

**F1 TITLE FIGHT HOTS UP THERE'S STILL FIVE IN IT!**

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# AUTOSPORT

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→ **JAPANESE GP ANALYSIS**

## VETTEL'S VITAL VICTORY

Red Bull rout at Suzuka – and Newey says there's even more to come

**F1 INSIDER: JAPAN**



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Massa under pressure after first-corner shunt

Button's tyre strategy gamble fails  
Why wheel came off Kubica's charge



## PLATO BEST OF BRITISH

Takes second BTCC title AND ties race win record





# TAKING THE LOW ROAD

Everything that matters in the new **Subaru WRX STI** is low – apart from the performance

**T**HERE'S SOMETHING QUITE comforting about being in a group, about knowing that others share your views and are making the same choices as you.

Your own choices suddenly become easy. If four people in your street own the same car, there's probably a good reason for that. Becoming the fifth seems like a perfectly reasonable option.

Of course, this reactive kind of lifestyle doesn't suit everyone. For some, car choices should be made on the basis of considered judgement, rather than on the comfortable defaults of uniformity or familiarity.

The Subaru WRX STI is a 300bhp performance car. It is available as a four-door saloon or a five-door hatch.

At this point, it becomes necessary to leave behind commonly-used conventions, because the WRX STI is not a common vehicle. It is a most singular car of uncommonly clear and purposeful design. Every WRX STI component or feature has a very specific rationale for its existence. Many of these design features simply do not occur in

other performance cars.

Take the WRX STI's permanent Symmetrical All-Wheel drive. By connecting the engine to the drivetrain in an arrow-straight line, the symmetrical system gives spiderlike tenacity in poor conditions, intense, clawing traction in good conditions, and surefooted, fast response in all conditions.

The turbocharged, intercooled 2.5-litre engine is central to the WRX STI proposition – and not just because of the power it produces. It's a 'boxer' design, which means that each pair of pistons opposes the other in a lightweight aluminium-alloy engine block. This format naturally generates



exceptionally smooth and balanced engine firing, plus that special Subaru sound through new quadruple exhausts – and power. Real, usable power.

You sometimes hear people talking about 'flat' power curves – an odd contradiction in terms. WRX STI power isn't flat. It's big, fat and round. The 407Nm of torque comes on line from just about any throttle setting, making it remarkably easy to drive.

The other useful attribute of the boxer layout's horizontal piston movement (as compared to the much more common vertical movement) is that it keeps engine height down to an absolute minimum. That lowers the car's centre of gravity – which, from a handling perspective, is a very good thing indeed. Lowering the 'c of g' demonstrably heightens the driving experience.

This basic concept has already earned the WRX STI a global reputation for superior grip and road holding. The new model's JDM 'spec. C' suspension system builds on that reputation and takes it to a new level of excellence.

JDM stands for Japanese Domestic Market. Japanese-specification vehicles are generally more performance-orientated, with less weight and tighter, more focused handling. The WRX STI's specially-tuned JDM 'spec. C' suspension brings this intense 'Japanese' feel to European roads. It puts the car 5mm closer to the road, further lowering the centre of gravity. The result is reduced body roll, more neutral responses and a higher cornering capability – all without compromising comfort.

Brand new lightweight 18-inch alloy wheels with Pirelli 245/40 R18 tyres reduce unsprung weight, boosting traction and steering control. Naturally, a limited-slip differential is part of the WRX STI specification, but there's also a multi-mode Driver's Control Centre Differential (DCCD) system, allowing the driver to set centre differential locking for the best balance of traction and agility. Completing the WRX STI handling package is Subaru Intelligent Drive (SI-DRIVE), which lets the driver switch between three modes – Sport, Intelligent and Sport Sharp



- to select the ideal combination of handling, engine torque and response characteristics for picking a route through a wintry landscape, powering through a sunlit Alpine pass, or just about everything in between.

Strong active and passive safety is a given, with powerful Brembo® brakes, Super Sports ABS and Electronic Brake Force Distribution teaming up with Subaru's Ring-Shaped Reinforcement Frames and a full array of airbags.

For the thinking driver, and for Subaru, performance is not only about headline-grabbing 0-62 times (5.2 seconds, if you're interested) or high g-force cornering. Subaru believes that ultimate performance comes from driver confidence, which in turn is a function of quality: not just of the mechanical and chassis technologies, but also of the cabin environment.

The WRX STI cabin effortlessly blends improved quality, style,

comfort and the marque's sporting heritage with a high degree of functionality. Deeply-bolstered, high-grip Recaro® front sports seats and Alcantara® trim are standard, as are 60/40 split-fold rear seats. Controls on the leather-wrapped steering wheel give instant access to many of the WRX STI's cutting-edge comfort and convenience technologies. There's Bluetooth hands-free calling and audio streaming for

wireless listening to music from a Bluetooth® enabled device. You get keyless access, push-button start, anti-trap technology on the driver's electric window, and auxiliary audio and USB inputs. Like everything else on the WRX STI, the cabin is built to work.

In a world of conformity, the uncommon WRX STI stands out. It's not for everybody. But if it is for you, it may well turn out to be everything you've ever wanted.



For more information visit [sti.subaru.co.uk](http://sti.subaru.co.uk)

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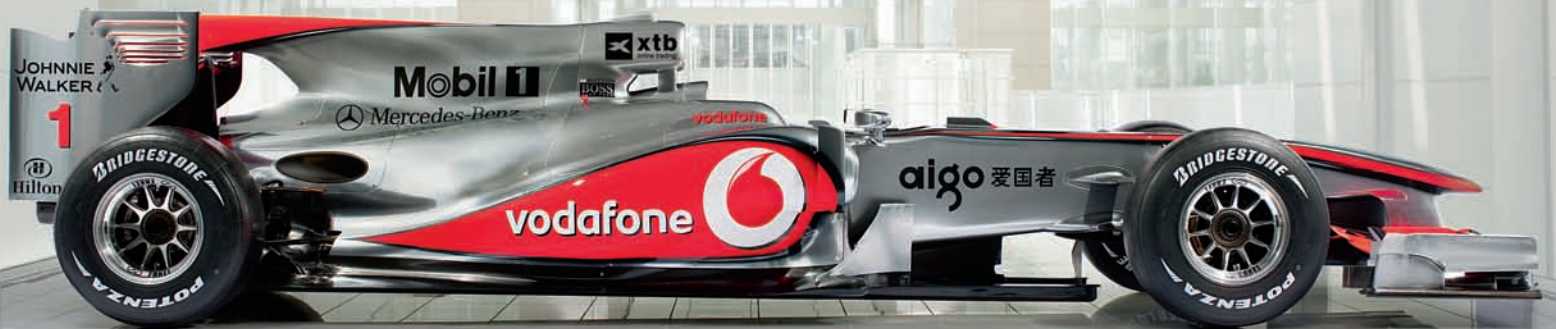
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## POLE POSITION

# Prize fighters celebrate as the season climaxes



THE CLOCKS haven't gone back just yet, but many championships have reached some thrilling conclusions.

The dramatic finale to the Formula Renault 3.5 Series was stunning, with Mikhail Aleshin pulling off the decisive passing move truly worthy of a champ. Congratulations to him and to Carlin for finally winning a series that driver and team have been trying to crack for years.

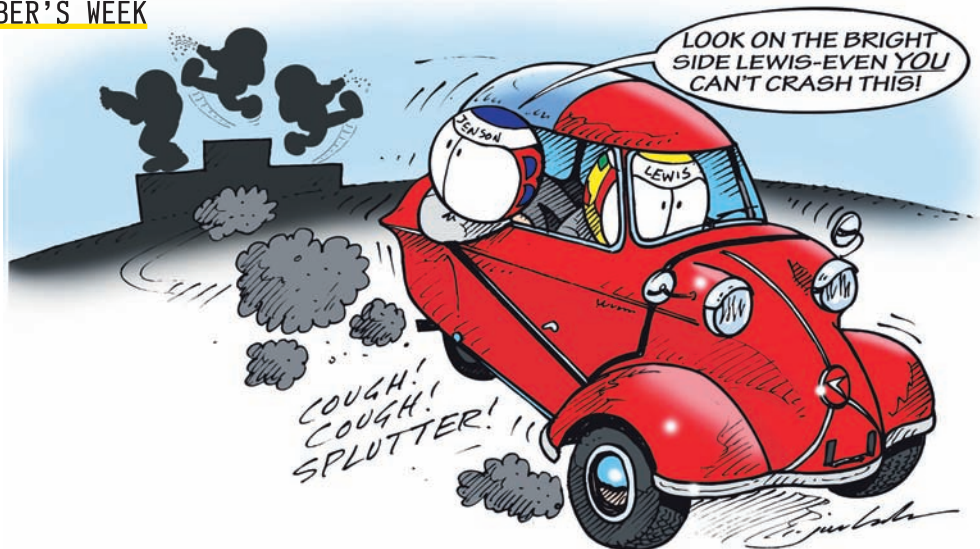
The Formula Renault UK climax was only slightly less dramatic, with Tom – son of Stig – Blomqvist enjoying team-mate support to wrap it up at Brands Hatch. It could be the start of a massive few weeks for the McLaren AUTOSPORT BRDC Award finalist.

Surprisingly, given the thrills and spills that had proliferated during the season, the British Touring Car title was secured in relatively straightforward fashion, in Jason Plato's favour.

In contrast, the battle for the F1 title shows no sign of relenting. For Lewis Hamilton and Jenson Button the dream is fading, and both need a big turnaround to keep their hopes alive. With Red Bull allowing Sebastian Vettel and Mark Webber to slug it out, Ferrari's Fernando Alonso seems well-placed to come in on the rails.

Andrew van de Burgt, editor

## BAMBER'S WEEK





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**F1**  
**Massa and Liuzzi: not big (or clever) in Japan**

The Japanese Grand Prix is a few seconds old and Force India driver Vitantonio Liuzzi is reduced to hapless passenger as his VJM03 is smashed to bits after a first-corner assault from Felipe Massa's Ferrari. Japanese GP report, p28

Picture: Etherington/LAT

# Red Bull: Japan was a 'must-win' race

Team had to make the most of its dominant package in Japan for the sake of its title hopes, as Adrian Newey explained to **EDD STRAW**

## FIVE IN IT WITH THREE TO GO

1	Mark Webber	220
2	Fernando Alonso	206
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Red Bull design genius Adrian Newey has admitted his team had to win the Japanese Grand Prix to remain favourite to win this year's world championship.

Suzuka is a track that race winner Sebastian Vettel described as "made for Red Bull" and the outfit was under extreme pressure to ensure that it did not squander the opportunity to take its first one-two since May's Monaco GP. The RB6 was over four-tenths of a second faster than the rest of the field and Red Bull consolidated its lead in both championships.

"It was a crucial win," Newey told AUTOSPORT. "We needed to perform here to have a chance for the rest of the year."

Mark Webber extended his points lead to 14 over Ferrari's Fernando Alonso and Vettel. And for the first time the team has a

one-race points haul advantage over McLaren in the constructors' championship with a 45-point lead.

## DEVELOPMENT WAR RAGES ON

Red Bull is pulling out all the stops to maximise its car development in the final races of the year, with technical officer Newey attending the Japanese GP for the first time in a decade to ensure the team maximised the RB6's performance.

Newey would usually spend more time at the team's Milton Keynes base at this stage of the season, but his presence at Suzuka is proof that no stone will be left unturned to ensure Red Bull wins both titles.

"Adrian's time is split between the [2010 and 2011] cars," said team principal Christian Horner. "There are lessons that he is learning that are relevant on this car for next year – and obviously you have a balance

to strike between the current car and next year's car. The team are coping with that remarkably well."

Although there will be no major changes to this year's car between now and the end of the season, there will be continual updates. Any changes for the Korean GP are likely to be minor for logistical reasons (see Q&A). With the final three races taking place over four weekends, the last chance for teams to make significant upgrades will be Brazil, which runs as the first leg of back-to-back weekends with the Abu Dhabi finale.

Red Bull is not expected to have it so easy in Korea, Brazil and Abu Dhabi. Ferrari has always pinpointed Suzuka as one of its worst tracks, while McLaren team principal Martin Whitmarsh has vowed that his outfit will be aggressive with its upgrades. That will include racing

its modified rear wing in Korea that was ditched at Suzuka because of a lack of running time.

"We will be throwing everything at the remaining three races while it is still in play," said Whitmarsh. "We have to make sure we keep improving our car."

## DRIVERS FREE TO RACE EACH OTHER

The Japanese GP result is the clearest indication yet that Red Bull will not favour one driver over the other in the title run-in.

Webber went into the weekend with a 21-point lead over Vettel, but the young German's victory means that he is now only 14 behind. The team could have swapped the duo round at the pitstops, but did not do so in line with Dietrich Mateschitz saying after the British GP in July that he is not worried which driver wins



**AUTOSPORT SAYS...**

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**I**s history repeating itself? The world championship leader may not be in the best form of his season but his rivals are able to do nothing to close down his title lead.

Now, as we head to the final three races of this campaign, it is Mark Webber's turn to 'do a Button' 12 months on – keep on eking out a points lead even though it has been other men doing the winning.

Although the current formbook of the main title challengers is clearly weighed heavily towards Sebastian Vettel and Fernando Alonso, do not think for a second that Webber's campaign is falling off the rails.

His 14-point lead is not enough to mean he can cruise behind his team-mate until Abu Dhabi and still capture the crown, but it is a huge psychological buffer nevertheless. It means he does not have to take risks just yet should he be stuck behind Vettel or Alonso – and puts the onus on them to actually do some overtaking if he is out front.

Button admitted the pressure of being title leader got to him this time last year, but he liberated himself in Brazil when he sniffed a chance to bring home the title.

Webber knows what he's got to do. He can't win the title before Brazil, but he can throw it away. So, it's no risks for now, but it won't be like that for long.



Webber could get Button '09 syndrome

**FERRARI LEADS THE CHASE**

McLaren slips back to third in the pecking order

Ferrari has emerged as Red Bull's main championship rival after outpacing McLaren for the third successive grand prix.

Fernando Alonso is only 14 points behind championship leader Mark Webber, despite losing ground to him in Japan. With Ferrari's chances of winning the constructors' championship now effectively over – it is 92 points behind Red Bull with a maximum of 129 available – the team is now set to concentrate fully on the Spaniard's drivers' championship push.

Alonso was happy that third place at Suzuka was the best achievable result. He also believes that finishing on the podium in Korea, Brazil and Abu Dhabi will be enough to take the title even if he does not win another race.

"We are convinced that this was the worst track for us, so it was a good weekend," he said. "I still think that podiums will be enough."

Ferrari is set to focus its developmental and set-up efforts



Alonso is keeping the title pressure on

on improving its qualifying performance in the title run-in. Team principal Stefano Domenicali believes that one-lap pace will be the key. Alonso has only outqualified both Red Bulls twice this season – in Italy and Singapore – meaning the Scuderia may still have to rely on Red Bull errors to take the title.

"If we do a better job than them in qualifying, as we have seen, we are able to beat them," said Domenicali. "If you start behind then it is difficult to get ahead."

the title (see AUTOSPORT, July 15).

Horner added that Vettel's win, his first since the European GP in June, has pulled him back into title contention. Since crashing out of the Belgian GP after hitting Jenson Button's McLaren, the German has had three top-four finishes to revitalise his championship hopes.

"Seb had a less comfortable summer break than Mark did, but in the last few races he has driven extremely well," said Horner. "Both drivers are very much still in this championship."

Vettel admitted it was vital to have brought his three-and-a-half month victory drought to an end.

"It's about time," he said. "I'm really happy. It's been tough, but we're in a very good position now."

**Q&A**

**ADRIAN NEWAY**  
RED BULL TECH BOSS



**How do you see the next three races for Red Bull – are they all winnable?**

I don't know, it's impossible to forecast. Abu Dhabi is quite a power circuit and Korea has got a kilometre-long straight, so that is a bit of a concern. And there are all the other variables like the weather in Brazil and we don't know what Korea is going to be like.

**What upgrades do you have planned for the championship run-in?**

Bits and bobs. Korea is very

difficult because a lot of the stuff has to be shipped very soon and you are restricted with what you can take into Korea hand-baggage wise. There will be a few parts, but nothing major.

**Given McLaren's struggles in recent races, do you now see Ferrari as your main rival?**

No, I wouldn't say that. They are both very strong and tough competitors.

**RECORDS: POLES**

If Red Bull takes pole position for each of the three remaining races in 2010, it will beat the record for most poles scored by a team in a single season. The record is currently 15, shared by McLaren (1988/89), and Williams (1992/93).



Williams: last team to take 15 poles – in 1993

# Hulkenberg in doubt

German could be a victim of Williams's hunt to replace its outgoing sponsors

**F**ormula 1 rookie Nico Hulkenberg's future with the Williams team is in doubt, with the squad believed to be interested in taking on another driver as part of a sponsorship package.

AUTOSPORT understands that Force India driver Adrian Sutil and well-backed GP2 champion Pastor Maldonado have been in talks with the team. The German has brought backing to Force India this year, believed to be worth around €2.5 million, while sources indicate that Maldonado could bring as much as €12 million.

In recent months, Williams has indicated that it has no plans to change its driver line-up. But with Rubens Barrichello understood to have committed to staying with the team, Hulkenberg's place is now in doubt despite an increasingly impressive rookie season.

"I want to stay with the team," said Hulkenberg at last weekend's Japanese Grand Prix. "I think that they can build a competitive car next year and I feel very comfortable



Hulkenberg hopes to stay on for 2011

in the team. I'm doing my job here, I'm confident and that's all I can do. I don't know when I will know – a few weeks maybe?"

Team CEO Adam Parr was non-committal about the situation, despite admitting that Hulkenberg, the 2009 GP2 champion, is "absolutely" still looked upon favourably.

"I cannot go into that," he said

of what is holding up the process. "We haven't announced it yet and I don't think this is the moment to do that."

Williams is set to lose several major sponsors next season. The team is confident that it will be able to replace them, but a deal with a driver could be an effective way to get some money in. Although a well-backed driver has a strong chance of landing the drive, AUTOSPORT understands that the team will not simply sell the seat to the highest bidder and is keen to have a good driver in its second car.

Sutil would be an obvious choice, as the German has emerged as a consistent performer in his fourth season of F1 this year. He is out of contract with Force India, and he had been expected to re-sign with the team as his chances of joining Renault appear to have faded.

Maldonado has no F1 experience, but he won the GP2 crown at his fourth attempt this season and told AUTOSPORT last month that he was certain of being in F1 next year.

## Heidfeld faces fewer options

**FORMULA 1** comeback man Nick Heidfeld faces a quick end to his latest stint back on the grid.

The German replaced Pedro de la Rosa at Sauber in last month's Singapore Grand Prix, then scored the first points of his return with eighth place in last weekend's Japanese Grand Prix.

Sauber has signed GP2 ace Sergio Perez to partner Kamui Kobayashi for next season, and that leaves the 33-year-old with few opportunities for a berth in 2011.

"The talks that I did before are still ongoing," said Heidfeld. "It [the signing of Perez] did not come as a big surprise to me and Sauber was not the only team on my agenda. It doesn't hugely change my situation. I'm in a good position."

Of the established teams, only Renault, Force India and Williams have not confirmed their line-ups.



**P40 HEIDFELD'S PLAN**

## KOREA GETS THE GO-AHEAD

The Korean Grand Prix was given the green light by the FIA after the circuit passed its final track inspection on Tuesday. The FIA's Charlie Whiting gave formal approval to the infrastructure and facilities at the Korea International Circuit, and said that he will issue the license required for the race to go ahead on October 24.



# V8 engine life could continue past 2013

**FORMULA 1'S** current 2.4-litre V8 powerplants could have their lives extended despite long-standing plans to bring in a new engine formula in 2013.

Discussions over the planned next-generation four-cylinder turbocharged units are ongoing, with a view to ratifying the rules before the end of the year, but there have been renewed calls to retain the current engines.

This could lead to their lives being extended by as many as five years. If this were to happen, fuel-flow control would be introduced to satisfy the need to adopt more environmentally-friendly energy use. The use of KERS hybrids could also be expanded.

Current V8s could get extended stay



Fears over costs have forced the sport to consider keeping the old units. Not only is there a risk that the development costs cannot be controlled with new engines, but there are fears that a company outside F1, such as Volkswagen, could come into the sport and trigger a spending war.

Cosworth F1 business unit boss Mark Gallagher told AUTOSPORT: "There is a

general acceptance of the kind of regulations that we can go to for 2013. We are in the final stages of settling on the detail, and it's there that the problems can start to arise. Cosworth are ready and prepared to embrace the regulations as discussed, but it needs to be affordable and within a regulatory framework where the opportunities for development are

strictly controlled so that we're not going to have a space race."

Mercedes motorsport boss Norbert Haug indicated that he is concerned about costs, but that the company is not pushing to retain the V8s. "We're open to a new engine, but we need to concentrate on getting the best out of our resources," he said. "All options are being discussed."

## Bridgestone scotches Massa's tyre claims

**FORMULA 1** tyre supplier Bridgestone has refuted Ferrari star Felipe Massa's claims that he is struggling in qualifying because he cannot warm up his tyres properly.

Hirohide Hamashima, the Japanese company's head of motorsport tyre development, does not believe that the data he has

seen throughout the season backs up the Brazilian's claims about why he has struggled against team-mate Fernando Alonso.

"It's very difficult to explain the time difference in qualifying between Fernando and him," Hamashima told AUTOSPORT. "Always he complains about tyre

temperature or something like that, but I can't understand it. There is nothing I can see."

Massa is under pressure from Ferrari to deliver in this season's remaining races. Twice in the past two weeks, Ferrari president Luca di Montezemolo has publicly commented on his driver.

After Massa's disastrous Japanese Grand Prix weekend, he said: "I'm sure that he will be the surprise of the last three races of the season."

With the team adamant that Massa will stay on next year, sources indicate that his Ferrari future is far from assured for 2012.



Massa claims false, says Hamashima

## Bahrain gets final testing

**BAHRAIN WILL** host next season's final pre-season Formula 1 test, just two weeks before the first race of 2011 at the Middle Eastern venue.

The move to run at the Sakhir circuit is motivated by the certainty of dry weather conditions – although two years ago both Ferrari and Toyota lost track time because of sandstorms at the venue. Concerns over costs meant that some teams resisted the idea of going there but, by running it before the season opener, freight costs will be minimised.

Algarve Autodrome will return to F1 test action for the first time since 2008. The southern Portuguese venue will hold one test, with Jerez and Barcelona to stage the others.

### 2011 PRE-SEASON TEST VENUES

- Algarve (Portugal)
- Barcelona (Spain)
- Jerez (Spain)
- Sakhir (Bahrain)



Valencia misses out for 2011 pre-season



There was no driving to do on Saturday

COATES/LAT

# F1 weighs up two-day events

Teams looking into shorter weekend format following Saturday washout at last weekend's Japanese GP

**F**ormula 1 will evaluate a move to two-day grand prix events after qualifying for last weekend's Japanese Grand Prix was shifted to Sunday morning owing to heavy rain on Saturday.

The timetable switch at Suzuka replicated what happened in 2004, and the idea of using this as a case study for a new race-weekend format was discussed briefly in Saturday night's Formula 1 Teams' Association meeting.

Some believe the shorter format would relieve the strain on team personnel as the calendar expands to 20 races in 2011, and possibly even to 25 in the longer term.

FOTA has been looking at potential changes to the race weekend, using a taskforce headed

up by Williams team principal Adam Parr, for several months. Although there is a consensus that the format of the weekend needs to be improved, there are doubts over whether two days would work.

Sauber CEO Monisha Kaltenborn told AUTOSPORT: "The team managers have discussed a two-day weekend and they don't see that it works. We don't want to increase the number of races beyond 20 because this has implications on the staff that you need. We don't see it happening, but we need to do something to the race weekends to make it more attractive."

The focus of discussions is likely to fall on changes to what happens on the Friday free-practice day, and on measures to reduce the number

of non-racing days that the teams are at the circuit.

Red Bull team boss Christian Horner said: "It worked well in difficult conditions in Suzuka, but what could be looked at is perhaps condensing Friday.

"To have teams arrive on Wednesday makes no sense – perhaps introduce scrutineering on a Friday and look at how we run that day. I prefer qualifying on Saturday and racing on a Sunday. These are things we should look at, together with the commercial rights holder [Bernie Ecclestone] and the FIA."

There are also fears that, should qualifying run on Sunday, F1 would lose the significant amount of press coverage that is created by qualifying on Saturday. With only

four hours before qualifying finishing and the race starting in Japan, the stories that would usually fill 24 hours of coverage were largely glossed over internationally.

Mercedes motorsport boss and former journalist Norbert Haug said: "The build-up is very important. A change is possible, but it needs to be carefully looked at along with all of the consequences."

The majority of drivers prefer to qualify on Saturdays. Force India's Vitantonio Liuzzi said: "I would prefer to have it over three days. Friday you concentrate on practice, Saturday it's qualifying and on Sunday you have the race. Although everything went easily at Suzuka, I still prefer the normal format."

## Kobayashi angry with treatment of Japanese fans



Fans waited hours for qualifying

**HOME HERO** Kamui Kobayashi hit out at the decision not to call off Saturday qualifying for the Japanese Grand Prix until 90 minutes after it should have started.

The Sauber driver complained that leaving the estimated 50,000 crowd to endure the heavy rain in the grandstands, when it was clear that there was no chance that the conditions would improve, was bad for Formula 1 in his country.

"It was the right decision, but they should have decided earlier," Kobayashi

told AUTOSPORT. "The fans were waiting for two hours. I work hard to promote F1 here – maybe some will never return to F1. The conditions were too dangerous, but it's my home grand prix and I feel really sorry for the fans having to sit in the cold with nothing to do."

AUTOSPORT understands that set procedures mean that the session must be delayed in increments until there is no chance of it running that day. This meant that cancelling it earlier was not an option available to organisers.

# No extra Hamilton penalty

**LEWIS HAMILTON** will not face another gearbox change penalty if McLaren has to replace the unit that was damaged during the Japanese Grand Prix.

The 2008 world champion was forced to take a five-place grid drop when McLaren only realised at the last minute that his gearbox had been damaged in the collision with Mark Webber at the Singapore Grand Prix.

Hamilton's new gearbox then hit trouble at Suzuka, and he completed the late stages of Sunday's race only able to use gears four to seven.

The rules allow a new gearbox to be fitted the race after an unexpected change. Teams are also allowed to change gearboxes, which have to last for four events, at the race following a retirement. It is standard



Clash with Webber damaged gearbox

procedure to do so as a precaution, but McLaren opted not to following the Singapore GP, as it would have left Hamilton to complete the final four races with one gearbox.

It emerged at Suzuka that McLaren's tests had not shown up the damage to the differential, and the team was forced to change the gearbox after all.

This gave him a five-place grid penalty, costing him a potential podium finish.

Team principal Martin Whitmarsh said: "There was an over-rotation of the differential and no outward signs of it. It went through all the tests [before Japan] and it looked fine."

Because of his gearbox problems, Hamilton has slipped even further behind championship leader Webber. He is now 28 points down, the first time in 2010 that he has dropped more than one race win behind the points lead.

# Di Resta link to Merc run

**FORCE INDIA** third driver Paul di Resta could drive for Mercedes in the Abu Dhabi rookie test on November 16-17.

Force India has yet to decide whether it will participate in the test, with deputy team principal Robert Fernley suggesting at last weekend's Japanese Grand Prix that it was unlikely to do so. Mercedes motorsport boss Norbert Haug confirmed that no decision has been taken on who his team would run, but that he hoped it would be a Merc-affiliated driver. Di Resta races for the marque in the DTM.

"It depends whether he [di Resta] is in the Force India or not," said Haug.

A Force India spokeswoman confirmed that, even if the team does not appear in the rookie test, it will participate in the Pirelli tyre test at the track that follows on November 19-20.



Di Resta could land Merc test

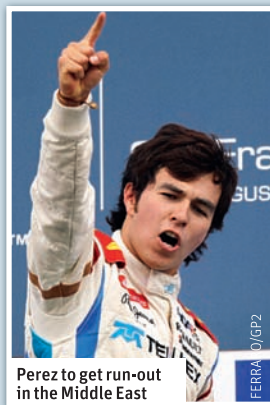
# Perez bow set for Abu Dhabi test

**NEW SAUBER** signing Sergio Perez will make his Formula 1 testing debut in the post-Abu Dhabi Grand Prix rookie days.

GP2 race winner Perez and fellow Mexican Esteban Gutierrez – this year's GP3 champion – will be given a day apiece with the Swiss team at the test, which takes place at the Yas Marina circuit on November 16-17. It will be Perez's first taste of F1 machinery, while Gutierrez previously tested for the team in its BMW guise.

Both drivers are members of Mexican telecommunications company Telmex's junior-driver programme. Telmex logos will feature on the car in 2011 as part of a sponsorship agreement.

Sauber CEO Monisha Kaltenborn said: "They are a very important partner for the team, but it's not going



Perez to get run-out in the Middle East

to be a title sponsorship."

Kaltenborn added that team founder Peter Sauber retains full ownership of the team, and no sale of equity has been discussed with Telmex boss Carlos Slim.

Perez was scheduled to visit Sauber's Hinwil base this week to begin preparations for his maiden F1 season.

## THIS WEEK IN F1



**McLAREN** Former McLaren reserve driver Pedro de la Rosa completed his first test for Pirelli at Valencia last week. He covered just over 400 miles on a track that was artificially covered in water to allow rain tyres to be tried.



**MERCEDES** Norbert Haug insists that Michael Schumacher has not been issued with an ultimatum to raise his game next year or leave the team. "This is an interpretation of what was said, but there is no ultimatum," said Haug.



**RED BULL** Sebastian Vettel ran with a special 'Wings for Life'-liveried white helmet during the Japanese Grand Prix weekend. The spinal-cord research charity is supported by Red Bull.



**FERRARI** Recent Sauber recruit Sergio Perez has joined the Ferrari Young Driver Academy. He is the seventh member of the scheme that also includes GP2 racer Jules Bianchi.



**WILLIAMS** Despite Rubens Barrichello suffering an engine problem in Japanese GP practice, the team has no concerns over his engine allocation for the rest of the year. He plans to fit his eighth and final unit for the final two races.



**RENAULT** Managing director Bob Bell has left the team with immediate effect, with Eric Boullier taking over the position alongside his role as team principal. Bell, 52, joined the team in its Benetton guise in 1997, moving to Jordan in '99 before returning to Enstone in 2001.



**FORCE INDIA** The UK Court of Appeal has referred Etihad Airways' successful court case against Force India to the Queen's Bench to assess damages. The case related to the rebranding of the team as Force India after the ex-Spyker team was taken over in October 2007.



**TORO ROSSO** Team principal Franz Tost confirmed last weekend in Japan that the team plans to run with KERS next season. "We will the Ferrari engine and KERS," he said.



**LOTUS** Entertainment and sports agency Creative Artists Agency has linked up with the Malaysian-owned team to represent it globally. CAA will be charged with the development and implementation of new marketing strategies.



**HRT** Sakon Yamamoto returned to the cockpit at the Japanese Grand Prix after missing Singapore with food poisoning. He is now expected to see out the season alongside Bruno Senna.



**SAUBER** The Swiss squad ran with sponsorship from financial services company MJ Co over the Japanese GP weekend. It also ran extra logos from season-long sponsor Scalp-D.



**VIRGIN** The team is set to continue with its own gearbox programme next year after talks with several other teams, including Williams and McLaren, about a supply deal. It currently uses XTRAC-based technology with extensive in-house modifications.

# Škoda: On a high. In the highlands

The penultimate round of the 2010 Intercontinental Rally Challenge (IRC) takes place at the RACMSA Rally of Scotland, 15-17 October.

Škoda has already been crowned IRC Manufacturers' Champion, after scoring its fourth 1-2-3 podium finish of the season on the recent Barum Czech Rally Zlin, and beating seven other manufacturers to the title with three rounds in hand.

And – as factory team pilot Juho Hänninen is guaranteed to become IRC Drivers' Champion – Škoda will celebrate another title victory in Scotland. The flying Finn has enjoyed an outstanding campaign, and throughout 2010 has never finished lower than third and led the Drivers' standings since Round 2 in March – making him a very worthy champion.

In fact, Škoda drivers fill the first three places in the points table, with Jan Kopecký (Czech Republic) second and Freddy Loix (Belgium) in third. Škoda UK Motorsport's Guy Wilks has his sights set on ending the season in third position, which means it's more important than ever for him to win in Scotland and boost his current points tally.

## The high road. And the low road

In November 2009, Guy and co-driver Phil Pugh won the Rally of Scotland in their first competitive drive in the Škoda Fabia S2000. That led to a full contract with Škoda for 2010, and the overnight creation of a new Škoda UK Motorsport team.

Guy's 2010 season started with a strong sixth place finish in Monte Carlo. That strong run continued through two

second place finishes in difficult events in Brazil and Argentina. He then switched to asphalt in Gran Canarias, and completed twisting mountain stages at over 100mph to take third place – his third podium finish in a row, and Škoda's second 1-2-3 finish (the first being in Argentina).

But then a sixth gear incident at the Rally D'Italia Sardegna led to the fracture of two vertebrae forcing him to miss the next three rallies.

## Out of a Škoda, into a Škoda

That couldn't keep Guy out of a Škoda though.

Whilst he had time off rallying, he had a chance to try out the road version of his S2000, the new Škoda Fabia vRS. His verdict: 'The performance and handling are fantastic. It looks both sporty and slightly understated at the same time, so it's not so full in your face.' (Or, at least, not as in your face as a fully badged up S2000).

## Can Guy win again in Scotland?

But, there's been little time to play.

After a strong return on Round 9 of the championship – the Barum Czech Rally Zlin – Guy took a very respectable eighth place after brushes with local wildlife and technical problems. Now he's got his sights firmly set on the windy, rainy, sheep-strewn roads of Perthshire and Stirling where a second win in two years would be particularly sweet.

And there's not long to wait. You can get behind Guy, and the rest of the team – winning drivers behind the wheel of a winning car – in just a few days time.

## ŠKODA HAS ALREADY BEEN CROWNED IRC MANUFACTURERS' CHAMPION, AFTER SCORING ITS FOURTH 1-2-3 PODIUM FINISH OF THE SEASON



This is an advertisement





Warr greets Senna after his first win in the 1985 Portuguese GP

# Peter Warr 1938-2010

PETER WARR, who died suddenly last week, was integral to the story of the Lotus Formula 1 team.

He enjoyed – some would say endured – three stints at the British squad over four decades, but most significantly he was the man who picked up the baton after the death of founder Colin Chapman in 1982 to reinvigorate a team in decline.

Warr returned to Team Lotus in 1981 after four years away running the start-up Wolf team and, briefly, Fittipaldi, which had taken over its assets. Little more than a year later, Chapman was dead and Warr found himself in control of Team Lotus.

The Renault-powered 93T was, reckoned Warr, “the worst car, bar none” ever produced by Lotus and

“the team was going to die if I didn’t do something about it”. His response was to bring in ex-Ligier designer Gerard Ducarouge and produce a new car in time for the British Grand Prix.

The next step was to get rid of the Pirelli tyres Chapman had insisted upon for ’83. These moves turned Lotus into a competitive proposition



Warr (l) took Lotus reins after Chapman died

again with “the car we needed to sign Ayrton Senna”.

With Renault engines, a Ducarouge-designed chassis, Michelin tyres and Senna’s talents, Team Lotus became a force in Formula 1 once again. In 1985-86, this combination claimed 15 pole positions and four victories.

The next challenge for Warr was how to keep its star driver. Deals for Honda engines and Camel backing followed, as did more wins for Senna in ’87 – his final season with Lotus.

“Peter kept it all going and in an elevated position,” recalls Martin Ogilvie, a long-time part of the Lotus design team. “And when it all went wrong, he wasn’t there any more.”

Warr departed Team Lotus in 1989. The official line is that he was sacked by the Chapman family, though he insisted that he engineered his own dismissal. Five years later the famous name disappeared from the grid.

Former Guards Officer Warr, or ‘PEW’ as he was known because of his initials, went to work for Chapman selling cars at the same time as trying to carve a career as a racing driver. He never made it to F1, but can claim to be the first winner of the Japanese Grand Prix at Suzuka, then a

sportscar race, in 1963.

He went on to become managing director of Lotus’s customer car or ‘Components’ division. But he opted to leave Lotus when it relocated from London to Norfolk in 1966, going on to run a slot-car racing centre. Chapman lured him back in 1969 and he became F1 team manager for the 1970 season.

Warr wasn’t always easy to work with. “A forceful character with a high regard for himself,” is how Ogilvie describes him. Yet he understood the mechanic’s lot and acted as a buffer between Chapman and his team.

“If the Old Man reaped vengeance on him,” says former chief mechanic Eddie Dennis, “Peter wouldn’t take it out on us.”

There were tantrums, remembers another Lotus old-timer, Dave Sims: “If he lost it, he really lost it. He could go into panic-ridden tempers.”

Warr briefly worked as a permanent steward in F1 before retiring to the South of France. He is survived by his wife Yvonne and two children.

Gary Watkins



**P94 RACE OF MY LIFE**



# KEEP UP WITH MEEKE



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# MPH Mark Hughes

AUTOSPORT grand prix editor

Motor racing isn't all about Webber, Alonso, Hamilton and the rest. The sport also has a wonderful history, and a new book about Jochen Rindt is the latest to bring that to attention

There's a view among some race fans and participants alike that motor racing that happened before their time is of no interest. It's not a view I've ever really understood, and part of the sport's fascination for me has always been how it was and on trying to get a perspective on the stark differences yet intrinsic similarities of the sport and its stars then and now, the development of the machinery and the men behind it. It also feels important that the giants

made me feel like I was sitting on it.

It was, inevitably, the pretty stewardess who bore the brunt of all this expertise, and equally inevitably he asked her "The Question? Was she going to the race? She handled his advance superbly, but the truth is that the guy really took himself out.

"I used to go," she said quietly. "But after what happened to Senna I didn't want to go any more..."

"Our friend across the aisle ground to a halt, the sort of bemused expression writ large across his face of a man who has just run head-on into a wall of ignorance. "Senna?" the desperate look in his eyes said, as this fount of all F1 knowledge scanned his memory banks and came up with the answer 'no matching files found: Senna had been dead only nine years, yet a current fan knew nothing of his towering achievements.'

For most of us, Senna's era is very recent, we lived through it and recall it and, like Tremayne, we'd be appalled at any so-called fan having such a lack of appreciation. But it would be equally wrong to not want to know about the giants of long before Senna's day. Rindt is of course one such and, while he's widely recalled as the tragic posthumous world champion of 1970, Jackie Stewart's friend and toughest rival, there is still a lot of meat to be added to the bones of his story. This book does that wonderfully well.

For example, the picture previously painted of his personality was one of disdainful arrogance towards lesser mortals. Tremayne's research reveals a far more complex

and believable persona than that caricature. Talking extensively with Bernie Ecclestone (Rindt's friend and manager), Ron Dennis (Rindt's one-time mechanic), his widow Nina Rindt, Stewart, Frank Williams, Jack Brabham, former colleagues and friends, he builds a picture of a guy who hated pretensions, who was fantastically gracious, for example, with then-rookie Emerson Fittipaldi but who, yes, could choose not to devote courtesy to those he thought unworthy of it. It details the complex dynamic of a driver who seemed to live forever on the outer edges of possibility in a racing car but who believed passionately in safety. It deals with his adversarial-yet-dependent relationship with Lotus boss Colin Chapman and all the complexities that represented.

Back then, especially in motor racing, the colours were somehow painted more vividly, the dangers were much greater, the sport more intense because of it. It's easy to look back with rose-tinted specs, but just like Rindt the picture is much more complex. The pathos Tremayne has lent this work reminds you of the dark side and, just as you're wallowing in nostalgia, you're tripped up by a caption, alongside a picture of Jochen pulling on his helmet: 'As Nina sits with Bette Hill in the background on the pit counter, Eddie Dennis prepares to strap Jochen in for the last time.' He had just minutes to live, had probably spoken to his wife – just a few feet away – for the last time.

No, we should never forget – and neither should we want to stop finding out more, always more. ❧



Rindt, Silverstone, Lotus, drift, heaven

of bygone days and the heroic deeds performed should not be lost, just because they were before our time.

David Tremayne, in his superb new book *Jochen Rindt, Uncrowned King*, clearly feels the same. He recalls in his introduction flying to a race in 2003 and being thoroughly irritated with a very vocal Schumacher fan. 'What he didn't know about Michael Schumacher could be written on the sharp end of a pin,' he says. 'After a while, listening to him

**“The giants of bygone days and their deeds should not be lost”**



**BTCC**  
**NEXT-GEN BTCC BREAKS COVER**

**THE FIRST** car built entirely to the British Touring Car Championship's new NGTC rules package made its public debut in the free practice sessions ahead of the finale at Brands Hatch last weekend. After previously completing a

shakedown test at Pembrey, former champion James Thompson was 17th quickest in the prototype car, built around a Toyota Avensis chassis. "The signs are encouraging, but there are still improvements to be made

everywhere," he said. "It's still 80kg overweight, for example." Three more days of testing for the GPR Motorsport-built-and-run car are scheduled for an unspecified venue in Spain next month.

GRIFFITHS/LAT

**BTCC**  
**Plato: I'll defend title**

First priority for this year's champ is staying with RML – but Le Mans is on the radar

**J**ason Plato wants to defend his British Touring Car Championship with the RML-run Chevrolet squad next year. The tin-top veteran sealed his second BTCC crown at Brands Hatch last weekend by equalling Andy Rouse's all-time wins record of 60. "I've said it a million times, but I really do believe that RML is the best touring car team in the world, and the fact that we've been able to win this championship with a new car [Chevrolet Cruze] is proof of that,"

Plato told AUTOSPORT. "We're a family here and it feels special. For the second half of this season I've had a feeling I've not had since my first year in touring cars with Renault [1997]. "I definitely want to come back next year, and not just to beat the [wins] record. I want to win the championship again." Plato said that his future with RML, for which he first raced in 2004 [when it ran SEAT's works BTCC entry], would not necessarily

hinge on Chevrolet retaining its status as a works entrant. "I finished second last year as an independent with RML," said Plato, "but it's always better to be involved with a manufacturer programme, and this year has proven it. "I think the return Chevrolet have had on their investment this year has been very good, and I really hope that they choose to stay around and take the fight to Honda again." The two-time BTCC champion also harbours ambitions to take a step into endurance racing and compete at the Le Mans 24 Hours. RML won the LMP2 teams' title in the Le Mans Series this year and guided Mike Newton and Tommy Erdos to the drivers' crown, as well as taking a class podium at Le Mans. The team won the LMP2 class at Le Mans in 2005 and '06. "Le Mans is something I've wanted to do for a little while now, but it's never really fitted into my programme," he added. "RML clearly has a strong sportscar outfit, so maybe there'll be a chance."



**A** He wants to beat Rouse to win no.61

EBREY/LAT

**BTCC**  
**No change for Honda**



**It'll be Neal and Shedden again**

EBREY/LAT

**MATT NEAL** and Gordon Shedden will remain with Honda Racing's British Touring Car Championship team next year. The pair won 10 races between them for the Team Dynamics-run squad on their way to second and third places in the championship, and also helped Honda secure the teams' and manufacturers'/constructors' titles. Honda UK announced last week that Team Dynamics will continue to run its works programme in 2011, and team principal Steve Neal said there was no reason to alter the line-up. "Honda has left it up to us to choose the drivers," Neal Sr told AUTOSPORT. "And I can't see why we should change anything, especially after the season we've had. Continuity is very important."

DTM

## Opel admits DTM evaluation

**OPEL HAS** admitted for the first time that a return to the DTM in 2012 is under consideration.

The German manufacturer, which pulled out of the series at the end of 2005, has long been rumoured to be eyeing a comeback to the series when new regulations come into force in 2012. Now it has admitted that the DTM is under evaluation.

Opel has issued a statement about its motorsport intentions in the wake of questions put to new General Motors Europe boss Nick Reilly at the Paris Motor Show earlier this month.

The statement said that Opel is 'constantly working on further strengthening the brand' and 'there exists interest in developing a new motorsports strategy'.

'Numerous options and different approaches are being analysed,' according to the statement. A spokesman confirmed

to AUTOSPORT that the DTM was one of the options.

No decision has yet been made by Opel, but it has been suggested that there could be an announcement before Christmas. This would fit in with the timescale of producing a new-rules DTM car in time for 2012.

Opel does not have the capacity to develop a new car in-house and would have to turn to a specialist to design and build a new DTM

contender. RML, which runs GM brand Chevrolet's WTCC campaign, has been rumoured to be in discussion with Opel. Ray Mallock, who knows Reilly well, was not available for comment.

The Williams F1 team has also been linked to Opel. It developed the active-suspension system for the Class 1 DTM/ITC Opel Calibras of the mid-1990s and ran Renault's British Touring Car Championship campaigns in 1995-99.



Guten old days: Opel could make return

## AUTOSPORT SAYS...

**GLENN FREEMAN**  
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**S**ome people in the DTM paddock have been convinced that Opel will return one day, pretty much ever since the marque left Mercedes and Audi to their own devices at the end of 2005.

This year, rumours of its return have been flying around, but with little substance. At the Nurburgring in August, the talk was that the Williams F1 team was building a car, which would be run by RML – the team that currently fields sister marque Chevrolet's WTCC and BTCC efforts. But all we knew for a fact was that series promoter ITR had made a presentation to Opel mid-summer.

Then it all went quiet again, until the eve of the Paris Motor Show two weeks ago. It even got to the point where I was told one evening that an announcement was expected the next morning. I briefly even had an interview teed up with one of the series' senior figures in reaction to the news!

But there was no announcement, and there still hasn't been. Opel's competition department is basically non-existent these days, so it's taken a long time for the manufacturer to even comment on the speculation. Mercedes vs Audi vs BMW vs Opel – and possibly Nissan – would certainly pack out the grandstands again. But as they say in the DTM, 'This is just speculation'.

Let's not count any chickens just yet.

DTM crowds need a boost



WTCC

## Donington WTCC move

WTCC will leave Brands



**THE BRITISH** round of the World Touring Car Championship will relocate from Brands Hatch to Donington Park next season.

While the move will not be formally ratified until the next meeting of the FIA World Council next month, AUTOSPORT understands that a deal has been struck for Donington to host the WTCC in 2011, with an option for a further three years.

The potential for greater access to facilities, such as hospitality areas for manufacturers, is

believed to be among the driving forces behind the decision.

Donington will become the third circuit to have hosted the present incarnation of the WTCC in Britain. Silverstone played host in the first year, 2005, before the event switched to Brands Hatch the following year.

It marks a continuation of the Leicestershire track's return to top-line racing in the wake of the failed redevelopment project aimed at preparing the circuit for the British Grand Prix.

SPORTSCARS

## Italian classic set for revival

**GT CARS** and Super 2000 touring cars will run on the road next year in a revival of the multi-discipline Giro d'Italia event of the 1970s and '80s.

Eligible cars, which will include GT2, GT3 and GT4 machinery, will complete road sections between races, hillclimbs and asphalt rally stages when the five-day event takes place at the end of next October. Races will take place at a number of top circuits in Italy, including Monza, Imola, Mugello and Vallelunga.

The revival of the Giro, which ran from 1973-80 and 1988-89, is the brainchild of former FIA rules boss

Gabriele Cadringer. He foresees no problem with racing cars running on the road between the competitive elements.

"Don't forget that in the past, the Giro had Group 5 sportscars like the Lancia Beta Montecarlo and the Porsche 935," he said.

Cadringer hopes to attract factory teams to an event he describes "as a big celebration of motorsport". He is already in touch with Porsche and Ferrari.

The event will also be open to S2000, Group N rally machines and cars from one-make racing series.

Lancia Beta MC was Giro staple



## REMEMBER WHEN...

SEPTEMBER 23 1973



...a Chevrolet last won the BTCC? Jason Plato's BTCC crown was the first for a Chevrolet driver since Frank Gardner took the 1973 title in the Group 2 SCA European Road Services Camaro.

Grid numbers were strong in 2010



INDYCAR

# IndyCar boss targets 20 million fans

Series CEO plans to rebuild series over winter by winning back the disillusioned

**I**ndyCar CEO Randy Bernard has started work on his plans to re-shape the IndyCar Series over the winter following the end of his first season in charge of the US championship.

The former professional bullriding boss took over the role vacated by IRL founder Tony George on the eve of the 2010 season. During that time he had to oversee the decision on the future chassis concept for the series, the formation of the 2011 calendar, and he recently got rid of the 'IRL' moniker. And now he believes that with a season's worth of experience, he can work on taking American single-seater racing back to the stature it had in the 1990s.

"I've been able to see a whole

year, and now it's time to reshape and reform, and to get results," said Bernard. "We have a lot of work to do for next year. This is where the real work starts, but I'm looking forward to it. This is one of the best kept secrets in the world."

Bernard also reiterated his claim that his priority was to bring back the hardcore motorsport fans who deserted the sport during the Indy Racing League/Champ Car split that ran from 1995-2007.

"We have a great title sponsor [IZOD] that can go after the mainstream and the pop culture," he said. "But on the other side we really need to focus on the motorsports world, and make sure we bring back those 15-20million

fans who we lost in the 1990s. That's something very important.

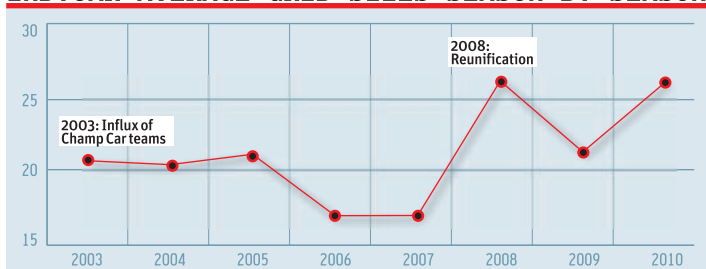
"They didn't die – they're out there, so we just need to re-ignite them. We're laying the groundwork for that, and if I can't do it then my bosses should fire me."

Team boss Chip Ganassi, who ran Dario Franchitti to this year's

title, thinks the series is growing.

"You look at the car count, and it's certainly on the upswing," said Ganassi. "It wasn't that long ago that we had 17 or 18 cars. And when you have the championship going down to the last race for the fifth year in a row, it says a lot about IndyCar racing."

## INDYCAR AVERAGE GRID SIZES SEASON BY SEASON



BRITISH F3

# Blomqvist set for Brit F3 move

**NEWLY-CROWNED** Formula Renault UK champion Tom Blomqvist has signed with sports-management company Lagardere Unlimited and is set to contest the British Formula 3 Championship next year.

Blomqvist, 16, is a McLaren AUTOSPORT BRDC Award finalist. He has no deal in place for 2011,

but after winning the Renault title with Fortec Motorsport the squad wants to run him in F3 next season.

Lagardere Unlimited UK president Lawrence Frankopan said: "We have a world-class team to guide Tom to his goal of Formula 1 and are focused on making this happen."

Blomqvist, son of Swedish rally

legend Stig, is a British national who has spent nearly half his life in the UK.

Along with Renault title rivals Lewis Williamson and Tamas Pal Kiss, he wins a prize F3 test, while Blomqvist and Williamson also get prize Formula Renault 3.5 run-outs at Motorland Aragon next week.



Blomqvist has his sights on F3

**IN BRIEF**



**BTCC GOES HIGH DEFINITION**

The BTCC (above) will be broadcast live in high-definition TV for the first time next year on ITV4's HD channel as well as continuing to be shown on ITV4. It will screen the series for another three years, with highlights to be shown on ITV1.

**LOCALS JOIN WTCC GRID**

Two local drivers will bolster the WTCC ranks for the final two rounds. Henry Ho Wai Kun will contest both Okayama and Macau in the BMW 320si that he raced last year, while Andre Couto will make his annual Macau appearance in a SEAT.

**HMIEL CRITICAL AFTER SHUNT**

Former NASCAR Sprint Cup driver Shane Hmiel is in a critical condition after sustaining severe head, neck and back injuries in an accident while qualifying for a USAC sprint car race last weekend. Hmiel received a lifetime ban from NASCAR in 2006 following three failed drug tests.

**HUNTER-REAY FUTURE UNCLEAR**

Andretti Autosport is scrambling to find the budget to retain Ryan Hunter-Reay for 2011 after IZOD confirmed that it would not continue to back the American's car.

**HVM KEEPS DE SILVESTRO**

Simona de Silvestro will continue with HVM Racing in 2011. The Swiss driver finished second to Alex Lloyd for IndyCar's Rookie of the Year honours this season.

**UNI SQUAD BACK TO RACING**

The Tokai University team that raced at the 2008 Le Mans 24 Hours will return at the Zhuhai 1000km next month. Tokai will run its YGK-engined Courage LC70 LMP1 in the Intercontinental Le Mans Cup for Shigekazu Wakisaka and Shogo Mitsuayama.

**MULLER STAYS WITH JENZER**

Nico Muller will return for a second year of GP3 with the Jenzer squad in 2011. The Swiss driver scored two wins and finished third in the points in the inaugural season.

**RENAULT 3.5 GOES TESTING**

Post-season Formula Renault 3.5 testing got under way at Barcelona as AUTOSPORT closed for press. GP3 runner-up Robert Wickens sampled Fortec's car alongside British F3 race-winner Daniel McKenzie. BVM Target took to the track with Ferrari Academy drivers Mirko Bortolotti and Daniel Zampieri, while Comtec ran Adrian Quaife-Hobbs and Will Stevens.

**FORMULA 3**

**ART opts to skip Macau**

SIX-TIME F3 Euro Series champion team ART Grand Prix will not race at this year's Macau Grand Prix.

AUTOSPORT understands that the French outfit made the decision because Mercedes declined to produce a special engine for the event that would allow its teams to compete on a level playing field with the Volkswagen units that dominated there last year. As a result of that, some driver backers have refused to pay for their charges to go to the race.

ART boss Frederic Vasseur denied that the engine situation played any part in his team's decision. Instead he pointed to the Formula 1 rookie test, which takes place at Abu Dhabi on November 16-17. The first free practice session at Macau takes place on the morning of November 18.



ART will not race at Macau this year

"We are disappointed not to be going, because we have enjoyed going to Macau for many years," Vasseur told AUTOSPORT. "When we had to take the decision for this year it was a strange situation because Valtteri [Bottas] expects to do the F1 test, and [Esteban] Gutierrez also wanted to do Macau after winning the GP3 title but he will go to Abu Dhabi as well."

Red Bull-backed British F3 champion Jean-Eric Vergne will fly to Macau after testing for the Toro Rosso F1 squad in Abu Dhabi. But Vasseur believes that it would not make sense to rush a driver out to Macau.

"To do both looks difficult," he said. "To arrive on Wednesday and drive on a tough circuit on Thursday morning doesn't make sense."

**GP3 SERIES**

**Daly leads GP3 testing line-up at Estoril**

**NEWLY-CROWNED** Star Mazda champion Conor Daly was among the drivers scheduled to join the first GP3 Series post-season test, which

was set to kick off at Estoril yesterday (Wednesday). Daly, son of ex-F1 and CART driver Derek, was set to test with the Manor Motorsport

team in what he admitted was a toe in the water for 2011. "I want to learn as much as possible as we work through what might be the best move for my career," he said.

Daly was to join a line-up of fellow newcomers including New Zealander Mitch Evans, who was to run with MW Arden.

Other drivers penciled in to test in the second and third days included British F3 frontrunner Oli Webb (Status) and Formula BMW champion Robin Frijns (MW Arden). Running alongside them

were several veterans of this season, with Michael Christensen set to test with Status, Rio Haryanto with ART Grand Prix and Roberto Merhi with Addax.

● The GP2 Asia Series calendar for 2010/11 has been confirmed. As expected, it will be contested over three rounds: Abu Dhabi (Feb 11-12), Bahrain (Feb 18-19) and Bahrain again (Mar 12-13). Two official, two-day tests will take place at Yas Marina on Feb 1-2 and Feb 6-7.



Daly will test with Manor

**OUT WITH A BANG IN BEIJING** A heavy crash in qualifying for Flamengo's Andy Soucek crowned a dramatic non-championship Superleague Formula round on the new Beijing street track. Drivers later threatened to strike over circuit safety - but the event went ahead



VANDERLAAN/LAT

# Wilks v Meeke: the final fight

Intercontinental Rally Challenge's British stars go head to head for the last time in Rally of Scotland showdown

**S**koda driver Guy Wilks will be doing all he can to spoil Kris Meeke's Intercontinental Rally Challenge farewell in Scotland this week, as the pair do battle for the final time for the foreseeable future.

The career paths of Wilks and Meeke have been linked for the past nine years – they made their international debut on the same Formula Rally round in 2001 and contested the Junior World Rally Championship for four years. In that time, they built up a fierce rivalry, which was renewed on last year's Rally of Scotland and in this season's IRC. Next year, however, Meeke leaves Peugeot UK for the WRC and Mini, while Wilks is set

to stay in the IRC with Skoda UK. The Perth-based event, which starts from Scone Palace tomorrow (Friday) evening, will be the last time the two will go head to head in equal machinery.

Wilks acknowledges, however, that the two-day event is about more than just him and Meeke – there's this year's IRC champion Juho Hanninen to consider too.

"It's going to be a real battle in Scotland," said Wilks. "Kris's and my career have mirrored themselves and Kris has chosen his route for next year. Good luck to him. Let's not forget Juho, though. In fact, all three of us, career-wise, are in pretty similar positions. Juho's

had a stonking year to win the title, Kris wants to end his time with Peugeot in a good way and we want to repeat our 2009 Scotland win."

Wilks says winning last year's event after Meeke was excluded at post-event scrutineering was not what he wanted. He aims to win it on the stages this time around.

"We're in a much better position than this time last year," said Wilks. "We know the car and the team so much more now. We want it [the win] on merit this year."

Outgoing IRC champion Meeke sees Hanninen as the danger man in Scotland. "I want to win the rally, but this will be a Finland-type rally that will suit Juho very well. He did

the recce last year, so he's familiar with the territory."

● Meeke won last weekend's Costa Smeralda Rally, helping fellow Peugeot 207 driver Paolo Andreucci to a fifth Italian title.



Meeke (l) and Wilks: one last IRC scrap



## MOUTON'S HOPES OF MAKING A BIG SPLASH IN MOROCCO TAKE A HIT

Michele Mouton's chances of taking another big win on the Rallye International du Maroc were hit on the opening stage when she struck a rock in her Porsche 911, damaging a brake calliper. Gregoire de Mevius led on Monday evening after a rain-affected second leg

WRC

## Lapworth: no fears over show

PRODRIVE TECHNICAL director David Lapworth says rally fans should have no concerns over next year's World Rally Cars looking any less spectacular than they do now – despite the biggest rule changes since World Rally Cars arrived in 1997.

Lapworth, who is overseeing the development of the Mini WRC, said the cars would be slightly slower, but assured that watching from outside the car it would be almost impossible to spot the difference. Next year's cars will run 1.6-litre instead of two-litre

engines and not be allowed to run active centre differentials.

Lapworth said: "I can only compare the car we're developing with a generic WRC from today and there won't be any stunning differences. The difference will be less than two seconds per kilometre and that will be very hard to spot from out of the car.

"We'll be running 1.5-bar boost off a 1.6-litre engine, which will mean less torque at lower speeds. The drivers will have to work the gearbox harder, but they will still look very good."



Citroën's DS3 WRC: slightly slower but still spectacular



**WRC**  
**Saab return to WRC action gathering pace**

**SAAB'S RETURN** to the WRC took a further step forwards with the first official confirmation from the Swedish firm that a top-flight entry is under review.

Since AUTOSPORT broke the story of Saab's WRC interest (August 5), negotiations between the company's chairman Victor Muller and WRC officials have continued, increasing the chances of the firm competing as soon as 2012.

Speaking at marque's celebration of the 50th anniversary of Erik Carlsson's 1960 RAC Rally win, Saab's GB managing director Jonathan Nash said the WRC was being talked



Saab's last WRC win came in Sweden '79

about in the firm's headquarters in Trollhattan in Sweden.

Nash said: "Victor Muller has a vision for Saab. We have an internal definition which is: 'Taking the past into the future.' And, of course, our past includes

a fine history in rallying and there will be some new sporting opportunities in the future. At the moment, [a move to the WRC] is not in the business plan, but I have heard it talked about."

If Saab does return in

2012, it will be 30 years since the last factory 99 competed. Saab will reveal an all-new 9-3 road car in 2012, but a potential WRC project is reckoned to be running from a smaller 9-2, which has still to be signed off.

**IN BRIEF**



**LEGENDS BACK WALES BOOK**

Finnish world champions Hannu Mikkola and Ari Vatanen (above) helped launch a book about the Welsh Rally – an event both of them won. *The Welsh Rally* is available from [www.griffinrally.com](http://www.griffinrally.com).

**F1 ANCHOR GOES RALLYING**

BBC F1 presenter Jake Humphrey will make his co-driving debut alongside Tony Jardine on the Cambrian Rally on Saturday. The pair will share a Ford Fiesta on the North Wales event, with Humphrey competing to highlight the MSA's *Go Motorsport* Initiative. Highlights will be shown during BBC1's coverage of the Abu Dhabi GP on November 14.

**DUVAL BACK FOR SPAIN**

Francois Duval will contest next week's Catalunya Rally in a Subaru Impreza WRC. The Salou-based event will be the Belgian's maiden WRC outing in a Subaru.

**MEMORABILIA UP FOR GRABS**

Rally fans who fancy winning some signed Rally of Scotland memorabilia

should go to [www.justgiving.com/rallyofscotlandcomp](http://www.justgiving.com/rallyofscotlandcomp).

**MARTIN JOINS RBF**

Five-time world rally winner Markko Martin has been named as a patron of the Richard Burns Foundation. The Estonian joins Marcus Gronholm as a patron of the charity that was established in memory of the 2001 World Rally Champion, who died from a brain tumour in 2005.

**DAKAR ACE BACK IN BMW**

Nine-time Dakar winner Stephane Peterhansel will return to the marathon event in January, once again driving for the BMW X-raid team. He will contest the Rally of Morocco starting on Monday and finishing on Saturday October 23 as part of his preparation.

**CORNBURY PARK SHOW**

Rally Show organisers, the team behind the annual Chatsworth event in Derbyshire, have added a second event to their roster for 2011. Cornbury Park in Oxfordshire, one of the most picturesque stages in the history of the RAC Rally (below), will take place on May 14-15, while Chatsworth moves to October 8-9.



**WRC**  
**Solberg: I can win this year**



Solberg is relishing Catalunya and Wales

**DESPITE HAVING** to use his own money to top-up the budget, Petter Solberg is adamant the last two rounds of this year's WRC offer him his best chance of victory.

Solberg is selling one of his two Citroen C4 WRCs to help fund the balance of the season, and is trimming the amount of testing he does ahead of the Catalunya Rally and Rally GB. But the 2003 world champion is delighted with the way his year has gone.

"It's tough at the moment," he said. "We have to wait for money to come and while we're waiting, I'm putting my own in. But we have a real chance now in Spain and Rally GB. In Spain, we have a good place for the [gravel] day one. If everything works like it should, we can do it. And then, for GB, it's my kind of rally."

**AUTOSPORT SAYS...**

**DAVID EVANS**  
**RALLIES EDITOR**

[david.evans@haymarket.com](mailto:david.evans@haymarket.com)



**T**en years ago, almost to the week, I met Kris Meeke for the first time. He'd won a competition for a drive in the clubman section of the Bulldog Rally. He didn't say much, but he was pretty determined. And quick with it.

It was that raw speed that attracted the attention of Colin McRae, bringing about a bond that carried Meeke through some tough times in the Junior World Rally Championship. He could have won the Junior title in 2005 and absolutely should have won it one year later.

In 2006, Meeke was clearly the fastest driver in the field and, in the Citroen C2, he had the fastest car under him. But he made mistakes and the car let him down every now and then. He had two years in the wilderness to think about what needed to be done.

He did it and bounced back with a wholly deserved title in his first Intercontinental Rally Challenge season with Peugeot.

This year, everything that went right in 2009 has gone wrong. But he's still quick. And in Scotland this week, he has one more chance to make his 207 sing before heading the world-way with Mini.

The event is going to be a cracker, with Meeke, Guy Wilks and Juho Hanninen all desperate to end their seasons on the podium – and one step higher than each other.

Meeke wants to end IRC stint on a high



**IRC PREVIEW**

Event	Rally of Scotland
Round	11/12
Based	Perth
Date	October 15-17
Stages	12
Surface	gravel
Competitive miles	122 miles
Last year's winner	Guy Wilks (Skoda)
Champion elect	Juho Hanninen



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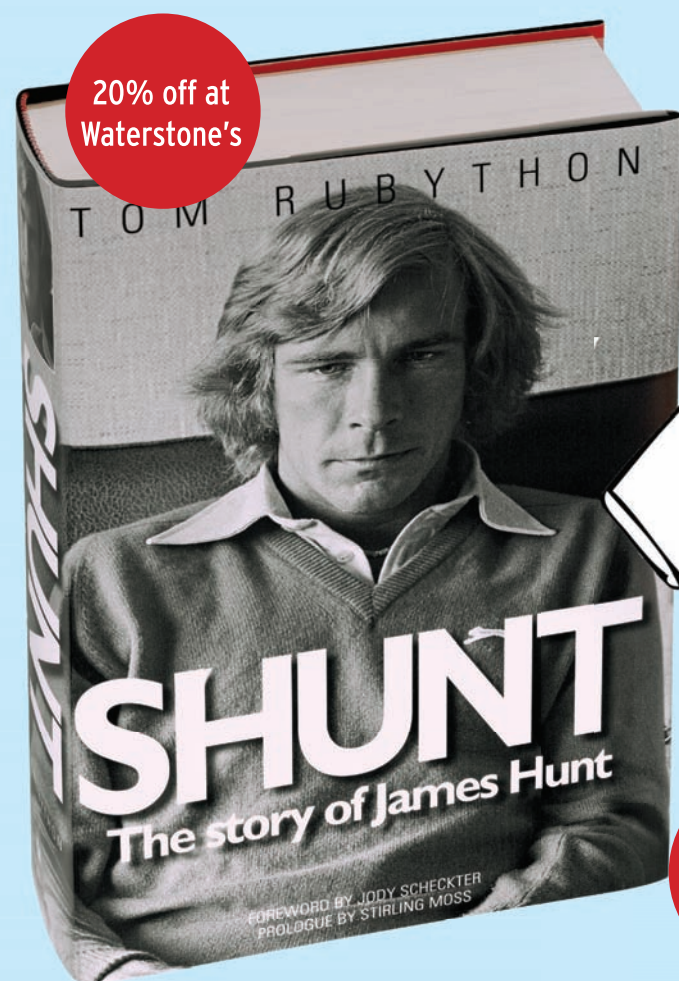
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WRC

# Raikkonen to lose Red Bull Citroen deal

Finn's backer is set to pull the plug after his difficult start to life in the WRC. So where can he go instead?

**K**imi Raikkonen appears to be running out of paid drive offers to keep him in the World Rally Championship next season.

The 2007 Formula 1 world champion's management met with his current backer Red Bull in France earlier this month in an effort to sign an agreement for 2011. But it's thought unlikely that the energy drinks company will repeat this year's deal, which was believed to have been worth around £4.3 million. Sources close to Red Bull have admitted that sponsorship agreements are being slashed in an effort to direct more money towards its Formula 1 effort.

Raikkonen has been cool on a return to F1 and denied links to the Renault team by telling a Finnish newspaper: "I have never even seriously considered driving for Renault, and I can assure you that I am 100 per cent sure that I will

not drive for Renault next season." There are not believed to be any other viable alternatives in F1.

## WILL HE STAY AT CITROEN?

Citroen team principal Olivier Quesnel admitted he had heard rumours of Raikkonen's funding being cut.

Quesnel said: "It could be right, but I think even without Red Bull he will do his best to stay in rallying."

He insisted Raikkonen would not qualify for a free ride: "If he's got the budget, we will be pleased to have him. But he is not fast enough, honestly – even if his name is Kimi Raikkonen, he is not fast enough. I think he has enough money, if he wants to. We will see [if he wants to pay]."

## IT COULD BE A MONSTER..

It's likely there will be a second



Kimi will have to dip into his own pocket to stay at Citroen

MCKLEIN.DE

seat in the Monster Ford World Rally Team alongside Ken Block, with Raikkonen one of the names consistently linked to the drive. Australian Chris Atkinson is believed to be the alternative.

M-Sport managing director Malcolm Wilson can see the benefit of both. "If it's Chris, for example, he could do a good job when he's settled back in, but then I'm also sure Kimi could do a good job. We've seen the job he has done for Red Bull."

While Raikkonen has struggled in the car, his best result being a distant fifth in Turkey, Wilson has seen his value off the stages. "Kimi has brought really good value to the WRC," he said.

Mini has also made an offer for Raikkonen next season, but the six-round programme falls short of what he wants.

## EXPERT VIEW

### DAVID EVANS

RALLIES EDITOR

Kimi Raikkonen has struggled in a Citroen team centred on rising French star Sebastien Ogier. And he's struggled to keep his C4 WRC on the road. And now it looks like he's got sponsor trouble. This is all a very long way from the pre-season talk of him winning rallies.

Let's not forget, Spain next week will be Raikkonen's 11th WRC start. Let's give him a break. He arrived in the WRC with no expectations of success; the watching – and reporting – world brought those.

His best option may be among Ford's Finns in a Monster Fiesta, but would he bring any better promotion than Ken Block and his 13 million YouTube viewers?

Raikkonen has struggled to keep his car on the road



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## JAPANESE GP

Suzuka

**ROUND** 16/19

**LAPS** 53

## WINNER

Sebastian Vettel  
1h30m27.323s

## POLE POSITION

Sebastian Vettel  
1m30.785s

## FASTEST LAP

Mark Webber  
1m33.474s

## RACE RATING

★★★★★

Local hero  
Kobayashi gets it  
one extra star

## DRIVERS STANDINGS

Webber	220pts
Alonso	206pts
Vettel	206pts

## MILESTONES

- Eight Japanese GP wins for Renault engines is a record
- Kovalainen's 12th is best Lotus result since fellow Finn Mika Salo was 10th at Suzuka in 1994

# VETTEL SURFS RED BULL WAVE OF DOMINATION

A Red Bull one-two at Suzuka, with Vettel leading Webber home, was no surprise. But Alonso kept them sharp to keep the title fight wide open. MARK HUGHES reports

Pepe Jeans

RAUCH

# QUALIFYING

## Saturday washout, Sunday whitewash from Red Bull, as Vettel grabs pole

After the drama of the cancellation of Saturday's rained-out qualifying, the Sunday-morning session was remarkably routine in that Red Bull monopolised the front row, just as was expected around the long, fast sweeps of Suzuka. Sebastian Vettel, always that little bit quicker than Mark Webber through practice, confirmed the pattern when it mattered, sealing pole by a small but vital 0.07 seconds. Essentially, it was the difference between Vettel's stunning entry into Turn 2, borne from not lifting through Turn 1, and Webber's ever-so-slightly-more-circumspect approach. Through the rest of the lap they were inseparable. They were running here with a new version of their f-duct that blew onto the rear-wing main plane rather than the flap.

The RB6s found most of their advantage through sector one, specifically the repeated high-speed direction changes of the Esses, and were actually slower through sectors two and three than the McLarens and Ferraris. This allowed Lewis Hamilton to get within 0.38s of them, a heroic effort after no more than 14 laps of practice running on account of his accident in FP1. Unfortunately his five-place gearbox-change grid penalty didn't allow him the full benefit of what was a typically dramatic and skilful lap. The McLarens were running with their standard f-duct after the planned introduction of the main-plane-blown one was abandoned, with insufficient running to fine-tune its consistency.

With fourth-fastest time, Robert Kubica has now pulled the Renault victory beyond its natural level at Monaco, Spa and Suzuka, the three premier driving tracks of the year. He looked particularly mighty through the Esses, hustling far harder than looked feasible in a car trimmed out for maximum straight-line speed.

Fernando Alonso, fifth fastest, was the only Ferrari driver in the top-10 run-off after Felipe Massa was baulked by Kubica between Spoon and 130R. "He was on his out-lap," Felipe complained. "He could easily have let me by. The amount of time I lost there would easily have got me into Q3." Alonso's Ferrari was quickest of all in the straight-line-speed-favouring middle sector, but a couple of tenths off in the first and third. At this crucial time, Massa was left floundering in 12th, the green track punishing the soft tyres sufficiently that he couldn't do a decent second lap after his problematic first.

Jenson Button, sixth fastest in his McLaren and running significantly less well than Hamilton, was the only top-10 runner to go with the hard tyre, and therein lies a tale. "I preferred the feel of that tyre anyway," he said, "but realistically I chose it thinking about the race." With the near-



Only Bernd Maylander did much driving on Saturday

ETHERINGTON/LAT



Hamilton was closest rival to Red Bull

monsoon of Saturday having washed the track clean, the softs were reckoned good for no more than a dozen race laps. Thinking the hards would take a time to come in, he was fuelled for a three-lap run – but it turned out that even the hards did not have a second qualifying lap in them. Button's best time on them was his first, and so with hindsight he'd carried two laps of extra fuel (costing around 0.2s) for no good reason. Subtract 0.2s from his time and he'd have been vying with Hamilton for third.

The Mercedes and Williamses were extremely closely matched, a couple of

tenths away from Ferrari and McLaren but continuing to show improved form. Nico Rosberg, feeling he squeezed the maximum from the Merc, was narrowly the quickest of the quartet ahead of the two Williamses of Rubens Barrichello and Nico Hulkenberg – and Mercedes team-mate Michael Schumacher (0.35s adrift of Rosberg, mainly on account of his f-duct not functioning correctly). A Williams protest against Hamilton for impeding Hulkenberg when the German was completing his flyer into the chicane, just as Hamilton was preparing to start his, was thrown out.

Nick Heidfeld's Sauber was only pushed out of the run-off by Schumacher's last-gasp Q2 effort, and he was only partly satisfied with his progress on his second race back. Although he was 0.3s and three places ahead of team-mate and crowd favourite Kamui Kobayashi (who overshot his approach to the chicane on his crucial lap), Nick was finding the driving style necessary for the softer tyres was not coming automatically to him. Until his incident, Kobayashi was on course to have knocked Schumacher out of Q3. Nestling between the Saubers were Massa and the second Renault of Vitaly Petrov.

The Force Indias seemed rather light on downforce, losing a lot of time through the Esses and not making much of it back down the straights, all leaving Adrian Sutil and Tonio Liuzzi languishing 15th and 17th respectively, the Italian outqualified by the brave Jaime Alguersuari, constantly pushing himself beyond his comfort level in the Toro Rosso for the second race in succession. Team-mate Sebastien Buemi failed to make it out of Q1, and Jarno Trulli's Lotus was fastest of the new teams.



**P38 RESULTS**  
ALL THE STATS  
FROM THE ORIENT





Kubica split Red Bulls as Petrov shunted



## RACE CONDITIONS

Sunny conditions, with track temperature starting at 36C and dropping to 32C as the sun weakened - an improvement from Saturday!

Many things might have been different in this race... If only Renault hadn't apparently miscalibrated its wheel guns and left Robert Kubica's wheels undertorqued, then the Pole could well have stood upon the podium. If only the track hadn't rubbered in so quickly in the high temperatures, then Jenson Button's tyre gamble could have paid off and allowed him to be up there.

But none of it would likely have changed who filled the top two steps of that podium. It was Red Bull all the way, and the order between them was decided by the 0.068 seconds by which Sebastian Vettel beat Mark Webber in that morning's qualifying session. Fernando Alonso drove a great race in the Ferrari just to keep them under a bit of pressure - but Kubica, Button or Lewis Hamilton could have done the same. Still there are five drivers in this title fight with three rounds to go, but compromised races here for the

McLaren men seem to have left them on the periphery of that fight.

Sunday's race was all about how Suzuka's layout of long, fast curves was perfect for the Red Bull RB6. The rest - Alonso's relentless drive, Button's tyre-choice gamble, Hamilton's gearbox problem, Kamui Kobayashi's crowd-thrilling, high-octane race - just filled in the gaps with interest without really impacting upon the race's shape.

Under a bright sun and a track temperature edging over 35C, the wreckage of Lucas di Grassi's Virgin was cleared from 130R, where it had crashed heavily on its way to the grid. Vettel was clean away from the lights, but Kubica was yet faster, the Renault past Webber almost immediately and closing on Vettel, but with not quite a long enough run to Turn 1 to challenge for the lead. Five seconds into the race Vitaly Petrov tried to cut across Nico Hulkenberg's bows but hit the Williams instead, spinning his Renault hard left into the unforgiving barriers. Hulkenberg too was out with damaged suspension.

There was a second accident, triggered by the clutch-dragging Mercedes of Nico Rosberg. Felipe Massa, 12th on the grid but away well in the Ferrari, got squeezed as he tried to go inside Rosberg. Forced

onto the grass, he lost control and took out Tonio Liuzzi's Force India. Depressing times for Massa, one problem snowballing into another in the way fate sometimes decrees for no apparent reason.

With four wrecked cars scattered about the startline and first corner, the safety car's lights were on even as the leaders were partway through the climb through the Esses. Rosberg rather cheekily took advantage of the mayhem his problem had caused by pitting and switching to the hard tyre, a tactic followed by most of the

backmarkers. The safety car stayed out for a couple of laps longer than it took to clear the cars because a glitch in the information screens meant the race director couldn't inform the teams when it was coming in. Webber was becoming very concerned about the debris Kubica's slowing car was throwing at him and was on the radio requesting permission to pass it when the Renault's right-rear parted from the car as they headed down to the hairpin. It - and possibly all the other Renault wheels - had been insufficiently torqued because of ▶



Schuey (left) had great battle with Rosberg

COMES/LAT



DUNBAR/LAT

Kobayashi slides it inside Barrichello



Petrov converted R30 Renault to a Twingo

TEEL/AT



Button about to pass stricken Hamilton

DUNBAR/LAT

## DRIVER BY DRIVER by Edd Straw

**1**  **7/10**  
Rating

**JENSON BUTTON**  
McLaren-Mercedes MP4-25-01  
Start: 5th. Finish: 4th  
**GAMBLED ON** prime tyre in Q3. Went for a three-lap run, but admitted that carrying less fuel and doing one lap would have been worth 0.2s, enough for third. Held fourth, slipped to fifth when he finally pitted, then repassed ailing Hamilton.

**2**  **8/10**  
Rating

**LEWIS HAMILTON**  
McLaren-Mercedes MP4-25-02  
Start: 8th. Finish: 5th  
**SHUNTED AT** Degner 2 in FP1. Qualified third; started eighth due to gearbox change (related to damage in Singapore). Leaped to fifth and passed Button when he pitted. Button repassed when Hamilton lost first to third gears.

**3**  **7/10**  
Rating

**MICHAEL SCHUMACHER**  
Mercedes MGP W01-05  
Start: 10th. Finish: 6th  
**PROBABLY HIS** best race weekend since Istanbul. Ran seventh early on but took sixth from Barrichello (with a little contact) at the chicane. Lost a place to early-stopping Rosberg, but regained it when the other Mercedes shed a wheel.

**4**  **8/10**  
Rating

**NICO ROSBERG**  
Mercedes MGP W01-04  
Start: 6th. Finish: 17th  
**STARRED IN** qualifying, but made a slow getaway. Pitted for primes under safety car. Got held up by Buemi, but became top Merc man when Schumacher pitted. On for sixth until he lost his right-rear wheel because of a loose wheelnut.

**5**  **10/10**  
Rating

**SEBASTIAN VETTEL**  
Red Bull-Renault RB6-5  
Start: 1st. Finish: 1st  
**KNEW THAT** he would be relegated to title outsider if he was beaten by Webber. Had the edge – just – over the Australian all weekend. Narrowly took pole, and never faltered in the race despite Webber breathing down his neck all race.

**6**  **8/10**  
Rating

**MARK WEBBER**  
Red Bull-Renault RB6-6  
Start: 1st. Finish: 2nd  
**DIE WAS** cast in qualifying – and 0.068secs made the difference. Got closer than he had been all weekend with his final effort on Sunday morning, but came up agonisingly short. Kept up the pressure, but this one was already decided.





Button leads Kubica's 'Reliant Robin'

◀ an error in the wheelgun settings. Robert had felt something strange even as he drove to the grid, had almost lost control as he weaved to warm the tyres. Now he knew why.

With the race under way again, Vettel eased a small gap over Webber, Alonso's Ferrari breathless in their wake but under no threat from Button, whose hard tyres were not coming into their own. Behind him, Hamilton on the faster softs was being slowed, but not by enough to be able to pass cleanly. They quickly left behind Barrichello, who was finding his Williams an entirely different car to qualifying. "It was skating all over the track," he complained, "and I had a lot of vibration." The team had not identified the cause at the time of writing but it was maybe significant

that, through qualifying, both Williams cars seemed to become progressively less competitive as the track rubbered in. Soon he had Schumacher's Mercedes monsterring him and Michael went by into the chicane in very forceful fashion, carbonfibre exchanged as he did so. Such was the struggle Rubens was having that Schumacher pulled quickly away, regularly 0.5s quicker than a car that had outqualified him.

At the moment of Schumacher's pass, a few places further back Rosberg was running wide on the exit of 130R, desperately fighting for control after failing to pass Jaime Alguersuari's Toro Rosso around the outside. It was a great piece of raw, seventh-gear car control. Although Nico lost a couple of places as he sorted himself out, that early stop

under the safety car had found him plenty of ground.

Shortly after fending Rosberg off, Alguersuari was unable to do the same to Kobayashi for 10th place. A queue had formed behind the struggling Barrichello in seventh, comprising Nick Heidfeld's Sauber, Sutil's Force India and Alguersuari. As Kobayashi – who'd started on the hards rather than the softs of most of those around him – caught up to that queue he took a surprise late dive down the inside of the Toro Rosso at the hairpin. He banged wheels as he arrived at the middle of the corner, but he was through and the crowd reacted hugely, bringing to mind their reaction to Takuma Sato's drive here in 2002.

For the next few laps Vettel pushed hard trying to make a break at the front, visibly on the limit, but Webber was never more than a couple of seconds or so back. "It was just a question of staying with him," said Mark. "Although it's a beautiful track it's basically just a formation run. Unless I'd been able to pass him at the start it was always going to be difficult to beat Seb once he'd

happened; the softs stood up much better than expected. "The early safety car helped them but the big difference was the track temperature," said Bridgestone Hirohide Hamashima. "With it being so high, and so many people being on the soft, the track rubbered in very quickly. The more rubber goes down, the better it was for the soft, and it was able to grip without destroying itself."

On the 17th lap Kobayashi was at it again, ambushing Sutil in a perfectly judged move into the hairpin, the German hanging on side-by-side up through the following kink towards Spoon, but resistance was futile. Next in Kamui's sights: team-mate Heidfeld. Before that got potentially hazardous for the team – and in an effort to break the deadlock behind Barrichello – Sauber brought Nick in for a fresh set of hards. Sutil came in on the same lap for the same.

Although Sutil set a purple middle-sector time on the fresh rubber, indicating that the new hards were now faster than the worn softs, it did not trigger any great rush up front to make the same change. The concern was that there were still 30-odd laps to go – which might be too much. Red Bull, with the margin over Alonso stabilised at 8s or so, could afford to stay out and just react to whatever Ferrari did.

Williams reacted to the Heidfeld stop and brought Barrichello in, but such was his poor pace that he emerged behind the Sauber. These stops had left Kobayashi in clear air and it was a surprise that Sauber didn't bring him in to defend his place over Sutil. He needed 20s over the Force India to complete a pitstop and for a time he had that, but on his new tyres Sutil was slightly quicker and, aided by Kamui being baulked, the gap was soon only 17s or so, apparently undoing all his

**“ KUBICA HAD FELT SOMETHING STRANGE EVEN AS HE DROVE TO THE GRID, HAD ALMOST LOST CONTROL AS HE WEAIVED TO WARM THE TYRES. NOW HE KNEW WHY”**

won pole." That few-hundredths difference through Turn 2 earlier that morning was looking decisive. They were easing out a few tenths on Alonso each lap, and by around the 15th lap Button was pegging the Ferrari's speed and we waited to see if this was the turning point of tyre behaviour, where the softs would begin to wilt and Button would begin his challenge.

The thinking pre-race was that the softer option tyre would last only a dozen laps or so but that the prime would be good for most of the distance. But it never really

**7**  **4/10**  
Rating

**FELIPE MASSA**  
Ferrari F10-286  
Start: 12th. DNF  
**HALF A SECOND** slower than Alonso in Q2 meant that he missed the top-10 shootout, after a mistake in traffic on his first lap on option tyres. Took the grass at Turn 1, blaming Rosberg for pushing him there, speared into Liuzzi, and that was that.

**8**  **9/10**  
Rating

**FERNANDO ALONSO**  
Ferrari F10-285  
Start: 4th. Finish: 3rd  
**WITH RED BULL** uncatchable he had to be best of the rest. Benefited from Kubica's retirement, but consistently fast enough in the race to keep the McLarens at bay and complete an effective damage-limitation exercise.

**9**  **8/10**  
Rating

**RUBENS BARRICHELLO**  
Williams-Cosworth FW32-04  
Start: 7th. Finish: 9th  
**HAPPY WITH** his qualifying performance, but in the race he struggled chronically for grip throughout. Ran sixth before being passed by Schumacher at the chicane. Lost out to Heidfeld in the stops before being passed by the charging Kobayashi.

**10**  **8/10**  
Rating

**NICO HULKENBERG**  
Williams-Cosworth FW32-01  
Start: 9th. DNF  
**TO BE** within 0.03s of Barrichello on Suzuka debut with limited running was impressive, especially after being held up by Hamilton in Q3. On the run to the first corner Petrov chopped across the front of him, putting him out of the race.

**11**  **10/10**  
Rating

**ROBERT KUBICA**  
Renault R30-05  
Start: 3rd. DNF  
**HAD NO** right to be third on the grid in the Renault, but was able to slip ahead of Alonso and the McLarens. Jumped to second at the start, but retired on lap three when he lost his right-rear wheel. Podium finish was certainly on.

**12**  **3/10**  
Rating

**VITALY PETROV**  
Renault R30-04  
Start: 13th. DNF  
**STRUGGLED ON** his Suzuka debut, qualifying 1.2s off Kubica. Speared into the wall at the start after jinking left and collecting the front of Hulkenberg's Williams. Blamed Heidfeld for forcing him over, but the race stewards didn't agree.

◀ earlier good work. Alguersuari, having also changed, was soon on-course to get his place back too. It seemed Sauber was hanging its man out to dry as he continued to circulate on his own, his pace and grip gradually falling off.

McLaren brought Hamilton in from just behind Button on the 22nd lap. Schumacher came in a lap later, and exited just behind Rosberg but, on tyres 22 laps fresher, was all over him. A couple of times they got side-by-side, but this was for sixth place and it wasn't as if being delayed by Nico was preventing Schuey challenging anyone further up – the McLarens were well out of reach. The Mercs would continue an

**“DEPRESSING TIMES FOR MASSA, ONE PROBLEM SNOWBALLING INTO ANOTHER IN THE WAY FATE SOMETIMES DECREES FOR NO APPARENT REASON”**

epic wheel-to-wheel dice for many laps, Michael apparently much more at home around Suzuka's sweeps than between the walls at the stop/start of Singapore.

Frustratingly, Hamilton had exited just behind Kobayashi so wasn't able to immediately use his new-tyre grip. Regardless, Ferrari pitted Alonso in response. As Red Bull watched the Ferrari crew come out into the pitlane, so it scrambled its own men. "If we were to cover Ferrari," explained team boss Christian Horner, "it was important we get Seb in on the same lap, in order that we could then bring Mark in the lap after." It had to be in that order too, for to have pitted Webber first in reaction to Ferrari, there would have been the very real prospect of him leapfrogging Vettel for the lead – which would have been somewhat unfair.

The new hards were clearly significantly faster than the worn softs (although Vettel didn't prove as much, given that he was baulked

on his out-lap by the battling Sakon Yamamoto and Timo Glock) and that dictated that whoever came in first got a powerful advantage. The Red Bull stops went routinely well and they emerged with their lead over Alonso intact, though reduced.

Once Hamilton had passed the yet-to-stop Kobayashi into Turn 1 on the 24th lap, he began to lap very quickly. With Button still circulating at the front on his worn tyres, Lewis had soon pulled enough time on his team-mate to ensure he'd be ahead after Jenson finally pitted. But when would that be? Had Button's crew been allowed to respond to Hamilton's stop, they would have pitted him the lap after, when

Lewis was stuck behind Kobayashi. Button would have emerged just in front at that point; Jenson was about to encounter a lot of lapped traffic and so it would have been perfect.

But the feeling was that McLaren fancied Hamilton's chances of putting Alonso under pressure – and besides, Hamilton had suffered delays in his first stint being stuck at Button's hard-tyre pace.

So Button was left out there. "I think we stayed out too long for our first stint," he said. "As soon as we saw the others were quick on the option, and I wasn't able to pull a gap, or pressure anyone in front, maybe it would have been sensible to pit at that point and fit the option."

It was a tricky situation for McLaren, one the team covered in a reasonable way. But here was a stark illustration of how it can be impossible not to apply some sort of team orders when it comes to it, even if no specific order is ever given. Had Hamilton's car been a Ferrari, say, McLaren would have pitted Button immediately afterwards and he'd have got out still ahead.

Instead Button was left lapping at the front of the field – and with the Red Bull pair bearing down on him.



Di Grassi hammered Virgin into wall



## DRIVER BY DRIVER by Edd Straw

**14**  **6/10**  
Rating

**ADRIAN SUTIL**  
Force India-Merc VJM03-03  
Start: 15th. DNF  
**COMPLAINED ABOUT** not getting the tyres up to temperature in qualifying. Ran ninth after safety car. Passed by Kobayashi immediately before pitting, and was 11th once Japanese repassed him, moments before oil leak put him out.

**15**  **4/10**  
Rating

**VITANTONIO LIUZZI**  
Force India-Merc VJM03-01  
Start: 17th. DNF  
**FORCE INDIA'S** qualifying malaise continues, and the Italian was 0.5s slower than his team-mate. His race lasted only as far as Turn 1, where he was clattered into by Massa, putting him into the wall; Liuzzi's second early-race exit in a row.

**16**  **7/10**  
Rating

**SEBASTIEN BUEMI**  
Toro Rosso-Ferrari STR5-02  
Start: 18th. Finish: 10th  
**RAN WITHOUT** the floor upgrade evaluated by team-mate Alguersuari after rain ruined Saturday running. A manufacturing fault with the floor he did use was blamed for falling in Q1. Was catching ninth man Barrichello at end of race.

**17**  **7/10**  
Rating

**JAIME ALGUERSUARI**  
Toro Rosso-Ferrari STR-01  
Start: 16th. Finish: 11th  
**OUTQUALIFIED BUEMI** for the fourth time in sixth races. Would have finished in the top 10 had he not wheelbanged with Kobayashi, who was passing him for a second time, late on. Extra pitstop for a new nose allowed Buemi past.

**18**  **7/10**  
Rating

**JARNO TRULLI**  
Lotus-Cosworth T127-04  
Start: 19th. Finish: 13th  
**CLIMBED TO** 13th at the start but pitted for primes under safety car. Re-emerged behind Yamamoto and took eight laps to pass him. This meant Kovalainen could pit and re-emerge ahead. Still his best result of year, despite hydraulic problem.

**19**  **7/10**  
Rating

**HEIKKI KOVALAINEN**  
Lotus-Cosworth T127-01  
Start: 20th. Finish: 12th  
**LOST OUT** to team-mate Trulli in qualifying. Stayed out on option tyres behind safety car. Was able to hold new-team 'class lead' owing to Yamamoto holding up Trulli. Re-emerged from pits just ahead of the Italian to take best finish of the year.



Mayhem as Massa gets set to spear Liuzzi



Yamamoto was second-most-spectacular Japanese

“At this point we just had a bit of a rest,” smiled Vettel, “because we couldn’t really go through him. We had position over Fernando and so it was just a case of waiting for Jenson to pit.”

The Red Bull drivers were warned that McLaren may choose to leave Button out until the last lap, to back them and Alonso into Hamilton’s reach. “We assumed that’s what they were going to do,” said Horner. “But then Hamilton had a problem and they aborted that strategy.”

Hamilton indeed had a problem. He radioed in on lap 37 – 16 to go – to say he’d lost third gear. With Hamilton now in no position to capitalise on Button slowing the Red Bulls and Alonso down, Jenson was brought in on the very next lap. Would McLaren otherwise have used Button that way? Logic says yes, team chief Martin Whitmarsh says no. But not very convincingly: “We had that discussion, yes. But we also had to consider Jenson and we wanted to give him enough time on the option tyre to have a go, and if we’d left him out there longer... it’s not how we play our game.”

Hamilton’s new gearbox had apparently broken the dog-ring of third gear. “I downshifted into third, accelerated and lost the gear,” he said. “After that, I had to rely on just fourth gear and above. I didn’t think the car would make it – it was making a lot of strange noises, but I kept my fingers crossed, tried not to shift too much.”

Their passage now cleared, the Red Bulls continued on their majestic way at the front. Just prior to being delayed by Button, Alonso’s engineer had suggested that if Fernando could push just a little harder, it might put them under a bit of pressure. The tone of Alonso’s reply made it pretty clear he was already giving it everything. The Red Bulls were doing just enough to keep themselves just out of his reach. As they had circulated behind

the McLaren, Webber had closed down the small gap to his team-mate, just to be ready, but it was no more than form’s sake really.

With that all apparently resolved, the interest now was what Button could do on his fresh soft tyres when all those ahead of him were on older hards. He was predictably very quick on them and was soon upon the tail of his hobbled team-mate, who pulled wide at the hairpin to let him through into fourth with nine laps still to go. At this moment Button was 13s adrift of Alonso.

Could he go almost 1.5s faster than the Ferrari? Alonso answered this with a lap only 0.5s slower than Button’s best during this time. It was enough to signal that he wasn’t going to be caught.

The interest switched instead to the remarkable Kobayashi. Sauber had left him out until lap 38, enough not only to put Sutil and Alguersuari in a position to re-pass him when he stopped, but leaving him vulnerable to Sebastien Buemi’s Toro Rosso too. He just cleared that as he exited, now on his fresh softs, and set off to do it all over again. Just as Kubica showed in Singapore, a late stop gives you a decisive grip advantage which, if you are prepared to use it, can allow all sorts of extraordinary things to happen – like overtaking! Just ahead of him were four drivers – Alguersuari, Sutil, Barrichello and Heidfeld – with not much gap between them. He set about going through them like a dose of salts.

The hairpin was his favoured point of attack. He repeated his earlier move on Alguersuari here on the 44th lap, but this time went around the outside. Jaime, a young charger looking to lay his marker down, didn’t like being passed twice in the same place and chose to bang wheels even after the move was already done. Even as they exited the corner, he continued hitting the side of the Sauber, leaving bits of its sidepod dangling in the breeze, but

actually doing more damage to the Toro Rosso, forcing it into the pits for a new nose.

Before Kobayashi got a chance to repeat his earlier move on Sutil, the Force India surrendered, blowing an oil pipe approaching 130R! Adrian did well to loop through 360 degrees without hitting anything, less well to continue driving to the pits and putting oil down everywhere.

This left Kobayashi hunting down Barrichello’s eighth place and he pounced on the Williams with five laps to go, pinpoint precision under braking for the hairpin. Next: his own team-mate Heidfeld a lap later, again at the hairpin. The crowd was in a frenzy now. With Barrichello trying to take advantage of Heidfeld’s checked momentum, there was the stirring drama of the three of them – Kobayashi/Heidfeld/Barrichello – lapping Glock on the pit straight as they raced to Turn 1 fanned out across the track’s width.

Two laps earlier, Rosberg and Schumacher had put on a similar battling display there, but as they headed up the hill of the Esses Rosberg’s left-rear wheel suddenly parted company with the car, the result of a suspected hub failure. As one Merc hit the Turn 3 barriers, so the other took over its sixth place. Michael had to put on a late spurt just to keep himself out of reach of the charging Kobayashi. Had Kamui done that to Michael, it’s difficult to imagine the crowd hysteria that would have resulted!

Kobayashi had done enough anyway to enliven what might otherwise have been just a demonstration of Red Bull superiority and a drive of perfection from Vettel. The only blemish for him was Webber’s setting the race’s fastest lap final time around. It was the only act of defiance Mark could pull. But if he wants this title, it’s clear now that he’s going to have to fight for it. ❧

**20**  **6/10**  
Rating

**SAKON YAMAMOTO**  
HRT-Cosworth F110-03  
Start: 24th. Finish: 16th  
**RETURNED AFTER** missing Singapore and continued to compare surprisingly well to Senna. Moved up order by not pitting, and kept Trulli and then Glock at bay. Survived straight-lining the chicane twice and pitted on lap 31, re-emerging last.

**21**  **7/10**  
Rating

**BRUNO SENNA**  
HRT-Cosworth F110-02  
Start: 23rd. Finish: 15th  
**SHADED YAMAMOTO** in qualifying and opted for an early stop for primes. Hung onto the battle for second in the new teams ‘class’. Was always going to jump his team-mate when Japanese pitted and didn’t slip too far behind Glock by the finish.

**22**  **8/10**  
Rating

**NICK HEIDFELD**  
Sauber-Ferrari C29-03  
Start: 11th. Finish: 8th  
**MASTERED OPTION** tyres for the first time and missed Q3 by 0.3s. Settled into eighth but got bottled up by Barrichello. Tyre wear forced early stop for primes. Jumped Barrichello in the pits, but Kobayashi passed him for seventh.

**23**  **9/10**  
Rating

**KAMUI KOBAYASHI**  
Sauber-Ferrari C29-04  
Start: 14th. Finish: 7th  
**MISSED OUT** on Q3 when he fluffed the chicane. Ran 11th at restart and, after passing Alguersuari and Sutil, was the last to make scheduled stop on lap 38. Re-emerged 13th and scythed his way through to take a stunning seventh place.

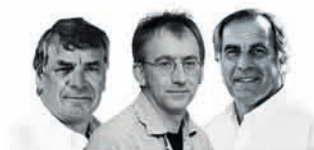
**24**  **5/10**  
Rating

**TIMO GLOCK**  
Virgin-Cosworth VR-01-03  
Start: 22nd. Finish: 14th  
**WASN’T HAPPY** with set-up of his Virgin in qualifying. Took advantage of early safety car to switch to prime tyres, but couldn’t pass the Yamamoto roadblock until the Japanese made his stop. Even if he had, he wouldn’t have beaten the Lotus.

**25**  **3/10**  
Rating

**LUCAS DI GRASSI**  
Virgin-Cosworth VR-01-04  
Start: 21st. **DNS**  
**OUTQUALIFIED GLOCK** despite sitting out FP1 and completing only one lap in the rain-ruined FP3. Very impressive. Then shunted heavily after running wide exiting 130R on his reconnaissance lap to the grid before the race.

# Drawing board

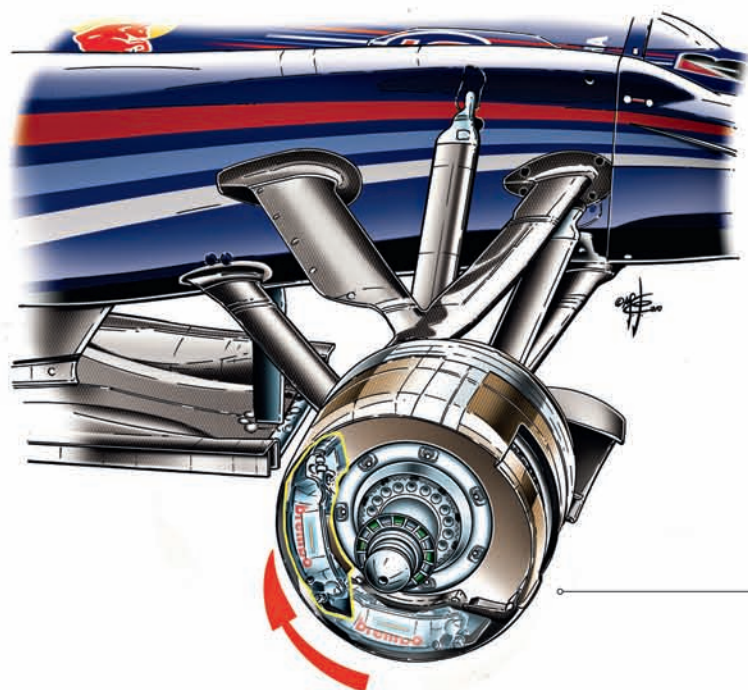
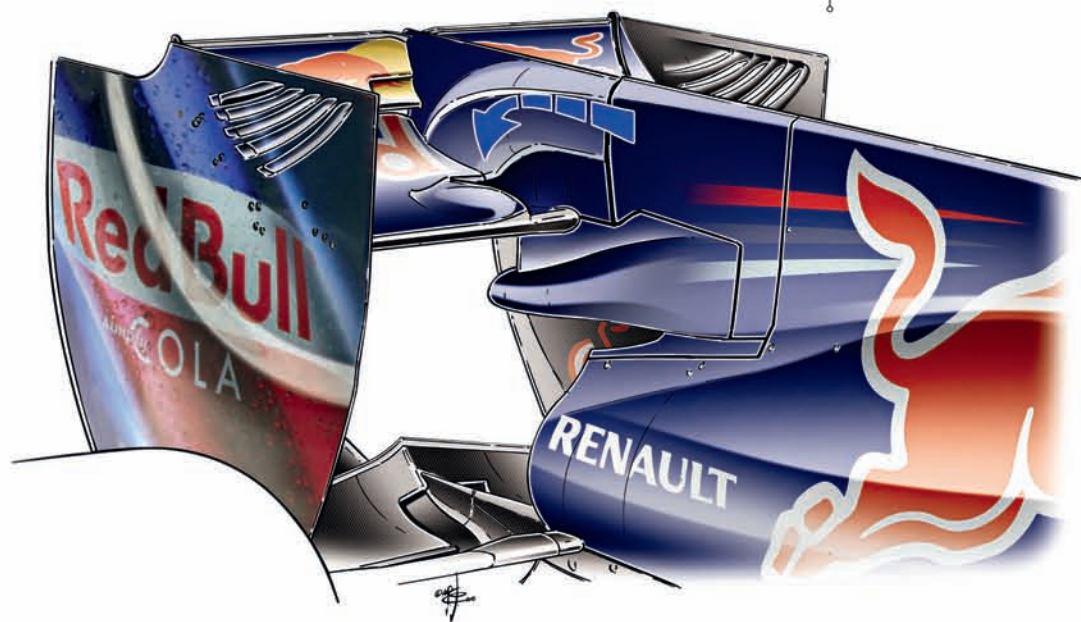


**Gary Anderson, Mark Hughes and Giorgio Piola reveal the key technical tweaks made to the frontrunning cars at Suzuka**

## McLAREN AND RED BULL F-DUCTS

➔ Both McLaren and Red Bull turned up at Suzuka with f-ducts that blew onto the main plane rather than the flap, as previously. McLaren abandoned its example after FP3 – feeling that in the limited time available it could not be fine-tuned – and reverted to the old system (inset). Red Bull, meanwhile, persevered.

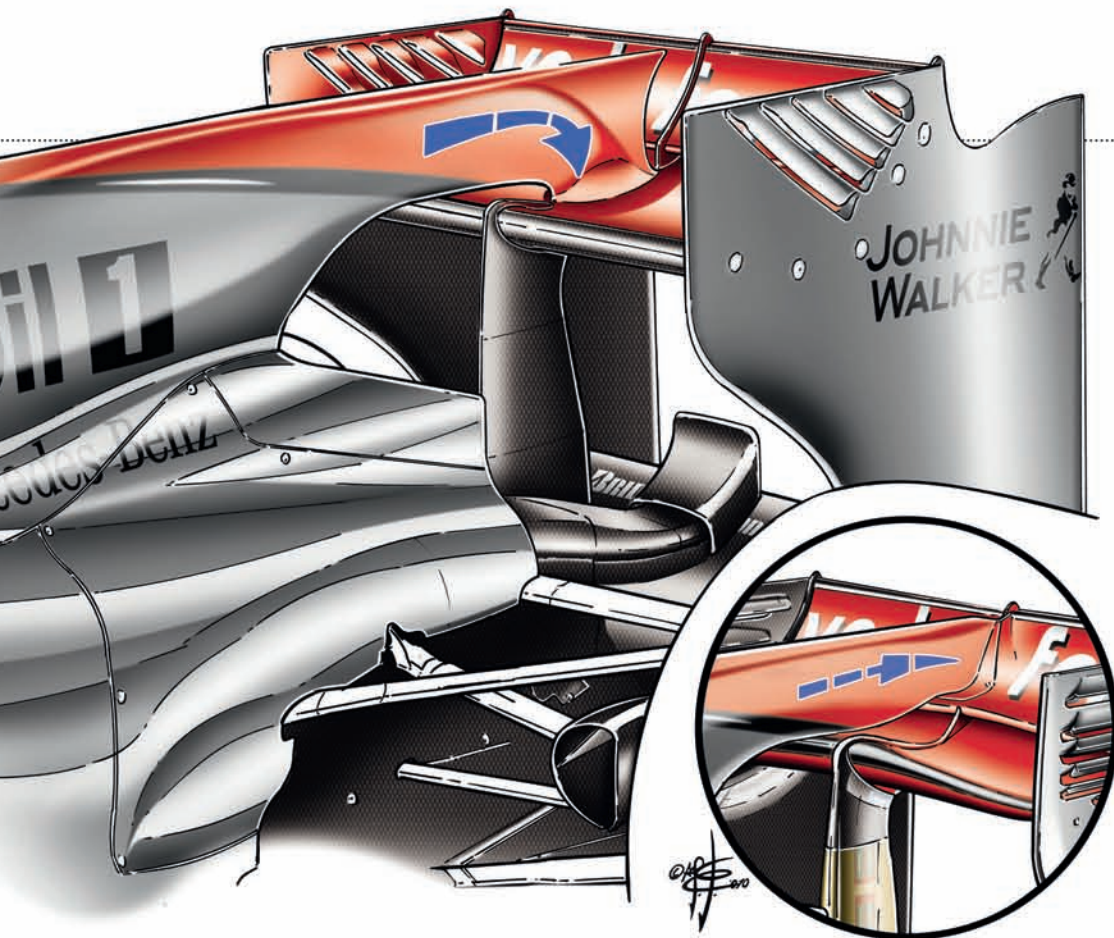
**GARY ANDERSON:** When Renault introduced its f-duct rear-wing assembly it flowed the engine-cover air duct into the main plane of the rear wing as opposed to what McLaren originally did, which was to feed it into the rear flap. With these versions Red Bull and McLaren have gone down the Renault route. The further forward on the underside profile of the rear wing you can have the slot gap, the greater drag reduction you will get when you stall the system. It also means there is more under-profile to re-attach the flow when you reinstate it, which should make the car feel more secure in the braking zone, giving the driver confidence to use the reduced drag for the maximum time.



## RED BULL FRONT BRAKES

➔ Red Bull extensively reworked the whole front suspension upright/front brake assembly, with a different geometry and callipers that are now upright at the rear of the disc rather than the previous horizontal arrangement.

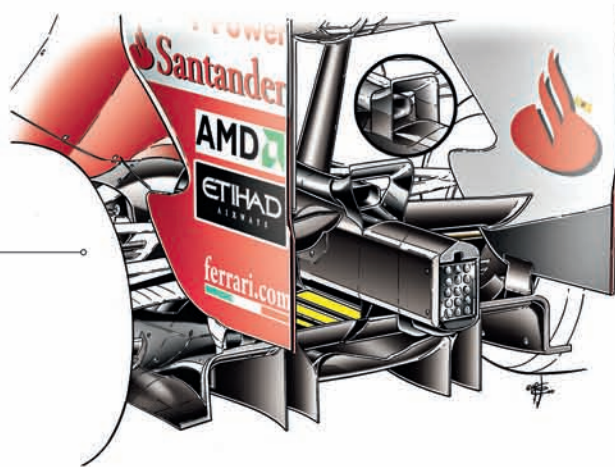
**GARY ANDERSON:** When the calliper is mounted underneath the axle the bearing assembly and upright stiffness is very important. If this assembly is not stiff enough it will deflect under cornering forces, which can lead to brake knock off and increased brake temperatures because the brake pads and disc are in light contact going through the corner. Mounting it at axle height, it is in the mid-plane, thus reducing this problem. Moving the calliper may also allow the team to alter the front-suspension geometry. When the calliper is under the lower wishbone, clearance is very limited.



**FERRARI DIFFUSER**

➔ Ferrari continues to develop the bigger diffuser introduced in the Belgian GP at Spa. In Japan it featured more curvature in the outer walls. There was also a turning vane above the rear light.

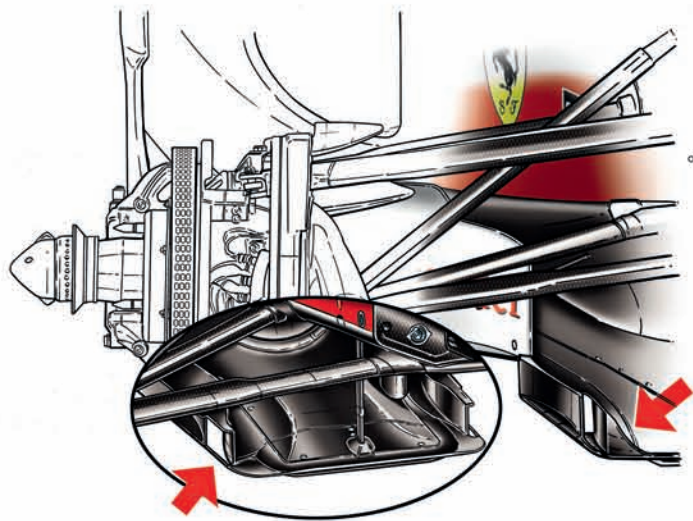
**GARY ANDERSON:** The greater curvature in the vertical walls, together with a small gurney flap at their trailing edge, works in conjunction with the high-speed exhaust gases being blown along this section of the diffuser. It also means that the low-pressure area behind the rear tyre is closer to the vertical trailing edge of the diffuser, and this will help as an extraction device to make the diffuser work more efficiently. Ferrari has also fitted a small turning vane above the rear crash box in the +/-75mm-from-centre line area that is really meant for rear-wing mounts. This helps turn the airflow off the horizontal top of the crash box and will help the upper rear-wing efficiency.



**FERRARI TEA TRAY**

➔ Ferrari has changed the shape of the floor's leading edge – the tea tray – following the stiffening modifications it made for the increased load tests that came into force in the Italian GP at Monza.

**GARY ANDERSON:** When the FIA altered the deflection test on the front area of the underfloor, most teams had to do some small stiffening modifications. During the research required to comply with this new rule, Ferrari has taken the opportunity to also alter the 'tea tray's' aerodynamic specification. The floor tray area is required to legalise the raised chassis section but also influences how the airflow is directed into the leading edge of the underfloor. The side fences keep the air on top of the tray and allow it to spill off just at the radiused leading edge of the floor, helping the diffuser to draw this airflow through the underfloor.



# JAPANESE GP RESULTS



## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	VETTEL	1m32.585s
2	WEBBER	1m32.633s
3	KUBICA	1m33.129s
4	SUTIL	1m33.639s
5	HAMILTON	1m33.643s
6	BARRICHELLO	1m33.677s
7	HULKENBERG	1m33.707s
8	SCHUMACHER	1m33.739s
9	HEIDFELD	1m33.791s
10	ROSBERG	1m33.831s
11	MASSA	1m33.929s
12	BUTTON	1m34.042s
13	ALONSO	1m34.169s
14	KOBAYASHI	1m34.271s
15	PETROV	1m34.373s
16	LIUZZI	1m34.379s
17	BUEMI	1m34.991s
18	ALGUERSUARI	1m35.684s
19	KOVALAINEN	1m36.949s
20	GLOCK	1m37.329s
21	TRULLI	1m37.388s
22	D'AMBROSIO	1m37.778s
23	SENNA	1m38.814s
24	YAMAMOTO	1m39.443s

Weather: dry

## PRACTICE 2 - Friday

POS	DRIVER	TIME
1	VETTEL	1m31.465s
2	WEBBER	1m31.860s
3	KUBICA	1m32.200s
4	ALONSO	1m32.362s
5	MASSA	1m32.519s
6	BUTTON	1m32.533s
7	PETROV	1m32.703s
8	SCHUMACHER	1m32.831s
9	SUTIL	1m32.842s
10	HULKENBERG	1m32.851s
11	ROSBERG	1m32.880s
12	KOBAYASHI	1m33.471s
13	HAMILTON	1m33.481s
14	BARRICHELLO	1m33.564s
15	HEIDFELD	1m33.697s
16	BUEMI	1m34.005s
17	ALGUERSUARI	1m34.055s
18	LIUZZI	1m34.310s
19	KOVALAINEN	1m36.095s
20	TRULLI	1m36.333s
21	DI GRASSI	1m36.630s
22	GLOCK	1m36.834s
23	SENNA	1m37.352s
24	YAMAMOTO	1m37.831s

Weather: dry

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	ALGUERSUARI	1m55.902s
2	GLOCK	2m07.497s
3	DI GRASSI	no time
4	YAMAMOTO	no time
5	SENNA	no time
6	BUEMI	no time
7	HEIDFELD	no time
8	MASSA	no time
9	HULKENBERG	no time
10	BARRICHELLO	no time
11	KOBAYASHI	no time
12	KOVALAINEN	no time
13	ROSBERG	no time
14	LIUZZI	no time
15	WEBBER	no time
16	SCHUMACHER	no time
17	ALONSO	no time
18	PETROV	no time
19	BUTTON	no time
20	TRULLI	no time
21	VETTEL	no time
22	SUTIL	no time
23	KUBICA	no time
24	HAMILTON	no time

Weather: wet



## THE GRID

1 <b>VETTEL</b> RED BULL 1m30.785s soft	2 <b>WEBBER</b> RED BULL 1m30.853s soft
3 <b>KUBICA</b> RENAULT 1m31.231s soft	4 <b>ALONSO</b> FERRARI 1m31.352s super-soft
5 <b>BUTTON</b> McLAREN 1m31.378s hard	6 <b>ROSBERG</b> MERCEDES 1m31.494s soft
7 <b>BARRICHELLO</b> WILLIAMS 1m31.535s soft	8 <b>HAMILTON</b> McLAREN 1m31.169s* soft
9 <b>HULKENBERG</b> WILLIAMS 1m31.559s soft	10 <b>SCHUMACHER</b> MERCEDES 1m31.846s soft
11 <b>HEIDFELD</b> SAUBER 1m32.187s soft	12 <b>MASSA</b> FERRARI 1m32.321s hard
13 <b>PETROV</b> RENAULT 1m32.422s soft	14 <b>KOBAYASHI</b> SAUBER 1m32.427s hard
15 <b>SUTIL</b> FORCE INDIA 1m32.659s soft	16 <b>ALGUERSUARI</b> TORO ROSSO 1m33.071s soft
17 <b>LIUZZI</b> FORCE INDIA 1m33.154s hard	18 <b>BUEMI</b> TORO ROSSO 1m33.568s hard
19 <b>TRULLI</b> LOTUS 1m35.346s soft	20 <b>KOVALAINEN</b> LOTUS 1m35.464s soft
21 <b>DI GRASSI</b> VIRGIN 1m36.265s DID NOT START	22 <b>GLOCK</b> VIRGIN 1m36.332s hard
23 <b>SENNA</b> HRT 1m37.270s soft	24 <b>YAMAMOTO</b> HRT 1m37.365s soft

\*5-place grid penalty

## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m32.035s	1m31.184s	1m30.785s
2	WEBBER	1m32.476s	1m31.241s	1m30.853s
3	HAMILTON	1m32.809s	1m31.523s	1m31.169s
4	KUBICA	1m32.808s	1m32.042s	1m31.231s
5	ALONSO	1m32.555s	1m31.819s	1m31.352s
6	BUTTON	1m32.636s	1m31.763s	1m31.378s
7	ROSBERG	1m32.238s	1m31.886s	1m31.494s
8	BARRICHELLO	1m32.361s	1m31.874s	1m31.535s
9	HULKENBERG	1m32.211s	1m31.926s	1m31.559s
10	SCHUMACHER	1m32.513s	1m32.073s	1m31.846s
11	HEIDFELD	1m33.011s	1m32.187s	-
12	MASSA	1m32.721s	1m32.321s	-
13	PETROV	1m32.849s	1m32.422s	-
14	KOBAYASHI	1m32.783s	1m32.427s	-
15	SUTIL	1m33.186s	1m32.659s	-
16	ALGUERSUARI	1m33.471s	1m33.071s	-
17	LIUZZI	1m33.216s	1m33.154s	-
18	BUEMI	1m33.568s	-	-
19	TRULLI	1m35.346s	-	-
20	KOVALAINEN	1m35.464s	-	-
21	DI GRASSI	1m36.265s	-	-
22	GLOCK	1m36.332s	-	-
23	SENNA	1m37.270s	-	-
24	YAMAMOTO	1m37.365s	-	-

Weather: dry

## QUALIFYING

Head to head			
BUTTON	5	11	HAMILTON
SCHUMACHER	3	13	ROSBERG
VETTEL	9	7	WEBBER
MASSA	4	12	ALONSO
BARRICHELLO	11	5	HULKENBERG
KUBICA	15	1	PETROV
SUTIL	14	2	LIUZZI
BUEMI	11	5	ALGUERSUARI
TRULLI	8	8	KOVALAINEN
CHAND'K/YAMA/KLIEN	5	11	SENNA/YAMAMOTO
DE LA ROSA/HEIDFELD	8	8	KOBAYASHI
GLOCK	14	2	DI GRASSI

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

VISIT  TO FIND OUT

castroldriverrankings.com

## THE RACE: 53 LAPS, 191.058 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PS/ST	FASTEST STOP	TYRE CHOICE	S1	S2	S3
1	VETTEL	Red Bull-Renault	53	1h30m27.323s	1m33.653s	1	21.900s	<b>Soft</b>	Soft	Hard	
2	WEBBER	Red Bull-Renault	53	+0.293s	1m33.474s	1	22.071s	Soft	Hard		
3	ALONSO	Ferrari	53	+2.721s	1m33.823s	1	21.705s	Soft	Hard		
4	BUTTON	McLaren-Mercedes	53	+13.522s	1m33.529s	1	21.252s	Hard	Soft		
5	HAMILTON	McLaren-Mercedes	53	+39.595s	1m35.182s	1	21.448s	Soft	Hard		
6	SCHUMACHER	Mercedes	53	+59.933s	1m34.853s	1	21.261s	Soft	Hard		
7	KOBAYASHI	Sauber-Ferrari	53	+1m04.038s	1m34.486s	1	21.427s	Hard	Soft		
8	HEIDFELD	Sauber-Ferrari	53	+1m09.648s	1m35.521s	1	21.654s	Soft	Hard		
9	BARRICHELLO	Williams-Cosworth	53	+1m10.846s	1m35.597s	1	23.546s	Soft	Hard		
10	BUEMI	Toro Rosso-Ferrari	53	+1m12.806s	1m35.116s	1	21.691s	Hard	Soft		
11	ALGUERSUARI	Toro Rosso-Ferrari	52	-1 lap	1m34.365s	2	21.505s	Soft	Hard	Soft	
12	KOVALAINEN	Lotus-Cosworth	52	-1 lap	1m37.620s	1	22.412s	Soft	Hard		
13	TRULLI	Lotus-Cosworth	51	-2 laps	1m39.710s	1	22.569s	Soft	Hard		
14	GLOCK	Virgin-Cosworth	51	-2 laps	1m39.813s	2	21.822s	Hard	Soft	Hard	
15	SENNA	HRT-Cosworth	51	-2 laps	1m40.329s	1	24.272s	Soft	Hard		
16	YAMAMOTO	HRT-Cosworth	50	-3 laps	1m39.806s	1	23.540s	Soft	Hard		
17	ROSBERG	Mercedes	47	accident	1m36.108s	1	21.447s	Soft	Hard		
R	SUTIL	Force India-Mercedes	44	oil leak	1m36.319s	1	23.375s	Soft	Hard		
R	KUBICA	Renault	2	lost wheel	2m41.378s	0	-	Soft	DNF		
R	HULKENBERG	Williams-Cosworth	0	acc damage	-	-	-	Soft	DNF		
R	MASSA	Ferrari	0	accident	-	-	-	Hard	DNF		
R	PETROV	Renault	0	accident	-	-	-	Soft	DNF		
R	LIUZZI	Force India-Mercedes	0	accident	-	-	-	Hard	DNF		
NS	DI GRASSI	Force India-Mercedes	-	accident	-	-	-	DNF			

Weather: dry. Fastest lap: Mark Webber 1m33.474s (138.998mph) on Lap 53.  
Lap leaders: 1-24 Vettel; 25 Webber; 26-38 Button; 39-53 Vettel.

## SEASON SO FAR - Points and positions

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CDN	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE
1	WEBBER	220	8 <sup>th</sup>	9 <sup>th</sup>	2 <sup>nd</sup>	8 <sup>th</sup>	1 <sup>st</sup>	1 <sup>st</sup>	3 <sup>rd</sup>	5 <sup>th</sup>	ret	1 <sup>st</sup>	6 <sup>th</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	6 <sup>th</sup>	3 <sup>rd</sup>	2 <sup>nd</sup>			
2	ALONSO	206	1 <sup>st</sup>	4 <sup>th</sup>	13 <sup>th</sup>	4 <sup>th</sup>	2 <sup>nd</sup>	6 <sup>th</sup>	8 <sup>th</sup>	3 <sup>rd</sup>	8 <sup>th</sup>	14 <sup>th</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	ret	1 <sup>st</sup>	1 <sup>st</sup>	3 <sup>rd</sup>			
3	VETTEL	206	4 <sup>th</sup>	ret	1 <sup>st</sup>	6 <sup>th</sup>	3 <sup>rd</sup>	2 <sup>nd</sup>	ret	4 <sup>th</sup>	1 <sup>st</sup>	7 <sup>th</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	15 <sup>th</sup>	4 <sup>th</sup>	2 <sup>nd</sup>	1 <sup>st</sup>			
4	HAMILTON	192	3 <sup>rd</sup>	6 <sup>th</sup>	6 <sup>th</sup>	2 <sup>nd</sup>	14 <sup>th</sup>	5 <sup>th</sup>	1 <sup>st</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	4 <sup>th</sup>	ret	1 <sup>st</sup>	ret	ret	5 <sup>th</sup>			
5	BUTTON	189	7 <sup>th</sup>	1 <sup>st</sup>	8 <sup>th</sup>	1 <sup>st</sup>	5 <sup>th</sup>	ret	2 <sup>nd</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	8 <sup>th</sup>	ret	2 <sup>nd</sup>	4 <sup>th</sup>	4 <sup>th</sup>			
6	MASSA	128	2 <sup>nd</sup>	3 <sup>rd</sup>	7 <sup>th</sup>	9 <sup>th</sup>	6 <sup>th</sup>	4 <sup>th</sup>	7 <sup>th</sup>	15 <sup>th</sup>	11 <sup>th</sup>	15 <sup>th</sup>	2 <sup>nd</sup>	4 <sup>th</sup>	4 <sup>th</sup>	3 <sup>rd</sup>	8 <sup>th</sup>	ret			
7	ROSBERG	122	5 <sup>th</sup>	5 <sup>th</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	13 <sup>th</sup>	7 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	10 <sup>th</sup>	3 <sup>rd</sup>	8 <sup>th</sup>	ret	6 <sup>th</sup>	5 <sup>th</sup>	5 <sup>th</sup>	ret			
8	KUBICA	114	11 <sup>th</sup>	2 <sup>nd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	8 <sup>th</sup>	3 <sup>rd</sup>	6 <sup>th</sup>	7 <sup>th</sup>	5 <sup>th</sup>	ret	7 <sup>th</sup>	ret	3 <sup>rd</sup>	8 <sup>th</sup>	7 <sup>th</sup>	ret			
9	SCHUMACHER	54	6 <sup>th</sup>	10 <sup>th</sup>	ret	10 <sup>th</sup>	4 <sup>th</sup>	12 <sup>th</sup>	4 <sup>th</sup>	11 <sup>th</sup>	15 <sup>th</sup>	9 <sup>th</sup>	9 <sup>th</sup>	11 <sup>th</sup>	7 <sup>th</sup>	9 <sup>th</sup>	13 <sup>th</sup>	6 <sup>th</sup>			
10	SUTIL	47	12 <sup>th</sup>	ret	5 <sup>th</sup>	11 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	6 <sup>th</sup>	8 <sup>th</sup>	17 <sup>th</sup>	ret	5 <sup>th</sup>	16 <sup>th</sup>	9 <sup>th</sup>	ret		
11	BARRICHELLO	41	10 <sup>th</sup>	8 <sup>th</sup>	12 <sup>th</sup>	12 <sup>th</sup>	9 <sup>th</sup>	ret	14 <sup>th</sup>	14 <sup>th</sup>	4 <sup>th</sup>	5 <sup>th</sup>	12 <sup>th</sup>	10 <sup>th</sup>	ret	10 <sup>th</sup>	6 <sup>th</sup>	9 <sup>th</sup>			
12	KOBAYASHI	27	ret	ret	ret	ret	12 <sup>th</sup>	ret	10 <sup>th</sup>	ret	7 <sup>th</sup>	6 <sup>th</sup>	11 <sup>th</sup>	9 <sup>th</sup>	8 <sup>th</sup>	ret	ret	7 <sup>th</sup>			
13	PETROV	19	ret	ret	ret	7 <sup>th</sup>	11 <sup>th</sup>	13 <sup>th</sup>	15 <sup>th</sup>	17 <sup>th</sup>	14 <sup>th</sup>	13 <sup>th</sup>	10 <sup>th</sup>	5 <sup>th</sup>	9 <sup>th</sup>	13 <sup>th</sup>	11 <sup>th</sup>	ret			
14	HULKENBERG	17	14 <sup>th</sup>	ret	10 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>	ret	17 <sup>th</sup>	13 <sup>th</sup>	ret	10 <sup>th</sup>	13 <sup>th</sup>	6 <sup>th</sup>	14 <sup>th</sup>	7 <sup>th</sup>	10 <sup>th</sup>	ret			
15	LIUZZI	13	9 <sup>th</sup>	7 <sup>th</sup>	ret	ret	15 <sup>th</sup>	9 <sup>th</sup>	13 <sup>th</sup>	9 <sup>th</sup>	16 <sup>th</sup>	11 <sup>th</sup>	16 <sup>th</sup>	13 <sup>th</sup>	10 <sup>th</sup>	12 <sup>th</sup>	ret	ret			
16	BUEMI	8	16 <sup>th</sup>	ret	11 <sup>th</sup>	ret	ret	10 <sup>th</sup>	16 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	12 <sup>th</sup>	ret	12 <sup>th</sup>	12 <sup>th</sup>	11 <sup>th</sup>	14 <sup>th</sup>	10 <sup>th</sup>			
17	DE LA ROSA	6	ret	12 <sup>th</sup>	ns	ret	ret	ret	11 <sup>th</sup>	ret	12 <sup>th</sup>	ret	14 <sup>th</sup>	7 <sup>th</sup>	11 <sup>th</sup>	14 <sup>th</sup>	-	-			
18	HEIDFELD	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ret	8 <sup>th</sup>		
19	ALGUERSUARI	3	13 <sup>th</sup>	11 <sup>th</sup>	9 <sup>th</sup>	13 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	ret	15 <sup>th</sup>	ret	13 <sup>th</sup>	15 <sup>th</sup>	12 <sup>th</sup>	11 <sup>th</sup>			
20	KOVALAINEN	0	15 <sup>th</sup>	13 <sup>th</sup>	nc	14 <sup>th</sup>	ns	ret	ret	16 <sup>th</sup>	ret	17 <sup>th</sup>	ret	14 <sup>th</sup>	16 <sup>th</sup>	18 <sup>th</sup>	16 <sup>th</sup>	12 <sup>th</sup>			
21	TRULLI	0	17 <sup>th</sup>	ns	17 <sup>th</sup>	ret	17 <sup>th</sup>	15 <sup>th</sup>	ret	ret	21 <sup>st</sup>	16 <sup>th</sup>	ret	15 <sup>th</sup>	19 <sup>th</sup>	ret	ret	13 <sup>th</sup>			
22	CHANDHOK	0	ret	14 <sup>th</sup>	15 <sup>th</sup>	17 <sup>th</sup>	ret	14 <sup>th</sup>	20 <sup>th</sup>	18 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	-	-	-	-	-	-			
23	DI GRASSI	0	ret	ret	14 <sup>th</sup>	ret	19 <sup>th</sup>	ret	19 <sup>th</sup>	17 <sup>th</sup>	ret	ret	ret	18 <sup>th</sup>	17 <sup>th</sup>	19 <sup>th</sup>	15 <sup>th</sup>	dns			
24	GLOCK	0	ret	ret	ret	ns	18 <sup>th</sup>	ret	18 <sup>th</sup>	ret	19 <sup>th</sup>	18 <sup>th</sup>	18 <sup>th</sup>	16 <sup>th</sup>	18 <sup>th</sup>	17 <sup>th</sup>	ret	14 <sup>th</sup>			
25	SENNA	0	ret	ret	16 <sup>th</sup>	16 <sup>th</sup>	ret	ret	ret	ret	20 <sup>th</sup>	-	19 <sup>th</sup>	17 <sup>th</sup>	ret	ret	ret	15 <sup>th</sup>			
26	YAMAMOTO	0	-	-	-	-	-	-	-	-	-	20 <sup>th</sup>	ret	19 <sup>th</sup>	20 <sup>th</sup>	20 <sup>th</sup>	-	16 <sup>th</sup>			
-	KLIEN	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ret			

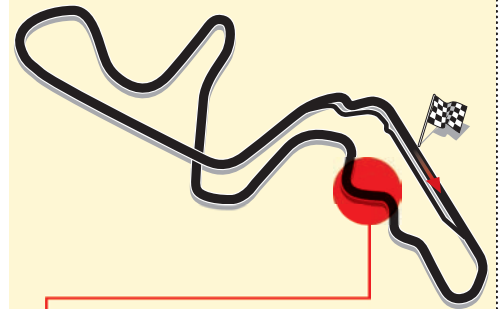


## SEASON SO FAR - Points and positions

POS	TEAM	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CAN	EU	GB	D	H	B	I	SGP	J	KOR	BR	UAE
1	RED BULL	426	16	2	43	12	40	43	15	22	25	31	23	40	18	20	33	43			
2	McLAREN	381	21	33	12	43	10	10	43	43	33	30	22	3	25	18	12	22			
3	FERRARI	334	43	27	6	14	26	20	10	15	4	0	43	30	12	40	26	15			
4	MERCEDES	176	18	11	15	16	12	6	22	8	1	17	6	0	14	12	10	8			
5	RENAULT	133	0	18	12	16	4	15	8	6	10	0	7	10	17	4	6	0			
6	FORCE INDIA	60	2	6	10	0	6	6	2	3	8	4	0	0	11	0	4	0			
7	WILLIAMS	58	1	4	1	0	2	0	0	0	12	11	0	9	0	7	10	2			
8	SAUBER	37	0	0	0	0	0	0	1	0	6	8	0	8	4	0	0	10			
9	TORO ROSSO	11	0	0	2	0	1	1	0	4	2	0	0	0	0	0	0	1			
10	LOTUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11	HRT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

## TRACKSIDE VIEW

Mark Hughes  
Grand prix editor



That's why God made the Esses: the Red Bull RB6. That had clearly been His plan all along, for to see Sebastian Vettel through Turns 3 and 4 here, accelerating engine pitch virtually uninterrupted by the taking of two major, uphill changes of direction, was to witness something very special. It used to be that even in the best cars through here the drivers were brawling with the laws of physics – and it's still like that for most of them – but in the Red Bull's passage those laws have been tamed, the huge forces soaked up as the car simply, mind-bendingly, instantly turns, without the visual giveaway of even a momentary slide. Somewhere in the two seconds between Turns 3 and 4 there is a barely detectable downchange from fifth to fourth, but it's for nothing more than driveability through the turn and Vettel instantly resumes full acceleration, pulling fifth again as he exits. Robert Kubica looks to be making about

**“The Red Bull instantly turns, without even a momentary slide”**

double the physical input of Vettel here, putting the Renault on the very edge, throttle foot just as busy as his steering. Whenever a Renault driver lifts the throttle here the engine ignition is retarded in order to keep exhaust flow feeding the diffuser. It makes for a highly distinctive misfire sound that harks back to the days of traction control. It's quite possible the Red Bull would sound like this too – if its drivers were off the throttle long enough. In the RB6 it's just not necessary here.



# HE:ID:FE:LD

## A RACE AGAINST TIME

His Sauber comeback could be his grand prix swansong, but Nick Heidfeld still believes he can be world champion one day. *By EDD STRAW*



**J**uly 24 1999. Nick Heidfeld crosses the line to win the sixth round of the FIA F3000 Championship at the A1-Ring. It's his fourth victory of the campaign and leaves him within touching distance of the crown in Formula 1's top feeder series.

The 1997 German Formula 3 champion had a McLaren test contract in his pocket and when he outqualified Prost team-mate Jean Alesi on his F1 debut in 2000, people took notice. Grand prix victories seemed only a matter of time, yet in Singapore three weeks ago, Heidfeld returned to F1 with Sauber after spending three-quarters of a season on the sidelines with 10 accomplished, but winless, campaigns under his belt.

That the 33-year-old holds the record for second places – eight – without a victory and is the second most prolific winless race-starter (behind only Andrea de Cesaris) tells its own story, you might think. A great number two, but not the man to lead a team. Damning with faint praise, no question, even though it still makes him more highly-rated than half of the current grid. But Heidfeld, who is hunting for a seat for 2011 now that Sauber has signed Sergio Perez, rails against the perception.

"I have never been a number two in any team," he says. "It would be nice if people would look a bit closer."

Okay Nick, let's indulge you and take a closer look. In your 10 full seasons in F1 with Prost, (BMW) Sauber, Jordan and Williams, you have been the leading points scorer in a team eight times (see sidebar). Given that you have been paired with grand prix-winning drivers for all but one season, not to mention two world champions, that's not a bad effort.

"When people point out I haven't won a race, all I can do is explain again that in all of the teams that I have been in, there has been only one race where the car has won," he says. "And that was Canada 2008 when Robert Kubica won

and I would have done without team tactics. It's simple – if you don't have the car to win, you don't win.

"If things had gone a little differently then I could have won a race. It doesn't lie heavily on my shoulders – it's something that the outside sees a lot more than I do. You can say that I don't have a win, but I didn't have many chances and more often than not I've performed well to get a second place rather than being poor in a race in which I could have been first."

He has a point. Often, Heidfeld has been at his best in adversity, taking top results in rain-hit or incident-packed races where his cool, calm approach pays dividends. Although qualifying has not always been his strongest suit, he is arguably one of the best



Leading Kubica, Canada '08 before letting him past...

FERRAROLI/AT



Singapore GP marked  
Heidfeld's return to F1



Brazil '01: Heidfeld (r) takes first podium place



**“There was a lot more to learn after a year away than I imagined – but I can do a good job in the final races”**

**Nick Heidfeld**

overtakers is the business. Despite not having a reputation for searing pace, there's no doubt that 'Quick Nick' is fast enough to win races given a frontrunning car. Although he's been knocking on the door of the top teams for many years, he's all too often ended up being someone's second or third choice. His McLaren chances faded when then Sauber team-mate Kimi Raikkonen was signed ahead of him for 2002, although word is this was based more on what might be termed 'presentational' issues than any lack of speed. With 2011 seats dwindling, his options are limited, but he still believes that he has a top-team future in F1.

“I believe I have a chance, but of course they didn't sign me for this or next season,” he says. “I have been in talks with some of the top teams.

I want to lose that [winless] record. It sounds strange to people if you make a big headline out of this, but I want to be world champion. That's why I am in F1. Many people say, ‘Oh, he has been around for 10 years and not had a win’ but I know that I can do it.”

So the pressure is on for Heidfeld, who has three races remaining to prove that he deserves a future in F1. Beyond that lies the Russian Roulette of an out-of-work winter, which last year ended with him seeking refuge as Mercedes reserve driver. He is driving for his future – maybe one day there might even be a way back to Merc.

“These races are a lot more important than I expected,” he said. “There was a lot more to learn after one year away than I imagined. I knew the team, but the car and the tyres are so different that you cannot jump in and be at the maximum. I can do a good job in the final races – it is important to remind people of what I did in the past.

“It was very difficult to be out of F1 and I don't wish it on anybody else.”

The future is uncertain for Heidfeld, but he deserves a place. If he gets a number-two role, don't be surprised if he upsets the pecking order. ❧



**POINTS (POSITION) VERSUS F1 TEAM-MATES**

2000: Prost (20th) <b>0</b>	v Jean Alesi <b>0</b> (22nd)
2001: Sauber (8th) <b>12</b>	v Kimi Raikkonen <b>9</b> (10th)
2002: Sauber (10th) <b>7</b>	v Felipe Massa <b>4</b> (13th)
2003: Sauber (14th) <b>6</b>	v Heinz-Harald Frentzen <b>13</b> (11th)
2004: Jordan (18th) <b>3</b>	v Giorgio Pantano <b>0</b> (24th) Timo Glock <b>2</b> (19th)
*2005: Williams (9th) <b>28</b>	v Mark Webber <b>24</b> (10th)
2006: BMW (9th) <b>23</b>	v Jacques Villeneuve <b>7</b> (15th) Robert Kubica <b>6</b> (16th)
2007: BMW Sauber (5th) <b>61</b>	v Robert Kubica <b>39</b> (6th) Sebastian Vettel <b>1</b> (14th)
2008: BMW Sauber (6th) <b>60</b>	v Robert Kubica <b>75</b> (4th)
2009: BMW Sauber (13th) <b>19</b>	v Robert Kubica <b>17</b> (14th)

\*comparison taken after 14 races as Heidfeld was injured for the last five GPs of the year

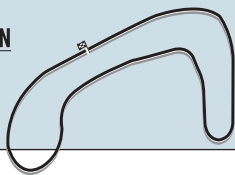
## BRANDS HATCH

 GREAT BRITAIN

October 9-10

BTCC

Round 10/10



### AT A GLANCE

- Race 1 Jason Plato
- Race 2 Plato
- Race 3 Andrew Jordan
- Pole position Plato



# Plato sails off for his Cruze cabaret

It had taken nine years for Jason Plato to take BTCC title number two. The Chevrolet driver did it in style at Brands

**J**ason Plato is the British Touring Car champion. It's been nine long years since he first won it, but that's not to say he hadn't come damn close to a second title on numerous occasions, only to fall at the final hurdle. Remember 2007 at Thruxton, or even last year at Brands Hatch?

Last weekend there were no falls, not the slightest hint of a stumble. From the word go the Chevrolet man was the pacesetter, even with 45kg of success ballast on board his Cruze.

That pace was converted into a pair of lights-to-flag wins and, following his record-equalling 60th BTCC victory in race two, his first title success since 2001.

Honda duo Matt Neal and Gordon Shedden were the next-quickest drivers at Brands, each taking podium finishes. But, with 17 and 20

points respectively to make up on Plato in order to become champions, both had given themselves too much to do before the start of the weekend.

Honda's pride was rescued by claiming the teams' and manufacturers'/constructors' crowns, while the independent teams' and drivers' titles were wrapped up by Team Aon (aka Arena Motorsport) and its driver Tom Chilton.

But the last laugh was had by Andrew Jordan, who never put a wheel out of line after starting the reversed-grid season finale from pole position and recorded a superb second win of the year.

Plato could not have been in a more confident mood on Sunday morning at Brands. "Not just this morning, but since Donington [last time out]," he said. "I knew the car would be quick here and

practice just confirmed what all the guys at RML [which runs the Chevrolet squad] had thought about the way the car was going to handle. Plus, with the points gap being a decent size, it just looked good."

Plato's two victories followed something of a similar pattern. Each time he made a mega getaway and each time he was able to pull a 1.5 seconds lead out on the chasing Hondas within four laps, only for the gap to stabilise at around a second for the rest of the races. It worked.

"I knew that if I could start well and be far enough ahead on the first lap that I avoided anyone having an optimistic lunge, I'd be fine," he said.

It's a good job he did start well twice, as team-mate Alex MacDowall ended up on the grass at Druids in race two after being on the receiving end of just such a



lunge from Neal.

There were no problems for Plato though, and he put it all down to the work done by Ray Mallock's RML squad on the Cruze since the start of the season.

"When I first came into touring cars in 1997 with Renault, Alain Menu [Plato's team-mate at the time] won the title and told me how

we were at the centre of a very special moment, and I've not felt like that until the second half of this season," he said. "I've said it before, but I think RML is the best touring car team in the world."

Plato's title drew interesting comparisons with four-time BTCC champion Andy Rouse. Not only do the pair now share the record for race wins, but the RML team became the first squad since Andy Rouse Engineering in 1985 to have run drivers' title winners in three different makes of car (Rouse himself drove self-prepared Alfa Romeo, Rover and Ford machinery to the title; RML ran John Cleland and Laurent Aiello to the crown in Vauxhall and Nissan respectively).

Title sewn up, Plato drove to a leisurely ninth in race

## QUALIFYING

### Slippy stuff fails to deter top dog Plato

 **Oil on the track from a Ginetta G50 crash and two red flags spoiled qualifying for a number of drivers, but not for Jason Plato. Carrying 45kg success ballast, he still took pole ahead of closest**

**title rival Matt Neal. "I caught the oil on one lap but, once you know where it is, it's easy to avoid it," he said.**

**Team-mate Alex MacDowall caught it badly, spinning off the circuit, although his**

**contact with the tyre barrier at Clearways only knocked off a wing mirror. He recovered to fourth, behind Gordon Shedden. Tom Onslow-Cole, the final title contender, was only 10th.**

Plato grabbed pole despite 45kg ballast



## RACE RATING

★★★★★

A tame final round compared to last year, but still some tremendous racing and a rightful champion

## “I could be in two places at once, couldn't I?”

Race three winner Andrew Jordan is baffled at seeing his namesake Andy Jordan compete with his number 77 in the Clio Cup

## REPORT BTCC BRANDS HATCH



Jamie O'Leary reports



Plato secured the crown in the day's second race

### KEY MOMENTS

**QUALIFYING** Plato works out the set-up perfectly with 45kg to take crucial first pole of 2010  
**RACE 1** Onslow-Cole's gearbox-related DNF costs him shot at title later in the day

Chilton wrapped up indie title after Collard fight



Clio Cup race winner Tordoff made BTCC debut

### THE INSIDE LINE

## BTCC 'historics' get their final curtain call

While Brands Hatch hosted the final round of the 2010 BTCC, it was also the setting for the swansong of two of the championship's most faithful servants during the post-Super Touring era. The Vauxhall Astra Coupe and Honda Integra-R have amassed a staggering 88 race wins and six drivers' titles between them since 2001, but will both disappear over the winter as cars built to the BTC rules package have been outlawed from competing next year.

"It's a shame," said Boulevard Team Racing's Martin Johnson, who has campaigned his ex-Yvan Muller Astra for the past two



Integra warhorse to be pensioned off to clubbies

years. "These cars have history and value but, more importantly, teams like mine can afford them."

With the new NGTC rules package taking effect next year (Super 2000 cars will still be allowed), a podium

finish would have been a fitting send-off for BTC. It was only ever going to come from Paul O'Neill's Tech-Speed Honda, and the Scouser again punched above his weight, twice getting within a second of the rostrum on race day.

three, taking things easily through Surtees where a combination of low October-evening sun and oil on the track surface made things treacherous.

"It was an issue," he said. "I even asked for one of the films to be taken off the screen on the grid. After that it was just a case of driving the thing, because we put an aggressive set-up on the car that didn't really work."

While he was doing that, Jordan was making a break for it at the front, then having his lead erased by the safety car. At mid-distance he had the wing mirrors of his Eurotech Vauxhall Vectra full of Steven Kane's Motorbase Performance BMW 320si.

Kane had good reason to pass — and not just for the race win: he began the race just six points behind

Tom Onslow-Cole in the independents' championship and only four adrift of Chilton, who was right behind him on track.

He played the game perfectly, waiting for the middle part of the race. At this point, the Vectra's punishment of its front tyres would be beginning to tell, giving the rear-wheel-drive BMW — far kinder to its Dunlops over a race distance — an advantage.

Just as that seemed likely to pay off, Kane's new team-mate Ben Collins spun into the gravel at Paddock and brought out the safety car. The upshot for Jordan was two crucial laps at slow speed with which to get some life back into his tyres. For Kane, it was opportunity gone.

Jordan took a memorable win — the second for the ▶



The Stig goes rallying!  
Collins caused yellows

EBREY/LAT

## AT A GLANCE - FASTEST LAPS

- Race 1 Jason Plato
- Race 2 Rob Collard
- Race 3 Mat Jackson



Kaye and Forster get stuck into bumper cars

EBREY/LAT

◀ Swindon-built TOCA engine that has given the Eurotech squad so many problems this year. And he didn't quite know what to make of it.

"I was so relaxed on the grid, because I didn't think we stood a chance of holding off the BMW, but somehow..." he said. "Actually we were very lucky. The alternator failed in race one so we were allowed to run an extra battery. It was fine in race two, but in the third one the mechanics popped the bonnet on the grid and found the alternator belt had come off again. So, unbeknown to me, we did that race on the battery alone!"

With Onslow-Cole failing to start the race, Kane's second might have been enough to give him the indie crown had either team-mate Mat Jackson or WSR BMW man Rob Collard been able to pass Chilton.

They didn't, meaning that the Arena driver took the one remaining championship title still on offer going into the last race.

"We knew it would be tough against the BMWs here, and especially for me as I was 22 points off the



EBREY/LAT

Shedden leads Neal, but Hondas fell out of fight

lead coming into this round," said Chilton. "But we've done it and got the independent teams' title as well. So it's a great day."

But it wasn't a great day for Onslow-Cole who, after an exemplary reliability record all year, didn't take the chequered flag in any of the three races.

He qualified an uninspiring 10th, then a gearbox went early in race one and left him near the back of the grid for the second. He carved past 11 cars in three laps, before his race was ended by a trip into the pits as the Arena mechanics searched for the

cause of a technical problem.

Coincidentally, suggestions were being made in the paddock all weekend that Onslow-Cole would not be allowed to finish ahead of Chilton in the indie standings (nobody, it seemed, had forgotten about the Silverstone farce).

The team put both retirements down to hydraulic failures, but whatever the cause, Tom O-C was out of the running.

That shouldn't take anything away from Chilton's driving during the weekend. Even with his team-mate failing to score, he still needed solid top-five

## KEY MOMENTS

**RACE 2 MacDowall tailguns for Plato for two corners, but Plato is now clear for the title**

**RACE 3 Collins-induced safety car gives Jordan's tyres a breather and spoils Kane's chance of glory**

finishes in each race and delivered without putting a scratch on his Focus.

One man determined to deny him the podium finish he needed – and therefore the title – was Collard. After screwing up in qualifying, the WSR BMW pilot drove magnificently on race day.

Thirteenth to fifth in the opener – achieved by cunning and commitment rather than attrition – was an indication that, without ballast, the Hampshire demolition man was a podium contender. Fifth to third with 9kg on board in the second race showed the rest that he was barely any slower with it. With 27kg on his BMW he could perhaps have had Chilton in the finale, but ended up being shoved back to sixth

behind Jackson and Paul O'Neill's Tech-Speed Honda, which again displayed age-belying speed in its star driver's hands.

O'Neill was the highest-placed driver of a Honda in the finale as works drivers Neal and Shedden respectively suffered from a broken CV joint off the line and a lowly starting position courtesy of a driveshaft failure earlier on.

Nevertheless, two titles for Steve Neal's Dynamics-run squad represents a good season's work for the squad. Perhaps next year, with Honda works backing retained, the team can go one better. But there is a certain bloke called Plato who has to be beaten – and he won't be wanting to leave it another nine years until his next BTCC crown. ☒



GRIFFITHS/LAT

Jordan leads Kane in tight third-race scrap

## AT A GLANCE - LAP LEADERS

- Race 1 Plato
- Race 2 Plato
- Race 3 Andrew Jordan

# “Great. We can go and have some real fun now!”

Newly-crowned champion Jason Plato looks ahead to the potential biff-and-bargefest in race three

## DRIVER BY DRIVER

### JASON PLATO (1/1/9)



Superb with 45kg on board to seal his first pole in the Cruze and his first title since 2001.

### ROB COLLARD (5/3/6)



Quality not indicative of his pace. Masterful overtaking in R1/R2 produced good results.

### TOM ONSLOW-COLE (R/R/R)



Worst weekend of 2010 for former indie leader. Odd how hydraulic problems all came at once.

### SHAUN HOLLAMBY (21/17/R)



New brakes and a new level of confidence. Spun by MacDowall in R3 before driveshaft broke.

### ALEX MACDOWALL (4/R/11)



Strong pace in R1, but biffed out of second by Neal in R2 and struggled to make up places in R3.

### ANDY NEATE (12/10/12)



On top-10 bubble on best race day of 2010. Quality ended early by gravelly moment at Paddock.

### PAUL O'NEILL (6/4/5)



Would love to have given Integra farewell podium, but fell 0.6s short. Still a brilliant performance.

### ARTHUR FORSTER (20/16/R)



Easily his best weekend of 2010. 0.2s off a WSR car in quality. Spun into the wall in R3 at Graham Hill Bend.

### MATT NEAL (3/2/R)



The next quickest after Plato, but podiums just weren't enough to keep title fight alive.

### STEVEN KANE (11/6/2)



Like Collard, messed up quality. Like Collard, was superb on race day. Just missed indie crown in R3.

### JOHN GEORGE (19/14/14)



Spin on oil in quality set him back, but kept his head to achieve three finishes on race day.

### MARTIN DEPPE (R/R/13)



R3 marked first finish for 10 races. Scored an indie point to go along with it after earlier vibrations.

### GORDON SHEDDEN (2/NC/8)



Driveshaft problem forced him to pit at end of R2 warm-up lap after good run to P2 earlier on.

### MAT JACKSON (13/8/4)



Looked good for third in R1 before Surtees spin, but did add two more points finishes.

### ANDREW JORDAN (9/7/1)



Overnight engine change paid dividends as he won R3, despite alternator belt coming off.

### MARTIN JOHNSON (18/NS/15)



Missed R2 fixing engine problem that blighted R1. Did R3 on three cylinders, but still finished.

### JAMES NASH (8/9/7)



Needed to raise his game and did so for best all-round 2010 weekend. Kept his nose clean too.

### BEN COLLINS (14/12/R)



Limited to five laps on Saturday due to gearbox maladies. It set him back on race day.

### DAVID PINKNEY (NS/NS/NS)



Another promising weekend ruined by engine problems. Team packed up after practice.

### LEA WOOD (15/15/R)



Spun on oil in quality and then laid down some of his own with almighty blow-up in R3.

### SAM TORDOFF (17/11/10)



Impressive to qualify 0.3s off pole for BTCC debut. Denied R1 points by drive-through penalty.

### TOM CHILTON (7/5/3)



Clinched indie crown with three points finishes. Made sure Collard could not pass in R3.

### TOM BOARDMAN (10/13/R)



Seemed to spend all day being helped off the track by one BMW or another. Scored just a point.

### JAMES KAYE (16/R/R)



Unable to repeat his Donington heroics. Got tangled up with Forster in R2 at Clearways.

## RESULTS

British Touring Car Championship, Brands Hatch (GB), October 9-10, round 10 of 10

GRID	DRIVER	TIME
1	PLATO	48.647
2	NEAL	48.780
3	SHEDDEN	48.791
4	MACDOWALL	48.830
5	CHILTON	48.871
6	JACKSON	48.885
7	NASH	48.902
8	TORDOFF	48.947
9	O'NEILL	49.100
10	O-COLE	49.110
11	JORDAN	49.171
12	BOARDMAN	49.173
13	COLLARD	49.190
14	KANE	49.249
15	NEATE	49.540
16	FORSTER	49.788
17	WOOD	49.841
18	DEPPER	49.960
19	JOHNSON	50.010
20	GEORGE	50.116
21	HOLLAMBY	50.129
22	COLLINS	no time
23	KAYE	no time

RACE 1 - 24 LAPS, 28.766 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	19m56.707s	1
2	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+2.154s	3
3	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+2.750s	2
4	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+4.626s	4
5	Rob Collard (GB)	WSR	BMW 320si	+4.886s	13
6	Paul O'Neill (GB)	Tech-Speed Motorsport	Honda Integra-R	+11.276s	9
7	Tom Chilton (GB)	Arena Motorsport	Ford Focus ST	+11.871s	5
8	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+13.002s	7
9	Andrew Jordan (GB)	Eurotech Racing	Vauxhall Vectra	+14.268s	11
10	Tom Boardman (GB)	Special Tuning UK	SEAT Leon TFSI	+16.139s	12
11	Steven Kane (GB)	Motorbase Performance	BMW 320si	+16.248s	14
12	Andy Neate (GB)	WSR	BMW 320si	+16.789s	15
13	Mat Jackson (GB)	Motorbase Performance	BMW 320si	+19.903s	6
14	Ben Collins (GB)	Motorbase Performance	BMW 320si	+24.614s	22
15	Lea Wood (GB)	Wood Racing	Honda Integra-R	+27.637s	17
16	James Kaye (GB)	WRC Developments/Barwell	Honda Integra-R	+28.734s	23
17	Sam Tordoff (GB)	Triple 8 Engineering	Vauxhall Vectra	+36.053s	8
18	Martin Johnson (GB)	Boulevard Team Racing	Vauxhall Astra Coupe	+42.227s	19
19	John George (GB)	Tech-Speed Motorsport	Honda Integra-R	+42.476s	20
20	Arthur Forster (GB)	Forster Motorsport	BMW 320si	+44.372s	16
21	Shaun Hollamby (GB)	AmD Militek Racing	Volkswagen Golf	-1 lap	21
R	Tom Onslow-Cole (GB)	Arena Motorsport	Ford Focus ST	8 laps-gearbox	10
R	Martin Depper (GB)	Forster Motorsport	BMW 320si	6 laps-propshaft	18
NS	David Pinkney (GB)	Pinkney Motorsport	Vauxhall Vectra	engine	

### DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS
1	Plato	260
2	Neal	229
3	Shedden	218
4	Onslow-Cole	200
5	Chilton	191
6	Kane	169
7	Jackson	155
8	Collard	144
9	O'Neill	136
10	Jordan	101

RACE 2 - 26 LAPS, 31.163 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Plato	22m11.749s	1	
2	Neal	+0.887s	3	
3	Collard	+4.783s	5	
4	O'Neill	+5.671s	6	
5	Chilton	+8.314s	7	
6	Kane	+9.458s	11	
7	Jordan	+16.022s	9	
8	Jackson	+16.333s	13	
9	Nash	+16.848s	8	
10	Neate	+20.094s	12	
11	Tordoff	+20.760s	17	
12	Collins	+21.876s	14	
13	Boardman	+22.842s	10	
14	George	+36.110s	19	
15	Wood	+37.391s	15	
16	Forster	+42.761s	20	
17	Hollamby	+49.973s	21	
NC	Shedden	-4 laps	2	
R	Onslow-Cole	13 laps-hydraulics	22	
R	MacDowall	9 laps-acc damage	4	
R	Depper	5 laps-vibration	23	
R	Kaye	0 laps-accident	16	
NS	Johnson	engine	18	
NS	Pinkney	engine		

RACE 3 - 27 LAPS, 32.362 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Jordan	23m37.692s	1	
2	Kane	+0.949s	2	
3	Chilton	+1.342s	3	
4	Jackson	+1.605s	8	
5	O'Neill	+1.973s	4	
6	Collard	+2.330s	5	
7	Nash	+3.124s	9	
8	Shedden	+3.470s	18	
9	Plato	+4.146s	7	
10	Tordoff	+5.961s	11	
11	MacDowall	+6.116s	20	
12	Neate	+6.560s	10	
13	Depper	+14.522s	21	
14	George	+14.802s	14	
15	Johnson	-1 lap	23	
R	Forster	25 laps-acc damage	16	
R	Collins	12 laps-accident	12	
R	Kaye	3 laps-mechanical	22	
R	Hollamby	3 lap-driveshaft	17	
R	Neal	0 laps-CV joint	6	
R	Onslow-Cole	0 laps-hydraulics	19	
R	Boardman	0 laps-acc damage	13	
R	Wood	0 laps-engine	15	
NS	Pinkney	engine		

KEY R=Retired; NS=Non-Starter; NC=Not Classified.

Race 1 Winner's average: 86.53mph. Fastest lap: Plato, 49.021s, 88.02mph.

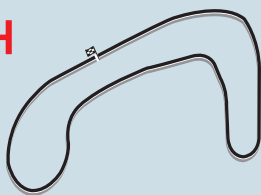
Race 2 Winner's average: 84.24mph. Fastest lap: Collard, 48.898s, 88.24mph.

Race 3 Winner's average: 82.18mph. Fastest lap: Jackson, 49.199s, 87.70mph.

## BRANDS HATCH

Great Britain

October 9-10  
TOCA supports  
Round 10/10



## FORMULA RENAULT UK AT A GLANCE

- Race 1 Nick Yelloly
- Race 2 Riki Christodoulou
- Poles Yelloly/Christodoulou
- FLs Tom Blomqvist/Tamas Pal Kiss

For more reports  
see p82

# Sports Extra

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FORMULA RENAULT UK & RENAULT CLIO CUP

# Blomqvist with a rebel Yelloly

**A**t the exact moment when Ben Collins threw his BMW into the Paddock Hill Bend gravel trap and out of the BTCC finale at Brands Hatch, the *real* Stig was around 30 yards away, celebrating his son's Formula Renault UK Championship title.

Tom Blomqvist, son of 1984 World Rally king Stig, won his own first title in cars after a roller-coaster of a weekend, during which Scottish rival Lewis Williamson threw everything he could into snatching the crown away.

There were two moments at Brands when things swung decisively the way of Fortec Motorsport driver Blomqvist. The first was in the opening qualifying session. He pushed too hard through the Surtees left-hand flick, spun and hit the tyrewall, but drove back to the pits with the left side of the car damaged. Fortec's mechanics patched it up and Blomqvist drove back onto the track, but with the steering out of line there was little chance that he could improve, and at

that point he lay 13th...

Then Williamson's Manor Competition team-mate Ollie Millroy spun into the gravel at Paddock. The red flags flew, and unwittingly Millroy had given his team-mate's rival a break: more work was carried out on Blomqvist's car, and he was able to pip Williamson to second on the grid in his refettled racer.

The second of those decisive moments came with four laps to go in the first race. Williamson had squeezed past Blomqvist off the grid to wrest second into Paddock and, while the Highlander made a last-ditch fling at leader Nick Yelloly, Blomqvist ran wide at Druids and got on the grass, then had to protect third by firmly shutting the door in the face of Harry Tincknell.

That left Blomqvist just six points ahead going into the final race but, with the duo level on dropped scores, it was winner takes all. Blomqvist was second on the grid, with Williamson fourth, again rueing his qualifying form: in the first session he'd run wide at Graham Hill Bend on his



Yelloly heads title fight through Druids hairpin

quick lap; in the second he couldn't replicate the speed team-mate Millroy had at Druids.

While Blomqvist lay a protected second in a Fortec 1-2-3, Williamson darted around behind Alex Lynn. The 17-year-old Essex lad – who takes the theory element of his driving test this week! – had wrapped up the Graduate Cup title in the morning, then earned his spurs with a solid defence of his first outright podium from Williamson. There was one slip, which prompted a Williamson attack into Paddock and Druids, but Lynn held firm.

At the front it was a win for ex-F3 ace Riki Christodoulou, who made it a second victory of the day for West Midlanders. Earlier on, Yelloly did the hard work in making a quick getaway after an early safety car – a great first success in cars for the Atech GP man, who has improved vastly over two years in FRenault.

Christodoulou found he was playing catch-up after not driving on the Indy circuit for two years, but the Greco-Brummie got it right in second qualifying and in the race he put his very long name deservedly back up in lights.

It was disaster for the other title contenders. Tamas Pal Kiss stalled in

race one and spun in race two, while Will Stevens continued his disappointing end to the year. Tincknell was back on form this time with fourth in race one, but stalled later on before charging back in style to eighth – and an appointment with five rather nice young ladies in the paddock. Life's not too bad...

Life's pretty good too for James Dixon, who broke his wins duck in car racing in Saturday's Clio Cup race, before making it a double on Sunday. The likeable Kent man, a Brands instructor, did a solid job of defending from Paul Rivett in the first race and was able to just keep the former champion at bay.

Rivett had battled his way past newboy Josh Cook into Clearways in the first race, a move for which he earned a two-place grid penalty for Sunday. That meant he had to pass Cook again, this time chiselling an opening into Druids. Once more the Stancombe-run veteran chased the Total Control Racing car of Dixon, who again stood firm.

Dixon had fast-starting Jack Goff to thank for a punt up the rear off the line that gave him the momentum to grab the lead from Cook into Paddock. "It was awful – I used too many revs," said Dixon.

Goff lay a brief third before succumbing to Rivett, and thereafter chased Cook, who completed a Westbourne Motorsport double podium after James Colburn took third on Saturday, just holding off Mike Robinson and Cook.

● Marcus Simmons

### RESULTS

#### Formula Renault UK (27 laps)

**1 Nick Yelloly;** 2 Lewis Williamson +0.355s; 3 Tom Blomqvist; 4 Harry Tincknell; 5 Marlon Stockinger; 6 Ollie Millroy; 7 Riki Christodoulou; 8 Alex Lynn; 9 Will Stevens; 10 Robert Foster-Jones. **Fastest lap** Blomqvist 43.861s (98.38mph)

#### Record. Race 2 (24 laps)

**1 Christodoulou;** 2 Blomqvist +0.732s; 3 Lynn; 4 Williamson; 5 Stockinger; 6 Millroy; 7 Yelloly; 8 Tincknell; 9 Richard Singleton; 10 Fabio Gamberini. **FL** Tamas Pal Kiss 44.032s (97.99mph).

#### Points 1 Blomqvist 465;

2 Williamson 459; 3 Kiss 417; 4 Stevens 397; 5 Tincknell 375; 6 Millroy 336.

#### Renault Clio Cup (20 laps) 1 James

**Dixon;** 2 Paul Rivett +0.186s; 3 James Colburn; 4 Mike Robinson; 5 Josh Cook; 6 Lee Pattison. **FL** Rivett 52.344s (82.43mph) **record.**

**Race 2 (20 laps) 1 Dixon;** 2 Rivett +0.464s; 3 Cook; 4 Jack Goff; 5 Jason Mills; 6 Robert Gaffney. **FL** Dixon 52.593s (82.04mph).

#### Points 1 Dave Newsham 529;

2 Pattison 431; 3 Sam Tordoff 382; 4 Colburn 345; 5 Robinson 344; 6 Dixon 285.



Dixon (middle) made poor start but won

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## CARRERA CUP AT A GLANCE

- Race 1 Stephen Jelley
- Race 2 Jelley
- Poles Jelley x 2
- FLs M Caine/G Geddie



Wrathall took care to seal G50 championship

## REPORTS TOCA BRANDS

» For more reports see p82  
**SportsExtra** Page 77

# Jelley sets off as Harvey takes title

While Tim Harvey wrapped up his second Porsche Carrera Cup GB title in last Saturday's race at Brands Hatch, Stephen Jelley just clung on in the face of enormous last-lap pressure from the veteran to deservedly claim his maiden series victory.

The following day, while Harvey went out of contention with five laps remaining due to a left-rear puncture, Jelley again led all the way to crown a perfect weekend for the Team Parker Racing 'Porker' rookie.

Harvey does a lot of things in motorsport – on track, in the commentary box and behind the scenes – and somehow that also includes organising his only rubbish result of the season (he finished 19th after his pitstop) for the race *after* he had clinched the title. It left rival Michael Caine speechless, especially as he had finally conceded the crown when he spun out of third at Graham Hill Bend after clipping fluid on the track in race one.

Caine was unlucky to be forced onto the fluid by a backmarker, and charged back to sixth after his spin. Up front, Harvey had no idea what had happened to Caine, and didn't realise he was champion until he was mobbed by his

Redline Racing crew.

In race two, Harvey led Euan Hankey, who had lost third in race one when he sustained a puncture of his own. When Harvey headed to the pits Hankey moved up to second, but the Porsche scholar had to stoutly fend off an attack from Motorbase driver Caine to net a Parker one-two.

Parker's other frontrunner Glynn Geddie was third in race one, but started race two from the pits after the team had to make a flywheel change. He carved his way through to ninth. Ollie Jackson gave Motorbase at least some joy by winning the Pro-Am 1 crown after just holding off Jonas Gelzinis throughout race one, then doing the double on Sunday.

Having qualified only sixth and with title rival Carl Breeze ahead of him, erstwhile Ginetta G50 Cup points leader Frank Wrathall weighed up his options on Saturday morning. "I've got three races in which to do it, so there's no need to go mad in the first," he said. Frank wasn't about to blow it.

Spins and contact at Surtees produced an early safety car period and, for polesitting race leader Tom Sharp it wasn't a happy day. Just as it had done in qualifying, his engine cut out, this time behind the



Jelley dominated while chasing Harvey took title

safety car. His problems handed the lead to Breeze who, despite the threat from Benji Hetherington and Chris Dittmann, hung on for victory to keep his title hopes alive.

Fourth in that one, Wrathall went one place better on Sunday morning. Despite Breeze again taking the spoils from Hetherington, it was enough for an almost disbelieving Wrathall to be crowned champion. Once Wrathall was convinced that he had actually done it, he elected to miss the final race rather than risk any skirmishes and possible judicial proceedings.

Chris Dittmann must wonder just what he has to do to win a G50 race, for the race leader was hit with a drive-through penalty after being adjudged

to have jumped the start.

That extinguished his hopes, and it was a Hetherington family one-two, with Benji leading home elder brother Freddie Breeze for company. For a weekend that promised much, Sharp's fourth-place finish was scant reward.

Safety cars were a feature of both Ginetta Junior races, Sunday's race being rendered virtually a non-event with two interventions and a red flag within the 14 laps. Jake Hill won it, but for him it was too little, too late as Tom Ingram had already clinched the title.

Knowing that nothing less than a win on Saturday would keep his title hopes alive, Hill had to go for it. With just two laps of racing left after a safety car, he had one roll of the dice. He tried to go around the outside of leader Louise Richardson into Paddock, but it was a big ask on cool tyres. Gravel arrested his spinning car.

A jubilant Richardson went on to claim victory ahead of Ingram and Sarah Moore. "I knew I just had to stay where I was," said the smiling Ingram.

● M Simmons & Dud Candler

## RESULTS

**Porsche Carrera Cup (34 laps)**  
1 Stephen Jelley; 2 Tim Harvey

+0.153s; 3 Glynn Geddie; 4 Michael Meadows; 5 Charlie Bateman; 6 Michael Caine. **Class winners** Ollie Jackson; George Richardson. **Fastest lap** Caine 47.209s (91.40mph)

**record. Race 2 (34 laps) 1 Jelley;** 2 Euan Hankey +1.178s; 3 Caine; 4 Jackson; 5 Tom Bradshaw;

6 Bateman. **CW** Jackson; Richardson. **FL** Geddie 47.456s (90.92mph).

**Points 1 Harvey, 370;** 2 Caine, 360; 3 Jelley, 248; 4 Geddie, 227; 5 Hankey, 210; 6 Jackson, 182.

**Ginetta G50 (19 laps) 1 Carl Breeze;** 2 Benji Hetherington

+0.505s; 3 Chris Dittmann; 4 Frank Wrathall; 5 Freddie Hetherington;

6 Mark Davies. **CW** Colin White. **FL** Breeze 48.969s (88.11mph).

**Race 2 (24 laps) 1 Breeze;** 2 B Hetherington +0.538s; 3 Wrathall;

4 Dittmann; 5 F Hetherington;

6 Davies. **CW** White. **FL** Tom Sharp 48.871s (88.29mph) **record.**

**Race 3 (24 laps) 1 B Hetherington;** 2 F Hetherington +1.627s; 3 Breeze;

4 Sharp; 5 Dave Newsham; 6 Davies. **CW** Tony Hughes. **FL** Breeze 48.876s (88.28mph). **Points 1 Wrathall, 727;**

2 Breeze, 717; 3 B Hetherington, 609; 4 Sharp, 487; 5 Adam Morgan, 435; 6 F Hetherington, 426.

**Ginetta Junior (14 laps) 1 Louise Richardson;** 2 Tom Ingram +0.660s;

3 Sarah Moore; 4 Alex Austin; 5 Jody Fannin; 6 Seb Morris. **FL** Jake Hill 56.864s (75.88mph) **establishes record. Race 2 (13 laps) 1 Hill;**

2 Ingram +0.162s; 3 S Moore; 4 David Moore; 5 Fannin; 6 Max Coates. **FL** Hill 57.131s (75.52mph).

**Points 1 Ingram, 556;** 2 Hill, 491; 3 Richardson, 454; 4 Fanin, 352; 5 Tom Howard, 340; 6 D Moore, 321.



Ingram celebrates Ginetta Junior crown

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# BEIJING

CHINA

October 10

Superleague Formula non-championship race



## AT A GLANCE

- Race 1 **Craig Dolby (Spurs)**
- Race 2 **Alvaro Parente (Porto)**
- Weekend winner **Earl Bamber (PSV)**
- Pole position **Parente**

## REPORT SUPERLEAGUE BEIJING



**Charles Bradley**  
reports



Bamber's 6th and 2nd places netted prize pot

# Bamber bags the Beijing bounty

Earl Bamber switched teams between the Chinese rounds, but again managed to pocket the big prize fund

**T**he Earl Bamber fairytale story continued as Superleague Formula's China adventure concluded on the smoggy streets around the 2008 Olympic canoeing and rowing venue in Beijing.

Despite switching clubs since he won the Ordos super final the previous weekend, the Kiwi bagged the €100,000 again – despite starting race one from last position.

The lack of an FIA Grade 2 track licence meant the races couldn't count for

points, and the planned super final didn't happen due to inclement weather and fading light.

Even worse, the drivers had threatened to strike on two occasions over the weekend: first over payment from race promoters and then about the final chicane, where Andy Soucek suffered a massive crash in qualifying. "I think everyone was quite scared about this corner," said Soucek. The 'industrial action' never materialised, however.

FC Porto's Alvaro Parente had finally sorted his visa paperwork in order to drive

his car, but the displaced Bamber simply shuffled to Atech-Reid's PSV Eindhoven entry instead. Qualifying was a disaster for Bamber, as Soucek's shunt robbed him of vital track time, so he started 18th. In a twist of irony, Soucek, whose Flamengo machine was totalled, took over the TV commentary duties that Bamber was supposed to be doing!

Parente started race one from pole, but his race was effectively over before it began. His fuel pressure died as he approached the startline, and in the confusion Roma's Julien Jousse shot past the other front-row starter, Tottenham's Craig Dolby, to take the lead.

Given the unruly nature of many of the rolling starts in this series, Jousse was given a harsh drive-through penalty for being 'out of position'. Before that

happened, he'd lost the lead anyway, as a sticking left-rear wheel in his mandatory pitstop had gifted Dolby the lead.

Having not won since the Silverstone opener, Dolby – who had never raced on a street track before – was relieved to regain winning form, and was left to rue the lack of points on offer as many of his title rivals struggled. Points leader Davide Rigon suffered gearbox failure on his Anderlecht car in race one, and then gave up in race two when he struggled to find any grip.

Franck Perera finished second in the opening bout for Bordeaux, ahead of the star of the race Frederic Vervisch, who stormed through to third for Liverpool from 15th on the grid. His last pass, on Tristan Gommendy (Lyon) was an excellently timed move exiting the final chicane before yellow flags for the crashed Adderly Fong at Turn 1. Gommendy finished fourth, ahead of Sporting Lisbon's Adrian Valles and Bamber.

Marcos Martinez (Sevilla) led race two once poleman Rigon had surrendered into the pits, and the Spaniard looked set to put his early race-one exit behind him – he had clashed with

series returnee Paul Meijjer's Atletico Madrid entry.

But, as the long-promised rain arrived at one-third distance, Martinez locked up and skated down an escape road. Parente, his car now healthy again, took over up front and sensibly delayed his mandatory pitstop until it was damp enough to switch to wets.

As most of the field had already pitted for slicks, they had to stop for a second time, so Parente was left with a massive lead as the rain came down in earnest. Then it went wrong.

Despite his handy lead, as he tried to lap Perera, Parente clipped the kerb at Turn 5 and spun to a halt. As his car was almost blocking the track, the race was red flagged. Bamber was the first car back to the finish line, and he was livid when Parente was allowed to retake his position at the front of the field for the restart: "He made a mistake but kept his advantage."

The race was restarted for five minutes, with Parente holding off a restless Bamber, while AC Milan driver Yelmer Buurman just held off the recovering Martinez for third. With darkness now descended, the super final could not be run, so the weekend winner was Bamber, with Dolby and Vervisch coining the other big cash prizes. ❧

### RESULTS

**Race 1 1 Craig Dolby (Tottenham Hotspur)**, 40m05.209s; 2 Franck Perera (Bordeaux), +3.047s; 3 Frederic Vervisch (Liverpool); 4 Tristan Gommendy (Lyon); 5 Adrian Valles (Sporting Lisbon); 6 Earl Bamber (PSV Eindhoven); 7 Yelmer Buurman (AC Milan); 8 Julien Jousse (Roma); 9 Ben Hanley (Olympiacos); 10 Adderly Fong (Team China).

**Race 2 1 Alvaro Parente (FC Porto)**, 49m18.621s; 2 Bamber, +0.844s; 3 Buurman; 4 Marcos Martinez (Sevilla); 5 Paul Meijjer (Atletico Madrid); 6 John Martin (Beijing Guoan); 7 Vervisch; 8 Dolby; 9 Valles; 10 Perera.

**FINAL ROUND**  
Navarra (E), October 24

Dolby visited the winner's circle in maiden street race



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## AT A GLANCE

- Race 1 **Daniel Ricciardo**
- Race 2 **Esteban Guerrieri**
- Pole position **Ricciardo/Guerrieri**
- Fastest laps **Ricciardo/Guerrieri**



**Peter Mills**  
reports



Ricciardo leads his title rivals in race one

# Russian racer wraps up first title victory

Aleshin secures crown despite getting locked 'on the throne'

**I**n alarming parallels to a Robbie Williams video, Mikhail Aleshin almost had the ignominy of missing out on the biggest moment of his career through a locked lavatory door. The Russian got trapped in a Barcelona circuit toilet a few hours before the start of Saturday's opening race.

Fortunately, the Carlin racer was able to alert his crew by phone. Several minutes of struggle ended when a crowbar was used, setting him free. Another memorable moment in his life came 24 hours later,

when the 23-year-old became the first Russian to win a major international single-seater series.

The three championship contenders entering the weekend underlined their quality by qualifying in the top-three positions for Saturday's dry opening race. Determined to claw back a three-point deficit to long-time points leader Aleshin, Tech 1 Racing's Daniel Ricciardo ended a dramatic qualifying session in the gravel trap at Repsol corner. After a tense wait, the Australian was informed that his earlier efforts had been good enough for pole.

Aleshin joined Ricciardo

on the front row for the 'low-aero' race. A further 13 points adrift in the title fight, Esteban Guerrieri lined up third for ISR.

Ricciardo made an excellent start in a prelude to his fourth, and most dominant, victory of the season. With a fastest lap six tenths up on the best of his rivals, Ricciardo enjoyed a winning margin of some 26 seconds. Aleshin suffered a quick spin at Turn 1 in an otherwise lonely run to second.

Faced with a lack of grip, Guerrieri fell back rapidly into the clutches of Jean-Eric Vergne. In only his second meeting in the category, the Frenchman used his Tech 1 car's efficient 'Saturday' set-up to stage a strong assault on the final podium position. Remarkably, the British F3 champion had missed all of Friday practice owing to clashing F1 simulator duties for the Red Bull Formula 1 team in Milton Keynes.

2010 season on a high.

An overnight storm had left the circuit soaked for qualifying. While the rain eventually ceased, the conditions in which Guerrieri took pole were still far from ideal. The weather worsened for the race, and Guerrieri mirrored Ricciardo's dominance of race one by storming off to win by 24 seconds.

There had been glum faces in the Carlin pit before the race. Aleshin confessed that qualifying fifth, three places behind his adversary and directly in front of Vergne, was "not really what we had wanted". To win the title, Aleshin was tasked with finishing ahead of Ricciardo — in a tie break the Australian would win thanks to more victories.

Aleshin's work was aided by second-row men Greg Mansell and Daniel Zampieri falling off in the early stages.

Aleshin pitted on lap six, and two laps later Ricciardo emerged from his own stop holding a slender advantage. Over the remaining laps an enthralling duel for the title was played out.

Despite his visor being smeared with oil, a charging Aleshin found a way past his oversteering rival at the exit of Turn 7 with two laps to go. Ricciardo spun in desperation exiting the penultimate corner of the last lap, but can be proud of the best rookie season since Robert Kubica in 2005. 🏆

### RESULTS

**Race 1** Daniel Ricciardo, 28 laps in 45m45.264s; 2 Mikhail Aleshin, +26.221s; 3 Jean-Eric Vergne; 4 Esteban Guerrieri; 5 Albert Costa; 6 Nathanael Berthon; 7 Federico Leo; 8 Filip Salaquarda; 9 Greg Mansell; 10 Stefano Coletti. **Race 2** 1 Guerrieri, 22 laps in 47m08.118s; 2 Vergne, +24.184s; 3 Aleshin; 4 Ricciardo; 5 Coletti; 6 Nelson Panciatici; 7 Anton Nebylitskiy; 8 Jan Charouz; 9 Jon Lancaster; 10 Costa **Points 1** Aleshin, 138; 2 Ricciardo, 136; 3 Guerrieri, 123; 4 Sten Pentus, 78; 5 Costa, 78; 6 Coletti, 76; 7 Berthon, 60; 8 Vergne, 53; 9 Daniel Zampieri, 51; 10 Brendon Hartley, 50.



P3 in race two just enough for Aleshin

# BATHURST 1000

 AUSTRALIA

October 10  
V8 Supercars  
Round 10/14

## AT A GLANCE

- Winners Craig Lowndes/Mark Skaife
- Pole position Mark Winterbottom
- Fastest lap Jason Bright



Winners (l) battle with Holdsworth/Besnard



# Lowndes and Skaife scale the Mountain

The Bathurst legends used record-breaking pace to take their first win together and extend their combined victory tally to 11

Lowndes and Skaife (r) led Triple 8 one-two

## QUALIFYING

### Frosty the showman keeps his cool

 Ford's Mark 'Frosty' Winterbottom denied Holden star Craig Lowndes pole slot by 0.0824sec in Saturday's single-lap shootout.

"You never do the perfect lap here," said Winterbottom. "I just thought I would push hard and have a crack, and the sector across the top [of the mountain] was really strong."

His FPR Falcon FG headed a quintet of Commodore VEs, with Lowndes marginally faster than reigning champion Jamie Whincup in the second Triple 8-run car.



Winterbottom drew first blood for Ford

The 2010 Bathurst 1000 had a little bit of everything and, in the end, two winners who were among the most popular in the race's long, illustrious history.

After 161 laps, run at record-setting pace, Craig Lowndes and Mark Skaife not only won the race (Lowndes for the fifth time and Skaife for the sixth), they led a one-two for Triple 8. The new-for-2010 rule, that forced the teams to split their full-time drivers and pair each with a hired gun, only led to the team scoring the third such result in Mount Panorama history.

And what a race it was, starting when Fabian Coulthard approached the fearsome Chase Corner at

180mph on lap one, only to have his left-rear tyre go flat. The New Zealander barrel-rolled into the air, and completed six rotations before he stepped, dazed but unhurt, from a destroyed Holden.

Polesitter Mark Winterbottom led for Ford early on but soon Lee Holdsworth was past into the lead and disappearing. The underdog Garry Rogers Motorsport team was setting the pace, and that produced one of the finest battles ever seen.

Holdsworth's co-driver David Besnard only drives once a year but found himself in the lead, for more than 20 laps, as Lowndes threw everything at him. At record speeds (Besnard set the race's second-fastest lap) they played a

combination of Russian Roulette and gymnastics, Lowndes doing everything to crack 'Bezzy' and the latter refusing to wilt. But when Besnard pitted, he broke the pitlane speed limit; Holdsworth never got back to the leaders after he served it, and their winning hopes were dashed.

Then, it was the turn of the Holden Racing Team. Garth Tander and Will Davison dragged their cars to the front, while everyone in pitlane waited for Lowndes to pit and hand over to Skaife. Pit he did, but he stayed in the car – for the last 79 laps of the race. The team claimed Skaife could not resume because of a bad back, which did not stop the team from hugging him after the chequered flag...



## RACE RATING

★★★★★

V8 Supercars don't get any better than this. One of the greatest of all the 'Great Races'

**"Garth was wondering why I wasn't getting in; I had the car's door in my hand!"**

Cameron McConville pulled his Toll Holden's door off in the pits

## REPORT BATHURST 1000

Phil Branagan reports

The final wrinkle was the third, and penultimate, safety-car period. As the leaders pitted, there were 27 laps remaining and, depending on the team, a fuel stint would last 23 or 24 laps. The leaders crawled around, as fast as they dare, in a fuel-saving procession that resembled some of Dario Franchitti's smartest IndyCar wins. Inevitably, as he almost always does, Lowndes led the way, Jamie Whincup chased him and the HRT cars swapped places – until Will Davison walled his car with third place his for the taking.

That left Tander and co-driver Cameron

McConville (who sells tyres for a living!) on the podium, despite Tander hitting a kangaroo, McConville hitting a wall and the pair watching in disbelief as a door fell off the car – literally – during a pitstop.

It was only a final, and merciful, safety car interlude that allowed the drivers to race to the flag, and to end the misery of the spectators, who had been watching a tense, instead of flat-out, race. Having said that, the race's 19-year-old record, set in 1991, was finally wiped from the record books.

"It couldn't be better," said Skaife. "When we won



Tander/McConville HRT Holden took dramatic P3



Fabian Coulthard walked away from massive shunt

Phillip Island, that was pretty good but to win this race, to get a result in our Grand Final, it does not get any better than this, in motorsport in this country."

Much of the opposition crumbled. Winterbottom's co-driver Luke Youlden had a crash when a tyre delaminated; James Courtney and co-driver Warren Luff lacked the last degree of speed to win, but settled for fifth and the V8 Supercar series points lead; and Jason Richards, whose

Commodore was a jet in practice, crashed prior to qualifying and started at the rear. He was running nose-to-tail with teammate Jason Bright with 100 laps to go, but a stuck throttled ended his hopes of winning. Bright, on the other hand, finished fourth.

Former winning brothers, Rick and Todd Kelly, and Stone Brothers Racing, were never a factor, while the other talking point of the race was the number of tyre incidents caused

by an apparent high level of debris off-line.

The win vaults Lowndes into title contention, closes Whincup's gap to Courtney and sets up a fascinating next round of the series on the streets of the Gold Coast with big names such as Jacques Villeneuve, Franchitti, Helio Castroneves and Andy Priaulx. There is a title to be decided, but before we get to the final chapter, the next one is going to be a bunch of fun... ☞

## RESULTS

Bathurst 1000, Mount Panorama (AUS), October 7-10, V8 Supercars, round 10 of 14

GRID		161 LAPS, 621.552 MILES					CHAMPIONSHIP TABLE	
POS	DRIVERS (NATIONALITY)	TEAM	CAR	RESULT	GRID	POS	DRIVER	PTS
1	Craig Lowndes (AUS)/Mark Skaife (AUS)	Triple 8 Australia	Holden Commodore VE	6h12m51.4153s	2	1	Courtney	2323
2	Jamie Whincup (AUS)/Steve Owen (AUS)	Triple 8 Australia	Holden Commodore VE	+0.1733s	3	2	Whincup	2198
3	Garth Tander (AUS)/Cameron McConville (AUS)	Holden Racing Team	Holden Commodore VE	+1.2496s	5	3	Lowndes	2039
4	Jason Bright (AUS)/Matt Halliday (NZ)	Brad Jones Racing	Holden Commodore VE	+2.3703s	8	4	Winterbottom	2030
5	James Courtney (AUS)/Warren Luff (AUS)	Dick Johnson Racing	Ford Falcon FG	+6.2001s	7	5	Tander	1938
6	Greg Murphy (NZ)/Allan Simonsen (DK)	Paul Morris M'sport	Holden Commodore VE	+7.0830s	9	6	van Gisbergen	1773
7	Lee Holdsworth (AUS)/David Besnard (AUS)	Garry Rogers M'sport	Holden Commodore VE	+7.5468s	4	7	R Kelly	1688
8	Russell Ingall (AUS)/Paul Morris (AUS)	Paul Morris M'sport	Holden Commodore VE	+9.8712s	16	8	Holdsworth	1631
9	Mark Winterbottom (AUS)/Luke Youlden (AUS)	Ford Performance Racing	Ford Falcon FG	+10.7756s	1	9	Caruso	1514
10	Michael Caruso (AUS)/Greg Ritter (AUS)	Garry Rogers M'sport	Holden Commodore VE	+11.3222s	15	10	Dumbrell	1440
11	Steven Richards (AUS)/James Moffat (AUS)	Ford Performance Racing	Ford Falcon FG	+12.3593s	14			
12	Steven Johnson (AUS)/Marcus Marshall (AUS)	Dick Johnson Racing	Ford Falcon FG	+12.6333s	11			
13	Alex Davison (AUS)/David Brabham (AUS)	Stone Bros Racing	Ford Falcon FG	+17.6993s	18			
14	Paul Dumbrell (AUS)/Dean Canto (AUS)	Rod Nash Racing	Ford Falcon FG	+19.1367s	10			
15	Karl Reindler (AUS)/David Wall (AUS)	Britek Motorsport	Holden Commodore VE	+19.5268s	22			
16	Rick Kelly (AUS)/Owen Kelly (AUS)	Kelly Racing	Holden Commodore VE	+26.1778s	12			
17	Mark Noske (AUS)/Nathan Pretty (AUS)	Lucas Dumbrell M'sport	Holden Commodore VE	+29.1717s	26			
18	Tim Slade (AUS)/Jack Perkins (AUS)	Stone Bros Racing	Ford Falcon FG	+29.4502s	25			
19	Jonathon Webb (AUS)/David Russell (AUS)	Dick Johnson Racing	Ford Falcon FG	+2m17.5414s	17			
20	Todd Kelly (AUS)/Dale Wood (AUS)	Kelly Racing	Holden Commodore VE	-1 lap	27			
21	Shane van Gisbergen (NZ)/John McIntyre (NZ)	Stone Bros Racing	Ford Falcon FG	-3 laps	13			
22	Tony Ricciardello (AUS)/Taz Douglas (AUS)	Kelly Racing	Holden Commodore VE	-3 laps	28			
23	Jason Richards (NZ)/Andrew Jones (AUS)	Brad Jones Racing	Holden Commodore VE	-4 laps	31			
24	Geoff Emery (AUS)/Marcus Zukanovic (AUS)	Emery Motorsport	Holden Commodore VE	-5 laps	29			
25	Andrew Thompson (AUS)/Ryan Briscoe (AUS)	Walkinshaw Racing	Holden Commodore VE	-7 laps	24			
26	Damian Assailit (AUS)/Ant Pedersen (NZ)	MW Motorsport	Ford Falcon BF	-8 laps	30			
R	Will Davison (AUS)/David Reynolds (AUS)	Holden Racing Team	Holden Commodore VE	152 laps	6			
R	Jason Bargwanna (AUS)/Glenn Seton (AUS)	Kelly Racing	Holden Commodore VE	132 laps	19			
R	Dean Fiore (AUS)/Michael Patrizi (AUS)	Triple F Racing	Ford Falcon FG	56 laps	23			
R	Tony d'Alberto (AUS)/Shane Price (AUS)	Centaur Racing	Holden Commodore VE	38 laps	20			
R	Fabian Coulthard (NZ)/Craig Baird (NZ)	Walkinshaw Racing	Holden Commodore VE	0 laps	21			

**KEY**R=Retired  
Winner's average: 100.020mph.  
Fastest lap: Bright, 2m08.8215s, 107.886mph.  
Qualifying: shootout decided top 10 places on the grid.  
Driver who qualified each car is listed on grid.

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**QUICK RESULTS**

- Winner **Tony Stewart**
- Pole **Jamie McMurray**
- Most laps led **Mark Martin**

**RACE RATING**

★★★★★  
 Result was always in doubt, and lots of three and four-wide racing

**IN BRIEF**

**NASCAR NATIONWIDE**

Not even a pit-road speeding penalty could stop Kyle Busch from taking a 12th Nationwide win of the season at California Speedway. Danica Patrick was spun out of a likely top-15 finish.

**ITALIAN FORMULA 3**

Andrea Caldarelli and Sergio Campana took a win apiece in the penultimate round at Mugello. Current points leader Cesar Ramos managed a third and fourth place.

**FUJITSU V8 SUPERCARS**

David Russell had a breakout weekend at Bathurst, the Ford driver winning both Fujitsu V8 Supercar races. Steve Owen was second in the opening race but brake problems dropped him down the order in race two. Paul Morris and James Moffat were their closest challengers.

**BRAZILIAN STOCK CARS**

Max Wilson won the first of the four-round title shootouts at Londrina. Caca Bueno and Duda Pamplona joined him on the podium.

**FRENAULT EURO CUP**

Series champion Kevin Korjus took two wins in the finale at Barcelona. Aaro Vainio and Alex Riberas joined the Estonian on the podium in race one, while Giovanni Venturini and Bart Hylkema took the minor placings in race two.

**SUPERSTARS**

Porsche Panamera driver Fabrizio Giovanardi and Alberto Cola (Audi RS4) took a win each at Vallelunga, but BMW man Thomas Biagi secured the Italian title after rival Max Pigoli was rear-ended by Gianni Morbidelli early in the first race. Biagi also leads the International series, which concludes at Kyalami next month.

NASCAR SPRINT CUP CALIFORNIA SPEEDWAY (USA), OCTOBER 10, RD 30/36

# Stewart wins a battle royal

**T**ony Stewart ignited his championship hopes with his second win of the NASCAR Sprint Cup season at Fontana.

The two-time champion was involved in an ever-changing scrap at the front for the final 50 laps. Clint Bowyer, Jimmie Johnson, Jeff Gordon, Mark Martin and Kasey Kahne were all in the hunt for victory, and Stewart appeared to be falling out of contention until a caution came out with 16 laps remaining.

But, after making changes to his car during the yellow-flag pitstops, Stewart was able to muscle his Stewart-Haas Chevrolet past Paul Menard and Regan Smith — who gambled on

only changing two tyres — to briefly stretch out a lead that would keep him ahead until the finish.

The winner was grateful at the end that second-placed finisher Bowyer had prevented Johnson from getting up to speed.

“Thank goodness Clint got in there and broke things up for Jimmie,” said Stewart. “I didn’t think we had enough for the win today. There were a lot of quick cars out there — it was just a case of who could get out front.”

Johnson felt he would have won the race had there been a long green-flag run to the finish, but he had to settle for third.

Several other Chase



Stewart won a thriller at Fontana

drivers fell out of title contention last weekend. Roush Fenway drivers Greg Biffle, Matt Kenseth and Carl Edwards all suffered engine problems, as did the Joe Gibbs Toyota of Kyle Busch. Kurt Busch dropped back near the end after colliding with David Ragan.

● Max Freeway IV

**RESULTS**

**1 Tony Stewart (Chevrolet Impala)**, 200 laps in 3h01m53s;

2 Clint Bowyer (Chevy), +0.466s; 3 Jimmie Johnson (Chevy); 4 Kasey Kahne (Ford Fusion); 5 Ryan Newman (Chevy); 6 Mark Martin (Chevy); 7 Kevin Harvick (Chevy); 8 Denny Hamlin (Toyota Camry); 9 Jeff Gordon (Chevy); 10 David Reutimann (Toyota). **Points**

**1 Johnson, 5673**; 2 Hamlin, 5637; 3 Harvick, 5619; 4 J Gordon, 5588; 5 Stewart, 5566; 6 Kurt Busch, 5533; 7 Carl Edwards, 5511; 8 Jeff Burton, 5496; 9 Kyle Busch, 5486; 10 Greg Biffle, 5458; 11 Matt Kenseth, 5432; 12 Bowyer, 5426.

DTC JYLLANDSRINGEN (DK), OCTOBER 10, RD 8/8

# Dramatic farewell from Danish tourers

**T**he Danish Touring Car Championship signed off with an eventful final round at Jyllandsringen last weekend; the last-ever for the series ahead of its

merger with the Swedish championship in 2011.

Casper Elgaard took a record fourth title, while the series’ final race also proved to be the shortest-ever



Elgaard took another title

when it was red-flagged after one lap.

Series returnee Michael Outzen led the first race in his BMW, but the SEAT of Jason Watt and BMW of Casper Elgaard got past on the seventh lap of 25.

From there the two former champions battled all the way to the chequered flag, with Watt finally taking the honours, while Jens Moller’s title hopes were ended when he finished sixth in his SEAT.

Moller started the second race in a battle with Kim Morgan, but there was chaos behind him when Jesper Sylvest made a move on Jan Magnussen, pitching him first into Outzen, and

then the barrier. The race was stopped to allow medical teams to attend to Chevrolet driver Sylvest and noise restrictions prevented a restart. Sylvest is reported to be recovering in hospital.

● Morten Alstrup

**RESULTS**

**Race 1 1 Jason Watt (SEAT Leon)**, 25 laps in 19m35.500s; 2 Casper Elgaard (BMW 320Si), +0.526s; 3 Robert Schlunssen (BMW); 4 Michael Outzen (BMW); 5 Michael Carlsen (Peugeot 407); 6 Jens Moller (SEAT).

**Race 2 1 Moller**, 1 lap in 50.336s; 2 Kim Morgan Jensen (BMW), +0.968s; 3 Elgaard; 4 Outzen; 5 Watt; 6 Schlunssen. **Final points** **1 Elgaard, 201.5**; 2 Schlunssen, 190.5; 3 Watt, 184.5; 4 Moller, 176; 5 Thed Bjork, 101; 6 Carlsen, 90.

## Ranking the world’s best drivers

**WHAT HAPPENED THIS WEEK**

Tony Stewart’s Fontana victory moved him up a spot to 23rd while Kasey Kahne’s fourth spot helped elevate him five places to 33rd. Greg Biffle (36) and Juan Pablo Montoya (38) went the other way, each dropping three places. Biffle’s early DNF was engine-related.

To see the full list, visit [castroldriverrankings.com](http://castroldriverrankings.com)



CURRENT STANDINGS

- 1 Sebastian Vettel** ◇ 24,243
- 2 Mark Webber** ◇ 23,139
- 3 Sebastien Loeb** ◇ 21,292
- 4 Fernando Alonso** ▲ 18,505
- 5 Lewis Hamilton** ▼ 18,390

# VICTORIOUS VERGNE



## A French Red Bull Junior dominated British F3 in 2010. He talks to BEN ANDERSON

Another season has flashed by and we've seen the same old story unfold: for the third year in a row, a Red Bull Junior has delivered the British Formula 3 title into the hands of Trevor Carlin's top-notch team.

In 2010 came the turn of a brooding Frenchman from the outskirts of Paris. Jean-Eric Vergne swept all before him to record one of the most dominant wins in the category's history.

"The season went really fast," says Vergne, reflecting on a year in which he became the first Frenchman ever to win the British F3 title. "I learned a lot losing the championship last year in Formula Renault Eurocup. I learned to make every single point count this year. There was only one race where I didn't score, so I think I learned how to win a championship.

"In a few reversed-grid races, I wasn't trying to pass people. I would

just drop back and push to get fastest laps. It's a much easier way to score two points than overtaking two guys! It was my consistency and thinking about things like this that helped me win."

Vergne's title charge began almost perfectly. After showing the sort of speed in pre-season testing that had rivals quaking in their boots, he left the season opener at Oulton Park with a commanding 17-point advantage. Then, at the next round on the new Silverstone GP circuit, came one of Vergne's most muted performances. He scored solid points, but this was one of only two occasions (the other being the season finale at Brands Hatch, when the title was already settled) where he failed to make the overall podium.

"Silverstone was my worst race," remembers Vergne with a wince. "This is where me and my engineer changed my approach. After we had won two races, two poles, two fastest laps at

Webb (l) and Vergne go at each other at Spa



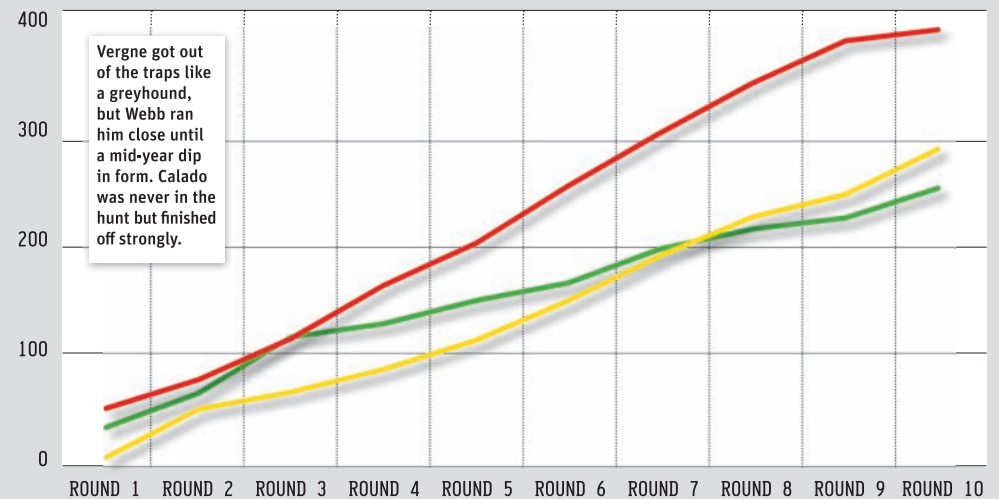
Oulton Park, we thought it was going to be easy.

"In practice at Silverstone I was P1, but I was not really pushing hard. In qualifying I pushed, but not in a good way, not really thinking about stuff, and when it was raining I was really bad as well! I wasn't ►



## ROUTE TO THE TITLE

### HOW THE TOP MEN PROGRESSED



## BRITISH F3 'THE RIVALS'

### WHERE WERE THE OPPOSITION?

**JEAN-ERIC VERGNE** dominated the 2010 British F3 championship with 13 wins. The next three drivers – Carlin team-mate James Calado, Fortec rival Oli Webb and Brazilian sophomore Adriano Buzaid – took 10 between them...

But for a differential failure in qualifying at Oulton Park, while looking set for a pair of poles, runner-up Calado might have won four of the first six races. Capable of Vergne-beating speed on his day, especially in the wet, Calado tended to lack his team-mate's

knack of finding time as the grip levels improved. He was too often off the pace in qualifying, which made his life hard.

"The data just didn't add up to why I was so slow at Magny-Cours and Hockenheim," he says.

"Hockenheim especially. He [Vergne] was 1.5 seconds quicker and I was pushing hard. I'm not 1.5 seconds slower than him.

"I'd like to think it was all fair, but mentally it was quite hard to keep it together."

For fellow Brit Webb, this was

a seminal season. Few would have predicted him to be a title contender, but his Fortec team's mechanically supple Dallara-Mercedes became the biggest thorn in the side of Carlin's highly-efficient Dallara-VW.

But Webb seemed to wilt under the added pressure. After scoring maiden wins in Vergne's backyard at Magny-Cours, the Brit's form dipped and he only rediscovered his mojo during the final round at Brands Hatch, well after the title fight had ended.

Vergne gave tricouleur its first British F3 title

## TOP 10 DRIVERS

BEN ANDERSON rates the class of 2010 in British Formula 3



### 1. JEAN-ERIC VERGNE

A class apart. The fastest and most consistent driver, with the best car, drove one of the most dominant campaigns in series history.

**DEFINING MOMENT:** Crushing the opposition to win by massive margins at Hockenheim after a stern ultimatum from his boss.



### 2. JAMES CALADO

Supremely fast on his day, particularly in the wet, the Racing Steps Foundation man lacked Vergne's consistency and knack for finding time as the track rubbered in.

**DEFINING MOMENT:** Mastering wet conditions on slick tyres to win at Silverstone and Brands Hatch.



### 3. OLI WEBB

His emergence as Carlin's biggest threat was a revelation. Three wins were great reward for Fortec's hard work, but mistakes crept in as pressure increased.

**DEFINING MOMENT:** Scoring two wins in Vergne's backyard at Magny-Cours to establish himself as a title contender.



### 4. ADRIANO BUZAI

Very quick, but his own worst enemy. Lost his way trying to engineer his own car and only came good once the team pegged him back. Too little too late.

**DEFINING MOMENT:** Reverting to Calado's set-up at Silverstone to begin a run of seven straight podiums.



### 5. FELIPE NASR

Showed flashes of real potential in his rookie year and bagged a fine maiden win. Greater consistency in qualifying would make him a title favourite if he returned.

**DEFINING MOMENT:** Keeping a cool head through the chaos to score Double R's only win of the season at Rockingham.



### 6. GABRIEL DIAS

Felt Hitech should have been "known as a new team" after all the off-season upheaval in the engineering department. Started strongly, but faded as the season wore on.

**DEFINING MOMENT:** Reversed-grid win at Snett before a quiet run to eighth in the feature race.



### 7. RUPERT SVENDSEN-COOK

Solid start to his F3 career. Took mature decision to learn from the quicker guys in his team and it paid off. Needs to add a touch more speed to his consistency.

**DEFINING MOMENT:** Podium and reversed-grid win on his debut made the rest of the field sit up and take note.



### 8. WILL BULLER

Wild and erratic rookie in the dry, but one of the quickest in wet conditions. Craved the guiding hand of veteran engineer Bruce Jenkins, but he had quit Hitech to emigrate to Australia.

**DEFINING MOMENT:** Chasing Calado home in a thrilling wet season finale at Brands Hatch.



### 9. DANIEL MCKENZIE

A tough season for the 2009 National Class champ. Capable of matching Webb on a good day, but didn't have enough of them. Mistakes and bad luck hurt him badly.

**DEFINING MOMENT:** Reversed-grid win at Rockingham after qualifying off ruined his other two races.



### 10. CARLOS HUERTAS

Disappointing second season. Double R lost its way with a mass-damper system early on, but Huertas made too many errors when the car was quick enough to win.

**DEFINING MOMENT:** Ruining his Thruxton weekend by throwing a quick car into the wall in qualifying.

THE SAME OLD STORY

IS CARLIN'S DOMINANCE GOOD FOR BRITISH F3?

**TREVOR CARLIN'S** eponymous team has run the last three British F3 champions and six of the past 10. The danger for any series dominated by one squad is that drivers will decide it's not worth racing in unless they can be with that team.

So what do Carlin's rivals have to do to change the record? Double R boss Anthony Hieatt, whose team ran Mike Conway to the 2006 title, believes each team needs to raise its game in order to attract the right drivers.

"The driver is still the biggest single factor in what happens in the car – it's 80 per cent about the driver," he says. "I'd say there's a good chance that if you'd put [Jean-Eric] Vergne in anyone else's car, he would still have won the championship – the cream always floats!

"They've got Red Bull and the organisation to get the best drivers; they've had a good run, but they're not unbeatable.

"The cars and engines are very close; we've just got to keep working and raise our game. If we didn't think we could beat them, we wouldn't do it."

Carlin's ongoing dominance is even a concern for its boss, though he doesn't feel responsible for his rivals' malaise.

"It concerns us, because without British F3 we wouldn't have a



Can anyone topple Carlin?

championship to win, so we need to protect it," says Carlin. "But personally, I don't think it's Carlin's problem. I think it's a problem for the other teams.

"We've made British F3 stronger by bringing Red Bull into the championship. When you see Jaime Alguersuari, Daniel Ricciardo and, I guarantee, Jean-Eric Vergne doing a stunning job in F1, it validates the other drivers.

"They [the other teams] need to do a better job than us. When I started, I was up against the likes of Paul Stewart Racing, Promatecme and Manor – some serious teams. I didn't ask PSR to stop winning to help the championship; I went out and beat them."



Engineer Andi Scott (l) and Webb: good combo



◀ fast, and it was me, not the car.

"After that weekend I looked hard at myself. I went to the workshop with Mike [Lugg, his engineer] and looked at everything. I worked a lot on myself and arrived at Magny-Cours confident."

But he left defeated. He delivered two poles in qualifying, but failed to convert either. Instead of a glorious double win, in front of his home fans, poor starts confined the Frenchman to a pair of seconds behind Oli Webb's victorious Dallara-Mercedes. Although Vergne claimed a consolation triumph in the reversed-grid race, it wasn't

enough to prevent an irate ultimatum from Red Bull motorsport director Helmut Marko.

"He wasn't angry after Silverstone," asserts Vergne, who was inducted into the Red Bull junior-driver programme following a two-day shootout at Estoril in 2007. "He understands that some weekends you are not fast. The thing he doesn't understand is when you are fast but you don't win, and he didn't understand that at Magny-Cours. He called me before Hockenheim [the next round] and said, 'This isn't acceptable, I expect better from you.'"

Better is what Red Bull got from its protege. Vergne won six of the next nine races to really take charge of the championship as the season moved into its second act.

"I was by far the quickest at Hockenheim," says Vergne, smiling at the memory of his dominance. "I flew over everybody! I won my races by 19 and 22 seconds, which is a massive gap – the biggest in my career for sure.

"That galvanised the team around me and created a good – how you say? Chemistry! Which made us unbeatable."

Though not literally unbeatable, Vergne has been hugely impressive this season. The chief aspect of his driving

FAMILY VALUES

Jean-Eric Vergne credits his dad Jean-Marie, boss of one of the largest kart centres in the EU, for teaching him a crucial skill.

"We went to a track where it was snowing – it was dry but really cold," Vergne says.

"He told me to warm up the tyres and make a start. I did a lap in 1m02s. He told me, 'You have to get five seconds off.' I said, 'No! Impossible!' I crashed a lot, but I found the time. From this moment, being fast in the first lap was a big strength of mine."

that sets him apart from rivals is his ability on the brakes – a technique honed during two years in Formula Renault with the defunct SG Formula team, and used to devastating effect in F3.

"I learned on a simulator how to use the brakes properly and produce the correct graph on the data," he explains. "When there is a difference it is generally on the brakes. At Hockenheim, I was quicker than the others just on the brakes and carrying speed into the corners."

Vergne wrapped up the title with two rounds to spare when the series revisited Silverstone in August. Having already made a winning start to the next chapter in his racing career (he took a win on only his second weekend in Formula Renault 3.5 last month), a rookie test with the Toro Rosso Formula 1 team beckons.

"I'm a bit different from the other drivers," he says. "Drivers all say, 'Since I was young I wanted to be in F1.' For sure it's a dream, but I don't like to think of dreams, I prefer to leave them.

"I just think season after season, but I don't think 'F1 or nothing'. I'm just doing my best, pushing really hard, and I hope it will pay off."



After rocket from Marko, Vergne blitzed Hockenheim



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**IN SPITE OF** another dominant title charge from a Carlin-run Red Bull driver, this was a different kind of season for British F3.

After a difficult 2009, the championship that defines itself as the premier finishing school for F1 students took a long hard look in the mirror and decided to, in the words of the late Michael Jackson, "make a change".

Out went one of each weekend's two qualifying sessions, and in came an extra race. That made 30 for the season, which was one of the big success stories for a series

that also included reversed grids and mandatory pitstops for the first time.

Given driver numbers held up at 20 or more through the season, while new arrival GP3 decimated the F3 Euro Series, British F3 insiders hailed these changes a success.

The new format went down well with teams and drivers too, though many complained about the single-session qualifying format ruining their weekend when they suffered a crash or mechanical failure.

So, good training for F1 then...



Experimental race formats were well received

## 2010 BRITISH FORMULA 3 INTERNATIONAL SERIES

POS	DRIVER/ NATIONALITY	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	POINTS
1	JEAN-ERIC VERGNE (F)	CARLIN	DVW F308	21/8/21	10/8/8	10/12/15	21/6/21	21/2/15	21/10/21	15/12/21	16/8/21	20/3/15	3/7/0	392
2	JAMES CALADO (GB)	CARLIN	DVW F308	0/0/6	21/4/20	6/0/10	10/5/6	10/5/12	15/7/15	21/9/12	20/6/10	3/6/12	15/6/21	293
3	OLI WEBB (GB)	FORTEC MOTORSPORT	DMB F308	15/3/15	15/0/16	21/9/21	3/9/0	12/3/6	10/6/0	8/8/15	2/4/12	10/0/0	21/4/2	250
4	ADRIANO BUZAIID (BR)	CARLIN	DVW F308	12/7/8	3/9/10	3/0/0	8/8/10	2/8/10	8/0/4	10/5/10	10/10/15	15/9/21	12/8/3	238
5	FELIPE NASR (BR)	DOUBLE R RACING	DMB F308	0/0/0	0/3/12	0/5/4	0/0/0	4/0/21	4/11/10	4/0/6	8/7/0	12/6/8	1/4/6	136
6	GABRIEL DIAS (BR)	HITECH RACING	DVW F310	4/0/10	4/10*/4	15/0/12	4/12/8	6/7/0	0/2/12	0/2/0	0/0/4	6/10/3	0/0/0	135
7	RUPERT SVENDSEN-COOK (GB)	CARLIN	DVW F308	8/10/12	2/0/2	0/1/6	0/2/3	0/0/0	12/5/8	12/7/8	6/5/6	0/0/1	10/5/0	131
8	WILL BULLER (GB)	HITECH RACING	DVW F310	1/2/0	1/0/3	12/8/0	2/4/15	8/6/8	0/1/0	2/0/0	0/0/2	5/8/2	6/0/15	111
9	DANIEL MCKENZIE (GB)	FORTEC MOTORSPORT	DMB F308	2/4/1	0/1/0	0/3/8	12/0/0	3/12/1	6/8/3	3/6/2	3/1/1	2/5/0	4/10/8	109
10	CARLOS HUERTAS (CO)	DOUBLE R RACING	DMB F308	10/8/0	8/5/0	8/0/0	1/1/0	15/4/0	0/0/0	1/3/0	4/11/0	0/0/4	8/9/4	104
11	DAISUKE NAKAJIMA (J)	DOUBLE R RACING	DMB F308	6/9/4	12/9/0	2/7/0	0/0/4	1/9/0	0/3/0	0/0/0	1/0/0	8/7/10	2/3/0	97
12	JAZEMAN JAAFAR (MAL)	CARLIN	DVW F308	3/5/0	6/6/6	4/0/1	15/3/12	0/0/0	1/0/6	0/4/0	0/3/0	1/2/6	0/0/1	85
13	LUCAS FORESTI (BR)	CARLIN	DVW F308	0/0/0	0/0/1	0/4/2	0/0/2	0/1/2	3/0/0	6/0/4	12/0/8	0/0/0	0/0/0	45
14	JAY BRIDGER (GB)	LITESPEED F3	DMB F308	0/0/3	0/0/0	1/2/0	6/7/0	0/0/3	0/0/1	0/1/3	0/0/0	0/0/0	0/0/10	37
15	HYWEL LLOYD (GB)	MANOR/CF RACING	DMB F308	0/0/0	0/0/0	0/6/3	0/0/0	0/0/4	2/4/2	0/0/0	0/2/0	0/0/0	0/0/0	23
16	ADDERLY FONG (PRC)	SINO VISION RACING	DMB F308	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/12	12
17	ALEX BRUNDLE (GB)	T-SPORT	DVW F310	0/1/2	0/2/0	0/0/0	0/0/1	0/0/0	0/0/0	0/0/1	0/0/3	0/0/0	0/1/0	11
18	MAX SNEGIREV (RUS)	FORTEC MOTORSPORT	DMB F308	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/1/0	0/0/0	1

**NON POINT-SCORERS:** Wayne Boyd (GB), Sino Vision Racing (Rounds 10-12); Rio Haryanto (RI), Manor/CF Racing (Rounds 4-8). \* Race won by Alexander Sims (GB), ART, not eligible for points as invitation entry. Key to cars/engines: D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HWA; MH=Mugen Honda/Neil Brown.

**KEY TO RACES:** 1 Oulton Park, April 3-5; 2 Silverstone GP, May 1-2; 3 Magny-Cours, May 22-23; 4 Hockenheim, May 29-30; 5 Rockingham, July 17-18; 6 Spa-Francorchamps, July 30-31; 7 Thruxton, August 7-8; 8 Silverstone Bridge, August 14-15; 9 Snetterton, August 29-30; 10 Brands Hatch, September 25-26.

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POS	DRIVER/ NATIONALITY	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	POINTS
1	MENASHEH IDAFAR (BRN)	T-SPORT	DMH F307	21/12/0	0/12/16	20/11/16	15/11/21	21/12/15	21/12/16	1/12/21	13/9/21	20/12/21	21/12/20	435
2	JAMES COLE (GB)	T-SPORT	DMH F307	15/0/21	21/9/20	16/10/20	21/10/0	15/9/21	15/9/20	20/9/15	15/12/15	16/9/15	15/9/16	418
3	JUAN CARLOS SISTOS (MEX)	MOTUL TEAM WEST-TEC	DMH F307								20/8/12	12/8/12		72
4	LUIZ RAZIA (BR)	MOTUL TEAM WEST-TEC	DMH F307		15/8/0									23





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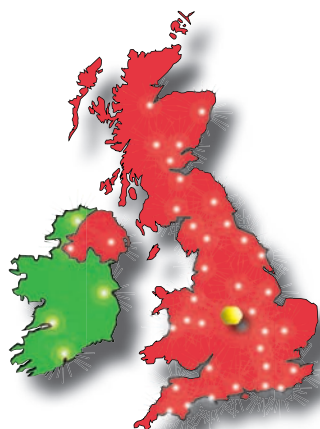
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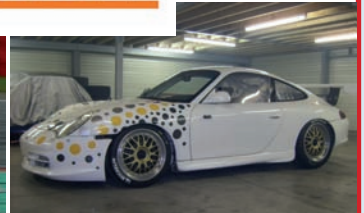
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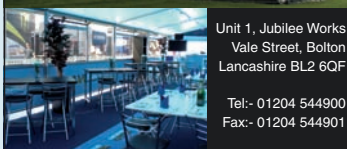
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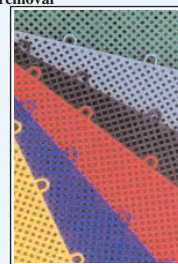


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# VETTEL SETS RECORD WITH WIN IN JAPAN

Suzuka victory extends German's lead of the Castrol Rankings to a 29th week



Sebastian Vettel made Castrol Rankings history after winning the Japanese Grand Prix at Suzuka.

The Red Bull driver's success kept him in the number one spot for a 29th consecutive week, breaking Jenson Button's record.

Vettel's Red Bull teammate Mark Webber remained second in the

Castrol Rankings after his second place in Japan.

Fernando Alonso beat Lewis Hamilton to the final podium spot at Suzuka and moved ahead of the McLaren driver for fourth in the Castrol Rankings as a result, the only move in the top ten.

## Expert performances

### F1 Kamui Kobayashi

Sauber's Kamui Kobayashi (right) had an eventful grand prix in his home country. He moved up nine places from 68 to 59 in the Castrol Rankings – the biggest gainer in the top 100.



### V8 Supercars Mark Skaife

Mark Skaife won the Bathurst 1000 for a sixth time – his second V8 Supercar win in two starts this year. He moved up 129 places to 984th in the Castrol Rankings.

### Nations Rankings Australia

Germany and Australia led the way in Japan – likewise in the Nations Rankings, where Australia's duo of Webber and Will Power (right) lead Germany's Vettel and Nico Rosberg.



### NASCAR Jimmie Johnson

Jimmie Johnson finished third in the NASCAR Sprint Cup race at Fontana. But it wasn't enough to overhaul Lewis Hamilton, and he remains sixth in the Castrol Rankings.

### Performer of the Month

Fernando Alonso was the Castrol EDGE Performer of the Month for September, but who will be the top-ranked driver in October? Visit the website to find out.

[www.castroldriverrankings.com](http://www.castroldriverrankings.com)

CURRENT STANDINGS

1	◀	Sebastian Vettel		F1	24,243
2	◀	Mark Webber		F1	23,139
3	◀	Sébastien Loeb		WRC	21,292
4	▲	Fernando Alonso		F1	18,505
5	▼	Lewis Hamilton		F1	18,390
6	◀	Jimmie Johnson		Sprint Cup, Grand Am	17,803
7	◀	Will Power		IndyCar	17,656
8	◀	Jenson Button		F1	17,056
9	◀	Dario Franchitti		IndyCar, Grand Am	15,474
10	◀	Kevin Harvick		Sprint Cup, Nationwide, Trucks	14,541

DATA CORRECT AS OF 11 OCTOBER 2010

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POWERED BY

# VITTORIO GHIRELLI

Born in Fasano in May 1994, making him just 16 years old, Vittorio Ghirelli is the youngest driver that raced in the augural GP3 series in 2010. Vittorio now lives in Rome and is in his penultimate year of studies at St. George's school. Vittorio is a regular lad like so many others in school and in everyday life, who slots easily into the environment most homely to him: the track.

During a bright karting career Vittorio has obtained a huge number of wins and podiums in Italy and abroad; the most recent highlight of his fledgling career was picking up the Italian Open Masters championship in the KF2 class 2009.

After naturally progressing up the ladder from Karting, he testing various different cars eventually deciding on a the Italian F3 season.

During a racing test at Le Castellet, he was noted by David Hayle of GP3 Team Atech Racing as having great potential, giving him the opportunity to race the third of his cars in the inaugural GP3 series, supporting the likes of Jarno Trulli, Tonio Liuzzi, Fernando Alonso and Lewis Hamilton on the European F1 calendar.

**“Vittorio is a very talented and professional young man with a bright future ahead of him”**

Competing around older and more experienced drivers he remains fast, resolute and confident. He loves this sport and trains physically and mentally to continue to be the top of his game. International sports magazines have been quoted as saying such things as “Vittorio is a very talented and professional young man with a bright future ahead of him” so there isn't much left to say, other than bring on next year!



Vittorio Ghirelli International Open Master 2009

To follow Vittorio on his journey or for sponsorship enquiries, visit [www.vittorioghirelli.com](http://www.vittorioghirelli.com)

Ginetta to launch new racer for 2011, p78

# Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



Leaner Clio Cup could be more attractive

## AUTOSPORT SAYS...

**BEN ANDERSON**  
EDITORIAL ASSISTANT

ben.anderson@haymarket.com



**AS THE** troubled Renault Clio Cup looks ready to save its bacon in 2011, Ginetta's G50 version could be about to roast its meat into carbonated dust, unless it starts cooking very carefully.

Clio grids have dwindled markedly this season - undercut by the new Italian stallion Trofeo Abarth 500 and further decimated by the heavy hangover of a drunken global economy. Moves to cut competitor costs and return the series leaner and meaner in 2011 should be applauded. It would seem the manufacturer has woken up and smelled the stagnant engine oil.

By contrast, the Ginetta G50 Cup has enjoyed nothing but prosperity since bursting onto the scene in 2008. Instant space on the British GT bill, followed by two years (and counting) with the BTCC has established the category as the premier single-make GT4-style series and meant grids have stayed strong in spite of worldwide financial woe.

While the Clio Cup has laid off the gin and sobered up for next year, its TOCA supporting bedfellow may just have had its drink spiked. GT3 is the logical next step for G50 racers, but do they need another new car (Ginetta's fourth since 2008) cluttering up their ranks?

Nathan Freke feels running the new G55 alongside the current cars would be disastrous (see page 78). As the '09 champ, he should know...

### Extra contact details

**Kevin Turner**, national editor  
kevin.turner@haymarket.com

## Clio Cup changes for 2011

Renault decides to reduce the calendar and change testing in its national tin-top championship in a bid to reduce costs and bring back packed grids

**»** THE RENAULT Clio Cup has cut races, slashed tyre allocation and changed its testing rules in a bid to reduce costs and attract more drivers for 2011.

Since the current Clio Cup 3 car was introduced in 2007, grids have plummeted from an average of 39 cars in that season to just over 14 in 2010, with September's Knockhill round attracting a record low of 10 cars.

Renault Sport has now cut the calendar from 10 double-header rounds to eight, and will pass up its BTCC support slot at Knockhill and Silverstone. The allocation of slick tyres will be cut from 60 to 48 per car for the season. There will be fewer pre-season test days, but teams will be able to test at circuits once that venue's races have taken place. Testing will be allowed to take place on the Silverstone National circuit throughout the season.

Renault Sport hopes this will keep budgets in the region of £60,000, while allowing drivers the freedom to contest the new-for-2011 Clio Eurocup, which

comprises four rounds at World Series by Renault meetings.

The Masters Cup, for drivers aged 35 or over, and the Graduate Cup, for drivers up to the age of 23, were introduced this season and will be retained.

Series promoter Simon North said: "Following extensive talks with the teams and drivers, we believe these are the first of many changes we can make to the series to help make it more affordable. Over the coming months we will announce many other exciting changes, such as the scheme to offer a five-figure prize fund to the 2011 overall champion."

### TEAM SUPPORT

Mark Hunt, whose Team Pyro squad ran 2010 champion Dave Newsham and also narrowly won this year's teams' title, was positive about the proposed changes.

"We've got some drivers who are very interested for next year," he said. "This is all good, and although we lose 20 per cent of our income from losing the two rounds, the testing recovers some of that

and it's a big help to getting new drivers into the championship."

Talking of the £60,000 target, Hunt added: "It shouldn't be far away from that figure, but no-one can confirm budgets until we know how much tyres, insurance and entry fees will cost."

### NEW ADDITIONS

Last weekend's 2010 season finale at Brands Hatch featured a strong wave of new drivers plus former champion Paul Rivett, most of whom hope to contest a full season next year.

Rivett hopes to continue with the BlueSquare Stancombe team. "I'd love to be back full-time next year - that's what we're hoping to achieve," he said.

Brands double race winner James Dixon hopes to stay with Total Control Racing, while Clio part-timer and Stock Hatch champion Josh Cook is targeting a full season with Westbourne Motorsport. Jason Mills, who took a fifth at Brands on his Clio debut with JHR Developments, is also weighing up a full campaign.

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Ginetta G50 Cup

# Ginetta plots new car for G50 Cup

## GT3-style G55 to run alongside G50s in 2011 championship



First drawings of the new G55

**BRITISH SPORTSCAR** marque Ginetta plans to introduce a new car into its British Touring Car-supporting G50 Cup next season.

The new model, codenamed the G55, will be based around the current G50 chassis but feature a bigger 3.7-litre Ford V6 engine that should increase power from 300bhp to 370-380.

The G55 will feature a G40-style body shape, with upgraded aerodynamics and bigger brakes. It is expected to be three seconds per lap faster than the G50 over a 60sec lap, and the cars will run together in the series.

AUTOSPORT understands that the car would be upgraded further for full GT3 specification and that Ginetta is likely to

seek GT homologation for the car. Upgrade kits could also be made available to convert existing G50s into G55s.

Century Motorsport boss Nathan Freke, who won the G50 title in 2009, said: "The G55 looks like it's a big step in the right direction, but dropping it in our laps in October for the following year is a bit of a wild leap.

"Running it with the G50 will be a disaster. The G50 will be second class and the speed difference will make it absolute carnage. It's a sprint race and [G50] people aren't going to want to move out the way. I'd like to keep G50 for another year to give us a chance to prepare for 2012. And if they're going to do it, then get rid of the G50."

British GT

## Jelley in Ferrari with G50 ace

**PORSCHE CARRERA** Cup race winner Stephen Jelley and Ginetta G50 ace Benji Hetherington will join forces to drive a Chad Racing Ferrari 430 Scuderia in the British GT finale at Donington Park this weekend.

Former BTCC racer Jelley took his first Carrera Cup victories at Brands Hatch last weekend, while Hetherington secured third in the G50 Cup standings. They will now share the GT3 Ferrari previously raced by Tom Ferrier and Paul Warren.

"I got talking to [Chad manager] Piers Masarati about it and it's a good thing to do, especially as it's

a two-hour race," said Jelley.

"The first time I sit in it will be free practice. It's a good car and I'm pretty confident around Donington. There's no pressure so I can just go out to do as well as I can."

Hetherington, who has already appeared in British GT in the G4 Class, is considering a switch to the series next year. "I think it's a good pairing. Stephen has loads of experience and we will be pushing for a podium finish," he said.



New 430 Scuderia has gone well this season

FF1600

## Boyd to race Van Diemen in WHT

**BRITISH FORMULA 3** race winner Wayne Boyd will contest next month's Walter Hayes Trophy at Silverstone.

The 2008 British Formula Ford champion, who finished third on his WHT debut in a Van Diemen RF92 in 2007, will race a 2010-spec Van Diemen in the FF1600 extravaganza.

"I got offered the deal with *Motorsport News*, so we got it all organised," said the former McLaren AUTOSPORT BRDC Award finalist.

Boyd, who has only contested two F3 events this year, tested the Medina Sport-run car at Silverstone last week. "It's definitely a bit strange - the lack of aero and braking is really different



Boyd is ready for FF1600 return

to F3, but it's good to be back. I'm just getting used to it again," he said.

"It's a pretty good car - I can't complain about the equipment. I'm taking it seriously."

Despite often being a frontrunner in various hands, Van Diemen has yet to win the WHT.

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Porsche Carrera Cup

## Harvey tipped to defend Carrera Cup title with Team Dynamics

**PORSCHE CARRERA** Cup GB champion Tim Harvey has been tipped to join top British Touring Car squad Team Dynamics when it enters the one-make series in 2011.

Harvey added the 2010 crown to his '08 honours last weekend, both titles taken with Redline Racing. Dynamics boss Steve Neal confirmed that an approach had been made to the 48-year-old, who has a long association with his team.

"Tim and I go back 20 years to the days when everyone was having John

Cleland off!" said Neal. "I've spoken to Tim and put a proposal to him and we'd like to develop it from there. But having said that I also spoke to Nick Tandy [Supercup and German Carrera Cup race winner] at the weekend."

Harvey, who coached Dynamics star Matt Neal in 1999, said: "There's an obvious synergy with Dynamics, and I'm sure they will do an excellent job.

"I've had expressions of interest from several teams for next year. I can categorically tell you nothing has been signed. Redline have done a fantastic

job and at the moment I'm still a Redline driver."

● Harvey brought in ex-Group C man Chris Crawford to help with engineering his car at last weekend's Brands finale. Crawford has tended Tandy's Konrad Motorsport car this season.



Double champ Harvey is now Dynamics target

Aston Martin GT4 Challenge

## Mansell quick on Aston outing

**FORMER LMP** racer Leo Mansell and GT veteran Gavan Kershaw teamed up to contest the Aston Martin GT4 Challenge finale at Donington Park last weekend.

The duo drove the machine that Chris and Ant Scragg had used to win the previous five rounds. The duo qualified third and Mansell battled Alistair James for second before Kershaw brought the car home fourth.

Mansell said: "I got a call in the week asking if

I wanted to do the race. The cars are great, you can race closely as there is no aero, and you can go round and round all day without having to touch the car."

Chris Scragg is still

recovering from his Castle Combe crash in August, while son Ant continued his run of success in the series by taking victory with former rival James Appleby.



Mansell raced Vantage GT4

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



STEVE JONES

Burke wants to go from historic to Carrera Cup

**R**ecord race entries, unprecedented membership levels (now within reach of the magic 1000), a strong core of key events and a healthy operating surplus have marked 2010 as another superb season for the Historic Sports Car Club, whose championship business concluded at Silverstone last Saturday.

None of this would have been achieved without a small team at HQ answering the needs of competitors across nine disciplines, and prudent fiscal management in a challenging climate. The club is powering on towards its 50th anniversary (in 2016) in rude health.

The annual influx of younger drivers, many of them second or third-generation racers - giving a fine spread from teens to 70s on track - will take it past the landmark. Especially since the historic movement offers attainable sport and sensational value for money when compared with modern professional racing. No wonder it continues to grow.

Where else can you find young hotshoes competing wheel-to-wheel with ex-Formula 1 drivers? Last weekend - as in several previous rounds - 17-year-old Ben Mitchell went head-to-head with Ian Ashley (62) in Historic Formula Ford. Ashley, who still eyes his old F5000 stamping ground longingly through the window of the HSCC's Derek Bell Trophy series, also enjoyed his first UK outing in Mike

Smith's FAtlantic March 79B.

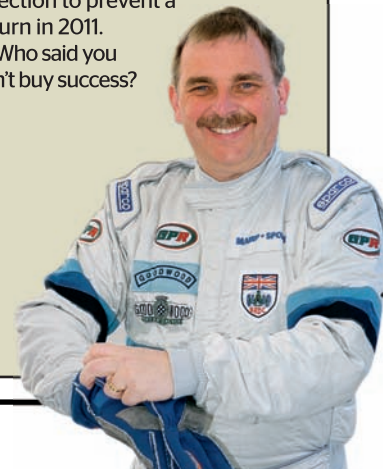
While Ashley battled with Mitchell for third place in the FF1600s (and was beaten by another tigerish drive), Darren Burke was out front, pulverising allcomers as in every round this season. The financial gulf between historic racing and contemporary classes for those aspiring to more remains among the most frustrating aspects of this game.

We've seen quick young historic racers before (Edwin Jowsey, Michael Lyons and Tom Bradshaw) but, without proper budgets available over a multi-year programme - and in the 21st century that normally means 'Bank of Mum and Dad' - the chances of even breaking in to contemporary classes are slim. At that point, most can see the appeal of what they know and continue for the hell of it.

Not Historic FF1600 champion Burke, however. He is determined to go Porsche racing despite a tenfold increase in costs. His loyal backers want to go with him too, which is why they are networking all contacts in a bid to make it happen. Darren's first Carrera Cup test is scheduled for today (Thursday), and I hope it works out for him. Breathless rivals are equally supportive, but may yet resort to turning their pockets out in Darren's direction to prevent a return in 2011.

Who said you can't buy success?

“Without proper budgets the chances of breaking into contemporary classes are slim”



Ginetta G50 Cup

## Wrathall targets BTCC for 2011

**NEWLY CROWNED** Ginetta G50 Cup champion Frank Wrathall is looking to step up to the British Touring Car Championship in 2011.

Wrathall clinched the G50 title at Brands Hatch last weekend and now wants to move up with his family's Dynojet team.

"It's not a done deal, but British Touring Cars is what we are looking to do," said the 24-year-old.

Wrathall is currently considering the Next Generation Touring Car machine that two-time champion James Thompson demonstrated at Brands. He wants to see if it is a more affordable and better long-term option than buying a S2000 machine.

"That way we would be starting afresh," Wrathall added. "The car is impressive and it's the future of touring cars."

## Irish GT

# New Irish GT enduro series is go

A THIRD class has swelled the Irish club racing scene with the formation of the Irish GT Racing series.

Following the new-for-2010 Irish Touring Car Challenge and Ginetta Junior series, GT has been developed to give a home to cars from the defunct Porsche Open and Dunlop Supercars championships, but is open to any GT-style racing car.

The coordinators – Lotus racer Connaire Finn and former Supercars champion Johnny Whelan – are aiming to offer drivers better value for money. “We will be running a 10-minute sprint race and a 45-minute endurance

race with driver changes at each round in 2011,” said Whelan. “By sharing, drivers will be able to halve their costs.”

A handicap system will be used to encourage close racing, whereby the faster cars from qualifying and the sprint race will be given a longer minimum-pitstop time in the enduro. Races on Mondello Park’s International layout and at Kirkistown are planned, and the series also hopes to travel to Britain, at Anglesey and Oulton Park.

The format was piloted at the non-championship race meeting at Mondello last Sunday, with Dave O’Brien and Greer Wray winning the races.



Wray won enduro thanks to pitstop handicapping

MICHAEL CHESTER

## Group C/GTP

# Silver Arrow takes its first historic racing victory

BOB BERRIDGE and Gareth Evans notched up a first victory for the Mercedes-Benz C11 in the Group C/GTP series at Paul Ricard last weekend.

The British pair won

the first of two one-hour races that headlined the French circuit’s 40th-anniversary event. Berridge came from third place after taking over from Evans to win by more than a lap.

Spa 24 Hours legend Jean-Michel Martin ended up second together with Stephan Meyer. They went on to win the later race in Meyer’s ex-Obermaier Porsche 962C.

Larry Kinch opted not to race his Lola-Judd T92/10.

Other winners at the meeting included the Bizzarini of WTCC racer Fredy Barth and Alberto Francioni, and LMP OAK Racing team boss Jacques Nicolet’s rare Gulf M3 in the second Classic Endurance Racing event.



Berridge took his first C11 win

HUGUES MALLET



Bintcliffe won with Audi A4 in BTCC

## British GT

# Bintcliffe in Audi return

### Ex-works BTCC Audi racer to drive GT3 R8 LMS in British GT campaign

FORMER BRITISH Touring Car race winner John Bintcliffe will return to regular competition as part of United Autosports’ Audi attack on the British GT Championship.

Bintcliffe raced in the BTCC for the German manufacturer for three years but has not competed since his last BTCC outing in 1998. He will now drive an Audi R8 LMS with ex-Westfield and Caterham racer Jay Palmer. Matt Bell and Michael Guasch have already been confirmed in the other UA car.

“I’m delighted to be racing full time again and especially in an Audi,” said 44-year-old Bintcliffe, who won two BTCC races. “[Team boss] Richard Dean has been a friend for years and to co-drive with Jay, another

long-term friend who I ran in my Westfield and Caterham teams, is the icing on the cake.

“Having driven the four-wheel-drive Audi quattro and FWD Audi A4 in the BTCC in the 1990s, it’ll be interesting to add the RWD R8.”

Palmer, who hasn’t raced regularly since 2005 but has tested Ascari and Porsche GT3 machinery, said: “Competing in Brit GT will be a steep learning curve but after a test programme I’ll be there or thereabouts.”

Dean added: “With our British GT driver line-up already completed, it gives us plenty of time to prepare for next season’s campaign. Jay knows most of the circuits but GT3 is a big step up, so testing time before the 2011 test ban kicks in will be of great benefit to him.”

## Obituary

# Roy McCarthy 1942-2010

STALWART CLUB racer Roy McCarthy passed away last Thursday after losing his fight with cancer. He was 68.

Although he raced other cars from time to time, McCarthy’s roots were embedded in the MG marque. This year was his 40th racing with the MG Car Club.

He began his title winning in the MGA Register, taking six crowns. More titles, including MG BCV8 and Thoroughbred Sports, followed.

A strong family man, Roy derived pleasure from racing alongside sons Russell and Spencer in their self-built MGBs. Wife Pam was omnipresent.

McCarthy was diagnosed with cancer two years ago but, despite physically tiring courses of chemotherapy, he continued to



McCarthy was an MG ace for many years

compete and raced as recently as Donington Park’s reopening last month. It was a date he wanted to keep, having won the MGA section of a Modified Sports Car race at the circuit’s original 1977 reincarnation.

His funeral will take place at Randalls Park Crematorium in Leatherhead at 1230 on October 21. Any contributions to the Princess Alice Hospice in Esher, Surrey will be gratefully received. *Dud Candler*



**IN BRIEF**

**ARGENTINIAN** Formula Renault racer Facundo Conta joined the UK series at Brands Hatch last weekend with Team Firstair. The 18-year-old will now test with the team at Brands and Silverstone and hopes to be back for a full campaign in '11.

**GINETTA JUNIOR** race winner Louise Richardson is to switch to single-seaters next year. The 17-year-old (below) is considering a campaign in either British Formula Ford or the Formula Renault BARC series.



**RENAULT CLIO** Cup champion Dave Newsham had mixed fortunes on his guest outings in the Ginetta G50 Cup at Brands Hatch last weekend. He qualified eighth, but missed Saturday's race while the team changed his engine, the legacy of a gravel-trap visit. He charged to seventh in race two and fifth in the finale.

**REDLINE RACING** won the Porsche Carrera Cup teams' title at Brands. As well as Tim Harvey claiming the overall drivers' crown, the team's Glenn McMenamin took the Pro-Am 2 division.

**THIS WEEKEND'S** Formula Ford Festival at Brands Hatch will revert to its classic format of heats, quarters, semis and finals. The quarter-finals will be re-introduced into the main Festival for current Duratec-engined cars.

**F3 EURO SERIES** frontrunner Alexander Sims had his first Formula 5000 test at Silverstone last Friday, driving a Lola T330. On old tyres, Sims (left) set a time good enough to qualify second for the Derek Bell Trophy race the following day.



**THE BURNETT** Motorsport squad withdrew from the Legends races at Croft last weekend, following their exclusion from one of the Donington Park races last month. A request has been made by the team to the MSA for a judicial enquiry over procedures taken at Donington, regarding engine seals.

**EX-BRITISH** Hillclimb champion Roger Moran returned to his rallying roots by contesting the Prescott Autumn Classic Hillclimb earlier this month. Moran prepared for a winter of asphalt rallying by guiding his Porsche 911 to a class win.

**FORMER PROSPORT** 3000 racer Michael Bletsoe-Brown broke a long lay-off at Silverstone last Saturday when he raced a Chevron B27 Formula 2 car to eighth in the Derek Bell Trophy finale.

**Radical Masters**

**Stoneman and Palmer go Radical in the East**

**RECENTLY CROWNED** FIA Formula 2 champion Dean Stoneman heads a host of F2 drivers entered for this weekend's European Radical Masters finale at the Yas Marina circuit in Abu Dhabi.

The 2008 McLaren AUTOSPORT BRDC Award finalist will drive solo in an AUH Motorsports SR3 in two 50-minute races at the United Arab Emirates venue, ahead of his rookie F1 prize test with Williams after the season-ending grand prix there next month.

"I don't really know much about it," said Stoneman, who recorded a best finish of 14th on his Formula Renault 3.5 Series debut for Junior Lotus Racing at the



F2 aces will join Radical pack

OLIVER READ

Barcelona finale last weekend. "I've just been told I'm going there to race a Radical and it's an SR3.

"It's something we're paying to do so I can learn the track for my F1 test. You get a lot of track time and

I just want to know which way the corners go because there are so many."

Stoneman had hoped to team up with F2 title rival Jolyon Palmer, but the son of MSV circuit boss Jonathan will instead race solo in one

of four factory-entered SR8s. F2 pairing Kelvin Snoeks and Benjamin Bailly, French Le Mans racer Christophe Tinseau and former Porsche Supercup runner-up Damien Faulkner also appear among the 42-car entry.

**HSCC**

**Cox to return for more tin-top glory**

**TRIPLE HISTORIC** Touring Car champion Dan Cox will return to the HSCC series next season with a two-litre Ford Lotus Cortina.

Cox took the title for the third time last year, but has not defended it this season. He will now race a Cortina to the looser HRSR regulations, rather than the FIA's Appendix K.

"I'm probably going to keep it like that and take the extra weight [ballast]," said Cox of the ex-Marksdanes Classics ICS contender, which he has acquired from Kenny Gibson in Scotland.

Also racing with the HSCC in 2011 will be engineer Andy Jones, who will drive a Brabham BT38 in next year's Classic Formula 3 Championship.

Jones has spannered father Ian's Lotus 59 - a regular race winner in the HSCC's Classic Racing Cars Championship - in recent seasons.

The monocoque car, raced in Britain by American Randy Lewis under the Wrangler Jeans banner in 1972, will be restored by Jones Sr's Racing Fabrications concern and will bolster the 1600cc class.

**Live Race Days**

**More live TV for club racing**

**LIVE COVERAGE** of club motorsport will be expanded next season with the announcement that six events will be covered by Motors TV.

The Motors TV Live Race Day concept was trialled at Mallory Park in May. The initiative will now be expanded to cover one meeting each from Thruxton, Castle Combe, Mallory Park, Snetterton, Croft and Donington Park.

Promoter Magnus Laird said: "The combination of full grids, short races and live television proved to be a winning formula at Mallory and it is our belief that the expanded programme for 2011 will revolutionise the way in which club racing is televised."

The initiative will be funded through an increase in entry fees. The selected events will be announced next month.

Donington will be one of the Live TV venues



MICK WALKER

**Time Attack**

**Mitsubishi man Lloyd beats Guglielmi to crown**



Butler-Henderson drove ex-Neal Civic

MONEY

**GARETH LLOYD** clinched the Time Attack Pro Class title at Snetterton last weekend with his third win of the five-event series.

The Mitsubishi Evo V driver came into the event fighting Steve Guglielmi's Lotus Exige for the crown, both having taken two victories. Lloyd's time of 1m08.299s defeated Guglielmi's 1m09.032s best.

Experienced tin-top racer Charlie Butler-Henderson also competed, driving an ex-Matt Neal British Touring Car Honda Civic. He finished fifth for Robin Duxbury, who owns two other ex-Team Dynamics Civics.

Second to Paul Doyle was enough to give Subaru Impreza driver Kevin Horsley the inaugural Club-Pro Challenge crown.



# Spanish conquistador overthrows FPA kings

Pineiro leads FPA pack through Croft woodland



## RAMON PINEIRO

has shown strong pace in Formula Palmer Audi this season, but failed to hook it up consistently enough to top the podium. All that changed at Croft last weekend when the young Spaniard produced his best performances of the year to score his maiden victories.

The Martin Donnelly protege won two of the three races held in North Yorkshire, while long-time championship leader Maxime Jousse maintained his place at the top of the points pile, but only made the podium once.

There was little to choose between the lead group at the start of the first race, with Pineiro heading Jose Alonso Liste, Nigel Moore and Jousse. As Alonso Liste ran wide at the Hairpin, Moore grabbed second, while Kieran Vernon ousted Jousse for fourth at Sunny. Vernon's charge continued and he dived up the inside of Alonso Liste into Tower on the second lap. A touch of wheels pitched Alonso Liste into the air and left him well down the field.

Jousse attempted to retake Vernon, but with

his car overheating he was powerless to attack and lost out to both Vincent Beltoise and the recovering Alonso Liste before the flag. Pineiro's lead was considerably reduced at the end too, as Moore closed in. "I had run with high tyre pressures to get an early break, but they started to balloon at the end," said the winner.

Pineiro set the pace again from the start of the second race and was joined for a while by Jousse in an early break. British F3 backmarker Max Snegirev had managed to survive pressure from Alonso Liste for third, but finally succumbed into Hawthorn at two-thirds distance.

Alonso Liste demoted Jousse to make it a Spanish one-two, with Jousse retaining third and title rival Moore snatching fourth from Snegirev on the penultimate lap.

It was a lights-to-flag and maiden victory for Snegirev in race three, with Callum Holland joining him in an early break as the rest fought over third. Alonso Liste managed to escape to chase down Holland, and made it into second at Sunny

with three laps to go.

Moore ousted Jousse with a brave move into the Hairpin on lap five, before consolidating fourth. He was followed through at Clervaux by Beltoise, as Jousse dropped to sixth.

Lawrence Davey and Peter Morton escaped from the pack in the first of Saturday's Legends races and ran nose-to-tail.

Davey held sway throughout, despite a last lap lunge from Morton at the Complex. Stephen Treherne grabbed a late third from Ben Power.

Although Treherne led

race two from pole, a four-car train gradually started to close. By lap four, Davey had taken John Mickel for second at Sunny and it became three for the lead. Davey briefly nosed ahead into Clervaux on the last lap, but Treherne fought back to head Davey, Mickel and Morton in a blanket finish.

Category legend Mickel managed to make a solo break in Saturday's finale, with Nick Brace doing his best to hold on in second, as Davey and Treherne duelled for third. Simon Belcher joined in to make

it a five-car train, but Davey was the man on the move. He claimed second at Clervaux and the lead into Tower, but it was still far from settled. Treherne had a spell in front, before Mickel made it stick at Clervaux on the last lap. Davey finished right behind, from Treherne, Belcher and Brace.

Morton and Brace shared a couple of exchanges at the start of Sunday's opener, until Davey towed the chasing group back into contention. Davey led from lap four and had Mickel and Brace right



Nick Brace took maiden win at his son Dean's expense

with him on the last lap, until Brace tried to outbrake them both. He nosed in front for a yard or two before running wide.

The second race of the day went down to the wire too, after the duelling Mickel and Davey both went wide at Tower on the last lap. Dean and Nick Brace both shot ahead and a family one-two was on the cards, until Dean took to the grass exiting the Hairpin. Father Nick clinched his maiden victory, while Mickel and Davey also got through before Dean recovered.

Davey took charge of Sunday's finale from the Complex on the second lap, but Ben Power stayed close until Treherne managed to split them. There was contact at Clervaux on lap six, which left Mickel chasing Davey as Treherne spun.

Mickel spun too at the Hairpin with a lap to go,

handing second back to Power as Nick Brace took a close third.

Martin Wills put his MG Owners' Club crown beyond any doubt, with a comfortable double win. Ian Evans started well in the first race, but after losing second to Paul Savage into Clervaux on the second lap, a misfire dropped him down the order. Nick Golhar's ZR clinched third from the recovering Evans, after Peter Highton's F pulled off at Tower on the last lap.

The second race had to be restarted, but the result was the same. Wills was in charge throughout and Savage held second after ousting Evans at Tower on the opening lap.

Wesley Fox and Kurt Brady shared Caterham Academy spoils, while Paul Roddison won both Mazda MaX5 races after duels with Jonathan Halliwell.

By Peter Scherer



Wills secured MGOC title with double win

**FORMULA PALMER AUDI (18 LAPS)**  
1 Ramon Pineiro, 2 Nigel Moore +0.927s, 3 Kieran Vernon, 4 Vincent Beltoise, 5 Jose Alonso Liste, 6 Callum Holland. **Fastest lap** Holland 1m18.481s (97.47mph). **RACE TWO (18 LAPS)** 1 Pineiro, 2 Alonso Liste +1.237s, 3 Maxim Jousse, 4 Moore, 5 Max Snegirev, 6 Vernon. **FL** Alonso Liste 1m18.995s (96.84mph). **RACE THREE (18 LAPS)** 1 Snegirev, 2 Alonso Liste +2.801s, 3 Callum Holland, 4 Moore, 5 Beltoise, 6 Jousse. **FL** Holland 1m19.801s (96.73mph). **POINTS** 1 Jousse, 302, 2 Moore, 264, 3 Alonso Liste, 255, 4 Pineiro, 240, 5 Vernon, 240, 6 Beltoise, 214. **LEGENDS (6 LAPS)** 1 Lawrence Davey, 2 Peter Morton +0.179s, 3 Stephen Treherne, 4 Ben Power, 5 Simon Belcher, 6 Chris Bell. **FL** Bell 1m39.077s (77.21mph). **RACE TWO (6 LAPS)** 1 Treherne, 2 Davey +0.299s, 3 John Mickel, 4 Morton, 5 Bell, 6 Power. **FL** Morton 1m38.218s (77.88mph). **RACE THREE (8 LAPS)** 1 Mickel, 2 Davey +0.529s, 3 Treherne, 4 Belcher, 5 Nick Brace, 6 Morton. **FL** Davey 1m37.906s (78.13mph). **RACE FOUR (6 LAPS)** 1 Davey, 2 Mickel +0.094s, 3 N Brace, 4 Matthew Pape, 5 Dean Brace, 6 Morton. **FL** Davey 1m38.579s (77.60mph). **RACE FIVE (8 LAPS)** 1 N Brace, 2 Mickel +0.035s, 3 Davey, 4 D Brace, 5 Bell,

6 Treherne. **FL** Davey 1m38.267s (77.85mph). **RACE SIX (10 LAPS)** 1 Davey, 2 Power +0.662s, 3 N Brace, 4 Morton, 5 Belcher, 6 Mickel. **FL** N Brace 1m38.270s (77.84mph). **MGOC (10 LAPS)** 1 Martin Wills (F), 2 Paul Savage (F) +8.472s, 3 Nick Golhar (ZR), 4 Ian Evans (F), 5 Richard Waterman (ZR), 6 Malcolm Hill (BGT). **Class winners** Golhar, Hill. **FL** Wills 1m41.171s (75.61mph). **RACE TWO (8 LAPS)** 1 Wills, 2 Savage +9.709s, 3 Evans, 4 Peter Highton (F), 5 Golhar, 6 Paul Clackett (ZS). **CW** Golhar, Will Sharpe (Midget). **FL** Wills 1m41.516s (75.35mph). **CATERHAM ACADEMY (10 LAPS)** 1 Wesley Fox, 2 Mike Hart +3.855s, 3 Kurt Brady, 4 Chris Bingham, 5 Ross Macindoe, 6 Spencer Horgan. **FL** Brady 1m40.237s (76.32mph). **RACE TWO (10 LAPS)** 1 Brady, 2 Fox +0.852s, 3 Hart, 4 Bingham, 5 Macindoe, 6 Horgan. **FL** Brady 1m40.366s (76.22mph). **MAZDA MAX5 (12 LAPS)** 1 Paul Roddison, 2 Jonathan Halliwell +0.999s, 3 Wayne Le Montais, 4 Nick Wright, 5 Jonathan Cryer, 6 Clive Bussey. **CW** Le Montais. **FL** Halliwell 1m41.143s (75.63mph). **RACE TWO (12 LAPS)** 1 Roddison, 2 Halliwell +1.784s, 3 Le Montais, 4 Bussey, 5 Wright, 6 Cryer. **CW** Le Montais. **FL** Roddison 1m41.101s (75.66mph).

PEMBREY BRITISH RALLYCROSS Oct 10  
Delays cause cancellation of the Superfinal



Grant inherited two victories in Wales

# Grant wins after time runs out

ANDY GRANT emerged as the winner in the final round of the 2010 British Rallycross championship at Pembrey, an event that reached an unsatisfactory conclusion when the circuit's 6pm curfew was reached without the Superfinal being run.

Basking in autumn sunshine, the early stages of the event passed off smoothly, but a problem in producing grids for the finals caused delay, and further time was lost through incidents.

Champion elect Pat Doran qualified on pole for the Supercar A final with fastest times from the second and third heats.

With the title already settled, the focus was on a three-way battle for second place and Andy Scott threw down his marker with a fine dash to fastest time in the first heat. His Peugeot then ran into driveshaft problems, which left second place to be disputed between Grant and David Binks. Grant qualified third for the A final, with Mike

Manning sitting between him and Doran on the front row, with Binks fourth.

Manning led and was able to get away a little as Doran passed Grant on the first lap. The Focus driver then re-passed the champ two laps later, before reeling in the leader. Doran lost further ground as Binks and Irish champion Tommy Graham both went by, but the crucial change came on the last lap when Manning's Puma burst a water pipe and the local driver was forced to stop, handing the win to Grant.

When time ran out before the Superfinal, Grant was also handed the event win, which sealed his second place in the points.

At the end of a tough

year with a new car, Steve Hill coaxed a respectable fifth from his Mitsubishi Lancer E10, ahead of Mark Watson, who also enjoyed a reliable run in Wales.

The SuperModified A final was twice stopped by incidents. Irishman Ian O'Connell led on both occasions and set the pace after the third start, before losing out to Julian Godfrey and Nick Priddy.

Formula BMW racer Timmy Hansen, son of rallycross legend Kenneth, finished fifth on his rallycross debut in the Suzuki Swift Cup, while Shelley Wakeling became the first female winner of a BTRDA title by topping the Clubmans category.

By Tim Whittington



Hansen (leading) took fifth on rallycross debut

**A FINALS (NO TIMES ISSUED)**  
**SUPERCAR 1** Andy Grant (Ford Focus ERC), 2 David Binks (Ford Fiesta ERC), 3 Tommy Graham (Ford Fiesta ERC), 4 Pat Doran (Ford Fiesta ERC), 5 Steve Hill (Mitsubishi Lancer E10), 6 Mark Watson (Citroen Xsara ERC). **SUPERMODIFIED 1** Julian Godfrey (Ford Fiesta ST), 2 Nick Priddy (Vauxhall Tigra/Honda), 3 Ian O'Connell (Lotus Exige), 4 Steve Cozens (Lotus Exige), 5 Phil Chicken (VW Golf IV), 6 Gary Pusey (Peugeot 206 turbo). **SUZUKI SWIFT 1** Tony Lynch, 2 Darren Scott, 3 Jonny Bean, 4 Tristan Jackson, 5 Timmy Hansen, 6 Dave Bellerby. **RX150 1** Joe Shrimpton, 2 Ollie O'Donovan,

3 Leo Forster, 4 Tommy Keet, 5 Jake Harris, 6 Kevin Feeney. **BTRDA SUPERMODIFIED 1** Shelley Wakeling (Honda Civic Type R), 2 Nick McAdden (Vauxhall Corsa), 3 Jonny Bean (BMW 235), 4 Darren Mansell (Vauxhall Tigra), 5 Richard Moore (Ford Fiesta rwd), 6 Brian Jukes (SEAT Ibiza). **BTRDA STOCK HATCH 1** Dave Martin (Peugeot 205 GTI), 2 Adam Clark (Citroen Saxo VTR), 3 Darren Clark (Citroen Saxo VTS), 4 David Pearson (Peugeot 205 GTI), 5 Darren Swales (Peugeot 205 GTI), 6 Bob Hardie (Peugeot 205 GTI). **IRISH RALLYCROSS CHAMPIONSHIP STOCK HATCH 1** Michael Duke (Peugeot

106 XSI), 2 Aaron Dalton (Peugeot 106 XSI), 3 Gordon Lynch (Peugeot 106 XSI), 4 Noel Quinn (Citroen Saxo VTR), 5 Eddie Peterson (Peugeot 205 GTI), 6 Fergus Lynch (Peugeot 106 XSI). **JUNIOR 1** Oli Mellors (Mini), 2 Paige Bellerby (Mini), 3 Todd Crooks (Mini), 4 Tom Holton (Nissan Micra), 5 Ken Sumanadasa (Mini). **MINICROSS 1** George Edwardes, 2 Richard Wakeling, 3 Ben Clark, 4 Tom Edwardes, 5 Keifer Hudson, 6 Kris Hudson.

# Guardsman Schryver fires Chevron salute



“**CHEVRON RACING** like it used to be,” grinned B6 stalwart Michael Schryver after a fine victory that twice looked beyond reach in a frenetic Guards Trophy Sports Racing and GT sprint, pick of last Saturday’s HSCC Championship Finals racecard.

With 37 cars on Silverstone’s 1.63-mile National circuit, traffic was always going to be an issue, but poleman Schryver’s first drama was self-inflicted. His spin at Luffield on lap two let Nick Fleming, Steve Hodges and nephew James Schryver (B8s) through, with Graeme Dodd (Ginetta G16) in tow.

Annoyed, Michael carved back to lead on lap 11, but hurtling past the pits onto lap 13 he was trapped on three sides by GT cars. With Hodges completing the ‘box’, Fleming (previously passed during lappery) gleefully ambushed them both with a lunge into Copse.

Somehow, Schryver wriggled free and got back ahead. When Fleming’s engine stuttered on the final lap, Dodd and Hodges robbed the Scot

of the minor places.

Denis Welch (Lotus 23B) finished a fine class-winning sixth. Mike Whitaker (TVR Griffith) blasted to GT honours, clear of Andy Smith (Marcos) and Al Fleming (Lotus Elan), while Jan Boyes pipped Martin Richardson and Andy Bentley in an MGB gripper.

Roger Cope flunked the Historic Touring Car start – “I read the final instructions and was waiting for green lights” – but once his grey BMW was on the move it was unstoppable. Sixth on lap one, Cope found resistance from James Dodd (Ford Mustang) and Mark Jones

(Lotus Cortina), but demoted both into Copse. Dean Forward’s polesitting Mustang was his final prey. Cope passed the oily V8 machine at halfway and stayed there.

Paul Tooms (Lotus Elan) won his second straight Historic Road Sports counter, but the fight for second was mighty. Porsche 911 ace Robert Barrie, debuting the Martin Halliday-developed Lotus 7, won the mad scramble, shading Tony Howard (Morgan +8) and Andy Shepherd (Lotus 7). Mike Eagles slid off at Copse avoiding Justin Murphy (Ginetta G4), but cut fastest lap while



Cope’s BMW attacks Mustang of Forward

sizzling his Milano-Holden from the back to seventh.

Once Mark Dwyer had grunted ahead of F5000 Lola team-mate Neil Glover, Derek Bell Trophy victory was his. Lee Dwyer, in his dad’s F2 March 742, twice outbraked Glover into Becketts only to be booted back to third on the

Wellington Straight. Frank Lyons (Eagle) grabbed the place when Dwyer Jr’s engine faltered a lap from home and closed Glover down, but failed by 0.3 seconds to prevent him snatching a second crown.

Classic F3 champion Benn Simms outdragged poleman Jamie Brashaw at

#### GUARDS TROPHY (14 LAPS)

**1** Michael Schryver (Chevron-BMW B6); **2** Graeme Dodd (Ginetta-BMW G16) +1.098s; **3** Steve Hodges (Chevron-BMW B8); **4** Nick Fleming (Chevron-BMW B8); **5** James Schryver (Chevron-BMW B8); **6** Denis Welch (Lotus 23B).

**Class winners** Welch; Sean McClurg (Elva-BMW Mk7S); Mike Whitaker (TVR Griffith); Andrew Smith (Marcos-Volvo 1800GT); Peter Sugden (Jaguar E-type); Jan Boyes (MGB); Mark Hoble (Morgan +4). **Fastest lap** Schryver 1m03.109s (93.49mph).

#### HISTORIC TOURING CARS (13 LAPS)

**1** Roger Cope (BMW 1800); **2** Dean Forward (Ford Mustang) +4.052s; **3** Mark Jones (Ford Lotus Cortina); **4** James Dodd (Ford

Mustang); **5** Jonathan Gomm (Ford Lotus Cortina); **6** Peter Hore (Ford Lotus Cortina). **CW** Forward; Jones; Dodd; Roger Godfrey (Austin Cooper S); Steve Platts (Singer Chamois); James Seckel (Morris Cooper S); Paul Hopkinson (Alfa Romeo Giulia Sprint GT). **FL** Forward 1m11.357s (82.68mph).

#### HISTORIC ROADSPORTS (13 LAPS)

**1** Paul Tooms (Lotus Elan); **2** Robert Barrie (Lotus 7) +2.783s; **3** Tony Howard (Morgan +8); **4** Andy Shepherd (Lotus 7 S2); **5** Justin Murphy (Ginetta G4); **6** Chris Keen (Marcos-Volvo 1800GT). **CW** Howard; Keen; Mike Eagles (Milano GT Mk1); Steve Winter (Porsche 911); Dick Coffey (Turner Mk1); Daniel Wood (JWF Italia). **FL** Eagles 1m09.586s (84.79mph).

#### DEREK BELL TROPHY F5000 & F2 (17 LAPS)

**1** Mark Dwyer (Lola-Chevrolet T400); **2** Neil Glover (Lola-Chevrolet T330/332) +13.759s; **3** Frank Lyons (Eagle-Chevrolet FA74); **4** Lee Dwyer (March-BMW 742); **5** Darwin Smith (March-BDG 722); **6** Ian Ashley (March-BDA 79B). **CW** L. Dwyer; Ashley; Nick Overall (Brabham-BDA BT35). **FL** Mark Dwyer 55.165s (106.95mph).

#### CLASSIC F3 (15 LAPS)

**1** Benn Simms (March-Toyota 803B); **2** Jamie Brashaw (March-Toyota 793) +0.360s; **3** Paul Smith (Martini-Toyota Mk31); **4** Keith White (Ralt-Toyota RT1); **5** Hugh Price (Chevron-Toyota B38); **6** Tom Thornton (Argo-BMW JM3). **CW** Neil Bowman (Merlyn-Lotus Mk21); Oliver Thorpe (Royale-Ford RP27).

**FL** Brashaw 1m00.112s (98.15mph).

#### HISTORIC FF1600 (14 LAPS)

**1** Darren Burke (Macon MR8); **2** Benn Simms (Alexis Mk14) +14.516s; **3** Ben Mitchell (Merlyn Mk20); **4** Ian Ashley (Lola T200); **5** David Wild (Lola T200); **6** Stuart Baird (Merlyn Mk1A). **CW** Brian Morris (Macon MR7). **FL** Burke 1m04.494s (91.48mph).

#### HISTORIC FORMULA JUNIOR (13 LAPS)

**1** Jon Milicevic (Cooper T59); **2** Callum MacLeod (Caravelle Mk2) +8.508s; **3** Michael Hibberd (Lotus 27); **4** James Murray (Lola Mk5A); **5** Andrew Hibberd (Lotus 22); **6** Simon Ham (Brabham BT2). **CW** MacLeod; Stuart Roach (Condor); Crispian Besley (Cooper T56). **FL** Milicevic 1m06.879s (88.22mph).

#### 70s ROADSPORTS (13 LAPS)

**1** Richard Plant (Morgan +8); **2** Ian Jacobs (Mercedes-Benz 450SL) +9.296s; **3** Julian Barter (TVR 3000M); **4** Adam Bagnall (Jaguar E-type); **5** Peter Shaw (TVR Tuscan); **6** Howard Bentham (Lotus Elan). **CW** Barter; Bentham; Bob Trotter (Jensen Healey); Ralph Harwood-Penn (MG Midget); Dave Castledine (Triumph Spitfire). **FL** Plant 1m09.498s (84.90mph).

#### CLASSIC RACING CARS (13 LAPS)

**1** Michael Scott (Brabham BT30); **2** Antony Ross (Lotus 59) +13.750s; **3** Westie Mitchell (Merlyn Mk20); **4** Chris Holland (Brabham BT21); **5** Alan Fairbrother (Merlyn Mk20); **6** Michael Richings (Alexis Mk45). **CW** Mitchell; Holland. **FL** Scott 1m06.733s (88.41mph).

the start, then withstood relentless pressure to the chequer. Behind the Marches, Paul Smith (Martini) secured the series runner-up spot while Tom Thornton (Argo) – with whom he entered the decider on equal points – won a fierce struggle for sixth with Pat Gormley (Safir) and debutant Adrian Campfield (March). Neil Bowman (Merlyn) bested Albert Clements (Lotus) in the 1600cc class after a race-long duel.

Porsche Carrera Cup aspirant Darren Burke and team chief Peter Alexander choked back tears after Burke emerged unbeaten from the Historic FF1600 season. Benn Simms chased the Macon in his 1968 Alexis, and second in the table was his when ex-F1 racer Ian Ashley was usurped from third by young Ben Mitchell.

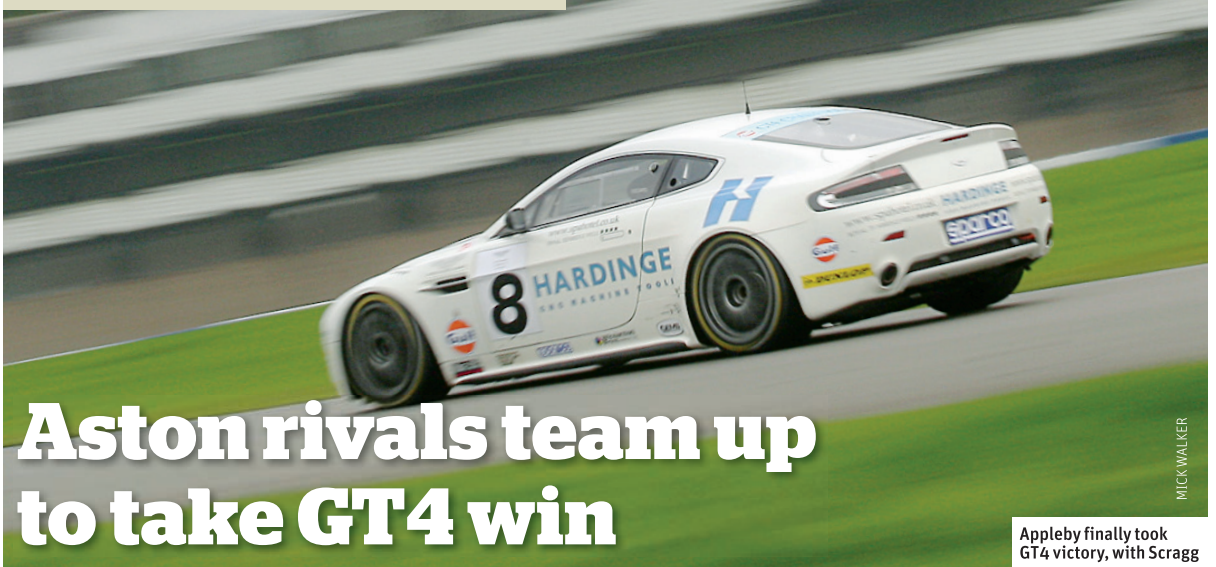
Jon Milicevic, Callum MacLeod and Michael Hibberd all led the Formula Junior race before champion Milicevic – recovering smartly from an off at Brooklands – stormed through the drizzle to win. “Grip was hard to find,” said Milicevic. Stuart Roach bagged front-engined honours in the rare Condor after rival Brian Mitcham (U2) and Robert Barrie (Lotus 18) tangled at Maggotts on lap one.

Returnee Richard Plant (Morgan +8) dominated the 70s Road Sports race, beating former champions Ian Jacobs, in his ever-improving Mercedes-Benz 450SL, and Julian Barter’s TVR 3000M home.

With top qualifier Geoff Farmer non-starting, Mike Scott slithered his beautiful Brabham BT30 to victory in the Classic Racing Cars finale. Antony Ross (Lotus 59) spun thrice on a desperately oily track, but kept second. Third in the one-litre F3 split, behind outgoing champion Chris Holland and inspired veteran Peter Williams, earned Swedish nuclear scientist Leif Bosson (ex-Ulf Svensson BT28) the class title.

■ By Marcus Pye

**DONINGTON PARK AMOC** October 9  
Victory to Scragg/Appleyby, Varley’s success



## Aston rivals team up to take GT4 win

Appleby finally took GT4 victory, with Scragg

▶ **THE FINAL** round of the inaugural Aston Martin GT4 Challenge headed the running order as the AMOC season closed with its Saturday meeting at Donington. Season-long rivals James Appleby and Ant Scragg teamed up to take victory, concluding a perfect season of six wins in six starts for Scragg.

He started the race in the GT4 that Appleby had shared with his father David for most of the season, and opened a gap right away from Alistair James, with Leo Mansell third. All Scragg’s early hard work was undone when a safety car bunched the field, but once released he again opened a gap. Meanwhile, James came under heavy pressure from Mansell, their battle only easing when they encountered backmarkers.

James was first of the lead group in, Charlie Hollings taking over the

Aston Martin, before Mansell handed over to Gavan Kershaw. Scragg gave Appleby a clear lead after their stop, and the youngster made no mistakes in bringing the car home. Behind, Hollings was reeled in by the flying Bernard Santal, who had taken over from Angelos Metaxa. Santal took second for the pairing’s best finish, while Kershaw came home in fourth.

The lead battle of the day was in the Pre-War Team race. Jane Varley came out on top in her Aston Martin after a close fight with John Waterson’s Lagonda. The two scrapped hard in their venerable machines, Varley taking Waterson round the outside at Redgate to seal the victory.

David Reed’s Aston DB2 headed the AMOC 50s Team Challenge field, swapping the lead position with Gordon Elwell’s Austin Healey ‘Sebring’

Sprite in a close battle, these two well clear of the rest of the field.

The AMOC Classic race fell to Sean Brown in his DB4 Lightweight, Brown easing away as the top three became well spread out. Jeremy Bailey (N24) took second ahead of Bob Searles (DBS V8).

Derek Johnston had a clear lead at the end of the opening Ferrari Open race, the field having been delayed by Gary Eastwood spinning at the head of the pack at Redgate. Despite a later safety car Johnston was never threatened, while David Tomlin took

second in a similar 430.

Jim Cartwright pulled away from brother Ben to take the Ferrari Formula Classic race in his 328 GTB, with Chris Butler taking third in his version.

The Tiger of Jackie Cochrane took the Sunbeam Challenge race, extending his gap over Zoe North as the race went on. Cochrane was out again in his Tiger for the Intermarque race, and was once more the man to beat, lapping even quicker than earlier in the afternoon to head home the MGB of John Wilson.

■ By Paul Jurd



Varley beat Waterson after a great scrap

### ASTON MARTIN GT4 CHALLENGE

(91 LAPS) 1 Ant Scragg/James Appleby; 2 Angelos Metaxa/Bernard Santal +53.576s; 3 Alistair James/Charles Hollings; 4 Leo Mansell/Gavan Kershaw; 5 Tom Black/Alan Bonner; 6 Robert Rawe. **Fastest lap** Scragg/Appleyby 1m14.495s (95.63mph).

### PRE-WAR TEAM RACE (9 LAPS)

1 Jane Varley (Aston Martin 15/98 Speed Model); 2 John Waterson (Lagonda Rapier) +0.973s; 3 Richard Lake (Aston Martin 15/98 Speed Model); 4 Peter Dubsky (Aston Martin 15/98 2-seater); 5 Richard Reay-Smith (Lagonda LG45 Team Car Rep); 6 Christopher Scott Mackirdy (Aston Martin Le Mans Special). **FL** Varley 1m39.246s (71.78mph).

### AMOC 50s TEAM CHALLENGE (10 LAPS)

1 David Reed (Aston Martin DB2); 2 Gordon Elwell (Austin Healey Sebring Sprite) +1.950s; 3 Andrew Mitchell (Bristol 401 2-seater Sports); 4 Kevin Zwolinski (Jaguar XK140); 5 Nicholas Wilkins (Jaguar XK120); 6 Andrew Davenall (Austin A105). **FL** Reed 1m30.437s (78.78mph).

### AMOC CLASSIC (15 LAPS)

1 Sean Brown (DB4 Lightweight); 2 Jeremy Bailey (N24) +17.375s; 3 Bob Searles (DBS V8); 4 Robert Rawe (DB4); 5 Paul Hipwell (V8); 6 Jean-Pierre Frottier (DB4). **FL** Brown 1m20.397s (88.61mph).

### FERRARI OPEN (12 LAPS)

1 Derek Johnston (F430 Challenge); 2 David Tomlin (F430 Challenge) +9.012s; 3 Arwyn Williams

(F430 GT3); 4 Robert MacFarlane (F360 Challenge); 5 David Hathaway (F360 Challenge); 6 Paul Bailey (F430 Challenge). **FL** Gary Eastwood (F430 Challenge) 1m12.033s (98.90mph).

### FERRARI FORMULA CLASSIC (15 LAPS)

1 Jim Cartwright (328 GTB); 2 Ben Cartwright (328 GTB) +9.902s; 3 Chris Butler (328 GTB); 4 Peter Everingham (328 GTB); 5 Martin Hart (Mondial T); 6 Nick Taylor (Mondial T). **FL** J Cartwright 1m22.526s (86.33mph).

### SUNBEAM CHALLENGE (11 LAPS)

1 Jackie Cochrane (Tiger); 2 Zoe North (Tiger) +12.727s; 3 Rupert West (Tiger); 4 Tristan Bradfield (Tiger); 5 Paul Clayton (Tiger); 6 Andrew Yates (Tiger). **FL** Cochrane 1m20.189s (88.84mph).

**INTERMARQUE (15 LAPS)** 1 Cochrane (Sunbeam Tiger); 2 John Wilson (MGB GT V8) +14.303s; 3 Robin North (Ford Mustang); 4 Jeremy Bailey (Aston Martin N24); 5 David Smallridge (Sunbeam Tiger); 6 Zoe North (Sunbeam Tiger). **FL** Cochrane 1m16.989s (92.54mph).

### AMOC HISTORIC WITH AUSTIN HEALEYS AND JAGUAR XK CHALLENGE

(8 LAPS) 1 Marc Campfield (Austin Healey 3000 MkII); 2 David Smithies (Austin Healey 3000) +2.915s; 3 Eric Woolley (Austin Healey Sebring 3000); 4 Drew Cameron (Austin Healey Sprite); 5 Peter Grant (Austin Healey 3000); 6 Adrian Ball (Austin Healey 3000 MkI). **FL** Campfield 1m23.372s (85.45mph).

# speedsport

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Technology, Xtec, Racing  
Models and Carbon Elite

**MONDELLO PARK CCC/MIRC** October 10  
Vectra man wins Irish enduro; Fildes' double

# Wray goes the distance in GT enduro

**NORTHERN IRISH** visitor Greer Wray was the surprise winner of the first endurance race of the new Irish GT Racing series.

In normal circumstances the Vauxhall Vectra V6 driver would not have challenged the field of Porsches and Dunlop Supercars for victory, but the new series' pitstop handicap system worked in his favour last weekend and he hung on to take the win after 45 minutes of action.

SEAT drivers Peter Carvill and Donal O'Neill completed the podium in a race that, until the pitstops, had looked to be going the way of either Pat McBennett's Lotus or the Porsche of Stephen Doyle.

In the earlier GT sprint race, Dave O'Brien seemed to have things in hand in

the early laps, but quickly found himself fending off a determined attack from fellow Dunlop Supercar driver Ronayne O'Mahoney that persisted until the flag. Behind them, Johnny Whelan failed to make it a Supercar podium lockout, conceding third to McBennett's Elise on the penultimate lap.

Jonathan Fildes made an appearance in father Ken's Ralt RT4 for the pair of Formula Libre races. Fildes streaked away from pole to take victory in the first encounter by over 20 seconds from Dallara F3 pilot Paul Dagg, who recovered from a poor start to pass eventual third-place finisher Pat Casey (Nemesis). All three drivers repeated their results in the second encounter.

Polesitter Danny Calnan



Wray took Vectra to enduro victory

went backwards at the start of the Saloon race, which included both Irish Touring Cars and Fiat machinery. Donal Arundel muscled his Mazda into the lead through Turn 1, but he was harried hard by David Walsh's Nissan. A first attempt to outbrake Arundel into Turn 1 failed, but Walsh made the same move stick two laps later.

Ian Beatty circulated in third for a time, but was soon caught and passed by BMW man Philip Brennan, who had emerged from a battle with Fiat frontrunner Mervyn Miller.

These positions remained unchanged for several laps, before Calnan began a recovery drive that allowed him to catch and pass Brennan in traffic. Brennan subsequently spun dramatically in Turn 3, dropping him back into the clutches of Beatty, but he managed to defend fourth to the line.

A smaller-than-usual grid of Formula Vees had a single race on the day, and this was won by regular Mondello commentator Leo Nulty from Damien Murphy. Ken Foley had led into the first turn, but found himself shuffled back to fourth by the time the field reached Turn 4. Michael Maher had a lonely race on his way to third, while behind him Foley and Ian Thornton squabbled over fourth, a contest that was brought to an early end when Thornton outbraked himself into Turn 1.

A pitlane start proved to be no great handicap for Historics polesitter Alan Kessie, who had hauled his Gryphon into third place by lap three. But what

looked to be certain victory was lost when the car cried enough on the next tour. This allowed second-place qualifier Billy Crosbie to take a straightforward win in his Lotus. John Cardoo was a man on the move in his deceptively quick Mini, overhauling Bernard Foley's MGB GT V8 to take second after several laps of sustained pressure.

In the first of the two Ginetta Junior races, recently-crowned champion Niall Murray led from lights to flag, while Andy O'Brien nabbed third from Jake Byrne off the line. O'Brien would stay there until the final lap, when he was promoted to second due to a spinning backmarker delaying Joel Richardson.

Richardson inherited the win in a hectic second race, which was led first by Murray and then by O'Brien, the latter retiring within sight of the finish. Byrne and Sean Doyle thus moved into second and third after fighting drives.

Nick Bennett's immaculately prepared Alvis won the handicap race for pre-1955 machinery, ahead of Frank Nuttall's diminutive Graham and David Miller's Jaguar XK140.

■ By Stephen Errity



Irish Ginetta Junior field gets under way

**IRISH GT RACING (12 LAPS)** 1 Dave O'Brien (Dunlop Supercar); 2 Ronayne O'Mahoney (Dunlop Supercar) +0.275s; 3 Pat McBennett (Lotus Elise); 4 John Whelan (Dunlop Supercar); 5 Sean Woods (Dunlop Supercar); 6 Robin Titterton (Porsche 996 GT3 Cup). **Fastest lap** O'Mahoney 59.796s (69.21mph).  
**RACE TWO (41 LAPS)** 1 Greer Wray (Vauxhall Vectra V6); 2 Peter Carvill (SEAT Leon Cupra) +6.712s; 3 Donal O'Neill (SEAT Leon Cupra); 4 Stephen Doyle (Porsche 996 GT3 Cup); 5 McBennett; 6 Woods/Kieran Sands (Dunlop Supercar). **FL** Doyle 58.769s (70.42mph).  
**FORMULA LIBRE (14 LAPS)** 1 Jonathan Fildes (Ralt RT4); 2 Paul Dagg (Dallara F304) +20.011s; 3 Pat Casey (Nemesis); 4 Peter Dwyer (Dallara F399); 5 Bob Copeland (Formula Renault); 6 Jamie Connery (Formula Sheane). **FL** Fildes 51.180s (80.868mph).

**RACE TWO (17 LAPS)** 1 Fildes; 2 Dagg +1.101s; 3 Casey; 4 Copeland; 5 Gary Graham (Formula Ireland); 6 Ed McInerney (Van Diemen FX). **FL** Fildes 51.326s (80.633mph).  
**SALOON CARS (14 LAPS)** 1 David Walsh (Nissan Silvia); 2 Donal Arundel (Mazda MX6) +0.818s; 3 Danny Calnan (Honda Civic); 4 Philip Brennan (BMW 325i); 5 Ian Beatty (Honda Prelude); 6 Mervyn Miller (Fiat Punto Abarth). **FL** Walsh 1m03.754s (64.91mph).  
**FORMULA VEE (15 LAPS)** 1 Leo Nulty; 2 Damien Murphy (Sheane) +6.256s; 3 Michael Maher (Sheane); 4 David Kelly (Sheane); 5 Ken Foley (Sheane); 6 Paul Clarke (Leystone JH002). **FL** Nulty 1m02.388s (66.33mph).  
**HISTORICS (14 LAPS)** 1 Billy Crosbie (Lotus 7); 2 John Cardoo (Austin Mini) +3.050s; 3 Bernard Foley (MGB GT V8); 4 Matt Dunne

(MG Midget); 5 Peter Murray (BMW 6-series); 6 David Moloney (MG Midget). **FL** Crosbie 1m04.863 (63.80mph).  
**GINETTA JUNIOR IRELAND (11 LAPS)** 1 Niall Murray; 2 Andy O'Brien +5.022s; 3 Joel Richardson; 4 Jake Byrne; 5 Andrew Watson; 6 Sean Doyle. **FL** Niall Murray 1m06.913s (61.85mph).  
**RACE TWO (10 LAPS)** 1 Richardson; 2 Byrne +4.951s; 3 Doyle; 4 Watson; 5 Andrew Clarke; 6 James Fleming. **FL** O'Brien 1m07.168 (61.61mph).  
**PRE-'55 HANDICAP (10 LAPS)** 1 Nick Bennett (Alvis); 2 Frank Nuttall (Graham) +4.091s; 3 David Miller (Jaguar XK140); 4 Kevin MacBride (Lancia Aurelia); 5 Detlef Heyer (BMW 328); 6 John Keatley (Healey Silverstone). **FL** Keatley 1m16.729 (53.93mph).

## YOUR SAY

What you think of the motorsport news of the past week



### Seeing red over the BBC's button

Friday evening of a grand prix weekend and I get home from work, looking forward to pressing the red button so I can watch the practice sessions from Suzuka and the classic races from previous years. Like I do every GP weekend... Gotta love the red button!

But no, not this time. It would appear that the presumption is everybody prefers athletics and cycling, or swimming, perhaps, over F1. Why do F1 fans have to lose out? All those screens and not one can be spared for us? At least I have AUTOSPORT!

**Roy Beal**, Axminster, Devon

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**Having just** read the story about Messrs Branson and Fernandes calling to do away with blue flags, may I make a couple of suggestions: (a) make your cars go faster; (b) put somebody in the cars who can demonstrate skill at driving at least as good as their ability to bring money to the team.

I suppose this was bound to happen when 'non-racing people' get involved. I am sure that to them it is just a marketing exercise.

**Frank Blann**  
By email

**Stunning drive** by Kamui Kobayashi in his native Japan, from 14th on the grid to seventh.

This no-holds-barred ruthlessness on the track is what the fans want to see. Peter Sauber got his timing right in re-signing Kobayashi last week, as his value will now have gone up considerably.

**Luciane Sabiston**  
Didcot

**Amid all** the chaos in Japan a bright light shone through it all: step forward from the pitlane Lee McKenzie, whose polished performance, even with low-tech clipboard, must worry regular incumbent Jake Humphrey.

Hopefully this will not be the last time we see her in front of the camera, rather than reporting from the pitlane.

**D Jardine**  
Bishopbriggs,  
East Dunbartonshire

**A superb** Japanese GP was overshadowed by incompetence from the BBC. Both Lee McKenzie and Holly Samos once again demonstrated their limited knowledge concerning F1.

The pinnacle of motorsport deserves the highest quality TV coverage. Jake Humphrey will make a welcome return in Korea, but it does not escape the fact that TV licence fees are paying the wages of people who cannot comprehend the vital essence of F1.

**Alex Battipaglia**  
Bruton, Somerset

AUTOSPORT.COM

### TOP FIVE ON OUR WEBSITE

1. BRANSON BACKS CALL TO REMOVE BLUE FLAGS
2. RED BULL DUO STAY ON TOP AT SUZUKA
3. DE LA ROSA 'SHOCKED' BY SAUBER EXIT
4. RAIKKONEN RULES OUT RENAULT F1 SEAT
5. LOTUS TO USE RED BULL GEARBOX FROM 2011

AUTOSPORT.COM PLUS

### TOP STORY ONLINE

MARTIN DONNELLY: LOOKING BACK AFTER 20 YEARS

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://autosport.com/plus) and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

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### ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

### CORRECTIONS AND CLARIFICATIONS

● Last week, we said Andy Rouse and David Sears took a one-two in the Brands BTCC race (p93) driving Ford Sierra Cosworths. They were, of course, both in the older XR4Ti.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)



# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

## F1 2010 GAME

£39.99  
For Xbox 360/PS3/PC  
[formula1-game.com](http://formula1-game.com)

Three weeks after its release, Codemasters' first attempt at the official F1 game is still topping the UK gaming charts, and that says all you need to know about what a triumph this game is.

The centrepiece is a career mode of up to seven years. Be warned though: you must start with one of the new teams and those cars really are four seconds a lap slower than the Red Bulls when on maximum difficulty.

Getting a drive-through penalty for blocking a car miles behind you is frustrating (although true to life) and the lack of a split-screen mode is frustrating too, but the smooth online play makes up for it.

The sensation of speed is awesome, the attention to detail on cars and circuits (in all weather conditions) is superb. The combination enables F1 2010 to perfectly straddle the tricky line between sim and console game.



**PASSION FOR SPEED BOOK**  
£25 (978 1 847 326 393)  
[carltonbooks.co.uk](http://carltonbooks.co.uk)

Updated edition of *Into the Red*, a visual and aural celebration of Pink Floyd drummer, racer and car collector Nick Mason's mouth-watering collection.

Racing scribe Mark Hales puts 24 of Mason's road-going and racing machines to the test – and you get to listen in, thanks to the free accompanying CD.



**MUC-OFF SPRAY CLEANER**  
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It's designed to be anti-bacterial but you could probably also keep it in your race-kit bag for wiping deceased wildlife off your helmet visor.



**1:43 ROSBERG WILLIAMS**  
£37.99  
[autosport.com/shop](http://autosport.com/shop)

Minichamps' World Championship Collection now includes a re-released 1:43-scale replica of the 1982 Williams-Cosworth FW08 that took Keke Rosberg to the title, despite the Finn winning only one GP that year.

The model features detailed sponsors' decals and helmeted driver figure.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: SNETTERTON SUNBEAM SHENANIGANS**



**SEARCH FOR:** Snetterton May 1982 (9:05)  
Talbot Sunbeam Celebrity race, supporting British F3 and featuring Martin Brundle, Jonathan Palmer, Roberto Moreno, Tommy Byrne and Eddie Jordan. Comes with excitable Norman Greenway commentary!

# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## BRANDS HATCH

**BRSCC Formula Ford Festival**  
**October 16-17**  
**Admission: £16 weekend ticket**  
**(pre-booked), £12 gate**  
**Tel: 01474 872331**

Always one of the Kent venue's seasonal highlights, the knockout format of the

Festival on such a short track makes for frantic racing. CDR's Scott Malvern will be looking to avenge British Formula Ford series defeat at the hands of Jamun Mygale pilot Scott Pye. Separate races for Kent and Zetec Formula Fords are joined on the support bill by Club F3, Ford Fiestas and Sports 2000.



Can Josh Hill win a race his dad didn't?

## DONINGTON PARK

**British GT/BRSCC**  
**October 16-17**  
**Admission: £12**  
**Tel: 01332 810048**

The title has already been settled in favour of Porsche pilot David Ashburn, so the British GT field should be off the leash this weekend.

## SILVERSTONE

**MSVR/FPA FINAL**  
**October 16-17**  
**Admission: £15 weekend ticket (advance booking), £10 gate**  
**Tel: 01327 857271**

Formula Audi title fight will be settled: Nigel Moore still has a mathematical chance of denying Frenchman Maxime Jousse the crown.

## MALLORY PARK

**750MC**  
**October 17**  
**Admission: £10**  
**Tel: 01455 842931**

## OULTON PARK

**BRSCC**  
**October 16**  
**Admission: £12**  
**Tel: 01829 670301**

## PEMBREY

**BARC**  
**October 16-17**  
**Admission: £10**  
**Tel: 01554 891042**

## SNETTERTON

**CSCC**  
**October 16-17**  
**Admission: £16 weekend ticket (advance booking), £12 gate**  
**Tel: 01953 887303**

## KNOCKHILL

**SMRC**  
**October 17**  
**Admission: £12**  
**Tel: 01383 723337**

## THRUXTON

**BARC**  
**October 17**  
**Admission: £12**  
**Tel: 01264 882200**



It's Audi v Mercedes at Hockenheim. Alles klar!

## DTM

**Rd 9/11**  
**Hockenheim, Germany**  
**October 17**  
**www.dtm.de**

## INTERCONTINENTAL RALLY CHALLENGE

**Rd 11/12**  
**Rally Scotland, Perth**  
**October 15-17**  
**www.ircseries.com**

## F3 EURO SERIES

**Rd 9/9**  
**Hockenheim, Germany**  
**October 16-17**  
**www.f3euroseries.com**

## FORMULA NIPPON

**Rd 6/7**  
**Autopolis, Japan**  
**October 17**  
**www.f-nippon.co.jp/en**

## EUROPEAN F3 OPEN

**Rd 7/8**  
**Jerez, Spain**  
**October 16-17**  
**www.gtsport.es**

## SUD-AM FORMULA 3

**Rd 8/9**  
**Londrina, Brazil**  
**October 16-17**  
**www.formula3sulamericana.com.br**

## NASCAR SPRINT CUP

**Rd 31/36**  
**Charlotte, N Carolina, USA**  
**October 16**  
**www.nascar.com**

## NASCAR NATIONWIDE

**Rd 31/35**  
**Charlotte, N Carolina, USA**  
**October 15**  
**nationwide.nascar.com**

## JAPANESE FORMULA 3

**Rd 7/7**  
**Autopolis, Japan**  
**October 16-17**  
**www.j-formula3.com**

## FIA EUROPEAN GT4

**Rd 6/6**  
**Magny-Cours, France**  
**October 17**  
**gt4cup.com**

## EUROPEAN TOURING CAR CUP

**Rd 3/3**  
**Franciacorta, Italy**  
**October 17**  
**www.fiaetcc.com**

## Television

### THURSDAY OCTOBER 14

1000-1200 **Motors TV**  
FIA GT3: Zolder  
1200-1300 **Motors TV**  
Irish motorsport  
1300-1400 **Motors TV**  
750 Motor Club: Snetterton  
1600-1905 **Motors TV**  
V8 Supercars  
1905-2115 **Motors TV**  
Scottish Motor Racing  
2015-2115 **ESPN**  
Superleague Formula: Beijing  
2230-2300 **Eurosport 2**  
Maserati Trofeo: Mugello

### FRIDAY OCTOBER 15

0225-0340 **ITV1**  
BTCC: Brands Hatch highlights  
1700-1800 **Motors TV**  
FPA: Brands Hatch  
1835-1905, 2255-2325 **Motors TV**  
Henry Surtees Karting  
Charity race in tribute to young racer.

### SATURDAY OCTOBER 16

0405-0430 **Five**  
Motorsport Mundial  
0930-1030 **ITV4**  
Motorsport UK  
1000-1050, 1630-1730 **Eurosport LIVE**  
IRC: Rally Scotland day one  
Skoda's Juha Hanninen is set to be confirmed as champion, but there's plenty to play for.  
1520-1650 **ITV4**  
BTCC: Brands Hatch highlights  
2045-2115 **Motors TV**  
VW Cup: Brands Hatch

### SUNDAY OCTOBER 17

0000-0105, 0900-1000 **Eurosport**  
IRC: Rally Scotland day one  
0700-0730 **Channel 4**  
British Formula Ford  
0755-0825 **Channel 4**  
GT Academy  
0900-1000, 1600-1700 **Dave**  
WRC: World Rally 2010  
1000-1100, 1245-1400 **Eurosport LIVE**  
IRC: Rally Scotland day two  
1100-1130 **Eurosport LIVE**  
ETC: Franciacorta race one  
Final round of the three-event mini-series at this rarely-used Italian venue.  
1215-1245 **Eurosport LIVE**  
ETC: Franciacorta race two  
1600-1630 **ESPN**  
Superleague Formula Magazine  
1905-2115 **Motors TV**  
Formula Renault 3.5: Barcelona  
A chance to re-live the three-way title showdown.  
2115-2150 **Motors TV**  
Rally World  
2130-2230 **Eurosport**  
IRC: Rally Scotland round-up  
2230-2245 **Eurosport**  
Motorsports Weekend

### MONDAY OCTOBER 18

0630-0830, 2000-2200 **ESPN**  
DTM: Hockenheim  
1900-2000, 2200-2300 **Sky Sports 2**  
NASCAR: Charlotte highlights  
The Chase for the Championship continues with the Banking 500 Only from Bank of America in North Carolina.

## Online

# AUTOSPORT.COM

Coming up on the web this week

### PHILLIP ISLAND MOTO GP

Jorge Lorenzo (right) was crowned MotoGP champion last weekend, but now the season moves on to the classic Phillip Island track. With the title pressure off, expect the sizzling rivalry between the Spaniard and Valentino Rossi to be the focus of attention. AUTOSPORT.com will also have an in-depth review of this year's British F3 campaign.



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## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



News of the World? Axe to grind? Moi? Couldn't possibly comment

GIVEN THAT I always thought politics was full of hypocritical, self-serving egomaniacs, I've tended to give *Question Time* a wide berth. But what was this last Thursday? Max Mosley on the panel...

There he sat, on the extreme right, joined by a thinner version of Lisa Tarbuck, Noddy's best mate Big Ears, the queen Gorg from *Fraggle Rock* and Colin Jackson. One of the Dimblebums was refereeing, while the audience was the usual mix of left-on former students, hard-nosed small-business owners, and concerned mums from Tunbridge Wells.

Questions centred on

the planned savage spending cuts, and Mosley revealed himself to be a dyed-in-the-wool Keynes fan (for those of you who didn't study economics, this basically means that he believes the state should stimulate demand in times of recession).

"It cannot be right to have one person on £45,000 a year losing a benefit, while a couple who together are earning £80,000 a year are getting a benefit," was his opening gambit on the capping of Child Benefit.

"But the fundamental point in a recession is that you shouldn't stop people spending money. On the contrary they should spend

it." Cue plenty of clapping. It turns out that Max was on the side of the Greenham Common sisters too. On where the cuts should stem from: "I think benefits are the wrong place to look in the first instance. I would have cut, for example, Trident." Cue more effusive applause from the audience and even the odd cheer.

He even raised the only laugh of the night when asked what the impact of David Cameron's 'Big Society' speech was. "All that Cameron said in that

speech was, 'Let's join the Boy Scouts,'" he noted to the mirth of the crowd.

He was forthright in his views that Cameron's communications director Andy Coulson should resign for his alleged role in phone tapping: "I think his position is untenable and the sooner he goes the better for that party."

No doubt members of ADAC, ACCUS and the other bodies that called for Mosley to resign after 'spankgate' will be interested to hear that. *Revved Up*

"On *Question Time*, Mosley sided with the Greenham Common sisters: 'I would cut Trident.' Cue effusive applause"

# THE WEEK IN PICTURES

The lensmen pounding the beat, from Suzuka to the rally classroom

## HAMILTON SITS ON THE BUBBLE

Lewis: "I'm not getting in that Fokker"  
Driver: "Don't worry it's a Messerschmitt"



## JAEKY LOOKS A BIT SHAKY WITH HIS PACENOTES

Moonlighting BBC F1 anchorman Jake Humphrey will co-drive for Tony Jardine on this weekend's Cambrian Rally - into fresh air?



## HALE SEARCHES FOR PACE AT CIRCUIT DE CATALUNYA

BARC Formula Renault points leader Mitchell Hale enjoyed his Renault Eurocup prize test at Spanish GP venue Barcelona on Monday



## HRT QUICKER THAN HELICOPTER, AND ON PODIUM

No, not a miracle turnaround for Bruno Senna. It's Tander/McConville taking third for Holden Racing Team at Bathurst 1000

## Engineering debrief – V8 Supercar differential



The 'spool' diff spins both axles at the same speed, and can lead to moments like this one for Jason Richards

**THERE ARE** many old-fashioned items on a V8 Supercar – and one of them is the differential.

Even the name is wrong. The live-rear-axle assembly of the cars has no differential in it; rather, it is a 'spool', which spins both axles at the same speed. This means that the inside wheel must slip during cornering, and that gives the cars their predominant handling trait; that they push towards the outside of what might be a normal racing line if they had a 'real' diff.

The internals of the unit are also tried and proven. Drive goes through a nine-inch crown-wheel and pinion, which has its origins as a Ford design. Despite the age of the design, it all works with a 620bhp monster of a racing tin-top.

*Phil Branagan*

Got an engineering question you'd like answered? Send it to [mark.glendenning@haymarket.com](mailto:mark.glendenning@haymarket.com)

# FROM THE ARCHIVE

Martin Brundle's first IROC win, Cleveland, July 7, 1990



"It was an IndyCar race weekend and I walloped the lot of them: Emmo, Little Al, Danny Sullivan - and they didn't like it!"

Brundle was more at home at Cleveland

AFTER HIS sparkling oval debut at Talladega in the International Race of Champions – the US made-for-television stock car series – had netted him fifth place, Formula 1 racer Martin Brundle rather fancied his chances against its all-star line-up in the one-make Dodge Daytona cars on a road course.

He'd felt out of his element on the steep bankings of the Alabama superspeedway, but Cleveland's layout was much more familiar territory for the then-TWR Jaguar IMSA racer. Having won Le Mans a couple of weeks earlier, Brundle also felt he was on something of a roll.

"It was dead flat, you couldn't see a lot of the apexes," he says of the Burke Lakefront Airport venue. "It actually took quite a bit of learning, but obviously it was much more my sort of arena."

Brundle started eighth, "because it was the reverse order of the Talladega result", but had devised a cunning strategy before the 30-lap race got underway.

"I'd worked out there was this big water tank to cool the brakes," he says. "You could feel the microswitch for it underneath the brake pedal. Before the race, I made sure my tank was filled to the brim, because I knew the key to winning would be looking after the brakes and tyres."

"I also realised I needed to make progress early

on, so I did a banzai into Turn 1, banged a few doors on the way and passed a few people while they were still napping," he says.

Brundle quickly worked his way into second place, and tracked every move of leader Emerson Fittipaldi, who was one of the leading lights in Indycars at the time. "I just kept cooling my brakes right from the beginning," says Brundle, "and just watched the tank go down, and I could see Emerson was pushing a bit harder than me to stay ahead."

On lap 11, he outraked the two-time world champion at Turn 1. "I just zapped him on the brakes, and paced it from there," he says. "It was an Indycar race weekend and I basically just walloped the lot of them: Emmo, Little Al, Danny Sullivan – and they didn't like it!"

"I'll never forget [NASCAR star] Terry Labonte, he was so angry I won that race. But I just kept my brakes alive, so it was candy from a baby. It was my kind of territory. But it was a big thrill to win against people like that."

Unser Jr finished second, passing Fittipaldi on the last lap as his brakes gave up the ghost. It meant that Brundle would go into the series-deciding Michigan race as points leader, and start from pole – ahead of Unser and Dale Earnhardt. Find out what happened next week.

## THIS WEEK IN...



OCTOBER 17, 2002

FIA PRESIDENT Max Mosley told F1 teams to accept the governing body's proposed rule changes for next season or face "going out of business".

McLaren and Ferrari opposed the plans, which included swapping drivers between teams, introducing success ballast, aggregated qualifying, testing restrictions, an aero freeze, long-life engines and gearboxes, and standardised electronics and brakes.

During the previous weekend's Japanese GP, Toyota driver Allan McNish escaped a terrifying qualifying crash at 130R (below) with just a bruised knee. He was unable to race and calls to reprofile the corner and increase run-off were heeded.

Elsewhere, Audi's Tom Kristensen took the ALMS title at Road Atlanta, and Holden pairing Mark Skaife and Jim Richards won the Bathurst 1000.



NEXT WEEK



Sebastian Vettel v Mark Webber in the...

## RED BULL RING

Formula 1 title fight leaders lock horns

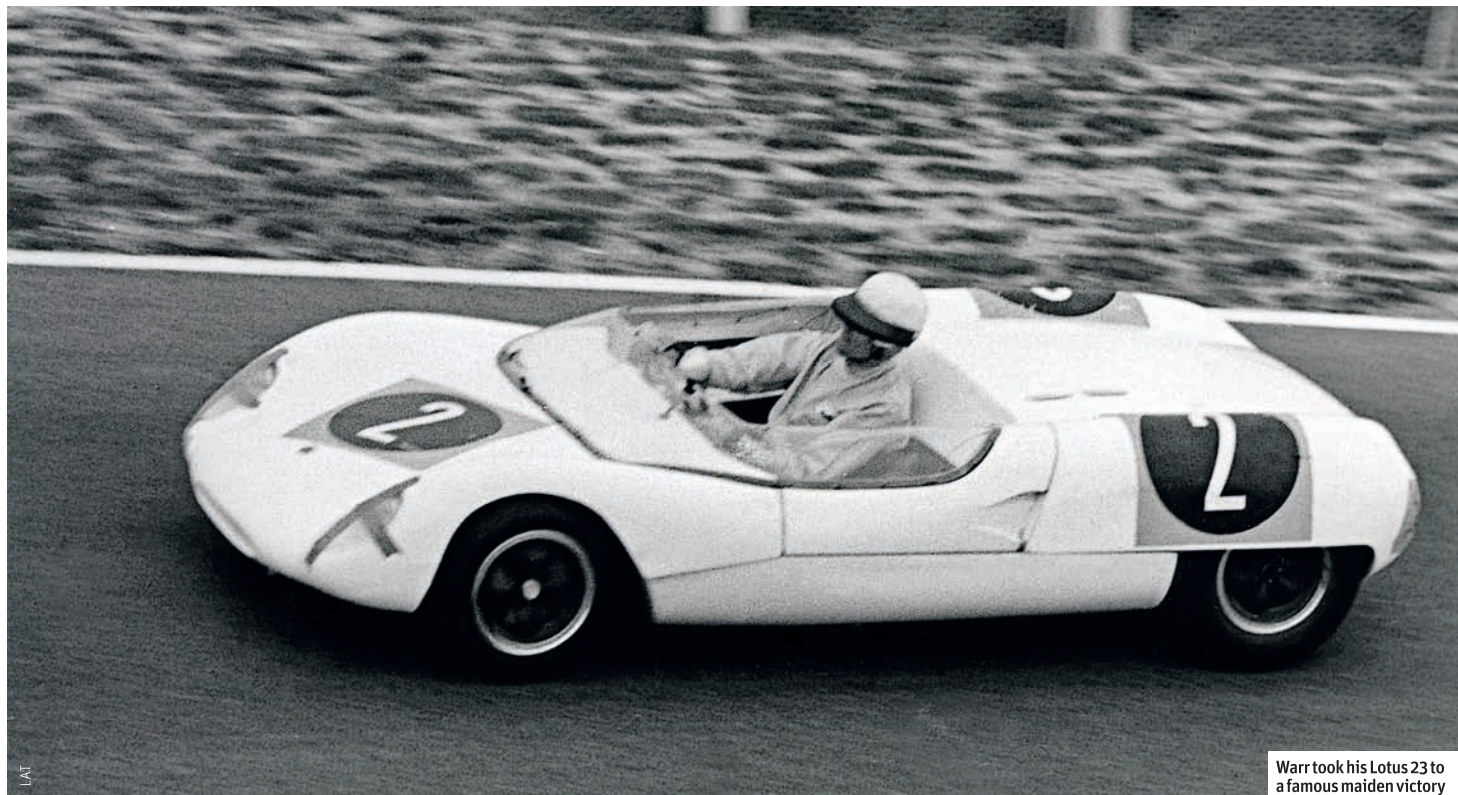
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PLUS

DTM and Euro Series from Hockenheim; Rally Scotland; IndyCar season review

# PETER WARR

■ Suzuka GP ■ May 1963 ■ Lotus 23-Cosworth ■ Winning Japan's first FIA-sanctioned race – and lots of Coca-Cola



Warr took his Lotus 23 to a famous maiden victory

**SUZUKA WAS** completed in 1962, and we went over for the Grand Prix in May 1963 – it was actually the first FIA-sanctioned car race in Japan. Jabby Crombac was asked to put a representative and interesting sportscar field together to help get them off to a good start.

I knew Jabby very well, and the invitation was for me personally rather than Team Lotus, and Colin [Chapman] didn't have any objections. However, I hadn't got a car that complied, or an engine! So I bought a Lotus 23 in Ireland, and Mike Costin and Bill Brown of Cosworth lent me an experimental 1650cc version of the 105E engine.

It was a fantastic trip. Jabby and I arranged to stop in Bangkok and Hong Kong, where we had an hilarious time! Then we went on to Tokyo and saw quite a bit of the interesting side of that as well!

It was all farm lanes around Suzuka – it was out in the open countryside then. The track was absolutely fantastic. I think it was in the top three in the world at the time, and probably still is today.

Scutineering was very formal. There were guys with beige overalls and white gloves. It was supremely well organised, run to a very tight

**"The track was absolutely fantastic. I think it was in the top three in the world at the time, and probably still is. I was lucky - I had a car well suited to it"**

timetable. I think the race was 20 laps on day one and 30 on day two.

I was just lucky – I happened to be in a car that was very well suited to the circuit. I had a bit of competition that kept me honest, and I managed to get it all done.

We went up to the podium, and I got a cup for each day, as I'd won both races. And then another man

presented me with a bigger cup and an envelope and said, 'Congratulations, you've won a year's supply of Coca-Cola.' Then someone came along and said we need your name and address.

We were also paid some prize money in Yen, and there was given a lot of it. You weren't allowed to take Yen out of the country, so we

## IN PROFILE



**PETER WARR**, who died last week aged 72, started as a racer before moving into management. He joined Lotus in 1958, initially as a salesman, before rising to team manager for 1970. He would oversee a very successful period for the team, including world titles for Jochen Rindt and Emerson Fittipaldi. He joined Wolf in '77, the team winning three GPs in its debut year. A move back to Lotus came in '81, and he took the helm after Colin Chapman's death at the end of '82. He left for good in '89 to work as a consultant to the FIA and BRDC, before retiring to France in recent years.

had to go back to Tokyo and spend it on all sorts of things. I scored some brownie points by buying a pearl necklace for my wife.

When we got to customs in England they asked, 'What's all this about?' Luckily the back page of the international edition of the *Daily Express* had about nine lines on the race, and I said 'This is me and I won!' And they let me through without having to pay any duty...

Then one day a guy from Coca-Cola knocked on the door. He said, 'I've got a delivery for you. Where do you me to put it?' I said, 'How much is there?' He said, '1100 bottles.' We put them in the garage, and then every month for a year a truck turned up and delivered 1100 bottles of Coca-Cola! ☘

*Peter Warr was talking to Adam Cooper*



**NEXT  
WEEK**

**Buddy  
BAKER**



## Porsche Human Performance

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## Porsche Carrera Cup GB

Rounds 19 and 20, Brands Hatch, October 9-10

Championship titles for Tim Harvey, Ollie Jackson and Glenn McMenamin  
 Double race win for Stephen Jelley  
 Double pro-am1 win for Ollie Jackson  
 Double pro-am2 win for George Richardson  
 Overall podiums for Tim Harvey, Glynn Geddie, Euan Hankey and Michael Caine  
 Team championship title for Motorbase Performance  
 'Driver of the weekend' award for Stephen Jelley  
 'Team of the weekend' award for Team Parker Racing

### Round 19 results

- 1 Stephen Jelley (Team Parker Racing)
- 2 Tim Harvey (Red Line Racing)
- 3 Glynn Geddie (Team Parker Racing)
- 4 Michael Meadows (Red Line Racing)
- 5 Charlie Bateman (Motorbase Performance)
- 6 Michael Caine (Motorbase Performance)

### Round 20 results

- 1 Stephen Jelley (Team Parker Racing)
- 2 Euan Hankey (Team Parker Racing)
- 3 Michael Caine (Motorbase Performance)
- 4 Ollie Jackson (Motorbase Performance)
- 5 Tom Bradshaw (JHR)
- 6 Charlie Bateman (Motorbase Performance)

For more information on the Porsche Carrera Cup GB visit [www.porsche.com](http://www.porsche.com)

### Overall points positions after round 20

#### Overall

1	Tim Harvey	370
2	Michael Caine	360
3	Stephen Jelley	248
4	Glynn Geddie	227
5	Euan Hankey	210
6	Ollie Jackson	182
7	Charles Bateman	179
8	Michael Meadows	148
9	Tony Gilham	145
10	Jonas Gelzinis	143
11	Ahmad Al Harthy	106
12	Tom Bradshaw	102
13	Archie Hamilton	69
14	Glenn McMenamin	28
=	George Richardson	28
16	Michael Leonard	24
17	George Brewster	22
=	Andrew Shelley	22
19	Liam Griffin	16
=	Steve Parish	16

#### Pro-am1 category

1	Ollie Jackson	199
2	Jonas Gelzinis	160
3	Tony Gilham	143
4	Ahmad Al Harthy	106
5	Archie Hamilton	69
6	Michael Leonard	24

#### Pro-am2 category

1	Glenn McMenamin	127
2	George Brewster	125
3	George Richardson	121
4	Mark Hazell	116
5	Paul Mace	82
=	Steve Parish	82

#### Team championship

1	Motorbase Performance	539
2	Red Line Racing	518
3	Team Parker Racing	437
4	Addison Lee Motorbase	198
5	Collins ReDesign Racing	145
6	Juta Racing	143

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