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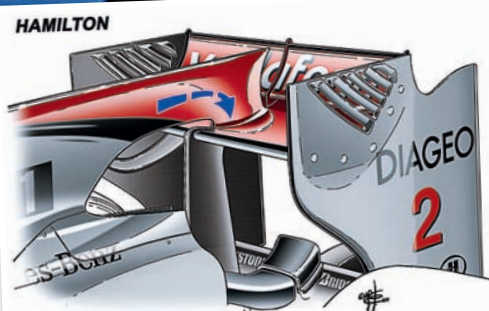


VETTEL RULES

Red Bull star dominates in the desert to claim world crown

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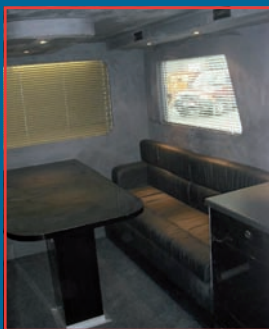
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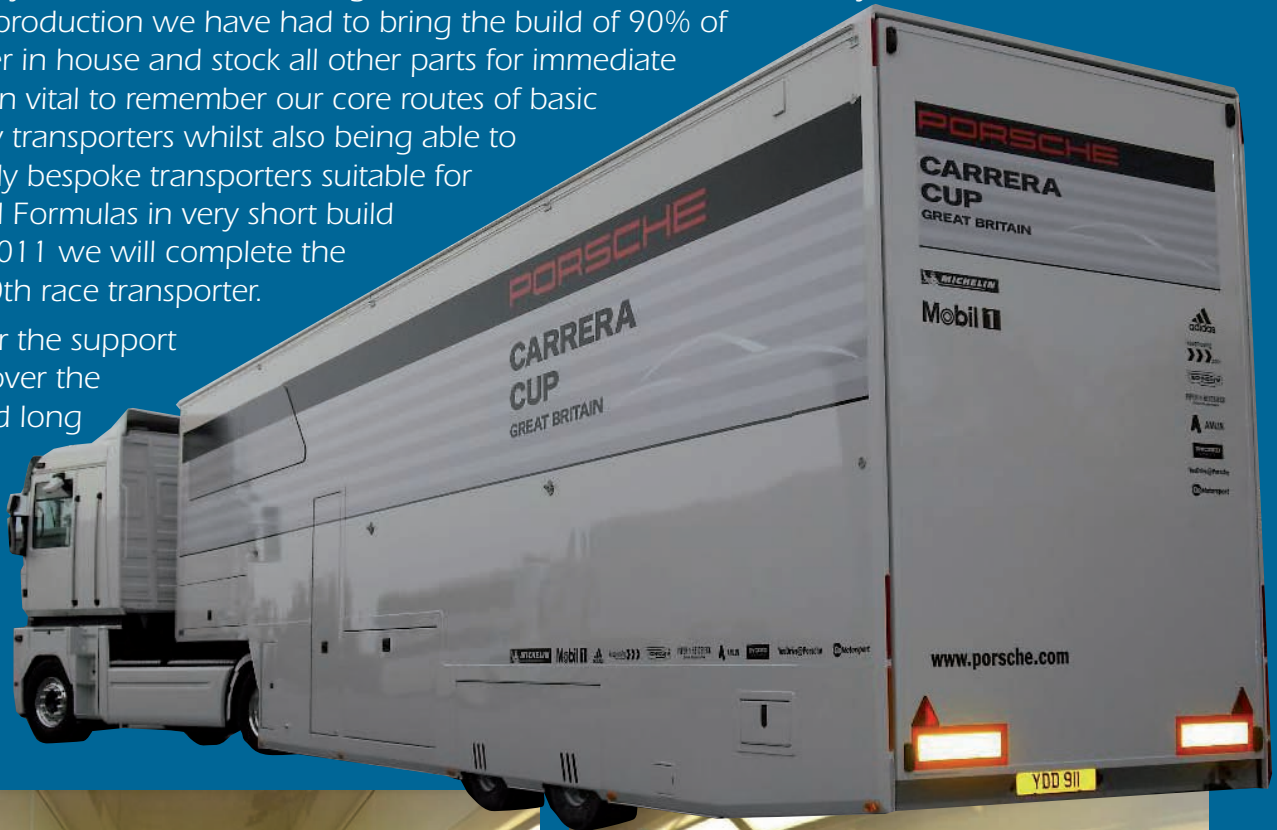
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"What doesn't kill you makes you stronger. Well, I'm still alive and I'm sure I'll bounce back a better driver"

MARK WEBBER'S READY FOR MORE IN 2011

7.3

The number of people, in millions, who tuned into the Abu Dhabi Grand Prix – the biggest F1 race-day audience since the 1998 British GP at Silverstone.
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 **XBOX 360.**

Jump in.

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POLE POSITION

Vettel had the mettle to grasp the nettle



CONGRATULATIONS TO Sebastian Vettel and everybody at Red Bull Racing for winning one of the most dramatic and thrilling Formula 1 World Championships on record.

As I've mentioned here many times, the title usually goes to the fastest combination of driver and car, and there can be little debate that, overall, Vettel and the Red Bull RB6 held those honours this year.

There were mistakes of course, but this is a 23-year-old still improving. Had he not made those errors in Belgium, Turkey or Hungary, the championship would have been wrapped up long ago.

The result was also a massive vindication of Red Bull's no-team-orders policy in Brazil. Had Vettel moved over for Mark Webber at Interlagos, I'd now be lauding Fernando Alonso as a triple champion and trying to quantify his standing among the greats!

Vettel will surely be a multiple champion too. But what of Mark Webber? The man who seemingly had the championship in his grasp — and let it slip away — will probably only get one more shot at the crown. And that's assuming that next year's Red Bull is as competitive as this one's.

Andrew van de Burgt, editor

BAMBER'S WEEK





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MRC

High steaks for Skoda

Skoda Fabia S2000 pair Michal Kosciuszko and Patrick Sandell found their route between special stages blocked on last week's Rally GB. The Pole and the Swede were forced to queue up patiently during the herding. Full report page 60.

Picture: MARTIN LEONARD



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Fernando Alonso admits that Red Bull outfoxed Ferrari in the end

Ferrari lets Vettel grab the crown

With Fernando Alonso's strategy centred around Mark Webber, Sebastian Vettel was able to snatch the title from both of them in Abu Dhabi. By EDD STRAW

Alonso backed team strategy



THOMPSON/GETTY



COATES/LAT

Beating Webber wasn't enough

Fernando Alonso lost the driver's world championship due to a strategy own goal partly caused by Red Bull's decision not to impose team orders upon Sebastian Vettel and Mark Webber this year.

Red Bull team principal Christian Horner came under fire for not ordering Vettel to let Webber past to win the Brazilian Grand Prix one week earlier. But Vettel's points from Interlagos meant that Ferrari had to strategically cover both Red Bulls in the Abu Dhabi Grand Prix title decider – after the race, Ferrari boss Stefano Domenicali admitted that this had been impossible.

Had Red Bull allowed Webber to win the Brazilian GP, Alonso would have gone to Abu Dhabi just one point ahead of the Australian – but Vettel would have been 22 points adrift, meaning effectively that Alonso would only have had to beat Webber in the finale.

Ferrari's decision to keep Alonso ahead of Webber (who he could afford to finish three places behind) forced the Spaniard into an early stop on lap 15, four laps after Webber switched to prime (harder) tyres. This dropped him behind Vitaly Petrov, who had already stopped. Alonso's inability to pass the Russian handed Vettel the title.

“Trying to be smart and covering two cars is much harder than trying to cover one,” said Domenicali after the race. “It was a mistake.”

Ferrari pitted Alonso and Felipe Massa because it believed that Vettel and McLaren pair Lewis Hamilton and Jenson Button were also about to stop due to their lap times were slowing. But the trio then surprised Ferrari and went faster again, after clearing the tyre-graining process. Ferrari had struggled with tyre wear during practice and

overestimated the degradation that could be expected in the race (see Expert View, right).

ALONSO DEFENDS TEAM

In the wake of widespread criticism, including some expressed privately by rival teams, Alonso said that the decision was right at the time.

The Spaniard was unable to pass Petrov for 38 laps, condemning him to seventh place, three positions lower than the fourth place he needed to beat race winner Vettel to the title. Alonso insisted that, had he not stopped when he did, he would have fallen behind Webber.

“Mark was gaining time on us, so it was a choice that we had to make,” said Alonso. “We either decide to pit and stay in front of Webber, or not stop and he gets in front of us. Maybe if we stayed out, it would have been enough. You never know if the soft tyres are

going to degrade a lot more.”

Had Alonso stayed out, he would likely have finished fourth, enough to take the title by two points.

Red Bull technical chief Adrian Newey suggested that Toro Rosso driver Jaime Alguersuari holding up Webber just after the pitstop also contributed to Vettel winning the title – it ensured that Ferrari could stop Alonso and keep him ahead of Webber. Had Alguersuari not done so, Alonso may have stayed out in the hope that the tyres recovered.

FERRARI UNDER FIRE

Ferrari has come under fire from the Italian public since the race.

Several Italian politicians have called for Domenicali to step down as team principal or even for Luca di Montezemolo to quit as president. But Ferrari is unlikely to be forced into sweeping changes after making such a big improvement since 2009.

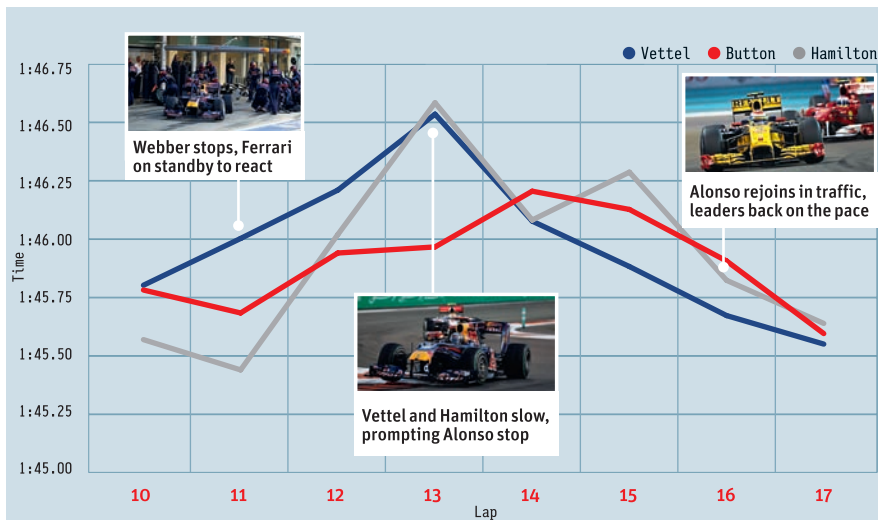
"I feel sorry for Fernando - he always pushed and never gave up. It's painful..."

Ferrari team principal Stefano Domenicali expresses the heartache being felt at Ferrari



NEWS
PIT & PADDOCK
WORLD CHAMPION 2010
SEBASTIAN VETTEL

THE LAP TIMES THAT TRICKED FERRARI



Qualifying Both Red Bulls do long runs on option tyres in Q3, but Vettel runs for three laps whereas Webber completes four.

LAP 1 Nico Rosberg, Vitaly Petrov and Jaime Alguersuari are among the six cars that pit for primes under the safety car. Alonso and Webber run fourth and fifth behind Vettel and the two McLarens.

LAP 11 After complaining about his rear tyres going off and lapping no faster than 1m46.519s in the six racing laps since the safety car, Webber pits and drops to 16th behind Alguersuari.

LAP 13 Massa pits in an unsuccessful attempt to jump Webber.

LAP 14 After being held up by Alguersuari, Webber passes him. Webber laps 0.8 seconds faster than Alonso. At this point, the top three have all slipped into the 1m46s, having posted 1m45s previously.

LAP 15 Ferrari calls in Alonso, believing that the other frontrunners will also pit imminently. Vettel, Hamilton and Button all start to pick up speed having gone through the tyre-graining process. Alonso and Webber run 12th and 13th and are never able to pass Petrov and Rosberg.

LAP 46 Kubica pits after a long stint on prime tyres and manages to re-emerge ahead of Alonso and Webber thanks to the time they have lost following Petrov.

LAP 55 Alonso and Webber finish the race still behind Petrov.

AUTOSPORT SAYS...

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A worthy champion? Unquestionably. Yes, Sebastian Vettel had the fastest car, but he also had 63 points' worth of mechanical misfortune, outperformed a very quick team-mate throughout the title run-in, didn't put a foot wrong after spinning into Jenson Button at Spa and delivered a champion's drive when it really counted. What more do you want?

This myth of great champions being able to dominate utterly is an absurdity today. At times, Michael Schumacher had so dominant a car that, combined with a subservient team-mate, errors went unpunished. There were days when Nigel Mansell could underperform by a second in qualifying and still be on pole. The reality of F1 is different now – it's 100 per cent every lap and mistakes will happen.

The British press has given Vettel a

hard time this year, painting a distorted picture of the affable 23-year-old, but cut through the crap and you see a brilliantly talented and intelligent legend-in-the-making.

As for the losers, there's no question that Alonso and Lewis Hamilton have more titles to come. As for Webber, who came so close but couldn't reach the heights of Spain or Monaco when it really mattered, he didn't quite have enough. Fans should be saluting all four for starring in the most remarkable F1 title fight of them all.



EXPERT VIEW

HIROHIDE HAMASHIMA
BRIDGESTONE HEAD OF
MOTORSPORT TYRE DEVELOPMENT

Fernando Alonso should have followed what the top three did strategically, even though the position of Mark Webber was key to the championship.

Fernando only needed to finish fourth, even with Sebastian Vettel winning. Maybe Ferrari expected everybody to come into the pits just after they did, but the story was completely different. The front tyres grain first, then after that the rears grained and after that the car was balanced – that's why the super-softs lasted so long in this race. I was very concerned about the strategy of starting on

options and pitting so early, because a midfield team with good top speed would be able to stay ahead, and that story became reality for Alonso and Webber.

According to the data from the 2009 race, the degradation was about to stop when Alonso pitted. But last year the Ferrari data wasn't so useful for this race because their car was very slow. I believe that they should have analysed other cars, better ones

Ferrari was misled by its 2009 data



from last year like Red Bull and McLaren, because slower-car data does not always reflect reality.

Another thing is that in Brazil McLaren suffered with very big degradation, but in Abu Dhabi they didn't have any serious problems, so they stayed out as well as Vettel. This also caused Ferrari's difficulty.

REMEMBER WHEN...



...a new champion last shared the podium with his predecessors? In the Mexican Grand Prix 43 years ago, Denny Hulme (pictured) was crowned world champion after finishing behind Jim Clark and Jack Brabham

“It’s amazing to think that the only time he led was after the last race, but that’s when it matters”

A dejected Mark Webber paid tribute to his team-mate after their fierce season-long battle



“As good as Senna”

Legendary engineer Giorgio Ascanelli, who worked with Ayrton Senna at McLaren and Sebastian Vettel at Toro Rosso, compares the young German with the best



Ascanelli worked with Vettel at STR

The only man to have been race engineer to world champions Ayrton Senna and Sebastian Vettel has hailed the 23-year-old German, and puts him in the same class as the legendary Brazilian.

Scuderia Toro Rosso technical director Giorgio Ascanelli, who was Senna’s race engineer at McLaren and had a strong relationship with the three-time world champion, considers himself lucky to have worked with both drivers.

Vettel has been widely hailed as a legend in the making after

becoming the youngest Formula 1 world champion in history at the age of 23 years and 135 days.

Ascanelli played a key role in the German’s development at Red Bull’s junior team in 2007/8 and is in a unique position to compare him with the driver voted the greatest in F1 history by a panel of over 200 grand prix racers in an AUTOSPORT poll last year.

“I am a very lucky man, because at the start of my career and now at the end I have been touched by perfection,” Ascanelli told

AUTOSPORT. “I said two years ago that Sebastian would be world champion and here we are. You never know how many championships he can win. To quote Ron Dennis, winning a championship is relatively easy – but being consistently at the top of your ability is bloody hard. That’s the difficult part, but I think Sebastian has got the will to do it. He’s going to be a big competitor for a long time.”

Ascanelli believes Vettel’s success lies both in his driving technique

and his technical ability.

“Technically, he has an advantage in the way he brakes,” said Ascanelli. “The way he handles the car under braking is extremely special. More than anything else, he has achieved this without driving alongside a world champion. He had only himself to learn from. He knows how to be fast, he uses his brain and he is a genuinely good human being.

“He has had his moments when he got confused, but he appreciated that a driver needs to understand why he is slow and why he is fast”

The rise of Vettel

How the new champion went from a novice to king of the world in just eight years



2003

Car-racing career starts in German Formula BMW. Finishes second with five wins



2004

Dominates German FBMW, taking the title by winning 18 of the season’s 20 races



2005

Finishes fifth in the F3 Euro Series, and tests a Williams F1 car as his FBMW prize



2006

Second in F3 Euro Series, and stars when he becomes BMW’s F1 Friday tester mid-season



2007

Races in Renault 3.5, then makes F1 race debut for BMW. Makes seven starts for STR

"He's determined, very focused, and an intelligent lad who learns from mistakes"

Red Bull technical genius Adrian Newey on the latest driver to win the title in one of his cars



NEWS
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WORLD CHAMPION 2010
SEBASTIAN VETTEL



Vettel could get used to title victory partying

Q&A

SEBASTIAN VETTEL 2010 WORLD CHAMPION

How does it feel to be Formula 1 world champion?

When I crossed the line, I did not know if it was enough or not. We have one guy in the team who knows all the world champions every year since 1950. Just ask him the year and he gives you the world champion. To be on that list now with drivers like Senna, Michael (Schumacher), those two guys...

Are you amazed to be the youngest-ever champion?

After Lewis won the championship [in 2008] I thought it will be questionable if there will ever be anyone younger than him. Records are

there to be broken. But it's half a year, I don't think it makes any difference.

Did you ever doubt that you would win the title?

I kept believing in myself, in the team and I got a lot of positive energy from the people around me. I think there was a little bit of pressure taken away and we could just focus on what we usually do. It's important to keep cool. We knew what we had to do, we achieved it with a bit of luck.



Vettel is the youngest F1 world champion

Old rival hopes for chance

FORCE INDIA tester Paul di Resta is hopeful that he will be able to take on former rival Sebastian Vettel in Formula 1.

The Scot beat Vettel to the F3 Euro Series crown when they were team-mates at the crack ASM team in 2006 and he could get his chance in F1 next year if Force India's intention to promote him to a race seat is realised.

"He's been very quick this year," di Resta told AUTOSPORT. "That

I beat him in 2006 is not necessarily to say that I would do it now. But I would hope that in the same car my performance could be the same."

Di Resta will travel to China next week, where he will be part of a three-way DTM title-decider on the streets of Shanghai.



FERRARIO/LAT



P44
Vettel
interview

THIS WEEK IN F1



McLAREN Lewis Hamilton credited the successful modification to the rear wing on his MP4-25 for his improved pace in the Abu Dhabi Grand Prix. "Finally it's working," he said.



MERCEDES Michael Schumacher escaped injury after being collected by Tonio Liuzzi after spinning on the opening lap of the Abu Dhabi Grand Prix. "It was scary for me, but luckily the safety is very high," he said.



RED BULL Formula Renault 3.5 racewinner Daniel Ricciardo is set to continue as a Red Bull reserve driver next year. He ran on both days of this week's rookie test in Abu Dhabi.



FERRARI Former F3 Euro Series champion Jules Bianchi will be Ferrari's test driver next season. He is set to continue to race in GP2 alongside his role with the Scuderia.



WILLIAMS Rubens Barrichello will drive for Williams during both days of the Pirelli tyre test in Abu Dhabi starting tomorrow (Friday). Nico Hulkenberg was originally scheduled to run on one day but has now left the team.



RENAULT The Genii Capital-owned team was in the closing stages of finalising an announcement of Lotus's buy-in to the team as AUTOSPORT closed for press. The team is set to run with Lotus branding next season.



FORCE INDIA Tonio Liuzzi admitted in Abu Dhabi that he was lucky to escape injury in his Brazilian Grand Prix crash two weeks ago. A suspension arm pierced the monocoque and just missed his foot.



TORO ROSSO The Faenza team will continue to expand after the winter as it heads into its second year as an independent constructor. "We still have to improve the infrastructure and get more people," said team principal Franz Tost.



LOTUS Test driver Fairuz Fauzy made his fifth appearance of the season during Friday practice in Abu Dhabi. The Malaysian did not run in the F1 rookie test at the track this week.



HRT Christian Klien was retained for a third outing of 2010 in Abu Dhabi, finishing in 20th place. The Austrian is unsure whether he will find a seat in F1 for next season.



SAUBER The Swiss team, which ran under the BMW Sauber banner throughout the 2010 season, can now drop the German manufacturer's name. The team is testing this week as Sauber Motorsport.



VIRGIN Team principal John Booth has set his sights on the team making it to Q2 regularly next season. Timo Glock reached the second stage of qualifying twice during 2010.



2008
Caps first full season in F1 by winning the Italian GP from pole for Toro Rosso



2009
Moves to Red Bull. Takes four wins and finishes second in the drivers' championship



2010
Fifth victory of the season in Abu Dhabi takes him to the world title in dramatic turnaround

GOODBYE, OLD FRIEND



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CRÉATIVE TECHNOLOGIE



RED BULL SEBASTIAN VETTEL MARK WEBBER	FERRARI FELIPE MASSA FERNANDO ALONSO	McLAREN JENSON BUTTON LEWIS HAMILTON	MERCEDES MICHAEL SCHUMACHER NICO ROSBERG	RENAULT ROBERT KUBICA VITALY PETROV NICK HEIDFELD ADRIAN SUTIL	WILLIAMS RUBENS BARRICHELLO PASTOR MALDONADO
FORCE INDIA ADRIAN SUTIL PAUL DI RESTA VITANTONIO LIUZZI NICK HEIDFELD	SAUBER KAMUI KOBAYASHI SERGIO PEREZ	TORO ROSSO SEBASTIEN BUEMI JAIME ALGUERSUARI	LOTUS HEIKKI KOVALAINEN JARNO TRULLI	HRT 	VIRGIN TIMO GLOCK JEROME D'AMBROSIO GIEDO VAN DER GARDE LUCAS DI GRASSI

KEY: SIGNED LIKELY POSSIBLE

Renault set to keep Petrov

Russian ends rookie season on a high, and is set to keep drive as others still search for seats in 2011

Russia's Vitaly Petrov is set to remain at Renault next season, with a deal expected to be completed within the next month.

The 26-year-old has had a mixed rookie season in Formula 1, after claiming the runner-up spot in GP2 last season.

He claimed a best finish of fifth in the Hungarian Grand Prix, and ended a run of five races without



Hulkenberg will leave Williams

scoring with a sixth place in the Abu Dhabi finale after holding off title contender Fernando Alonso.

Petrov's mistakes – most recently crashing out of seventh place in the Korean Grand Prix – have caused concern, but he is likely to be kept on because of his sporadic eye-catching performances and commercial benefits in his home country.

But the imminent Lotus buy-in to the team means that there is potential for the deal to be derailed, and Adrian Sutil and Nick Heidfeld remain in touch with the squad.

Team principal Eric Boullier told AUTOSPORT: "Vitaly has some good points and we now need to sit down and think about what has been good and bad. The main focus

Petrov shone in Abu Dhabi



will be how he has developed in recent races. We have invested in a rookie at the beginning of the year with no mileage in F1, and we must remember this."

With Renault almost certain to retain Petrov alongside team leader Robert Kubica, and Timo Glock confirming to AUTOSPORT that he will remain at Virgin next season, there are now few seats still available for the 2011 season.

Williams confirmed after the Abu Dhabi GP that Rubens Barrichello will stay on next year, but Nico Hulkenberg, recently described by team principal Frank Williams as a future world champion, will not. The German has been dropped as the team is searching for a funded driver, most likely to be Pastor

Maldonado – Hulkenberg's successor as GP2 champion – who tested for the team this week.

"I don't bring any money, but other drivers do," said Hulkenberg, who was offered a Williams deal that would involve going to HRT for 2011. "They have to ask themselves what is better value: two good drivers or money?"

Hulkenberg's options for next season are restricted, with only Force India, Lotus, Virgin and HRT not having complete line-ups.

Force India is keen to retain Adrian Sutil, who has described himself as "close" to staying. Team-mate Vitantonio Liuzzi has a contract for 2011, but is not certain to stay on. "I am pretty confident of being in F1," he said.

Russian firm buys into Virgin

RUSSIAN SUPERCAR manufacturer Marussia has bought a stake in Virgin Racing.

The team will compete as Marussia Virgin Racing next season, after the company bought out a stake previously owned by Lloyds bank as part of the original deal to finance the operation.

No major changes will be made to the running of the team in the wake of the deal, although it is expected to herald further investment in

Virgin's equipment and facilities.

The Marussia title sponsorship will extend through to the end of the 2014 season, when the inaugural Russian Grand Prix is likely to be held at a new circuit in Sochi.

The small-volume company currently has two Cosworth-engined supercar designs – the B1 and the B2 – which recently went on sale in Russia for the first time.



Marussia will increase Virgin involvement



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YOUNG DRIVER TEST, TUESDAY NOVEMBER 16

DRIVER	TEAM	TIME
1 Daniel Ricciardo	Red Bull	1m39.616s
2 Oliver Turvey	McLaren	1m40.725s
3 Antonio Felix da Costa	Force India	1m41.381s
4 Esteban Gutierrez	Sauber	1m41.432s
5 Dean Stoneman	Williams	1m41.522s
6 Mikhail Aleshin	Renault	1m42.073s
7 Jean-Eric Vergne	Toro Rosso	1m42.489s
8 Paul di Resta	Force India	1m42.736s
9 Sam Bird	Mercedes	1m42.985s
10 Jerome d'Ambrosio	Virgin	1m43.518s
11 Pastor Maldonado	HRT	1m43.750s
12 Jules Bianchi	Ferrari	1m43.894s
13 Rodolfo Gonzalez	Lotus	1m44.924s
14 Rio Haryanto	Virgin	1m49.439s



Maldonado did well in HRT



Ricciardo got close to Vettel's fastest laps



Turvey was best of the rest for McLaren

Ricciardo shines for Red Bull

Australian repeats his impressive pace from last year's young-driver test as F1 hopefuls get chance in Abu Dhabi

Australian Daniel Ricciardo consolidated his place as the next Red Bull driver in line to graduate to Formula 1 by topping the first day of rookie-driver testing in Abu Dhabi.

The Formula Renault 3.5 runner-up, who also set the pace in last season's rookie testing at Jerez, set a best time within 0.25 seconds of world champion Sebastian Vettel's pole position lap for the Abu Dhabi Grand Prix. Ricciardo set quick laps throughout the day, ending the session comfortably clear of McLaren's Oliver Turvey.

While Ricciardo shone, GP2 champion Pastor Maldonado caught the eye driving for HRT. The Venezuelan, who was due to test the Williams yesterday (Wednesday) as he closes in on a race seat with the team for 2011, set a best time more than a second quicker than Bruno Senna's qualifying mark. Taking into account track conditions, his

pace was on a similar level or maybe faster than Senna's performance.

A number of drivers had their first serious F1 tests, including FR3.5 champion Mikhail Aleshin for Renault, F3 Euro Series race winner Antonio Felix da Costa for Force India, Formula 2 champion Dean Stoneman for Williams, British Formula 3 champion Jean-Eric Vergne for Toro Rosso, GP2 racers Sam Bird (for Mercedes) and Rodolfo Gonzalez (Lotus), and GP3 race winner Rio Haryanto for Virgin. Da Costa was the fastest newcomer, setting the third-fastest time late on after he had taken over from the team's regular tester Paul di Resta.

The test, which was due to be concluded yesterday, is the last time that Bridgestone tyres will be used in F1 before the company's pullout.

F1 teams will have the chance to test Pirelli's development rubber for the 2011 season for the first time in a two-day test at the Yas Marina

track starting tomorrow (Friday). Each team will be permitted eight sets of tyres, drawn from a choice of the super-soft (option) and medium (prime) compounds. Most teams will use their regular race drivers, although McLaren will use test pilot Gary Paffett in place of Lewis Hamilton and Jenson Button as it does not expect the finalised 2011 tyres to be very similar to the ones

running this week.

But ex-Pirelli test driver Nick Heidfeld, who describes the Italian tyres as "very different to the Bridgestones", believes that the construction of the tyres is already set for next year. "The construction will not change," he said. "The compounds will change a bit, but I don't think that will affect the behaviour of the tyre."

Vettel tops rankings

SEBASTIAN VETTEL will end the year on top of the Castrol Rankings after clinching the Formula 1 World Championship in Abu Dhabi.

The German has held the top spot for the past 34 weeks, confirming his status as the top-performing driver in 2010.

Mark Webber, Sebastian Loeb and Fernando Alonso all had a chance of taking the top spot away from Vettel

last weekend, but all needed to rely on the German retiring from the race. Behind them, Lewis Hamilton completes the top five.

The highest-ranked driver whose season is yet to end is NASCAR Sprint Cup title contender Jimmie Johnson, who lies eighth.

To see the full Castrol Rankings, log on to www.castrol driverrankings.com

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MPH Mark Hughes

AUTOSPORT grand prix editor

So, team orders failed to secure the world championship for Fernando Alonso. But neither he, nor the Ferrari team, can function happily – or truly effectively – any other way

Team orders – a sigh as Fernando Alonso was asked yet again on Thursday in Abu Dhabi, ‘Don’t you think, Fernando, if you win the championship by less than seven points, it will be a tainted title?’ In these situations he’s quite amusing. As he sees the question coming – it’s invariably from the British enclave – he will rest his chin on his hand, looking directly at his interrogator with a neutral expression, and politely wait for the protracted, familiar sentence to finish, before saying: ‘No,’ and look around for the next question. Of course Fernando did not win

is wrong. On the contrary, Alonso would have been even further behind in the points table without team orders. Red Bull ultimately prevailed because it had the fastest car. The way Ferrari operates its team almost overcame that.

The entity that is Ferrari needs to be led by a strong man in the driving seat. Not only because it’s a relatively new group of people in the senior positions, but also because culturally it’s always been like that. John Surtees, ’64 champ with Ferrari: “I found it with Moto Guzzi as well as Ferrari: you have to behave as a strong man, lead the team, then go out on the track and back it up. Then they respond to you.” They’ve responded to Alonso, who could not have been wired up better for that particular set of requirements.

He only works one way – central to the whole operation, an intrinsic part of it. That’s why it was a disaster at McLaren; he was still delivering on-track but the internal dynamics were a fiasco, intensified by Ron Dennis trying to treat him as a young kid employee whereas he went there as a fully formed double world champion expecting to be treated as a partner in success – much like he was at Renault and as he is now at Ferrari.

Ferrari operated that way during the Schumacher years when it steamrollered everyone aside for the first half of the last decade. But between the Schumacher era and the Alonso one, it briefly became a more egalitarian operation with no difference in the opportunities provided to Kimi Raikkonen and Felipe Massa. It sort of worked

– but not to the level nor with as much certainty as during the Schuey years. Alonso’s arrival and his personality has allowed the team to revert to its more natural self.

Meantime Red Bull, the Austrian soft drinks company, now has the perfect world champion for its marketing aims. Sebastian Vettel is nonetheless a sensationally good racing driver who has been caught in the middle of the conflict between those aims and those of the racing team that represents it.

In both situations, Ferrari’s and Red Bull’s, it has left only a small space for the other driver. Not in terms of racing hardware or available resource, but in psychological terms. Neither can feel as wanted as the guy on the other side of the same garage.

With Massa it’s difficult not to feel that this situation has damaged his performances, that it’s been just one challenge too many as he has returned from his injury of last year. With Mark Webber it’s as if feeling he’s the underdog has brought out some of his greatest performances.

It leaves each of them in a difficult position as they look to the future. There would seem to be little prospect of them finding as competitive a car elsewhere as they have been enjoying. But equally there’s no prospect of them staying on anything other than their existing terms. Another Ferrari driver Eddie Irvine withstood a similar situation for four seasons before concluding, “I couldn’t continue being hit over the head with a cricket bat every day any more.”



Alonso: tired of team-orders fuss

the title, so the question never got to be asked yet again after the race. Sebastian Vettel triumphed partly because Ferrari couldn’t cover the very different strategies of two title-contending Red Bulls. In other words, it was the fact that Red Bull had allowed its drivers to compete that tripped Ferrari at the final hurdle. There’s a certain irony in that, you must agree.

That’s not to say Ferrari’s way

“Ferrari needs to be led by a strong man in the driving seat”



BOYD/LAT

Chevy will have an Indy presence again

INDYCAR

IndyCar hails Chevrolet return

Series CEO Randy Bernard declares that IndyCar's dark ages are over after Chevy commits for 2012

IndyCar CEO Randy Bernard believes that the return of Chevrolet will be key in propelling the series back towards the standard of its glory years.

The GM-owned manufacturer confirmed last week that it would enter the series as an engine

supplier in 2012, with multiple championship-winning team Penske having already committed to using the powerplant.

It will be the first time since 2005 that IndyCar has had competition between manufacturers, with Honda having served as sole supplier

following the withdrawal of Chevrolet and Toyota.

Bernard said: "This keeps our fantastic momentum moving, and we think IndyCar is back. Having Chevy involved with us is a big deal."

"Our strategy and their strategy lined up very well," Bernard continued. "Relevant technology and innovation were all very important to their strategy. They want to use IndyCar to showcase their technology."

Chevrolet is also expected to follow Dallara, which will continue to supply the series' spec chassis, and Lotus in building its own distinctive aero kit in conjunction with Penske.

"This keeps our fantastic momentum moving. We think IndyCar is back"

IndyCar CEO Randy Bernard

Chris Perry, Chevrolet's vice-president of marketing, said that the lure of racing at the Indy 500 was another factor in the decision to return. "Indy has been a proving ground for manufacturers since Louis Chevrolet first raced there in 1909," he said. "Our return to IndyCar is natural. At the same time, this programme will be a showcase for efficient and powerful technologies that power new Chevrolet vehicles."



Penske will use Chevy power

“ This is fantastic for IndyCar, but we still have a lot of work to do”
Randy Bernard



“ Turbocharger is back, baby. This is going to be a lot of fun”
Helio Castroneves



“ IndyCar has desperately needed some competition out there. It's great news”
Danica Patrick



“ Maybe this will give me a chance to go and race [the Indy 500] some day”
Jimmie Johnson



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INDYCAR

Kanaan tests with de Ferran

IN-LIMBO INDYCAR star Tony Kanaan got back in the cockpit this week with a day testing for De Ferran Dragon Racing on Tuesday.

The 2004 champion is currently without a drive next year after being released early from his multi-year deal with Andretti Autosport. But both he and team boss Gil de Ferran said that the test at Sebring was not a hint at a deal being put together between the two.

"It's difficult to speculate on that," de Ferran told AUTOSPORT. "Tony is a free agent, a guy who's been at the top end of the grid for a long time, so he's an asset to any team. Given his experience, we were interested on his views on how we're developing our car so he kindly agreed to the test."

Kanaan, who was set to fly to Brazil after the test to continue chasing sponsorship, added: "I'm still looking for a job. I don't know what else to do but racing, so this was a great opportunity that Gil gave me. There's not a lot to read into – it's not like we have a deal. If I can help him, then who knows? Even if I don't end up racing for



Futue's uncertain, but Kanaan's wearing shades

him, I helped a friend and I spent a day on the track."

The 35-year-old has also been approached by NASCAR star Kyle Busch about racing for his team in the Truck Series.

"I've had a conversation with Tony, but he's yet to come back to me," said Busch. "I think it would be fun to see him here. We've seen it with Danica [Patrick] and Dario [Franchitti], some of those guys who have given it a try.

"I feel like it's no different than a young driver. Tony Kanaan, having all the experience he has with going 230mph or whatever it is in [IndyCar], can come to NASCAR, but yet start small.

"We could get him in some good equipment, running some races and gaining some experience, then maybe in 2012 do a full year. That's what I explained to him, but if he wants to stay in IndyCar then I respect that."

INDYCAR

Wilson stays put



Wilson has rejoined D&R

BRITISH INDYCAR ace Justin Wilson will remain with Dreyer & Reinbold Racing for 2011.

Wilson, who managed two podium finishes and a pole position with the team after switching from Dale Coyne Racing for 2010, said that he was excited about the season ahead.

"We put some strong foundations in place in 2010 and we've got big ambitions for '11," Wilson said. "Agreeing things early means we can work hard on

building our programme during the off-season and hit the ground running next year."

Team co-owner Dennis Reinbold said that Wilson would be a valuable asset to the squad.

"We created a lot of momentum in 2010 with Justin," he said. "He's a class act and we couldn't be happier to have him back."

The team is yet to announce who Wilson's team-mates will be. Nine different drivers appeared in D&R's cars during 2010.

AUTOSPORT SAYS..

JAMIE O'LEARY
BTCC
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How fitting is it that the destiny of the World Touring Car Championship should be settled in the courtroom?

Unpopular decision after unpopular decision has turned the season into something of a farce, and shifted the emphasis off what has been a tremendous season of on-track tussles between the armies of Chevrolet, BMW and SEAT.

It's a small mercy that champion-elect Yvan Muller is at least thoroughly deserving of his title, but he should have been allowed to win it his way – on the track – as he did in 2008.

There should be no blame applied to Chevrolet regarding the gearbox controversy – it only did what it thought was right by appealing the BMW ruling. Nor should the German manufacturer come out of this badly; all it did was comply with a decision made by FIA race officials.

Why, the question must be asked, did the Okayama race stewards allow an unhomologated component to be used in the first place? We're waiting...

On a brighter note, how good is it to see Colin Turkington and WSR becoming World Championship race winners, albeit by default? It proves that the BTCC still turns out the cream of the crop when it comes to tin-top stars. Maybe Colin can savour his moment in Macau this weekend.



Not such joy for BMW now

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WTCC

Muller wins in the courts

Chevrolet's successful appeal against BMW hands second WTCC title to the Frenchman

WOOD/LAT

Yvan Muller has effectively become the World Touring Car champion for a second time following a successful appeal by Chevrolet against a controversial stewards' decision concerning the gearboxes of the factory BMWs at the previous round in Okayama.

Chevrolet's appeal, which was heard by the FIA International Court of Appeal in Paris last Friday,

resulted in the exclusion of RBM Team BMW drivers Andy Priaulx and Augusto Farfus from the results of the Japanese races.

Although the reasons for the verdict had not been published by the Court as AUTOSPORT closed for press, the result means that Muller is now mathematically uncatchable in the race for the drivers' title heading into the season finale at Macau this weekend.

Both Priaulx and Farfus were allowed to switch from five-speed H-pattern gearboxes to six-speed sequential units for the Okayama round under the direction of the race stewards.

This meant that the cars were able to run 30kg lighter than previously in accordance with the championship's compensation

weight rules.

Chevrolet appealed the decision two weeks ago on the grounds that the sequential gearbox had only been homologated for use by Alex Zanardi during his time in the championship with the ROAL BMW squad due to the Italian driver's disability.

AUTOSPORT understands that RBM will not counter-appeal the Court's decision and will convert the cars back to H-pattern specification in time for Macau.

Chevrolet, which fields the cars of Muller, Rob Huff and Alain Menu, was not prepared to comment, but AUTOSPORT understands that several unsuccessful attempts were made by the manufacturer to resolve the situation without taking it to an FIA hearing.

Priaulx's lost points in Okayama means that he has lost second place in the championship to Gabriele Tarquini. The Italian is 55 points behind Muller with only 50 available in Macau. Priaulx is a further six back with Huff in fourth, another four points adrift.

Chevrolet is now 74 points ahead in the manufacturers' championship with 86 still available.

The judgement also means that Colin Turkington, who finished second behind Farfus on the road in race two in Japan, has inherited his and the British WSR BMW team's maiden WTCC victory.

● The Okayama results will not be taken into account when determining the base weight for the 'new shape' BMW at Macau, according to the FIA.



Priaulx has lost his points from Okayama

GIBSON/LAT

V8 SUPERCARS

Richards loses Ford V8 Supercar seat

STEVEN RICHARDS has been dumped by V8 Supercars' factory Ford squad FPR.

Speculation over the two-time Bathurst winner's future had been rife after a long spell of disappointing results that have left him 17th in the standings – 14 places behind team-mate Mark Winterbottom. Richards confirmed last

week that the team had advised him that his deal would not be renewed.

"There's a fair bit of dust to settle," he told the official V8 Supercars website. "I'm not ready to step aside. Obviously I may not have that option, but finding another drive is high on the priority list right now. You've got to have results,

and when you look at the scoreboard, whether it has been my fault or not, it's not great."

Topping the list of possible replacements in the #6 Ford Falcon is Will Davison, who currently races on the other side of the manufacturer divide for the works Holden team HRT.

Richards won't be retained by FPR



HORSBURGH/LAT

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IN BRIEF



KV GOES RETRO

KV Racing plans to run a variety of retro Lotus Formula 1 liveries next year as part of its tie-up with the car manufacturer. Team boss Jimmy Vasser said paint schemes based on the John Player Special and Camel liveries would be among the ones chosen.

BRANDS STARTS WITH INDY

The opening round of next year's British Touring Car Championship will be held on the Brands Hatch Indy circuit with the penultimate round of 2011 taking place on the GP track. Snetterton's August event will be on the new '300' layout.

BTC CARS GET REPRIEVE

BTC series director Alan Gow has given BTC-spec cars a one-year reprieve for the 2011 championship. Only cars that competed this year will be allowed to continue, and will have their base weights increased by 50kg.

DORAN CHANCE FOR KAISER

Radical UK Cup champion Ross Kaiser will race the Doran Racing Dallara-Ford in January's Daytona 24 Hours. The seat is the 28-year-old Briton's prize for winning the Sunoco Daytona Challenge.

ASIAN EXPANSION FOR FLM

The Formula Le Mans one-make prototype series could expand into Asia next year. Chassis constructor ORECA and the Automobile Club de l'Ouest are working with Japanese design house AIM, which badged the Judd-built wide-angle LMP1 V10 in 2009-10, to make the plan a reality.

BLEEKEMOLEN FOR DAYTONA

Dutch sportscar all-rounder Jeroen Bleekemolen will make his Daytona 24 Hours debut next January. The 29-year-old (below) will drive a Porsche 911 GT3 Cup entered by The Racers Group in conjunction with Black Swan Racing, with which he won the 2010 American Le Mans Series GTC title.



There's nothing between Hamlin and Johnson



NASCAR

Closest ever NASCAR showdown

DENNY HAMLIN will go into this weekend's NASCAR title decider at Homestead with the task of defending the smallest points lead in Chase history after a strategic miscue at Phoenix last week resulted in his advantage being halved.

Just 15 points separates the Joe Gibbs driver from nearest rival Jimmie Johnson, with Hamlin still reeling after dominating last weekend's race only to be outsmarted on fuel strategy and finishing 12th.

Despite describing the Phoenix race as "one of the biggest letdowns I've had", Hamlin will go into the title-decider with a car that has been a regular frontrunner in recent weeks; an advantage not shared by Johnson. The Hendrick driver was unable to climb higher than fourth last weekend and failed to lead a lap, denying himself five extra bonus points. The four-time champion had also been hampered by pitcrew errors in Texas a week earlier; a situation that the

team has addressed by swapping Johnson's crew with that of team-mate Jeff Gordon.

Hamlin's other main threat is RCR's Kevin Harvick, who has relied upon consistency to compensate for any lack of pace in recent weeks. Harvick is 46 points behind Hamlin, but has a better record at Homestead than either of his rivals.

"Our car will be fast," Harvick said. "Homestead is our best track, so we're looking forward to it."

NASCAR

NASCAR prepares for 2011 visual overhaul

NASCAR IS planning bodywork tweaks to create a greater visual difference between its competing manufacturers in the Sprint Cup in 2011.

NASCAR president Mike Helton said: "You will see a different look on the Cup cars when we get back to Daytona

in February than you saw this past year. We're starting to see a high level of interest from manufacturers again on their activation in NASCAR with their own brands. You will see styling changes on all brands."

The introduction of different bodywork shapes

will follow on from the next-generation car in the Nationwide series. The new cars more closely

resemble their road-going equivalents, while remaining within the series' aerodynamic guidelines.



New Nationwide cars have varied bodyshapes for manufacturers

NASCAR

Stunt legend Pastrana makes move into NASCAR

Pastrana is keen for NASCAR future



RALLY AND stunt driver Travis Pastrana will switch to NASCAR next season with a limited Nationwide series programme.

The 27-year-old, who split with Subaru Rally Team USA last week, will attempt seven Nationwide races next year and 20 in 2012 in a Toyota that he will co-own with Michael Waltrip.

Although Pastrana's schedule has still not been finalised, Waltrip said that he would

most likely compete in some lower-tier K&N Pro Series and Truck Series races before making his Nationwide debut in the second half of the season.

"Hopefully he can make all his mistakes and learn all the lessons he has to learn and get up to speed," Waltrip said. "So when he runs his first Nationwide race, he is in a position to be competitive. He wants to test and work at getting up to speed."

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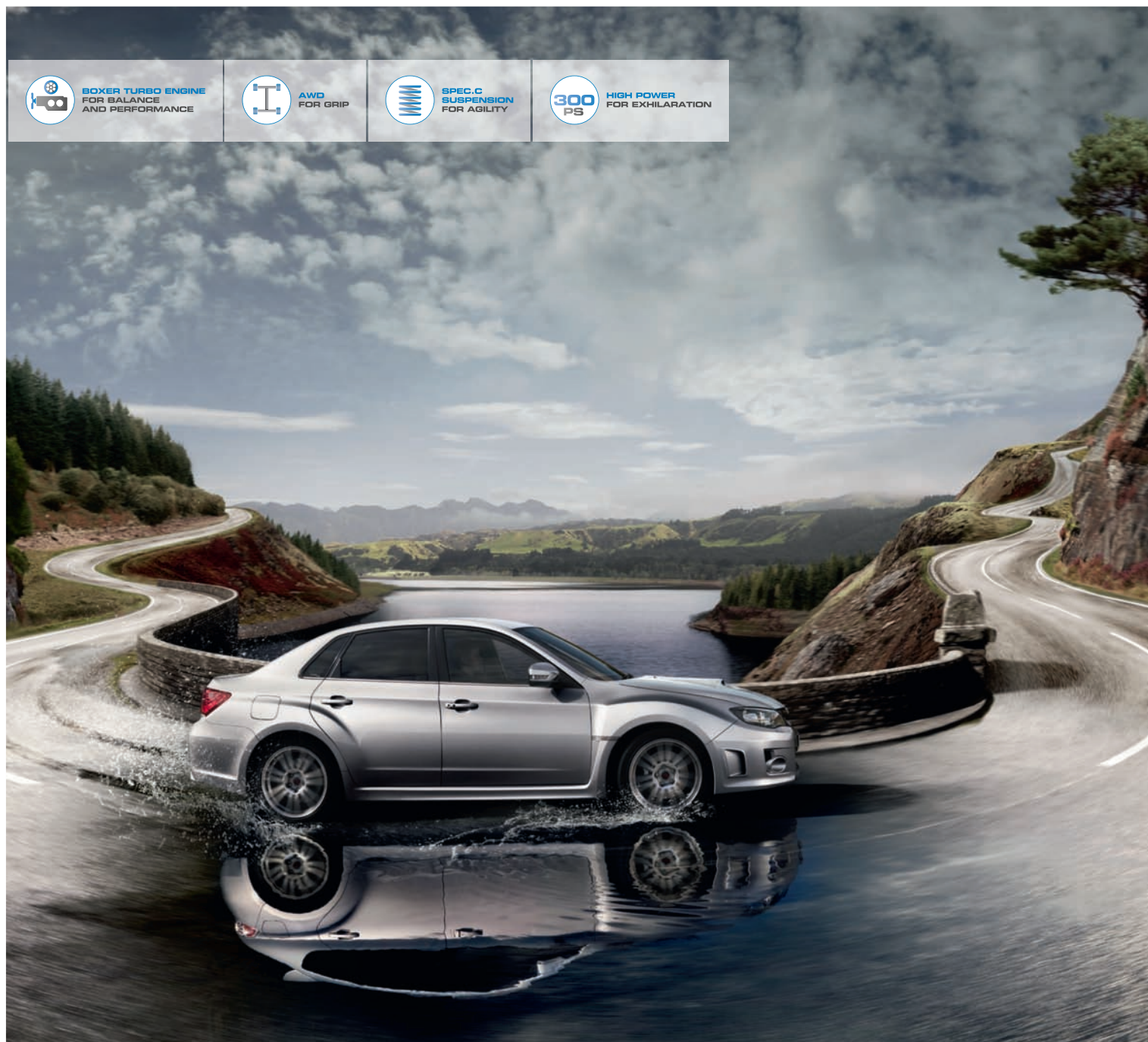
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ART

GIBSON/GP3

SPORTSCARS

ART targets sportscar move

Ultra-successful French team admits that a Le Mans campaign could be on the horizon after F3 pull-out

Multiple junior single-seater championship-winning team ART Grand Prix is targeting a move into sportscars.

The French squad, which has won championships in GP2, GP3, Formula 3 and Formula Renault (as ASM), announced its withdrawal from the F3 Euro Series last week (see below). Team boss Frederic Vasseur hopes to move his F3 team to a prototype programme to achieve his aim of entering a car at Le Mans.

"We have taken the decision to stop F3, and I will try to build up a new programme for the team," Vasseur told AUTOSPORT.

"Nothing is fixed today, but I have a big interest in the 24 Hours, and I am working on this. If I am able to build something up then we will do it."

Vasseur added that he would expect ART to enter the sportscar arena as an independent at first, so it can gain experience before trying to join up with a manufacturer.

"I don't want to [work with a manufacturer] in the first season," he said. "It makes sense to commit to a manufacturer when you are sure that you will perform well. I would like to do one season first, because I think

we would need to learn the specifics of endurance racing."

Leading ART F3 engineer Theophile Gouzin, who worked with Adrian Sutil, Sebastian Vettel, Romain Grosjean and Jules Bianchi among others, said that there was a desire from those in the team to work on a sportscar project.

"I hope we can find another category in which we can play as much as we could in F3," Gouzin told AUTOSPORT. "I hope we can find the budget and sponsors to compete at Le Mans. It would be a nice challenge where the team could show its technical level. I don't

think GP2 and GP3 are that kind of series. On the pure development side, sportscars would be great."

ART's GP2 and GP3 teams will have a tie-up with Lotus from 2011. The car company is planning to launch an attack on the LMP2 division in 2012 as part of an expanded motorsport programme, but Vasseur and Lotus motorsport director Claudio Berro played down an imminent sportscar tie-up.

Berro said: "It is not part of our discussions today. At the moment we are focused on GP2 and GP3, but there could be an opportunity in the future."

F3 EURO SERIES

Brave face for Euro Series after top team quits

F3 EURO SERIES bosses are optimistic that the championship can survive the loss of six-time champion team ART Grand Prix.

The French squad, which fielded the drivers' championship winner every year from 2004-09, announced last week that it was withdrawing from the championship. But Euro Series manager Christoph Hewer told AUTOSPORT that preparations for 2011 are still going well.

"We already have five teams

committed, and we have a list of 20 to 24 drivers interested in the series," said Hewer. "If there were just cars with no drivers interested, we would be quite concerned."

"We worked all year to find solutions and adapt things to make the championship better. Now we will do our normal work to implement these as we did in the past. We would not do that if we did not think there were going to be a championship in 2011."

ART team boss Frederic Vasseur said that he was not prepared to wait and see how the Euro Series was shaping up for 2011.

"I was very afraid about the number of cars for the start of the season, and I didn't want to have to make an emergency decision in February," Vasseur told AUTOSPORT.

"I hope the series will be okay, but I won't take a risk with my company. I have to be realistic on the financial side, so I took the decision now."

Six-time champ
ART has pulled out



GIBSON/AT



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IN BRIEF



GUTIERREZ PROMOTED

Inaugural GP3 Series champion Esteban Gutierrez (above) will step up to GP2 with ART Grand Prix next season. The team is yet to announce who will be paired with the Telmex-backed Mexican teenager.

COLETTI TO TRIDENT

Stefano Coletti will return to GP2 with Trident Racing in 2011. The Monegasque driver made a couple of appearances with Durango in 2009, and spent this season racing in GP3 and Formula Renault 3.5.

GP2 TEST FOR PALMER

Formula 2 runner-up Jolyon Palmer will have his first taste of a GP2 car in the post-season test at Abu Dhabi on November 23/24 and 27/28. The Englishman will spend the opening two days running with iSport before moving on to Addax for the third day and ART for day four.

SUD-AM CHAMP FOR BRIT F3

Newly-crowned Sudam F3 champion Yann Cunha will contest next year's British F3 Championship with T-Sport. The 19-year-old Brazilian will partner 2010 British F3 National Class champion Menashe Idafar in one of the team's Dallara-Volkswagens.

NEW TYRES FOR EURO SERIES

The F3 Euro Series (below) will race with a new Kumho tyre compound next season. The new rubber, which should be easier for new drivers to find the limit with, was chosen following tests of four compounds with F3 veteran Renger van der Zande.



Chandhok was part of Ocean's GP2 line-up in 2009

GP2

Chandhok cameo at GP2 shakedown

Adam Carroll also on hand as teams put 2011-spec GP2 cars through their paces for the first time

Sometime Formula 1 racer Karun Chandhok was due to get back behind the wheel of a GP2 car at Paul Ricard today (Thursday) to help Ocean Racing Technology shake down its new GP2/11 Dallara.

The former HRT driver, who is still trying to secure an F1 seat for next year, was to be joined at the shakedown by fellow ex-GP2 luminary Adam Carroll, who was set to test with iSport International.

The one-day outing was an opportunity for the 2011 GP2 teams to try out the first of the third-generation GP2 cars, which were delivered two weeks ago.

"I haven't driven since the British Grand Prix in July, so my big incentive is to blow the cobwebs out and also to drive the Pirelli tyre, because from what I understand it

has the same construction as the F1 tyre," Chandhok told AUTOSPORT.

"It's nothing to do with a GP2 comeback — I'm very much focused on F1. Ocean were last in the points this year, with two rookies, and are trying to get a bit more experience on board to give some direction."

GP3 Series champion Esteban Gutierrez was set to have his first GP2 run-out with ART Grand Prix, while ex-F1 racer Romain Grosjean was scheduled to drive the DAMS car and former Arden GP2 race winner Charles Pic was to suit up for Addax. Meanwhile, Carlin was set to run a GP2 car for the first time, with Max Chilton at the wheel.

Teams will take delivery of their second new cars in the coming weeks, with the first proper test to take place in Abu Dhabi in February.

SPORTSCARS

Lotus in LMS for Jetalliance

LOTUS IS set to be represented in next year's Le Mans Series by the successful Jetalliance Racing squad.

The team, formerly known as Racealliance, won seven FIA GT Championship races with Aston Martin in 2006-08. It is "very close" to a deal to field Lotus's new GT Endurance class Evora in the LMS in 2010, according to Lotus motorsport director Claudio Berro.

The deal would mark a full-time return to the international arena for Jetalliance, which has focussed on select endurance races since quitting FIA GTs prior to the end of the 2008 season.

Berro said: "We are working with Jetalliance to finalise a GT programme. The deal would be for the LMS with two cars."



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WRC

SEBS PUT MILES ON DS3

Citroen remained in Wales after the finish of Rally GB last week to test the DS3 WRC for the first time in Britain. Sebastien Loeb and Sebastien Ogier were driving the firm's all-new World Rally Car. The car makes its competition debut in Sweden next year



GARY JONES

WRC

Citroen eyes Solberg, Raikkonen

World champion team's top man wants former rally and F1 champions in its secondary outfit for 2011

Citroen team principal Olivier Quesnel wants to sign Petter Solberg and Kimi Raikkonen for the firm's second team in the World Rally Championship next season.

Quesnel praised Solberg's efforts in landing third place in this year's standings and said he would like to see the Norwegian in a DS3 next season. Both Solberg and Raikkonen have denied deals have been completed with the French outfit.

Quesnel said: "For Petter, it's not just 'okay, you were fast so you can come'. It's more complicated than that, but I'm sure at the end it will be okay. After what they did here this year, for me Petter and Kimi

are the priority. Maybe we have to change the name from 'Junior Team'. We have [Sebastien] Ogier in the main team now and we are not looking for the [young] drivers for the next two years."

Quesnel admitted he had a great deal of admiration for Solberg, adding: "I have a lot of respect for what he did this year. I know how complicated it is to find the budget and to build the team, and then he has to drive the car as well. Honestly what he did is really complicated and I take my hat off to him."

One of the key issues for Solberg is believed to centre around the

team he drives for. His sponsors want to back the Petter Solberg World Rally Team, so if he moves to the official team, he will lose some of his support. But Citroen is not keen on selling any DS3s next season to private teams.

Solberg said: "At the moment, I have nothing. I have one sponsor who will come with me. I'm very tired of trying to do everything and it's certain that you can't be world champion as a private team. We're talking so let's see what happens."

Solberg is still talking to Ford about next season, but both parties declined to comment on any negotiations.

Raikkonen remained guarded about 2011, saying: "The WRC is my favoured option, but nothing is decided. We have another option, but I would like to stay here and build on what we have learned."



Raikkonen could stay at Citroen Jr

WRC

Gronholm: I'm not coming back to the WRC next year

MARCUS GRONHOLM will not return to the World Rally Championship next year, citing Michael Schumacher's unsuccessful return to Formula 1 as his reason for staying in retirement.

Gronholm had been linked to a

drive with the Prodrive-run Mini WRC team for next season, but that will not happen now, according to the double world champion.

"The come-back season was not quite plain sailing for [Michael]

Schumacher," said Gronholm. "In fact, it was anything but. So why? This is the very question that has made me think. I feel that I too have more to lose than to win. It's a very bad starting point, as we've seen with Schumacher."

Gronholm added that he wasn't ruling out a return to competition, saying: "In the future I might do the odd event, but probably not in the World Rally Championship."



Gronholm is done with WRC

Since retiring from the sport at the end of 2007, Gronholm has made two WRC appearances, in a Subaru last year in Portugal, and a Ford this year in Sweden. He won 30 WRC rounds in 152 starts.

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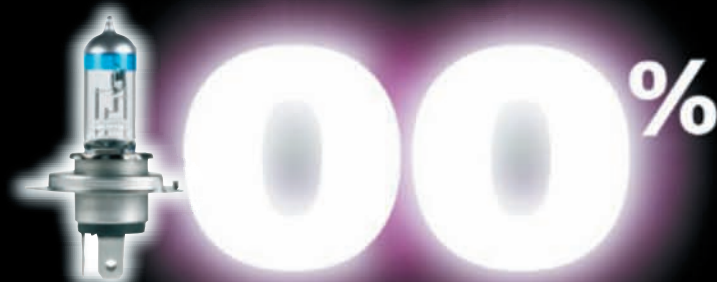
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WRC

FAREWELL FOCUS

Ford said goodbye to the Focus with a special event ahead of last week's Rally GB, with virtually all the factory drivers from the past 12 years celebrating alongside the first and the last of Ford's Focus RS WRCs



WRC

Wales closes on GB deal

Success of 2010 finale prompts efforts to secure Rally GB's long-term future

Organisers of last week's sell-out Rally GB are hoping to secure a long-term deal to tie Britain's round of the World Rally Championship to Wales.

After a troubled couple of years with sponsor the Welsh Assembly Government, Rally GB chief executive Andrew Coe said the relationship was better than ever and the event was stronger

than it had ever been in Wales.

Coe said: "We're in discussions [with WAG]. Through the last four or five years, this feels like the most positive stage in our relationship. We have to convince the WAG of the value, and I think we can. After 11 years [in Wales] we've developed something that really does work."

Coe admitted that there remained the possibility of moving the event elsewhere in Britain, most likely the north of England.

"We've reached a defining moment in our relationship with Wales," he added. "We either take the initiative and

build on these ideas or it's time to go. It depends on the discussions in the next few months."

Rally GB remains under WAG contract for next season, but a decision has to be made by March next year regarding the 2012 event.

The early spectator figures from Rally GB have been positive, with the two Cardiff Bay superspecials selling out 24 hours before they ran and the forest stages also proving popular.

"We had to close all the forestry car parks," said Coe. "Essentially, Rally GB was a sell-out this year and we can't ask for more than that."



A new deal could keep rally in Wales

IN BRIEF

OSTBERG JOINS M-SPORT

Mads Ostberg will drive an M-Sport Ford Fiesta RS WRC in next year's WRC. The Norwegian's own Adapta World Rally Team will continue without him.

ANOTHER TITLE FOR HUNT

Harry Hunt won a third 2010 rally title on Rally GB. The Ford Fiesta driver took the Fiesta Sport Trophy International title, adding it to the J-WRC Rookie

award and 2WD IRC Cup he won in Catalunya and Cyprus respectively.

MILLS WINS BEEF TROPHY

Petter Solberg's former co-driver Phil Mills was awarded the Michael Park 'Beef' Trophy during Rally GB. The Welshman won the award for his achievements – 13 world rally wins and 2003 title – during his 11 years at the top of the sport.

FORD TESTS CHINESE TYRES

Despite signing a 2011 deal with Michelin, Ford has tested the new DMack tyres. Matthew Wilson tried the Chinese gravel tyres earlier this month.

GRIFFITHS WINS NATIONAL

Nigel Griffiths's Subaru won the first Rally GB National event after Andy Burton retired his Peugeot-Cosworth from the lead with engine failure.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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Twelve months ago, I was watching my back on Rally GB. Having broken the news of the cavernous rift between the event organisers and the Welsh Assembly Government – a ruck that appeared to be heading straight to court, and the subsequent fall-out that almost cost Britain its place on the WRC calendar – it's fair to say I wasn't the most welcome person in the press office.

What a different a year makes. To the event, that is, not my popularity. Last week's Rally GB was a fine rally from a sporting and a commercial perspective. If we'd been in Finland, we'd probably have lauded it as a world-beater. It had everything – service park in the middle of a massive population, stage right next door and great HQ facilities. Okay, it was a bit of a bind to have thousands of people coming in every day for the matinee of *The Snowman* or whatever, but at the end of the day, they went away with their Raymond Briggs fill and a degree of curiosity about WRC.

I was hugely keen for Rally GB to move to the north of England as soon as possible, but now, on the evidence of last weekend and the plans for a Llandudno start and day-one trek down through the middle of Wales, it makes complete sense to stay where we are.

I never thought I'd say it, but here's to Wales...



Hurrah for Wales Rally GB

WRC

Sordo eyes Mini

DANI SORDO is closing on a Mini drive for next season.

The Spaniard said he had talked to the Prodrive-run team and a drive in a Countryman WRC was looking like his best option for 2011.

"Obviously, it's not a full programme [with Mini] next year," said Sordo. "But we are talking with them. It's not ideal not to be doing all the rallies, but it could be good to help develop the car. This is something which would be interesting for me. At the moment, there are not so many options. Citroen is impossible, I think, but I have to find something."

Sordo denied his deal with Mini was signed, but he added that he was attracted by the possibility of joining former Citroen team-mate Kris Meeke.

"That's a good thing," he said. "I would like that, it could be quite fun to work in the team with Kris again."





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Yas Marina

ROUND 19/19

LAPS 55

WINNER

Sebastian Vettel
1h39m36.837s

POLE POSITION

Sebastian Vettel
1m39.394s

FASTEST LAP

Lewis Hamilton
1m41.274s

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Alonso	252pts
Webber	242pts

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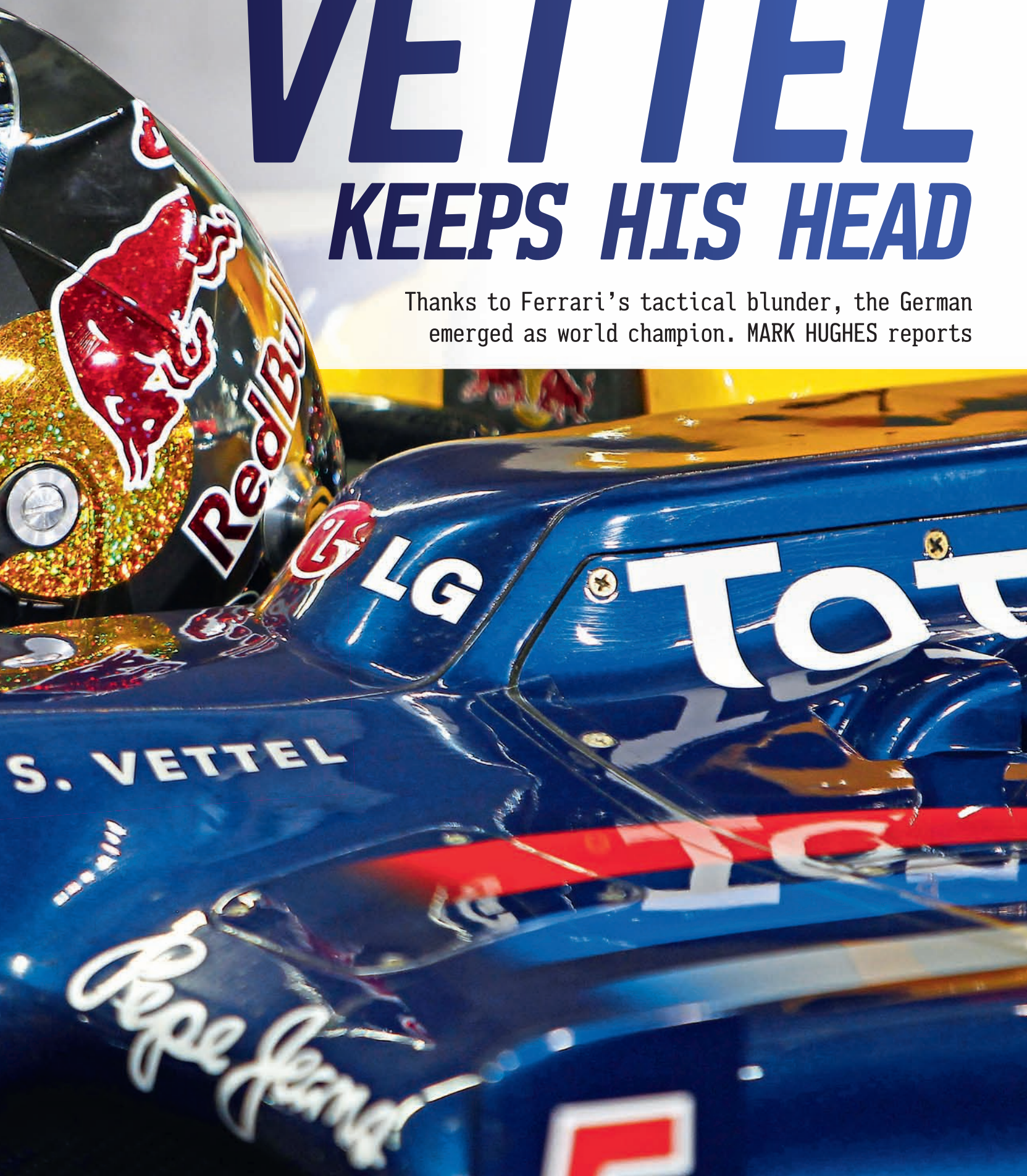
- This is the first time Vettel has ever led the points...
- ...and the last man to simultaneously win the title and top the table for the first time was James Hunt, in 1976



VETTEL

KEEPS HIS HEAD

Thanks to Ferrari's tactical blunder, the German emerged as world champion. MARK HUGHES reports



QUALIFYING

Vettel puts in a crucial lap for pole as Red Bull team-mate Webber struggles

As a qualifying session in isolation it was a fascinating study in how everyone reacted to the falling track temperatures of the dusk, and how those conditions impacted upon the competitive order. As a crucial part of the title showdown, it apparently removed most of the contest's tension thanks to Mark Webber qualifying a disastrous fifth, two places behind Fernando Alonso, the man he most needed to beat.

But while attention was focused on those two main contenders, the two outsiders – Sebastian Vettel and Lewis Hamilton – starred. Vettel secured his 10th pole of the season by just 0.03s from a McLaren reinvigorated by tweaks to the Korea-spec rear wing.

The big challenge as the track temperature dropped from an initial 33-deg C in Q1 to 27-deg in Q3, as night fell, was managing the tyres. This was making it marginal whether you did a multi- or single-lap run to get the best from them; it was right on the cusp and those cars a little more aggressive with their rubber were at an advantage in being able to do single-lap runs. That much made sense. What did not was that the Ferrari – invariably easy on its tyres – was one of these and the Red Bull – usually quite aggressive – was not. On the 40-deg C track of FP3 in the afternoon, the Red Bulls had been 0.5s clear of the field. As the track temperature reduced so did their advantage. Vettel and Webber concurred at the end of Q1 that it was going to be necessary to do multi-lap runs, while the Ferrari and McLaren guys saw no problem in continuing with one-lap runs.

If the car can get its tyres up to temperature quickly enough, the single-lap run offers the advantage of new-tyre grip at minimal fuel load. So into Q3 there was little difference in lap-time potential between the compromised Red Bulls and the optimised cars of McLaren and Ferrari. There was time for just a single multi-lap Q3 run for each of the Red Bull drivers, and the plan was that the first flying lap would be for tyre preparation and not a serious effort at setting a time. This is what Webber did, and his best time came on the third of four flying laps. Vettel's plan was slightly different in that he was going to do just three laps in order to go out later, to catch the track when it was at its most rubbered-in. As he began what was going to be his preparation flyer he felt the grip into Turn 1 was good – and so pressed on into making this a serious lap. That was already 0.5s faster than Webber and his next lap was yet better. It stood as the pole and it seemed he'd stumbled onto a more effective way of preparing the tyre than Webber.

"I was surprised at how quickly the grip ramped up at the end," said Vettel, who as

Vettel had to sweat it out for this one



Kubica failed to make Q3 for first time in '10

COATES/LAT

ever was well aware of his place in F1 history. "Ten poles in a season is pretty good," he said. "I've looked at the list and it's up there with some great names, but it's not the best. Maybe we can have a go at putting that right next year."

Webber's best was 0.531s slower, four places behind. Seventy-five per cent of that deficit came in Turns 5-7, the left-right-right-left before the hairpin, and mainly in traction. It suggested that the rear tyres were not fully up to temperature when he began his first serious flying lap and past their best subsequently: "They are incredibly sensitive and it looks like we were just caught out. There was nothing about the feel of the car that was bad, but the performance just wasn't there." His most difficult qualifying session of 2010 could not have come at a worse moment.

The two McLarens and Alonso's Ferrari slotted between the Red Bulls, with Hamilton getting himself onto the front

row, as ever delighting in the tight twists of the final sector where his spectacular, aggressive direction changes paid him back handsomely.

Almost 0.4s back from Hamilton, Alonso was third, very mindful of how the tyres needed to be treated. "I began the lap thinking I needed to save the tyres for the final sector," he explained. "I didn't want to get there and find myself in trouble."

Button was much happier with the McLaren than of late. Not only was the main-plane blown f-duct working better than at any time since its introduction (in Friday practice at Suzuka), but a lot of progress had been made with his unique brake-bias system so that the brakes weren't locking up as much as in the previous two races, though there was still a slight issue. He messed up his final run, running wide off the track in the last sector where he'd struggled all weekend to match Hamilton. But his previous run was good for fourth.

After getting caught behind the two Mercs at the crucial time, Felipe Massa took his Ferrari across the line with a tenth of a second to spare for his final Q3 run, but mistakenly believed he'd missed the cut and so lifted off. By the time he realised, it was too late and he abandoned the lap, leaving him down in sixth.

Rubens Barrichello was delighted with his seventh-fastest time in the Williams, a thousandth slower than Massa and feeling he and his engineer had squeezed

everything from the car. Team-mate Nico Hulkenberg picked up massive understeer as soon as he fitted the super-softs in Q2 and failed to make the run-off, leaving the Brazilian GP polesitter back in 15th.

Michael Schumacher and Nico Rosberg were extremely closely matched in the Mercs in eighth and ninth, though Michael felt his lap was badly compromised, whereas Nico felt that was all there was in his car, struggling with a handling imbalance whenever he was on the super-softs. In Q2 they'd used the mediums and the car was 0.5s faster on them. So why hadn't they retained the mediums for Q3? Because they had no new sets left, so would have been slow anyway in Q3 on the used sets and, even more critically, slow off the grid and vulnerable to an early safety car.

Only one Renault made it through to Q3 and it wasn't Robert Kubica's! Vitaly Petrov was happy to graduate, though his Q3 lap was way slower than his best in Q2. Kubica was chasing a problem with his car's rear end throughout the weekend, insisting that something must be broken, but the team could find no obvious cause.



P42 RESULTS
ALL THE STATS
FROM THE EMIRATES





Liuzzi strikes Schumacher to trigger safety car



RACE CONDITIONS

Race began in sunny conditions. Track temperature started at 32°C and dropped to 30°C by the finish.

The cars basked in the last of the season's sunlight and all seemed set for an intriguing race. Red Bull's Sebastian Vettel and McLaren's Lewis Hamilton would fight for the win, while the title would surely take care of itself, the odds stacked well in favour of Fernando Alonso, just needing a routine race from third on the grid.

Instead we got one of the sport's great upsets. It hadn't even seriously occurred to Vettel as he was on his slow-down lap that he'd just won the title, rather than merely the race. "I was thinking as we got a few laps from the end, 'Why is my engineer so bloody nervous?' He kept telling me all sorts of things, the gaps and pace. I was thinking in none of these 19 races has he been so alive in the last 10 laps. Then at the end he said we've won the world championship."

With Alonso needing only a fourth place in the event of a Vettel victory, it should not in hindsight

have been difficult for Ferrari. But a curved ball was thrown and, in the panic of the moment and some red-alert triggers of information, the team messed up. It happens.

The curved ball was rooted in the safety car triggered on the first lap as the spinning Mercedes of Michael Schumacher was collected by Tonio Liuzzi's Force India. It was down at Turn 6, during the hectic opening moments, everyone fighting for track space. Michael got on the gas a little too early for the initially slippery surface, anxious not to let team-mate Nico Rosberg get fully alongside. There was no contact, Schumacher simply got out onto the dust and looped quickly around, a bunch of cars approaching.

Liuzzi, hemmed in, hit him hard and rode over the side of the Merc's cockpit, narrowly missing Schumacher's head. While the mess was cleared up, Rosberg and Vitaly Petrov's Renault pitted to get their tyre stop out of the way, each switching to the robust medium after starting on the delicate super-soft, like all the other top 10 qualifiers. Jaime Alguersuari's Toro Rosso made the same change. The ramifications of that safety car later tripped up the Ferrari strategists, changing the outcome of the championship.

Vettel came into this race as

sunny as an Abu Dhabi morning, apparently not a care in the world, the same smiling, mischievous kid he always is. It couldn't have contrasted more to the studied frowns and tense body language of points leaders Alonso and Mark Webber. The pressure was off for Seb; starting from pole, just going about enjoying his day. "Before the race I said to myself, 'Look, there are so many people coming here to Abu Dhabi to watch the race. So many people thrilled about this race,

watching the World Championship and to find out who's going to win it.' Just to be part of that race, that fight, to be one of the four, I was feeling extremely proud, happy. I don't want to sound philosophical but we travel so much all year and we get to see so many places, different people, and I was just feeling extremely happy with myself as I can do something I really love." All the negative stuff he went through after Hungary and Belgium had been parked, written off. ▶



The moment Alonso lost title



Massa could not pass Alguersuari

GIBSON/LAT



It all went wrong for Webber in the finale

FERRARO/LAT



FERRARO/LAT



Hamilton challenged Vettel into first corner...

ETHERINGTON/LAT

DRIVER BY DRIVER by Edd Straw



8/10
Rating

JENSON BUTTON

McLaren-Mercedes MP4-25-01
Start: 4th. Finish: 3rd
CLASSIC BUTTON: solid qualifying followed by brilliant tyre-conserving. After passing Alonso into first corner, he made options last to lap 49 and came very close to re-emerging from the pits ahead of team-mate Hamilton, chasing him home.



9/10
Rating

LEWIS HAMILTON

McLaren-Mercedes MP4-25-02
Start: 2nd. Finish: 2nd
DELIGHTED THAT the team had finally been able to make the latest rear wing work, with genuine shot at pole for the first time since the European season. Didn't quite have pace to challenge Vettel, losing time in traffic after pitting for primes.



5/10
Rating

MICHAEL SCHUMACHER

Mercedes MGP W01-05
Start: 8th. DNF
SLIGHTLY FASTER on prime rubber in qualifying, but had to run on options in Q3 as he had run out of medium tyres. Spun at Turn 6 on the opening lap giving Rosberg some racing room, only to be collected by Liuzzi, ending up under the Force India.



8/10
Rating

NICO ROSBERG

Mercedes MGP W01-01
Start: 9th. Finish: 4th
FASTER IN qualifying on prime rubber, but only had fresh options left come Q3. Pitted for harder tyre under early safety car. This allowed him to leapfrog Alonso, Webber and Massa, and his consistent pace was rewarded with fourth.



10/10
Rating

SEBASTIAN VETTEL

Red Bull-Renault RB6-5
Start: 1st. Finish: 1st
TURNED IN stunning qualifying lap to take pole, and did exactly what he needed to do to win the race. Made his option tyres last 24 laps and lapped fast enough not to get stuck behind those who had yet to stop when he changed to primes.



6/10
Rating

MARK WEBBER

Red Bull-Renault RB6-6
Start: 5th. Finish: 8th
STRUGGLED FOR grip in Q3 and didn't have pace to challenge Alonso for fourth in the first stint. Clipped wall and pitted on lap 11 when tyres went off. That ended his title hopes, leaving him behind Petrov and Rosberg, let alone title rival Alonso.



Under-pressure Petrov kept Alonso at bay

◀ So as the lights went out and he got away okay, but with Hamilton catching on the inside, Vettel had no qualms about taking up his line before it was too late and

“ ONLY THEN CAME THE DAWNING REALISATION: THE FERRARIS WERE STUCK BEHIND PETROV, WHO HAD PRODIGIOUS STRAIGHT-LINE SPEED ”

leaving Lewis to make his own arrangements. It looked for a split second like there might be contact, but Lewis backed out of it, put a wheel over the inside kerb, fought a twitch of oversteer coming out on his compromised line, and his following team-mate Jenson Button tucked in behind rather than taking advantage. Alonso lay a safe fourth, ahead of Webber, good news for the Scuderia, especially as Felipe Massa lay just behind, the Aussie trapped in a Ferrari sandwich. Then the Schumacher/Liuzzi incident.

Should not Webber have pitted on the first lap, like he did in Singapore? It had worked there; hindsight says it would have worked

here. “It was discussed before the race,” Mark admitted, “but we felt that we’d get stuck behind slower traffic. You can’t pass here like you can in Singapore.” Especially as the Red Bulls were only 18th and 19th through the speed trap, 10kph off the fastest.

The safety car came in at the end of lap five, and it was Korea all over again

as Vettel screeched away, leaving Hamilton behind, 2.1s adrift after just three laps. Button was taking it very steadily, figuring he might need his tyres to last a little longer than Hamilton’s, while Alonso was falling back even from that, looking as if he might be trying to back Webber into Massa’s reach. Mark even kissed the Turn 18 barrier on the eighth lap as he tried to keep out of Massa’s reach, and before too long he was complaining that his rear tyres were already in a bad way.

This was only a slight surprise. Pre-race, the forecasts were that the super-softs might be finished by 15 laps, 20 at the outside, and it seemed Webber was probably just about to be the first of many. It was logical that it was a Red Bull that found the problem first, as the multi-lap runs they had made in Q3 the day before meant their tyres had more laps on them. He trailed in on lap 11 and got underway on a fresh set of mediums. Coming so soon after the safety car meant that the field hadn’t spread by much and he rejoined behind Alguersuari, with Petrov just ahead of the Toro Rosso. Unfortunately for Webber, they had both already made their stops on that first lap so would not be pitting out of his way.

Here’s where Ferrari was unrolled as it frantically tried to decide whether to cover Webber’s stop. Initially it didn’t, and lap 12 came and went with both Ferraris staying out. But Alguersuari was holding Webber up, and Ferrari realised that Massa may just be able to jump ▶



...and challenged Kubica later on in the race

7  **5/10**
Rating

FELIPE MASSA
Ferrari F10-286
Start: 6th. Finish: 10th
LOST TIME on his last lap when he lifted in the belief that he hadn’t crossed the line before the flag. Held sixth early on, pitting two laps after Webber. Came out behind Alguersuari, who’d pitted for primes on lap one, and still there 42 laps later.

8  **7/10**
Rating

FERNANDO ALONSO
Ferrari F10-285
Start: 3rd. Finish: 7th
SLIPPED BEHIND Button off the line, but happy enough in first stint. Then Ferrari blinked, pitting Alonso to cover Webber, leaving the Spaniard stuck behind Petrov. Without the top speed to pass, he watched his title fade away.

9  **8/10**
Rating

RUBENS BARRICHELLO
Williams-Cosworth FW32-04
Start: 7th. Finish: 12th
STUNNING QUALIFYING in car lacking grip and balance. Sole target in the race was to cover Sutil, which he did courtesy of great overtaking move around the outside on out-lap after pitting. Slipped behind the early-stoppers, but it was job done.

10  **5/10**
Rating

NICO HULKENBERG
Williams-Cosworth FW32-01
Start: 15th. Finish: 16th
PUZZLED AT lack of grip and poor balance in qualifying and ended up a second off Barrichello. Things didn’t go much better in the race after starting on primes, with the early safety car costing him any chance of improving on a finish deep in the midfield.

11  **8/10**
Rating

ROBERT KUBICA
Renault R30-05
Start: 11th. Finish: 5th
UNHAPPY WITH lack of grip, missing Q2 after a lairy lap. Made bad start on prime tyres because of a clutch problem. Battled back past Sutil and Kobayashi. A long and rapid stint allowed him to pit and re-emerge in fifth place late on.

12  **9/10**
Rating

VITALY PETROV
Renault R30-02
Start: 10th. Finish: 6th
SUPERB PERFORMANCE to end his rookie season. Outpaced Kubica from Saturday onwards on his first appearance at Yas Marina. Carried form into race, pitting for primes under safety car and then keeping Alonso at bay for 40 laps.

◀ the Red Bull, thereby making things yet safer for Alonso's title fight with Webber. So Massa was called in on lap 13. Crucially there was a delay of around 1s with a sticking wheelnut on the right-rear. It ensured that Massa failed to jump the Red Bull. Now what?

It's pretty clear that a busy and confusing series of events panicked Ferrari into making a disastrously bad call by bringing Alonso in. "We were unduly concerned about the wear rate of the soft tyres," said team boss Stefano Domenicali. "We marked a rival with two cars, and we did not take into consideration the difficulty of passing cars on track."

“UP THERE ON THE PODIUM, TEARS IN HIS EYES, SEBASTIAN STOOD BETWEEN TWO OTHER WORLD CHAMPIONS”

Here are the factors that triggered the stop that altered the destiny of the world championship crown:

PREDICTED TYRE DEGRADATION

Because it had been widely predicted, even by Bridgestone, that the super-softs would not last much beyond 15 laps, that idea was pre-suggested. So when Webber came in, then Vettel at the front began dropping off the pace from around the ninth lap – Hamilton closed his lead down from 2.1s to less than 1s within four laps at this time – it looked to Ferrari like this was the beginning of the predicted fall-off. Therefore, to keep Alonso ahead of Webber, Ferrari must surely pit him now, before his tyres began to go too.

JAIME ALGUERSUARI

Had Webber not been delayed by Alguersuari, then Ferrari would not have scented an opportunity – because pitting after your rival usually ensures that you lose

out. With Webber's delay behind the Toro Rosso, that wasn't necessarily the case.

WEBBER'S PACE ON MEDIUM TYRES

Once Alguersuari understood the situation – that a car from the parent team that was fighting for the title needed to be past – he moved aside for Webber after two laps. Webber's pace on his new mediums on lap 14 (1m 45.5s compared to 1m 46.3s for Alonso) was very good. There was just enough time to bring Alonso in and still get him out ahead if he came in on the next lap. A lap longer and he'd come out behind. So the fateful decision was made. The stop was quick; he got out still ahead of Webber.

Only then came the dawning realisation: the Ferraris were stuck, along with Webber, behind Petrov – whose car had prodigious straightline speed – and Rosberg, both of whom had already made their stops. Worse still, Ferrari had no need to have been covering Webber, who was effectively at this time out of championship contention. The team needed to be covering Vettel, who was now placed to clinch it, unless Alonso could somehow claw his way back up to fourth. At the moment he was a net sixth – but with the complication that the longer he was stuck behind Petrov, the more vulnerable he was going to be to Robert Kubica in the other Renault, currently in fifth. Kubica had started on the medium tyre, so could run long.

Making things yet worse was that the super-softs weren't, after all, dropping off. Vettel's reduction in pace had been just a bit of front graining and had soon cleaned back up. So Ferrari had pitted under false pretences and got caught behind slower cars, while those who hadn't continued to run fast and escape.

With his tyres cleaned, Vettel



DRIVER BY DRIVER by Edd Straw

14 **6/10**
Rating

ADRIAN SUTIL

Force India-Merc VJM03-03
Start: 13th. Finish: 13th
FORCE INDIAS never showed genuine top-10 single-lap pace all weekend, and he was 0.25s off making Q3. Started on primes and rose as high as fourth, but inevitably slipped outside the points when he finally pitted with eight laps to go.

15 **6/10**
Rating

VITANTONIO LIUZZI

Force India-Merc VJM03-02
Start: 16th. DNF
LOOKED TO have similar pace to team-mate Sutil, but blamed Petrov for costing him at least 0.3s on best Q2 lap. Race lasted only as far as Turn 6 as he speared into Schumacher's Mercedes, ending up with his car on top of the seven-times champ.

16 **6/10**
Rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR5-03
Start: 18th. Finish: 15th
FELL IN Q1 after spinning trying to beat team-mate Alguersuari to Q2. Started on prime tyres and climbed to sixth before pitting. Wasn't fast enough to make the strategy work and slid back to 15th, which was okay considering strategy.

17 **9/10**
Rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR-01
Start: 17th. Finish: 9th
WON INTRA-TEAM Q2 battle, despite spinning and stalling. Pitstop for primes under the early safety car made his race, allowing him to get ahead of several faster cars when they pitted. Kept Massa behind from lap 14 onwards to take ninth place.

18 **6/10**
Rating

JARNO TRULLI

Lotus-Cosworth T127-04
Start: 19th. Finish: 21st
TOOK NEW-TEAM 'pole' after managing tyres well in Q1, but still reckoned that there were three or four tenths to come with an all-out lap. Dropped to last after suffering front-wing damage before retiring two laps from finish when rear wing broke.

19 **7/10**
Rating

HEIKKI KOVALAINEN

Lotus-Cosworth T127-01
Start: 20th. Finish: 17th
HAPPY WITH qualifying despite missing out on new-team 'pole' to Trulli. Claimed 10th 'class victory' of the season with relative ease, lapping consistently on the prime tyres and then setting strong lap times on options in the closing stages.



Ex-champs give new champ a champagne bath



Rosberg benefited from strategy to take fourth

began eking out his lead over Hamilton once more. Button was by now coming into the picture too, within 3s of Hamilton by lap 21, and now it was McLaren's turn to be presented with a conundrum...

It was clear that Lewis was not going to be able to pass Seb on track. Interesting venue though Yas Marina is, overtaking is exceptionally difficult. Therefore, the only opportunity was going to be at the pitstop. But Vettel was beginning to pull away. Then McLaren had an idea: if it could induce Red Bull into bringing Vettel in before he'd pulled enough of a gap to clear the fourth and fifth-placed cars of Kamui Kobayashi and Kubica, then Lewis might be able to pass him on the road as the Red Bull became trapped behind the Renault. So Hamilton was brought in at the end of lap 23. He exited, as expected, just behind Kubica. Red Bull reacted, as McLaren had hoped, by bringing in Vettel. Frustratingly for McLaren, he exited just ahead of Kobayashi. He'd cleared them and Hamilton hadn't. It was a good idea, but executed just a lap too late. McLaren's gamble had effectively ensured Vettel of victory.

So long as his engine held out, that was. It had done two previous grands prix, so the mileage, while high, wasn't excessive. But the night before, traces of lead were found inside, believed to be from the radiator. "I couldn't watch the timing monitor," said team chief Christian Horner, "but was just looking at the heartbeat of the engine." He needn't have worried, and Seb had actually turned it down without being asked.

Kubica put a great move on Kobayashi, around the outside approaching Turn 8, using the Renault's super-effective f-duct to great effect. A lap later and Hamilton scythed down the inside of the Sauber and set off after Kubica, but the R30 proved impossible to pass: fast onto the

straight, fast down it, and driven by someone who seems immune to pressure. The McLaren was also hitting the rev limiter with a lot of the straight still to go.

Further back, Alonso was experiencing an identical problem in trying to pass Petrov, his day effectively ruined as now Kubica was on course to remain ahead after his stop. With the two Renaults providing the perfect rearguard defence against the rivals of the Renault-powered Red Bulls, there was inevitably speculation. But it couldn't have been planned.

As the yet-to-stop Kubica held Hamilton at bay, so Button, running temporarily at the front, was looking like he might be able to leapfrog his team-mate. He was eking out the super-softs for an extraordinarily long stint. But they finally began to give out just as he was on the cusp of getting far enough clear to buy his stop. He came in after 39 laps and rejoined still just behind Hamilton.

Kubica kept going until lap 46, before finally releasing Hamilton by pitting. He had stayed out long enough to clear the Petrov/Alonso/Webber train, rejoining fifth, a few seconds behind Rosberg, who had driven a great race to take full advantage of his first-lap stop during the safety car. This tactic helped Alguersuari to ninth, just ahead of the compromised and frustrated Massa.

And so Vettel began wondering just what it might be that was making his engineer 'Rocky' so nervous. Occasionally he had glanced up at the big screens, thought he saw that Alonso was behind a Renault, but then didn't dare try to work out what that might mean, just concentrated on doing the job, on bringing the car and its perfectly healthy Renault engine home 10s clear of the line-astern McLarens. Up there on the podium, tears in his eyes, he stood between two other world champions. 🏆

20  **6/10**
Rating


CHRISTIAN KLIEN
HRT-Cosworth F110-02
Start: 24th. Finish: 20th
HAD BRAKING system replaced before Q1 and was outpaced by Senna in first two sectors. Lost ground to his team-mate in the closing stages, eventually finishing just over 13 seconds behind, which was a fair reflection of their relative pace.

21  **8/10**
Rating

BRUNO SENNA
HRT-Cosworth F110-03
Start: 23rd. Finish: 19th
OUTQUALIFIED KLIEN but still 1.5s off new-team 'pole'. Kept team-mate at bay at start and switched to prime tyres under safety car. From there kept di Grassi in sight, finishing just over three seconds behind despite a brief excursion.

22  **6/10**
Rating

NICK HEIDFELD
Sauber-Ferrari C29.03
Start: 14th. Finish: 11th
FELT FOR the first time this year that was not having to make do with a 'tired' engine, but failed to make Q3. Struggled for set-up and admitted that there was more time to be found. Ran 11th on the first lap and was still there at the end.

23  **6/10**
Rating

KAMUI KOBAYASHI
Sauber-Ferrari C29.04
Start: 12th. Finish: 14th
BLAMED FAILURE to make Q3 on struggling with brake balance, despite having set ideal sectors that added up to a top-10 time. Ninth on lap one after starting on prime tyres. Climbed as high as third but plummeted from the points when he pitted.

24  **7/10**
Rating

TIMO GLOCK
Virgin-Cosworth VR-01-03
Start: 21st. DNF
DISAPPOINTED TO qualify just over 0.5s off Trulli, after looking like a threat to Lotus in practice. Kept Lotuses in sight after starting on primes, but retired when overheating gearbox failed shortly after he stopped for tyres on lap 40.

25  **6/10**
Rating

LUCAS DI GRASSI
Virgin-Cosworth VR-01-04
Start: 22nd. Finish: 18th
STRUGGLED WITH brakes problem and traffic during qualifying, leaving him 0.4s off Glock. Started on options and pitted under safety car. Completed marathon stint on primes, but after his stop he could only hold off the HRTs to the finish.

Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola outline the technical modifications made by McLaren, Red Bull and Renault for the final GP

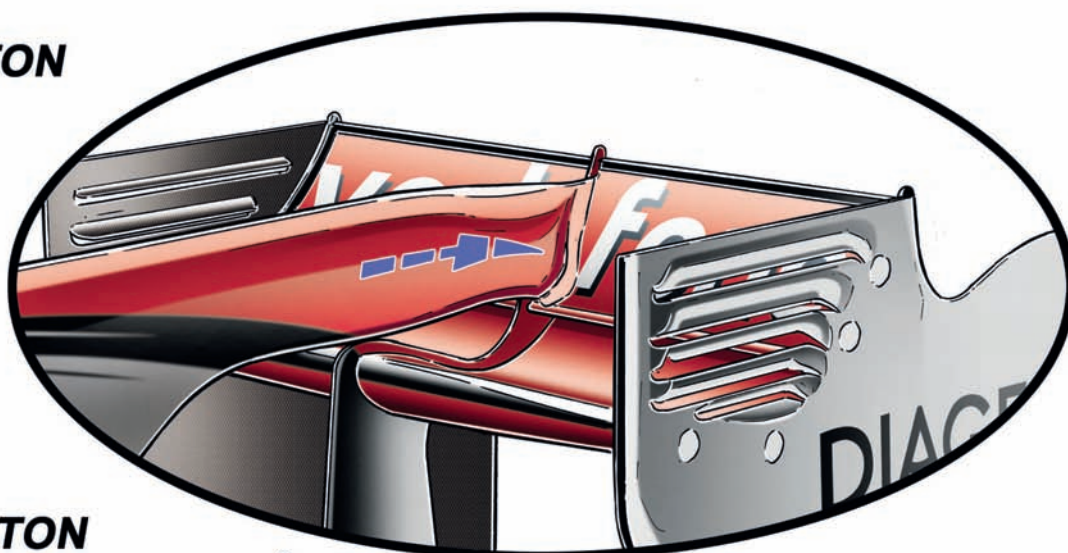
McLAREN REAR WINGS

➔ On Friday Jenson Button ran with the flap-blown f-duct, Lewis Hamilton with the main plane-blown version. Both ran the latter for qualifying and the race. Although it's difficult to directly compare downforce levels, given the different way the two wings function, Button's Friday version appears to be running more than Hamilton's.

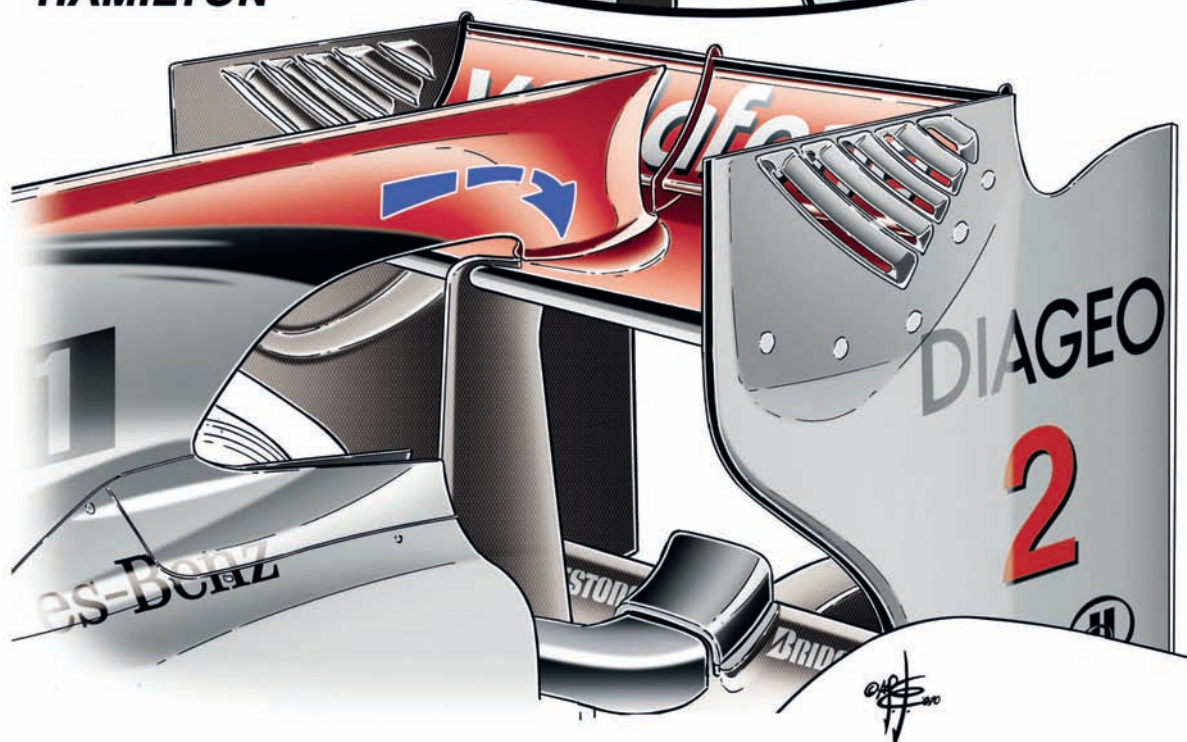
GARY ANDERSON: Once again McLaren is hedging its bets on its latest developments, with Button running the early-season rear-flap-stalling f-duct system and Hamilton using the later main-plane f-duct stalling

system. The benefit of Hamilton's system is that if it can be controlled consistently when stalled there is a larger drag reduction and hence a greater straight-line speed advantage. Conversely, if the overall wing set-up used gives more downforce in the corners then the greater drag reduction will give a competitive top speed. Overall Hamilton's set-up would either allow him the opportunity to overtake on the long straight or to get the tyres working quicker and protect them from degradation for longer.

BUTTON



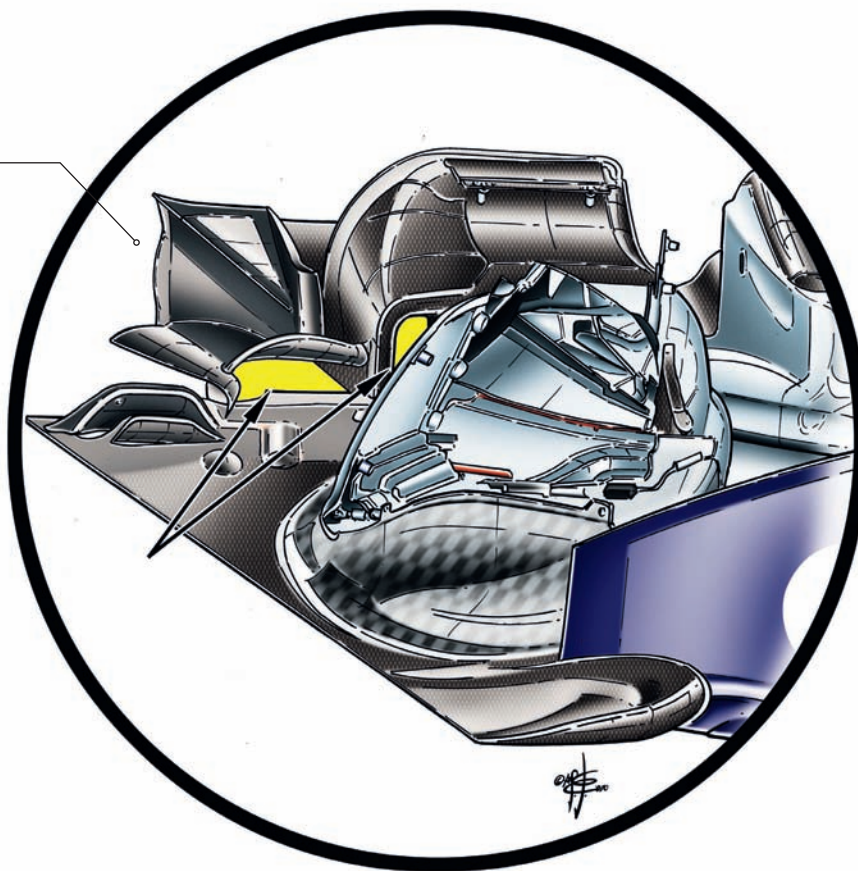
HAMILTON



RED BULL FLOOR

➔ A detailed look at the Red Bull's rear floor arrangement was possible in Abu Dhabi. The upper bodywork's cutaway is actually the same shape as the corresponding stepped floor of the 2002 Ferrari where there was a radius between where the floor kinked to the diffuser angle.

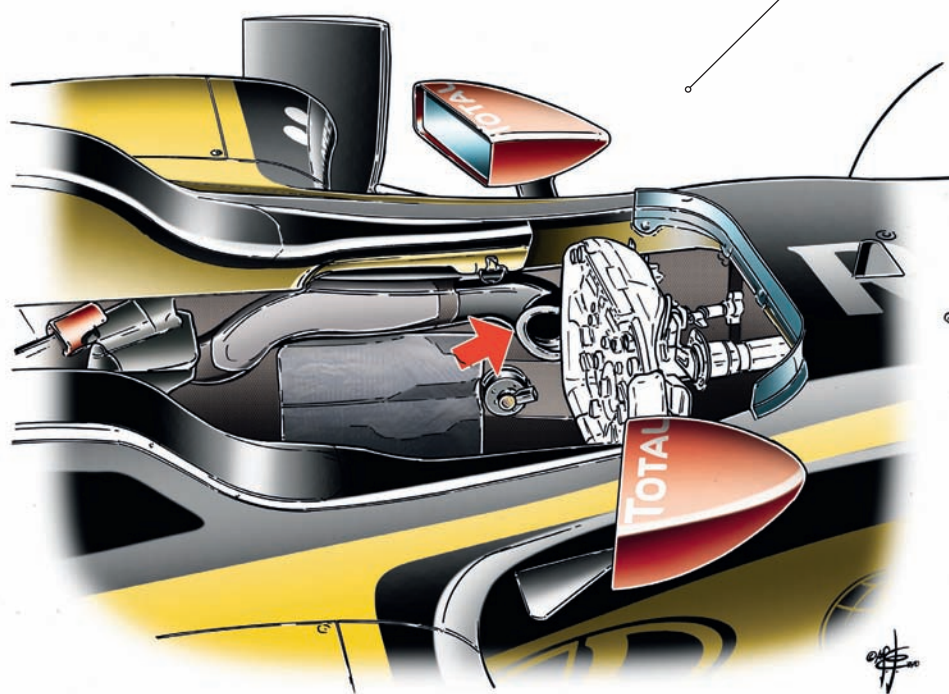
GARY ANDERSON: Since the introduction of the double diffuser and the exhaust-blown diffuser the under floor of the car has become a very complicated component to design, research and manufacture. The outer double raised section just in front of the rear tyres allows high speed airflow through these two louvers creating downforce in this area, the raised section just inside where the rear tyre would be is the surface where the high-speed flow from the exhausts is trained upon, again creating more downforce – especially at high ride heights. The upper section is the actual double diffuser and it gets its flow from holes in the under floor where the normal diffuser meets with the main flat-floor section. In effect, the whole thing works as one and is now probably responsible for something like 15 per cent of the car's total downforce – around 1.5 seconds per lap. It's a pity it's all going in the bin for 2011. Or is it? Has someone already discovered the grey area in next year's regulations? Only time will tell...



RENAULT F-DUCT HOLE

➔ Renault's Robert Kubica has said he is relieved to see the end of the f-duct, as three times this year he has only narrowly avoided a big accident through not having his left hand firmly on the steering as the car got away from him.

GARY ANDERSON: This picture taken by our undercover Italian while wearing a false nose, moustache and glasses in the pit lane at Yas Marina clearly shows the cockpit hole in the ductwork that operates the f-duct. Closing this hole with the driver's left hand changes the air pressure in the ducting to the rear wing, reducing the drag and improving top speed. This system is not only used on the long straights but more or less every time the driver gets on full throttle. Reducing the drag even on short straights improves the car's acceleration. As can be seen by the amount of knobs on the steering wheel, as well as this duct, the driver's job is not just about hanging onto the steering wheel for dear life – they have lots of other things to do and I know a few of them have been hinting that maybe their workload is a little higher than it should be and that safety is a now a bit of a concern.



ABU DHABI GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	VETTEL	1m42.760s
2	HAMILTON	1m43.369s
3	BUTTON	1m43.785s
4	WEBBER	1m43.840s
5	KUBICA	1m44.080s
6	ALONSO	1m44.121s
7	SCHUMACHER	1m44.199s
8	KOBAYASHI	1m44.604s
9	ROSBERG	1m44.718s
10	HEIDFELD	1m44.737s
11	MASSA	1m45.160s
12	PETROV	1m45.445s
13	BARRICHELLO	1m45.474s
14	SUTIL	1m45.552s
15	LIUZZI	1m45.585s
16	ALGUERSUARI	1m46.003s
17	HULKENBERG	1m46.664s
18	BUEMI	1m47.105s
19	GLOCK	1m48.450s
20	TRULLI	1m48.472s
21	DI GRASSI	1m49.375s
22	SENNA	1m49.590s
23	KLIEN	1m50.274s
24	FAUZY	1m51.705s

Weather: damp but drying

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m40.888s
2	VETTEL	1m41.145s
3	ALONSO	1m41.314s
4	WEBBER	1m41.315s
5	KUBICA	1m41.576s
6	MASSA	1m41.583s
7	PETROV	1m42.096s
8	BUTTON	1m42.132s
9	LIUZZI	1m42.203s
10	ROSBERG	1m42.222s
11	SCHUMACHER	1m42.246s
12	HULKENBERG	1m42.449s
13	SUTIL	1m42.535s
14	KOBAYASHI	1m42.768s
15	BARRICHELLO	1m42.914s
16	HEIDFELD	1m42.950s
17	ALGUERSUARI	1m43.128s
18	BUEMI	1m43.584s
19	KOVALAINEN	1m45.180s
20	GLOCK	1m45.259s
21	TRULLI	1m45.612s
22	DI GRASSI	1m46.053s
23	KLIEN	1m47.210s
24	SENNA	1m47.434s

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m40.696s
2	WEBBER	1m40.829s
3	HAMILTON	1m41.280s
4	ALONSO	1m41.490s
5	BUTTON	1m41.578s
6	PETROV	1m41.689s
7	SCHUMACHER	1m41.690s
8	ROSBERG	1m41.729s
9	KUBICA	1m41.877s
10	HEIDFELD	1m41.893s
11	HULKENBERG	1m41.934s
12	MASSA	1m41.978s
13	BARRICHELLO	1m42.316s
14	KOBAYASHI	1m42.566s
15	SUTIL	1m42.587s
16	LIUZZI	1m42.858s
17	ALGUERSUARI	1m42.993s
18	BUEMI	1m43.344s
19	KOVALAINEN	1m44.876s
20	TRULLI	1m45.048s
21	GLOCK	1m45.050s
22	SENNA	1m45.490s
23	DI GRASSI	1m45.629s
24	KLIEN	1m46.464s

Weather: dry



QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m40.318s	1m39.874s	1m39.394s
2	HAMILTON	1m40.335s	1m40.119s	1m39.425s
3	ALONSO	1m40.170s	1m40.311s	1m39.792s
4	BUTTON	1m40.877s	1m40.014s	1m39.823s
5	WEBBER	1m40.690s	1m40.074s	1m39.925s
6	MASSA	1m40.942s	1m40.323s	1m40.202s
7	BARRICHELLO	1m40.904s	1m40.476s	1m40.203s
8	SCHUMACHER	1m41.222s	1m40.452s	1m40.516s
9	ROSBERG	1m40.231s	1m40.060s	1m40.589s
10	PETROV	1m41.018s	1m40.658s	1m40.901s
11	KUBICA	1m41.336s	1m40.780s	-
12	KOBAYASHI	1m41.045s	1m40.783s	-
13	SUTIL	1m41.473s	1m40.914s	-
14	HEIDFELD	1m41.409s	1m41.113s	-
15	HULKENBERG	1m41.015s	1m41.418s	-
16	LIUZZI	1m41.681s	1m41.642s	-
17	ALGUERSUARI	1m41.707s	1m41.738s	-
18	BUEMI	1m41.824s	-	-
19	TRULLI	1m43.516s	-	-
20	KOVALAINEN	1m43.712s	-	-
21	GLOCK	1m44.095s	-	-
22	DI GRASSI	1m44.510s	-	-
23	SENNA	1m45.085s	-	-
24	KLIEN	1m45.296s	-	-

Weather: dry

QUALIFYING

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

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

VISIT  TO FIND OUT

castroldriverrankings.com

THE GRID

2 HAMILTON McLAREN 1m39.425s super-soft	1 VETTEL RED BULL 1m39.394s super-soft
4 BUTTON McLAREN 1m39.823s super-soft	3 ALONSO FERRARI 1m39.792s super-soft
6 MASSA FERRARI 1m40.202s super-soft	5 WEBBER RED BULL 1m39.925s super-soft
8 SCHUMACHER MERCEDES 1m40.516s super-soft	7 BARRICHELLO WILLIAMS 1m40.203s super-soft
10 PETROV RENAULT 1m40.9016s super-soft	9 ROSBERG MERCEDES 1m40.589s super-soft
12 KOBAYASHI SAUBER 1m40.783s	11 KUBICA RENAULT 1m40.780s medium
14 HEIDFELD SAUBER 1m41.113s super-soft	13 SUTIL FORCE INDIA 1m40.914s medium
16 LIUZZI FORCE INDIA 1m41.642s medium	15 HULKENBERG WILLIAMS 1m41.418s medium
18 BUEMI TORO ROSSO 1m41.824s medium	17 ALGUERSUARI TORO ROSSO 1m41.738s super-soft
20 KOVALAINEN LOTUS 1m43.712s medium	19 TRULLI LOTUS 1m43.516s medium
22 DI GRASSI VIRGIN 1m44.510s super-soft	21 GLOCK VIRGIN 1m44.095s medium
24 KLIEN HRT 1m45.296s super-soft	23 SENNA HRT 1m45.085s super-soft

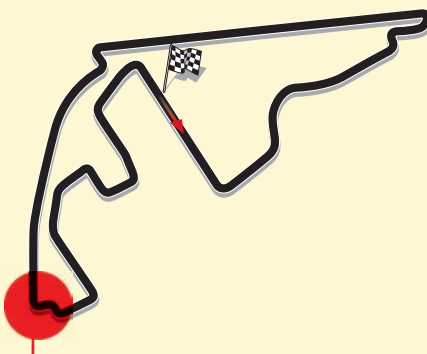


REPORT ABU DHABI GP

TRACKSIDE VIEW



Mark Hughes
Grand Prix editor



Only half an hour before this first free-practice session, the desert was teeming with rain. Now it's as if the sky has never even heard of rain.

The blinding sun and insistent breeze will soon have those damp patches dissolved. But it means the track's greener than green, the rubber build-up of the GP2 cars gone. So there are huge intervals of nothing between cars doing exploratory laps, when the only sound is that of the wind passing by your ears. A Ferrari passes flat-out in top through the kink of 15, flashing beneath the Mubadala bridge as a speed-blurred explosion of colour. Silence again. Minutes pass but then two cars on out laps, two engines flat in top for a long time, then the sudden double downshifts, as fast as the fingers can move the paddles – and into view into the tight Turn 11. Magically it's the two main men of the moment: Alonso bullying his way past Webber. A lap later and Alonso,

“There are mind games at a time when there's little to be gained from the track itself”

now with a big 'lead', lifts off to a crawl until Webber is upon him, trying to decide if the Ferrari is pulling off. At the moment the Red Bull goes to pass, Fernando guns it. Mind games at a time when there's little to be gained from the track itself, no opportunity wasted for Alonso. It's a full 50 minutes into the session and suddenly it's time, almost everyone hitting the track together to begin running in earnest. Soon an angry black line has formed that turns the surrounding asphalt grey – at last the real session is underway.



THE RACE: 55 LAPS, 189.748 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PSTOP	FASTEST STOP
1	VETTEL	Red Bull-Renault	55	1h39m36.837s	1m41.739s	1	20.061s
2	HAMILTON	McLaren-Mercedes	55	+10.162s	1m41.274s	1	20.792s
3	BUTTON	McLaren-Mercedes	55	+11.047s	1m41.636s	1	20.551s
4	ROSBERG	Mercedes	55	+30.747s	1m41.711s	1	21.292s
5	KUBICA	Renault	55	+39.026s	1m41.753s	1	20.188s
6	PETROV	Renault	55	+43.520s	1m42.311s	1	21.739s
7	ALONSO	Ferrari	55	+43.797s	1m42.227s	1	20.681s
8	WEBBER	Red Bull-Renault	55	+44.243s	1m42.196s	1	20.168s
9	ALGUERSUARI	Toro Rosso-Ferrari	55	+50.201s	1m42.727s	1	22.163s
10	MASSA	Ferrari	55	+50.868s	1m42.725s	1	21.523s
11	HEIDFELD	Sauber-Ferrari	55	+51.551s	1m42.673s	1	21.202s
12	BARRICHELLO	Williams-Cosworth	55	+57.686s	1m42.669s	1	20.684s
13	SUTIL	Force India-Mercedes	55	+58.325s	1m42.695s	1	20.276s
14	KOBAYASHI	Sauber-Ferrari	55	+59.558s	1m42.733s	1	20.208s
15	BUEMI	Toro Rosso-Ferrari	55	1m03.178s	1m42.573s	1	20.984s
16	HULKENBERG	Williams-Cosworth	55	1m04.763s	1m42.397s	1	20.749s
17	KOVALAINEN	Lotus-Cosworth	54	-1 lap	1m45.378s	1	21.537s
18	DI GRASSI	Virgin-Cosworth	53	-2 laps	1m46.126s	1	21.705s
19	SENNA	HRT-Cosworth	53	-2 laps	1m46.255s	1	23.749s
20	KLIEN	HRT-Cosworth	53	-2 laps	1m46.646s	1	31.988s
21	TRULLI	Lotus-Cosworth	51	wing	1m45.979s	1	37.147s
R	GLOCK	Virgin-Cosworth	43	gearbox	1m46.837s	1	20.930s
R	SCHUMACHER	Mercedes	0	accident	-	0	22.529s
R	LIUZZI	Force India-Mercedes	0	accident	-	0	21.242s

Weather: dry. Fastest lap: Lewis HAMILTON 1m41.274s (122.682mph) on lap 47.

Lap Leaders: 1-24 Vettel; 25-39 Button; 40-55 Vettel.

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CON	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE
1	VETTEL	256	4th	ret	1st	6th	3rd	2nd	ret	4th	1st	7th	3rd	3rd	15th	4th	2nd	1st	ret	1st	1st
2	ALONSO	252	1st	4th	13th	4th	2nd	6th	8th	3rd	8th	14th	1st	2nd	ret	1st	1st	3rd	1st	3rd	7th
3	WEBBER	242	8th	9th	2nd	8th	1st	1st	3rd	5th	ret	1st	6th	1st	2nd	6th	3rd	2nd	ret	2nd	8th
4	HAMILTON	240	3rd	6th	6th	2nd	14th	5th	1st	1st	2nd	2nd	4th	ret	1st	ret	ret	5th	2nd	4th	2nd
5	BUTTON	214	7th	1st	8th	1st	5th	ret	2nd	2nd	3rd	4th	5th	8th	ret	2nd	4th	4th	12th	5th	3rd
6	MASSA	144	2nd	3rd	7th	9th	6th	4th	7th	15th	11th	15th	2nd	4th	4th	3rd	8th	ret	3rd	15th	10th
7	ROSBERG	142	5th	5th	3rd	3rd	13th	7th	5th	6th	10th	3rd	8th	ret	6th	5th	5th	ret	ret	6th	4th
8	KUBICA	136	11th	2nd	4th	5th	8th	3rd	6th	7th	5th	ret	7th	ret	3rd	8th	7th	ret	5th	9th	5th
9	SCHUMACHER	72	6th	10th	ret	10th	4th	12th	4th	11th	15th	9th	9th	11th	7th	9th	13th	6th	4th	7th	ret
10	BARRICHELLO	47	10th	8th	12th	12th	9th	ret	14th	14th	4th	5th	12th	10th	ret	10th	6th	9th	7th	14th	12th
11	SUTIL	47	12th	ret	5th	11th	7th	8th	9th	10th	6th	8th	17th	ret	5th	16th	9th	ret	ret	12th	13th
12	KOBAYASHI	32	ret	ret	ret	ret	12th	ret	10th	ret	7th	6th	11th	9th	8th	ret	ret	7th	8th	10th	14th
13	PETROV	27	ret	ret	ret	7th	11th	13th	15th	17th	14th	13th	10th	5th	9th	13th	11th	ret	ret	16th	6th
14	HULKENBERG	22	14th	ret	10th	15th	16th	ret	17th	13th	ret	10th	13th	6th	14th	7th	10th	ret	10th	8th	16th
15	LIUZZI	21	9th	7th	ret	ret	15th	9th	13th	9th	16th	11th	16th	13th	10th	12th	ret	ret	6th	ret	ret
16	BUEMI	8	16th	ret	11th	ret	ret	10th	16th	8th	9th	12th	ret	12th	12th	11th	14th	10th	ret	13th	15th
17	DE LA ROSA	6	ret	12th	ns	ret	ret	ret	11th	ret	12th	ret	14th	7th	11th	14th	-	-	-	-	-
18	HEIDFELD	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ret	8th	9th	17th	11th
19	ALGUERSUARI	5	13th	11th	9th	13th	10th	11th	12th	12th	13th	ret	15th	ret	13th	15th	12th	11th	11th	11th	9th
20	KOVALAINEN	0	15th	13th	nc	14th	ns	ret	ret	16th	ret	17th	ret	14th	16th	18th	16th	12th	13th	18th	17th
21	TRULLI	0	17th	ns	17th	ret	17th	15th	ret	ret	21st	16th	ret	15th	19th	ret	ret	13th	ret	19th	21st
22	CHANDHOK	0	ret	14th	15th	17th	ret	14th	20th	18th	18th	19th	-	-	-	-	-	-	-	-	-
23	SENNA	0	ret	ret	16th	16th	ret	ret	ret	ret	20th	-	19th	17th	ret	ret	ret	15th	14th	21st	19th
24	DI GRASSI	0	ret	ret	14th	ret	19th	ret	19th	19th	17th	ret	ret	18th	17th	19th	15th	dns	ret	nc	18th
25	GLOCK	0	ret	ret	ret	ns	18th	ret	18th	ret	19th	18th	18th	16th	18th	17th	ret	14th	ret	20th	ret
26	YAMAMOTO	0	-	-	-	-	-	-	-	-	-	20th	ret	19th	20th	20th	-	16th	15th	-	-
27	KLIEN	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ret	-	-	22nd	20th

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	498	16	2	43	12	40	43	15	22	25	31	23	40	18	20	33	43	0	43	29
2	McLAREN	454	21	33	12	43	10	10	43	43	33	30	22	3	25	18	12	22	18	22	33
3	FERRARI	396	43	27	6	14	26	20	10	15	4	0	43	30	12	40	26	15	40	15	7
4	MERCEDES	214	18	11	15	16	12	6	22	8	1	17	6	0	14	12	10	8	12	14	12
5	RENAULT	163	0	18	12	16	4	15	8	6	10	0	7	10	17	4	6	0	10	2	18
6	WILLIAMS	69	1	4	1	0	2	0	0	0	12	11	0	9	0	7	10	2	7	4	0
7	FORCE INDIA	68	2	6	10	0	6	6	2	3	8	4	0	0	11	0	4	0	8	0	0
8	SAUBER	44	0	0	0	0	0	0	1	0	6	8	0	8	4	0	0	10	6	1	0
9	TORO ROSSO	13	0	0	2	0	1	1	0	4	2	0	0	0	0	0	0	1	0	0	2
10	LOTUS	0	0	0	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	0	0	0
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

UP CLOSE WITH THE WELTMEISTER

Sebastian Vettel, that young, uncomplicated lad from Germany, has been through the mill this year. Now he's world champion. *ADAM COOPER* talks to him

Korean Grand Prix: October 24, 2010. Sebastian Vettel has played a difficult race perfectly, not putting a foot wrong on a day when team-mate Mark Webber has made a costly mistake. With the chequered flag only a few minutes away, he is let down by his engine, and his smoky retirement creates a 32-point swing in favour of Fernando Alonso.

Instead of sulking in the Red Bull hospitality — a reaction everyone would have understood — he came out to meet the media. At this moment of huge disaster, all he could do was shrug and smile.

“That’s life, that’s how it goes sometimes,” he said. He and the team had done everything right, the speed was there, and there were still 50 points

to be had from the final two races.

It was hugely impressive. He had been criticised earlier in the season for looking a bit grumpy when things weren’t going well, and especially for his petulance after the clash with Mark Webber in the Turkish Grand Prix.

And yet here he was months later, with the stress ramping up as the end of the season drew near, able to deal with a disaster and instantly turn his focus to the positives. It was a demonstration of the sort of mental strength that any successful sportsman needs, the fortitude we have seen in many world champions. He knew he could still do it.

He bounced back from that low to win in Brazil and Korea and claim those 50 points. The rest was out of his hands — he did his bit, and in truly astonishing style. And everything duly fell into place.

Vettel has proven beyond doubt this season that he is a worthy world champion. Yes, he had the quickest car, yes, there were mistakes, and yes, at times he seemed to be doing his best not to win the thing.

But over the balance of the longest season in the sport’s history he has done an awesome job. And the clincher was the way he totally dominated the last four races at a time when the pressure was surely weighing heavily upon his shoulders.

“It’s been pretty much up and down,” he says of the year. “There are lots of reasons to be proud of ourselves, but



Respect for Webber, but they're not pals

there are also things we need to improve upon as a team and that we need to work on.

“I like winning. I am honest, so obviously the highlights were the victories. In Valencia we had a very smooth weekend, which I was very happy with. For a long time at that stage we had no trouble with the car, no failures, no breaking down. Even in free practice everything was fine.

“Japan was a special challenge, because we had the race and qualifying in one day. I was very happy with the way we handled it. We got the very maximum out of it. Those were the highlights.

“But also there were other races where I think we were, not to say in the shit, but we had big problems with the car, and we were still able to finish second or finish third, getting points or getting podiums, where the alternative would have been to retire ▶



Oops: pass on Button at Spa goes wrong

Tale of Vettel's season

BAHRAIN TO MONACO

BAHRAIN 4th

Leads from pole position until spark-plug problem costs him engine power. Does good job in hobbled car to salvage fourth.

AUSTRALIA DNF

Leads from pole position until a problem with the wheel mounting causes



Pole at Bahrain: first fingertip of year

his front-left to come loose, putting him into the gravel.

MALAYSIA 1st

After Webber outqualifies him courtesy of an inspired tyre choice, Vettel starts third and passes Webber into the first corner to win.



Malaysia was first win

CHINA 6th

Vettel takes pole, but in wet conditions he ends up with eight points after passing Webber for position mid-race.

SPAIN 3rd

Runs second to Webber early on, but front-right brake problem forces an extra pitstop. Salvages podium after Hamilton loses a wheel late on.

MONACO 2nd

Outpaced by Webber for second race in row,

later blaming a cracked chassis. Passes Kubica off line to take second.



Lost to MW in Monaco



COMING SOON!

BAHRAIN GRAND PRIX

Sakhir - 13 March

Direct Flights with
5 nights in Manama

LE MANS 24 HOURS

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Coach Tours & Paris Stop-Overs

CANADIAN GRAND PRIX

Montreal - 12 June

4 Nights in Montreal
Montreal & Niagara Holiday

AUSTRALIAN GRAND PRIX

Melbourne - 27 March

5 Nights Melbourne
Melbourne & Sydney
2-Centre Holiday

2011 CALENDAR

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

EUROPEAN GRAND PRIX

Valencia - 26 June

Stay in Valencia
Weekends & Longer Tours

MALAYSIAN GRAND PRIX

Sepang - 10 April

5 Nights Kuala Lumpur
Malaysia & China
2 Grands Prix Holiday

GERMAN GRAND PRIX

Nurburgring - 24 July

Tours by Coach or Air
Self-Drive Packages

CHINESE GRAND PRIX

Shanghai - 17 April

Direct Flights with 5 nights
in Shanghai

HUNGARIAN GRAND PRIX

Budapest - 31 July

Weekend By Air
Budapest & Vienna 2-Centre Holiday

TURKISH GRAND PRIX

Istanbul - 8 May

3 Nights in Istanbul
7-Day Holiday by Air

BELGIAN GRAND PRIX

Spa - 28 August

Selection of Tours by Coach,
Air or Eurostar
Self-Drive Packages

SPANISH GRAND PRIX

Barcelona - 22 May

Wide Selection of Weekend and
Longer Tours by Air

MONACO GRAND PRIX

Monte Carlo - 29 May

Full Programme of Arrangements
including Flights, Hotels and Hospitality

ITALIAN GRAND PRIX

Monza - 11 September

Weekends and Longer Tours
Based in Como
Swiss/Italian 2-Centre Holiday

Our 2011 Tour Collection will be available in December. Some of the early races are already on sale – visit our website for details. As ever, we will be featuring each and every round of the F1 World Championship and the Le Mans 24 Hour Race. A small selection of our vast choice of travel arrangements is outlined above. Put your trust in the UK's only fully bonded, independent motorsport travel specialist.

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Hungary brought drive-through hit...

◀ or shunt the car or whatsoever.

"I know that for instance since 2009 we have learned a lot of lessons, and we have been trying to do a lot of things better this year, trying not to force situations if it's possible. As I said, sometimes taking a podium, even if you'd like to win and you know you could win, but for some reasons it just doesn't allow you at this stage or that day to win that race."

Many points went astray this year. It's easy to forget that Seb dropped to the back at Silverstone after a nudge from Lewis Hamilton gave him a puncture, and yet he managed to salvage seventh. In retrospect, that was a crucial damage-limitation exercise.

Twice his races were ruined by controversial contact with title rivals, namely Webber in Turkey, and Jenson Button in Belgium. Vettel has never viewed the Istanbul clash as his own misjudgment, although he takes the blame for Spa. Dropping too far back in the safety-car queue in Hungary was another simple but expensive error that earned him a penalty.

"I don't regret anything. A lot of people gave me a lot of shit and a lot of opinions after the race at Spa, for having done a big mistake. I don't even consider it a major mistake. It turned



...with consequent podium displeasure

out to be a big loss at that stage, but what I was trying to do... I was calm and relaxed in the race, and trying to attack the guy in front, because I felt I was faster, and the guys from behind were pushing, coming closer. And what I did felt natural.

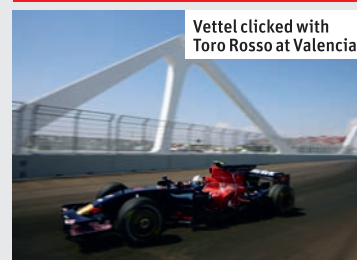
"At that stage it started to rain a little bit. I tried to pass him, it didn't work, unfortunately it took Jenson out as well, but that's how it goes sometimes. I think that's the only mistake I really did. In Hungary I misjudged the situation a bit and had to pay quite a big price, but other than those two I don't see that I've done anything wrong in a big way."

Istanbul did little for Vettel's relationship with his team-mate, and after that there was always a little tension in the air. Matters weren't ►



Second to Alonso at night in Singapore

THE TURNING POINT: VALENCIA 2008



Vettel clicked with Toro Rosso at Valencia

SCUDERIA TORO ROSSO technical director Giorgio Ascanelli always rated Sebastian Vettel as a future world champion, and he believes that the German's epiphany as a champion-in-waiting came during free practice for the 2008 European Grand Prix.

"I always said that the turning point was Valencia in 2008," explains Ascanelli. "It was not obvious to anybody, and everyone was taking the piss, but he did a run on full tanks and used tyres that was unbelievably fast."

"I asked him in the evening if he understood why. I said, 'That was a very special couple of laps – what did you do?' He went back to the hotel and came back to me and said, 'I know what it is.'"

"Bang! That was the turning point. He understood how to be fast."

He went on to finish sixth in that race, starting a run of half-a-dozen points finishes in the final seven races of the season, including that famous victory at Monza. He hasn't looked back since.

Edd Straw



Feverish delight after 2008 Italian GP win

Tale of Vettel's season

TURKEY TO HUNGARY

TURKEY DNF

Attempts to pass Webber for the lead amid communication confusion within the team, hitting his team-mate and putting himself out of the race.

CANADA 4th

Starts on prime tyres,

which turns out to be the wrong strategy, leaving him and team-mate Webber off the podium.

EUROPE 1st

Imperious on a track where he excels, leading from start to finish at the Valencia circuit while Webber goes flying.

Red Bull struggled during Canadian GP



BRITAIN 7th

Loses lead to Webber

at start and suffers a puncture after touching Hamilton at Copse. Saves points with a charge from last to seventh.

GERMANY 3rd

Makes poor start from pole, chopping across Alonso, which also allows Massa to get past.

HUNGARY 3rd

On a weekend of Red Bull dominance, leads from

pole position but suffers a penalty for dropping too far behind safety car.



Silverstone: spot the improved front wing

Getting jump on Hulkenberg in Brazil



Valencia win brought two fingerpoints!

VETTEL'S ROUTE TO STARDOM

We spoke to some of the key players in Sebastian Vettel's junior career following his title-winning achievement in Abu Dhabi:



FRANK LUCKE (ENGINEERED VETTEL TO FORMULA BMW TITLE IN 2004)

"The year we were together he won 18 races of 20, but the championship was close. He only won it just ahead of the last event. He was under a lot of pressure, because it was written in the contract with Red Bull that he must win the championship or he comes out

of the programme. Dr Marko was usually in the paddock.

"His main talent was in actually driving the car quickly, because he was so very fast. There are a lot of guys who are like that at the young age though. His other point was his mental capacity to do other things at the same time, to read a race mainly."



THEOPHILE GOUZIN (ENGINEERED VETTEL IN 2006 F3 EURO SERIES)

"Sebastian really deserves it, because he has been able to put the whole team behind him. Even when it was difficult he never gave up. These things happen to people who always believe in themselves.

"I knew he could achieve great things. For his age Seb was already very quick and very smart. Even in F3 he was able to push us hard in the team. And when things were hard, he could pull the whole team upwards. A world champion has to be a good driver, but he also has to be able to make people work for him. That was probably his main strength. He was quick, of course, but compared to the other drivers he was very intelligent."

TREVOR CARLIN (TEAM PRINCIPAL WHEN VETTEL RACED FRENAULT 3.5, 2006-07)

"When he first rocked up at Misano in 2006 he was thrown in at the deep end, coming to race with us when he'd never driven the car before.

"He finished third and we thought that was a bloody good effort for his first race.

"He'd finished third at the Macau GP the year before, so I reckoned he was a perpetual third-place boy – not a winner.

"I had to leave that night and on the way to the airport the boys phoned me up and said we'd been promoted to second, because Ben Hanley had been disqualified, so my third-place theory went out the window! When I landed in England there were 20 messages on my phone telling me Pastor Maldonado [race winner] had been disqualified for a technical infringement and Vettel had the win. That's when I realised he was golden bollocks!

"The next day he put it on pole and won the second race – from that moment on, we knew he was absolutely special.

"He was a good, rounded kid and absolutely focused. He knows what he wants and he goes out to get what he wants, but he's got a nice way of going about it. You don't have to be an arsehole to win in motorsport and I think he's proved that."



◀ helped every time Webber went out of his way to suggest, rightly or wrongly, that Seb was the favoured son.

"Let's put it this way: after a lot of things that happened between us this year, we will never be best friends. But to be really honest, I have no problem with him. I respect him a lot as a driver, and obviously I try to beat him every time I go out. I think that's natural."

He denies that the Turkey clash was the big issue: "I'm not highlighting one thing. That's just how I see it. I have no problem with him as a person, never had. Obviously there were lots of things that happened this year, lots of things he said, I don't really want to get in too deep. I don't know, I think my nature is not to be the one who's trying to cause conflict, not if it's not necessary."

To win you have to have a great package underneath you, and Adrian Newey's RB6 was certainly that. Vettel pinpoints only one weakness.

"If you look only at the results, it has to be reliability. I think speed was never a question. The reason why many times we didn't finish in the position we started in, and were supposed to, was because something went not according to plan. That's something we need to work on, and fix in the future.

"Do I believe that you can have a

"Do I believe that you can have a season without any trouble? That is impossible!"
Sebastian Vettel

season without any trouble? That's impossible. Some teams at some stage were very close, but they would have small problems on a Friday, costing them time or performance or whatever.

"Sometimes everyone can see it. If it's very tight, if you lose one tenth, then all of a sudden you're not first, second or third, you're like seventh or eighth. It depends on the weekend, and it depends on the time you are in. It's natural that if you work on the limit, trying to build the fastest car, better than everyone else's, things break.

"Also if you look at all the drivers, we all try to be better than the others, we all try to push to the limit all the time, and sometimes we do mistakes. And in the end the most important thing is to be quickest, if you see the average of all races, and to be the guy who has been most consistent."

So who is Sebastian Vettel? We have a fair idea already, but the world will get to know him better as he slips easily into the role of youngest world champion. Above all, he's his own man.

"I don't really care too much what people think or expect or want to see, but I know for myself that I'm very ambitious, I want to be better than everyone else, and I'm ready to fight very hard for that. But I don't need to tell people every time, 'Look I have done this, I have done that, and the other guys have done that and done that, I was quicker here he was quicker there, and blah, blah.'

"The important thing is that you know for yourself who you are, and that you have the confidence and trust in yourself. I'm happy at this stage – I would say, in balance."

Tale of Vettel's season

BELGIUM TO ABU DHABI

BELGIUM 15th

Loses it under braking for the chicane, spinning and hitting the side of Button's McLaren. Gets a drive-through, and also clashes with Liuzzi.

ITALY 4th

Takes fourth on Red Bull's least-competitive

weekend after pitting at end of penultimate lap. Survives scare from brief engine power loss.

SINGAPORE 2nd

Misses out on pole position to an inspired Alonso. Chases the Ferrari driver home and comes close to

attempting a pass on the final lap.

JAPAN 1st

Prevails in a tight battle with Webber for pole, and controls the race from pole position for his third win of the year.

KOREA DNF

Takes pole position in



Japan was start of late-season win run

wet conditions and does an immaculate job in the rain to lead until 10 laps from home, when his Renault engine fails.

BRAZIL 1st

Shades Webber in qualifying and only loses the lead for one lap

during the pitstop cycle to go to the season finale with a shot at the title.

ABU DHABI 1st

Dominates the race from pole position, making his option tyres last longer than Webber's, and taking the win he needs for the title.



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LG MOMENT OF THE YEAR 2010



LIFE'S GOOD WHEN...

...you get to choose the 2010 LG Moment of the Year
Throughout 2010, LG has partnered with F1 Racing magazine to bring you the best photographs of each grand prix.

Now LG and F1 Racing are offering you the chance to choose the 2010 LG Moment of the Year for the Autosport Awards in December. Want to pick your favourite? It's easy. Register now for your reminder and vote starting 15th November.

lg.com/f1

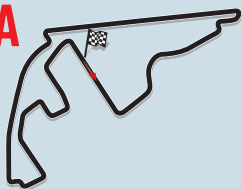


LG

Life's Good

YAS MARINA

 **ABU DHABI**
November 12-14
GP2
Round 10/10



AT A GLANCE

- Race 1 **Sergio Perez**
- Race 2 **Davide Valsecchi**
- Pole position **Oliver Turvey**
- Fastest laps **Perez/van der Garde**



Race one winner Perez is off to F1 with Sauber

Perez bows out on a winning high

Mexican Sergio Perez marked his final GP2 outing with a win in front of the F1 fraternity, which he'll join in 2011



Perez's final GP2 win was his fifth of 2010

QUALIFYING

Turvey topsy for maiden pole

⌚ During most of qualifying, the fight looked set to be a close one, with less than 0.1sec between early pacesetter Dani Clos and Sergio Perez in the closing stages of the session. But that was before iSport's Oliver Turvey put the matter beyond doubt with a superb 1m48.559s lap, putting himself almost 0.5sec clear of Clos to secure his maiden GP2 pole. Clos was later denied his front-row start when he became one of six drivers issued with grid penalties for ignoring the pit-exit red light.



Turvey secured his first GP2 pole position

If you don't know a lot about Sergio Perez, a tape of last weekend's GP2 Series season finale at Abu Dhabi would serve as a great primer. At his best the Mexican is capable of making those around him look like their engines are missing two cylinders, but occasionally his talent is offset by the sort of judgement normally associated with drunken frat boys in American college films.

His victory in the feature race would have served as a neat introduction for casual fans who tuned in to find out about this guy that Sauber has signed for 2011, but the crash that put him out of the sprint race on

Sunday partially answered the question over why one of the best drivers with one of the best teams was incapable of mounting a serious title challenge. Yas Marina was Perez in microcosm.

In fairness, half of a decent weekend was still more than series champion Pastor Maldonado was able to produce — the Venezuelan again failed to have any impact on proceedings and finished his triumphant season with a run of five consecutive non-scores. With Maldonado wallowing in the midfield, it was left to team-mate Luiz Razia to capitalise on Perez's exit on Sunday and secure the points needed for Rapax to claim the teams' title. In the process, the Brazilian broke a points drought that

stretched back to round three at Istanbul in May.

Early in the weekend it was iSport that held the upper hand. The British squad had been dominant in Abu Dhabi during the Asia Series, and it carried some of that form across when Oliver Turvey put himself on pole by nearly half a second. But Perez had the better of Turvey off the line and moved into the lead on the run into the first corner.

His initial attempt to escape was thwarted almost immediately when the safety car was summoned after Trident's Adrian Zaugg was spun by DPR's Michael Herck. Perez shot off into the distance again following the restart on lap four, and by the time he made his mandatory stop eight laps

RACE RATING

★★★★★

About as good as you'd expect on the Abu Dhabi circuit, but it was better than the grand prix

"The team told me Perez was out, so I did not try to do any crazy overtake"

Sprint-race runner-up Luiz Razia then made sure of the teams' championship for Rapax

REPORT GP2 ABU DHABI

Mark Glendenning reports

later, he had already pulled out a 6sec lead. During his second stint his pace was even more formidable, and by the time Perez arrived at the chequered flag, Turvey was 21sec behind.

Turvey's drive to second was relatively uneventful, but as has often been the case this season, it was a different story for third-placed Sam Bird. The ART driver had started from 18th after having been one of the recipients of a 10-place grid penalty, and worked himself into the points through a combination of some swift progress through the field in the opening laps and an early pitstop. He picked off Razia and iSport's Davide Valsecchi to get himself into third, but he was unable to shake off Dani Clos, who was also in recovery mode following a grid penalty that

forced him to start from 11th. Despite the Spaniard's best efforts he was unable to find a way past, although both drivers had reason to be pleased with their results.

Valsecchi also had a busy day. Having survived a bump with Ocean's Fabio Leimer at the start, the Italian had just picked Razia off for fourth with a handful of laps left when he developed a gearbox problem. He couldn't stop Bird and Clos from taking advantage, but under the circumstances he should have been pleased with fifth.

Less pleased was DAMS' Romain Grosjean, who was looking good for third before being delayed by a problem with his left-rear wheel during his pitstop, which left him sixth ahead of Razia. Rounding out the points and claiming pole for Sunday was Super Nova's Josef Kral,

Valsecchi leads Razia to sprint-race victory



the Czech making his return to the series after injuring his back in a crash at Valencia in June.

Meanwhile, what was Maldonado doing? Arguing, mostly. Another recipient of a grid penalty, Maldonado started almost at the back, and had only made a modest dent in the midfield when he was dealt a drive-through

for passing Trident's Federico Leo under yellows. In fairness, not only did Maldonado redress the situation immediately, but there were also question marks over whether the yellow flags were applied to the section of the track where he'd made the move. As it was, he remained on the track for a further 11 laps – during which time Perez, who had already stopped, passed him – before eventually serving the penalty. He then made his scheduled stop a couple of laps later and finished 17th.

Sunday's sprint race was equally uncomplicated. Kral was swamped at the start, leaving Valsecchi to take the lead and convert it into his first main-series victory since the Monza sprint race

in 2008. Razia followed him all the way to cross the line just 0.9sec adrift, with Grosjean taking third.

The fun took place just behind them. Clos got past Bird for fourth on the opening lap, however Perez's attempt to pass the Brit three laps later was carried out with considerably less finesse and resulted in both cars being eliminated. The crash guaranteed that Rapax secured the teams' title, and Giedo van der Garde completed Addax's misery by being penalised twice – first for a jump-start, and later for ignoring the edge-of-track borders.

Kral kept calm to claim fifth, while Turvey survived pressure from Coloni's Brendon Hartley but was penalised post-race. ❧

THE INSIDE LINE

iSport's reasons to be (a little bit) cheerful

⤵ iSport could be forgiven for having bittersweet feelings about Abu Dhabi. Feature-race pole for Oliver Turvey and a sprint-race win for Davide Valsecchi both served as reminders

that the team is very much among the series' elite, but a missed opportunity in the feature race will sting. Nevertheless, the team's reputation for getting the most out of its drivers

remains intact – if the pace it was able to extract from the enigmatic Valsecchi on occasion isn't proof enough, just look at how Giedo van der Garde has fared since he moved elsewhere.

RESULTS

GP2 Series, Yas Marina (UAE), November 12-14, round 10 of 10

GRID	
1 TURVEY 1:48.559	2 PEREZ 1:49.081
3 LEIMER 1:49.148	4 VALSECCHI 1:49.307
5 RAZIA 1:49.410	6 GROSJEAN 1:49.462
7 ZAUFG 1:49.812	8 CHILTON 1:49.890
9 HERCK 1:50.160	10 CRESTANI 1:50.239
11 CLOS 1:49.035*	12 GONZALEZ 1:50.549
13 KRAL 1:50.559	14 BIANCHI 1:49.338*
15 HARTLEY 1:50.568	16 V.D. GARDE 1:49.429*
17 PIC 1:50.569	18 BIRD 1:49.624*
19 ERICSSON 1:50.719	20 JAMES 1:50.901
21 TUNG 1:51.061	22 MALDONADO 1:50.362*
23 LEO 1:52.170	24 D'AMBROSIO 1:50.730*

RACE 1 - 31 LAPS, 106.984 MILES				
POS	NAME	TEAM	TIME	GRID
1	Sergio Perez (MEX)	Barwa Addax Team	59m53.752s	2
2	Oliver Turvey (GB)	iSport International	+21.065s	1
3	Sam Bird (GB)	ART Grand Prix	+29.695s	18
4	Dani Clos (E)	Racing Engineering	+30.442s	11
5	Davide Valsecchi (I)	iSport International	+36.614s	4
6	Romain Grosjean (F)	DAMS	+38.175s	6
7	Luiz Razia (BR)	Rapax	+39.196s	5
8	Josef Kral (CZ)	Super Nova Racing	+39.724s	13
9	Brendon Hartley (NZ)	Scuderia Coloni	+40.679s	15
10	Rodolfo Gonzalez (YV)	Arden International	+49.704s	12
11	Marcus Ericsson (S)	Super Nova Racing	+55.360s	19
12	Max Chilton (GB)	Ocean Racing Technology	+57.925s	8
13	Fabrizio Crestani (I)	DPR	+58.334s	10
14	Jerome d'Ambrosio (B)	DAMS	+58.836s	24
15	James Jakes (GB)	Scuderia Coloni	+1m01.227s	20
16	Michael Herck (RO)	DPR	+1m02.178s	9
17	Pastor Maldonado (YV)	Rapax	+1m14.109s	22
18	Jules Bianchi (F)	ART Grand Prix	+1m29.646s	14
19	Federico Leo (I)	Trident Racing	+1m36.305s	23
20	Charles Pic (F)	Arden International	-1 lap	17
R	Ho-Pin Tung (NL)	Racing Engineering	11 laps-clutch	21
R	Fabio Leimer (CH)	Ocean Racing Technology	7 laps-acc damage	3
R	Adrian Zaugg (ZA)	Trident Racing	0 laps-crash	7
R	Giedo van der Garde (NL)	Barwa Addax Team	0 laps-spin	16

RACE 2 - 22 LAPS, 75.924 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Valsecchi	40m59.120s	4	
2	Razia	+0.925s	2	
3	Grosjean	+5.107s	3	
4	Clos	+5.597s	5	
5	Kral	+17.853s	1	
6	Hartley	+21.924s	7	
7	d'Ambrosio	+24.665s	9	
8	Maldonado	+25.171s	18	
9	Herck	+25.672s	14	
10	Pic	+31.925s	17	
11	Chilton	+35.481s	16	
12	Tung	+36.654s	20	
13	Crestani	+37.828s	12	
14	Leimer	+38.401s	21	
15	Gonzalez	+38.964s	13	
16	Turvey	+46.516s**	22	
17	Bianchi	+47.567s**	10	
18	Jakes	+51.778s	15	
19	van der Garde	+1m16.380s	24	
R	Ericsson	18 laps-mechanical	11	
R	Leo	10 laps-back pain	19	
R	Bird	4 laps-crash	6	
R	Perez	4 laps-crash	8	
NS	Zaugg	0 laps-injury	23	

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Maldonado	87
2	Perez	71
3	Bianchi	52
4	Clos	51
5	Bird	48
6	Turvey	47
7	van der Garde	39
8	Valsecchi	31
9	Vietoris	29
10	Pic	28

POS	TEAM	PTS
1	Rapax	115
2	Barwa Addax Team	110
3	ART Grand Prix	100
4	Racing Engineering	80
5	iSport International	78
6	DAMS	35

KEY R=Retired. *Grid penalty. **25sec penalty.
Race 1 Winner's average speed: 107.098mph. Fastest lap: Perez, 1m50.749s, 112.180mph.
Race 2 Winner's average speed: 111.043mph. Fastest lap: van der Garde, 1m50.110s, 112.831mph.

NASCAR SPRINT CUP PHOENIX (USA), NOVEMBER 14, RD 35/36

Edwards catches Hamlin on the hop



Edwards was on top at the Arizona oval

After he'd led every practice session and started from pole, a Carl Edwards victory at Phoenix shouldn't have come as much of a surprise.

But it did, not least to Denny Hamlin, who dominated most of the afternoon and yet came away with his advantage in the Chase having been sliced in half with just one race left to run.

The tipping point proved to be fuel calculations. Hamlin, having led 190 of the 312 laps in his Joe Gibbs Racing Toyota, was among the drivers who opted to pit for fuel and two tyres in the closing stages of the race. But Edwards decided to try his luck with the fuel that he already had on board and remain out on track in his

Roush Ford. The fly in the ointment was Juan Pablo Montoya, who had taken on fuel and four tyres on the fifth and final caution with 80 laps remaining and had begun making inroads into Edwards's lead. But Edwards responded, managing the gap to give himself some breathing space and pick up his first Sprint Cup victory since the 2008 finale.

Montoya's run to second was derailed when his Earnhardt Ganassi Chevy ran out of fuel on the final lap, allowing Ryan Newman to take the runner-up spot ahead of Joey Logano, Greg Biffle and Jimmie Johnson.

Johnson had gone down the same strategic route as Edwards and consequently finds himself just 15 points shy of Hamlin going into

the season finale – the smallest-ever gap between the top two in points going into the last race.

Also starring late in the race was Kevin Harvick, who ran with the leaders during the early phase before being issued with a penalty for a missing wheel lug nut in a pitstop. He fought his way back to sixth to stay in title contention.

Hamlin, on the other hand, was left wondering how he got snookered, finishing a despondent 12th after losing a near-certain ninth victory of the season to fuel mileage and strategy.

"I couldn't control it," he said. "I did everything I was supposed to today. Usually we have the best fuel mileage... That part, I don't understand. It's

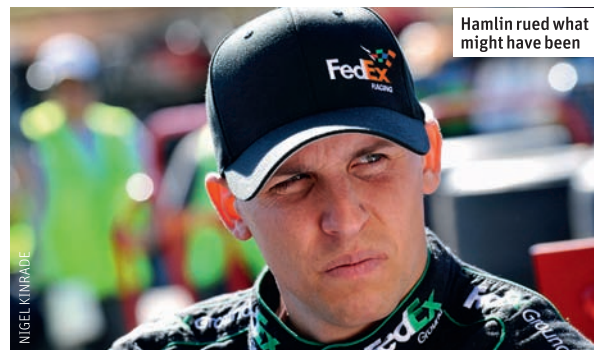
tough not being happy having the point lead going into the last race, but we were sitting pretty."

● Gary Lee Edington

RESULTS

1 Carl Edwards (Ford Fusion), 312 laps in 2h49m01s; 2 Ryan Newman (Chevrolet Impala), +4.770s; 3 Joey Logano (Toyota Camry); 4 Greg Biffle (Ford); 5 Jimmie Johnson

(Chevrolet); 6 Kevin Harvick (Chevrolet); 7 Matt Kenseth (Ford); 8 Mark Martin (Chevrolet); 9 Kurt Busch (Dodge Charger); 10 Jamie McMurray (Chevrolet). **Points**
1 Denny Hamlin, 6462; 2 Johnson, 6447; 3 Harvick, 6416; 4 Edwards, 6198; 5 Kenseth, 6151; 6 Jeff Gordon, 6124; 7 Kyle Busch, 6115; 8 Biffle, 6113; 9 Tony Stewart, 6074; 10 Kurt Busch, 6033; 11 Bowyer, 6028; 12 Jeff Burton, 5958.



Hamlin rued what might have been



CURRENT
STANDINGS

- | | | | |
|---|-------------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 24,200 |
| 2 | Mark Webber | ◇ | 22,079 |
| 3 | Sebastien Loeb | ◇ | 21,754 |
| 4 | Fernando Alonso | ◇ | 20,467 |
| 5 | Lewis Hamilton | ◇ | 19,217 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Carl Edwards's victory gains him three places as he climbs to 17th, but Jimmie Johnson (8) retains his status as the highest-ranked Sprint Cup man ahead of Kevin Harvick (10) and Denny Hamlin (11). Martin Truex Jr (65) finished 15th, but drops eight spots.

To see the full list, visit castroldriverrankings.com

FPA

FORMULA PALMER AUDI

1998 - 2010



"By the mid nineties many young drivers desperately trying to reach F1 soon found that the financial hurdle to progressing their careers was simply too high to clear. After a season of Formula Ford costing £90,000, Formula Renault Sport required a budget of £170,000 and F3 £350,000. All excellent formulas, but ones that inevitably favoured those able to pay for the coveted top team drives, usually through funding from wealthy or well-connected family.

I felt that there had to be an alternative. It should be possible to provide a high performance single seater championship that could provide a level playing field at a fraction of the cost. Somewhere where drivers of more modest means but great talent could prove it and progress to become professional racing drivers.

The key was finding ways to radically reduce and control costs. Providing identical cars was important, but what was critical to achieving the objective of high quality but low cost was to innovate and operate all the cars by just one team, which would apply exactly the same methodology to the running of every car.

For the chassis I had no hesitation in using Van Diemen. Ralph Firman had been a major help to my Formula Ford career and understood value engineering. My

brief was simple – we wanted a great looking F1 style car that was inexpensive to produce and to run. Designer Dave Baldwin did a fantastic job, particularly as the timescale was unbelievably short. The project only got the go ahead in October 1997 and 24 cars were to be on the grid for the first round at Oulton Park on 9 May. Of course it was tough, but it was achieved through the phenomenal effort of all involved.

The power unit was carefully chosen. We wanted 250bhp with the greatest reliability, consistency and of course, low cost. Formula 3 engine supply contracts were costing £50,000- £100,000 for 220bhp. Our budget comparable cost was just £10,000 - and for more power. The only way to achieve it was through a standard production engine, and to keep the weight down that meant it needed to be small capacity and turbocharged. An evaluation of all such production engines identified Audi's 1.8 litre 20 valve turbo unit as the most suitable. It was to prove an outstanding success and a great strength of FPA, particularly with Mountune's development and management.

With FPA being targeted primarily as an affordable alternative to F3, it made sense to use the same tyre size, and indeed supply from Avon, albeit in a harder compound to provide the required longevity. By the third year of FPA in 2000 tyre size had grown to half way towards F3000, to the benefit of both the appearance and durability of the tyres – FPA cars could be slid around without losing pace. Avon's contribution has been superb.

Continues on back page ➔



First ever FPA grid – Oulton Park in May 1998



Formula Palmer Audi – 13 years of thrills and spills



Nigel Moore became the final FPA Champion earlier this year



FPA

FORMULA PALMER AUDI

1998 - 2010

From Justin Wilson in 1998 to Nigel Moore in 2010, we celebrate Formula Palmer Audi's contribution to motorsport with a look back on the championship's 13 seasons of competition.

1998



Winner: Justin Wilson (240 pts)



2nd: Darren Turner (210 pts)



3rd: Richard Tarling (206 pts)

After a superb campaign in the very first FPA Championship, Justin Wilson sealed the title in style with a double win in the final two rounds at Donington Park. Darren Turner and Richard Tarling also had their fair share of wins throughout the season, but were ultimately unable to match Justin's outright pace and consistency and finished second and third respectively. Winter series champion Derek Hayes won from Andy Priaulx and Danny Watts.

1999



Winner: Richard Tarling (210 pts)



2nd: Richard Lyons (198 pts)



3rd: Damien Faulkner (192 pts)

In his second FPA season Richard Tarling claimed the 1999 Championship after a very impressive year, finishing on the podium seven times. Ireland was well represented with Richard Lyons claiming second in the championship, having taken four wins during the season, while Damien Faulkner was a further six points back, with one victory to his name. Team USA's Paul Edwards won the winter series from Paul Munn and Giorgio Pantano.

2000



Winner: Damien Faulkner (299 pts)



2nd: Justin Keen (268 pts)



3rd: Robbie Kerr (365 pts)

The FPA 2000 Championship moved into Europe and Damien Faulkner recorded four consecutive wins before sealing the title with two races remaining after a podium finish at Brands Hatch. Behind him, Justin Keen's consistency saw him finish second, while third placed Robbie Kerr managed wins at Brands Hatch and Donington Park. The winter series was won by Phil Giebler from Rob Huff and Jaroslav Janis.

2001



Winner: Steve Warburton (235 pts)



2nd: Stephen Young (189 pts)



3rd: Gideon Cresswell (164 pts)

The star of 2001 was undoubtedly Steve Warburton, who dominated the championship's round at Mondello Park before securing the title in round 11 at Snetterton. Warburton underlined his dominance with a win in the final race of the season, with Stephen Young and Gideon Cresswell finishing second and third respectively.

2002



Winner: Adrian Willmott (217 pts)



2nd: Joel Nelson (216 pts)



3rd: Roman Rusinov (198 pts)

A fantastically tight championship battle in 2002 saw Adrian Willmott claim the title by just one point, with Team USA's Joel Nelson taking victory in the last two races at Castle Combe. Willmott's two podiums were enough to seal the title however. A win in the second race of the season at Silverstone and consistent points finishes allowed Roman Rusinov to finish in third place overall. Ben Lewis was winter series champion from Paul Warren and Ben's brother Ryan.

2003



Winner: Ryan Lewis (213 pts)



2nd: Adam Smith (193 pts)



3rd: Ryan Hooker (182 pts)

After a superb battle between Ryan Lewis and Adam Smith, each with four wins to their name, the 2004 championship came down to the final two rounds at Castle Combe. The title contenders clashed in a dramatic incident in the first race of the weekend, helping Lewis to eventually claim the title. Consistency was the key for Ryan Hooker, who took third overall after finishing inside the top ten on all but one occasion. Winter series champion Jonathan Kennard eclipsed Sam Edwards and Matt Harris.

2004



Winner: Jonathan Kennard (224 pts)



2nd: Rob Jenkinson (222 pts)



3rd: Karim Ojeh (156 pts)

Jonathan Kennard proved untouchable on outright pace in 2004, taking pole position for 10 of the 12 races. Rob Jenkinson took the title to the wire, but slowed down a lap early by mistake in the penultimate race at Spa to ensure the title went to Kennard. Jenkinson managed second place overall, finishing two points behind Kennard, while Karim Ojeh's excellent third was a tribute to his hard work and determination. Steven Young won the winter series from Chris Hyman and Viktor Jensen.

2005



Winner: Joe Tandy (284 pts)



2nd: David Epton (284 pts)



3rd: Stuart Prior (235 pts)

2005 was a fairytale season for Joe Tandy, who had worked as an FPA mechanic in the previous year and scavenged everything to fund a one-off drive in the opening round. Instant success prompted a full campaign in which Tandy and David Epton proved inseparable – the pair finishing on the same points, but with Tandy taking six wins to Epton's four. FPA regular Stuart Prior was a frequent visitor to the podium and finished a great third. Josh Weber, Andreas Demetriou and Viktor Jensen were the winter series top three.

2009



Winner: Richard Plant (330 pts)



2nd: Kazim Vasiliauskas (313pts)



3rd: Adam Foster (304 pts)

Richard Plant scored the best weekend of any driver at Brands Hatch in the history of FPA on his way to sealing the 2009 crown. Plant headed four drivers still in contention going into the final event, but held his nerve to triumph by 19 points from Kazim Vasiliauskas, who dovetailed his season in FPA with a successful campaign in Formula Two. Adam Foster's consistency paid off as he sealed third ahead of multiple racewinner Tristan Vautier.

2006



Winner: Jon Barnes (326 pts)



2nd: Viktor Jensen (276 pts)



3rd: Chris Hyman (237 pts)

Jon Barnes delivered a record return of 11 wins from 15 races on his way to the 2006 championship, winning by the largest margin in FPA history. Barnes' chief competition came in the form of Iceland's Viktor Jensen, who suffered a dramatic aerial crash at Brands Hatch, while Chris Hyman was a consistent podium scorer on his way to third. Team USA's Dane Cameron took the winter series from Aaron Steele and Luciano Bacheta.

2010



Winner: Nigel Moore (344 pts)



2nd: Maxime Jousse (335 pts)



3rd: Ramon Piñeiro (320 pts)

Nigel Moore became the youngest ever FPA champion after triumphing in one of the closest championships in the series' 13-year history. Five drivers were in contention for the title heading into the final round, with Moore eventually sealing the title in the final race. Maxime Jousse – who had led going into the final round – finished second, with Spain's Ramón Piñeiro producing a late charge to seal third.

2007



Winner: Tim Bridgman (360 pts)



2nd: Stefan Wilson (332 pts)



3rd: Luciano Bacheta (303 pts)

Formula BMW champion Tim Bridgman made his experience count as he collected six wins and 14 podiums on his way to the 2007 crown. Stefan Wilson, brother of Justin, finished second and went on to win that year's prestigious McLaren Autosport BRDC Award. PalmerSport Junior team T Car graduates Luciano Bacheta both enjoyed success, Bacheta taking third overall and Palmer winning two races. Richard Keen was winter series champion from Will Bratt and Jack Clarke.

2008



Winner: Jason Moore (360 pts)



2nd: Tom Bradshaw (351 pts)



3rd: Jolyon Palmer (338 pts)

The young guns took over in 2008, as teenagers Jason Moore, Tom Bradshaw and Jolyon Palmer traded blows in the title race, all winning races. Moore's six wins ultimately proved enough to take him to the title, but he was pushed all the way by Bradshaw and Palmer who remained in contention until the very final round at Silverstone. The winter series was won by Niall Quinn from Tom Bradshaw and Jolyon Palmer.

FPA - THE FACTS

- Total number of Events – 116
- Total number of races – 260
- Total number of circuits visited – 17
- Total number of drivers – 316
- 103,180 total race laps completed
- 1,021,900 total miles accrued
- Most wins in a season – Jon Barnes, 11 (2006)
- Most poles in a season – Jonathan Kennard, 10 (2004)
- Youngest winner – Jolyon Palmer, 16 years, 5 months (2007)
- Youngest champion – Nigel Moore, 18 years, 9 months (2010)
- Biggest championship margin – Jon Barnes, 50 points (2006)
- Smallest championship margin – Joe Tandy, 0 points (2005)
- Notable drivers – Justin Wilson (F1, Indycar),
Giorgio Pantano (F1, GP2 Champion)
Gary Paffett (F1 testing, DTM)
Andy Priaulx (3 x WTCC Champion)
Robbie Kerr (A1GP, Le Mans)
Rob Huff (WTCC)
Darren Turner (F1 testing, Le Mans)
Martin Brundle (joined son Alex at Spa in 2008)

www.formulapalmeraudi.com

The concept of Formula Palmer Audi was bold, and it pioneered many features that have been copied since. Perhaps most significant was the introduction of the overboost concept, to facilitate overtaking to add to the strategy for drivers and entertainment for those watching. We also launched double header events and indeed reversed the top four on the grid for the second race with points for qualifying to ensure no sandbagging. The first year even featured rolling starts for some races, though these were dropped when it was clear it was impossible to police fairly. Later on we became the first major UK series to use a triple header event format.

In making FPA more affordable it was important not only that costs were down but value for sponsors was up, so FPA also set new standards in sponsor benefits with great looking cars, extensive advertising space, superb hospitality, television coverage of every race, its own magazine and then a great website.

Setting up the operation of Formula Palmer Audi was a huge undertaking, especially as we had never run any racing team before. My business had been limited to running corporate events. It was a steep learning curve. Project management was critical and mercifully after an early mistake in this area Giles Butterfield joined in February 1998 with just 8 weeks to do 8 months' work! Commercially FPA was a mammoth commitment, and looking back I can't quite believe I made it! My corporate business was quite small at the time – a £3.5m turnover, yet I pushed the button on funding 26 race cars, 8 trucks for cars, equipment and hospitality, plus of course a team of nearly 50 employees.

But our first year in 1998 proved that FPA was a lifeline to a lot of drivers, with a fixed price of just £85,000 for 20 races and a free F3000 drive for the champion. Such was the demand that we actually had 26 cars racing by mid season. The championship was really closely fought, going down to the wire with Justin Wilson just pipping Darren Turner to the title. Given the subsequent success of both drivers, it is clear FPA was doing its job from launch in enabling the best drivers to highlight their talent, and it only ever got more consistent and equal thereafter.

It is a testimony to the original design and evolutions by our MSV engineering team that FPA has continued for so long with the original car, albeit with every component replaced several times, like the proverbial axe. Even on retirement it is still a great looking racing car.

I'm extremely proud of Formula Palmer Audi. It has provided hundreds of drivers with affordable, fair single seater racing to help their careers, as intended. Commercially it has not made a profit overall – and that was not intended! It has however been run with total integrity for 13 years since the day it began and despite the occasional ignorant critic no driver has ever been given any kind of advantage. I conceived FPA because of my love of motor racing and respect for the efforts and ambitions of budding F1 drivers and their families, having been there myself with only funding that I could generate on my own.

Justin Wilson's great success, going on to win the F3000 championship, race in F1 and now be a top IRL driver, has always been FPA's proudest achievement, but many other drivers such as Andy Priaulx, Robbie Kerr and Giorgio Pantano have proven their ability in FPA and gone on to greater things. Conversely, and perhaps equally significantly, the harsh reality is that no driver who has not shone in FPA has ever gone on to do great things! FPA has always reflected talent!

Running FPA provided us with enormous and unique experience to launch the FIA Formula Two Championship in 2009, and now our efforts are focussed on continuing to develop F2 with the FIA to build its reputation as the most affordable and equal, outstanding quality, international feeder championship to GP2 and ultimately F1.

A huge number of people have been involved with Formula Palmer Audi over the years to enable it to be the great success it has been. Some, like Giles Butterfield, Lisa Davis, Kevin Barrett, Clare Forster and Andy Wildman have been involved from the very first race! To them all, thank you very much. Thanks too for the support of all our partners; particularly Audi, Mountune, Avon and of course the 1997 Van Diemen team under Ralph Firman for that original great car. Finally, the most important part of any business is its customers, and I thank all those drivers, families, friends and sponsors who have chosen Formula Palmer Audi during their careers."

Jonathan Palmer

Justin Wilson - FPA's first champion



"FPA was a great initiative that gave hope to the guys who didn't have a millionaire background and I remember my year was very competitive because of that. There were a few bumps in the road in the early stages, but I fell in love with the cars and the season finale at Donington Park was a real highlight for me.

Obviously winning the championship was big and so was the prize of a season in Formula 3000, but it also gave me confidence in my driving as well as the foundations of my understanding on car setups. That learning experience is still a huge help today.

It wasn't just drivers that got to use the series as a step on the ladder; engineers and mechanics did too. The mechanic assigned to me was

Simon Crawford, who was a great help that year and went all the way to Formula One with McLaren. I believe there were quite a few that made it to F1 over the years.

I will miss the series as it was such an important part of my career, but I will take lots of great memories and friends from it."

Justin Wilson



INTERNATIONAL RACES & RESULTS

V8 SUPERCARS

Symmons Plains, 12/14

QUICK RESULTS

→ Race 1 winner **Lowndes**
→ Race 2 winner **Winterbottom**
→ Poles **Tander/Winterbottom**

RACE RATING

★★★★★

Rain or shine, things are falling Courtney's way

REPORTS WORLD OF SPORT

IN BRIEF



NASCAR NATIONWIDE

Carl Edwards (above) notched up his second Nationwide victory on the trot with a dominant performance in his Ford at Phoenix. Edwards finished five seconds clear of Kevin Harvick. Danica Patrick endured another tough race and finished 32nd after she was clipped into the wall and forced to pit for repairs.

NASCAR TRUCKS

Twelfth place at Phoenix was enough for Toyota driver Todd Bodine to clinch his second Truck Series title. Clint Bowyer took a comfortable win in his first Truck race in three seasons ahead of Kyle Busch.

BELCAR

Francois Verbist, Bert Longin and Formula 2 race winner Benjamin Bailly drove their Audi R8 LMS to victory in the 10 Hours of Zolder, finishing two laps clear of Porsche trio Enzo Ide, Ruben Maes and Marc Lieb. The Audi of Anthony Kumpen, Gregory Franchi and Marcel Fassler was third. The result was enough for Kumpen to secure his sixth Belcar title.

AUSTRALIAN FFORD

Chaz Mostert secured the Australian Formula Ford championship with a round to spare at Symmons Plains, despite only finishing fifth outright for the weekend. A win, a second and a third from the three races was enough to give Geoff Uhrhane outright honours from the Tasmanian weekend, with Mostert and Nick Foster also taking a race win each.

TOURING CAR MASTERS

Bearded Tasmanian veteran John Bowe scored two wins on home turf to win the Symmons Plains round in his Ford Mustang Trans Am. Brett Youlden (Holden HQ Monaro) ended the weekend in second place ahead of Steve Mason (Chevrolet Camaro SS).

V8 SUPERCARS SYMMONS PLAINS (AUS), NOVEMBER 13-14, RD 12/14

Tasmania provides twist to the V8 plot

The Symmons Plains V8 Supercar races featured two different winners, and a number of twists that may just determine the winner of the 2010 title.

The races for the wins were straightforward: Craig Lowndes won on Saturday and Mark Winterbottom on Sunday, the two drivers starting from pole position and leading all the way. It was what happened behind in Tasmania that was telling.

Both qualified outside the top 10 on Saturday, but Jamie Whincup looked to have the measure of James Courtney, who took a career-worst 20th grid spot in the wet for Sunday's race.

Things looked even worse for Courtney when he was stricken with accident damage and a drive-through penalty. Then Whincup's pitcrew discovered that a refilling malfunction had left him short of fuel, forcing a late splash 'n' dash.

It was that kind of a weekend. Greg Murphy scored his first podium finish for three years on Saturday – a few days after telling his Paul Morris Motorsports team he would not be returning in 2011. A day later, Paul Dumbrell followed Winterbottom's FPR Ford home to a career-best second – three weeks after telling his team



Winterbottom won Symmons race two

he was retiring at the end of the season, and a few days after changing his mind...

While Garth Tander was a big scorer (second on Saturday and sixth on Sunday), Jason Bright led Russell Ingall and Murphy for third on Sunday – a race Lowndes might have won, had he not pulled the Triple 8 Holden's gear lever out of its socket. Until that point, he was right back in the title hunt. Things are certainly going Courtney's way...

● Phil Branagan

RESULTS

Race 1 1 Craig Lowndes (Holden Commodore), 50 laps in 44m18.28s; 2 Garth Tander (Holden), +4.16s; 3 Greg Murphy (Holden); 4 Paul Dumbrell (Ford Falcon); 5 Mark Winterbottom (Ford); 6 Jamie Whincup (Holden). **Race 2 1 Winterbottom**, 84 laps in 1h25m58.99s; 2 Dumbrell, +0.075s; 3 Jason Bright (Holden); 4 Russell Ingall (Holden); 5 Murphy; 6 Tander. **Points 1 James Courtney**, 2662; 2 Whincup, 2612; 3 Winterbottom, 2462; 4 Lowndes, 2405; 5 Tander, 2328; 6 Shane van Gisbergen, 2178.

SUPER GT FUJI (J), NOVEMBER 13-14, NON-CHAMPIONSHIP

Lyons takes his share

Richard Lyons and Daisuke Ito shared the wins in the non-championship JAF Grand Prix Fuji Sprint Cup, which featured drivers from both Super GT and Formula Nippon.

The weekend was arranged around a special format of two sprint races – with each driver starting one contest – and Northern Irishman Lyons wasted little time in putting the result of the first beyond doubt. The Cerumo Toyota Lexus driver started from pole and never looked seriously threatened, crossing the line 4.8s clear of Koudai Tsukakoshi and Ronnie Quintarelli. The battle for fourth was enlivened by a scrap between Bjorn Wirdheim and Andre Lotterer that ended with a crash that put both a lap down. Race two was equally

eventful. The Team Le Mans Lexus of Daisuke Ito beat polesitter Tsugio Matsuda's Impul Nissan off the line, while Takashi Kogure took advantage of a series of incidents to leap from 12th to third.

He later passed Matsuda for second, only for both to lose places to the hard-charging Kazuya Oshima's Team Kraft Lexus.

● Jiro Takahashi

RESULTS

Race 1 1 Richard Lyons (Lexus SC430), 22 laps in 35m31.508s; 2 Koudai Tsukakoshi (Honda HSV-010), +4.893s; 3 Ronnie Quintarelli (Nissan GT-R); 4 Hironobu Yasuda (Nissan); 5 Benoit Treluyer (Nissan); 6 Yuki Nakayama (Honda). **Race 2 1 Daisuke Ito (Lexus)**, 22 laps in 35m41.146s; 2 Kazuya Oshima (Lexus), +0.837s; 3 Takashi Kogure (Honda); 4 Ryo Michigami (Honda); 5 Tsugio Matsuda (Nissan); 6 Satoshi Motoyama (Nissan).

FORMULA NIPPON FUJI (J), NOVEMBER 13-14, NON-CHAMPIONSHIP

Lotterer dominates

Ex-Jaguar F1 tester Andre Lotterer won both Nippon races in the Sprint Cup at Fuji.

Grid positions were decided by top speeds at the end of the circuit's main straight! From second on the grid, Lotterer got past polesitter Kei Cozzolino off the line and never gave anyone else a chance. By the time the TOM'S Swift-Toyota crossed the finish line, it was almost 10s clear of the sister car of Kazuya Oshima, with Koudai Tsukakoshi in third.

Lotterer had pole for race

two and produced an equally straightforward drive to victory, leaving Nakajima-run rookie of the year Naoki Yamamoto and Yuji Ide to fill the podium.

● Jiro Takahashi

RESULTS

Race 1 1 Andre Lotterer (Swift-Toyota), 22 laps in 31m48.539s; 2 Kazuya Oshima (ST), +9.591s; 3 Koudai Tsukakoshi (Swift-Honda); 4 Yuji Ide (SH); 5 Kohei Hirate (ST); 6 Takashi Kogure (SH). **Race 2 1 Lotterer**, 22 laps in 31m39.941s; 2 Naoki Yamamoto (SH), +6.989s; 3 Ide; 4 Takuya Izawa (SH); 5 Loic Duval (SH); 6 Hirate.



Lotterer did the double at Fuji



RALLY
GREAT BRITAIN

Cardiff

ROUND 13/13

WINNER

S Loeb 3h14m54.0s

RALLY RATING

★★★★★

Brilliant fight from start to finish, but Loeb's class shone through. Again

DRIVER STANDINGS

Loeb	276 pts
Latvala	171 pts
Solberg	171 pts

MILESTONES

*Loeb wins the last-ever WRC round for two-litre cars
*Pons takes inaugural S-WRC title



David Evans
reports



LOEB'S PERFECT PARTING GIFT

World champion Sebastien Loeb's third straight Rally GB win was the 36th and last for the Citroen C4 WRC in the final World Rally Car-formula event



Sebastien Loeb simply does not know how to lose a round of the World Rally Championship. This fight was as tight as any, but, once again, he always appeared to have another gear. The Frenchman delivered a pristine and victorious Citroen C4 WRC to the finish for the final time in the two-litre era of World

Rally Cars. Once again, Petter Solberg had pushed him, but once again the Norwegian had come up short against the seven-time champion.

LEG ONE (80.75 miles)

OVERCAST/RAINING - AMBIENT

TEMPERATURE RANGE ON STAGES 6-12C

The road from the B4518 to the start of the Hafren stage is an absolute haven for autograph hunters. It's a trek from the junction to

where the cars stop following their 100-mile jaunt from Cardiff, but they're all there. Except this year, they weren't all there. There were clusters of cars here and there: Loeb and Dani Sordo had pulled over together and were deep in conversation, the Fords were all alongside each other, with a few private cars here and there. But Sebastien Ogier was nowhere to be seen.

Half a mile down the road sat a lone C4 WRC.

The psychological games had started.

The seven-time champion Sebastien had won Thursday night's superspecial, beating the other Seb by seven tenths. But now, with the first full-day's sport ahead, Ogier wanted to collect his thoughts alone. And if that did anything to possibly destabilise ►

VETTEL ENDS THE YEAR AS WORLD NUMBER ONE

Newly-crowned F1 champion confirms Castrol Rankings top spot for 2010



Sebastian Vettel will end 2010 on top of the Castrol Rankings after becoming F1 world champion at the Abu Dhabi Grand Prix.

The German won the race to snatch the title from Ferrari's Fernando Alonso, and guarantee ending the year as world number one.

His Red Bull team-mate Mark Webber was eighth in

Abu Dhabi and saw his Castrol Rankings score drop after failing to match his podium finish of 2009.

However, that eighth spot virtually secured him second place in the Castrol Rankings ahead of World Rally Champion Sebastien Loeb.

Castrol **EDGE**
Expert performances

NASCAR Carl Edwards

Carl Edwards (right) won NASCAR's Kobalt Tools 500 race in Phoenix, ending a 70-race streak without a win. That victory lifted him three spots to 14th place in the Castrol Rankings.



F1 Kamui Kobayashi

Sauber's Kamui Kobayashi was briefly among the frontrunners in Abu Dhabi, but finished 14th. He dropped 10 places to 62nd in the Castrol Rankings.

GP2 Oliver Turvey

Oliver Turvey (right) took his maiden GP2 pole position in Abu Dhabi and finished second in the feature race. The Briton moved up 10 places to 59th – the biggest climber in the top 100.



WRC Kimi Raikkonen

Kimi Räikkönen ended his first rally season with eighth on Rally GB, but he also lost his score from last year's Abu Dhabi Grand Prix and dropped 20 places to 178th.

Castrol EDGE Performer of the Month

Sebastian Vettel was the Castrol EDGE Performer of the Month for October, but who will be November's top-ranked driver? Visit the website to find out.

www.castrol driverrankings.com

1	Sebastian Vettel		F1	24,200
2	Mark Webber		F1	22,079
3	Sébastien Loeb		WRC	21,754
4	Fernando Alonso		F1	20,467
5	Lewis Hamilton		F1	19,217
6	Will Power		IndyCar, V8 Supercar	17,858
7	Jenson Button		F1	17,066
8	Jimmie Johnson		Sprint Cup, Grand Am	16,461
9	Dario Franchitti		IndyCar, V8 Supercar, Grand Am	15,554
10	Kevin Harvick		Sprint Cup, Nationwide, Trucks	15,529

DATA CORRECT AS OF 15 NOVEMBER 2010

The Castrol Rankings analyse 2,000+ drivers in 500+ races and rallies across five continents. Go online today to find out more

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Solberg kept Loeb in sight all rally for strong second

◀ Loeb, then so much the better.

It didn't destabilise Jari-Matti Latvala. Ford's Finn was flying through the first stage proper, 1.2s faster than anybody to move into the lead. While the other drivers struggled with Hafren's ever-changing grip levels, Latvala just got on with it and drove the car.

His grip on the lead was broken in the following Sweet Lamb stage, where his Focus drowned out in the second watersplash.

"I was too quick into it," said Latvala, ruefully. "It was like the car was on three cylinders. It wouldn't pull up the hill for maybe 500 metres. It was so frustrating!"

The 4.2s he lost dropped him to third. Loeb was back in the lead, but only briefly. In the fourth change of leader in as many stages, Latvala and his full-firing Ford were on top again after Myherin.

"It's been a very good morning," said Latvala, clearly full of confidence.

"I feel very relaxed. But you can't be too relaxed with Sebastien [Loeb] and Petter [Solberg] behind."

Loeb was 1.4s off the lead at lunchtime, with Solberg just half a second down on him.

"This morning was tough," said Loeb. "It's just so hard to try to read what the road is doing. You know, you go to one corner and have good grip, so you push to the next one and the road looks the same, but in this corner, the car is gone and sliding. I don't like losing control of the car, it's not so much fun."

Solberg's own efforts were hampered by a gearbox problem that caused random upshifting when the Norwegian was looking for a downshift. He was also forced to keep the car running, after it suffered a starter-motor problem in SS4.

After his lonely start to Friday, Ogier had taken a measured approach to the morning. After dropping his Citroën while on a fruitless pursuit of Loeb

in Spain, he was ready to play a waiting game on day one in Wales.

He didn't wait that long. With heavy rain bringing more consistent conditions in the second run through Hafren, Ogier went fastest and moved past Loeb, who had found the standing water much to his dislike.

"It was not possible to drive..." muttered a disgruntled Loeb.

Second quickest in Hafren was enough for Latvala to build the biggest lead of the day: 5.2s.

He lost seven tenths of that in Sweet Lamb, courtesy of a more conservative approach to the watersplashes. And then all of it in the second run through Myherin when he clobbered a bank three miles from the start.

"The screen was misted," said Latvala. "I had wiped it and cleaned it a little, but it came back. I was getting lower in the seat to try and see, but it was difficult. I came over a crest, ran wide and hit the bank. I didn't know the tyre was

damaged, but then in the next corners there was wheelspin. It was a long stage. I wanted to come here for a good result. And it was looking good..."

The best Latvala was predicting was an elevation from his overnight sixth to a possible fourth. That would mean leap-frogging Dani Sordo's Citroën and his Ford team-mate Mikko Hirvonen, neither of whom had starred on the opening day.

Breaking the top three would, however, be another matter for Latvala. He ended day one 1m07s off the top spot.

Loeb was much happier through Myherin — he was even able, occasionally, to drop the windscreen wipers off full speed every now and then. He made the most of it to take a 1.8s lead into Saturday.

"The last stage was good," said Loeb looking more relaxed than he had all day. "We broke the stage record by quite a bit. Okay, there was some mud in some places, but nothing serious."

Solberg was his closest rival, still struggling with his Citroën's gearbox.

"Look at the onboards,"

he said. "I could have been leading. I think I lost 15 seconds. It was bad. And, when the gearbox went to neutral instead of getting a gear, I have to be really careful not to stall because we have no starter motor. We will have it sorted tomorrow, though."

The last sentence was almost a warning from a driver more revved up than ever to collect a record fifth Rally GB win.

Ogier was as relaxed as ever in third, having enjoyed his afternoon more than the morning. "Sometimes the visibility was bad," he said, "but I found the rhythm."

Would that rhythm be enough for Ogier to get past the two ahead? Scarcely had a Saturday been so eagerly anticipated in the WRC.

POSITIONS AFTER LEG ONE

1 LOEB/ELENA	1h15m34.6s
2 P SOLBERG/PATTERSON	+1.8s
3 OGIER/INGRASSIA	+3.6s
4 HIRVONEN/LEHTINEN	+42.2s
5 SORDO/VALLEJO	+48.9s
6 LATVALA/ANTTILA	+1m07.0s

LEG TWO (95.28 miles)

SUNNY/OVERCAST - AMBIENT

TEMPERATURE RANGE ON STAGES 10-14C

After the horribly changeable conditions ▶

Third for Latvala gave the Finn P2 in the final points



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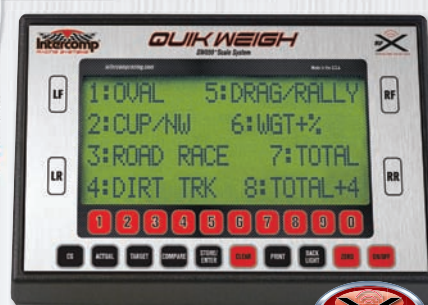
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A happier Hirvonen kept pressure on Latvala for P3

◀ of day one, Loeb would have been hugely relieved when he pulled the curtains back to be greeted by a dry Saturday. Unfortunately, it wasn't quite that simple. The opening test in Radnor was returning to the Rally GB route for the first time since 1999. Due to the modern-day requirements of getting spectators in and out, the original route had to be tweaked slightly, but the character itself remained. Radnor is traditionally known to have a softer surface than the other mid-Wales stages – and that surface had retained more of yesterday's rain. Meaning more mud.

"I didn't like it," grimaced Loeb at the finish. "I didn't like it at all. I just wanted to get to the end. Not so nice."

Not quite two minutes later and Solberg's C4 was at the finish. As usual, the Norwegian was full of his end-of-stage animated best. "Bloody hell!" he shouted. "That was so slippery. I hope Seb said the same!"

A change of gearbox had left Solberg's Citroen in perfect order for the weekend. He made the most of it to overturn Loeb's slender overnight lead, moving back to the front by three tenths.

And then Ogier. And silence. The Frenchman had binned his Citroen not far from the finish. Unable to slow the C4 on the twisty downhill section coming to the end of the stage, the excess of inertia carried him straight on at the final left-hander. He rolled off

the road and stayed there. The Citroen was stuck on logs and, understandably, the spectators weren't overly keen on standing in the firing line to lift the car back onto the road.

Ogier, not normally a man to show any kind of emotion, was in tears, furious that, for the second event in succession, he had tripped himself up in the pursuit of Loeb.

Ogier said: "I really wasn't looking forward to that stage. I lost the line in a left-hander and went off the road, we rolled and hit a tree stump. I'm mad with myself to end up like this after the team stacked the odds in my favour."

The name Monument Hill is synonymous with classic RAC Rallies and the return of the moniker (obviously not the test itself as it's near Oban in Scotland) was not great news for Loeb. He went straight on at a junction and stalled while trying to grab reverse. Solberg's lead grew to 3.2s.

Monument Hill had 1000 metres of asphalt at the start, not enough for Loeb to benefit from being first on the road, but the next stage, Four Ways Crychan, had six miles of asphalt and, in Solberg's eyes, that was enough.

Coming out of the stage, Loeb was back out front having pulled 8.5s ▶

SEBASTIEN LOEB - MEMORIES OF CITROEN'S C4

THE CITROEN C4 WRC has been my car for the past four years and I have so many happy memories of it. Last weekend in Wales, I said goodbye and drove the car for the last time. It was sad, of course. I loved the Xsara WRC, but I loved the C4 a little bit more in the end. I especially like the C4 I drove in Wales because I have won 20 rallies in it.

Don't forget, when I drove the C4 for the first time, it was when I was coming back from my shoulder injury in 2006. I really didn't know what was going to happen. Would my shoulder work in Monte Carlo? Would I be able to drive and be competitive? In the end the answer was yes.

My best memory from the C4 will undoubtedly be winning Rally de France in my home town last month. This was just an incredible feeling – and one of the best moments of my whole career.

Usually, I don't know so much about the numbers – statistics aren't really my thing; sometimes I have to think how many rallies have I won! But the team tells me I have finished on the podium on 46 of the 56 rallies I have started in the C4 and won 34 times setting 401 fastest times in the past four years.

It was nice to win the final rally for these cars in Wales and, once again, it was a really big fight. I think this was the longest I have battled through a rally. Normally it's like this for a day or two days, but not this time. This fight started on Thursday night

and ended on Sunday afternoon on the last stage – and there was really nothing between me and Petter. It's a shame that Jari-Matti [Latvala] had his problem and [Sebastien] Ogier went off – a four-way fight would have been *really* interesting.

I like Rally GB, I enjoyed the roads this year. Okay, the first day was tricky and I wasn't going to push too hard because I didn't feel completely comfortable, but once the weather dried out on Saturday it was great. I hear

Citroen C4 won on its WRC debut in Monte Carlo 2007



there is some possibility the event might move to a different place next year, I don't know about that – I never drove anywhere else in Britain. For me, this rally could stay in Wales, it's a nice place with a good set-up now.

And so, it's done. It's 1.6-litre for next year. For now, I will take my Citroen C4 WRC – I am keeping the one I won Rally GB in – and go home.

Ogier fell off on SS8 and fell to P4 in the championship



◀ out of his rival.

"You should see the cuts he does on purpose," said Solberg, "there was shit all over the road on the asphalt. I didn't make any mistakes. I can go harder and I will."

Loeb defended his position, saying: "That's not true at all. Why would I change my line of driving just to do this? I wouldn't and I didn't and I don't like that he says I did."

Amazingly for Loeb, at the time he had built the biggest lead of the event so far (5.8s), he let it slip again, spinning in Halfway at the cost of 10s.

Going into remote service in Bwlth Wells, there was definite tension at the head of the field. Solberg's suggestion that his rival was rattled drew nothing more than a grin from the leader. The suggestion, from a member of the local media, that Solberg should be beating the Frenchman, given that they were in the same cars wiped the smile from Petter's face.

"You think they are equal?" he glowered. "This is a private car and I am a private driver."

Returning for a second run at Radnor, Loeb was on his mettle and won the stage. Solberg went off the



Ken Block enjoyed first Rally GB and took 21st

road briefly, but held it together. Then dropped it on the next one.

"We were going backwards down the road just after the tarmac section. I'm pretty happy we only dropped three to him," he said.

The pair halved the final two gravel stages of the day and ended Saturday

separated by 4.8s.

"Today, I made two mistakes and he made one," said Loeb. "But I won the day by three seconds. I'm happy with that. I like the fight like this, it's really interesting – and some times a bit at the limit."

Solberg was loving it, too. "It's a fantastic fight. He has nothing to lose. For me, I

want the second place in the championship, but I want the rally as well. So many times I have been in this position and lost. I can't do that tomorrow. It's got to be everything tomorrow. He's rattled, though. I'm telling you, he's rattled. The way he warmed his tyres before the start of the superspecial tonight showed how hard he's pushing."

Having listened in to that, Solberg's team manager Ken Rees added context to the dilemma: "It's a tough one. We do want to win the event. To win and take second in the championship is the dream, but if he goes off and we end up fourth, we've lost everything we've been fighting for this year. If he settles for second, we achieve our aim for the season and take third in the championship. What do you think he'll do..."

Behind the top two, Latvala spent the day reeling in his team-mate Hirvonen – but dropped time with a stall at the start of SS15. With Ogier's accident had come renewed optimism for second in the championship, but Latvala wanted to do it on pace and on the stages, rather than having the team step in to ask Hirvonen to slow down and let him past.

Hirvonen had struggled for rhythm on the Epynt asphalt and felt his fellow Finn was "in a different zone". Hirvonen had also taken the humane approach to a flock of sheep crossing the road in Halfway, lifting briefly rather than roasting the lamb.

Sordo remained just about in touch with the battle for the lowest step of the podium, 24s behind Hirvonen. Stobart men Henning Solberg and Matthew Wilson were sixth and seventh, while Kimi Raikkonen overcame a broken nearside-front spring, which failed on the day's opener but, because of remote service rules, had to remain on the car all day.

POSITIONS AFTER LEG TWO

1 LOEB/ELENA	2h32m24.0s
2 P. SOLBERG/PATTERSON	+4.8s
3 HIRVONEN/LEHTINEN	+1m28.0s
4 LATVALA/ANTTILA	+1m36.6s
5 SORDO/VALLEJO	+1m52.0s
6 H. SOLBERG/PREVOT	+5m01.4s

LEG THREE (47.31 miles)

OVERCAST – AMBIENT TEMPERATURE RANGE ON STAGES 5-12 CELSIUS

At the top of this story, we mentioned Loeb's unused 'extra gear'. That's not strictly true: he deployed it briefly at the end of the Resolfen stage on Sunday.

"I saw I was making no difference [to Solberg] on

STAGE TIMES

SS1 CARDIFF BAY 1 (1.05 MILES)

Fastest: Loeb 1m16.1s
Leader: Loeb

SS2 HAFREN 1 (19.87 MILES)

Fastest: Latvala 18m43.2s
Leader: Latvala

SS3 SWEET LAMB 1 (2.64 MILES)

Fastest: Loeb 2m54.4s
Leader: Loeb

SS4 MYHERIN 1 (17.32 MILES)

Fastest: Latvala 15m33.3s
Leader: Latvala

SS5 HAFREN 2 (19.87 MILES)

Fastest: Ogier 18m39.0s
Leader: Latvala

SS6 SWEET LAMB 2 (2.64 MILES)

Fastest: Loeb 2m57.1s
Leader: Latvala

SS7 MYHERIN 2 (17.32 MILES)

Fastest: Loeb 15m16.5s
Leader: Loeb

SS8 RADNOR 1 (9.18 MILES)

Fastest: P Solberg 7m31.5s
Leader: P Solberg

SS9 MONUMENT HILL 1 (6.30 MILES)

Fastest: P Solberg 5m46.5s
Leader: P Solberg

SS10 FOUR WAYS CRYCHAN 1 (15.62 MILES)

Fastest: Loeb 13m48.7s
Leader: Loeb

SS11 HALFWAY 1 (11.41 MILES)

Fastest: P Solberg 10m28.2s
Leader: Loeb

SS12 RADNOR 2 (9.18 MILES)

Fastest: Loeb 7m22.3s
Leader: Loeb

SS13 MONUMENT HILL 2 (6.30 MILES)

Fastest: Loeb 5m46.0s
Leader: Loeb

SS14 FOUR WAYS CRYCHAN 2 (15.62 MILES)

Fastest: Loeb 14m04.9s
Leader: Loeb

SS15 HALFWAY 2 (11.41 MILES)

Fastest: P Solberg 10m35.9s
Leader: Loeb

SS16 CARDIFF BAY 2 (1.05 MILES)

Fastest: Loeb 1m15.5s
Leader: Loeb

SS17 RESOLFEN 1 (18.63 MILES)

Fastest: Loeb 15m57.8s
Leader: Loeb

SS18 MARGAM PARK 1 (5.02 MILES)

Fastest: Loeb 5m06.2s
Leader: Loeb

SS19 RESOLFEN 2 (18.63 MILES)

Fastest: Latvala 16m03.8s
Leader: Loeb

SS20 MARGAM PARK 2 (5.02 MILES)

Fastest: Sordo 5m08.2s
Leader: Loeb



The top Brit was again Matt Wilson in seventh



Craig Breen starred in S-WRC for superb P12

the split times," he said. "So in the last section I pushed hard and I got some time."

He got 6.7s and, essentially, ended the fight there and then.

Solberg had struggled in a muddy middle section. His co-driver Chris Patterson said: "I think there'd been some logging or something, it was just a bit tricky."

Solberg interjected: "But we're not giving up! We're going to fight!"

Loeb took another 2.8s in Margam Park, despite feeling he'd lost his rhythm towards the end. Good as his word, Solberg was pushing to the maximum, and smacked a rock in the

watersplash, taking a chunk out of the front-right rim on his C4. Back to Cardiff and the gap was 14.3s. Still Solberg refused to admit defeat, but the common-sense approach that would lead to a championship podium was calling louder than ever.

And, this time, Solberg listened and brought the car home second. His hopes of a season-long second were dashed by Latvala's final-day charge to third. Ford's instructions to their drivers were simple: don't crash. Fastest time on the penultimate stage moved Latvala into third by three tenths and, with just the

five-miler in Margam to come, the pair was sensibly told to hold station.

Sordo ended what's likely to be his final rally with the Citroen in an undramatic fifth, with Henning Solberg, Wilson and Raikkonen rounding out the top eight.

The podium was a happy place on Sunday afternoon, with Loeb, Solberg and Latvala all celebrating something. But, once again, the Loeb/C4 combination was centre stage.

The C4 ended its life as it started back in 2007, winning. Rally GB was victory 36 from 56 starts. Not a bad record. Almost as good as the driver. ☑

P-WRC

Araujo crowned again

⌚ Estonian Ott Tanak cruised to his second Production Car WRC win of the season, while his fellow Mitsubishi driver Armindo Araujo cruised to his second straight title.

Swede Patrik Flodin was the only man capable of halting an Araujo double and, through day one, he had the edge over everybody, building a minute's lead. He lost it all with steering damage on Friday's final stage.

That left Tanak with a healthy advantage. Flodin, however, attacked and narrowed the margin to the Pirelli Star Driver to just 23s, but then disaster struck when he smashed a wheel in SS15. He retired, leaving Tanak with a two-minute lead.

Tanak turned in a faultless

final day to end his PSD year on a high. He said: "It's been a good event. We were pushing very hard against Flodin. We didn't have much left, but after that it was okay."

Former Pirelli Star Driver Martin Semerad was set for a career-best second when he went off on the final day. That gave a delighted Araujo P2.

Araujo's steady approach paid dividends. He'd made it plain that he wouldn't be taking any risks. "I want to control the championship."

And control it he did. "It's fantastic, but it has been a very tough event."

Hayden Paddon took third, despite an argument with a rock smashing the Lancer's trailing arm on Friday. Jason Pritchard was top Brit, taking his Subaru to fourth.

P-WRC - Round 9 of 9

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Ott Tanak/Kuldar Sikk	Mitsubishi Lancer EX	3h38m31.0s
2	Armindo Araujo/Miguel Ramalho	Mitsubishi Lancer EX	+3m15.8s
3	Hayden Paddon/John Kennard	Mitsubishi Lancer EX	+4m27.9s

S-WRC

P3 good enough for Pons

⌚ With new employer Skoda UK facing flack for employing a Norwegian not a Brit for its 2011 IRC programme, Andreas Mikkelsen delivered the perfect riposte: a start-to-finish win in his Fabia S2000.

Mikkelsen switched from his regular Fiesta to a Skoda UK-liveried Fabia S2000 and hit a rich vein of Wales. Fastest on the opening run across the Cardiff barrage, he didn't look back for the rest of the event.

"It was a great rally," said Mikkelsen. "The pace was a bit crazy on day two, but I'm really happy with this result."

Aside from Mikkelsen's stunning drive, there was the small matter of the S-WRC title to be decided. Patrik Sandell was first to be ruled out of the three-way fight when his Fabia's power

steering failed in Hafren 2. That left Jari Ketomaa needing to win to spoil fellow Fiesta man Xavier Pons' party. Pons's tactic was straightforward from the beginning: he was going to take it steady and watch what Ketomaa did.

The Finn struggled for traction through Friday, but a spring change on Saturday gave him four stage wins to close on Mikkelsen. Going into the final day 25s separated them, with Ketomaa promising to go for it. Then he rolled in Resolfen. From then on, the inaugural S-WRC title was heading to Spain.

The six-minute gap between Mikkelsen and Pons in P3 was a reflection on his tactics. Irishman Craig Breen put together a fine fight-back drive for second after losing a wheel on his Fiesta on Friday.

RESULTS

Rally Great Britain, November 11-13, round 13 of 13

20 SPECIAL STAGES, 214.35 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	3h14m54.0s
2	11	Petter Solberg/Chris Patterson	Citroen C4 WRC	+19.1s
3	4	Jari-Matti Latvala/Mika Anttila	Ford Focus RS WRC09	+1m35.3s
4	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC09	+1m53.3s
5	7	Dani Sordo/Diego Valleja	Citroen C4 WRC	+2m12.2s
6	6	Henning Solberg/Stephane Prevot	Ford Focus RS WRC08	+6m26.5s
7	5	Matthew Wilson/Scott Martin	Ford Focus RS WRC08	+8m37.8s
8	8	Kimi Raikkonen/Kaj Lindstrom	Citroen C4 WRC	+10m27.9s
9	14	Mads Ostberg/Jonas Andersson	Subaru Impreza WRC	+12m13.7s
10	21	Andreas Mikkelsen/Ola Floene	Skoda Fabia S2000	+14m01.2s
OTHERS				
12	22	Craig Breen/Gareth Roberts	Ford Fiesta S2000	3h34m57.9s
R	2	Sebastien Ogier/Julien Ingrassia	Citroen Xsara WRC	SS8-crash

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	276
2	Jari-Matti Latvala	171
3	Petter Solberg	169
4	Sebastien Ogier	167
5	Dani Sordo	150
6	Mikko Hirvonen	126
7	Matthew Wilson	74
8	Henning Solberg	45
9	Federico Villagra	36
10	Kimi Raikkonen	25
MANUFACTURERS' POINTS		
1	Citroen Total WRT	456
2	BP Ford WRT	337
3	Citroen Junior Team	217

CLASS WINS A8 Loeb/Elena; N4 Mikkelsen/Floene; A6 Harry Hunt/Sebastian Marshall (Ford Fiesta R2), 4h12m10.5s; Starters/finishers: 61/45; Leaders: SS1 Loeb; SS2 Latvala; SS3 Loeb; SS4-6 Latvala; SS7 Loeb; SS8-9 P Solberg; SS10-20 Loeb

RALLY SUMMARY The addition of a stage named Monument Hill in this year's route marked 50 years of special stages on Britain's premier rally. The other changes included an asphalt section at the start of Crychan and a new superspecial in Cardiff Bay.

MAKE MINE A DOUBLE

Edoardo Mortara is bidding to do what no man has yet done in the Macau F3 GP. Preview by BEN ANDERSON



Mortara is already a winner at Macau

No man has ever won the Macau Formula 3 Grand Prix twice. This weekend, as F3 cars do battle on the mean streets of the former Portuguese colony for the 28th time, pre-event favourite Edoardo Mortara will be bidding to become the first.

If he succeeds, the Italian will make it back-to-back wins – he triumphed there 12 months ago with the same Signature squad with which he has dominated this year's F3 Euro Series.

A landmark victory in this weekend's F3 showpiece will cap a remarkable 12 months for Mortara, whose flagging single-seater career has been reborn. His marriage to German engine manufacturer Volkswagen has helped Signature topple ART's dominant Euro Series appellation, and brought VW the European F3 success it has craved since returning to the category in 2007.

Many of Mortara's rivals have privately complained about a driver who has already been through the F3 cycle, and won in GP2, being allowed to return to the class with manufacturer backing. Some even said, more in hope than certainty, that he might be banned from returning to Macau this year. Mortara is definitely going to Guia with a massive bull's eye on his back, but VW's main man isn't feeling the pressure.

"I'm going there to have fun," he says. "Macau is special and winning is a big challenge. I've done it, and I've also missed out and finished second [in

2008]. It's not just about being fast; you have to be lucky enough to escape accidents and avoid technical problems.

"I'm 99 per cent sure that I will be fast, and fight for the win. But at the same time you don't know what will happen around you. But I can't control these things, so I will go there without pressure. We're going there with a good car, and I think I'm pretty good there. It's one of the tracks that I feel really comfortable with."

Getting the driver to feel comfortable on such a huge (3.8 miles) and technically demanding circuit is a big challenge for the teams, but one they must rise to if they are to join the hallowed ranks of those that have conquered Macau.

"Macau is a special track," says Signature F3 technical chief Olivier Helvig. "It's a city track, like Monaco or Pau, so you need a special set-up. You need to give confidence for the driver to find the grip, because it changes a lot from the first session to the last, so you need to be working a lot on the car."

"Technically it's difficult for the drivers because the track is a real mix between straight line and all the city parts. The best compromise is with the drivers who can handle low downforce in the city, but it's a bit of a lottery. You can have the fastest driver and car and be in the wall on the first lap – finish!"

Much of Mortara's and Signature's success at last year's event was attributed to VW handing them its latest 2010-spec engine – rushed out just before last October's homologation



The Signature Dallara-VW was car to beat...

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GIBSON/LAT

...and Mortara made the most of it in Europe

deadline. Rival teams lamented its perceived superior grunt and voiced fears that VW might turn F3 into an arms race with Mercedes-HWA. That grumbling has continued this season, but Helvig says Signature has had the same engine as the other VW teams all along, and credits his squad's development work and wind-tunnel programme for turning it into the team to beat in Europe.

"We've pushed really hard on aero and tyres," asserts Helvig. "We have many parts different [from the original Dallara chassis] and we have found good efficiency in the car. The engine is only part of the success; to do well in Formula 3 you need everything: fast drivers, strong engine, good chassis, technical skill and teamwork.

"It's quite funny to see what is written in the press – a lot of Mercedes teams are complaining about the engine, but if you knew the work we have done in the wind-tunnel you would be amazed. I think now, Mercedes compared with VW is the same – to put one in front of the other is very difficult."

This is a sentiment clearly not shared by Signature's main Euro Series rival ART. Frederic Vasseur's single-seater superteam hasn't won Macau since 2004, but elected not to enter this year's event – reportedly because Mercedes refused to produce a 'special engine' to take the fight to VW.

ART won't bow out of F3 by heading east this weekend, but its drivers will. With GP2 champion Pastor Maldonado

taking up the second Williams F1 rookie test berth in Abu Dhabi this week, Finnish ace Valtteri Bottas is available for Macau after all and has joined Italian squad Prema Powerteam, alongside Euro Series rivals Daniel Juncadella and Roberto Merhi.

Bottas looked instantly at home on his maiden visit to a street track last season. He got the better of his 2009 Euro Series champion team-mate Jules Bianchi and ran third until the final lap, when a rear wheel worked loose. He can also count himself as something of a one-off F3 event specialist, having become the first double winner of the F3 Masters at Zandvoort this year.

Bottas's ART Euro Series team-mate Alexander Sims has spent a frustrating second season in F3 being shaded by Bottas almost everywhere. For this weekend, the 2008 McLaren AUTOSPORT BRDC Award winner has rejoined the British Raikkonen Robertson Racing squad with which he contested Macau last year.

Double R's Felipe Nasr may be

another contender. The 2009 Formula BMW Europe champion knows the circuit and is apparently particularly comfortable running with minimal downforce, which should work to his advantage this weekend.

British F3 dominator Jean-Eric Vergne is bound to be a factor on his first visit to Macau, although the Parisian will have to cope with a mad dash east from the final day of F1 rookie testing with Toro Rosso. His Carlin team-mate James Calado and Fortec rival Oli Webb are fast drivers but lack experience at this track.

The TOM'S Toyota package is always strong at Macau, so Japanese F3 champion Yuji Kunimoto (brother of 2008 Macau winner Keisuke) and his Brazilian team-mate Rafael Suzuki should figure strongly, while Renger van der Zande will be looking to put a disappointing first season in GP3 behind him with a strong run on his fourth visit to Macau's most famous race – he joins up with the Motopark squad for the event this year. ☑

*Driving
Mortara's
racer p71*

*Macau GP
entry p73*

Vergne bids to add Macau to British title



EBREY/LAT

Bottas was quick in Macau in 2009



GIBSON/LAT

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SIGNATURE TUNE IS TOUGH TO PLAY



Officer pedaller *BEN ANDERSON* finds a wet Hockenheim and torquey VW motor hard to tame

The F3 Euro Series season has just finished and Macau is less than a month away, but the French Signature team still looks calm and assured as it prepares to let journalists loose in Edoardo Mortara's title-winning Dallara-Volkswagen.

The car, which signed off with a win in the season finale at Hockenheim, has returned to the Baden-Württemberg track (at the behest of VW) for a promo run before it heads east to try and carry Mortara and Signature to their second straight Macau triumph.

Unfortunately, so has wet weather. As AUTOSPORT is strapped in, Signature F3 technical manager Olivier Helvig explains that the car is still carrying the same settings from the previous weekend's racing – only with a small raise in ride-height and the highest wing settings available to help me cope with the wet track.

Having completed a full day's wet testing in a current Carlin Dallara-Volkswagen F3 car at Pembrey, my learning curve at this test should be somewhat reduced. But as I take my baby steps onto the Hockenheimring I feel like I've forgotten how to drive. It's

very difficult to find any grip on the sodden surface and thus work out how hard to push. Even through the rapid first right-hander (flat-out in sixth in the dry and fifth-gear in the wet), the car does not feel particularly planted.

In the slower sections, the throttle response is so lively and rear grip so hard to find that the car wants to swap ends at every opportunity. Helvig later explains that the first part of the throttle on this car is really sensitive and that the engine is very torquey. He also tells me the car is still set up mechanically exactly as it was for the previous weekend's dry Euro Series finale, which perhaps explains why the car feels more like a pond skater than a fully-fledged swimmer.


On a track I don't know, and in a car I don't fit correctly, it's very difficult to feel confident enough to push properly and find out what this Dallara can do. "This track is very slippery in the wet and the Kumho is not a particularly easy wet tyre to get used to," says Helvig, no doubt in an effort to make

me feel better. "The DTM cars usually do the same lap times as us, because they have more power but we have more downforce, but you can see with the wet lap times here they are much quicker. That's because the [F3] drivers are fighting the car."

Helvig's is an apt description – I feel I'm fighting with this car at every point on the track, when really such advanced

"Having completed a full day's wet testing in an F3 car at Pembrey, my learning curve should be reduced. But it feels like I've forgotten how to drive"

technology should be doing much of the work for me. Then, just to confuse matters further, I stumble through the spray across a shoal of slow school cars lapping in a bee-swarm formation!

F3 cars require focus, accuracy and fitness to be driven properly and this is not the best way to find the necessary rhythm. Before I end up doing anything I might regret, I peel into the pits after a handful of laps and give the car back to the experts. After all, Mortara has a race to win and I do not... 



Macau GP entry p73

Ben is used to VeeDub power...



...but Helvig explains this is not Formula Vee...



...and it's a bit quicker than Ben's usual racer

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ANSWER THIS QUESTION TO BE IN WITH A CHANCE OF WINNING:

Which driver has the most overall wins in the 24 Hours of Daytona?

- A. PEDRO RODRIGUEZ
- B. HURLEY HAYWOOD
- C. DEREK BELL



To enter and view full terms and conditions please visit www.autosport.com/competition. Closing date is midnight December 8, 2010.

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Those who have won Macau – and those who are bidding to win this year

MACAU GP PREVIEW
WINNERS/ENTRIES

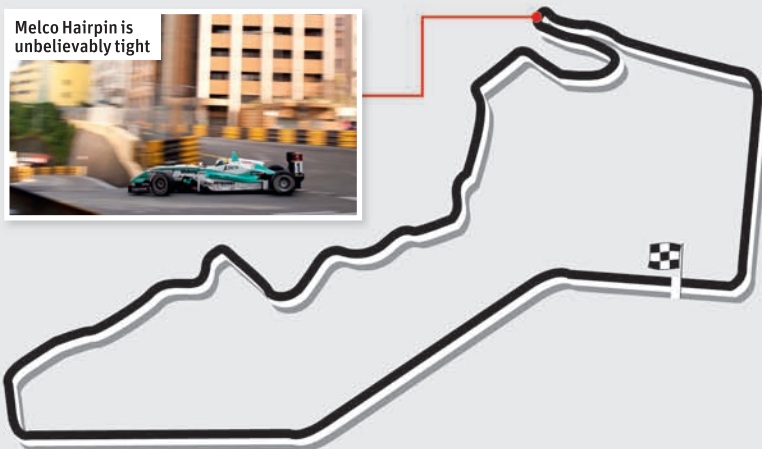
PAST WINNERS

1983	Ayrton Senna
1984	John Nielsen
1985	Mauricio Gugelmin
1986	Andy Wallace
1987	Martin Donnelly
1988	Enrico Bertaggia
1989	David Brabham
1990	Michael Schumacher
1991	David Coulthard
1992	Rickard Rydell
1993	Jorg Muller
1994	Sascha Maassen
1995	Ralf Schumacher
1996	Ralph Firman
1997	Soheil Ayari
1998	Peter Dumbreck
1999	Darren Manning
2000	Andre Couto
2001	Takuma Sato
2002	Tristan Gommendy
2003	Nicolas Lapierre
2004	Alexandre Premat
2005	Lucas di Grassi
2006	Mike Conway
2007	Oliver Jarvis
2008	Keisuke Kunimoto
2009	Edoardo Mortara



MACAU GRAND PRIX

Melco Hairpin is unbelievably tight



NUMBER OF LAPS

15

CIRCUIT LENGTH

3.803m

RACE DISTANCE

57.042m

ENTRY LIST

No.	Driver	Team	Car
1	Edoardo Mortara (I)	Signature	Dallara-Volkswagen
2	Marco Wittmann (D)	Signature	Dallara-Volkswagen
3	Laurens Vanthoor (B)	Signature	Dallara-Volkswagen
4	Daniel Abt (D)	Signature	Dallara-Volkswagen
5	Jean-Eric Vergne (F)	Carlin	Dallara-Volkswagen
6	James Calado (GB)	Carlin	Dallara-Volkswagen
7	Jazeman Jaafar (MAL)	Carlin	Dallara-Volkswagen
8	Antonio Felix da Costa (P)	Carlin	Dallara-Volkswagen
9	Yuji Kunimoto (J)	TOM'S	Dallara-Toyota
10	Rafael Suzuki (BR)	TOM'S	Dallara-Toyota
11	Alexander Sims (GB)	Double R	Dallara-Mercedes
12	Felipe Nasr (BR)	Double R	Dallara-Mercedes
13	Michael Ho (PRC)	Double R	Dallara-Mercedes
14	Rio Haryanto (RI)	Double R	Dallara-Mercedes
15	Daniel Juncadella (E)	Prema	Dallara-Mercedes
16	Roberto Merhi (E)	Prema	Dallara-Mercedes
17	Oli Webb (GB)	Fortec	Dallara-Mercedes
18	Will Buller (GB)	Fortec	Dallara-Mercedes
19	Lucas Foresti (BR)	Fortec	Dallara-Mercedes
20	Alexandre Imperatori (CH)	Toda	Dallara-Honda
21	Yuhi Sekiguchi (J)	Three Bond	Dallara-Nissan
22	Hideki Yamauchi (J)	Hanashima	Dallara-Toyota
23	Carlos Huertas (CO)	Hitech	Dallara-Volkswagen
24	Carlos Munoz (CO)	Hitech	Dallara-Volkswagen
26	Renger van der Zande (NL)	Motopark	Dallara-Volkswagen
27	Kimiya Sato (J)	Motopark	Dallara-Volkswagen
28	Valtteri Bottas (FIN)	Prema	Dallara-Mercedes
29	Adderly Fong (PRC)	Sino Vision	Dallara-Mercedes
30	Hywel Lloyd (GB)	CF/Manor	Dallara-Mercedes
32	Felix Rosenqvist (S)	Performance	Dallara-Volkswagen

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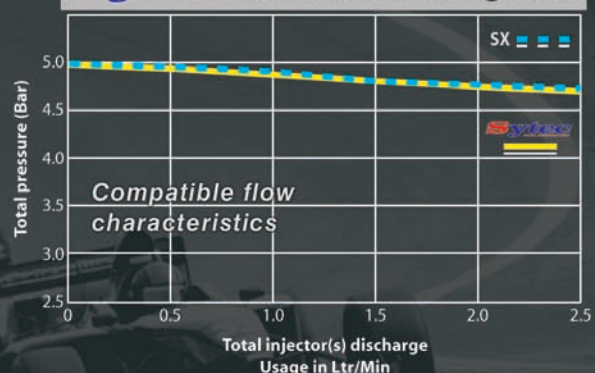
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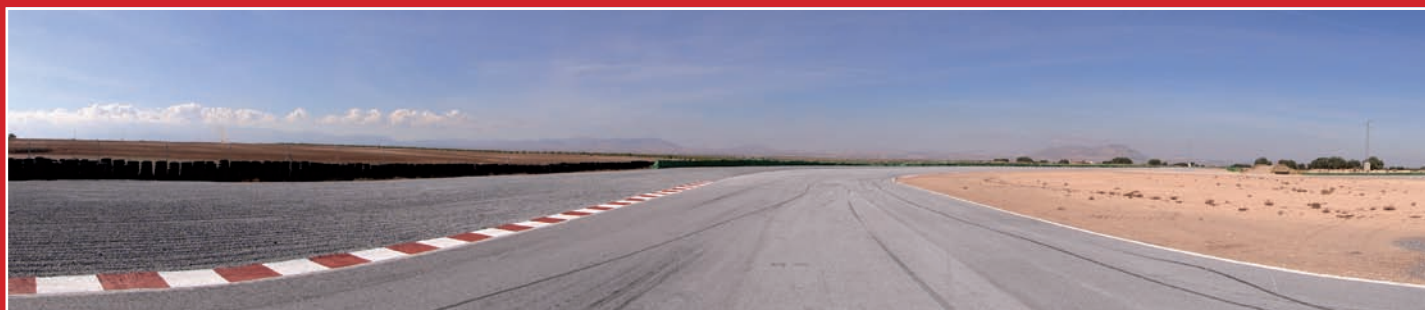
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- Computer simulation experience (either FEA or CFD) and knowledge of aerodynamic testing would be an advantage.

STRUCTURES and DESIGN ENGINEER(S)

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- Experience with stress analysis using both classic techniques, FEA and PLM systems.

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- Experience in high level motorsport.
- Background in computer science and information technology.

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New Can-Am historic series mooted for next season, p95



Palmer calls time on FPA



Tom Bradshaw has most FPA championship race wins

FPA CHAMPIONS

1998	Justin Wilson
1999	Richard Tarling
2000	Damien Faulkner
2001	Steve Warburton
2002	Adrian Willmott
2003	Ryan Lewis
2004	Jonathan Kennard
2005	Joe Tandy
2006	Jon Barnes
2007	Tim Bridgman
2008	Jason Moore
2009	Richard Plant
2010	Nigel Moore

Budget single-seaters will be used to build more corporate and school cars

» **THE FORMULA** Palmer Audi Championship will not return for a 14th season in 2011.

Series founder Jonathan Palmer confirmed the decision to pull the plug on the junior single-seater category last week. The fleet of Van Diemen-built chassis has already been dismantled and will be used to create more Formula Jaguars for MotorSport Vision's corporate events and similar machines for use in Abu Dhabi.

Palmer told AUTOSPORT: "The original FPA car has been an outstanding success in having such a long life and it still looks pretty good, but it has been superseded by other cars.

"It has an aluminium honeycomb chassis and an H-pattern gearbox – we would need to do a carbon tub with a new car. They have just got too old and we

didn't want the championship to decline.

"For us to do a new championship [car] would mean quite a price hike and, with the current economic climate, it wouldn't be viable."

FPA started in 1998 with 250bhp, Audi-engined, centrally-run cars. An upgrade for 2000 brought bigger wings and tyres, and a power increase to 300bhp (plus 50bhp with overboost), but the car has not changed since then.

Palmer believes the championship met its original goal of providing "moderately funded drivers with an opportunity" in single-seaters.

"I never would have believed it would last 13 years," he said. "It provided low-cost, high-quality motor racing for junior drivers."

Palmer did not rule out reviving the concept. "We'd look at the

market carefully to see if there is a need for it," he added.

"I suspect there will be an opportunity, but it depends what other series there are. We shall certainly look at it in the course of the next year."

The inaugural non-championship FPA race was held on May 9, 1998 at Oulton Park and was won by current IndyCar star Justin Wilson, who went on to take the first title before moving to F3000.

More than 300 drivers raced one of the 32 FPA machines built, covering over a million event miles.

There were 209 races in the main championship, as well as 51 Autumn Trophy races, which were run between 1998 and 2000 and 2002 and '08.

The last FPA championship race was held at Silverstone on October 17 this season, and was won by Kieran Vernon.

OTHER NOTABLE GRADUATES

Rob Huff	(second in 2000 Autumn Trophy)
Robbie Kerr	(third in 1998 main series)
Gary Paffett	(fifth in 1998 Autumn Trophy)
Giorgio Pantano	(third in 1999 Autumn Trophy)
Andy Priaulx	(second in 1998 Autumn Trophy)
Darren Turner	(second in 1998 main series)

FPA FACTS

Most wins	Tom Bradshaw (11)
Youngest champion	Nigel Moore (18 in 2010)
Oldest champion	Adrian Willmott (40 in 2002)



Championship kicked off at Croft in 1998

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



THIS WEEK really does feel like a case of you win some, you lose some.

Hats off to Jonathan Palmer for making the sensible decision. FPA has had a remarkable run, but with the cars ageing he has decided to call time on the series, rather than produce a new and expensive car that would take the championship fully into Formula Renault territory.

More mixed are my feelings on the relaunch of Formula BMW/Young Guns/Intersteps (see page 90). Organisers hope it will provide a path for 15-year-olds into car racing, but without a budget cap will it price many out of the game before it's started? And will it not now be going up against Formula Ford, rather than sitting underneath it?

The involvement of the RSF and the fact that various top teams have FBWs lying around means that it will probably be a success. But that doesn't necessarily mean we need it.

What we definitely don't need is different series catering for the same cars. From Masters' point of view, I can see why they want to provide their customers with the chance to race their Group C cars (p93), despite the existence of the Group C/GTP organisation, but care must be taken so that calendars and tech rules don't result in one pool of cars and drivers being split in two.

Extra contact details

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Intersteps

RSF joins Young Guns relaunch

Driver development programme will be part of junior single-seater initiative for next season

RSF is behind FBMW plan



THE YOUNG GUNS single-seater series will become the Intersteps Championship as part of a raft of changes to the junior category for next season.

Intersteps will still allow obsolete Formula BMW cars to race on in the UK next year (see AUTOSPORT, September 9) as it replaces Martin Phaff's JKS-based Young Guns initiative on the BARC's Dunlop Great and British package.

Phaff will continue in his role as series coordinator and hopes drivers as young as

15 will be allowed to race in the category, which is aiming to become an MSA-backed championship. Unlike Young Guns, Intersteps will not operate with a budget cap, but the use of engines, tyres and testing will all be limited in an effort to control costs.

AUTOSPORT understands British driver-development programme the Racing Steps Foundation is throwing its weight behind Intersteps and hopes to place drivers in the series and use it to feed fresh talent into its scheme.

RSF coordinator Derek Walters said: "With [2010 Formula BMW Europe runner-up] Jack Harvey we had a lad coming out of karting at 15 and nowhere else to put him except FBMW in Europe.

"Now that's gone, where is there for a 15-year old to go [in single-seaters]? Nowhere. This will salvage Formula BMW before all the cars disappear."

The RSF is keen to promote the value of education within motorsport, so the calendar and race weekend formats will be tailored around school hours to avoid

disrupting drivers' lessons and exams.

The RSF's links with single-seater powerhouses Carlin and Fortec, which have histories in FBMW, means both teams are evaluating Intersteps entries.

Richard Dutton, whose Fortec squad ran Harvey in FBMW Europe this year, said: "It really depends on what the RSF wants to do. Obviously we have the knowledge with the FBMW Euro car, but we're waiting to see how it all pans out.

"It will be driver-led. If we get drivers who want to do it, we'll look at it."

Formula Renault

Team USA ace targets Renault

TEAM USA driver Felix Serralles made his Formula Renault debut at Pembrey last weekend and hopes to race in Europe next year.

Serralles, who finished fourth in the Walter Hayes Trophy for FF1600 machines at Silverstone earlier this month, drove for Fortec Motorsport. He was first BARC-specification car home in the first two races and scored a best overall result of 13th.

"It's a good way to look at what I could race next year as I am trying

to work things out to come to the UK," said the former Skip Barber National frontrunner. "It's my first time with real slicks and wings and a bit hard to learn. I am not confident enough yet to lean on the car's grip."

Fellow Fortec runner Josh Webster took the BARC Winter title and now hopes to contest the UK series in 2011.



Serralles was in the mix on debut at Pembrey

iZone Driver Performance

Priaulx launches driver centre

WORLD TOURING Car star Andy Priaulx and ex-Formula Ford ace John Pratt have opened a new driver development centre at Silverstone.

The iZone Driver Performance facility boasts a motion simulator with heart-rate monitor and eye tracker, and dedicated seminar and mind coaching rooms. It will offer tuition in driving, nutrition, fitness and mind management to drivers of all ages.

TV presenter Louise Goodman has been brought in to lead media and presentational skills training, while

inaugural Formula Renault UK champion Neil Riddiford will run the simulator. Ex-Formula BMW driver coach Enzo Mucci is also involved.

Coaching will be based around the concept of helping drivers reach their 'peak performance zone'.

"Over the past 13 years we have been studying 'the zone' and the elusive conditions that create it," said Priaulx. "Racing drivers need to be in 'the zone' - a state of hyper-concentration experienced during periods of exceptional performance."

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Formula Renault UK

Renault Winter Cup star aims for main series with Burdett

WINTER CUP qualifying sensation Jack Hawksworth is gearing up for a full Formula Renault UK campaign with Mark Burdett Motorsport next season.

Yorkshireman Hawksworth, 19, claimed four pole positions out of six during the Formula Renault winter series. Although the ex-karting star failed to win a race, he claimed third in the standings with two podiums.

Team principal Burdett said: "We're

going to run a two-car team and we want two quick drivers to push each other forwards.

"We're going through our winter-testing programme with Jack at the moment. He's got a great relationship with Andy [Miller, engineer] and Robbie [Kerr, driver coach] and his plan is to race with us next year. I think he's got a really good chance of success."

Hawksworth, who had not raced a car prior to the Snetterton Winter Cup opener earlier in the month, added: "The whole experience of racing in the Winter Cup has done me the world of good. I'll just try to learn as much as possible over the winter and be a lot stronger next season to go for the title."



Hawksworth has been quick in the Winter Cup

Britcar

MacDowall makes enduro outing

BRITISH TOURING Car racer Alex MacDowall and crack tin-top squad Total Control Racing scored a podium on their endurance racing debuts at Brands Hatch last weekend.

Former Renault Clio Cup ace MacDowall shared a TCR Ginetta G50 with father Ray. The duo won Class 3 and took third overall.

MacDowall Jr said: "With the touring car season over, we thought this would be a bit of fun and also keep me handy. I've raced against dad before but never with

him, so that's also something new for both of us. I ran with TCR in Clios, so we both know each other."

TCR boss Lee Brookes confirmed he is now looking to expand his team into endurance

events. "We've shown we can be very competitive in this style of racing," he said. "It's definitely something we're looking at seriously for 2011 to run alongside our regular campaigns in Clios and Ginettas."



MacDowalls and TCR impressed

Formula Ford

South Africa gets Ford Festival

JAYDE KRUGER won the main Duratec Class at the inaugural Kyalami Formula Ford Festival last weekend.

A field of over 30 cars spanning nearly 40 years took to the track for the Pro Tour Investchem Raceday on Saturday. There were races for Duratecs, Zetecs, Kents and Historics.

While Mygale driver Kruger won overall, Stephen Morris – son of

former category ace Rick (who competed at the event in an old Van Diemen) – also took a Duratec race victory in his Van Diemen. Graham Hepburn won in the Zetec Class, and Ian Schofield took the honours in Kents. Greg Mills came out on top in the Historics encounter.

Several former FF1600 stars appeared and organisers hope the event will be run again next year.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



FPA workhorse lasted 13 seasons

Formula Palmer Audi, the championship officially discontinued in the last week by founder Jonathan Palmer, broke new ground in several key areas and served racers admirably for 13 seasons, considerably longer than its early detractors predicted.

Another one-make category was not universally popular in what proved to be a fast-changing single-seater racing landscape. But as a cost-effective option for a generation of wannabes, most without the wherewithal (and many the talent) to scale the traditional ladder, FPA furthered the careers of numerous useful drivers.

Thanks to Palmer's PR-savvy methodology and long-term investment, lanky inaugural champion of 1998 Justin Wilson has built a useful career in Indycars, via Formula 1. Title rival Darren Turner hasn't done so badly along the GT and sports-prototype routes either, and plenty have tried to emulate them since.

For several years though, the ability spread in fields spanning genuine hotshoes to middle-aged businessmen held FPA back in the eyes of the wider world. Nobody would deny the qualities of Adam Carroll, Romain Dumas, Rob Huff, Robbie Kerr, Richard Lyons, Gary Paffett, Giorgio Pantano, Andy Priaulx or Danny Watts, all of whom participated, but it was never universally viewed as mainstream.

Where it worked brilliantly was in

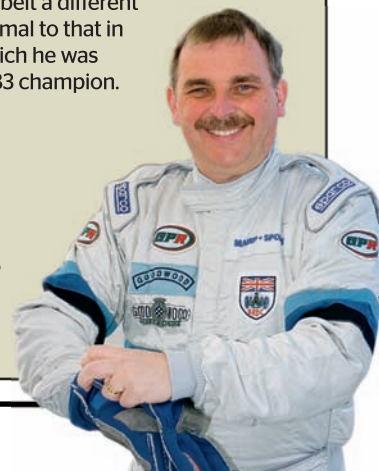
establishing a viable and accessible showpiece pitched, realistically, mid-way between club racing and the hideously expensive international classes in what has, over the past couple of decades, become a broad hinterland of cul-de-sacs in F1's thrall.

I first saw an FPA car when Van Diemen was involved at an early prototype stage. The contrast between one muleta, on which the now familiar bodywork was being mastered in a dusty shed in Norfolk, and an impressive armada of them disgorged from immaculate transporters around a village in the Brands Hatch paddock a few months later was extraordinary.

While I've not driven one, the fact that everybody had the same equipment cancelled out the need for sophistication; a feature readily available in costlier strata.

Jonathan Palmer's history, credibility, fanatical attention to detail, and promise to deliver a level playing field lured dozens of drivers from many countries over FPA's lifespan. His team also proved that running multiple turbocars (a notion pioneered by Barber-Saab with Mondiale chassis in the USA) with a manufacturer new to single-seaters worked. It also established the model for Palmer's reincarnation of F2 as an FIA class – albeit a different animal to that in which he was 1983 champion.

“As a cost-effective option, Formula Palmer Audi furthered the careers of numerous useful drivers”



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Masters

Group C cars can now
race with Masters

Masters to host races for Group C cars in 2011

Historic club sets up rival series for 1980s and '90s sports prototypes



MASTERS HISTORIC Racing will run several races for Group C cars next season.

The Masters organisation, which already runs a number of series, will hold Group C races at the new Catalan Classic Festival on the Spanish Grand Prix track near Barcelona on April 9-10. Three or four further Masters meetings will also host races for the sportscars of the 1982-93 period.

Masters founder Ron Maydon believes the move will allow owners of Group C cars who already compete in other Masters series to contest more races in a weekend.

"We have good support behind us from a number of owners for this new venture, which has been vital in setting all this in motion," he said.

"At our major Masters race festivals, multi-car owners can enjoy maximum use of their weekends, for example now being able to run their Grand Prix cars, or their GT cars, as well as their Group Cs all at the same meeting."

Bob Berridge of Group C/GTP Racing, which already runs races for the cars, said: "Our series is on the up, with lots of new cars and owners coming in and an exciting calendar in place for 2011.

"We are a members' club run for the best interests of the majority, and if a small minority wish to do other things then so be it. There will always be a commercial organisation ready to take their money off them."

Masters has yet to confirm its Group C technical rules, including whether to allow 3.5-litre cars of the early '90s.

Formula Renault

MTECH eyes step up in Formula Renault

FORMULA RENAULT

BARC squad MTECH Lite will graduate to the UK championship or the Eurocup next season.

MTECH ran Jake Rattenbury in the BARC series for Tatuus-built cars this season. It has been testing one of the new Barazi-Epsilon machines and is awaiting delivery of a second.

Team manager Dave Moore confirmed the squad will continue in FR BARC and contest either the Eurocup or UK 2.0 series, depending on driver demand. "MTECH has spent all of 2010 testing the new Renault with lots of top drivers," he said. "We have everything in place here - equipment, and highly-

experienced staff who have won titles before.

"At first we never even thought about doing the Eurocup, but you can't argue with the interest we've had from drivers. If we came up with two well-funded drivers capable of getting results in Europe, we would consider Eurocup instead of the UK [series]."

MTECH's GT squad has also confirmed current pairing Matt Griffin and Duncan Cameron will race one of the team's two new Ferrari 458 Italias in British GT and FIA GT3 next year.

It will also contest the new British GT3B class with two 430s, one to be driven by John Dhillon/Aaron Scott.

MTECH expanding Formula
Renault programme

Aquila's Britcar jinx strikes again in Brands night race

Having retired from October's Silverstone 24 Hours after setting the pace, the Aquila CR1 withdrew after a wheel failure in qualifying last Saturday



JEFF BLOXHAM

Ginetta G55 Cup/Britcar

'Plans' plots Ginetta campaign

LOTUS ELISE Trophy squad Plans Motorsport is considering a move into the Ginetta G55 Cup and selected endurance events next season.

Plans hired a Team Parker Porsche 997 for the Britcar night event at Brands Hatch last weekend. Charlie Hollings and Alastair James finished a Class 2-winning fourth overall.

Team Parker personnel helped run the car (driven in the Porsche Carrera Cup by Tim Bridgman in 2008 and Michael Leonard in 2009) under the charge of engineer Julian Westwood.

Plans Motorsport has yet to confirm how many cars it will run in Ginettas and exactly what its GT involvement will be next season.

750 Motor Club

750 Motor Club says winter event will return next year

THE 750 Motor Club will run a 'winter warmer' race day again in 2011 after a successful first meeting at Donington Park last weekend.

The club had hoped to run three winter events this year, but cancelled two due to a lack of entries (see AUTOSPORT, October 28). Last weekend's championship event went ahead as planned, but with smaller-than-expected grids for Formula Vee/

F4, Stock Hatch, Locost, Toyota MR2 and Allcomers races.

Competition secretary Robin Knight said: "I think we will do it again next year, but only the one event.

"It might be that we do it here on Boxing Day [2011], or possibly somewhere else, as our main championship finals are scheduled for Donington next season and the two events would be close together."

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provided plenty of action



MICK WALKER

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IN BRIEF

THE ANNUAL Brands Hatch Britcar night race (below) will not take place next year. Discussions between Britcar boss James Tucker and the management of circuit owner MotorSport Vision failed to reach an agreement. Snetterton is likely to be the only MSV track to host the renamed British Endurance Championship.

RED BULL protege Carlos Sainz Jr missed the Pembrey Formula Renault UK Winter Cup round last weekend, after contesting the Snetterton opener with the Koironen Brothers squad. A team spokesman said: "He decided to go to Macau for the Formula BMW race to learn the circuit."

MATTHEW MOORE ended a five-year lay-off by winning on the first outing of his SHP-built spaceframe chassis Ford Escort Mk1 lookalike (right) in the first Allcomers race at Brands Hatch last Saturday. Powered by a 380bhp Cosworth turbo engine, the car also won race two in Rod Birley's hands.



KF3 KARTER George Gamble made his Ginetta Junior debut at Pembrey's Winter Series meeting. He ran with HHC Motorsport, alongside Junior Hot Rod champion Mikey Day. Both are hopeful of contesting next year's full series. Gamble's best result was sixth and Day's eighth.

FORMER AUTOSPORT photographer and Chevrolet Camaro racer Hugo Dixon (below) lost his battle with cancer last week at the age of 46. Dixon shared his father (HSCC racer and registrar) Peter's interest in classic cars and shone in the club's Historic Road Sports events until 2008, when his illness struck. He leaves a wife and two young children.



SAXMAX ROOKIE champion Myles Collins made his Ginetta Junior debut in the Winter Series at Pembrey. The 15-year-old ran with the Tockwith team. "We just missed out on the scholarship, so now we're working to get a budget for the full championship next season," said Collins, who took a best of fourth.

FORMER BRITISH GT4 champion Jody Firth shared a Toyota MR2 with his brother Nick in the 750MC's Winter Championship race at Donington. "Nick has got a Mk1 and has done a couple of events, but in testing the big end went so we hired a Mk2 from Rogue Motorsport," said Jody, who finished sixth.



Schleifer hopes to attract early Can-Am machines

Can-Am

New series for Can-Am racers

Historic racer Peter Schleifer to launch initiative for big-banger sportscars

LONG-TIME V8 sportscar racer Peter Schleifer will revive the Can-Am Group 7 concept with a series of big-banger historic races across Europe next year.

The Bavarian, who owns the ex-David Hobbs Lola T310 and a McLaren M6B, has spent a year achieving the necessary legal clearance to use Can-Am's original title across Europe.

Scott Racing Services, the UK-based team that has prepared and run

Schleifer's cars for several seasons, has been appointed to handle the technical and logistical sides of the programme.

SRS director Trevor Parfitt said:

"Peter's aim is to recreate the spirit of the Can-Am championship by inviting owners of cars of a type which competed in it from 1966-74.

"It's as much about the older cars - Lola T70s, Ford GT40s, Ferraris and US-built machines - as the McLarens,

Porsche 917/10s and Shadow DN4s of the later years.

"Everybody we've spoken to is enthusiastic [following the downturn in support for the SuperSports Cup], and we are planning to run big grids at some special events."

While the two or three-race 2011 calendar has yet to be finalised, championship status will be sought for 2012.

Guards Trophy

Historic ace to drive Lotus in Guards Trophy

FORMER HISTORIC Road Sports champion Nick Adams will campaign a Lotus 23 in next year's HSCC Guards Trophy series.

Adams's 1963-built 23 - known as 'The Incisor' - was supplied to Californian dentist William 'Doc' Molle, who won an SCCA regional

racing title with it in '64. He uprated the car to 1300cc twin-cam spec, in which form Larry Alderson added another title in '71.

Unused since Steve Mastroianni raced it on the east coast in 1999, the car has been with Adams since 2004. Following a four-year

rebuild, it won second prize in the Autoglym Concours at this month's *Top Gear*/MPH Show in London.

Adams is vehicle architect for Lotus Cars Limited and the Historic Lotus Registry's 23 specialist.



Road Sports champ Adams will race this Lotus 23 in Guards races in 2011

Toyota Racing Series

Formula Ford champion heads to Toyota Series



Pye will return to the Toyota Racing Series

BRITISH FORMULA Ford champion Scott Pye will contest the Toyota Racing Series at the start of next year.

The Australian won the 2009 TRS rookie title with the ETECH squad and will return to New Zealand for a crack at the overall crown.

TRS manager Barrie Thomlinson said: "Scott is exactly the sort of tough competition we need to challenge our

best young New Zealand drivers."

Pye won 12 races on his way to the British FFord crown this season with a Jamun Racing Mygale. He is aiming for a British F3 campaign in 2011.

The five-round TRS season kicks off at Teretonga Park on January 14-16.

P100 Ford Review 2010

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PEMBREY BARC November 13-14
 Fortec secures more titles; Morris is Ginetta king



Lynn leads on way to Winter crown

Many take a battle but Lynn wins Winter war

THERE WERE four different winners in the Formula Renault UK Winter Cup at Pembrey, but Alex Lynn was the man crowned champion. The Fortec Motorsport driver emerged from the 24-car field to add to his two Snetterton successes and take the title.

The first race had to be restarted after Matt Bell got on the kerbs at Dibeni. Lynn had led but was a victim of the chaos at Hatchets at the restart. Finnish team-mate Joni Wiman emerged with the lead from Daniil Kvyat and Jack Hawksworth. Another three laps behind the safety car followed and there was no change in the order at

the front. "I got a hit at the first corner, but I was lucky it didn't damage the car," said Wiman.

Hawksworth got away cleanly from pole to head the second race, but Lynn and Wiman both piled on the pressure. Just after half-distance Wiman made contact with Hawksworth at Hatchets. Hawksworth's Mark Burdett Motorsport machine spun and Lynn, who had dived into the lead at Hatchets on the previous lap, was left in the clear for his third win of the series. "The car was fantastic; for some reason I was able to stay much closer to challenge than usual," he said. Wiman held onto second, while Luke Wright escaped from Kvyat and

Ollie Millroy to complete the podium.

Atech's Richie Stanaway made a blinding start on a wet track and dominated Sunday morning's race. "I managed to open the gap at the start but couldn't build on it," the New Zealander said. Hawksworth held steady in second, after seeing off a brief challenge from ex-Formula Ford star Josh Hill in the early laps. Hill managed to keep Wiman at bay to take his first aro car podium.

It was a mix of slicks and wets for the final race of the weekend. Slick-shod Stanaway built an early lead over Lynn and Millroy, until the safety car intervened. From the green flag Oliver Rowland flew

through the order and took the lead on lap 11. "I did my best to make use of my wet tyres and it seemed to work," said the CRS Racing man. Stanaway came out best in a battle for second with the wet-shod Mitchell Gilbert and nearly pipped Rowland at the flag.

Josh Webster and Team USA scholar Felix Serralles battled for BARC class honours and in both Saturday races it was the US driver with the edge. Webster gained revenge on Sunday morning, but in the finale it was David Wagner on top after opting for wets. Fortec man Webster nevertheless secured the BARC Winter Cup title.

The Ginetta Junior Winter Series only attracted 11 cars, but there was still some close racing. Seb Morris (Hillspeed) took the victory spoils in the first encounter, after shadowing David Moore

for three laps. Max Coates was a distant third.

Moore made a break in race two as Adam Bonham and Coates duelled for second. Coates finally managed to break clear and close in on Moore to make it a fight on the final lap. After a late battle Coates took the win, while Ginetta Junior Scholarship winner Sennan Fielding snatching a late third from Bonham.

Bonham won a processional third race, as Morris and Coates ran closely behind, before shunting heavily in the finale. Morris took Bonham for the lead through Dibeni on the first lap, before Bonham ran wide at Honda and piled into the pitwall. Seven laps behind the safety car ensued, but with more cars off the green flag was swiftly followed by a red. Morris was declared both winner and champion.

■ By Peter Scherer

Morris took first G40 Junior Winter title



FORMULA RENAULT WINTER CUP

(10 LAPS) 1 Joni Wiman; 2 Daniil Kvyat +0:0757s; 3 Jack Hawksworth; 4 Oliver Rowland; 5 Mitchell Gilbert; 6 Jordan King. **Class winner** Felix Serralles. **Fastest lap** Wiman 53.098s (98.71mph).

RACE TWO (20 LAPS) 1 Alex Lynn; 2 Wiman +2:198s; 3 Luke Wright; 4 Kvyat; 5 Ollie Millroy; 6 Josh Hill. **CW** Serralles. **FL** Wiman 53.057s (98.79mph). **RACE THREE (20 LAPS)** 1 Richie Stanaway; 2 Hawksworth +1:217s; 3 Hill; 4 Wiman; 5 Kvyat; 6 Lynn. **CW** Josh Webster. **FL** Wiman 57.759s (90.74mph).

RACE FOUR (22 LAPS) 1 Rowland; 2 Stanaway +0:113s; 3 Gilbert; 4 Matt Bell; 5 Lynn; 6 Hawksworth. **CW** David Wagner. **FL** Stanaway 56.919s (92.08mph).

POINTS 1 Lynn, 146; 2 Wiman, 129;

3 Hawksworth, 112; 4 Kvyat, 109; 5 Stanaway, 99; 6 Millroy, 97.

GINETTA JUNIOR WINTER SERIES (12 LAPS) 1 Seb Morris; 2 David Moore +5:186s; 3 Max Coates; 4 Myies Collins; 5 Jake Giddings; 6 Sennan Fielding. **FL** Morris 1m10.216s (74.64mph). **RACE TWO (14 LAPS)** 1 Coates; 2 Moore +0:736s; 3 Fielding; 4 Adam Bonham; 5 Morris; 6 Collins. **FL** Morris 1m09.489s (75.43mph). **RACE THREE (12 LAPS)**

1 Bonham; 2 Morris +2:578s; 3 Coates; 4 Moore; 5 Collins; 6 Giddings. **FL** Bonham 1m14.009s (70.82mph). **RACE FOUR (10 LAPS)** 1 Morris; 2 Coates +0:554s; 3 Giddings; 4 Moore; 5 Collins; 6 George Gamble. **FL** Morris 1m14.653s (70.30mph). **POINTS** 1 Morris, 123; 2 Coates, 117; 3 Moore, 106; 4 Collins, 80; 5 Fielding, 69; 6 Giddings, 64.

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BRANDS HATCH MSVR November 13 New Mosler defeats Britcar GT champions



GARY HAWKINS

Short sped through the night to win

Mosler man left Short of rivals

MARTIN SHORT took the new Mosler GT Cup car to a runaway maiden race win in the Britcar into the Night encounter, but he was first to admit that the failures of his two main rivals made the task a much easier one. It was a shame, as a sizeable crowd attended the 2010 Brands Hatch curtain closer.

Short qualified fastest, with the stunning Aquila CR1 of Phil Bennett/Rob

Huff next best. Alas, the Silverstone 24 Hours pacesetter was withdrawn after qualifying, during which Bennett was fortunate to escape a wheel-shedding incident, the nearside rear-wheel spindle failing at speed.

Double race winner Sean McNerney (with 2009 driving partner Phil Keen) in his older Mosler MT900R filled the third spot, but the car endured a troubled race.

Short soon went clear of Keen, who pitted on lap 32 to try to trace a misfire. His stop dropped the car from second to 20th, some 10 laps off the lead by the time McNerney joined in.

Although untroubled, Short refused to relax his pace and given darkness, volume of traffic and speed differential between the fastest and slowest (nine seconds per lap) cars, his 46.6s mid-race lap was spellbinding stuff.

The Ferrari of reigning champions Witt Gamski and Keith Robinson came through to second (having earlier run outside of the top six), with Robinson at the wheel, to reclaim their crown. It was a fitting end to a fine season for the duo.

The Ginetta G50-mounted MacDowalls, with Alex taking the later stint, were third, a fine effort from the BTCC man on his night-racing debut. Charlie Hollings/Alastair James (Porsche 997) finished fourth. The Cunninghams, Mark and Peter, shocked onlookers and rivals by taking fifth overall and Production honours in their SEAT.

(76.64mph). **RACE TWO (21 LAPS)** 1 Roche; 2 Sheard +6.367s; 3 Edwards Jr; 4 Edwards Sr; 5 Matt Robinson (Mk3); 6 Kevin Taylor (Mk3). **CW** Herbert. **FL** Bardwell 56.156s (76.84mph).

RACE THREE (21 LAPS) 1 Sheard; 2 Edwards Jr +3.255s; 3 Roche; 4 Edwards Sr; 5 Robinson; 6 Adam Gore (Mk3). **CW** Herbert (Mk1). **FL** Bardwell 56.200s (76.78mph).

ALLCOMERS SALOONS (17 LAPS)

1 Matthew Moore (Ford Escort Mk1 Turbo); 2 Colin Tester (Ford Sierra Cosworth) +28.573s; 3 Laurie Dunster (BMW M3 E46); 4 Nick Proudlock (Ford Escort Mk1); 5 Steven Rothery (Renault Clio); 6 Jason Cox (Ford Fiesta XR2). **FL** Moore 53.683s (80.38mph).

RACE TWO (17 LAPS) 1 Rod Birley (Ford Escort Mk1 Turbo); 2 Tester +14.109s; 3 Dunster; 4 Cox; 5 Proudlock; 6 Len Coad (BMW Mini Cooper S). **FL** Birley 54.035s (79.85mph).

DONINGTON PARK 750MC November 14 Titles to Buxton, Thornton-Jones and Garratt

Winter Vee crown falls to Buxton

IAN BUXTON won the Formula Vee Winter Championship with two wins from the fifth row of the grid at Donington Park.

The Leek driver was experimenting with his GAC during practice, so did not get a representative time, but grabbed the lead from Paul Taylor (GAC) at Redgate at the start of the

fourth lap. The pair exchanged places almost every lap from there on, with Taylor trying to go around the outside of Buxton into the chicane on the final lap. He ran out of road though and, after careering over the grass, he rejoined in third place behind Steve Ough (AHS).

Taylor appeared not to have learned from that

critical mistake, as he launched an almost identical attack at the end of race two that resulted in retirement. Jonny Weston-Taylor eased to a double in the concurrent F4 thrashes.

Nick Thornton-Jones claimed the Stock Hatch crown with two victories. Simon Hunt led for the first six laps but lost out to

Thornton-Jones's brilliant move through the Craner Curves. Nick Carter's Vauxhall Corsa got in among the Citroen Saxos and only lost second to Graham Mulholland on the final lap. He went one better later on, in a race that settled down early.

Alastair Garratt dropped as low as eighth in the first

Locost race but bounced back to win twice and seal the title, while George Robinson's rapid pitstop helped him to win the MR2 enduro from Zac Chapman.

The Allcomers encounters were shared between the Radical of Jon-Paul Ivey and Darcy Smith's Nemesis.

■ By Ian Sowman



WALKER

Thornton-Jones took Stock Hatch double

FORMULA VEE (11 LAPS) 1 Ian Buxton (GAC); 2 Steve Ough (AHS Dominator) +2.41s; 3 Paul Taylor (GAC); 4 Tim Probert (Storm); 5 Alan Forster (Scarab); 6 Ben Constanduros (GAC). **Fastest lap** Taylor 1m19.96s (89.10mph). **RACE TWO (11 LAPS)** 1 Buxton; 2 Ough +1.93s; 3 Forster; 4 Constanduros; 5 Alan Robinson (AHS Dominator); 6 Probert. **FL** Taylor 1m19.48s (89.64mph) record. **F4 (12 LAPS)** 1 Jonny Weston-Taylor (Mygale); 2 Bryn Tootell (Van Diemen) +16.08s; 3 Simon Emmerson (Mygale); no other starters. **FL** Weston-Taylor 1m10.62s (100.88mph) record. **RACE TWO (12 LAPS)** 1 Weston-Taylor; 2 Tootell +18.17s; 3 Emmerson. **FL** Weston-Taylor 1m10.73s (100.73mph). **STOCK HATCH (10 LAPS)** 1 Nick

Thornton-Jones (Citroen Saxo); 2 Graham Mulholland (Citroen Saxo) +3.97s; 3 Nick Carter (Vauxhall Corsa); 4 Simon Hunt (Citroen Saxo); 5 Michaela Bevans (Citroen Saxo); 6 Karen Woolley (Citroen Saxo). **FL** Thornton-Jones 1m27.62s (81.31mph). **RACE TWO (10 LAPS)** 1 Thornton-Jones; 2 Carter +0.37s; 3 Mulholland; 4 Hunt; 5 Bevans; 6 Woolley. **FL** Mulholland 1m26.93s (81.96mph) record. **LOCOST (10 LAPS)** 1 Alastair Garratt; 2 Scott Mittell +0.14s; 3 Stuart Sellars; 4 Mark Glover; 5 Victoria Pickles; 6 James Pinkerton. **FL** Sian Stafford 1m28.03s (80.93mph). **RACE TWO (10 LAPS)** 1 Garratt; 2 Mittell +0.12s; 3 Sellars; 4 Pinkerton; 5 Rob Kerkhoven; 6 Glover. **FL** Mittell 1m28.00s (80.96mph)

record. **TOYOTA MR2 (25 LAPS)** 1 George Robinson; 2 Zac Chapman +26.0s; 3 Roland Wilkinson; 4 Paul Hinson; 5 Anthony Day/Patrick Mortell; 6 Nick Firth/Jody Firth. **FL** Chapman 1m24.77s (84.04mph) record. **ALLCOMERS (6 LAPS)** 1 Darcy Smith (Nemesis RME98); 2 Jon-Paul Ivey (Radical Prosport) +1.44s; 3 Ake Bornebusch (Radical PR6); 4 Robert Spencer (Stuart Taylor Locosaki); 5 Steve Cave (UKS SRC10); 6 Paul Boyd (Eclipse SM1). **Handicap winner** Andy Thompson (SEAT Leon). **FL** Ivey 1m08.75s (103.63mph). **RACE TWO (10 LAPS)** 1 Ivey; 2 Smith +0.85s; 3 Bornebusch; 4 Spencer; 5 Cave; 6 Kevin Horsley (Subaru Impreza). **HW** Thompson. **FL** Ivey 1m08.84s (103.49mph).



Battle of the two Scotts

Aussie ace Scott Pye took the title, but was pushed all the way by Scott Malvern. By KEVIN TURNER

Malvern (22) kept pressure on Pye (1)

For the first time since 2007, a driver of a car other than a Mygale battled for the British Formula Ford crown. Scott Malvern stepped up from club FF1600 with Cliff Dempsey Racing and used his Ray to take the fight to category powerhouse Jamun Racing and its squad of red Mygales. In the end, however, Australian Formula Ford graduate Scott Pye came through to take another title for Jamun, after an impressive first season in Europe.

What made this fight interesting was Pye's bad start to the year and Malvern's tenacity. Despite always being on the pace, Pye scored poorly in the first three meetings, thanks to being taken out by errant team-mate Josh Hill at Oulton Park, a crownwheel and

pinion failure at Knockhill, and an ignition issue in Zandvoort qualifying that forced him to start from the back.

This left him 52 points behind Malvern, who scored seven podiums from the first eight races. Pye showed what he could do when things ran smoothly at the fourth meeting of the year, Castle Combe. Two poles and two wins took his tally to six from 10 and demonstrated that he was still the man to beat on any given weekend. He kept chipping away at the gap, took the lead at the Brands Hatch DTM meeting in September, lost it in a bruising race three at Donington Park, before securing Jamun's sixth consecutive drivers' crown in the Brands GP finale.

For Malvern and CDR, the challenge was to keep the Ray close to the

Mygale's pace, despite a smaller budget. There were some rounds, notably Knockhill and Silverstone, where the Ray looked a match for the hordes of French-built cars, but more often than not it was giving away just a little bit of pace, usually in a straight line.

What the Ray did do well was get off the line and provide good grip at the start of races. Malvern used it to great effect, often charging from row three to challenge the top runners right from the off. Silverstone race two, where he went from fifth to lead on the first lap, and the final round, in which the former Jamun mechanic started fifth but was with leader Pye by Druids, were perhaps the best examples. "They were quicker, but we outraced them," says Malvern.

Nevertheless, Pye was a worthy winner. Most of his poor results were not of his own making and 12 wins and 16 poles from 25 – compared to Malvern's scores of two and three – underlined his status as pacesetter.

Pye's biggest weakness, apart from his bad luck, was his pace on cold tyres. This was partly a result of Jamun's set-up, but Pye didn't seem to have the confidence of team-mate Hill, as demonstrated by his defeat in race two of the Brands DTM meeting. Nevertheless, Pye's ability to nail qualifying meant he was still near the front even if he lost a place or two early on, and he was usually able to work his way back through once up to speed.



Lind had mixed season, but won Brands Festival



Rookie Ellinas starred and took Rockingham double

DRIVER RANKINGS



1 Scott Pye

The fastest driver in the fastest car. Not at his best in changeable conditions or on cold tyres, but impressive qualifying pace allowed him to fight back from an unfortunate start to the season.

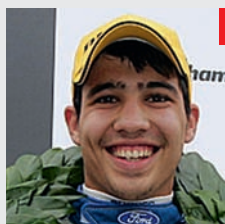
DEFINING MOMENT Taking nine consecutive poles at the end of the year.



2 Scott Malvern

A real battler's season. Malvern took the fight to the Mygales using aggression and opportunism, but still managed to finish every championship round.

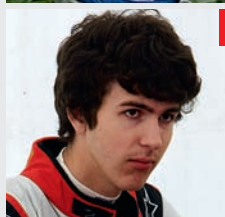
DEFINING MOMENT Grabbing the lead in the Brands finale to really make Pye work for the title despite a lack of pace.



3 Tio Ellinas

Racing rookie showed real talent at times and was usually one of the most exciting drivers to watch. Made the odd error, but his raw speed was obvious.

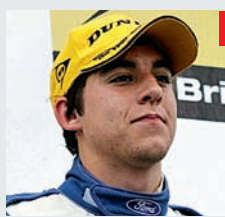
DEFINING MOMENT Dominating the Rockingham weekend with a clean sweep of poles, wins and fastest laps.



4 Josh Hill

It was disappointing that the son of Damon wasn't a title challenger, given his experience in the category, but when he was on it he was formidable. Took five wins despite several errors.

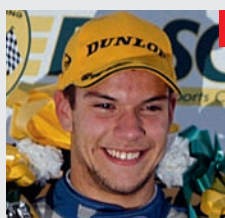
DEFINING MOMENT Fooling Ellinas into braking too late for Donington final corner.



5 Daniel Cammish

A lack of testing means putting Cammish fifth could be seen as a tad harsh, but it was his second season. As in 2009, Dan showed he is a fine talent, but – like '09 – you often wanted to see more of it.

DEFINING MOMENT Dominant Donington race-three victory.



6 Dennis Lind

Antti Buri was a more consistent threat, but Lind's peaks for Van Diemen were higher. Only appeared in four meetings, but won twice, including the all-important Brands Hatch Festival.

DEFINING MOMENT Serene progress to Festival win, while those behind battled.

Given his impressive showings at the end of 2009, and an extensive winter testing programme, Hill came into the season as one of the title favourites. At his best he was brilliant – there were five wins, including a sublime victory over Tio Ellinas on the final lap at Donington Park – but there were too many mistakes and days where he wasn't quite fast enough.

Hill was probably prevented from doing a James Cole – using his previous year's experience and testing to kickstart a title-winning campaign – by the switch from Avon to Dunlop tyres. "We took a long time to get our heads around the Dunlops," he admits.

Another who should have figured more in the title fight was Dan Cammish. He started the season with a Kevin Mills Racing Spectrum – and scored two podiums – but switched to the JTR Mygale squad. He won first time out at Zandvoort, helped by poleman Hill stalling on the line, and left the Dutch circuit second in the title race. But a lack of funds and testing hurt him, as did the odd error. Like Hill, Cammish showed his natural ability in the wet, but – also like Hill – he wasn't able to unlock that talent often enough.

By contrast, Ellinas was the surprise of the season. The Grand Prix Shootout winner joined JTR just before the start of the year and was immediately both

exciting and fast. The Cypriot took a double at Rockingham – albeit when there were questions over the consistency between sets of tyres – and was a factor at the front more often than not. Three wins helped him to fourth in the table, behind Cammish but ahead of Hill.

Of the rest, Dennis Lind and Antti Buri starred. Due to a lack of funding Lind only appeared three times in the championship for the works Van Diemen squad, but showed the car was competitive with victory at Zandvoort. He then caught everyone by surprise with a fine win at the Brands Festival.

Buri, who dovetailed his season with a successful Finnish series campaign, improved hugely on a poor 2009 after switching from the Comtec chassis to an Enigma Motorsport Mygale. On occasion he mixed it at the front and was unfortunate not to win after being defeated on the last lap by Pye at Snetterton, and being the best non-Jamun at the Brands DTM meeting.

Jamun's Emil Bernstorff improved throughout the year and took five fastest laps – more than Pye – and a pole. Bad starts and poor opening laps meant he never made it to the top step.

Dan de Zille, in the sole Minister Mygale, and Getem Racing's Jake Cook also showed flashes of form and should be contenders if they continue in 2011. **X**

2010 British Formula Ford Championship

POS	Driver	Team	1/2/3	4/5/6	7/8	9/10	11/12	13/14/15	16/17	18/19/20	21/22/23	24/25	Points
1	Scott Pye (AUS)	Jamun Racing Mygale	1*/R*/1*	R/1/1	10/14	1*/1*	3/3	1*/4*/2	1/1*	1*/2*/1*	5*/3*/R*	1*/2+*	581
2	Scott Malvern (GB)	Cliff Dempsey Racing Ray	2/1/2+	2+*/12*/3+*	3/2	2/3	4/5	2/1+/4	3+/4	5/5/6	4/10/2	4/3	562
3	Daniel Cammish (GB)	KMR Spectrum/JTR Mygale	3/4/9	3/R/6	1/5	R/4	6/4	4/3/5	2/5	6/9/7	2+/9+/1	8/4	486
4	Tio Ellinas (CY)	JTR Mygale	4/8+/R	21/2/7	28/12	5+/5	1+*/1+*	7/5/6	5/3	7/7/8	3/2/R	3/1	451
5	Josh Hill (GB)	Jamun Racing Mygale	6/R/6	1/R/2	R*/11*	3/2	8/7	3/2/1*	R/R	3+/1/2	1/1/R	6+/8	444
6	Antti Buri (FIN)	Enigma Motorsport Mygale	11/2/3	4/R/5	7+/8	4/9	2/2	9/6/8	R/2+	4/3/4	8/6/R	7/9	430
7	Emil Bernstorff (DK)	Jamun Racing Mygale	DNS/14/11	7/8/R	8/6	R/8+	9/9	8+/9/3+	7*/10	2/4+/3+	7/4/7	5/6	370
8	Dan de Zille (GB)	Minister Mygale	R/R/12	11/3/12	13/16	7/10	7/8	12/12/12	9/8	8/6/5	R/11/1+	2/R	265
9	Jeroen Slaghekke (NL)	Jamun Racing Mygale	12/R/15	12/10/R	5/7	11/7	10/12	10/13/10	R/16	12/10/9	12/8/3	9/5	255
10	Jake Cook (GB)	Getem Racing Mygale	7/6/7	5/5/R	2/R	8/DNS	5/6	5/7/13	DNS/11	10/11/12	-	-	247
11	James Tucker (GB)	Fluid Van Diemen/JTR Mygale	R/5/5	10/6/13	26/R	9/R	12/8	6/10/7	6/8	9/R/R	R/5/R	10/7	236
12	Cormac O'Neill (IRE)	Cliff Dempsey Racing Ray	R/DNS/DNS	16/9/10	21/10	12/13	15/16	15/14/17	12/14	R/13/10	11/12/6	11/14	161
13	Jesse Anttila (FIN)	Fluid Van Diemen	R/11/4	9/4/R	-	14/11	-	11/8/9	8/7	-	-	-	150
14	Philippe Layac (F)	Brits Academy Ray/Antel Ray	10/9/R	14/7/11	-	-	-	17/R/16	R/12	11/R/11	10/R/4	12/11	135
15	Dennis Lind (DK)	Fluid Van Diemen	-	6/R/4	4/1	6/6	-	-	-	-	-	-	111

16 Zaamin Jaffer (IND), Raysport Ray, 101; 17 Jesper Egebart (DK), Brits Academy/Egebart Ray, 88; 18 Kieran Vernon (GB), Fluid Van Diemen, 24; 19 Jake Green (GB), Century Motorsport Juno, 23; 20 Milton Lundstrom (S), KMR Spectrum, 12; 21 Mark Harper (GB), Harkesport Mygale, 11; 22 Sebastian Nummi (FIN), Soderman Van Diemen, 10; 23 Ville Kivinen (FIN), Soderman Van Diemen, 6; 24 David Ellesley (GB), Spirit, 0. **Note** Results include guest and foreign racers. For example, Pye was eighth British runner home in race one at Zandvoort.

KEY TO RACES: Rounds 1/2/3 Oulton Park, Apr 3 & 5; 4/5/6 Knockhill, May 8-9; 7/8 Zandvoort (NL), Jun 5-6; 9/10 Castle Combe, Jun 19-20; 11/12 Rockingham, Jul 17-18; 13/14/15 Silverstone Bridge GP, Aug 14-15; 16/17 Snetterton, Aug 29-30; 18/19/20 Brands Hatch Indy, Sep 3-5; 21/22/23 Donington Park, Sep 18-19; 24/25 Brands GP, Sep 25-26. **Points system:** 30-27-25-22-20-18-16-14-12-10-8-6-4-3-2 to first 15 registered drivers. Plus a point for fastest lap (shown by +). No points for pole (*). Best 23 scores count. **KEY** R=retired; DNS=did not start; DQ=disqualified.

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Racer's diary Ben Anderson

The trials and tribulations of AUTOSPORT's resident racer

With the Formula Vee season over, our man hails a worthy winner in Martin Farmer and reflects on his own progress in 2010

The Formula Vee season has finished and I can look back on the most competitive campaign of my racing career.

Ultimately I finished runner-up to chief rival Martin Farmer, who was a worthy winner with nine victories from 14 races. Retiring only twice all year and never finishing lower than second was a great way to claim the crown.

The 26-year-old Brummie is a relative Vee veteran, having first contested the series as a car racing

Two gearbox failures spoiled the Brands Hatch double-header in April, while a collision with Jonathan Weston-Taylor's Formula 4 car during testing at Cadwell Park turned that weekend into another salvage job. A pair of pole positions set us up to take two wins from the next meeting at Pembrey, but I retired from the lead of race one when the left rear wheel detached, before a 10-second false-start penalty cost us on-the-road victory in

focusing on this will be key to a stronger title bid next season.

And that has to be the aim now – to go one better after our most successful season in five years of car racing. Two wins, seven podiums, five poles, four fastest laps, and a podium at the third annual Brands Hatch Vee Festival were rich reward for the hard work of my dad Phill, sister Jenny and mechanic Neil McIsaac. They toiled tirelessly to elevate the car from occasional top-six finisher into regular podium visitor.

We courted our fair share of controversy along the way though. Motorsport has always been about making the most of the regulations and my team spotted a loophole that allowed us to run front tyres on all four corners of the car. This mid-season change reduced rear grip and lowered our gearing, without directly altering the final drive ratios (something the rules did not permit). This didn't go down well with some of our fellow competitors, or the 750 Motor Club, which outlawed this set-up in its Winter Championship regs.

Had I been finishing further down the order, I'm not sure our car would have created such a fuss. But with frontrunning pace comes



Farmer and GAC were a formidable combination

STEVE JONES



Despite this off, Peter Belsey was a star in '10

750 Motor Club Formula Vee Championship		
1	Martin Farmer	GAC 01 294
2	Ben Anderson	GAC 01 250
3	Peter Belsey	Spyder Mik2 228
4	Ashley Sutton	Storm 2007 224
5	Paul Taylor	GAC 189
6	Declan McDonnell	GAC 03 133
7	Ian Jordan	Sheane 108
8	Tim Probert	Storm SF1 106
9	Stephen Glasswell	Storm 97
10	Dan Brigham	AHS Challenger 96
Final points: best 12 of 14 rounds counted		

rookie in 2006. He's always been among the fastest drivers and won races in every season bar 2008, when he made an ill-fated switch from an Alan Woodward-run GAC to Dave Jordan's fabled Sheane 'Jenvee'. In a car that had taken three of the previous four titles, Farmer endured a torrid time and this knocked him off his stride.

Back in a familiar GAC these past two seasons, this is the first time Farmer has – in his own words – “not suffered a mid-season dip”. Once he moved away from an experimental rear suspension set-up that he felt caused him to qualify badly for the opening round at Snetterton, he was consistently quick everywhere.

Our family-run GAC had the pace to challenge for the title this year, but a medley of mistakes and some bouts of bad fortune forced us out of the running.

Small rear wheels were a bone of contention



GARY HAWKINS

race two. Instead of two wins and maximum points, we left South Wales with a solitary third place...

I make that at least five races compromised by outside elements, before factoring in my own errors! Sluggish starts were the chief blot on my copybook – highlighted by the fact that I won only two races this year, despite starting from pole five times. Whether I'm falling over a mental stumbling block, or just employing poor technique,

inevitable grumbling. Those with short memories forget we qualified on pole, won the first race of the season and led the championship until the end of April running conventional rear tyres...

Talk of the past is no way to progress, so now we must turn our attention to matters off-track. A winter of hard graft in the garage awaits; here's hoping we can throw off the runner-up tag and become champions in 2011. ☒

FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



F1 season needs a classic finale

Congratulations to Vettel on his championship – it's been a great season. However, I wish the final race had been at one of the more traditional/classic venues. It seems most of the new circuits come with a warning label that says, 'Not a good place for overtaking'.

What kind of a race would we have seen had Hamilton's and Alonso's efforts not been compromised by a track that offered nothing to even the most attacking driver? The tension was great at first, but memories of Bahrain came back as lap after lap went by...

Mark Child, Southampton

EDITORIAL CONTACT mail@autosport.com

On a day when all eyes were on F1, the Abu Dhabi GP did little to promote this spectacular sport.

Sunday's race had all the right ingredients for a tantalising finale to arguably the best season of all time. Interlagos might have poor facilities, but it will make a welcome return as the final race of the season in 2011.

F1's saving grace has to be Sebastian Vettel's emotions after crossing the finish line, surely tugging at any spectator's heartstrings.

Alex Battipaglia
Bruton, Somerset

Although not formerly a great fan of 'Little Napoleon', I now feel I may have been wrong.

Jean Todt's warning that the WRC must change is both timely and true, as the manner in which a once great sport has been betrayed in the name of television is so sad, as is the unimaginative and repetitive TV coverage.

I look forward to the day that there are full fields and a TV presenter more interested in skilled driving than how high a car can jump over a brow.

Peter Herbert
North Yorkshire

I wish to congratulate the editor Andrew van de Burgt. Not only did he turn his original £50 into £8, he then gambled £1,000,000 on Vettel getting pole.

With such blatant disregard for financial niceties it can only be a matter of time before he is snapped up by one of the major banks.

Ian Davies
By email

Last weekend's Wales Rally GB provided yet another spectacular conclusion to the WRC season. Once again the

fans braved the elements and turned out in droves to witness a stunning battle for the final victory of the era of the World Rally Car.

We would like to offer our thanks to the organising team, the councils, the emergency services, the landowners and the thousands of volunteers and officials without whom this world-class event could not have happened.

Colin Hilton
Chief executive,
Motor Sports Association
Andrew Coe
Chief executive,
International Motor Sports

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TOP FIVE ON OUR WEBSITE

1. **VETTEL WINS CHAMPIONSHIP AND RACE**
2. **VETTEL DIDN'T REALISE HE WAS SET FOR TITLE**
3. **WE WON IT THE RIGHT WAY – HORNER**
4. **DOMENICALI REVEALS PAIN AT TITLE DEFEAT**
5. **DISPUTE THREATENS 2011 AUSTRALIAN GP**

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HOW FERRARI GOT ITS STRATEGY SO WRONG

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes. For more details on Road Angel please visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Fernando Alonso's qualifying time for the Brazilian Grand Prix was incorrect on the grid graphic, although the correct time (1m15.989s) was listed on the qualifying table (November 7, p46). Thanks to the ever-vigilant Darren Galpin for spotting the error.
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

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Ian Wagstaff's superbly researched Brits at Le Mans book went down a treat – and his second tome is sure to follow suit. Packed with interviews, recollections, rare pics and vital reference material, the *British at Indianapolis* is a fitting tribute to the Brits – on and off track – who have contributed to Indy history.



WRC NUMBER PLATES

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Bolt these on and people will genuinely think they're following Markku Alen – if you happen to be pedalling a Martini-liveried Lancia.



CASIO RED BULL WATCH

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Casio's new Red Bull-branded Edifice watch commemorates a world title-winning association. It's had design input from team boss Christian Horner and features a triple-sequential chronograph, water resistance to 100m and solar power technology, that means you don't need to replace the battery.

HOT ON THE WEB THIS WEEK

YOUTUBE: OGIER: THREE RALLY GBs, THREE CRASHES



SEARCH FOR: 2010 WRC Wales Rally GB Sebastien Ogier Crash (0:53) Citroen driver Sebastien Ogier had second in the drivers' championship in the bag ahead of Rally GB, the final round of 2010. In less than a minute you'll know why he actually ended up down in fourth.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

MACAU F3 GRAND PRIX

November 21

www.macau.grandprix.gov.mo

Formula 3's end-of-season jewel-in-the-crown event is run around the punishing streets of the former Portuguese enclave. Edoardo Mortara bids to become the first man to win the event back-to-back. See page 68 for preview.



Scene of likeliest F3 shunt of the season

WORLD TOURING CAR CHAMPIONSHIP

Rd 11/11

November 21

Macau, China

www.fiawtcc.com

V8 SUPERCARS

Rd 12/14

November 20-21

Sandown, Victoria, Australia

www.v8supercars.com.au

NASCAR SPRINT CUP

Rd 36/36

November 21

Homestead, Florida, USA

www.nascar.com

NASCAR NATIONWIDE

Rd 35/35

November 20

Homestead, Florida, USA

nationwide.nascar.com

V8 STOCK CARS

Rd 11/12

November 21

Brasilia, Brazil

stockcar.globo.com

NEW FEATURE

ACCESS ALL AREAS

Our guide on how to keep the motorsport flame burning through the cold winter months



PURETECH

RACING SIMULATORS seem to be all the rage nowadays, with numerous top teams using them for data acquisition and driver development and, at a lower level, systems like Xbox Live allowing console gamers to race each other online.

Straddling the line between the two perfectly is the PureTech Racing Centre, located about two miles from Gatwick Airport (RH6 7HJ) for your Sat Nav) and freshly open for business.

Providing sim-junkies with all the digital racing they can cope with, this slick new

facility has the potential to become a Mecca for online racers who want a bit extra.

Its USP comes in the shape of its race pods: 10 full-motion platforms, with fully adjustable seats and realistic pedals, capable of simulating forces of up to 1.5g under braking and acceleration, and with up to 60cm of movement in each direction.

Be warned though: if it's arcade-style madness you want, this is not for you. AUTOSPORT tried it out recently and was blown away by just how much concentration is required



to hook up consistently quick laps – podium finishes were greeted with a lot of satisfaction by their occupants.

Become a PTR member for £12.50 a month and you get a race licence enabling you to enter the numerous championships during the

year, while also working your way up through the levels from the Formula BMW-style PT5 machine right up to the PT1 F1 car.

Alternatively, just arrive and drive for a fun night of sticking it to your mates on-track. www.puretechracing.com

Television

THURSDAY NOVEMBER 18

1000-1100 [Sky Sports 3](#)
& 1700-1800 [Sky Sports 4](#)
DTM
1320-1730 [Motors TV](#)
FIA GT3: 2010 season review
1445-1545 [Eurosport](#)
GP2: Abu Dhabi
1545-1645 [Eurosport](#)
WTCC: Okayama
1905-2115 [Motors TV](#)
Scottish motor racing

FRIDAY NOVEMBER 19

0745-0845 [Eurosport LIVE](#)
WTCC: Macau qualifying
0845-0945, 1645-1745 [Eurosport](#)
GP2: Abu Dhabi
1015-1115 [Motors TV](#)
Ma5da: Autumn Series
1115-1320 [Motors TV](#)
Scottish motor racing
1545-1645 [Eurosport](#)
WTCC: Macau qualifying rerun
2115-2220 [Motors TV](#)
Formula Ford Festival

SATURDAY NOVEMBER 20

0900-1000, 1300-1400 [Dave](#)
WRC: World Rally 2010
0925-1025 [ITV4](#)
[Motorsport UK](#)
1300-1400 [BBC1](#)
F1: 2010 season review
Jake Humphrey looks back at this season's epic title fight.
1300-1600 [Motors TV](#)
British F3: 2010 season review

1545-1645 ESPN

Superleague Formula: 2010 review
1600-2010 [Motors TV](#)
FIA GT3: 2010 season review
2215-2315 [Eurosport](#)
GP2: Abu Dhabi
2315-0000 [Eurosport](#)
WTCC: Macau qualifying highlights

SUNDAY NOVEMBER 21

0000-0030 [Eurosport LIVE](#)
WTCC: Macau warm-up
0345-0545 [Eurosport LIVE](#)
WTCC: Macau
Get up early to see both races in this title decider on the streets of the former Portuguese colony.
0730-0830, 1415-1515, 2215-2315
[Eurosport & 1730-1830 Eurosport 2](#)
WTCC: Macau
0830-0930, 2145-2215 [Eurosport & 1335-1400 Eurosport 2](#)
Legends: Brands Hatch
1400-1600 [Motors TV](#)
V8 Supercars: Symmons Plain
1600-1800 [Motors TV](#)
Auto GP: 2010 season review
A look back at the inaugural year of this ex-A1GP Lola-based single-seater series.
1800-2115 [Motors TV](#)
Formula Renault 3.5: 2010 season review
2130-2145 [Eurosport](#)
Motorsports Weekend

MONDAY NOVEMBER 22

1800-1900 [Sky Sports 4](#)
& 2300-0000 [Sky Sports 2](#)
NASCAR: Homestead highlights

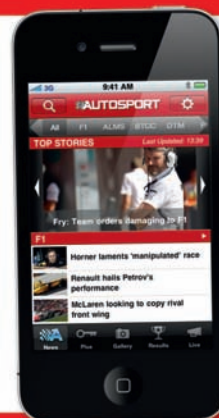
Online

AUTOSPORT.COM

Coming up on the web this week

VETTEL, MACAU & NASCAR

Keep an eye on AUTOSPORT.com this week for all the reaction to Sebastian Vettel's world championship success. We'll explain how he won the title and take a look at the man himself. Also, check the website for news from this week's Pirelli F1 tyre test in Abu Dhabi. Then coming up this weekend there's the 57th Macau Grand Prix and WTCC season finale, plus NASCAR's title showdown at Homestead.



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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



'I'll tell you what Vettel should do with his finger'

CAN YOU still buy Brut 33? It's just that after watching ITV's superb *When Playboys Ruled The World* I feel like 'splashing it all over'. Ahh, the smell of the 1970s.

It transported us back to the long, hot '76 summer of British success: James Hunt fighting Niki Lauda for the Formula 1 crown; Barry Sheene on his Suzuki claiming 500cc motorcycle racing honours; John Curry winning Sports Personality of the Year...

Of course, the real star of the show was Dickie

Davies's hair, luxuriant in its bouffant glory. The archive footage was amazing, showing the sexperts and hard living of the stars in candid glory.

It was different back then, as we were reminded as we watched Tiger Woods's lachrymose apology for playing a round too many or Wayne Rooney's minder stopping just short of thumping a journalist for trying to ask an interesting question.

Among the talking heads that attempted to make sense of the differing times and attitudes, Sir Stirling Moss lamented the fact that rather than chasing crumpet after glugging on the victory

champagne, drivers now "say thanks to Vodafone".

Back then, sponsors regaled in the fact that their men were getting a quick pre-race service. Now it doesn't fit the image of 'The best a man can get'. Although to the target audience, of course, that's exactly how they'd like to indulge in their own superstar sportsman fantasy.

Hunt and Sheene's long-haired, carefree image was also cultivated in the face of the very real prospect of being killed in action. Both accepted the risks as part of the job. Staring death in the face is almost certainly easier after a line of Charlie and

a packet of Marlboro (reds of course, they didn't have namby-pamby diet fags back in those days).

But today's heroes can't remain cosseted automatons all the time. Sebastian Vettel's emotions at finding out he was world champion were very real, and very touching. Not 'touching' like the creepy hand-on-face rub that Eddie Jordan did to Dietrich Mateschitz when he talked at him instead of doing an interview, or 'real', like the real-tight matching lilac trousers DC and EJ were wearing in Abu Dhabi. And you thought 1970s fashions were terrible! *Revved Up*

THE WEEK IN PICTURES

Life through a lens, from Abu Dhabi to South Wales



YOU DON'T SEE 'THE OTHER SEB' DOING THIS SORT OF THING
Sebastien Ogier's Radnor forest shunt in Rally GB proved costly - the Citroen driver fell from second to fourth in the final championship points



YOU'LL NEVER WIN IN THAT THING
Alonso and Massa sample a bit of Ferrari World in Abu Dhabi



BRANSON IN A PICKLE OVER NEW-TEAM BET
Virgin's Richard Branson lost his bet with Air Asia boss Tony Fernandes and took it out on a stewardess



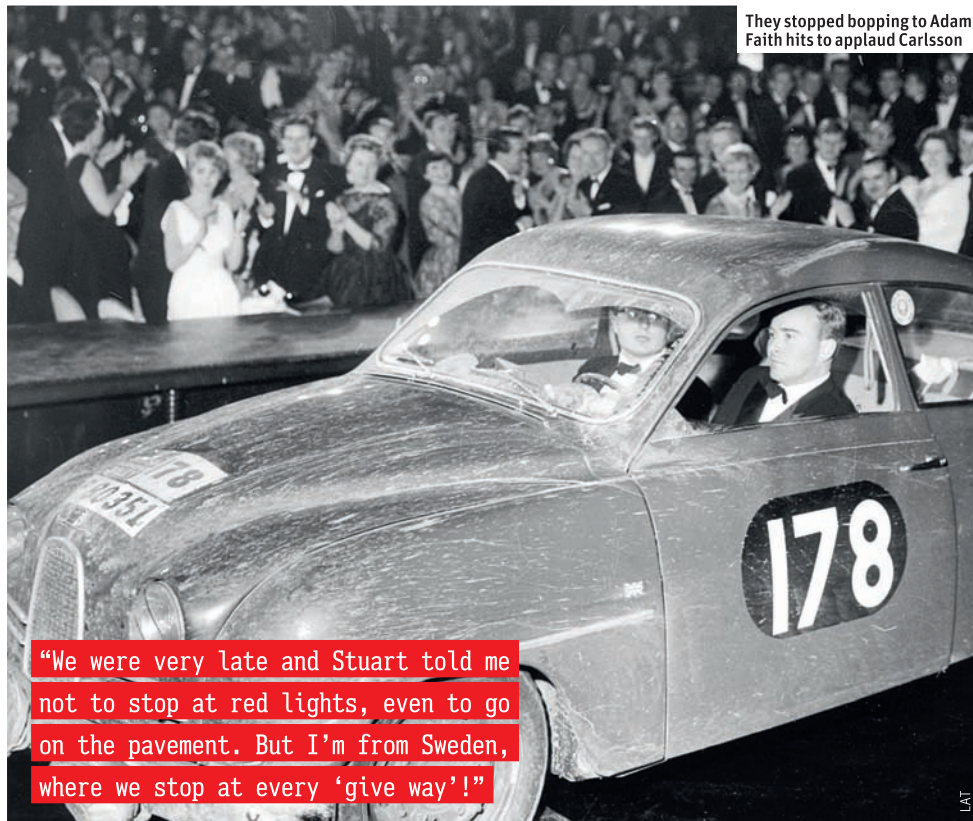
IT'S BACKFLIP TO FRONT FOR EDWARDS
Carl Edwards was pretty stoked after ending a 70-race Sprint Cup victory drought at Phoenix



PUDDLE MUDDLE Triple F Ford Falcon V8
Supercar racer Dean Fiore mistakes Symons Plains for Wales Rally GB

FROM THE ARCHIVE

Eric Carlsson, RAC Rally, 1960



They stopped bopping to Adam Faith hits to applaud Carlsson

"We were very late and Stuart told me not to stop at red lights, even to go on the pavement. But I'm from Sweden, where we stop at every 'give way'!"

IN 1960, two things happened on the RAC Rally: the event included closed-road competition for the first time; and a big, burly Swede named Erik Carlsson ended home-grown domination of what had been little more than a touring event prior to Jack Kemsley's arrival as clerk of the course.

The 1960 event included four 'stages', the most famous of which was the first test on Forestry Commission ground. Run on the second day of the event, it was the two-mile stretch of Monument Hill in Argyll that won the event for Carlsson.

Without a word of complaint about the ruts – despite his start number of 178 in these pre-seeding days – Carlsson launched his 80bhp Saab 96 between the trees. The Swedish partnership of man and machine proved unbeatable and Carlsson and co-driver Stuart Turner were the only ones to better the target time of three minutes, despite running in the dark more than three hours behind the first car.

"It was an interesting event," recalls Carlsson. "We were the only crew to end the event without any penalties, which was a big thank you to Stuart."

After the rigours of driving the length and breadth of

the country – including a particularly testing first night, which took them from the Blackpool start to breakfast in Peebles (the fog was so bad Carlsson encouraged Turner to sit closer to the windscreen in the hope he might spot something sooner!) – Carlsson's trickiest time was the last section leading to the Brands Hatch finish.

"It was going from Guildford to Brands Hatch," said Carlsson. "We went down the A25, but it was Friday night and the traffic was terrible. We were very late and Stuart told me not to stop at red lights, even to go up on the pavement; I'm from Sweden where we stop at every 'give way'! But we made it."

Made it he did, right to the Top of the Town club in London where, resplendent in dinner jackets, Carlsson and Turner sat in the 96 as it rose through the floor to a hugely enthusiastic welcome.

Unfortunately for Carlsson, disappointment was to follow. As he eyed the impressive trophy, the organisers told him he'd have to come back and win again in 1961 – only two-time winners kept the silverware.

"So, I did that," adds Carlsson. "But they told me the rules were rewritten and you had to win three times. So I did that and, guess what... I never did get that trophy." ❧

THIS WEEK IN...



NOVEMBER 20 1959

WOLFGANG LEVY, in a works Auto Union 1000, got some pre-RAC Rally practice in at the Bolton-le-Moors CC driving tests on our front cover.

The runs on Blackpool promenade kicked off the eighth running of the RAC British International Rally. Best Time of the Day in the tests went to Jack Sears in his Austin-Healey, who clocked 33.3 seconds.

Christopher Nixon profiled rising American star Dan Gurney (below). He wrote of a quiet family man, who burst to prominence with "brilliant drives for Ferrari in sports car races and Grandes Epreuves" after being 'spotted' by Ferrari's main man in the US, Luigi Chinetti.

Nixon hailed Gurney as America's "most likely candidate for the World Championship".



NEXT WEEK



Ferrari number one, but not world number one

FERNANDO ALONSO

We speak to the man who missed out in '10

On sale Nov 25

PLUS

Brundle tests Mercedes SLS racer; ART's Euro F3 farewell; WTCC/F3 Macau thrills

BERND SCHNEIDER

■ Sachsenring DTM ■ June 17, 2001 ■ Mercedes-Benz CLK-DTM ■ Champ's crucial recovery drive



Schneider needed points in Laurent Aiello's absence

THE SACHSENRING DTM meeting in 2001 was one of the best I ever had, because I won a race that nobody expected I could.

I was fighting Laurent Aiello for the championship that year, and he had to miss the Sachsenring because he was racing at Le Mans. So it was a good chance for me to put a gap between us. But I was struggling, and on my first lap in qualifying I messed up at the last corner. Before I went off, the lap was going to be good enough for pole, but instead I was 20th. Then it started raining, so I would have to start at the back. I was really disappointed, because in DTM being at the back means even scoring points will be really difficult. I was really pissed off, because I loved the Sachsenring and I was usually very strong in qualifying in 2001. So I was really angry with myself for going off.

In those days we had two races in the DTM, and the first one was a short qualifying race. It was only nine laps, but the conditions were slightly damp at the start and I was able to go from 20th to

"I knew I had a chance to be the first guy to win back-to-back DTM titles. That was something historic, and I really wanted that record. It was an important victory"

fourth. The damp track helped me, because I was always good in slippery conditions on slick tyres.

It was never easy to overtake at the Sachsenring. Plus, the Opels were very quick on the straights

back then so it was always difficult to pass them. But I made up a lot of places on the first lap, and after that I was still able to find a way by the others. The driving standards in the DTM

were pretty clean at the time, and I didn't touch anyone when I was coming through. The hardest one was Alain Menu. It took me quite a long time to get by him, but I still managed it without touching.

I started fourth for the main, points-paying race. We pitted at the right time under a safety car which got me to the front, and I went on to win the race. After qualifying I was really down. I knew that year that I had a chance to be the first guy to win back-to-back DTM titles. That was something historic, and I really wanted to have that record, so this was an important victory. ✖
Schneider was talking to Glenn Freeman

IN PROFILE



PIETERS/NBC/C/LAT

BERND SCHNEIDER earned the tag 'Mr DTM' thanks to his haul of five titles in the German tin-top series. Before joining the DTM he endured two difficult years in Formula 1 with Zakspeed, and after entering two races in 1990 for Footwork, the 1987 German F3 champion walked away from single-seaters for good. When the DTM collapsed in the mid 1990s, Schneider became a star in the FIA GT series, winning the title in 1997. He raced in the new DTM from 2000-2008, and is now a brand ambassador and test driver for Mercedes' sporting arm AMG.

**NEXT
WEEK**

**Tom
KRISTENSEN**



The Make Cars Green Campaign consists of 10 points for greener motoring encouraging drivers to think green before they drive. For details on the other 9 points please visit www.makecarsgreen.com

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