

IT'S THREE IN A ROW

VETTEL GIVES RIVALS NIGHTMARES

Alonso "We need luck to beat him"



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



Cover Image: Gilham/Getty
Inset Image: Charniaux/XPB

POLE POSITION

Don't blame Vettel for perfect performance

DEVASTATING. IT'S THE PERFECT ADJECTIVE TO SUM UP Sebastian Vettel's Singapore GP performance. Extremely impressive in its delivery, highly damaging for his rivals and distressing for his haters – who perhaps should direct their post-race boos towards their own heroes for failing to raise their game to his level.

Vettel's fastest lap was over a second clear. His second race lap was 2.2s quicker than nearest pursuer Nico Rosberg; ditto his first flying lap at the restart. His winning margin was over 32s, despite that safety car.

Turning to the subject of team-mate Mark Webber's penalty for him running on to the track to hitch a lift from Fernando Alonso: I was initially outraged by this health-and-safety-driven decision – until I saw the CCTV of Nico Rosberg very nearly running him over. Too close for comfort...

The daft slowing-down-lap collision between Fabio Leimer and Alexander Rossi in GP2 on Sunday showed how dangerous it can be when drivers switch out of 'race mode'. We all love the great images and sportsmanship of these impromptu 'taxi rides', so can they not come up with some guidelines about how to do this safely so we're not robbed of this spectacle?

Charles Bradley

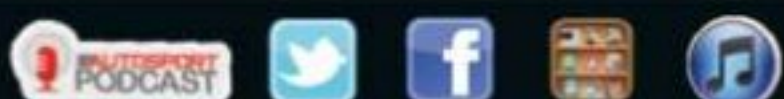
CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com
@Autosport_Ed



BAMBER'S WEEK



FIND US ON



PIT & PADDOCK

8 THIS WEEK IN F1

11 MARK HUGHES: MPH COLUMN

12 THIS WEEK IN MOTORSPORT

15 ERIC BOULLIER: THE INSIDE LINE

16 SINGAPORE GRAND PRIX

The full story of how imperious Sebastian Vettel marched ever closer to a fourth consecutive drivers' world title. Plus full results, comment, driver-by-driver analysis and all the key technical upgrades

DEBRIEF

34 WHY ALONSO COULD REJOIN McLAREN

The '07 tie-up ended badly, but it could be rekindled

36 RATING PEREZ'S McLAREN FORM

Analysing the Mexican's performance after 13 GPs

38 HOW WRC MUST PROTECT ITS FUTURE

World Rallying must invest in talent in bid to survive

RACE CENTRE

42 GP2 SINGAPORE

Brits Palmer and Bird are streets ahead

44 WEC AUSTIN

Loic Duval, Tom Kristensen and Allan McNish take third win of 2013 to extend their series lead

49 NASCAR; AMERICAN LE MANS SERIES; EUROPEAN RALLYCROSS

55 BRITISH F3 NURBURGRING

Jordan King wins twice to lift the drivers' crown

56 BLANCPAIN NURBURGRING

HTP Merc win gives Maximilian Buhk the title

58 WTCC SUZUKA

Wins for Michelisz and Coronel; Muller crowned

FEATURES

63 15 QUESTIONS...

...for three-time BTCC champion Matt Neal

SUBSCRIPTION OFFER & COMPETITION

80 FREE McLAREN 50 POLO SHIRT

Subscribe for a great free gift and digital package

96 WIN A £500 SCALEXTRIC DIGITAL SET

CLUB AUTOSPORT

77 MSA FALLS INTO LINE WITH FIA F4

British governing body to embrace series for 2015

78 ZANDVOORT EYES FFORD 1600 EVENT

Dutch track to honour the late Marcel Albers

81 AMERICAN SCHOLARS ANNOUNCED

Joey Bickers and Jake Eidson in Fford chance

82 REPORTS

Spa 6 Hours Roadbook; Silverstone BRSCC/Britcar; Donington Park 750MC; Cadwell Park BRSCC; Oulton Park CSCC; Brands Hatch BARC; Croft BARC

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: ALEC POOLE

Marathon de la Route, Nurburgring 1967

THE BIG PICTURE

LAT snapper Steven Tee celebrated his 500th grand prix in Singapore. As well as receiving a cake, he also captured this rather awesome Kimi Raikkonen image









From the gaming world to the real world ...
Two championship wins in the biggest GT series
in the world for Nissan GT Academy

- **Nissan GT Academy Team RJN
Blancpain Endurance Series Pro-am
Teams Champions**
- **Lucas Ordóñez
Blancpain Endurance Series Pro-am
Drivers Champion**

Thanks to all involved for five years of successful
racing with this amazing programme.

It's not a game anymore...

RJN Motorsport

This week in F1



WEBBER HIT WITH GRID PENALTY

Mark Webber will serve a 10-place grid penalty in next week's Korean GP after being given a third reprimand of the year.

The reprimand was issued because Webber entered the track after retiring from the Singapore GP. On the slowdown lap, he ignored marshals' instructions not to do so, walking across the Turn 7 run-off and onto the circuit itself, flagging down

Fernando Alonso for a lift back to the pits.

As this was the third reprimand of the season for Webber, it automatically triggered a 10-place penalty for the next race. Alonso was also reprimanded for the incident, in his case for stopping on track at a dangerous place, but this did not trigger any penalty because it was the Spaniard's first offence.

WEBBER'S 2013 RAP SHEET

China Red Bull sends him out with insufficient fuel to return to the pits after his Q2 run, leading to him being excluded from qualifying.

China Hits Jean-Eric Vergne while trying to overtake him, earning himself a three-place grid penalty for the following Bahrain GP. Red Bull is also fined for releasing him from the pits without his left-rear wheel properly attached.

Bahrain Causes a collision with Nico Rosberg. Only given a reprimand as both drivers were able to continue in the race.

Canada Does not back off for yellow flags during Friday-morning practice, leading to his second reprimand.

Germany Red Bull fined €30,000 for releasing him from the pits without his right-rear wheel attached. The loose wheel hits and injures cameraman Paul Allen.

Singapore Walks onto the circuit without permission from marshals to seek a lift back to the pits after retiring from the race. Lands third reprimand of the 2013 season.

FIA to warn against lifts

The FIA is expected to warn F1 drivers against catching lifts with rival drivers, as Mark Webber did with Fernando Alonso in Singapore. The governing wants to air safety concerns about a driver falling from a moving car.

CATCHING A RIDE

Mark Webber and Fernando Alonso were hardly the first pair to engage in a bit of F1 taxi riding. In fact, the Singapore GP wasn't even the first time they had shared a ride to the pits.



Capelli/Berger,
Germany 1991



Brabham/Hulme,
Germany 1967



Siffert/Williams,
Mexico 1967



Prost/Piquet,
Germany 1987



Berger/Mansell,
Hungary 1988



Senna/Mansell,
Britain 1991



Barrichello/Coulthard,
Germany 1995



Berger/Alesi,
Germany 1996



Fisichella/Schumacher,
Germany 1997



Hakkinen/Coulthard,
Spain 2001



Alonso/Webber,
Germany 2011

For all the breaking news, visit AUTOSPORT.COM

McLaren's new rear wing

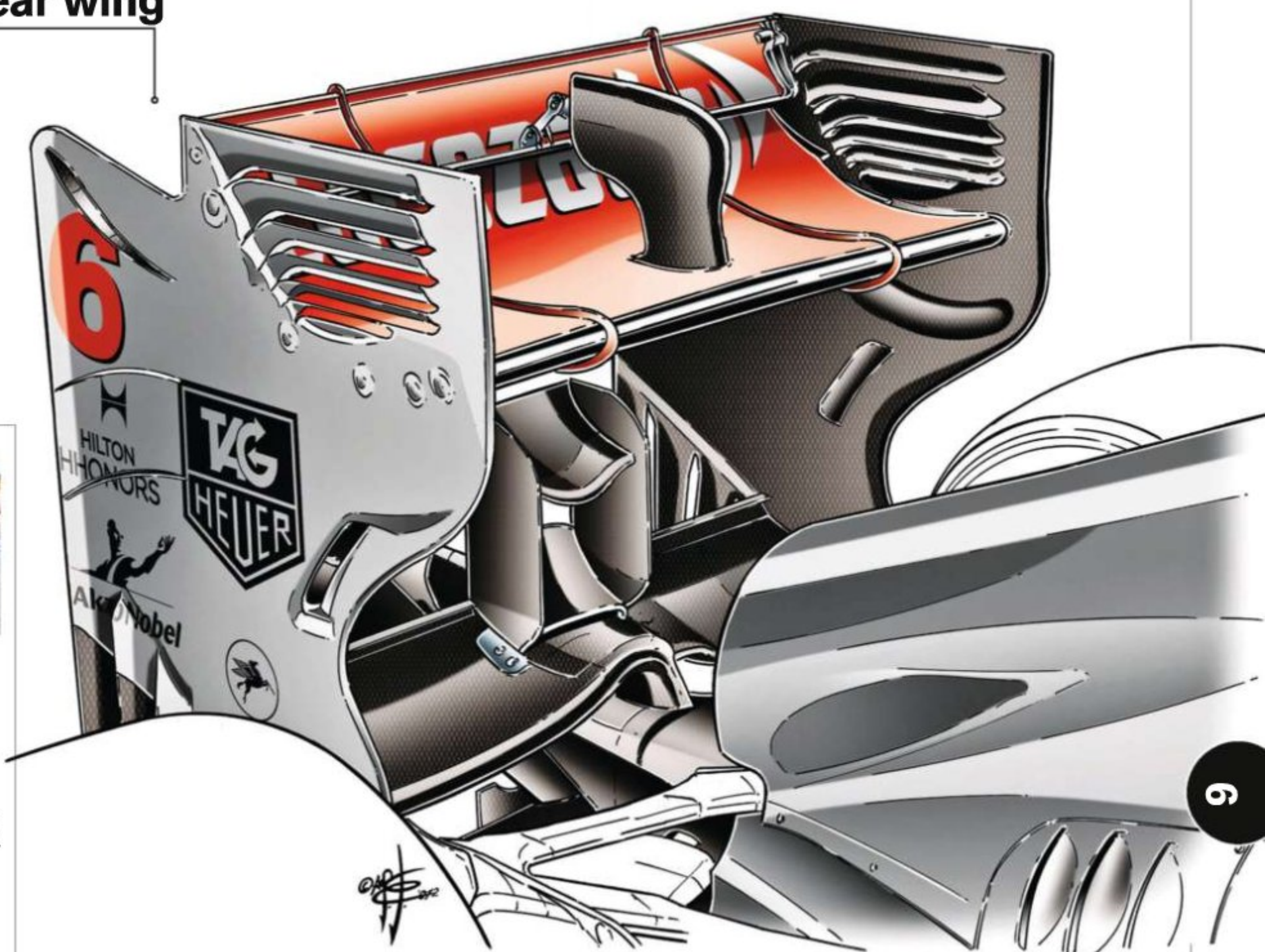
➔ McLaren tried out a new rear wing in Singapore last weekend. It has incorporated slats into its endplate to better control airflow.

GARY ANDERSON: "Force India was the first to start putting in these endplate slats and now McLaren has adopted this latest fashion. As the air off the rear tyres hits the endplate, it does so at quite a big angle. This creates a lot of airflow separation when it hits the inside of the endplate. The slot helps to keep the airflow attached and helps the whole wing to work better."



Practice time for rookies

The F1 sporting working committee has agreed to extend Friday-morning practice to two hours. Each entry will receive an extra set of tyres that can only be used during the first 30 minutes, with teams also offered the chance to run test drivers in the first part of the session.



NEW JERSEY GP 'BACK ON' FOR 2014

The inaugural New Jersey Grand Prix could be included on the provisional F1 calendar due to be agreed this week. Absent from the previous draft schedule, there is now a version with a June 1 date for the race following organisers completing paperwork and last-minute talks in an attempt to ensure the race goes ahead.

Alonso cycling plans collapse

Fernando Alonso's plans to buy a professional cycling team have been put on hold after his deal to buy the Euskaltel Euskadi outfit fell through this week.

Alonso insists that he remains committed to getting involved in cycling to create "the best cycling team we can form".



COATES/LAT



Hulkenberg criticises stewards

Sauber driver Nico Hulkenberg has criticised race control's decision to order him to cede a place to Sergio Perez during the Singapore Grand Prix. The German exceeded the track limits at Turn 7 while running ahead of the McLaren driver. "I don't agree," he said. "I knew he [Perez] would dive inside, therefore I left him space, otherwise we would have collided."

GETTY

CATERHAM CONFIRMS RENAULT

Caterham has confirmed it will continue to run Renault engines for the next three seasons after finalising a deal to run the French marque's new 1.6-litre V6 turbo units from 2014 onwards. Caterham has run Renault engines since the start of 2011. Of the current teams, only Sauber and Lotus have yet to finalise deals, expected with Ferrari and Renault respectively.



COATES/LAT

Driver penalty changes agreed

F1 teams have agreed a new penalty system with stewards able to hit drivers with five- or 10-second penalties. These will either be served in scheduled pitstops or added to the race time. The system has changed to avoid drivers being hit with a more stringent drive-through penalty for less significant offences. Ratification by the FIA's World Motor Sport Council is needed.

BEHIND US: A WHOLE LOT OF DUST. AHEAD OF US: A BIG TARGET.



The screw you check one more time before the start. The extra hour you spend testing everything. The determination not to give up. The moment it all becomes clear: the title is within your grasp. Experience the spectacular first season of Volkswagen in the World Rally Championship on: rallytheworld.com

RALLYTHEWORLD.COM
EXCITEMENT WE SHARE





Mark Hughes

MPH

The bout of F1 musical chairs triggered by Kimi Raikkonen's return to Ferrari may leave one of the sport's most promising stars out in the cold

Fernando Alonso's understandable frustration during the Hungarian Grand Prix weekend has triggered a whole cascade of events, which were still unfolding in Singapore.

He'd arrived at Budapest expecting the recent hard work at the factory to have halted the rot, to have brought Ferrari back to the sort of competitiveness he'd enjoyed at the start of the season. Instead, the new parts hadn't worked and the car he qualified and raced was essentially very little different from the one he'd used in Spain almost three months earlier. Meanwhile, the Red Bull just got faster and faster. Every new part that arrived at the track – and there are always plenty of them – worked.

Into his fourth season at Ferrari, two near misses at the title, but seemingly now falling further away than ever, Fernando in a moment of exasperation instructed his management to sound out other opportunities – then made a pointed joke about his birthday wish being 'someone else's car'. It was construed as disrespectful of the work of the team by its bosses and it angered them. Those discussions with Kimi Raikkonen's people suddenly took on a new dimension. Instead of seeing him as a more consistent Felipe Massa, they could now look at him as insurance against the defection of Alonso or, should that not be necessary, at least a pressure towards the Spaniard's future compliance.

So the 'impossible' happened: Raikkonen would rejoin



Could there really not be a place for Hulkenberg even after all that overachievement? It was starting to look that way.

Next, Martin Whitmarsh admitted in Singapore that he would be interested in having Alonso back at McLaren! If Raikkonen returning to Ferrari had been impossible, what would this be? The guy that ruptured McLaren, that played a part in its \$100 million fine and the loss of the constructors' world championship, would now be welcomed back. "A lot of observers do not believe that the

"Nico Hulkenberg has done everything that could possibly have been asked of a driver"

the team he'd been paid millions to leave. Which leaves a vacancy at Lotus. With Sauber obliged to take Sergey Sirotkin in one car and being encouraged by Ferrari to have Jules Bianchi in the other, it apparently leaves Nico Hulkenberg without a berth there. He'd surely be the perfect Raikkonen replacement at Lotus, would he not?

He's done everything that could possibly have been asked of a driver: dominant performances in the junior categories, seizing the opportunity of a wet qualifying to put an uncompetitive Williams on pole by a huge margin in 2010, leading a race on merit in a Force India, qualifying a less-than-great 2013 Sauber third fastest at Monza. He would probably have got the Ferrari drive if Raikkonen had turned it down.

But Lotus needs further funding – and at Singapore came the news that Felipe Massa might have a very significant chunk of cash available to spend on a 2014 F1 drive, this rather pointing him at Raikkonen's old seat.

driver line-up that Ferrari has, as strong as it is on paper, is potentially going to be sustainable," said Whitmarsh.

However small the chances of Alonso being a McLaren driver next year, rather than in some later season, Whitmarsh's admission was a fairly stark vote of no-confidence in Sergio Perez. Given that the team is unconvinced about him and has now said as much, would it not seem odd to continue with him?

So is this Hulkenberg's opportunity? Apparently not. The 2014 cars are so technically dense, with all that enhanced hybrid energy and turbo componentry, that even with the increased minimum weight limit, a driver's size and weight are going to be more critical than ever. Hulkenberg, at 1.84 metres and 80kg, is considered too big and heavy.

Surely, among all this Alonso fallout, Formula 1 should not lose one of its most gifted, grittiest and personable performers. ❧

This week in motorsport

TRUEX CAN LEAVE MWR

NASCAR ace Martin Truex Jr has been told he is free to leave Michael Waltrip Racing after the team's Richmond race-fixing scandal and the resulting loss of his car's sponsor, NAPA, for 2014.

Team co-owner Waltrip said: "I wouldn't hold him back from doing something he wants to do, but I hope he'll hang around so we can attract a sponsor and keep him."



➔ **P49 NASCAR NEW HAMPSHIRE**

12

Volvo returns to WTCC in China

Polestar Racing, Volvo's works team in the Scandinavian Touring Car Championship, will return to the World championship at Shanghai next month. New Scandinavian champion Thed Bjork will drive the same C30 1.6T that STCC team-mate Robert Dahlgren raced in 2011.

Volvo's Alexander Mordzevski Shedvin said: "We are entering this race to check the pulse of the WTCC. It still represents possibly the best value-for-money global motorsport solution for this type of car."

➔ **P58 WTCC SUZUKA**



MERCEDES TO JOIN BTCC GRID NEXT YEAR

British Touring Car Championship racer Adam Morgan will switch to Mercedes machinery next year in an A-class built and run by his family team Ciceley Racing.

BTCC boss Alan Gow said of the project, which is being run by respected engineer

Paul Ridgway: "The programme by Ciceley Racing is a perfect demonstration of the strength and adaptability of our NGTC technical regulations.

"They are able to go from a Toyota and onto developing and racing a Mercedes

while utilising the vast majority of the NGTC components they already possess."

The Toyota Avensis, which Morgan has driven to seventh place in this year's standings, will be put up for sale at the end of this season.



THRUXTON BACK IN BF3

British Formula 3 will return to Thruxton for the first time since 2010 next year as part of an expanded seven-round calendar

announced this week. It joins Rockingham, Silverstone, Snetterton, Spa, Brands Hatch and Donington Park on the schedule.

Bentley GT debut to be in Abu Dhabi

Bentley's Continental GT3 will make its race debut in the Gulf 12 Hours at Yas Marina on December 13. The car, which has been developed by Malcolm Wilson's M-Sport operation, has completed over 1800 miles of testing. Bentley motorsport boss Brian Gush said the car had "exceeded expectations" in testing so far.



FR3.5 to Jerez

Jerez will replace Barcelona on the Formula Renault 3.5 calendar next year after the series last week confirmed a two-year deal with the former Spanish and European Grand Prix venue. It has not been determined whether Jerez will host the season finale, as Barcelona currently does.

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

Blomqvist to Fortec for Macau

Tom Blomqvist will race for Fortec Motorsport as the team expands to five cars in November's Macau Formula 3 Grand Prix.

The 19-year-old Briton, who won the 2010 Formula Renault UK title with Fortec, will join team regulars Felix Serralles, Pipo Derani and Will Buller plus one other. Fortec has ordered a new Dallara F313 for its expansion.

EuroInternational, with which Blomqvist has raced in European F3 this year, is understood to be set to field an alternative driver in Macau.



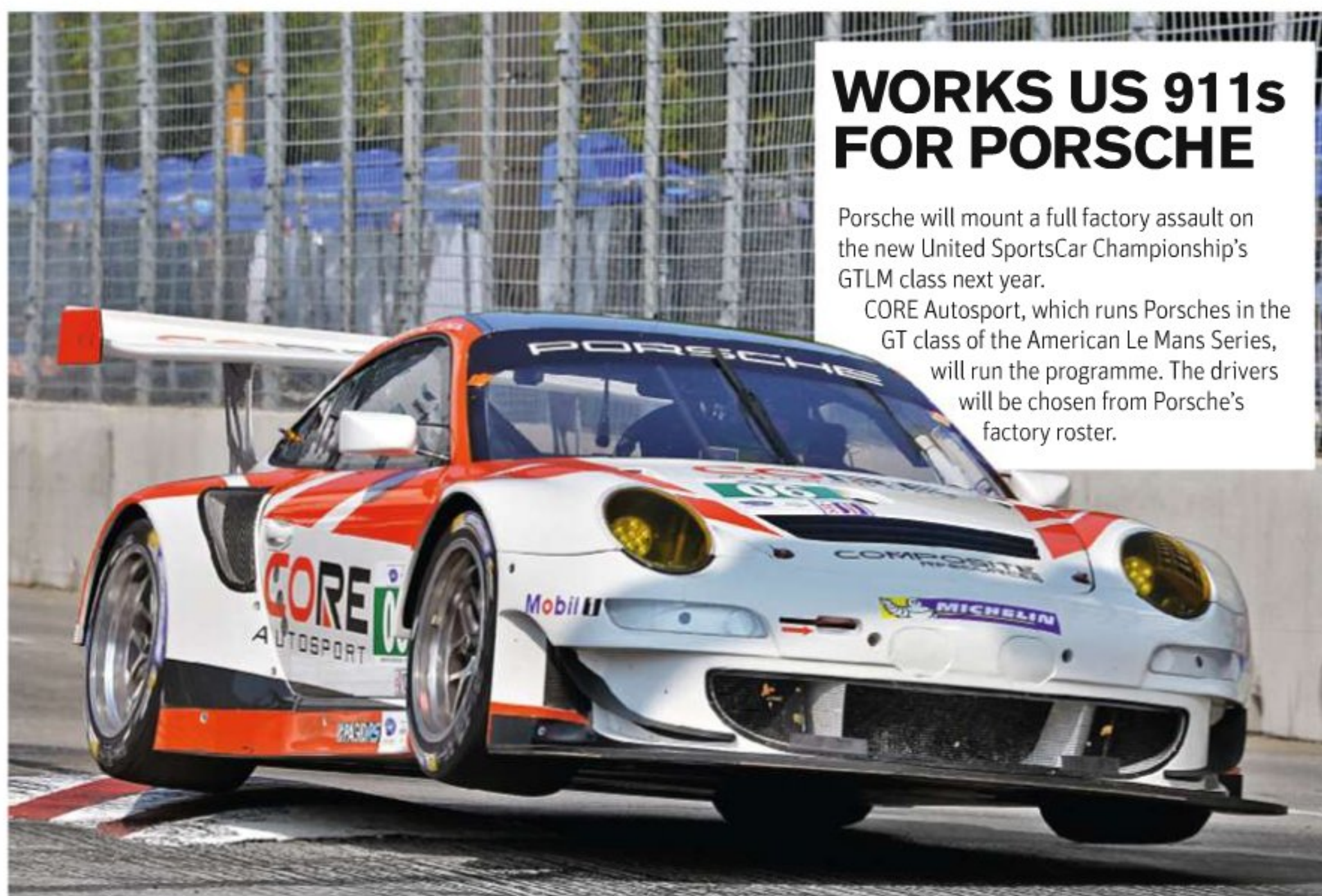
USC REVEALS 12 DATES FOR 2014 SEASON

A 12-round schedule for the new-for-2014 United SportsCar Championship, which merges Grand-Am with the American Le Mans Series, was revealed last week.

Each of the four classes within the championship will race at 11 of the 12 rounds with the top prototype class – the life of which will now run until the end of 2016 – skipping the Virginia International Raceway event in August.

2014 USC CALENDAR

Daytona 24 Hours	January 25-26
Sebring 12 Hours	March 15
Long Beach	April 12
Laguna Seca	May 4
Detroit	May 31
Watkins Glen	June 29
Mosport Park	July 13
Indianapolis	July 25
Road America	August 10
Virginia	August 24
Austin	September 20
Road Atlanta (Petit Le Mans)	October 4



WORKS US 911s FOR PORSCHE

Porsche will mount a full factory assault on the new United SportsCar Championship's GTLM class next year.

CORE Autosport, which runs Porsches in the GT class of the American Le Mans Series, will run the programme. The drivers will be chosen from Porsche's factory roster.

MOFFAT TO RACE PASSAT

Aiden Moffat, the youngest driver in British Touring Car history, will race a Team Hard Volkswagen Passat for the remainder of the series.

Moffat, who made his series

debut in Finesse Motorsport's S2000 Chevrolet Cruze at Knockhill last month, tested the car raced this year by Tom Onslow-Cole and Andy Wilmot at Brands Hatch last week.



HAWKSWORTH'S INDYCAR TEST

Indy Lights title protagonist Jack Hawksworth made his IndyCar test debut at Sebring last week with Rahal Letterman Lanigan Racing.

"What was great was that it wasn't just about doing laps," said the 22-year-old Briton. "We were an IndyCar team on a test day and we tried to develop the car, which I really enjoyed."

Dragon Racing joins Formula E

IndyCar squad Dragon racing has become the fourth team to confirm its spot in the Formula E championship for electric vehicles next year. The Los Angeles-based organisation joins Drayson Racing, China Racing and Andretti Autosport. Series CEO Alejandro Agag said: "As California has become 'the land of electric cars', this deal is very important to us."

In brief

NIGHT RACES FOR V8s

V8 Supercars will add twilight races next year in response to feedback from fans. The series has also dropped its trip to Austin next year over date clashes, but will return in 2015.

KUBICA WINS AGAIN

Robert Kubica dominated last weekend's Rally National Vosgien. He won all 10 stages in his Citroen DS3 RRC on roads similar to those that will be used in the Rally of France, which the Pole will also contest as he hunts the WRC2 crown.

FINN WINS GRC TITLE

Toomas Heikkinen clinched the Global Rallycross title at Charlotte Motor Speedway last weekend. The event was won by his OMSE Ford Fiesta team-mate Scott Speed.

AUTO GP TEST SET

Auto GP will hold two days of official post-season testing at Jerez in Spain on October 28-29. Barcelona staged the corresponding test last year.

NEW TYRE DEALS

Dunlop last week announced a new multi-year deal to remain as tyre supplier to the British Touring Car Championship. Meanwhile, Pirelli also extended its deals with both the GP2 and GP3 Series.

SCALEXTRIC

www.scalextric.com

1:32
Scale

QUICK-BUILD



As
seen on
TV

DEMOLITION DERBY

METAL ALIEN VS WHITE SKULL

C1301



Scan this QR code with your
smartphone to watch the TV advert.



www.twitter.com/scalextric



www.facebook.com/scalextric



www.youtube.com/officialscalextric





BARON/GETTY

Eric Boullier

The inside line

The Lotus boss would rather Kimi was staying but understands his decision. Despite that, he says, it's onwards and upwards for the team

With so much talk about Kimi Raikkonen during the past two weeks, the third place in the Singapore Grand Prix shows he is a real professional. He is here to race and will never give up, which is all the more impressive considering the discomfort he was in with his back. There is no doubt he will keep working hard in his final six races for our team.

Of course, I am disappointed that we cannot continue this incredible story with Kimi and Lotus into 2014 to build on the past two years, but unfortunately it is not possible. We could not deliver on time what he expected from us both technically and financially. Because of the timing, he was cornered and had to take a decision to go to Ferrari. He wanted to stay here to enjoy his next two years in F1 but I completely understand his decision. After all, this is *Ferrari* he will be driving for.

But the most important thing for me is that there is life after Kimi for us. We are still working very hard to build towards what we want to achieve here, which is to get stronger technically and financially and continue to be a top team.

When it comes to drivers, we are not simply looking for a short-term replacement for Kimi. We are looking at where we are going to be in the next five years. We can afford to be patient, to ask the candidates to wait as we make our strategy for the coming years. And I hope not to have to take into account commercial considerations in



TEE/LAT

or two steps up in terms of revenue. This opens the door for us to rebuild the confidence of Enstone because we have had some difficult times in these last weeks.

The time is right for us to move into the second stage of the team project. The first was to build the team up to where we are now and to create the platform and the second is to improve on that. Over the past three years, with all the stories about finances, there have been many misunderstandings from the outside about what Genii Capital wants to achieve with the team.

“I completely understand Kimi’s decision.

After all, this is *Ferrari* he will be driving for”

making the driver choice because we have worked hard to build our financial strength and not have to rely on sponsorship from the driver.

With Kimi leaving the team, Romain Grosjean knows he has the possibility to build up the team more around himself. If you look at the past five races, he has done a great job. Everybody has noticed that, since Germany, he has clearly ‘switched on’. In every race, you can see the highs. Whether fighting for the podium or struggling, Romain has clearly been matching Kimi’s performance.

The Grosjean of the last two months is the one we all believed he would become and I hope he keeps improving. If he continues in this way, it means he is on it and delivering, which is positive for 2014.

My vision for the future of the team is positive. We need to finalise the finance deal with Infinity Racing and we are now 98 per cent done. If we can go the last two per cent, this team is not only going to be financially secure, but one

It’s true we have had some hard times, but this deal is going to allow the team to become stronger. The next thing we need to do is make sure our engine partner, Renault, can work with us closely. On the technical side, it is true we have lost a few valuable people, but this is not a ‘brain drain’. We never publicise the people we are hiring, after all!

For the short-term, the podium in Singapore builds confidence in our car. When you have two bad weekends, like we did in Montreal and Silverstone, or Spa and Monza, you can start to question yourself. But the Singapore performance is positive for the team and shows all the effort being put in. We should be capable of fighting for the podium every weekend to the end of the season and we also have the long-wheelbase car for Korea. That will be a big help for 2014 as well.

The target is clear. We have a five-year plan and the agenda is to be a top team. Now that the situation with Kimi is resolved, we can still move on with this plan. ❧

THE RACE REPORT

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

No catching this Singapore flyer

Sebastian Vettel was riding high among the night-time festivities in his Red Bull, but there was plenty of action among the hordes below his level. **MARK HUGHES** had a bird's-eye view

16



AT A GLANCE



"Vettel's win was now essentially decided. But the battle for second seemed set to get rather fruity."

SINGAPORE GP
Marina Bay

ROUND 13/19

LAPS 61

WINNER
Sebastian Vettel
1h59m13.132s

POLE POSITION
Sebastian Vettel
1m42.841s

FASTEST LAP
Sebastian Vettel
1m48.574s

RACE RATING
★★★★★ Vettel in a league of his own, but frantic battling behind him

DRIVERS' STANDINGS
Vettel 247pts
Alonso 187pts
Hamilton 151pts

Nervous Vettel
monitors progress
of his challengers

THOMPSON/GETTY

18

QUALIFYING 21.00, 21.9.2013

Sebastian Vettel was out of his car. His Q3 effort in the Red Bull had been 0.6s clear of the field at the time, before anyone had made their second runs. It seemed reasonable to assume that the track grip would not ramp up to the effect that the circuit would become over half a second quicker, and that therefore his pole was already secured. No need, therefore, to use up a valuable set of supersofts tyres that could be saved for the race.

Yet the track grip beneath the Singapore floodlights did ramp up. Very significantly. Vettel surely had a sinking feeling in his stomach as he watched the screens and saw the sectors lighting up

purple, signifying fastest sector times – for team-mate Mark Webber in sector one, for Nico Rosberg's Mercedes in sector two, and with that benchmark then beaten by Romain Grosjean's Lotus. And it was too late to do anything about it. He would just have to hope that his earlier final sector time – where he'd gained two thirds of that 0.6s advantage – would be enough to keep him ahead overall.

That final sector, with its repeated 90-degree bends, was perfect territory for both the RB9 and Vettel. He comes off the brakes earlier, gets the car turned in quicker and gets on the throttle earlier. The Red Bull had so much more downforce than everything else – even

'dirty downforce', the last few kilos that come with a big drag penalty, still yields lap time around here, and so everyone runs with their maximum settings. It's one of the few places, therefore, where we see the maximum downforce comparison between cars – and it's indicated well by the trap speeds at the end of Raffles Boulevard, just before they begin braking for Turn 7; here, the Red Bulls were 19th and 21st fastest.

Webber has never been tuned in to sector three of this place, however, and Vettel would have been banking on that. At his second attempt Mark shaded Seb's first and second sectors by hundredths, but trailed in the last one by three tenths. Vettel could be seen punching the air – but that was premature because Rosberg, running a few corners back, was the danger man.

The Merc had been a couple of tenths down through sector one, but had clawed some of that back through the middle sector, and Nico was now hurling it through the tight twists of the final sector with great abandon. Not as fast as the Red Bull into the turns, the Merc's traction is good, its torque stronger and the track was faster. Rosberg was maximising it all and actually aced Vettel's time in that sector – but not quite by enough to overcome

his deficit in the first. Vettel was safe, Rosberg having failed in his pole bid by just nine hundredths of a second. That relatively contained opening sector was probably why his rear tyres were still working well in the final one.

The easy tyre usage of Grosjean's Lotus perhaps meant its rears were not fully up to temperature in sector one, where most of his time loss was. In the more flowing middle sector he was Vettel-fast and only a tenth down in the final part of the lap, this all adding up to a Webber-beating time to go third. He was the only one other than the Red Bulls confident enough to do Q1 on the much slower medium tyre. Mark just could not hook that final sector together, though worked away at it and got closer on each of his runs.

Lewis Hamilton was downbeat on being the slower of the Mercedes drivers, back in fifth place, 0.3s adrift of Rosberg. "I just didn't have a great feeling in the car," he said, "and ultimately wasn't fast enough. Clearly the car was quicker than what I was able to get out of it tonight." Both Merc drivers got through Q2 on just a single run on used option tyres.

The numbers say it was a closely-matched top-five grid. The reality was a Vettel margin of around half a second



**Rosberg got within
a tenth of Vettel
in his Mercedes**

over a closely-matched Rosberg, Grosjean, Webber and Hamilton. The ramping up of grip seems unusual for a track that was cooling as we got further into the night, but is probably explained by the fact that the tyre limitation was thermal degradation of the rears. So actually a cooling track may have helped.

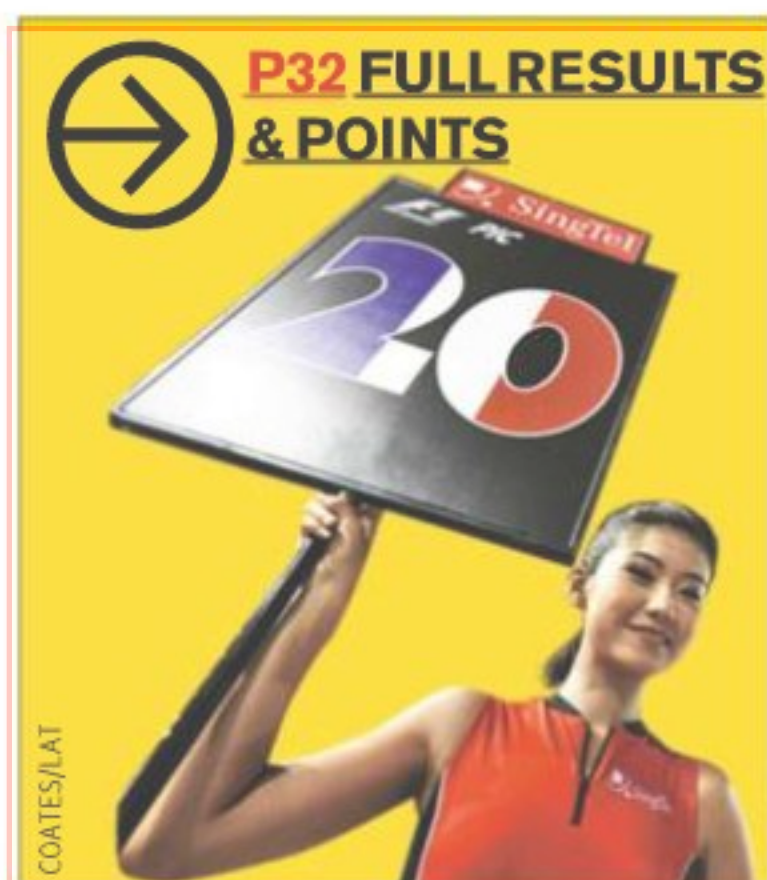
Behind that top five were those knowing they were not in contention and doing either just one or no Q3 runs. This included Ferrari, in sixth and seventh. Back on a high-downforce track, the Ferrari returned to its off-the-pace form of pre-Spa. Felipe Massa shaded Fernando Alonso by half a tenth, but of more significance was the one second-plus deficit to the front. The new front wing and floor had brought just one tenth of a second.

Jenson Button in the only McLaren to make it through to Q3 lined up eighth, a couple of tenths adrift of the Ferraris. "The tyres are working in a very strange way here," reported Jenson. As the track

'Vettel was punching the air, but that was premature – Rosberg was the danger man'

grip increased, the McLarens' balance shifted towards oversteer. The under-pressure Sergio Perez qualified back in 14th, a quarter of a second adrift of JB, having not had a great tyre-preparation lap because of traffic.

Daniel Ricciardo got the Toro Rosso through to Q3, as is now usual, and was a couple of tenths off Button in his single run on used tyres. Esteban Gutierrez didn't do a lap in Q3 but did a great job in the Sauber to get it in there, seventh in Q2, just a tenth adrift of Alonso. Nico Hulkenberg in the sister car had a problem with his DRS and was 11th, 0.3s behind and marginally faster than Jean-Eric Vergne's Toro Rosso. Kimi Raikkonen, nursing a back injury, persevered in the Lotus but was a long way off his best and lined up only 13th, ahead of Perez, Adrian Sutil's Force India and Valtteri Bottas's Williams.



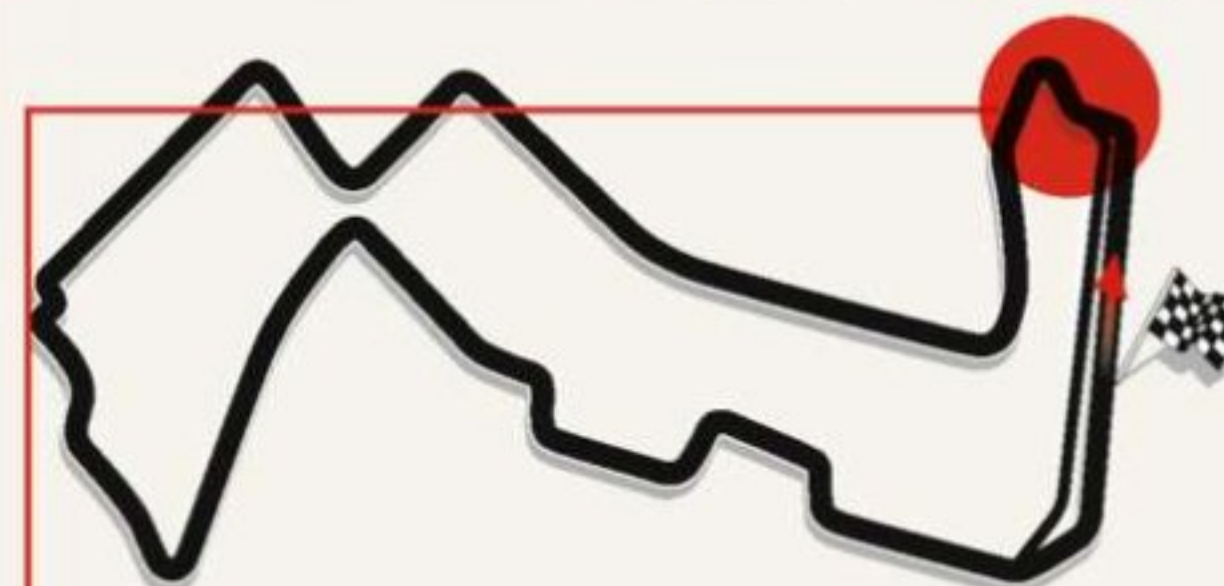
THE GRID

	1 VETTEL RED BULL 1m42.841s Supersoft		2 ROSBERG MERCEDES 1m42.932s Supersoft
	3 GROSJEAN LOTUS 1m43.058s Supersoft		4 WEBBER RED BULL 1m43.152s Supersoft
	5 HAMILTON MERCEDES 1m43.254s Supersoft		6 MASSA FERRARI 1m43.890s Supersoft
	7 ALONSO FERRARI 1m43.938s Supersoft		8 BUTTON McLAREN 1m44.282s Supersoft
	9 RICCIARDO TORO ROSSO 1m44.439s Supersoft		10 GUTIERREZ SAUBER no time Supersoft
	11 HULKENBERG SAUBER 1m44.555s Supersoft		12 VERGNE TORO ROSSO 1m44.588s Supersoft
	13 RAIKKONEN LOTUS 1m44.658s Supersoft		14 PEREZ McLAREN 1m44.752s Supersoft
	15 SUTIL FORCE INDIA 1m45.185s Medium		16 BOTTAS WILLIAMS 1m45.388s Supersoft
	17 DI RESTA FORCE INDIA 1m46.121s Supersoft		18 MALDONADO WILLIAMS 1m46.619s Supersoft
	19 PIC CATERHAM 1m48.111s Supersoft		20 VAN DER GARDE CATERHAM 1m48.320s Supersoft
	21 BIANCHI MARUSSIA 1m48.830s Supersoft		22 CHILTON MARUSSIA 1m48.930s Supersoft

TRACKSIDE VIEW

Mark Hughes

GRAND PRIX EDITOR



THE HUMID ESSES OF TURNS 1-2-3 ARE FRAMED BY three flyovers carrying the Friday rush-hour traffic of the real world, daylight fading. The sound of cylinder-cut misfires from the F1 cars on a low-grip surface rebounds off the ivy-covered concrete, the aroma of heady fuel brews hanging in the air in these early laps. Sergio Perez is trying to fill the very pores of the track with tyre grip, keeping the car loaded either laterally or under braking or both, but that McLaren is still niggly over the bumps and kerbs. Jenson Button's out in the other one, in full car-whisperer mode – 'Yes, nice and calm, it's nothing to worry... Bang... That wasn't so bad, was it? We're still here' – and off they go, the flighty car soothed, going way quicker than it realises. Valtteri Bottas is on a low-fuel run already and has the Williams by the scruff of the neck, fantastically late on the brakes into Turn 1, car bouncing from bump to bump like a kart. Pastor Maldonado is wilder, every bit as committed but not seeming to feel it so well, reacting to it rather than sensing. Impressive reactions though. Lewis Hamilton has got a bit of an understeer situation but is soon dancing around that, in his own Singapore groove, making the car oversteer when it wants to understeer. It's becoming properly dark by the time Fernando Alonso

'Alonso begins to properly lean on the Ferrari. As ever he's wrong-footing the car'

begins to properly lean on the Ferrari and, as ever, he's wrong-footing the car exquisitely well, taking more speed into Turn 1 than the rear end is ever going to accept and, just as it's about to step out of line, he releases the steering, having judged perfectly how much track space he has left to allow this. It's robbing from his exit what he's gained on entry, but the net result is a positive. It requires the timing and feel of a dark angel.





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



Rosberg gets good getaway under the Singapore night sky...

RACE 20.00, 22.9.2013



The Singapore track revealed the Red Bull RB9/Sebastian Vettel combination's full potential for perhaps the first time this season. The emphasis on low-speed downforce played perfectly to the car's strengths, and the big direction changes into slow corners were perfect for Vettel, with his skill in manipulating the car's weight transfer to allow him to get off the brakes and onto the gas earlier than anyone. As a total package they were utterly devastating, by far the most dominant they have been all year.

When he needed to be, Vettel was over two seconds per lap faster than the world's best drivers in the best cars. The tougher 2012 generation of tyre has probably also aided Red Bull, allowed its downforce advantage to be fully used. An inopportunistically-timed safety car stole 10 seconds of his advantage, yet still he won by over half a minute.

Fernando Alonso seemed to transcend a Ferrari that had no business finishing second, while Kimi Raikkonen classily and patiently drove his Lotus from 13th on the grid to the podium. These three drivers are all in the top spots in the championship points table, and Vettel's margin there is of a similar magnitude to the pace advantage he enjoyed on Sunday evening.

Vettel's biggest threat to his start-

'No-one saw Seb again, just occasional floodlight glints from the rear wing'

to-finish domination should have come from Nico Rosberg, who angled his Mercedes aggressively towards the polesitting Red Bull as they sat on the grid and got it off the line faster — enough to get him alongside and even slightly ahead as they raced into the turn. But with front tyres not yet fully up to temperature he couldn't carry that speed in from that shallow angle, and ran wide onto the flattened exit kerb as Vettel charged by to his left. No-one saw Seb again, just the occasional floodlight glints from his rapidly disappearing rear wing.

Alonso, meanwhile, had maintained all the momentum from the Ferrari's brilliant start and simply pointed himself down the outside — past Lewis Hamilton's bogged-down Mercedes even as he was flicking into third gear, then around the outside of Romain Grosjean's Lotus and slicing into third place across the bows of Mark Webber.

Grosjean took advantage to slip inside Webber into Turn 3, but the Red

...but Vettel reasserts himself, as charging Alonso looms behind



Bull hung on side by side as they raced through Turn 5 onto Raffles Boulevard, flicked to his right as they screamed flat-out through the kink and stayed there as they rounded the tight left of Turn 7, demoting the Lotus to fifth.

In the second Ferrari, Felipe Massa had been similarly fast off the line but was blocked by slower-starting cars on the inside line. Massa was zapped for sixth by Hamilton's Mercedes down the Nicoll Highway into Turn 8, but Lewis had only been able to do this after getting a faster exit from Turn 7 by running off the track. He was ordered to give the place back.

Up they went to the Recreation Club at Turn 9 and off down the long straight of St Andrew's Road, past the

court house, heading straight towards the parliament building before the reprofiled Turn 10 that flicks them left into the chicane and over Anderson Bridge, which traverses the Singapore River. As they did so, Vettel was pulling out whole car lengths over Rosberg at every braking and corner-entry zone.

On they went down Esplanade Drive, the overlooking towers blinking beautiful neon in the waters of the marina as the noise of 22 F1 engines at 18,000rpm rebounded off the urban furniture. A tight right into Raffles Avenue forms Turn 14, and again Vettel opened a big chunk over his pursuers, with that advantage magnified in each of the final sector's many right-angled turns. He was ▶



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

Castrol
EDGE

◀ almost two seconds clear as he crossed the start-finish line beneath the East Coast Parkway flyover. Lap two he completed in 1m52.866s; second-placed Rosberg was the next fastest — at 1m55.031s, 2.2 seconds slower!

Soon Vettel was all on his piercingly noisy own, then a gap in the noise for six seconds or more before Rosberg, Alonso, Webber, Grosjean and Massa in a closely-matched ducking-and-diving pack scrapping between the night-time walls over Vettel's crumbs. Seb sprinting off into the distance may not have made for a great spectacle, but to see it was to understand you were watching something quite special.

It's not all car. Webber was proving that, and as early as lap 11 was beginning to feel the rear tyres start to fade with heat degradation, losing him touch from the back of Alonso. He was brought in on lap 13, which seemed to consign him to a three-stopping race rather than a two.

The former was theoretically faster on these tyres (unlike last year), but that

'Ricciardo's crash was nowhere near as conveniently timed as Piquet's in 2008'

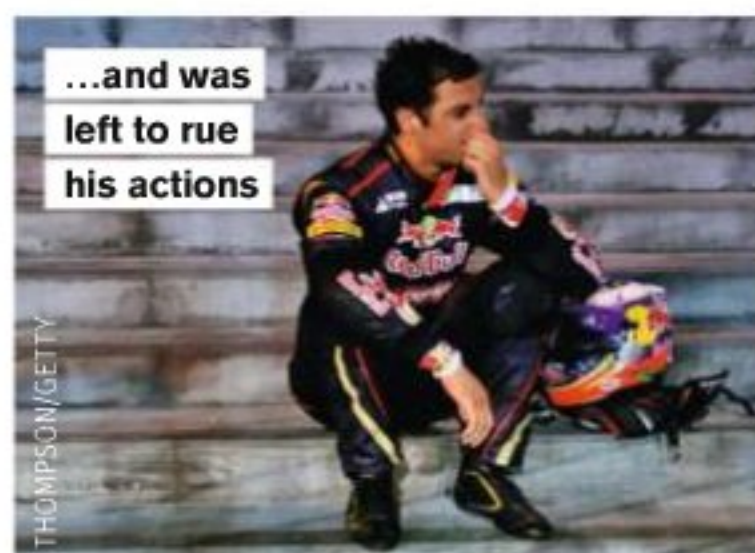
took no account of the traffic delays. If you could get far enough ahead, like Vettel, a two-stop would be preferable.

The supersoft Pirelli (which everyone other than Adrian Sutil's Force India started on) had shown itself to be superior to the medium — not quite as durable, but durable enough and faster for longer. It was most durable of all on Vettel's Red Bull — but not Webber's. If you could carry the momentum into the slow corners like Seb, you didn't fall as far beneath the traction threshold, didn't give yourself as much acceleration to do on the corner exits. Through the more-flowing middle sector Mark could match Seb; through the tight right-angles he was nowhere near.

Webber's stop triggered Ferrari into bringing Alonso in. He exited still



Ricciardo caused safety car when he shunted Toro Rosso...



...and was left to rue his actions



Bernd Maylander as usual led the Singapore GP

ahead of Webber, both now fitted with a fresh set of primes, both now behind Paul di Resta's Force India, intending to run as long as possible for an unambiguous two-stop strategy.

Rosberg and the distantly following Grosjean were in from second and third on lap 15, on schedule for two-stop races, and Hamilton trailed them in on the same lap, giving Mercedes a double-shuffle stop. Grosjean was fitted with a set of options, the Mercs with primes. Rosberg got out just ahead of the di Resta/Alonso/Webber train, with Grosjean and Hamilton a few seconds behind it.

Vettel stayed out front until lap 17, pitted and rejoined on his primes without even losing the lead. Di Resta finally pitted on lap 20, releasing Alonso to resume his chase of Rosberg,

but now over eight seconds behind.

Vettel had crossed the line to begin his 25th lap when Daniel Ricciardo — having a difficult race after his Toro Rosso bogged down terribly off the line, dropping him to the lower orders well below his ninth-place qualifying slot — dropped it going into Turn 18. It was an innocuous-looking lock-up into the 90-degree left-hander that takes the track beneath a grandstand, just past where Nelson Piquet Jr performed his infamous 2008 crash. But this one was nowhere near as conveniently timed — certainly not for Red Bull, as the safety car was deployed.

"It was the worst possible timing for us," related team boss Christian Horner. "We weren't in a window with Seb where we could go to the end of the race and had only recently changed tyres."

With 36 laps to go it seemed unlikely that even a new set of the slower mediums would complete the distance. Mercedes shared Red Bull's view on that, but Ferrari and Lotus didn't. For Ferrari it was a gamble. "We knew that we didn't have the pace today so we had to invent something," said Alonso, "and a different strategy was worth the risk. We are nowhere, so far behind in the points, that it was worth trying something." He was fitted with a set of primes.

Massa was proving way harder on his rear tyres than team-mate Alonso and the safety car was a relief for him as ▶



Rosberg managed to hold off Merc team-mate Hamilton

FRIDAY



1835 In FP1, **Hulkenberg** reports: "The acceleration and the power feels quite poor."

1842 **Webber** is warned by his engineer about the potential for bottoming out: "Car may be a little bit low."

1844 **Maldonado** briefly takes to the escape road at Turn 18.

1846 **Button** reports on his balance after first run: "Car is a little bit too much on the nose."

1858 **Grosjean** hits the track after a lengthy period in the pits while the team fixes a steering problem.

1902 **Di Resta** reports: "My main issue is rear support. On the downshift it appears to snatch on the rears."

1904 **Perez** locks up his front-left and flies up the escape road at Turn 7, pulling off a spin turn to recover.

1921 **Hamilton** is told: "For information, no boost out of Turn 3 on race." **Lewis** replies: "I don't boost out of Turn 3, what are you talking about?"

2146 In FP2, **Button** reports: "Front locking is the big issue, and also too much understeer."

2206 **Webber** smites the barrier at Turn 21. He continues.

2235 **Maldonado** locks up and hits the wall at Turn 10, damaging his front wing. He recovers to the pits.

2244 **Hamilton**: "Why are we switching to the prime?" He's told: "To give you enough mileage on that." **Lewis** argues: "I'm happy to stay out on the tyre I'm on until it finishes."

2245 **Massa** runs wide at Turn 21 and kisses the wall. He continues.

2249 **Vettel** complains: "I wanted to get past Gutierrez but he wants to have his own private race, so I'm not interested."

2251 **Bottas** is warned: "Some issues with the front wing as we had in previous races."

LEICESTER/LAT

LEICESTER/LAT



Alonso leads Webber
on his way to a superb
second in off-pace Ferrari

his mediums had already given up just 10 laps into the stint. There was no way he was going to get to the end on another set so, knowing he had to stop again anyway, he was fitted with a set of supersofts in the hope that these could be used to boost him quickly past those ahead. Just as with the Vettel/Webber comparison, Alonso/Massa showed that both pace and tyre use here were very much about the driver.

The Lotuses also pitted for primes, the intention very much to get to the end on them, while the McLarens of Jenson Button and Sergio Perez received the same. "The safety car completely changed our strategy," regretted Button. "We'd been intending to spend most of the distance on the supersoft and maybe three-stop as the car was much happier on that tyre. But this forced us onto the medium and the car was quite difficult on that."

Vettel's margin of 10s over Rosberg had been wiped out and they circulated now in a line ahead of Webber, Hamilton, Alonso, Grosjean, di Resta (who'd only recently stopped for another set of options and was therefore obliged to stop again), Massa, Button and Raikkonen. Kimi had been having an alternately forceful and

**'Raikkonen finally
nailed the McLaren
with a dramatic move.
He played it down'**

patient race, competitive adrenalin overcoming his back pain.

It took quite a while to remove the damaged Toro Rosso and longer again to allow the lapped cars to unlapp themselves and get to the back of the queue. This was all moving things in favour of those trying to get to the end without stopping again.

Racing got under way once more at the end of the 30th lap – around half-distance. Vettel was absolutely amazing as he simply disappeared up the road even more resoundingly than on the first lap. His first flyer was 2.2s faster than Rosberg's, his next 2.3s. But they had two very different perspectives. For Red Bull and Vettel, the threat was Alonso, not reckoning on stopping again and with the three drivers between Seb and Fernando – Rosberg, Webber and Hamilton – all needing to. Vettel therefore had to try,



Raikkonen charged
the Lotus up the
field to take third

during the remaining life of his tyres, to pull out 30 seconds on Alonso in order to be able to pit and still emerge ahead of the Ferrari. "We gave Seb a target of 15 laps, told him to do what he could," said Horner, "and his pace during that period was just phenomenal; building up 30s to Fernando gave him a clear stop. Absolutely remarkable – just a class of his own."

It was remarkable, but that pace

advantage of two seconds was almost certainly exaggerated. Vettel was flat-out; all those behind were stuck at the pace of Rosberg, who knew the Mercedes didn't have the pace to even attempt to pull a stop's worth of margin over Alonso. The Merc's multi-element front wing was partially blocked by the extensive rubber debris thrown up from the track, costing it significant front downforce.

Rosberg was being encouraged to push harder over the radio and replied that he couldn't afford to do so, that he needed to be there at the end. He was convinced that had he pushed at this point, he'd only have forced himself into an earlier stop, thereby compromising his strategy. It was actually an impressively composed drive.

Webber and Hamilton were looking on from not far behind, just ahead of Alonso and Grosjean. The Lotus man's chances looked good, but luck wasn't with him. He was audibly gutted when his engine suddenly lost power three laps after the restart. The hydraulics feeding the pneumatic valves had leaked and he was retired not long after.

Rosberg's measured pace played further to the flying Vettel's advantage, because among those trapped in the eight-car queue behind the Merc was



McLarens sandwich
Gutierrez's Sauber
in battle for points



Alonso. Post-race, Rosberg felt that he should perhaps have been brought in at the safety car, for he would have rejoined still ahead of Alonso and on new tyres. Mercedes didn't believe that it had the rear-tyre durability to have done the 36-lap final stint that would have entailed. Rosberg finally came in on the 41st lap, forced to respond to Webber's stop the lap before.

The Red Bull stop was perfect, Rosberg's less so. He missed his marks marginally, requiring the crew to shuffle up to him, and there was further delay as his front wing had the rubber debris removed. The stop took 3.6s, 0.7s longer than Webber's and, combined with a strong out-lap from Mark, it cost Rosberg the position. Hamilton was in two laps later – also missing his marks – and emerged right behind his team-mate.

Almost half a minute before that, Vettel had pitted from the lead. He was stationary for just 2.8s as a set of brand-new supersofts was fitted – the set he'd saved by having gambled on doing just one Q3 run the day before. His superiority just kept feeding upon itself.

The winner was now essentially decided. But the battle for second seemed set to get rather fruity. Alonso, Button, Raikkonen and Perez lay



'Grosjean was audibly gutted when his engine suddenly lost power after the restart'

second, third, fourth and fifth on tyres that were now getting old. The old-tyred Saubers of Nico Hulkenberg and Esteban Gutierrez lay between them and the fast trio of fresh-tyred drivers – Webber, Rosberg and Hamilton –

who were closing fast, even while dicing between themselves.

With the Mercs bearing down on him, Webber needed to dispose of Gutierrez fast, and did him around the outside of Turn 7 with 11 laps to go. But he was followed through in quick succession by the Mercs.

Meanwhile, third-placed Button was running out of rear-tyre grip and Raikkonen was beginning to press him hard. "I could see he was in trouble and I knew the new-tyred cars were coming fast, so I pushed," related Kimi. He finally nailed the McLaren with

SATURDAY

1805 Rosberg complains in FP3: "Steering wheel is still offset, heading down to the right."

1818 Di Resta spins his Force India.

1903 Grosjean warns: "Not sure the brake issue is gone."

2100 Raikkonen takes part in qualifying despite back pain, which led to reserve driver **Davide Valsecchi** being put on standby.

2120 Van der Garde hits the wall at Turn 19 on the way to P20. Massa just avoids doing the same after a big slide.

2137 Hulkenberg is informed after his first Q2 run: "Reckon [you need to find] another three tenths to get to Q3."

2139 Hamilton is told likewise: "We're going to get the car ready to go again. It's right on the edge there."

2140 Massa is told **Alonso** is "stopping the car more in T22, but he's finding five hundredths on the launch. He stops the car more, and then he's quicker by the start/finish line. It's free laptime."

2142 Hulkenberg complains as he falls in Q2: "The DRS didn't activate until halfway down the straight in sector one."

2155 After his first Q3 run, **Hamilton** is told: "Last sector is the main loss, 2.5 tenths to Nico."

2157 Vettel is told: "You have six tenths gap to P2, can you improve significantly second outing?" He replies: "I think I can improve by a tenth or two." He gets out of the car to watch the final laps.

2202 Rosberg muses on his P2 lap: "A pity it wasn't quite enough for Vettel." **Brawn** replies: "He did not run [again]. I would think he was watching your lap and getting somewhat anxious."

2203 Grosjean takes P3 and is told: "Brilliant job, Romain."

2204 Button says of P8: "Not too bad, pretty much where we thought we'd be."





Webber finally gets a Ferrari ride – from 'cabbie' Alonso

seven laps to go thanks to a dramatic-looking move around the outside of Turn 14, the medium-speed right onto Raffles Avenue. Raikkonen played it down: "It's easy when you have more grip and have the outside line and he is on the inside."

Once the Lotus was past, it pulled away from the now drastically struggling Button by around 3s per lap. But he was 15s distant from Alonso, who was not significantly slower. The podium places now looked set and it was just a question of how much thrilling wheel-to-wheel dicing there might be left between the mix of old and new-tyred cars behind.

Webber was upon Hulkenberg and past at Turn 7, the gripless Sauber passed in quick succession by the two chasing Mercs. Next in Webber's sights, while still keeping an eye on his mirrors, was Perez. Complicating things further for Mark was a request from the pitwall

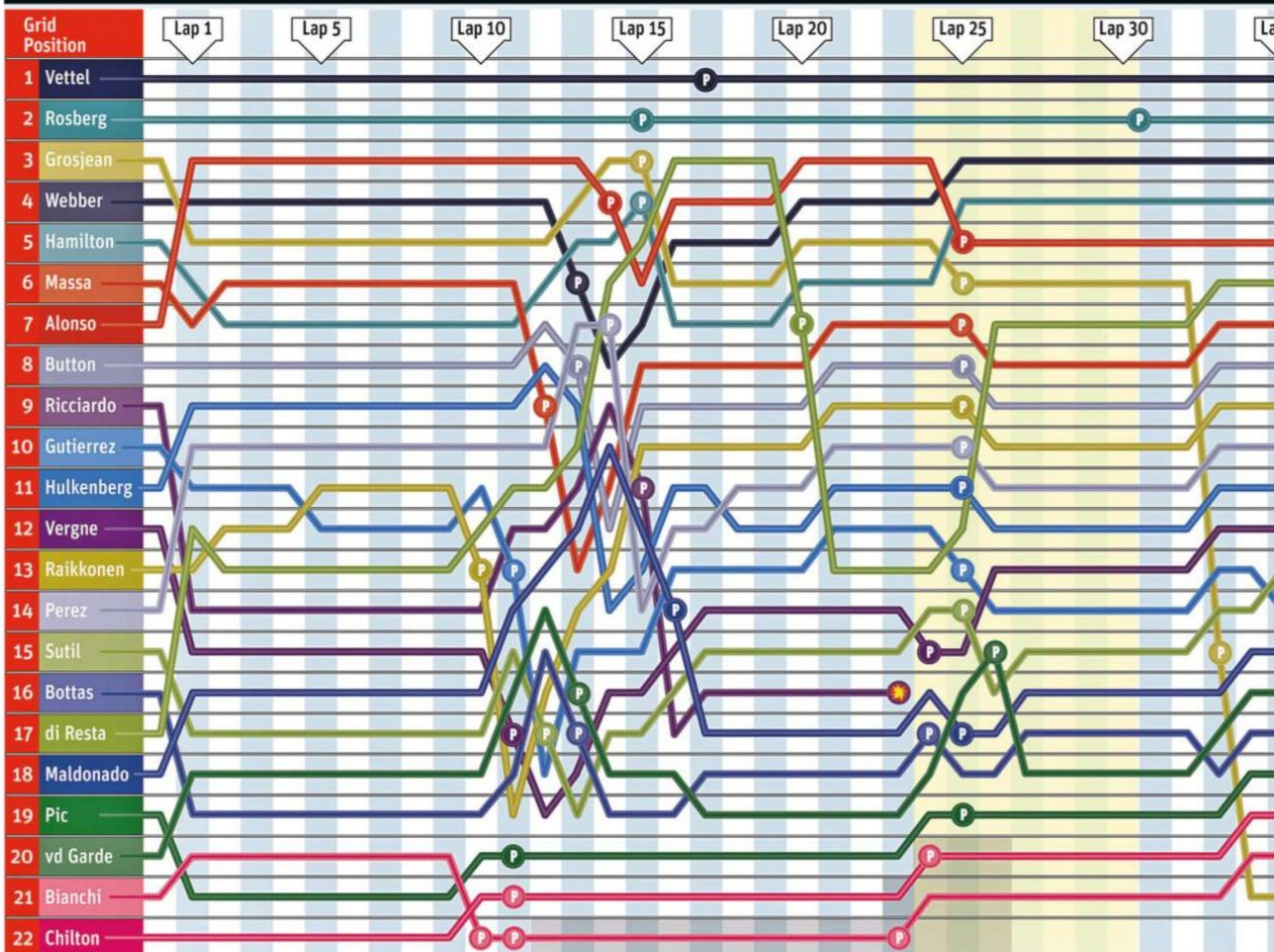
'Next in Webber's sights was Perez, but the pitwall requested him to short-shift'

to short-shift, because the engine was showing ominous signs of a loss of water pressure.

Just as the Mercs passed the Sauber, di Resta, hard on their tails, slid straight on into the barrier at Turn 7. "I'm still not sure what happened," related Paul, "but I took the corner the same way as I had done the previous lap and the car went straight on and wouldn't stop. The team is investigating what happened."

Webber, his sick engine healthier than Perez's tyres, took the McLaren for fifth place on lap 55, with the

THE RACE LAP BY LAP





Nice view of Chilton, who beat team-mate Bianchi

ever-slower Button just a little way ahead. He did him at the end of the first DRS zone into Turn 1 on the next lap. Towards the end of the following lap both Mercs were able to nip by the now-crippled McLarens and were followed through by a charging Massa, who'd made a third stop and was coming back through.

Webber by now was in a bad way, his engine losing water and getting ever hotter. Rosberg and Hamilton breezed by, then Massa too. Finally the Red Bull's engine gave out and was belching flame as he pulled off.

Vettel took the chequer and, in the 32.6s gap before second-placed Alonso arrived, the firework display began,

lighting up the night sky. As Raikkonen, Rosberg, Hamilton, Massa, Button, Perez, Hulkenberg and Sutil followed at a distance, it was clear that Vettel had lit up the track too. He now has 33 grand prix victories to his name but this was one of the most resounding. Worthy of cheers, not the boos he received. ❧

SUNDAY



2006 Hamilton is told he is judged to have passed Massa off the track: "Instructed to give the place back to Massa." Lewis: "OK."

2013 Vettel is reminded: "Remember there's safety cars out there, save your tyres."

2039 Hulkenberg is ordered to hand his position back to Perez. "You have to give the place back." He replies: "What?! For what?"

2053 Ricciardo hits the wall under Marina Bay grandstand. "Went into the barrier," he admits.

2111 Grosjean is told: "We have a problem with air consumption on the engine, we need to box." He replies: "No! What is wrong with this car?" He later retires.

2133 Rosberg argues with his engineer about how hard he pushes, as they are concerned about Alonso: "I need to save my tyres now."

2135 Vettel informed: "Look after brakes, vibrations." He's later told, "vibrations are increasing."

2156 Webber is told: "We need to try and short-shift if you can. Use higher gears in the corners. Keep the revs low."

2151 Di Resta crashes out at Turn 7.

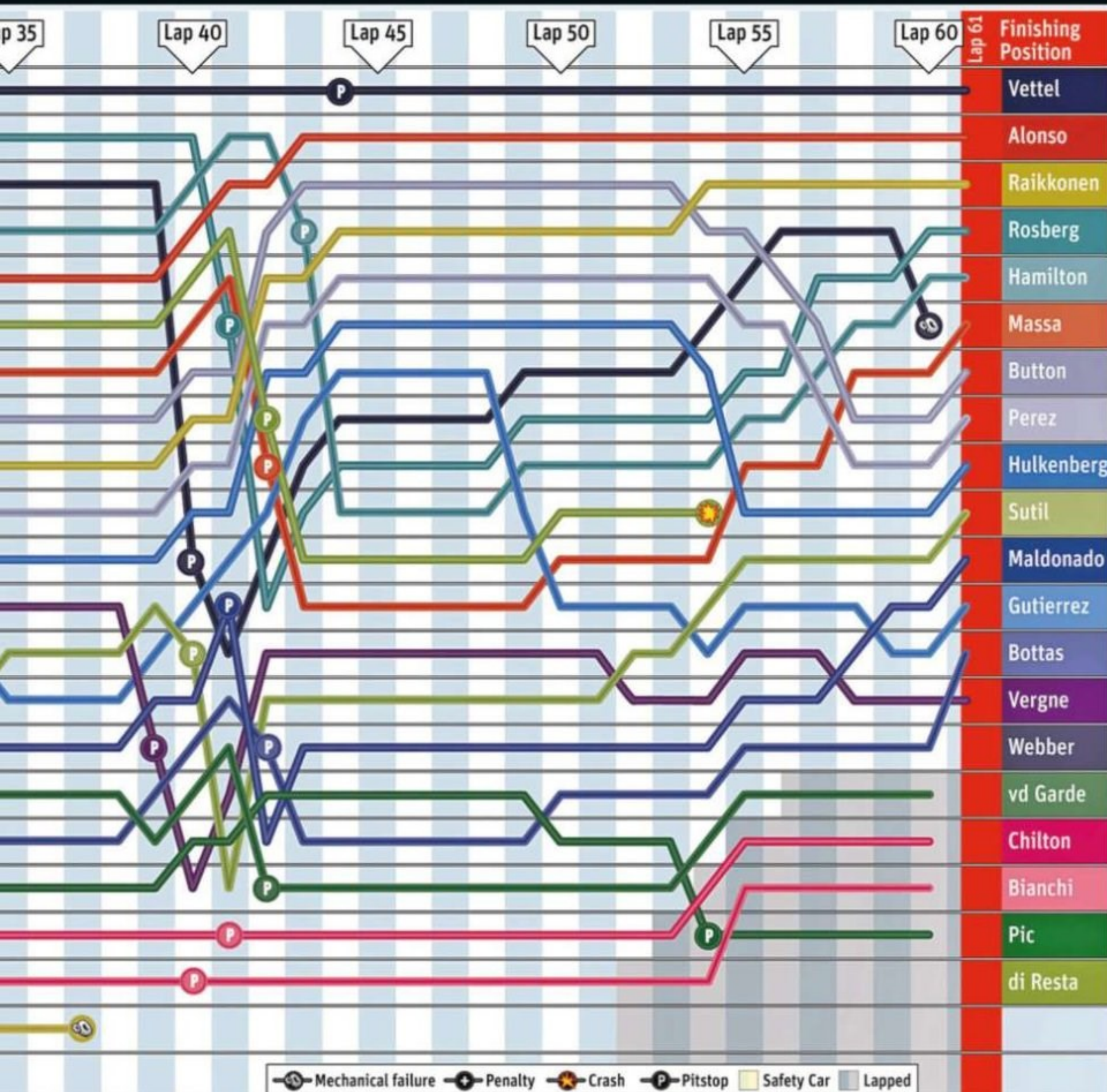
2201 Webber reports: "I'm in trouble, mate". He's told to "keep boxing" but replies "no power".

2303 Button: "Mikey, can you make sure there's a nice, cold, cold drink waiting for me?"

2359 Webber given a third reprimand of the season, triggering a 10-place grid penalty for Korea. This is for walking out on to the track without permission to board Alonso's Ferrari on the slowing down lap.

0017 Alonso reprimanded for stopping to pick up Webber on the slowing-down lap of the race.

0048 Lotus reprimanded for a Renault engine specialist touching Grosjean's car during a pitstop to investigate a loss of compressed air.



TEAM BY TEAM

RED BULL



Drivers on fire – for different reasons

1

10/10
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB9-03

Start: 1st; Finish: 1st

Strategy: 2 stops (supersoft/
medium/supersoft)

Utterly, crushingly dominant. This was about more than just the car, strong as the Red Bull was. Vettel was supremely confident in running the barriers close when he needed to, qualified on pole – just – thanks to his Q3 banker lap and in the race dealt with 'crisis' points stunningly. The way he calmly reclaimed the lead from Rosberg at the first corner and then dropped the field and later blitzed everyone at the restart demonstrated a mastery of mind and machinery.

2

6/10
Event rating

MARK WEBBER

Red Bull-Renault RB9-02

Start: 4th; Finish: 15th

Strategy: 2 stops (supersoft/
medium/medium)

It almost seems unfair to judge Webber's performance using Vettel's as the bar. While he drove well enough and should have been rewarded with fourth, or perhaps even third, he simply wasn't on the same level as his team-mate. You could argue his was the performance of a man working out his notice, but he did a decent enough job to climb the order in the second half of the race. Workmanlike, but made to look poor in comparison with Vettel.

FERRARI



Alonso flies to a runner-up hat-trick

3

9/10
Event rating

FERNANDO ALONSO

Ferrari F138-299

Start: 7th; Finish: 2nd

Strategy: 2 stops (supersoft/
medium/medium)

Alonso wasn't quite as quick as Massa in qualifying, costing him a perfect 10, but as usual drove wonderfully in the race. His launch was good, but his sweep around the outside line at Turn 1 yielded a further two positions and catapulted him into a podium position. That fine piece of driving made all the difference, putting him in the position, through brave strategy and a superb final stint on mediums, to beat stronger machinery to second place.

4

8/10
Event rating

FELIPE MASSA

Ferrari F138-298

Start: 6th; Finish: 6th

Strategy: 3 stops (supersoft/
medium/supersoft/medium)

Massa came to Singapore bullish about his desire to prove his worth to potential employers for 2014. His Q3 performance was excellent, pulling a strong lap out of the bag to shade Alonso by half a tenth, bucking the overall trend of the weekend. The start defined his race: after a good launch, he got boxed in on the inside at the first corner. Recovered well to pick his way through to sixth in a traffic-compromised race.

McLAREN



Double points for consistent pair

5

8/10
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-28-04

Start: 8th; Finish: 7th

Strategy: 2 stops (supersoft/
supersoft/medium)

Slipped from third with eight laps left to seventh at the finish but, given the tyre gamble he and McLaren took, it was a very respectable return. Qualified ahead of Perez, although on race pace there was nothing to choose between them. As ever, was classy in battle and made no mistakes, keeping Raikkonen behind longer than he should.

6

7/10
Event rating

SERGIO PEREZ

McLaren-Mercedes MP4-28-02

Start: 14th; Finish: 8th

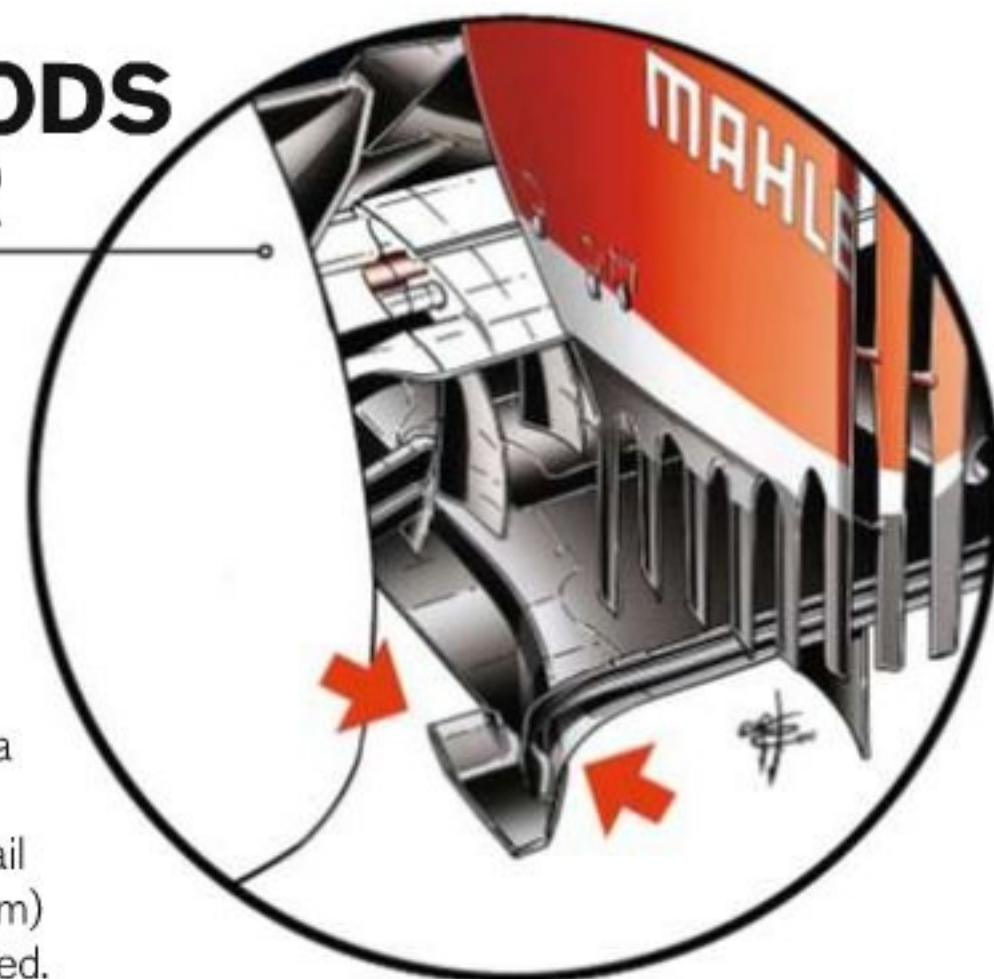
Strategy: 2 stops (supersoft/
supersoft/medium)

Perez has admitted he needs to avoid the small mistakes that hold him back. It was a minor set-up blunder on Saturday that he believes cost him a place in Q3. His race pace was as good as identical to Button's, as reflected in his following him home. In fact, the only real difference was that Button started five places higher up the grid.

SCUDERIA MODS ITS DIFFUSER

→ Ferrari's Singapore aero upgrade (top) included a new floor and a modified version of the diffuser used in Hungary.

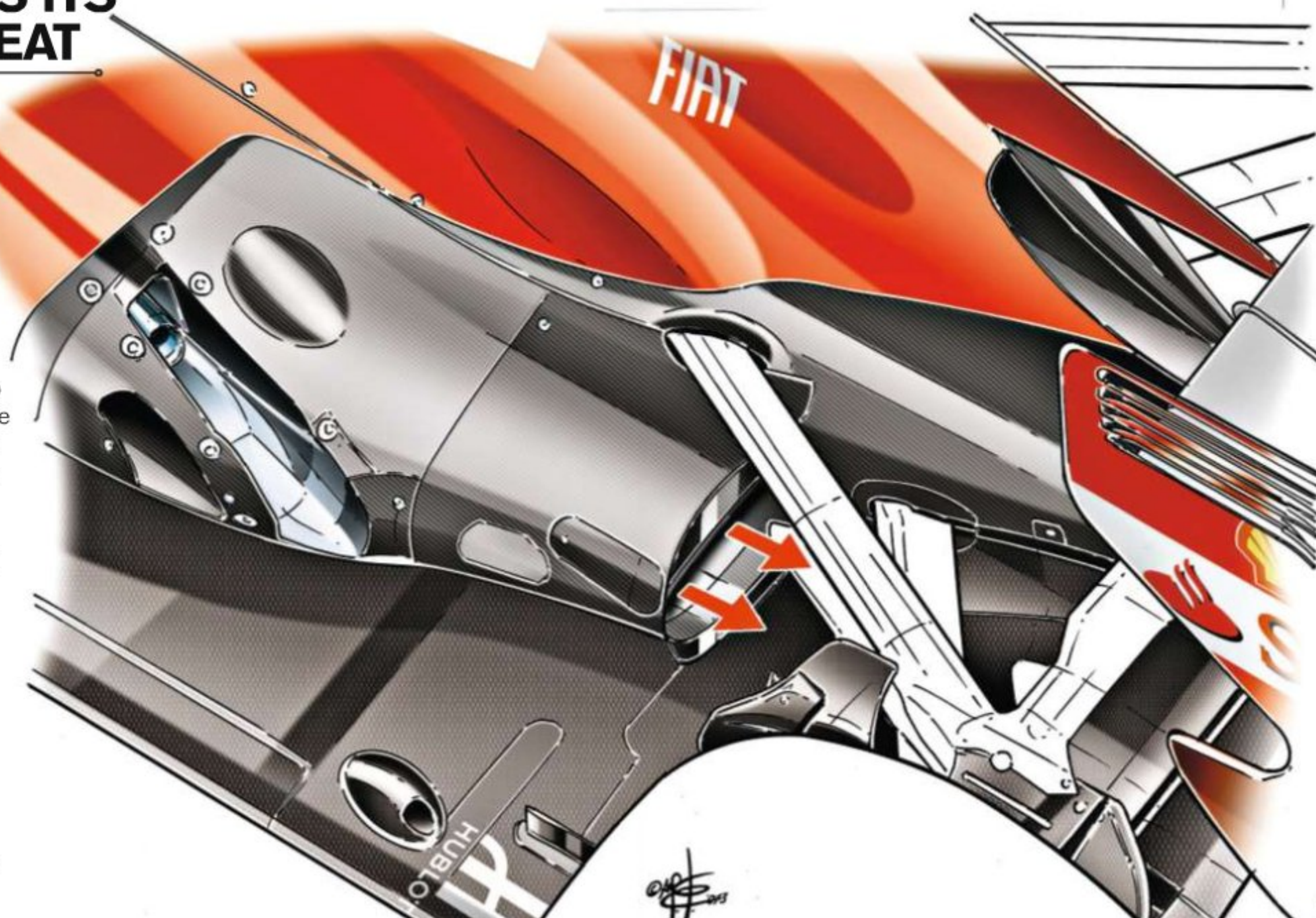
GARY ANDERSON: What is key is getting the outboard part of the diffuser to work with the low-pressure area behind the rear tyre. If you can use that low-pressure area to help the diffuser you increase its power. The vertical trailing edge detail is quite important. In Hungary (bottom) the wing section on top of this stopped. The regulation permits a maximum height of 175mm under the car and 200mm above the diffuser, allowing you this 25mm thick trailing edge. You must run either a wing or a gurney flap rather than just make the diffuser higher. Ferrari has put a wing section on it, which is more powerful than a gurney flap and has extended that down the side to get the airflow to turn. On the infra-red camera, we saw how the inside wall of the tyre heats up from the exhaust then cools as the mass flow overcame the exhaust flow. Coming out of the corner the exhaust gas was dominating before the mass flow forces it away.



FERRARI KEEPS ITS COOL IN THE HEAT

➔ Ferrari had extended radiator cooling exits for the heat and slow speeds of Singapore and also added a gurney flap to the section to improve the extraction of hot air from the duct.

GARY ANDERSON: This part of the car is extremely sensitive aerodynamically – through the Coke-bottle section to the brake ducts etc – so there are big gains and losses to be made here. It's also the area where you will get the most effective radiator cooling exits. But if you look at the Red Bull RB9 with its big central oval outlet – that's not by accident. F1's fastest car has its cooling exits where it does because that's the most aerodynamically benign part of the car; it's down near the crash box and the middle of the beam wing where the airflow is poor anyway. If you have waste air to get rid of, you'd do it there. The rear wing will even help scavenge it. Where Ferrari has it positioned is more efficient from a cooling perspective but when there is a need to enhance it for a hot race, there's a big penalty aerodynamically.

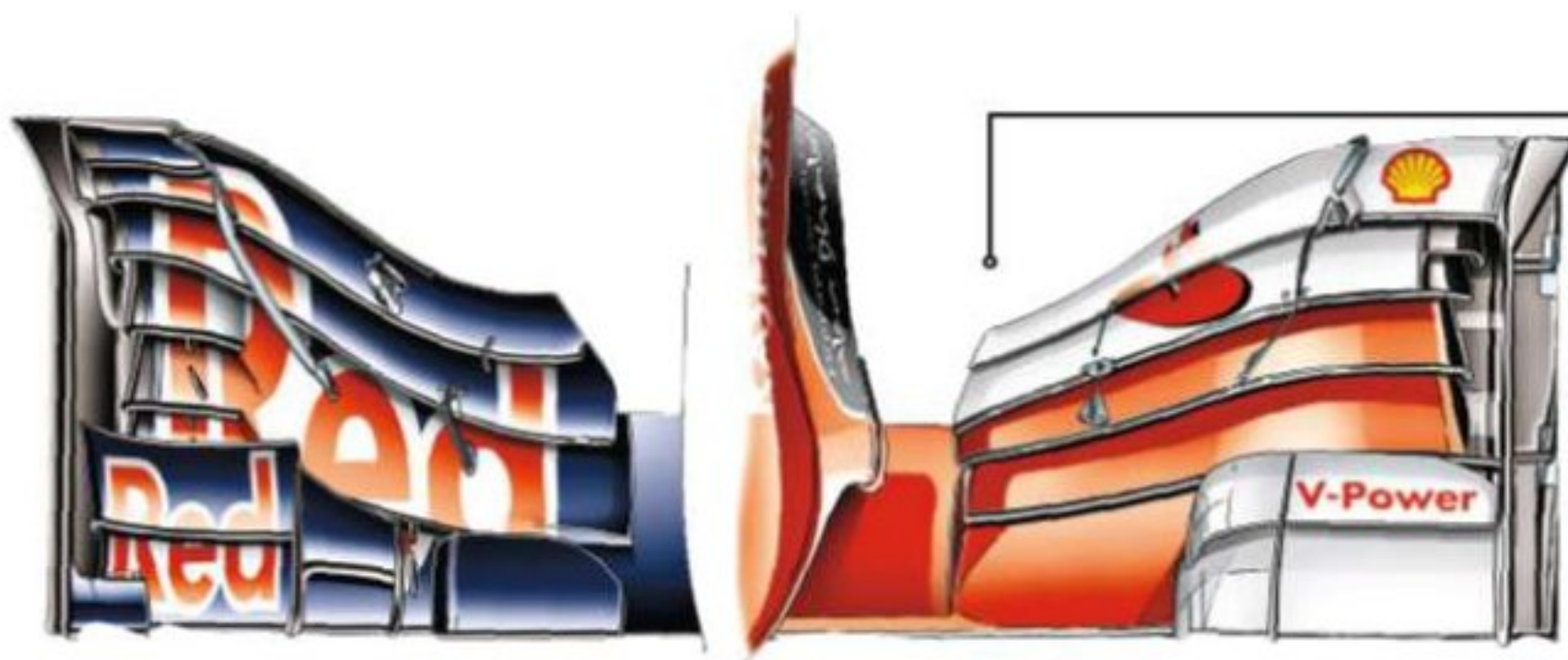


TWEAKS TO THE FRONT WING...

➔ Another part of Ferrari's aero upgrade included this front wing.

GARY ANDERSON: After Spa Ferrari did some tunnel testing and noted the car's rear aero was too sensitive to the front-wing wake. It trimmed off some flap assembly on the front wing. The total downforce was probably decreasing as front-wing angle increased, which is no good for going quickly. Trimming the front is just a bandage solution because ideally

you want to be able to increase the total downforce when you go up on front wing angle or, at the very least, have it remain the same. This new front wing is about being able to increase the front without losing the rear. The wing is similar to Red Bull's, but the world champion team's main flap and upper two flaps are just being used as flow directors. In plan view the two wings look quite similar but front-on they are quite different.



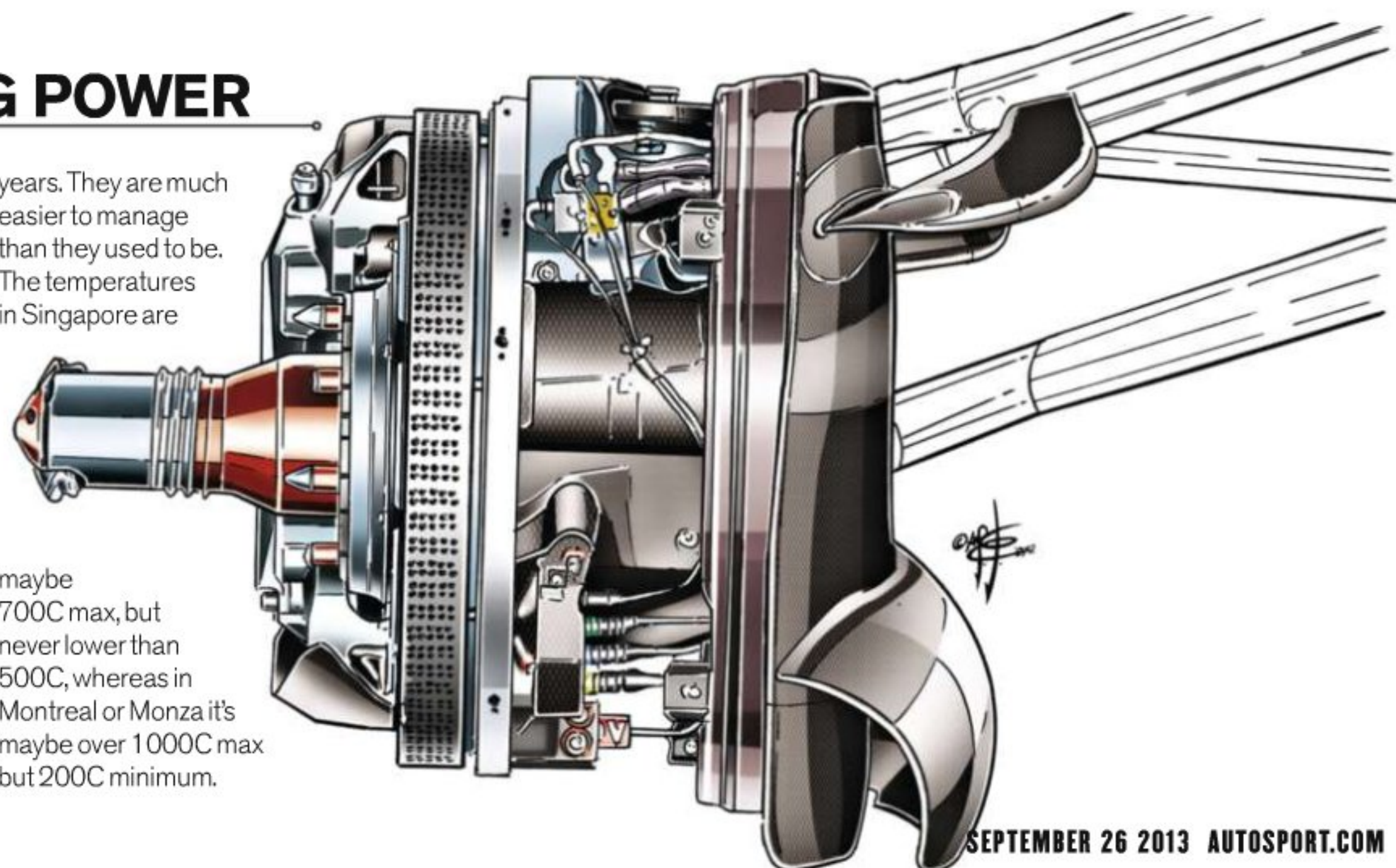
... AND STOPPING POWER

➔ The Brembo discs used by Ferrari in Singapore had rows of five cooling holes rather than the usual four, with a total of 1000 holes per disc.

GARY ANDERSON: The braking demand in Singapore isn't about big stopping power, like in, say, Montreal. Instead, it's about mass temperature, because it doesn't get time to come back down again. So putting more holes in the disc allows it to cool more quickly. It also heats it up more quickly, but that's OK, because the ultimate stopping power isn't that high because you are not reaching Montreal-type speeds at the end of the straights. Here you want the temperature to come up and stay level, so you have a lighter disc. Brake technology has come on dramatically in the past few

years. They are much easier to manage than they used to be. The temperatures in Singapore are

maybe 700C max, but never lower than 500C, whereas in Montreal or Monza it's maybe over 1000C max but 200C minimum.



LOTUS



Both drivers star; only one rewarded

7

9/10
Event rating

KIMI RAIKKONEN

Lotus-Renault E21-05
Start: 13th; Finish: 3rd
Strategy: 2 stops (supersoft/
supersoft/medium)



It's difficult to know how to judge Kimi's performance pre-race. Certainly, the back problem triggered by a combination of the bumps and being positioned awkwardly in the cockpit on Friday led to an aggravation of an old injury that hindered him. Came very close to not qualifying, which gives him a free pass for his disappointing pace. But his race performance was immaculate and netted him a podium from 13th that most would have struggled to pull off.

8

9/10
Event rating

ROMAIN GROSJEAN

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



Grosjean would likely have been third but for the loss of compressed air, used to drive the pneumatic valves in the engine, which ultimately put him out of the race. But what really impressed was just how even his performance was: fast, consistent and unruffled, even when boxed in at the start, this was one of Grosjean's most convincing weekends in F1. No wonder he cried an exasperated "no!" over the radio when informed of his fate.

MERCEDES



Nico outsmarts Lewis on the streets

9

8/10
Event rating

NICO ROSBERG

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



After a few subdued weekends, Rosberg was back on form in Singapore. His qualifying lap, particularly the final sector, was brilliant as he capitalised on a rapidly improving track to give Vettel a real scare. His start was good and he briefly took the lead, only to run too deep at the first corner and lose it again. Without the safety car and the decision to stay out, he would have finished higher, but recovered well on fresh rubber after his final stop.

10

7/10
Event rating

LEWIS HAMILTON

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



He admitted his disappointing qualifying performance was what laid the foundations for a difficult race, although ultimately the fact that he ended up following home team-mate Rosberg showed his race pace was plenty good enough. Where he seemed to fall down in qualifying was not reacting as well as Rosberg to the rapidly evolving track in Q3, leaving him three tenths slower. Needed to do a better job on Saturday for a higher mark.

SAUBER



Gutierrez proves pace against Hulk

11

8/10
Event rating

NICO HULKENBERG

Sauber-Ferrari C32-03
Start: 11th; Finish: 9th
Strategy: 2 stops (supersoft/
supersoft/medium)



While being outqualified by his team-mate after the heroics of Monza seemed to bring Hulkenberg down to earth with a bump, there's a good chance it wouldn't have happened had a DRS glitch not ruined his key lap in Q2. Drove a very strong race but felt he'd been forced to exceed the track limits by Perez, leading to him giving up the position. That probably cost him one place, but all in all an effective weekend's work.

12

8/10
Event rating

ESTEBAN GUTIERREZ

Sauber-Ferrari C32-04
Start: 10th; Finish: 12th
Strategy: 2 stops (supersoft/
supersoft/medium)



Was not as eye-catching in practice as in Belgium and Italy, but showed he's learning how to pace his weekend with a wonderful lap to end Q2 seventh fastest. While outqualifying Hulkenberg owed a little to the German's DRS problem, it was still a fine achievement. Tyre deg cost him a decent shot at points, but he handled himself well and wasn't overawed. Continuing to evolve into a handy performer after troubled start.

FORCE INDIA



Crash mars Brit's opening-stint effort

14

5/10
Event rating

PAUL DI RESTA

Force India-Mercedes VJM06-04
Start: 17th; Finish: 20th
Strategy: 2 stops (supersoft/
supersoft/medium)



A difficult weekend for di Resta. On the downside, his qualifying performance could have been better as he was knocked out in Q1, slower than team-mate Sutil, while the way he exited the race with what appeared to be a driver error (despite no obvious mistake in the telemetry) was needless. On the plus side, a good first lap and superb marathon first stint on supersofts set him up for a possible sixth place without the crash.

15

7/10
Event rating

ADRIAN SUTIL

Force India-Mercedes VJM06-03
Start: 15th; Finish: 10th
Strategy: 3 stops (medium/
supersoft/supersoft/supersoft)



Against the backdrop of the fading competitiveness of the Force India, Sutil beat di Resta by 0.370s in the intra-team scrap in Q1. Starting on mediums gave him some short-term pain, although it ensured he could run through his supersoft rubber in the final three stints. Could have made a little more of the pace advantage he had at times – seventh place wasn't far away – but overall a good, consistent performance.

WILLIAMS



Places gained but problems persist

16

7/10
Event rating

PASTOR MALDONADO

Williams-Renault FW35-03
Start: 18th; Finish: 11th
Strategy: 3 stops (supersoft/
supersoft/medium/supersoft)



Should have been in Q2, but made a mess of the first segment of qualifying and fell almost three tenths short of his morning practice time. This meant he was over six tenths slower than rookie team-mate Bottas. Made amends in the race, making a good start and turning a decent pace in a tricky car. Came within four seconds of a point, which is probably about as close to that result as a Williams should be right now. A mixed weekend.

17

7/10
Event rating

VALTTERI BOTTAS

Williams-Renault FW35-01
Start: 16th; Finish: 13th
Strategy: 3 stops (supersoft/
supersoft/medium/supersoft)



Having never so much as turned a wheel on the Marina Bay circuit – in the real world at least – Bottas looked very accomplished throughout the weekend. He managed to outqualify his team-mate – no mean feat considering Maldonado was on the front row there last year. Things then took a turn for the worse. A clutch problem cost him at the start, and debris compromised his aero, explaining the gap to Maldonado.

TORO ROSSO



Qualifying form masks race pace

18

6/10
Event rating

JEAN-ERIC VERGNE

Toro Rosso-Ferrari STR8-03
Start: 12th; Finish: 14th
Strategy: 3 stops (supersoft/
medium/medium/supersoft)



The Frenchman looked to be giving away a couple of tenths to his team-mate in qualifying, ending up 0.181s behind in Q2. In the race, he proved unable to make anything happen, although he did leapfrog Ricciardo by stopping earlier. Difficult to draw too many conclusions from his race. A bad start, a compromised strategy and endless traffic shrouded what pace there was, although the car didn't look particularly strong in race trim.

19

4/10
Event rating

DANIEL RICCIARDO

Toro Rosso-Ferrari STR8-01
Start: 9th; Finish: DNF
Strategy: 1 stop (supersoft/
medium)



To his credit, the Australian made no excuses for crashing out of the race in rather meek style, which was, in fairness, a rare blunder. It was a mixed weekend all round. He made Q3, but his sector times suggested he left a little time on the table (0.161s) and a poor start cost him five places that led to a frustrating afternoon. Disappointing execution and the crash mean he's marked down, although strong underlying pace was a saving grace.

CATERHAM



Van der Garde wins back-end battle

20

6/10
Event rating

CHARLES PIC

Caterham-Renault CT03-06
Start: 19th; Finish: 19th
Strategy: 3 stops (supersoft/
medium/medium/supersoft)



Both Caterham drivers struggled for grip at either end of the car at different times, but while Pic looked to be struggling more than his team-mate in qualifying, he ended up a quarter of a second clear. Not the greatest of starts and was stuck behind Bianchi, but got ahead through the first stops. Was quick in the race, but aborted his two-stopper, which dropped him to an unrepresentative last place.

21

7/10
Event rating

GIEDO VAN DER GARDE

Caterham-Renault CT03-04
Start: 20th; Finish: 16th
Strategy: 3 stops (supersoft/
medium/medium/medium)



Looked to have the legs on Pic in qualifying, but a mistake at Turn 19 in the tail-happy Caterham led to him glancing the wall. Survived to finish the lap, but reckoned it cost him around four tenths, more than enough to have been the lead Caterham. Did an excellent job to lead Bottas throughout the first stint after a good first lap and comfortably won the 'battle-for-10th' class.

MARUSSIA



Max and Jules evenly matched

22

7/10
Event rating

JULES BIANCHI

Marussia-Cosworth MR-02-02
Start: 21st; Finish: 18th
Strategy: 4 stops (supersoft/
s/soft/medium/s/soft/s/soft)



Did a good job in occasional adversity, but to his credit he stuck to it to outqualify Chilton again even though he couldn't improve during his second run. The race was a battle too, with a gearshift problem costing him time early on. It was cured by changing the steering wheel, but he struggled with tyre deg while chasing Chilton and had to keep his distance. Gets extra credit for holding off Pic late on.

23

7/10
Event rating

MAX CHILTON

Marussia-Cosworth MR-02-03
Start: 22nd; Finish: 17th
Strategy: 3 stops (supersoft/
supersoft/medium/medium)



Did a decent enough job in qualifying, ending up just one tenth off Bianchi. That said, given that last year's GP2 feature-race winner had a track knowledge advantage over his team-mate, perhaps it should have been better. Performed well in the race, capitalising on Bianchi's gearshift glitch to get ahead and was then able to keep his team-mate at bay in the second half. A tidy weekend's work.

SINGAPORE GP RESULTS



LEICESTER/LAT

PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m47.055s
2	WEBBER	1m47.420s
3	VETTEL	1m47.885s
4	ROSBERG	1m48.239s
5	RAIKKONEN	1m48.354s
6	GROSJEAN	1m48.355s
7	ALONSO	1m48.362s
8	PEREZ	1m49.267s
9	VERGNE	1m49.348s
10	GUTIERREZ	1m49.355s
11	MALDONADO	1m49.481s
12	MASSA	1m49.493s
13	BOTTAS	1m49.510s
14	BUTTON	1m49.608s
15	DI RESTA	1m49.887s
16	SUTIL	1m50.092s
17	HULKENBERG	1m50.222s
18	RICCIARDO	1m50.757s
19	BIANCHI	1m52.359s
20	CHILTON	1m52.673s
21	VAN DER GARDE	1m52.920s
22	PIC	1m53.647s

Weather: Dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m44.249s
2	WEBBER	1m44.853s
3	ROSBERG	1m45.258s
4	HAMILTON	1m45.368s
5	GROSJEAN	1m45.411s
6	ALONSO	1m45.691s
7	BUTTON	1m45.754s
8	RAIKKONEN	1m45.778s
9	SUTIL	1m46.002s
10	PEREZ	1m46.025s
11	RICCIARDO	1m46.406s
12	VERGNE	1m46.429s
13	DI RESTA	1m46.606s
14	HULKENBERG	1m46.808s
15	MASSA	1m46.870s
16	GUTIERREZ	1m47.287s
17	BOTTAS	1m47.434s
18	MALDONADO	1m47.761s
19	VAN DER GARDE	1m49.434s
20	PIC	1m49.526s
21	CHILTON	1m49.619s
22	BIANCHI	1m49.731s

Weather: Dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m44.173s
2	GROSJEAN	1m44.364s
3	ROSBERG	1m44.741s
4	WEBBER	1m44.906s
5	HAMILTON	1m44.921s
6	ALONSO	1m45.257s
7	PEREZ	1m45.500s
8	HULKENBERG	1m45.876s
9	BUTTON	1m45.890s
10	MASSA	1m45.935s
11	VERGNE	1m46.084s
12	RAIKKONEN	1m46.147s
13	MALDONADO	1m46.338s
14	RICCIARDO	1m46.358s
15	BOTTAS	1m46.660s
16	DI RESTA	1m46.879s
17	GUTIERREZ	1m46.893s
18	SUTIL	1m47.249s
19	VAN DER GARDE	1m48.931s
20	PIC	1m49.037s
21	BIANCHI	1m49.182s
22	CHILTON	1m49.982s

Weather: Dry



ETHERINGTON/LAT

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m45.376s (7)	1m42.905s (1)	1m42.841s
2	ROSBERG	1m45.208s (5)	1m43.892s (3)	1m42.932s
3	GROSJEAN	1m45.851s (14)	1m43.957s (5)	1m43.058s
4	WEBBER	1m45.271s (6)	1m43.727s (2)	1m43.152s
5	HAMILTON	1m44.196s (1)	1m43.920s (4)	1m43.254s
6	MASSA	1m45.658s (13)	1m44.376s (8)	1m43.890s
7	ALONSO	1m45.115s (3)	1m44.153s (6)	1m43.938s
8	BUTTON	1m45.009s (2)	1m44.497s (10)	1m44.282s
9	RICCIARDO	1m45.379s (8)	1m44.407s (9)	1m44.439s
10	GUTIERREZ	1m45.483s (10)	1m44.245s (7)	no time
11	HULKENBERG	1m45.381s (9)	1m44.555s	-
12	VERGNE	1m45.657s (12)	1m44.588s	-
13	RAIKKONEN	1m45.522s (11)	1m44.658s	-
14	PEREZ	1m45.164s (4)	1m44.752s	-
15	SUTIL	1m45.960s (15)	1m45.185s	-
16	BOTTAS	1m45.982s (16)	1m45.388s	-
17	DI RESTA	1m46.121s	-	-
18	MALDONADO	1m46.619s	-	-
19	PIC	1m48.111s	-	-
20	VAN DER GARDE	1m48.320s	-	-
21	BIANCHI	1m48.830s	-	-
22	CHILTON	1m48.930s	-	-

QUALIFYING STATISTICS

	HEAD	TO	HEAD
VETTEL	13	0	WEBBER
ALONSO	8	5	MASSA
BUTTON	8	5	PEREZ
RAIKKONEN	9	4	GROSJEAN
ROSBERG	5	8	HAMILTON
HULKENBERG	12	1	GUTIERREZ
DI RESTA	7	6	SUTIL
MALDONADO	7	6	BOTTAS
VERGNE	4	9	RICCIARDO
PIC	8	5	VAN DER GARDE
BIANCHI	12	1	CHILTON



BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€200	6
WEBBER	3	€35,000	6
ALONSO	0	€16,000	6
MASSA	2	€10,400	6
BUTTON	0	€1,000	6
PEREZ	0	€600	6
RAIKKONEN	1	€2,100	6
GROSJEAN	3	€0	6
ROSBERG	0	€1,300	6
HAMILTON	1	€0	6
HULKENBERG	1	€1,000	6
GUTIERREZ	2	€1800	6
DI RESTA	0	€5,000	6
SUTIL	1	€1000	6
MALDONADO	0	€0	6
BOTTAS	0	€5,900	6
VERGNE	0	€10,000	6
RICCIARDO	0	€0	6
PIC	1	€0	6
VAN DER GARDE	2	€12,200	6
BIANCHI	0	€2,800	6
CHILTON	1	€300	6

THE RACE: 61 laps, 191.906 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	SEBASTIAN VETTEL	RED BULL-RENAULT	61	1h59m13.132s	1m48.574s	2	57.721s	1
2	FERNANDO ALONSO	FERRARI	61	+32.627s	1m51.082s	2	58.612s	7
3	KIMI RAIKKONEN	LOTUS-RENAULT	61	+43.920s	1m51.140s	2	62.482s	13
4	NICO ROSBERG	MERCEDES	61	+51.155s	1m50.353s	2	58.828s	2
5	LEWIS HAMILTON	MERCEDES	61	+53.159s	1m49.916s	2	59.117s	5
6	FELIPE MASSA	FERRARI	61	+1m03.677s	1m50.509s	3	87.749s	6
7	JENSON BUTTON	McLAREN-MERCEDES	61	+1m23.354s	1m51.740s	2	59.369s	8
8	SERGIO PEREZ	McLAREN-MERCEDES	61	+1m23.820s	1m51.926s	2	58.105s	14
9	NICO HULKENBERG	SAUBER-FERRARI	61	+1m24.261s	1m52.186s	2	60.163s	11
10	ADRIAN SUTIL	FORCE INDIA-MERCEDES	61	+1m24.668s	1m49.656s	3	91.074s	15
11	PASTOR MALDONADO	WILLIAMS-RENAULT	61	+1m28.479s	1m50.708s	3	90.585s	18
12	ESTEBAN GUTIERREZ	SAUBER-FERRARI	61	+1m37.894s	1m52.007s	2	61.070s	10
13	VALTTERI BOTTAS	WILLIAMS-RENAULT	61	+1m45.161s	1m51.706s	3	96.418s	16
14	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	61	+1m53.512s	1m50.328s	3	90.449s	12
15	MARK WEBBER	RED BULL-RENAULT	60	engine	1m49.783s	2	57.940s	4
16	GIEDO VAN DER GARDE	CATERHAM-RENAULT	60	-1 lap	1m52.472s	3	98.002s	20
17	MAX CHILTON	MARUSSIA-COSWORTH	60	-1 lap	1m53.041s	3	91.357s	22
18	JULES BIANCHI	MARUSSIA-COSWORTH	60	-1 lap	1m52.898s	4	121.060s	21
19	CHARLES PIC	CATERHAM-RENAULT	60	-1 lap	1m50.990s	3	95.395s	19
20	PAUL DI RESTA	FORCE INDIA-MERCEDES	54	accident	1m50.739s	2	59.444s	17
R	ROMAIN GROSJEAN	LOTUS-RENAULT	37	engine	1m51.097s	3	133.004s	3
R	DANIEL RICCIARDO	TORO ROSSO-FERRARI	23	accident	1m53.052s	1	32.097s	9

Weather: Dry. Winner's average speed: 96.581mph. Fastest lap: Vettel 1m48.574s (104.358mph) on lap 46. Lap leaders: 1-61 Vettel

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4	STINT 5
Supersoft	Medium	Supersoft		
Supersoft	Medium	Medium		
Supersoft	Supersoft	Medium		
Supersoft	Medium	Medium		
Supersoft	Medium	Medium		
Supersoft	Medium	Supersoft	Medium	
Supersoft	Supersoft	Medium		
Supersoft	Supersoft	Medium		
Medium	Supersoft	Supersoft	Supersoft	
Supersoft	Supersoft	Medium	Supersoft	
Supersoft	Supersoft	Medium		
Supersoft	Medium	Medium	Supersoft	
Supersoft	Medium	Medium		
Supersoft	Supersoft	Medium	Medium	
Supersoft	Supersoft	Supersoft	Medium	Medium
Supersoft	Supersoft	Medium	Supersoft	
Supersoft	Supersoft	Medium		
Supersoft	Supersoft	Medium	Medium	
Supersoft	Medium			

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

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	GB	D	H	B	I	SGP	ROK	J	IND	UAE	USA	BR
1	VETTEL	247	3 rd	1 st	4 th	1 st	4 th	2 nd	1 st	ret	1 st	3 rd	1 st	1 st	1 st						
2	ALONSO	187	2 nd	ret	1 st	8 th	1 st	7 th	2 nd	3 rd	4 th	5 th	2 nd	2 nd	2 nd						
3	HAMILTON	151	5 th	3 rd	3 rd	5 th	12 th	4 th	3 rd	4 th	5 th	1 st	3 rd	9 th	5 th						
4	RAIKKONEN	149	1 st	7 th	2 nd	2 nd	2 nd	10 th	9 th	5 th	2 nd	2 nd	ret	11 th	3 rd						
5	WEBBER	130	6 th	2 nd	ret	7 th	5 th	3 rd	4 th	2 nd	7 th	4 th	5 th	3 rd	15 th						
6	ROSBERG	116	ret	4 th	ret	9 th	6 th	1 st	5 th	1 st	9 th	19 th	4 th	6 th	4 th						
7	MASSA	87	4 th	5 th	6 th	15 th	3 rd	ret	8 th	6 th	ret	8 th	7 th	4 th	6 th						
8	GROSJEAN	57	10 th	6 th	9 th	3 rd	ret	ret	13 th	19 th	3 rd	6 th	8 th	8 th	ret						
9	BUTTON	54	9 th	17 th	5 th	10 th	8 th	6 th	12 th	13 th	6 th	7 th	6 th	10 th	7 th						
10	DI RESTA	36	8 th	ret	8 th	4 th	7 th	8 th	7 th	9 th	11 th	18 th	ret	ret	20 th						
11	SUTIL	26	7 th	ret	ret	13 th	13 th	5 th	10 th	7 th	13 th	ret	9 th	16 th	10 th						
12	PEREZ	22	11 th	9 th	11 th	6 th	9 th	16 th	11 th	20 th	8 th	9 th	11 th	12 th	8 th						
13	HULKENBERG	19	ns	8 th	10 th	12 th	15 th	11 th	ret	10 th	10 th	11 th	13 th	5 th	9 th						
14	RICCIARDO	18	ret	18 th	7 th	16 th	10 th	ret	15 th	8 th	12 th	13 th	10 th	7 th	ret						
15	VERGNE	13	12 th	10 th	11 th	ret	ret	8 th	6 th	ret	ret	12 th	12 th	ret	14 th						
16	MALDONADO	1	ret	ret	14 th	11 th	14 th	ret	16 th	11 th	15 th	10 th	17 th	14 th	11 th						
17	GUTIERREZ	0	13 th	12 th	ret	18 th	11 th	13 th	20 th	14 th	14 th	ret	14 th	13 th	12 th						
18	BOTTAS	0	14 th	11 th	13 th	14 th	16 th	12 th	14 th	12 th	16 th	ret	15 th	15 th	13 th						
19	BIANCHI	0	15 th	13 th	15 th	19 th	18 th	ret	17 th	16 th	ret	16 th	18 th	19 th	18 th						
20	PIC	0	16 th	14 th	16 th	17 th	17 th	ret	18 th	15 th	17 th	15 th	ret	17 th	19 th						
21	VAN DER GARDE	0	18 th	15 th	18 th	21 st	ret	15 th	ret	18 th	18 th	14 th	16 th	18 th	16 th						
22	CHILTON	0	17 th	16 th	17 th	20 th	19 th	14 th	19 th	17 th	19 th	17 th	19 th	20 th	17 th						



THOMPSON/GETTY

SECTOR 1 TIMES

POS	DRIVER	TIME
1	HAMILTON	29.461s
2	VETTEL	29.475s
3	MASSA	29.542s
4	SUTIL	29.658s
5	WEBBER	29.658s
6	ROSBERG	29.715s
7	GROSJEAN	29.784s
8	BOTTAS	29.790s
9	VERGNE	29.800s
10	RAIKKONEN	29.847s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	WEBBER	41.494s
2	VETTEL	41.660s
3	SUTIL	41.751s
4	VERGNE	41.895s
5	HAMILTON	41.938s
6	ROSBERG	42.086s
7	BUTTON	42.210s
8	MALDONADO	42.227s
9	ALONSO	42.328s
10	RAIKKONEN	42.340s

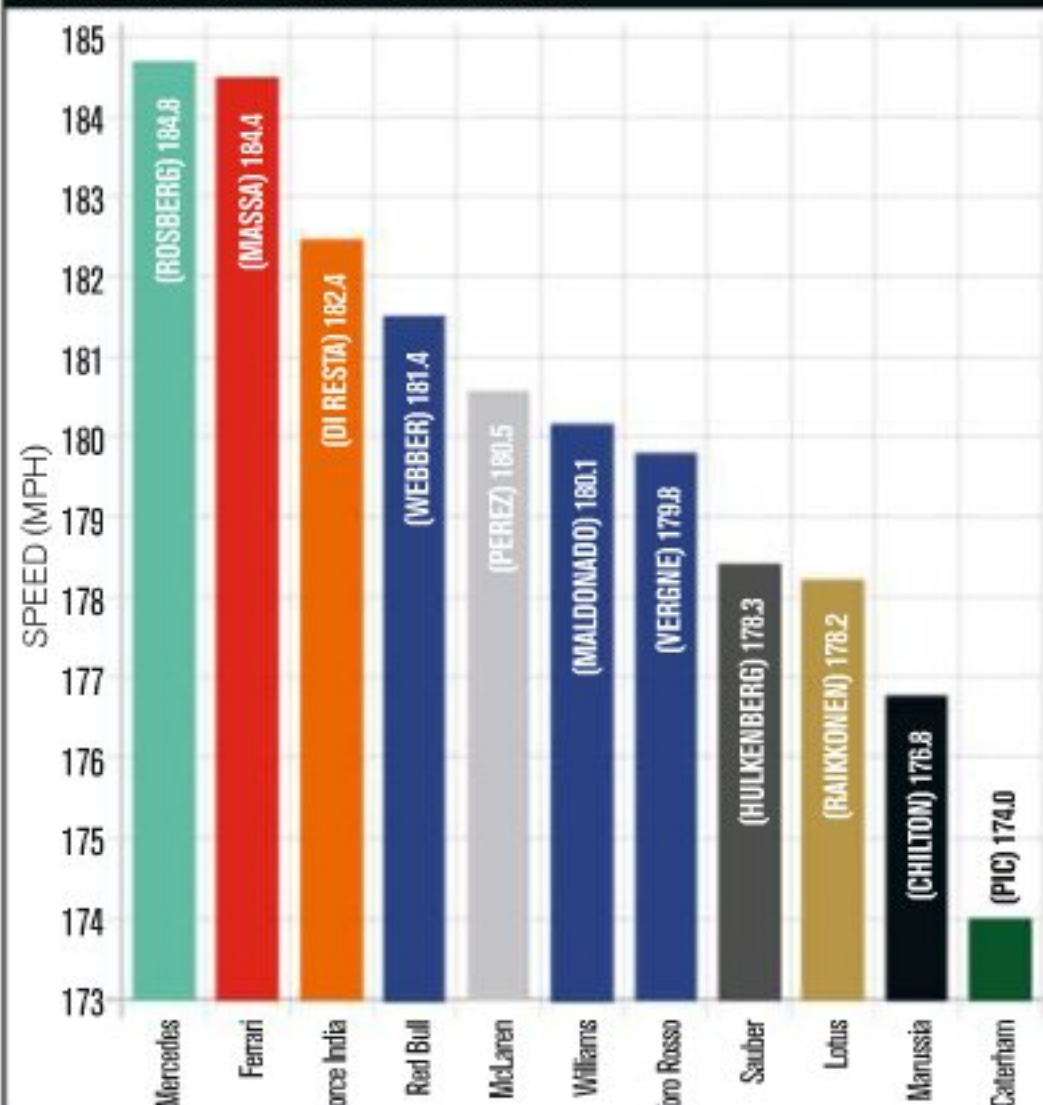
SECTOR 3 TIMES

POS	DRIVER	TIME
1	VETTEL	37.439s
2	WEBBER	37.593s
3	VERGNE	37.739s
4	HAMILTON	38.046s
5	DI RESTA	38.145s
6	SUTIL	38.247s
7	RAIKKONEN	38.287s
8	ROSBERG	38.299s
9	MALDONADO	38.332s
10	PIC	38.370s

SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	ROSBERG	184.8
2	MASSA	184.4
3	DI RESTA	182.4
4	SUTIL	181.6
5	WEBBER	181.4
6	PEREZ	180.5
7	HAMILTON	180.3
8	MALDONADO	180.1
9	VERGNE	179.8
10	ALONSO	178.7

SPEED TRAP BY EACH CONSTRUCTOR



FOR IN-DEPTH RESULTS
forix.autosport.com



LEICESTER/LAT



COATES/LAT



CONSTRUCTORS' STANDINGS

																					
POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	GB	D	H	B	I	SGP	ROK	J	IND	UAE	USA	BR
1	RED BULL	377	23	43	12	31	22	33	37	18	31	27	35	40	25						
2	FERRARI	274	30	10	33	4	40	6	22	23	12	14	24	30	26						
3	MERCEDES	267	10	27	15	12	8	37	25	37	12	25	27	10	22						
4	LOTUS	206	26	14	20	33	18	1	2	10	33	26	4	4	15						
5	McLAREN	76	2	2	10	9	6	8	0	0	12	8	8	1	10						
6	FORCE INDIA	62	10	0	4	12	6	12	7	8	0	0	2	0	1						
7	TORO ROSSO	31	0	1	6	0	1	4	8	4	0	0	1	6	0						
8	SAUBER	19	0	4	1	0	0	0	0	1	1	0	0	10	2						
9	WILLIAMS	1	0	0	0	0	0	0	0	0	0	1	0	0	0						
10	MARUSSIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11	CATERHAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0						



DUNBAR/LAT

Why Alonso to McLaren could happen again

Given the way their relationship ended first time around in 2007, it seems unthinkable for Fernando Alonso and McLaren to team up again. EDD STRAW explains why it could become reality

Fernando Alonso's response in Singapore last weekend to the question of whether he was interested in returning to McLaren spoke volumes.

While a return to silver colours in 2014 is a vanishingly small long shot for the two-time world champion, it is not impossible, for the Spaniard's relationship with Ferrari is such that he is seriously evaluating exit strategies. And there are plenty of potential suitors even if they would probably have to wait until '15.

Of course, when asked about McLaren Alonso said all the right things, bookending his answer by underlining his commitment to Ferrari and even suggesting he wants a contract extension. But he very deliberately left the door open to a McLaren return with what he said in between, specifically noting that now Ron Dennis is no longer team principal, he would have no problem returning to Woking.

On any interest in returning to McLaren, Alonso said: "Not really. I repeat it more or less every weekend and I keep repeating it: I love Ferrari and I will stay at Ferrari until the end.



Honda pushed McLaren to sign Senna for 1988

DUNBAR/LAT

"It's nice to hear comments from all the team principals every year saying they respect my job and professionalism, especially McLaren. There were so many rumours that we had a lot of problems that year [2007] but I always said that there are no problems with anyone, it was just the philosophy of the team, especially one man in the team that is not there [anymore].

"It is good to have these comments but there is no intention. I have three



Relationship with Dennis caused the problems in 2007

GILHAM/GETTY

more years with Ferrari and I hope many more to come if we can extend the contract."

But there was a clear message in the middle of his answer: a return to McLaren is possible, although any such move is far more realistic a possibility for 2015, depending on Ferrari's form next year. While Alonso is tied to the team until the end of '16, all contracts have performance-related clauses. If Ferrari underperforms, Alonso will

have the right to get out of his deal.

From McLaren's perspective it is an obvious move, despite its problematic history with Alonso. Regardless of how things ended in 2007, the chance to snap up one of F1's 'gold-standard' drivers cannot be ignored.

Honda, which will become McLaren's engine supplier in 2015, has a history of trying to recruit star drivers and was a driving force behind the team signing Ayrton Senna in 1988. McLaren views Jenson Button



Alonso seems to be losing patience with Ferrari

and Sergio Perez as too weak a driver line-up to carry into that alliance and would ideally like to partner the '09 world champion Button with one of the few 'elite' drivers on the grid.

While team principal Martin Whitmarsh insists he will probably have the same driver line-up next year, he has been very deliberate in leaving the door open for Alonso's return. Such things are not said by accident.

Whitmarsh admitted in Singapore last weekend: "I was asked a hypothetical question, which was: 'Would you welcome Fernando Alonso to the team?' And I said yes. I also said that in all probability we will have the same driver line-up next year. That part of the conversation didn't receive the same level of coverage because it wasn't as exciting.

"There's no doubt that Fernando Alonso is a talented driver. Given the history that we have, for me to have answered in a different way would have built a different story. What I said was any team principal would like a Fernando Alonso in the team."

Alonso has plenty of reasons to want to move. His frustration at the lack of progress being made by Ferrari

created the astonishing situation whereby company president Luca di Montezemolo publicly rebuked him after comments made at the Hungarian GP. Alonso downplayed that as a misunderstanding, but the relationship is no longer as strong as it was. Sources at Maranello have told AUTOSPORT that dropping Alonso in the wake of signing Kimi Raikkonen was even considered, although this idea was rejected.

In Singapore, Alonso said all the right things, but a substantial upgrade package yielded a laptime improvement of only a tenth of a second. Not good enough for a driver becoming increasingly fearful that his third world championship may never come.

"We did the maximum bringing new parts to this race," he said. "They work in a way, but maybe not enough. Everyone is pushing in the same direction and the gap is very big, so that's sad. I think we have to be happy with the work that the factory has done. They worked non-stop. We are not in the position we wanted in terms of performance but it's not because they didn't try the maximum."

That sounds positive, but at the heart of what Alonso is saying is that Ferrari is trying hard, delivering everything it can and that it is simply not enough.

Privately, many senior paddock figures believe there is a strong possibility that Alonso will come onto the market before the end of his Ferrari deal. While a move in 2014 is not completely out of the question, the battle for Alonso's services in '15 is what's really heating up.



ALONSO'S LONG-TERM F1 OPTIONS

FERRARI

It is not a foregone conclusion that Alonso will walk away from Ferrari. If next year's car, and more importantly engine, are competitive and he asserts himself over new team-mate Kimi Raikkonen, there will be many reasons to stay, especially if he can win the world championship. But if Ferrari is uncompetitive and development rates remain poor, he will be working hard to get out of Maranello.

McLAREN

With Honda understood to be very confident about the progress it is making with its new engine, which will power McLaren from 2015, this is an attractive option for Alonso. A combination of time, and pragmatism from both team and driver, will heal most of the wounds of what happened in 2007. Provided, of course, he is guaranteed the outright lead driver status he craves.

LOTUS

If Lotus can show itself to be the stable technical entity it hopes to become, a return to Enstone for a third time is not out of the question. Alonso won two world championships there and the former Renault team is determined to have a world champion driver there again in the future. But much will depend on whether Lotus can build on its recent progress or if it slips backwards.

RED BULL

Forget the public denials: Alonso's management *did* sound out Red Bull about a possible move for 2014. While tempted, the team sensibly realised that trying to pair Alonso with Sebastian Vettel would do more harm than good. But with Vettel the subject of persistent interest from other teams, should the German move then Alonso could become a realistic option.

MERCEDES

In its Honda guise, the Brackley-based squad made a play to recruit Alonso for 2009. But recreating the Lewis Hamilton/Alonso alliance seems unduly risky and Nico Rosberg has emerged as a strong, consistent driver capable of winning grands prix regularly. A lot would have to change for Mercedes to sign Alonso, but stranger things have happened in F1.

Perez's report card at McLaren

EDD STRAW assesses the Mexican's first season with McLaren as speculation mounts about his future with the Woking team

Sergio Perez's McLaren future is being evaluated by the team, and with good reason. As well as the interest in Fernando Alonso for next year and beyond, McLaren is

understood also to be considering other alternatives.

While the Mexican's performances this season could not be described as bad, he has perhaps been a little disappointing compared with

team-mate Jenson Button.

With Honda on the horizon in 2015 and McLaren determined to ensure it has the strongest possible line-up, Perez's report card to date remains unconvincing.

QUALIFYING PACE

Perez has outqualified Button only five times out of 13. Saturday was always going to be the key battleground in the intra-team battle. With Button regarded as a good (but not great) qualifier, this is an area where Perez needs to do better.

The main problem is not necessarily his speed, but the ability to deliver a key lap. Button excels in judging evolving track conditions, knowing how hard to push

and in adapting set-up, which often allows him to leave Perez behind in qualifying.

In Singapore, Perez was faster than Button during his morning qualifying simulation, but slipped behind him in both Q1 and Q2. He ascribed this to a mistake with set-up, which left him five places behind his team-mate on the grid. This pattern has been repeated too often.

Perez has reached Q3 only five times, compared to Button's 10, meaning he has too often been playing catch-up in races.



MCLAREN/LAT

RACE PACE

The Singapore GP was typical of Perez's season. After being outqualified comfortably by Button, his race performance was very similar. He ended the first lap two places behind and finished within half-a-second, showing his race pace to be similar.

But while this is a decent level of performance, he has only finished ahead of Button twice in the 12 races in which

both have been classified finishers. Those races were Bahrain, where Perez claimed his best finish of the year in sixth after wheelbanging with Button, and Canada where neither scored points after McLaren grossly over-estimated tyre degradation.

After gaining a reputation for good tyre management during his time at Sauber, he has occasionally struggled with that this year, which has sometimes compromised his strategy.



STALEY/LAT

TECHNICAL

Perez is still only in his third season as a grand prix driver after spending the previous two years at Sauber. Inevitably, he falls short of the level of technical knowledge that team-mate Button is able to demonstrate.

But while McLaren has made allowances for the 23-year-old, there are concerns that he is not assimilating information as quickly as he should be.

Privately, some at McLaren have expressed frustration that Perez has not gained sufficient depth of understanding of the car as quickly as was hoped.

This is, in itself, not a compelling argument for dropping him. Button is the most experienced driver on the grid and Perez cannot not be expected to be at his level. By signing a third-year driver, McLaren should have factored in what would be a steep learning curve.



MCLAREN/LAT

CONSISTENCY

McLaren is likely to have been more convinced by Perez if his progress along his learning curve had been more smooth. Instead, his performances on any given weekend have fluctuated.

Whether they have varied more than you would expect for a driver in Perez's situation is open to debate. But what has concerned McLaren are the occasional mistakes. In China, for example, he crashed in the pit entry during FP1. From there, his weekend spiralled out of control and he was both slow and error-prone.

In response to criticism from the team, he adopted a more 'elbows-out' approach in Bahrain, upsetting Button and Fernando Alonso along the way. He was also ultra-aggressive in Monaco, culminating in his clash with Kimi Raikkonen that ultimately led to Perez's retirement.

A change to his management, dropping long-time family friend Adrian Fernandez, is understood to be aimed at creating a support group around Perez to allow him to better focus and deliver more consistently.

Perez has had
a scruffy first
year at McLaren



	BUTTON v PEREZ		
54	Points		22
5th	Best finish		6th
10	Points finishes		6
7	Qualifying		5
0.174s Perez's average qualifying deficit*			

*excludes unrepresentative Australian GP

WHAT NOW?

The jury is still out on Perez. His performances during the season have been better than a glance at the results would conclude, but there have not yet been compelling signs that he is evolving into a driver worthy of one of F1's prized seats.

For McLaren to axe him in favour of a driver like Alonso makes sense, but having made the decision to take him

on in the first place it would be logical to give Perez a second season to build on what he has learned this year. There have been enough positive signs to say that after a year's experience at McLaren, he might be able to perform consistently at Button's level.

The question, though, is whether that is enough for McLaren, which likely sees Button as the ideal support act to an Alonso, Hamilton or Sebastian Vettel.



MCLAREN/LAT

THE VERDICT

MARTIN WHITMARSH

"Checo has come into a team with a very high benchmark in Jenson Button. He has got someone who is consistently quick, someone who has got a decade more experience than him. It's not easy coming into a team and beating someone like Jenson who doesn't often make mistakes, gets it right, is quick, knows how to work with the team very well. Checo has come a long way in learning. He has set himself ambitious targets, he will want to go further, we want him to go further. This is a year of learning for him. I am sure we haven't seen the best of him yet. I am sure he strives to be up there and he wants to beat Jenson, clearly. That's a goal that he has, which is quite a good and legitimate goal."



COATES/LAT

SERGIO PEREZ

"I have to say that I am not happy with my performance at all. The car and the year have been very difficult, we are still learning about the car so it makes things difficult. In Singapore I went from being P7 in practice three, looking quite good, and we went a little bit in the wrong direction, we lost two tenths and we are P14. My season looks worse on paper than it has been in terms of speed, but I know very clearly that I have to improve and I am working to improve because once we get the car we have to be right in every single detail. This year, we haven't been maximising the full potential. Even though the car has been not there, we haven't been good enough all together to maximise every single detail. That's very important."



TEE/LAT

MCKLEIN.DE



38

WRC's cash/talent dilemma

These days rallying's top echelon survives almost exclusively on private funding, but what it should be doing, argues **DAVID EVANS**, is investing in the future to protect its teams and drivers

A decade ago, the unthinkable happened to Colin McRae – he was dropped by Citroen and left unemployed in the World Rally Championship for 2004.

Just eight years after winning his first world title and just five years after becoming the highest paid rally driver in WRC history, courtesy of a multi-million-pound, sport-shaping deal with Ford, the Scot was out.

In McRae's final full season, there had been six teams all paying frontline drivers good money. At least 16 drivers could rightly call themselves professionals in 2003.

Admittedly, McRae lost out after a regulation change meant only two nominated cars could score manufacturer points and Citroen took Carlos Sainz instead of the Briton.

McRae did, in fact, come close to landing a 2004 return to Subaru. He tested the Impreza WRC and was ready to put pen to paper alongside then reigning champion Petter Solberg. Then came the budget cuts in Japan, which slashed Prodrive's operating budget. With commitment to Solberg, there was simply no cash to countenance Colin's comeback.

This was the beginning of the

downturn and the significant change in shape of the driver market. Instead of McRae, Mikko Hirvonen was signed up, the Finn arriving with a hefty stack of cash from his backer Timo Jouhki. Nobody bought into Subaru's communication about shifting focus to younger drivers. This was way more simple: McRae cost money, Hirvonen paid.

As the seasons passed, seats became more and more scarce as Peugeot, Subaru, Skoda, Mitsubishi and, most recently, Ford all departed the WRC. And with them went the ability for world-class rally drivers to earn a sensible salary.

Compare that figure of 16 drivers in 2003 with last year, when only three drivers were genuinely being paid for driving World Rally Cars on a regular basis. Fortunately, Volkswagen's arrival has made that number look more acceptable this year.

The upshot of this dilemma is that there simply aren't enough frontline, potentially title-winning drivers to service the best of the seats in 2014.

M-Sport's Malcolm Wilson would rightly point to the commercial reality his team operates in; without

income from drivers, the team couldn't continue to operate. And running the Stobart or Munchi's teams in years gone by offered the perfect home for paying drivers to masquerade as manufacturer men.

Contrast that with the perfect world of the French manufacturers, where Citroen and Peugeot could always afford the luxury of bringing on younger drivers. Dani Sordo and Sebastien Ogier were given semi-works cars for their first full World Rally Car season, while Daniel Carlsson and Cedric Robert benefitted from Peugeot's benevolence. Clearly, not all of the plans came to fruition, but at least it expanded the market for drivers.

Here's a question that cuts to the heart of the problem (assuming that Citroen drops Dani Sordo next season and Mikko Hirvonen heads east to Korea): who do you put in two factory DS3 WRC seats? Gone are the days when there were there were Juha Kankkunens or Armin Schwarzs ready to be snapped up. You could argue that Schwarz outstayed his fiscal worth by a couple of years, but it was testament to a buoyant



MCKLEIN.DE

**M-Sport survives
on funding from its
sponsors and drivers**



market slanted in favour of drivers.

Paying drivers have completely undermined that market and turned it in favour of the teams, who have often been forced to take the wallet over the potential win. Fact is, we're short on the best of the best at the front of the field. And the only way to build that talent pool back up to where it was is by manufacturers investing in young drivers in years gone by. While the perfect world makes it easy to berate Wilson's commercial approach to this season, it's worth remembering that when his cars were decorated in Ford and Martini colours, he shouldered plenty of unfunded driver development with

drivers like Petter Solberg, Francois Duval and Markko Martin.

VW has recognised this issue and signed Andreas Mikkelsen in an effort to future-proof itself and it's vital Hyundai does the same thing. It would be nice if Citroen handed a number-two DS3 to a youngster, if only on a part-time basis, and if Qatar continues to back M-Sport, then hopefully Wilson can keep Neuville and fulfil his task in restocking the supply chain of future champions.

While it's undoubtedly a question cutting one's cloth, buying in mid-grid talent has shown itself to be a short-term solution that continues to devalue our sport.

WHO GOES WHERE FOR WRC 2014

Likely scenarios for who'll drive for whom next season when the 'big three' – Citroen, Ford and VW – becomes four with the arrival of Hyundai

CITROEN

Dani Sordo remains on Yves Matton's list courtesy of his German win, but the Spaniard would surely only be a bit-part player – having struggled so badly to come to terms with the DS3 on gravel this year. Kris Meeke is also on the list. And so to Mikko Hirvonen. He was in Paris last Friday talking through his options. The Finn told AUTOSPORT he has offers and he's in no rush to finalise his 2014.

Hirvonen has shown himself to be an exceptional number-two, but he

struggled both at Citroen and Ford to lead.

So if he moves to number two, who's number one? Sebastien Loeb? Forget it. Thierry Neuville is the favoured one in Versailles. If Robert Kubica stays in rallying next season, we can expect him to drive a factory car every now and then. Khalid Al-Qassimi will drive an Abu Dhabi car on selected rounds.



MCKLEIN/LAT

M-SPORT

It's a question of chicken and egg in Cumbria. Nasser Al-Attiyah's Qatar backing is largely dependent on Thierry Neuville re-signing for next season and Neuville's signature will come as soon as the cheque from the Middle East is cashed...

Mid-season Neuville was making all the right noises about staying where he is, the podiums flowing his way have brought with them offers of employment elsewhere. It's likely the Belgian has the pick of

M-Sport, Citroen and Hyundai and he's in no hurry to make any decisions. Mads Ostberg will probably stay at M-Sport. Evgeny Novikov won't, unless his backer comes up with some more readies.

Malcolm Wilson has been very impressed with what Elfyn Evans has done this season and there's hope the young Welshman might have a role to play. And, once the Dakar Rally is done with, Al-Attiyah is hoping to run the rest of the rounds from Sweden onwards.

HYUNDAI

There was strong speculation in Australia that Mikko Hirvonen has already signed a pre-contract agreement with the Koreans, but the Finn has so far laughed that off.

Per-Gunnar Andersson is also being talked about, with the two-time Junior champion still capable of competing at the front. Otherwise, Chris Atkinson is well placed with plenty of experience, albeit not all of it recent.

Atko would also score well

courtesy of his strong Hyundai Australia links – the Oz market is a big

one for Hyundai. Atkinson's fellow 2013 testers Juho Hanninen and Bryan Bouffier must also be in with a shout, possibly on a split part-programme in a second i20 WRC.

As a longer shot, 2003 world champion Petter Solberg for a return? Hyundai could do worse...



MCKLEIN/LAT

VOLKSWAGEN

With the silly season in full swing, there was talk that Jari-Matti Latvala is under pressure to keep his seat. Team principal Jost Capito laughed off such a suggestion, offering the Finn his full backing – and not in the same way football managers are offered full backing... No change expected at VW next season.

Sepp Wiegand, the VW Group-contracted German youngster, hasn't shone in quite the way it might have been hoped in a WRC 2 Fabia S2000. And then there's Esapekka Lappi, Finland's latest superstar, who also has a VW deal. We could well see him in a Polo WRC on occasion next year.

Comprehensive motorsport insurance products to keep you on track;

- ✔ Worldwide On Track
- ✔ Personal Accident
- ✔ Storage and transit
- ✔ Track day
- ✔ Liability
- ✔ 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



RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

56 **Blancpain Nurburgring** A thrilling season finale in Germany delivered the title to Maximilian Buhk, but not before Maxime Martin had given him a run for his money





41



STALEY/GP2

42 GP2 Marina Bay
 Brits star in Singapore, with
 wins for Palmer and Bird



44 WEC Austin
 Audi chalks up 100th LMP
 victory in the Lone Star state



58 WTCC Suzuka
 Muller takes title as Michelisz
 and Coronel win the races



GP2

Marina Bay (SGP)

September 21-22

Round 10/11



RESULTS

RACE 1: 28 LAPS, 88.040 MILES

1	JOLYON PALMER (GB)	57m14.130s
	Carlin; Grid: 1st-1m53.600s	
2	FELIPE NASR (BR)	+13.095s
	Carlin; Grid: 2nd-1m53.852s	
3	JAMES CALADO (GB)	+25.126s
	ART Grand Prix; Grid: 8th-1m54.822s	
4	STEPHANE RICHELMI (MC)	+25.713s
	DAMS; Grid: 5th-1m54.403s	
5	FABIO LEIMER (CH)	+28.296s
	Racing Engineering; Grid: 3rd-1m53.870s	
6	TOM DILLMANN (F)	+38.577s
	Russian Time; Grid: 6th-1m54.695s	
7	MARCUS ERICSSON (S)	+45.448s
	DAMS; Grid: 9th-1m54.987s	
8	SAM BIRD (GB)	+45.685s
	Russian Time; Grid: 10th-1m55.163s	
9	JON LANCASTER (GB)	+51.981s
	Hilmer Motorsport; Grid: 20th-1m56.210s	
10	DANI CLOS (E)	+56.906s
	MP Motorsport; Grid: 13th-1m55.784s	

Winner's average speed: 92.292mph. Fastest lap: Mitch Evans (Arden International), 1m58.542s, 95.581mph.

RACE 2: 20 LAPS, 62.861 MILES

1	BIRD	40m36.444s
	Grid: 1st	
2	ERICSSON	+5.787s
	Grid: 2nd	
3	LEIMER	+7.745s
	Grid: 4th	
4	RICHELMI	+9.311s
	Grid: 5th	
5	LANCASTER	+16.255s
	Grid: 9th	
6	JOHNNY CECOTTO JR (VV)	+34.140s
	Arden International; Grid: 14th	
7	DANIEL DE JONG (NL)	+56.282s
	MP Motorsport; Grid: 17th	
8	ADRIAN QUAIFE-HOBBS (GB)	+57.159s
	Hilmer Motorsport; Grid: 22nd	
9	RENE BINDER (A)	+1m07.397s
	GP Lazarus; Grid: 18th	
10	NATHANIEL BERTHON (F)	+1m07.997s
	Trident Racing; Grid: 26th*	

Winners' average speed: 92.881mph. Fastest lap: Palmer, 1m57.638s, 96.537mph.
All drivers in Dallara-Mecachrome GP2/11. * 5-place grid penalty.

CHAMPIONSHIP

1	LEIMER	179	6	RICHELMI	103
2	BIRD	172	7	ERICSSON	102
3	NASR	148	8	PALMER	99
4	COLETTI	135	9	DILLMANN	92
5	CALADO	134	10	LANCASTER	73

TEAMS

1	RUSSIAN TIME	264	4	DAMS	205
2	CARLIN	247	5	HILMER	155
2	RACING ENGINEERING	241	6	RAPAX	153

POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.



FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX



Palmer and Bird in Singapore swing

There was no stopping the GP2 Britpack in Singapore, as Jolyon Palmer and Sam Bird scored victories. By CHARLES BRADLEY

SINGAPORE IS NO STRANGER TO BRITISH RULE, modern-day founding father Sir Stamford Raffles was responsible for that, and so it was in GP2 as Jolyon Palmer and Sam Bird each scored dominant wins around Marina Bay.

Palmer was in a league of his own in qualifying, with a quarter of a second in hand over his Carlin team-mate Felipe Nasr in a red-flag-disrupted qualifying session. But his first pole in the category was ruined by an awful getaway in Saturday's feature race, as his anti-stall kicked in as he released the clutch, causing his engine to bog down.

Having slumped to fourth by Turn 1, fast-starting ART man James Calado briefly deposed him to fifth, but Palmer repassed him and DAMS driver Stephane Richelmi over the opening

corners. Palmer quickly closed the gap to the second-placed Racing Engineering car of Fabio Leimer, and passed the points leader at Turn 7 on lap four. "A good salvage job," he said.

By this time, leader Nasr was 5.2 seconds up the road, a gap that Palmer eroded to 3.6s by lap nine, when Nasr pitted. Having started on fresh prime soft-compound tyres, Nasr switched just his rears, suffering a short delay on the left side.

Similarly-shod Palmer now led, but Nasr was lapping 2s quicker on fresh boots, so when Palmer pitted three laps later he rejoined 10s in arrears. "I couldn't even see him," said Palmer. Intelligently, while Nasr pushed hard on his new rubber from the start of the stint, Palmer eased his in more gently, aware that the fuel load was still quite high. By lap 15, over half distance, Nasr held a 13.4s lead, and the race seemed his to lose.

But it was also Palmer's to win. Three successive fastest laps (after which he was chastised "your pace is too hot!" from the pitwall) followed, while Nasr also lost time in some traffic before a big lock-up at Turn 10 with six laps to go suggested his front Pirellis were suffering even more than his degrading rears.

Palmer continued to press, with the gap tumbling from 10.1s to 7.5s, 5.9s, 4.9s, 3s, 1.5s and 0.3s, as he locked-on to his team-mate's gearbox at the start of lap 25.

Four laps left and memories of their collision at Spa – the last time the pair raced wheel-to-wheel – were revived.

Not this time: Palmer outdragged Nasr with



IN THE COCKPIT

Jolyon Palmer



STALEY/GP2

I WAS QUICK HERE last year, and so was Carlin, and together we had great pace. In qualifying, it was quite tricky with yellow and red flags, but the pace was always in the car for pole position.

I don't think I could have made the feature race any harder if I'd tried! We've worked hard on starts, and it was almost a great getaway but I got anti-stall. I dropped to fifth, but salvaged third on the first lap. Nasr was getting away, so it was important that I passed Leimer as quickly as I did. In fact, I'd say my moves on Calado and Leimer were vital for the win.

I got the hammer down and was catching Nasr when he called an early pitstop. He took big chunks out of me on fresh tyres, but when I stopped I knew I had to run at a mediocre pace to protect the tyres.

When he got the lead out to 13s, I pushed again. I think he started to lose his tyres then, first his fronts then his rears. I had nothing to lose and I was flying – I really nailed it! I didn't expect him to make it easy for me when I caught him, as he's been very aggressive towards me this year, and I only had four laps to pass him. Actually I passed him quite easily, and he made a mistake and locked up anyway.

We were ambitious by going for supersofts in the sprint race, and I kept the pace well for six or seven laps until I burned-up the tyres, so we had to pit.



FERRARO/GP2

Palmer deserved opening-race win

superior traction along Raffles Boulevard, and sealed the deal at Turn 7. Nasr's attempts to cling on led to a huge lock-up, and consigned him to cruising home 13s behind Palmer, who took a second feature-race win of the season.

Nasr rued changing only the rear tyres, having felt the fronts grain in his opening stint: "If I could turn back time and do it again, we would have changed all four tyres and got the win. There was a big flatspot. It was very difficult."

Calado did a fine job to cling to third, jumping Leimer in the pitstop cycle. "Clearly I didn't have the pace of the Carlin boys so third was a decent result," he said after a fine drive.

Leimer was mugged on the final lap for fourth by Richelmi, the points leader in low-risk mode with rival Sam Bird suffering a difficult weekend thus far. Bird was impeded by old foe Johnny Cecotto Jr in qualifying, which restricted him to 10th when he reckoned he had top-five pace.

A poor start dropped Bird to 13th in the opening stages, and he was further hindered when the airgun failed on the right-rear corner during his tyre change. From as low as 15th, Bird drove an heroic second stint, passing Dani Clos for eighth – and reversed-grid pole – with two laps remaining. That was vital for what transpired.

Bird was helped by a number of drivers running into chronic tyre-wear issues, the most spectacular being Alexander Rossi, whose top-five finish evaporated when a brake issue caused him to cane his fronts, forcing him out with four laps to run. Ahead of Bird, Russian Time



Bird was chased by Ericsson and Leimer

FERRARO/GP2

team-mate Tom Dillmann finished sixth, Marcus Ericsson (DAMS) seventh, as Jon Lancaster (Hilmer) and Clos rounded out the point scorers.

The sprint race was split into those who had started the feature on supersofts, and therefore had fresh softs available, and those that hadn't, who were consigned to their fate before the lights went out. Bird, on new softs, romped to a dominant 5.7s victory – his fifth of the year.

Ericsson was a lonely second, Leimer a distant third. After the flag, on the slowing down lap, Leimer misread Rossi's sharp-left turn into the support-race pits, and slammed into him. For this he was not only fined, but hurt his finger – so it's fortunate there's a six-week gap until

the season decider at Yas Marina.

"Sam is giving me a hard time," he rued of the title race, flexing his aching hand. The gap is seven points, with Nasr 31 off the lead. Longtime points leader Stefano Coletti failed to score for the ninth race in a row.

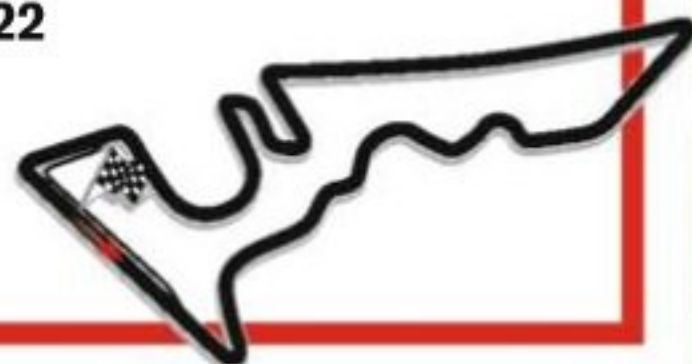
Both Carlin cars started on supersofts, which didn't last so they were forced to pit, while Calado opted for used softs, and couldn't make them work either. Fresh-tyred Lancaster leapt from ninth to fifth, but was unable to catch Richelmi. Cecotto, Daniel de Jong and Adrian Quaife-Hobbs completed the top eight.

Quaife-Hobbs's late pass on Rene Binder meant that all five of GP2's Brits scored points.

WEC Austin (USA)

September 22

Round 5/8



RESULTS

187 LAPS, 640.59 MILES

1	L DUVAL (F)/T KRISTENSEN (DK)/A McNISH (GB)	6h00m31.331s
	LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q1)	
2	S BUEMI (CH)/A DAVIDSON (GB)/S SARRAZIN (F)	+23.617s
	LMP1 Toyota Racing Toyota TS030 HYBRID (Q3)	
3	M FASSLER (CH)/A LOTTERER (D)/B TRELUYER (F)	-1 lap
	LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q2)	
4	N HEIDFELD (D)/N PROST (F)/M BECHE (CH)	-4 laps
	LMP1 Rebellion Racing Lola-Toyota B12/60 (Q4)	
5	J MARTIN (AUS)/M CONWAY (GB)/R RUSINOV (RUS)	-9 laps
	LMP2 G-Drive Racing (Delta-ADR) ORECA-Nissan O3 (Q5)	
6	P KAFFER (D)/N MINASSIAN (F)/L PEREZ COMPANC (RA)	-10 laps
	LMP2 Pecora Racing (AF Corse) ORECA-Nissan O3 (Q6)	
7	J CHAROUZ (CZ)/T HOLZER (D)/D KRAIHAMER (A)	-13 laps
	LMP2 Lotus LMP Lotus-Praga (Judd/BMW) T128 (Q12)	
8	J WALKER (GB)/T GRAVES (GB)/R JUNCO (MEX)	-14 laps
	LMP2 Delta-ADR ORECA-Nissan O3 (Q9)	
9	T KIMBER-SMITH (GB)/C DYSON (USA)/C ZUGEL (D)	-15 laps
	LMP2 Greaves Motorsport Zytek-Nissan Z11SN (Q11)	
10	A BRUNDLE (GB)/O PLA (F)/D HEINEMEIER HANSSON (DK)	-15 laps
	LMP2 OAK Racing Morgan-Nissan LMP2 (Q6)	
11	B BAGUETTE (B)/M PLOWMAN (GB)/R GONZALEZ (MEX)	-17 laps
	LMP2 OAK Racing Morgan-Nissan LMP2 (Q7)	
12	F MAKOWIECKI (F)/B SENNA (BR)	-20 laps
	GTE Pro Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q14)	
13	G BRUNI (I)/G FISICHELLA (I)	-20 laps
	GTE Pro AF Corse Ferrari 458 Italia (Q20)	
14	T VILANDER (FIN)/K KOBAYASHI (J)	-20 laps
	GTE Pro AF Corse Ferrari 458 Italia (Q17)	
15	R LIETZ (A)/M LIEB (D)	-20 laps
	GTE Pro Porsche AG Team Manthey Porsche 911 RSR (Q18)	
16	J CAMPBELL-WALTER (GB)/S HALL (GB)	-22 laps
	GTE Am Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q24)	
17	N THIIM (DK)/C NYGAARD (DK)/K POULSEN (DK)	-22 laps
	GTE Am Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q22)	
18	J-K VERNAY (F)/R NARAC (F)	-22 laps
	GTE Am IMSA Performance Porsche 911 GT3-RSR (Q25)	
19	M MALUCELLI (I)/R AGUAS (P)/E POTOLICCHIO (YV)	-23 laps
	GTE Am 8 Star Motorsports (AF Corse) Ferrari 458 Italia (Q21)	
20	J BERGMEISTER (D)/P PILET (F)	-24 laps
	GTE Pro Porsche AG Team Manthey Porsche 911 RSR (Q15)	

In each car, first-named driver started race.

Winners' average speed: 106.61mph. Fastest lap: Treluyer, 1m47.375s, 114.85mph;
LMP2: Conway, 1m54.559s, 107.65mph; GTE Pro: Kobayashi, 2m03.520s, 99.84mph;
GTE Am: Thiim, 2m04.830s, 98.79mph. There were 28 starters.

CHAMPIONSHIPS: LMP DRIVERS

1	McNISH/DUVAL/KR'SEN	138	4	HEIDFELD/PROST	48
2	LOTT/R/TREL/R/FASSLER	105	5	DI GRASSI/GENE/JARVIS	45
3	DAVIDSON/BUEMI/SA'ZIN	81	6	BECHÉ	44

GTE DRIVERS

1	FISICHELLA/BRUNI	99	3	TURNER/MUCKE	86
2	LIEB/LIETZ	96	4	DUMAS	72

LMP1 MANUFACTURERS

1	AUDI	154	2	TOYOTA	85
----------	-------------	------------	----------	---------------	-----------

GTE MANUFACTURERS

1	FERRARI	182	3	PORSCHE	163
2	ASTON MARTIN	170			

LMP2 DRIVERS

1	BAGUET/P'MAN/GON'EZ	101	3	BRUNDLE/HANSSON/PLA	89
2	MIN'IAN/KAFFER/C'PANC	98	4	MARTIN/CONWAY/R'NOV	72

GTE AM DRIVERS

1	CAMPBELL-WALTER/HALL	95	3	AGUAS/POTOLICCHIO	79
2	VERNAY/NARAC	91	4	CANAL/BORNHAUSER	73

POINTS SYSTEM EXPLAINED

Drivers' championships: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. In GTE manufacturers, top two cars from each make score points.

FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX



Audi holds off growing threat from Toyota

Solo TS030 keeps the pressure on as McNish, Kristensen and Duval extend points advantage with win. GARY WATKINS reports

AUDI WON AGAIN TO MAINTAIN ITS 100 PER CENT record in this year's World Endurance Championship at Austin. But this time Toyota didn't just keep its rival honest, it had a shot at victory. And that had massive implications on the internecine Audi battle for the world title.

Loic Duval, Allan McNish and Tom Kristensen triumphed in Texas, but second place for Toyota meant that the delayed R18 e-tron quattro driven by Marcel Fassler, Andre Lotterer and Benoit Treluyer could only finish third.

The Audi was the faster car and had a bigger edge on the Toyota TS030 HYBRID over one lap than last time out at Interlagos. But the ability of the Toyota drivers to double-stint their Michelin tyres from the first round of pitstops kept them in the game. And the Toyota's superior fuel consumption always threatened to turn the battle on its head in the closing stages.

Toyota was slightly disappointed by its pace from the start of the Austin event, which began with two test sessions on Thursday.

"We were expecting to be more competitive," said Toyota Motorsport GmbH technical director Pascal Vasselon, who went on to explain that Austin was never going to be the best circuit for the TS030.

The home of the United States Grand Prix has only four hybrid regeneration zones within its 3.43

miles, whereas Interlagos has five in 2.68 miles. That meant the advantage of Toyota's superior hybrid boost was reduced last weekend.

But Vasselon was always confident that Toyota's superior tyre wear, which was just starting to become apparent at Interlagos when the solo machine was taken out, would be a factor. And so it turned out.

Duval, who had claimed pole with Kristensen, won the drag to the first corner, only for the safety car to come out. When the race resumed, Fassler had a good look up the inside of his team-mate into Turn 1, failed to make the pass and, with his line compromised, was unable to prevent Sebastien Buemi from using the Toyota's hybrid punch to breeze around the Audi into Turn 2.

Duval was able to pull a gap on the Toyota that went up to as much as 14 seconds before the first round of pitstops, but the solo TS030 moved ahead at this stage. Buemi stayed in the car and double-stinted, whereas Duval handed over to McNish, who left on new rubber.

McNish retook the lead before the end of the stint, but Stephane Sarrazin was back ahead for Toyota after the next round of stops when Kristensen lost seven seconds in traffic shortly after taking the wheel. The Dane was able to repass the Toyota, but the #2 Audi was behind once again when Sarrazin double-stinted.



Duval gets jump in winning Audi from team-mate Fassler



Toyota was in the mix in the fight with Audi

The pattern continued until Briton Anthony Davidson, who had become a father for a second time overnight, only did a single shift that came to an end early in the fifth hour. McNish then doubled in the #1 Audi for the first time into the final hour and suddenly found himself with a 30s advantage over Buemi.

That was always going to be more than enough, even though the more fuel-efficient Toyota was scheduled to take on less fuel at its final stop. A spin for an exhausted Buemi and vital seconds lost when he was replaced by Sarrazin during the splash had no bearing on the result.

"I knew I needed 22 seconds and I pulled out 34, so at my final stop I knew we had it in hand," said McNish. "But you never know because we could have got a puncture and had to make an extra stop."

The McNish car consistently had the edge over the sister Audi from the test day to the opening stint. Whether Fassler, Lotterer and Treluyer could have got back on equal terms will never be known.

Fassler went off line lapping the GTE Pro battle

for third in the esses at the end of the first hour, and skipped over one of the orange pyramids designed to prevent kerb cutting. His errant Audi was then hit up the rear by one of the works Porsches.

That resulted in the loss of two laps while the rear bodywork was changed and then Lotterer lost more time when a fuse came loose, probably as a result of Fassler's aerobatics.

The Austin result means that Audi has retained the WEC manufacturers' crown, or at least it has if Toyota doesn't change its plans and expand to run two TS030s at either of the last two races. It also means that the destiny of the drivers' crown is not in the hands of reigning champions Lotterer, Treluyer and Fassler anymore.

They can no longer retain the title merely by winning each of the remaining races. They need a Toyota – or Toyotas when there are two at Fuji next month – to get between them and their team-mates. On the evidence of Austin that looks a real possibility.

Rusinov and Martin rejoice



LMP2

G-Drive makes it two on trot

THE G-DRIVE/DELTA-ADR TRIO OF JOHN MARTIN, Roman Rusinov and Mike Conway claimed a second straight LMP2 win. Yet it wasn't as dominant as the one-lap victory margin suggested. Yes, the ORECA-Nissan 03 was the fastest P2 car, but its apparent dominance came courtesy of OAK Racing reaching for the self-destruct button.

Martin and Conway had taken pole and the Australian had edged the opening stint ahead of the OAK challenge from Alex Brundle and Martin Plowman in its pair of front-line Morgan-Nissan LMP2s. The French cars got ahead of Martin at the first round of pitstops when he was hemmed in by the Greaves Zytek in the adjacent pit and then stalled in the confusion, before trailing the OAK duo through the following double stint.

Some quick laps from Martin after OAK's starters had handed over to their respective silver-rated co-drivers – David Heinemeier Hansson and Ricardo Gonzalez – meant Rusinov retook the lead when he climbed aboard. The Russian was more than 12s up the road when the OAK cars got into a battle that destroyed their chances.

Heinemeier Hansson ended up behind Gonzalez in the sister car. The Dane moved past, only for the Mexican to miss his braking at the end of the long back straight and smack into his team-mate. That sent Gonzalez to the pits with broken steering.

The car Heinemeier Hansson shared with Brundle and Oliver Pla still looked good for second until a right-rear wishbone broke in the fifth hour. The impact with Gonzalez had been on the left, so there was no firm evidence that it was a result of the earlier collision.

OAK's internal issues allowed the AF Corse-run Pecom ORECA to come through to second in the hands of Pierre Kaffer, Luis Perez Companc and Nicolas Minassian. The Michelin-shod car wasn't quite on the pace of either the G-Drive car or the two OAK Morgans and wasn't able to start double-stinting like its rivals on Dunlops. Worse still, a collision with James Rossiter's Lotus-Praga at the first corner bent the car's steering and, explained Kaffer, "made the car tricky in left turns".

Lotus claimed a first podium with its T128 with Jan Charouz, Dominik Kraihamer and Thomas Holzer. There was an element of good fortune to the result and the car wasn't actually as competitive as it had been at Interlagos, but it was a decent reward for a big effort from the team.

The monocoque of the #32 car had been seriously damaged when Kraihamer had his coming-together with the Toyota in Brazil. Major repairs were needed and the car had to be stripped and the tub sent to a composite specialist near Indianapolis between races. ▶



Senna and Makowiecki won easily

GTE

Senna & Makowiecki dominate

FREDERIC MAKOWIECKI AND BRUNO SENNA

notched up a first GTE Pro victory together at Austin for Aston Martin Racing, and it was a dominant one at that. Their Vantage GTE was more or less in control of the race throughout.

Makowiecki edged away from his class rivals, led by the fast-starting AF Corse Ferrari 458 Italia of Toni Vilander, from pole and the car only dropped out of the lead when Senna took over, courtesy of the other AF Pro entry driven by Gianmaria Bruni double-stinting its tyres from the get-go. Once the #99 Aston settled into that routine, Senna and Makowiecki always looked set for victory.

The only hiccup came at the end of Senna's double-stint when a delaminating front tyre forced him off the track and into the pits early. Those laps made the race look closer than it was.

Bruni and Giancarlo Fisichella ended up only 15 seconds back from the Aston when the chequered flag fell courtesy of a late splash-and-dash fuel stop for Makowiecki, which reduced his advantage from just under a minute.

The Aston would have completed the race on just four fuel stops but for this problem, which meant nobody else had a look-in. The Vantage was probably a smidgen faster than the Ferrari and had a massive fuel advantage thanks to an extra 10 litres of capacity resulting from various Balance-of-Performance adjustments down the years.

"We can't race them," said Bruni. "They are probably three or four tenths faster than us and they have more fuel."

Bruni and Fisichella owed their second position to tyre strategy. They qualified on the hard Michelin tyre, which left them seventh and last in class. Double-stinting straight away not only put Bruni into the lead after the first round of stops, but also meant he jumped back ahead of the sister

AF car of Kamui Kobayashi at the final stops.

There wasn't much to choose between the two AF cars in Texas and, on fresh rubber, Kobayashi was able to close down his team-mate. But with Bruni in front and heading for the lead of the championship, the Japanese driver didn't make a move on his team-mate. Team boss Amato Ferrari insisted there were no team orders, only that his drivers "took no risks".

Bruni and Fisichella moved to the top of the points table, while erstwhile leaders Darren Turner and Stefan Mucke, who were joined for Austin by Corvette Racing driver Oliver Gavin (see right) failed to score. The #97 Aston qualified poorly and was then afflicted by oversteer in the race. The trio would probably have finished fourth had not Turner clouted one of the orange pyramid kerbs dotted around the Circuit of the Americas.

Porsche was not really in the game at Austin, or rather any remote hopes it had of a decent result disappeared as its rivals started double-stinting. The 911 RSR wasn't off the pace, witness second on the grid for Patrick Pilet and Jorg Bergmeister, but it couldn't manage a double on a set of Michelins in the Texas heat.

Marc Lieb and Richard Lietz ended up fourth and on the lead lap, while a refuelling fire when the return valve on the tank failed on the sister car resulted in Bergmeister and Pilet finishing four laps down in fifth.

AMR driver Jamie Campbell-Walter snatched victory in the GTE Am class away for the sister 'Danish' car with 13 minutes to go when he found a way past Kristian Poulsen. Campbell-Walter and co-driver Stuart Hall looked out of it early on, but picked up pace as the track rubbered in and just had enough to pip Poulsen, Nicki Thiim and Christoffer Nygaard.



Aston won GTE Am too with #96 car

IN THE PADDOCK

Gary Watkins



NEXT YEAR'S WORLD ENDURANCE

Championship has a familiar look. And quite right too.

Series boss Gerard Neveu prefaced the announcement of the calendar last Friday in Austin with the words, "the surprise is that there are no surprises". This year's eight venues have all retained their places on the schedule, and more or less on the same weekends as in 2013. Neveu says he wants stability to try to build real events that attract real crowds.

He's spot on. When I think back to the early 1980s when, as a lad, I first took a big interest in world sportscar racing, the calendar didn't chop and change. The key events were always at the same time of year: Monza was in April, Silverstone and the Nurburgring were in May, Spa was in September and Fuji was in October. The Le Mans 24 Hours takes place more or less on the same weekend each year (rioting students permitting), so why change the dates of other events?

Decent crowds resulted and the WEC deserves the same. There wasn't one at Austin last weekend, but the hope is that when we return next year on September 21, those who missed such an exciting race this year will be sitting in the grandstands.

WEC wants to create 'real events'



BIG NUMBER

100

Victory at Austin completed a century of outright prototype victories for Audi. The 12th win for the R18 follows three for the R15, 22 for the R10 and 63 for the R8, which started the sequence back at the Sebring 12 Hours in 2000.

AMR angry over damage ruling

ASTON MARTIN RACING HIT OUT AT THE refusal of the race officials to allow its championship-leading #97 Vantage GTE to return to the track after undergoing suspension repairs in the pits.

The car sustained significant damage to its right-front corner when Darren Turner ran over one of the controversial concrete pyramid kerbs at Austin. AMR effected repairs in order to get the car out on track to complete the 12 laps it needed to reach 70 per cent distance in order to score points, but the team was refused permission to continue by the race director on the advice of the series technical staff.

AMR boss John Gaw railed against the decision. "This is unbelievable," he said. "This is the end of the spirit of Le Mans, which is all about getting cars fixed and getting them back out there."

FIA technical delegate Denis Chevrier responded that there was a lack of confidence in the repairs.

"We had to say that we don't consider what we have seen to be suitable for racing," he explained. "It was a pure safety decision and one we can take because we

are the people who are ultimately responsible."

Gaw had his own answer for that.

"My chief engineer, who designs and builds the car, said he was confident in the repair, so how can someone else decide that it's not good enough? That is completely ridiculous."

The exact nature of the problem wasn't revealed by AMR, Gaw only saying that "one component had been replaced and another had been repaired".

The situation was further confused by the officials' insistence that the car had been retired, whereas AMR claimed there had been confusion over which car it was withdrawing. The #98 was also in the pits with a similar problem at the same time.

It even lapsed into pantomime when, as if to somehow prove the validity of the repair, two burly mechanics bounced up and down on the car's front.

Turner and Stefan Mucke, who shared with Oliver Gavin at the weekend, only lost half a point, but this could prove crucial come the Sakhir series finale in November.



Aston off the track...
Then controversy started

Gavin appears in Aston one-off

OLIVER GAVIN WEARING ASTON MARTIN overalls made everybody double-take at Austin. It wasn't just that the Briton looked out of place in something other than Corvette Racing gear, more that he was to be seen in the colours of Chevrolet's fiercest rival down the seasons.

That rivalry remains one of the friendliest in sportscar racing, which is why Aston Martin Racing turned to a driver who was already racing on the US bill with his regular employer when it was looking for an extra pair of Nomex-clad hands. And it's why Corvette Racing was happy to oblige and allow its multiple champion to double up alongside his American Le Mans Series duties.

AMR approached Gavin at the Goodwood Revival the previous weekend as a potential replacement for Stefan Mucke alongside Darren Turner in the championship-leading Vantage GTE. Mucke, who had broken two ribs in an accident in the Barcelona 24 Hours at the start of September, was subsequently signed off to race at the start of last week, but it quickly became clear that he wasn't going to be able to take a full part in proceedings.

Gavin would not be drawn on comparisons between the Aston and his regular Corvette. It's likely the Pratt & Miller-run Chevy squad has already downloaded him.



Gavin in some unfamiliar attire



Malucelli returned to 8Star Ferrari

MALUCELLI BACK AT 8STAR

Matteo Malucelli was a late nomination for the vacant seat in the 8Star Motorsports Ferrari 458 Italia (above) alongside Enzo Potolicchio and Rui Aguas. That meant the Italian, who was part of the winning line-up in the car at Spa in May, doubled-up on his American Le Mans Series commitments with the Risi Competizione Ferrari squad in Texas.

AMR TO DOWNSIZE ENTRY

Aston Martin Racing will reduce its WEC entry to four cars over the remaining three rounds of the season when it leaves one of its Vantage GTEs in the US for testing ahead of its Daytona 24 Hours assault next January. A resultant "big reshuffle of the driver line-up" has been predicted by AMR team principal John Gaw.

GOETHE MISSES AUSTIN TRIP

Rold Goethe missed his second race in a row with Aston Martin Racing for the same reasons. The German, who was due to share with Stuart Hall and Jamie Campbell-Walter, undertook a day of driver training at Snetterton the Monday before the race and another on Darren Turner's Base Performance simulator on Tuesday, before being called to Nigeria later that evening.

AF CORSE'S REBUILD RACE

AF Corse's #71 Ferrari 458 Italia was returned to Italy after being seriously damaged by fire in the Interlagos WEC round earlier this month. The car was built up around a new chassis for Austin and driven by Kamui Kobayashi and Toni Vilander.

IMSA LINE-UP DEPLETED

French gentleman racer Christophe Bourret missed the Austin WEC event for business reasons. He was not replaced alongside team boss Raymond Narac and Jean-Karl Vernay in the Imsa Performance Porsche 911 GT3-RSR (below).



40,000 Buyers • 1,100 Exhibitors • Over 72 Countries Represented

PRI 2013 Indianapolis

December 12-14, 2013 • Indiana USA

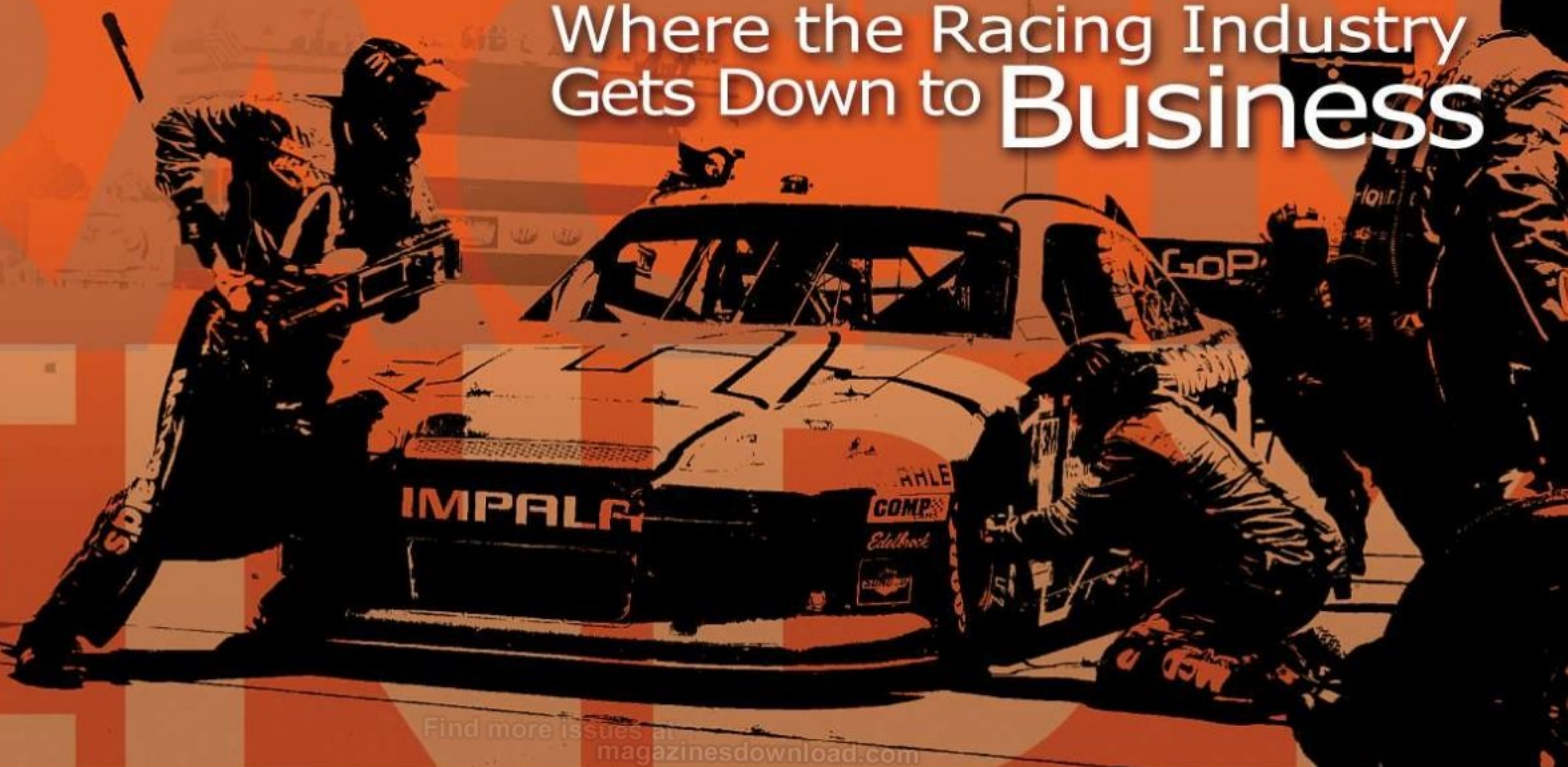
www.performanceracing.com

**Performance
Racing Industry**

TRADE SHOW



Where the Racing Industry
Gets Down to **Business**



Find more issues at
magazinesdownload.com



On his 500th start, Matt Kenseth was in smokin' form

NASCAR SPRINT CUP NEW HAMPSHIRE (USA), SEPTEMBER 22 RD 28/36

Kenseth: man for all seasons

SUMMER OFFICIALLY GAVE WAY TO autumn during the NASCAR Cup race at New Hampshire Motor Speedway, but regardless of the season Matt Kenseth remains unbeaten in this year's Chase.

For the second weekend in a row Kenseth led home Joe Gibbs Racing team-mate Kyle Busch for a Toyota one-two, and with Jimmie Johnson bringing his consistent Hendrick Motorsports Chevrolet home fourth, the Chase already appears to be a three-horse race.

With overtaking about as hard as it gets on an oval around this shallow-banked one-miler, track position was king, and in the early stages Kenseth struggled to make his way to the front of the field.

With poleman Ryan Newman struggling with the balance of his Stewart-Haas Chevy, Kasey Kahne soon hit the front in his Hendrick SS. It wouldn't be the only thing he hit

— late in the race he lit up the rear wheels soon after a restart and spun into the infield wall. In a race of unusually few retirements, his 37th-placed finish was a hammer-blow to his Chase hopes.

During the middle part of the race, Martin Truex Jr was the dominant force. The man who lost his place in the Chase and title sponsor NAPA after Michael Waltrip Racing's Richmond shenanigans was giving any potential suitor a timely reminder of his ability.

He continued to run strongly until getting stuck in the wrong lane at a restart and finished 10th.

Jeff Gordon ran well in his Hendrick Chevy, and was a potential victor. But at his final stop he locked up and slid out of his pit box. With the car having to be pushed back before the team could work on it, he dropped to the back of the pack and finished 15th.

Clint Bowyer's Waltrip crew gambled on not changing tyres during one of the seven caution periods to get his Toyota into the lead. While he couldn't stop Kenseth and Busch from charging by, he was running comfortably inside the top five when he pitted for the last time. Unfortunately, this was the lap before David Gilliland's Front Row Motorsports Ford blew its motor, bringing out the yellows. Bowyer came home 17th.

All of this left the Gibbs team-mates out front, Kenseth quickest in clean air but cautious in traffic, Busch taking no prisoners among the backmarkers but never close enough to pass.

Roush Fenway Ford driver Greg Biffle pulled the move of the race to pass Johnson and Dale Earnhardt Jr in one move to take third, while Jamie McMurray recovered from being put in the wall by IndyCar-bound Earnhardt Ganassi team-mate Juan Pablo Montoya to pip Earnhardt for fifth late on with a well-judged move.

● Connell Sanders Jr

RESULTS

1 Matt Kenseth (Toyota Camry), 300 laps in 2h57m02s; **2 Kyle Busch (Toyota)**, +0.533s; **3 Greg Biffle (Ford Fusion)**; **4 Jimmie Johnson (Chevrolet SS)**; **5 Jamie McMurray (Chevy)**; **6 Dale Earnhardt Jr (Chevy)**; **7 Brian Vickers (Toyota)**; **8 Jeff Burton (Chevy)**; **9 Carl Edwards (Ford)**; **10 Martin Truex Jr (Toyota)**. **Points**
1 Kenseth, 2111; 2 Kyle Busch, 2097; 3 Johnson, 2093; 4 Carl Edwards, 2075; 5 Biffle, 2073; 6 Kevin Harvick, 2072; 7 Kurt Busch, 2071; 8 Jeff Gordon, 2069; 9 Ryan Newman, 2064; 10 Clint Bowyer, 2063; 11 Earnhardt, 2049; 12 Joey Logano, 2042; 13 Kasey Kahne, 2040.



Kahne heads for the wall



NASCAR NATIONWIDE

Teenager Ryan Blaney (above) took his first series win in the Penske Ford usually driven by Brad Keselowski at Kentucky Speedway. He narrowly avoided a collision with points-leading team-mate Sam Hornish Jr at the final restart with 15 laps left. Austin Dillon was second in his Childress Chevrolet to slash Hornish's series lead to 15 points.

AUSTRALIAN F3

John Magro won twice at Phillip Island to take the title battle to BRM team-mate Tim Macrow down to the Sandown finale. Macrow won the middle race from Magro, with Jack LeBrocq taking two thirds on his return to the series.

SUPER TC2000

Agustin Canapino took his and Chevrolet's second win of the year at General Roca, stalked all the way by Nestor Girolami's Peugeot. Mariano Werner (Toyota) was third, while points-leading team-mate Matias Rossi started last after a qualifying spin and climbed to 10th.

STCC

Champion Thed Bjork ended the Scandinavian Touring Car season with a win at Mantorp Park, after taking fourth in race one. Polestar Volvo team-mate Linus Ohlsson won the opener from Fredrik Eklund, while fifth and ninth gave BMW man Richard Goransson second in the points.

CARRERA CUP ASIA

Earl Bamber took victory in the Singapore Grand Prix support race at Marina Bay, heading Craig Baird in a New Zealand one-two. Martin Ragginger was third.

ITALIAN FABARTH

Alessio Rovera became champion with a win at Misano. His Cram Motorsport team-mate Giorgio Roda and GSK Motorsport's Simone Iaquinta were the other race winners over the weekend.

ASIAN LE MANS SERIES

British drivers James Winslow and Richard Bradley — the latter on his LMP debut — maintained KCMG's 100 per cent series record at Fuji in the Morgan-Nissan LMP2 they shared with Kazuhiro Koizumi (below). Ex-Formula 1 midfielder Shinji Nakano (GTE) and Irishman Richard Lyons (GTC) were among the class winners.



AMERICAN LE MANS SERIES AUSTIN (USA), SEPTEMBER 21 RD 8/10

Garcia stars to put Corvette in front

ANTONIO GARCIA DROVE A NEAR-perfect race at Austin to give Corvette Racing its fifth American Le Mans Series GT victory of the season and take the class lead in the championship together with co-driver Jan Magnussen.

The Spaniard fought a classic rear-guard action over the final half hour to fend off the advances of Dirk Muller in the Rahal Letterman Lanigan-run factory BMW Z4 shared with John Edwards and then, right at the death, a second assault from the works SRT Viper GTS-R in the hands of Jonathan Bomarito.

Garcia, who took over the #3 Corvette early, snatched the advantage from the Viper, which had led much of the first stint in Bomarito's hands, on Kuno Wittmer's out-lap. The yellow machine emerged from the second round of stops with little more than two seconds in hand over Muller.

The German car was on the tail of the Corvette with 30 minutes to run, but the Chevy driver used the traffic to his advantage to somehow stay

ahead. This battle allowed Bomarito to close down a deficit that stood at as much as 21s after an unimpressive middle stint by Wittmer.

The Viper, or more precisely the Bomarito/Wittmer example, was the fastest GT car around the Austin circuit, but Bomarito was unable to make that advantage count after surprising Muller with two laps to go.

Corvette Racing programme manager Doug Fehan explained that three things had won the race for Garcia and Magnussen.

"We didn't have the fastest car; I would even say that we had the slowest," he said. "The first thing that won it for us was an impressive drive from Antonio that include some of the most masterful execution of traffic situations I have ever seen."

The other two, he said, were "flawless stops" and the strategy of bringing in Magnussen early, which effectively gave Garcia the lead.

The overall race went to recently-crowned LMP1 champions Lucas Luhr and Klaus Graf, who won as they pleased in the Pickett Racing



Garcia held off
line of rivals

BOYD/LAT

HPD. They ended up two laps ahead of the Dyson Racing Lola-Mazda B12/60 shared by Chris McMurry, who led the first 100 or so yards, and Tony Burgess, and a further lap ahead of Scott Tucker and Ryan Briscoe in the best of the LMP2-class Level 5 HPD ARX-03c cars.

● Gary Watkins

RESULTS

1 Klaus Graf/Lucas Luhr (HPD ARX-03c), 83 laps in 2h45m05.710s, 2 Chris McMurry/Tony

Burgess (Lola-Mazda B12/60), -2 laps; 3 Ryan Briscoe/Scott Tucker (HPD ARX-03b); 4 Marino Franchitti/Guy Cosmo/Tucker (HPD ARX-03b); 5 Ed Brown/Johannes van Overbeek (HPD ARX-03b); 6 Scott Sharp/Anthony Lazzaro (HPD ARX-03b). **GT** 1 Antonio Garcia/Jan Magnussen (Chevrolet Corvette C6.R); 2 Jonathan Bomarito/Kuno Wittmer (SRT Viper GTS-R); 3 Dirk Muller/John Edwards (BMW Z4 GTE).

Points 1 Graf/Luhr, 162; 2 Neel Jani/Nick Heidfeld, 58; 3 McMurry/Burgess, 48. **GT** 1 Garcia/Magnussen, 112; 2 Muller, 99; 3 Oliver Gavin/Tommy Milner, 94.

EUROPEAN RALLYCROSS CHAMPIONSHIP ESTERING (D), SEPTEMBER 21-22 RD 9/9

Timerzyanov takes title as Hvaal wins

TIMUR TIMERZYANOV ENTERED the final round of the European Rallycross Championship at Estering needing only a steady run through the heats to secure the title.

The Russian did just that, sealing a second successive ERX crown for himself and the Hansen Motorsport Citroen team by the end of last Saturday's opening day in Germany while his chief title rivals, Davy Jeanney and Timmy Hansen, faltered.

The pressure off, Timerzyanov breezed into the final and lined up on the front row alongside top qualifier Petter Solberg. The 2003 World Rally champion, however, became caught up in the first-corner concertina as his DS3 was fired into the barriers, the Norwegian ending his comeback year in rallycross without a victory.

Timerzyanov led the final until it was red-flagged on lap four with Stig-Olof Walfridson's Renault on fire and stuck in the joker section.

ERX rules state that when results are declared short of full-distance, drivers who have not taken their joker lap are penalised. Timerzyanov was the only one not to have been through the section, which relegated him to fourth.

Hansen's team-mate Alexander



Hvaal lurks behind Bakkerud,
who battles Timerzyanov (left)

Hvaal inherited the victory with LD Citroen pair Andreas Bakkerud and Liam Doran second and third.

Jeanney's weekend began badly as he missed the joker in his first heat, the Frenchman missing out on a final spot with fourth in his semi. Hansen, meanwhile, rolled out of his semi following contact with Anton

Marklund's Volkswagen.

Rallycross legend Per Eklund made a one-off return in a Saab, but did not progress from the heats.

Super1600 champion Reinis Nitiss took his sixth win of 2013, while Robin Larsson snared TouringCar honours.

● Hal Ridge

RESULTS

1 Alexander Hvaal (Citroen DS3), 4 laps in 2m37.143s; 2 Andreas Bakkerud (Citroen), +0.151s; 3 Liam Doran (Citroen); 4 Timur Timerzyanov (Citroen); 5 Stig-Olov Walfridson (Renault Clio); 6 Petter Solberg (Citroen). **Points** 1 Timerzyanov, 185; 2 Davy Jeanney, 156; 3 Timmy Hansen, 145; 4 Bakkerud, 133; 5 Doran, 121; 6 Hvaal, 116.

KX BTCC RACE GUIDE

28-29 September Silverstone

“ROCKINGHAM WAS HELD in mixed weather, but there were several rays of sunshine for the members of the KX Academy.

The KX crew - all the Academy drivers and myself - made it a very happy Saturday afternoon. Myself and Sam Tordoff managed to qualify first and second in the BTCC, while Stefan Hodgetts and Ant Whorton-Eales got their first one-two in the Renault Clio Cup race. Dan Lloyd bagged a brace of pole positions in the Porsche Cup to dominate

the field. To cap that, Tom Ingram and Rob Boston formed the front row for the Ginetta GT Supercup race. Perfect!

Tom Ingram won twice, Stef Hodgetts once and Dan Lloyd kept up the pressure with a second place in the second Porsche race as he strives for third in the points. But I was particularly delighted with the performance of Ant Whorton-Eales. He drove mightily on Saturday to scorch from 12th on the grid to second behind Hodgetts and then went one better when he broke his victory duck on

Sunday. He was under serious pressure too, and he showed a cool head to land the big prize. Ant's performance should be a major turning point for him and shows that all the lessons he has learned from being part of the KX Academy are paying off.

If you want to be in a position to benefit from the scheme, then turn overleaf to apply for the 2014 initiative. Given the way all of the Academy members performed at Rockingham, it should be an obvious step to take...” JASON PLATO



“The lessons learned from the KX Academy are paying off”



 @KXENERGY

 @KXAKADEMY

 KX ENERGY

www.kx-energy.com

BTCC with MG KX Momentum Racing



"It will be all about tenths of a second at Silverstone so the qualifying session will be all important."

Sam Tordoff



SAM TORDOFF

The weather did its best to scupper the British Touring Car Championship field at Rockingham, and Tordoff was one of those to suffer amid the mixed weather.

Things started promisingly with

a front row starting slot, but the 24-year-old was struck by an engine problem in the opening race. He bounced back with a fifth and a sixth place finish, but he was ultimately frustrated.

"It was a hard weekend because we looked set to bank loads of

points, but things just went against us," said Sam. "We worked through lots of problems and finally got there, but it was disappointing."

The next stop on the touring car schedule is the Silverstone National circuit, which is one of the shortest tracks on the calendar. It is one

where Tordoff says qualifying will be crucial.

"With such a short lap, it will all be about tenths of a second and lining up near the front of the grid is vital. If you get stuck in the mid-pack, the leaders would be gone. We are really going to need to focus."

Renault Clio Cup with KX Racing with SV



STEFAN HODGETTS

By winning the opening race at Rockingham, Stefan Hodgetts became the joint most successful driver in this season's Renault Clio Cup UK. His fourth win was majestic on the opening day of the meeting, but his weekend ended in disappointment.

He was battling towards the front in race two when the front tyre on his Clio punctured and he was forced to pit. He rejoined the track but was way behind and could only land a 17th place finish.

"It was bitter-sweet really," said 31-year-old Hodgetts. "We had the pace over everyone all weekend and really I wanted two wins. The first race went perfectly for me and then we had the disappointment in race two. There is nothing you can do in those circumstances because that is the way racing is, but it was a missed opportunity."

Hodgetts is frustrated that the series will now take a break until the finale at Brands Hatch on October 13. He explained: "As racing drivers, we want to be out in the car every day - it seems like it is an age away!"



ANT WHORTON-EALES

It was almost the perfect weekend for Ant Whorton-Eales at Rockingham. He followed teammate Stefan Hodgetts over the line for second place in the opening race and then went one better on Sunday. He broke his victory duck.

"It was an amazing feeling," said the 18-year-old. "We had been fast from the outset on Friday in testing so I was pretty confident of being

near the front. Then the track was drying in qualifying and that scuppered us. I switched to slicks a bit too late and that meant I lined up in 12th for both races."

That wasn't a problem for Ant, who made a blistering start to race one to leap up the order to second position at the flag. Another barnstorming start in race two went even better and he grabbed the lead.

"I had discussed my tactics at the start with team boss Danny Buxton,

and we came up with a few tricks," said Ant. "It worked beautifully. I had pressure later on in the race with Josh Files breathing down my neck. I kept it all together and was thrilled to win."

Whorton-Eales said that he hoped the momentum gained with the win will carry on until Brands Hatch in the middle of October. Whorton-Eales said: "I love the track and the speeds are really high. We can build on things now and victory is my only target."



"My tactics worked out beautifully and I held off the pressure."

Ant Whorton-Eales



Porsche Carrera Cup with Team Parker Racing



DAN LLOYD

Dan Lloyd landed a personal milestone at Rockingham when he bagged a brace of pole positions for the first time in his Porsche Carrera Cup career.

The 21-year-old was thwarted in the opening race of the weekend when the front aerodynamic splitter fell off his car, which meant he was battling understeer and he was powerless to reel in the leader. When rain started to fall - with all of the runners on dry weather slick

tyres - things got extremely difficult for Lloyd and he ended his race after he ran wide at the Gracelands corner. "There was just no grip from the front of the car," explained Lloyd. "I was disappointed, but there really was nothing I could do."

In race two, he was determined to make amends. He was overtaken on the first lap but stayed in the wheeltracks of leader Rory Butcher throughout. The pair fought an intense duel but Lloyd could not find a way ahead. "It was a great race, I really enjoyed it," said Lloyd. "Try as

I might, I just couldn't get through. Still, second place was a good strong result and we showed we had pace.

"I was pleased with the way qualifying had gone and it was really encouraging to get back on

to the podium," said Lloyd. "I am in the middle of a really tight fight for third in the championship points right now and that has to be my aim. I will be giving it everything for the rest of the season."



"I was really encouraged to get back on to the podium." Dan Lloyd

Ginetta GT Supercup with JHR



TOM INGRAM

There are many different ways to win a motor racing championship. One of them is to sit back, collect the points and take the path of least resistance. The other is to go flat out and bank win after win. The latter is Tom Ingram's chosen philosophy.

He racked up two more victories at Rockingham to put himself on the brink of the Ginetta GT title. But the 20-year-old isn't thinking about the title glory just yet.

"There are many, many things that can go wrong and nothing is done until it is done," explained Tom. "If you start backing off and going for points, that is when things can go awry. I have just got my head down and I am going to keep on doing the things I have been doing all season."

"I said before Rockingham that wins were my target, and I am delighted I pulled it off. I have to go for more wins at Silverstone to keep that up. Plus, the championship pays £10 per point scored, so I am not backing off now..."

The Silverstone National track, the next on the schedule, could be the

place where Ingram is crowned. Tom said: "It is all action there - which is maybe not what I want!"

"I haven't gone well at Silverstone in the past, but that was down to set-up. We have learned lessons from that and I hope I'll be right at the front again."



ROB BOSTON

Rockingham marked a watershed for Rob Boston in the Ginetta GT Supercup. He was one of the fastest drivers throughout the weekend and came within touching distance of landing a breakthrough win.

He lined up on the front row

alongside fellow KX Academy racer Tom Ingram, but he knew it would be an uphill struggle. "The clutch went early on and that caused me all kinds of difficulties," explained Boston. "It made life difficult on downchanges and under braking, and that meant Tom was able to creep away from me. I was pleased to make it to the end."

The team replaced the entire clutch system between races and Boston was confident of taking the fight to Ingram in race two. Despite running in a strong second place early on, he was taken off the track by rival Carl Breeze. Boston regained the circuit and battled on,

despite more contact.

"My car was battered at the end of it. The slippery track meant cars were sliding around everywhere. I was pleased to see the flag - and even more pleased that I managed to out-drag Breeze on the run to the line and grab fifth place. That was some justice!"

Boston says that he aims to continue his improved form at Silverstone this weekend. "It is a track I like, where you have to be really precise," he explained. "I was matching Tom for pace at Rockingham, and there are some really encouraging signs. We need to keep the momentum up."



"I am not going to back off now. All I want is race victories." Tom Ingram



KX AKADEMY 2014 APPLICATIONS NOW OPEN
FOR MORE INFO VISIT WWW.KX-ENERGY.COM

OR APPLY ONLINE AT
WWW.KX-ENERGY.COM/MOTORSPORTS/KX-AKADEMY
CLOSING DATE ▶ OCTOBER 14TH 2014

28-29 September **Silverstone**



“As a very proud director of the British Racing Drivers' Club, which owns Silverstone, I have always regarded it as something of a home track for me. I have had some great successes here and it is always special to win at the Home

of British Motorsport. The lap is very short and that is good for the fans, who get to see the cars often.

There are a few areas of the track that are crucial for a good lap time, such as the exit of Becketts and the exit of Luffield. Because the

lap is short, the field tends to stay very close and bunched up, which creates some good action and the amphitheatre of the Brooklands and Luffield complex can create a really good atmosphere for fans. Enjoy the racing.”

5 WOODCOTE ▷ 3RD GEAR ▷ 100MPH

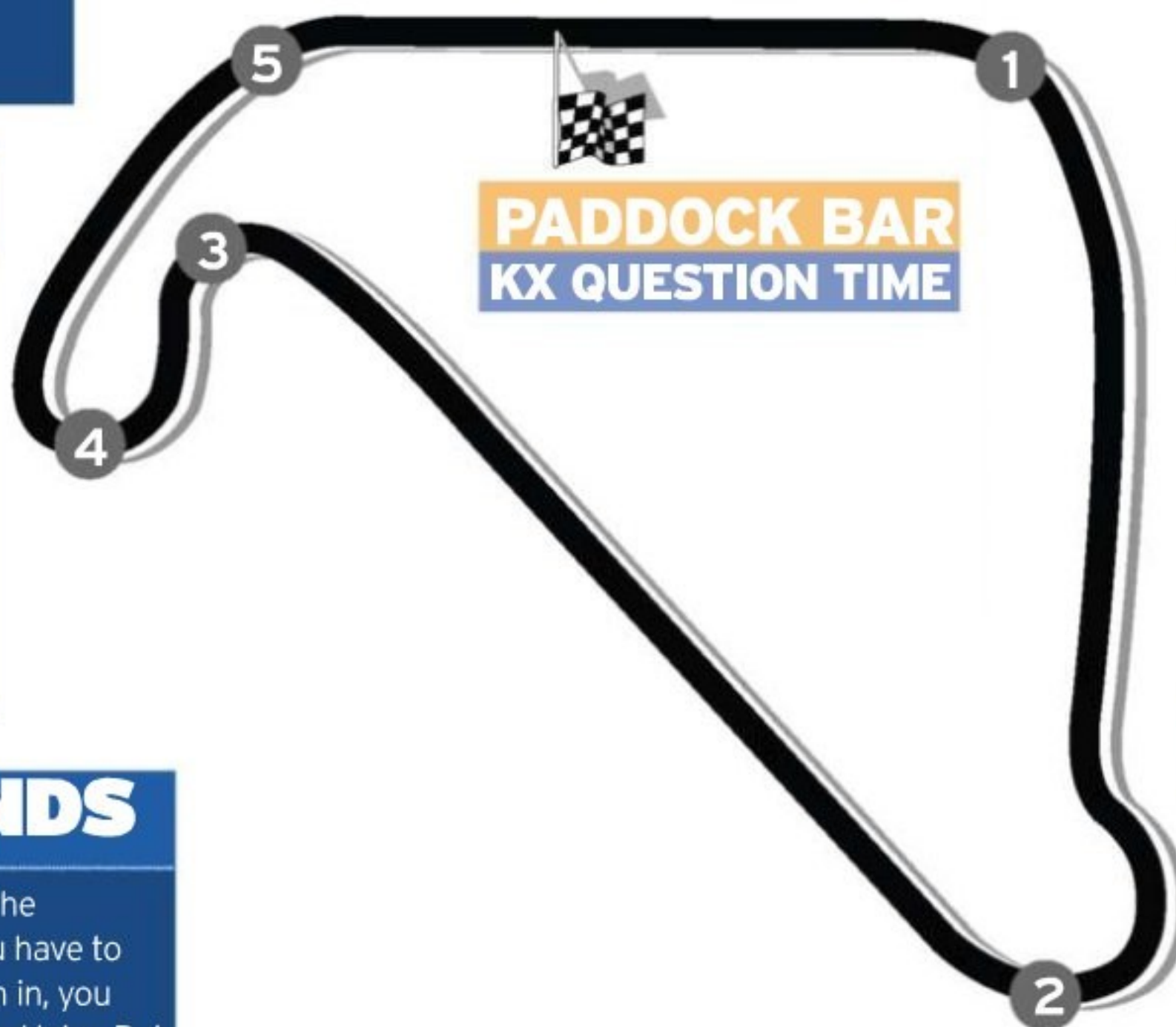
This is flat out in a touring car, but it is still a very definite corner. If you are slightly off line as you go through here, then it can tee up someone to have a lunge into Copse. You need to be precise.

4 LUFFIELD ▷ 3RD GEAR ▷ 55MPH

You have to be so patient at this 180-degree corner. It is the scene of a lot of action, and I have a particular knack to getting the most from this corner, a certain groove that I use, but I am not going to tell you what it is! It kills the front tyres, and the exit is absolutely vital to get the speed on to the straight.

3 BROOKLANDS ▷ 3RD GEAR ▷ 85MPH

This is a hugely frustrating corner. The braking area is quite rippled and you have to concentrate, but as soon as you turn in, you always feel like you could have braked later. But when you try that, you run wide. It is one of those corners that you are never satisfied with because you never feel like you have totally nailed it, but it can catch you out.



1 COPSE ▷ 5TH GEAR ▷ 100MPH

It is slightly blind on the way in, but the corner has such a huge amount of run off, it is tempting to use it. There are rules about limits, but some drivers don't adhere to them. You can go through here at 99.99 per cent and obey the rules, but someone who goes just a few yards wider and over the white line will gain a few tenths. This corner is always a problem for officials.

2 BECKETTS ▷ 3RD GEAR ▷ 60MPH

The hardest part about Becketts is the braking area, just as you come through the left-handed kink at Maggots. You try to be straight when you brake, but you can't always manage it. There is one fastest line through the corner to keep the minimum speed as high as possible and you wash out to the exit kerb to get a good run down the Wellington Straight.

ROUND 9 ▶ SATURDAY SEPTEMBER 28 Paddock Bar, Silverstone from 1830 hosted by Alan Hyde



Live interviews, questions and debate at every round of the 2013 British Touring Car Championship.
FREE entry to race fans (limited capacity).

Join us to hear the stories behind the headlines - what really happens behind the scenes from the people who make the decisions. And you can ask the questions.

If you're coming to Silverstone on Saturday September 28, join us for **KX QUESTION TIME** hosted by Alan Hyde at the **Paddock Bar** - you ask the questions and you could go home with a great prize. Guests include **Jason Plato** and a host of other BTCC figures ■



ON TELEVISION ▶

LIVE ▶ 11.15hrs-18.00hrs on ITV4 and ITV4 HD

HIGHLIGHTS ▶ See listings for details.

King sealed title
in race two

BRITISH FORMULA 3 INTERNATIONAL SERIES NURBURGRING (D), SEPTEMBER 21-22, RD 4/4

King of the Nurburgring's castle

JUST AS IT WAS IN 2012, THE BRITISH Formula 3 title was decided on a circuit very near to a castle in favour of an Englishman who was the most consistently classy performer of the season, and driving a Carlin-run car.

All you have to do is substitute Castle Donington with Nurburg, and Jack Harvey with Jordan King.

But whereas last year's chase went down to a final-race thriller, King had 2013 honours decided in his favour with a race to spare after main rival Will Buller's hopes went up in smoke – literally.

On pace, King and Buller dominated at the Nurburgring, the Northern Irishman's slight disappointment in missing out on both poles tinged with relief that at last his qualifying woes were sorted during a test at Anglesey.

After starting his BF3 campaign in Fortec Motorsport's ex-van Asseldonk/Tincknell/Suranovich/Jones car, he'd switched to the team's ex-Lynn/Hill machine for last time out at Brands, but had problems with brakes in qualifying and with the clutch at race starts.

But now Buller had an even bigger problem before the race start: his engine backfired and burned the air filter, which set it on fire. As he alighted, the car was wheeled to the pits and the start delayed. There then followed three laps of agonising to-ing and fro-ing before Buller could join the race.

Fortec could have got Buller

started from the pitlane at the race start – that would have been a tantalising prospect – and even King's team boss Trevor Carlin was disappointed that this hadn't happened. But all the procedures had to be followed correctly (we were in Germany after all!) and the car quickly checked for safety by the series' technical delegate.

All Buller could do now was to try to nab the fastest-lap point from King, who was pulling ever further away from third title contender Antonio Giovinazzi out front. He succeeded momentarily, but Carlin engineer Mark Owen was advising King via radio and he responded.

Buller's last-place finish consigned him to a back-of-the-grid start for race two, but he charged up the order, passing the cautious King on the opening lap. Then, while he was chasing Tatiana Calderon – having her best weekend yet in F3 – for third, he lost it at the Veodol chicane with three laps left, bottomed out on a kerb and got launched into the wall.

Fifth place for King – “If I was Will having to catch the gap up, I'd have gone for some of the moves, but I couldn't take the risk” – sealed things in his favour.

Giovinazzi had bad oversteer in the opening race on his way to second, and the Double R Racing man had to use the same tyres in race two, in which he was sixth, to save his better rubber for the finale.

With the pressure off, King put in

what he reckoned was his best F3 drive yet to take a superb win, as Buller hovered in his mirrors around a second behind. It was a great demonstration from the series' best two drivers, but fastest lap for King denied Buller the chance to pip third-placed Giovinazzi to the series runner-up spot by just one point.

Amid Fortec's gloom over Buller, there was satisfaction for the team over the weekend's most exciting race. Felipe Guimaraes put in a cracking drive in the reversed-grid thrash from sixth on the grid, hunting down Spike Goddard and lunging the Australian into the final corner of the last lap. Goddard's T-Sport team found a flat left-rear tyre when he arrived in parc ferme after the finish...

● Marcus Simmons

RESULTS

Race 1 1 Jordan King (Carlin Dallara-Volkswagen F312), 15 laps in 27m49.696s; 2 Antonio Giovinazzi (Double R Racing Dallara-Mercedes-Benz F312), +10.383s; 3 Felipe Guimaraes (Fortec Motorsport DMB F312); 4 Jann Mardenborough (Carlin DV F312); 5 Nicholas Latifi (Carlin DV F312); 6 Tatiana Calderon (Double R DMB F312). **National Class** Sun Zheng (CF Racing Dallara-Mugen Honda F311). **Fastest lap** King, 1m50.674s, 103.83mph. **Race 2** 1 Guimaraes, 16 laps in 30m02.871s; 2 Spike Goddard (T-Sport Dallara-Nissan F312), +0.227s; 3 Calderon; 4 Latifi; 5 King; 6 Giovinazzi. **NC** Chris Vlok (Team West-Tec Dallara-Toyota F312). **FL** Guimaraes, 1m51.738s, 102.84mph. **Race 3** 1 King, 17 laps in 31m23.299s; 2 Will Buller (Fortec DMB F312), +1.398s; 3 Giovinazzi; 4 Latifi; 5 Alfonso Celis (Fortec DMB F312); 6 Mardenborough. **NC** Zheng. **FL** King, 1m50.273s, 104.21mph. **Points** 1 King, 176; 2 Giovinazzi, 135; 3 Buller, 134; 4 Guimaraes, 109; 5 Latifi, 97; 6



Blancpain Nurburgring (D)

September 22



Round 5/5

RESULTS

178 LAPS, 568.17 MILES

1	M GOTZ (D)/B SCHNEIDER (D)/M BUHK (D)	6h00m46.354s
	Pro HTP Motorsport Mercedes SLS AMG GT3 (Q1-1m54.852s)	
2	Y BUURMAN (NL)/B LEINDERS (B)/M MARTIN (B)	+18.298s
	Pro Marc VDS Racing Team BMW Z4 GT3 (Q6-1m55.580s)	
3	A LECLERC (F)/M PARISY (F)/A SOUCEK (E)	+42.721s
	Pro ART Grand Prix McLaren MP4-12C GT3 (Q3-1m55.404s)	
4	A PIER GUIDI (I)/M BOBBI (I)/A SKRYABIN (RUS)	+1m24.294s
	Pro Esta Motorsports Ferrari 458 Italia GT3 (Q2-1m55.348s)	
5	K LADYGIN (RUS)/A LADYGIN (RUS)/V SHAITAR (RUS)	-1 lap
	Pro SMP Racing Ferrari 458 Italia GT3 (Q4-1m55.448s)	
6	P DUMBRECK (GB)/S KANE (GB)/K HOSHINO (J)	-1 lap
	Pro JRM Nissan GT-R (Q9-1m55.909s)	
7	M PALTALA (FIN)/H MOSER (CH)/N CATSBURG (NL)	-1 lap
	Pro Marc VDS Racing Team BMW Z4 GT3 (Q16-1m56.072s)	
8	A SIMONSEN (S)/H HAUPT (D)/L LUDWIG (D)	-1 lap
	Pro Black Falcon Mercedes SLS AMG GT3 (Q11-1m55.938s)	
9	M HENNERICI (D)/M SOULET (B)/X MAASSEN (NL)	-1 lap
	Pro Speed Competition Porsche 911 GT3-R (Q37-1m57.474s)	
10	C HAASE (D)/O JARVIS (GB)/H PRIMAT (CH)	-1 lap
	Pro Phoenix Racing Audi R8 LMS ultra (Q28-1m56.783s)	
11	M ALESHIN (RUS)/D MOVE (RUS)/S ZLOBIN (RUS)	-1 lap
	Pro SMP Racing Ferrari 458 Italia GT3 (Q5-1m55.548s)	
12	M CERRUTI (I)/S COMANDINI (I)	-2 laps
	Pro Am ROAL Motorsport BMW Z4 GT3 (Q34-1m57.213s)	
13	S JANS (L)/A CHRISTODOULOU (GB)/K HUMMEL (NL)	-3 laps
	Pro Am Black Falcon Mercedes SLS AMG GT3 (Q12-1m55.941s)	
14	S COLOMBO (I)/G FRANCHI (B)/F KECELE (D)	-3 laps
	Pro VitaOne Racing Team BMW Z4 GT3 (Q27-1m56.780s)	
15	F VERVISCH (B)/K WAUTERS (B)/D DERMONT (B)	-3 laps
	Pro Am Boutsen Ginion Racing McLaren MP4-12C GT3 (Q13-1m55.951s)	
16	S ORTELLI (MC)/L VANTHOOR (B)/E SANDSTROM (S)	-3 laps
	Pro WRT Audi R8 LMS ultra (Q17-1m56.137s)	
17	A KRUGLIK (UA)/R GIAMMARIA (I)/A LEBED (UA)	-3 laps
	Pro Am Team Ukraine Ferrari 458 Italia GT3 (Q18-1m56.152s)	
18	E CAYROLLE (F)/B LORGERE-ROUX (F)/J AZCARATE (YV)	-4 laps
	GTR Sport Garage Ferrari 458 Italia GT3 (Q30-1m56.961s)	
19	R FREY (CH)/N MAYR-MELNHOF (A)/F CASTELLACCI (I)	-5 laps
	Pro WRT Audi R8 LMS ultra (Q32-1m57.097s)	
20	D ZAMPIERI (I)/D RIGON (I)/C RAMOS (BR)	-6 laps
	Pro Kessel Racing Ferrari 458 Italia GT3 (Q15-1m56.070s)	
21	M BROGGI (B)/K OJJEH (SA)	-6 laps
	GTR Boutsen Ginion Racing McLaren MP4-12C GT3 (Q48-1m59.635s)	
22	A MATTSCHULL (D)/P EHRET (D)/C KOHLAAS (D)	-7 laps
	GTR GT Corse Ferrari 458 Italia GT3 (Q50-no time)	
23	G ARDAGNA PEREZ (YV)/P ANDREASI (YV)/P PALADINO (YV)	-7 laps
	GTR Kessel Racing Ferrari 458 Italia GT3 (Q47-1m59.296s)	
24	H BLANK (USA)/J-M BACHELIER (F)/Y MALLEGOL (F)	-8 laps
	GTR AF Corse Ferrari 458 Italia GT3 (Q45-1m59.130s)	
25	B DELHEZ (B)/M ALBERT (B)	-2 laps
	GTR DKR Engineering BMW Z4 GT3 (Q40-1m58.402s)	

Winners' average speed: 94.49mph. Fastest lap: Zampieri, 1m56.385s, 98.73mph. There were 50 starters.

CHAMPIONSHIP: PRO

1	BUHK	81	6	LECLERC/PARISY/SOUCER	41
2	SCHNEIDER/GOTZ	71	7	LIEB/LIETZ/PILET	39
3	L'DERS/MARTIN/B'MAN	71	8	KANE/DUMBRECK	39
4	RAMOS/RIGON/ZAMPIERI	50	9	SANDSTROM	31
5	STIPPLER/MIES	48	10	PALTALA/C'BURG/MOSER	31

CHAMPIONSHIP: PRO-AM

1	ORDONEZ	65	4	BUNCOMBE	53
2	K LADYGIN/SHAITAR	63	5	HOM'N/MACH'S/B'LINI	50
3	PYZERA	61	6	HUMMEL/JANS/C'DOULOU	50

POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 to top 10 finishers in each class.

FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX



Merc does it by the Buhk

SUCH WAS THE DOMINATION OF THE HTP Motorsport Mercedes during the Nurburgring Blancpain Endurance Series finale that it was going to take a 100-per-cent-perfect performance from any of its rivals to prevent Maximilian Buhk claiming his second international GT title.

And if you're going to look for perfection from anyone in the current-day GT pantheon, then it may as well be Maxime Martin. It was the Belgian who helped this race come alive for a gripping 25-minute period in the final hour of the six-hour enduro.

From the moment polewinner Maxi Gotz sprinted away on a damp track in the opening hour, the Merc had looked in a class of its own. With just one safety car period, and that coming relatively early in the second hour, there was little that could interrupt the thundering silver car, and it was easily holding a lead of over a minute when Bernd Schneider brought it in for its final stop.

Other teams had already been changing brake pads after suffering unexpectedly high wear during the race. By this point, the Marc VDS Racing BMW line-up of Martin, Bas Leinders and Yelmer Buurman was Buhk's only realistic opposition for the title. The sister Z4 of Nicky Catsburg, Henri Moser and Markus Paltala had taken on new pads at its final stop, but the Belgian squad rolled the dice on its #3 car by taking on just fuel, tyres and driver. As Buhk rumbled out of the pits for the final time, Martin swept in front.

The Merc had newer tyres, new brakes and – it has to be argued – along with the Ferrari it seems to have the advantage on the Balance of

Performance. But the BMW had a ginger Wallonian maestro behind the wheel. Buhk would have to earn his spurs...

Twice the 20-year-old lunged Martin into Turn 1, before the BMW surged back ahead as the Merc ran wide. Finally, Buhk managed a peach of a move – as unexpected as it was impressive – by squeezing down the left in a grass-shaving move as they approached the Veedol chicane.

"It was a good move," acknowledged a suitably impressed Schneider. "But for me it was more difficult being in the pits than in the car!"

Old brakes notwithstanding, Martin still had enough pace in the BMW to keep the Merc within 5s until he backed off on the last lap, and on the penultimate tour he set a green sector time. Yet... it wasn't quite the required 100-per-cent-perfect job from the team...

What if, for instance, Buurman hadn't dropped from sixth on the grid to 15th in the early running because – contrary to the drivers' briefing – everyone around him just gunned it when they felt like it at the start instead of staying in formation? As a result, he lost a lot of time in the first hour squirming around behind team-mate Paltala and the defensive Kirill Ladygin in one of the SMP Ferraris.

And what if, in hour three, Leinders hadn't lost 9s with a massive tankslapper – which he did brilliantly to recover – at the esses?

But it was a great performance by the Belgo-Dutch combo, and it certainly surprised Buhk that he emerged behind the BMW after the stop – clearly HTP didn't have its maths spot-on. "I was angry that he was passing me," he said. "I did not expect it. After that it was nearly a one-hour sprint race!"

Andy Soucek, who shared the lead ART McLaren with Antoine Leclerc and Mike Parisy, was called off his chase of the leading duo in the final hour when he was roughly 25s adrift. It was a strong performance by the whole crew, Leclerc even surviving a thump from Rene Rast – a lap down after a pad change in the WRT Audi he shared with title chasers Frank Stippler and Christopher Mies – and who suffered terminal damage as a result. "Luckily the McLaren is an 'ard car!" smiled Frenchman Leclerc. But that Merc? It's more like a tank.

Marc VDS BMW came very close



IN THE PADDOCK

Marcus Simmons



Buhk (centre) is a man in GT3 spotlight

HE ONLY CONTESTED THREE OF THE FIVE Blancpain races this year, but thanks to the extra weighting of points for the races he won – Spa and the Nurburgring – Maxi Buhk was able to add this title to his 2012 European GT3 crown. But who is he?

Well, he's an amiable 20-year-old German, slightly reminiscent of a young Robbie Kerr. And he only moved into GTs in '12 after two years in ADAC Formel Masters.

Knowing that the move to Formula 3 and beyond is a money pit, Buhk wanted to shortcut the route to becoming a professional racing driver, so started discussions with HTP boss Norbert Bruckner (although the team was called Heico Racing until this year).

"A week after my last Formel Masters race, I tested the GT car together with [now F3 racer] Lucas Wolf," he said. "I did not expect to feel comfortable straight away, but after the test I did not want to drive anything else!"

This year, Buhk's main programmes have been in FIA GT and ADAC GT Masters. The Blancpain outings have merely been the icing on the cake. A very sweet icing...

He scored a few points at Paul Ricard with Alon Day and Luca Ludwig, and then came the victorious Spa 24 Hours team-up with Gotz and Bernd Schneider. "We went to Spa thinking only of the race," he said. "And then when we saw we could win the title, we thought, 'OK, we go to the Nurburgring.'"

His future? He tested a DTM Merc at Lausitz last week, but tactfully says his plans are for others to decide.

MILESTONE

Bernd Schneider is the first man to win the Nurburgring '1000km' and 24-hour races in the same year, even if the Blancpain race did finish just under 86km short of its acclaimed distance as the six-hour time limit passed.



Disaster for Audi and Ferrari teams

WHEN RENE RAST RETIRED THE WRT AUDI

squad's main title contender with collision damage in the penultimate hour, it ended the Belgian team's hopes of a clean sweep of all three Blancpain drivers' titles since the series started in 2011.

While Rast was the 'gun' in the car of title seekers Christopher Mies and Frank Stippler, Edward Sandstrom was placed in the R8 of Laurens Vanthoor and Stephane Ortelli to further improve WRT's chances in the drivers' and teams' championships (although a ruling from promoter SRO declared that drivers switching between cars within the same team would have all their points scored to date scratched, in order to keep it a contest for driving teams rather than individuals).

The #1 car, in which Vanthoor put in a superb second-hour stint to climb through a massive gaggle of top-10 contenders, also suffered from delays. But the biggest problem, as ever for WRT, was the Balance of Performance.

The R8s were allowed a bigger-diameter air restrictor for the Nurburgring, albeit with weight added, but team boss Vincent Vosse said: "It seems it's not enough."

"There are only two possibilities: either everyone is making fun of us, or they don't know what they are doing. I shouldn't say these kinds of things, but I have no choice. "I feel bad complaining, but how can I be happy?"

If Vosse wasn't happy, then at least he wasn't having as bad a time as the Kessel Racing team, whose Ferrari crew of Daniel Zampieri, Cesar Ramos and F1 test driver



Stippler/Mies lost out in title chase

Davide Rigon had topped the points all season since their win in the Monza opener.

It all started to go wrong in free practice with two accidents – the second when Ramos felt the car turn sharp left before plunging into the Turn 1 barriers. The damage forced the 458 out of pre-qualifying, but it qualified respectably.

In the race the dramas started again. Zampieri had two collisions with the Hexis McLaren of Alvaro Parente in the opening hour, earning a drive-through for the second, and there followed a succession of incidents over the remainder of the six-hour race. Remarkably, the car finished – and Zampieri even set the fastest lap of the race – but the title was a forlorn hope by then.



Ordonez took Pro-Am crown

Ordonez wins Pro-Am title

NISSAN GT ACADEMY GRADUATE LUCAS

Ordonez was crowned Pro-Am champion after a crazy final race in which all the main contenders hit trouble.

The Spaniard, sharing his RJN-run Nissan with Peter Pyzera and Wolfgang Reip, struggled with set-up to start with and was a long way adrift of the sister GT-R started by Alex Buncombe.

Buncombe looked in the best position for the title, but brake problems sent co-driver Jann Mardenborough into the barriers at Turn 1. The car was towed out but needed two further stops for brake-bleeding, ending its hopes.

Ordonez's Nissan had also been in the wars, and was further delayed when Pyzera clattered into the Ferrari of Gentlemen Drivers' champion Jean-Luc Blanchemain.

Meanwhile, the hopes of AF Corse Ferrari duo Niek Hommerson and Louis Machiels were shattered when Fabio Babini, replacing Andrea Bertolini, had a huge shunt at the right-hand kink before the Veodol chicane after wandering into the path of Steven Kane's Nissan.

The SMP Ferrari of Kirill Ladygin, younger brother Anton and Victor Shaitar won the class in the race.

KANE RECOVERS FROM CLASH

Steven Kane emerged from his collision and spin with Fabio Babini with minor damage to the front-right turning vanes on the JRM Nissan GT-R. The car, shared with Peter Dumbreck and Japanese GT300 ace Kazuki Hoshino, pleased the team with its pace and finished the race a strong sixth overall.

PIER GUIDI ATONES FOR SPA

After his infamous spin at the start of the Spa 24 Hours, Alessandro Pier Guidi starred in the Italian-run, Russian-backed Esta Motorsports Ferrari. He ran second in the early stages and, along with fellow Italian Matteo Bobbi and Russian Alexander Skryabin, finished fourth after a clean run.

MISFORTUNE FOR GULF McLAREN...

The all-UK Gulf Racing McLaren line-up of Adam Carroll and cousin Tim Mullen plus Rob Bell was looking good – they had bought a pitstop for 'free' under the safety car, remained on the lead lap and would only need a splash-and-dash late in the race. But Carroll went out at the restart when a detached nut caused the right-rear wheel to fall off. The team ruled out human error but was unsure of the cause.

...AND THE HEXIS VERSION

The Hexis Racing McLaren that Brit Alexander Sims shared with Alvaro Parente and Stef Dusseldorp fell victim to rear-suspension failure in the third hour after a clash between two BMWs. The incident accounted for the Pro-Am title hopes of TDS BMW duo Ludovic Badey and Henry Hassid.

CLASH PUTS AL HARTHY OUT

British GT title contender Ahmad Al Harthy was eliminated just before the first stops when his ARC Bratislava Porsche hit the Sport Garage Ferrari of Eric Cayrolle as they battled for the Gentlemen Drivers' class lead. Cayrolle, Bruce Lorgere-Roux and Justino Azcarate were untroubled thereafter to win.

MARC VDS TAKES TEAMS' TITLE

Marc VDS Racing's second place gave the Belgian team the Pro teams' title, while RJN Nissan won the Pro-Am class.

WTCC

Suzuka (J)

September 22



Round 10/12

RESULTS

RACE 1: 26 LAPS, 33.13 MILES

1	NORBERT MICHELISZ (H)	23m58.613s
	Zengo Motorsport Honda Civic WTCC; Grid: 1st-52.886s	
2	ALEX MACDOWALL (GB)	+4.832s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Grid: 2nd-53.011s	
3	YVAN MULLER (F)	+5.149s
	RML Chevrolet Cruze 1.6 T; Grid: 4th-53.119s	
4	TOM CHILTON (GB)	+5.422s
	RML Chevrolet Cruze 1.6 T; Grid: 3rd-53.101s	
5	JAMES NASH (GB)	+14.377s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Grid: 5th-53.125s	
6	JAMES THOMPSON (GB)	+25.611s
	Lada (Russian Bears) Lada Granta Sport; Grid: 12th-53.648s	
7	ROB HUFF (GB)	+25.786s
	Munnich Motorsport SEAT Leon WTCC; Grid: 11th-53.535s	
8	TOM CORONEL (NL)	+25.940s
	ROAL Motorsport BMW 320 TC; Grid: 9th-53.432s	
9	MARC BASSENG (D)	+26.247s
	Munnich Motorsport SEAT Leon WTCC; Grid: 14th-53.812s	
10	FERNANDO MONJE (E)	+26.534s
	Campos Racing SEAT Leon WTCC; Grid: 16th-53.870s	

Winner's average speed: 90.68mph. Fastest lap: Michelisz 53.887s, 93.11mph.

RACE 2: 26 LAPS, 33.13 MILES

1	CORONEL	23m56.929s
	BMW; Grid: 2nd	
2	MEHDI BENNANI (MA)	+2.259s
	Proteam Racing BMW 320 TC; Grid: 1st-53.604s	
3	TIAGO MONTEIRO (P)	+9.935s
	Honda (JAS) Honda Civic WTCC; Grid: 4th-1m46.648s	
4	GABRIELE TARQUINI (I)	+10.732s
	Honda (JAS) Honda Civic WTCC; Grid: 3rd-53.379s	
5	NASH	+11.438s
	Chevrolet; Grid: 6th	
6	CHILTON	+11.802s
	Chevrolet; Grid: 8th	
7	CHARLES NG (HK)	+13.762s
	Team Engstler BMW 320 TC; Grid: 13th-53.733s	
8	HUFF	+14.088s
	SEAT; Grid: 11th	
9	STEFANO D'ASTE (I)	+23.564s
	PR Motorsport BMW 320 TC; Grid: 18th-53.991s	
10	DARRYL O'YOUNG (HK)	+23.753s
	ROAL Motorsport BMW 320 TC; Grid: 19th-54.027s	

Winner's average speed: 90.79mph. Fastest lap: Bennani, 54.602s, 91.89mph.

CHAMPIONSHIP

1	MULLER	360	6	MICHELISZ	156
2	TARQUINI	211	7	HUFF	153
3	CHILTON	183	8	CORONEL	143
4	NASH	181	9	ORIOLO	127
5	NYKJAER	180	10	MONTEIRO	117

YOKOHAMA TROPHY

1	NASH	150	4	BENNANI	87
2	NYKJAER	134	5	D'ASTE	74
3	MACDOWALL	118	6	O'YOUNG	59

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



Thompson had top-six finish

FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX



Third in race one handed Muller his fourth WTCC title

Muller boxes clever for fourth world title

"THE FIGHT IS WON OR LOST FAR AWAY FROM witnesses," Muhammad Ali famously proclaimed – "behind the lines, long before I dance under those lights."

There have been times this year when Yvan Muller has made his own dance seem all too easy, when the outcome of both individual races and the championship has seemed a foregone conclusion. After the opening round it was inevitable that the Frenchman would be in the title hunt; by half distance, it was just a matter of time before he was crowned.

To an extent, that was reflected in the low-key nature of celebrations: Muller is, after all, a man who has made a routine of breaking records. But while Suzuka itself was a formality – there was no late twist – it is easy to forget that he very nearly wasn't there. The Frenchman's battle echoed Ali's, being fought outside the spotlight and over a winter when he and RML worked frantically to put a deal together following Chevrolet's withdrawal.

After prevailing, Muller simply picked up where he left off: a double win at Monza put him into the points lead, and as his rivals squabbled and floundered, he sauntered off into the distance.

Suzuka – and indeed the season at large – was therefore bereft of tension, but that should not undo the magnitude of Muller's achievement. Since the World Touring Car Championship returned in 2005, he has won 18 per cent of the races (despite not starting every one) and has a podium and title hit rate of nearly 50 per cent. His case for being touring car racing's greatest driver is building.

He was not the only one celebrating at Suzuka, of course. Norbert Michelisz handed Honda a pole/victory double at its home track, while Tom Coronel picked up his fourth career victory after an engaging scrap with Mehdi Bennani in the finale.

Both victories had their foundation in the start. Michelisz stretched away in race one, particularly once Alex MacDowall came under heavy pressure from Muller and Tom Chilton. Tiago Monteiro's works Honda could have been a factor too after an electric start, but a brave lunge on MacDowall at Turn 8 backfired and dropped the Portuguese driver into the midfield clutches. His race eventually ended in the pitlane after a long side-by-

side battle with Pepe Oriola resulted in his Civic being squeezed into a tyre stack on the apex of the final turn, for which Oriola was handed a drive-through penalty (see right).

Honda team-mate Gabriele Tarquini also lost out, suffering a puncture while running fifth in the final stages of the race. That allowed James Nash to claim a relatively quiet top-five slot, while James Thompson had to defend superbly to hang on to sixth ahead of Rob Huff, Tom Coronel, Marc Basseng and Fernando Monje.

The second race followed a similar pattern. Bennani and Coronel escaped out front, while numerous fights broke out throughout the midfield – starting on the run down to Turn 1, when contact between Muller and Michelisz forced both men out.

Coronel finally moved into the lead on lap 17 as Bennani, who was running a low-downforce set-up to try to protect himself on the straights, ran too deep into Turn 2 and couldn't protect his inside line. He was nevertheless able to claim second, with Monteiro, Tarquini, Nash and Chilton all well down the road.

Monteiro had picked off his team-mate at mid-distance, but a bungled attempt to hand the place back at the line resulted in him slowing too late and claiming third by seven tenths of a second. Tarquini therefore has a reduced 28-point lead over Chilton in the fight for second in the series.

Charles Ng got the better of Huff in a fight for seventh, while Thompson was nudged out of ninth on the final lap by Basseng – later penalised 30s – which meant Stefano D'Aste and Darryl O'Young picked up the final points.



Coronel's BMW won race two

IN THE PADDOCK

Sam Tremayne



DOES THE WTCC HAVE AN IMAGE PROBLEM?

It was Yvan Muller himself who raised the question, paralleling his own relative anonymity with the global recognition his future team-mate Sebastien Loeb gained upon his fourth World Rally coronation.

"I have four titles, which has great sporting value but not much media, at least in France," he said. "When Loeb won four times he was invited by every TV channel; I will be invited only by my friends. It's like this, but I'm proud of what I have achieved."

The good news for Muller is that steps are being taken to redress the balance and increase the WTCC's standing. For starters there is next year's switch to more powerful and more aggressive-looking machinery, arguably something the series has been crying out for. With those changes comes an increase in factory involvement, with Citroen arriving to take on Honda, Lada and potentially others.

There's also calendar changes, among them (see right) a planned switch to the full Suzuka layout.

Most significant though is the arrival of Loeb himself. Aside from the inevitable wave of interest that follows the Frenchman, there's an unprecedented opportunity to see how a nine-time WRC title winner fares both in switching disciplines and in taking on a four-time champ in his own backyard.

It is up to the WTCC to capitalise on that situation but, should the series succeed, it will also be to Muller and the rest of the field's advantage.



COATES/LAT

MILESTONE

Mehdi Bennani, runner-up in race two, took the first World Touring Car Championship fastest lap for himself and Morocco at Suzuka.



Muller hails his "best title win yet"

YVAN MULLER SAYS HIS 2014 CROWN IS THE sweetest of his four WTCC titles given the trials and background work that went in to simply securing a place on this year's grid.

While the Frenchman was eventually able to continue in a Chevrolet Cruze run by the crack RML squad, he said his runaway success was unexpected given the late nature of the deal, continued financial restraints and the introduction of new competition.

"We worked hard throughout the winter to find solutions following Chevrolet's exit, but one month before the first race at Monza we were still not in," he told AUTOSPORT.

"Eventually we arrived at the last minute, but without testing and also against a new opponent in Honda, and we won the first race, took the championship lead and have held it ever since. So it's a fantastic season and a great story.

"I would say it has a special taste because of everything we had to put into it beforehand – of the four I have, this is probably the one I prefer the most."

Muller denied his huge points margin reflected a lack of competition, arguing that the opposite was in fact true.



"It's not easy; I think maybe it's the hardest title we won," he said. "Where we had a definite top three for the past few seasons, now one day it was Gabriele Tarquini, another day it was Michel Nykjaer, and another James Nash; the field was more split, more competitive. But everyone cancelled each other out, which is why I was able to make such a big gap."

Michelisz: home victory a surprise

NORBERT MICHELISZ WAS SURPRISED TO find himself leading the Honda charge and delivering a home pole/victory double for the Japanese marque.

The Hungarian had trailed works driver Tiago Monteiro early on, but was Yvan Muller's closest challenger in Q1 and beat the Frenchman and a quartet of Chevrolets to pole in the final shoot-out. Monteiro was the next best Honda in sixth, with Gabriele Tarquini two spots further back.

While the Zengo Motorsport driver conceded he had expected the shortened Suzuka layout to suit his driving style, Michelisz said he had not anticipated either pole or his subsequent commanding win in the opening race – his first non-reversed grid victory in the WTCC.

"I think everyone expected us to have a good weekend, but nobody expected us to get pole and win; I was surprised as well," he told AUTOSPORT.

"For Honda it doesn't matter which driver wins, it's only the result that counts. Maybe the works guys have a few advantages, but we have a close relationship and I actually used some of Tiago's set-up to help me."

Alessandro Mariani, whose JAS team runs the works cars, admitted Monteiro and Tarquini had fallen short of the team's potential, adding: "We could have had two or three cars in the top four. Tiago was top all weekend but unfortunately his qualifying run was not perfect, while Gabriele also made a mistake and when he saw he was eighth, he decided to settle for the reversed grid.

"Race one showed the car's potential – that was very significant. It was unlucky for us, but great for Honda."



RICARD TO HOST 2014 OPENER?

Paul Ricard is in the frame to host the first round of next year's championship, AUTOSPORT understands. While a full 2014 schedule is not finalised, the French venue is being lined up to host the opener, and therefore the WTCC debuts of both Citroen and nine-time World Rally champion Sebastien Loeb.

CORONEL UNSURE OF 2014 RIDE

Tom Coronel admits he has major doubts about his place on the 2014 grid, despite picking up his second win of the year at Suzuka. "It will be really difficult," he told AUTOSPORT. "Usually there is a solution, but this is the first time in my career that I have the feeling I am in the shit."

ORIOLA HITS OUT AT STEWARDS

Pepe Oriola lambasted the consistency of WTCC penalties after being handed two drive-throughs at Suzuka – for a clash with Tiago Monteiro and then a jumped start. "The fight with Tiago was on the limit, so I can accept a penalty in principle," Oriola told AUTOSPORT. "But not when I get hit at Sonoma, no penalty; hit in Russia, no penalty. And Tarquini jumped the start too, but nothing was done."

SUZUKA GP TRACK SET FOR '14

The WTCC will run on the full 3.6-mile Suzuka layout for the first time next year, AUTOSPORT understands. The series currently uses only the opening 1.4-mile east loop, which turns right and onto the main straight at Dunlop curve, even though support series all make use of the full circuit. This was the last event at Suzuka under its current WTCC deal.

NYKJAER LOSES NIKA DRIVE

Former Yokohama Trophy leader Michel Nykjaer was dropped by Nika Racing before Suzuka for financial reasons. Japan's Hiroki Yoshimoto replaced the three-time winner and took a best finish of 18th. He will also race at Macau with a replacement driver being sought for Shanghai. Meanwhile, Franz Engstler missed Suzuka due to an illness. Masaki Kano raced his BMW 320 TC instead with Engstler planning to return for Shanghai.

CAMPOS TO RUN COUTO IN MACAU

Campos Racing has confirmed it will once again run Macanese local Andre Couto at the season finale. Couto, 36, has joined the WTCC exclusively for Macau since 2005, with a best result of seventh in 2006. Campos also expects to add a third car, alongside Fernando Monje and Hugo Valente, for the Shanghai event.

Britcar 1000km



BORN FROM JOE GIBBS RACING
DRIVEN
DRIVEN TO WIN RACING OIL®



Sunoco is the official fuel of

Britcar
1000 km
SILVERSTONE 20th - 22nd Sept.
2013

We fuel the winners &
deliver to your door!



Class 1 Endurance and overall winner



Class 2 Endurance



Class 1 Production

Congratulations to Mark Poole and Richard Abra who took a well deserved win in the Britcar 1000km at Silverstone with their Barwell/MP Motorsport run Aston Martin GT2 after a fierce 6hr battle at a sunny Silverstone.

"After winning the 2012 Britcar 24hr at Silverstone we were determined to repeat the success in the 1000km. Although we got fastest lap and kept the lead for most of the race we had to push really really hard today. Richard and I are really grateful to the guys at Barwell who sorted out the new car in a record time and made this win possible after our old Aston was written off in Barcelona two weeks ago" Mark Poole, MP Motorsport

Anglo American Oil Company

at Silverstone



Class 2 Production



Class 3 Production



Class 4 Production

Class 1 Endurance

- 1st Richard Abra and Mark Poole
- 2nd Bailey/Schulz/Ferrier
- 3rd Mustill/Berridge/Evans

Class 2 Endurance

- 1st Loggie/Jones/Westwood
- 2nd Cook/Sebastiani/Hopkins
- 3rd Field/Hart/Palmer

Class 1 Production

- 1st Cunningham/Cunningham/Horton
- 2nd Hayes/Radcliffe/Gibson/Clarke
- 3rd Dougal/Mott

Class 2 Production

- 1st Johnson/Robinson
- 2nd Stutterd/Lowrey
- 3rd Webster/Nicoll-Jones/Basey-Fisher/Harrison

Class 3 Production

- 1st Oldfield/Al Khater/Scheckter
- 2nd Schryver/Schryver
- 3rd Lawson/Wilds/Wilds

Class 4 Production

- 1st Russell/Rodgers/Knox
- 2nd Cox/Taylor/Ogden

Champions! Nissan GT-R Nismo GT3 customer team RJN seals Blancpain Pro-Am Teams' and Drivers' Championships

**CHAMPIONS – PRO AM TEAMS'
 AND DRIVERS' CHAMPIONSHIPS**



Congratulations to Nissan GT Academy Team RJN on winning the 2013 Blancpain Endurance Series Pro-Am Teams' Championship and to Lucas Ordóñez on also securing the Pro-Am Drivers' Championship, beating competition from Ferrari, Porsche, BMW, Mercedes to the crown.

Your 2014 Championship title starts with JRM and the Nissan GT-R Nismo GT3.

Fifteen questions for Matt Neal

Q Who has been your fiercest rival?

A Has to be Jason Plato. Folk like us falling out!

Who has been your fiercest rival?

Has to be Jason [Plato]. We just seem to have been at each other's throats for over a decade now. I'd love nothing more than to bury the hatchet but I know we are both very competitive people and folk like seeing us fall out!

Who was your childhood hero?

Nigel Mansell. He was a driver made of passion because no matter what car he was in he was a fighter and spectacular to watch.

When were you happiest?

Has to be now. I love the people I'm working with and car I'm driving, I have a lovely wife and family around me so it's not too bad at the minute.

Which living person do you most admire and why?

My dad. That might sound a bit of a cliché but he is 72 and still has more knowledge, passion and undiminished drive for success and life than anyone else I know.

What has been your most embarrassing moment?

Taking my team-mate Flash [Gordon Shedden] out at the last corner of the last lap at Oulton Park 2011 when we were going to score a one-two must be pretty high up the list. Oh, that and asking a fellow competitor's wife when her baby was due for her to tell me she wasn't pregnant. I could have died...

What is your most treasured possession?

Don't really have one but I do cherish photos that remind me of fond times with good friends over the years.

Who would play you in the film of your life?

Maybe Will Ferrell, he's kind of tall, incredibly funny and doesn't mind making fun of himself. 'Shake 'n' bake baby!'

What is your favourite smell?

Freshly cut grass takes some beating.

What is your guiltiest pleasure?

I do like chocolate. Well, in fact, I like lots of guilty pleasures so it's a bit of a list.

To whom would you like to say sorry and why?

Maybe Paul Morris and his team for writing off one of its brand new Holden Commodores at Oran Park in 2001. I know it happens and you gotta hang it out but I definitely didn't feel like a champ.

What does success feel like?

When I've been lucky enough to encounter it, it was more a feeling of relief that it was over and job done. I actually found it quite surreal because when you work for something so much you think it will change your life, then when you've achieved it, really it changes nothing. I found that is when you have to look again at the bigger picture.

What has been your biggest disappointment?

Not being picked as team-mate to David Leslie in the factory Nissan in 1999 when the seat came up. Reidy [Anthony Reid] left for Ford at the end of '98, I partnered Stevie Richards at Bathurst at the end of '98 in a car that had been the test hack and had a mega run, almost winning. With what we'd done with the equipment we had, I thought maybe [I had a chance], but understand why



they decided on Laurent Aiello. But then again, if chosen, I wouldn't have won in a private car at the first race of '99, collecting £250k and those memories, so maybe some things do happen for a reason.

If you could edit your past, what would you change?

Ray Mallock rang me up at the end of '91 and asked me if I'd be interested in driving one of his Ecurie Ecosse Vauxhalls alongside David [Leslie]. I was so green I declined because I'd been racing BMWs for the past three

years and I'd already decided to go that route but then just got turned over with car spec. How different my career could have been?

How do you relax?

Hanging with the family, beer with mates, video games, used to do a bit of green laning before I had my last motorbike accident last year.

When was the last time you cried?

Probably when I accidentally got some chilli sauce in my eye a few weeks back at yet another BBQ.

Neal won £250k for privateer win in '99



BLOXHAM/LAT

EBREV/LAT

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

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

RACE PRODUCTS

PORSCHESHOP
PORSCHESHOP.CO.UK 5% off with voucher code: **AUTOFIVE**
+44 (0)121 585 6088
adidas star Aral PFC RED LINE SCHROTH

JJC) race and rally
PASSIONATE ABOUT MOTORSPORT
www.jjcraceandrally.com

PIPER
www.pipercams.co.uk

RACE PRODUCTS

MARDI GRAS MOTORSPORT
www.mardigras.co.uk
HELIX
Performance Clutches
www.performanceclutch.co.uk

Pit to Car Autotel
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk

THROTTLE & DRY SUMP SYSTEMS

at power
www.atpower.co.uk
+44 (0)1953 857800

RACEWEAR

demon tweeks
MOTORSPORT Direct
www.demon-tweeks.co.uk

AUTHORIZED DISTRIBUTOR
OMP YBRACING
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

Grand Prix Racewear THE RACEWEAR EMPORIUM
WWW.GPRDIRECT.COM
08435 070 858
sparco uvex OMP Aral BELL NEWHATH

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk

PRG TRAILERS
www.prgtrailers.co.uk
Phone no: +44 (0) 1270 812402

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.



HOPKINS
MOTORSPORT

☎ 0117 950 9294

Europe's Largest Motorhome-Office-Hospitality Vehicle



ULTIMATE IN LUXURY

BUILT TO IMPRESS

Everybody in motorsport has different requirements, be it mobile garages, living, offices or hospitality or a combination; Hopkins Motorsport will build your vision - however radical!

A revolutionary design with 1,100 sqft of living space incorporating 4 slide out pods, a hydraulic pop up roof to achieve three levels with 2.1metre of headroom in each level and still be able to travel legally throughout Europe. Once at a venue this vehicle can be easily set up by one person in under an hour!

This extraordinary vehicle will accommodate eight people in homelike comfort and luxury.

www.hopkinsmotorsport.com

THE RACE TRANSPORTER SPECIALISTS

NEW & USED SALES :: RENTAL :: REFURBISHMENT

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



Paul Grimshaw Vehicle Movements Ltd

We specialise in moving.....

- Highperformance cars
 - Hi-value cars
 - Classics
 - Prototypes
 - Freight
 - Motorsport
 - Trackdays (From 1 car to 20!)
 - Race Truck Hire
- Throughout UK and Europe!



Email: info@pgvm.co.uk or Join us on Facebook



www.facebook.com/PaulGrimshawVehicleMovements

STARHOME



**FREE UK
DELIVERY &
COLLECTION***



Luxury trackside accommodation

Hire the ultimate motorhomes sleeping up to 18 people in centrally heated, air conditioned luxury for events in UK / Europe.

For reservations please call Heidi Crawford on 07711 665 622 or the office 0161 452 3630

www.starhomehire.com

*For bookings during February & March 2013

RACE & RALLY CARS

Drives Available for Formula Ford Festival and Walter Hayes



*2 Cars Available
2000 and 2001 Mygale chassis
Both Competitive cars capable
of winning with the right driver*

Tel: 01432 350157

Contact: nick@saxon-motorsport.co.uk



RML GROUP



Wanted: Two drivers aged 16 or over to represent RML in the Henry Surtees Challenge to be held at Buckmore Park Circuit on Wednesday 23rd October 2013. Drivers must hold the appropriate licence.

The entry fee of £500 each will be paid by RML Ltd.

Send your details to: michaelm@rmlmallock.com

BRAND NEW Piper GTR "Le Mans" body on NEW modern space frame rolling chassis etc.



- Very light and with considerable inherent aerodynamic advantages
- Could easily be eligible for MODERN GT RACING – Britca - GT Cup etc
- Presently fitted with Zeetec / Sigma engine, was to be used as track day car, BUT STORED AND NEVER USED **£34,000.00 ono**

Contact Tony Claydon on 01621 851589 or piperracingcars@tiscali.co.uk

RACE CARS FOR SALE

Retired race car enthusiast selling collection at very reduced prices

1998 Benetton F1 B198 3.5L Judd V10	£85,000
1998 Benetton F1 B198 ROLLER	£45,000
1998 Benetton F1 B198 ROLLER	£45,000
1997 Lola F1 T97-30 3.0L Cosworth AC V8	£55,000
1997 Lola F1 T97-30 3.0L Cosworth AC V8	£55,000
2000 Dallara Euroc No.1 3.5L Ferrari V8	£50,000
2000 Dallara Euroc No.2 6.0L Chevrolet V8	£50,000
2000 Dallara Euroc No.3 ROLLER	£35,000

**View website for pictures
and more details.**

**Mint condition
and low mileage.**

**Will consider offers for whole
collection or individual cars.**

**Pit equipment to
operate cars included.**



website: www.racecars111.com

E.mail: racecars111@gmail.com

MARKETPLACE

CAR TYRES

FLOORING

MEMORABILIA

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

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@kiwilitiles.com
www.kiwilitiles.com

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: JMJAUTO.COM
WWW.JMJAUTO.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

AUTOSPORT

TO ADVERTISE YOUR PRODUCTS
AND SERVICES HERE CALL:

0208 267 5992

OFFICIAL TITLE SPONSOR
mce **BSB**
insurance BRITISH SUPERCAR

TRACK DAY INSURANCE

Give Simon and the friendly team a call:
0844 338 68 71
mcemotorsport.com

OPENING HOURS:
Monday - Friday 9.00am-5.30pm



mce
insurance

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

MARKETPLACE

Grand Prix Racewear
WWW.GPRDIRECT.COM



2013
BESPOKE MANUAL

RACESUITS KIT BAGS
BANNERS FLAGS
TEAMWEAR RADIO KITS
VEHICLE WRAPS



08435 070 858
RACEWEAR | KARTWEAR | SIMULATION

Jordan F1 Team Signed Cap, bag and other items (2004)

Collection of official team memorabilia from Jordan Ford F1 in the 2004 championship. Comprises of official team baseball cap, rucksack, key ring and pen. The cap is signed by all three drivers with the team that year - Nick Heidfeld, Timo Glock and Giorgio Pantano. All in excellent condition with no marks, scuffs or use. £100.



Limited Edition Kimi Raikkonen Race Boots - 100th GP Celebration

Specifically manufactured by to mark Kimi's 100th Grand Prix start in Hungary 2006. These boots were a promotion for both Team McLaren Mercedes sponsor Johnnie Walker and Alpine Stars. This pair is number 84/100 and to make them more exclusive and desirable, one of the boots is autographed by Kimi himself. They are in exceptional condition and come in the original Alpine Stars box. £800.



Toyota F1 Steering Wheel (2004) - Signed by Panis and Zonta

Original and genuine steering wheel from the 2004 Toyota F1 car. Signed by both drivers in the early part of the season. Completely unmarked, and ideal for any enthusiast's collection. £3,450.



Contact Ben Guynan. E: ben.guynan@haymarket.com T: +44 7946 801456

Tel:
+44 (0)121
522 2442

Image®
Wheels International Ltd

www.
imagewheels.
co.uk

- Custom made 2 and 3 piece wheels for road and competition use.
- All our wheels are made to order with a range of classic and modern styles available.
- Checkout our website for the full range of wheel styles...

Available from 10" to 22" diameter and widths from 3" to 16" wide.



 MANUFACTURED IN ENGLAND SINCE 1987

MARKETPLACE

• 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

FIRST PLACE FINISH
Motorsport Paint Specialists

**Team Livery's,
Airbrushing, Composite
Repairs, Epoxy and
Polyester Pattern
Painting,
Pit Equipment**

Phone Number; 01869 278575
Email; info@firstplacefinish.co.uk
Web Site; www.firstplacefinish.co.uk

AUTOSPORT

TO ADVERTISE YOUR PRODUCTS
AND SERVICES HERE CALL:

0208 267 5992



**DRIVING INNOVATION FORWARD IN WORKSHOP
DESIGN & STORAGE**



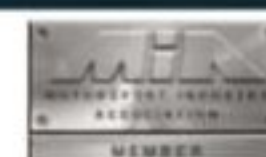
- ✓ New race bays
- ✓ Machine shops
- ✓ Stand-alone workstations
- ✓ Mobile storage units
- ✓ Workbenches, trolleys & racking for workshops



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.



01622 859522

sales@systemstoresolutions.com

www.system-store.com



HENRY SURTEES CHALLENGE

CALLING ALL YOUNG AMBITIOUS DRIVERS

Preparation is well underway for the fast approaching Henry Surtees Challenge, to be held on Wednesday 23 October 2013, at Buckmore Park in Kent.

The Challenge, now in its third year, has become an essential fixture on the racing calendar for motorsport talent in their 16th year or over. The Henry Surtees Foundation invites kart and car racers going up the motorsport ladder, to compete for a spectacular range of prizes that will accelerate their careers and aid them in their race programme preparation for 2014.

This special annual event, organised by former F1 World Champion, John Surtees OBE, who set up the Foundation in memory of his son, will award the top three drivers with a prestigious Henry 'H' trophy. Drivers will battle it out, using the superb Club100 Birel karts, for the chance to win the best prizes ever offered at a kart meeting! Prizes for fastest lap, the most unlucky driver and a heavyweight prize for 80kg or above will also be awarded.

TEST AND RACE OPPORTUNITIES

- A fully-funded race drive in the Michelin Clio Cup Series with Protyre's upcoming 'Autumn Cup' event. The winner also has the opportunity to secure an assisted drive in the 2014 Michelin Clio Cup Road Series. (To be eligible for this prize, the winner must currently compete in karting and be 16-years-of-age or older)
- Junior Test Day, donated by Ginetta
- A BARC Formula Renault or BRDC Formula 4 test, donated by Hillspeed
- 2 Formula Ford tests, with 1 driver being offered a subsidised drive, donated by Falcon Motorsport
- Formula Renault Eurocup test, donated by Manor Competition
- GP3 test in Abu Dhabi, donated by Carlin Motorsport. Travel and accommodation donated by others.

SUPPORT OPPORTUNITIES

- An Arai GP-6S helmet prepared and painted to drivers own design, donated by Arai
- A full kit of Puma race clothing - one suit, three pairs of gloves, two pairs of shoes and three pairs of lifestyle shoes for the winner, donated by Puma SE
- Two pairs of lifestyle shoes for second place donated, by Puma SE
- One pair of lifestyle shoes for third place, donated by Puma SE
- A two hour session in a simulator at iZone, donated by Andy Priaulx
- Motorsport custom-fit Driver Communication Earpieces together with Hearing Healthcare Package, donated by Hearing Electronics Limited
- Visit to Red Bull Racing in Milton Keynes for a maximum of four people, with a half day simulator experience for two people and evaluation by an F1 race engineer, donated by Christian Horner
- Full website package and online branding, plus a three month social media package, donated by 5G Creative
- A news column in Motor Sport magazine, donated by Motor Sport
- A pair of VIP F1 tickets to the British GP 2014, including Paddock entry, donated by Bernie Ecclestone
- A pair of tickets to the Autosport Awards, December 2013 donated by Haymarket Publications
- Shell Pilota Experience at Ferrari, Maranello, Italy driving on their Fiorano test track plus visit to the F1 facility, donated by Shell, including travel, donated by Travel Places
- A supply of Teng Tools to the value of £1,000, donated by IQ Supplies (Teamwise Limited)

Some prizes will be reserved for MSA licence holders only. All competitors with Arai helmets will benefit from free helmet cleaning and service, generously offered by the Arai UK service vehicle that will present at the event.

Entries are strictly limited, so enter now to avoid disappointment. Entry costs £500 and is open to drivers in their 16th year or above, typically competing in single-seater formulas, touring, sportscar classes, karting and motorcycling, who hold an MSA National B licence or above, or are a member of Club 100 Premier and Clubman Spirit members, or a Buckmore Park Elite driver.

Drivers wishing to take part in the event should contact Sharon Bowness at the Henry Surtees Foundation, Monza House, Fircroft Way, Edenbridge, Kent TN8 6EJ email: Sharon@henrysurteesfoundation.com or Tel: 01732 865496



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.

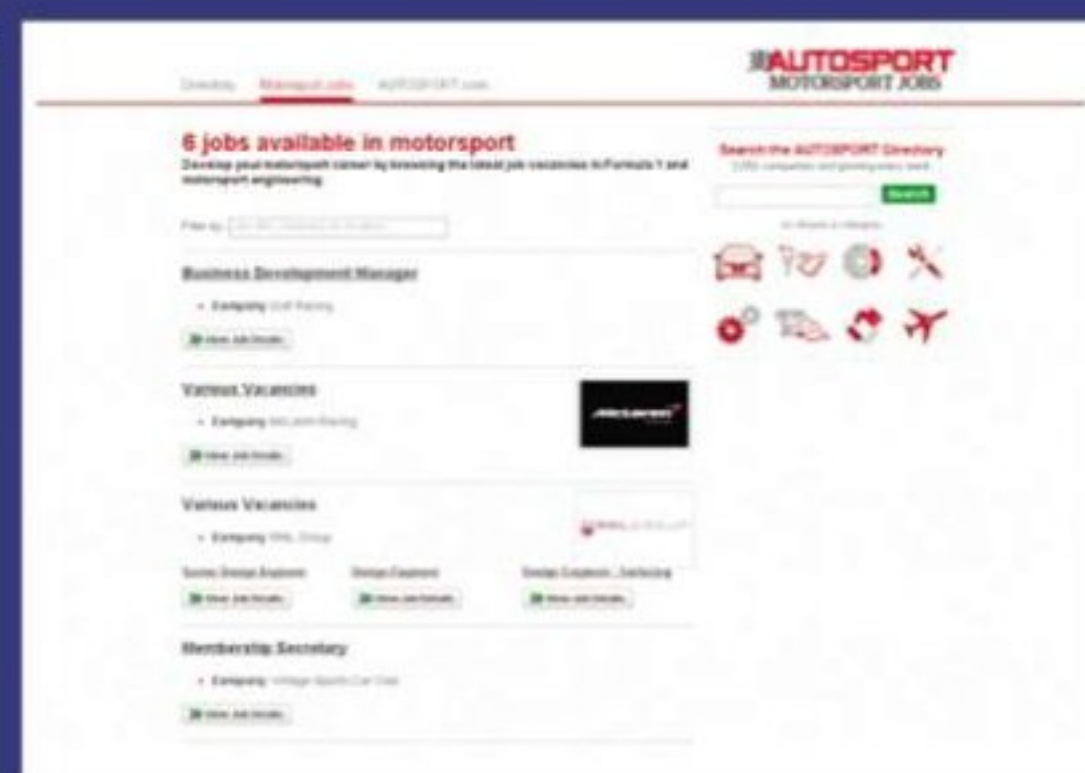
For all current vacancies advertised please visit our website www.autosport.com

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.

contact rachel.brock@haymarket.com
or call 0208 267 5820

All adverts placed will be featured in the jobs section of www.autosport.com



Wirth Research is a group of innovative engineering companies specialising in research, development, design and manufacture for the motor racing industry and other sectors including commercial vehicles and architecture.
Due to business expansion we are looking for talented individuals to join us in the following roles:

Vehicle Dynamics Engineer

Individual will be responsible for the development of vehicle and sub-systems modelling and analysis to assist the company in continually improving vehicle performance through simulation and analysis. The role will offer you the opportunity to work on a range of different motorsport formulas developing dynamic models for our DIL simulators and offline simulation tools.

Simulator Technician

Working with our company's cutting edge Driver-In-The-Loop simulator the work will involve: performing routine maintenance and development of vehicle simulator(s), assisting with preparation of simulator operations, developing vehicle simulator hardware. Ideally candidates will have sound understanding of mechanical, electrical and electronic systems.

Software Engineers

Applications are welcome from software developers (and engineers with a good programming background). Applicants should be educated to graduate level or equivalent, and qualifications should include subjects in a computer science, scientific, mathematical or engineering subject. The ability to prove and demonstrate the development of new ideas and tools from idea through to production is an essential requirement for this role. Applicants must be proficient in C++ (ie. use on a daily basis) and have exposure to a variety of programming concepts.

Design Engineer

An individual experienced in motorsport engineering required with skills in mechanical design, ideally with a degree in mechanical engineering or time served apprentice with 1+ years experience in the design of complex and precision components and in the design of mechanical systems and assemblies from concept through to final manufacturing drawings.

Production Co-ordinator

Working with the Production Manager, the main objective will be to drive improvement across a number of key departments across the company with the focus on reviewing existing processes, tools, etc, before driving forward automated systems/processes in order to achieve efficiency. We're looking for an analytical thinker with good project management skills to deliver solutions to business processes.

WR Industria Ltd

Over the last two years we have been working on a project that uses our considerable expertise in aerodynamic analysis and design to identify solutions for the commercial vehicle sector that can significantly reduce fuel consumption. We are now starting to take this offering to market. We therefore seek individuals for the following roles:

Project Manager – WR Industria Ltd

The role is suited to an organised, proactive and self motivated individual with proven ability to focus on the detail of projects and manage them successfully through to completion. The successful candidate will be an effective communicator, able to quickly develop good relationships with both internal and external (technical) stakeholders. An engineering background is likely to be required to enable the Project Manager to liaise and communicate effectively with the various technical personnel within WR Industria, the customer organisation, and our manufacturing partner.

Design Engineer – WR Industria Ltd

We require a Design Engineer to support the Chief Engineer in designing components and assemblies. The role is suited to an organised, proactive and self motivated individual with proven industry experience in design. Key responsibilities include: • Cleaning imperfect scanned surface CAD data, converting it to closed volumes and creation of solid parts • Preparing bodywork surfaces for aerodynamic (CFD) analysis • Producing engineering release information for effective Bill of Material (BoM) requirements • Producing layouts and detailed component design and assembly drawings from simple sketches • Taking design concepts to production

How to apply for the above roles

For more information about the above roles and how to apply please visit our website www.wirthresearch.com/careers

Trackside Support Engineers

A factory-backed motor racing organization is looking for talented engineers with trackside engineering experience to support cars and engines in a premier U.S. based racing Series.

Typical duties will include:

- Driver and team liaison
- Optimization of race engine and chassis performance (from analysis of logged data)
- Pre-test planning and post-race engineering reporting
- Pre/post event race strategy analysis

Extensive travel to race events and tests will be required.

Applicants should have an engineering degree (or equiv); a background in internal combustion engine development or vehicle dynamics; and at least 2 years full-time trackside engineering experience (incl. typical software). Initiative, excellent communication skills and an outgoing personality are essential.

An excellent remuneration and benefits package will reward the right candidates.

Please e-mail resume to tracksideengineer@gmail.com

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

"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

"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



HR2406201301B - ELECTRONICS TEST & INSPECTION TECHNICIAN

We currently have an opportunity for an Electronics Test and Inspection Technician, whose primary responsibilities will involve all aspects of testing and inspection for a wide range of Electrical and Electronic assemblies.

Working closely with all of our Electronics Groups, you will ensure the appropriate standards are met before parts are released for track use. You will be HNC qualified or equivalent in an Electronics discipline and have previous experience of working in a testing and development environment, preferably from a Motorsport, Automotive or Aerospace industry. You should also have experience of MIL specification wiring installations, sensor technologies and standard electronic test equipment. Familiarity with shaker rig testing, harness testing equipment and data acquisition software would be beneficial.

Candidates should be able to demonstrate a high level of computer literacy, have the ability to understand technical drawings and present concise and accurate data when producing technical documentation such as non-conformance reports, concession documentation and fault reports. You must also be self motivated, display a flexible approach to work patterns and enjoy the challenge of working effectively and to tight timescales.

HR02081301B – SENIOR ELECTRONICS SYSTEMS ENGINEER

Working closely with our Electronic and Mechanical Engineers you will be responsible for the installation and specification of our Electrical and Electronic on-car system components, harnesses, sensors and associated off-car equipment. You will also focus on raising standards, developing internal processes and will provide technical support, leadership and mentoring for the system engineers.

The successful candidate must have experience in using NX CAD 7.5 or above, combined with extensive knowledge and use of the advanced electrical routing tool within the NX software package. You will have a high level understanding of Electrical/Electronic and Mechanical systems, wiring, connectors and heatshinks used within the Motorsport, Aerospace or Automotive industries.

Applicants for this role should ideally be degree qualified in an Electronics discipline, or equivalent, combined with relevant experience of Motorsport Electrical and Electronic Systems. You should additionally be able to demonstrate a high level of self-motivation and be able to work within a high-pressure environment. Good communication skills and the ability to work within tight timescales are a pre requisite for this role.

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 – 10 October 2013

PLEASE NOTE: No Agencies please.



Mercedes-Benz has been setting the standard in racing for over 100 years. The MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver arrows with the clear ambition of winning the FIA Formula One™ world championships. Based in Brackley, UK, we are recruiting highly motivated, talented new members of our team. Please find further information about our current vacancies and our team in the 'join our team' area of our website www.mercedes-amg-f1.com

CFD TEAM LEADER

REF: SW726

Reporting to the Principal CFD Aerodynamicist, you will be responsible for the leadership of a team of CFD Aerodynamicists tasked to develop aerodynamic concepts for the racecar. Key accountabilities of this role include; guide the approach taken within the group, project planning and development of the individual team members. Candidates should have at least 5 years experience gained in top-level motorsport, a strong aeronautical degree and a proven track record with commercial CFD codes. Previous leadership experience would be advantageous.

CFD DEVELOPMENT ENGINEER

REF: SW725

In this exciting opportunity the successful candidate will develop CFD codes and utilities at the highest level. These software tools will greatly benefit the CFD department in their never ending quest for on-track performance. Candidates should have a degree (MSc or PhD) in Maths, Physics or Engineering together with experience of CFD on complex 3D applications, C++ (on Linux O/S) and Python. Programming skills in OpenFOAM, SnappyHexMesh or other 3D mesh generation methods would be a distinct advantage.

ELECTRONICS TECHNICIAN

REF: SW721

Reporting to the Trackside Electronics Leader you will be responsible for the build and maintenance of the electronic systems on cars to be used at track or demonstration events as well as the garage electrical systems. This may involve considerable travel. The ideal candidate will have experience in Motorsport Connector Systems such as AS and Lemo, and Raychem system 25 installation. 17th edition electrical installation training would also be advantageous.

QUALITY ENGINEER

REF: CH628

Reporting to The Head of Quality Assurance you will be responsible for developing and deploying Quality Engineering for key internal and external suppliers. The successful candidate will have a strong quality engineering background and have already gained a substantial level of expertise in the above mentioned area.

COMPOSITE CLEANROOM INSPECTOR EARLY/LATE SHIFT

REF: CH645

Reporting to the Cleanroom Manager you will be responsible for ensuring drawings and manuals are available at the correct revision / issue level. The successful candidate will have a proven competence of composite laminating. You will be committed, motivated and self disciplined in your work and ideally have a working knowledge of SAP and Catia.

COMPOSITE FITTING SHOP INSPECTOR WEEKEND DAYS SHIFT

REF: CH614

Reporting to the Quality Assurance Team Leader you will be responsible for inspecting production of all composite components, both in process and completion to the highest standard within the composite fitting shop. The successful candidate will have a proven competence of composite manufacturing, be committed, motivated and self disciplined in their work. Ideally have a working knowledge of SAP and Catia.



MERCEDES-AMG-F1.COM

We are looking for people to join the team that can be flexible in their hours and approach, have a 'can do' attitude, and are team players with great verbal and written communication skills. You will have the ability to work under minimal supervision to strict deadlines, in a professional manner.

In return for your hard work and commitment, we offer a competitive package, including bonus, life assurance, private medical cover, Mercedes-Benz company car lease scheme, 25 days holiday, an on-site gym, subsidised restaurant facilities and the opportunity to work in a truly unique environment.

To apply for a position please see our website, and then forward your CV and letter of application including the following; your current remuneration details and salary expectations, the job title and reference and where you saw the advertisement to recruitment@mercedes-amg-f1.com

CLOSING DATE: 18th OCTOBER 2013

NO AGENCIES PLEASE

FASTEST SHOW ON EARTH



CARS F1® cars, touring cars, rally cars, oval, performance, historic and karting. **STARS** F1® drivers and motorsport celebrities. **ACTION** Live Action Arena, Caterham Experience and indoor karting track.

EXHIBITORS Over 600 motorsport companies, cars, technology, accessories and merchandise.

TICKETS INCLUDE ACCESS TO THE PERFORMANCE CAR SHOW

BOOK NOW

AUTOSPORTINTERNATIONAL.COM

CALL 0844 581 1370



/Autosport.International.Show



@Autosport_Show

AUTOSPORT
INTERNATIONAL

The Racing Car Show

9 - 12 January 2014 NEC

9-10 January Trade Only Days

CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • RALLYCROSS • HILLCLIMB • TRACK TESTS



MSA sanctions FIA F4 for 2015

British governing body commits to new junior single-seater category

THE GOVERNING BODY OF UK motorsport will sanction a British Formula 4 Championship for 2015 in line with the FIA's plans for a universal junior single-seater category.

The MSA launched a process to tender for the deal on its website earlier this week as it begins its formal search for an organiser and promoter. It has also confirmed that British F4, which will be sanctioned for three years initially, will be a single-make category.

MSA chief executive Nick Bunting said: "There has been much speculation in recent months about the FIA's new Formula 4 concept and whether it would come to the UK.

"We believe it is in the best interests of both British motorsport and young British drivers to embrace British F4.

"We recognise that the entry-level single-seater market in this country

is already well populated. It is right that we provide as much notice as possible that this new championship will run in 2015."

Ford has made no secret of its desire to be a part of the new formula as an engine supplier, and the Blue Oval's preferred option is for British Formula Ford to merge into British F4 with a new carbon chassis after next season (see AUTOSPORT, August 8).

Gerard Quinn, Ford's head of racing in Europe, has been encouraged by the FIA opening up its regulations to allow turbocharged engines.

"We have dispensation to use the turbo engine – that was crucial," Quinn told AUTOSPORT. "Our vision is, if we're selected, that we would continue with Formula Ford for 2014 and then migrate to Formula 4 [in 2015]."

"It will be the ultimate decision of the MSA. We've made an outreach, there's alignment on engines and

timing as well, so we just need to wait to see who they will decide to go with."

While British Formula Ford itself does not conform to the FIA technical template, its position on the British Touring Car Championship package means it automatically meets one of the sporting regulations' key prerequisites (see below): offering a support slot to a main national event.

"We will be on the TOCA bill as Formula Ford for 2014," added Quinn. "It's pretty clear we're committed to Formula Ford and in the longer term Formula 4, to the end of the current package and beyond.

"We're in a strong position. Next year is an opportunity to come in and get involved in the series and migrate with it to F4 in 2015. There's a lot to be done yet, but it's looking positive."

The tender process is open until October 25, with a decision expected to be made by the end of this year.

BEN ANDERSON
NATIONAL
EDITOR

ben.anderson
@haymarket.com
@BenAndersonAuto



FIA FORMULA 4 IS COMING TO

Britain in 2015. That the MSA has launched a tender process to operate the new junior single-seater category on these shores removes any doubt.

In the words of chief executive Nick Bunting: "We believe it is in the best interests of both British motorsport and young drivers to embrace British F4."

That statement suggests there is an appetite within our national governing body to help realise FIA Single Seater Commission President Gerhard Berger's vision of a simplified junior single-seater ladder to Formula 1.

But will that mean the MSA takes the step many have long willed it to – take full control of Britain's professional single-seater scene by limiting the number of championships competing with each other for drivers?

History suggests not. The hope will be that British F4 becomes so strong in all aspects that teams and drivers naturally migrate to it, forsaking all else to make it *the* place to race in the UK because of its superior sporting, technical, promotional and (crucially in my opinion) prize structure.

That's why the next month will be so important, as prospective promoters and their partners come forward with plans to turn this ideal into reality.

We can already guess the identity of one bidder: Ford has made no secret of its desire to morph British Formula Ford into British F4, and the fact that the FIA has agreed to allow turbocharged engines, and is prepared to wait until 2015 before launching in the UK, will be music to the Blue Oval's ears.

But Ford's enthusiasm does not confer it any preference. The way is open for anyone who can put together the right package to come forward. It will be fascinating to see who else throws their hat into the MSA's ring over the coming weeks.

BIG DECISIONS

The MSA's application document revealed exactly what it is looking for from its British Formula 4 organiser and promoter. It stresses that satisfying two areas – the technical and sporting regulations – would "carry significant weight".

Key technical requirements:

- A carbon-monocoque chassis conforming to FIA F3 safety standards
- A maximum cost of this car of €40,000
- Either normally aspirated or turbo 145-160bhp



Key sporting requirements:

- The FIA's €100,000 annual budget cap
- Supporting a main national championship
- An MSA-stipulated single-make chassis, engine and gearbox



Applicants must supply:

- Technical and supplementary regulations
- A proposed calendar of events, plans for championship promotion and media coverage
- How its proposed version of British F4 would work with the MSA in areas such as driver coaching and education



Quinn is keen
on FIA F4



Albers (pictured here at Brands Hatch) was a Formula Ford champion in 1989

Formula Ford 1600

Zandvoort festival plan for FF1600

PLANS HAVE BEEN HATCHED to run a Formula Ford 1600 event at former Dutch Grand Prix venue Zandvoort next season in memory of the late Marcel Albers.

The Marcel Albers Memorial Trophy is envisaged as a Formula Ford Festival-style event by Geva Racing team boss Nelson Valkenburg Jr, who had the idea for the concept.

Albers was an up-and-coming single-seater racer, who became Dutch

Formula Ford champion in 1989 and was a race winner in British Formula 3 before he was killed in an accident at Thruxton in 1992.

Valkenburg has approached UK FF1600 race organiser James Beckett, who runs the successful Walter Hayes Trophy event at Silverstone, for help in realising his plans.

Beckett said: "Geva has got a Van Diemen and is keen to get back into Kent Formula Ford. Nelson also wants

to do a race at Zandvoort and get people to come across.

"It's a very cool place to have a race, but a lot will depend on the date. To have heats and progression races involves a lot of track time, so he'll need a good entry to make that work."

If the plans come to fruition, Beckett says he will join the event up with a round of his 2014 SuperSeries in an effort to persuade more UK runners to make the trip.

"The French championship runners may support it, even if the Brits don't go in vast numbers," Beckett added. "It needs to be on a free weekend, away from Castle Combe, the BRSCC and the SuperSeries, but there's some potential there."

"Nelson has a boyish enthusiasm to drive it forward."

Valkenburg could not be reached for comment as AUTOSPORT closed for press.

British GT

Freke remains in Century seat for televised British GT finale

CENTURY MOTORSPORT BOSS

Nathan Freke will again partner GT4 title hopeful Declan Jones in the British GT finale at Donington Park next month.

Freke replaced Zoe Wenham in the team's Ginetta G50 for the previous round at Zandvoort, where they finished third in race one but were excluded from race two for a technical fault.

The weekend was also marred by a bitter dispute between Century and class title rival Optimum Motorsport (see AUTOSPORT, September 12).

Despite his exclusion, Jones closed the gap to Optimum duo Rick Parfitt and Ryan Ratcliffe to 12.5 points, and Freke said that he was eager to aid Jones's title push after what happened in Holland.

"I expect it will be me," he confirmed.



Freke will drive team's G55

EBREY/LAT

"Zandvoort left a very bad taste in my mouth and I'm not out in the car half as much as I'd like to be, so whenever I get the chance I jump at it."

The British GT title showdown will be broadcast live on Motors TV. Coverage will start shortly before the event begins at 1315 BST.

Formula Renault

Gounon Jr eyes Eurocup move with top British team for 2014

JULES GOUNON, SON OF

former Mercedes and BMW factory sportscar driver Jean-Marc, is aiming to graduate from the French Formula 4 Championship to the Formula Renault Eurocup with a British team in 2014.

The 18-year-old Frenchman, who won all three races at the most recent French F4 event at Magny-Cours, is planning to begin talks with top British teams such as Fortec and Carlin (which is rumoured to be weighing up a Eurocup entry) ahead of the end of the season.

"I want to drive for a British team, because they are the best in motorsport," he said. "If I am with a British team, that is the best option for

me, but ultimately the budget I have will decide the team."

Gounon, who is in his first year of car racing after a karting career spanning only two seasons, is hoping to attract backing from the French motorsport federation, the FFSA.

Gounon lies second in the F4 points with four victories.



Gounon is F4 winner

DPPI

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.

Insure My Trackday is a trading name of Ryan Motorsport Insurance who are an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Services Authority, registration number 312026

Britcar

Silverstone 24 Hours to return as Britcar revamps for next year

BRITCAR DIRECTOR JAMES TUCKER has confirmed that his flagship event at Silverstone will return to 24 hours' duration in 2014, after signing a new five-year deal to run the event.

Next year's race will feature action from Thursday to Sunday, as it did in previous years, and will again be named the Silverstone 24 Hours. This year's race was shortened to 1000 kilometres after concerns over entry levels and costs.

The measure is part of a raft of changes to the Britcar-organised British Endurance Championship for next season, including a new class structure and reduced entry fees, aimed at attracting bigger grids.

There are six rounds planned for 2014, ending with the 24-hour event in September. The other events will feature two 90-minute enduros for combined BEC and Production Cup grids, although cars in the latter will only race once.

Provisionally the calendar will include races at Silverstone International, Brands Hatch, Snetterton and either Donington Park or Oulton Park, with an overseas visit to Spa also planned. An expanded three-round winter series is also mooted.

Tucker said: "We have cut the regulations from 37 pages to 15 to attract more people to race. We want it back to how it was years ago with 40-car grids."



Renault Clio Cup

Clio Cup to return to Knockhill as calendar expands for 2014

THE RENAULT UK CLIO CUP WILL return to Knockhill and Silverstone in 2014 as part of an expanded calendar.

Silverstone will host the penultimate round of the British Touring Car Championship-supporting series, while its early-season visit to Thruxton has been dropped in order to make room for a first trip to Knockhill since 2010.

This net gain of one event boosts the calendar from eight double-headers on the TOCA support package to nine, with plans to increase that to the full 10 rounds for 2015.

Next season will start at Brands Hatch on March 29-30, and will follow the BTCC to Donington Park, Oulton Park, Croft,

Snetterton, Knockhill, Rockingham, Silverstone and back to Brands on the Grand Prix circuit for the October finale.

The series' one-dropped-score policy remains, with a new trophy introduced for drivers unable to contest a full season, with their best four results to count.



Euro NASCAR

Papis plans to run his own team in Euro NASCAR next season

FORMER GRAND PRIX DRIVER

Max Papis will take part in this weekend's NASCAR Euro Series event at Monza in a car fielded under his own name ahead of a possible full-time programme as



an entrant next year.

The Italian will contest his second NASCAR Euro Series race in a Chevrolet Impala-bodied car entered under the Max Papis Racing banner and run by championship leader Ander Vilarino's team. Papis aims to share a car in 2014 with European drivers who aspire to race in NASCAR in the US.

Papis, who contests the Nationwide Series road-course races for Richard Childress Racing, said: "We're talking about doing something under my name next year, a team in which I can do some races and where we can try out some young guys."

HUMBLE PYE

The voice of club racing



Historic F1 brilliance and epic Six Hours are a perfect match

Last weekend's Spa Six Hours event – the 21st in a series opened in 1993 – was another triumph for Alain Defalle and Vincent Collard's Liege-based Roadbook organisation.

For so many, the opportunity to pit their wits and machinery against the incredible seven-kilometre Francorchamps circuit is unmissable.

For Leo Voyazides, who finally landed the big prize last September having finished a close second for the previous two editions, it was an emotional rollercoaster. The first Spa without team chief Bruce Stevens, who died in June, was always going to be a difficult one. Typically, though, he had a plan.

Stevens adored Spa, thus, with the blessing of his widow Jo, Voyazides decided to say a final farewell by attaching a canister containing Bruce's ashes to the rear wing of his beloved Ford Falcon during Thursday's test. "I opened it on the long straight [after Raidillon] and a grey cloud appeared in my mirror. I didn't know, but Andy Wolfe [who made the canister] was following in a Lotus Elan. Bruce would have loved that," Leo said. The following evening, with a second Six Hours won in style, the whole team – and rivals – felt its late leader was watching over them.

I have attended every Spa Six Hours since the exceedingly wet

1997 edition – when I competed in a Lotus 23B and a 26R-spec Elan – and it gets more competitive with each passing year.

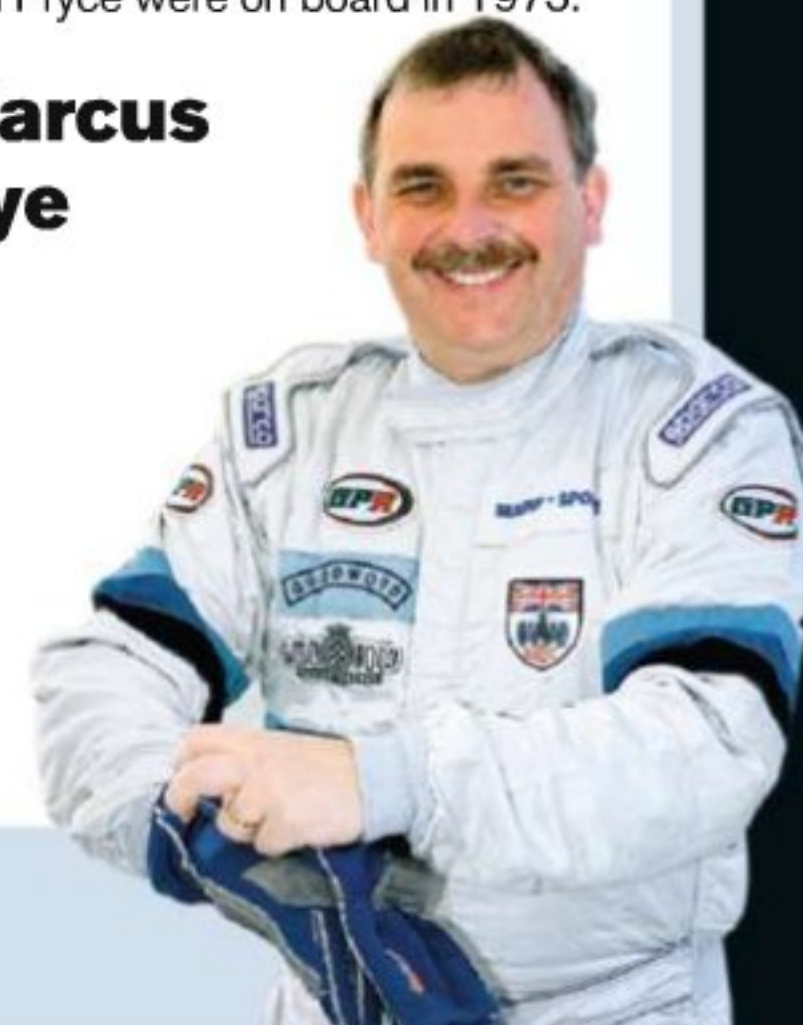
While a school of thought says it would be more open if the GT Prototypes (10 GT40s and a Chevrolet Corvette on Saturday) were not there, the GTS competitors who comprise the majority of the field (106 cars this year) remain unsung heroes. That they do not get their own podium is a travesty that must be addressed in 2014.

But the event on the world's most atmospheric racetrack is not just about the Six Hours. I don't give a hoot about today's Formula 1, but the FIA Masters Historic championship round took spectators back to the charismatic – but often unreliable – cars of the 1970s and '80s, when half the field was in with a shout on raceday.

While GT racer Michael Lyons played his customary Sebastian Vettel role with aplomb, the variety of chassis was sensational. My weekend was made by the twin UOP Shadow DN5s of Nick Colyvas and Gregoire Audi dicing as if Jean-Pierre Jarier and the late Tom Pryce were on board in 1975.

Marcus Pye

"I don't give a hoot about today's F1, but the Masters Historics took me back to the '70s and '80s"



SUBSCRIBE TO AUTOSPORT AND GET... McLAREN 50 POLOSHIRT



**RRP:
£39.95**

+PLUS+

**FREE DIGITAL EDITION
SUBSCRIPTION &
UNLIMITED ACCESS
TO AUTOSPORT.COM**



FREE GIFTS

- ✓ **Free McLaren 50 Poloshirt.**
This poloshirt is classic white, with twin striped detail to the front in McLaren orange (Bruce McLaren's racing livery) and deep blue.
- ✓ **Free subscription to the AUTOSPORT Digital Edition**
and unlimited access to **AUTOSPORT.com**

SUBSCRIBE NOW!



Visit
www.themagazineshop.com/ASPO/M0913P
Or call and quote **M0913P**

08448 488 817

Please have your bank details ready.
Offer ends October 3 2013.

themagazineshop.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**

Terms & Conditions: This offer is open to UK residents only. Overseas rates are available on +44 (0) 1795 592 974. 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 October 3 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.



Team USA Scholar Nunez won last year's Walter Hayes

Team USA Scholarship

American racers get Formula Ford 1600 shot

JOEY BICKERS AND JAKE EIDSON have won the 2013 Team USA Scholarship and will contest this year's Brands Hatch Formula Ford Festival and the Walter Hayes Trophy at Silverstone.

Pacific F1600 frontrunner Bickers, and Eidson, champion of the East Coast-based F1600 Championship, came out on top of a six-way shoot-out. Previous winners of the award, which aims to help young American driving talent, include Bryan

Herta, Joey Hand, AJ Allmendinger and Josef Newgarden.

Bickers (21) and Eidson (18) will now race Cliff Dempsey-run Ray GR08s in the two Kent-engine Formula Ford events.

Bickers said: "Since the start of my racing career, my number-one goal has been to learn as quickly as I can. Going to England as part of the Team USA Scholarship, I am sure I will continue to learn many valuable lessons."

Eidson, who also has three Skip Barber Racing Championships on his CV, said:

"Last year I was able to compete in England with CDR, where I gained a great amount of additional knowledge, and plan to apply that to the Scholarship."

Team USA scholar Newgarden won the Kent Brands Festival in 2008, while fellow graduates Conor Daly, Connor de Phillippi and Tristan Nunez won the Walter Hayes in 2008, 2009 and 2012 respectively.



Ginetta Winter Series

Ginetta has announced details of this year's Junior winter series, which will be held at Snetterton on November 9-10. In addition to a 50 per cent discount for entry into the main championship next season for the winner, prizes include £1000 worth of Ginetta parts credit for the runner-up, and two sets of 2014-spec Michelins for third. An extra set of tyres will be given to the driver who gains the most places over the four races.

Delay for seasick racer

The start of the opening Clubmans race at Brands Hatch last weekend was delayed to allow Ian Mitchell's seasickness tablets to kick in. With the programme running ahead of schedule, Chris Hart from the Clubmans Register made an impassioned plea to the BARC to delay the start to give Mitchell's tablets time to take effect so he could avoid feeling ill during the race.

Ex-PM makes Spa debut

Former Belgian Prime Minister Guy Verhofstadt finished 49th on his home racing debut in last Saturday's combined RAC Woodcote Trophy/Stirling Moss Trophy event at Spa in his Elva Mk3. The 60-year-old, who served for nine years and is now an MEP, has previously competed outside his home country.

MGB wins Spa Saloons

MGB GTV8 racer Spencer McCarthy pipped Graham Miller (Triumph TR7 V8) to win Barry Sidery-Smith's 74-car British Sports GT Saloon Challenge at Spa last Sunday. Ben Short (Aston Martin DB6) led for six laps. Ben Beighton crashed father Chris's Sunbeam Tiger heavily.

Rare Lotus misses race

Mike Humphrey's planned Historic debut at Spa in the ex-Dick Crosfield 1965 AUTOSPORT championship-winning Lotus Elan 26R Shapecraft coupe (below) came to nought when a clutch issue struck on the warm-up lap for the Gentlemen Drivers' event. The car ran faultlessly for 70 laps at a test previously.



Gill will race for MTECH Lite squad

Formula Renault BARC

Karting champ Gill to FR BARC

BRITISH KARTING CHAMPION Alex Gill will make his car-racing debut at Silverstone this weekend in the Formula Renault BARC finale.

The British FK3 title winner will make his graduation with MTECH Lite ahead of a planned full campaign in 2014.

Gill has tested three times with the team in the build up to the British Touring Car Championship-supporting event.

"This is a great opportunity to make my single-seater debut, especially at Silverstone and at a TOCA event among so many top teams and drivers," said the

16-year-old. "I've really enjoyed testing, it's a great car and the guys at MTECH are really good."

"I had my first chance to get a feel for the car on one of the quick circuits at the Rockingham Friday test [before the previous round] where I got to see the quality of the drivers competing. I have been concentrating on exams this year, so I can't wait to get out racing again."

Meanwhile, Formula Ford 1600 racer Ashley Crossey, 20, will make his category debut with the returning Core Motorsport team.

Historics

Drama in HSCC Allcomers races

LAST SUNDAY'S SECOND HSCC

Open-Wheel Allcomers race at Spa ended dramatically when the BMW engine in Martin Stretton's ex-Giacomo Agostini F2 Chevron B42 grenaded as he caught double winner Mark Dwyer's March 742 at the chequered flag.

Stretton had started Grant Tromans' car late and made up 40s in 10 laps.

Paul Burt was very fortunate to escape serious injury when his FF2000 Van Diemen RF82 hit the barrier backwards on the outside of Eau Rouge while lying seventh in race one. Rescuers had to free Burt – who was wearing a HANS device – from the twisted chassis.



Dwyer's March won both Allcomers races



Classic K last ran in 2011

CSCC

Classic K series to return in 2014

THE CLASSIC SPORTS CAR CLUB will revive Classic K for next season.

The category for FIA Appendix K GT and touring cars was last run in 2011, but the CSCC says it is reacting to demand from members to bring back the series as a cheaper alternative within historic racing.

The CSCC will run a one-hour Classic K race at Snetterton on October 20 as

a prelude to a five-round series in 2014, including visits to Brands Hatch, Snetterton, Silverstone, Donington and Oulton Park.

The series will feature five classes based on engine size, a category for Marcos cars, Lotus Elans and Ginetta G4s with crossflow engines, plus a group for Jaguar E-types.

Plan B works for Leo's GT40

SEVEN TEAMS – FIVE IN RAMPANT

Ford GT40s – led the most competitive Spa Six Hours in the Belgian Classic's 21-year history, yet reigning champions Leo Voyazides and Simon Hadfield were flabbergasted to win it again.

Six days after his astonishing Goodwood TT success, the Briton moved the Plan B Motorsport-run GT40 ahead for the first time on lap 93 and landed his fifth victory in the world's premier historic enduro.

A record 10 GT40s headed the Pre-1966 entry, 2003 and '11 winner Christan Glasel starting his from pole and eking out a 69-second lead before installing debutant Kenny Brack on lap 43. Hadfield, James Littlejohn (in Georg Kjallgren's GT40/c) and Mike Jordan (in Philip Walker's) led a mighty chase, with the sister cars of Roger Wills, Shaun Lynn and Richard Meins in the mix.

Third last year with fellow Dutchman Allard Kalff sharing his Chevrolet Corvette Grand Sport replica, Michiel Campagne added Jan Lammers to the Tachyon team and the '88 Le Mans winner thrust the ground-shaking beast up among the GT40s. Out within six laps, however, was triple winner Jon Minshaw with gearbox failure in his Jaguar E-type.

Leaving Brack out through a five-lap safety car period at four hours – to remove a Ford Mustang that shed a wheel – rather than refuel undid the Lanzante team's aspirations.

When Olivier Ellerbrock (Glasel's brother-in-law) took the GT40 over he could not match his illustrious partners' times, then spun. Inside five laps he was overhauled by Hadfield, who had made up more

than 30s on Kalff before passing the (sometimes lightless!) Corvette, then negated a similar deficit to lead.

Kalff, David Clark and Andy Wolfe (in the GT40s of Lynn and Jason Wright) demoted Ellerbrock to fifth, but the German was reprieved when Wolfe's car lost a front wheel on the penultimate lap. It slipped from fourth to eighth, behind the GTS-winning Lotus Elan that Andy had started brilliantly. Wolfe led overall for a lap late in the first pitstop phase, inspiring car owner Graham Wilson and Ollie Stirling, although Stirling was walloped scarily by a Morgan at Eau Rouge.

The E-type of Chris Scragg, John Bussell and Matt Nicoll-Jones had looked set to top the GTS rankings until a weeping engine oil seal left it without rear brakes. Dutch Shelby GT350 trio Michiel Smits, Tom Kuiper and Arthur Tjon thus won big GTS honours by a minute from John Clark's E-type, and pushed the Marcos-Volvo of Allen Tice/Chris Conoley out of the top 10.

Michael Lyons scored another Masters Historic F1 double, but Saturday's win was complicated when his Hesketh's DFV engine sucked in a fuel filter and refused to rev over 8000rpm. As Lyons pitted it cleared and he roared out fourth, passing Christophe d'Ansembourg, impressive debutant Nick Padmore and Simon Fish in rapid succession.

Former FIA champion Steve Hartley – out with a broken CV joint on day one – shot his Arrows A4 from the back to second on Sunday, when driveshaft failure stranded Fish. Driving Williams cars of contrasting eras, Padmore and



Voyazides/Hadfield
GT40 scored second
straight Six Hours win

d'Ansembourg howled past the pits abreast before the Belgian secured third in the charismatic field.

Even without Ollie Bryant – who pitted after the warm-up lap – four Lola T70 Mk3B coupes squabbling with Roger Wills's McLaren M1C over the FIA Masters sportscar lead was sensational. Carlos Monteverde drove like team-mate Gary Pearson as he chased Leo Voyazides initially, the Brazilian leading briefly after Leo and Steve Tandy touched.

Voyazides pitted last but, while co-driver Simon Hadfield emerged ahead of Pearson, he had to pick off Wills, Martin Stretton (in for Grant Tromans) and Tandy to win a race that should have been stopped after Joaquim Jorge's GT40 nailed Andy Yool's Chevron B8 into the barrier after Raidillon. Chris Jolley and Steve Farthing did well to bring their mean-looking Cooper-Chevrolet back fifth in younger company.

Chris Ward handed JD Classics's Cooper-Jaguar to Andrew Smith after a memorable hour's work, then relieved John Young in its Lister stablemate to stand atop the podia for concurrent RAC Woodcote and MRL Stirling Moss Trophy races.

The big talking point, though, was the Eau Rouge contretemps between half-brothers Jon and Jason Minshaw

(in Lister-Jag and Maserati Birdcage respectively), which eliminated both. Shaun Lynn (Lister) and Ollie Bryant (in the Lotus 15 started by dad Grahame) finished second and third.

After Jackie Oliver parked his Ferrari 250 GT SWB with a worrying engine rattle on lap one, David Hart moved his Drogo-bodied 250 GT past Vincent Gaye's Berlinetta, then relayed Dutch compatriot Alex van der Lof to Pre-'63 GT victory. Anthony Reid's chances in Gaye's car were hindered by a misfire, but van der Lof never looked troubled.

Patrick Blakeney-Edwards (in Martin Hunt's AC Cobra) grabbed bronze from Carlos Monteverde (whose Aston Martin DB4GT Pearson started) a lap from home. Among many fine dices, the most eye-catching was Michael Gans's violet Lotus Elite scampering clear of the pistachio Ginetta G4 of Nigel Winchester/Chas Mallard.

Richard Meaden (Lotus Cortina) led the U2TC hour away, chased by Richard Shaw (BMW 1800), whose start Jackie Oliver converted to victory. Ollie Bryant, revelling in his first Cortina run with Andy Wolfe, hounded down Meaden's partner Grant Tromans and snatched second on the last lap. Goodwood victor Alex Furiani's Alfa GTA was fourth



Ward/Young Cooper-Jag
won RAC Woodcote and
Stirling Moss Trophy races



after Christian Glasel had to serve a stop-and-go penalty, while Leo Voyazides wrote his fabled Cortina off trying to overcome a misfire.

Mark Bates (Porsche 911 RSR) bagged top honours in the expanded Masters Touring Car enduro. Harry Wyndham (Jaguar E-type) and the Brown brothers' raucous Ford Escort-BDG were next back, while Simon Hadfield hounded down Henry Mann's Mustang and blasted past up the Kemmel Straight on the final lap for feature Pre-'66 gold in the Falcon that Leo Voyazides started.

Italy's Michele Liguori won a messy CanAm InterSerie Challenge despite stalling his Lola-DFV T292 at the green flag. Peter Schleifer (McLaren M6B) and Frank Bradley (March 717) led initially, but top qualifier Andy Newall's monstrous JCB McLaren M8F started from the pits and was on course to win when its engine's water-pump pulley failed.

Ludovic Caron took the Masters Gentlemen Drivers Pre-'66 GT curtain closer in his Shelby Cobra Daytona coupe clone. The mixed German crew of Marcus Graf von Oeynhausen and Rhea Sautter (Jaguar E-type) were runners-up, ahead of the 'raced-out' Voyazides/Hadfield (AC Cobra).

● Marcus Pye

21ST SPA SIX HOURS (109 LAPS) 1 Simon Hadfield/Leo Voyazides (Ford GT40); 2 Jan Lammers/Michel Campagne/Allard Kalfi (Chevrolet Corvette Grand Sport rep) +34.944s; 3 Shaun Lynn/Ralph Haddon/David Clark (Ford GT40); 4 Philip Walker/Mike Jordan (Ford GT40); 5 Christian Glasel/Kenny Brack/Olivier Ellerbrock (Ford GT40); 6 Richard Meins/Chris Lillingston-Price (Ford GT40); 7 Andy Wolfe/Graham Wilson/Oliver Stirling (Lotus Elan '26R'); 8 Jason Wright/Michael Gans/Andy Wolfe (Ford GT40); 9 Roger Wills/Anthony Reid (Ford GT40); 10 Michiel Smits/Tom Kuiper/Arthur Tjon (Ford Shelby Mustang GT350). **Class winners** Wolfe/Wilson/Stirling; Smits/Kuiper/Tjon; Allen Tice/Chris Conoley (Marcos 1800GT); Christian Dumolin/Christophe van Riet/Stephan Meyers (Ford Mustang); William Medcalf/Nick Swift (Morris Cooper S). **Eau Rouge Trophy** Tristan & Benjamin Miroux (Datsun 240Z). **Fastest lap** Brack 2m45.494s (94.67mph).

FIA MASTERS HISTORIC FORMULA 1 (11 LAPS)

1 Michael Lyons (Hesketh 308E); 2 Simon Fish (Ensign N180) +3.118s; 3 Christophe d'Ansembourg (Williams FW07C); 4 Nick Padmore (Williams FW05); 5 Manfredo Rossi di Montelera (Brabham BT42/44); 6 Bill Coombs (March 761). **CW** Fish; Greg Thornton (Lotus 92/5); Roger Wills (March 701). **FL** Lyons 2m14.739s (116.28mph).

RACE 2 (9 LAPS) 1 Lyons; 2 Steve Hartley (Arrows A4) +34.753s; 3 d'Ansembourg; 4 Padmore; 5 Rossi di Montelera; 6 Thornton. **CW** Hartley; Thornton; Katsu Kubota (Lotus 72). **FL** Hartley 2m15.551s (115.58mph).

FIA MASTERS HISTORIC SPORTS CARS (22 LAPS)

1 Leo Voyazides/Simon Hadfield (Lola T70 Mk3B); 2 Steve Tandy (Lola T70 Mk3B/c) +2.385s; 3 Roger Wills (McLaren M1C); 4 Carlos Monteverde/Gary Pearson (Lola T70 Mk3B); 5 Chris Jolly/Steve Farthing (Cooper Monaco T61M); 6 Pedro Joao (Lola T70 Mk2 Spyder). **CW** Jolly/Farthing; Phil Hall (Lola T212); Georg Kjallgren/James Littlejohn (Daren Mk2); Sam & David Carrington-Yates (Chevron B16); Mark Bates (Porsche 911 RSR). **FL** Hadfield 2m29.495s (104.80mph).

WOODCOTE & STIRLING MOSS TROPHIES (21 LAPS)

1 John Young/Chris Ward (Lister-Jaguar Costin); 2 Shaun Lynn (Lister-Jaguar Knobbly) +13.540s; 3 Graham & Oliver Bryant (Lotus 15); 4 Chris Ward/Andrew Smith (Cooper-Jaguar T33); 5 Keith Ahlers/Billy Bellinger (Lola Mk1 Prototype); 6 Philip Champion/Martin Stretton (Lotus 11 Le Mans). **FL** Ward (Lister) 2m51.845s (91.17mph).

PRE-'63 GT (20 LAPS) 1 David Hart/Alexander van der

Lof (Ferrari 250 GT Drogo); 2 Vincent Gaye/Anthony Reid (Ferrari 250 GT SWB) +42.589s; 3 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra); 4 Carlos Monteverde/Gary Pearson (Aston Martin DB4GT); 5 Nick Naismith/John Young (Aston Martin DB4GT); 6 James & Jeremy Cottingham (Jaguar E-type). **CW** Hunt/Blakeney-Edwards; Michael Gans (Lotus Elite); Will Plant/Simon King (Morgan+4). **FL** Hart 2m59.196s (87.43mph).

U2TC (20 LAPS) 1 Richard Shaw/Jackie Oliver

(BMW 1800 TISA); 2 Andy Wolfe/Oliver Bryant (Ford Lotus Cortina) +9.801s; 3 Richard Meaden/Grant Tromans (Lotus Cortina); 4 Alex Furiani/Christian Glasel (Alfa Romeo GTA); 5 Dion Kremer (Lotus Cortina); 6 Carlos Monteverde/Gary Pearson (Lotus Cortina). **CW** Wolfe/Bryant; Rory Henderson/Nick Swift (Morris Cooper S); Jasper Izaaks/Geoff Turrall (Fiat Abarth 1000TC). **FL** Shaw 3m01.545s (86.30mph).

MASTERS TOURING CARS (20 LAPS) 1 Mark Bates

(Porsche 911 RSR); 2 Daniel & Robert Brown (Ford Escort RS) +1m43.652s; 3 Harry Wyndham (Jaguar E-type); 4 Leo Voyazides/Simon Hadfield (Ford Falcon); 5 Henry Mann (Ford Mustang); 6 James Bates (Porsche 911 RS). **FL** D Brown 2m44.733s (95.10mph).

MASTERS CAN-AM INTERSERIE CHALLENGE (16 LAPS)

1 Michele Liguori (Lola-DFV T292); 2 Grant Tromans/Martin Stretton (Lola T70 Mk3B) +19.944s; 3 Steve Tandy (Lola T70 Mk3B/c); 4 Frank Bradley (March 717); 5 Peter Schleifer (McLaren M6B); 6 Daryl Taylor (Lola T390).

CW Stretton/Tromans; Rob Hall/Graham Adelman (Lola T210). **FL** Liguori 2m24.773s (108.22mph).

MASTERS GENTLEMEN DRIVERS (24 LAPS) 1 Ludovic

Caron (AC Cobra Daytona Coupe); 2 Marcus Graf von Oeynhausen/Rhea Sautter (Jaguar E-type) +25.175s; 3 Leo Voyazides/Simon Hadfield (AC Cobra); 4 Ed Morris (Lotus Elan); 5 Karsten Le Blanc/Nigel Greensall (AC Cobra); 6 Mark Pangborn/Jeremy Welch (Jaguar E-type). **FL** Caron 2m52.592s (90.77mph).

HSCC OPEN WHEEL ALLCOMERS (12 LAPS) 1 Mark

Dwyer (March 742); 2 Grant Tromans (Chevron B42) +0.474s; 3 Will Tomkins (March 732); 4 Graham Kiddy (Argo JM3); 5 Ashley Taylor (March 79B); 6 Jan Langdon (Reynard SF79). **CW** Kiddy; Langdon; Serge Brison (Alexis Mk15). **FL** Tromans 2m29.349s (104.90mph).

RACE 2 (10 LAPS) 1 Dwyer; 2 Martin Stretton

(Chevron B42) +0.474s; 3 Taylor; 4 Kiddy; 5 Langdon; 6 Simon Hadfield (Lotus 69FF). **CW** Kiddy; Langdon; Hadfield. **FL** Stretton 2m25.432s (107.73mph).

Griffiths won
race two in
Cooper T51



HGPCA SPA, SEPTEMBER 20-22
ROADBOOK

Minshaw and Griffiths on top

SATURDAY'S BUMPER 42-CAR GRID told the story of GP, Voiturette and Tasman Cup racing from 1935 to '65, showcasing front-engined machines, through the Cooper-led rear-engined revolution of the late '50s to tiny shrink-wrapped cigar tubes of the 1500cc era.

Fuel-pump failure left Jason Minshaw's Tasman Brabham BT4 anchoring the line-up — sadly without Andy Middlehurst's Jim Clark Lotus 25, silenced by a broken 'dizzy' drive — but last year's winner charged through, annexing the lead from duellists Peter Horsman and Miles Griffiths in traffic at the final chicane.

Minshaw's fortunes turned at Sunday's start, when scrambling round La Source his throttle cable snapped, freeing Griffiths (ex-Stirling Moss/Harry Schell Cooper T51) and Horsman (ex-Tony Shelly Lotus 18/21). Horsman boldly passed his rival towards Eau Rouge, only for a jammed throttle to fire him into the barriers half a lap later.

German Max Blees (Brabham BT7A) kept Griffiths focused to the flag. American Chris Locke drove Clark's Tasman title-winning Lotus 32B beautifully for third, ahead of the screaming V8s of Andrew Beaumont (ex-Innes Ireland Lotus 24), James King (ex-Dan Gurney Brabham BT7) and — from dead last — Sid Hoole (ex-Jo Bonnier Cooper T66).

Electrical issues delayed Julian Bronson's Scarab, but he deposed Michael Gans's ERA and Saturday victor Tony Smith's Ferrari Dino before wresting front-engined honours from Rod Jolley.

RESULTS (BOTH 11 LAPS) 1 Jason Minshaw (Brabham BT4); 2 Peter Horsman (Lotus 18/21) +1.079s; 3 Miles Griffiths (Cooper T51); 4 Max Blees (Brabham BT7A); 5 Chris Locke (Lotus 32B); 6 Andrew Beaumont (Lotus 24). **CW** Griffiths; Beaumont; Andrew Smith (Cooper T43); Dan Collins (Lotus 21); Tony Smith (Ferrari 246 Dino); Martin Eyre (Cooper-Bristol Mk2). **FL** Minshaw 2m41.869s (96.79mph). **RACE 2** 1 Griffiths; 2 Blees +1.031s; 3 Locke; 4 Beaumont; 5 James King (Brabham BT7); 6 Sid Hoole (Cooper T66). **CW** Blees; Beaumont; Collins; Julian Bronson (Scarab); Smith; Paul Grant (Cooper-Bristol). **FL** Horsman 2m44.958s (94.97mph).



BRITCAR 1000KM SILVERSTONE GP, SEPTEMBER 21-22 BRSCC

Aston duo storm to Britcar 1000Km glory as rivals falter

MARK POOLE AND RICHARD ABRA followed up their Britcar 24 Hours win of 2012 by taking a comfortable victory in this year's 1000 Kilometres event in their Aston Martin Vantage.

But the race came alive behind them in the closing laps of the six-hour enduro, with Bob Berridge taking third place right at the death in the Riley he shared with Nigel Mustill and Gareth Evans.

The Javier Morcillo/Manuel Cintrano/Paul White Mosler was on

pole with their aggregate time from the two qualifying sessions, half a second quicker than the works Ginetta G55 of Lawrence Tomlinson/Mike Simpson/Nathan Freke.

Morcillo was the recipient of the prize of a £5000 watch – an added incentive from Britcar boss James Tucker, going to the driver who set the fastest qualifying lap – but was not confident of his car's pace.

Talking before the race start, he said: "We cannot conserve anything. There are six cars here that are able

to win it. We are one of the six, but I wouldn't put us first."

The race didn't begin particularly well for Morcillo as Simpson passed him into Copse, and over the next few laps the Mosler lost several more places. The Ginetta's advantage lasted five laps as Abra's Barwell-run, MP Motorsport Aston passed Simpson into Brooklands.

Then disaster struck the Ginetta on lap 12 when Simpson was hit by a backmarking Lotus and had to make a lengthy pitstop to fix a broken rear toe link. The car rejoined, but an engine failure ended its race not long after.

Abra thus led from Berridge and Lars Viljoen's new Wolf at the time of the first round of pitstops. But the Wolf didn't get beyond these as a suspected rear puncture proved to be a terminal problem with the wheelhub and bearing.

Just before one-third distance came the first of two safety car periods, after Anthony Mott/Barclay Dougal's BMW stopped on Wellington Straight with a throttle issue. During the caution the Riley was in the pits, but it cost them dear.

Berridge explained: "We were screwed by the safety car.

"Because we could only put in 25 litres of fuel during the caution, we had to make another stop, which cost us three minutes."

Therefore, Astons were running one-two, with the Paul Bailey/Andy Schulz/Tom Ferrier machine up to second. It stayed like this until Bailey spun after four hours at Becketts. He hit the tyrewall and lost about four minutes, with the front splitter having to be removed during their next stop.

After two-thirds distance the pace car was back out after an engine failure for the BMW of Michael Symons and Keith Webster, closing up some of the field.

In the final hour Morcillo looked set to overhaul the damaged Aston but he was furious to learn he had to stop and hand over to Cintrano, otherwise he would exceed his maximum driving time. Cintrano was much slower and Berridge caught him at a rate of up to seven seconds per lap. On the penultimate tour he passed Cintrano as he spun.

But no-one could stop Abra/Poole from winning by over two laps. A delighted Poole said: "You never expect to win an endurance race; you need a slice of luck. Today





Barwell-run MP
Aston's run to victory
was quick and clean



Donovan, one of
many guest entries,
won twice overall

PORSCHE CLUB SILVERSTONE GP, SEPTEMBER 21-22 BRSCC

Bradshaw's Club gets new member as win streak ends

TOM BRADSHAW'S CLASS 1 WINNING streak was ended at Silverstone as Pete Morris triumphed in race three, while the overall victories went elsewhere.

Title contender Bradshaw won the first race comfortably after class rival and poleman Rich Ellis went too deep into Becketts. It had started raining just before the race began and Ellis said: "It was extremely greasy and I lost traction at the start. Then at Becketts I went straight across."

He did recover to finish second in class behind Bradshaw, but the overall win went to Invitational class runner Mike Donovan in his 997 GT3 Cup car.

Several extras joined the grid this weekend for the Bill Taylor Memorial race and these drivers were given a 25-second headstart.

The second race featured a closer fight for Donovan as he enjoyed a good battle in the early stages with Paul MacLean's 993. But his life was made easier when MacLean was taken out by a backmarker, breaking a manifold connecting his exhaust and turbo.

Donovan therefore won by nearly two minutes from Mark Chilton, while Bradshaw's Boxster was again victorious in Class 1 after passing slow-starting poleman Ellis, who regained second later on.

The final race was the pick of the three thrashes, with fantastic tussles at the front of both classes.

Donovan was unable to complete a treble as his car, which was up for sale, was sold overnight following his excellent earlier performances. Therefore it was

a fight between Chilton and MacLean (now in Peter Fairbairn's 933) for the final win.

They continually swapped positions and squirmed sideways, but it was Chilton who took the spoils with a final-lap pass.

For the first time in several rounds, Bradshaw had a real battle on his hands for the class win. Morris was on a charge and took the lead with a tremendous move around the outside of Copse.

Morris was delighted: "That was a cracking race! I was hunting for the win and changing to new rubber made the difference."

Ellis's weekend ended badly as he pulled off on the penultimate lap. "I had a gearbox problem and used second rather than third gear but this overrevved the engine," he explained. "It's a shame."

There were no such problems for John McCullagh in his 968 as he extended his advantage over Bradshaw at the top of the standings after taking three dominant Class 2 wins.

● Stephen Lickorish

RESULTS (8 LAPS) 1 Mike Donovan (997 GT3 Cup); 2 Tom Bradshaw (Boxster S) +20.456s; 3 Paul MacLean (993 GT2 R); 4 Rich Ellis (993 C2); 5 Pete Morris (996 C2); 6 Mike Johnson (996 C2). **CW** Bradshaw; John McCullagh (968 CS). **FL** Johnson 2m44.970s (79.87mph).

RACE 2 (12 LAPS) 1 Donovan; 2 Mark Chilton (Cayman GT2) +1m52.645s; 3 Bradshaw; 4 Ellis; 5 Mark McAleer (996 C2); 6 Morris. **CW** Bradshaw; McCullagh. **FL** MacLean 2m12.861s (99.18mph). **RACE 3 (11 LAPS) 1 Chilton;** 2 MacLean (933 RSR) +0.589s; 3 Morris; 4 Bradshaw; 5 McAleer; 6 Colin Mowle (Cayman S). **CW** Morris; McCullagh. **FL** Chilton 2m22.476s (92.49mph).



GT Academy Nissan
took Production
Cup honours

we had a trouble-free run."

Second meant Bailey and Schulz took Class 1 honours in the British Endurance Championship.

Production Cup honours fell to the GT Academy winning duo of Ashley Oldfield and Salman Al Khater, sharing their Nissan 370Z with Tomas Scheckter. They fought the SEAT of Graham Johnson and Mike Robinson for much of the race and got ahead when the Leon developed gearbox troubles.

● Stephen Lickorish

RESULTS (158 LAPS) 1 MP Motorsport: Richard Abra/Mark Poole (Aston Martin Vantage); 2 Horsepower Racing: Paul Bailey/Andy Schulz/ Tom Ferrier (Aston Martin Vantage GT3) -2 laps; 3 Nigel Mustill/Bob Berridge/Gareth Evans

(Riley); 4 Neil Garner Motorsport: Javier Morcillo/ Manuel Cintrano/Paul White (Mosler MT900R); 5 Team Parker Racing: Ian Loggie/Chris Jones/ Julian Westwood (Porsche 997 Cup); 6 Peter Cook/Jacopo Sebastiani/Phil Hopkins (Audi R8 LMS). **Class winners** Bailey/Schulz/Ferrier; Loggie/Jones/Westwood; Nissan GT Academy Team RJN: Ashley Oldfield/Salman Al Khater/ Tomas Scheckter (Nissan 370Z); Graham Johnson/Mike Robinson (SEAT Leon Supercopa); Motorsport Services Ltd: Brett Niall/Malcolm Niall (Porsche 997); Mark Cunningham/Peter Cunningham (SEAT Leon Supercopa); Motorsport Services: Danny Stutterd/Jeff Lowrey (SEAT Leon Supercopa); ING Sport: Ian Lawson/Anthony Wilds/Mike Wilds (BMW 320i); Intersport Racing: Danny Russell/Duncan Rodgers/Chris Knox (Mini Cooper S); Barclay Dougal/Anthony Mott (BMW E46 M3). **Fastest lap** Abra 2m03.488s (106.71mph).



Smith clinched second title with ninth win of 2013

750MC DONINGTON PARK, SEPTEMBER 21-22

Smith takes title in tense finale

PAUL SMITH SECURED A THOROUGHLY deserved second straight Formula Vee title, but the conclusion to the season was more tense than it might have been. The 2012 champion had won all eight races he had started this season in his AHS Dominator, but the crown was not secured until the flag fell at the end of the final round.

Martin Farmer had finished behind Smith on the podium in each of those eight races, but the former double champion finally grabbed his first win of the year on Saturday. The Sutton Coldfield man squeezed his GAC through on the inside at Schwantz on lap three to take the lead from Smith, who lost second to Graham Gant (WEV) at Redgate.

Then Smith hit trouble, and onlookers wondered whether he would finish the race. It transpired a broken gearlever meant he was stuck in fourth, but he brought the car home to secure crucial points for fourth position, behind Ian Buxton's Daghorn-GAC. That left Smith requiring just a handful of points to wrap things up, but he impressed with a decisive victory to also retain the Donington Park Racing Association Club Trophy. Farmer and Gant completed the podium, while Tim Probert's Storm fended off all comers in a huge fight for fifth.

Steve Roberts needed just a couple of solid finishes to take home the Compact Cup title with a meeting to

spare, so his ninth and 10th victories of the year were more than enough. For the seventh time in the last eight races there was precisely the same top three – surely unprecedented in one-make racing – as Stuart Voyce and Martin Gambling followed Roberts home. “That’s how I wanted to win it, with Stuart right on my bumper,” said Roberts, who has enjoyed some relatively comfortable victories in recent events.

Clive Hudson improved his chances of taking the Sports Specials title with two wins over the similar Eclipse of Paul Boyd. Two red flags blighted Saturday’s contest, much to the chagrin of Boyd, who had just taken the lead from Hudson at Redgate before the second stoppage.

Boyd led race two between the chicane and Redgate at the start of lap nine, before he outbraked himself while trying to make a move on Hudson at the final corner. Colin Benham (STM Phoenix) retained the outright lead with more solid class performances, but Wayne Rothwell and Rob Johnston both suffered DNFs ahead of the Cadwell finale.

Dave Hodkin goes into the 750 Formula title decider with an eight-point advantage over Chris Gough, despite finishing second on each occasion to Billy Albane’s

Batten at Donington. In the opening race the leaders had to go either side of a backmarker at Craner Curves, with Hodkin making the wrong decision and allowing Albane through. Hodkin was preoccupied for much of both races by having to hold the car in gear.

Peter Chattin (HSC) took the lead of the 750 Trophy opener on lap two and didn’t look back. In race two, he was embroiled in a close contest with Ben Myall (Gerrell) when they found backmarkers at Coppice. Chattin went off and left Myall clear.

Tom Bell was confirmed as champion in Stock Hatch with victory in the second race of the weekend. On Saturday the top three had been static as Shayne Deegan headed home brother Lee and Bell, but Sunday’s encounter was much livelier. Bell lost the lead to 2011 champion Patrick Fletcher at Coppice on lap four, but regained it at Redgate two laps later. Nathan Saunders moved up to second as Fletcher tumbled down the order, while a much-improved Paul Jarvis was left stunned by his first podium finish.

Lee Scott’s victory in Saturday’s Classic Stock Hatch race virtually assured him of the title, but he completed the job with second position in race two. There was no



Familiar top three in Compact Cup led by Roberts

LOCOST DONINGTON PARK, SEPTEMBER 21-22 750MC

Bankhurst's double delays Garratt's Locost coronation

LEE BANKHURST KEPT HIS SLIM hopes of taking the Locost title alive with his third and fourth successive victories at Donington Park.

Following a double at Silverstone in August, the Lincolnshire driver found himself with a comfortable lead as early as the second lap at Donington, after passing Richard Bradley at Redgate. Bankhurst's pursuers fell over one another to give him a big advantage at the Old Hairpin and the breathing space allowed him to ease away.

Bradley's second place was his first podium of the season, while title contender Richard Jenkins slipped back to fifth with a misfire, promoting Danny Andrew and Anthony May.

Bradley missed a gear at the

start of race two and plunged down the field, but he quickly bounced back and finished fourth. Up front, it was a three-way fight between Sian Stafford-Atkinson, Matt Cherrington and points leader Alastair Garratt until backmarkers separated Stafford-Atkinson from the lead pair.

Cherrington obediently sat behind Garratt for the final four laps, knowing he could seize the opportunity under braking for the chicane on the last tour. He duly did so, before Garratt narrowly failed to retake the lead on the line.

The final race was the best of the three. Garratt and Jenkins both led, while Cherrington again played the waiting game. Bankhurst gambled in being ahead at the start of the final lap, but he made a break through



Bankhurst leads typically close Locost battle

the Craners to seal it. Garratt was second, ahead of Cherrington, who nipped past Jenkins at McLeans.

Jenkins remains in contention ahead of the finale at Cadwell, but a couple of top-four finishes should see Garratt crowned. Bankhurst, however, is the man in form.

RESULTS (ALL 10 LAPS) 1 Lee Bankhurst; 2 Richard Bradley +11.05s; 3 Danny Andrew; 4 Anthony May; 5 Richard Jenkins; 6 Glenn Boyer. **FL** Bankhurst 1m27.35s (81.56mph). **RACE 2** 1 Matt Cherrington; 2 Alastair Garratt +0.02s; 3 Sian Stafford-Atkinson; 4 Bradley; 5 Paul Bryant; 6 Steve Wells. **FL** Garratt 1m26.76s (82.12mph). **RACE 3** 1 Bankhurst; 2 Garratt +0.65s; 3 Cherrington; 4 Jenkins; 5 Bryant; 6 Boyer. **FL** Cherrington 1m27.45s (81.47mph).



Bell secured the Stock Hatch title with race-two win



Boulton won but went off in race two

stopping last year's champion Damien Cottrell, in Richard Herbert's XR2. He flew up the order to win from 14th on the grid after retiring from the first race with a puncture. Behind Scott (XR2i), Martin Cayzer (XR2i) — also up from a lowly grid position — denied Nova man Mervyn Beckett a podium at the final corner.

After Al Boulton passed the chequered flag to win for the first time on the road in RGB, Matthew Higginson led a second Spire 1-2-3 on Sunday to secure the crown. Austen Greenway's hopes of stopping

him evaporated, and he also lost the lead of Class F to Paul Rickers after retiring from a truncated race.

Stuart Nicholls won a tough MR2 race from Michael Wells, while Bikesports wins were shared between Swedish Radical PR6 drivers Oskar Kruger and Jesper Westerholm, as Tim Gray edged towards the title with class wins in his Spire.

Chris Dittman took the Tiedeman Trophy in his Dallara, while the Roadsports race bubbled up into a thriller, won by JM Littman.

● Ian Sowman

FORMULA VEE (BOTH 11 LAPS) 1 Martin Farmer (GAC); 2 Graham Gant (WEV) +6.99s; 3 Ian Buxton (Daghorn GAC); 4 Paul Smith (AHS Dominator); 5 Paul Taylor (GAC); 6 Craig Pollard (GAC). **Class winner** Jordan. **Fastest lap** Farmer 1m18.16s (91.15mph).

RACE 2 1 Smith; 2 Farmer +8.68s; 3 Gant; 4 Buxton; 5 Tim Probert (Storm); 6 Dan Pitchford (Leystone). **CW** Peter Studer (Sheane). **FL** Smith 1m18.04s (91.29mph).

COMPACT CUP (10 LAPS) 1 Steve Roberts; 2 Stuart Joyce +3.38s; 3 Martin Gambling; 4 Kevin Denwood; 5 Simon Roche; 6 Bryce Greenwood. **FL** Roberts 1m26.82s (82.06mph). **RACE 2** (7 LAPS) 1 Roberts; 2 Joyce +0.75s; 3 Gambling; 4 Greenwood; 5 S Roche; 6 Neil Roche. **FL** Joyce 1m26.44s (82.42mph).

SPORTS SPECIALS/SRG (6 LAPS) 1 Clive Hudson (Eclipse SM1); 2 Paul Boyd (Eclipse SM1) +1.07s;

3 Paul Collingwood (Sylvia J15); 4 Rob Johnston (Cyana MX500R); 5 Anton Landon (Cyana Mk2); 6 Mark Cousins (Westfield SEW). **CW** Collingwood; Adrian Cooper (Procomp LA Gold); Ken Culverwell (Lotus 23R); Ian Wilson (Lotus Europa). **FL** Boyd 1m17.00s (92.52mph). **RACE 2** (11 LAPS) 1 Hudson; 2 Boyd +1.95s; 3 Collingwood; 4 Landon; 5 Cooper; 6 Cousins. **CW** Collingwood; Cooper; Culverwell; Wilson. **FL** Boyd 1m16.91s (92.63mph).

750 FORMULA (11 LAPS) 1 Billy Albone (Batten 3); 2 Dave Hodkin (HRD Mk1) +1.44s; 3 Robin Gearing (Darvi P88); 4 Bob Simpson (SS/F); 5 Chris Gough (CGR2evo); 6 Dave Robson (SDAR/83). **CW** Andrew Kemp (Racekits Falcon). **FL** Albone 1m18.05s (91.28mph).

RACE 2 (4 LAPS) 1 Albone; 2 Hodkin +3.68s; 3 Bill Rutter (Darvi Mk5); 4 Robson; 5 Kemp; 6 Simpson. **CW** Kemp. **FL** Albone 1m18.83s (90.38mph).

750 TROPHY (BOTH 10 LAPS) 1 Peter Chattin (HSC);

2 Ben Myall (Gerrell Mk1) +5.55s; 3 Trefor Slatter (Centaur Mk6); 4 Michael Inglis (Austin 7); 5 Gregan Thruston (Austin 7); 6 Helen Gilfillan (Centaur Mk16). **CW** Inglis. **FL** Chattin 1m32.43s (77.08mph).

RACE 2 1 Myall; 2 Chattin +2.43s; 3 Slatter; 4 Gilfillan; 5 Thruston; 6 Michael Harvey (Austin 7 Ulster Special). **CW** Thruston. **FL** Chattin 1m32.33s (77.16mph).

STOCK HATCH (BOTH 10 LAPS) 1 Shayne Deegan (Citroen Saxo); 2 Lee Deegan (Citroen Saxo) +0.57s; 3 Tom Bell (Citroen Saxo); 4 Ben Seybold (Renault Clio); 5 Matt Fincham (Renault Clio); 6 Andrew Tibbs (Citroen Saxo). **CW** Seybold. **FL** Martin Ward (Renault Clio) 1m24.30s (84.51mph). **RACE 2** 1 Bell; 2 Nathan Saunders

(Citroen Saxo) +0.45s; 3 Paul Jarvis (Citroen Saxo); 4 S Deegan; 5 L Deegan; 6 Seybold. **CW** Seybold. **FL** Seybold 1m24.36s (84.45mph).

CLASSIC STOCK HATCH (BOTH 10 LAPS) 1 Lee Scott (Ford Fiesta XR2i); 2 Daniel Gibson (Ford Fiesta XR2) +2.63s; 3 Andy Philpotts (Ford Fiesta XR2i); 4 Mervyn Beckett (Vauxhall Nova GTE); 5 Matt Rozier (Peugeot 205 GTi); 6 Ryan Lowry (Ford Fiesta XR2i). **FL** Damien Cottrell (Ford Fiesta XR2) 1m28.14s (80.83mph).

RACE 2 1 Cottrell; 2 Scott +1.44s; 3 Martin Cayzer (Ford Fiesta XR2i); 4 Beckett; 5 Gibson; 6 Rozier. **FL** Cayzer 1m28.79s (80.24mph).

RGB (12 LAPS) 1 Alastair Boulton (Spire GT3); 2 Matthew Higginson (Spire GT3) +0.56s; 3 John Cutmore (Spire GT3); 4 Paul Rogers (Contour); 5 Jonathan Thackray (Spire GT3); 6 David Wale (Spire GT3). **CW** Paul Rickers (STM Phoenix). **FL** Higginson 1m12.39s (98.42mph).

RACE 2 (4 LAPS) 1 Higginson; 2 Cutmore +2.46s;

3 Boulton; 4 Andrew Hiley (Chronos); 5 Rogers; 6 Tony Gaunt (Wolfe TGO2). **CW** Stephen Bell (Sylvia Striker). **FL** Higginson 1m13.14s (97.41mph).

TOYOTA MR2 (12 LAPS) 1 Stuart Nicholls; 2 Michael Wells +1.06s; 3 Mark Barber; 4 Ben Rowe; 5 Matthew Palmer; 6 Kristian White. **CW** Wells. **FL** Nicholls 1m24.94s (83.88mph).

BIKESPORTS (17 LAPS) 1 Oskar Kruger (Radical PR6);

2 Lewis Plato (Radical SR3) +0.22s; 3 Jon-Paul Ivey (Radical PR6); 4 Tim Gray (Spire GT3); 5 Andy Cummings (Radical SR3); 6 Richard Stables (Radical PR6). **CW** Plato; Gray. **FL** Plato 1m07.80s (105.08mph).

RACE 2 (15 LAPS) 1 Jesper Westerholm (Radical PR6); 2 Kruger +2.28s; 3 Ivey; 4 Plato; 5 Gray; 6 James Breakell (Radical PR6). **CW** Plato; Gray. **FL** Plato 1m07.35s (105.78mph).

MONOPOSTO RACING CLUB TIEDEMAN TROPHY

(17 LAPS) 1 Chris Dittman (Dallara F302); 2 Jason Timms (Speads RM07) +18.81s; 3 Jim Blockley (Ralt RT3); 4 Peter Venn (Anson SA3); 5 Daniel Hands (Van Diemen RFO1); 6 Geoff Fern (JKS TFR11). **CW** Timms; Blockley; Eddie Guest (Lola T640); Matt Hayes (Jamun M97Z). **FL** Dittman 1m07.93s (104.88mph).

ROADSPORTS (29 LAPS) 1 JM Littman (Porsche Boxster); 2 Martin Gambling/Matt Cherrington (BMW Z3) +9.90s; 3 Rob Horsfield (Toyota MR2); 4 Michael Comber (Mazda MX5); 5 Neil Smith (Porsche Boxster); 6 Gary Goodyear (Lotus Exige). **CW** Horsfield; Comber. **FL** Horsfield 1m20.81s (88.16mph).



Nicholls won a tough MR2 event

TRACK DAY INSURANCE

Give Simon and the friendly team a call:

0844 338 68 71

mcemotorsport.com

OPENING HOURS:
 Monday - Friday 9.00am-5.30pm



CLUB100

It's just racing!

www.CLUB100.co.uk

SUPERSTARS WORLD

SEPTEMBER 29th

IMOLA



www.superstarsworld.com



Mercedes-Benz



Shell
Racing Solutions





MIGHTY MINI CADWELL PARK, SEPTEMBER 21 BRSCC

Lewis makes his mark after absence

BETWEEN THEM, JONATHAN LEWIS AND Zack Booth have won all but one of this year's Mighty Mini races, with Booth looking odds-on for the title after a double victory in Lewis's absence last time out at Oulton Park.

They resumed their rivalry at Cadwell last weekend, but for Lewis the battle in the opening race proved short-lived. Despite translating pole to a first-lap lead, he ran wide at Gooseneck on the following tour, picking up a puncture that eventually forced him into retirement.

Booth made hay while the sun shone, pulling away from a scrap for second to claim a dominant win.

Behind him, Charlie Budd, Castle Combe winner Damien Harrington and Steven Rideout were joined by actor-turned-racer Kelvin Fletcher to dispute runner-up spot.

Budd snatched second on the penultimate lap, before Harrington's subsequent retirement promoted Fletcher to third.

With Lewis's retirement in race one relegating him to the back of the grid for the sequel, Booth had the lead to himself for five laps as he targeted his fourth win of the year. But it wasn't to last as behind him an inspired Lewis was surging through the field.

Lewis mastered the twisting and

challenging Cadwell track, setting a fastest lap time 1.5 seconds quicker than anyone else along the way.

After just one lap, he'd burst from 20th on the grid to eighth, and he had the leader in his sights shortly after the half-way point. They crossed the line nose-to-tail at the end of lap six, with Lewis slicing up the inside into Coppice to wrest the lead.

A determined Booth wasn't about to give up easily – filling Lewis's mirrors for the final minutes – but he couldn't find a way through.

"It was entertaining if nothing else! I just wanted to see if it was possible to attack and get to the front and

around here you can," commented the winner afterwards.

Meanwhile, Fletcher defended well to hold off a late challenge from Budd and claim the final podium place.

It was just as close behind them, as Andrew Devine beat Rideout and Ian Slark to fifth.

● Oliver Timson

RESULTS (10 LAPS) 1 Zack Booth; 2 Charlie Budd +10.936s; 3 Kelvin Fletcher; 4 Steven Rideout; 5 Andrew Devine; 6 Ian Slark.

FL Booth 1m58.400s (66.49mph).

RACE 2 (9 LAPS) 1 Jonathan Lewis; 2 Booth +0.204s; 3 Fletcher; 4 Budd; 5 Devine; 6 Rideout. **FL** Lewis 1m56.560s (67.54mph).

PORSCHE CADWELL PARK, SEPTEMBER 21 BRSCC

Styrin maintains the status quo to retain Porsche title

IT WAS BUSINESS AS USUAL AT THE front of the Porsche Championship, with reigning champion Richard Styrin bagging a brace of wins and thereby retaining his title.

"I really wanted to do it for the TF Motorsport guys," he explained. "I thoroughly enjoyed this year and would love to do another."

Having stretched out a decisive lead in the opening half of race one, Styrin eased off in the closing laps to secure his first win of the day. Behind him, William Sharpe recovered from a slow start to claim second ahead of Gerry Taylor, Jonathan Greensmith and Cliff Graham.

Meanwhile, Stephen Boyles, who narrowly headed Sharpe for second in the points table, faded quickly into retirement with a gear-linkage

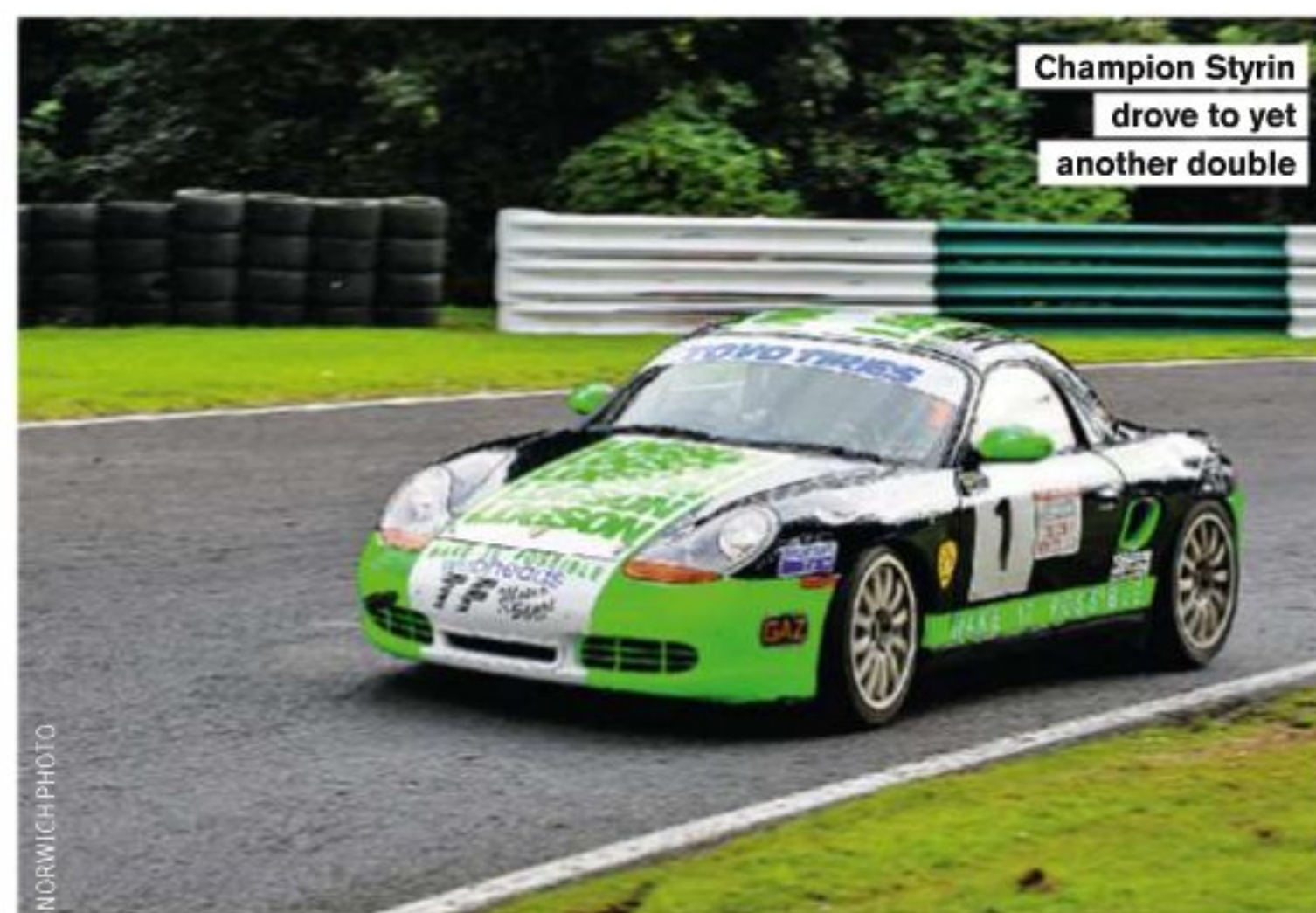
problem. In his absence, the fight for runner-up spot ran nose-to-tail almost to the finish.

A feisty Greensmith finally claimed it, having first grabbed third spot with a great move up the inside of Gerry Taylor at the Gooseneck, and then overtaking an unfortunate Sharpe, whose smoky Boxster plummeted down the order in the closing laps.

Further back, Alastair Kirkham and Simon Hawksley were vying for 924 honours, with Kirkham edging it on the penultimate lap.

Despite a mid-race safety car period wiping out his early lead, Styrin was always in control of race two, and he once more led to the end.

Meanwhile, Taylor maintained a narrow advantage over Greensmith to take second place. Further back, despite having to stop on the



formation lap to fix his car's loose roof, and starting last as a result, Boyles charged through the field to finish fifth, a fraction behind fourth-placed Arjo Ghosh.

● Oliver Timson

RESULTS (12 LAPS) 1 Richard Styrin (Boxster); 2 Jonathan Greensmith (Boxster)

+4.322s; 3 Gerry Taylor (Boxster); 4 Cliff Graham (Boxster); 5 Adam Croft (Boxster); 6 Arjo Ghosh (Boxster). **CW** Alastair Kirkham (924); Rebecca Jackson (Boxster S). **FL** Styrin 1m40.624s (78.24mph). **RACE 2 (8 LAPS)** 1 Styrin; 2 Taylor +0.873s; 3 Greensmith; 4 Ghosh; 5 Steven Boyles (Boxster); 6 Jackson. **CW** Jackson; Kirkham. **FL** Styrin 1m40.094s (78.65mph).



DOMINATE THE TRACK. RULE THE STREET.

ERS | Eibach Race Spring System

- Over 1,300 single components - main and tender springs - metric and imperial, various auxiliary race suspension accessories, ready and in stock on 5 continents
- Comprehensive Program of single components
- Single Main Springs with highest rate-linearity and lowest rate tolerance
- Progressive Characteristics via set-up of different springs serially - double or even triple spring combinations
- Extreme Low Weights achieved through Super Hi-Ten materials and manufacturing technology
- Smallest Solid heights, maximized spring travels and higher maximum loads
- Spring Surface Stabilization through specialized shot peening
- Every ERS Spring preset to block
- Block and Sag Resistant
- Smallest Tolerances and precise plane parallelism of spring ends
- High Dynamic Durability - under Motorsports conditions
- High quality corrosion protection by phosphating and epoxy coating
- Springs Printed with part-number (speaking code = rate and dimensions)
- Individual protective single box packaging



IMPERIAL RANGE



METRIC RANGE



TENDER | HELPER



OFF ROAD



COIL SLEEVE



BUMP STOPS



eibach.com



The Danny Cassar/
Ashley Collins Clio
was unstoppable

TINTOPS OULTON PARK, SEPTEMBER 21 CSCC

Clio pair's late dash makes up for lost time

DANNY CASSAR AND ASHLEY COLLINS proved to be a strong Tin Tops partnership, claiming a late win in their Renault Clio after Cassar had led for the whole of the first half.

An early safety car call wiped out Cassar's initial lead, and a number of frontrunners, including Nigel Tongue, Don Hughes and Russell Hird, chose to make their compulsory stops under the safety car, but were held at the end of the pitlane and lost a lap.

Both Cassar and third-placed Carl Chambers pitted straight from the green flag, but Paul Mensley stayed

out and missed the pitstop window.

Simon Taylor's Honda Civic Type R thus headed the pack with Collins, in for Cassar, rejoining in second, and Matt Fowler and Richard Durham rounding off the top four.

With four laps remaining Collins had reeled in Taylor and was poised to challenge, making his move exiting Cascades for the 15th time. He was ahead by Shell and went on to build a 6.9-second lead by the flag.

Taylor was still comfortable in second with more than 30s in hand over Fowler. Chambers came back

strongly and ousted Durham for fourth, who then dropped to sixth after Colin/Steven Simpson's Peugeot 206 passed him on the last lap.

● Peter Scherer

RESULTS (17 LAPS) 1 Ashley Collins/Danny Cassar (Renault Clio); 2 Simon Taylor (Honda Civic Type R) +6.964s; 3 Matt Fowler (Honda Civic); 4 Carl Chambers (Peugeot 306); 5 Colin Simpson/Steven Simpson (Peugeot 206); 6 Richard Durham (Ford Fiesta ST). **CW** Fowler; Jamie Collins/Nicholas Mellor (Peugeot 205 Gti); Howard Hunt/Andrew Booth (Honda Civic). **FL** Cassar 1m58.621s (81.69mph).

SWINGING '60s OULTON PARK, SEPTEMBER 21 CSCC

Holroyd holds on in battle of the Lotuses

IT WAS ALL LOOKING TOO EASY FOR Roger Lee's Lotus Seven once Stuart Halstead's Ginetta G4 had been sidelined with oil pressure problem.

Lee set the race's fastest lap in building a 50s lead, but had to allow for a success penalty when he handed over to Dave Boland.

Following the stops, and having headed the pursuit from lap five, David Holroyd's Lotus Elan took

charge, with 39s in hand over Boland, who was still a comfortable second. With time appearing to be running out for Boland, Holroyd was given a stop-go penalty, which he served with two laps remaining.

Boland continued to close as the minutes elapsed but at the flag he was still just over a second adrift. Dave Bailey's Triumph TR4 had a solitary race having held third place

throughout the second half, with Matthew Sanders/Trevor Farrington's Reliant Scimitar GTE, Clive Tonge/Vaughn Winter's Mini Cooper S and David McDonald's Triumph TR6 completing the top six.

Richard Skinner's Marcos 1800 GT had started strongly, but after holding fifth for the first couple of laps, joined Halstead in heading pitwards for an early retirement.

Tim Cairns' Austin Healey Frogeye Sprite also started well and was up to third just before the stops, before he faded to an eventual ninth.

● Peter Scherer

RESULTS (19 LAPS) 1 David Holroyd (Lotus Elan); 2 Dave Boland/Roger Lee (Lotus Seven) +1.082s; 3 Dave Bailey (Triumph TR4); 4 Matthew Sanders/Trevor Farrington (Reliant Scimitar GTE); 5 Clive Tonge/Vaughn Winter (Mini Cooper S); 6 David McDonald (Triumph TR6). **CW** Bailey; Sanders/Farrington; Tonge/Winter; Steve Pickering (Sunbeam Tiger); Steve Chapman (Triumph TR4 SLR); Roger Bowman (Jaguar Mk1 Saloon); Keiron Baillie (Ford Escort RS1600 Mk1); Norman Davidson-Kelly (Jaguar E-Type). **FL** Lee 1m58.533s (81.76mph).



Holroyd just about
held on to win
in his Elan



Formula Jedi

Runaway points leader Lee Morgan (above) sealed the Jedi title with a flawless Cadwell double. Outgoing champion Richard Mitcham's wretched season continued when engine failure in qualifying prevented him from racing. Dan Clowes held off Matthew Ryder to grab second in race one, and was comfortably runner-up again in the sequel.

Irish Global Lights

When second-placed Richard Finlay crashed out at Chris Curve, leader Peter Drennan looked set to win the first non-championship thrash at Cadwell, but champion Paul Fitzpatrick stole the glory with a terrific last-lap move. Drennan made amends in race two, passing leader Mark Braden at Park to win.

Super Mighty Mini

The opener featured a breathless lead scrap, finally resolved when Peter Tervet edged clear in the closing minutes at Cadwell. A last-lap error by Neven Kirkpatrick allowed Elliot Stafford to finish runner-up. Tervet repeated the trick in race two, while Kirkpatrick held off Jamie White and Alex Comis for second.

Future Classics

The safety car was called into action at Oulton Park after Richard Haste rolled his Porsche 928 along Lakeside on the opening lap. It was red-flagged when time ran out to make the required barrier repairs in the time allowed. Myles Castaldini's Davrian was declared the winner, from Darren Smith's TVR Tuscan and Ken Karl's VW Corrado. The following Magnificent Sevens race was cancelled.

Modern Classics

A four-car pile-up at the start of the race (below) brought a restart that was dominated by Mark Smith's and James Moulton-Smith's BMW M3 at Oulton, after an early battle with Tim Bates' Porsche 911SC, which remained the nearest threat until near the end when James/Alan Broad demoted Bates to third.



PRESTIGE PERFORMANCE CENTRE GB.COM

The **ULTIMATE** CAR TUNING and STYLING CENTRE

Visit our Online Catalogue at
www.ppcgb.com



Performance upgrades and power tuning

- Audi R8 5.2 FSI Quattro 517 bhp add +25 bhp
- Bentley Continental GT 552 bhp add +44 bhp
- BMW 325 E90 / E91 214bhp add +12 bhp
- Ferrari 360 Modena 400 bhp add + 35 bhp
- Land Rover Range Rover Sport 3.0 SDV6 255bhp add +33bhp
- Porsche 996 Turbo 420bhp add +45 bhp
- Vauxhall-Opel Vectra VXR (255PS) 251 bhp add +46 bhp
- Volkswagen Golf Mk5 GTI 2.0T FSI (200PS) 197 bhp add +41 bhp



ESSEX
0845 1630 130

SCOTLAND
0845 8694 982

EASTBOURNE (East Sussex)
0845 1633 722

MILTON KEYNES
0845 2876 678

MANCHESTER
0845 5646 581

KENT
0845 5919 766

CRAWLEY (West Sussex)
0845 5644 576

ALLOY WHEELS & TYRES, SPORTS EXHAUST, PERFORMANCE BRAKES,
TUNING, BODY STYLING, INDUCTION KITS, LED LIGHTS AND LAMPS,
SUSPENSION UPGRADES.

NATIONAL FRANCHISE AVAILABLE



DESIGNED FOR:
ALFA ROMEO - AUDI - BENTLEY - BMW - FERRARI - FORD - MAZDA - MERCEDES BENZ
MINI - OPEL - PEUGEOT - PORSCHE - SKODA - VOLKSWAGEN - VOLVO

Jordan doubles up as car debutants excel

ANDY JORDAN JUST PIPPED PETER Bennett to pole and then led his rival all the way home in Saturday's race.

But it was by no means a walkover as former gearbox karter Bennett, a part-time mechanic for the Finesse Motorsport team, made a stunning car race debut.

He set the fastest lap of the race and closed to within five seconds of the winner at the finish. Simon Hunt held third place initially, but on lap five David Pierce squeezed past to claim the final podium place. Brett Lidsey had been an early contender but he ran wide onto the grass.

Jordan won on Sunday as well, though his task was made easier on lap 20 when immediate pursuer Bennett suffered a loss of power after a collision with Lidsey, who went on to finish second. That allowed 16-year-old Oliver Pidgley, in his first



Jordan won twice while the rookies impressed behind

car race meeting, through to third after recovering well from a poor start. Pierce beat David Thomas to fourth place, with Hunt sixth.

● Kerry Dunlop

RESULTS (BOTH 22 LAPS) 1 Andy Jordan;

2 Peter Bennett +4.862s; 3 David Pierce; 4 Simon Hunt; 5 David Thomas; 6 Brett Lidsey. **CW** Bennett; Sam Randon; Tommy Ostgaard. **FL** Bennett 53.484s (81.30mph). **RACE 2** 1 Jordan; 2 Lidsey +11.090s; 3 Oliver Pidgley; 4 Pierce; 5 Thomas; 6 Hunt. **CW** Pidgley; Randon; Glenn Freeman. **FL** Pidgley 53.815s (80.80mph).



Whittaker cruised to victory in each BMW encounter

KHUMO BMW BRANDS HATCH, SEPTEMBER 21-22 BARC

Whittaker eases to double

GARRIE WHITTAKER WAS SUPREME as he claimed pole position for the first race, quickly built up a substantial lead and then cruised home with a comfortable cushion of 23 seconds over Colin Wells.

Karl Skitt was a distant third, just ahead of Stephan Lanfermeijer. Darren Fielding and Piers Ross were racing hard and fast behind the leader during the early stages, but tangled with backmarkers and slipped back.

Whittaker made it two in a row on Sunday, although Wells was much closer this time. After one safety car period because of two cars off at Paddock, there was another when Darren Fielding clipped Karl Jones at McLaren and spun out of fourth place. Skitt again took third.

● Kerry Dunlop

RESULTS (23 LAPS) 1 Garrie Whittaker (BMW E36 M3); 2 Colin Wells (BMW M3 CSL) +23.860s; 3 Karl Skitt (BMW 318 Compact); 4 Stephan Lanfermeijer (BMW E36 M3); 5 Neil Newstead (BMW E36); 6 Matthew Fielding (BMW E36 M3). **CW** Newstead; Dave Heasman (BMW 318i); James Cannon (BMW Compact). **FL** Whittaker 51.660s (84.17mph). **RACE 2 (19 LAPS)** 1 Whittaker; 2 Wells +7.347s; 3 Skitt; 4 Lanfermeijer; 5 Piers Ross (BMW E36 M3 Evo); 6 Fielding. **CW** Fielding; Heasman; Andrew Donaldson (BMW 318i). **FL** Whittaker 51.555s (84.34mph).

MINI MIGLIAS BRANDS HATCH, SEPTEMBER 21-22 BARC

Smith wins but Baldwin is crowned

AARON SMITH STARTED RACE ONE from the front row and dominated, although series veteran Peter Baldwin clinched the championship when he finished close behind.

Championship challenger Kane Astin was a lonely third on Saturday, but fortunately Sunday's race was much more entertaining.

This time Richard Casey seized the initiative, but Smith was in determined mood and soon squeezed through at Surtees while Drew, Baldwin and Astin followed him through as Casey gathered it up.



Smith leads but Baldwin, third, took the title

Casey fought back and at two-thirds distance passed Drew for second.

Next time around Casey, Drew, Baldwin and Astin were bumper-to-bumper as they raced across the line, continuing their battle to the end.

Smith duly completed his double with a 2.3-second advantage over Casey and the pursuing pack – with

Drew taking the final podium spot.

● Kerry Dunlop

RESULTS (BOTH 18 LAPS) 1 Aaron Smith; 2 Peter Baldwin +3.816s; 3 Kane Astin; 4 Colin Peacock; 5 Dave Drew; 6 Richard Casey. **FL** Smith 54.765s (79.40mph). **RACE 2** 1 Smith; 2 Casey +2.314s; 3 Drew; 4 Baldwin; 5 Astin; 6 Peacock. **FL** Rupert Deeth 54.698s (79.50mph).



Mini Sevens

Max Hunter won two action-packed races at Brands Hatch. The last few laps of Sunday's race were thrilling as the first four cars raced nose to tail (above). Darren Thomas held on to finish second, despite a moment on the penultimate lap when he slewed sideways at Surtees. Paul Spark and Ash Davies completed the quartet.

Honda VTEC Challenge

Honours at Brands were shared between the Integra of first-round winner Robert Burkinshaw and the Ariel Atom of Nick Holden, who won on Sunday. Richard Voaden slid off at the first corner on Saturday but recovered to finish fourth behind Stewart Hutchinson, and in the second race he managed third spot despite a brief off at Druids.

Clubmans

Mark Charteris, a regular winner of Classic Clubmans events, switched to Bob Crozier's Mallock Mk20/21 to win both races at Brands. Marcus Bicknell was a distant second each time. Antony Denham was third on Saturday but on Sunday the final podium place went to Chris Pickering, who pipped champion Alex Champkin for the class win.

Saxmax

Guy Wenham has dominated this year and on Saturday he duly led James Dorlin home for a narrow victory at Brands. But on Sunday Dorlin set the fastest lap and then slipped past Wenham with three laps to go to take his first win of the year. Tom Parker and Daniel Howard chased them home each time.

Porsche GT3 Cup

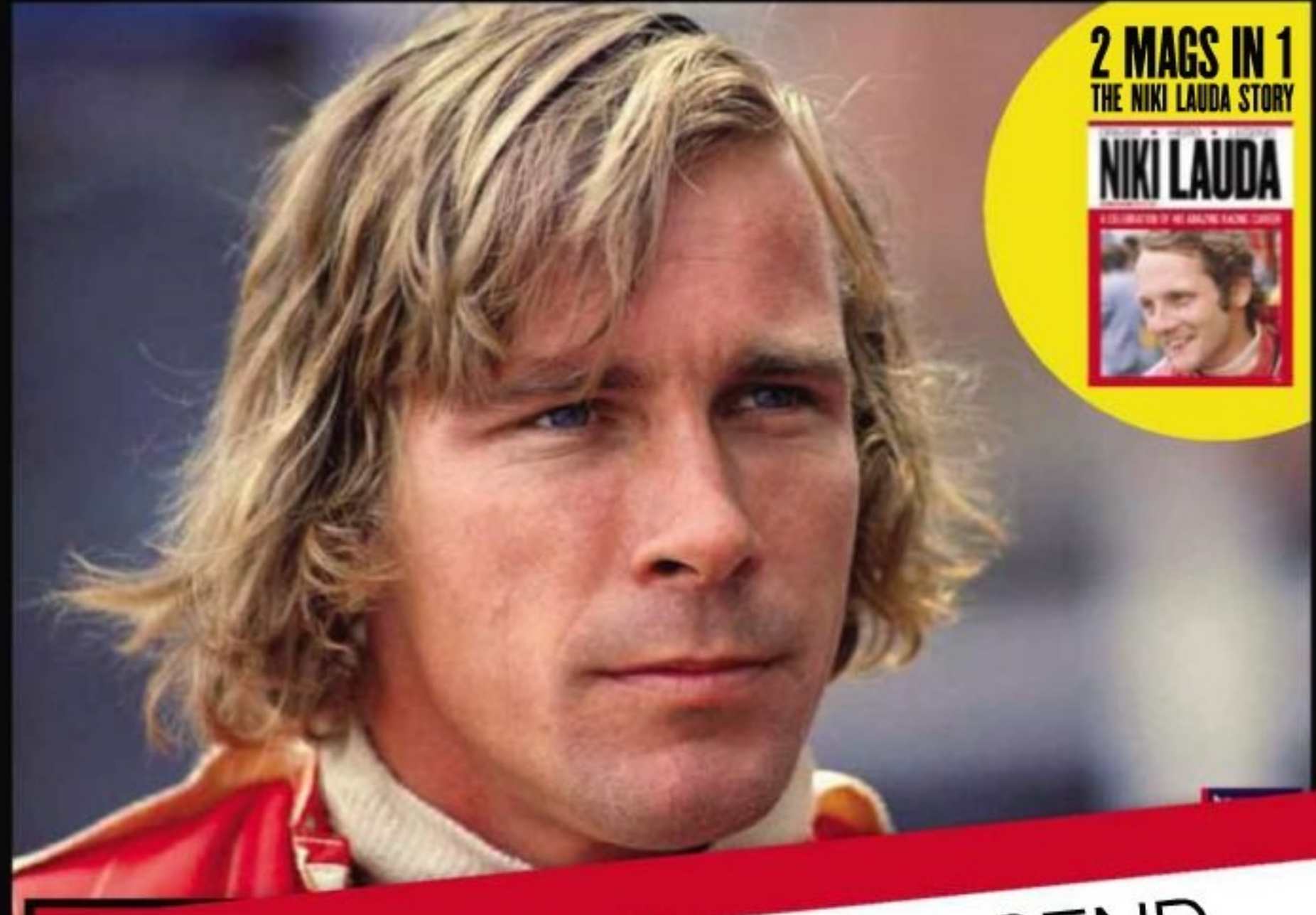
Justin Sherwood's clean sweep this year ended after 25 laps of the first race at Brands when he took too much kerb at Surtees and spun out of the lead. Peter Kyle-Henney thus inherited his first win in his first season, while Steven Liquorish was pleased to pick up second place. Sherwood (pictured below) recovered to finish third.



Find more issues at www.autosport.com/magazine

DRIVER • HERO • LEGEND
JAMES HUNT

A CELEBRATION OF HIS AMAZING RACING CAREER



**“YOU’VE SEEN
THE MOVIE,
NOW READ
THE REAL STORY
OF THE HUNT &
LAUDA RIVALRY”**

OUT NOW £5.99

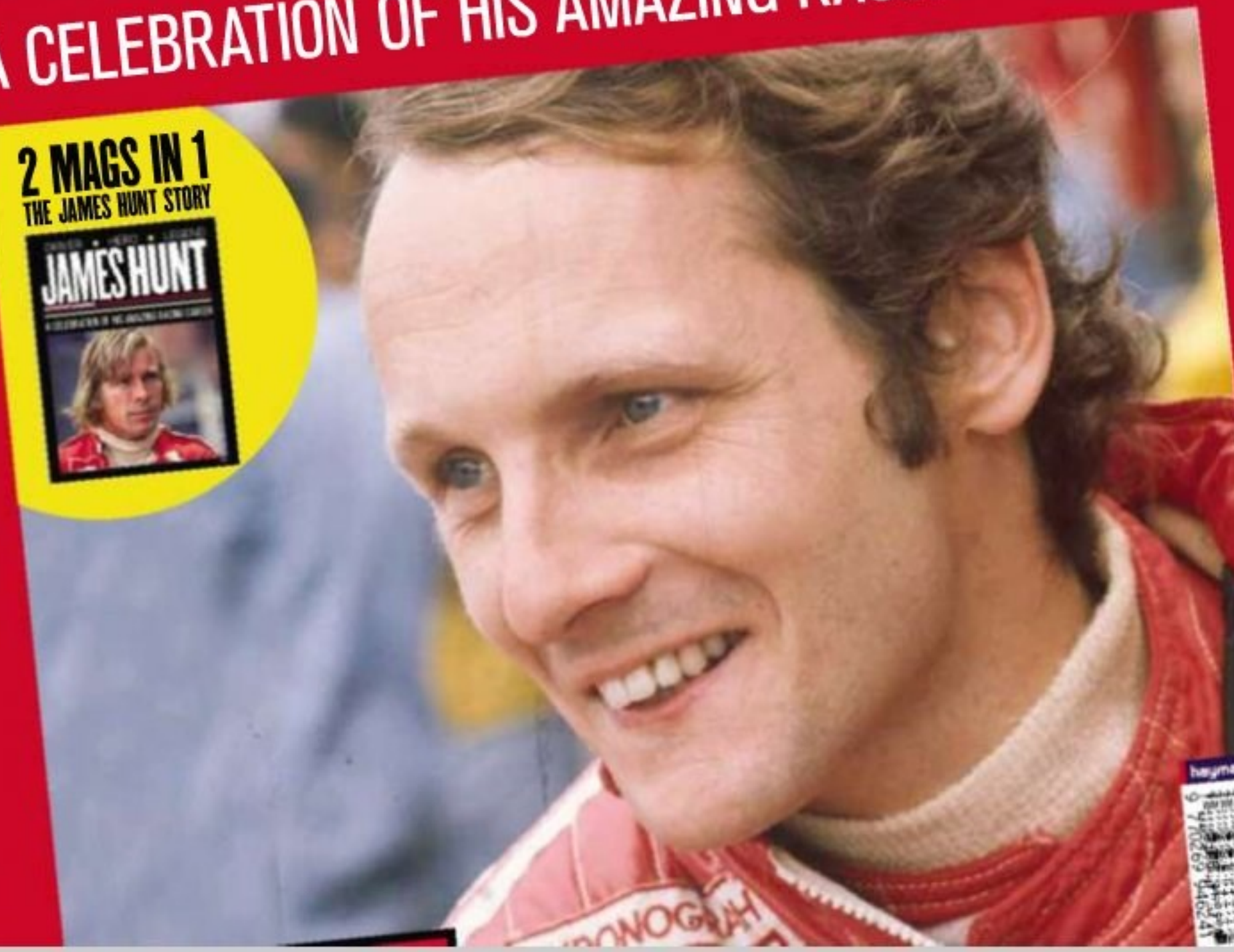
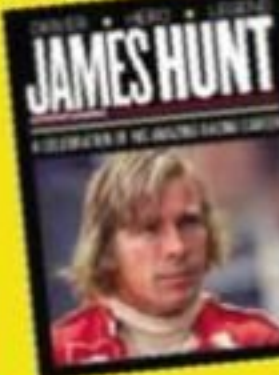
WWW.AUTOSPORT.COM/HUNTLAUDA

DRIVER • HERO • LEGEND

NIKI LAUDA

A CELEBRATION OF HIS AMAZING RACING CAREER

2 MAGS IN 1
THE JAMES HUNT STORY





CLASSIC THUNDER & BLUE OVAL SALOONS CROFT, SEPTEMBER 21-22 BARC

Grange and Cook share Thunderous glory

PIERS GRANGE WAS ECSTATIC TO PUT numerous problems with his Sierra XR8 behind him and take a win in the first Classic Thunder/Blue Oval Saloons race last Saturday.

But the victory looked far from certain after the first couple of laps, with Peter Cook setting a blistering pace. The Mitsubishi Evo 9 worked its tyres too hard, though, so Grange came back to nab the win.

Vaughan Fletcher's Subaru promised much with its front-row starting position, but a spin on the first lap exiting the hairpin and later retirement put it out of the running.

Adie Hawkins' Alfa 33 missed

qualifying and so started from the back. Hawkins was on course to catch the leaders before his head gasket blew with four laps to go.

For race two, Cook decided to turn the turbo down on his Evo 9 in an attempt to make his boots last a bit longer, which worked a treat. The XR8 of Grange was again closing in towards the end, but only enough to get within 5s.

Hawkins, who spent many hours rebuilding his Alfa's engine, completed the overall podium.

Olly Allen beat Mike Webb and Terence Clark to a Blue Oval double.

● Jonny Palmer

RESULTS

RACE 1 (13 LAPS) 1 Piers Grange (Ford Sierra XR8); 2 Peter Cook (Mitsubishi Evo 9) +0.822s; 3 Adie Hawkins (Alfa Romeo 33); 4 James Macintyre-Ure (BMW E46 M3); 5 Alexander Owen (Ford Sierra RS Cosworth); 6 James Card (BMW E46 M3).

Class winners Grange; Cook; Macintyre-Ure; Owen; Card; Olly Allen (Ford Fiesta); John Edwards-Parton (Ford Fiesta); Gary Parkes (Ford Ka); Alan Eason (Ford Fiesta XR2).

Fastest lap Hawkins 1m29.768s (85.22mph).

RACE 2 (13 LAPS) 1 Cook; 2 Grange +4.681s; 3 Hawkins; 4 Macintyre-Ure; 5 Owen; 6 Allen.

CW Cook; Grange; Macintyre-Ure; Owen; Allen; Edwards-Parton; Eason.

FL Hawkins 1m30.888s (84.17mph).

CLASSIC FF2000 CROFT, SEPTEMBER 21-22 BARC

Poor Pearson is still the unlucky man

THE VISIT TO CROFT WAS ONE TO forget for Ian Pearson. The Oxfordshire racer had endured a difficult season even before the trip north, but a massive engine failure in qualifying that could not be repaired in time for the races added to his tale of woe.

Coming into the meeting, Marc Mercer enjoyed a 20-point lead in his Van Diemen, with Pearson and Paul Wighton next in the standings.

But it was the outside bet for the title, Tom Pope, who took the first win of the weekend. Starting from pole, Pope controlled the first race brilliantly and was never headed.

That left Mercer and Wighton to fight for the other podium positions, Mercer pulling off a fabulous move around the outside at Clervaux on lap two. Towards the end of the race, Wighton was reeled in by Chris Lord, with the two Van Diemen RF82s separated by just six tenths at the flag.



Race one also featured Antonio Armelin wrapping up the Class B crown. His Reynard SF79 has struggled for competition this season, but a good fight with Thomas Smith's Royale and Clive Wood's Van Diemen made things interesting at Croft.

Mercer started race two from the front and won by a convincing 7s to retain his points lead heading to Silverstone. Pope and Wighton completed the podium again in a race that became processional.

All the interest was further back, with Jon Finch's first-lap spin at the

hairpin, and his subsequent drive back through the field to sixth.

● Jonny Palmer

RESULTS (BOTH 14 LAPS) 1 Tom Pope

(Van Diemen RF82); 2 Marc Mercer (Van Diemen RF82) +3.907s; 3 Paul Wighton (Van Diemen RF82); 4 Chris Lord (Van Diemen RF82); 5 Jon Finch (Van Diemen RF82); 6 Mark Jackson (Van Diemen RF82). **CW** Pope; Thomas Smith (Royale RP27); Antonio Armelin (Reynard SF79). **FL** Pope 1m26.911s (88.02mph).

RACE 2 1 Mercer; 2 Pope +7.288s; 3 Wighton; 4 Richard Evans (Royale RP27); 5 Andrew Lancaster (Pilbeam MP52); 6 Finch. CW Mercer; Evans. **FL** Mercer 1m27.639s (87.29mph).



Classic Saloons

A great display of tail-happy driving from both Steven and Richard Sprigg kept the Croft crowd happy and they finished virtually together in the opening race as Steven pipped Richard's Anglia (above) to the win. The following day, however, Andy Messham ironed out problems with his Mini Seven and kept Richard Sprigg's Anglia honest.

Legends

Six races supplied superb racing and four different winners at Croft. Ben Power was the man to beat on Saturday, taking two heat wins, but Jack Parker soaked up pressure from all angles to win the final. Sunday's heats were more varied, with Dean Brace and James Holman on top. Power made it three wins from six in the final.

Classic FF1600

Callum Grant and Adriano Medeiros provided a spectacle in both races with their cars wheel-to-wheel from lights-to-flag at Croft. Grant's historic Merlyn took the overall victories but Medeiros netted two fastest laps. Mike Gardner's Van Diemen RF80 retired with mechanical failure in race one, but finished third from the back in his second attempt.

Pre-'93/Pre-'05 Tourers

Paul Bellamy's BMW M3 was dominant and comfortably reeled off two wins at Croft. Rodger Card was the best of the rest in race one, but his E30 expired during Sunday's event. Victorious Andy Johnson and Tom Dommert enjoyed battles in the Pre-2005 Production Series in their Peugeot 206s, but Steve Rowles's Proton won race two.

Pre-'83 Touring Cars

Mark Osborne and Tim Scott Andrews (below) were embroiled in two race-long duels on Sunday at Croft. Osborne was nursing an overheating problem in the opening bout, and was pipped to the post by the Rover as they exited the hairpin. The later race was just as close, but Osborne defended stoutly to win.



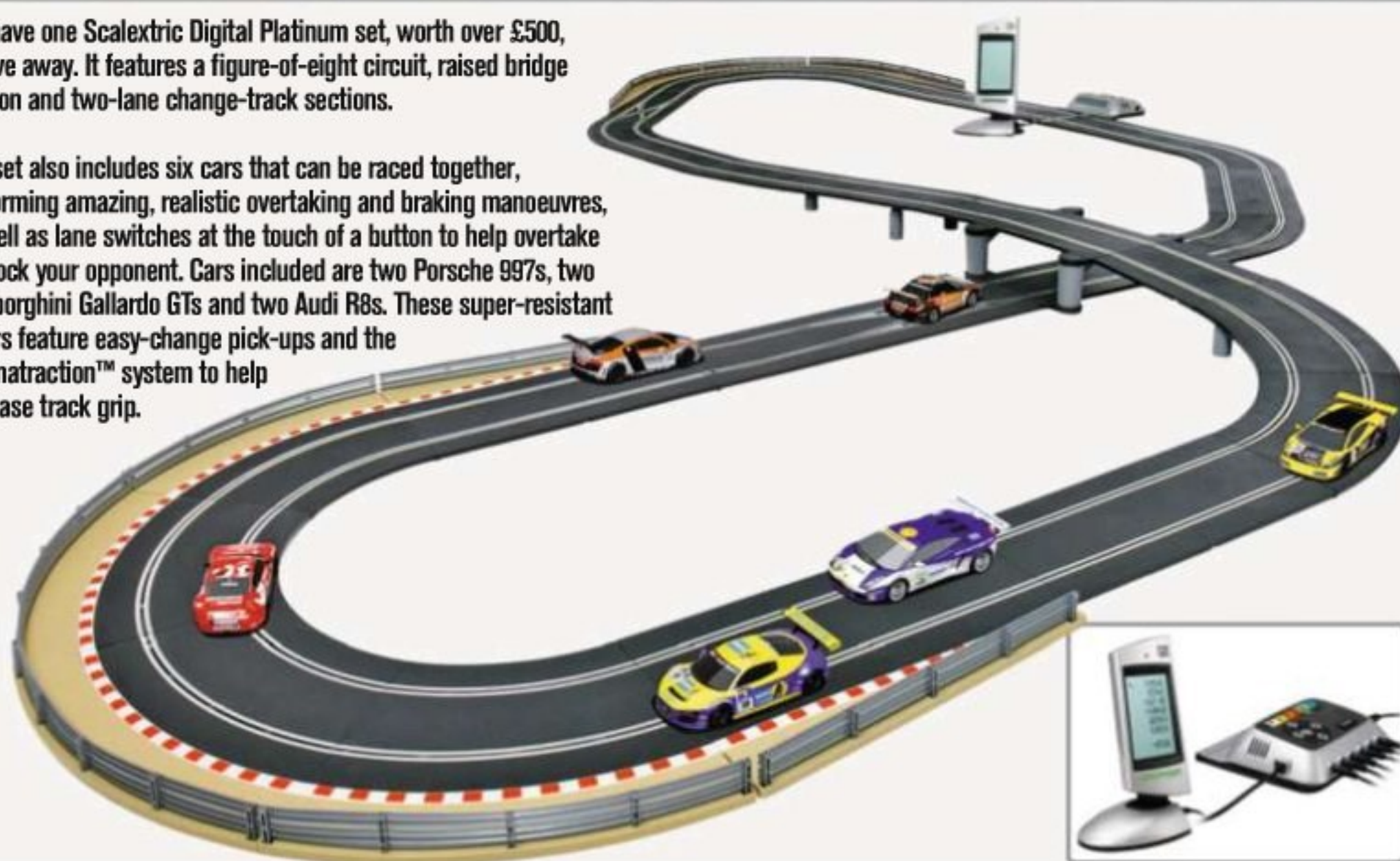
WIN

SCALEXTRIC DIGITAL PLATINUM SET



We have one Scalextric Digital Platinum set, worth over £500, to give away. It features a figure-of-eight circuit, raised bridge section and two-lane change-track sections.

The set also includes six cars that can be raced together, performing amazing, realistic overtaking and braking manoeuvres, as well as lane switches at the touch of a button to help overtake or block your opponent. Cars included are two Porsche 997s, two Lamborghini Gallardo GTs and two Audi R8s. These super-resistant racers feature easy-change pick-ups and the Magnatraction™ system to help increase track grip.



TO WIN ANSWER THIS QUESTION

**Scalextric first
appeared at the UK
Toy Fair in which year?**

A	B	C
1947	1957	1967

Digital layouts are fully compatible with standard Scalextric track pieces.

- Battery Requirements: None
- Space Required: 280 x 280cm
- Track Length: 855cm

TO ENTER VISIT AUTOSPORT.COM/COMPETITION

Terms and conditions: To enter, visit autosport.com/competition. Entries close 11.59pm on October 14, 2013. Prize(s) are as stated in the competition: one Scalextric Digital Platinum Set. Open to UK residents aged 18 or over. No cash alternative. Prizes are non-transferable. Only one entry per person. For full terms and conditions see autosport.com. The Promoter: Haymarket Media Group, Teddington, Middlesex, TW11 9BE

NATIONAL RESULTS ROUND-UP

CADWELL PARK BRSCC, SEPTEMBER 21



FORMULA JEDI (15 LAPS) 1 Lee Morgan; 2 Dan Clowes +2.348s; 3 Matthew Ryder; 4 Jack Lang; 5 Richard Gittings; 6 James MacLachlan. **Fastest lap** Scott Stevens 1m24.178s (93.53mph). **RACE 2 (12 LAPS)** 1 Morgan; 2 Clowes +1.940s; 3 Gittings; 4 Ryder; 5 Stevens; 6 Adam Walker. **FL** Morgan 1m23.696s (94.06mph). **IRISH GLOBAL LIGHTS (10 LAPS)** 1 Paul Fitzpatrick; 2 Peter Drennan +0.148s; 3 Mark Braden; 4 John Murphy; 5 Ivor Miller; 6 John Miller. **FL** Drennan 1m36.279s (81.77mph). **RACE 2 (8 LAPS)** 1 Drennan; 2 Braden +2.431s; 3 Fitzpatrick; 4 Richard Finlay; 5 Murphy; 6 I Miller. **FL** Drennan 1m36.249s (81.80mph). **SUPER MIGHTY MINI (11 LAPS)** 1 Peter Tervet; 2 Elliot Stafford +3.079s; 3 Neven Kirkpatrick; 4 Jamie White; 5 Alex Comis; 6 David Kirkpatrick. **FL** White 1m49.832s (71.68mph). **RACE 2 (10 LAPS)** 1 Tervet; 2 N Kirkpatrick +2.782s; 3 White; 4 Comis; 5 Mark Ditchburn; 6 D Kirkpatrick. **FL** Tervet 1m50.393s (71.31mph). **EURO SALOON AND SPORTS CARS (13 LAPS)** 1 Steve Harris (Saker Sportscar); 2 Doug Ellwood (Marcos Mantis) +18.368s; 3 David Cockell (Ford Escort Cosworth); 4 Paul Rose (Saker Sportscar); 5 Ilsa Cox (SEAT Leon Cupra); 6 Chris Whiteley (SEAT Leon). **Class winners** Cox; Whiteley. **FL** Rose 1m33.725s (84.00mph). **RACE 2 (11 LAPS)** 1 Harris; 2 Rose +0.373s; 3 Ellwood; 4 Cockell; 5 Ian Froggatt (Subaru Impreza); 6 Kevin Wendt (BMW E46 M3). **CW** Wendt; Whiteley. **FL** Rose 1m32.031s (85.54mph).

OULTON PARK CSGC, SEPTEMBER 21



FUTURE CLASSICS (3 LAPS) 1 Myles Castaldini (Davrian Mk8); 2 Darren Smith (TVR Tuscan) +1.507s; 3 Ken Lark (VW Corrado); 4 James Broad/Alan Broad (VW Corrado); 5 Geoff Hanson/Rupert Bullock (Porsche 944 S2); 6 Paul Black/Clive Bailie (Mazda MX5). **CW** Smith; Lark; Stuart Tranter (Rover Tomcat); Mark Lucock (Ford Escort Mk1 RS2000). **FL** Castaldini 2m04.918s (77.58mph). **MODERN CLASSICS (8 LAPS)** 1 Mark Smith/James Moulton-Smith (BMW M3 E36); 2 James Broad/Alan Broad (VW Corrado) +33.383s; 3 Tim Bates (Porsche 911SC); 4 Anthony Nield (Mazda MX5); 5 Robert Alman (BMW M3 E36); 6 Richard Hayes (Toyota Celica GT4). **CW** Nield; Hayes; Nick Sanderson (SEAT Leon);

Ray Ferguson (Ferrari Mondial); Steve Crabb (Mazda MX5); Rob Baker (Smart 4two). **FL** Smith 1m57.720s (82.32mph). **FERRARI FORMULA CLASSIC (12 LAPS)** 1 James Cartwright (328 GTB); 2 Gary Culver (328 GTB) +7.997s; 3 Nigel Jenkins (328 GTB); 4 Nicky Paul-Barron (328 GTB); 5 Nick Cartwright (328 GTB); 6 Nick Taylor (Mondial). **CW** Peter Fisk (328 GTB); John Swift (308 GTB); Carl Bugar (Mondial). **FL** J Cartwright 2m01.672s (79.65mph).

BRANDS HATCH BARC, SEPTEMBER 21-22



MINI SE7EN CHAMPIONSHIP (BOTH 18 LAPS) 1 Max Hunter; 2 Darren Thomas +1.741s; 3 Paul Spark; 4 Ashley Davies; 5 Graeme Davis; 6 Adam Smith. **FL** Thomas 59.292s (73.34mph). **RACE 2** 1 Hunter; 2 Thomas +0.370s; 3 Spark; 4 Davies; 5 Davis; 6 Tristen Knight. **FL** Hunter 59.526s (73.05mph). **HONDA VTEC CHALLENGE (BOTH 23 LAPS)** 1 Robert Burkinshaw (Honda Integra Type R); 2 Nick Holden (Honda Atom) +0.842s; 3 Stewart Hutchinson (Honda Integra Type R); 4 Richard Voaden (Honda Integra); 5 Ian Redgrave (Vauxhall Astra VXR); 6 Robert Williams (Honda Civic Type R). **CW** Holden; Hutchinson; Voaden; Redgrave; Robert Williams (Honda Civic Type R). **FL** Holden 53.581s (81.15mph). **RACE 2** 1 Holden; 2 Burkinshaw +10.360s; 3 Voaden; 4 Hutchinson; 5 Phil Wright (Honda Accord Type R); 6 Williams. **CW** Burkinshaw; Voaden; Hutchinson; Williams. **FL** Holden 53.175s (81.77mph). **CLUBMANS (BOTH 20 LAPS)** 1 Mark Charteris (Mallock Mk20/21); 2 Marcus Bicknell (Mallock Mk35 EB) +5.844s; 3 Antony Denham (CKM Doris); 4 Chris Pickering (Mallock Mk27 EBX); 5 Brigadier Borat (Mallock Mk27); 6 Alex Champkin (Vision V84). **CW** Bicknell; Pickering; Barry Webb (Mallock Mk16 BW). **FL** Charteris 47.846s (90.88mph). **RACE 2** 1 Charteris; 2 Bicknell +11.641s; 3 Pickering; 4 Champkin; 5 Greg Robertson (CKM Doris); 6 Mikey Day (Mallock Mk26). **CW** Bicknell; Pickering; Webb. **FL** Charteris 47.863s (90.85mph). **SAXMAX (15 LAPS)** 1 Guy Wenham; 2 James Dorlin +0.818s; 3 Tom Parker; 4 Daniel Howard; 5 Adam Hatfield; 6 Tom Stockton. **FL** Wenham 59.911s (72.58mph). **RACE 2 (16 LAPS)** 1 Dorlin; 2 Wenham +0.981s; 3 Parker; 4 Howard; 5 Stockton; 6 Martin Poole. **FL** Dorlin 1m00.118s (72.33mph). **PORSCHE GT3 CUP CHALLENGE (BOTH 31 LAPS)** 1 Peter Kyle-Henney; 2 Steven Liquorish +13.248s; 3 Justin Sherwood; 4 Kelvin Fletcher; 5 Guy Riall; 6 Rob Boughton. **FL** Kyle-Henney 48.809s (89.09mph). **RACE 2** 1 Sherwood; 2 Liquorish +1.807s; 3 Riall; 4 Fletcher; 5 Kyle-Henney; 6 Boughton. **FL** Liquorish 49.094s (88.57mph).



Legends racer
Guy Fastres
mangles Croft cone

CROFT BARC, SEPTEMBER 21-22



CLASSIC SALOON & HISTORIC TOURING CARS (BOTH 9 LAPS) 1 Steven Sprigg (Ford Lotus Cortina Mk1); 2 Richard Sprigg (Ford Anglia 105E) +0.096s; 3 Andy Messham (Austin Mini Seven); 4 Tony Preston (Morris Minor); 5 Pietro Caccamo (Lancia Fulvia); 6 Steve Barber (Ford Anglia). **Class winners** R Sprigg; Preston; Caccamo. **FL** R Sprigg 1m49.193s (70.06mph). **RACE 2** 1 R Sprigg; 2 Messham +5.364s; 3 S Sprigg; 4 Preston; 5 Caccamo; 6 Barber. **CW** S Sprigg; Preston; Caccamo; Stuart Radford (Triumph 2000). **FL** S Sprigg 1m49.106s (70.11mph). **LEGENDS (8 LAPS)** 1 Ben Power (Ford Coupe); 2 Guy Fastres (Ford Sedan) +0.109s; 3 Jack Parker (34 Coupe); 4 Dean Brace (Ford Coupe); 5 John Mickel (34 Coupe); 6 Matthew Pape (Ford 34 Coupe). **FL** John Patterson (Ford Coupe) 1m38.523s (77.64mph). **HEAT 2 (8 LAPS)** 1 Power; 2 Brace +4.941s; 3 Fastres; 4 Mickel; 5 Patterson; 6 Pape. **FL** Brace 1m38.342s (77.79mph). **FINAL 1 (10 LAPS)** 1 Parker; 2 Brace +0.126s; 3 Mickel; 4 Fastres; 5 Pape; 6 James Holman (Ford Coupe). **FL** Power 1m38.242s (77.86mph). **HEAT 3 (8 LAPS)** 1 Brace; 2 Holman +4.884s; 3 Parker; 4 Mickel; 5 Power; 6 Fastres. **FL** Power 1m38.395s (77.74mph). **HEAT 4 (8 LAPS)** 1 Holman; 2 Fastres +0.071s; 3 Parker; 4 Lawrence Davey (Ford Coupe); 5 Brace; 6 Mickel. **FL** Brace 1m38.480s (77.68mph). **FINAL 2 (10 LAPS)** 1 Power; 2 Patterson

+1.927s; 3 Brace; 4 Pape; 5 Mickel; 6 Fastres. **FL** Brace 1m38.559s (77.61mph). **CLASSIC FF1600 (BOTH 13 LAPS)** 1 Callum Grant (Merlyn Mk20A); 2 Adriano Medeiros (Van Diemen RF79) +0.526s; 3 Stuart Kestenbaum (Van Diemen RF79); 4 Andrew Smith (Van Diemen FA73); 5 Paul Walton (Crossle 25F); 6 Steve Pearce (Van Diemen RF78). **CW** Medeiros. **FL** Medeiros 1m31.442s (83.66mph). **RACE 2** 1 Grant; 2 Medeiros +0.536s; 3 Mike Gardner (Van Diemen RF80); 4 Smith; 5 Walton; 6 Pearce. **CW** Medeiros. **FL** Medeiros 1m31.969s (83.18mph). **PRE-'93 TOURING CARS & PRE-'05 PRODUCTION SERIES (BOTH 10 LAPS)** 1 Paul Bellamy (BMW M3); 2 Rodger Card (BMW E30 M3) +5.201s; 3 Tim Scott Andrews (Rover Vitesse); 4 Michael Sheraton (BMW E30); 5 Neil Bray (Ford Fiesta); 6 Nick Haldane (BMW 325). **CW** Card; Sheraton; Bray; Andy Johnson (Peugeot 206). **FL** Bellamy 1m36.987s (78.87mph). **RACE 2** 1 Bellamy; 2 Sheraton +1m17.607s; 3 Paul Coulam (BMW 318i); 4 Haldane; 5 Bray; 6 Steve Rowles (Proton Satria GTi). **CW** Sheraton; Bray; Rowles; Colin Gibbons (Alfa Romeo 156). **FL** Bellamy 1m37.410s (78.53mph). **PRE-'83 TOURING CARS (BOTH 9 LAPS)** 1 Tim Scott Andrews (Rover Vitesse); 2 Mark Osborne (Triumph Dolomite Sprint) +0.072s; 3 John Wright (Ford Escort Mk1); 4 Ian Blacklin (Ford Fiesta); 5 Mike Haynes (Ford Capri); 6 Neil Bray (Ford Fiesta). **CW** Osborne; Blacklin; Bray. **FL** Scott Andrews 1m41.196s (75.59mph). **RACE 2** 1 Osborne; 2 Scott Andrews +0.360s; 3 Wright; 4 Blacklin; 5 Bray; 6 Haynes. **CW** Scott Andrews; Blacklin; Bray. **FL** Scott Andrews 1m40.571s (76.06mph).



Richard Haste rolled his
Porsche 928 out on first lap
of Oulton Future Classics race

BOURNE

AUTOSPORT

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

PHOTOGRAPHS

LAT Photographic

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 Brangan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lita Cavalcanti

FINLAND

Esa Illoinen

GERMANY

Rene de Boer

GREECE

Dimitris Papadopoulos

ITALY

Roberto Chinchero

JAPAN

Jim Takahashi, Len Clarke

NEW ZEALAND

Bernard Carpenter

RUSSIA

Gregory Golyshev

SOUTH AFRICA

Richard Asher

SPAIN

Raimon Duran

SWEDEN

Tegs Tornvall

USA

Jonathan Ingram, Bruce

Martin, David Phillips,

Diego Mejia, Robin Miles,

Jeremy Shaw,

UK & EIRE

Jonathan Crawford,

Dan Cross, Kerry Dunlop,

Leanne Fahy, Paul Healy,

Paul Judd, Linda Keen,

Mark Libbey, Stephen

Lickorish, Scott Mitchell,

Marc Orme, Graham Read,

Hal Ridge, Peter Scherer,

Ian Sowerman, Oliver

Timson, 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: 5951
luke.ricketts@
haymarket.com

DON RUPAL

ext: 5244
don.rupal@
haymarket.com

CLASSIFIED ADVERTISING

Peter Musumeci,
ext: 5992
peter.musumeci@
haymarket.com

KATY SNOWBALL

ext: 5367
katy.snowball@
haymarket.com

ONLINE ADVERTISING

Alex Newberry,
ext: 5244
alex.newberry@
haymarket.com

LEAH MIMMS

ext: 5846
leah.mimms@
haymarket.com

MATT SIMPKIN

ext: 5281
matt.simpkin@
haymarket.com

DIRECTORY ADVERTISING

Emily Clark,
ext: 5805
emily.clark@
haymarket.com

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

Alisa Donovan, ext: 5639
alisa.donovan@
haymarket.com

PRODUCTION CONTROLLERS

Geeta Chambers,
ext: 5588
geeta.chambers@
haymarket.com

MARC BAKER

ext: 5563
marc.baker@
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 Worldnet Shipping Inc., 156-15,
146th Avenue, 2nd Floor, Jamaica, NY

11434, USA. Periodicals postage paid at
Jamaica NY 11431. Subscription records
are maintained at Haymarket Media
Group, Teddington Studios, Broom Road,
Teddington TW11 9BE. Air Business Ltd
is acting as our mailing agent.

BACK ISSUES

Tel: 0844 8488817

MARKETING MANAGER

Karen McCarthy, ext: 5658
karen.mccarthy@haymarket.com

MANAGEMENT**GROUP PUBLISHER**

Alastair Lewis

PUBLISHING MANAGER

Samantha Jempson

SPECIAL EVENTS MANAGER

Laura Capping

© 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.

CIRCULATION TRADE ENQUIRIES

Frontline Ltd, Park House, 117 Park Road
Peterborough, Cambs, PE21 2TS. Tel: +44
(0)1733 555161. Printed in England
by Wyndeham Hornt Ltd. Covers and
centre sections printed by CSM Impact,
Basingstoke. Colour origination: FME,
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.

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



Driver gets a lift, and so do fans

The FIA is attempting to pansy down motorsport in our time ('FIA to advise against F1 drivers giving rivals lifts').

The image of Alonso/Webber will become iconic if only for the fact it was not Vettel who picked up Mark (not that he would have been keen for that ride).

Perhaps not as iconic as the Senna lift, nor as much as Johnny Rutherford picking up Tim Richmond at Indianapolis in 1980.

But iconic nonetheless.

Now the FIA wants to say it's all business. No fun. No sportsmanship (but they cannot legislate out the gamesmanship).

There's a reason these guys wear crash helmets and fire suits. It's not because it's a stroll in the park. Let them have some fun. Let them be mates!

Mark Erickson, by email

As soon as I saw the Ferrari

'taxi', I turned to my son and said, 'They are in trouble now'.

Yes, Alonso giving Webber a lift back was done with good intention, but I wonder how two highly experienced drivers will view it with the benefit of hindsight.

It could have been a serious injury or worse being reported in this week's AUTOSPORT, not a reprimand.

**Dougie Jardine
Bishopbriggs**

So Seb Vettel lifts yet another trophy to yet another chorus of boos, and this time he can't blame the tifosi!

I can't help feel that everyone is getting carried away with calling the crowd's reaction unsporting. Like it or not, Vettel has cast himself as the pantomime villain in F1's soap opera.

In an era when everyone complains about the lack of personalities in F1, we need the emotion that Vettel brings out in people, good or bad.

We need different characters to create the story and the drama of the race/season. Yes, Sebastian is running away with it, but can't wait to see Vettel the villain battle against Alonso the matador, Hamilton the troubled prodigy, Raikkonen the reluctant hero, Rosberg the calm calculator and Webber the crowd's favourite in the final races.

The way these characters play off each other makes the sport for me.

Despite what many say, we do have personalities in this sport and Vettel's villainous streak is essential for the show. Let the crowd boo, at least it shows they care.

**Tom Martin
Cardiff**

Yvan Muller wins his fourth title.

What did anyone expect? It's a damning indictment of the failure of British business to realise the opportunity to promote themselves globally via 2012 WTCC champion Rob Huff.

Given the backing, we could have seen Huff in a competitive vehicle and had a traditional showdown in Macau.

**David Vale
By email**

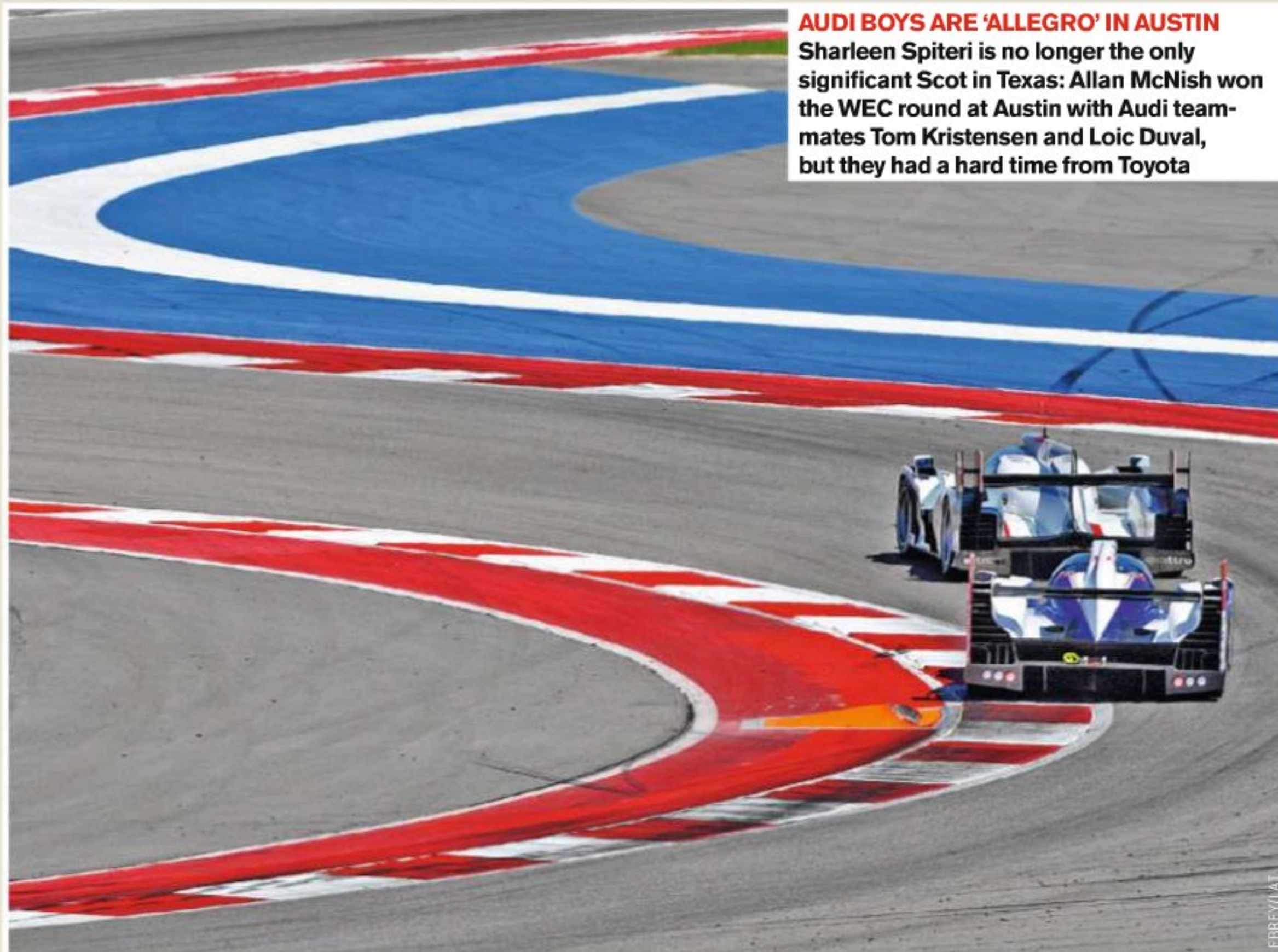
The Canberra at Goodwood

(September 19, p35) is the world's only flying Canberra PR9, XH134. It was a photo-reconnaissance aircraft when it was in service with the RAF until 2006, not a bomber. I hate to be that pedantic, but if I said a GT40 was a 'saloon car' you'd be equally appalled...

**Kit Spackman
Lydney, Gloucestershire**

In pictures

World title action around the globe, from Texas to Japan via Singapore



AUDI BOYS ARE 'ALLEGRO' IN AUSTIN
Sharleen Spiteri is no longer the only significant Scot in Texas: Allan McNish won the WEC round at Austin with Audi team-mates Tom Kristensen and Loic Duval, but they had a hard time from Toyota

F1 LOUNGE ACT
The view from Singapore's Marina Bay Sands is one of the best in the world. But watch out for that bar bill. It's reassuringly pricey and then some!



LEICESTER/LAT

HAVING A BALL
Well, we guess both them were at their peak in red... David Beckham (ex-Man Utd) has fun with Ross Brawn (ex-Ferrari) in the Mercedes pit at the Singapore Grand Prix



TEE/LAT

MULLER PUTS THE BOOT IN – YET AGAIN
News just in: Yvan Muller will attempt to win his fifth WTCC title while driving in his socks. He took his fourth title at Suzuka last Sunday



THE BACK STRAIGHT

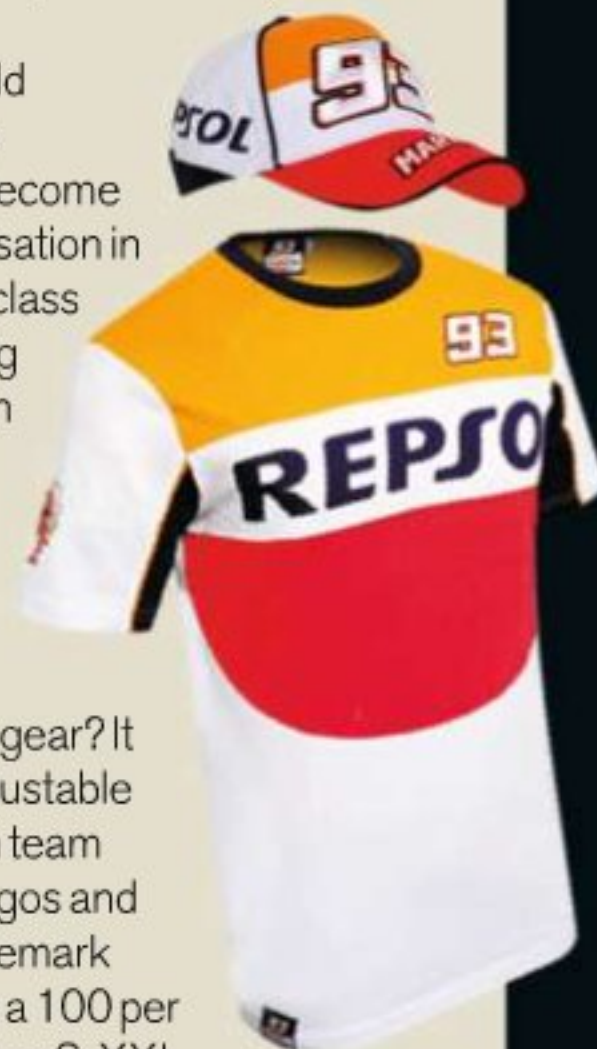
In the shops

Desirable new releases

MARQUEZ MOTOGP GEAR

From £32 – autosport.com/shop

Twenty-year-old Spaniard Marc Marquez has become a MotoGP sensation in his rookie top-class season, earning himself a legion of new fans. Why not join them with the help of the new range of Repsol Honda gear? It includes an adjustable cap (£32), with team and sponsor logos and Marquez's trademark #93, as well as a 100 per cotton T – in sizes S-XXL – that features contrast panels on the sleeves and edging at the neck.



LE MANS 2013 BLU-RAY

£16.99 – dukevideo.co.uk

Relive all the key moments from the world's greatest endurance race, the Le Mans 24 Hours, in its 90th anniversary year with the official Blu-ray review. Available from October 7, you can pre-order this four-hour treat that celebrates Audi's 12th win in 14 years, giving Tom Kristensen his ninth victory, Allan McNish his third and local ace Loic Duval his first, as well as outlining all the best performances in each of the four classes, LMP1, LMP2, GTE Pro and Am. Essential viewing for all Le Mans fans.



MERCEDES DTM CARS 1:43

£49.99 – autosport.com/shop

Spark's 1:43-scale resin replicas of the Mercedes AMG C-Coupes that were raced in the DTM last year by Jamie Green and Gary Paffett are limited to just 500 pieces worldwide. Both of these models are German-market special editions and appear in the liveries used by the two British race winners (Thomas Sabo for Paffett; AMG for Green). The level of cockpit and bodywork detail is up to the usual high standard associated with Spark.



WHAT'S ON

ON TRACK IN THE UK



Jordan leads the BTCC, but will find Silverstone less hilly

SILVERSTONE

TOCA

September 28-29
silverstone.co.uk

Andrew Jordan now holds a commanding 30-point lead in the race to land the British Touring Car Championship after a double win at Rockingham last time out. He will have to maintain his remarkable 100 per cent finishing record as the works Hondas of Gordon Shedden and Matt Neal look to regroup and chase him down over the final two rounds. Colin Turkington's WSR BMW is also in the mix and Jordan will have to be wary of others, such as the Triple Eight MGs of Jason Plato and Sam Tordoff, who have nothing to lose as the BTCC

reaches the business end of its season. The final round of Formula Renault BARC replaces the absent Clio Cup UK on a support bill that includes regulars the Porsche Carrera Cup GB, British Formula Ford, the Ginetta GT Supercup and Ginetta Junior, plus the Porsche GT3 Cup.

DONINGTON PARK

MSVR

September 28-29
donington-park.co.uk

A number of MSVR's flagship championships will have their season finales in Leicestershire this weekend, including the new BRDC F4 category in which the top six drivers are all still in contention to win the inaugural

title (though Lanan Racing's Jake Hughes is by far the favourite, leading by 45 points with 90 on offer). Other races include the Radical SR3 Challenge, Radical Clubman's Cup, GT Cup, F3 Cup, Racing Saloons, Lotus Elise Trophy, Production BMW, Lotus Cup UK and the Mini Challenge.

SNETTERTON

AMOC/VSCC
September 28-29
snetterton.co.uk

The Aston Martin Owners' Club races on the 300 Circuit on Saturday, before the Vintage Sports Car Club steps in to run its second annual Vintage Sports Car Festival on the 200 Circuit on Sunday.

BRANDS HATCH

HSCC/MODIFIED LIVE
September 28-29
brandshatch.co.uk

A selection of the Historic Sports Car Club's core categories do battle on Saturday, before Modified Live brings things kicking and screaming into the 21st century with Time Attack, drifting and Formula 1 demonstrations (plus some Honda Civic and Smart 4two racing) on Sunday.

KIRKISTOWN

500MRCI
September 28
kirkistown.com

The annual Martin Donnelly Trophy races for Formula Ford 1600, plus support races for the usual array of the Northern Irish circuit's categories.

OULTON PARK

BARC
September 28
oultontpark.co.uk

North West Sports Saloons, MG Owners' Club, Nippon Challenge, MR2 Racing Series and 125cc Superkarts.

ANGLESEY

BRSCC
September 28-29
angleseycircuit.com

Formula Ford 1600, Ford XR Challenge and Fun Cup.

PEMBREY

Rallycross
September 29
rallycrossuk.com

We incorrectly listed the penultimate round of the British Rallycross Championship for September 22 in last week's magazine, due to a scheduling error. But we promise it's definitely happening in South Wales this Sunday.

LOTON PARK

Hillclimb
September 28-29
britishhillclimb.co.uk

Scott Moran is already British Hillclimb champion, but action is guaranteed in the finale.

RALLY YORKSHIRE

British Rally Championship
September 27-28
rallybrc.co.uk



Hughes has F4 points lead to protect at Donington

ON TRACK AROUND THE WORLD



FR3.5 is off to Paul Ricard

FORMULA RENAULT 3.5

Rd 8/9
Paul Ricard, France
September 28-29
worldseriesbyrenault.com

EUROPEAN LE MANS SERIES

Rd 5/5, Paul Ricard, France
September 28
europeanlemansseries.com

NASCAR SPRINT CUP

Rd 29/36
Dover, Delaware, USA
September 29
nascar.com

DTM

Rd 9/10
Zandvoort, Netherlands
September 29
dtm.com

FORMULA 3 EUROPEAN CHAMPIONSHIP

Rd 8/10
Zandvoort, Netherlands
September 28-29
fiaf3europe.com

FIA GT SERIES

Rd 5/6
Navarra, Spain
September 28-29
fiagtseries.com

GRAND-AM

Rd 12/12
Lime Rock, Connecticut, USA
September 28
grand-am.com

SUPER FORMULA

Rd 5/6
Sugo, Japan
September 29
superformula.net

ADAC GT MASTERS

Rd 8/8
Hockenheim, Germany
September 28-29
adac-gt-masters.de

GERMAN F3 CUP

Rd 9/9
Hockenheim, Germany
September 28-29
formel3.de

EUROPEAN RALLY CHAMPIONSHIP

Rd 10/12
Rally Croatia
Porec, Croatia
September 26-28
fiaerc.com

Zandvoort: DTM heads to the Dutch dunes



SUPERSTARS SERIES

Rd 7/8
Imola, Italy
September 29
superstarsworld.com

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION



Blancpain title fight is on Motors

THURSDAY SEPTEMBER 26

1210-1415 **Motors TV**
Blancpain: Nurburgring Highlights
1415-1620 **Motors TV**
FIA WEC: Austin Highlights
1800-1900 **Sky Sports F1**
F1 Legends: Sir Frank Williams

FRIDAY SEPTEMBER 27

0005-0035 **Eurosport**
Inside the WTCC
0900-0930, 1830-1900 **ESPN**
NASCAR Now
1900-2000 **Sky Sports F1**
F1 Legends: Eddie Irvine

SATURDAY SEPTEMBER 28

0000-0030 **Eurosport**
ERC: Rally Croatia Day 1
0355-0420 **Channel 5**
Motorsport Mundial
0615-0640 **Channel 4**
British F3: Nurburgring Highlights
0700-0730 **Eurosport 2**
ERC: Rally Croatia Day 1
1005-1105 **Motors TV LIVE**
European F3: Zandvoort Race 1
1025-1125 **ITV4**
Motorsport UK
1445-1520, 1600-1700 **Eurosport 2**
FRenault 3.5: Paul Ricard Race 1
1650-1750 **Motors TV LIVE**

European F3: Zandvoort Race 2
1830-2130 **Motors TV LIVE**
Grand-Am: Lime Rock
2130-0005 **Motors TV LIVE**
NASCAR Nationwide: Dover

SUNDAY SEPTEMBER 29

0530-0600 **Eurosport 2**
ERC: Rally Croatia Day Review
0540-0635 **Channel 4**
Blancpain: Nurburgring Highlights
0950-1050 **Motors TV LIVE**
European F3: Zandvoort Race 3
1050-1200 **Motors TV LIVE**
Superstars: Imola Race 1
1115-1800 **ITV4 LIVE**
BTCC: Silverstone
1215-1415 **ESPN LIVE**
DTM: Zandvoort
1600-1705 **Motors TV**
Superstars: Imola Race 2
1830-2030 **Motors TV LIVE**
ELMS: Paul Ricard
1845-1930, 2330-0030 **Eurosport 2**
FRenault 3.5: Paul Ricard Race 2
1900-2330 **Premier Sports LIVE**
NASCAR Sprint Cup: Dover
2030-2235 **Motors TV**
FIA GT: Navarra

MONDAY SEPTEMBER 30

0700-0800, 2130-2230 **ESPN**
NASCAR Sprint Cup:
Dover Highlights
0900-1030 **ESPN**
DTM: Zandvoort Highlights
1545-1720 **Motors TV**
ELMS: Paul Ricard Highlights
1720-1925 **Motors TV**
European F3: Zandvoort Highlights
1800-1900 **Sky Sports F1**
F1 Legends: Gerhard Berger

ONLINE

HOT ON THE WEB THIS WEEK

You Tube AQUATIC DUTCH PORSCHE RALLY CRASH



SEARCH FOR: Crash Porsche 964 RSR Harry Kleinjan Hellendoorn r (0:44)
Dutch rally driver Harry Kleinjan gets a seemingly innocuous right-hander all wrong during the Hellendoorn Rally aboard his Porsche 964, missing the lamppost by whisker and ending up in the drink. Both driver and co-driver emerged unscathed.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Watch live DTM race footage at Zandvoort

The world's most spectacular touring cars arrive at the Dutch seaside circuit for the penultimate round of the 2013 season, and autosport.com will show the race live from 1230 on Sunday as Mike Rockenfeller bids to land his maiden drivers' title for Audi.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH THE FULL DTM RACE FROM RUSSIA, PLUS RALLY FINLAND AND INDYCAR HIGHLIGHTS
- 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



GP2: good, but not as a 'brand'

WE LIVE IN THE TIME OF BRANDS. A Mars bar isn't a piece of chocolate any more, it's part of the Mars brand.

Across Mars HQ there are posters espousing the Mars brand values. In featureless rooms, diabetic suits will debate Mars consumer needs and plot ways in which Mars can infiltrate their life.

You can substitute the name of any other product you've bought in the past year and this is still true.

Yet despite the hours of strategising, blue-sky thinking, SWAT analysing and other associated mumbo jumbo, ultimately you can't sell something that people don't

want, or at least perceive they don't want.

All of which sounds like it's got nothing to do with motorsport, but don't kid yourself. It's through the above processes that F1 adopted DRS, KERS and other things that send 'fans' into overdrive.

During its Friday coverage of Free Practice, Sky seeks the opinion of its viewers, presumably shirkers, the unemployed and motorsport TV critics.

Last weekend, once it was clear that Sebastian Vettel was again unstoppable, someone texted: "is it time for F1 to adopt a standard chassis?" Or, perhaps: "Vettel's no good, it's all just Newey/Red Bull."

Aside from being utter tosh, it left me wondering why, if this is what people want, more people don't watch GP2?

It's on just before or after F1. The cars look basically like F1 cars – there was an older-spec one painted in McLaren colours in a store by the Olympic Park last year and it passed off just fine. The races feature loads of overtaking without "gimmicks". In fact, the dual tyre compound and two races is a better format than F1 (the reversed grid needs to go).

Yet no-one watches (see empty stands). It's a lack of brand recognition, you see.

Revved Up

Alec Poole

"I set off onto the Sudschleife and passed Vic Elford in the works 911"

■ Marathon de la Route ■ Nurburgring ■ August 22-28, 1967 ■ Mini Cooper S ■ 84 hours in the fog



Poole's Mini (40) would crash; his team-mates (39) would take second

NOBODY WAS QUITE SURE IF the Marathon de la Route was a race or a rally. It had elements of both, and with an 84-hour duration on the most demanding circuit in the world – a Nurburgring combining the Nordschleife and Sudschleife – it was draining in every possible way.

The format entailed completing as many laps as possible within the 84 hours, but with a target laptime for each car and penalties handed out if you were much away from that target. You had a bit of extra time at night, and every 10 laps or so for refuelling and repairs, but really the mechanics were right up against it.

What made it even more difficult was that the start/finish line was at the start of the pitlane, so it wasn't like your timekeeper could easily work out if you were over-running.

After about a day-and-a-half our Mini started to misfire with head-gasket trouble and a loss of water. To keep going we needed a new gasket fitted. To speed up the job and make sure we didn't exceed the time limit, the mechanics decided to arc-weld

the cylinder-head nuts to the studs, top it up with water, send the car out and then have a proper go a lap later. Then they could get the head studs out of the way, move the rocker shafts and pushrods, get the old gasket out, slide in a new one and button it up. Predictably, it took longer than expected to get the old gasket out...

Muggins here was, of course, chosen to go out and drive in the awful conditions as the previous year

in an MGB I'd managed to lap the field in the fog. At least it wasn't quite as bad as in '66 as, in Roger Enever and Clive Baker, I had two co-drivers, so the time behind the wheel was limited to five hours at a time, rather than seven.

I set off towards the South Curve and onto the Sudschleife, and a few miles later overtook Vic Elford in the works Porsche 911 he was sharing with Hans Herrmann and Jochen

Neerpasch, which was leading at the time and went on to win.

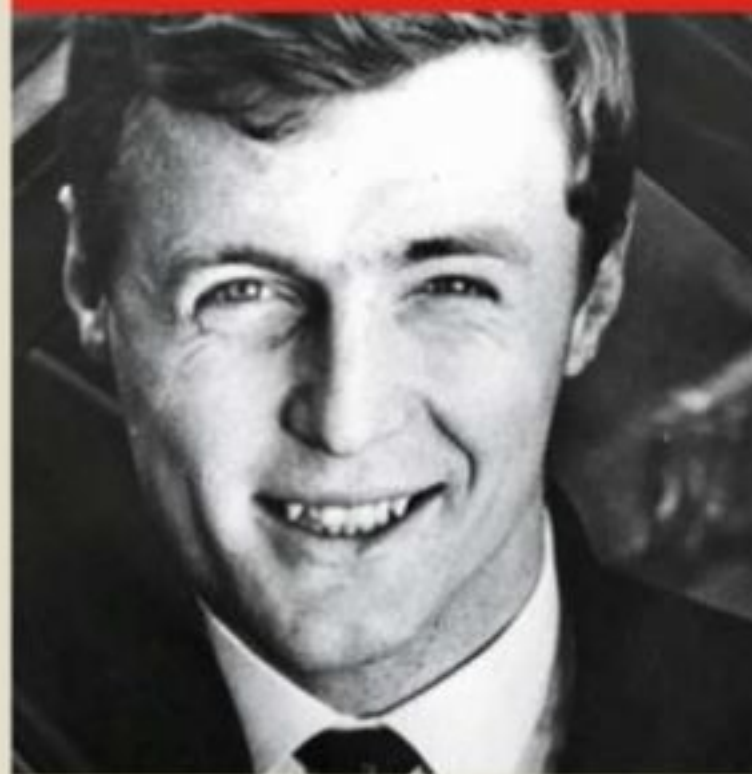
I spoke to Vic after the race and we talked about the feeling of driving when really tired. You know, the braking hard to avoid a sheep at the side of the road that's about to jump in front of you and then realising it's a rock! It's something we all experienced before the stupid health-and-safety do-gooders came to power with their 'Feeling tired? Take a break' signs on the motorway.

Vic said: 'I was leading in the worst of the fog when this little Mini, of all things, came zapping past. Was it real or did I imagine it? Then a minute later I wondered what on earth that helicopter was doing up ahead with lights spinning around, trying to land with such poor visibility?'

Some time later he realised he'd not been seeing things at all. The Mini was real and the helicopter was the Mini – with me in it – spinning through the air having gone through a hedge and over a huge bank! Needless to say, we didn't finish. ☹

Alec Poole was talking to Jamie O'Leary

PROFILE



ALEC POOLE WAS A WORKS

Austin Healey driver in 1965, before earning factory status at BMC. That deal led to a second-place finish on the London-Sydney Rally with Paddy Hopkirk and he then landed the BTCC title in '69. He also took third – and a class win – in the '78 Daytona 24 Hours. After retiring from driving he spent 10 years at the helm of Nissan Motorsport Europe. He now helps run Tour Britannia.

NEXT WEEK RICCIARDO'S RED BULL CHANCE
Can he truly take the fight to Vettel?



MOTORS
TV
LIVE

SKY GUIDE 447
VIRGIN MEDIA 545

MOTORS TV'S MEGA LIVE
MOTORSPORT WEEKEND!

GRAND-AM, FIA F3, NASCAR,
SUPERSTARS, ELMS & FIA GT

COME, SET THE BENCHMARK FOR SPEED.



Conor Daly, Jordan King and Luciano Bacheta came first, second and third respectively in the MRF Challenge 2012 championship. The 2013 Challenge is back, we are inviting drivers with a passion for speed to be crowned 2013 champions. We are offering a very competitive all-inclusive "arrive & drive" pricing of USD 80,000 for the chance to race in one of Asia's premier formula championships.

Are you fast enough to grab this opportunity?

SCHEDULE

- Round 1: 25-27 Oct, 2013 (BIC, Delhi, India) (F1 Support Race)
- Round 2: 28-30 Nov, 2013 (BIC, Bahrain) (WEC Support Race)
- Round 3: 19-21 Dec, 2013 (BIC, Bahrain) (Gulf National Racing Festival)
- Round 4: 14-16 Feb, 2014 (MMRT, Chennai, India)

FEATURES

- Carbon-fibre F3 safety standard chassis from Dallara
- Renault-Sport 2.0L 210 bhp engine, 6-speed sequential gearbox
- MRF ZLO bespoke racing slick tyres
- Performance levels similar to a current generation F3 car
- 4 weekends - 14 races
- 5 sets of slicks/race weekend
- Round 1 is a support event for F1 Indian GP
- Round 2 is a support race for WEC in Bahrain
- USD 100,000 Prize-Fund for the top-3 series finishers
- All-inclusive "arrive & drive" pricing including flights and hotels
- Top European Race Engineers and mechanics for every car
- National & International media coverage
- On-board cameras on all cars

**USD 80,000
all inclusive -
flights & hotel**

**LEAVE
EVERYTHING
BEHIND**

