in November.

Open to FIA Appendix K, Touring and GT cars built before the end of 1971 and '75, plus Pre-'66 Prototypes, TC and GTs up to two litres and invitees, it provided a colourful field and a good mix, including Porsche 911 Carrera RS, BMW 2800CS, Lotus Elans and a rapid Datsun 1200. Carlos Barbosa, president of the Portuguese MSA equivalent, was among the drivers. Visit www.historicendurance.com if racing in the sun appeals.

Marcus Pye

"Competitors are raced out. Jerez is the right place but the logistics need serious focus for 2014"



What's the
secret
about the new 911 GT3 Cup's
new brakes?



It's Quicker.



OFFICIAL PARTNER

PORSCHE
MOTORSPORT

PFC
BREMSE

www.pfcbrakes.com

1.800.521.8874



Cole contested 2007
WHT in a Van Diemen

Walter Hayes Trophy

Cole to return to Walter Hayes with Jamun

EX-BRITISH FORMULA FORD

champion James Cole will contest this year's Walter Hayes Trophy in Jamun Racing's first entry in the event.

Cole last contested the Kent-engined extravaganza in 2007 before graduating to the Duratec class. He claimed the 2009 British Formula Ford title with a Jamun Mygale before competing in British F3, F2 and the BTCC.

The 25-year-old will now drive a Jamun M92 at the Silverstone event in November.

"My old mechanic at Medina, Ken Parkinson, died this year and I'm doing it in his memory," said the former McLaren AUTOSPORT BRDC Award finalist.

"I've always wanted to do the event again and this was the right time."

Despite the car's age, Cole believes the Jamun will be competitive. "I think this year

will be quite tough, but I'm looking forward to it," added Cole, who hopes to test the car soon. "I don't think [Jamun bosses] Tony and James Mundy would come up with anything that doesn't have a chance of winning."

James Mundy, who confirmed he hadn't run a Jamun chassis for over a decade, said: "We've never done the Walter Hayes before and it looks like it'll be good fun."



Onslow-Cole will join
the Atom Cup pack for
2013 season finale

Atom Cup

Onslow-Cole to go Atomic

BRITISH TOURING CAR RACE

winner Tom Onslow-Cole will contest the final Atom Cup rounds at Snetterton on October 26-27.

Onslow-Cole, who was 12th in the BTCC this season, has raced in the BMW Compact Cup and Aston Martin GT4 Challenge in recent seasons.

He will be the final guest driver of the 2013 Atom Cup, in which experienced GT racer Lee Cunningham and multiple single-seater champion Scott Malvern have already competed.

"It's great to get the opportunity to have a go and do the last round of Atom Cup on the 300 circuit," said the 26-year-old. "Having only done a handful of laps in an Atom, I already know what fun they are. They are very user friendly and very easy to get to grips with."

"I have never raced anything else like the Atom, in fact I haven't raced anything without a roof since karting, but I'm looking forward to getting in the car and seeing how I get on with the Atom Cup regulars."

Formula Renault NEC

Parry targets Eurocup crown

FORMULA RENAULT NEC CHAMPION

Matt Parry is eyeing a title-winning Eurocup campaign next season.

Parry, in his first year racing in Europe, clinched the NEC crown at the season finale at Zandvoort last weekend.

The Fortec driver will test with the team's Eurocup squad in Hungary later in the month and is hoping to put together an intensive winter testing programme.

"I look at it more as a ladder, not my ultimate goal," said the McLaren AUTOSPORT BRDC Award finalist. "NEC is another challenge completed."

"Eurocup is the aim. I want to win it in the first year. We're starting winter testing at the end of the month, and the focus is on 2014 rather than celebrating 2013."



Parry took
NEC title



Smiley will test
race-winning
BTCC MG

Mini Challenge

Smiley wins BTCC test in MG6

MINI CHALLENGE CHAMPION CHRIS Smiley will test one of Triple Eight's British Touring Car MGs at Silverstone next month.

Each 2013 Mini Challenge race win earned the victor a ticket in a draw for the drive. Smiley won nine races and one of his tickets was drawn by Triple Eight boss Ian Harrison at Brands Hatch last weekend.

Smiley, who will get a full day of running

on November 14, said: "I never expected to win, even though I had the best chance with nine tickets. Sod's law it would have been somebody with just one ticket."

"I want to race in the BTCC one day so I want to learn as much as I can. The Mini is turbocharged and front-wheel-drive, but is still basically a road car. The MG will be totally different; I'm not sure what to expect."



MacDowall races again

World Touring Car racer Alex MacDowall made his second Ginetta GT Supercup appearance in as many rounds at Brands Hatch last weekend. The Scot, who races a Chevrolet Cruze in the WTCC, has used the races to gain experience in rear-wheel drive machinery ahead of a planned works programme in the Super GT Championship in Asia. He was eighth in all three Brands races.

Stoneman gets Radical

Ex-Formula 2 champion Dean Stoneman will return to Radical Sportscar racing in Abu Dhabi this week. The Porsche Carrera Cup GB race winner is seeking extra track time as he continues his comeback to racing after a life-threatening bout of cancer. He will share a Dragon Racing SR8 with Jordan Groger in the Radical Middle East Cup.

Caterham branches out

British sportscar manufacturer Caterham has branched out to the Far East with the launch of Caterham Motorsport Asia. Based in Malaysia, it aims to replicate its European one-make racing ladder in the region, with the Supersport series the first to be introduced. The 10-round series for the 140bhp, 1.6-litre Ford Sigma-powered cars will take place on the Sepang Grand Prix circuit.

Goodwood race dates

The Goodwood Road Racing Club has announced provisional dates for its public motorsport events in 2014. The 22nd Festival of Speed is pencilled in for June 27-29 – the weekend before the British Grand Prix at Silverstone – and the 17th Revival Meeting for September 12-14. The 72nd Members' Meeting at the motor circuit – open exclusively to GRRC members – is confirmed for March 29-30.

Second for Thompson

A double podium finish at Hockenheim last weekend allowed Nigel Thompson (below) to snatch runner-up spot in the European Formula Ford 1600 table. "We aimed to make 2013 our learning year," he said. "Next year we will be looking for the main prize."





Thornton took
Masters F1 crown
with his Lotus

ALL PICS: WOODING

JEREZ HISTORIC FESTIVAL JEREZ, OCTOBER 12-13 MASTERS

Lotus man Thornton takes title

"MY FIRST OUTRIGHT WIN [IN the competition] and an FIA championship; it doesn't get better than that," grinned effervescent Classic Team Lotus 92 pilot Greg Thornton having landed the Masters Historic Formula 1 crown with a controlled second place to rival Ian Simmonds in Sunday's finale.

Thornton's victory the previous afternoon – after water-pump failure trailed top qualifier Nathan Kinch's McLaren MP4/1B, Michael Lyons blew his Hesketh 308E's engine and Joaquin Folch retired his Brabham BT49C with a broken gear linkage – did the hard work. Thereafter he needed to focus!

Greg led race two away, but Simmonds got a run on him onto the longest straight and jinked his Complete Motorsport Solutions-run Tyrrell 012 neatly ahead.

"At that point I remembered my team manager's [Chris Dinnage's] words: 'Let Ian go and sit on his gearbox.' With a 14-second buffer

from Saturday I was happy to see Ian wear his first winner's garland, knowing I was champion."

Simmonds – a quieter fellow, whose delight was tarnished when some cretin nabbed the laurels from his car – nonetheless was pleased. "The circuit is very abrasive. My rear grip went away quickly, but I knew Greg wouldn't risk anything," he said.

Waiting to pounce though, was Dan Collins, whose Lotus 91 retired from race one with a broken gear selector finger on top of fuel pick-up issues. He closed on the duel and finished in his team-mate's slipstream.

Overtaking was tricky as double yellow flags covering Folch's Brabham (which tagged the barrier backwards while third, up from the back, on lap three) spoiled the best opportunity. Irishman James Hagan (Ensign) finished a stout third in R1 and on aggregate. Max Smith-Hilliard won a fine Lotus duel with Andrew Beaumont for fourth on Sunday. John Delane (Tyrrell 002) won

the pre-ground effect class.

Dave Methley pulverised his FIA Lurani Trophy Formula Junior opposition both days, between which ace engine builder Geoff Richardson discovered that the ex-Fittipaldi F1 mechanic was not getting full throttle! Italians Tommaso Gelmini (his Branca stuck in fourth gear) and Roberto Tonetti (who crashed his Brabham BT6 heavily) were out early on Saturday, although the former returned to chase Methley in vain.

The sensational stuff went on behind them. Martin Walford (Lotus 22) annexed third on day one then went quarrying, leaving John Fyda (22) and the Lolas of Switzerland's Philipp Buhofer and Portugal's Joao Paulo Campos Costa battling with John Dowson's Brabham. Mark Pangborn, whose 22 refused to start, shot from the pitlane to eighth.

Restored to his original grid slot [a series rule] Walford fought through a seven-car battle to third on Sunday, but an overjoyed Dowson came through to a career-best second ahead of Fyda in the cumulative results.

The title race remains fascinating, for American multi-champ John Delane (Lotus 18) and Britons James Owen (Elva 200) and front-engined standout Andrew Tart (Bond) level-pegged into the penultimate counter. But help was at hand for Tart, from an unexpected quarter.

Australian veteran Kim Shearn brilliantly outdrove the rarely beaten Delane (lacking rear grip) and Owen (who finished R1 in the pitlane after a

huge spin on oil) for a class double – despite his Renault 'box losing third on Sunday. Two more victories for Tart send him into next weekend's Algarve decider two points clear of Delane.

After a spectacular Lola T70 scrap with Carlos Barbot and Miguel Amaral, Leo Voyazides stemmed the Portuguese challenge before installing Simon Hadfield. Barbot's hotshoe Ni Amorim couldn't catch Hadfield, while Amaral's Mk3 broke before Antonio Simoes could drive, thus the Greek/British duo retained their FIA Masters Sports Car title.

Gentlemen Drivers Pre-'66 GT championship honours were also in dispute but half-shaft failure stranded erstwhile points leader Keith Ahlers's Morgan SLR shortly after he took the baton from Billy Bellinger, thus Graham Wilson/Andy Wolfe (Lotus Elan) grabbed the title with a class-winning fourth overall.

Nathan Kinch's Jaguar E-type led initially, the Scot treating the race as a short pre-Portimao test, but Rob Hall – driving Peter Austin's Equipe Erica AC Cobra solo – had the legs on Voyazides, for whom Hadfield halved an 11-second deficit.

The Masters Saloons mustered eight cars, but when the V8 trio stampeded towards turn one abreast – Mike Gardiner trimming poleman Alec Hammond's Chevrolet Camaro's door mirror as he burst his Ford Falcon between him and Voyazides' Falcon – and the three red-and-white Minis arrived side-by-side an



Methley's Brabham
was unstoppable
in Formula Junior

HGPCA PRE-1966 GP CARS JEREZ, OCTOBER 12-13 MASTERS

Coopers climax with Spanish 1-2-3 headed by T51 of Griffiths

ARRIVING ON THE BACK OF A WIN at Spa, Miles Griffiths completed a hat-trick of HGPCA victories on the association's Jerez debut, twice dancing John Bond-Smith's BRP Cooper T51 clear of Rod Jolley's ex-works T45/51 and Sid Hoole's shrill 1500cc T66 on the challenging Andalusian circuit.

"It was very slippery, but hugely enjoyable," said the young midlander, who repassed the fast-starting Jolley on Sunday to finish his season in style. "Fabulous fun," agreed Jolley, who was much closer than he had been on Saturday.

The V8 battle was between Hoole's fast ex-Jo Bonnier car and Andrew Beaumont's ex-Innes Ireland Lotus 24, with Nigel Williams chasing in his BRM-

powered 24, the ex-Tim Parnell car disguised with Lola panels by team-boss father Reg in period.

Fuel pump failure doomed Julian Bronson to start from the back on Saturday, but he growled his Scarab through to fifth. Alas its Offenhauser engine dropped a valve within 400 metres of Sunday's start.

The battle for front-engined honours raged thereafter between Allan Miles (Maserati 250F CM7), Ian Nuthall (Alta F2) and Belgian Cooper-Bristol stalwart Paul Grant, whose wife Mary's car was initially close behind with Will Nuthall up.

Grant eventually prevailed, and finished an outstanding seventh behind Brian Jolliffe who not only turned the tables on Tony Ditheridge's similar two-litre Cooper



T45 to claim the class but also finished a splendid sixth overall. Eight months after emergency heart surgery, this was a stellar effort.

RESULTS (BOTH 12 LAPS) 1 Miles Griffiths (Cooper-Climax T51); 2 Rod Jolley (Cooper-Climax T45/51) +12.665s; 3 Sid Hoole (Cooper-Climax T66); 4 Andrew

Beaumont (Lotus-Climax 24); 5 Julian Bronson (Scarab-Offenhauser); 6 Nigel Williams (Lotus-BRM 24). **CW** Hoole; Bronson; Tony Ditheridge (Cooper T45); Allan Miles (Maserati 250F CM7); Ian Nuthall (Alta F2); John Bussey (Cooper T43). **FL** Griffiths 2m03.320s (80.28mph). **RACE 2** 1 Griffiths; 2 Jolley +4.592s; 3 Hoole; 4 Beaumont; 5 Williams; 6 Brian Jolliffe (Cooper-Climax T45). **CW** Hoole; Jolliffe; Paul Grant (Cooper-Bristol Mk2); Miles; Bussey. **FL** Jolley 2m05.308s (78.85mph).



Wilson/Wolfe
Lotus Elan snatched
Gentlemen Drivers title

entertaining hour looked possible.

Hammond, on slicks per '70s Celebration regs, and Voyazides on Dunlop treads traded places for the spectators and stopped together. Hadfield took over the Falcon and, when Hammond received a stop-and-go, looked set to win until its engine oil cooler split two laps from home. Hammond thus beat Gardiner's 'shoe' Phil Keen and the Lotus Cortina of Graham Wilson — who had the Dale Racing Mini squadron gunning for him initially — and Andy Wolfe.

In his third Mini race AC/DC frontman Brian Johnson looked feisty until lap four when "I dropped a wheel in the gravel and it flicked me into the fence. I was gutted," he groaned. "Brian's speed impressed me," added Rob Hall, who survived being the meat in the Turn 1

sandwich to relay Ron Maydon to P4.

The CanAm Interserie races were little more than muscular high-speed V8 demos. When Andy Newall's JCB McLaren ran wide, Britcar racer Mark Cunningham (trading-up from a 400bhp front-wheel-drive SEAT to Dodkins Motorsport's 800bhp plus March 717) thundered ahead.

Newall recovered, repassing Leo Voyazides' wailing Lola-DFV T280 before a broken rocker silenced his Chevy. Cunningham then led until a leaking calliper robbed him of front brakes. Voyazides thus took the chequer from Dave Methley in Rick Carlino's two-litre GRD. Cunningham, who drove the ex-Helmut Kelleners monster well, found consolation beating Voyazides in Sunday's shortened four-car outing.

● Marcus Pye

FIA MASTERS HISTORIC F1 (15+14 LAPS)

1 Greg Thornton (Lotus 92/5); 2 Ian Simmonds (Tyrrell 012) +13.603s; 3 James Hagan (Ensign N177); 4 Andrew Beaumont (Lotus 76/1); 5 Max Smith-Hilliard (Lotus 77); 6 Frank Lyons (McLaren M26/1). **Class winners** Hagan; John Delane (Tyrrell 002); Dan Collins (Lotus 91).

RACE 1 1 Thornton; 2 Simmonds +13.916s; 3 Hagan; 4 Beaumont; 5 Smith-Hilliard; 6 F Lyons. **Fastest lap** Michael Lyons (Hesketh 308E) 1m40.403s (98.62mph).

RACE 2 1 Simmonds; 2 Thornton +0.315s; 3 Collins; 4 Hagan; 5 Beaumont; 6 Smith-Hilliard. **FL** Joaquin Folch (Brabham BT49C) 1m45.356s (93.97mph).

FIA LURANI TROPHY FORMULA JUNIOR (12+12 LAPS)

1 Dave Methley (Brabham BT6); 2 John Dowson (Brabham BT2) +1m07.079s; 3 John Fyda (Lotus 22); 4 Joao Paulo Campos Costa (Lola Mk5); 5 Philipp Buhofer (Lola Mk5A); 6 Mark Pangborn (Lotus 22).

CW Kim Shearn (Lotus 18); Andrew Tart (Bond). **RACE 1** 1 Methley; 2 Roberto Tonetti (Brabham BT6) +17.007s; 3 Fyda; 4 Campos Costa; 5 Dowson; 6 Buhofer. **FL** Methley 2m04.238s (79.68mph).

RACE 2 1 Methley; 2 Tommaso Gelmini (Branca) +18.345s; 3 Martin Walford (Lotus 22); 4 Pangborn; 5 Dowson; 6 Fyda. **FL** Methley 2m05.947s (78.60mph).

FIA MASTERS HISTORIC SPORTSCARS (46 LAPS)

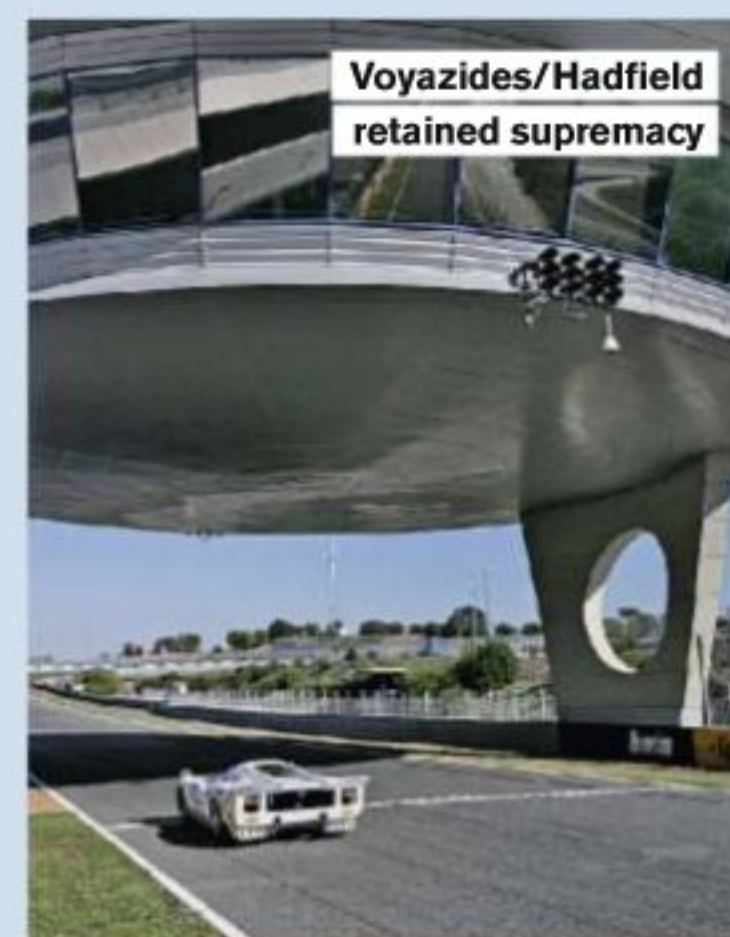
1 Leo Voyazides/Simon Hadfield (Lola T70 Mk3B); 2 Carlos Barbot/Ni Amorim (Lola T70 Mk3B) +32.616s; 3 Andrew Newall (Chevron B8); 4 Alec Hammond/Jason Minshaw (Chevron B8); 5 Mark Bates (Porsche 911 RSR); 6 Rick Carlino (GRD S74). **CW** Newall; Bates; Jose & Francisco Albuquerque (Lola T70 Mk3). **FL** Hadfield 1m54.587s (86.39mph).

MASTERS GENTLEMEN DRIVERS PRE-'66 GT (55 LAPS)

1 Rob Hall (AC Cobra); 2 Leo Voyazides/Simon Hadfield (AC Cobra) +4.248s; 3 Mark Pangborn/Jeremy Welch (Jaguar E-type); 4 Graham Wilson/Andy Wolfe (Lotus Elan); 5 Nigel Williams/Andy Newall (Jaguar E-type); 6 Dave Methley/Ron Maydon (Ginetta G4). **CW** Wilson/Wolfe; Mike Bell/Simon Orebi Gann (Morgan +4 SLR); John Hitch/Bob Birrell (MGB). **FL** Hadfield 2m08.752s (76.89mph).

MASTERS PRE-'66 TOURING CARS & '70S CELEBRATION (26 LAPS)

1 Alec Hammond (Chevrolet Camaro); 2 Mike Gardiner/Phil Keen (Ford Falcon) +56.056s; 3 Graham Wilson/Andy Wolfe (Ford Lotus Cortina); 4 Rob Hall/Ron Maydon (Austin Cooper S); 5 Steve Jones (Morris Cooper S); 6 Leo Voyazides/Simon Hadfield (Ford Falcon). **CW** Wilson/Wolfe; Hall/Maydon. **FL** Hammond 2m10.720s (75.73mph).



Voyazides/Hadfield
retained supremacy

CAN-AM INTERSERIE CHALLENGE (14 LAPS)

1 Leo Voyazides (Lola-DFV T280); 2 Dave Methley (GRD S74) +1m30.668s; 3 Mark Cunningham (March 717); 4 Harry Read (McLaren M8E); 5 Nigel Williams (Chevron B8); no other finishers. **FL** Andy Newall (McLaren M8F) 1m49.002s (90.82mph).

RACE 2 (11 LAPS) 1 Cunningham; 2 Voyazides +6.982s; 3 Andy Newall (Chevron B8); 4 Read; no other finishers. **FL** Cunningham 1m51.155s (89.06mph).

IBERIAN HISTORIC ENDURANCE (17 LAPS)

1 JP Fontes/Carlos Barbosa (Jaguar E-type); 2 Jesus Fuster (Porsche 911); 3 Miguel Rio-Tinto/Pedro Bastos (Ford Escort); 4 Domingos Sousa Coutinho/Luis Sousa Ribeiro (BMW 2800); 5 Luis Lopez/Alvaro Rodriguez (Porsche 911); 6 Miguel Moreno/Carlos Peres (Lotus Elan). **CW** Fuster; Rio-Tinto/Bastos; Francisco Serrano/Juan Ramirez (BMW 635CSi). **FL** Fontes 2m11.500s (75.28mph).

RACE 2 (18 LAPS) 1 Mario Silva (Porsche 911); 2 Fuster +26.252s; 3 Moreno/Peres (Lotus Elan); 4 Paulo Antunes (Datsun 120); 5 Lopez/Rodriguez; 6 Sousa Coutinho/Sousa Ribeiro. **CW** Moreno/Peres; Sousa Coutinho/Sousa Ribeiro. **FL** Fuster 2m13.398s (74.21mph).



Iberian Historic enduro
gets under way



Evans caught and passed Cook to win

CLASSIC THUNDER SILVERSTONE, OCTOBER 12-13 BARC/CTCRC

Dominant duo shares crushing wins

ADIE HAWKINS' ALFA ROMEO 33 stormed from the back of the grid to take a dominant win in race one.

But he non-started the second race, which was won convincingly by Richard Evans in his ex-Triple Eight Vauxhall Astra Coupe.

Piers Grange (Sierra XR8) pulled out a good early lead in the opener over Jason Davies' Ford Sierra Cosworth, while Ian Froggatt's Subaru Impreza duelled with James Macintyre-Ure's BMW M3 for third. But Hawkins was already into third by the end of lap two, then

nosed into second at Brooklands a lap later, only to spin wildly and hand the place back to Davies.

Grange's tenure at the head of the field was soon under threat, though, and an off at Becketts didn't aid his cause. By this stage Hawkins had already secured second, and he duly became the new leader. Davies was attacked by Kevin Wendt's BMW M3 until their duel was disrupted by the charging Mitsubishi of Peter Cook, who took second at halfway.

Grange held onto third place, with Froggatt fourth and Wendt

promoted to fifth after Davies received a post-race penalty for starting out of position.

Cook made an early break in race two, aided by a track saturated with standing water and Wendt getting caught out at Woodcote. Davies held onto second for a couple of laps, but couldn't hold off Evans, who after surging into second, went side by side with Cook past the pits and led into Copse on flap our and won by 42s, with Cook and the recovering Wendt completing the podium.

● Peter Scherer

RESULTS (20 LAPS) 1 Adie Hawkins (Alfa Romeo 33); 2 Peter Cook (Mitsubishi Evo 9) +13.125s; 3 Piers Grange (Ford Sierra XR8); 4 Ian Froggatt (Subaru Impreza); 5 Kevin Wendt (BMW M3 E46); 6 Jason Davies (Ford Sierra Cosworth). **Class winners** Cook; Davies; Richard Evans (Vauxhall Astra Coupe); David Cox (Peugeot 205 Gti); Gary Parkes (Ford Ka); Amanda Ewings (BMW E30 M3 Evo). **Fastest lap** Cook 1m00.883s (96.91mph). **RACE 2 (17 LAPS)** 1 Evans; 2 Cook +42.155s; 3 Wendt; 4 Alexander Owen (Ford Sierra RS Cosworth); 5 Davies; 6 Froggatt. **CW** Cook; Wendt; Owen; Davies; Parkes; Ewings. **FL** Evans 1m10.673s 983.48mph).



Pope (18) shared the wins with ex-champ Pearson

CLASSIC FF2000 SILVERSTONE, OCTOBER 12-13 BARC/CTCRC

Honours even for Pearson and Pope in season finale

BOTH RACES BECAME A THREE-WAY battle between Tom Pope, outgoing champion Ian Pearson, and his successor Marc Mercer.

Pope just held off Mercer to lead race one into Copse, and after an early battle went the way of Mercer, Pearson took charge again exiting Woodcote. As he eased clear, Pope shook off Mercer for second and Chris Lord secured fourth after Paul Wighton spun exiting Brooklands.

Pearson made the best getaway in the wet second race, but Mercer found the outside quickest at Luffield and took charge at the end of the opening lap. Pope was into second on lap two, but after nine

laps Mercer slowed and pitted a couple of laps later with a puncture.

Pope retained the lead over Pearson, with Wighton coming through strongly on a drying track to secure third after Mercer pitted.

● Peter Scherer

RESULTS (20 LAPS) 1 Ian Pearson (Van Diemen RF83); 2 Tom Pope (RF82) +7.829s; 3 Marc Mercer (RF82); 4 Chris Lord (RF82); 5 Chris Levy (RF83); 6 Andrew Lancaster (Pilbeam MP52). **CW** Lawrence Denne (Reynard SF79). **FL** Mercer 1m00.820s (97.01mph). **RACE 2 (18 LAPS)** 1 Pope; 2 Pearson +3.785s; 3 Paul Wighton (RF82); 4 Colin Wright (SF79); 5 Lord; 6 Philip Hart (RF82). **CW** Wright; David Jones (RF82). **FL** Pope 1m09.418s (84.99mph).

PRE-'83 TOURING CARS SILVERSTONE, OCTOBER 12-13 BARC/CTCRC

Scott Andrews takes title but Welby denies a double

TIM SCOTT ANDREWS MISSED OUT on a double win, but second place was enough for the championship title as Riorden Welby took his maiden victory.

Scott Andrews' Rover Vitesse led from the start of race one, with David Howard's Jaguar XJ12 soon established in second, after a brief threat from Mark Osborne's Triumph Dolomite Sprint. But Welby started to close on Osborne and took third after going past on lap seven.

Both Scott Andrews and Howard bogged down at the start of the wet race two, which gave Welby the lead into Copse, from John Wright's Escort. Scott Andrews recovered second on lap

three and though he took the lead late on when Welby overshot Becketts, he erred in the same place himself to end the race second behind the Rover SD1.

● Peter Scherer

RESULTS (16 LAPS) 1 Tim Scott Andrews (Rover Vitesse); 2 David Howard (Jaguar XJ12) +9.815s; 3 Riorden Welby (Rover SD1); 4 Mark Osborne (Triumph Dolomite Sprint); 5 David Thomas (Ford Capri); 6 Nic Strong (Ford Capri). **CW** Howard; Osborne; Neil Bray (Ford Fiesta). **FL** Scott Andrews 1m07.782s (87.04mph). **RACE 2 (11 LAPS)** 1 Welby; 2 Scott Andrews +0.272s; 3 John Wright (Ford Escort RS); 4 Howard; 5 Thomas; 6 David Hall (Vauxhall Firenza). **CW** Wright; Howard; Bray; Ray Kerschberg (MG Metro). **FL** Scott Andrews 1m18.312s (75.34mph).



Welby won race two in his Rover SD1



Sprigg leapt into the lead after Manser was wheeled away

CLASSIC SALOONS AND HISTORIC TOURING CARS SILVERSTONE, OCTOBER 12-13 BARC/CTCRC

Sprigg benefits from Manser's misfortune

PHIL MANSER HAD MIXED FORTUNES at Silverstone, comfortably winning the first race, before his Mini was pushed off the grid prior to the start of the second event.

The lead quintet made a break from the start of race one, with the Minis of Manser and Andy Messham heading Richard Sprigg's Ford Anglia, David Hall's Lotus Cortina and Julian Crossley's Mini.

As Manser began to extend his lead it became a three-way fight for second. Hall took Sprigg and had Messham in his sights. It was lap five, though, before Hall was into second, and within a lap Sprigg was through too as Messham struggled to stay in touch.

Hall was managing to fend off Sprigg's attempted challenges, but made no impression on Manser's lead and Manser secured his win by well over 10s. Hall shed a wheel rounding Woodcote for the ninth time, handing second to Sprigg, from Messham and Crossley.

Sprigg made the most of Manser's absence and took a lights-to-flag win in race two in pouring rain. Messham was second throughout and, once he had shaken off Crossley, closed on Sprigg and went nose to tail past the pits on lap nine, before a misfire thwarted any further challenge.

"I would have had him but it was like a bucket of water over my

ignition," said Messham.

Sprigg was left in the clear, but dealing with "so much rain I was sideways everywhere". Messham still held onto second from Crossley.

● Peter Scherer

RESULTS (13 LAPS) 1 Phil Manser (Austin Mini Cooper); 2 Richard Sprigg (Ford Anglia) +10.700s; 3 Andy Messham (Austin Mini Seven); 4 Julian Crossley (Morris Mini); 5 Steven Sprigg (Lotus Cortina); 6 Pietro Caccamo (Lancia Fulvia). CW S Sprigg; Caccamo; Tony Preston (Morris Minor). FL Manser 1m13.657s (80.10mph). RACE 2 (10 LAPS) 1 R Sprigg; 2 Messham +2.625s; 3 Crossley; 4 David Hall (Lotus Cortina); 5 Caccamo; 6 S Sprigg. CW Hall; Caccamo; Paul Clayton (Austin A35). FL Messham 1m27.891s (67.13mph).

MAX5 SILVERSTONE, OCTOBER 12-13 BARC/CTCRC

Bardwell fights back to earn double

CLINT BARDWELL WAS A DOUBLE winner but had to fight back after losing out at the initial start to Jonathan Cryer on both occasions.

The first race was red-flagged on the opening lap after a pile-up approaching Copse eliminated six cars after the start. Cryer led after the re-start, but poleman Bardwell charged ahead on the opening lap and was two seconds clear by the end of lap two.

Cryer was also clear in second, as was Jonathan Halliwell in third, but fourth place was far from settled. Adam Read kept Paul Roddison at bay until lap seven, but once ahead Roddison closed the gap to Halliwell considerably.

Read still held onto fifth and took a class win, with Matthew Tidmarsh separating him from class rival Amy Barker, while Liam Murphy recovered from a first-lap spin to take third in class.



Once in front, Bardwell flew to two dominant wins

It was almost a repeat of race one when the second race got underway, with Cryer fastest out of the blocks, only to lose out to Bardwell early into the opening lap. Halliwell was again straight into third, but couldn't stay on the pace of the lead duo as the rain started to fall again and he had to keep an eye on his mirrors as Roddison closed.

Tidmarsh worked his way through the order, but on lap nine he lost fourth to Barker, who comfortably clinched the class win. Ian Loversidge finished strongly too, snatching fifth from Tidmarsh on

the last lap. Roddison also fell back after an early challenge for third. He finally settled in eighth place, just behind Simon Fleet, while race-one class winner Read had a couple of spins and failed to make the top 10.

● Peter Scherer

RESULTS (11 LAPS) 1 Clint Bardwell; 2 Jonathan Cryer +16.466s; 3 Jonathan Halliwell; 4 Paul Roddison; 5 Adam Read; 6 Mathew Tidmarsh. CW Cryer; Read. FL Bardwell 1m25.364s (69.12mph). RACE 2 (15 LAPS) 1 Bardwell; 2 Cryer +5.702s; 3 Halliwell; 4 Amy Barker; 5 Loversidge; 6 Tidmarsh. CW Cryer; Barker. FL Bardwell 1m21.700s (72.22mph).



Saxmax

Newly crowned Champion Guy Wenham (above) drove away from his rivals for a double win at Silverstone. James Dorlin threatened for a while in the first race, while Benn Tilley came out on top of an early scrap with Martin Poole for third. It was another duel between Poole and Tilley in race two, but Tom Parker got both in the closing laps.

Pre-'93 Touring Cars

Paul Bellamy's BMW M3 shook off an early threat from Jim McLoughlin's Ford Sierra Cosworth to win the first race at Silverstone. Andrew Harrison's XJS held second early on but fell to fourth behind James Broad's Corrado. It was close again at the start of race two, but McLoughlin got ahead of Bellamy at Brooklands on lap three, and eased clear to a comfortable win.

Frank Tiedeman Trophy

Chris Dittman's Dallara romped to an easy win at Silverstone, as Geoff Fern spent most of the race holding off Jeremy Timms' Van Diemen, Jason Timms' Speads and Malcolm Scott's Dallara. Scott finally emerged in second out of Brooklands with six laps to go, while Jason Timms was third, after Jeremy fell back. Fern beat Jim Blockley (Ralt) to fourth.

Production Touring Cars

Ian Redgrave's Astra was another double winner at Silverstone, but had to work hard right to the flag. In race one Stanislav Aksenov's Nissan 370Z went ahead but Redgrave grabbed the win on the last lap, with Lee Cunningham's 370Z third. In race two Cunningham led the chase with Aksenov third.

Blue Oval Saloons

Malcolm Wise's Escort Cosworth held the upperhand in the first race, but David Matthias' Sierra RS500 (below) lay in wait and pounced to lead out of Brooklands on lap 10. Ashley Bird's XR4i was a solo third and Mike Webb's Focus pipped Olly Allen's Fiesta for fourth on the last lap. Matthias led throughout race two, from Wise and Allen.



Palmer clinches it with stylish double

THE PROSPECTS LOOKED GRIM AHEAD of the final two races of the Toyota MR2 Championship last Sunday. Half of the previous day's programme had been washed out, with Cadwell Park flooded in places, and the rain continued into Sunday morning.

But the weather relented and – thanks to the supreme efforts of organisers and marshals – both races were able to go ahead.

Matt Palmer went into the finale calculating that a single ninth-placed finish would be sufficient for him to wrap up the championship, but at a circuit he adores and unperturbed by the elements, he wanted much more.

With practice limited to three laps behind the course car, Palmer started race one from pole by virtue of his points lead, but he did not capitalise on it. From fourth, Michael Wells made the best start to lead – he held it despite a grassy moment at Charlies, but collided with the barriers at Chris Curve, dropping him back.

Palmer took over at the helm and stayed there, but the drive of the race came from Ben Rowe. Seventh at the

end of lap one, he took third from John Wilson – Palmer's closest rival for the title – at Charlies on lap five. Next time around Tim Heron made an error there, allowing Rowe to get through on the run up to Park.

Rowe would not give up. He chased Palmer, and carried so much more speed out of Charlies on the final lap he made contact with his rival, but both continued and Rowe grabbed his first podium since the Brands Hatch season opener. "Where have I been for the rest of the season?" he mused.

Heron took his maiden podium, while a last-lap excursion dropped Wilson from fourth to seventh and promoted Matthew Wallis.

What he had been unable to do before the end of the first race, Rowe did at the beginning of the second, driving around the outside of Palmer at Coppice to lead.

With the track wet again after a shower between races, the scope for overtaking was much more limited, but nevertheless Palmer found a way through on lap six, taking the outside line for Coppice



Palmer did way more than enough to take the title

and grabbing the inside at Charlies.

"Ben was a bit braver than I was at the start, but I got more comfortable with the conditions," said mechanical engineering graduate Palmer.

Desperate to stay on terms with Palmer, Rowe made errors in the closing stages, notably rearranging the barriers at Barn on the penultimate lap. Wallis was promoted to second, ahead of first-time podium finisher Nigel Ralphson.

Having recovered to 14th in race one, Wells produced some superb moves to climb to fourth before the chequered flag fell in race two.

With Jim Davies absent, Stuart Nicholls was untroubled in the Roadster class, and steady drives to fifth and seventh places were enough for him to finish second in the points, ahead of Wilson and Wells.

● Ian Sowman

RESULTS (BOTH 8 LAPS) 1 Matthew Palmer; 2 Ben Rowe +0.11s; 3 Timothy Heron; 4 Matthew Wallis; 5 Stuart Nicholls; 6 Nigel Ralphson. **Class winner** Nicholls. **Fastest lap** Michael Wells 1m46.13s (74.18mph). **RACE 2** 1 Palmer; 2 Wallis +20.72s; 3 Ralphson; 4 M Wells; 5 Robert Wells; 6 Rowe. **CW** Nicholls. **FL** Palmer 1m56.15s (67.78mph).



Philpotts broke a six-season win duck

CLASSIC STOCK HATCH CADWELL PARK, OCTOBER 12-13 750MC

Philpotts is all smiles after taking his maiden victory

ANDY PHILPOTTS COULD NOT CONTAIN his grin within his helmet after taking his maiden victory after six seasons of trying. A frontrunner for years, the Fiesta XR2i driver reeled off three second-placed finishes at the start of the year but had not troubled the top step of the rostrum until a horribly wet Lincolnshire afternoon.

"What a ridiculous display, we were aquaplaning up the hill," he said, before praising Matt Rozier (205), who was on his hatchback race-long but ensured the fight was clean.

Champion Lee Scott (XR2i) watched on in third, while Matthew Stubington (205) took the first of two breakthrough fourths.

Rozier took the lead from Andrew

Lightstead's XR2 at Charlies at the start of race two, while Philpotts lost out after Lightstead tried to run abreast with him at the Mountain and contact resulted. Scott was second, while Derek Rozier (205) completed a son-and-father podium after passing Stubington with two to go.

● Ian Sowman

RESULTS (7 LAPS) 1 Andy Philpotts (Ford Fiesta XR2i); 2 Matt Rozier (Peugeot 205 GTi) +0.24s; 3 Lee Scott (Fiesta XR2i); 4 Matthew Stubington (205 GTi); 5 Imran Khan (Fiesta XR2); 6 Derek Rozier (205 GTi). **FL** M Rozier 2m06.53s (62.22mph). **RACE 2 (8 LAPS)** 1 M Rozier; 2 Scott +9.69s; 3 D Rozier; 4 Stubington; 5 Andrew Lightstead (Fiesta XR2); 6 Khan. **FL** M Rozier 1m59.93s (65.65mph).

LOCOST CADWELL PARK, OCTOBER 12-13 750MC

Garratt is champion as Sellars and Bankhurst win

ALISTAIR GARRATT WASTED NO TIME in wrapping up his first Locost title in his Procomp-prepared car.

After a red-flag hiatus in race one – prompted when Mark Robert and Alastair Ecclesfield tangled on the way to the first corner – 2012 runner-up Stuart Sellars was again slow away, allowing Tim Neat into the lead until Garratt outbraked him at Park. Sellars made a bold move into Hall Bends to grab second from Neat, before taking the lead at Gooseneck two laps later.

Second was enough for Garratt, however. "I'm quite a relaxed guy normally, but this last week I've felt the stress," he reflected.

Lee Bankhurst clinched his sixth

win in race two – he's had more than anyone else this year – as Garratt narrowed the gap. Richard Bradley was a distant third.

With race three cancelled due to bad weather (and thus two thirds of the entry having been out just once) the final points situation is unclear, but there is no doubt over the identity of the champion.

● Ian Sowman

RESULTS (8 LAPS) 1 Stuart Sellars; 2 Alastair Garratt +10.79s; 3 Tim Neat; 4 Rob Fitter; 5 Richard Bradley; 6 Jason Gibbons. **FL** Sellars 2m04.38s (63.30mph). **RACE 2 (6 LAPS)** 1 Lee Bankhurst; 2 Garratt +0.31s; 3 Bradley; 4 Steve Kelsey; 5 Richard Jenkins; 6 Sian Stafford-Atkinson. **FL** Garratt 2m05.37s (62.80mph).



Bankhurst (14) took win number six of 2013 as Garratt clinched the title



Bell leads from
Greenway (4) as
Rickers (42) lurks

RGB CLASS F CADWELL PARK, OCTOBER 12-13 750MC

Greenway pips winner Rickers to the crown

THE FRONT-ENGINE CLASS OF THE RGB Championship was determined in favour of Austen Greenway by the narrowest margin.

Heavy rain wiped out Saturday's contest, so Derbyshire driver Paul Rickers went into the remaining round with 140 points to Greenway's 137, but with more to drop.

Greenway was elbowed aside from pole as Stephen Bell (Sylva Striker) and Colin Spicer (Fury Wildmoor) both got ahead of the title contenders. Once Greenway (GM1) got back to second on lap two he charged back onto the tail of Bell, but was unable to

find a way through. Meanwhile, Rickers's STM Phoenix slipped ahead of Spicer and slashed the advantage of the two leaders. Halfway around lap six, Greenway lost second to Rickers at the Gooseneck. Next time around, Rickers stormed into the lead at Park and snatched the fastest lap bonus point to add to the win.

Greenway almost threw third away as he clipped the wet grass at Coppice on the penultimate lap, but Spicer waved him back through after realising he had profited under yellow flags. The points for third position – behind Bell – put Greenway level

with Rickers after dropped scores, and with each having had five wins, it took runner-up positions to separate them in the standings.

"It has been a fantastic season and a good way to end it," said Greenway, who says he will defend his title with a new car.

● Ian Sowman

RESULT (9 LAPS) 1 Paul Rickers (STM Phoenix); 2 Stephen Bell (Sylva Striker) +6.18s; 3 Austen Greenway (GM1); 4 Colin Spicer (Fury Wildmoor); 5 Stephen Malyon (MNR Vortex); 6 James Walker (STM Phoenix). **FL** Rickers 1m37.64s (80.63mph).



Roberts scored
Compact Cup
double again

BMW COMPACT CUP CADWELL PARK, OCTOBER 12-13 750MC

Roberts remains unstoppable in Compact

COMPACT CUP RACES HAVE BECOME a little predictable of late, but finally a way was found of preventing Steve Roberts from winning every race – don't let him start one of them.

With the small grid capacity at Cadwell, the entry was split into three groups for two races apiece, and Roberts had to sit out the first of them. Stuart Voyce – who had gone without a victory since Snetterton in May – proceeded to a relatively straightforward triumph. Alex Dew – assured of third in the points after Martin Gambling opted to sit out the finale – took his first podium of the season by fending off Neil Roche,

who recorded his first top-three finish. Outgoing MR2 champion Paul Hinson's determined efforts to grab fourth came to nothing, as Chris Etheridge stubbornly held on.

Normal service was resumed in race two, with Roberts easing 18s clear of Dew and establishing a lap record. A five-car battle for third place gradually dissipated after Colin Bysouth had seized the position from Kevin Denwood at Charlies. Etheridge was fourth once more.

The heavyweight bout between Roberts and Voyce ended the day, with Voyce taking chunks out of Roberts's early lead with the fastest

lap of the wet contest, but ultimately he didn't try a move. Neil Roche took third, with brother Simon claiming his best result after overtaking Neil Trotter at Charlies on the last lap.

● Ian Sowman

RESULTS (8 LAPS) 1 Stuart Voyce; 2 Alex Dew +6.30s; 3 Neil Roche; 4 Chris Etheridge; 5 Paul Hinson; 6 Daniel Kirby. **FL** Roche 1m49.87s (71.66mph). **RACE 2 (9 LAPS)** 1 Stephen Roberts; 2 Dew +17.82s; 3 Colin Bysouth; 4 Etheridge; 5 Kevin Denwood; 6 Kirby. **FL** Roberts 1m47.65s (73.14mph) **record**. **RACE 3 (8 LAPS)** 1 Roberts; 2 Voyce +0.87s; 3 N Roche; 4 Simon Roche; 5 Neil Trotter; 6 Scott Carruthers. **FL** Voyce 2m04.82s (63.08mph).



750 Formula

Dave Hodkin (HRD Mk1) wrapped up the title with second on Saturday at Cadwell, then opted to sit out Sunday's final round. In doing so, he allowed Billy Albion (above) to draw level with him on six victories for the season, the Batten driver having won each day. Bill Cowley (Cowley MkIV) was second in race two, having retired from the lead in the opener.

Stock Hatch

Shayne Deegan wrapped up second in the championship with a dominant fourth victory of the year over title winner Tom Bell at Cadwell. Nathan Saunders lost third to Lee Deegan at Mansfield, before Lee travelled the length of the Park Straight on the grass on the next lap to drop back to fourth.

Bike-Sports/RGB Class R

A thin Bike-Sports entry was obliterated by Tim Gray's Spire GT3. He was unchallenged in the championship as Jon-Paul Ivey was unable to take part at Cadwell. James Breakell's Radical PR6 was a solitary second. Matthew Higginson, also in a Spire, won a strung out RGB rear-engined race – that ran concurrently – from Alastair Boulton.

750 Trophy

Someone had to get the worst of Sunday's Cadwell weather, and it was the 750 Trophy competitors. Peter Chattin (HSC) completed a comfortable victory from Barry Pike's ex-Pete Birch JGS III in appalling conditions. Gegan Thruston passed the fast-starting Bernard Atkinson to be first Austin 7 home in fourth.

Sports Specials/SRGT

Saturday's race was washed out, making Colin Benham's overall championship a formality at Cadwell. Nevertheless, he took his STM Phoenix-Zetec to its eighth class win of the year. With Paul Boyd suffering a leaky fuel tank and Rob Johnston a blown engine, Class A honours went to Clive Hudson. In the race, John Dickson's Cobra replica (below) defeated Paul Collingwood's Sylva.



THE UK'S BEST LOW COST RACING



750 Formula



BMW Compact Cup



Formula Vee



Clio 182 Series



750 Trophy



Locost

- Large grids
- Top UK race tracks
- MotorsTV and full-HD online coverage through 2013
- Membership just £20 per year

Whether you're into saloon cars or single seaters, modern or classic, the **750 Motor Club** provides some of the best value racing in the UK.

Take our new for 2014 **Clio 182 Series** for example. Competitors can build a race ready car for as little as £5k!

2014 will see the Club race at circuits including Silverstone, Donington, Brands Hatch, Cadwell Park and Rockingham.

To find out more about how you can start racing, see cars for sale or even build one yourself, visit www.750mc.co.uk

Find us on   

The 750 Motor Club Ltd.
The Conservatory Suite
Donington Park
Castle Donington
Derby
BE74 2RP

Tel: 01332 814548
www.750mc.co.uk



**FUN CUP OULTON PARK,
OCTOBER 12 BRSCC**

Honeywell's sweet victory, JPR's title

THE 2013 FUN CUP SEASON ENDED with an action-packed four-hour race at Oulton Park, and while the experienced Team Honeywell (Neil Plimmer/Geoff Fawcett/Tim Wheeldon) reached the chequered flag first, it was the JPR/Racelogic entry, with Julian Thomas, Joachim Ritter and Nigel Greensall at the wheel, that emerged as champions.

Racelogic showed their pace in practice by posting the fastest time, ahead of JPR/Ecurie Escargot (James Somerton/Will Pembroke), Team O'BR (Mark Burton/Graham Pattle) and the Honeywell outfit, but following the random grid draw it was the Team O'BR entry, pedalled by Marcus Batty, Andrew Hinch and William Wright, that lined up on pole position.

The Nimbus Data team with Steve Johansen onboard for the first stint made the early running out front, closely followed by Peter Belshaw, but Belshaw had to serve an early stop/go penalty for a false



Honeywell car
grabbed glory
in 2013 finale

start. A brief safety car intervention followed (the first of three during the race) after an off for Team Tiger and most teams opted to pit for their first scheduled stops.

As the race progressed the Belshaw/Marcus Clutton car led before Team Honeywell started to assert its authority. After a second safety car period to recover the CAT Driver Training entry from Lodge corner, Team Honeywell was tracked by the Burton/Pattle pairing before the Belshaw/Clutton duo edged into second.

A late off for Belshaw/Clutton at Island forced the reappearance

of the safety car and subsequently Honeywell led Racelogic to the flag, with Eco Racing Solutions (Paul Abraham/Tom Mills/Charlie Burt) snatching third on the final lap.

● Graham Read

RESULTS (106 LAPS) 1 Team Honeywell: Neil Plimmer/Geoff Fawcett/Tim Wheeldon; 2 JPR/Racelogic: Julian Thomas/Joachim Ritter/Nigel Greensall +4.578s; 3 Eco Racing Solutions: Paul Abraham/Tom Mills/Charlie Burt; 4 JPR/Ecurie Escargot: James Somerton/Will Pembroke; 5 Nimbus Data: Bram De Groot/Steve Johansen; 6 Jolly Roger Racing: Ben Gill/Mark Jaffray.

Fastest lap Track Focused: Sean Cooper/Michael McCollum/Neil Smith 2m02.442s (79.15mph).



Northern FF1600 Pre-'90

Jaap Blijleven (Reynard) and Chris Hodgen (Van Diemen) battled to win race one at Oulton, before a grassy excursion let Jamie Jardine claim the spoils. Jardine (above) pedalled his Reynard to another win in race two after surviving the threat posed by Blijleven. David Murphy (Van Diemen) took third when Will Alterman was excluded for a large inlet manifold.

Northern FF1600 Post-'89

David McArthur (Van Diemen LA10) converted pole into victory, but only after usurping early leader Martin Short's 2012 Van Diemen on the fifth lap of race one at Oulton. McArthur was set to win again in race two, until Short swept ahead with two laps left.

Strykers

Things could have been so different had Paul Yeomans not botched his starts, but such was his pace that Alan Auerbach would likely have won anyway at Mondello. As it was, he took both wins easily, lapping the field second time out. Two fastest laps underlined his dominance.

GT & Irish Touring Cars

It might have been the end-of-season 'fun' races at Mondello, but Connaire Finn's idea of fun is driving flat-out as he tried to claim the lap record for GTs. He ultimately missed out, but his pace was too hot for even Pat McBenet's Lotus to stay in touch.

Formula Libre

Fergus Flaherty proved the pick of the Formula Renault drivers at Mondello. He was pushed hard by Cian Carey, who has impressed since moving up from ITCC, but Flaherty's guile and craft stood him in good stead. Martin Daly's experience was more effective than Carey's raw pace.

Fiesta Zetec

It was the battle of the Bolands as John (below) and Patrick battled it out at the head of the field at Mondello. John's great start from fourth on the grid set up the first race, which he took by a narrow margin, but the second round was much more comfortable.



CHESTER

HISTORICS & FUTURE CLASSICS MONDELLO PARK, OCTOBER 13 MPSC

Foley is the MG king in Mondello finale

WITH NEITHER JACKIE COCHRANE nor David Kelly racing in the non-championship season finale, Bernard Foley should have had things all to himself, thanks to the sheer power of his V8 MGB GT.

Somebody forgot to tell Steve Griffin, though: his MG Midget was on giantkilling duties. Not only did Griffin stay in touch with the more powerful car, but he also set the

fastest lap of the first race. Things were winding up for a grandstand finish until Foley emerged from the country without Griffin in his customary bumper-riding position. A mechanical ailment robbed spectators of a last-gasp dive and gave Foley a bigger winning margin than he might have imagined.

For the second race the Historics were paired with the Future Classics

class, but only after the young guns had their own separate first outing, which Ian Thornton's VW Golf won comprehensively on the road, before he was slapped with a 10-second jumped-start penalty. He tried to build a gap big enough to take the top step of the podium regardless, but fell short by just 0.029s.

Griffin's car failed to start the second race, so Foley had a lonely drive at the front. Wolfgang Schnittger's Midget tried to keep in touch, but he had his mirrors full of Thornton. Two wheels off the track while attempting a last-gasp move dropped the Golf driver to fifth.

● Paul Healy

RESULTS - HISTORICS (14 LAPS) 1 Bernard Foley (MGB GT V8); 2 Wolfgang Schnittger (MG Midget) -1 lap; 3 Brian Cassidy (Midget); 4 Noel Kavanagh (MGB Roadster); 5 Edmund Cassidy (Midget); 6 Conor Cooke (MG Roadster).

FL Steve Griffin (Midget) 1m03.856s (64.81mph).

FUTURE CLASSICS (13 LAPS)

1 Michael Clune (Peugeot 205 GTi);

2 Ian Thornton (VW Golf) +0.029s;

3 Daniel Byrne (Vauxhall Chevette);

4 David Hammond (Fiat Uno); 5 Ken Fleming

(Toyota Starlet); 6 Aidan Byrne (MG Maestro).

FL Ken Fleming 1m08.091s (60.06mph).

COMBINED RACE 2 (14 LAPS) 1 Foley;

2 Schnittger +33.162s; 3 Clune; 4 Liam Kavanagh

(Peugeot 205 GTi); 5 Thornton; 6 Byrne.

FL Foley 1m04.653s (64.01mph).



Foley's MGB GT
was pushed hard
in the first race

CHESTER

The quickest way to go faster

“In two race seasons I have had twenty-seven races, won thirteen of them and been on the podium in a further eight. VBOX plays a huge part in that.”

Paul Wilson, DPR Motorsport
Caterham R300 Champion 2012



VIDEO VBOX WATERPROOF
WITH OLED PREDICTIVE LAP TIMER

www.vboxmotorsport.co.uk

Find more issues at
magazinesdownload.com



NATIONAL RESULTS ROUND-UP



Andy Philpotts took maiden win in Classic Stock Hatch at Cadwell then had this moment in race two

SILVERSTONE BARC, OCTOBER 12-13



SAXMAX (12 LAPS) 1 Guy Wenham; 2 James Dorlin +2.643s; 3 Benn Tilley; 4 Martin Poole; 5 Tom Parker; 6 Scott Mitchell. **Fastest lap** Dorlin 1m23.545s (70.62mph).

RACE 2 (11 LAPS) 1 Wenham; 2 Dorlin +18.153s; 3 Parker; 4 Poole; 5 Charlie Morgan; 6 Adam Hatfield. **FL** Wenham 1m21.492s (72.40mph).

PRE-1993 TOURING CARS/PRE-2005 PRODUCTION SERIES (BOTH 14 LAPS) 1 Paul Bellamy (BMW M3); 2 Jim McLoughlin (Ford Sierra RS Cosworth) +5.145s; 3 James Broad (VW Corrado VR6); 4 Andrew Harrison (Jaguar XJS); 5 Robert Payne (BMW E30 M3); 6 Dean Cranham (BMW M3). **Class winners** Broad; Harrison; Payne; Michael Sheraton (BMW E30 M3); Neil Bray (Ford Fiesta); Chris Snowdon (Alfa Romeo 145); James Fisher (BMW Mini Cooper); Steve Rowles (Proton Satria GTi). **FL** Bellamy 1m06.354s (88.92mph).

RACE 2 1 McLoughlin; 2 Bellamy +6.457s; 3 Payne; 4 Broad; 5 Harrison; 6 Cranham. **CW** Payne; Broad; Harrison; Sheraton; Bray; Tom Domett (Peugeot 206 GTi); Fisher; Rowles. **FL** McLoughlin 1m05.810s (89.65mph).

MONOPOSTO FRANK TIEDEMAN TROPHY (21 LAPS) 1 Chris Dittman (Dallara F302/4); 2 Malcolm Scott (Dallara F398) +17.706s; 3 Jason Timms (Speads RMO7); 4 Geoff Fern (KKS TFR11); 5 Jim Blockley (Ralt RT3); 6 Jeremy Timms (Van Diemen FX). **CW** Jason Timms; Blockley; John Whitbourn (Ray GRS02); Joe Venor (Lola T644E). **FL** Dittman 56.527s (104.38mph).

PRODUCTION TOURING CAR TROPHY/HONDA V-TEC CHALLENGE (BOTH 16 LAPS) 1 Ian Redgrave (Vauxhall Astra VXR); 2 Stanislav Aksenov (Nissan 370Z) +0.487s; 3 Lee Cunningham (Nissan 370Z); 4 Robert Burkinshaw (Honda Integra Type-R); 5 Phil Wright (Honda Accord Type-R); 6 Florian Strauss (Nissan 370Z). **CW** Aksenov; Burkinshaw; Gareth Broadbent (Honda CRX); Matthew Le (Honda Integra Type-R); Mathew Walker (Honda Civic);

Andy Johnson (Peugeot 206). **FL** Redgrave 1m14.658s (79.03mph).

RACE 2 1 Redgrave; 2 Cunningham +1.616s; 3 Aksenov; 4 Walker; 5 Le; 6 Andy Smith (Honda Accord).

CW Cunningham; Walker; Le; Smith; Broadbent; Johnson. **FL** Cunningham 1m15.657s (77.98mph).

BLUE OVAL SALOONS (14 LAPS) 1 David Matthias (Sierra RS500); 2 Malcolm Wise (Escort Cosworth) +0.799s; 3 Ashley Bird (XR4i); 4 Mike Webb (Focus ST170); 5 Oilly Allen (Fiesta); 6 Simon Beament (Escort). **CW** Wise; Webb; Matt Edwards (Escort Mk2); Anthony Gorman (Sierra Cosworth); Adrian Tuckley (XR2). **FL** Wise 1m02.857s (93.87mph).

RACE 2 (13 LAPS) 1 Matthias; 2 Wise +1.253s; 3 Allen; 4 Beament; 5 Terence Clark (Fiesta ST); 6 Bird. **CW** Wise; Allen; John Edwards-Parton (XR2i); Alan Eason (XR2); Gorman. **FL** Wise 1m07.026s (88.03mph).

CADWELL PARK 750MC, OCTOBER 12-13



750 FORMULA (BOTH 8 LAPS) 1 Billy Albane (Batten 3); 2 Dave Hodkin (HRD Mk1) +12.87s; 3 Martin Kemp (Racekits Falcon); 4 Dave Robson (SDAR/83); 5 Bob Simpson (SS/F); 6 Chris Gough (CGR2evo). **FL** Albane 1m54.07s (69.02mph).

RACE 2 1 Albane; 2 Bill Cowley (Cowley MkIV) +7.07s; 3 Robson; 4 Mark Glover (Racekits Falcon); 5 Simpson; 6 Gough. **FL** Albane 1m48.19s (72.77mph).

STOCK HATCH (8 LAPS) 1 Shayne Deegan (Citroen Saxo); 2 Tom Bell (Saxo) +6.49s; 3 Nathan Saunders (Saxo); 4 Lee Deegan (Saxo); 5 Paul Jarvis (Saxo); 6 Patrick Fletcher (Saxo). **CW** Martin Ward (Renault Clio). **FL** Shayne Deegan 1m45.98s (74.29mph).

BIKESPORTS/RGB CLASS R (14 LAPS) 1 Tim Gray (Spire GT3); 2 James Breakell (Radical PR6) +24.60s; 3 Matthew Higginson (Spire GT3); 4 Mark Boot (Radical PR6); 5 Alastair Boulton (Spire GT3); 6 Scott Mittell (Mittell MC-52).

CW Breakell; Higginson. **FL** Gray 1m24.96s (92.67mph).

750 TROPHY (7 LAPS) 1 Peter Chattin (HSC); 2 Barry

RGB racer Ed Scotney ran special stickers supporting imprisoned journalist Kieron Bryan



Pike (JGS III) +8.58s; 3 Ben Myall (Gerrell Mk1); 4 Gegan Thruston (Austin 7); 5 Bernard Atkinson (Austin 7); 6 John Gasking (Centaur Mk16). **CW** Thruston. **FL** Chattin 2m08.96s (61.05mph).

SPORTS SPECIALS/SRG (8 LAPS) 1 John Dickson (RAM SC); 2 Paul Collingwood (Sylvia J15) +31.07s; 3 Clive Hudson (Eclipse SM1); 4 Patrick Mortell (Rogue Xenon); 5 Wayne Rothwell (Tiger GTA); 6 Mark Cousins (Westfield SEW). **CW** Collingwood; Hudson; Colin Benham (STM Phoenix); Cheng Lim (Lotus Esprit); Ken Culverwell (Lotus 23R). **FL** Dickson 1m49.28s (72.05mph).

ALLCOMERS (7 LAPS) 1 John Cutmore (Spire GT3); 2 Alex von Ehrheim (Ford Fiesta ST) +53.31s; 3 Stephen Roberts (BMW 318Ti); 4 Nick Holden (Ariel Atom); 5 Paul Jarvis (Citroen Saxo); 6 Matthew Wallis (Toyota MR2). **CW** Von Ehrheim; Jarvis. **FL** Cutmore 1m48.81s (72.36mph).

OULTON PARK BRSCC, OCTOBER 12



NORTHERN FF1600 PRE-'90 (BOTH 11 LAPS)

1 Jamie Jardine (Reynard 84FF); 2 Chris Hodgen (Van Diemen RF89) +2.824s; 3 Christopher Stones (Van Diemen RF88); 4 Mario Sarchet (Reynard 86FF); 5 David Murphy (Van Diemen RF85); 6 Jaap Blijleven (Reynard 88FF). **CW** Hodgen; Ian Wood (Royale RP33). **FL** Hodgen 1m50.584s (87.63mph).

RACE 2 1 Jardine; 2 Blijleven +1.884s; 3 D Murphy; 4 John Murphy (Reynard 84FF); 5 Malcolm Cooper (Swift FB89); 6 Wood. **CW** Blijleven; Wood. **FL** Blijleven 1m51.817s (86.67mph).

NORTHERN FF1600 POST-'89 (BOTH 11 LAPS)

1 David McArthur (Van Diemen LA10); 2 Martin Short (Van Diemen JLO12K) +2.026s; 3 Tom McArthur (Van Diemen LA10); 4 Stuart Jones (Van Diemen RF05K); 5 Ian Parkington (Van Diemen RF13); 6 Tom Hodgson

(Swift SC94K). **CW** Hodgson. **FL** D McArthur 1m48.885s (89.00mph). **RACE 2 1 Short**; 2 D McArthur +2.154s; 3 Jones; 4 T McArthur; 5 Parkington; 6 Nigel Dolan (JLO12K). **CW** Hodgson. **FL** D McArthur 1m49.223s (88.72mph).

MONDELLO PARK MPSC, OCTOBER 13



STRYKERS (15 LAPS) 1 Alan Auerbach; 2 Roger Welaratne +16.792s; 3 Dave Griffin; 4 Paul Yeomans; 5 Des Meehan; no other starters. **FL** Auerbach 1m02.060s (66.69mph). **RACE 2 (16 LAPS)** 1 Auerbach; 2 Griffin -1 lap; 3 Welaratne; 4 Yeomans; 5 Meehan; no other starters. **FL** Auerbach 1m01.658s (67.12mph).

GT & ITCC (15 LAPS) 1 Connaire Finn (Ginetta G50); 2 Pat McBenett (Lotus Elise) +11.679s; 3 John Murphy (RAW Stryker); 4 Bob Cameron (RT 2000); 5 Noel Collins (Ford Escort); 6 Daryl Scully (Honda Civic). **FL** Finn 58.053s (71.29mph).

RACE 2 (16 LAPS) 1 Finn; 2 McBenett +6.668s; 3 Murphy; 4 Cameron; 5 Collins; 6 Stephen O'Duinn (Toyota Corolla). **FL** Finn 59.229s (69.88mph).

FORMULA LIBRE (17 LAPS) 1 Fergus Flaherty (Formula Renault); 2 Martin Daly (Formula Renault) +6.088s; 3 Cian Carey (Formula Renault); 4 Pat Casey (Nemesi); 5 Mark Keenan (Formula Sheane); 6 Jimmy Furlong (Formula Sheane). **FL** Carey 54.803s (75.51mph).

RACE 2 (15 LAPS) 1 Flaherty; 2 Daly +0.207s; 3 Carey; 4 Casey; 5 Keenan; 6 Furlong. **FL** Daly 54.918s (75.36mph).

FIESTA ZETEC (BOTH 13 LAPS) 1 John Boland; 2 Patrick Boland +0.230s; 3 Philip Lawless; 4 Darragh Daly; 5 Ian Beatty; 6 Shane Roe. **FL** P Boland 1m11.468s (57.85mph).

RACE 2 1 J Boland; 2 P Boland +3.656s; 3 Neil O'Hara; 4 Lawless; 5 Keith Dawson; 6 Roe. **FL** P Boland 1m11.635s (57.77mph).



Connaire Finn claimed another Mondello GT double win

Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: mail@autosport.com Website: www.autosport.com

EDITOR-IN-CHIEF

Andrew van de Burgt
andrew.vandeburgt@
haymarket.com ext.5974

EDITOR

Charles Bradley
charles.bradley@
haymarket.com ext.5889

GROUP F1 EDITOR

Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR

Edd Straw ext.5887
edd.straw@haymarket.com

FEATURES EDITOR

Kevin Turner ext.5432
kevin.turner@haymarket.com

NEWS EDITOR

Glenn Freeman ext.5309
glenn.freeman@haymarket.com

REPORTS EDITOR

Jamie O'Leary ext.5811
jamie.oleary@haymarket.com

MANAGING EDITOR

Peter Hodges ext.5903
peter.hodges@haymarket.com

RALLIES EDITOR

David Evans
david.evans@haymarket.com

DEPUTY NEWS EDITOR

Sam Tremayne ext.5952
sam.tremayne@haymarket.com

ART EDITOR

Aubrey Smith ext.5914
aubrey.smith@haymarket.com

PRESENTER/SUB-EDITOR

Henry Hope-Frost ext.5835
henry.hope-frost@
haymarket.com

CHIEF SUB-EDITOR

Marcus Simmons ext.5807
marcus.simmons@
haymarket.com

NATIONAL EDITOR

Ben Anderson ext.5425
ben.anderson@haymarket.com

SENIOR DESIGNER

Michael Cavalli

PICTURE EDITOR

Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM**TECHNICAL TEAM LEADER**

Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER

Tomasz Trznadel
tomasz.trznadel@haymarket.com

AUTOSPORT.COM USER

Interface Developer
Theo Pape
theo.pape@haymarket.com

OFFICE MANAGER

Joanne Grove
joanne.grove@haymarket.com
ext.5804

PHOTOGRAPHS

LAT Photographics

SPECIAL CONTRIBUTORS

Mark Hughes
Gary Watkins
Marcus Pye
Mark Glendenning

Dieter Rencken
Gary Anderson
Giorgio Piola
Alan Eldridge

Jim Bamber
Pablo Elizalde
Matt Beer

CORRESPONDENTS**ARGENTINA**

Tony Watson

AUSTRALIA

Phil Branagan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lito Cavalcanti

FINLAND

Esa Iloninen

GERMANY

Rene de Boer

GREECE

Dimitris Papadopoulos

ITALY

Roberto Chiochero

JAPAN

Jim Takahashi, Len Clarke

NEW ZEALAND

Bernard Carpenter

RUSSIA

Gregory Golychev

SOUTH AFRICA

Richard Asher

SPAIN

Raimon Duran

SWEDEN

Tege Tornvall

USA

Jonathan Ingram, Bruce

Martin, David Phillips,

Diego Mejia, Robin Miller,

Jeremy Shaw.

UK & EIRE

Jonathan Crawford,

Dan Cross, Kerry Dunlop,

Leanne Fahy, Paul Healy,

Paul Judd, Linda Keen,

Mark Libberts, Stephen

Lickorish, Scott Mitchell,

Marc Orme, Graham Read,

Hal Ridge, Peter Scherer,

Ian Sowman, Oliver

Tilson, Ian Titchmarsh,

Matt Upton, Eddie Walder,

Richard Young

ADVERTISING

Tel: +44 (0) 20 8267 5820
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

COMMERCIAL MANAGER

Rachel Brock,

ext: 5820
rachel.brock@
haymarket.com

DISPLAY ADVERTISING

Gary Lee Hoebeeck,

ext: 5576
gary.lee.hoebeeck@
haymarket.com

Luke Ricketts,

ext: 5961
luke.ricketts@
haymarket.com

Don Rupal,

ext: 5244
don.rupal@
haymarket.com

CLASSIFIED ADVERTISING

Peter Musumeci,

ext: 5992
peter.musumeci@
haymarket.com

SUBSCRIPTIONS

UK 0844 8488817

OVERSEAS +44 (0)1795 592 974

EMAIL

autosport@servicehelpline.co.uk

AUTOSPORT, ISSN number 0269946X,

is published weekly by Haymarket Media

Group, Teddington Studios, Broom

Road, Teddington TW11 9BE, United

Kingdom. The US annual subscription

price is \$235. Airfreight and mailing in

the USA by agent named Air Business

Ltd, c/o Worknet Shipping Inc., 156-15,

146th Avenue, 2nd Floor, Jamaica, NY

MANAGEMENT**GROUP PUBLISHER**

Alastair Lewis

PUBLISHING MANAGER

Samantha Jemson

SPECIAL EVENTS MANAGER

Laura Coppin

AD PRODUCTION

Tel: +44 (0) 20 8267

5740 Fax: +44 (0) 20

8267 5320

ADVERTISING DIRECTOR

Matthew Witham

SPECIAL PROJECTS DIRECTOR

Derek Redfern

LICENSING DIRECTOR

Jim James

PRODUCTION MANAGER

Ailsa Donovan, ext: 5639

ailsa.donovan@
haymarket.com

PRODUCTION CONTROLLERS

Geeta Chambers,

ext: 5588
geeta.chambers@
haymarket.com

Marc Baker,

ext: 5563
marc.baker@
haymarket.com

MARKETING MANAGER

Karen McCarthy, ext: 5058

karen.mccarthy@haymarket.com

DIGITAL SPECIAL PROJECT MANAGER

Simon Strang, ext: 5093

simon.strang@haymarket.com

DIGITAL PRODUCT MANAGER

Simon Grayson, ext: 5346

simon.grayson@haymarket.com

CIRCULATION TRADE ENQUIRIES

Frontline Ltd, Park House, 117 Park Road

Peterborough, Cambs, PE21 2TS. Tel: +44

(0)1733 555161. Printed in England

by Wyndham Horon Ltd. Cover and

centre sections printed by CSM Impact,

Basingstoke. Colour origination: FMG,

90-92 Pentonville Road, London N1 9HS,

ISSN 0269-946X. AUTOSPORT,

incorporating Autoclassic, is published

weekly by Haymarket Consumer Media.

Teddington Studios, Broom Road,

Teddington, TW11 9BE, UK.

© 2013, HAYMARKET MEDIA GROUP LTD

Publishing, trade and further subscription

details on www.autosport.com While due

care is taken to ensure the contents of

AUTOSPORT are accurate, the publishers

and printers cannot accept liability for

errors and omissions. Advertisements are

accepted for publication in AUTOSPORT

only upon Haymarket Media Group Ltd's

Standard Terms of Acceptance of

Advertising, copies of which are available

from the Advertising Sales Department

of AUTOSPORT.

EDITORIAL DIRECTOR

Mark Payton

CREATIVE DIRECTOR

Paul Harpin

STRATEGY AND PLANNING DIRECTOR

Bob McDowell

PUBLISHING DIRECTOR

Patrick Fuller

MANAGING DIRECTOR

David Prasher

CHIEF EXECUTIVE

Kevin Costello

Haymarket is certified by

BSI to environmental

standard ISO14001

THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Murray Walker:
always prepared
for the job at hand!

Murray, the marshals' champion

There were some excellent tributes to Murray Walker in last week's AUTOSPORT. But what's lesser known is his activity as ex-long-time president of the British Motorsports Marshals' Club.

With typical thoroughness, Murray got immersed in our training days. He recalls putting out a fire in "a Michelin Man silver suit", and with less fondness attending one of the medical training sessions.

When he saw the display of photos of injuries taken for training purposes, he

found himself having to drop something on the floor, so he could put his head between his knees... When suitably recovered, he apologised and said he needed to be at a flag session!

Whenever the chance presented itself during broadcasts, Murray would give British marshals a plug. He still remembers fondly his time as BMMC president and we remember him, too, as someone who always showed real interest in what we were up to.

George Copeland, national treasurer BMMC

If Formula 1's television appeal

is about a visual spectacle, then how many fans agree with me that holding races in times where the sun is setting, as in Australia, Texas and Japan, detracts from the visual appreciation for the viewer?

If it means watching the Asian and US races earlier, it should not be a serious consideration for the dedicated fan, and the repeated transmission in the early afternoon is what many viewers appreciate anyway.

N James

By email

has been through more than most in their short life as Maria de Villota had.

My sincere condolences go to her family and friends.

Maria was of course a pioneer in the sport, not just in terms of encouraging more women to participate, but following her accident also did a lot of good work as a safety campaigner.

I can only hope that a lasting legacy, just like others before her, is to ensure that the quest to make F1 as safe as possible for all involved is carried on.

Michael Brierley

Stalybridge, Cheshire

After watching the Japanese

GPI have to pose the question, did the RBR prat perch 'fix' the result last weekend? From what I witnessed the

answer has to be an unequivocal yes!

The evidence is clear: Webber got shafted! Had RBR stuck to his original two-stop plan, then the result would have been different, of that I for one am in no doubt.

It makes a mockery of the 'sport' to have one team so dominant that they can manipulate the result like this, and have the conceit to have in place a 'team order' which dictates that the driver that is in front after the final round of pitstops stays there! Shame that Vettel didn't remember that in Malaysia!

In closing, I offer my congratulations to Romain Grosjean – a brilliant drive. Also my sincerest condolences to the de Villota family. Maria's star will shine brightly.

Graham Dalley

Banbury, Oxfordshire

In pictures

Images around the globe, from Japan to Australia via the garden of England



REMEMBERING MARIA

Formula 1 drivers and team bosses observed a minute of silence before last Sunday's Japanese GP in honour of former Marussia test driver Maria de Villota, who died two days earlier

THOMPSON/GETTY

ALL THE DRAMA AT MOUNT PANORAMA

It was Bathurst 1000 time in Australia last weekend. Here's the packed V8-powered field heading through the Chase and down to Murray's Corner



CLANFLONE/GETTY

RISING SUN AT SUZUKA...

...or setting sun as far as the title hopes of any of Sebastian Vettel's rivals are concerned. Here's his Red Bull on its way to yet another victory in Japan



MASON/GETTY

HEART IN MOUTH FOR JORDAN

It was far from plain sailing for the BTCC's champion-in-waiting at Brands Hatch, as this broken wheel in race two proves. He fought back in race three though



EBREY/LAT

In the shops

Desirable new releases

LOTUS 56B 1:18-SCALE MODEL

£159.99 – autosport.com/shop

TrueScale Miniatures' 1:18-scale model of the unique and futuristic Lotus 56B replicates in amazing detail the gas turbine-powered car in which Emerson Fittipaldi finished eighth in the 1971 Italian GP at Monza. The earlier, STP-liveried 56, raced by Graham Hill in the 1968 Indy 500, is also available in the same scale. In both models, the removable bodywork shows off the car's Pratt & Whitney helicopter engine.



BRIGGS CUNNINGHAM BOOK

£225 – daltonwatson.com

Collated in one place for the first time is a staggeringly comprehensive record of the charismatic Briggs Swift Cunningham II, the American racer and car builder who enjoyed much success in various machines in the States and Europe, many of which bore his name, during the 1950s and '60s. This massive (it comes in a sturdy slipcase with its own carrying handle), two-volume, 844-page tome is the result of seven years of research by author Richard Harman, who has gathered together archive material and photographs, as well as memories from friends, family and rivals – and traced the history of all the key machines.



OFFICIAL LOTUS F1 BACKPACK

£58 – autosport.com/shop

The Lotus F1 Team backpack comes in striking black-and-gold livery, to match the E21 racers, and has plenty of multi-functional zip-closing compartments, inside and out, with padded back support and adjustable straps.



WHAT'S ON

ON TRACK IN THE UK

SILVERSTONE INTERNATIONAL

BRSCC

October 19-20

silverstone.co.uk

Caterham is trying something new for its final club meeting of the season, sponsoring this weekend's two-day event on the International Circuit so that it's free to enter for the public. Mazda MX5s, Alfa Romeos and the Open Sportscar Series join Caterham's R300, Supersport, Tracksport, Roadsport and Academy categories on the race card, while Caterham-backed GP2 racer Alexander Rossi will demo a Caterham F1 car.

Euro Saloon & Sportscars, TVR Challenge, Formula Jedi, Ford XR Challenge, Porsche, Superkarts, Production Golf GTi, the Track Attack Race Club Autumn Series, plus Mighty Minis and Super Mighty Minis, which both have night races on the Saturday.

SILVERSTONE NATIONAL

HSCC

October 19

silverstone.co.uk

Not free to watch this one, but a nine-race programme of Classic F3, Historic Road Sports, Formula Junior, Historic Formula Ford, Historic Touring Cars, Classic Racing Cars, Guards Trophy (for 1960s sports racers and GTs), Derek Bell Trophy (for F2 and F5000 cars) and 70s Road Sports should entertain those who like their action a little more retro.

DONINGTON PARK

BRSCC

October 19-20

donington-park.co.uk

Donington hosts the BRSCC Championship Finals race weekend, featuring Civic Cup,

Silverstone: Rossi will likely lap a tad quicker than Caterham Academy



HONEY/LAT

Head down to Bournemouth if you want to catch the Rallye Sunseeker action



EBREY/LAT

SNETTERTON

CSCC

October 19-20

snetterton.co.uk

The CSCC's final salvo of 2013 on the 200 Circuit features races for Swinging Sixties, Tin Tops, Future Classics, Magnificent Sevens, Modern Classics, Special Saloons, the revived Classic K series and Ferrari Open.

PEMBREY

BARC

October 19-20

barc.net

Kumho BMW, Legends, Pickups and the Welsh Sports & Saloon Car championship supporting the British Truck Racing Association's Autumn Truckfest meeting.

CROFT

British Rallycross Championship

October 19-20

rallycrossuk.com

The title battle is over, but the combination of the British Rallycross Championship finale and the Rallycross GP

should make for some thrills and spills on and off-road in North Yorkshire.

LYDDEN

SEMSEC

October 19

lyddenhill.co.uk

The usual combination of the local club's categories on the one-mile Kent track.

RALLYE SUNSEEKER

British Rally Championship

October 18-19

rallybrc.co.uk

ON TRACK AROUND THE WORLD

INDYCAR SERIES

Rd 16/16

Fontana, California, USA

October 19

indycar.com

INDY LIGHTS

Rd 12/12

Fontana, California, USA

October 19

Indycar.com/roadtoindy

WORLD ENDURANCE CHAMPIONSHIP

Rd 6/8

Fuji, Japan

October 20

fiawec.com

DTM

Rd 10/10

Hockenheim, Germany

October 20

dtm.com

FORMULA 3 EUROPEAN CHAMPIONSHIP

Rd 10/10

Hockenheim, Germany

October 19-20

fiaf3europe.com

FORMULA RENAULT 3.5

Rd 9/9

Barcelona, Spain

October 19-20

worldseriesbyrenault.fr

Fuji hosts WEC six-hour race



PETIT LE MANS

American Le Mans Series

Rd 10/10

Road Atlanta, Georgia, USA

October 19

americanlemans.com

NASCAR SPRINT CUP

Rd 32/36

Talladega, Alabama, USA

October 20, nascar.com

Vandoorne, Magnussen and da Costa fight for FR3.5 crown



V8 STOCK CARS

Rd 10/12

Curitiba, Brazil

October 20

stockcar.globo.com

SUPER TC2000

Rd 10/12

Estadio Unico, Argentina

October 19

super-tc2000.com.ar

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY OCTOBER 17

0300-0415 **ITV**

BTCC: Brands Hatch Highlights

0900-0930, 1645-1715 **ESPN**

NASCAR Now

1445-1750 **Motors TV**

V8 Supercars: Bathurst Highlights

FRIDAY OCTOBER 18

0010-0145 **Motors TV**

Superstars: Vallelunga Highlights

1600-1700 **Sky Sports 3**

Racemax

SATURDAY OCTOBER 19

0355-0420 **Channel 5**

Motorsport Mundial

0910-1015 **ITV4**

Motorsport UK

1005-1105 **Motors TV LIVE**

Euro F3: Hockenheim Race 1

1330-1400 **ESPN**

NASCAR Now

1355-1525 **ITV4**

BTCC: Brands Hatch Highlights

1630-0230 **Motors TV LIVE**

ALMS: Petit Le Mans

1900-2000 **Eurosport**

Formula Renault 3.5:

Barcelona Race 1

SUNDAY OCTOBER 20

0130-0500 **BT Sport 2 LIVE**

IndyCar: Fontana

0230-0935 **Motors TV LIVE**

WEC: Fuji

0735-0900 **Eurosport LIVE**

WEC: Fuji

0935-1000 **Motors TV**

Euro F3: Hockenheim Race 2

1000-1055 **Motors TV LIVE**

Euro F3: Hockenheim Race 3



Magnussen is on the brink of the FR3.5 title

1200-1315 **Eurosport LIVE**

Formula Renault 3.5:

Barcelona Race 2

1245-1430 **ESPN LIVE**

DTM: Hockenheim

1315-1400 **Eurosport**

WEC: Fuji

1800-2100 **ESPN**

IndyCar: Fontana

1900-2330 **Premier Sports LIVE**

NASCAR Sprint Cup: Talladega

2235-0045 **Motors TV**

WEC: Fuji Highlights

2330-0000 **Eurosport**

Formula Renault 3.5:

Barcelona Highlights

MONDAY OCTOBER 21

0215-0305 **ITV**

Motorsport UK

0700-0800, 1445-1545 **ESPN**

NASCAR Sprint Cup:

Talladega Highlights

0845-1015, 1545-1715 **ESPN**

DTM: Hockenheim Highlights

1515-1825 **Motors TV**

ALMS: Petit Le Mans Highlights

1730-2030 **ESPN**

IndyCar: Fontana Highlights

2340-0145 **Motors TV**

Euro F3: Hockenheim Highlights

ONLINE

HOT ON THE WEB THIS WEEK

You Tube SEAN EDWARDS NORDSCHLEIFE PORSCHE MASTERCLASS



SEARCH FOR: Porsche World Cup Nordschleife Onboard with Sean Edwards (15:50)

This week, following the tragic death of Sean Edwards, we wanted to pay our respects to one of Britain's best GT racers by including this onboard footage of him charging through the spray around the Nordschleife during the 2011 Porsche Carrera World Cup. RIP Sean.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Alain Prost on being sacked by Ferrari

Four-time F1 world champion Alain Prost opens up about *that* sacking in 1991. Edd Straw also evaluates Esteban Gutierrez's rookie season with Sauber and argues that he has done enough to deserve a second chance. Plus, more memories from Bathurst.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH SOME OF THE GREATEST MOMENTS FROM THE HISTORY OF BATHURST AND THE ALMS
- 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



ITV4: up close and personal with BTCC aces

I'M TAKING A WEEK OFF RANTING to give some credit where it's due: Touring car fans, you've never had it so good. Sunday was like Christmas for tin-top devotees, with eight hours of Bathurst and then Superstars on Motors, coupled with over seven hours of the British Touring Car finale from Brands Hatch on ITV4 – all live.

I was reminded reading Alan Gow's comments about Murray Walker last week that the modern-day BTCC was built on 20-minute highlight shows on the BBC's monolithic sports show *Grandstand*. As that annoying Welsh opera singer is fond of saying, go compare that with today.

Race two at Brands, as Andy Jordan's title bid appeared to be disintegrating through no fault of his own, was dramatic television that any fake TV talent show simply can't rival (unless you're a cretin). It was brilliantly called by commentators David Addison and Tim Harvey, and if there is one criticism I could lob ITV's way it's that a running points-position totaliser graphic might have added something with the championship battle in mind.

I sometimes wonder if Paul O'Neill is a presenter too far, although I did enjoy his interview with the Team Dynamics mechanics, who gave great insight into

how they'd fixed Matt Neal's shunted car.

As for Bathurst, the commitment by Seven Network even surpassed ITV4's at Brands. Its 11 hours of domestic raceday coverage was rewarded with huge ratings – well deserved given The Great Race's pulsating conclusion. The Aussies also proved how exciting single-shot qualifying can be, with expert use of onboard cameras and split-screens to show the human emotion in the garages, as well as interviewing the drivers on their in-laps.

This weekend's DTM finale at Hockenheim has a lot to live up to.

Revved Up

Matt Neal

"I couldn't find a way past Rickard as the brakes were totally shot!"

■ Bathurst 1000 ■ Mount Panorama ■ October 4, 1998 ■ Nissan Primera ■ Close to a famous win



The Neal/Richards
Nissan duked it out
with winning Volvo

AUTOPICS

I'D BEEN SENT TO BATHURST by Nissan in 1997 as a reward for my efforts in the British championship that year. Garry Rogers Motorsport ran Stevie Richards and me in a bit of an old shed that broke down, so my Mount Panorama debut wasn't great.

Nissan Motorsport Europe boss Alec Poole wanted to look after us the following year so he cobbled together a deal involving a '98-spec, NME-built Primera, which was a test hack, being sent to Nissan's works team, Ray Mallock, to be sorted out.

So it was a real mix of guys: some of us from Team Dynamics and on-loan RML engineer Ronny Hartvelt helping out – we really were the 'dirty dozen'!

The car was a real 'bitza' composed of bits we'd raided from the stores and thrown together and we had to box it all up barely complete and ship it off to Australia. We even threw bits from the '97 car in the crate in case the '98 car didn't work properly.

When we arrived, we were staying in a house right on the outside of Turn 1, Hell Corner, which was useful

as the boys had precious little kip getting the car ready over the two days they had before practice.

Once we got out on the circuit, the car went OK – we got quicker and quicker and our confidence went up and up. We were the only Nissan in the race, up against factory Volvos, BMWs and Vauxhalls, so not much was expected of us, to be honest.

No-one thought we'd last the 1000km and even when Stevie stuck

it on the front row next to the Volvo driven by British champion Rickard Rydell and Stevie's dad Jim, Alec just told us that it had been better than expected so just to run at the front for a bit, get some TV exposure and everyone would be really happy.

Well, the car kept going and going and was quick. We had an almighty dice with the Rickard/Jim Volvo. We didn't have time to change the pads at the final stop – and we had to keep

the engine running as it was a bastard to restart when it was hot.

Rickard got the jump on me during a pace car period and got out in front but I caught him up. I just couldn't find a way past as the brakes were totally shot – I was having to roll off into the corners and hope I wasn't going to have him off. We found out later that Rickard's engine light was on and he had a major problem, but he held on to beat me by a second or so – the then-closest Bathurst finish.

As I crossed the line it coughed and spluttered out of fuel. You had to peel off just after Turn 1 and get back to parc ferme to be classified. John Cleland was behind me and could see I had a problem so kindly nudged me in the back to keep me going!

When we later stripped the engine back home, the valve clearances were all closed up so it would never, ever have restarted if we'd stalled it.

It was incredible and a really great endorsement of what it's possible to achieve with what you've got. *Matt Neal was talking to Henry Hope-Frost*

PROFILE



MIDLANDER MATT NEAL IS A veteran of the British Touring Car championship, winning multiple independents' titles in family team-run machinery and famously landing £250,000 for winning a race outright at Donington in '99. Since then, he has gone on to win three drivers' titles and more than 50 races for Nissan, Vauxhall and Honda. Now 46, he still races in the BTCC, taking fourth in the final '13 points.

NEXT WEEK PAT SYMONDS: WILLIAMS SAVIOUR?
Reports: IndyCar; FR3.5; WEC; DTM

BE PART OF THE SHOW -
**EXPAND YOUR BUSINESS
IN EUROPE!**

230+
EXHIBITORS

SEE WEBSITE
FOR DETAILS

TRADE ONLY FROM CLUBSPORT TO F1

TECHNOLOGIES ON SHOW

PERFORMANCE EQUIPMENT

Engine design/Engine components/Tuning/Suspension/Brakes/
Vehicle setup/Tyres/Oils and lubricants/Aerodynamics/Dynamometers/
Transmissions/Differentials

RACE CAR EQUIPMENT/ACCESSORIES

Seats and harnesses/Roll cages/Fire extinguishers/Lap timers/Camera
recorders/Instrumentation/Data acquisition/Telematics/Pit-to-vehicle
comms/Glass/Ventilation/Mirrors/Fuel cells and refuelling systems/
Lightweight and high-performance materials/Coatings

TESTING AND DEVELOPMENT

Metrology/Rigs and shakers/Test tracks and circuits/Laboratories/
Timing systems/CAE and CFD/Diagnostics/Simulation and modelling

SAFETY EQUIPMENT

Racetrack recovery equipment/Race and mechanic wear/Fire-fighting
equipment/Crash barriers

PADDOCK EQUIPMENT

Tools/Covers, awnings/Wheel-changing systems and lifts

TRANSPORTATION AND LOGISTICS

Trailers/Transporters/Motor homes/Freight services

RACE CIRCUIT TECHNOLOGY

For motorsport circuit suppliers and motorsport circuit and facility
architects: Crash Barriers and Safety Systems/Circuit Marshalling and
Timing Equipment/Track Marking Solutions/Circuit Drainage/Circuit
Entry and Management Technology

Professional
MotorSport
WORLD EXPO 2013



12, 13, 14 NOVEMBER 2013
COLOGNE, GERMANY

PROFESSIONAL MOTORSPORT WORLD EXPO 2013

UKIP Media & Events, Abinger House, Church Street, Dorking, Surrey RH4 1DF, GB
Tel: +44 (0)1306 743744 Fax: +44 (0)1306 742525 E-Mail: philip.white@ukipme.com

www.pmw-expo.com

FIRST!



First season. First stop Monte-Carlo. First results. First lead. First victory. First drama. First setback. First the-time-is-now feeling. First hope. First certainty. First World Champion title. First!

Volkswagen congratulates Sébastien Ogier and Julien Ingrassia on the driver/co-driver World Championship title* in the first year. We're already looking forward to the second.

*Subject to the official publication of the results by the FIA.

RALLYTHEWORLD.COM
EXCITEMENT WE SHARE

