JAPANESE GP PREVIEW

FORMULA 1 • SPORTSCARS • TOURING CARS • NASCAR • RALLYING • NATIONAL RACING & MORE

AUTOSPORT

OCTOBER 6 2011 • £3.30 • WWW.AUTOSPORT.COM

DARK HORSE wins in Kentucky

Ed Carpenter stuns the favourites to take first IndyCar win

CIRCUITO GUADIX

Helping drivers and teams become winners,

and winners become *world* CHAMPIONS

Superb improved circuit layout and safety features with, special medium abrasion tarmac plus total image improvement

The BEST VALUE exclusive TESTING in Europe

From 3250€ per day; DRY SUNNY south Mediterranean climate:
NO NOISE restrictions: UNBEATABLE safety record: 4x3klms circuits
(to view 600 photos link to www.flickr.com/photos/guadixcircuit-direct-photos)

CONTACT Clive Greenhalgh 0034 660329070

clive@guadix circuit.com www.guadixcircuit.com

CONTENTS

October 6 2011 – vol 206 no 1



AUTOSPORT.com
Up-to-the-minute news and reports from F1, WRC and more. Subscribe for must-read opinion, stats and images

COVER IMAGE: MASON/GETTY INSETS: GILHAM/ GETTY & WWW.MCKLEIN.DE



"Romain took a jump into a hole that was only open for the Porsche"

PEUGEOT'S FRANCK MONTAGNY EXPLAINS HOW ROMAIN DUMAS ENDED AUDI'S BID FOR PETIT LE MANS VICTORY WITH THE LATEST GT-BASHING CRASH

0.013

Difference in seconds between Jason Plato's two race wins in the BTCC at Brands Hatch. That's a pretty tiny discrepancy over 15 laps (and 23 minutes) of the Grand Prix circuit...

SUBSCRIBE...
to AUTOSPORT and get a free Arai trolley rucksack **P70**

REPORTS



Mini lost to Citroen in the end in France

40 Rallye France-Alsace
Loeb denied at home, and it's nearly a Mini sensation
46 Petit Le Mans
Peugeot wins the autumn sportscar classic in the US – and claims the ILMC title
50 BTCC Brands Hatch
Plato back in the title hunt
54 Brands supports
60 DTM Valencia
Ekstrom wins; Tomczyk champ
62 Formula 2 Monza
Bortolotti wins crown at home
64 IndyCar Kentucky
Carpenter beats Franchitti to win for new mum Sarah Fisher
66 World of Sport
NASCAR; Auto GP; German GT; Euro F3; TC2000; Brazilian V8s; Super GT; Indy Lights

FEATURES

COVER STORY



Rosberg: can he reach the top with Mercedes?

32 Nico Rosberg
Here's the dilemma: he's got the better of Schumacher, but we *still* don't know how good he is
36 Sam Michael
The Aussie reckons he did the best he could with Williams
72 Rally of Scotland preview

NEWS

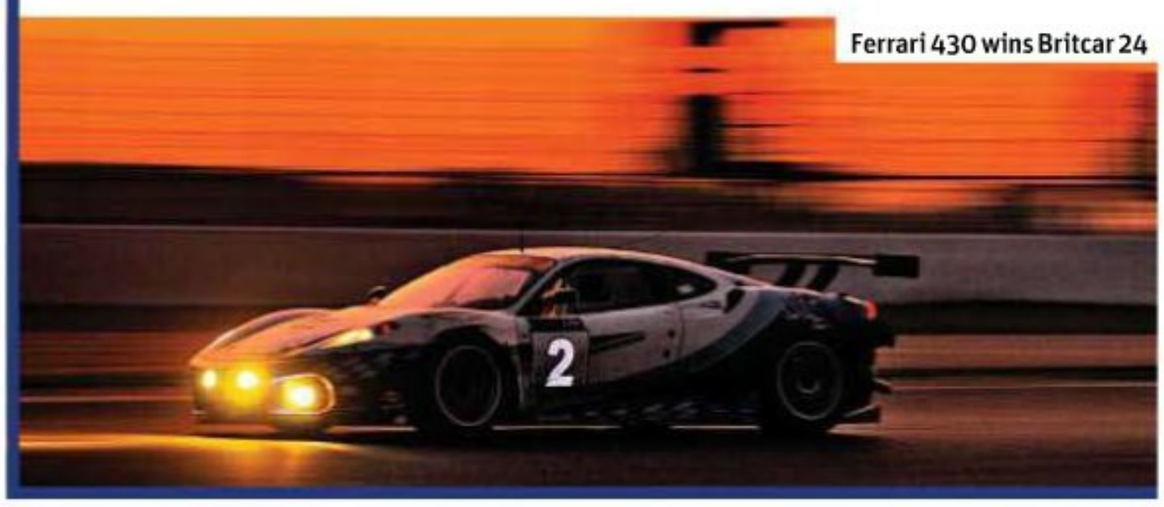
8 Vettel flat-out in Japan
German wants to win title in style
10 New Merc men arrive
Tech drive to move team to front
12 Fix Q3 anomaly
Plan devised to force cars to run
15 David Coulthard column
16 Japanese GP preview
22 Michelin for DeltaWing
'Bibendum' boost for US project
24 Fabulous Macau entry
Top junior stars to F3 classic
26 Phoenix fights for its man
Team wants Tomczyk to stay
30 Mini's maxi problem
Funding shortfall for WRC car

REGULARS

5 From the editor
6 Snapshot
21 Mark Hughes column
70 Subscribe for a free gift
104 Final drive
Letters and Latest Gear
106 On track/on screen
The best action in the next week
109 From the archive
Jonathan Palmer, British F3, 1981
110 Race of my life
Mark Skaife, Bathurst 1000, 2002

SPORTS EXTRA

87 McLaren AUTOSPORT BRDC
Bernstorff, Blomqvist, Lynn, Malvern, Rowland, Zamparelli to fight it out for young-driver Award
88 British GT developments
Uprated Ginetta and new Lambo team for series finale
94 Britcar 24 Hours
Britain's biggest day-night enduro
96 National reports
Silverstone Britcar supports; ERC Sosnova; Snetterton MGCC; Castle Combe finals day; Rockingham BARC; Oulton Park CSCC



Ferrari 430 wins Britcar 24

PICS: MCKLEIN.DE, TEE/LAT & OLIVER READ

SIMPLY CLEVER

ŠKODA

We hope to win by a country mile.*

See the ŠKODA Fabia S2000 compete to win the RACMSA Rally of Scotland for the 3rd year running.

*possibly this one.

ŠKODA UK MOTORSPORT

110 years Motorsport

skodaukmotorsport.com

IRC Intercontinental Rally Challenge

AUTOSPORT

Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: autosport.editorial@haynet.com Website: www.autosport.com

EDITOR-IN-CHIEF
Andrew van de Burgt
andrew.vandeburgt@haymarket.com ext.5974
EDITOR
Charles Bradley
charles.bradley@haymarket.com ext.5889
AUTOSPORT.COM EDITOR
Simon Strang ext.5093
simon.strang@haymarket.com
GROUP F1 EDITOR
Jonathan Noble ext.5810
jonathan.noble@haymarket.com
F1 EDITOR
Edd Straw ext.5887
edd.straw@haymarket.com
DEPUTY F1 EDITOR
Mark Glendenning ext.5801
mark.glendenning@haymarket.com
NEWS EDITOR
Glenn Freeman ext.5309
glenn.freeman@haymarket.com
MANAGING EDITOR
Peter Hodges ext.8617
peter.hodges@haymarket.com
WEB MANAGING EDITOR
Pablo Elizalde
GRAND PRIX EDITOR
Mark Hughes
autosport.editorial@haynet.com
F1 COLUMNIST
David Coulthard
RALLIES EDITOR
David Evans
david.evans@haymarket.com
INTERNATIONAL EDITOR-AT-LARGE
Gary Watkins

ART EDITOR
Aubrey Smith ext.5914
aubrey.smith@haymarket.com
PRESENTER/SUB-EDITOR
Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com
CHIEF SUB-EDITOR
Marcus Simmons ext.5807
marcus.simmons@haymarket.com
NATIONAL EDITOR
Kevin Turner ext.5432
kevin.turner@haymarket.com
EDITORIAL ASSISTANT
Ben Anderson ext.5425
ben.anderson@haymarket.com
NATIONAL EDITOR-AT-LARGE
Marcus Pye
SENIOR DESIGNER
Matthew Dungate
DESIGNER
Will Clarke
PICTURE EDITOR
Peter Mills ext.5918
peter.mills@haymarket.com
AUTOSPORT.COM FEATURES EDITOR
Jamie O'Leary ext.5811
jamie.oleary@haymarket.com
AUTOSPORT.COM TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com
AUTOSPORT.COM USER INTERFACE DEVELOPER
Pete Holmes
peter.holmes@haymarket.com
AUTOSPORT.COM PICTURE EDITOR
Chris Bird
chris.bird@haymarket.com

SECRETARY
Julie Bower
julie.bower@haymarket.com ext.5804
PHOTOGRAPHS
LAT Photographic
SPECIAL CORRESPONDENT
Adam Cooper
TECHNICAL CONSULTANT
Gary Anderson
TECHNICAL EDITOR
Giorgio Piola
NEWS GRAPHICS
Alan Eldridge
CARTOONIST
Jim Bamber

CORRESPONDENTS
ARGENTINA Tony Watson
AUSTRALIA Phil Branagan
AUSTRIA Gerhard Kuntschik
BELGIUM Gordon McKay
BRAZIL Lito Cavalcanti
FINLAND Esa Illoinen
GERMANY Rene de Boer
GREECE Dimitris Papadopoulos
ITALY Roberto Chinchero
JAPAN Jiro Takahashi, Len Clarke
NEW ZEALAND Bernard Carpinter
RUSSIA Gregory Golyshev
SOUTH AFRICA Richard Asher
SPAIN Raimon Duran
SWEDEN Tege Tornwall
USA Jonathan Ingram, Bruce Martin, David Phillips, Diego Mejia, Robin Miller, Jeff Olson, Jeremy Shaw.
UK & EIRE David Addison, Ben Bostock, Dud Candler, Jonathan Crawford, Kerry Dunlop, Leanne Fahy, Paul Jurd, Linda Keen, Paul Lawrence, Marc Orme, Graham Read, Peter Scherer, Ian Sowman, Oliver Timson, Ian Titchmarsh, Matt Upton, Eddie Walder, Tim Whittington, Richard Young

ADVERTISING
Tel: +44 (0) 20 8267 5858
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com
SALES MANAGER
Rachel Brock, ext: 5820
rachel.brock@haymarket.com
DISPLAY ADVERTISING
Andrew Barclay, ext: 5027
andrew.barclay@haymarket.com
Peter De Vries, ext: 5961
peter.devries@haymarket.com
Karen Reilly, ext: 5576
karen.reilly@haymarket.com
CLASSIFIED ADVERTISING
LeAnne Foley, ext: 5836
leanne.foley@haymarket.com
Victoria Townsend, ext: 5367
victoria.townsend@haymarket.com
Ben Alderson, ext: 5865
ben.alderson@haymarket.com
William Putt, ext: 5992
william.putt@haymarket.com
ONLINE SALES MANAGER
Luciano Candilio, ext: 5179
luciano.candilio@haymarket.com
ONLINE ADVERTISING
Adam Fennell, ext: 5846
adam.fennell@haymarket.com

AD PRODUCTION
Tel: +44 (0) 20 8267 5740 Fax: +44 (0) 20 8267 5320
ADVERTISING DIRECTOR
Matthew Witham
SPECIAL PROJECTS DIRECTOR
Derek Redfern
LICENSING DIRECTOR
Tim Bulley
PRODUCTION MANAGER
Carrie McNally, ext: 5814
carrie.mcnally@haymarket.com
SENIOR DISPLAY PRODUCTION CONTROLLER
Saba Bonser, ext: 5740
saba.bonser@haymarket.com
PRODUCTION CONTROLLER
Lee Brister, ext: 5823
lee.brister@haymarket.com

SUBSCRIPTIONS
UK 08456 777 817
OVERSEAS +44 (0)1795 592 974
EMAIL autosport@servicehelpline.co.uk
US & CANADA 1-866-918-1446
US & CANADA EMAIL haymarket@imsnews.com
AUTOSPORT (USPS 454230) is published weekly by Haymarket Magazines Ltd, c/o Mercury International Ltd of 365 Blair Road, Avenel, New Jersey 07001. For subscription rates please contact: Tel: 1-866-918-1446, Email: haymarket@imsnews.com Periodicals paid at Rahway, NJ. Postmaster please send address correction changes to AUTOSPORT, c/o Mercury International at above address.

BACK ISSUES
Tel: 08456 777817

DIRECT MARKETING EXECUTIVE
Karen McCarthy, ext: 5658
karen.mccarthy@haymarket.com

MANAGEMENT
PUBLISHING DIRECTOR Peter Higham
PUBLISHER Rob Aherne
PUBLISHING MANAGER Samantha Jempson
DIGITAL PRODUCT MANAGER Jim Foster
SPECIAL EVENTS MANAGER Laura Coppin
SYNDICATION SALES MANAGER Roshini Sethi, +44 208 267 5396 roshini.sethi@haymarket.com

© HAYMARKET CONSUMER MEDIA
Publishing, trade and further subscription details on www.autosport.com While due care is taken to ensure the contents of AUTOSPORT are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in AUTOSPORT only upon Haymarket Consumer Media's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of AUTOSPORT.

CIRCULATION TRADE ENQUIRIES
Frontline Ltd, Park House, 117 Park Road Peterborough, Cambs, PE1 2TS. Tel: +44 (0)1733 555161. Printed in England by Wyndeham Heron Ltd. Cover and centre sections printed by CSM Impact, Basingstoke. Colour origination: Colour Systems, 90-92 Pentonville Road, London N1 9HS (editorial and advertising). ISSN 0269-946X. AUTOSPORT, incorporating Autoclassic, is published weekly by Haymarket Consumer Media. Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

EDITORIAL DIRECTOR Mark Payton
DESIGN DIRECTOR Paul Harpin
STRATEGY AND PLANNING DIRECTOR Bob McDowell
MANAGING DIRECTOR David Prasher
CHIEF EXECUTIVE Kevin Costello

haymarket
Haymarket is certified by BSI to environmental standard ISO14001

PEFC Certified
This product is from sustainably managed forests and controlled sources
www.pefc.co.uk

POLE POSITION

Suzuka: a great place to crown a double champ



THE MAJESTY OF SUZUKA WILL BE a fitting venue to crown Sebastian Vettel as back-to-back world champion. Unless Jenson Button wins, and Vettel suffers his first non-score of the season, we will have our youngest-ever double champion.

Vettel won't want to limp across the finish line; he'll be as driven as he has been all year to take pole position and victory. It's that determination to rewrite the record books that makes you realise how exceptional his talent is.

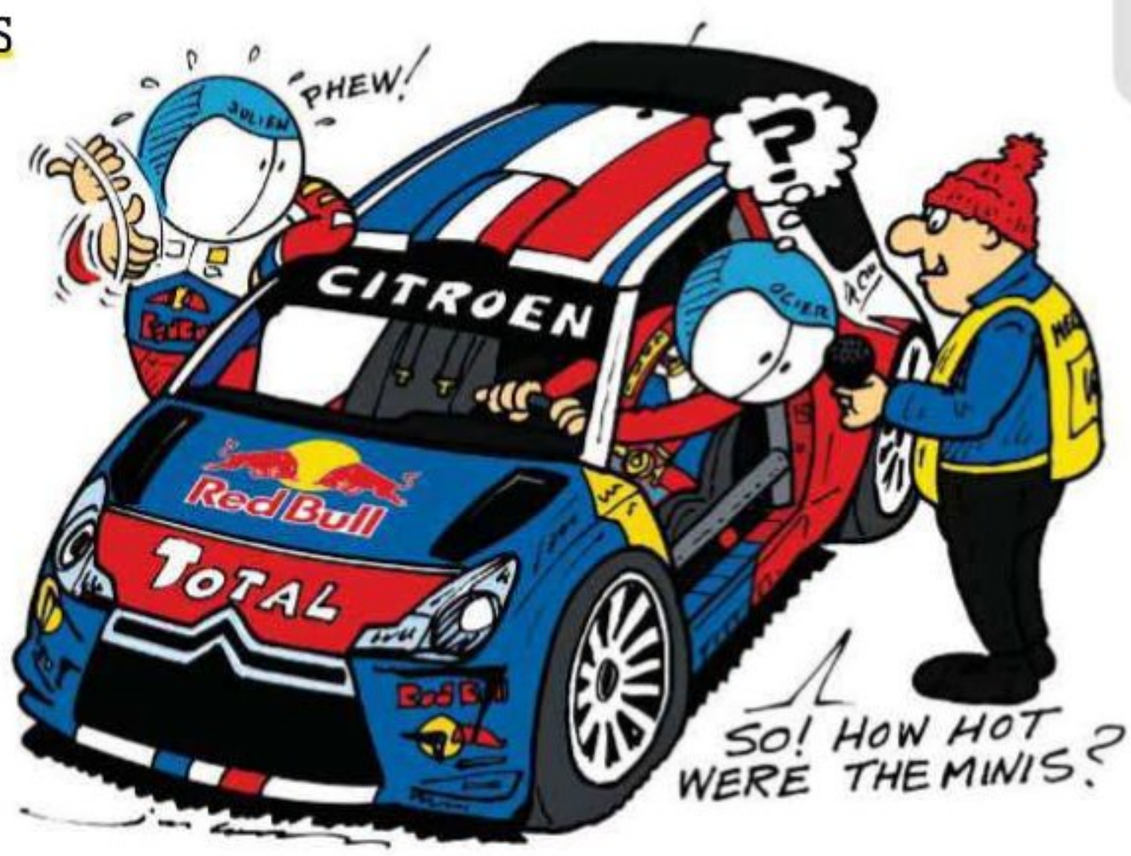
While we look forward to Japan, we can look back on some remarkable sport this past weekend. In France, the underfunded Mini of Dani Sordo took on the might of Citroen – on home turf – and almost pulled off one of the shock WRC wins of recent times. That the Mini's development is under threat, as we reveal on p30, would be a travesty.

Across the Pond, underdog Ed Carpenter achieved an astonishing IndyCar victory by pipping triple-champion Dario Franchitti in a 220mph wheel-to-wheel battle at Kentucky.

Don't expect such a shocker at Suzuka; instead, witness history being made.

Charles Bradley, editor

BAMBER'S WEEK



Mini blows Citroen's doors off in France

Find more issues at magazinesdownload.com

ILMC

Peugeot's grand day out at Petit Le Mans

The #8 Peugeot 908 of Franck Montagny, Stephane Sarrazin and Alex Wurz leads the #2 Audi R18 of Dindo Capello, Tom Kristensen and Allan McNish through the Esses en route to victory in the 1000-mile Petit Le Mans at Road Atlanta. The diesel prototype's success secured a second straight Intercontinental Le Mans Cup title for the French squad. Petit Le Mans report, p46
Pic: Gibson/LAT

THE AUTOSPORT APP –
NOW ON ANDROID/iPHONE



Vettel eyes dominant double

The world champion is almost guaranteed a second title this weekend but wants to win it in style. By EDD STRAW

Sebastian Vettel will set out to clinch the world championship in style by winning Sunday's Japanese Grand Prix as he bids to break more records to crown his incredible season.

The German is almost certain to be crowned at Suzuka – even if Jenson Button, the only other driver with a chance of the title, wins, Vettel needs only one point. This would make him the youngest-ever double world champion and set the stage for more record breaking in the four races that remain, including those for most victories in a season (see checklist).

While Vettel is always modest in public about his achievements, saying in Singapore that it is "wrong to start thinking about those things" when asked about how close he is to matching Nigel Mansell's record for pole positions in a season, he is known to prize highly the breaking some of F1's benchmarks. Red Bull Racing Chief technical officer Adrian Newey has confirmed that he will take a "high risk" approach to winning the world championship because of this determination not only to dominate, but to do so in record style.

Vettel: a record amount of pointing?

> "Sebastian wants to go out and do his best to win it from the front, which is high-risk"
> ADRIAN NEWEY

"He has been very determined that he doesn't want to cruise to the championship by finishing third, fourth, fifth or wherever," Newey told AUTOSPORT. "He wants to go out and do his best to win it from the front, which is high-risk. That's his make-up."

Vettel has already claimed a number of F1's records for achievements at a young age. Last year, he took the youngest-ever-world-champion record from Lewis Hamilton, while he is also the youngest driver to win a grand prix, claim pole position, lead a lap, score a point and drive on a grand prix weekend.

Red Bull can also clinch the constructors' championship at Suzuka. The team currently leads by 138 points, meaning that if it outscores McLaren by five points in Japan it will seal the title.

Find more issues at magazinesdownload.com

Vettel's checklist

RECORD:
Most wins in a season

CURRENT HOLDER:
Michael Schumacher, 13 (2004)

VETTEL'S POSITION: Currently has nine wins with five races left



RECORD:
Most pole positions in a season

CURRENT HOLDER:
Nigel Mansell, 14 (1992)

VETTEL'S POSITION:
Currently has 11 with five races left



RECORD:
Most podiums in a season

CURRENT HOLDER:
Michael Schumacher, 17 (2002)

VETTEL'S POSITION:
Currently has 14 with five races left



RECORD:
Most miles led in a season

CURRENT HOLDER:
Michael Schumacher, 2085 (2004)

VETTEL'S POSITION:
Has led 1850 miles with 954 racing miles remaining



RECORD:
Youngest double world champion

CURRENT HOLDER:
Fernando Alonso,
25 years and 85 days when he clinched the 2006 world title

VETTEL'S POSITION:
Will be 24 years and 98 days old if he takes the title at Suzuka



The champ has eye on more records...

THE TOP SIX...
TOP SIX SUZUKA TITLE CLINCHERS

No track has crowned more world champions than Suzuka. Here are six of the most significant

1 ALAIN PROST (1989)

Prost retired after colliding with Ayrton Senna as the Brazilian tried to overtake him for the lead into the final chicane. The Frenchman was crowned champion when Senna was excluded post-race.



2 AYRTON SENNA (1990)

After being beaten away by title rival Prost, Senna bulldozed the Frenchman off the track at the first corner. Both were out of the race on the spot and the Brazilian won his second world title.



3 MICHAEL SCHUMACHER (2000)

Schumacher, then only a two-time champion, prevailed by less than two seconds in a race-long battle with Mika Hakkinen, who needed to get ahead take the fight to the Malaysian GP finale.



4 MIKA HAKKINEN (1998)

Hakkinen led Schumacher by four points at the start of the 1998 Japanese GP. The Ferrari driver stalled while on pole, and his fight back up to third came to nothing when he suffered a puncture.



5 AYRTON SENNA (1988)

The Brazilian recovered from a botched start to win the race and clinch his first world championship. The key moment came on lap 27, when Senna passed Prost for the lead as they battled past backmarkers.



6 MICHAEL SCHUMACHER (2003)

Schumacher came through a bruising afternoon, which included clashes with his brother Ralf and Takuma Sato, to take P8, the point for which he didn't need as title rival Kimi Raikkonen had to win – but was beaten by Rubens Barrichello.





... after "incredible year" for Red Bull

Second world title would cap incredible 12 months

SUZUKA WOULD BE THE most appropriate venue for Sebastian Vettel to clinch his second straight world title as it was here last year that he started his miracle 12 months.

The German headed into last year's Japanese Grand Prix 21 points behind team-mate Mark Webber in the world championship, but his victory from pole position kick-started his dramatic charge to the world championship. In the 18-race sequence from Suzuka last year, Vettel has claimed 12 wins and scored 384 points, a remarkable 85 per cent of the theoretical maximum haul available in those races.

He has also taken 14 pole positions, which has allowed him to climb to seventh place in the all-time F1 pole-position list with 26, the same number as Mika Hakkinen.

During this incredible run, he has also failed to finish only once, when his engine expired while he was leading the 2010 Korean Grand Prix.

"It has been an incredible year for us," said Vettel after the Singapore GP. "We had no problems with the car, the engine was perfect from start to finish and nothing has gone wrong. It needs a lot of small things to come together to make sure that you have an incredible year like we have had so far."

PICS: THOMPSON, MASON/GETTY, LAT



Big names to bolster Merc

Recruitment of former Ferrari and Red Bull brains is final part of Brawn's plan to return his team to the front

The recruitment of Aldo Costa and Geoff Willis to head up the two main technical groups at Mercedes GP will allow the squad to compete at the front on a regular basis, according to team principal Ross Brawn.

Ex-Ferrari technical boss Costa has been brought in as engineering director, while former Red Bull and Honda chief Geoff Willis, who left HRT after August's Belgian Grand Prix, arrives as technology director.

They will work under the team's current technical director Bob Bell, who joined in February, with the expectation of realising Mercedes' world championship ambitions.

Brawn told AUTOSPORT: "It's a rare opportunity for people of their calibre to be available in F1. The ambitions of the team are at a level where we need this quality and depth of staff to compete on a regular basis. This is very much the core foundation that will enable us to succeed and the one that we will maintain for the foreseeable future.

"There are three teams that are faster than us at the moment, so you have to respond. We've recognised the position we're in and have chosen to strengthen the team to give us greater opportunity."

HOW IT WILL WORK

Willis and Costa head up groups that report to Bell. Although some commentators fear that too many big-name technical personnel could lead to a confusion in direction, their roles are very clearly defined.

"Aldo will chiefly be involved with the mechanical and hard design of the car," said Brawn, who worked with Costa at Ferrari. "So that means chassis, transmission, suspension – all of the working elements of the car including composite design. He will also be responsible for the R&D group, so that's suspension innovation, systems development and so on.

"Geoff is responsible for the technology group, which includes aerodynamics, vehicle dynamics and control systems, which would include things like gearbox strategies, differential strategies, all of the control side of the car. I think that the controls side is going to be particularly important with 2014 coming up, when we will have a completely new engine and completely new set of challenges [under the new Formula 1 rules]."

John Owen remains as chief designer, where he will work under Costa. Bell will focus on liaising with the FIA and teams group FOTA, and overseeing the operation of the race and design teams.

JOB DONE AT LAST

Mercedes GP has gone through several big changes since Brawn took over at the team, then known as Honda, ahead of the 2008 season.

The team principal is now confident that his squad is where it

PICS: COATES, ETHERINGTON, FERRARO/LAT, GETTY

MERCEDES' LATEST RECRUITS

The backgrounds of the men entrusted with producing a car capable of bringing glory to Brackley and Stuttgart:

BOB BELL
TECHNICAL DIRECTOR



Joined Mercedes in February. Has almost three decades of experience – first job in F1 was with McLaren in 1982. Joined Benetton as chief aerodynamicist in '97 before switching to Jordan as head of research and development two years later. Bell returned to Benetton in 2001 as deputy technical director before being promoted to technical director in '03; oversaw the team's re-emergence as a race-winning force as it claimed the world championship in '05 and '06. After Flavio Briatore's departure, he acted as Renault's interim team principal in the closing stages of '09 before being appointed managing director. He left in October last year.

ALDO COSTA
ENGINEERING DIRECTOR



Parma-born Costa joined Minardi as chief designer in 1988 after working for Abarth, and was promoted to technical director in '89. He oversaw Minardi's most-successful season in F1, when it finished seventh in the constructors' championship in '91. Four years later he joined Ferrari and was appointed head of its design office. Promoted to chief designer in 2004 after Rory Byrne retired, he then became head of design and development ahead of the '06 season. He became head of the chassis department for '07, when Kimi Raikkonen won the world championship, and then technical director at the end of that year. He was removed from this position in May.



"The fact that we are not achieving the results means that we have had to add some more strength, without damaging what we have"

ROSS BRAWN

P32 NICO ROSBERG
P21 MARK HUGHES

needs to be to challenge at the front.

Brawn added that he views the recruitment of Costa and Willis as the last major step. "I hope so," he said. "Honda was a pretty big entity, then it was reduced in size to Brawn GP. And now we are building back up to the size where we can be competitive. The fact that we are not achieving the results means that we have to add some more strength to the team, but without damaging what we have."

Brawn said that although the arrival of Willis and Costa will have some influence on next year's car, it will not be until 2013 – or perhaps even when the new rules set comes in for 2014 – that the full benefit of the appointments is realised.

BRAWN STAYING ON

Although Brawn has admitted over the past 12 months that he does foresee a time when he may scale back his role with Mercedes GP, he is adamant that these fresh recruitments are not designed with that aim in mind.

He remains committed to the team and has vowed that he will not throttle back until Mercedes has achieved its potential in Formula 1.

"Next year, everything will remain pretty much the same," said Brawn. "My ambition is to succeed as a Mercedes grand prix team. Only if I achieve my ambitions will I ever start to think about stepping back."

AUTOSPORT SAYS...



EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com

Ever since Ross Brawn walked through the door at Brackley to become team principal of underachieving Honda in November 2007, he has been in a never-ending process of restructuring. It seems that the recruitment of Aldo Costa and Geoff Willis, whose remarkable CVs speak for themselves, means this process is now as complete as it can be.

This team has never truly realised its potential in F1. Forget the 2009 fairytale in its Brawn guise; that was the consequence of the perfect storm of Honda pouring much of the development resources that would normally have gone into its '08 machine into what became the Brawn BGP001, an all-new rules set and the double diffuser.

Understandably, when Mercedes acquired the team, it did so in the expectation of continuing that form. A winless fourth in last year's constructors' rankings will surely be matched this year, meaning that it hasn't quite worked out like that. This was a bigger reconstruction job than Stuttgart realised.

Everyone expects a works Mercedes team to fight at the front, so this squad continues to underachieve. But now it seems that the process is nearing completion.



Brawn: a long process

Red Bull proved that it takes time to build a grand prix team, even when you have a 'donor' squad to build on. Mercedes has had its grace period – what it does over the next few years will dictate how history views its F1 return.

BY THE NUMBERS

BAR/HONDA/BRAWN/MERCEDES 1999-2011

Races:	221
Wins:	9
Poles:	8
Drivers' titles:	1
Constructors' titles:	1
Average constructors position (to 2010):	5.75



Button '09



Team finished last in 1999, its first season

GEOFF WILLIS
TECHNOLOGY DIRECTOR



Willis first appeared on the radar in 1990, when Leyton House, under technical director Adrian Newey, recruited him to lead its nascent CFD programme. Newey joined Williams in the middle of that year and Willis soon followed, again focusing on CFD projects. In '97 he was appointed chief aerodynamicist as part of a reshuffle after Newey left, before joining BAR as technical director in 2002. Willis left late in '06 and joined Red Bull in July '07, again as technical director. He left in July '09 and reappeared as technical director of HRT ahead of the '10 season. He left the team after the Belgian GP.



Mercedes is rebuilding team to move forward

Find more issues at
magazinesdownload.com

Only lead cars took Q3 seriously in Singapore

Penalty idea for Q3 dissenters

Cut-off percentage mooted in a bid to ensure full complement of cars during third and final qualifying session

AUTOSPORT's technical editor Gary Anderson has devised a solution to the problem of drivers opting not to run during the third and final qualifying session for a grand prix in a bid to save tyres.

At last month's Singapore Grand Prix, three of the 10 drivers who made it through to the shootout decided not to set a time, leading to criticism in some quarters over the lack of track action. Former Jordan, Stewart and Jaguar technical director Anderson believes that by setting a cut-off of 105 per cent of the fastest time in Q2 and 103 per cent in Q3, with a grid penalty the consequence of failing to do so, would force drivers to run irrespective of tyre concerns.

Currently, it's common for some drivers either not to run, or not to set a serious time in certain sessions to preserve the allocation of three option and three prime sets of tyres that they can use in qualifying and the race.

"The fans want to see all the cars running in each session and if you look at the qualifying times from Singapore, the percentages all work very well and would keep a team and driver honest," said Anderson.

"If you crash during a qualifying session or have a mechanical problem and do not complete the timed lap within the percentage, you suffer the consequences."

Using Singapore as an example, the cut-off for Q2 would have been a 1m50.177s, which everyone except Sauber driver Kamui Kobayashi, who crashed at the chicane, beat. In Q3, the cut-off would have been a 1m47.512s, meaning that Michael Schumacher and Force India pairing Adrian Sutil and Paul di Resta, all of whom opted to save tyres, would have faced grid penalties.

SERIOUS Q3 ATTEMPTS

In fewer than half of this season's races have all 10 drivers making Q3 made serious qualifying attempts in the final 10-minute session. The data below shows how many drivers have made a genuine attempt at a hot lap in each Q3 session. It also discounts anyone completing only untimed laps



Tyre supplier Pirelli has admitted that it is troubling that this situation has arisen during the season, although motorsport chief Paul Hembery insists that the teams are being overly cautious.

"It is a great shame for the fans that this is happening," he told AUTOSPORT in Singapore. "There is no real reason for it to be honest, and I don't see how it will affect race strategy as there are plenty of tyres available."

The situation could also be improved by Pirelli supplying more tyres. However, this cannot be done under the current financial structure of the tyre-supply deal. It should be noted that Pirelli is supplying the same number of qualifying and race tyres as previous provider Bridgestone, but this year the high-degradation characteristics that have created dramatic racing have led to drivers and teams putting a premium on saving tyres.

PICS: HONE, COATES, FERRARO/LAT



Maldonado has scored one point in his rookie season

Maldonado expects to stay on

PASTOR MALDONADO IS HOPEFUL of remaining at Williams next season amid speculation about the team signing Kimi Raikkonen.

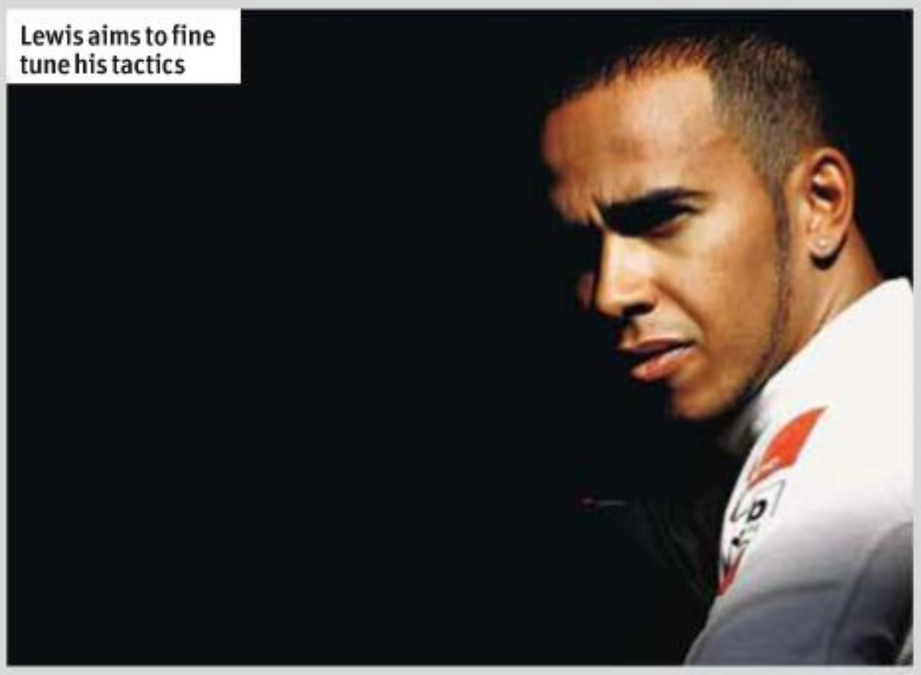
The 2010 GP2 champion joined the team off the back of sponsorship from oil company PDVSA and although it does not specifically call for him to be in the car, there is a need to run a driver from that country. While a deal has not yet been completed for 2012 – with a host of drivers having spoken to the team about a seat – he is likely to stay on.

"I hope to stay with Williams," Maldonado told AUTOSPORT. "I enjoy working with the team. Maybe the results are not the best in my career, but I think that we can have a good future together."

Sam Michael, who left his post as Williams technical director after the Singapore Grand Prix, has been impressed with Maldonado.

"Next year will be his proving year," said Michael. "He's done everything right as a rookie to achieve that and he can show what he can do next year when he knows all of the tracks and how it all works."

P36 MICHAEL'S EXIT



Lewis aims to fine tune his tactics

Hamilton considers calmer approach

LEWIS HAMILTON HAS accepted that he might need to "fine tune" his aggressive approach to racing.

Speaking to India's NDTV during an F1 demonstration in Bangalore, he admitted that he is keen to "stay out of trouble" in the final races of the season.

"Potentially," he said when asked if he would be adopting a more conservative approach. "My fans and friends are constantly telling me to continue being the way I am but it has got me into a bit of trouble recently.

"There's definitely some altering I can possibly do. I will see how these next races go and if I can fine tune the aggressiveness and stay out of trouble, I think I will do that."

Hamilton has often said that he will not change his approach to racing, but his words in India suggest a willingness to re-assess his stance. However, it should be noted that his recent clashes with Kamui Kobayashi at Spa and Felipe Massa at Singapore were misjudgements rather than over-aggression.

Bianchi eyes F1 role over GP2 return

FERRARI JUNIOR DRIVER JULES Bianchi is prepared to choose a third-driver role in F1 over another season of racing in GP2 next year.

The Frenchman has finished third in the F1 feeder category for the past two years, and he played down talk of racing in the series again next year despite driving at last week's post-season test in Spain. His manager Nicolas Todt is understood to be pushing for a race or reserve seat in F1, and Ferrari is interested in placing him at another team to gain experience.

"GP2 is not our target for next year," Bianchi told AUTOSPORT. "The thing is to try to have a foot in Formula 1.

"If you are a third driver you are with a team, you are involved, you can get a lot of experience. Even if you are not racing, it is better than being in GP2 because if you have a bad year you can be finished."



Bianchi wants an F1 role next year

THIS WEEK IN F1

RED BULL Mark Webber has admitted that his inability to make good starts is one of the main areas he is trying to improve to give him a strong finish to the season. "I need to work on that aspect because it is much harder to compete if you are on the back foot on the very first lap," he wrote in his BBC column.

McLAREN Team principal Martin Whitmarsh has confirmed that the team will continue to upgrade its car for the next few races despite admitting that most of its resources are now focused on the 2012 car. "We still have enough momentum within the development system to ensure that we'll still be introducing new parts until the last few races of the season."

MERCEDES Norbert Haug is confident that Mercedes can be snapping at the heels of the big three teams at Suzuka after slipping into the clutches of the midfield in Singapore. "Our target will be to produce performances like we delivered at Spa and Monza," he said.

RENAULT Alan Permane has been promoted to the role of Renault's track operations director. Permane, who has been with the team since its Benetton guise in 1989, was formerly chief race engineer.

WILLIAMS Mirko Bortolotti will run for Williams during the Abu Dhabi rookie test as a prize for winning the F2 championship, which he sealed last weekend. Bortolotti has previously tested for Ferrari and Toro Rosso, most recently in the December 2009 rookie test at Jerez.

SAUBER A major aerodynamic upgrade package, including new front and rear wings, turning vanes, sidepod deflectors, brake ducts and a modified floor will appear on the C30 in Japan.

TORO ROSSO Jaime Alguersuari's debut album, entitled *Organic Life* and recorded under his DJ name of 'Squire' reached the top of the iTunes sales charts in his native Spain last week.

HRT Narain Karthikeyan will, as expected, participate in Friday morning's free practice session at Suzuka in preparation for a racing return in the Indian GP later this month.

AUTOSPORT INTERNATIONAL
The Racing Car Show

McNISH SIGNS UP TO ASI LINE-UP

Former Toyota grand prix driver and two-time Le Mans 24 hours winner Allan McNish is the latest star to join the line-up for next year's AUTOSPORT International show at the Birmingham NEC on January 12-15. "As an AUTOSPORT International veteran, every year I'm impressed by the diversity of the show," said McNish. "There's no other place like it for motorsport fans, where you can see cars and meet personalities from so many different series over the weekend." For ticket information visit www.autosportinternational.com

YOKOHAMA

.drive

A tyre for all reasons

A.drive | **C.drive2** | **S.drive** | **W*drive**



Sizes from 13” to 16”	Sizes from 14” to 17”	Sizes from 14” to 20”	Sizes from 13” to 20”

T: 01908 625 601 / 01908 625 603
E: info@yokohama.co.uk
W: www.yokohama.co.uk

Yokohama HPT Ltd
Dawson Road, Mount Farm
Milton Keynes, Bucks, MK1 1AH

magazinesdownload.com



Straight talk
David Coulthard

13-time GP winner and 2001 world title runner-up

Suzuka should suit the aero-efficient Red Bulls, but our man would like to see Mark Webber finally get one over team-mate Sebastian Vettel this season

As we have seen this year there is more than one driver/team combination that can win in 2011, but on the evidence of overall car performance the only person likely to beat Sebastian Vettel at Suzuka (weather permitting) is Mark Webber.

Clearly we haven't seen the best of Mark this year, even if the gap between himself and Seb has been tiny in qualifying and race results have been largely influenced by the quality of their starts.

Let me remind you that this is the man who fought so hard with Seb last year and was right in the four-way championship battle with him, Lewis Hamilton and Fernando Alonso until the last race in Abu Dhabi, finishing within 14 points of the champion. They both have strengths and weaknesses of course, although it has to be said that Seb has been almost faultless in the defence of his championship, whereas Mark has once again seemed to be unlucky at crucial times (but then again, do you really make your own luck?)

There are areas in which both had the upper hand last year but we haven't seen the areas where Mark has the upper hand so far this year. It's got to be just there bubbling below the surface.

I've got to believe that there's still a great pole position and race victory in him this year, and I think if that comes this weekend, then he'll be a different driver for the rest of the year having rediscovered his mojo.

OUTSIDE CHANCE

I don't see Ferrari being a factor at Suzuka unless a sizeable upgrade enhances its performance; Fernando Alonso keeps on banging on about how every lap he does at the moment is the best he's ever done, so that shows he's having to wring its neck just to get it to where it is now. Suzuka is a bit too aero-dependent a circuit to suit Ferrari's current car, and McLaren will probably need the weather to turn nasty to allow Jenson Button and Hamilton to get up to the front.

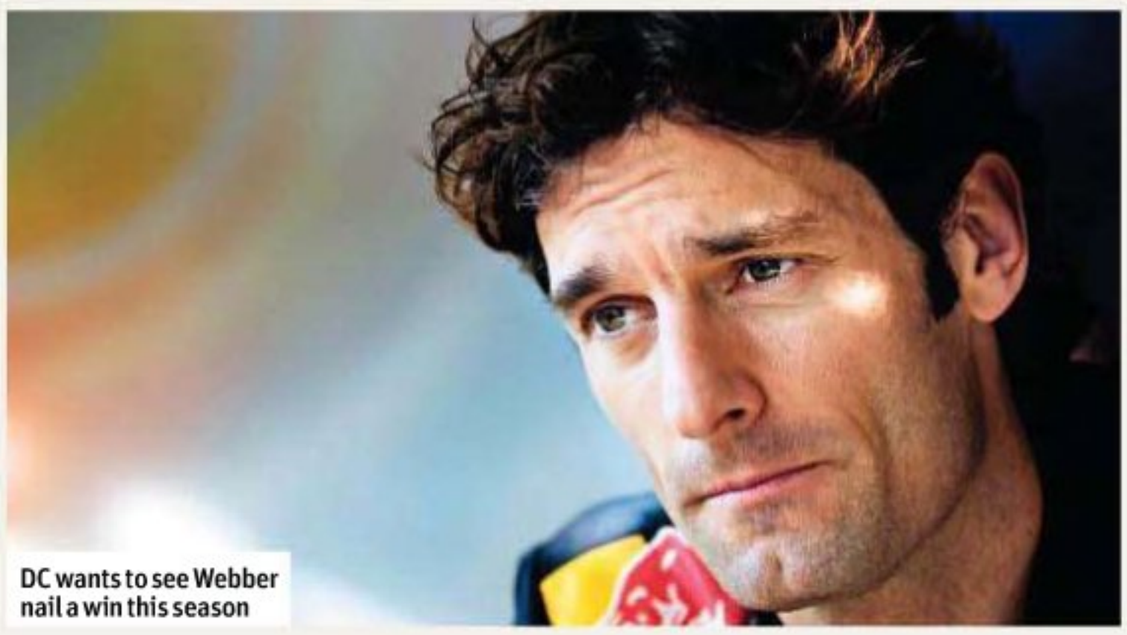
So that just leaves the Red Bulls then, which in theory will again have an advantage because the low-grip nature of the Suzuka track surface means that in qualifying especially, there'll probably be a high level of drop-off from the peak performance of a new tyre. With Red Bull currently having the best aero and therefore the ability to adapt this to what's needed at any given time, there's no reason to expect the team not to fill the front row. From there, who's going to challenge them?

MERC RECRUITMENT DRIVE

The recruitment of Aldo Costa and Geoff Willis to Mercedes's technical team has probably come just in the nick of time to have a positive effect on next year's car.

There's no doubt in my mind that Mercedes will have started working on its 2012 car earlier than Red Bull, Ferrari or McLaren; if it hasn't then it's got even bigger issues than anyone realises.

Aldo and Geoff can have a positive impact. They've been at Ferrari and Red Bull in the past and you don't spend time at Maranello or Milton Keynes without picking up knowledge in terms of overall design strategies and knowing what concepts have been trialled behind closed doors and done away with. Can they be what Mercedes needs to start really challenging for wins and titles? I guess we'll find out next year.



DC wants to see Webber nail a win this season

PIC: THOMPSON/GETTY

"I've got to believe there's a victory in Webber this year"

JAPANESE GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



Suzuka: the best of the favourites

This track and Spa are the pick of the bunch, but the Japanese venue is unrivalled when it comes to punishing errors

Everybody knows that Suzuka is a favourite with drivers and that, along with Spa, it is almost-universally cited as one of the best tracks in Formula 1.

In Suzuka's case, why is it so popular? Obviously, it has some good corners — even though the once-great 130R is now only a kink in qualifying trim. But what really counts is not just the preponderance of fast turns, but how these magnify the differences between the great drivers and those who are fractions of a per cent below their level of ability.

Take the first sequence of corners, the snake that runs from Turn 2 to Turn 7 before the cars emerge and blast down towards the Degner Curves.

They are brisk, but not fast turns, yet here errors are magnified. A small mistake in Turn 2 is forgotten in a flash because there is a tiny straight before the next left-hander, but the next five corners follow each other seamlessly. This means that a small time loss in the first part can potentially multiply by compromising a driver's line, or leaving him with a little dirt on his tyres from running wide. This is the ultimate technical sequence on the Formula 1 calendar.

Add to the mix challenges like Degner 1, the long Spoon Curve and 130R, which can still be a test on old tyres and heavy fuel, and you have a circuit where the lap time always reflects a drivers' ability. Of course, you need a good car too, but to use a car well at Suzuka is the real test.

This is what makes Suzuka the greater challenge even than its Belgian cousin. At Spa, overtaking is relatively easily, whereas at the Japanese circuit it's tough to recover from an average qualifying performance. Also, while both tracks have had safety vastly improved over the years, Suzuka has more 'one-strike-and-you're-out' corners where running wide can mean the end of your race. If a driver's ability is best measured in his ability to operate at the limit without stepping over it, Suzuka is the perfect litmus test to prove that.

That's the true measure of a great track. It should be somewhere that allows the drivers who are a cut above to excel. That's perhaps why it's so appropriate that more world champions have been crowned at Suzuka than at any other grand prix track.

TRACK GUIDE

NUMBER OF LAPS **53**

CIRCUIT LENGTH **3.608m**

LAP RECORD **1m31.540s**

KIMI RAIKKONEN (2005)





Getting the esses right is crucial

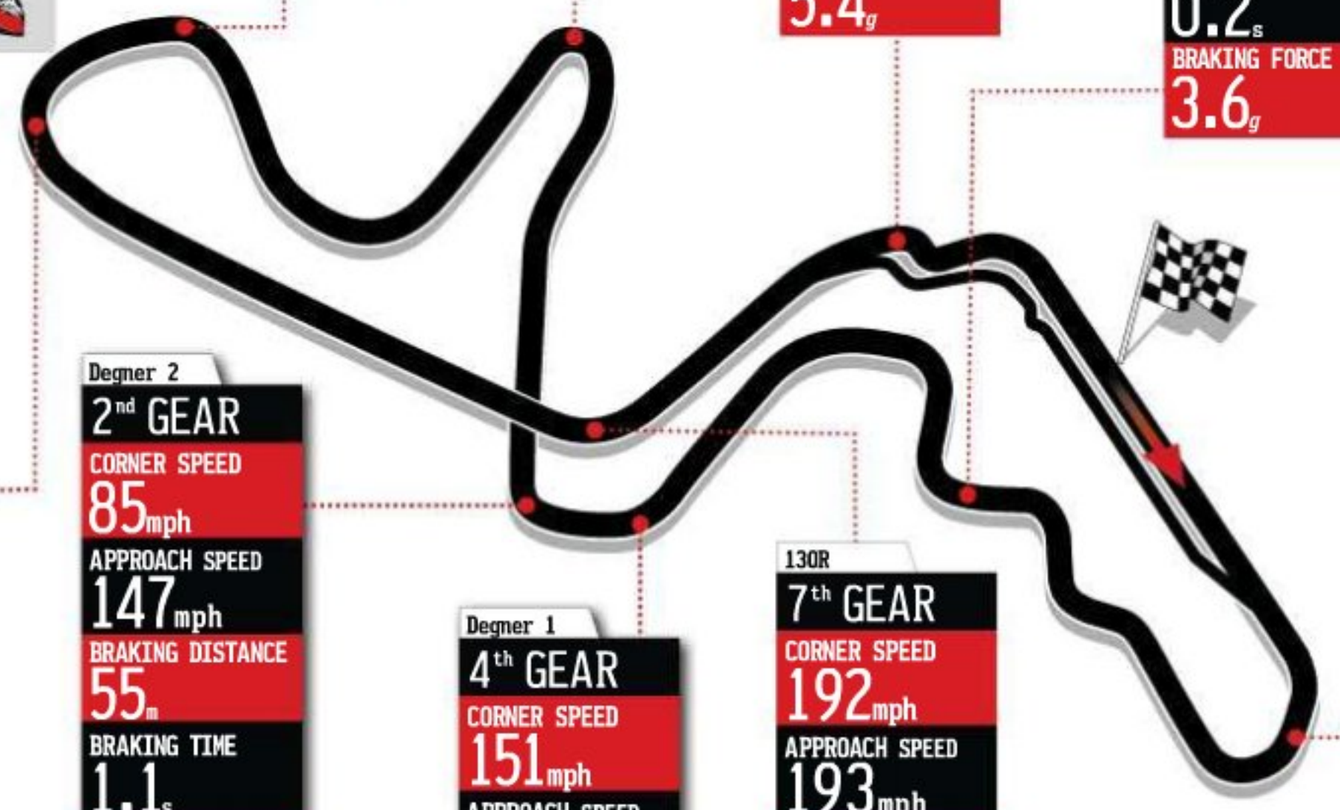
P18
SUPERGRID PLUS GARY ANDERSON'S AND LUCAS DI GRASSI'S INSIGHTS

Spoon 1
4th GEAR
CORNER SPEED 131mph
APPROACH SPEED 184mph
BRAKING DISTANCE 47m
BRAKING TIME 0.7s
BRAKING FORCE 5.0g

Hairpin
1st GEAR
CORNER SPEED 44mph
APPROACH SPEED 156mph
BRAKING DISTANCE 98m
BRAKING TIME 2.4s
BRAKING FORCE 3.9g

Casio
2nd GEAR
CORNER SPEED 77mph
APPROACH SPEED 192mph
BRAKING DISTANCE 99m
BRAKING TIME 1.7s
BRAKING FORCE 5.4g

Esses
4th GEAR
CORNER SPEED 133mph
APPROACH SPEED 145mph
BRAKING DISTANCE 12m
BRAKING TIME 0.2s
BRAKING FORCE 3.6g



Spoon 2
3rd GEAR
CORNER SPEED 110mph
APPROACH SPEED 137mph
BRAKING DISTANCE 21m
BRAKING TIME 0.4s
BRAKING FORCE 2.9g

Degner 2
2nd GEAR
CORNER SPEED 85mph
APPROACH SPEED 147mph
BRAKING DISTANCE 55m
BRAKING TIME 1.1s
BRAKING FORCE 4.7g

Degner 1
4th GEAR
CORNER SPEED 151mph
APPROACH SPEED 178mph
BRAKING DISTANCE 23m
BRAKING TIME 0.3s
BRAKING FORCE 4.7g

130R
7th GEAR
CORNER SPEED 192mph
APPROACH SPEED 193mph
BRAKING DISTANCE n/a
BRAKING TIME n/a
BRAKING FORCE n/a

Turn 1
4th GEAR
CORNER SPEED 98mph
APPROACH SPEED 191mph
BRAKING DISTANCE 131m
BRAKING TIME 2.0s
BRAKING FORCE 3.7g

DATA PROVIDED BY brembo

TRACK TALK



SEBASTIAN VETTEL
Suzuka is one of my favourite tracks; it really couldn't have been built any better. The first sector up to the Degner Curve is the most spectacular and challenging of the whole season. 130R is legendary; it's great fun to drive through this left-hand bend.



LEWIS HAMILTON
It's a track that really requires you to drive in an attacking way to be able to get a good lap time. It's an uncompromising place. But that's when the thrill of driving a F1 car is at its highest; when you know you can't afford a single mistake and where driving on the absolute limit is the only way to get the best time.



JAMES ALLISON (RENAULT TECHNICAL CHIEF)
Suzuka is popular with the drivers, who relish the test of nerve and skill posed by the 'S' curves, Turn 1 and R130. These last two will be particularly interesting in 2011 to see whether anyone dares make it through them in qualifying with their DRS activated.

BALLSY CORNER



A few years ago, 130R would have been the obvious choice. It's still a corner with little margin for error, but Degner 1 is the real test. While only a fourth-gear corner, it's short and sharp with gravel waiting to suck the unwary into the wall. Just ask Heikki Kovalainen, Jaime Alguersuari and Mark Webber, who were caught out by crashes here back in 2009.

CLASSIC MOMENT



Nelson Piquet hadn't won a race for over three years heading into the 1990 Japanese GP. Seen by some as washed up, he won at Suzuka, with compatriot and team-mate Roberto Moreno, on his debut for Benetton, second.

PICS: LAT, GETTY

GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first 14 races of the year. The theoretical absolute pace is expressed as 100 per cent.

100%


Webber 100.656


Rosberg 101.524


Hamilton 100.690


Vettel 100.031


Alonso 100.940

Jenson Button creeps up on Fernando Alonso as McLaren keeps pushing for 2011, while Ferrari is working on '12.


Button 100.949


Massa 101.316


Heidfeld 102.773


Sutil 102.775


Perez 102.810


Schumacher 102.021


Di Resta 102.826


Barrichello 102.976


Senna 102.998

Renault's disastrous Singapore GP means Vitaly Petrov has lost ground to the Mercs, while Bruno Senna slips into the midfield.


Kobayashi 103.039


Maldonado 103.072


Petrov 102.365

The Toro Rossos have lost more ground on the tight midfield battle, meaning they are now split by one-off starter Pedro de la Rosa.

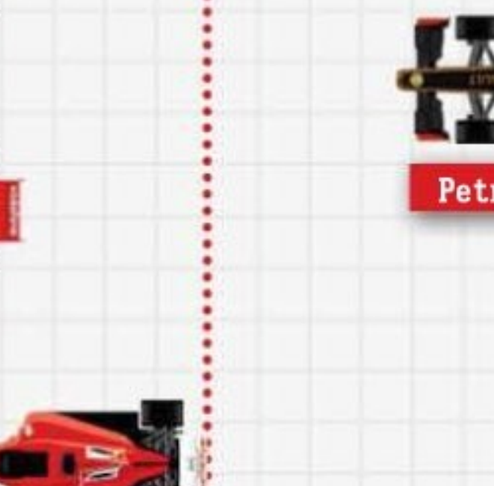

Buemi 103.408


De la Rosa 103.524


Alguersuari 103.582

LAST YEAR

VETTEL'S CHARGE BEGINS



Sebastian Vettel's dominant victory in the 2010 Japanese Grand Prix started a brilliant run of three wins in the final four races of the season that carried him to the world championship. Red Bull was peerless around the sweeps of Suzuka, and Vettel effectively won the race at the start, holding the lead while Mark Webber slipped behind Robert Kubica. The safety car was deployed after two separate accidents at the start, one involving Felipe Massa, who cut the first corner and collected Tonio Liuzzi, the other involving Vitaly Petrov at the startline. Kubica retired with a loose wheel, but Webber could do nothing to challenge Vettel. Fernando Alonso took third after passing Hamilton at the start, while the Briton fell behind Jenson Button due to a gearbox problem. **RESULTS:** 1 Sebastian Vettel; 2 Mark Webber; 3 Fernando Alonso; 4 Jenson Button; 5 Lewis Hamilton; 6 Michael Schumacher; 7 Kamui Kobayashi; 8 Nick Heidfeld; 9 Rubens Barrichello; 10 Sebastien Buemi.

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT | SOFT | MEDIUM | HARD

2010 WINNER



SEBASTIAN VETTEL

2010 POLE POSITION



SEBASTIAN VETTEL

PICS: FERRARO/LAT

Find more issues at magazinesdownload.com


D'Ambrosio 107.360


Karthikeyan 108.590


Liuzzi 107.884


Ricciardo 107.976

109%


Kovalainen 105.281

Trulli 105.659

Chandhok 107.042


Glock 106.838



SET-UP GUIDE

GARY ANDERSON
Technical consultant

AERODYNAMICS

If ever a car was built to suit a track, it's the Red Bull RB7 for Suzuka. The circuit requires a reasonably high level of downforce, and Red Bull can run less rear wing than other teams because of the amount of performance from the underbody. That will be a big advantage here, and it should allow the team to play its usual game of optimising its DRS for qualifying. Then Sebastian Vettel just has to pull out a gap at the start, as usual.

MECHANICAL SET-UP

The car needs to be set up fairly stiffly. Those fast sweeping corners after Turn 1 require good stability and it's very important to hold the line as one corner leads onto another. A stiff set-up will help this, and it also helps through the long Spoon corner as a car that moves too much through there knocks the driver's confidence.

TYRES

The weather at Suzuka is fairly changeable. If the track gets washed with rain overnight during the weekend it will really eat tyres the following day. But the high downforce levels here will help get tyres up to temperature quickly and this should reduce the degradation.


Track should suit Vettel's Red Bull

RACE ODDS (Ladbrokes)	
Vettel	4/6
Hamilton	5/1
Button	6/1
Alonso	6/1
Webber	7/1
Massa	50/1
Rosberg	80/1
Schumacher	100/1
Petrov	300/1
Senna	300/1
Sutil	400/1
di Resta	400/1
Kobayashi	500/1
Perez	500/1
Alguersuari	1000/1
Buemi	1000/1
Barrichello	1000/1
Maldonado	1000/1
Kovalainen	3000/1
Trulli	4000/1
d'Ambrosio	5000/1
Glock	5000/1
Ricciardo	5000/1
Liuzzi	5000/1

EVEN THIS LATE IN the year, Sebastian Vettel's odds continue to reduce (for the win and pole position). Jenson Button's recent form has brought his odds down too, so the only value to be found at the front is for those who believe Mark Webber will break his 2011 duck on a Suzuka track where the Red Bull RB7 should be the class of the field by a healthy margin.

THE DRIVER



LUCAS DI GRASSI

thedriver@autosport.com

THIS WEEKEND I'M SURE TYRES WILL BE A talking point at some stage, as they have been at nearly every race this year. I think what Pirelli has done this year has made more people understand just how important tyres are for a single-seater's performance. That has always been the case, but maybe it wasn't always obvious from the outside.

Even with KERS and DRS, I agree with the opinion that it's the tyres that have been the key ingredient behind the amount of overtaking and action-packed races we have seen this year.

Although many people are happy with the performance of the tyres, there is always room for improvement. I've been testing with Pirelli a lot this year, and a lot of development work has been done during the season. I've done thousands of miles this year to help them choose their 2012 compounds, and all the time I did the best I could to give them the best feedback possible before they make their final decisions.

Being involved with Pirelli has been fascinating, because I've been able to oversee all the teams this season and understand the differences in their cars. The tyre data enables you to see what each team does to overcome their problems with each compound, and where someone's advantage comes from. This was really interesting and a different experience. Normally, a driver only has access to his own team as a reference, and you never get a chance to compare with a rival!

ONE
International Sport Business

LIVE TV AND RADIO LISTINGS

■ **FRIDAY OCTOBER 7**
0155-0335 Free practice 1 LIVE (BBC red button and online)
0555-0735 Free practice 2 LIVE (BBC red button and online)

■ **SATURDAY OCTOBER 8**
0255-0405 Free practice 3 LIVE (BBC red button and online)
0500-0730 Qualifying LIVE (BBC1, Radio 5 Live SX and online)

■ **SUNDAY OCTOBER 9**
0600-0915 Grand Prix LIVE (BBC1, Radio 5 Live and online)

THE OFFICIAL TURBO SUPPLIER

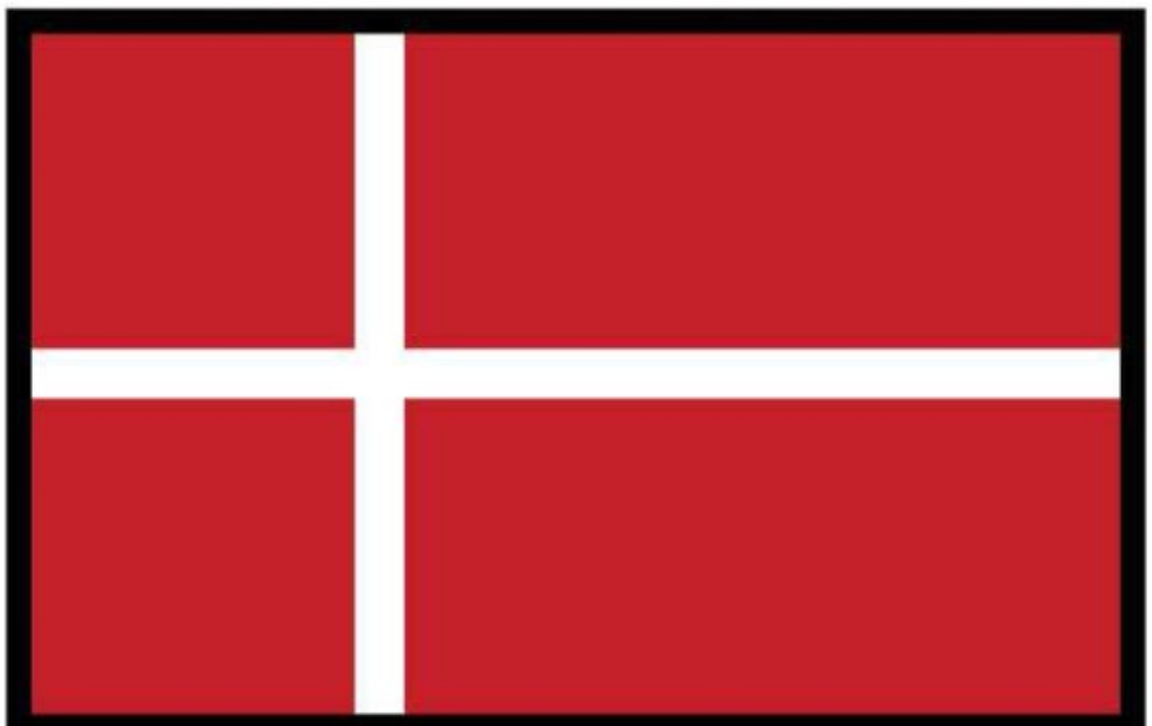


OWEN DEVELOPMENTS

BTCC
BRITISH TOURING CAR CHAMPIONSHIP

F2
FIA FORMULA TWO CHAMPIONSHIP

0044 (0)1865 821062
OWENDEVELOPMENTS.CO.UK



The Family of Christian Bakkerud would like to send their sincere thanks to the entire motor sport community for their overwhelming support, condolences, flowers and best wishes during a very difficult time. It has been a great comfort to us to know that Christian meant so much to so many people in his chosen sport.

Grand Prix Racewear
In Association With
CRANFIELD
MOTORSPORT SIMULATION



RACE DRIVER DEVELOPMENT

The most realistic simulator outside of formula one!

Our simulator works by harnessing cranfileld's sustained cueing system, which exerts pressure on the driver's body through a series of actuators situated around the seat. This pressure is designed to give the driver a sense of the real physical forces they would feel in the seat were they actually driving a car.

To Book Your Session In The Ultimate Race Simulator
Please Contact
Matt Kelly
01327 855585
simulator@gprdirect.com

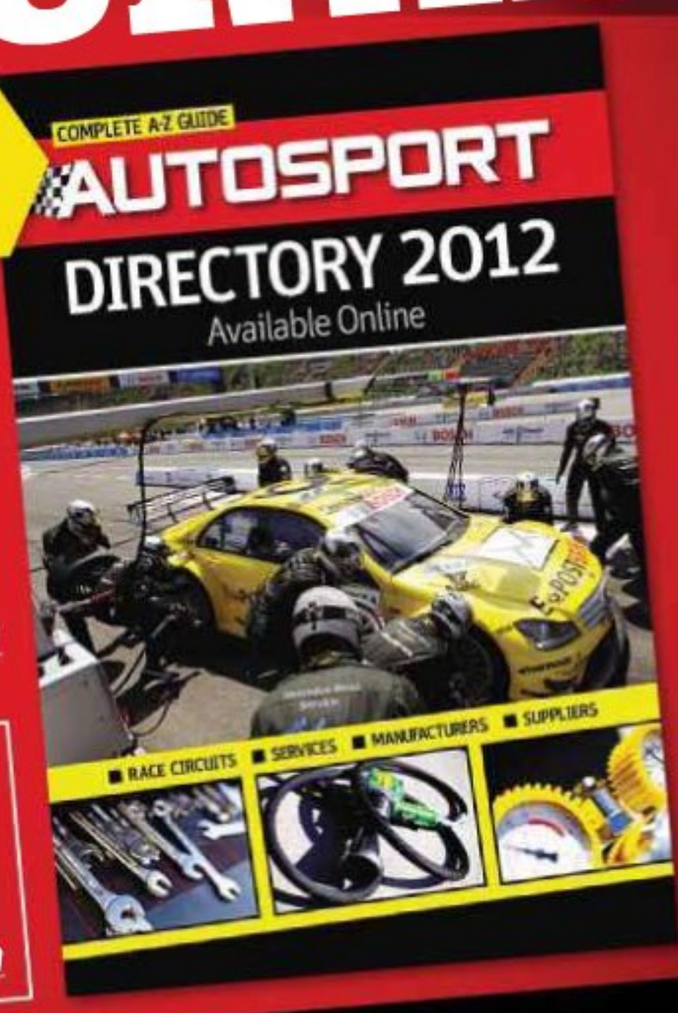
Unit 1 Silverstone Tech Park, Silverstone Circuit,
Towcester, Northants, NN12 8TN
Tel: 01327 855585 E-mail: simulator@gprdirect.com

BOOK YOUR AD

DON'T MISS OUT

To book your ad into the 2012 Directory, email:
leanne.foley@haymarket.com

To update your entry, email
asdir@haymarket.com



or call on +44 (0)20 8267 5836

Find more issues at magazinesdownload.com



MPH
Mark Hughes

AUTOSPORT grand prix editor

Mercedes is building a strong team of technical minds for its Formula 1 team. That's the only way to beat Adrian Newey, as some of those same minds proved at Ferrari

The recruitment by Mercedes last week of Aldo Costa and Geoff Willis is just part of a fascinating evolution in the competitive game.

During its Jean Todt/Ross Brawn/Rory Byrne/Michael Schumacher era, Ferrari was the most successful grand prix team there has ever been. As well as their individual talents they each had a pact with the others: they would not allow any individual member to be picked off by the boss, something that prevented them falling foul of what had always been political quicksand. There was a fiercely-focused fighting mentality there at the time, against the would-be internal opposition as much as external rivals. That group has since been scattered to the winds but the records it set may well stand forever.

Ferrari's principal opposition at the time, McLaren, was struggling with a conflict of identity. On the one hand it was the ultimate in organisational engineering, systems-driven and using hard research and numbers to reach its aspiration of perfection at every level. On the other hand its design group was headed by an intuitive, free-thinking, independent spirit who refused to buy in to a system, and work against it whenever it threatened to get in the way of his creativity. In time, of course, Adrian Newey then left, went to an uncomplicated little racing team, one that allowed him to shape its technical structure around his vision of how things should be – and his Red Bulls have been the fastest things around for over two and a half years. The technical vision is his and the team simply bends itself around it, maximising the gift his talent provides.

Yet concurrently, the technical department of the team he left now functions better than ever it did when he was there. It's been allowed to stay true to its philosophy without having to accommodate the maverick genius. With hindsight Newey and McLaren were unsuited to each other and achieved their success almost despite the other. There is more harmony there now, fewer egos and a real nose-to-the-grindstone application to go with the fabulous facilities. It's now surely the most powerful entity of all in terms of its ability to develop a car, to nail problems and progress. Yet it's also able to assimilate left-field ideas from the unsung back-room boy – as the F-duct showed.

The two most-successful current teams are poles apart in their approach and it's going to be fascinating to see which prevails. With exhaust blowing ostensibly banned for 2012 by a much-more-tightly-defined area for exhaust exits, the emphasis will move onto the next-most-fruitful areas of advantage. It will almost certainly be to do with finding an alternative way of energising the rear-underfloor airflow, and you can be sure there are 12 aero teams wrestling with that conundrum right now, each nervous that they may have missed the big trick of 2012.

Maybe there will be a big new trick, maybe not. Maybe it will be about a beautiful vision, a fine mind just demanding what is needed without necessarily explaining why – or maybe it will be about sheer development graft instead. Red Bull or McLaren? Or Ferrari? Five years on from the dissolution of the superteam, it's still struggling to find its new identity. Luca di Montezemolo initially said it was going to revert to being an Italian team, where home-grown talent would blossom. Increasingly, its big recruitments are now from outside once more. Cunning, shrewd old Byrne is still there as a consultant and surely Pat Fry consults him heavily. A potent amalgam of Ferrari and McLaren thinking?

Meanwhile Mercedes is the recipient of yet more vintage-era Ferrari personnel. Joining Brawn and Schumacher last week was Costa, Byrne's former lieutenant. Ross knows very well what Costa will bring and, in combination with Willis, there's a potent force building at Brackley. No-one, it seems, has found the 'anti-Newey', and now it's a question of forming the right group of players to combat that mind.

PIC: BLOXHAM/LAT



Newey (right) is the force Merc needs to beat

"Maybe it will be a beautiful vision, or maybe sheer graft"

LE MANS

DeltaWing proves its worth

Radical Le Mans project has convinced Michelin to design bespoke tyres after detailed talks

DeltaWing will take up 56th Le Mans slot

The deal for the experimental DeltaWing sportscar to race on Michelin tyres at the Le Mans 24 Hours is the stamp of approval the project needs to move forward, according to team boss Duncan Dayton.

The French company revealed last week that it was becoming a technical partner on the DeltaWing machine, which will take up the 56th pit garage at Le Mans reserved for an innovative green project. It will be producing special tyres for the car, which has four-inch-wide front wheels.

Dayton, who has put together DeltaWing's 2012 Le Mans assault under the Project 56 banner, said: "Michelin would not put their name to the concept if they didn't believe it could be a success. They clearly weren't going to just take our word for it.

"We sent them all the data and answered a lot of questions. They had to do the correct due diligence."

Serge Grisin, boss of four-wheel motorsport at Michelin, said: "We now know this is something that can work. This is a chance to accelerate our innovation processes and think outside the box."

Dayton said that the momentum behind the DeltaWing could grow in the coming weeks with further announcements. He said several sponsors were already in place and that he was in negotiation with more than one manufacturer for the supply of a 1.6-litre turbocharged Global Race Engine.

The first of two DeltaWing chassis being built at Dan Gurney's All American Racers' workshops in California should hit the track in December on the West Coast. The test programme will subsequently be based out at Dayton's Highcroft Racing base in Connecticut.

DeltaWing technical director Ben Bowlby revealed that the design is being built around an existing 2011 LMP1 monocoque.

"We could have done our own tub, but it would have been a big ask in the timeframe," he said. "It is not a big deal, because the tub isn't the secret to this car."

Bowlby tacitly confirmed that the DeltaWing's chassis was from Aston Martin's AMR-One.

"There has been some speculation, and it is accurate," he said. "Enough said."

The two narrow, 15in front wheels will be mounted on a composite subframe, which will also double as the front crash structure. This, in turn, picks up on the mountings for the front nose box on the AMR-One chassis.

"That is possible because the loads from the front suspension on the DeltaWing are less than the aero loads from the splitter of a current LMP1 car," said Bowlby.

Bowlby insisted that the use of an off-the-shelf tub would not result in any watering down of the DeltaWing concept.

"We are not about to creep the front track out," he said. "The whole concept falls apart if you widen the track. The two very narrow wheels always share the same load around the track, so you can keep the tyre very light."

LMP1

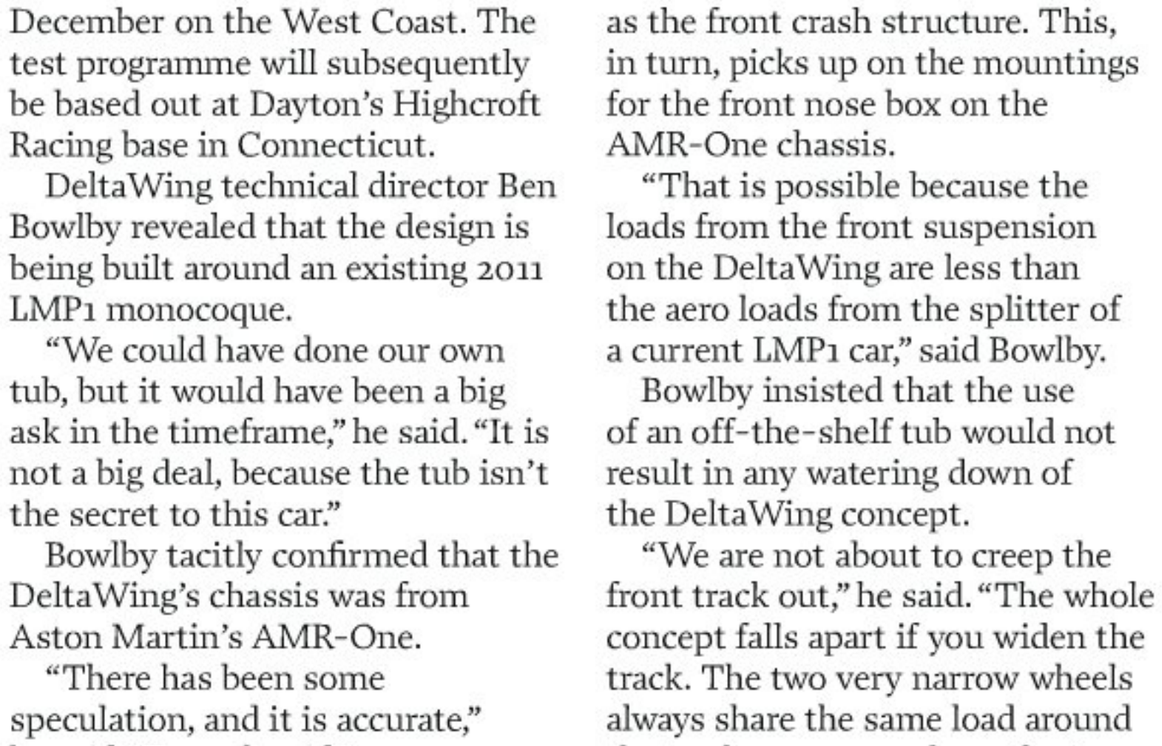
Aston AMR-One abandoned

THE ASTON MARTIN AMR-ONE LMP1 project is almost certainly dead.

Confirmation from DeltaWing designer Ben Bowlby that his innovative 2012 Le Mans contender uses the AMR-One monocoque must mean that the decision has been taken to abandon the 2011 Aston LMP1 after two races. The business model for the AMR-One was based on selling half a dozen cars, but two of the six tubs produced at the start of the year are now unavailable after being sold to the DeltaWing group.

AUTOSPORT was unable to obtain a comment from either Aston chairman David Richards or Aston Martin Racing.

Richards insisted last month that the car would race again, though he claimed it "might be in a different guise". This was clearly a reference to the DeltaWing deal.



AMR-One is not likely to race again

WEC

Sebring to open 2012 WEC as a 'trial'

THE SEBRING 12 HOURS WILL BE a round of the new-for-2012 FIA World Endurance Championship.

There had been doubts that the traditional American Le Mans Series opener would continue as a round of the Automobile Club de l'Ouest-promoted series, which this year is known as the Intercontinental Le Mans Cup.

The confirmation of its place on the inaugural WEC calendar follows the agreement last month of a new, long-term deal for the ALMS to continue using the Le Mans name.

ALMS boss Scott Atherton described the move as a trial and explained that there would be no problem accommodating the ALMS and the WEC entries, which is set to grow to up to 35 cars in 2012, in the long term.

"This is an experiment," he said, "but I believe that the ACO want to be there as badly as we want them to be there."

Atherton said that the latest contract would give the ALMS new freedom when implementing ACO rules. He stated that cars from his series would be able to run in ALMS specification when they compete at Sebring next March.

That comment has been contradicted by the ACO.

ACO president Jean-Claude Plassart said: "Sebring will be 100 percent WEC rules. There will be no GTC cars, for example. They are not in the rules."

Atherton said he believed there was still a 50-50 chance that Petit Le Mans at Road Atlanta would be on the 2012 WEC calendar.



Sebring will open 2012 WEC season

AUTOSPORT SAYS...



GARY WATKINS
INTERNATIONAL EDITOR-AT-LARGE

Hands up who thought the DeltaWing would never work? I'll happily stick my own arm in the air, because I was a doubter, and rightly so to my mind. I know what a racing car looks like and the DeltaWing doesn't look like any racing car I know.

But I stress that I *was* a sceptic. That changed last week when it became clear that Michelin was about to announce a deal that made it a technical partner in the project.

The French company wouldn't have announced that it was lending its name to something that was never going to work, nor for that matter develop bespoke tyres at significant cost.

The brains behind the DeltaWing, Ben Bowlby, has pedigree in IndyCar racing, sportscars and touring cars. He is an articulate chap who talks a good race, but would he be able to pull the wool over the eyes of Mr Bibendum? Clearly not.

So if the tyre supplier that has won the Le Mans 24 Hours every year since 1998 reckons the DeltaWing can hit its target and get around the Circuit de la Sarthe at LMP1 speeds, then who am I to doubt it?



Michelin man has joined DeltaWing



Evora remains main Lotus project

LMP2

Lotus halts LMP2 plan indefinitely

LOTUS HAS PUT ITS LMP2 prototype contender on hold.

The British manufacturer had already put back the car's Le Mans 24 Hours debut from 2012 to 2013 when it decided against using the Evora GTE's Toyota-based V6 in favour the five-litre V8 developed for the new-for-2013 Esprit. Now, Lotus has decided to put the LMP2 on the backburner while it focuses on its other sportscar programmes.

Lotus Motorsport boss Claudio Berro said: "It is on hold at the moment. The first problem is the engine – the road version has only been on the dyno since August.

"The second problem is the budget; we need to focus our resources on the Evora, not just the GTE car but other versions as well. We have the GT4, the endurance car and we are also studying a GT3 car."

Berro insisted that the project was not dead, but admitted that no timescale was in place for its revival.

TRANS-AM

Trans-Am to be reborn

THE REVIVAL OF THE GLORY DAYS OF the US Trans-Am series is the stated aim of a new group that is to take over the running of the championship next season.

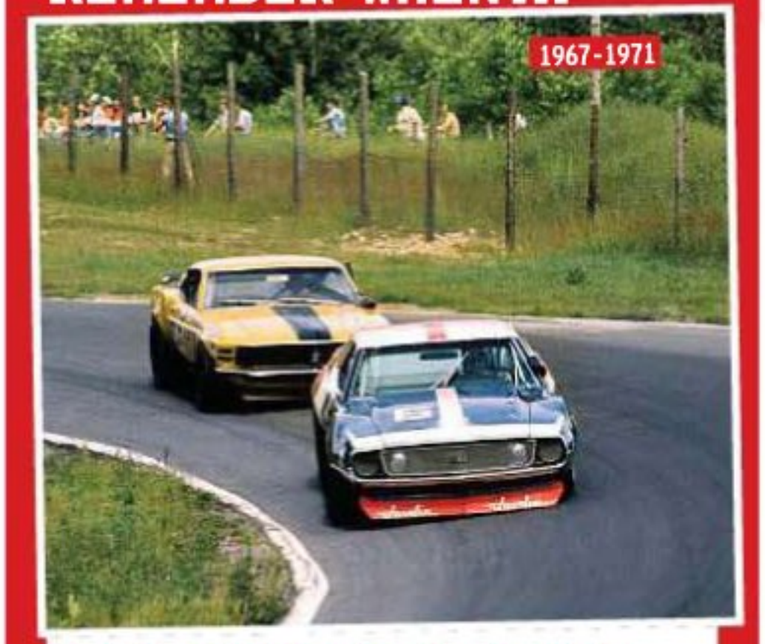
The Trans-Am Race Company, which is owned by a group of entrants in the series, has taken over the rights to the series from the Sports Car Club of America. The new group is hoping to attract interest from traditional Trans-Am manufacturers Ford, Dodge and Chevrolet.

New series boss John Claggett, who also ran Trans-Am when it was controlled by the Panoz/Sanchez Group and then Champ Car in 2000-05, said: "The SCCA acknowledged that it did not have the resources to revitalise Trans-Am. This is a long-term project to rebuild an American icon – the building blocks are there."



Claggett ran series until '05

REMEMBER WHEN...



...the late Mark Donohue dominated the classic era of Trans-Am? Pictured in an AMC Javelin in 1971, Donohue won 29 races in a fruitful spell between 1969 and '71

PICS: GIBSON, ABBOTT, STALEY, BLOXHAM, BOYD/LAT

Find more issues at magazinesdownload.com



GP2

LEIMER ON TOP

GP2 race winner Fabio Leimer set the pace on both days of post-season testing at Jerez last week. The Swiss, who finished 14th for Rapax this year, led the way for Racing Engineering.

GP2 TESTING, JEREZ, SEPTEMBER 28-29

DRIVER (TEAM)		TIME
Fabio Leimer	Racing Engineering	1m26.701s
Fabio Onidi	Scuderia Coloni	1m26.843s
Nigel Melker	Arden Motorsport	1m26.899s
Javier Villa	Super Nova Racing	1m26.913s
Kevin Ceccon	Scuderia Coloni	1m26.954s

FORMULA 3

Stunning line-up for Macau GP

Jewel in the Formula 3 crown boasts stellar grid for 2012 event as stars of Formula 3 are joined by GP3 winners

Five past or present Formula 3 champions will be part of a spectacular 30-car entry for this year's Macau F3 GP on November 19-20.

Newly crowned British F3 champion Felipe Nasr, plus his Euro Series counterpart Roberto Merhi, will be joined by 2007 British title winner Marko Asmer, 2009 German champion Laurens Vanthoor and new German F3 Cup winner Richie Stanaway on a grid that also includes a clutch of single-seater aces from outside the category.

New GP3 champion Valtteri Bottas will return to an event in which he finished third last season, racing alongside Asmer and fellow GP3 frontrunner Mitch Evans in Double R Racing's three-car line-up.

Team boss Anthony Hieatt said: "We had a chance to get Bottas last year but it came too late. It's great for F3 that he wants to come back."

Hieatt said Macau was added to Mark Webber protege Evans's programme at the behest of his Australian mentor, who finished fourth in the F3 showpiece in 1997. Kiwi Evans, 17, will race in this weekend's British F3 finale at Silverstone to secure his entry.

"We've got a good chance," added Hieatt. "Signature have a good car, but they don't have [double winner Edoardo] Mortara – he's been a very strong influence on them."

Race-winning Status GP3 team-mates Alexander Sims (TOM'S) and Antonio Felix da Costa (Hitech) have also landed one-off drives for the event, while Red Bull-backed Formula Renault Eurocup runner-up Carlos Sainz Jr will form part of Signature's five-car line-up.

Such a strong entry has created the sense among category insiders that this could be one of the most competitive Macau GPs for years.

Organiser Barry Bland said: "I think this is probably the best entry we've had in terms of depth and quality. We've worked hard at it and I think there are a number of GP3 drivers that recognise Formula 3 is a better proving ground.

"They're not doing this for fun, they see it as necessary to progress. It got Gerhard Berger elevated very quickly – he got picked up for F1 on the basis of his result at Macau – and Robert Kubica got picked up by BMW on the basis of his performance. We hope that's what will happen to one or two lucky ones this year."



Macau remains a showpiece event

JUNIOR STARS ON THEIR WAY TO MACAU

VALTTERI BOTTAS GP3 champion in 2011 and double Masters F3 winner

ROBERTO MERHI F3 Euro Series and inaugural FIA F3 Trophy winner

FELIPE NASR British F3 champion this year for Carlin

ALEXANDER SIMS GP3 race winner and former F3 frontrunner

MITCH EVANS Mark Webber protege was a winner in GP3

MARKO ASMER 2007 British F3 champion returns again

ANTONIO FELIX DA COSTA GP3 winner has form at Macau

CARLOS SAINZ JR Red Bull junior joins Signature for Macau debut

RICHIE STANAWAY German F3 champ also won on GP3 debut weekend

KEVIN MAGNUSSEN Has six wins to his name in British F3 so far

LAURENS VANTHOOR F3 Euro Series frontrunner was second last year

FELIX ROSENQVIST Won the 2011 F3 Masters



Bottas returns as GP3 king


Only 11 cars turned up for Valencia

P68 VALENCIA REPORT

FORMULA 3

Euro Series works to increase numbers

THE F3 EURO SERIES COULD HAVE AS many as 18 cars next year, following the announcement that it will adopt the FIA's new-spec chassis for 2012.

The championship featured an all-time low of 11 cars at Valencia last weekend, but series boss Christoph Hewer is optimistic of increasing its numbers by a third in time for next season.

"I'd be happy with 16 to 18 cars in 2012," Hewer told AUTOSPORT. "We've had approaches from teams in GP3, in other F3 championships and in lower series, plus our current teams are in favour of this.

"There was only one team that wanted to keep going with the current car, and of course we listen to the opinion of all the teams, but this was the best way forward."

Current-spec cars will still be allowed to compete next year alongside the Dallara F312, following the creation of a 'B category', to be known as 'Class 1'. The champion in this division will win €50,000 towards a budget to compete for the 2013 title.

The changes have been given a positive reception by existing Euro Series squads.

Rene Rosin, team manager of new champion outfit Prema Powerteam, said: "It's a good thing. F3 needs to re-establish itself as the best category below GP2 and Formula Renault 3.5 and this will help.

"We'll order some new cars, but we'll have to choose whether we use old cars in the B class or to run them in Italian F3 [in which the team is also a frontrunner], because the same cars will be used in both."


Castroneves met Barnhart

INDYCAR

Helio talks clear the air

HELIO CASTRONEVES HELD A private meeting with IndyCar race director Brian Barnhart at Kentucky last week to clear up his recent public criticism of the official.

The Brazilian launched a scathing attack on Barnhart via Twitter after the previous race at Motegi, which earned him a $30,000 fine. Castroneves then decided to clear the air at Kentucky last weekend.

"I was just saying what I didn't have a chance to talk about in Japan," said the Penske driver. "I was very upset, but nobody came to talk to me, and that aggravates the situation."

IndyCar CEO Randy Bernard added that drivers who criticise officials would still land "significant" fines.

PICS: LAT SOUTH, GIBSON, EBREY/LAT

FORMULA 3

Bahrain F3 return on the cards for next year



Bahrain hosted F3 race in 2004

ORGANISERS OF A PROPOSED F3 RACE at Abu Dhabi's Yas Marina F1 circuit have switched the event to Bahrain.

Andrea Ficarelli, former head of communications at the Benetton and Toyota F1 teams, hopes to finalise his plans for the Gulf Formula 3 Challenge over the next week, following recent consultations with teams.

Ficarelli originally planned to offer a winter test and race package in Abu Dhabi, but the FIA's decision to ratify the Bahrain Grand Prix for next year's F1 calendar has encouraged him to split his proposal across two venues.

Now the event will encompass three days of testing and a two-day race meeting in Bahrain, followed by two test days in Abu Dhabi.

Having previously stated it would not help teams with transport costs from Macau to Bahrain in time for the first test on December 2, Ficarelli's Driving Force Events organisation is now prepared to countenance "possible air freight shipping upon request", alongside original plans to transport cars from Europe by sea.

Ficarelli says he needs 24 cars to make the event viable.

IN BRIEF



GUTIERREZ STAYS AT ART

GP2 race winner Esteban Gutierrez has re-signed for ART Grand Prix for 2012. The former GP3 champion finished 13th in the standings with the team in his rookie campaign this year.

BOTTAS TESTS GP3 UPDATES

GP3 champion Valtteri Bottas took part in a development test for the series at Barcelona this week. The test was part of the preparations for a new chassis that is scheduled to be introduced for the 2013 season.

BRITISH F3 GRID SWELLS

GP3 race winners Alexander Sims and Mitch Evans will both contest the British Formula 3 finale at Silverstone this weekend in order to become eligible to race in November's Macau F3 GP. Sims will drive for German squad Motopark, while Evans will make his debut with Double R Racing. Sudam F3 frontrunner Guilherme Silva will also debut at Hitech Racing.

CHEVY SHAKES DOWN ENGINE

Chevrolet gave its 2012 IndyCar engine a shakedown run at Putnam Park last week. Penske driver Will Power, who was scheduled to drive the new 2012 car in a proper test at Mid-Ohio this week, was on driving duties.

UNSER JR SUSPENDED

Former double Indianapolis 500 winner Al Unser Jr has been suspended from his role as an IndyCar race official after he was charged with driving under the influence of alcohol last week. The 49-year-old, who has had well-publicised alcohol problems in the past, had a blood-alcohol reading of twice the US legal limit.

2012 DALLARA'S INDY RUN

Dallara's 2012 IndyCar chassis had its first run at Indianapolis last week to enable the series to work on the car's low-downforce specifications. Test driver Dan Wheldon said that achieving "huge speeds" was not the aim of the three-day test.


Wheldon ran at Indy



DTM

Tomczyk in demand for 2012

This year's DTM champion is out of contract for next year, and his new-for-2011 team wants to keep him

Second-string Audi DTM team Phoenix Racing is determined to hang onto its new champion Martin Tomczyk for next year, when the series' all-new technical regulations come into play.

Tomczyk, 29, wrapped up the title at Valencia last weekend. He became the first man to win the DTM in an old-spec car, and became the first Audi driver not run by the marque's frontline Abt Sportsline squad to win the championship since the series was revived in 2000.

Phoenix boss Ernst Moser, who is expected to run at least two A5 Coupes for Audi in 2012, hopes the Ingolstadt marque does not move Tomczyk back to the Abt squad, for which he raced from 2001 to '10.

"I think he will stay," Moser told AUTOSPORT. "And I will fight for this. He's one of the best drivers we've ever had here and I don't think you should change a winning team, but we'll see what happens."

Tomczyk lost his place in the Abt team this season to 2010 Le Mans winner Mike Rockenfeller, and was demoted to an old-spec Phoenix car.

He confounded onlookers by winning the title after a battle with Mercedes' Bruno Spengler, who was unable to prevent Tomczyk from sealing the title with a round to go.

The new champion admitted that he has yet to sign a contract with Audi for 2012, but he expects to remain a part of the manufacturer's set-up when the new DTM campaign gets underway.

"There have been [contract] talks," he said. "And I think winning the championship puts me in a very nice position to stay.

"For the team, it's up to Audi to decide [where I race]. Sure Abt is the main team, but there are always four top drivers at the same level and with the same aim. At Phoenix it is just me. Yes I have a team-mate [Rahel Frey], but she's a rookie, so it's different. They built everything around me so I could develop things the way I want to. I don't know which is best for next year, but I'd be happy to be with Phoenix."



Tomczyk took unexpected title

P60 VALENCIA REPORT

EVERY type of insurance that ANY person involved in Motorsport may require

MIS MOTORSPORT INSURANCE SERVICES

ON TRACK - PERSONAL ACCIDENT - MOTORTRADE - COMMERCIAL - LIABILITY

www.raceinsurance.co.uk or call 01943 884555

Motorsport Insurance Services Limited is Authorised and Regulated by the Financial Services Authority



Civic will replace Vectra

BTCC

Eurotech lands customer Honda deal

BRITISH TOURING CAR SQUAD EUROTECH Racing will run two NGTC Honda Civics in the series next season after completing a deal with works squad Team Dynamics.

Eurotech, which ran ex-Dynamics Honda Integras before moving on to Vauxhall Vectras, will run privateer versions of the car with works assistance.

Current drivers Andrew Jordan – who sits sixth in the BTCC standings with Eurotech's turbocharged S2000 Vectra – and Jeff Smith have also been confirmed for 2012.

Jordan said: "We're running a two-car satellite team with Dynamics and our guys will be there as the cars are built."

The 22-year-old believes the new-shape Civic will enable him to challenge at the front of the field. "We won't get much testing, but it's going to be mega," he said. "Linking up with them is something we've been wanting to do for a while and I think the car will be phenomenal. It's put us in the best car that's going to be on the grid next year."

Eurotech has also secured a two-year deal from its current backer, Pirtek. Team boss Mike Jordan, who first bought a car from Dynamics boss Steve Neal in 1992, said: "It has allowed us to make a step up and gives us stability."

Neal confirmed that other teams had approached Dynamics about running customer NGTC Civics next season (see AUTOSPORT, September 22) but expects the Eurotech deal to be the only one. "It's about all we'd want to do," he said at last weekend's Brands Hatch round.

F3 EURO SERIES

Merhi eyes GP2 step as DTM test beckons

NEW FORMULA 3 EURO SERIES champion Roberto Merhi has set his sights on a GP2 drive next year, despite winning a prize DTM test with Mercedes as a reward for his success.

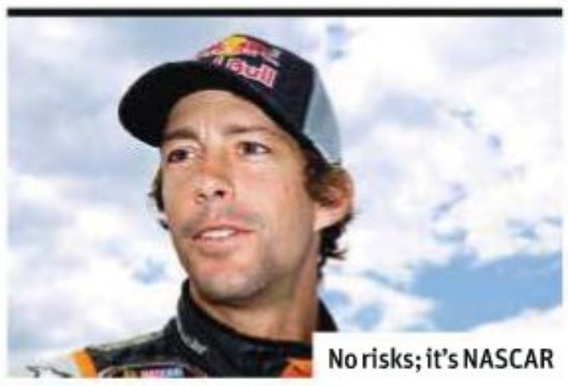
The 20-year-old Spaniard sampled a C-class 'taxi' for a few demonstration laps at Valencia last weekend, and will test one of the manufacturer's 2012-spec C-coupes in the coming months.

Mercedes-backed Merhi said he would accept a DTM race offer, but that staying in single-seaters to reach Formula 1 remains his ambition.

"DTM is a good option and I'm looking forward to testing the new car properly, because it looks like a lot of fun," he told AUTOSPORT. "But I don't want to leave formula cars yet.

"Look at Nico Hulkenberg. He won the Euro Series [in 2008] and then went to GP2 and dominated. If I did that then I could be in F1 in just over one year. GP2 is where I think I should go next."


Merhi had a run in DTM Mercedes


No risks; it's NASCAR

NASCAR

No stunts for Pastrana

EXTREME-SPORTS STAR TRAVIS Pastrana will give up the majority of his risky stunts so he can focus on building a career in NASCAR.

The American, who made his name through the X Games and on TV, was scheduled to race part time in the NASCAR Nationwide Series this year. But he had to abandon that plan when he broke his ankle and foot while attempting a stunt on a motocross bike.

"I'm not saying my action-sports career is done, but as far as taking risks I'm going to be doing the best I can to be in my race car from next year," said Pastrana. "[Not racing this year] was the most disappointing thing in my life, definitely something I took to heart and I don't ever want to happen again."

IN BRIEF


RWD cars now off pace

NGTC CARS PEGGED BACK

The NGTC cars in the British Touring Car Championship were handed another turbo-boost reduction at Brands Hatch last weekend. Front-wheel-drive cars were reduced by 0.025 bar and RWD by 0.05 to "reflect the history of RWD cars having an advantage", said series boss Alan Gow.

CHINA WTCC VENUE SET

The Chinese round of the World Touring Car Championship will take place at the Tianma Circuit in Shanghai on November 6, it was confirmed last week. Organisers had been looking for a replacement since a deal to race at Guangdong fell through.

ROAD ATLANTA NOT FOR SALE

Road Atlanta owner Don Panoz has dismissed speculation that he will sell the track for residential development. "Road Atlanta is not for sale," said Panoz, who also owns the American Le Mans Series.

SIGNATECH TO EXPAND

The French Signatech LMP2 squad is aiming to expand to two ORECA-Nissan 03s for next year's World Endurance Championship. Jordan Tresson, winner of the 2010 PlayStation GT Academy, will test over the winter and could join his predecessor Lucas Ordonez in 2012.

NEW GERMAN TRACK

Building work has started on a new 2.6-mile circuit in north-west Germany. The Hermann Tilke-designed Bilster Berg Drive Resort near Paderborn is being built on the site of a former NATO ammunitions dump to FIA Grade 2 standard and at a cost of €34 million.

V8 RIVAL IN NEW ZEALAND

A rival to the New Zealand V8 Championship has been launched. V8SuperTourers will feature at least 17 cars built around monocoque chassis when it kicks off at Hampton Downs on February 18. BTCC race winner Paul Radisich has been appointed CEO.


Greg Murphy tests new NZ car

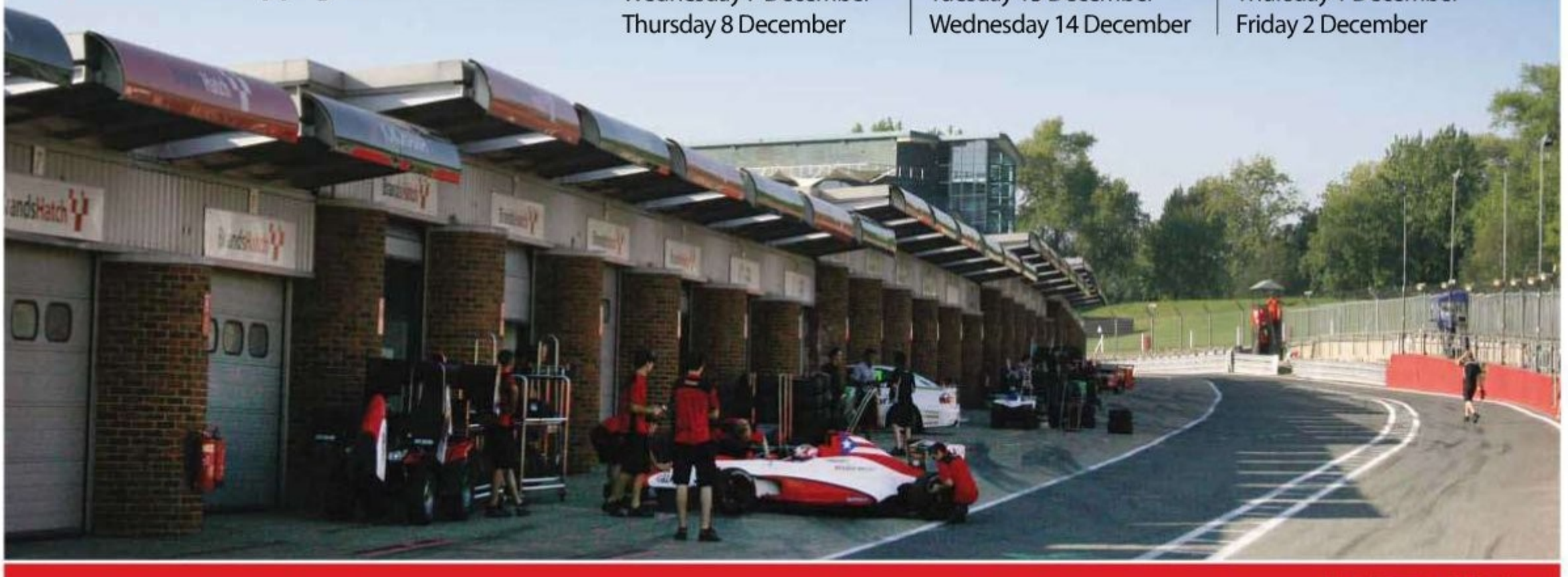
PIC: EBREY, BIRD/LAT, WARSHAW/GETTY

Find more issues at
magazinesdownload.com

MSV SEMI EXCLUSIVE TESTING

- Only £565 per car inc garage and VAT
- Open pitlane format
- Maximum of 16 cars per day
- Maximum track time
- Minimum stoppages

Brands Hatch	Oulton Park	Snetterton 300
Tuesday 15 November	Tuesday 29 November	Thursday 17 November
Wednesday 16 November	Wednesday 30 November	Friday 18 November
Monday 21 November	Tuesday 6 December	Wednesday 22 November
Tuesday 22 November	Wednesday 7 December	Thursday 23 November
Wednesday 7 December	Tuesday 13 December	Thursday 1 December
Thursday 8 December	Wednesday 14 December	Friday 2 December

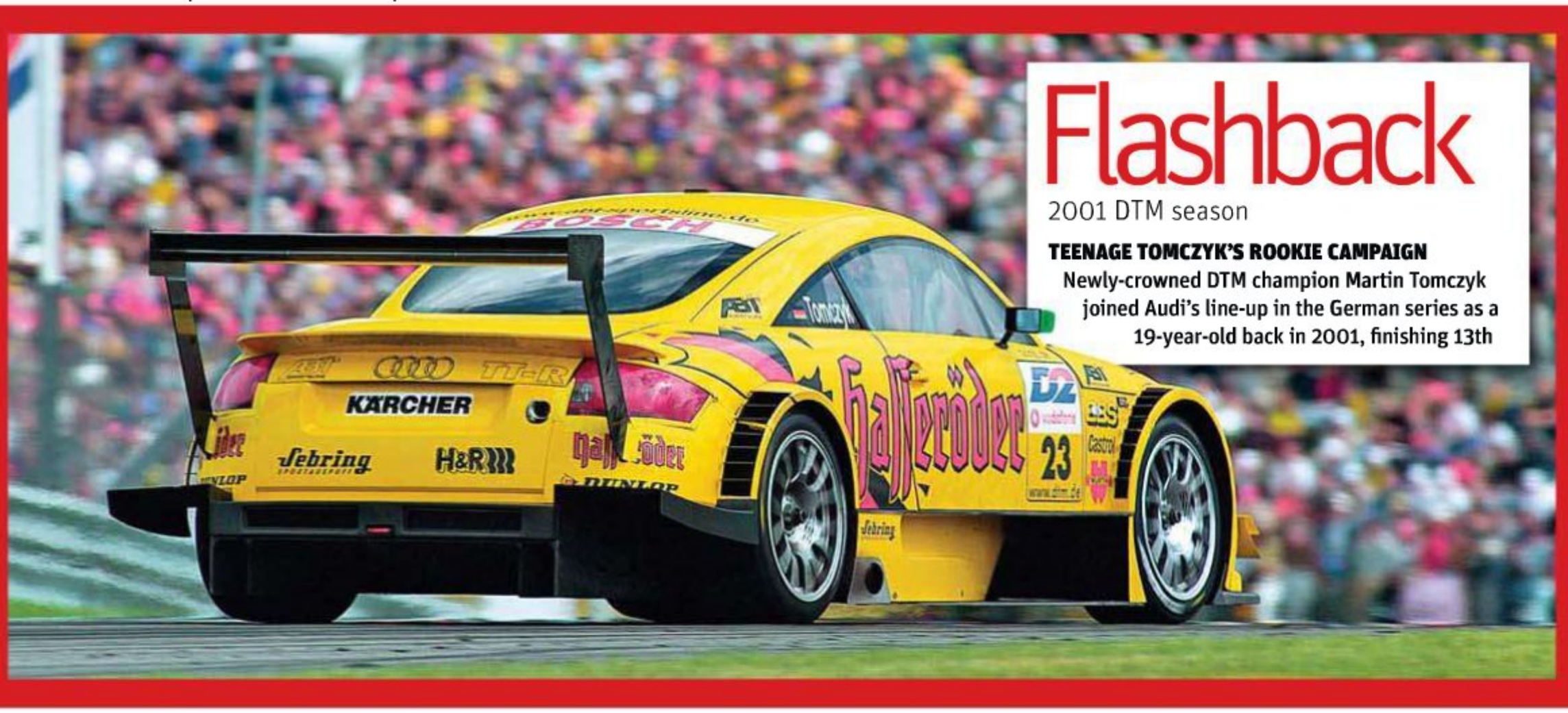


01474 875340 www.motorsportvision.co.uk/testing MSV



PIT BITS

Facts and stats plus a readers' poll



Flashback

2001 DTM season

TEENAGE TOMCZYK'S ROOKIE CAMPAIGN

Newly-crowned DTM champion Martin Tomczyk joined Audi's line-up in the German series as a 19-year-old back in 2001, finishing 13th

TOP FIVE

Carpenter Kentucky races

1 2011 winner
Takes his maiden IndyCar win as a part-time entrant in his 113th start

2 2010 runner-up
Starts from pole and leads 11 laps before finishing second to dominant Helio Castroneves

3 2009 near miss
Leads 34 laps but loses out by 0.1162s to Ryan Briscoe

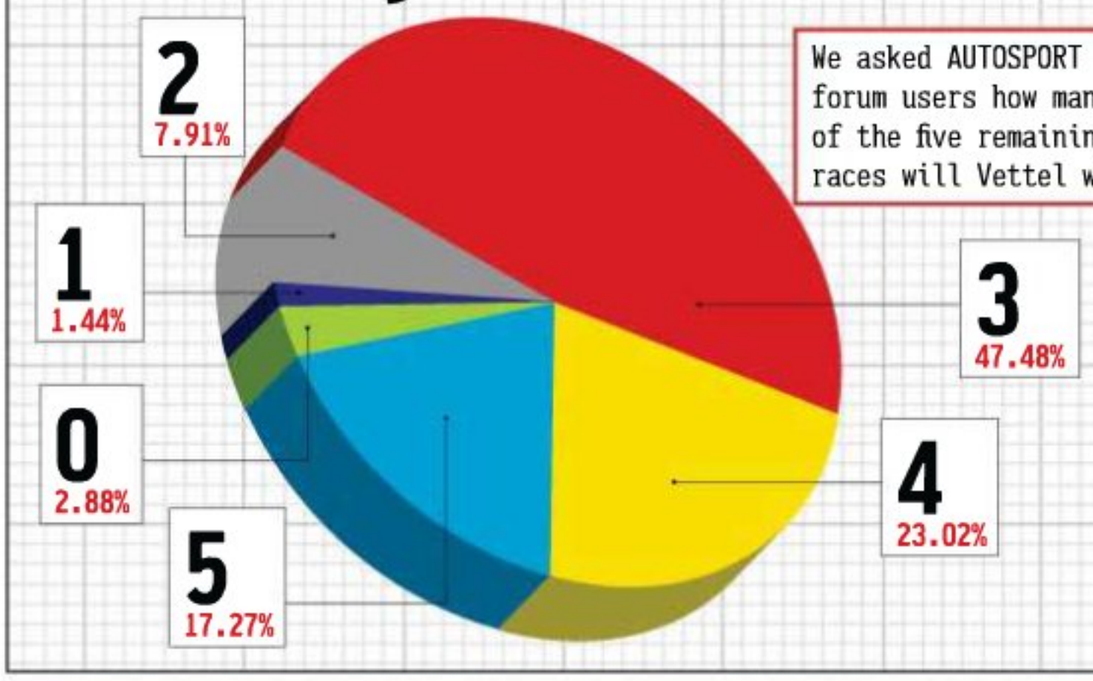


Briscoe took '09 win – just

4 2008 top six
Takes his fourth top-six finish of the season, but his first for nearly three months

5 2007 top 10
Converts his third top-10 grid slot of the year into third top-10 finish with seventh

How many more Vettel wins?



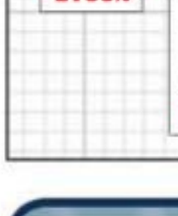
We asked AUTOSPORT forum users how many of the five remaining races will Vettel win

top tweets



@JensonButton
Looking forward to some Sushi for lunch.. Give me some Protein!! I'm in bits!

@WillPower
tough day...congrats to @67edcarpenter ... looking forward to testing the new car the next two days



@MFranchitti
Landed back in the UK for 48hrs before heading to Bathurst, very excited about my first visit! I've wanted to do it since I was a wee boy.



@karunchandhok
WHAT was going on in the Kentucky Indycar pit lane this evening ??

@oriolservia Twitter makes waiting anywhere some much better. Bathroom and waiting areas 4 sure must be top tweet locations!

@markblundellF1
Not even going to mention the football result, we sucked and the other team deserved to win.. There done, ended.. Admission.. right onwards!

NEXT WEEK



JAPANESE GRAND PRIX REPORT
In all likelihood Sebastian Vettel will wrap up his second title at Suzuka. Read the full story here

BATHURST 1000
All the action from 'The Great Race' at Aussie mega track Mount Panorama



PLUS
BTCC finale preview; Renault 3.5 shoot-out in Barcelona; British F3/GT closer at Silverstone; Rally Scotland

ON SALE OCTOBER 13

PICS: THOMPSON/GETTY, HORSBURGH, ABBOTT/LAT

magazinesdownload.com



ASIA-PACIFIC

McRAE BIG IN JAPAN

Alister McRae leads the FIA Asia-Pacific Rally Championship with one round remaining after finishing second in the APRC points on last weekend's Rally Hokkaido. The Scot was leading APRC in Japan when he suffered a puncture.

WRC

Mini lacking vital investment

BMW's return to the DTM is having an adverse effect on the Mini WRC car's development, according to sources

Testing and development of Mini's WRC challenger is said to have stalled due to necessary investment not arriving – despite Dani Sordo's sensational second place on last week's Rallye de France.

For the second asphalt rally in succession, Sordo stormed the established order and came within an ace of winning in Alsace last weekend. However, sources close to the team have revealed a tough position for the Banbury outfit.

The source said: "There's massive frustration at the situation right now. Prodrive has developed an exceptional car, a car which is capable of beating a Citroen on asphalt – when did that last happen? But the car has not changed in specification since it was launched and there's precious little testing between now and the end of the year. The team's immediate results are out of proportion to the budget in place and this can't continue."

BMW's return to the DTM is reckoned to have detracted from the financial and marketing focus that ought to be going to Mini's WRC effort. The team has also failed to agree terms with sponsors as quickly as it would have hoped.

But Prodrive chairman David Richards played down any supposed lack of resources.

"You never have enough, do you?" he said. "This is a factor of motor racing. It's an infinite opportunity to improve. But what you have you apply as appropriately as you can and the best you can."

Richards added that the team would be testing when it needed to, and said: "If we've got new things on the car to test then obviously you test things. If nothing has changed, and nothing has changed on the car between Germany and here, then it's a bit frivolous to go testing. People kid themselves.

"They go round in circles pretending they're improving things and in many cases they're just wasting money. You need to focus your resources and your attention where they are best applied."

Sordo said his home event in two weeks (Catalunya) was at the forefront of his mind.

"It's great to go home in this position, the car worked really, really well here and I'm sure it will be the same in Spain," he said. "I did not expect to be doing so well so soon."


Sordo almost won last weekend

P40 WRC REPORT

WRC

Citroen still backing Loeb for championship

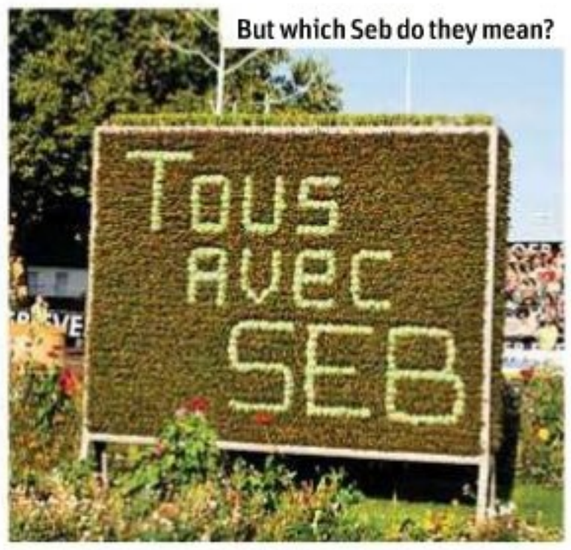
CITROEN TEAM PRINCIPAL OLIVIER Quesnel says Sebastien Loeb's loss of the World Rally Championship lead will not affect the French firm's commitment to his eighth successive title bid.

For the first time since the Rally of Portugal in March, Loeb does not lead the series outright, sharing it with Mikko Hirvonen. The second Citroen of Sebastien Ogier is just three points behind with two rallies remaining.

In comments which would hardly be described as enthusiastic, Quesnel said Citroen still backed Loeb.

"We have Loeb, Ogier and Mikko in only three points with two rallies left," said Quesnel. "Mikko, you can be sure, will be really fast in Wales. I prefer to have my two drivers able to win, but the leader is Loeb and that means the focus is on him."

There was speculation in France that last week's event could be Quesnel's last in charge of Citroen. He said: "I heard there is some rumour. I don't know why. I know exactly where it [the rumour] comes from. If somebody doesn't like you, they say you will leave. We will see anyway."



But which Seb do they mean?

WRC

Ogier and Hirvonen to swap seats


Ogier (right) is tipped for move

SEBASTIEN OGIER AND MIKKO Hirvonen will switch seats for the World Rally Championship next season, according to sources within Citroen and Ford.

Despite his Rallye de France victory and the fact that he stands a very realistic chance of winning this year's title, Ogier is expected to leave the French team at the end of the year. The rift created between Ogier and Citroen's senior management over his comments about Sebastien Loeb "crying" and asking the team to fix the positions in Germany earlier this season is reportedly too great.

Ogier avoided straight answers to questions regarding his future, saying: "For the moment, I am focused on this year. I have a contract with Citroen. More than that, you have to ask the team."

Hirvonen is out of contract with Ford at the end of the year and while he talked warmly about his time with the team, he openly admitted that he was looking at other options for 2012.

Ford team principal Malcolm Wilson tried to lure Ogier away from Citroen last season. With no formal confirmation of Ford's involvement beyond this season – although AUTOSPORT understands it will announce at least a three year extension before the end of the month – Wilson said his focus remained on cementing that agreement before he looks at drivers. Jari-Matti Latvala is contracted to Ford next year.

A source within the team said: "Ogier coming here is probably the best thing that could happen. There's a feeling we're in a comfort zone again. Somebody like Ogier coming in will shake things up and give us a kick in the pants."

IN BRIEF

MULLER WON'T BE BACK
Double World Touring Car champion Yvan Muller says he won't compete in a Super 2000 rally car again after finding his Peugeot 207 too slow on his home event last weekend. Muller had posted top-10 times while driving a Citroen Xsara WRC in 2010, but he struggled without a turbocharger in Alsace last week. He retired from day one, but returned and was classified 30th.

SOLBERG DISQUALIFIED
Petter Solberg's miserable season continued on Rallye de France last week, when he was disqualified from third – having lost his place in the lead fight with a puncture – after his Citroen DS3 WRC was found to be four kilos underweight.

SWRC GOES TO THE WIRE
This year's Super 2000 World Rally Championship will be a winner-takes-all battle on Rally Catalunya later this month. Juho Hanninen (Skoda) leads Ott Tanak (Ford) by just three points after Rallye de France. Martin Prokop (Ford) is the only other driver in with a chance of lifting the title, but he is 17 points down on Hanninen.

EVANS ABOVE IN FRANCE
Elfyn Evans turned in an exceptional performance to finish top two-wheel drive runner on Rallye de France last week. The Welshman placed his Ford Fiesta R2 16th overall and first in class by eight minutes. Had he been registered, he would have won the WRC Academy category.

WRC DEBUT FOR PROKOP
Former Junior World Champion Martin Prokop will make his World Rally Car debut when he drives a Fiesta RS WRC on Rally GB in November. He will keep the car for next season.

NOVIKOV TRIES CITROEN
Russian driver Evgeny Novikov will switch his Ford for a Citroen DS3 WRC on the Catalunya Rally. Novikov's sponsors want him to try both cars before next season. He will be back with Ford for Rally GB.

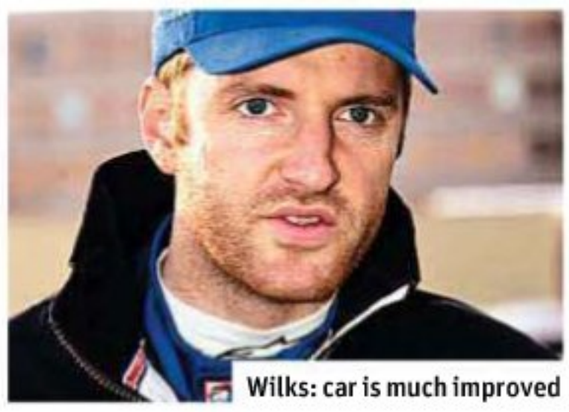
NEW IMPREZA WINS
Toshi Arai won last week's Rally Hokkaido in a Subaru Impreza R4, the first FIA victory for the latest incarnation of the car.

FISHER TRADES UP
Alastair Fisher won his first WRC Academy round on Rallye de France. He'll drive a Fiesta S2000 in this week's Rally of Scotland.


Fisher: 4wd for Scotland

IRC

Chassis tweak boosts Wilks


Wilks: car is much improved

PEUGEOT UK DRIVER GUY WILKS SAYS a change of suspension has transformed his 207 S2000 ahead of this week's Rally of Scotland.

Wilks will be aiming to put a torrid debut season with Peugeot behind him as he chases a second Scottish win in three years. And the Darlington driver is in confident form.

"We had a very good test," said Wilks. "We've swapped to some new dampers with some other modifications and the car is better than it's ever been on gravel before. The new dampers give me better feedback, confidence and feel for the car. I hope this is going to make the difference. There's a fantastic entry for Scotland, but we're going there to win and to get the feel-good factor back in the team."

Wilks is seventh in the IRC standings, with third place on the Monte Carlo Rally his best result this season.

P72 RALLY OF SCOTLAND PREVIEW

AUTOSPORT SAYS...



DAVID EVANS
RALLIES EDITOR
david.evans
@haymarket.com

And so Citroen's tortured season goes on. The contrast between last year's Rallye de France and last weekend's one was incredible. In 2010, Loeb won an emotionally charged seventh title in his home town of Haguenau. The dream really did come true. This time around, his Citroen's engine failed almost before it had warmed up. Another Frenchman won, but you'd never have believed it.

In his post-event official comment, Citroen's general manager Frederic Banzet's first words were for Loeb's misfortune rather than Ogier's success. Citroen wants for nothing in terms of resource, engineering excellence and driver ability, but balancing those assets is a veritable tightrope walk.

And Citroen's management has taken a few tumbles this season...

Mini, by contrast, doesn't have the massive financial muscle of a full factory effort, yet it has plenty of other attributes which have been put to perfect use so far this season.

Dani Sordo's second place in France was a rich reward for all involved. Despite some lean times, Prodrive's ability to turn out a world-beating rally car has never been clearer. Sordo and Kris Meeke aren't bad either. The only missing link is the apparent hesitancy from parent company BMW or other commercial backers. What's that all about? People, get yourselves behind or on the sides of a John Cooper Works WRC right now. Indifference can not be an option.

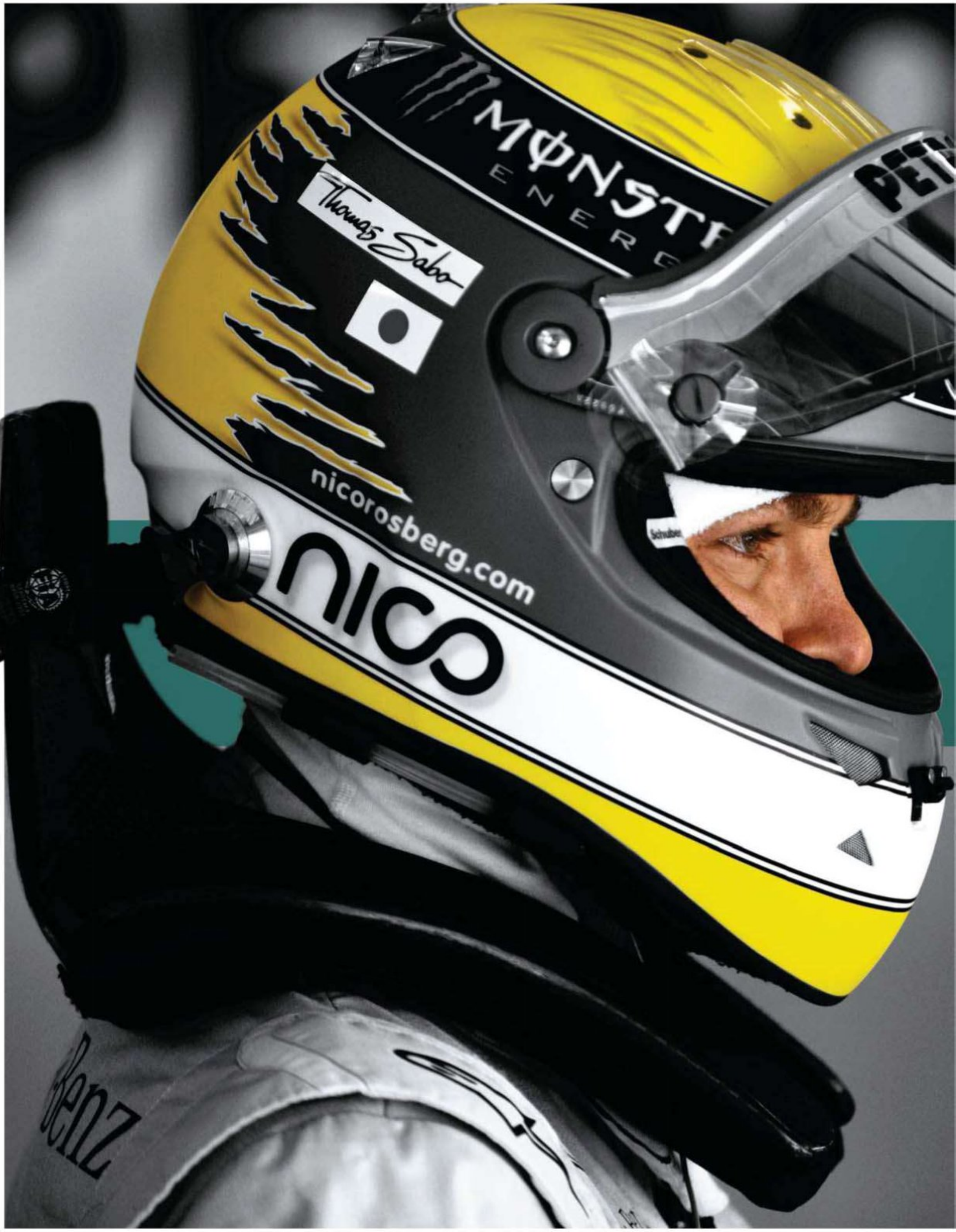

Sordo starred in France

IRC PREVIEW

Event	Rally of Scotland
Based	Perth
Round	10/11
Date	October 7-9
Stages	15
Mileage	122.39 miles
Surface	Gravel
2010 winner	Juho Hanninen
Championship leader	Jan Kopecky


Hanninen won for Skoda in 2010

PICS: WWW.MCKLEIN.DE


MONSTER
ENERGY
Thomas Sabo
nicorosberg.com
Schuberth
Benz



Enigmatic wile

Nico Rosberg remains the toughest of the F1 elite to assess. And his intelligence means the man himself isn't giving anything away. *By MARK HUGHES*

Nico Rosberg is at a tricky phase of his career. Six years in Formula 1 and still only 26, his stock is currently at an all-time high as he has consistently overshadowed the great Michael Schumacher to spearhead the first modern-era all-Mercedes assault on the world championship. But how does he translate such standing into opportunity? Furthermore, is the current high perception of him accurate, given that he has never been able to prove his level, has never climbed into a potential race-winning car, and has had a succession of inconclusive team-mate match-ups?

Given the delicate point on which his future pivots, he is understandably reluctant to say anything that may compromise his chances. He's wary of the media, and it's difficult to get beneath his skin. He's intelligent and reflective in a way that is rare for a racing driver, that may even be a disadvantage. But such questions would likely evaporate if ever he did get his bum into a fast car.

"I'm not answering questions about my future," he said in the Singapore Grand Prix Mercedes press conference when asked about whether he would be extending his contract with the team – which currently runs until the end of next year. It's a phrase a lot of the top drivers are having to get used to saying at the moment – as of next year it would seem the driver market is going to crack wide open after a period of relative stability. By most accounts there's a Ferrari drive up for grabs from 2013, perhaps a Red Bull one too, and there may be at least one vacancy at McLaren. Meantime, Rosberg, Jenson Button, Robert Kubica, Mark Webber and any number of other likely contenders are not currently contracted beyond the end of next year.

They each therefore have a little time to further assess their current environments before any decision about staking a future elsewhere. Mercedes has disappointed in these past two seasons, no two ways about it. The world-title-winning Brawn team it morphed from is just a distant memory. The last two seasons have been a blur of mediocrity, constantly behind the Red Bull/McLaren/Ferrari club of regular race winners, this year battling an ill-conceived car with too short a wheelbase, too high a centre of gravity and too much rear-tyre degradation to do anything other than fill the lower points places. Yet it seems inconceivable that it should remain like this in the long term, such are the standards ▶

ETHERINGTON/LAT



Rosberg led the McLarens

CHINA: THE ONE THAT GOT AWAY

At this year's Chinese Grand Prix, Nico Rosberg and Mercedes had by far their most competitive showing of the year. Before the Red Bull, Ferrari and McLaren development programmes kicked in, the Mercedes was reasonably competitive in cool temperatures – it had set the off-season's fastest Barcelona time on the eve of the first race. But the early events in Australia and Malaysia brought a big aero penalty to the car on account of needing the bodywork opened up because of a chronic cooling issue. The lower temperatures of Shanghai allowed a more-favourable picture to emerge, and Rosberg qualified the car an excellent fourth, albeit one second off Vettel's Red Bull.

From there, Ross Brawn and crew planned an aggressive three-stop strategy – which, given the car's heavy rear-tyre degradation, pretty much suggested itself – and for a time this played out beautifully, especially after both Vettel and Jenson Button failed to pit on their correct laps after communication problems, this also delaying Hamilton. Having pitted earlier, Rosberg on his fresh tyres leapfrogged all three of them to lead.

In hindsight he was at this moment set for a great result. The McLaren guys switched to a three-stop and were behind him, while Vettel hung on with what turned out to be a slower two-stop strategy. It all went wrong though when it became clear that the team had been optimistic about the fuel load required to get to the end. Rosberg was instructed to go into extreme fuel-saving mode, backing off early before the corners and generally lapping significantly slower – this making him vulnerable later in the race, when he was leapfrogged by Vettel and passed by the McLarens in marginal, wheel-locking manoeuvres, and later by the recovering Red Bull of Mark Webber. It all left him a disappointing fifth, and afterwards he was unusually openly critical. "That wasn't good enough," he said, "and I include myself in that assessment."

Away from the immediate sting of disappointment, now he says only: "I don't just criticise other people, I always include myself. Because you can always be better."



With veteran team-mate Schumacher



◀ demanded by the parent company and the resource available. Is Rosberg currently seeing anything giving him hope of a brighter future for the team? "Definitely, a lot," he says (this is a few days before the announcement that ex-Ferrari man Aldo Costa and former Red Bull/BAR staffer Geoff Willis will be joining the squad's technical team). "There's big movement at the factory. Everybody has understood that the way we've been for the last two years, we would just not be able to win world championships, that we've just not been able to create the best car. So it's very obvious now that they've stepped up a gear.

"Compared to my old team Williams, it's a case of whatever it takes to be world champion. You feel that the team will be driven forwards towards that aim. At Williams that wasn't the case, because their resources were more limited and there was a lot of making the best of what we had. Here, there is no doubt what the aim is. It won't be easy but I think we'll get there."

And if, in early 2012, it's looking that this will not be the case, then he can be looking elsewhere... His name is good currency right now. There has not been a word of frustration or dismissal about either the team's struggle or the constant circus surrounding the comeback of Schumacher. Instead he's just said the right – bland – things and continued to outperform the seven-time champion. But this is not the same Schumacher as last time around, and so still there is no acknowledged known quantity with which to compare Rosberg. In his rookie year of 2006 he was, by a small margin, slower than Mark Webber – but it was his rookie season. His subsequent years at Williams were alongside Alex Wurz and Kazuki Nakajima, both of whom he comfortably eclipsed, just as would be expected. Since then, he's been measured against the comeback-spec Michael.

But of late Schumacher has been improving his race performances. In the second half of the season, there have been definite signs that he has been at least as quick – occasionally slightly quicker – on Sunday afternoons, even if Rosberg's qualifying superiority is still evident. "Nico needs to work on his race performances," says Ross Brawn, "just as Michael needs to work on his qualifying."

This may not, however, be definitive in Rosberg's case. The occasions on which Schumacher has been quicker – Silverstone and the Hungaroring – have been when Michael needed to bang in the fast sequence of laps to have a chance of passing some of the cars behind which he'd qualified. Whereas Nico, having qualified the car in its appropriate place with just the cars of the top three teams ahead of him, has often had little prospect of improving upon that while being been comfortably clear of the Renaults, Force Indias and his team-mate. He is not a driver who habitually transcends the Mercedes' place in the order – you don't see the car suddenly appearing, like Kubica's Renault last year, in places of the grid it has no right being. But he has usually maximised its results potential.

Find more issues at magazinesdownload.com



Rosberg has had the better of Schuey

Brawn is putting new building blocks in place



Rookie year, with Webber



Tough to beat Ferrari/Red Bull

"I've made a lot of progress over the years," he contends, "especially in everything that's to do with working with my engineer and getting the best out of every system. It's not only about the natural driving ability; there's only so much you can do with that. There's so much you can do with rational thought to improve your performance, especially from the electronics. People have no idea how complex they are now and how complex you can make it if you're able to handle it. Every time you get an advantage out of these systems you'll go much better – and there are a lot of differences there between the drivers on this, I think. There's a big area of advantage to be had there and I'd say that's the main area I've improved in."

Has it been an area where having Schumacher alongside has helped? "We've learned things from each other," he says. "Right from the very start we were exchanging things. He's won a lot of races, but on the other hand he'd been away for three years, so there was something for each of us to gain. From inside it's pretty obvious why he's a seven-time world champion in the way he approaches things." They aren't bosom buddies but there's mutual respect there and Michael's performances have not, as yet, been convincing enough to allow him to throw his weight around, even with his long-time partner Brawn in charge.

Rosberg admits he was wary when it was first confirmed that Schumacher would be renewing his 13-year association with the man who had partnered him to all those titles. Although he doesn't say it – doesn't say anything that might be construed as controversial – it was as if, having finally got his big chance with a major team, the rug was about to be pulled from under him. "I didn't know what to expect," he admits. "But Ross has a lot of great qualities, is a really great

> "F1 develops you so much. Working at the highest levels with brilliantly-able human beings translates to other areas of life"

team principal and I have a lot of respect for his abilities. He's very calm and always the same – not too many emotions, has a very studied approach and a lot of strength, always pushing. Of course there was a certain nervousness on my part, an uncertainty. But gradually it faded as I saw the way he was with both of us and it reassured me a lot."

Rosberg's performances have been of a high enough standard to make him the team's cutting edge at most races, and that has almost certainly brought its own protection in terms of his powerbase within the team. But how would he flourish in a more combative environment, against Alonso, say, at Ferrari? Would his reflective nature work for or against him? Is he tough enough? It's one of those questions that can only be answered if the situation arises, but in the meantime he's done everything right.

"I feel no negativity at all about my situation. It develops you so much, F1. You learn so many things it's amazing and they apply in your personal life too. There's nothing negative about it. Learning to work at the highest levels with some brilliantly-able human beings, the constant drive to improve yourself... It translates to other areas of life."

There's no doubting him on this. He gives every impression of a young guy very happy with his situation, but you could question if he shouldn't be more hacked off. After all, six years in non-winning cars is a long time. In that time Sebastian Vettel has entered F1 and is on the point of becoming a double world champion. "I'm comfortable with what I've achieved and the way I'm performing," he says. "I don't really compare myself to other guys but I'm not relaxed at all. I'm really pushing hard every time to get the most out of it, to improve my competitive situation."

But it's only when we see Rosberg in that situation that we will have the full measure of him. If he then translates the promise of those six years into hard results – race victories and title contention – then we could yet see the real guy beneath the squeaky-clean image. Then we might get better one-liners than: "I think my career has been on a nice progression in the last few years, steadily moving towards the aim of having a car that can win races. I think my personal performance is at a good level."

PICS: ETHERINGTON & COATES/LAT

Find more issues at
magazinesdownload.com



"I don't look back at my time at Williams with any regrets"

Sam Michael waved farewell to Williams after the Singapore GP after more than a decade of service. *EDD STRAW* talks to him about his time with a fading – but very human – giant as technical director

It's a few hours before the start of the Singapore Grand Prix. When the chequered flag comes out later that night, Sam Michael will cease to be technical director of Williams. After the best part of 11 years with the team, seven and a half of those as technical top dog, he will fly home to Australia for a little time off before joining McLaren as sporting director, perhaps early enough to start work before the end of this season – after the inevitable farewell party, which will take place at seven o'clock in the morning once the team has finished packing up.

Two things strike you. First, Michael resigned six months ago, yet did not instantly plunge into gardening-leave limbo. At his final race, he is entrusted with responsibility for the operation of the team throughout the weekend. With new chief operations engineer Mark Gillan, who joined the team earlier this month, shadowing him, Michael is the only member of the upper strata of management on site, with Patrick Head and Sir Frank Williams absent and chairman Adam Parr engaged on company business elsewhere.

Second, in all the years that Michael has been in F1, that evening's party to salute his departure will be the first time he attends F1 nightspot of choice.

"We're going down to this Amber Lounge thing," he says. "I've never been to one of those. It's for all of the beautiful people!"

As a man who works 16 hours a day, and who famously divides his diary into 15-minute chunks to maximise productivity, the other trappings of F1 are not for him. Like most of the leading personnel in grand prix racing, he's a competitive animal, not a party one.

Of course, to call him one of the best in F1 seems counter-intuitive. After all, since taking over as Williams technical director in May 2004, he has presided over a solitary victory. Others make excuses for him; Rubens Barrichello regularly points out that Michael was overloaded and that the team structure put an impossible onus onto one man. But when offered that branch, Michael doesn't grasp at it. To his credit, he has no fear in accepting that the buck stops with him.

"It's my responsibility because I took the job on," says Michael. "That's why I resigned at the start of the year. The reasons why you are not successful don't matter. You can sit there and pick apart things that are potentially wrong with Williams, but that doesn't help anyone and it looks like I'm just shirking my responsibilities. I'm not. I accepted the job when offered it. If I had a problem, I should have left earlier, or I shouldn't have taken the job to start with."

The technical restructure – with former McLaren chief designer Mike Coughlan succeeding him at the top of the technical tree, plus the arrival of Gillan and new head of aerodynamics Jason Somerville – suggests an admission by Williams that there was fault on both sides. But it's also important to define realistic expectations for the team.

The BMW partnership fell apart during the 2005 season, which also cost the team serious backing from HP. With Cosworth engines, the team was effectively starting anew just as Michael was getting into his stride as technical director. From '06, the team has finished eighth, fifth (before McLaren was stripped of its points), eighth, seventh and sixth in the constructors' championship. This year, it will almost certainly be ninth. By 1990s Williams standards, that's dreadful form. But circumstances have changed.

"That's true," says Michael when ▶

PIC: COATES/LAT



Montoya was last Williams winner, Brazilian GP 2004

◀ confronted with the idea that expectations of Williams should be more realistic. "But that's not why we're having a technical upheaval. The reason we are doing it is that we're underachieving relative to Force India, Sauber and Toro Rosso. These are teams that we should be beating to finish fourth or fifth in the championship. McLaren, Red Bull, Mercedes and Ferrari have bigger things to chase, but there's no reason why Williams can't get back up there."

Perhaps the 2009 season is the clearest recent example of how, for sound business reasons, Williams has had to compromise itself. The FW31 had the double diffuser and was one of the quickest cars at the start of the season. Nico Rosberg led in Malaysia on merit, and the car was always at the sharp end. Yet it ended the season languishing in seventh in the constructors' championship. This was scant reward. To understand exactly why this happened with a very neat car, just look at the points table: Rosberg scored 34.5 points, while team-mate Kazuki Nakajima, whose presence paid for Toyota engines, didn't trouble the scorers. Put another Rosberg in Nakajima's seat, double the team's tally, and Williams would have been fifth – two points off third-placed McLaren.

"It was a pretty good car, even though it wasn't reflected in the championship position," says Michael. "If you look at the design, the double diffuser and the pace that we ran with the Toyota engine, it was a good job from that aero group. We came very close to winning races and should have scored a lot more podiums."

Rosberg qualified third for that year's Singapore Grand Prix, and was in contention to win the race when he overdid it exiting the pits after his second stop, running wide over the white line and earning a penalty. Was that the one that got away?

"Definitely," says Michael. "We almost qualified on pole, raced in second place. But then we messed up in the race. We were pretty close. At the end of the year, we had to change engines. There's nothing wrong with the Cosworth, but you don't have stability if you do that."

Williams has now gone well over 100 races without winning. Ask Michael how he judges his stint as technical director at Williams, and he is characteristically uninterested in raking over the past. But, as he points out, the fact that so many teams coveted his services is proof that he was doing something right, even though his McLaren role will be very different.

How does he judge his performance as Williams technical director? "I don't know," he replies. "It's not something I focus on. All I can say is that I have a lot of respect in the pitlane and I didn't even have to put together a CV to look for a job. I had multiple job offers from people who know what I can contribute.

> "On a Sunday I'll be working on my car, and Frank Williams will turn up for a cup of tea and sit there in my garden for two hours talking about motor racing"

"I'd always remained very loyal to Williams. It was quite normal to get a couple of job offers a year, even when we were finishing eighth in the constructors' championship. But I never took that because I was loyal to



Rosberg starred in Singapore 2009

Frank and Patrick and genuinely was a Williams person.

"What you do next tells you how other people rate you rather than me saying, 'Look, one of my cars came second in this or that race'."

Team founder Williams continues to have huge respect for Michael, and the word is that he regularly asked him to reconsider his resignation – proving that, in his eyes, the man that he selected as the future of his team in 2004 has not failed.

"It's great working for Frank and Patrick," says Michael. "They're not easy to work for, but you don't want someone who is easy to work for; you want someone who challenges and pushes you. As people, I probably have more of a friendship with Frank, because Patrick is a character who tends to keep you at a distance, which is good. He keeps a professional distance. But Frank will invite you over for lunch on a weekend, or on a Sunday I'll be working on my car and Frank will turn up for a cup of tea and sit there in my garden for two hours talking about motor racing.

"He's on the commercial side, but I know that sometimes that's frustrating for him; to do all these deals. Sometimes, he has enough of talking about money and he'll call me up. Most of the time I'll be busy but he'll say, 'I need to talk to you about racing – find me half an hour'. It might take until eight o'clock at night until I see him, but we'll just chat about racing. He's got to have that fix, and he's got to understand what the numbers are in the tunnel, where are we pushing here and what's coming. 'Should we be building a new windtunnel? What do you think of this driver?'

"He's a very forward-thinking person. You'll never sit with Frank and hear him talk about 'wasn't it great when we won this race?' The last race is as far back as he can see and he's always looking forward. He's inspirational."

It's clear that Michael and Williams are cut from the same cloth. No sooner has his final race with the team finished than the Australian is looking forward to his new life at McLaren.

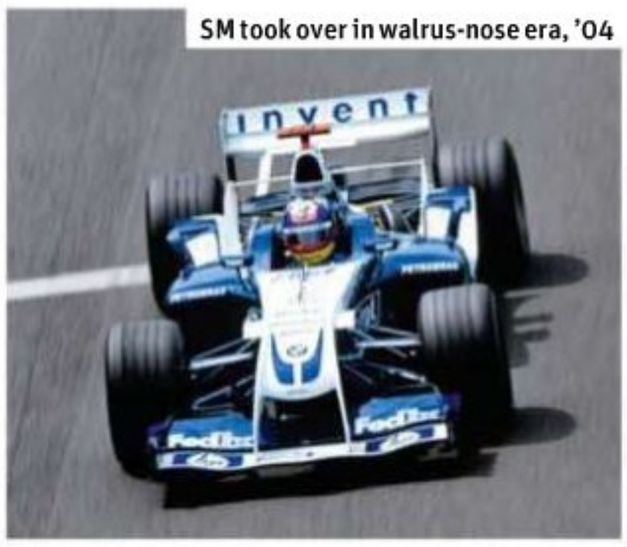
"It's a big chunk of my life," says Michael. "From 29 to 40, I worked for Williams. I learned a lot there and it has been a great experience. I'll retain the respect and the friendship of these people, which is why it was important for me to finish in a professional way here. I don't look back at my time at Williams with any regrets.

"I'm looking forward to the next chapter now. That's it – I'm checked out of here. I just need to get rid of the T-shirt and that'll be it!"

PICS: ETHERINGTON, DUNBAR/LAT



Michael with ex-tech chief Head



SM took over in walrus-nose era, '04


Firm friendship with Sir Frank

MAXIMISING YOUR MAN



Williams rear end: good engineering, but to what use?

THERE'S NO QUESTION THAT WILLIAMS HAS EVERYTHING it needs to be a strong Formula 1 team, perhaps not in the top three, but certainly snapping at the heels of Mercedes. To look at the Williams FW33, it appears that all of the pieces of the jigsaw are there, but it's just not working as a package.

Sam Michael made some statements in the past about the guys at the team understanding what the car needed to be fast, so they were starting with a clean sheet of paper for the new design. That was a worrying statement because it's a very difficult thing to do. No-one really knows exactly what the car needs, and to come up with a new car with new aerodynamic characteristics is very difficult. And if you look at the constant upgrades, diffuser modifications, wing modifications and the like, they're not always working, suggesting that the full understanding just isn't there.

Sometimes it's better to be a little more conservative with the new parts, make sure you're getting the best out of the package that you have and that you recognise its deficiencies before instigating a development direction – otherwise it's very easy to multiply the problems.

While the packaging of the rear of the car and the tiny gearbox is a very impressive piece of engineering, I'd question the value of it. To make it work, you have to have the driveshafts at an angle, and I'm convinced that they are giving away a good 10bhp. The Cosworth is a decent engine, but probably not the most powerful on the grid, and while it does allow a much clearer airflow to the rear of the car, does that really make up for the negative that has been engineered in?

The other clear weakness is the exhaust-blown diffuser. Cosworth, by its own admission, hasn't developed some of the more advanced engine mapping needed to hot-blow. Williams struggled with tyre degradation early this year, which suggests that the cold-blowing system it is using also isn't the best. But because of the engine mapping, some of that disadvantage may be beyond its control.

I worked with Sam at Jordan and he is fantastically capable and a great guy. But I'm not certain that the technical director role was right for him. The number of teams who made him offers shows how good he is, but he's someone more suited to getting involved with the engineering rather than pushing paper around a desk. Perhaps Williams could have made better use of him...
Gary Anderson

Find more issues at magazinesdownload.com

BROUGHT TO YOU BY ESPN

A win for the wrong Sebastien

Freak engine failure denies Loeb on home soil and sets up a fascinating championship finale



RALLYE DE FRANCE
Strasbourg
September 29-October 2

ROUND 11/13

WINNER
Sebastien Ogier
3h06m20.4s

RALLY RATING
★★★★★
For Alsace, the wrong Sebastien won - but it was still a stunner

DRIVERS' STANDINGS

Loeb	196pts
Hirvonen	196pts
Ogier	193pts

POWERSTAGE WINNER
Jari-Matti Latvala

MILESTONES
- Ogier's first win at home
- Alastair Fisher's first WRC Academy win

DAVID EVANS reports

THE CROWDS CAME FOR A Sebastien win. A Sebastien won, but the majority of the locals left with long faces. Their man, Loeb, the one who had grown up and lived among these crowds pretty much all his life retired on the third stage of the event.

A year had been a long wait for the much-hyped return of Loeb. And when his rally was done pretty much before the croissants had gone down on Friday morning, the atmosphere on the rally changed completely.

Fortunately for rally (rather than Loeb) fans, last weekend provided one of the most entertaining battles for ages between Ogier's Citroen and Dani Sordo's Mini. The French team won again, but not before Sordo and the John Cooper Works WRC had delivered another stunning signal of their speed.

LEG ONE (92.20 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 14-26C

Friday morning, not far from where Sebastien Loeb dreamed his first dream, the sun was shining and life for Loeb was looking good. His people had gathered by the roadside in their tens of thousands to watch Alsace's most famous Alsatian light up the local lanes.

Stage one went to plan: a Loeb lead. One stage on and the fly had returned for a sniff of the ointment: Ogier was fastest. But still the local legend led, albeit by a tenth of a second, going into the 22 miles of Pays d'Ormont. The longest stage of the rally would mean Loeb's co-driver Daniel Elena flipping his way through 40-odd pages of pace notes in one of the region's classic roads (one that formed part of the original Rallye Alsace). This one had everything from wide, racetrack-spec stage to the super-tight technical sections. Loeb was up for it.

This was the place where the man Citroen's red army call 'the boss' was expected to put his name on the event. But, six miles from the finish, it all went slightly awry.

An alarm sounded in the cockpit. A light flickered warning of low oil pressure and then the engine ahead of Loeb and Elena faltered for the first time in years.

"I stopped," said Loeb. "It could have done more damage to carry on."

The news spread. But nobody believed it. Or wanted to. And nowhere in the Strasbourg region was that disbelief felt stronger than inside red army headquarters.

Citroen team manager Sven Smeets said: "We were sitting watching the split times and everything was normal, then somebody said: 'Was that Daniel on the radio?' The message came again. It was Daniel with the... news."

Smeets' voice trailed away as he retold what clearly remained an entirely sobering moment.

That was it. Loeb was out. Parked up. Going nowhere. The victorious charge through the Haguenau



Engine failure eliminated Loeb

Find more issues at magazinesdownload.com



Ogier capitalised on Loeb's absence



Sordo made Ogier work all the way

streets he'd beaten as a youth would not be repeated this time. Loeb's long face was mirrored up and down the Vosges mountains. A broken oil pump belt was thought to be the reason, but nobody really knew. Or cared. The result was the same.

Ogier arrived at the end of the stage leading his home round of the world championship for the first time ever.

"Puncture for Loeb?" he questioned. He could scarcely take in the true story when he was told. For the third event in succession, Loeb's hopes of a win were shot.

"The team sent me a message saying he'd stopped," Ogier said, "I thought they meant a puncture."

Rally Australia winner Mikko Hirvonen had started the morning 15 points down on Loeb. Now more than ever Ford's Finns had to come to the fore. There had been much pre-event talk of stiffer, more aggressive cars to match the mean-looking black paint job, but now they had to deliver.

The response? They both went off the road and dropped around a minute apiece. Hirvonen's misdemeanour was more forgivable than that of his team-mate Jari-Matti Latvala, who had gambled on soft tyres. The team had sent a message to Latvala informing him of Loeb's problem and a handful of corners later the Fiesta was stuck on the grass, having lost the rear of the car in a left-right combination.

In terms of missed opportunities, this wasn't too far behind Fernando Torres's spectacular bout of incompetence while wearing a Chelsea shirt and standing in front of an open Manchester United net.

And Hirvonen knew it. "Argh!" he shouted at the end of the stage. "On this rally of all rallies, I didn't want to do that."

Hirvonen had gone off the road early in the stage, admitting he'd been partly distracted by the removal of some of the steel poles which had been placed on the inside of corners to deter drivers from cutting.

Hirvonen's time off the road wasn't the problem – it was the amount of mud which collected in the wheels of his Fiesta. "The vibration was terrible," he said. "I couldn't see where I was going it was so bad."

And the intense drama of stage three wasn't done yet. Kimi Raikkonen tripped over Henning Solberg's Fiesta and parked his Citroen in a ditch before he even started the stage.

"It wasn't my fault," protested Solberg. In insurance terms, this one would probably be put in the knock-for-knock bracket. Raikkonen's co-driver Kaj Lindstrom explained: "Henning braked hard and suddenly, trying to warm his brakes. We clipped the left-rear of his car and went to the ditch. It was nobody's fault, just one of those things."

Raikkonen's Citroen, running inside the top 10, suffered suspension damage, but could easily have been repaired in time for day two – had the former F1 world champion not elected to head across the border for a weekend at home in Switzerland, having realised all chances of a good result were gone in Alsace.

Still in the thick of the fight for that result were his fellow DS3 drivers Ogier and Petter Solberg.

At mid-day service, Ogier was five seconds up on Solberg, who was still revelling in the rejuvenating effect a new motor and a handful of trick bits from Citroen's factory bucket had brought to his car.

"I can fight again," he smiled. "And you know what that means to me."

Solberg kept himself in touch throughout the afternoon. Then, with a stunner of a time on the second run through Pays d'Ormont, moved past Ogier and into the lead.

Ogier was a worried man at the end of the day's penultimate test. "I think there might be something with the engine," he said. "It doesn't feel quite right, not quite the same power."

Paranoia charged through Citroen camp. Could it be the same problem? Were they about to be hit with a double-whammy?

Ogier poured cold water on speculation that his engine had come from the same build batch as Loeb's and could be on the verge of material failure.

"This engine is not new," he said. "Because I had some trouble with engines earlier in the season, this is the fourth event this one has done. Maybe that's it, maybe it's just tired..."

The decline in the relationship between Ogier and Loeb has been well chronicled in recent months, but there remains one driver who is probably even more determined to get one over Ogier than his team-mate: Dani Sordo. Sordo lost his super-comfy Citroen seat of four years to Ogier and the two don't exactly see eye-to-eye.

Going into the final stage of the day, Sordo was just three seconds off the lead in third. And by the second split of Salm, the lead was on because the Mini was 3.8sec up mid-stage. By the finish, he had carved out a single-second advantage from Solberg. And he was beaming.

"I am really, really, really happy," he said. "This means more than anything. If I ▶

ALL PICS: WWW.MCKLEIN.DE

Find more issues at
magazinesdownload.com

SMRC - Season Finale
Sunday 9th October

KNOCKHILL Racing Circuit

FIVE Championships still to be decided!!

Action all day, featuring Legends, Formula Fords, Minis, Classic Sports & Saloons, Fiestas and Sports & Saloons Championships. Discounted tickets available in advance!



SMRC

You Tube

KNOCKHILL.COM

OUR FIRST EVER CAR RACE MEETING!

Adult Tickets ONLY £5 BOOK NOW

Sunday 30th October

The first-ever Knockhill Motor Sports Club car race meeting! Action from Legends, Minis, Fiesta XR2s & STs and Scottish Classics!

KNOCKHILL MOTOR SPORTS CLUB



Fill their Christmas stocking with tickets to the 2012 BTCC round at Knockhill!!

25-26 August 2012

Call 01383 723337 to book!

Citroën DS3
COLLECTORS CAR
Available now!
www.pscollection.no/en



rgmmc.com

"Advancement in Motorsport"



Over the past few years a gentle whisper of hope and promise has resonated into a mighty roar... the roar of adrenaline and high octane engines competing for pole position; a position made possible through the passion and expertise of the RGMMC team.
Motorsport starts in karting and karting starts with RGMMC.



RGMMC can also provide the following equipment alongside the trained personal needed to work it:



- Electronic Flag Marshals
- Unipro Clutch control
- Race / Start control with
- 6 cameras
- Communication systems
- Petrol testing equipment
- ID card printing
- Timing systems for events



We can also provide you with event consultancy, organisation and preperation.

If you are interested in any of our services dont hesitate to contact us.

KARTWORLD TV

KOBE
High Performance kart tyres

RGMMC Establishment
An der Halde 3
9495 Triesen
Liechtenstein
Fax: +423 230 21 52
Tel: +423 230 21 50
Email: info@rgmmc.com

BROUGHT TO YOU BY
ESPN



Works Fords raced in a new colour scheme

STAGE TIMES

SS1 KLEVENER 1 (6.01 MILES)
Fastest: Loeb 5m41.7s
Leader: Loeb

SS2 UNGERSBERG 1 (9.6 MILES)
Fastest: Ogier 9m03.5s
Leader: Loeb

SS3 PAYS D'ORMONT 1 (22.37 MILES)
Fastest: Ogier 19m26.7s
Leader: Ogier

SS4 SALM 1 (8.11 MILES)
Fastest: Latvala 7m03.1s
Leader: Ogier

SS5 KLEVENER 2 (6.01 MILES)
Fastest: Ogier 5m42.7s
Leader: Ogier

SS6 UNGERSBERG 2 (9.60 MILES)
Fastest: Sordo 9m04.9s
Leader: Ogier

SS7 PAYS D'ORMONT 2 (22.37 MILES)
Fastest: P. Solberg 19m33.4s
Leader: P. Solberg

SS8 SALM 2 (8.11 MILES)
Fastest: Sordo 7m03.8s
Leader: Sordo

SS9 HOHLANDSBOURG 1 (6.13 MILES)
Fastest: Ogier 5m19.6s
Leader: Sordo

SS10 FIRSTPLAN 1 (10.25 MILES)
Fastest: P. Solberg 8m18.0s
Leader: P. Solberg

SS11 VALLEE DE MUNSTER 1 (13.83 MILES)
Fastest: Ogier 11m15.0s
Leader: Ogier

SS12 GRAND BALLON 1 (14.92 MILES)
Fastest: Sordo 13m28.1s
Leader: Sordo

SS13 HOHLANDSBOURG 2 (6.13 MILES)
Fastest: Ogier 5m24.4s
Leader: Ogier

SS14 FIRSTPLAN 2 (10.25 MILES)
Fastest: Ogier 8m16.3s
Leader: Ogier

SS15 VALLEE DE MUNSTER 2 (13.83 MILES)
Fastest: Ogier 11m17.6s
Leader: Ogier

SS16 GRAND BALLON 2 (14.92 MILES)
Fastest: Latvala 13m31.5s
Leader: Ogier

SS17 MULHOUSE (1.92 MILES)
Fastest: Ogier 2m21.9s
Leader: Ogier

SS18 GRAVIERE DE BISCHWILLER 1 (3.17 MILES)
Fastest: Latvala 2m51.0s
Leader: Ogier

SS19 VIGNOBLE DE CLEEBURG 1 (6.59 MILES)
Fastest: Sordo 5m54.6s
Leader: Ogier

SS20 HAGUENAU 1 (2.60 MILES)
Fastest: Latvala 3m11.6s
Leader: Ogier

SS21 GRAVIERE DE BISCHWILLER 2 (3.17 MILES)
Fastest: Latvala 2m47.2s
Leader: Ogier

SS22 VIGNOBLE DE CLEEBURG 2 (6.59 MILES)
Fastest: Ogier 5m50.3s
Leader: Ogier

SS23 HAGUENAU 2 (2.60 MILES)
Fastest: Latvala 3m09.4s
Leader: Ogier

ALL PICS: WWW.MCKLEIN.DE



Meeke eventually pushed too hard

could do this anywhere, I wanted to do it here, this is Citroen country."

There was more good news for Mini with Kris Meeke an overnight fourth. Fortune had smiled on Meeke earlier in the day, when one of the poles on the inside of the corners had been struck by one of the cars ahead and curved over to point into the road. It speared the front of the Mini, missing the crucial bits by inches.

Typically for him, fourth wasn't enough for the former IRC champion.

"I should be happy with this," he reasoned. "This is only my second Tarmac rally in a World Rally Car and my first time here, but there's another boy in the same car as me and he's going faster than me."

Latvala and Hirvonen rounded out the top six, albeit still more than a minute back.

POSITIONS AFTER DAY ONE

1 SORDO/DEL BARRIO	1H23M02.1S
2 SOLBERG/PATTERSON	+1.0S
3 OGIER/INGRASSIA	+2.8S
4 MEEKE/NAGLE	+54.5S
5 LATVALA/ANTTILA	+1M13.7S
6 HIRVONEN/LEHTINEN	+1M20.6S

LEG TWO (92.21 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 13-26C

Ogier's engine concerns appeared to have disappeared in time for his quickest time through Saturday morning's first stage, but it was Solberg who returned to the spotlight on the second test. Fastest through Firstplan and back in the lead.

It wouldn't last. Once again a puncture blighted his effort to end a six-year run without a win. He collected a soft right-front midway through stage 11 and was forced to swap first for third, dropping 42s.

"I felt like I was in good control [of the event]," was pretty much all the distraught driver could offer. A damper problem ended any thoughts of trying to push on and get back into the lead fight. In reality, such was the pace and fury of the battle for the lead, Solberg's hopes of hauling those errant 40-odd seconds back were never going to bear fruit.

And the battle at the front really was hotting up. Sordo moved back into the lead after the first run over the rally's highest stage, Grand Ballon – and his brave effort on the gravelly descent to the finish.

"The fight is nice," said Sordo, "but it is really hard. Everything is working now, though: me, the car and the co-driver. I want to win this rally. I really want to win."

After the remote service in Colmar, south of Strasbourg, the afternoon did not start well for Sordo and Mini as Ogier reeled off three fastest times to build a 7.9s lead at the front. Having spent the past 24 hours squabbling over tenths, the Citroen driver had finally installed a chink of daylight.

"The gap is nothing," he said ahead of the second run over Grand Ballon. "The road has been clean so far this afternoon and I pushed hard where I could, but really nothing is done yet. Dani is there and we have to say he is driving very well."

Sordo did manage to stem the time loss, pulling nine tenths back in SS16 before dropping 2.5 in a crowd-pleasing dash around the streets of Mulhouse.

"The gap's still in single digits," said Mini technical director Dave Wilcock. "And we've got a few tricks up our sleeve for tomorrow..."

Mini would be needing those tricks because Ogier looked to have moved into control of the rally on Saturday afternoon.

Behind third-placed Solberg, Latvala spent the morning chasing down the Meeke Mini, before finally wresting fourth place in SS12. "It hasn't been the perfect morning," said the Finn, "I'm struggling to read the grip changes in the road. Every stage there has been something."

Just half a second behind, Meeke wasn't about to give up his grip on fourth easily. Unfortunately for him, he dropped the Mini on a fast right-hander. Feeling he'd dropped time in this corner first time through, Meeke tried to apply more speed on his second pass.

"We understeered off," said Meeke, after he'd scrambled the 30 feet back up the bank to the road. "There was some gravel and we were just too quick. I have to take this one on the chin."

Like his team-mate Latvala, Hirvonen was struggling for grip through the morning, but as soon as he saw Meeke in the trees, he throttled back. With almost three minutes in hand over sixth-placed Dennis Kuipers – and an assured passage into ▶

MotorSportUK

November 5th & 6th 2011 - Ricoh Arena, Coventry

Supported by TRACKDRIVER

In association with GoMotorsport.net

MotorSportUK - the show you can afford to attend, but not to miss!

Jaguar Exhibition Hall,
Ricoh Arena, Coventry CV6 6GE
5 - 6 November 2011







A new type of motor show is here, promoting all kinds of national club racing "anything with an engine" It's MotorSportuk, offering clubs, suppliers and manufacturers an affordable way to reach new and existing participants and enthusiasts. Visitors can find out about the vast variety of clubs and championships currently on offer.

Show Opens Saturday: 9am - 5pm
Sunday: 9am - 4.30pm

P *FREE PARKING on both days*

www.facebook.com/motorsportukshow

www.twitter.com/motorsportuk

www.motorsportshow.co.uk

The new national motorsport show

FROM HOBBY KARTERS TO WORLD CHAMPIONS
RaceDriversInc
www.RaceDriversInc.com



MATT SHAWYER DRIVER COACHING WOULD LIKE TO CONGRATULATE
SEB MORRIS ON BECOMING 2011 GINETTA JUNIOR CHAMPION

Seb has become the most successful Ginetta Junior driver with 11 wins to date. This is in addition to him becoming the youngest ever national champion after winning the 2010 Winter Series.

Seb is Matt Shawyer's third consecutive Ginetta Junior Champion - Matt is a Full Time Driver Coach and Grade 'A' National ARDS Instructor.

2010	Tom Ingram	Champion	5 Wins
2010	Seb Morris	Winter Champion	2 Wins
2011	Seb Morris	Champion	11 Wins so far!

Matt is available for trackday tuition.
GINETTA JUNIOR DRIVE AVAILABLE FOR 2011
Winter Series/2012 Season!

MATTSHAWYER

Visit: **www.mattshawyer.com** or contact Matt on **07980 783643** for details.

The 2012 Vodafone Dmax Championship
Will again offer amazing racing for less than £1500
Come and find out what all the fuss is about at the last two rounds of 2011.

DAYTONA MOTORSPORT

The vodafone DMAX Championship 2011

The UK's fastest Arrive & Drive Two Stroke Race Series
Electric Start – Centrifugal Clutch – 22 BHP



£150 inc VAT per round

Sunday February 20th	Milton Keynes
Sunday March 20th	Lydd
Sunday April 17th	Sandown Park
Sunday May 15th	PF International
Sunday June 12th	Milton Keynes
Sunday July 24th	Lydd
Sunday Aug 21st	Whilton Mill
Sunday Sept 11th	Milton Keynes
Sunday Oct 9th	Sandown Park
Sunday Nov 13th	Milton Keynes

bitrel AUTOSPORT ROTAX NEW AGE KARTING BRP vodafone

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



Kuipers took his career best finish

◀ Latvala's fourth place coming his way on the final day — Hirvonen wasn't about to be a hero.

POSITIONS AFTER DAY TWO

1 OGIER/INGRASSIA	2H42M24.3S
2 SORDO/DEL BARRIO	+9.5S
3 SOLBERG/PATTERSON	+51.9S
4 LATVALA/ANTTILA	+1M36.4S
5 HIRVONEN/LEHTINEN	+3M01.0S
6 KUIPERS/MICLOTTE	+5M59.3S

LEG THREE (31.91 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 12-20 CELSIUS

Just after six in the morning and Alsace remained shrouded in darkness. And it was cold, too. Now was the time to fast-forward three, four and five hours — what would the weather be doing then? Having gathered that data, is it the hard or soft tyre?

Ogier was going for the soft — no, the hard — no, the... Eventually he went for the harder Michelin, knowing he would struggle on the first loop — and in a mile-long section of gravel on the Sunday opener.

Smiling at the suggestion he might like to settle for second, Sordo set his stall out as the hunter. Soft covers were bolted on, with just one spare in the boot (as he'd had all event).

Sordo knew his advantage wouldn't last long, so he got on with it. He took a third of Ogier's lead in SS18 and 1.5 seconds in the next one. When he and the leader halved the first run around Haguenau, Sordo suspected his game was up. And indeed it was. On the final day, 4.9sec was as close as he could get. It had been a mighty effort, but as the sun rose Ogier's harder tyres came into their own — save for the powerstage, where they had gone stone cold in the long regroup ahead of the final test.

"I have to congratulate Dani," he said. "This car [the Mini] is good. You can't do what he did without a good car and a good driver."

Sordo and the whole Mini team were over the moon with a richly deserved second, while Solberg lost his third place when his DS3 was found under the weight limit. Having already taken fourth courtesy of Latvala standing aside, Hirvonen could scarcely believe his luck when he moved up one more place and into the joint championship lead. Latvala was fourth with Dennis Kuipers a credible fifth in his Fiesta.

Solberg's exclusion was the final chapter in what was a stunning round of the championship. The scenes at the finish may have had nothing like the emotion of 12 months ago, but in terms of competition and intrigue it was in another league.

RESULTS

Rallye de France-Alsace, September 29-October 2, round 11 of 13

23 SPECIAL STAGES, 216.328 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	2	Sebastien Ogier/Julien Ingrassia	Citroen DS3 WRC	3h06m20.4s
2	37	Dani Sordo/Carlos del Barrio	Mini John Cooper Works	+6.3s
3	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	+3m26.6s
4	4	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	+3m30.3s
5	9	Denis Kuipers/Frederic Miclotte	Ford Fiesta RS WRC	+6m42.0s
6	15	Henning Solberg/Ilka Minor	Ford Fiesta RS WRC	+7m08.3s
7	6	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+7m58.3s
8	43	Ken Block/Alex Gelsomino	Ford Fiesta RS WRC	+8m25.5s
9	55	Pierre Campana/Sabrina de Castelli	Mini John Cooper Works	+8m38.7s
10	5	Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	+10m00.8s
OTHERS				
R	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	SS3
R	8	Kimi Raikkonen/Kaj Lindstrom	Citroen DS3 WRC	SS3

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	196
2	Mikko Hirvonen	196
3	Sebastien Ogier	193
4	Jari-Matti Latvala	131
5	Petter Solberg	110
6	Mads Ostberg	62
7	Matthew Wilson	53
8	Dani Sordo	43
9	Henning Solberg	40
10	Kimi Raikkonen	34

MANUFACTURERS' POINTS

1	Citroen Total WRT	372
2	Ford Abu Dhabi WRT	318
3	Stobart Ford	133

CLASS WINNERS WRC: Ogier/Ingrassia; SWRC: Tanak/Sikk. Starters/finishers: 64/34; Leaders: SS1-2 Loeb; SS3-6 Ogier; SS7 P Solberg; SS8-9 Sordo; SS10 P Solberg; SS11 Ogier; SS12 Sordo; SS13-23 Ogier

RALLY SUMMARY The stages used were virtually the same as last year, but days one and two from 2010 were switched. A new street stage in Mulhouse closed the Saturday action. Based out of Strasbourg, the event ran into the Vosges mountains, climbing – on the Grand Ballon test – to a highest altitude of 1340 metres. The event finished outside the European Parliament building.

ALL PICS: WWW.MCKLEIN.DE

SWRC

Hanninen puncture takes pressure off Tanak

The battle between Ott Tanak and Juho Hanninen lasted two stages before a puncture ruined the fight and left the Estonian defending a big lead for the remainder of the rally.

Tanak, once again, demonstrated growing maturity to bring his MM Motorsport Fiesta to the finish in first place, his second successive victory on an asphalt round of the SWRC. Tanak's ride was trouble-free throughout the event, but a 52-second lead after three stages isn't always the easiest thing in the world to manage.

"It's a good rally," said Tanak. "Maybe it's a shame the fight didn't last longer, but we have the points."

And those points mean he goes to the final round of the series in Spain just three points behind Hanninen.

Hanninen's event was ruined in odd circumstances when the right-front Michelin was speared by one of the steel poles the organisers had placed on the inside of corners to stop the crews cutting. He dropped two minutes changing the tyre. Typically, Hanninen battled on and was back to second – albeit still two minutes down on Tanak – when he suffered a more fundamental issue on SS12.

"I braked too late for a long-left," said the Skoda driver, "and we went to the ditch."

With his Skoda's right-rear wheel no longer attached he went no further, but returned on Sunday to collected fifth.

Eyvind Brynildsen (Skoda) was content to finish his first rally in more than a year in second, while Martin Prokop lost confidence in his Fiesta after choosing the wrong set-up. His attempted fightback on day two was slowed by taking the wrong tyres in the morning and he would reach the finish just seven seconds behind the Brynildsen.

Bernardo Sousa rolled on SS2 but recovered to finish fourth in his Fiesta.

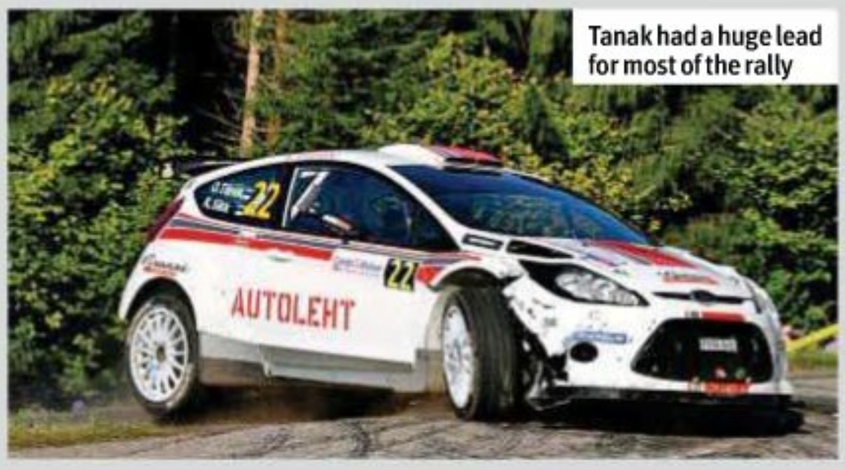
WRC ACADEMY

Having threatened it all season, Alastair Fisher claimed his first WRC Academy victory.

Fisher drove a consistent event, mindful of his troubled start to the season. And when Yeray Lemes was hit with a five-minute penalty for speeding on a road section, Fisher stepped up to collect the victory.

Jose Suarez was second, while Lemes was disconsolate with third – despite this being his second Academy podium in succession.

Craig Breen led the event early on, but when he clipped a bank and broke a driveshaft, the title swung back in favour of Egon Kaur.



Tanak had a huge lead for most of the rally

SWRC - Round 7 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Ott Tanak/Kuldar Sikk	Ford Fiesta S2000	3h17m52.1s
2	Eyvind Brynildsen/Timo Alanne	Skoda Fabia S2000	+2m33.7s
3	Martin Prokop/Jan Tomanek	Ford Fiesta S2000	+2m40.7s

WRC FIA WORLD RALLY CHAMPIONSHIP
RALLY RACC - RALLY OF SPAIN On ESPN from Fri 21 - Sun 23 Oct
UPGRADE NOW • CALL 0844 324 0959 • ESPN.CO.UK/TV
ESPN

Find more issues at magazinesdownload.com

ROAD ATLANTA

USA

September 29-October 1
Intercontinental Le Mans Cup
Round 6 of 7



AT A GLANCE

- Winners **Montagny/ Sarrazin/Wurz**
- Pole **Anthony Davidson**
- Fastest lap **Sebastien Bourdais**



L-r: *jour de gloire* for Sarrazin, Montagny, Wurz



Peugeot gets consolation

Victory in Petit Le Mans can't make up for defeat in the 'Grand', but it does give the French the ILMC title

QUALIFYING

Vim Davidson nick-nicks latest pole

Anthony Davidson maintained his 100 per cent qualifying record for Peugeot at Road Atlanta. Each time the Brit has been sent out to qualify a 908, he's claimed pole position.

It's an impressive statistic that Davidson maintained in impressive style last weekend. Just one lap was required for him to follow up on his 2010 Petit Le Mans and 2011 Imola poles and make it three from three.

"The first lap was not perfect and I drove better on my second, but the tyres were past their best," he said. "I'm still chuffed to bits, though."

PEUGEOT WON PETIT LE MANS last Saturday, but the big prize for the French manufacturer at Road Atlanta last weekend was the Intercontinental Le Mans Cup manufacturers' title. Victory for Franck Montagny, Stephane Sarrazin and Alex Wurz was more than enough for the Peugeot Sport squad to achieve the goal it laid down ahead of its arrival in the US, and put the unofficial world championship out of Audi's reach with one race to run.

The title became a must-win for Peugeot once it had lost out to its arch-rival at the Le Mans 24 Hours in June, which perhaps makes the end-of-season ILMC silverware more of a consolation prize. Yet a third straight victory at the 1000-mile US enduro has given the French manufacturer certain bragging rights.

No one at Peugeot would ever admit that winning the first and only season-long ILMC and last year's three-race pilot series in any way makes up for losing out at Le Mans in 2010-11. But technical director Bruno Famin, the manufacturer's top dog in Georgia over the weekend, was quick to point out just how successful the squad has been in spite of those defeats.

"Don't forget we have now

GARY WATKINS
reports

RACE RATING

★★★★★

This was another thrilling Peugeot-versus-Audi confrontation that lasted 294 of the event's 394 laps.

"This is what happens when you put 53 cars on a circuit like this"

Allan McNish laments getting hit up the rear by a backmarker



Winning Peugeot fended off Audi challenge again



Audi went out after clash with GTC 911

won 14 out of our last 16 races," he said. "That is quite incredible with the level of competition we have."

Famin may have included in his calculations one race at which there were no Audis present and excluded two defeats suffered by the customer ORECA Peugeot, but nonetheless it is an impressive statistic, one that straddles the end of the racing of the first-generation 908 turbodiesel and start of the career of the new-for-2011 car with which it shares its name. Take those two Le Mans losses out of the equation, and you have to go all the way back to the 2009 Sebring 12 Hours to find another Audi victory against factory Peugeot opposition.

Even so, Famin was insistent that completing a hat-trick in a race that Audi made its own through the first nine years of the noughties was not top of Peugeot's priorities. He claimed that the Peugeot Sport tactics reflected that.

In the fifth and sixth hours, Sarrazin and then Wurz were close to going a full lap of the 2.54-mile Road Atlanta circuit clear of the best of the Audi R18 TDIs. Famin reckoned a bit of a push from either driver could have achieved it but, with a decent finish all that was required to seal the ILMC title and one 908 already out of the race, the drivers were told to take no risks.

"The best way to secure the victory would have been to ask the drivers to push and gain a full lap," he said, "but that would have been more risky in terms of the championship."

Famin had no doubt that the latest 908 LMP1 contender was the superior car at Road Atlanta.

"We had the edge most of the time," he said. "Just in one little window we didn't."

There were times when Famin's claims looked spot-on, and others when the German turbodiesel appeared to be a match for its French counterpart. Just take the first half-dozen laps, for example.

Peugeot driver Sebastien Bourdais converted team-mate Anthony Davidson's pole into the race lead, raced away from Audi's Marcel Fassler at will and was back in second inside nine laps – and then in front again five laps later.

Yet what happened next might have derailed Peugeot's victory chances had it not enjoyed the advantage that Famin claimed. Bourdais and Montagny pitted during the first of 10 safety-car periods to interrupt this race, the erstwhile leader exiting right behind his team-mate because he had to be dragged backwards to leave his pit stall.

Both 908s went through a red light at the end of the pitlane. The penalty was a 60s stop-go for each car, which resulted in both dropping off the lead lap.

The persistent yellows allowed Peugeot to quickly get both cars back on the lead lap, though Bourdais and team-mates Davidson and Simon Pagenaud wouldn't benefit. Bourdais pulled off the back straight without drive just after the ▶



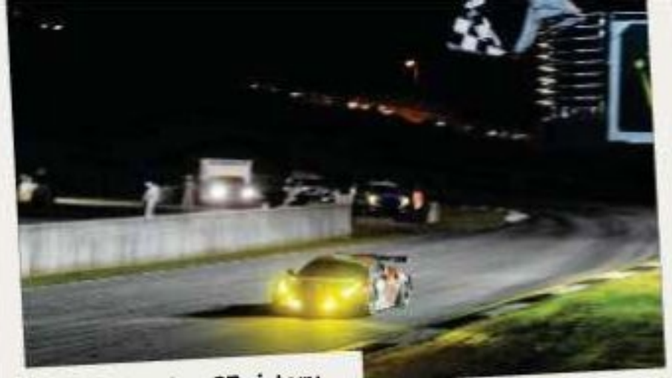
Bourdais converted Davidson's pole into lead

PICS: BOYD, GIBSON/LAT, LE MEUR/DPPI

> "It was tough out there at the end; maybe we had too much pressure in the rear tyres"
>
> BMW driver Dirk Werner on losing second at the death

GTE AT A GLANCE

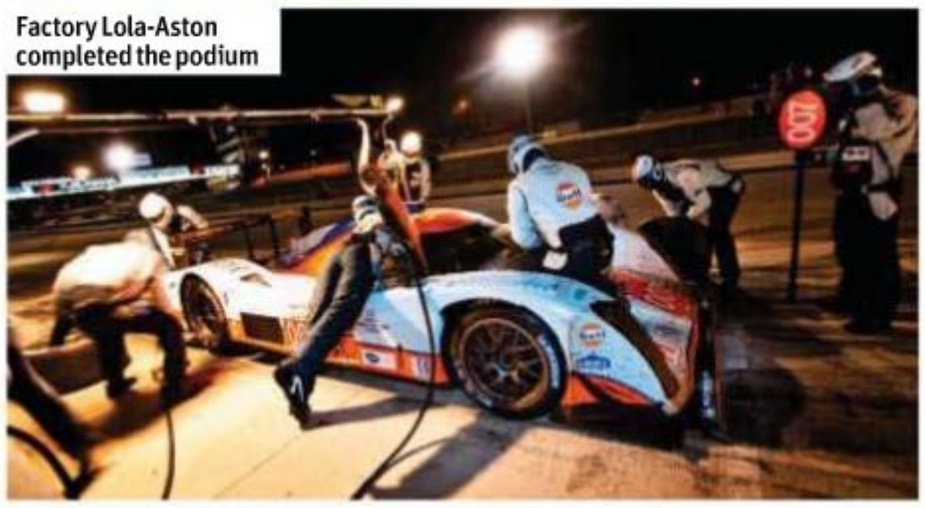
- Winner **Fisichella/Bruni/Kaffer**
- Pole **Gianmaria Bruni**
- Fastest lap **Joey Hand**



Fisichella takes GT victory



ORECA Peugeot (left) claimed second place



Factory Lola-Aston completed the podium



Belicchi ran ahead of AMR before off

◄ two-hour mark, bevel-gear failure resulting in the first race retirement for the latest 908.

The #2 Audi driven by Tom Kristensen, Allan McNish and Rinaldo Capello was in trouble almost from the start. Kristensen had two collisions with slower machinery during his opening double stint and then McNish was hit from behind by a GT car at Turn 6 near the end of the third hour. The R18 needed a new right-rear corner and, after returning to the track for only one lap, a clutch as well. More than an hour was lost as a result, which explained why the Joest Audi team opted to retire the car in the final hour with a steering-related vibration.

The #1 Audi, in which Fassler was joined by Timo Bernhard and Romain Dumas, came back into the hunt when the safety car peeled out of the pitlane for the sixth time in hour six. Briefly, that is. A lead of a minute for the Peugeot was reduced to just 2.5s, but Montagny destroyed his fellow countryman over the stint that followed.

By the time the leaders pitted again (under yellows of course), the Peugeot was 30s up the road. Traffic was to blame, according to Audi.

"Romain was hitting the traffic in all the wrong places," said Joest technical director Ralf Juttner, "and just being very careful."

The complexion of the race swung in Audi's favour after the safety car pulled in. Dumas was on the soft Michelin tyre, while Montagny was still on the medium. The protracted safety-car period had robbed his Michelins of heat, and ambient temperatures were dropping in the early evening. Not for the first time this season Peugeot would struggle to 'switch on' its medium-compound tyres.

Dumas closed down the Peugeot and got a run on the 908 when Montagny was slowed by a GTC-class Porsche in Turn 7. The Audi jinked out of the Peugeot's slipstream and then had to move again as Montagny moved in the same direction. The problem was that the Porsche was still alongside.

The Audi turned around the backmarker's nose – straight into the wall and instant retirement.

"I was not expecting a move like this one on a straight," said a livid Dumas. "I asked him, 'Why are you doing this stupid thing?'"

Montagny put forward his defence with two succinct comments: "It is a left turn, remember, not a straight line. He jumped into the hole; he hit the Porsche and not my car."

The race officials agreed with Montagny's sentiment that it was a racing incident, but the race was now effectively over after seven hours and with 100 laps left to run.

Juttner was insistent that Audi would have taken the fight to Peugeot but for its problems.

"It would have been a battle to the end without the incidents," he said. "We would have been within seconds of each other, for sure, but who would have been in front is impossible to say."

Audi has made similar claims after each of the past three races. It has one more chance – at Zhuhai in China next month – to bear them out.

Bruni keeps it calm after early stop-go penalty

Gianmaria Bruni told his team-mates not to worry. The AF Corse Ferrari the Italian shared with Giancarlo Fisichella and Pierre Kaffer had just lost a lap in the opening hour courtesy of a 60-second stop-go penalty, but its lead driver knew that they had the time and, crucially, the speed to make it back to the front of the class.

"I told them that the car was good and that the race would come to us," said Bruni, who'd already taken pole in GTE Pro (or just GT in American Le Mans Series parlance). "We just had to do our race and make no mistakes."

Bruni's predictions turned out to be bang on the money. The AF Ferrari 458 Italia quickly made up the lost lap and led the race for the second time as early as the fourth hour. But, out of synch with the class frontrunners, the car didn't lead in real terms until the sixth hour.

Bruni finally made it stick on the seven-hour mark when he moved past the long-time leader, the #56 Rahal BMW now being driven by Joey Hand. The Italian got a better restart to take the lead, but spent the next 40 laps fighting a rearguard action.

"I just focused on getting past the GTC cars to stay ahead," said Bruni. "I was praying that he'd have a drop-off in his tyres and thankfully it came."

That allowed Bruni to pull out nearly 20s on the BMW before handing over to Fisichella, who was able to maintain the lead to the end of the race.

Things went badly wrong for BMW in the closing stages. First, Dirk Muller, who had taken over from Hand, hit a stationary LMPC prototype and ended up an unrepresentative ninth at the finish after stopping for repairs. Dirk Werner took over second at this point in the car he shared with Augusto Farfus and Bill Auberlen, only to lose the position after the yellow flags flew once again.

This final safety car allowed Flying Lizard Motorsports Porsche driver Jorg Bergmeister to make up lost ground to Werner and then pull off an around-the-outside move at Turn 6 on the penultimate lap to seal maximum ALMS points (the AF Ferrari was an ILMC entry).

"I was a lap up on the fourth-placed car, so I had nothing to lose," said Bergmeister, who co-drive with regular team-mate Pat Long and Patrick Pilet. "I thought I'd try the outside."

Third was still enough for BMW to secure the ALMS GT manufacturers' titles to go with its teams' and drivers' (won by Muller and Hand) crowns.



Ferrari fought back to beat BMW

PICS: BOYD, GIBSON/LAT, CURUTCHET, LE MEUR/DPPI

Find more issues at magazinesdownload.com

GTE RACE RATING

★★★★★

The GT battle was even closer and lasted longer than the fight up front.

MILESTONE

Alex Wurz becomes the first Peugeot driver to win the triple crown of Le Mans-rules enduros: Le Mans, Sebring and now Petit Le Mans.



Level 5 stays alive despite debris scare

Level 5 Motorsports 'won' LMP2 first time out with its new HPD ARX-01g at the Laguna Seca ALMS round in September against no class opposition, but this time it had to overcome the ILMC P2 contingent and the odd additional entry. A reliable run was enough to see it home in front, Christophe Bouchut, Joao Barbosa and team boss Scott Tucker taking the honours.

Level 5 had two HPDs out at Petit and the chassis that won at Laguna battled with the Signatech ORECA-Nissan 03 driven by Franck Mailleux, Lucas Ordonez and Jean-Karl Vernay through the early hours. A powersteering glitch for the French car put the Level 5 entry clear in the fourth hour and then a long stop to replace the rack later on gave Bouchut and co an easy run home.

The only problem for Level 5 was a piece of carbon sucked up by an Audi ahead of Bouchut. The Frenchman reckoned his late jink saved him his head, because the debris slammed into the 'passenger side' of the cockpit and sliced through some telemetry cables.

The 32-minute delay for the Signatech car left it third at the finish behind the United Autosports OAK-Pescarolo, which lost 15 minutes early on when Stefan Johansson was punted from behind under the safety car.



Bouchut: glad to survive – and win LMP2 class

RESULTS

Petit Le Mans, Road Atlanta (USA), September 29-October 1, Intercontinental Le Mans Cup round 6 of 7, American Le Mans Series round 9 of 9

GRID

2 BERNHARD 1:07.556	1 DAVIDSON 1:07.428
4 CAPELLO 1:08.013	3 SARRAZIN 1:07.881
6 BELICCHI 1:10.123	5 LAPIERRE 1:09.777
8 MUCKE 1:10.485	7 PLA 1:10.355
10 RAGUES 1:10.864	9 KANE 1:10.811
12 DYSON 1:11.396	11 GRAF 1:10.948
14 VERNAY 1:12.640	13 DIAZ 1:12.335
16 NICOLET 1:14.654	15 BOUCHUT 1:12.729
18 LEWIS 1:15.649	17 JOHANSSON 1:15.158
20 GROGOR 1:16.069	19 JEANNETTE 1:15.688
22 McMURRY 1:18.420	21 MONTECALVO 1:16.553
24 WERNER 1:18.786	23 BRUNI 1:18.699
26 MELO 1:19.247	25 MULLER 1:19.219
28 OVERBEEK 1:19.519	27 B'MEISTER 1:19.511
30 MAGNUSSEN 1:19.586	29 MAKOWIECKI 1:19.539
32 COSMO 1:19.705	31 MILNER 1:19.619
34 AGUAS 1:20.619	33 FIRMAN 1:20.294
36 JONSSON 1:20.880	35 SELLERS 1:20.777
38 JUNQUEIRA 1:20.996	37 LIETZ 1:20.897
40 CANAL 1:21.164	39 LAW 1:21.090

394 LAPS, 1000.76 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Franck Montagny (F)/Stephane Sarrazin (F)/Alexander Wurz (A)	Peugeot Sport Total	Peugeot 908	LMP1	9h34m23.972s	3
2	Nicolas Lapierre (F)/Nicolas Minassian (F)/Marc Gene (E)	Team ORECA Matmut	Peugeot 908 HDi	LMP1	-5 laps	5
3	Adrian Fernandez (MEX)/Stefan Mucke (D)/Harold Primat (CH)	Aston Martin Racing	Lola-Aston Martin B09/60	LMP1	-6 laps	8
4	Alexandre Premat (F)/Olivier Pla (F)/Jean-Francois Yvon (F)	OAK Racing	OAK Pescarolo-Judd P01	LMP1	-10 laps	7
5	Andrea Belicchi (I)/Nicolas Prost (F)/Neel Jani (CH)	Rebellion Racing (Sebah)	Lola-Toyota B10/60	LMP1	-13 laps	6
6	Scott Tucker (USA)/Christophe Bouchut (F)/Joao Barbosa (P)	Level 5 Motorsports	HPD ARX-01g	LMP2	-19 laps	15
7	Guillaume Moreau (F)/Matthieu Lahaye (F)/Pierre Ragues (F)	OAK Racing	OAK Pescarolo-Judd P01	LMP1	-24 laps	10
8	Ryan Lewis (GB)/Ken Dobson (USA)/Henri Richard (F)	PR1 Mathiasen Motorsports	ORECA-Chevrolet FLM09	PC	-26 laps	18
9	Kyle Marcelli (CDN)/Chapman & David Ducote (USA)/Tomy Drissi (USA)	Intersport Racing	ORECA-Chevrolet FLM09	PC	-26 laps	52
10	Giancarlo Fisichella (I)/Gianmaria Bruni (I)/Pierre Kaffer (D)	AF Corse	Ferrari 458 Italia	GT	-27 laps	23
11	Jorg Bergmeister (D)/Patrick Long (USA)/Patrick Pilet (F)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GT	-27 laps	27
12	Dirk Werner (D)/Bill Auberlen (USA)/Augusto Farfus (BR)	BMW Motorsports (Rahal Letterman)	BMW M3	GT	-27 laps	24
13	Stefan Johansson (S)/Zak Brown (USA)/Mark Patterson (ZA)	United Autosports/DAMS	OAK Pescarolo-Judd P01	LMP2	-27 laps	17
14	Jan Magnussen (DK)/Oliver Gavin (GB)/Richard Westbrook (GB)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GT	-28 laps	30
15	Bryan Sellers (USA)/Wolf Henzler (D)/Martin Ragginger (A)	Team Falken Tire (Walker)	Porsche 911 GT3-RSR	GT	-29 laps	35
16	Scott Sharp (USA)/Johannes van Overbeek (USA)/Dominik Farnbacher (D)	Extreme Speed Motorsports	Ferrari 458 Italia	GT	-29 laps	28
17	Chris Dyson (USA)/Guy Smith (GB)/Jay Cochran (USA)	Dyson Racing Team	Lola-Mazda B09/86	LMP1	363 laps-acc/oil cooler	12
18	Ralph Firman (GB)/Francois Jakubowski (F)/David Hallyday (F)	Luxury Racing	Ferrari 458 Italia	GT	-33 laps	33
19	Darren Law (USA)/Seth Neiman (USA)/Marco Holzer (D)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GT	-33 laps	39
20	Joey Hand (USA)/Dirk Muller (D)/Andy Priaulx (GB)	BMW Motorsports (Rahal Letterman)	BMW M3	GT	-35 laps	25
21	Guy Cosmo (USA)/Ed Brown (USA)/Rob Bell (GB)	Extreme Speed Motorsports	Ferrari 458 Italia	GT	-37 laps	32
22	Franck Mailleux (F)/Lucas Ordonez (E)/Jean-Karl Vernay (F)	Signatech Nissan	ORECA-Nissan 03	LMP2	-37 laps	14
23	Bryce Miller (USA)/Sascha Maassen (D)/Emmanuel Collard (F)	Paul Miller Racing	Porsche 911 GT3-RSR	GT	-37 laps	43
24	Tracy Krohn (USA)/Nic Jonsson (S)/Michele Rugolo (I)	Krohn Racing	Ferrari 430 GT	GT-Am	-39 laps	36
25	Julien Canal (F)/Patrick Bornhauser (F)/Gabriele Gardel (CH)	Larbre Competition	Chevrolet Corvette C6.R	GT-Am	-41 laps	40
27	Jeroen Bleekemolen (NL)/Sebastiaan Bleekemolen (NL)/Tim Pappas (USA)	Black Swan Racing	Porsche 911 GT3 Cup	GTC	-48 laps	47
31	Rui Aguas (P)/Robert Kauffman (USA)/Justin Bell (GB)	AF Corse	Ferrari 430 GT	GT-Am	-56 laps	34
32	Chris McMurry (USA)/Tony Burgess (CDN)/Bryan Willman (USA)	Autocon	Lola-AER B06/10	LMP1	336 laps-gearbox	22
37	Frederic Makowiecki (F)/Stephane Ortelli (MC)/Anthony Beltoise (F)	Luxury Racing	Ferrari 458 Italia	GT	316 laps-gearbox	29
38	Luis Diaz (MEX)/Scott Tucker (USA)/Marino Franchitti (GB)	Level 5 Motorsports	HPD ARX-01g	LMP2	-80 laps	13
39	Tim Mullen (GB)/Pierre Ehret (D)/Roger Wills (NZ)	CRS Racing	Ferrari 430 GT	GT-Am	-84 laps	41
40	Tom Kristensen (DK)/Rinaldo Capello (I)/Allan McNish (GB)	Audi Sport Team Joest	Audi R18 TDI	LMP1	302 laps-steering	4
41	Marcel Fassler (CH)/Timo Bernhard (D)/Romain Dumas (F)	Audi Sport Team Joest	Audi R18 TDI	LMP1	296 laps-accident	2
NC	Johnny Mowlem (GB)/James Rossiter (GB)/David Heinemeier Hansson (DK)	Lotus Jetalliance	Lotus Evora	GT	-157 laps	44
R	Richard Lietz (A)/Christian Ried (D)/Mark Bullitt (USA)	Proton Competition	Porsche 911 GT3-RSR	GT-Am	163 laps-engine	37
R	Bruno Junqueira (BR)/Kenny Wilden (CDN)/Ian James (GB)	Jaguar RSR	Jaguar XKR	GT	92 laps-fuel pressure	38
R	Sebastien Bourdais (F)/Simon Pagenaud (F)/Anthony Davidson (GB)	Peugeot Sport Total	Peugeot 908	LMP1	78 laps-gearbox	1
R	Tommy Milner (USA)/Olivier Beretta (MC)/Antonio Garcia (E)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GT	76 laps-gearbox	31
R	Greg Pickett (USA)/Lucas Luhr (D)/Klaus Graf (D)	Muscle Milk AMR (Pickett Sport)	Lola-Aston Martin B08/62	LMP1	63 laps-engine	11
R	Butch Leitzinger (USA)/Steven Kane (GB)/Humaid Al Masaood (UAE)	Oryx Dyson Racing	Lola-Mazda B09/86	LMP1	29 laps-accident	9

Winners' average: 104.536mph. Fastest lap: Bourdais, 1m08.836s, 132.837mph. LMP2: Mailleux, 1m13.746s, 123.993mph. PC: Drissi, 1m16.648s, 119.299mph. GT: Hand, 1m19.223s, 115.421mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race. There were 52 starters in the race. ALMS points LMP1 1 Dyson/Smith, 186; 2 Graf, 124; 3 Luhr, 114. GT 1 Muller/Hand, 159; 2 Gavin/Magnussen, 135; 3 Auberlen/Werner, 129.

ILMC LMP1 MANUFACTURERS

POS	DRIVER	PTS
1	Peugeot	182
2	Audi	108

ILMC LMP1 TEAMS

POS	DRIVER	PTS
1	Peugeot Sport	97
2	Audi Sport Joest	74
3	ORECA Matmut	47
4	Rebellion Racing	41
5	OAK Racing	25

GTE MANUFACTURERS

POS	DRIVER	PTS
1	Ferrari	151
2	BMW	123
3	Porsche	105
4	Corvette	85
5	Aston Martin	13

GTE PRO TEAMS

POS	DRIVER	PTS
1	AF Corse	99
2	BMW Motorsport	85
3	Luxury Racing	26
4	Lotus Jetalliance	17

GTE AM TEAMS

POS	DRIVER	PTS
1	Larbre Competition	79
2	Krohn Racing	50
3	AF Corse	47
4	CRS Racing	39
5	Proton Competition	37

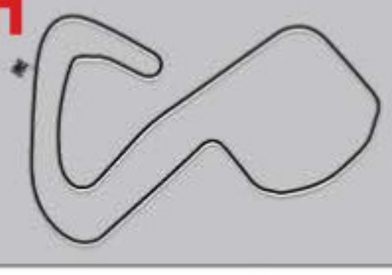
LMP2 TEAMS

POS	DRIVER	PTS
1	Signatech Nissan	79
2	Level 5 Motorsports	57
3	OAK Racing	50

BRANDS HATCH

GREAT BRITAIN

October 1-2
BTCC
Round 9/10



AT A GLANCE RACE 1

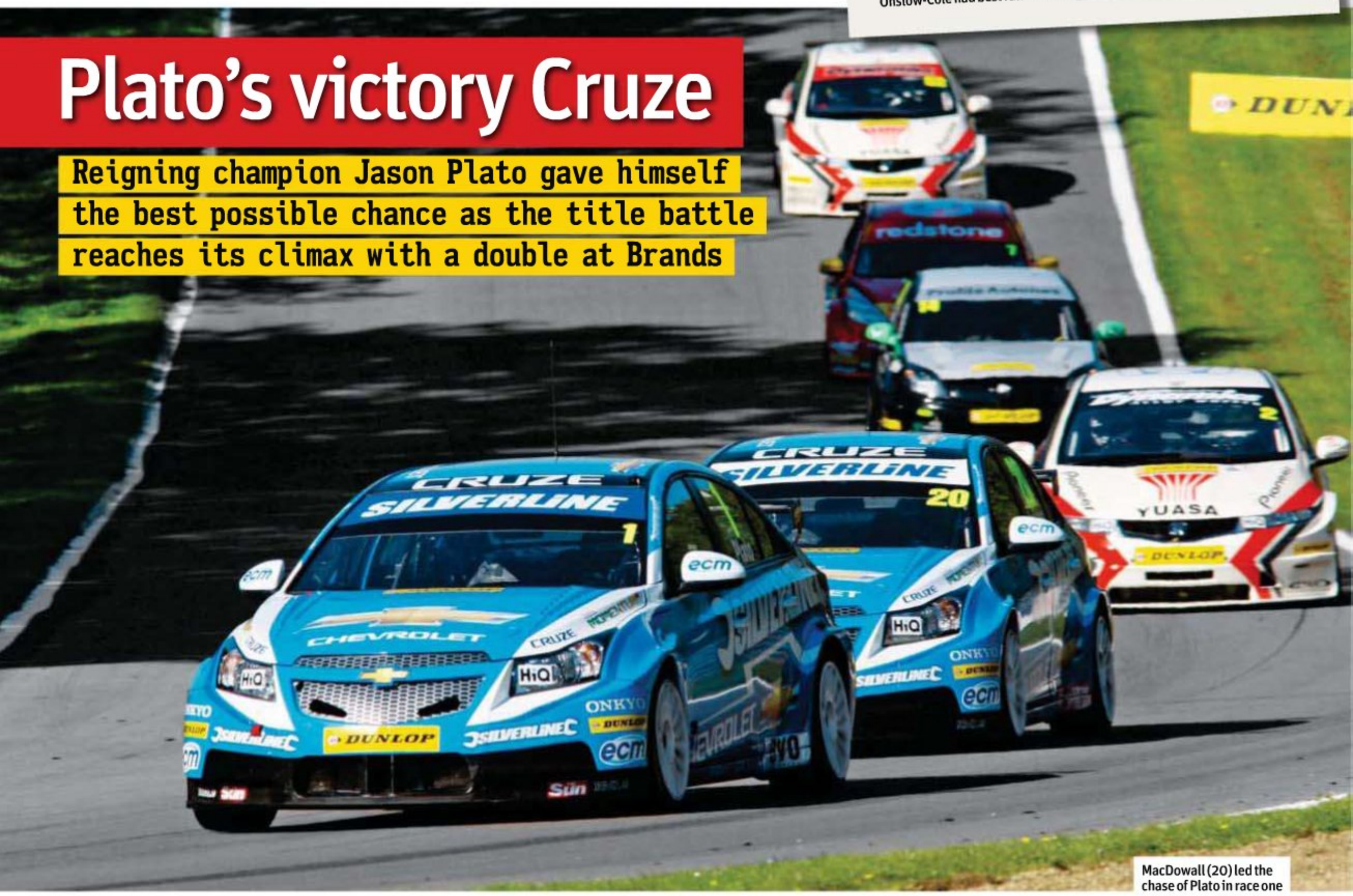
- Winner **Jason Plato**
- Pole **Plato**
- Fastest lap **Plato**



Onslow-Cole had best run of 2011

Plato's victory Cruze

Reigning champion Jason Plato gave himself the best possible chance as the title battle reaches its climax with a double at Brands



MacDowall (20) led the chase of Plato in race one

PERHAPS INEVITABLY, THE 2011 British Touring Car Championship will be fought out between Jason Plato and Honda drivers Matt Neal and Gordon Shedden in the finale. Despite all the arguments about turbos in 2011, the big names in the series will go to Silverstone later this month covered by just five points.

A combination of some great drives, the strength of the Chevrolet Cruze chassis, and the odd Honda incident has kept Plato hanging on in the title chase. On the Brands Hatch Grand Prix circuit last weekend, though, he did rather more than that and briefly stole the points advantage.

The Cruze was in superb form around the Kent track and Plato blitzed to pole, a quarter of a second ahead of second man Andrew Jordan's Eurotech Vauxhall Vectra and over half a second up on the Hondas, despite admitting to a couple of minor errors. He then led race one throughout, chased most of the time by team-mate Alex MacDowall, and looked even more dominant in race two, carrying 45kg of ballast.

"The car is sensational," said Plato, who reckoned the unseasonably hot weather had helped the RML-run cars. "The heat means we have really good rear-tyre temperature and grip, so the grip goes rearwards. I like a car that's darty and pointy on the front but also gives me confidence in the rear. The car was designed for the WTCC too, where they have higher ambient temperatures."

As well as that, RML has worked on the premise that Plato's Cruze will also be carrying a reasonable amount of success ballast. That means it works well when the weight goes on.

"Most of our development last year was with 45kg," confirmed Plato. "When we take it out we sometimes lose the balance. It actually works better with the weight and that was a conscious decision we made.

"The car is unbelievably brilliant and I'm so relaxed in it. At any corner I can make the car do what I want."

Plato was also helped by a nightmare first race for the Hondas. Neal looked to be doing a good job of keeping the Cruzes honest, as the top three pulled away from the rest, until he suffered a left-front puncture at two-thirds distance.

As he plummeted down the field, it seemed as though Shedden might

"Most of our development last year was with 45kg of ballast. It actually works better with the weight. The car is unbelievably brilliant"
Plato was full of praise for his Chevy Cruze at Brands



Puncture robbed Neal in race one



KEVIN TURNER
reports

RACE RATING

★★★☆☆

Not the best racing the BTCC has ever put on, but there was some great driving on the challenging GP layout

MILESTONES

29-car grids of races two and three were the biggest since the 1993 British GP support; debuts for Chris Swanwick and Ollie Jackson.

Plato and Neal add to their wins tallies

OLD RIVALS JASON PLATO and Matt Neal shared the wins on the Brands Hatch Grand Prix circuit.

Plato led race one from pole, aided by fellow front-row man Andrew Jordan's Eurotech Vauxhall Vectra failing to fire up. The works Chevrolet driver had team-mate Alex MacDowall, who had shot by James Nash (Triple Eight Vectra) at the start, following closely early on as Plato took care of his tyres. As MacDowall started to struggle, his team leader edged away.

Neal's Honda Civic chased until he got a puncture, sending him to the pits and delaying the following Nash. That allowed Mat Jackson to jump to third, which he turned into second when a vibration for MacDowall caused the Chevy man to back off in the closing stages.

Plato made a good start to lead race two and, while Jackson successfully fought to hold off Tom Onslow-Cole, the Cruze pulled clear for Plato's 68th career BTCC win.

MacDowall felt his engine wasn't pulling properly as he fought the Tech-Speed Cruze for fourth. He was proved right when the normally aspirated unit blew up on the run to Surtees, covering the track in smoke.

Once free, O'Neill closed on the battling Fords ahead, but could not find a way by.

Further back, Tom Chilton had better luck, the Arena Focus slicing by Nash for fifth at Druids on the final lap, while Neal and team-mate Gordon Shedden moved through to eighth and ninth from their lowly starting positions.

Nick Foster started from pole for the reversed-grid race and only just failed to lead a lap. Neal overtook Shedden at the start and both capitalised when Andy Neate (Arena Focus) ran wide at Westfield. All three then powered past Foster on the start-finish lone at the end of the lap.

Neate held on for a while and looked set to hand Arena its second podium of the day, but then Nash started to close. "I couldn't see at Westfield because the sun was in my eyes and I didn't have a tinted visor," said Neate, who had a huge moment at Sheene with two laps to go as Nash attacked.

Nash, Chilton and Jackson made it by before Neate recovered some semblance of control right on the exit of Stirling's. Tom Boardman's SEAT wasn't so lucky and had to take to the grass to avoid the Ford. Rob Collard's WSR BMW got a run on both, only to go off after clashing with Neate at Clearways.

All this allowed Plato, who had struggled to make progress against the turbo cars early on, through to sixth. Nevertheless, he still lost the points lead to Neal, who led a dominant Honda one-two with his first victory since the Croft round in June.



Neal and Shedden hit back in the finale



MacDowall (left) and Plato were quick all weekend



Jackson bounced back after poor recent run

take over the lead of the championship. He'd got away well, only to be boxed in and outfumbled on the opening lap, falling to sixth. An off at Graham Hill Bend dropped him to ninth, but Neal's problems meant the Scot was still set to wrest the lead in the table until his own front-left deflation on the penultimate tour.

MacDowall reckoned the failures were brought about by the Honda men pushing the boundaries to keep up. "Jason and I were flat out for the first four or five laps and I was surprised to see Matt still in my mirrors," he said. "I thought he might get a puncture."

But Honda team boss Steve Neal was adamant no chances had been taken. His was certainly not the only team to be caught out – Tom Boardman's SEAT also suffered a failure – as few had expected tyre issues before the race.

"We did a race run in practice in the heat and it was fine, so we don't know what happened," said Neal Sr. "The boys kept it off the kerbs. Maybe the pressures were too low – it certainly wasn't geometry and I can't blame anyone."

Conservative runs to seventh and eighth in race two, after they started 18th and 19th, meant Neal and Shedden got jumped in the points by Plato.

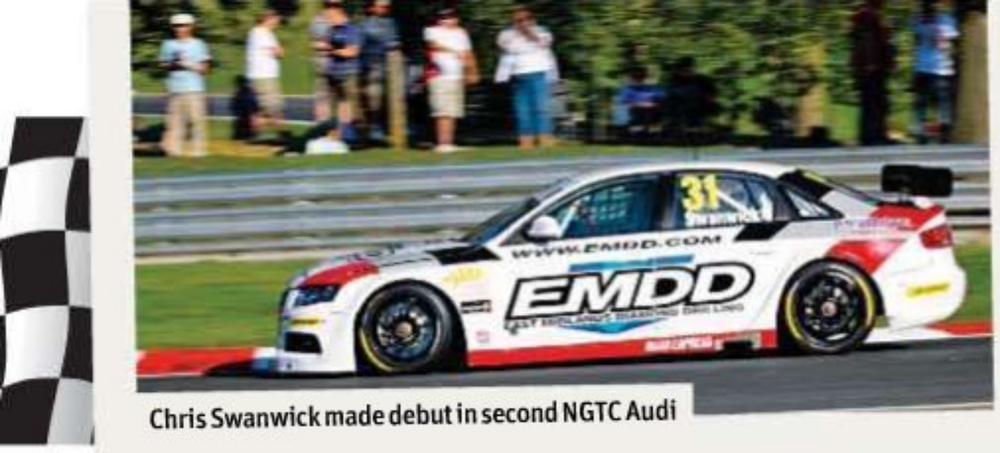
Without ballast and in cooler conditions, however, the duo bounced back to dominate the reversed-grid race three. Perhaps crucially for the title fight, Neal managed to squeeze by Shedden at the start. They then both quickly overcame Andy Neate's Arena Ford Focus and the WSR BMW of Nick Foster before heading off into a race of their own. They even had time to briefly swap positions to allow Shedden an extra point for leading. Neal's sixth win of the year was enough to move him back to the top of the table.

Shedden, who is now tied for second with Plato, was relieved to still be in contention. "It's not ideal, but at least we've got something out of the day," he said.

Also with an outside chance at Silverstone will be Mat Jackson and James Nash, who both scored podiums at Brands.

Jackson thrilled in qualifying as he hurled ▶

PICS: EBREY/LAT



Chris Swanwick made debut in second NGTC Audi

AT A GLANCE RACE 2
- Winner **Jason Plato**
- Pole **Plato**
- FL **Plato**

AT A GLANCE RACE 3
- Winner **Matt Neal**
- Pole **Nick Foster**
- FL **Neal**

his Motorbase car round Brands to seventh, then jumped to fifth on the opening lap of race one. He gained two spots when Neal's puncture momentarily delayed Nash and dived by MacDowall at Clearways with just over a lap to go to take second. He then held the place in race two, despite pressure from Tom Onslow-Cole, before securing fifth in the finale.

Nash left it until the final moments of qualifying to go third. His race pace wasn't quite as strong, but three solid top-sixes keep him in with a mathematical chance of taking the overall crown and mean he leads Jackson by 17 points in the Independents Trophy.

Outside of the title fight, Brands was the scene of 2010 championship contender Onslow-Cole's first podium of the season. Since switching from the AmD Milltek VW Golf team to the Arena Motorsport Ford Focus squad, with which he won four races in 2010, TO-C has been gradually moving up the field. At Brands he fractionally outqualified Tom Chilton to head the Arena attack, then scored a fifth and a third.

"I had 45kg at Croft [for switching teams] so that was pretty much a write-off," he said of his disappointing start to his second Arena career. "After that it was a learning curve for me with the car.

"We did a lot of development for Knockhill, then got the added ballast [20kg to S2000 turbos]. It highlighted an issue with the car – it's very weight sensitive – and we've had to learn to work round it.

"Had I not been in the Golf I may not have got the Arena call. We had a good run and developed it quickly, which shows you're the full package you need to be."

Being part of the right package will be crucial for the title showdown on the Silverstone National circuit. And, unsurprisingly, each of the main contenders is playing down their chances.

"We've made up some massive ground, but Silverstone is going to be ideally suited to the turbos," said Plato, who was still down in the speed traps. "The problem is it's just three straights so we'll be



Nash, Neal and Shedden celebrate after race three



Ollie Jackson made a solid first BTCC appearance

DRIVER BY DRIVER

Jason Plato (1/1/6)

Car and driver were on top form. Quali time 0.75s up on 2010.

Alex MacDowall (3/R/R)

Good pace, though still learning to manage a race. Car failed him in R2 and R3.

Matt Neal (18/7/1)

Puncture ruined race one, but crucially scored five more points than Shedden.

Gordon Shedden (19/8/2)

Couldn't quite match Neal and made minor error at Graham Hill Bend in R1.

Tom Chilton (7/5/4)

The Fords looked much better than at Rockingham. Decent points haul.

Tom Onslow-Cole (5/3/7)

Looked back to his old self and led Arena's attack. First 2011 podium.

Andy Neate (9/9/R)

Making progress. Good R3 drive spoiled by off and Collard incident.

Mat Jackson (2/2/5)

Back to normal. Acrobatic in quali, then moved forward in the races.

Liam Griffin (16/19/16)

Kept out of trouble to bring the car home in one piece each time.

Michael Caine (12/12/13)

Minor R1 moment aside, fought hard in the midfield on second BTCC weekend.

Rob Collard (8/22/R)

Came through well in R1, but moments with Neate spoiled R2 and ended R3.

Nick Foster (10/10/10)

More points. Looking increasingly like he belongs in touring cars.

James Nash (4/6/3)

Delayed briefly by Neal R1 puncture, but could be Independent champ.

Ollie Jackson (11/18/18)

Solid debut, though lost ground early on in races. 0.9s off Nash in quali.

Paul O'Neill (6/4/R)

Continued fine recent form. Transmission issue in R3 prevented three top-sixes.

John George (14/20/21)

Happier with pace, despite R3 spin, and got his Cruze home for three finishes.

Andrew Jordan (NS/16/8)

Electrical issue meant he didn't start R1. Weekend was tough from there.

Jeff Smith (R/24/15)

Sheared gear lever ended R1 and couldn't challenge for points after that.

Tom Boardman (R/11/9)

Would have scored more but for R1 puncture and Neate's R3 off.

Dave Newsham (R/17/12)

Turbo pipe-related fire ended R1, after which he climbed up steadily.

Martin Byford (22/15/17)

Core pack failure caused pitstop in R1, so points remain elusive.

Rob Austin (13/14/14)

Turbo boost reduction of 0.05 bar hurt and car didn't look like a points scorer.

Chris Swanwick (17/27/20)

Apart from a penalty for exceeding track limits, kept nose clean on debut.

Frank Wrathall (R/13/R)

Handed 0.025 less boost, but clashes with Collard and Caine hurt more.

Chris James (20/25/19)

Wheel falling off in quali not a good start, but finished all races.

Daniel Welch (R/R/11)

Hampered by steering arm failures, but showed promise when running.

Lea Wood (R/21/R)

Twice broke a driveshaft after offs, but was happy with old Honda.

Tony Gilham (15/23/R)

Clutch issue in R2, failed alternator in R3. Ready for the turbo BMW.

Tony Hughes (21/26/22)

Looked happier on BTCC return with heavily revised Speedworks Toyota.

PICS: EBREY/LAT, BIRD/LAT

"It's the oldest bumper I've ever had!"
Onslow-Cole managed to stay out of trouble in the first two encounters. He kept the vintage item intact in race three too.

NEXT ROUND
SILVERSTONE
October 15-16



nowhere. I think rain would give us the best chance."

But even after qualifying Matt Neal had said the extra weight and 1.55 bar boost limit might be too hard for Honda to overcome. "The Civic is fantastic but we've got no chance because of the weight and lack of boost," he argued. "It's completely gone the other way. The race pace of the turbos will never get to the NAs so we need to be at least level in qualifying and now it's gone too far the other way. We need more boost back."

With the championship so finely poised that is unlikely to happen. And there is also the matter of the intra-team fight at Honda to think about.

Steve Neal perhaps summed it all up best: "We would hope Silverstone suits us better, but Jason's been bloody quick here. We'll let Matt and Gordon fight it out. As long as they win it I don't mind."



Fords and BMWs fought for points

RESULTS
British Touring Car Championship, Brands Hatch (GB), October 1-2, round 9 of 10

GRID

2 JORDAN 1:32.139		1 PLATO 1:31.874	
4 MACDOWALL 1:32.418		3 NASH 1:32.316	
6 NEAL 1:32.444		5 SHEDDEN 1:32.442	
8 O'NEILL 1:32.650		7 M JACKSON 1:32.597	
10 CHILTON 1:32.704		9 O-COLE 1:32.691	
12 BOARDMAN 1:32.888		11 WELCH 1:32.707	
14 WRATHALL 1:33.113		13 COLLARD 1:32.960	
16 NEATE 1:33.253		15 O JACKSON 1:33.243	
18 CAINE 1:33.310		17 SMITH 1:33.284	
20 FOSTER 1:33.451		19 BYFORD 1:33.377	
22 AUSTIN 1:33.621		21 NEWSHAM 1:33.551	
24 GRIFFIN 1:34.241		23 GEORGE 1:34.188	
26 WOOD 1:34.951		25 GILHAM 1:34.300	
28 HUGHES no time		27 SWANWICK 1:35.713	
		29 JAMES no time	

RACE 1 - 15 LAPS, 34.514 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	23m34.527s	1
2	Mat Jackson (GB)	Airwaves (Motorbase)	Ford Focus	+2.121s	7
3	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+3.091s	4
4	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+3.818s	3
5	Tom Onslow-Cole (GB)	Team Aon (Arena)	Ford Focus	+4.574s	9
6	Paul O'Neill (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+5.019s	8
7	Tom Chilton (GB)	Team Aon (Arena)	Ford Focus	+5.841s	10
8	Rob Collard (GB)	WSR	BMW 320si	+12.720s	13
9	Andy Neate (GB)	Team Aon (Arena)	Ford Focus	+13.174s	16
10	Nick Foster (GB)	WSR	BMW 320si	+22.015s	20
11	Ollie Jackson (GB)	Triple 8 Engineering	Vauxhall Vectra	+25.027s	15
12	Michael Caine (GB)	Airwaves (Motorbase)	Ford Focus	+31.462s	18
13	Rob Austin (GB)	Rob Austin Racing	Audi A4	+32.885s	22
14	John George (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+33.368s	23
15	Tony Gilham (GB)	Geoff Steel Racing	BMW 320si	+35.338s	25
16	Liam Griffin (GB)	Airwaves (Motorbase)	Ford Focus	+36.263s	24
17	Chris Swanwick (GB)	Rob Austin Racing	Audi A4	+55.514s	27
18	Matt Neal (GB)	Honda (Dynamics)	Honda Civic	+57.918s	6
19	Gordon Shedden (GB)	Honda (Dynamics)	Honda Civic	+1m11.024s	5
20	Chris James (GB)	Team ES Racing	Chevrolet Lacetti	+1m12.716s	29
21	Tony Hughes (GB)	Speedworks Motorsport	Toyota Avensis	+1m16.324s	28
22	Martin Byford (GB)	AmD Milltek Racing	Volkswagen Golf	-1 lap	19
R	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon	14 laps-puncture	12
R	Frank Wrathall (GB)	Dynojet	Toyota Avensis	13 laps-acc damage	14
R	Lea Wood (GB)	Central Group (Wood)	Honda Integra	9 laps-engine	26
R	Dave Newsham (GB)	Special Tuning Racing	SEAT Leon	8 laps-turbo pipe/fire	21
R	Daniel Welch (GB)	Welch Motorsport	Proton Gen-2	6 laps-steering arm	11
R	Jeff Smith (GB)	Pirtek (Eurotech)	Vauxhall Vectra	3 laps-gear lever	17
NS	Andrew Jordan (GB)	Pirtek (Eurotech)	Vauxhall Vectra	electrical	2

RACE 2 - 15 LAPS, 34.514 MILES

POS	DRIVER	TIME/REASON	GRID
1	Plato	23m34.540s	1
2	M Jackson	+1.791s	2
3	Onslow-Cole	+2.565s	5
4	O'Neill	+3.087s	6
5	Chilton	+5.709s	7
6	Nash	+6.916s	4
7	Neal	+9.760s	18
8	Shedden	+10.994s	19
9	Neate	+11.153s	9
10	Foster	+11.584s	10
11	Boardman	+12.079s	23
12	Caine	+15.473s	12
13	Wrathall	+15.789s	24
14	Austin	+21.563s	13
15	Byford	+22.757s	22
16	Jordan	+23.190s	29
17	Newsham	+27.707s	26
18	O Jackson	+30.573s	11
19	Griffin	+35.161s	16
20	George	+35.652s	14
21	Wood	+39.891s	25
22	Collard	+44.205s	8
23	Gilham	+55.481s	15
24	Smith	+1m00.926s	28
25	James	+1m09.100s	20
26	Hughes	+1m09.428s	21
27	Swanwick	+1m24.327s	17
R	Welch	13 laps-acc damage	27
R	MacDowall	9 laps-engine	3

RACE 3 - 15 LAPS, 34.514 MILES

POS	DRIVER	TIME/REASON	GRID
1	Neal	23m35.856s	4
2	Shedden	+0.186s	3
3	Nash	+4.033s	5
4	Chilton	+4.291s	6
5	M Jackson	+11.720s	9
6	Plato	+13.555s	10
7	Onslow-Cole	+14.820s	8
8	Jordan	+17.414s	16
9	Boardman	+19.750s	11
10	Foster	+20.129s	1
11	Welch	+20.354s	28
12	Newsham	+22.451s	17
13	Caine	+23.994s	12
14	Austin	+24.297s	14
15	Smith	+25.142s	24
16	Griffin	+28.820s	19
17	Byford	+29.897s	15
18	O Jackson	+30.290s	18
19	James	+54.697s	25
20	Swanwick	+55.246s	27
21	George	+1m20.699s	20
22	Hughes	+1m21.468s	26
R	Neate	13 laps-acc damage	2
R	Collard	12 laps-acc damage	22
R	Wood	11 laps-driveshaft	21
R	O'Neill	9 laps-transmission	7
R	MacDowall	5 laps-gearbox	29
R	Wrathall	3 laps-acc damage	13
R	Gilham	1 lap-alternator	23

DRIVERS' CHAMPIONSHIP

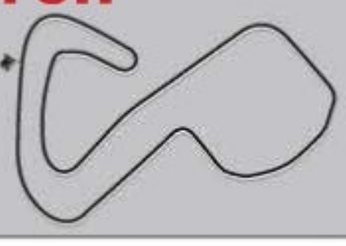
POS	DRIVER	PTS
1	Neal	225
2	Plato	220
3	Shedden	220
4	M Jackson	189
5	Nash	181
6	Jordan	127
7	Chilton	116
8	Collard	105
9	O'Neill	91
10	MacDowall	84

Race 1 Winner's average: 87.83mph.
Fastest lap: Plato, 1m32.832s, 89.22mph.
Race 2 Winner's average: 87.83mph.
Fastest lap: Plato, 1m32.619s, 89.43mph.
Race 3 Winner's average: 87.75mph.
Fastest lap: Neal, 1m32.750s, 89.30mph.

BRANDS HATCH

Great Britain

October 1-2
TOCA supports
Round 9/10



FORMULA RENAULT AT A GLANCE

- Race 1 **Oliver Rowland**
- Race 2 **Oliver Rowland**
- Poles **Oliver Rowland x 2**
- FLs **Oliver Rowland x 2**



Colburn broke his Clio duck



Rivett said his third title felt special

FORMULA RENAULT & CLIO CUP BRANDS HATCH GP, OCTOBER 1-2

Clio veteran wins Rivetting title finale

JUST FOUR POINTS COVERED the leading four drivers in the Renault Clio Cup heading into their series finale, but the Brands Hatch GP circuit played right into the hands of Paul Rivett, who brilliantly scooped the title for a third time.

With his Lumison BlueSquare Data/SVE car run by Brands folk hero Colin Stancombe, Rivett nailed an extraordinary, ultra-committed lap in qualifying on a circuit he loves, and his second-fastest effort was decent too. That meant pole for both races.

Surprisingly, Rivett lost the advantage at the start of Saturday's race to James Colburn, and the Sussex redhead – run by the family Westbourne Motorsport team, with help from ex-Clio star Ed Pead – chose the perfect time to score his and the squad's first-ever Clio Cup victory. And move to the top of the points overnight.

But with Colburn only sixth on the grid for race two, after getting baulked at Sheene Curve on his second-best qually lap, he could only progress to third, from where he was demoted by fellow title contender Aron Smith.

While Rivett claimed the win and the title, Irishman Smith – the points leader heading into the weekend – remained glued to the bumper of second man Jake Packun. But the Team Pyro-run Irishman had effectively lost his final chance of the crown with wheelspin at the start.

The fourth main title battler, James Dixon, saw it all go wrong in qualifying when he had times deleted for running wide at Graham Hill Bend, and then gave kerbs a wide berth elsewhere as he wasn't sure for which corner the penalty applied. His best result was sixth in race two, in which he came under pressure from Scuderia Vittoria's star newcomer Ant Whorton-Eales, who had set fastest lap in race one.

Pyro's Jack Goff also had an outside title shot, before he ran wide at Druids on the first lap of race one with Luke Wright and they creamed themselves into the barriers. Both men's seasons ended on the spot.

In Formula Renault UK, a mesmeric weekend performance sealed a double win for Oliver Rowland – who dedicated the victories to his father, of whose passing away this was the first anniversary.

The Racing Steps-backed Fortec Motorsport racer took two poles, and was a stunning 0.324s up through the second sector (the ultra-fast Hawthorns, Westfield and Sheene) in session two. "I'm right on the limit, proper," said the Yorkshire teenager. "I'd never driven here before yesterday's test, but it's the best track I've driven by miles!"

Rowland went away from title-chasing team-mate Alex Lynn in race one. In turn, Lynn defended under fire from championship rival Tio Ellinas, the Cypriot bemused by the Fortec duo's pace in qualifying.

In race two, a nervy Lynn jumped the start, earning a drive-through penalty, which he served... as did third-placed Jordan King! While Lynn recovered to ninth, Rowland sped to a 6.1s victory. And with Atech Reid driver Ellinas second, Rowland's impudent swiping of fastest lap from his team-mate prevented Lynn from wrapping up the title by one point. It will now go to the Silverstone finale.

With the crestfallen King out of the way, 'the battle of the Dans' became for third. The impressive Wells, who has made enormous progress of late, held it until he ran wide at Stirling's on the 13th lap of 15, and Cammish grabbed his opportunity to complete a strong weekend of two top-five finishes. Wells had to keep his nerve to fend off Puerto Rican Felix Serralles, who in turn had Josh Hill closing by the flag.

● Marcus Simmons



Rowland was clear for Formula Renault double

RESULTS

Renault Clio Cup (14 laps)

1 James Colburn; 2 Paul Rivett +0.539s; 3 Aron Smith; 4 Jake Packun; 5 Ant Whorton-Eales; 6 Josh Files. **Fastest lap** Whorton-Eales 1m40.563s (82.36mph).

Race 2 (14 laps) 1 Rivett; 2 Packun +2.476s; 3 Smith; 4 Colburn; 5 Files; 6 James Dixon. **FL** Rivett 1m40.834s (82.14mph).

Points 1 Rivett, 356; 2 Smith, 348; 3 Colburn, 348; 4 Dixon, 324; 5 Jack Goff, 272; 6 Packun, 255.

Formula Renault UK (16 laps)

1 Oliver Rowland; 2 Alex Lynn +0.458s; 3 Tio Ellinas; 4 Jordan King; 5 Dan Cammish; 6 Jack Hawksworth; 7 Mitchell Gilbert; 8 Josh Hill; 9 Alice Powell; 10 Alex Walker. **FL** Rowland 1m23.038s (99.75mph) **record**.

Race 2 (15 laps) 1 Rowland; 2 Ellinas +6.070s; 3 Cammish; 4 Dan Wells; 5 Felix Serralles; 6 Hill; 7 Ed Jones; 8 Powell; 9 Lynn; 10 Gilbert. **FL** Rowland 1m23.175s (99.58mph).

Points 1 Lynn, 498; 2 Ellinas, 471; 3 Rowland, 413; 4 Hawksworth, 295; 5 Gilbert 271; 6 Hill 239.

PICS: EBREY/LAT

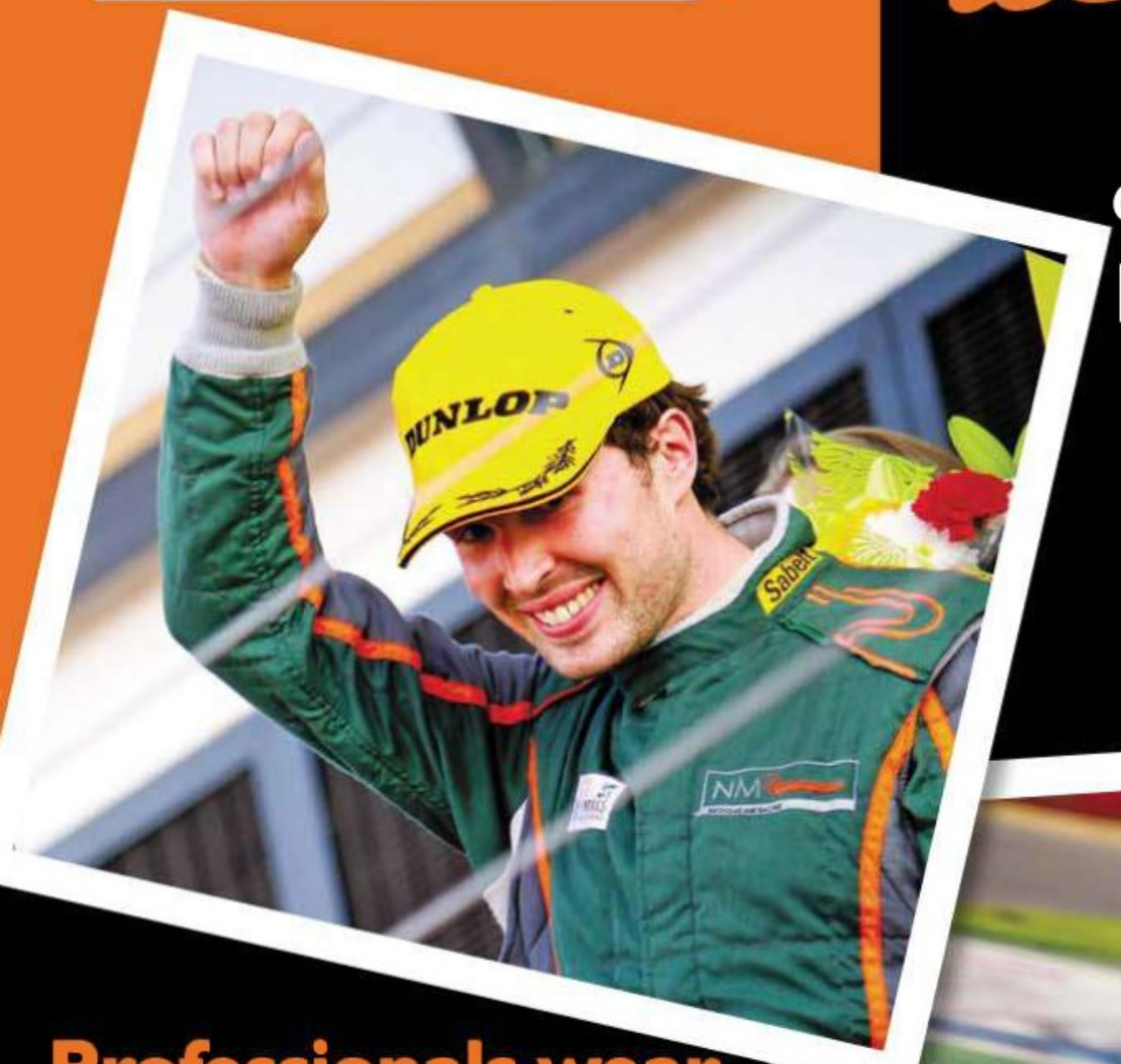
Find more issues at magazinesdownload.com

019 RACEWEAR



019 RACEWEAR *worn by winners!*

019 Racewear would like to congratulate Dan de Zille and NMR on their **class victory** and second overall in the **Britcar 24-hour race** at Silverstone.





Professionals wear 019 RACEWEAR...

- No seams to cause irritation or wear out
- Retains flame retardation indefinitely
- Can be washed frequently – no secrets
- Made in England
- Lightest legal fabric

Images courtesy of XYNAMIC race photography: www.xynamic.com

To order now, visit:

www.019racewear.com

GINETTA CONGRATULATIONS



GINETTA JUNIOR CHAMPIONSHIP

Newly crowned Ginetta Junior Champion Seb Morris is delighted with his title success. The Welsh teenager won the title at Brands Hatch Grand Prix Circuit over the weekend, 1st/2nd October, with a double podium finish during rounds 17 and 18 of the season. Still aged only 15 the 2010 Winter Series Champion knew two solid race finishes would secure the championship

"It's been a great season, we've worked really hard for this", said the new champion, "I can't thank the team enough, they do everything so precisely and have done a fantastic job this year. My driver coach, Matt Shawyer, is the reason I've been as fast as I have and my manager, Andy Meyrick, has looked after everything off-track for me. It's a proper team effort, I'm really happy we've done it."

For George Gamble, his challenge for the Vice-Champion's position was dealt a blow at Brands Hatch when he was unable to take the start. With the pole-starter eliminated from proceedings, his team-mate Sennan Fielding assumed the top spot on the grid but after a good initial launch he then faltered which allowed Collins through to the lead ahead of Bailey, William Foster, Robertson and Jake Giddings. Robertson going on to take the win from Morris then Murray.

With 74 points available over 2 races in the October 15/16th Junior Championship finale at Silverstone the battle for 2nd is still wide open with all eyes on Gamble and Robertson.



GINETTA Challenge



It was all action at a wet Donington Park for the penultimate round of the 2011 Ginetta Challenge Championship. In the G40 class Davies' brace of victory's put him at the top of the points table, just 11 points clear of season dominator Huyton. Sykes was the star in race 1 starting at the back of the grid and moving up to 9th in a single lap, while Brazilian driver Calvet showed his increasing ability claiming a second step finish on the podium.

Meanwhile in the G20s it's an even closer title fight as Simms' outright race win on Sunday gave him a 4 points lead on Pearson.



With only 74 points up for grabs the Oct 8/9th Silverstone finale next weekend promises to be a close challenge with a great deal to play for; both points leaders will be fiercely defending their positions hoping to claim a valuable opportunity to progress further up the motorsports ladder.

The prize in the G40 class is the use of a G50 for the 2012 G50 Cup Championship as part of the Ginetta GT Supercup on the prestigious TOCA package meanwhile the G20 prize winner will receive the use of a G40 for the 2012 Ginetta Challenge Championship.



GT SUPERCUP 2011

Ingram crowned G50 cup champion in his second title in as many seasons with one event to spare. After racing to the Ginetta Junior crown in 2010, Ingram made the step-up to the G50 Cup class of the Michelin Ginetta GT Supercup this year and has proven to be the dominant force. Fighting off impressive challenges all season from the likes of Williamson, Fannin and Hill, Ingram knew second place at the Brands Hatch outing was enough to claim the championship – his second in two years.

"It's absolutely phenomenal, I'm lost for words", said Ingram, "It's fantastic to win the championship. This isn't only me, there are so many people behind the scenes I have to thank for making this year happen. It's a huge team effort, massive thanks to Plans Motorsport and to all my family." "We're going to celebrate now!"
And celebrate he should as he secures the use of a G55 for the 2012 season of the Ginetta GT Supercup.

In the G55 class tension is mounting as 4 title contenders fight it out to win the huge prize of a funded drive in the BTCC 2012 season. Silverstone Oct 15/16 -featuring 2 x 30 min races- will witness the Champion crowned, but with Breeze, Morgan, Sharp and Freke all still in the running it's going to be a close battle to the end.



Find more issues at
magazinesdownload.com

Facts and Figures

Knockhill Racing
Fife, KY12 9TF
Scotland 03/09

Brands Hatch x2
(INDY & GP)
Kent, DA3 8NG 02/04 01/10

Donington Park
Derby, DE74 2RP 16/04

Oulton Park
Cheshire, CW6 9BW 04/06

Thruxton Circuit
Hampshire, SP11 8PN 30/04

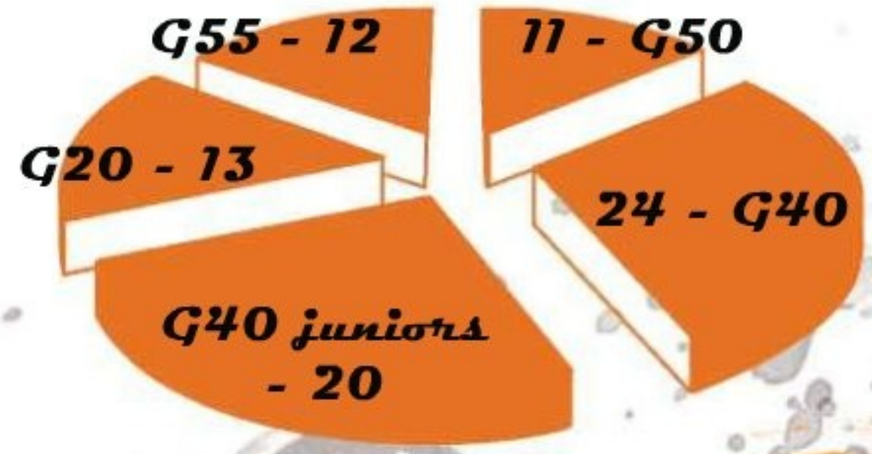
Croft
North Yorkshire, DL2 2PL 18/06

Snetterton
Norfolk, NR16 2JU 06/08

Rockingham
Northamptonshire, NN17 5AF 17/09

Silverstone
Northamptonshire, NN12 8TN 15/10

10 Race Circuits



80 DRIVERS

120 Hours
ITV coverage



Live Commentary
ginetta.com/live
Silverstone 14/15/16th



RESULTS SO FAR: GINETTA JUNIOR

POS	DRIVER	PTS
1	MORRIS, Seb	506
2	ROBERTSON, Charlie	393
3	GAMBLE, George	359
4	MURRAY, Niall	291
5	COATES, Max	287
6	FOSTER, William	284

RESULTS: GINETTA CHALLENGE

POS	DRIVER - G40	PTS
1	DAVIES, Mark	344
2	HUYTON, Sean	323
3	RICHARDS, Clive	265
4	ROBINSON, Mike	255
5	RATCLIFFE, Ryan	241
6	SYKES, Richard	184

RESULTS: GINETTA CHALLENGE

POS	DRIVER - G20	PTS
1	SIMMS, Gary	352
2	PEARSON, Stuart	350
3	FLOWERS, Matt	274
4	PETITT, Dominic	211
5	BOOTH, Harvey	184
6	MALLET, Tom	175

RESULTS: GINETTA GT SUPERCUP

POS	DRIVER - G55	PTS
1	BREEZE, Carl	640
2	MORGAN, Adam	632
3	SHARP, Tom	613
4	FREKE, Nathan	592
5	WHITE, Colin	407
6	MURRELS, George	369

RESULTS: GINETTA GT SUPERCUP

POS	DRIVER - G50	PTS
1	INGRAM, Tom	664
2	WILLIAMSON, Aaron	583
3	FANNIN, Jody	554
4	HILL, Jake	514
5	RICHARDSON, Andrew	392
6	RICHARDSON, Louise	240

IN OTHER NEWS

FAMOUS G40 MAKES IT A BRITCAR 24HR DOUBLE

After racing in Italy all year the 2010 Britcar 24hr winning G40 (car #94) returned to the home of British motor sport to successfully complete 466 laps (1,706 miles) in the 2011 Silverstone Britcar 24hr endurance race - finishing 26th overall. Huge congratulations to Mark Davies, Richard Sykes, Jake Rattenbury, Brian Saunders and all of the Rollcentre Racing team involved with G40 #94 on a monumental achievement, and to all other Ginetta teams and drivers who took part.



THE ULTIMATE TEST Go head to head with motorsport's best drivers in the Henry Surtees Trophy. Ever wondered how you'd get on against racers from other classes? **Here's your chance to find out.**

ON THURSDAY OCTOBER 20TH kart drivers past and present featuring some of the best drivers in motorsport can pit their skills against each other in the Henry Surtees Trophy at Buckmore Park. Drivers from single-seat formulae, touring and sportscar classes will share John Surtees' state of the art kart track day with racing you'll never forget. If you're 16 or over and hold an MSA licence or are a member of Club 100, you can join in. Entry costs £500: proceeds will go to the Henry Surtees Foundation which assists people with brain or physical injuries caused by accident. This event has backing from the top people in world motorsport – which means the selection of prizes on offer for the winners is truly mouthwatering...

- **MERCEDES GP FACTORY VISIT:** test your 'driving god' skills on the team's simulator at Brackley, then join Ross Brawn (and three of your mates) for lunch .
- **FERRARI TEST DAY IN MARANELLO:** experience the Production and Racing departments and drive the latest Ferrari road cars around the Fiorano test track .
- **FORMULA 2 TEST DRIVE:** sample a 500bhp F2 car at Jonathan Palmer's MotorSport Vision facility at Bedford Autodrome .
- **GINETTA JUNIOR INTRODUCTION:** briefing and test opportunity for a full day in half-term 24-28 October at Anglesey Race Circuit with Hillspeed Racing.
- **FORMULA RENAULT TEST DRIVE:** try out one of the leading junior motorsport categories in a Formula Renault supplied by championship-winning team Manor Competition.
- **VIP BRITISH GRAND PRIX TICKETS:** two top tickets for the 2012 British GP (with Paddock access), donated by Bernie Ecclestone.
- **PUMA LIFESTYLE SHOES.**
- **CUSTOM-PAINTED ARAI GP65 HELMET.**
- **TWO-HOUR SIM SESSION AT SILVERSTONE'S IZONE.** Kindly donated by Andy Priaulx.
- **A PROFILE PIECE IN MOTORSPORT NEWS.**
- **£1000 2012 SPONSORSHIP FROM TENG TOOLS.**

For more information call **01634 201 562**

TENGTOOLS Arai HELMET PUMA



stingray RV .com

europe's leader in american motorhome rental & sales

CARRERA CUP AT A GLANCE
- Race 1 **Nick Tandy**
- Race 2 **Stephen Jelley**
- Poles **Nick Tandy x 2**
- FLs **Nick Tandy x 2**

"I've never pushed that hard, made so few mistakes, and still been so far behind. Credit to the man"
Carrera Cup GB title contender (and ex-champ) James Sutton salutes the pace of Nick Tandy

OTHER BTCC SUPPORTS BRANDS HATCH, OCTOBER 1-2

A few Mexican waves for Tandy's star turn


Tandy was in a class of his own before puncture

JUDGING BY THE BRANDS
Hatch paddock reaction on Saturday, you'd have thought everyone had just watched Pedro Rodriguez lap everyone five times on the way to an epoch-defining win in his 917.

Nick Tandy's pace with Motorbase Performance as he joined the Porsche Carrera Cup GB inspired the awe. The German-series leader claimed pole by over 0.5s, and kept it tidy to win on Saturday's race from title contender James Sutton.

While drivers down the field endured left-rear-tyre blowouts, Tandy drove as hard as he needed to keep an eye on Sutton, who in turn had championship rival Stephen Jelley looming fast by the end.

The points leader, Sutton's Redline Racing team-mate Michael Meadows, lost out to Euan Hankey when he skated wide on coolant dropped at Surtees in a first-lap mix-up. But he got the place back when Hankey muffed a downshift into Druids and ploughed into the gravel.

Tandy was repeating the dose in race two, but the German Carrera Cup leader felt his left-rear give way in the compression at the bottom of Paddock Hill Bend on the seventh lap of 17, while over four seconds up.

Jelley had earlier stung Meadows with a crucial "BTCC-style" move into Surtees, with two wheels on the grass, and with dropped scores applied leads Meadows into the Silverstone finale – on wins countback...

But he had to breathe a sigh of relief. "My left-rear has gone down since the race finished," said Jelley. "It wouldn't have lasted much longer. Someone's on my side. I'm off to church before Silverstone!"

Sutton struggled to fifth this time, as Hankey atoned his error with third, and Sam Tordoff got his season back on the rails with a strong fourth. Chasing Sutton was impressive season latecomer Kieran Vernon.

The outcome of the Ginetta GT Supercup goes down to the finale at Silverstone, with Carl Breeze taking on the mantle of favourite. The Kings Lynn man won on Saturday and then again on Sunday morning, before increasing his points haul with fifth spot in the reverse grid race.

Despite suffering from flu, Breeze qualified on pole for the first two races. And while his margins of victory over early season pacesetter Tom Sharp weren't very big, they were enough. Fellow title hopefuls Adam Morgan and Nathan Freke furthered their causes by taking third and fourth respectively, in both races.

The stubborn early resistance of third placed Colin White on Sunday morning allowed Breeze and Sharp to forge clear. By the time Morgan had found a way round the wily White, he had plenty of catching up to do.

Morgan took the final race, doing it the hard way as two safety car periods upset the rhythm of the race. The first came courtesy of Sharp's huge accident at Hawthorn when he tried to go around the outside of former champion Freke, with a disastrous outcome. Sharp was unhurt.

Aaron Williamson won the G50 class in all three races, the final one being the hardest. His shadow each time was the points leader Tom Ingram, who wrapped up the title.

Driving standards were little short of appalling in both Ginetta Junior races. Seb Morris clinched the title by virtue of 'winning' on Saturday, but officials weren't impressed by his move on Niall Murray, who inherited the race victory after Morris was penalised. Max Coates finished a fine third, having started on the sixth row.

Myles Collins and Brad Bailey ran 1-2 on Sunday until Collins spun at Paddock, forcing Bailey to take evasive action. A paltry 0.4s separated Charlie Robertson, Morris, Murray and Bailey at flag fall.

● M Simmons & Dud Candler


Carl Breeze is now title favourite after double

PICS: EBREY/LAT

RESULTS

Porsche Carrera Cup (17 laps)
1 Nick Tandy; 2 James Sutton +2.475s; 3 Stephen Jelley; 4 Michael Meadows; 5 Kieran Vernon; 6 Jonas Gelzinis. **Class winners** Gelzinis, George Brewster. **Fastest lap** Tandy 1m28.925s (93.14mph) **record**. **Race 2 (17 laps)** **1 Jelley**; 2 Meadows +3.009s; 3 Euan Hankey; 4 Sam Tordoff; 5 Sutton; 6 Vernon. **CW** Ahmad Al Harthy, Richard Denny. **FL** Tandy 1m29.250s (92.80mph). **Points** **1 Meadows, 282**; 2 Jelley, 272; 3 Sutton, 270; 4 Hankey, 231; 5 Richard Plant, 160; 6 Gelzinis, 143.

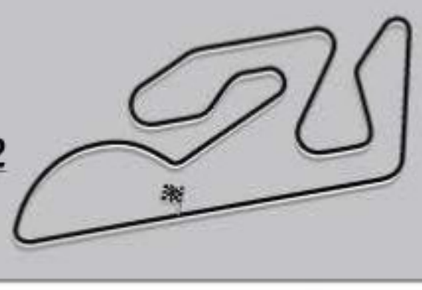
Ginetta GT Supercup (12 laps)
1 Carl Breeze; 2 Tom Sharp +0.764s; 3 Adam Morgan; 4 Nathan Freke; 5 Colin White; 6 Phil Broad. **CW** Aaron Williamson (G50). **FL** Morgan 1m31.548s (90.47mph). **Race 2 (14 laps)** **1 Breeze**; 2 Sharp +0.831s; 3 Morgan; 4 Freke; 5 Broad; 6 White. **CW** Williamson. **FL** Breeze 1m31.315s (90.70mph) **record**. **Race 3 (17 laps)** **1 Morgan**; 2 Freke +1.602s; 3 Broad; 4 White; 5 Breeze; 6 Williamson. **CW** Williamson. **FL** White 1m31.686s (90.34mph). **Points** **1 Breeze, 640**; 2 Morgan, 632; 3 Sharp, 613; 4 Freke, 592; 5 White, 407; 6 George Murrells, 369.

Ginetta Junior (9 laps) **1 Niall Murray**; 2 Seb Morris +1.096s; 3 Max Coates; 4 Charlie Robertson; 5 Jake Giddings; 6 Brad Bailey. **FL** Sennan Fielding 1m46.330s (77.90mph) **record**. **Race 2 (8 laps)** **1 Robertson**; 2 Morris 0.181s; 3 Murray; 4 Bradley; 5 Giddings; 6 Coates. **FL** Murray 1m46.612s (77.69mph). **Points** **1 Morris, 515**; 2 Robertson, 393; 3 George Gamble, 365; 4 Murray, 300; 5 William Foster, 293; 6 Coates, 287.

VALENCIA

SPAIN

September 30-October 2
DTM
Round 9/10



AT A GLANCE

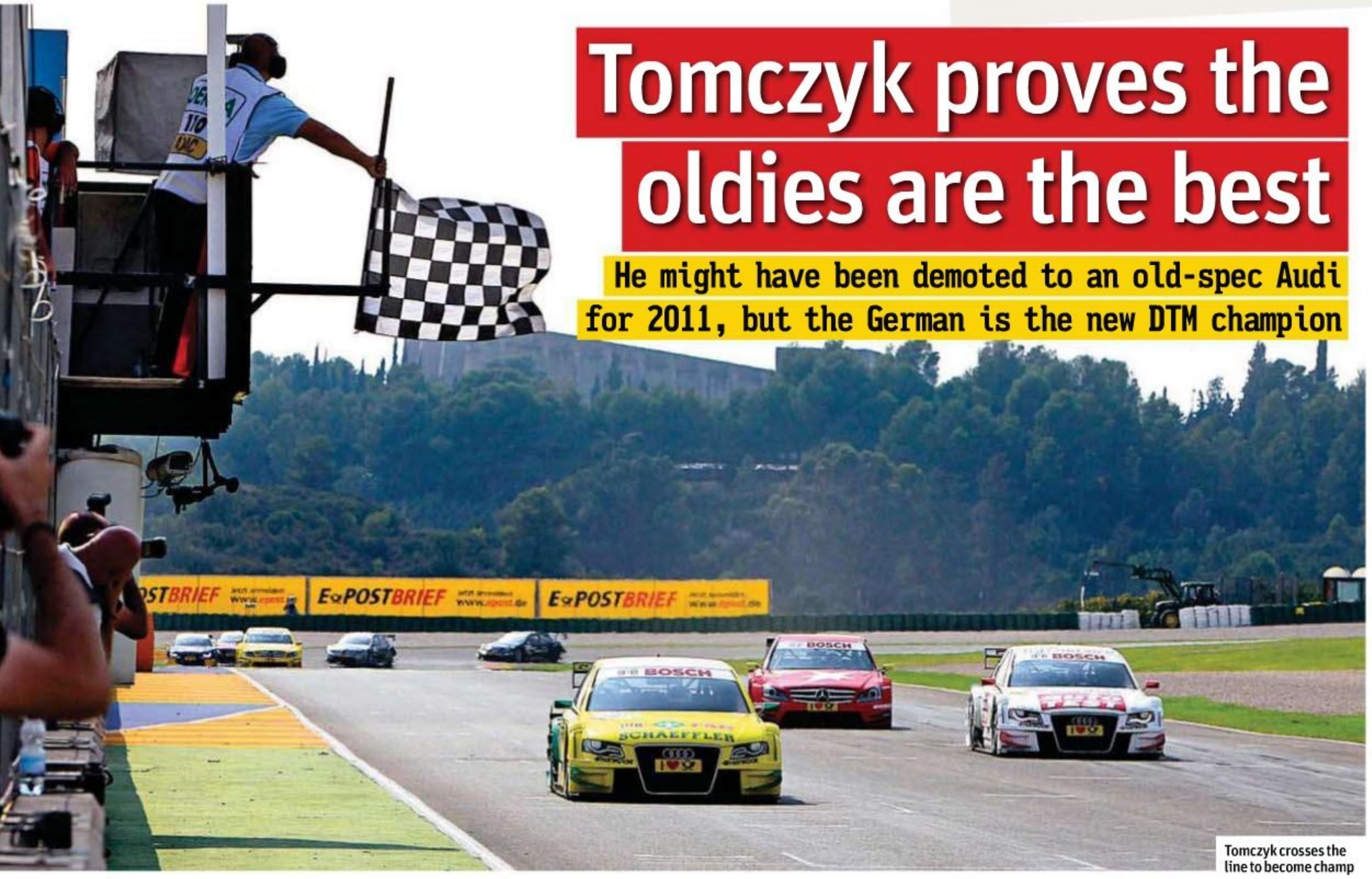
- Winner **Mattias Ekstrom**
- Pole position **Ekstrom**
- Fastest lap **Timo Scheider**



Whatever Merc tried, Spengler couldn't win

Tomczyk proves the oldies are the best

He might have been demoted to an old-spec Audi for 2011, but the German is the new DTM champion



Tomczyk crosses the line to become champ

MARTIN TOMCZYK MUST BE feeling pretty pleased with himself. Demoted by Audi last winter to an older-spec car, and pushed out of the crack Abt Sportsline squad in favour of 2010 Le Mans winner Mike Rockenfeller, he was given little chance of winning a DTM race this season by most pundits.

And yet at Valencia last weekend the 29-year-old German hauled his lanky frame out of his 2008-spec Phoenix Racing A4, clambered onto its roof and held his arms aloft, having just secured the podium finish that had made him champion of the world's toughest tin-top series.

Tomczyk's driving this year has been nothing short of flawless. A veteran of 11 DTM seasons, his only real failing was a dodgy set-up choice for qualifying at Oschersleben – from which he produced a stirring fightback on raceday.

It was this consistency that brought him to Valencia nine points clear of Mercedes' top man Bruno Spengler, and his guile on the opening lap put him in a position from where he and his team could dictate proceedings (as far as the championship was concerned) during the afternoon.

It's true enough that he was no match for Mattias Ekstrom – the Swede showed everyone a clean pair of heels on his way to a third win in four races – but he didn't need to be.

All he had to do was beat Spengler and finish in the points. And from sixth place at the end of the opening lap, this plan was executed with military efficiency – plus a helping hand from the likes of Timo Scheider, Miguel Molina and Oliver Jarvis, the Abt trio who were effectively sacrificed at various points during the afternoon by their employer in the name of the greater good.

The significance of his success was not lost on Tomczyk, who became the first man to win the title in anything other than a current-spec car, his Audi having first raced competitively in the DTM almost four years ago.

"It's an amazing feeling, and I'm struggling to put it into words," he said. "With these circumstances, in an old car, and having a new engineer, nobody counted on me to win.

"But we've just worked so hard with Phoenix to make sure we do everything with no mistakes. And you know what, it doesn't matter if you win in an old car or a new car – the title is the title.

"Honestly, I thought, 'When is this bloody race over?' [in the late stages]. The last 15 laps took so long, it was like the never-ending story," he added. Shifting up, shifting down, power here, brake there... it was hot and it was boring."

The championship was in every possible way a deserved one, as race winner Ekstrom explained within earshot of Tomczyk.

"We have so few races in the DTM that if you have more than one or two DNFs, you can't win it," said the Swede. "But Martin has been top five in every race and this is the result. Yes he's had good luck, but he's had bad luck in other years, and when you always work hard you create more luck than if you're a lazy bastard. And Martin's not a lazy guy."

It was a popular success with the Audi crew, certainly judging by the chants of 'Es gibt ner ein Martin Tomczyk, ein Martin Tommm... czyk!

Phoenix boys start 'we are the champions'



PICS: LAT

Find more issues at magazinesdownload.com

RACE RATING
★☆☆☆☆
There might have been title tension for Tomczyk, but this was utter rubbish!

MILESTONE
Albuquerque takes first DTM front row and podium for a Portuguese driver



JAMIE O'LEARY reports



Van der Zande (red Merc) and Coulthard (yellow) excluded

Ekstrom continues sensational form

"WE HIT THE BULLSEYE THIS WEEKEND," was Mattias Ekstrom's assessment of how perfect the set-up of his Abt Sportsline Audi A4 had been during the Valencia weekend.

It showed. Take no notice of his pole time – the Swede had fresher tyres than fellow front-row man Filipe Albuquerque, contributing to his half-second advantage. But take every notice of his lap that topped the earlier Q3, and was also 0.5s clear of the rest. It was going to be a long afternoon for anyone who fancied beating the Swede.

Predictably, nobody did as he continued the extraordinary run of form that has brought him 38 points out of 40 during the second half of the season, and triumphed this time by a mammoth 18s.

Albuquerque was no threat, but the Rosberg Audi man was nevertheless 15s clear of third-placed Martin Tomczyk, and deservedly secured the first podium finish for a Portuguese driver in the DTM.

Behind Tomczyk – who was beaten by another old-spec car for the first time in 2011 – came Timo Scheider, who could have been further up had Audi not compromised his strategy to slot him in between Tomczyk and Bruno Spengler after the pitstops, and the two brilliantly-driven old-spec Mercedes of Renger van der Zande and David Coulthard.

Both were racing under appeal after the rear wings on their Persson and Mucke cars were found to have been mounted 5mm further back from the rear axle than permitted, and were subsequently not classified in the results. Nor will they be unless both teams win their appeals.

With the two Mercs effectively invisible, fifth in the results – but seventh on the road – went to Spaniard Miguel Molina, giving the Abt man a season's best result in front of his home crowd. His team-mate Oliver Jarvis had a frantic battle for what turned out to be sixth with Jamie Green, the HWA man locking up in his efforts to pass at Turn 2 on the last lap and running wide. The mistake allowed Spengler, Gary Paffett and Mike Rockenfeller all through.



Ekstrom bids his rivals farewell at first turn

Es gibt ner ein Martin Tomczyk' in the team's hospitality unit – and the sight of mechanics and family members throwing themselves into a hastily-constructed swimming pool (think four-foot crate full of water rather than the roof of the Red Bull energy station).

One man as emotional as Tomczyk was Phoenix founder Ernst Moser, who endured a 10-year winless streak in the DTM before the Spielberg race in June.

"The DTM has been my life," he said. "I started in 1988 as a mechanic with AMG and then I started Phoenix and now... I knew once Martin was leading the championship that this was the aim, but to close it off like this... Unbelievable."

Of course, where there's a winner, there's also a loser, and none could have been more gracious in defeat than Bruno Spengler.

Spengler arrived in Spain nine points behind Tomczyk, knowing he needed victory at a circuit where Mercedes was soundly beaten by its rival last year. The Canadian could only start 12th after running out of grip during a qualifying session in which your lap time was largely dependent on the amount of cloud cover: the more sunshine, the hotter the track, the sooner the tyres peak and then begin to slide. The team thought no more cloud would come – wrong! And while Audis were out on track, Spengler was back in the pits, his tyres past their best.

Mired down in the traffic, and with Audi upon Audi ahead of him, he made virtually no progress.

He made it up to ninth and was then handed seventh due to the 'under-appeal' status of the older Mercs that took fifth and sixth in the hands of Renger van der Zande and David Coulthard (see right).

Just as in 2010, Spengler had let a sizeable points lead slip away, this time to a man from a rival manufacturer. But he felt Tomczyk had deserved his title.

"When people ruled him out at the start of the year because he was in an old car, I said he'd be dangerous," he said. "He's had bad luck in other years and this time he's had a good car and a light car [25kg lighter than Spengler's C-class].

"For me, we had good points all the time, but it's Oschersleben where we lost it. We had eight points easily there and then it was the damper problem. It's tough to take, but I'll hold myself up and carry on."

RESULTS

DTM, Valencia (E), September 30-October 2, round 9 of 10

GRID

1 EKSTROM 1:30.608	2 A'QUERQUE 1:31.021	
3 COULTHARD 1:31.338	4 V D ZANDE no time*	
5 R'FELLER 1:30.202	6 MOLINA 1:30.212	
7 SCHEIDER 1:30.234	8 JARVIS 1:30.240	
9 PAFFETT 1:30.297	10 TOMCZYK 1:30.554	
11 GREEN 1:30.602	12 SPENGLER 1:30.621	
13 SCHUMACHER 1:30.304**	14 MORTARA no time	
15 ENGEL 1:30.583	16 VIETORIS 1:30.587	
17 FREY 1:30.712	18 STODDART 1:30.739	

45 LAPS, 111.986 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	1h10m45.452s	1
2	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	+18.103s	2
3	Martin Tomczyk (D)	Phoenix Racing	Audi A4 (2008)	+33.950s	10
4	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+34.346s	7
5	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+39.788s	6
6	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+40.655s	8
7	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+41.238s	12
8	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+41.791s	9
9	Mike Rockenfeller (D)	Abt Sportsline	Audi A4 (2009)	+44.671s	5
10	Jamie Green (GB)	HWA	Mercedes C-class (2009)	+45.971s	11
11	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+49.720s	18
12	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	+50.736s	16
13	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+52.686s	13
14	Rahel Frey (CH)	Phoenix Racing	Audi A4 (2008)	+1m02.877s	17
15	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+1m16.230s	15
16	Edoardo Mortara (I)	Team Rosberg	Audi A4 (2008)	-3 laps	14
EX	Renger van der Zande (NL)	Persson Motorsport	Mercedes C-class (2008)	+34.703s	4
EX	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	+37.740s	3

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Tomczyk	64
2	Spengler	51
3	Ekstrom	49
4	Scheider	34
5	Rockenfeller	26
6	Green	25
7	Schumacher	21
8	Mortara	21
9	Paffett	21
10	Jarvis	13

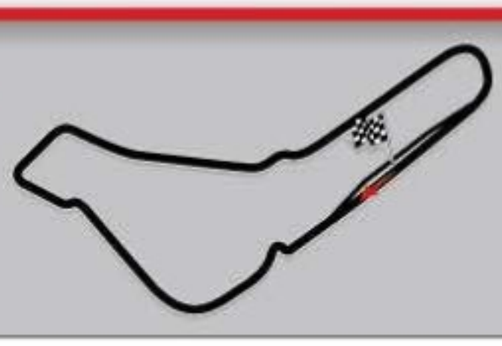
*Q4 times deleted for using more tyres than permitted
**Three-place penalty from previous round

Winner's average: 94.960mph.
Fastest lap: Scheider, 1m32.267s, 97.097mph

MONZA

ITALY

October 1-2
Formula 2
Round 7/8



AT A GLANCE

- Race 1 **Mihai Marinescu**
- Race 2 **Mirko Bortolotti**
- Poles **Marinescu/B'lotti**
- FLs **Marinescu x2**



An F1 test awaits Bortolotti

Bortolotti gives it the beans

Mihai Marinescu delivers on his potential as Mirko Bortolotti takes the drivers' title



Bortolotti took title in race two

COMING INTO MONZA, THERE had been 12 races in the 2011 FIA Formula 2 championship. Mirko Bortolotti was the only driver to have finished each one in the points, and only at the rainy Magny-Cours double header did he fail to finish on the podium.

Combine that with four wins and you have a level of consistency no one else has been able to match, even though at various points this year he's been equalled on pure pace by a number of rivals. Initially it looked to be Miki Monras who would be his main challenger, but the Spaniard's pace waned after a commanding win in the second race of the season at Silverstone.

Then up stepped Christopher Zanella to challenge the Bortolotti's supremacy. A brace of wins in Magny-Cours launched him into the title hunt, but since that second win he hasn't finished a race ahead of Bortolotti. Will Bratt had a brief flirtation with race-winning pace and Ramon Pineiro got his act together just a little too late to really challenge for the title, which meant there was a high probability that the championship would be won at Bortolotti's home circuit of Monza.

"I have not worked out how many points I need to take the title, I just want to win the races," Bortolotti said coming into the weekend, and that determination and confidence was translated into fastest times in both Friday practice sessions at Monza. Qualifying didn't go quite so well, though.

A yellow flag at the Parabolica after Julian Theobald had gone careering into the tyres wrecked Bortolotti's hot lap, leaving him down in fourth place. It was Mihai Marinescu who took pole position, ahead of Alex Brundle and Pineiro.

The way the maths worked out was that if Bortolotti won, then Zanella had to finish second to keep the fight alive; and if Bortolotti finished second, Zanella had to finish fifth to stay in the hunt. All the other scenarios would lead to a continuation of the struggle between the pair.

At the start of the race it was Brundle who got the best traction off the line, moving ahead of Marinescu at the first chicane. Bortolotti had a terrible initial getaway, but cunning racecraft into the first corner enabled him to hold his fourth position and then begin to put the pressure on Pineiro in front. Marinescu re-took the lead from Brundle at the start of lap two, getting alongside into the Rettifilo chicane and holding off Brundle's spirited fightback.

Bortolotti lost ground to the lead pair early on as he battled to get past Pineiro for third, eventually making a move on the run down to the Parabolica. He then set about closing down Brundle, knowing that second place was the lowest position he could finish to



Brundle held off Bortolotti until the last lap of race one

Find more issues at magazinesdownload.com

RACE RATING
★★★★☆
Always action going on somewhere in the field, and great battles for top positions

MILESTONE
Bortolotti is the first Italian Formula 2 champion since Corrado Fabi (right) in 1982



JACK NICHOLLS
reports



Pineiro (right) briefly led from the race two start



Zanella had to fight the field in race two

stand a chance of clinching the championship.

Unfortunately for him, Zanella had made his way past Tobias Hegewald for fifth place, meaning that even if Bortolotti did take second place, he would not seal the championship. With eight laps to go Bortolotti was on the back of Brundle and an excellent battle followed. Brundle defended well until the final lap when Bortolotti was able to get a better run out of the first chicane, held the outside line through Curva Grande, and moved into second place. Marinescu, though, comfortably held on to take his first win in Formula 2, with Brundle still satisfied to finish third behind Bortolotti.

On Sunday morning it was an incredibly confident Bortolotti who strode into the paddock. Knowing the only way he could lose the championship was for Zanella to win the remaining three races, with him not finishing any of them, Bortolotti swaggered into the garage and climbed into his cockpit for qualifying. Where every other driver spent the first half of the session on used tyres to get into a rhythm, before switching to their new tyres to take advantage of the single boost lap they would have, Bortolotti simply did an installation lap and then came back in to the pitlane.

He gave his engineer the thumbs up, then cooly sat in the pitlane waiting for the other 18 cars to pit for fresh tyres. Then he drove on to the clear track and took pole position.

Despite losing the lead on the first lap to Pineiro, Bortolotti immediately retook the position and from then on was in cruise control. He steadily pulled away as excellent battles developed behind.

Brundle and Zanella carved their way through the field, while in the battle of the Catalans over second position Pineiro just held off Miki Monras. Those two are part of a seven way fight for the two GP2 tests offered as prizes, but after clinching the championship it will be Mirko Bortolotti who gets a full test with the Williams Formula 1 team at the end of the season.

The consistency, speed and intelligence that took him to the F2 title are sure to impress when he takes the wheel of an F1 car.

Marinescu comes of age

IT WAS AN EVENTFUL WEEKEND FOR MIHAI MARINESCU, on the circuit that the Romanian calls his home track. He spent 2007 in Formula Renault 2.0 Italia, with subsequent trips to the Monza circuit in Formula BMW and Formula 2 last year, where he claimed one of his best results of the season. So it was a fairly unsurprised – albeit delighted – Marinescu who took pole position in the first qualifying session on the Saturday.

He has had podium-challenging pace since the first race of the season at Silverstone, where he brought the car home fourth. But it was the most recent round at the Red Bull Ring, where he finally claimed two podiums, that confirmed his potential as a race winner.

When Brundle jumped him at the start of race one and Monza, there was no sign of the Marinescu who had made unforced errors at many of the earlier rounds. He immediately attacked Brundle and re-took the lead. From there, knowing that breaking the tow would be crucial for his success, he used up the majority of his boosts to get away from Brundle – who then chose not to follow, preserving his boosts to defend against the inevitable charge from Bortolotti later in the race.

From the front, Marinescu controlled the pace and took his first Formula 2 win. Things went wrong from there as the Monza officials played the wrong national anthem on the podium, and then a drive-shaft failure caused his retirement from race two – a sour end to an impressive weekend.



Marinescu had an eventful weekend

RESULTS

FIA Formula 2 Championship, Monza (I), October 1-2, round 7 of 8

GRID

2 BRUNDLE 1:40.239		1 MARINESCU 1:40.071
4 BORTOLOTTI 1:40.341		3 PINEIRO 1:40.295
6 HEGEWALD 1:40.642		5 ZANELLA 1:40.346
8 STORZ 1:40.765		7 MAC 1:40.695
10 LARICHE 1:40.961		9 CLARKE 1:40.873
12 MONRAS 1:41.070		11 SNOEKS 1:40.993
14 S'WAREN 1:41.564		13 BACHETA 1:41.563
16 KRALEV 1:41.767		15 MUN 1:41.735
18 SNEGIREV 1:41.835		17 THEOBALD 1:41.804
		19 COLE 1:42.045

RACE 1 – 21 LAPS, 75.595 MILES

POS	NAME	TIME	GRID
1	Mihai Marinescu (RO)	35m41.618s	1
2	Mirko Bortolotti (I)	+5.411s	4
3	Alex Brundle (GB)	+6.114s	2
4	Ramon Pineiro (E)	+7.676s	3
5	Christopher Zanella (CH)	+8.655s	5
6	Tobias Hegewald (D)	+19.576s	6
7	Thiemo Storz (D)	+22.622s	8
8	Jack Clarke (GB)	+24.320s	9
9	Mikkel Mac (DK)	+31.739s	7
10	Luciano Bacheta (GB)	+34.480s	13
11	Kelvin Snoeks (NL)	+37.227s	11
12	Plamen Kralev (BG)	+42.760s	16
13	Benjamin Lariche (F)	+48.402s	10
14	James Cole (GB)	+1m01.566s	19
15	Parthiva Sureshwaren (IND)	+1m03.662s	14
16	Maxim Snegirev (RUS)	+1m21.405s	18
17	Miki Monras (E)	-2 Laps	12
R	Sung Hak Mun (ROK)	16 laps - accident	15
R	Julian Theobald (D)	1 lap - accident	17

GRID

2 PINEIRO 1:39.004		1 BORTOLOTTI 1:38.979
4 MONRAS 1:39.223		3 HEGEWALD 1:39.099
6 MAC 1:39.637		5 STORZ 1:39.522
8 BACHETA 1:40.088		7 BRUNDLE 1:39.710
10 CLARKE 1:40.279		9 LARICHE 1:40.161
12 SNEGIREV 1:40.444		11 ZANELLA 1:40.299
14 KRALEV 1:40.451		13 SNOEKS 1:40.445
16 THEOBALD 1:40.734		15 S'WAREN 1:40.538
18 MARINESCU 1:41.390		17 COLE 1:41.326
		19 MUN 1:41.654

RACE 2 – 21 LAPS, 75.595 MILES

POS	DRIVER	TIME/REASON	GRID
1	Bortolotti	35m43.683s	1
2	Pineiro	+8.861s	2
3	Monras	+9.198s	4
4	Brundle	+9.999s	7
5	Bacheta	+19.428s	5
6	Zanella	+20.281s	11
7	Clarke	+20.416s	10
8	Snoeks	+25.799s	13
9	Hegewald	+28.015s	3
10	Lariche	+28.799s	9
11	Mac	+29.683s	6
12	Mun	+41.177s	19
13	Kralev	+48.377s	14
14	Sureshwaren	+50.363s	15
15	Cole	+59.323s	17
R	Snegirev	-8 laps - mechanical	12
R	Marinescu	-16 laps - driveshaft	18
R	Theobald	-18 laps - accident	16
R	Storz	-20 laps - accident	5

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Bortolotti	248
2	Zanella	176
3	Pineiro	152
4	Monras	123
5	Marinescu	113
6	Hegewald	109
7	Clarke	102
8	Brundle	98
9	Bratt	92
10	Snoeks	30

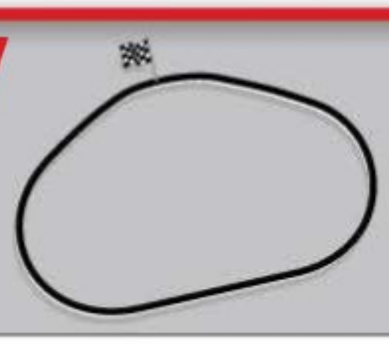
Race 1 Winner's average speed 127.07mph. Fastest lap: Marinescu, 1m41.358s, 127.85mph.
Race 2 Winner's average speed 126.95mph. Fastest lap: Marinescu, 1m39.997s, 129.59mph.

PICS: FORMULA 2

KENTUCKY

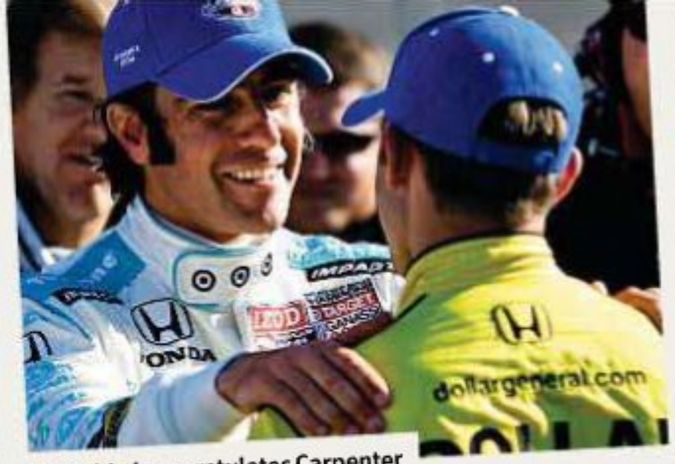
USA

October 2
IndyCar Series
Round 17/18



AT A GLANCE

- Winner **Ed Carpenter**
- Pole **Will Power**
- Most laps led **Dario Franchitti**
- Fastest lap **Carpenter**



Franchitti congratulates Carpenter

Carpenter chisels past Franchitti

IndyCar part-timers hunt down and beat the championship's three-time king



This is what 0.0098s at the end of 300 miles looks like!

ED CARPENTER IS ONE SMART driver. He needed to call on all his brainpower, as well as prodigious oval talent, to beat three-time champion Dario Franchitti to the finish at Kentucky Speedway last Sunday. In defeat, Franchitti recharged his title bid in fine style with second place in a race he started mid-pack – and also benefited from Will Power's disaster on pitlane to install him as favourite for a fourth crown.

Carpenter, driving for the tiny Sarah Fisher Racing squad, took on and defeated the giant Chip Ganassi Racing squad by intelligent drafting and management of his overtake-assist button. Over the final 20 laps, Franchitti and Carpenter duked out an epic side-by-side scrap, Carpenter using the side-draft brilliantly to force Dario to repeatedly hit his 200rpm overrev button – worth about 10bhp for 12 seconds. "I had to use up my overtakes to keep him alongside; if he got past me that was it – he would have cleared me and gone away," admitted Franchitti.

With 13 to go, Carpenter nosed his way ahead at the finish line for the first time. Then it was Franchitti for the next two laps, then Carpenter the following two times. Franchitti was ahead for the next three – on lap 195 his 'advantage' was recorded at 0.0000s! But from laps 196 to the one that truly mattered – lap 200 – Carpenter was always the leader at the stripe.

"Pull, baby, pull!" Carpenter urged over the radio, as his final shot of push-to-pass was deployed. He won by 0.0098s, the closest-ever finish at Kentucky (sadly, it's likely to be the last IndyCar race here for some time) and the sixth-closest in series history.

"An awesome day," he summarised later. "Dario races hard but clean, and tucked right in [to his slipstream] I had the faster car. I knew I could beat him when I knew I had one more push-to-pass."

Team owner Fisher, a polesitter and runner-up in her own right as a driver, gave birth to daughter Zoe just three weeks ago and was overjoyed with her first victory as a team owner. With main sponsor Dollar General pulling out at the end of this season, there couldn't have been better timing for the win.

"To see Ed drive his tail off was so amazing," she said. "My baby girl is obviously good luck! We've just put all our effort, 100 per cent of our focus, on ovals and it's paid off. I've already had somebody ask me, 'Is it just as special having a win as an owner as a driver?' It absolutely is. It is unreal."

Carpenter, who started fourth, had previously been on the wrong end of a close finish here in 2009, when he crossed the line 0.0162s behind Penske's Ryan Briscoe. Last year he was also the bridesmaid, to Briscoe's team-mate Helio Castroneves.

"It's hard to put my finger on it, but I've been fortunate to have fast cars here the past few years and that's been a big part of it," said Carpenter. "A lot of people don't like this track because of the bumps. It is the bumpiest 1.5-mile track we go to, and that probably bothers some people."

As well as Franchitti, Carpenter's main problem was a malfunctioning helmet visor that threatened his win: "I wasn't going to let a visor coming off stop me from winning the race. I drove 15 or 20 laps with one hand holding on to my helmet 'til they taped it

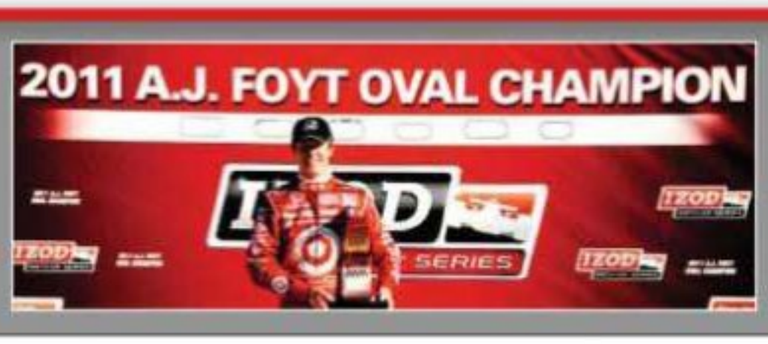


Andretti went out in pitlane clash with Lloyd

CHUCK BRADBURY JR reports

RACE RATING
★★★★☆
The best race since Indy, with a fantastic finish and heartwarming winning story

MILESTONE
Scott Dixon's third place earned him the 2011 AJ Foyt Oval Trophy



at a pitstop. It's taken a long time to get our first win, but that's fine with me."

Franchitti, on the other hand, is no stranger to Victory Lane. Although he didn't make it this time, his runner-up spot (plus most laps led) and title nemesis Will Power's pitlane disaster (see right) rewarded him with a 30-point swing in his favour. He now leads Power by 18 with just the Las Vegas finale remaining.

After the race, Dario was left pondering what might have been: "We just came up a little bit short. I got the OK to use the overtakes. We were good on fuel. They told me I had one overtake for every lap. I don't know if they miscounted or I used one twice in a lap."

After engine problems in practice, which necessitated a change before qualifying, Franchitti moved up from his 11th starting spot to hover around the fringe of the top six before the first round of green-flag pitstops. Then, a stellar in-lap, coupled with great pitwork, meant he leapt to the head of the field, where he would stay for most of the afternoon – until Carpenter jumped Dario's team-mate Scott Dixon for second at the final restart and their epic endgame commenced.

He might have lost the battle, but Franchitti is winning the war.


Franchitti hit the front after the first pitstops

Power cut out of contention in pits



Hole in the side of Power's car cost early leader dearly

THEY HAVE BARELY SEEN each other on track recently, yet the ebb and flow in the title battle between Dario Franchitti and Will Power has been remarkable – and this time it was Power's turn to suffer a disaster.

From pole position – which extended his points lead to 12 – Power had been dominating Sunday's race until his first pitstop. As he approached his pitbox, Ana Beatriz was released from hers. As Power turned left, she accelerated straight into his left sidepod, tearing a gash in it that would require multiple stops to tape over.

But the damage had been done; in an environment where drag is your worst enemy, the air resistance caused by the damage killed his speed. He trailed home at the end of the lead lap, in 19th, and now trails Franchitti by 18 points.

"The hole in the car was worth 4mph," he said. "The handling didn't really change but it felt like I had a gear less. I didn't see Ana leaving her pits; they sent her straight into us. It was just a mistake from what they told me. She had bobbled around trying to get first gear and by that time I was there. If she had gone when she was supposed to she would have been in front of us.

"We had the quickest car today. I couldn't see anyone beating us the car was so fast. I couldn't care less what Dario does at the last race. I know what my agenda is – I have to win."

RESULTS

IndyCar Series, Kentucky Speedway (USA), October 1-2, round 17 of 18

GRID

1 POWER	219.283mph	2 RAHAL	218.348mph
3 HINCHCLIFFE	218.186mph	4 CARPENTER	218.004mph
5 HILDEBRAND	217.872mph	6 ANDRETTI	217.807mph
7 DIXON	217.692mph	8 HUNTER-REAY	217.632mph
9 SERVIA	217.520mph	10 KIMBALL	217.357mph
11 FRANCHITTI	217.213mph	12 CONWAY	217.110mph
13 SILVESTRO	216.924mph	14 PATRICK	216.768mph
15 CUNNINGHAM	216.763mph	16 C'NEVES	216.732mph
17 RICE	216.685mph	18 BRISCOE	216.669mph
19 KANAAN	216.484mph	20 BEATRIZ	216.424mph
21 MEIRA	216.300mph	22 SATO	215.856mph
23 VISO	215.789mph	24 LLOYD	215.607mph
25 BATTISTINI	215.578mph	26 BELL	215.404mph
27 JAKES	214.297mph	28 WHELDON	no speed
29 MANN	no speed		

200 LAPS, 296.00 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Ed Carpenter (USA)	Sarah Fisher Racing	Dallara-Honda	1h42m02.7825s	4
2	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+0.0098s	11
3	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+0.1048s	7
4	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	+0.3007s	3
5	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+0.4040s	8
6	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+0.6806s	9
7	Wade Cunningham (NZ)	AFS/Sam Schmidt Racing	Dallara-Honda	+0.7020s	15
8	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+0.7895s	18
9	Buddy Rice (USA)	Panther Racing	Dallara-Honda	+1.0011s	17
10	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+1.0076s	14
11	Townsend Bell (USA)	Dreyer & Reinbold Racing	Dallara-Honda	+1.1767s	26
12	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+1.2320s	2
13	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	+1.7795s	10
14	Dan Wheldon (GB)	Sam Schmidt Motorsports	Dallara-Honda	+2.0668s	28
15	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	+2.1166s	22
16	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+2.4294s	21
17	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	+3.0101s	19
18	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	+3.4607s	12
19	Will Power (AUS)	Team Penske	Dallara-Honda	+6.4970s	1
20	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	-1 lap	5
21	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	-2 laps	27
22	Pippa Mann (GB)	Rahal Letterman Lanigan Racing	Dallara-Honda	-3 laps	29
23	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	-8 laps	23
24	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	165 laps-accident	20
25	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	141 laps-clutch	13
26	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	140 laps-accident	24
27	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	140 laps-accident	6
28	Dillon Battistini (GB)	Conquest Racing	Dallara-Honda	124 laps-driver fatigue	25
29	Helio Castroneves (BR)	Team Penske	Dallara-Honda	34 laps-water leak	16

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Franchitti	573
2	Power	555
3	Dixon	518
4	Servia	425
5	Kanaan	366
6	Briscoe	364
7	Hunter-Reay	347
8	Andretti	337
9	Rahal	320
10	Patrick	314

Winner's average: 174.039mph.
Fastest lap: Carpenter, 24.2241s, 219.946mph.
Qualifying: decided by average speed over a run of two flying laps.

PICS: FERREY, EDMONDS/GETTY, PAUL WEBB, WALT KUHN, ABBOTT/LAT SOUTH

INTERNATIONAL RACES & RESULTS
NASCAR SPRINT CUP
Dover (USA),
Rd 29/36

QUICK RESULTS
→ Winner **Kurt Busch**
→ Pole **Martin Truex Jr**
→ Most laps led **J Johnson**
→ Points leader **K Harvick**

RACE RATING ★★★☆☆ Light on action at the front, but some good battles further down



Celebrations all round for Busch's crew

NASCAR SPRINT CUP DOVER (USA), OCTOBER 2, RD 29/36

Busch gets his own back on Johnson at Dover

KURT BUSCH HAS STUCK TO his mantra of "anybody but the 48" as his rivalry with Jimmie Johnson has heated up during the NASCAR Sprint Cup season, and reached boiling point when they clashed at Richmond three races ago.

The Penske Dodge driver was presented with a chance to put one over on the five-time champion at Dover last Sunday, holding off the Hendrick Chevrolet to take his second win of the season and launch himself into title contention.

Johnson had been the man to beat at what is traditionally one of his strongest circuits, and led more laps than anyone else as he headed towards what would have been his seventh Cup win at the 'Monster Mile.'

But then Busch ran side by side with his rival at the penultimate restart with 42 laps to go, and claimed the lead of the race around the outside.

Johnson had one last chance to reassert himself at the final restart, which came following a caution to clean up the mess of an accident involving Greg Biffle's Roush Fenway Ford. Busch was even more assertive this time, opening up a gap and charging to victory while Johnson was forced to defend from Biffle's charging team-mate Carl Edwards.

"To beat your arch-nemesis, that's just icing on the cake and it's pretty sweet," said Busch, who moved up to fourth in the championship as a result.

Johnson's long-run superiority proved inconsequential during the final stint while in Busch's dirty air, leading to his venting his frustrations at himself after the race: "I blew it by spinning the tyres away at the restart."

Edwards, who finished on Johnson's bootlid, recovered from a pitlane speeding penalty to take a third spot that put him equal on points with 10th-placed finisher Kevin Harvick at the top of the standings, although behind the Richard Childress Racing driver on countback of wins.

Following back-to-back wins in fuel-mileage races, erstwhile points leader Tony Stewart and his team endured their worst race of 2011, Stewart and team-mate Ryan Newman finishing two laps down in 25th and 23rd respectively.

"Even when we got the balance halfway decent it didn't have speed," said a frustrated Stewart. "We've got seven weeks to worry about it, so we'll see."

Kasey Kahne gave the Red Bull Toyota squad some hope of winning again before it bows out of NASCAR competition at the end of the year with a fourth-placed finish.

Matt Kenseth dropped to the tail of the top 10 when he took four new tyres – rather than two – at his final pitstop, but recovered to fifth by the end of the race to maintain his title challenge.

● Diego Mejia

RESULTS

1 Kurt Busch (Dodge Charger), 400 laps in 3h30m59s; 2 Jimmie Johnson (Chevrolet Impala), +0.908s; 3 Carl Edwards (Ford Fusion); 4 Kasey Kahne (Toyota Camry); 5 Matt Kenseth (Ford); 6 Kyle Busch (Toyota); 7 AJ Allmendinger (Ford); 8 Clint Bowyer (Chevy); 9 Marcos Ambrose (Ford); 10 Kevin Harvick (Chevy). **Points** 1 Harvick, 2122; 2 Edwards, 2122; 3 Tony Stewart, 2113; 4 Kurt Busch, 2113; 5 Johnson, 2109; 6 Brad Keselowski, 2108; 7 Kenseth, 2108; 8 Kyle Busch, 2107; 9 Jeff Gordon, 2103; 10 Dale Earnhardt Jr, 2088; 11 Ryan Newman, 2081; 12 Denny Hamlin, 2054.

EDWARDS WALKS (OR FLIPS, AT LEAST) ON AIR

Carl Edwards easily beat fellow Cup stars Brad Keselowski, Clint Bowyer and Kasey Kahne at Dover in Saturday night's Nationwide race, his seventh win in the series this year.



Castrol EDGE Rankings

CURRENT STANDINGS

1	Sebastian Vettel	◇	31,526
2	Mark Webber	◇	20,730
3	Fernando Alonso	◇	20,084
4	Lewis Hamilton	▲	19,068
5	Sebastien Loeb	▼	17,936

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Kurt Busch rises three places to 19th as a result of his victory at Dover. Carl Edwards (10), Kyle Busch (11) and Jimmie Johnson (12) don't move, but erstwhile Chase leader Tony Stewart (25) falls two places after finishing a lowly 25th in Delaware.

To see the full list, visit castroldriverrankings.com

Find more issues at magazinesdownload.com

INTERNATIONAL RACES & RESULTS
AUTO GP
Mugello (I), Rd 7/7

QUICK RESULTS
- Race 1 **Adrien Tambay**
- Race 2 **Adam Carroll**
- Pole **Adrien Tambay**
- Champion **Kevin Ceccon**

RACE RATING ★★★☆☆ Tension all the way as three men fought for title honours

AUTO GP MUGELLO (I), OCTOBER 1-2, RD 7/7

Ceccon takes title in three-way Mugello thriller

IT'S NOT OFTEN YOU SEE A pit crew jump for joy when its driver finishes seventh, but Kevin Ceccon's lowly result at Auto GP's Mugello finale was enough to make the Ombra Racing driver champion. It was close though.

Such was the drama among the title contenders in the finale that it was easy to forget Adam Carroll's masterful display up front. Having stalled on the grid in race one (won by his team-mate Adrien Tambay) on his way to eighth, the Irishman made the most of a reversed-grid pole and delivered Campos Racing a Mugello double.

Most eyes were watching the title rivals, however. Leading Luca Filippi by nine points and starting fifth, Ceccon just needed a decent finish. But with Sergei Afanasiev (11 points adrift) and Filippi sandwiching him on the grid, he had good reason to feel wary.

It was Afanasiev who fell victim to high-pressure brain fade. Mugello has its electronic 5s board on the starting gantry, and the Russian decided to press go when it went out. Half the grid had been foxed by the system a day earlier – causing a restart – so it was inexcusable that he wasn't ready for it.

Once he realised his error, he stalled. That made life difficult for Ceccon when the lights did go out, and Filippi took advantage by climbing to fifth. Ceccon fell to eighth – still enough for the title, but only just.

When Filippi passed Fabio Onidi for fourth, alarm bells rang at Ombra. If Filippi could pass Fabrizio Crestani for third, the point for fastest lap could win him the title.

Ceccon, meanwhile, was still bottled up behind Giovanni Venturini. It took him until lap eight to squeeze by – too late to catch Tambay for sixth.

Ceccon's fate was still in Crestani's hands. But fortunately for him his countryman held firm.

● Richard Asher

RESULTS

Race 1 1 Adrien Tambay, 16 laps in 26m22.153s; 2 Luca Filippi, +0.635s; 3 Fabio Onidi; 4 Kevin Ceccon; 5 Rio Haryanto; 6 Sergei Afanasiev. **Race 2 1 Adam Carroll**, 13 laps in 20m58.731s; 2 Haryanto, +4.777s; 3 Fabrizio Crestani; 4 Filippi; 5 Onidi; 6 Tambay. **Points** 1 Ceccon, 130; 2 Filippi, 127; 3 Afanasiev, 117; 4 Tambay, 114; 5 Onidi, 99; 6 Crestani, 92.


Ceccon wasn't pacesetter, but took the title in Italy

ADAC GT MASTERS HOCKENHEIM (D), OCTOBER 1-2, RD 8/8

It's Margaritis time for Engstler BMW squad

A COMFORTABLE lights-to-flag victory in the first of two action-packed races at the Hockenheim season finale was enough to give former DTM driver Alex Margaritis and his co-driver Dino Lunardi the ADAC GT Masters title in their Team Engstler-run Alpina BMW B6.

The duo, who could have been beaten to the crown by either the Stuck brothers or former FIA GT3 champion Christopher Mies, took an easy pole position thanks to Margaritis, then stayed ahead early on as Lunardi resisted stern pressure from Sebastian Asch's A-Workx Porsche.

Asch's retirement, following a collision with Peter Kox's Reiter Lamborghini, left Lunardi clear, and Margaritis was able to take over driving duties at half-distance and seal the title with the pair's fourth win of the year.

Stuck brothers Johannes and Ferdinand brought their Reiter Lamborghini home second, with the Phoenix Audi of Rene Rast and Stefan Landmann completing the podium.

The Stucks looked odds-on for victory in race two after a gearbox failure put the new champions out, but Ferdinand saw his lead become fifth place as he ran out of fuel on the final lap.

Rast/Landmann inherited victory as a result. Recent single-seater converts Mario Farnbacher and Niklas Kentenich were second in their Farnbacher Ferrari, while Maxi Gotz and Max Mayer came home third in the 38-car race with their MS Racing Mercedes SLS.

● Rene de Boer

RESULTS

Race 1 1 Dino Lunardi/Alex Margaritis (BMW B6 GT3 Alpina), 34 laps in 1h01m12.510s; 2 Ferdinand Stuck/Johannes Stuck (Lamborghini Gallardo LP600+), +11.531s; 3 Rene Rast/Stefan Landmann (Audi R8 LMS); 4 Philip Geipel/Albert von Thurn und Taxis (Lamborghini); 5 Lance David Arnold/Andreas Zuber (Mercedes SLS GT3 AMG); 6 Mario Farnbacher/Niklas Kentenich (Ferrari 458 Italia). **Race 2 1 Rast/Landmann**, 35 laps in 1h01m39.125s; 2 Farnbacher/Kentenich, +1.012s; 3 Maxi Gotz/Max Mayer (Mercedes); 4 Geipel/von Thurn; 5 Stuck/Stuck; 6 Daniel Keilwitz/Diego Alessi (Chevrolet Corvette Z06R GT3). **Points** 1 Lunardi/Margaritis, 189; 2 Stuck/Stuck, 164; 3 Christopher Mies, 133; 4 Luca Ludwig, 122; 5 Dominik Baumann/Harry Proczyk, 110; 6 Arnold/Zuber, 104.


Lunardi (leading) and Asch at the front

PICS: LAT SOUTH, STRECK/LAT

IN BRIEF

ITALIAN FORMULA 3
Prema-run American Michael Lewis hunted down and passed Edoardo Liberati to win race one at Mugello, after Liberati's Ghinzani team-mate Facu Regalia spun away victory. Kevin Giovesi (Lucidi) won race two. Sergio Campana kept his points lead.

EUROPEAN F3 OPEN
Despite crashing in practice, Corbetta-run Alex Fontana increased his points lead at Monza after coming out on top in a six-way fight for race-two victory. He finished third in race one behind David Fumanelli (RP Motorsport) and Zoel Amberg.

FORMULA RENAULT ALPS
Spain's Javier Tarancon wrapped up the title at Spa, despite not winning either race in his Tech 1 Racing car. Compatriot Alex Riberas (Epic Racing) won both, while regular frontrunners Timmy Hansen and Paul-Loup Chatin both had podiums.

INTERNATIONAL RACES & RESULTS
F3 EURO SERIES
Valencia (E)
Rd 8/9

QUICK RESULTS
→ Race 1 **Nigel Melker**
→ Race 2 **Marco Wittmann**
→ Race 3 **Roberto Merhi**
→ Champion **Roberto Merhi**

RACE RATING ★★☆☆☆ Reversed-grid race saved the weekend from processional hell



Merhi and Prema were justifiably delighted

FORMULA 3 EURO SERIES VALENCIA (E), OCTOBER 1-2, RD 8/9

Local favourite in a Merhi mood

ROBERTO MERHI WRAPPED up the Formula 3 Euro Series title in front of his home crowd at Valencia last weekend with a dominant drive to victory in the weekend's third race.

The 20-year-old Spaniard, who became Prema Powerteam's first Euro Series champion since Ryan Briscoe in 2003, had started from pole after finishing third and fifth in the previous day's races. He was untroubled on his way to a ninth win of the year in his Dallara-Mercedes.

His main rival during the final race was team-mate Daniel Juncadella, who had missed half of qualifying after bending a rear pushrod against a kerb, but still started fourth.

Juncadella passed Mucke Motorsport team-mates Felix Rosenqvist and Nigel Melker (who won race one) on the opening lap to lie second, and held a watching brief 2s behind Merhi.

Then Juncadella's car developed a clutch problem that cost him 6s on one lap with a third of the race to go, dropping him back into the clutches of Melker. Driving around the problem, he completed a Prema one-two after "the most difficult race of my career."

Juncadella now lies equal second in the points with Signature driver Marco Wittmann, whose reversed-grid win kept his slim title hopes alive, but who was never a factor during the longer races after another poor qualifying effort.

With Motopark's Kimiya Sato and Juncadella completing the podium in race two, the main point of excitement was a scintillating battle between Merhi and Rosenqvist for fifth. This involved the pair swapping places four times in four corners during the middle of the race, Merhi eventually prevailing.

"Amazing battle, and an amazing weekend," said the new champion. "It was fun to do it like that, and fun to win the championship as well. I knew in the last race that Dani had four new tyres and I didn't, so I just focused. Then he had his problem and it was easy."

After his race-one win, Melker followed up with eighth and third spots, while team-mate Rosenqvist – yet to win in the Euro Series – was more consistent, the Swede taking second, sixth and fourth places.
● Jamie O'Leary

RESULTS
Race 1 1 Nigel Melker (Dallara-Mercedes), 27 laps in 40m36.210s; 2 Felix Rosenqvist (DM), +0.753s; 3 Roberto Merhi (DM); 4 Daniel Juncadella (DM); 5 Carlos Munoz (D-Volkswagen); 6 Marco Wittmann (DV). **Race 2 1 Wittmann**, 14 laps in 21m10.404s; 2 Kimiya Sato (DV), +6.176s; 3 Juncadella; 4 Gianmarco Raimondo (DM); 5 Merhi; 6 Rosenqvist. **Race 3 1 Merhi**, 27 laps in 40m20.201s; 2 Juncadella, +17.436s; 3 Melker; 4 Rosenqvist; 5 Wittmann; 6 Laurens Vanthoor (DV).
Points 1 Merhi, 348; 2 Wittmann, 256; 3 Juncadella, 256; 4 Melker, 221; 5 Rosenqvist, 191; 6 Vanthoor, 172.

TC2000 JUNIN (RA), OCTOBER 2, RD 10/12

Lopez back in title fight after Fiat one-two at Junin

JOSE MARIA LOPEZ rekindled his hopes of a third TC2000 title by ending an 18-month winless streak at Junin.

The Fiat driver led the 38-car field away from pole and held a small lead over team-mate Emiliano Spataro until the mandatory pit window opened.

Emerging behind Spataro – who changed tyres a lap earlier – Lopez banged doors with the second Linea and made it back in front, albeit with damage to the side of his car.

While all this was happening, Ford's Norberto Fontana was out front. But the ex-Sauber F1 driver went too long on his first set of tyres. He became mired down in the midfield after his stop and made no progress from ninth.

Juan Manuel Silva was third for Ford, beating Mariano Werner's Toyota, but did not take to the podium as a mark of respect to his father, who died earlier in the week.
● Tony Watson

RESULTS
1 Jose Maria Lopez (Fiat Linea), 30 laps in 43m09.445s; 2 Emiliano Spataro (Fiat), +1.755s; 3 Juan Manuel Silva (Ford Focus); 4 Mariano Werner (Toyota Corolla); 5 Leonel Pernia (Honda Civic); 6 Agustin Canapino (Chevrolet Cruze). **Points** 1 Matias Rossi, 166; 2 Werner, 162.5; 3 Pernia, 159.5; 4 Lopez, 128; 5 Spataro, 125; 6 Guillermo Ortelli, 109.

BRAZILIAN V8 STOCK CARS LONDRINA (BR), OCTOBER 2, RD 10/12

Misfire can't deny Bueno victory

CACA BUENO GRABBED THE lead of Brazil's most prestigious championship with a hard-fought victory at Londrina, his third of the year.

The Red Bull Peugeot driver led until the mandatory pitstops, but was passed by Ricardo Mauricio after the RC Chevrolet driver used two of his precious 'push-to-pass' boosts while on clear track and emerged in front.

The pair swapped the lead three times during the second half of the race. But with Bueno having saved more of his boosts, he was able to keep his rival at arm's length, even with a misfiring engine.

Erstwhile championship leader Max Wilson – in the second RC Chevy – finished third and dropped to second place in the points, while Popo Bueno (Mattheis Chevy) beat ex-grand prix driver Ricardo Zonta (ZRT Chevy) to fourth spot.
● Lito Cavalcanti

RESULTS
1 Caca Bueno (Peugeot 408), 36 laps in 47m18.459s; 2 Ricardo Mauricio (Chevrolet Astra), +0.216s; 3 Max Wilson (Chevy); 4 Popo Bueno (Chevy); 5 Ricardo Zonta (Chevy); 6 Allam Khodair (Chevy).
Points 1 C Bueno, 255; 2 Wilson, 248; 3 Mauricio, 246; 4 P Bueno, 233; 5 Thiago Camilo, 225; 6 Luciano Burti, 223.


Bueno just held off Mauricio

Find more issues at magazinesdownload.com

INTERNATIONAL RACES & RESULTS
SUPER GT
Autopolis (J), Rd 7/8

QUICK RESULTS
- Winners **Treluyer/Motoyama**
- Pole **Hiroaki Ishiura**
- Points leaders **Quintarelli/Yanagida**

RACE RATING ★★★★☆ Stirring fightback by Motoyama the highlight of exciting race

SUPER GT AUTOPOLIS (J), OCTOBER 2, RD 7/8

NISMO pair back from the brink

BENOIT TRELUYER AND Satoshi Motoyama took a brilliant fightback victory in the penultimate Super GT round of the year at Autopolis to keep their slim title hopes alive.

A spin for Treluyer during the first part of qualifying meant that the NISMO Nissan failed to make it into the top-10 shootout and had to settle for 11th on the grid. But this simply served to inspire his co-driver, who scythed his way through the field early on and was up to third inside 11 laps.

A super-quick driver change, just after Motoyama had taken the lead from Hiroaki Ishiura, gave the Franco-Japanese pair a comfortable advantage that they held to the end of the race.

Ishiura had put his Cerumo Lexus on pole for the third time in 2011, and co-driver Takuto Iguchi was on course for a strong second place, only for his engine to blow on the penultimate lap, leaving him to watch the finish from the sidelines.

That promoted the Mola Nissan of championship leaders Masataka Yanagida and Ronnie Quintarelli, which had started second, back into the runner-up spot. It finished there, cementing the Italo-Japanese duo's 16-point lead over Treluyer/Motoyama ahead of the Motegi finale in 10 days' time.

Yuji Tachikawa/Kohei Hirate completed the podium, the Cerumo Lexus having been switched to a three-stop strategy early on after Tachikawa complained of zero grip from his rear tyres.

They were followed home by the TOM'S Lexus of Andre Lotterer/Kazuki Nakajima, the Kondo Nissan of Bjorn Wirdheim/Hironobu Yasuda and the Toshihiro Kaneishi/Kodai Tsukakoshi Real Racing Honda.

Worse luck was had by 2010 champions Takashi Kogure/Loic Duval, who started 12th in their Weider Honda after being penalised two places on the grid for ignoring a yellow flag during practice. No grip and an extra stop dropped them to 11th and out of the title fight.

● Jiro Takahashi

RESULTS
1 Benoit Treluyer/Satoshi Motoyama (Nissan GT-R), 54 laps in 1h37m10.996s; 2 Ronnie Quintarelli/Masataka Yanagida (Nissan), +8.965s; 3 Yuji Tachikawa/Kohei Hirate (Lexus SC430); 4 Andre Lotterer/Kazuki Nakajima (Lexus); 5 Bjorn Wirdheim/Hironobu Yasuda (Nissan); 6 Toshihiro Kaneishi/Kodai Tsukakoshi (Honda HSV).
Points 1 Quintarelli/Yanagida, 75; 2 Treluyer/Motoyama, 59; 3 Loic Duval/Takashi Kogure, 52; 4 Joao Paulo de Oliveira/Tsugio Matsuda, 47; 5 Tachikawa/Hirate, 46; 6 Kaneishi/Tsukakoshi, 46.


The NISMO crew were a cut above at Autopolis

INDY LIGHTS KENTUCKY SPEEDWAY (USA), OCTOBER 2, RD 13/14

Newgarden crowned as Wilson wins again

STEFAN WILSON ENHANCED his growing reputation Stateside by taking his second Indy Lights victory of the year at Kentucky Speedway, but it was Josef Newgarden who scooped the biggest prize of all as his second-place finish made him champion.

Wilson, the 2007 McLaren AUTOSPORT BRDC Award winner, started from pole in his Andretti Autosport Dallara and led away at the start. A multi-car shunt behind the leading pack eliminated or damaged the cars of Anders Krohn, David Ostella, Esteban Guerrieri, Jacob Wilson and veteran Gustavo Yacaman and brought out a full-course caution that lasted 14 laps.

Once racing resumed, the battle for victory was exclusively between Wilson and his Sam Schmidt Motorsports rival, with the Briton eventually winning to steal second in the points from Guerrieri.

Newgarden, who won the Rookie of the Year award as well as the overall title, dedicated his success to team manager Chris Griffis, who died of a heart attack two weeks ago.

"We've had an immense season together," Newgarden said. "We lost our leader a couple weeks ago. It's very difficult to be here without him and achieve this. He was such an instrumental part of the team. We're really going to miss Chris."

Jorge Goncalvez completed the podium.

● Bruce Martin

RESULTS
1 Stefan Wilson, 67 laps in 41m54.434s; 2 Josef Newgarden, +3.117s; 3 Jorge Goncalvez; 4 Brandon Wagner; 5 Bryan Clauson; 6 Duarte Ferreira. **Points** 1 Newgarden, 529; 2 Wilson, 426; 3 Esteban Guerrieri, 419; 4 Gustavo Yacaman, 371; 5 Goncalvez, 336; 6 Victor Carbone, 306.



Wilson leads away from pole position

PICS: CARSTEN HORST, ISHIHARA/LAT, KUHN/LAT

IN BRIEF



INTERNATIONAL GT OPEN
Andrea Montermini/Emanuele Moncini took the series lead from Soheil Ayari with victory in race two at Monza in their Villorba Corse Ferrari (above). Philipp Peter/Michal Broniszewski (Kessel Ferrari) won race one.

NASCAR TRUCKS
Ron Hornaday (Kevin Harvick Chevy) took advantage of a late pitstop for Todd Bodine's Randy Moss Toyota and then held off series leader Austin Dillon's Childress Chevy to take his 50th series win at Kentucky Speedway.

GERMAN F3
Recently-crowned champion Richie Stanaway ended his year with two wins at Hockenheim in his Van Amersfoort Racing Dallara-VW. Marco Sorenson (Brandl Dallara) and Markus Pommer (Jo Zeller Dallara) finished second and third each time behind the flying Kiwi.

ADAC FORMEL MASTERS
Jason Kremer (RSC Mucke), Sven Muller (ma-con) and Lucas Wolf (URD) were the winners at Hockenheim as Pascal Wehrlein (Mucke) wrapped up the title. Britain's Emil Bernstorff arrived with title hopes, but a single podium dropped him to third in the points.

FORMULA ABARTH
Jenzer driver Patric Niederhauser took a cheeky win in the first race at Mugello after runaway series leader Sergey Sirotkin (Euronova) hit engine trouble on the last lap. Luca Ghiotto (Prema) led race two all the way.

ITALIAN GT
Valentino Fornaroli/Rino Mastronardi (Porsche 997 Cup) took victory in the first race of a Porsche-dominated weekend at Mugello. Fellow 997 runners Andrey Kruglyk/Alexei Basov won race two.

AUTOSPORT

FREE ARAI TROLLEY RUCKSACK

WHEN YOU SUBSCRIBE TO AUTOSPORT

WORTH
£61
RRP



SAVE 21% ON THE COVER PRICE

Subscribe online at
www.themagazineshop.com/ASPO/M1011P
Or call our hotline and quote offer code M1011P
08456 777 817
Offer closes November 3, 2011. Please have your bank details ready

themagazineshop.com

Find more issues at
magazinesdownload.com

JUST ~~£3.30~~ £2.61 PER ISSUE



5 GREAT REASONS TO SUBSCRIBE

- **FREE** Arai Trolley Rucksack (worth £61)
- **SAVE 21%** on the cover price
- **SPREAD THE COST** – just £33.95 every 13 issues with easy direct debit instalments
- **FREE P&P** – every issue delivered direct to your door
- **PLUS** – all AUTOSPORT subscribers get a FREE AUTOSPORT digital edition subscription AND unlimited access to autosport.com (worth £158)

✓ Yes

I would like to subscribe to AUTOSPORT and pay just £33.95 every 13 issues.

Please send me my FREE Arai Trolley Rucksack



+ + **FREE** DELIVERY

YOUR DETAILS – must be completed
(BLOCK CAPITALS PLEASE)

Title: Name:

Surname:

Address:

Postcode:

Telephone:

Mobile:

Email:

DIRECT DEBIT PAYMENT (UK ONLY)

To the manager, bank name:

Address:

Postcode:

Name of account holder(s):

Bank sort code ☐☐-☐☐-☐☐

Bank/building society account number

☐☐☐☐☐☐☐☐

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

Signature(s):

Date:

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

Terms and conditions: This offer is open to UK residents only. Offer ends November 3, 2011. Overseas rates are available on +44 (0) 1795592974 and residents of USA and Canada should call +18669181446 or visit wwwimsnews.com for rates. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine and will not be despatched until your first payment has cleared. Should we run out of gifts, you may be offered an alternative gift – there is no cash alternative. Minimum subscription term is 13 issues and is non-refundable – should you choose to cancel your subscription during your first term it will cancel on expiry. Details of the Direct Debit Guarantee are available on request. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing.

Haymarket Media Group Ltd uses a best-practice layered privacy policy to provide you with details about how we would like to use your personal information. To read the full privacy policy please visit our website www.haymarket.com/privacy or call us on 08456 777 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, email and SMS. You can opt out at ANY time by emailing datacontroller@haymarket.com or by calling 08456 777 800.

M1011P

Scottish power

This weekend's Rally of Scotland has a superb entry for a fantastic event. *DAVID EVANS* is getting excited



IRC champ Hanninen will be tough to beat

EVENT ITINERARY

FRIDAY 7 OCTOBER	
Start Stirling Castle	1900
SS1 Carron Valley 1 (5.19 miles)	1945
SS2 Carron Valley 2 (5.19 miles)	2010
Service Perth	2216
SATURDAY OCTOBER 8	
SS3 Craigvinean 1 (10.27 miles)	0920
SS4 Drummond Hill 1 (8.17 miles)	1045
SS5 Errochty 1 (10.98 miles)	1210
Service Perth	1454
SS6 Craigvinean 2 (10.27 miles)	1615
SS7 Errochty 2 (10.98 miles)	1740
SS8 Drummond Hill 2 (8.17 miles)	1852
Service Perth	2045
SUNDAY OCTOBER 9	
SS9 Carron Valley 3 (5.19 miles)	0908
SS10 Loch Chon 1 (6.15 miles)	1052
SS11 High Corrie 1 (16.03 miles)	1110
Remote Service Callander	1228
SS12 Loch Chon 2 (6.15 miles)	1337
SS13: High Corrie 2 (16.03 miles)	1355
Service Perth	1620
SS14 Scone Palace 1 (1.76 miles)	1700
SS15 Scone Palace 2 (1.76 miles)	1719
Finish Scone Palace	1731

Scotland is the new Finland. It's official. Almost. The two aren't a million miles apart in terms of geography, drinking abilities and roads to rally on. That's according to Juho Hanninen, the Flying Finn who was top Scot last time around.

And this week's Rally of Scotland will take it up a notch with a better-than-ever entry list and route. Among the starters are most of the world's fastest Super 2000 drivers. The route is another path of pure class, starting with two stunning stages in the dark tomorrow (Friday) night before moving into the best bits of gravel Perthshire and Stirlingshire has on offer.

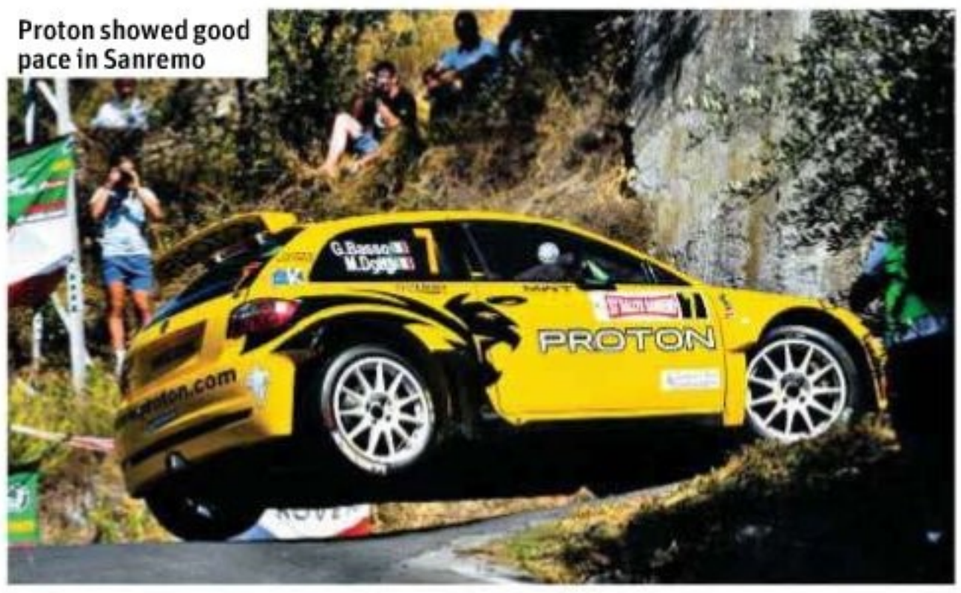
"I like Scotland," says Hanninen. "I like it almost as much as home. *Almost*. The roads flow really well and there are crests coming all the time. It's fast. It's like Finland. It's definitely my *second* favourite rally."

And Hanninen will be tough to beat this week. The Skoda driver arrives on fine form and with plenty of seat time having just competed on the latest SWRC round in France last week. If anybody's going to beat him, Hanninen reckons it will be Andreas Mikkelsen or Guy Wilks – both driving for British importer teams.

Mikkelsen might be Norwegian, but he'd celebrate like a Scot if he broke his IRC duck and repeated Skoda UK's win of two years ago on this rally. And both Mikkelsen and the team have demonstrated pace worthy of a win on recent rallies.

After the year Wilks and Peugeot UK have had, they would likely celebrate harder, longer and louder if they top the Scone Palace podium on Sunday.

"Winning in Scotland is the absolute focus," says Wilks. "Every rally is hugely important to the team, but there's something special about competing at home. It definitely gives you a lift. I was gutted last year when we had a problem with the gearbox. We were leading the event and we could have won. I want to put that right this week and I want to give the team the feelgood factor back. It's been a tough



Proton showed good pace in Sanremo

Find more issues at magazinesdownload.com



British champion Bogie will figure



Wilks is targeting a home win in 207

TOP 20 ENTRIES

1	Bryan Bouffier (F)/Xavier Panseri (F)	Peugeot 207 S2000
2	Jan Kopecky (CZ)/Petr Stary (CZ)	Skoda Fabia S2000
4	Thierry Neuville (B)/Nicolas Gilsoul (B)	Peugeot 207 S2000
5	Juho Hanninen (FIN)/Mikko Marrkula (FIN)	Skoda Fabia S2000
6	Andreas Mikkelsen (N)/Ola Floene (N)	Skoda Fabia S2000
7	Guy Wilks (GB)/Phil Pugh (GB)	Peugeot 207 S2000
8	P-G Andersson (S)/Emil Axelsson (S)	Proton Satria Neo S2000
9	Alister McRae (GB)/Bill Hayes (AUS)	Proton Satria Neo S2000
10	Toshi Arai (J)/Dale Moscatt (AUS)	Subaru Impreza R4 STI
11	David Bogie (GB)/Kevin Rae (GB)	Mitsubishi Lancer Evolution IX
12	Toni Gardemeister (FIN)/Tapio Suominen (FIN)	Skoda Fabia S2000
14	Karl Kruuda (EE)/Martin Jarveoja (EE)	Skoda Fabia S2000
15	Patrik Sandell (S)/Staffan Parmander (S)	Skoda Fabia S2000
16	Jarkko Nikara (FIN)/Petri Nikara (FIN)	Mitsubishi Lancer Evolution IX
17	Craig Breen (IRL)/Gareth Roberts (GB)	Ford Fiesta S2000
18	Robert Barrable (IRL)/Damien Connolly (IRL)	Skoda Fabia S2000
19	Alastair Fisher (GB)/Daniel Barritt (GB)	Ford Fiesta S2000
20	Jonny Greer (GB)/Dai Roberts (GB)	Skoda Fabia S2000
21	Matthias Kahle (D)/Peter Gobel (D)	Skoda Fabia S2000
22	Marco Cavigioli (I)/Monica Fortunato (I)	Mitsubishi Lancer Evolution IX

> "This will be the most competitive event yet. Look at the entry list: it's fantastic"
> **Guy Wilks**

year for us; it's been one of those years, but a win this week would help to put that right."

Having competed on both of the two previous Rally of Scotlands, Wilks is under no illusion that this week will be the toughest.

"Undoubtedly," he says, "this will be the most competitive event yet. Look at the entry list: it's fantastic. In years gone by there's been the usual suspects at the front of the field and then a gap to the next drivers. This year there will be battles all the way."

He's not wrong. Wilks is likely to be the lead 207, but his Peugeot colleagues Bryan Bouffier and Thierry Neuville won't be far away. And neither, on early Sanremo form, will the Protons. While success has come in the Asia-Pacific Rally Championship, the British-based Malaysian team has suffered a torrid time in the IRC. Until last month's first loop in Italy, that is. Giandomenico Basso had his Satria Neo S2000 singing and, on the car's more favoured surface, Alister McRae and P-G Andersson are more than capable of continuing that encouraging trend.

And let's face it, there's no better reason to dust down a Saltire than to support a McRae at home. Or a recently crowned British Rally Champion born the right side of Hadrian's Wall: step forward David Bogie. He is a deserving British champion after showing unbeatable season-long speed in his Mitsubishi. Unfortunately for him, his leggy Lancer is unlikely to match the more finely tuned Super 2000 machinery in Scottish rallying's big week. But that's not going to stop the Dumfries man from turning heads with a champion performance.

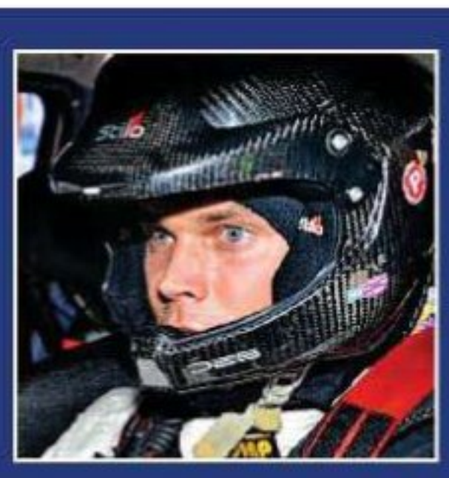
All that and we haven't even touched on the fact that super-fast Finn Jarkko Nikara is coming in his Lancer and a mighty Emerald Isle contingent is docking on the west coast, including Alastair Fisher and Craig Breen in Fiestas and Robert Barrable and Jonny Greer in Fabias.

And, if *that's* not enough, Jim McRae will raise the curtain in spectacular fashion, driving Colin's 1992 Swedish Rally Subaru Legacy RS.

Stirling, Scone and Scotland: the only place to be this week. If Robert Burns was still around, he'd have been putting pen to paper...

THE BIG THREE

SKODA UK MOTORSPORT DRIVER ANDREAS MIKKELSEN PICKS THE THREE STAGES WHICH WILL SHAPE THIS YEAR'S RALLY OF SCOTLAND.



CRAIGVINEAN (SS3/6 SATURDAY)

"You can really attack on the first two-thirds of Craigvinean, because it's very fast and flowing. The last third is really different and extremely tricky – and very slippery if it's wet. The surface seems to be different and holds a lot more water, so the car can move around a lot. There are a lot of blind crests, and you need total commitment throughout the stage and good pace notes. There is a new finish location for this year, and the best place to watch is undoubtedly from the spectator area at The Hermitage."

DRUMMOND HILL (SS4/8 SATURDAY)

"The best known stage in the area with a big reputation. It's a real drivers' stage and I love it. It's very quick and narrow at the start, with a lot of inclines and steep drops. It then begins to open out and continues to be quick. The stage is slightly different, since it has a new finish location. You can gain a lot of time by keeping your foot in, but you also have to treat Drummond Hill with respect, because it is easy to crash in there. We set second best time on our second time through last year, and I'm looking forward to the second pass this time because it will be in the dark. That will make it even more difficult, and the top drivers will push like hell."

LOCH CHON (SS10/12 SUNDAY)

"A new stage made up of the middle section of last year's Loch Ard test, containing the spectacular downhill section with a lot of hairpins. The surface and width of the road can change a lot in this area, and it's generally fast and flowing. Sometimes the trees are set back from the road and sometimes there is only heather by the side, so you have good visibility around the corners and can push hard."

WEB DIRECTORY

AWNINGS

HAMILTON Motorsport LTD
Suppliers of: Race & Rally Shelters, Minilillite, Piloti, Moto-lita, Car Covers etc
www.hamiltongrouponline.com

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road, Race, Rally, and more
Telephone: 01582 840008, Fax: 01582 840007

eLITE racing transmissions
Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
Tel: 01782 280136 Fax:01782 269913
Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

IN CAR CAMERA

CHASE CAM
chasecam.co.uk

MEMORABILIA

JMJ AUTOMOBILIA
America's #1 supplier of CART and Formula One Racing memorabilia. Largo selection of signed original collectables. See our ad under marketplace Memorabilia. Call or fax or a mail listing at (609) 575 1143 or visit our website @ www.JMJAuto.com

FINAL LAP
For Everything Formula One
www.finallap.net WE BUY AND SELL
+44 (0)1245 287588 / 07771 920345

MEMORABILIA

www. Speed King .co.uk
Est. 1996
We Buy And Sell!

MODELS

HISTORIC SPORTS RACERS
For a new range of 1/43 scale hand built 1950's Sports Racing Models visit
www.modelgarage.co.uk
and follow the Online Shop link.

MOTORHOMES

BRIAN JAMES TRAILERS
CLUBMAN
Tel. 01327 308833
Web. www.brianjames.co.uk

RACE PARTS

CARTEK
Electronic Battery Isolators
Don't compromise on Safety or Reliability
www.CartekMotorsport.com

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

PIPER
www.pipercams.co.uk

RACE PRODUCTS

Pit to Car Radio
0044(0)1508 528837
AUTOTEL RACE RADIO
www.raceradio.co.uk

TEKNOFIBRA®
HEAT RESISTENT MATERIAL
Protection to 1000°C
web: www.walkersgarage.com
tel: 0044 (0) 1609 777221

RACE PRODUCTS

www.porscheshop.co.uk
PORSCHESHOP
+44 (0) 121 585 6088

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

msar
LONDON MOTORSPORT SHOWROOM
www.msar.co.uk

RACEWEAR

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

RACEWEAR

GPR Grand Prix Racewear
THE RACEWEAR EMPORIUM
www.gprdirect.com

ALL OMP RACEWEAR AVAILABLE NOW
www.ybracing.co.uk
OMP

RACEWEAR MANUFACTURER
AWS
awsracewear.com

CROYDON RACE & RALLY CENTRE
www.croydonraceandrally.co.uk
220-222 Portland Road
South Norwood
London SE25 4QB
FORECOURT PARKING
For Racewear & Motorsport equipment
Tel: 020 8656 7031

RACING

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

RACING OILS

OLD HALL PERFORMANCE LTD
RED LINE SYNTHETIC OIL
tel: +44 24 7671 7100
fax: +44 24 7671 7400
sales@redlineoil-europe.com www.redlineoil-europe.com

STORAGE

LISTA
www.listacabinets.co.uk
Tel: 01228560911 / 07783157911

WEB DESIGN

MSPORTSTARS
Motorsport Specialist Web Design
+44 (0) 20 8289 1621
info@msportstars.com
www.msportstars.com

AUTOSPORT.COM
TO ADVERTISE IN THE WEB DIRECTORY PLEASE CALL
020 8267 5367 OR E-MAIL autosport.ads@haymarket.com

To advertise call 020 8267 5367 autosport.ads@haymarket.com

Find more issues at magazinesdownload.com

Shifting the Kilo's.

Expect market leading quality and operation. Reassuringly its our nature to oblige. So by creating the lightest, most efficient trailers available, from advanced materials, a Brian James Trailer delivers the lowest whole of life ownership and running costs.
Benefit, high residual values and increased payloads, naturally.

Motor Shuttle

A firm favourite for valuable race or classic car transportation. Motor Shuttle has an enduring quality and a timeless appeal, offering much more than any other transporter.

Motor Shuttle's capability extends to accommodating the widest, longest and heaviest vehicles.



Motor Shuttle optional Alloy wheels on Tri-Axle models

A-max range



Clubman range & new Clubman Tilt-bed



TT Tilt-bed range





Race Shuttle RS5

Visit the new Brian James Trailers web site at **www.brianjames.co.uk** for full pricing details of the product range and our extensive national dealer network.

BRIAN JAMES TRAILERS

www.brianjames.co.uk **Tel. 01327 308833**

ref.11/08

Find more issues at magazinesdownload.com

Find more issues at magazinesdownload.com

TRAILERS & TRANSPORTERS

WOODFORD TRAILERS

Call Us Now! tel. 01327 263 384

www.woodfordtrailers.com sales@woodfordtrailers.com



RL 2000
£4,900 + vat



RL 3000
£5,950 + vat



VANHOOL VOLVO B10MT RACE CAR TRANSPORTER, 8 BERTH, 2/3 BEDROOMS 8X TV/DVDS, BOSE SURROUND SOUND, SKY, PS3, AIRCON, FULL KITCHEN & SHOWER ROOM, 6KVA ONAN GENERATOR, 2X 3KVA VICTRON INVERTER CHARGERS, MASSIVE SIDE LOCKERS, REMOTE CONTROL TILT AND SLIDE BED FOR CAR AT REAR. THIS COST OVER £120K TO BUILD AND HAS NEVER BEEN USED.

OPEN TO VERY SERIOUS OFFERS IN THE REGION OF £80,000 ONLY PLEASE CALL WES ON 07554 295295.

PRG Trailers

Look Beyond



optional colour finishes shown

PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270 812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk

SPECIALISTS IN CAR SHIPPING AND TRANSPORTATION
Worldwide export and import services



• Customs clearance • UK & European collection & delivery
• SAFE • SECURE • COMPETITIVE
t: 01394 695566 f: 01394 673031
www.rjjfreight.co.uk
kevin.lewis@rjjfreight.co.uk chinita@rjjfreight.co.uk Jeff.parslow@rjjfreight.co.uk



Extreme CAR carrier/luxury trailer home 2002, immaculate condition throughout. Sleeps 8, full size bath/shower, air/con & heating, full size oven, microwave, fridge/freezer, ice maker, 4 C/B sets. 240 volts, on board fuel dispenser, electric brakes, twin dropouts, side awning, outside speakers, will carry any car, conventional towing arrangement by 7.5 tonne or twin wheel van.
£8,495.00 Tel: 01243 573118 or 07768273993

ALLTRANSPORTS LTD

25 years experience, providing our services in Motorsport, Automotive and Specialist Logistics dealing with our customers and their clients varied requests at races, special events, exhibitions, shows, photo shoots, TV and general events we can provide the

Vehicle Transport
Parts Transport
People Movement
Exhibition/Event Services
Logistics



www.alltransportsltd.com

All Transports Ltd, 7 Frederick Street, Waddesdon, Bucks, HP18 0LU Mob: 07971 481 297

HOPKINS
MOTORSPORT





NEW & USED TRANSPORTERS
TO FIT ANY BUDGET



MODIFICATIONS
ACCESSORIES
RENTAL
DESIGN
SALES
BUILD





www.hopkinsmotorsport.com
Tel: 00 (44) 1179 509294

Find more issues at magazinesdownload.com

PRODUCT SHOWCASE

RACING FUEL CELLS

ATL

MOTORSPORT
ATL offers complete fluid handling solutions to all areas of motorsport whether it be for track or rally, sprint or endurance. ATL has built a reputation based on its quality, service and cost efficiency

DESIGN
With over 40 years' experience, ATL are at the forefront of fluid handling systems technology. Their knowledge of bladder technology is backed up by their vast product range which enables them to manufacture complete fuel, oil and water systems.

SAFETY
Safety is of upmost importance to ATL which is why their crashworthy, non-exploding tanks meet or exceed one or more of the following crash resistance specifications; FIA SPEC FT3, FIA SPEC FT3.5, FIA SPEC FT5, USAC-1000, NASCAR 2000, CRFS-102 and SFI 32.1.

R&D
ATL's continuing Research and Development keeps them at the forefront of Fuel Cell Technology. Working with both CATIA V5 and SmarTeam, makes ATL an ideal technical partner for any client looking to design any new fuel or fluid handling system

Aero Tec Laboratories Ltd

Tel: +44(0) 1908 351700
Email: atl@atlltd.com
www.atlltd.com

Autotel
Digital Race Radio
Full Digital Race Radio Systems.
Digital noise cancelling Built in.
www.autotel.co.uk
Tel:+44(0)1508 528837
The Ultimate in Race Communications
Upgrades now available

Champions of Safety
Award-winning
Fire and Safety Solutions
from the market leader
NOT ONLY FIRE EXTINGUISHERS BUT ALSO
QUICK RELEASE STEERING BOSSES • RAIN LIGHTS
RACING MIRRORS • ROLLCAGE PADDING
Coventry UK
Tel +44 (0)24 7671 2999
www.lifeline-fire.co.uk
Lifeline

brembo Racing
SOLE UK IMPORTER & DISTRIBUTOR
mode performance
2210 Silverstone Technology Park
Silverstone Circuit, Northants NN12 8TN
www.modeperformance.co.uk
steve@modeperformance.co.uk
Call 01327 855 999 for more details

100% COOL
WWW.100COOL.CO.UK
- 100% waterless coolant
- Never boils over
- Prevents detonation
- Prevents cavitation
- Race proven winning formulation
- Low hose pressure
- Zero engine corrosion

RUSTBUSTER LTD
SPALDING ENGLAND
01775 630 958

World Champion Electrical Connectors
A STEP AHEAD
Visit www.deutsch.net for more information, a list of our worldwide distributors or to download a technical datasheet.
Alternatively call +44 (0) 1424 852722 or email autosport@deutsch.net
DEUTSCH
AUTOSPORT

TEKNOFIBRA®
In a laboratory test a 100mm solid sphere of mild steel was heated to 1000°C. A sheet of Teknofibra "Contact" adhered to a 2mm piece of fibreglass to represent body work was put in direct contact with the 1000 degree heat source. The temperature of the sample bodywork protected with the Teknofibra heat resistant material PEAKED at 57°C !!
For more information about the range of Teknofibra please contact the Teknofibra UK distributor at Walkers Northallerton, North Yorkshire DL7 9HT Phone 0044 (0) 1609 777221 or email info@walkersgarage.com

VARIOHM
NEW ROTARY SENSORS
- Multiple housing options starting from 22mm diameter
- Working temperatures up to 180°C
- Electrical angles up to 360°
- Programmable angles
- Single and Dual output
- Lightweight
- IP67 sealing

Tel: 01327 351004 Web: www.variohm.com
Email: sales@variohm.com

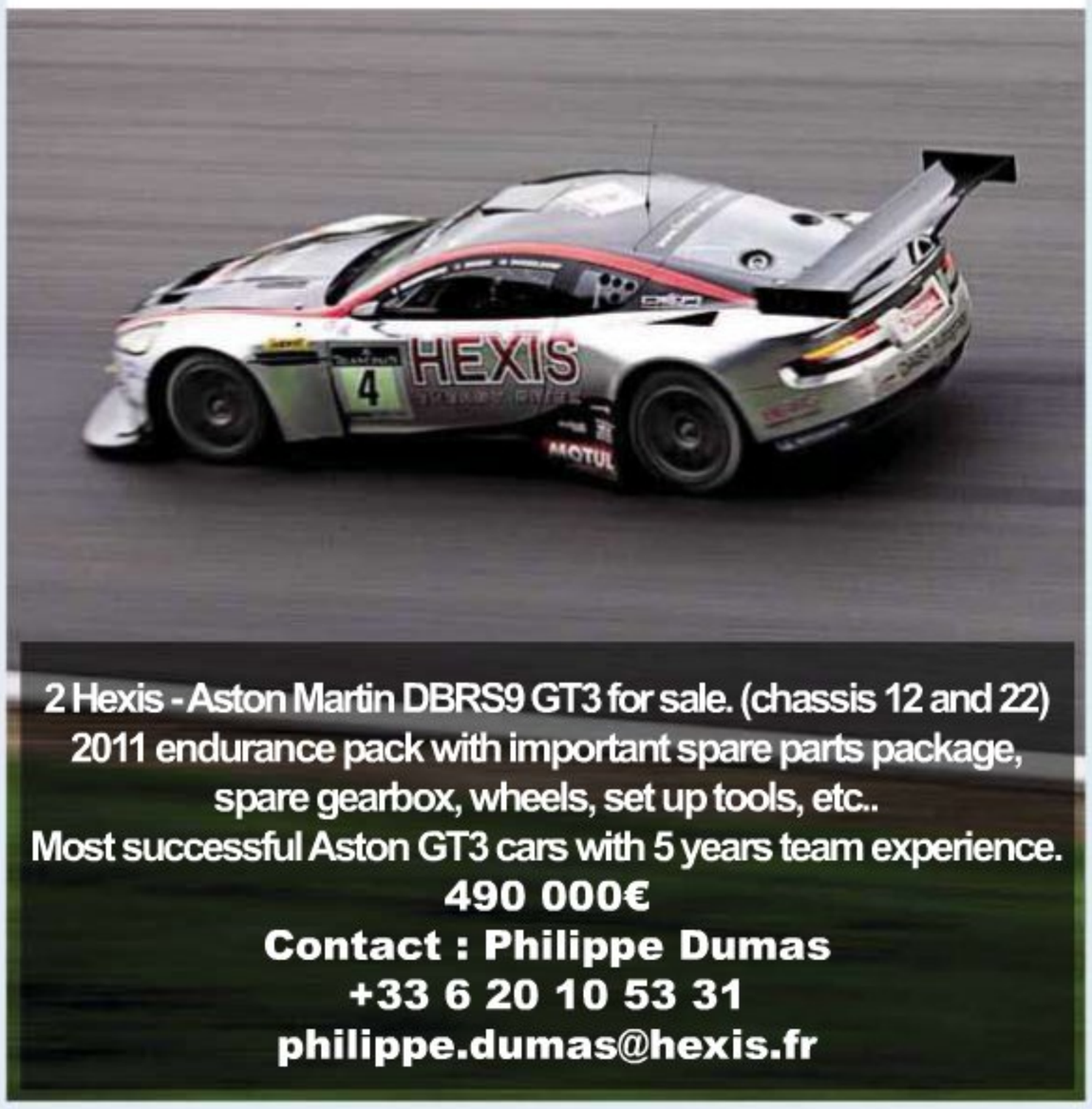
AUTOSPORT
PRODUCT SHOWCASE
ADVERTISE YOUR NEW 2011 PRODUCTS AND SERVICES HERE ON
0208 267 5858

RACE & RALLY CARS

ASTON MARTIN

ASTON MARTIN RACING

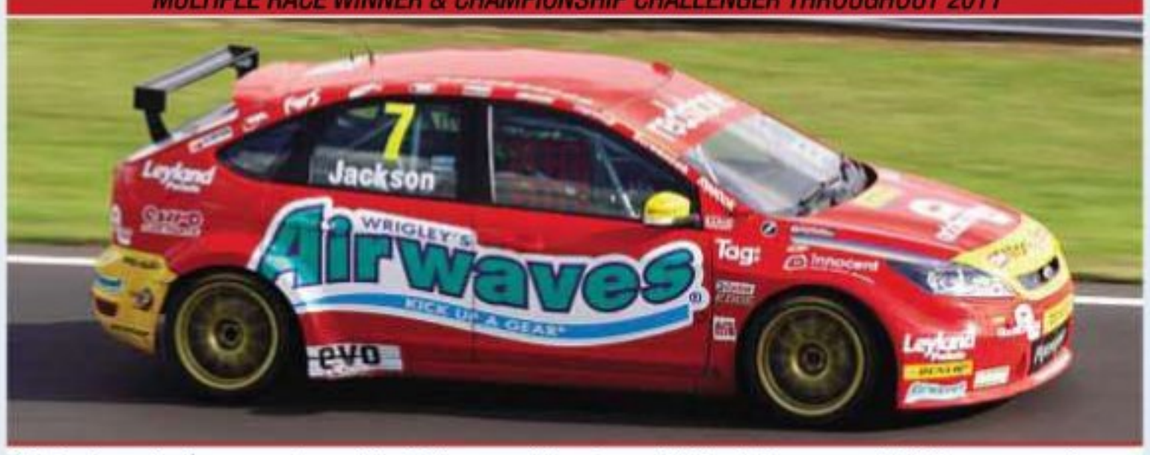
HEXIS



2 Hexis - Aston Martin DBRS9 GT3 for sale. (chassis 12 and 22)
2011 endurance pack with important spare parts package,
spare gearbox, wheels, set up tools, etc..
Most successful Aston GT3 cars with 5 years team experience.
490 000€
Contact : Philippe Dumas
+33 6 20 10 53 31
philippe.dumas@hexis.fr

BMW

BTCC FORD FOCUS NGTC MOUNTUNE ENGINE - 2011
MULTIPLE RACE WINNER & CHAMPIONSHIP CHALLENGER THROUGHOUT 2011



Motorbase Performance is selling their complete set up of 3 Ford Focuses with full spares package.
Cars come complete with 2011 history and freshly built Mountune NGTC turbo engines.
All will be fully re-prepared regardless of cost and ready to race or test.

Please contact David Bartrum or Oliver Collins for full details
E:davidbartrum@motorbaseperformance.co.uk E:oly@motorbaseperformance.co.uk
or T:01732 822266

TEAMNOVADRIVER

BMW 320si E90 S2000
For Sale *Winner of 2008/2009 Portuguese Championships and 2010 ETCC Braga*



Prepared by BMW Team Italy Roal Motorsport and NOVADRIVER in Portugal.

- Ex-Zanardi WTCC test car
- Chassis BMW Motorsport No: 603;
- Engine: BMW Motorsport 2010 specs;
- KW dampers with Ohlins as spares;
- BMW Motorsport H-gearbox;
- PI Data Logging

Contact: Rui Sobreiros
ruisobreiros@hotmail.com
Mobile: +351 91 447 09 11

95.000 € Includes more than 20.000€ in spares...

www.facebook.com/team.novadriver

DRIVES AVAILABLE

RACING IN THE USA!



Usf2000, Star Mazda, Indy Lights, Grand Am, Prototypes, Sports Cars, Pro Am, Single Make Racing.....
Full Time Dedicated Agency Based In The USA Offering:
Advise And Management - Team And Formula Negotiations - Legal & Contracts - Accommodation And Fitness - Race Licence And Visa's
Why?
Real Prize Funds - Proper Attendance Figures For Sponsors- Proven Routes To Pro Racing - Road To Indy

Email: motorsport-usa@hotmail.com



LOTUS



Ford Lotus Cortina 1965

FOR SALE
Fully race prepared original Ford Lotus Cortina 1965.
2011 new serviced engine, gearbox etc. 2011 only two races. Lots of spare parts. Very good race history.
FIA Papers etc.

Contact: **Kim Hanslin** Tel: **+358 40 540 4010**
kim.hanslin@ddc.fi

RACING CARS



2008 Lamborghini Gallardo GT3 Available now. Very low hours on chassis and unused for 2 years. Newly rebuilt engine & gearbox. Original Reiter Engineering car with E-gear. Spares package available. POA.

1999 ex PWR Genuine Australian V8 Supercar Chassis no.4 Total rebuild just completed. New 5 litre 302 cu in Engine, 1350 kg 580bhp. Brand new 120 litre Premier fuel cell. Eligible for Brit Car Class 3 2012. Absolutely stunning. £32,500 or £38,500 with spares package.



For more details visit www.stratamotorsport.com or call Paul on 07500 885 622

Find more issues at magazinesdownload.com

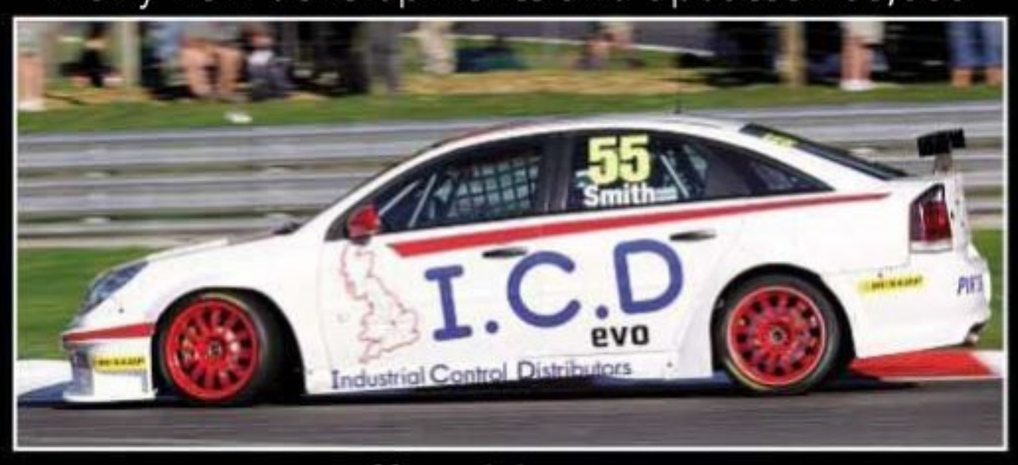
RACE & RALLY CARS

RACING CARS

BTCC Vauxhall Vectra Turbo



Andrew Jordan Pirtek 77
Race winning car, new shell last year, many new developments and updates £65,000



Jeff Smith ICD 55
Ex. Giovanardi Championship Winner, many updates £65,000

Both cars fully maintained with lifting schedules, huge spares package available, call for full details - Mike Jordan on **07831 600 820** or **mike@eurotechracing.co.uk**



BIRKETT 6 HOUR RELAY RACE 2011
Race the Historic **Silverstone Grand Prix** Circuit!

- entry fee £1380
- teams of 4 - 6 cars / drivers
- a not to be missed event in the club racing calendar
- we offer a driver to team matching service

Call **Chris Norman** or **Sharon Elliott** for more details: **01379 741641**
Visit **www.750mc.co.uk** for entry forms and regs



Tech 1 Racing will sell one Formula Renault 3.5 car participating in the 2011 World Series by Renault at the end of the season, after complete revision.
Complete car sold with or without engine. Many wins with Daniel Ricciardo, Charles Pic and Kevin Korjus.
Can be seen at the workshop at Toulouse (France) or during one of the last rounds of the championship.
Important stock of tyres, rims and spare parts is also available.
Contact: francois@tech1racing.fr

MARKETPLACE

AWNINGS

Grumpygrip Ltd
Official UK main dealers for all shelters, spares, accessories and custom graphics.

E-Z UP® Instant Shelters
Tel: 01462 894479

Sizes 5'x5' up to 20'x20'.
Custom Graphics
and Accessories





✓ Order by debit/credit card.
✓ Competitive prices.
✓ Next Day UK Delivery.
✓ Full Product Spares.

www.grumpygrip.co.uk
Sections 8/9 Unit 4
London Road Ind Estate
Baldock
Hertfordshire
SG7 6NG



ENGINES

Xtec ENGINEERING
Championship winning engine rebuilding and preparation
Modern and Historic
Contact Paul Knapton
01922 454 858
paul@xtecengineering.com

DRIVING INSTRUCTION

MIKE WILDS

If you are serious about wanting to improve your Performance Driving then why not spend some time with an ex Formula One and World Sports Car Driver who holds a Grade 'S' ARDS Instructor Licence?

Mike can pass on a wealth of experience gained at World Class level over the past few decades!

Call 07836 369001
or email: **mikewilds@hotmail.co.uk**
see my website at
www.mikewilds.com



FLOORING

Kiwi Tiles
Interlocking Plastic Floor Tiles, as used by leading race teams throughout Europe.

- ❖Easy installation & removal
- ❖Many colours
- ❖Lightweight
- ❖Strong & durable
- ❖Self draining
- ❖Compact & easy to store
- ❖Top quality
- ❖Value for money



Stock Colours:
Red, Blue, Green, Yellow, Silver, Orange, Grey, Black, White, Dayglo Red

Ralt Engineering
Tel: 01865 883354 Fax: 01865 883789
E-mail: enquiries@kiwitiles.com
Web: www.kiwitiles.com

FUELS & OILS

VP Racing FUELS

Leaded and unleaded Race fuels for Rally, Circuit, Karting, Motorcycles and Marine

Tel: 01803 391740
Mobile: 07771 590 176
email: lee@laracingparts.com

HAMILTON Classic LTD
Specialists in Race & Rally Marquees and Classic and Sports Car Accessories

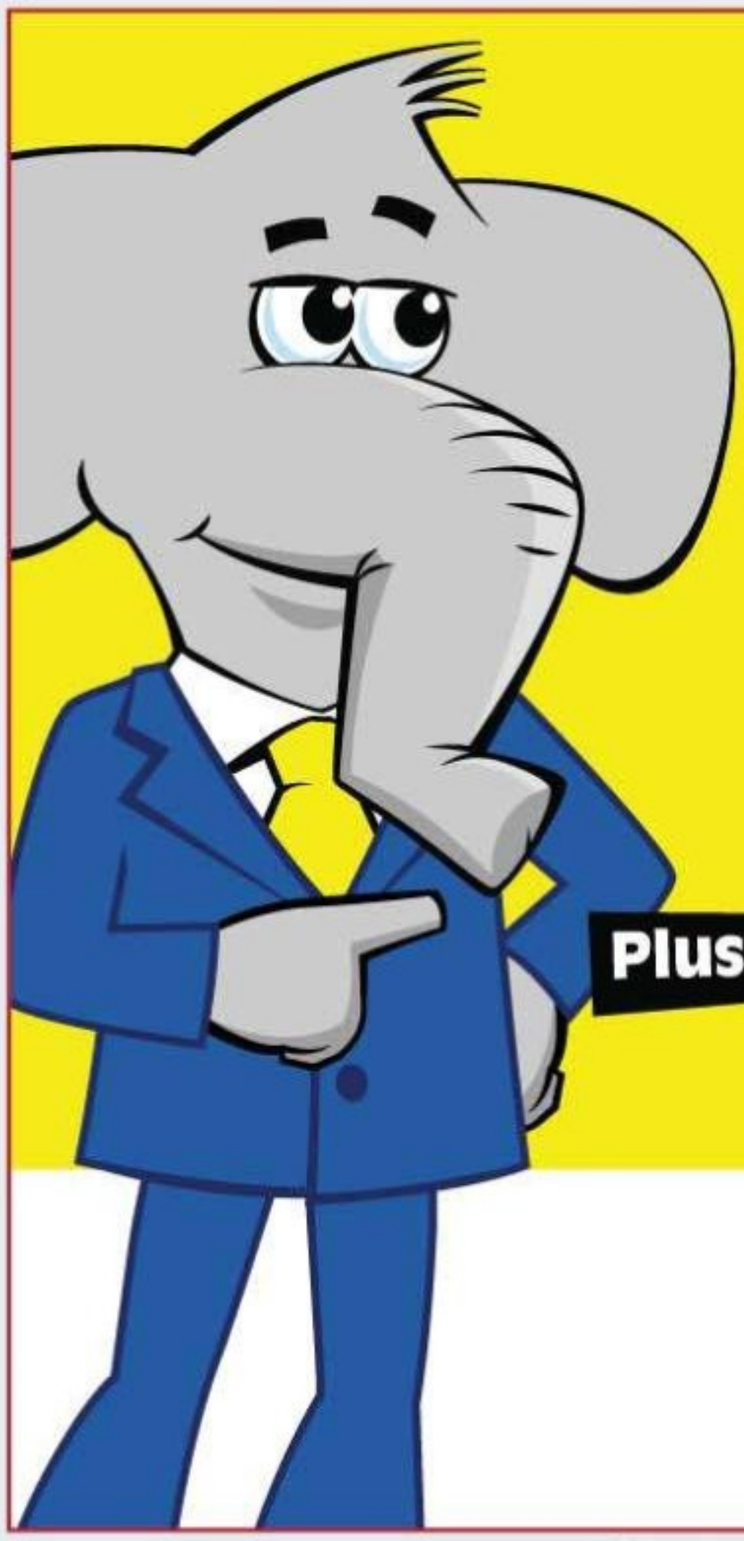


Swift Shade Instant Race & Rally Marquees
Set up in minutes. Steel or Alloy frames to suit all budgets. Sizes from 2.2x2.2m to 6m Hexagon ***From £185 inc Vat***



Tyre Transport Cases – Tyre Hillclimb Jackets - Indoor & Outdoor Car Covers - Lamp Pods for Service Vans
Minilite Wheels - Carbon Footrests - Motordrive Seats - Mudflaps - Throttle Bodies and Much More…
Website www.hamiltongrouponline.com Email office@hamiltonclassic.co.uk Tel +44(0)118 973 7300

INSURANCE



Serious about car insurance

With an elephant.co.uk comprehensive policy you get loads of great features and benefits as standard.

Courtesy Car, £100,000 Legal Cover, 90 Days European Cover, up to £1,250 Stereo Cover, Windscreen Repair and Personal Injury Cover

Plus! you could even save yourself £150 just like the 14% of respondents who gave a best alternative price saved £150 (Dec '10 – May '11).

elephant.co.uk

Seriously good car insurance

0800 118 1644

MEMORABILIA

JMJ Automobilia

SUPPLIERS OF RACE MEMORIBILIA SINCE 1992

Florida, USA (609) 575-1143

email: JMJ@JMJAUTO.COM

WWW.JMJAUTO.COM

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA

We buy and sell F1 items

AYRTON SENNA specialists

Call CHRIS GRINT 01763 274448

email: sales@f1collectors.com

ENTER NOW

BEAT THE GRAND PRIX PREDICTOR EXPERTS

Visit castroledgerankings.com/predictor

Engineered by Castrol EDGE Rankings

RACE PRODUCTS

• EXPERT ADVICE • MASSIVE STOCKS • RAPID DELIVERY

www.demon-tweeks.co.uk



DON'T DELAY, CALL TODAY

0844 375 2196

demon tweeks MOTORSPORT Direct

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

MOTORING CLEANING PRODUCTS

- reduces brake dust by up to 75%
- ultimate protection & shine
- no harmful abrasives
- easy on / off

Trade enquiries, T: 01920 420868, E: info@smartwax.net

Smartwax UK Limited

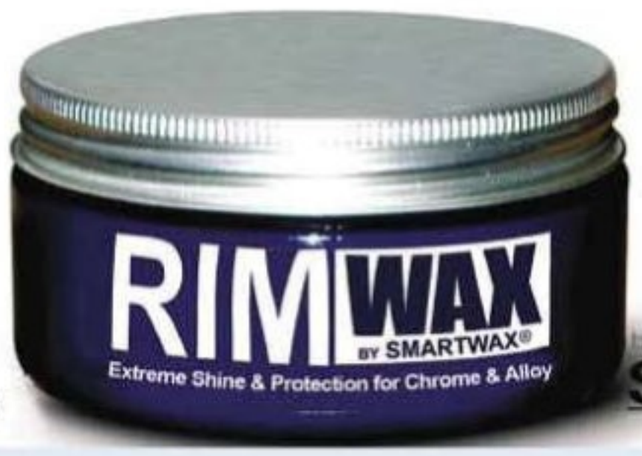
Tel. +44 (0) 1920 420868

Available at good car accessory shops

www.smartwax.net

RimWax is amino functional heat resistant wax for all wheels & metal surfaces. Cleans, polishes, shines & protects. Bonds to wheel surfaces, delivering a slippery non-stick surface shield that deflects damaging brake dust and dirt.

the ultimate wax for rims
the ultimate add-on item





smartwax born in california U.S.A

Find more issues at magazinesdownload.com

MARKETPLACE

MOTORSPORT EQUIPMENT

MARDI GRAS MOTORSPORT
Saloon Car Preparation

Unit 45, Silverstone Circuit
Towcester
Northampton NN12 8TL

tel: 01327 858006 **fax:** 01327 858800
email: info@mardigras.co.uk
web: www.performanceclutch.co.uk

Distributors and agents for:

ATL Racing Fuel Cells · VDO Performance Instruments · Stack · Helix Autosport · Hypercoils · Varley Red Top · Ferodo Racing · Setrab Pro Line · AP Racing · Lifeline Fire & Safety Systems Ltd. · Mugen · Performance Friction Brakes · Eibach Springs · Earl's Performance Products · Castrol · Honda · K&N The World's Best Air Filter · Schrick

PROPERTIES FOR RENT

TO LET
(OX29 9EF)
Workshops
1,000 to 5,000 sq ft
LEAFIELD
TECHNICAL CENTRE

Highly competitive and flexible terms, working alongside other motorsport businesses

- A variety of quality offices
- Self-contained workshops
- Fitted race bays



11 West Way
Oxford OX2 0QL
savills.com
savills
01865 269000
aparker@savills.com

Mark Webb 01993 871000
Andrew Parker 01865 269075

www.leafield-technical-centre.co.uk

PAINT

S·I·T
Silverstone Paint Technology



- Lightweight motorsport paintwork
- Pattern block coating





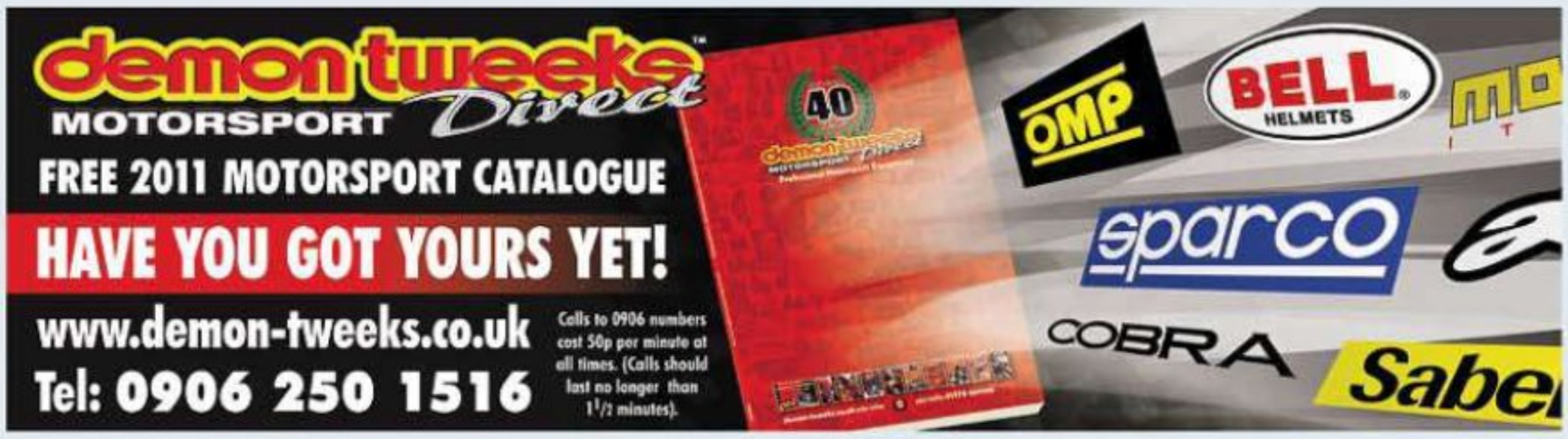
- Composite repairs
- Airbrushing

silverstonepaint.co.uk
01327 831577
info@silverstonepaint.co.uk

MOTORSPORT WHEELS

FOR ALL YOUR
AVON TYRES
MOTORSPORT
RACING TYRES
Inc. ACB 10 Formula Ford
Contact
BMTR LTD
Tel: 0121 331 1122
Fax: 0121 331 1144
email: sales@bmtr.co.uk
see our new web site at www.bmtr.co.u

RACE PRODUCTS



MISSED AN ISSUE? THEN CALL OUR BACK ISSUE HOTLINE ON 08456 777 817 AUTOSPORT

London Motorsport Showroom
www.msar.co.uk
SUPER B
Lithium Racing Batteries
Ultimate Performance
Ultimate Weight Saving



ORDER HOTLINE: 020 8655 7877

PORSCHESHOP.co.uk
24-HR • WORLD-WIDE • PARTS-DIRECT
BOXSTER, CAYMAN, TURBO, HISTORIC,
911, 968, 944, GT3, RSR, CUP CAR,
20,000+ O.E.M. LINES



Call Adam or Kevin on: 0121 585 6088

hans seat
FROM RACEPARTS



HANS SEAT FROM RACEPARTS IS A SIMPLE, CLEAN AND PROFESSIONAL WAY OF FITTING ANY DRIVER INTO ANY CAR. WE USE A UNIQUE BEAD MIX, SLOW CURE RESINS AND A VACUUM TO HELP THE DRIVER FIND THEIR BEST SEATING POSITION FOR PERFORMANCE, SAFETY AND COMFORT. OUR SEALED CASTING BAG AND VALVE METHOD ENSURES TROUBLE-FREE SEAT MAKING.
WWW.HANSSEAT.COM
TO FIND OUT MORE PLEASE CONTACT GRAND PRIX RACEWEAR
0 (44) 1327 85 55 85
HANS IS A REGISTERED TRADE MARK OF HUBBARD DOWNING INC. AND IS USED BY PERMISSION
Grand Prix Racewear



Find more issues at magazinesdownload.com

autosport.ads@haymarket.com

To advertise call 020 8267 5367

MARKETPLACE

RACE PRODUCTS



RACEWEAR



RACE PRODUCTS

ÖHLINS
ADVANCED SUSPENSION TECHNOLOGY

OHLINS HAVE WON OVER 200 WORLD CHAMPIONSHIPS

MICK GARDNER RACING

OFFICIAL DISTRIBUTION FOR ALL OHLINS PRODUCTS

- Official Sales and Service Centre
- Large Stocks of Shocks, Springs and Parts
- Factory Trained Technicians
- Fast Turnaround on Servicing, Revalving, etc.
- Bespoke Shock Absorbers Built to Customer Spec

CONTACT RUSS WALTON @ MICK GARDNER RACING NOW

TELEPHONE	01226 240 099
WEBSITE	www.mickgardnerracing.com
E-MAIL	russwalton@mickgardnerracing.com

AUTOSPORT

APPOINTMENTS

PUBLICATION DATE EVERY THURSDAY

BOOKING DEADLINE MIDDAY MONDAY PRIOR TO PUBLICATION
COPY DEADLINE MONDAY 5PM PRIOR TO PUBLICATION
ALL ADVERTS PLACED FEATURE IN THE APPOINTMENTS SECTION OF AUTOSPORT.COM FOR ONE WEEK

CALL 020 8267 5820

RACHEL.BROCK@HAYMARKET.COM

FOR ALL AVAILABLE VACANCIES PLEASE GO TO THE JOBS SECTION OF AUTOSPORT.COM

AUTOSPORT

**LOOKING TO RECRUIT FOR 2011?
THE LATEST SELECTION OF MOTORSPORT JOB VACANCIES UPDATED EVERY WEEK.**

- The appointment page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 139,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.



WHERE ARE YOU ADVERTISING YOUR MOTORSPORT JOB VACANCIES?

J R M — Quality Control Inspector Daventry

JRM is a constructor of race and rally cars and supplies a wide range of motorsport parts and equipment. It also offers extensive engineering and vehicle preparation services.

Following its recent success and the subsequent growth in its operations, JRM is looking to recruit an exceptional individual to work in its quality control department in Daventry.

With experience in the motorsport or aerospace industry, candidates must be fully qualified to complete mechanical inspections, verify tools and instruments and interpret complex drawings and formulas. They must be competent with CAD programming and have experience of ISO 9001 Management systems. Knowledge of AS9100 and PC-DMIS software is desirable.

Applicants must be able to work well under pressure and be committed to adhering to demanding deadlines and high standards. Remuneration is dependant on experience and qualifications.

To apply for this role please send a CV and covering letter to recruitment@jrm-group.com; please state the position you are applying for in the subject line of your email.



JRM, Unit 3 & 4 Rutherford Way, Drayton Fields Industrial Estate, Daventry, NN11 8XW
WWW.JRM-GROUP.COM

RML GROUP

Opportunities

For over 27 years RML has achieved consistent success in a diverse range of motorsport and automotive activities. Our exceptional, championship winning track record and ability to deliver makes RML an obvious choice for automotive manufacturers who value the marketing benefits of a successful motorsport programme.

RML already has a fantastic team of people and we now have the following opportunities for you to come and join our world championship winning team:

Design Engineer
Project/Data Engineer
Engine Design Engineer
Engine Development / Track Support Engineer
Engine Project Engineer
Graduate Engineer
No 1 and No 2 Mechanics
Fabricator / Welder
Trainee Fabricator / Welder
Sponsorship Generation Executive

Full details of all these positions and our excellent benefits package can be found in the careers section on our website: www.rmlmallock.co.uk

Please apply by email to careers@rmlmallock.co.uk or apply via our website.

NO AGENCIES PLEASE

SCUDERIA Toro Rosso

In its plans to continuously improve, Scuderia Toro Rosso has exciting opportunities for a number of dynamic, skilled and highly motivated people able to work under minimal supervision, to be based at our Wind Tunnel Facility in Bicester, UK.

Senior Model Design Engineer – ref. "HR SMDE 41"
You will be working within the Model Design Group of the Aerodynamic Department. Reporting to the Model Design Team Leader, the successful candidate will be highly motivated, a good communicator and be expected to work under pressure to meet critical deadlines. You will work closely with Aerodynamicists and provide guidance for junior design members.
You will possess strong 3D design skills and be able to demonstrate extensive experience in all aspects of model design. An excellent knowledge of current manufacturing processes is also required. You will be expected to take a pro-active approach to improving model quality and processes. Experience with Unigraphics is preferred, but not essential.

Junior Model Design Engineer – ref. "HR JMDE 42"
You will be working within the Model Design Group of the Aerodynamic Department. Reporting to the Design Team Leader, you will support the Model Design Engineers with the modelling and detailing of components for the Wind Tunnel test program. A degree in Mechanical, Automotive, Aeronautical or other relevant discipline is necessary.
Some experience of modelling and drafting in a CAD environment is preferred. The ability to work to a high level of accuracy and tight deadlines is essential.
The successful candidate will possess good communication skills, be self motivated and have a flexible approach to working hours.

Aerodynamic Performance Engineer – ref. "HRAPE 43"
In the plan of improving car performance focused on aerodynamic car configuration, a new position is available. Starting from the analysis and the elaboration of data acquired from the on-board instrumentation, the position require study and calculation of the car behaviour, through simulation tools.
The candidate must have gained some years of experience in motorsport industry and in particular in Formula One, in the field of vehicle dynamic or aerodynamic or track engineering.
A degree in Mechanical, Automotive, Aeronautical Engineering or other relevant field is essential. MSc in any vehicle science will be a plus. Good knowledge of MatLab and other software required for the elaboration and data presentation is required. The ability to work to a high level of accuracy and tight deadlines is essential. The successful candidate will possess good communication and teamwork skills, be self-motivated and have a flexible approach to working hours.

To apply please send a covering letter and your CV, quoting the relevant reference number and your current salary details to:
HR Department, Scuderia Toro Rosso Spa
Via Spallanzani 21 – 48018 Faenza (RA) – Italy
Or upload your CV in our website: **www.tororosso.com --> jobs**
Closing date: 21st October 2011



Britcar 24HR

SILVERSTONE 30th Sept.-2nd Oct. 2011

DRIFTONE DRIVING EXPERIENCES

Brunswick Racing BMW M3

Mark Griffiths, Willie Green, Bill Kirkpatrick, David Forsbrey, Winners of Class 4 and 7th overall

Thanks to Dave Ashford and all at Brunswick Racing for a magnificent team effort and a victory we wish to dedicate to the memory of our good friend Ian Barrowman.

www.brunswickracing.co.uk www.driftone.co.uk www.wheatsheafgarage.com



CLUB100

SIMPLY, **2-STROKE KARTING** AT IT'S BEST...

With over 15 years of growth, development and race management experience, **CLUB100** boasts an unrivalled status.

CLUB100 has brought powerful arrive-and-drive karting within reach of everyone and at the same time, has removed the "cheque-book element" of motorsport once and for all. Whichever of our 2-stroke events you choose, all the karts are prepared to an identical standard.



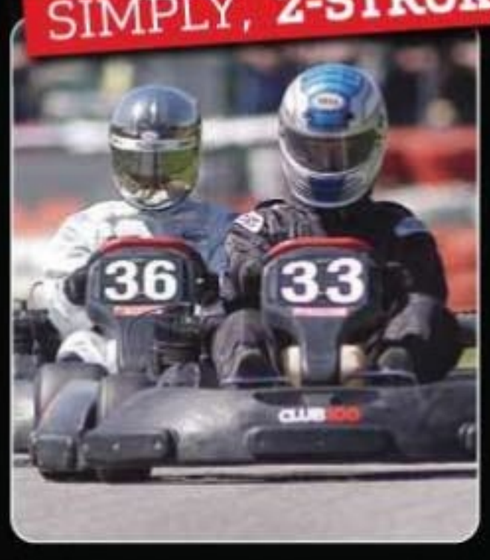


TEST DAYS.....A great way to start 2 stroke karting
SPRINTS.....The ultimate challenge for individuals
ENDURANCE ...Designed for teams of 2-5 drivers

Amongst it's qualities, **CLUB100** has two very unique factors:

- A fleet of Karts supplied with 115cc TKM 2-stroke engines and 'direct drive' transmission.
- The opportunity to race at a variety of circuits.

For more information on our various formats, circuits we visit and all of our upcoming events visit our website.





"The highest level of 2-stroke 'arrive & drive' championship kart racing in the UK and Europe."



CLUB100 Racing Limited
Bon Accord House, Castle Road,
Eurolink Commercial Park, Sittingbourne, Kent ME10 3SJ
Tel: +44 (0)1795 422455 Fax: +44 (0)1795 427606
Email: racing@club100.co.uk

www.CLUB100.co.uk

Find more issues at magazinesdownload.com

Find more issues at magazinesdownload.com

» All the national & club race, rally and historic news. **Plus full reports and results round-up**

Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB















Award finalists announced

Six drivers will battle it out for the 23rd McLaren AUTOSPORT BRDC Award

THE SIX FINALISTS FOR THE 2011 McLaren AUTOSPORT BRDC Award have been chosen.

The selected drivers are Formula Renault UK pacesetters Alex Lynn and Oliver Rowland, Formula Ford dominator Scott Malvern, Formula Renault BARC championship leader Dino Zamparelli, ATS German F3 Cup frontrunner Tom Blomqvist, and ADAC German Formel Masters race winner Emil Bernstorff.

The six Brits will now go to Silverstone in November to be assessed in a number of different cars, which will be announced soon, by a panel of judges.

The judges are ex-F1 racer and BRDC President Derek Warwick, BTCC star Jason Plato, DTM ace Jamie Green, McLaren head of vehicle engineering Mark Williams, veteran commentator Ian Titchmarsh, and AUTOSPORT's Marcus Pye and Kevin Turner.

Warwick said: "I'm really excited about the six drivers we have picked this year. We had a long meeting and discussion looking at all formulas and think the six we have finally picked will provide us with an exciting two days of judging, and give us a winner that will go far."

The winner will be revealed at the AUTOSPORT Awards in December. The prize includes a McLaren F1 test, £100,000, BRDC membership, a supply of Puma racewear for 2012, and a TW Steel watch.

THE CHOSEN SIX

The Britons fighting for £100,000 and an F1 test

McLAREN AUTOSPORT AWARD

EMIL BERNSTORFF Age 18



Currently third in ADAC Formel Masters with Motopark Academy

"I'm really happy because other candidates were really strong so I wasn't sure I'd be picked. The very first tests I had in cars were good from the start so the test should be good for me."

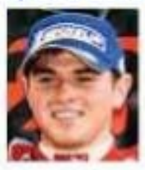
ALEX LYNN 18



Currently leading Formula Renault UK with Fortec Motorsport

"You always hope for a year like this and the Award is something I've thought about. Just getting selected is really good and to win it makes a difference. It has jump-started careers."

OLIVER ROWLAND 19



Currently third in Formula Renault UK with Fortec Motorsport

"I'm new to cars so I didn't know too much about the Award, but people have been talking about it recently. To be beating Alex in Formula Renault now is really good and there's more to come."

TOM BLOMQVIST 17



Sixth in ATS Formula 3 Cup with Performance Racing

"It's a huge honour. It's a bit of a shock this year as 2011 hasn't entirely gone to plan. Since my accident [at Lausitz last month] I've moved forward and I'll get prepared. I really need to make the most of it."

SCOTT MALVERN 22



British Formula Ford champion with Jamun Racing

"It was a big risk going back to Formula Ford, but it's paid off. I've always had the Award in the back of my mind. I don't think I was ready to win it last year, but I'm a better driver now."

DINO ZAMPARELLI 19



Currently leading Formula Renault BARC with Antel Motorsport

"It's only at the last couple of races people have been talking about the Award. I'm going to concentrate on taking the title, but this is a massive reward. To drive some powerful cars will be a fantastic experience."

AUTOSPORT SAYS...



BEN ANDERSON EDITORIAL ASSISTANT

ben.anderson@haymarket.com

LOVE OR LOATHE HIM, IT'S HARD to argue with the success James Tucker has made of the Britcar 24.

Snetterton's much-loved Willhire event may be long dead, but its spirit lives on in former racer Tucker's annual Silverstone showpiece.

The event's enduring appeal lies in its eclectic nature. Where else in the UK would you find a Honda Jazz, Smart ForFour and Mazda MX5s competing against Porsche 997s, Ferrari 430s and an Aquila CR1 – driven by club racers and established professionals alike? Turn to page 94 to find out how the various movers and shakers got on.

But despite its unique nature, and this country's love for 24-hour racing, the event has struggled to bring spectators through the gates since its inauguration in 2005.

On the evidence of last weekend (an Indian summer if ever there was one), this is almost entirely down to the weather. In the unseasonal balmy glow of an October heatwave, an event that had previously struggled to attract more than a few thousand spectators suddenly had 14,000 watching its 57 cars do battle.

It probably would have been more had the race not clashed with the BTCC at Brands. A strong entry, watched by a healthy number of fans, is proof that Britain's enthusiasm for endurance racing is alive and well.

Extra contact details
Kevin Turner, National Editor
kevin.turner@haymarket.com

CONTENTS

p94 REPORT SILVERSTONE 24
p96 REPORTS BRSCC/ERC
p98 REPORT MGCC SNETTERTON
p100 REPORTS CCRC/BARC
p102 REPORT CSCC OULTON

Find more issues at magazinesdownload.com



Renault Clio Cup

British GT

Upgraded Ginetta to Brit GT finale

Latest G55 and new Lamborghini team are part of strong entry for final round at Silverstone

THE LATEST GINETTA G55 and a Lamborghini squad will make their British GT debuts in the Silverstone finale this weekend.

Rollcentre Racing will run the revised G55, which has a new aero kit – revealed at the Silverstone 24 Hours last weekend – and the more powerful 440bhp engine introduced recently. Drivers have not yet been confirmed but are expected to be Rollcentre boss Martin Short and marque ace Matt Nicoll-Jones.

Ginetta supremo Lawrence Tomlinson said: "The car looks really cool and I think it's going to be good.

"We've found GT3 very tough so we've been waiting for the upgrades. Hopefully this will put us on the pace and over the winter we can finalise engine improvements to make us a frontrunner."

Joining the Ginetta in the 29-car entry will be Britcar/GT Cup team Backdraft Motorsport's Lamborghini Gallardo for ex-BTCC racer James Pickford and Simon Atkinson. The car will run in the GT3B class against the Aaron Scott/John Dhillon MTECH Ferrari 430 and the returning Barwell Motorsport Aston Martin DBRS9 of Paul White/Andy Ruhan.

Pickford confirmed the squad was looking to contest the series in 2012: "It's with a view to getting Simon and the team interested in Brit GT – it's on the way up and I think it's the place to be."

International GT ace Richard Westbrook has been drafted back into the Trackspeed Porsche squad to assist David Ashburn's title push, while 2007 champ Bradley Ellis will race RPM's Ford GT.

Ex-F1 racer and TV presenter Tiff Needell also returns, sharing Barwell's GT4 Aston with Peter Erceg, while ex-Aston driver Chris Holmes switches to the Lotus Sport UK squad.

Formula Renault UK

Fortec drops Lynn appeal

FORMULA RENAULT UK POINTS leader Alex Lynn has had his crowning delayed after Fortec Motorsport withdrew its appeal against his exclusion from victory at Croft in June.

While Fortec did not contest the finding that Lynn's car had contaminated oil, it appealed the exclusion as it felt the punishment was too harsh – especially as the 18-year-old cannot discard this result under the series' dropped-scores rule.

But team boss Richard Dutton has now dropped the appeal. "We just felt that we wanted Alex to win the title on the track, not in a courtroom," he said.


Lynn will not get Croft win back

"We'd put the wrong oil in, realised our mistake and taken it out, but there was still contamination. We put our hands up to it, but we felt the punishment didn't fit the crime."

Lynn needs just one point from the Silverstone finale to put the crown beyond reach of main rival Tio Ellinas.

Porsche Carrera Cup

Porsche champ to step up for 2012

LITHUANIAN JONAS GELZINIS will move up to the top class of the Porsche Carrera Cup GB next season after wrapping up the 2011 Pro-Am1 title with three races to spare.

The 23-year-old, who scored an overall pole at Donington Park in April, will step up with Juta Racing.

"I will definitely stay in Carrera Cup and do the Pro class," said Gelzinis. "There is still room for me to improve my consistency."

He wrapped up the title with a sixth overall at Brands last weekend, but was disappointed to lose fourth after running wide on coolant.


Gelzinis plans to step up in 2012

EVERY type of insurance that ANY person involved in Motorsport may require

MIS Motorsport Insurance Services

ON EVENT - PERSONAL ACCIDENT - MOTORTRADE - COMMERCIAL - LIABILITY

www.rallyinsurance.co.uk or call 01943 884555

Motorsport Insurance Services Limited is Authorised and Regulated by the Financial Services Authority

PICS: NICK GALE, EBREY/LAT, OLIVER READ, LUCIEN HARMEGNIES

MSV F3/Sunoco Grand-Am Challenge

F3 dominator Steele wins chance to race GT at Daytona next year

AARON STEELE SECURED THE inaugural Sunoco Grand-Am 200 Challenge with victory in last Friday's MSV Formula 3 Cup race at Silverstone.

The former McLaren AUTOSPORT BRDC Award finalist will now get to compete in the Continental Series GS category in the two-driver Grand-Am 200 event supporting the Daytona 24 Hours in January.



Steele will now get to race in US

"It's great to have it in the bag and signed and sealed," said the 22-year-old, who was up against drivers in other series, such as the Mini Challenge and GT Cup. "Now no mechanical failure or anything else can take it away.

"It is a fantastic opportunity and will be a massive event. Hopefully something might come from the chance as I plan to maximise it and create further opportunities."

Steele has now topped the MSV F3 pack 13 times from 16 races, with the season finale at Oulton Park later this month still to go. The driver chosen by a panel of judges as the best performer in MSV F3 this year will win an F2 test drive.

Ginetta Junior

Morris looks to single-seaters

NEWLY CROWNED GINETTA Junior champion Seb Morris is eyeing a switch to single-seaters.

The Hillspeed driver clinched the title at Brands Hatch last weekend in controversial style. He won race one on the road, but was handed a three-second penalty and three points on his licence for squeezing Niall Murray into Druids.

Morris, 15, was also involved in an incident in race two, in which he made contact with Patrick McClughan exiting Hawthorn and sent McClughan off track. He escaped punishment that time as officials deemed that contact was due to Morris running off the kerb and back across the track unintentionally.

Hillspeed hopes to run Morris in Formula Renault BARC next season, but Morris has not yet committed.

"We are keeping our options open until as late as possible," he said.

● Fellow Junior racers Niall Murray and Tom Howard were both fined £150 and given three points on their licences at Brands. Murray was penalised for overtaking under yellows in race one, while Howard was censured for pushing another car in race two.

GT Cup/Lotus Cup UK

TVR and Porsche share spoils

MICHAEL SAUNDERS and Andy Ruhan were the winners when the GT Cup raced at Spa last weekend.

The TVR Cerbera of Saunders took the first encounter after poleman Ruhan dropped back in his Porsche 997 and on-the-road victor Simon Blanckley (997) was penalised.

Saunders retired from race two, leaving Ruhan to win from Blanckley.

The combined Lotus Cup UK and Europe, and Elise Trophy grid attracted a bumper field of 65 cars.

The experienced Gavan Kershaw qualified on pole in his Lotus Evora and won both races, despite Remi Pochauvin's 2-Eleven briefly getting ahead in the second event.

Mark Fullalove was second both times and topped the 2-Eleven contingent.


Saunders's TVR fought the Porsches

MARCUS PYE

HUMBLE PYE

The voice of club motor racing


Vince Woodman's Capri was part of Dyrham demo

Forty-five years after the final hillclimb in its six-season history, racing cars revisited Dyrham Park, north of Bath, last Sunday for a demonstration organised by the Bristol Motor Club. Now celebrating its centenary – the body of enthusiasts was drawn together as the Bristol Motor Cycle Club in 1911 – it and its evolutions played an influential role in the rebirth of British motorsport after both World Wars.

Its history of running speed hillclimbs for cars started with events under the Bristol Motor Cycle & Light Car Club banner at Backwell Hill House and Naish Hill in the '30s. In August 1945, Bob Gerard kick-started a new era of competition by setting BTD for cars at Naish in ERA R4A.

Having run circuit race meetings at Lulsgate (now Bristol Airport) in the late '40s and the fledgling Castle Combe from 1950, the club struck a deal with the National Trust to surface a course at Dyrham Park – William Blathwayt's stunning late-17th century baroque mansion – and ran events from April '61. A major coup in its golden jubilee year.

Two years later, after a series of clubbies and national-permit meetings, the BMC&LCC was invited to run the final round of the prestigious RAC British Hillclimb Championship. Top 10 – as it was then – Run-Off winners were champion-elect Peter Westbury in the 2.6 Felday-Daimler and four-wheel-drive 2.5 Ferguson-Climax P99 respectively in '63-'4, John Macklin (3.5 Cooper-Buick T56) in '65 and Bryan Eccles (ex-John Bridges Brabham BT14, with 4.5 Oldsmobile V8 engine) in '66, since when racers have not returned in anger. Macklin's was his only RAC win, but Eccles bagged a few more in '67.

At 800 yards – shortened to 750 for '65 only, after Ian Swift had an enormous shunt after the finish in practice – Dyrham Park was the fourth shortest course in the championship's history. Only Fintray House, near Aberdeen (725 yards), Westbrook Hay, near Hemel Hempstead (650 yards) and the downhill-start 440-yarder at Great Auclum, near Reading, were shorter.

Competitors have fond memories of the place, not only for its fine backdrop, but also because it attracted exotica. Local luminary Ron Fry fielded his Ferrari 250 GT Berlinetta and 250LM for instance, while fellow garagiste Vince Woodman drove a Jaguar E-type or a big Lotus Cortina with aplomb.

Class winners at the RAC rounds included Ted Williams (Morris Cooper), Fry, '61 champion David Good (Lotus Elan), Phil Scragg (E-type lightweight and Lola T70 Spyder), future 'King of Curborough' Bob Rose (Marcos 1800GT), John Barnes (Elva Mk7 s/c) and veteran Castle Combe commentator David George (Mini Cooper), who holds the small-saloon class record in perpetuity.

> "Competitors have fond memories of the place, for its fine backdrop and because it attracted exotica"



Find more issues at
magazinesdownload.com

AUTOSPORT INTERNATIONAL

The Racing Car Show

14 - 15 January 2012 **NEC Birmingham, UK**



CARS : STARS : ACTION!

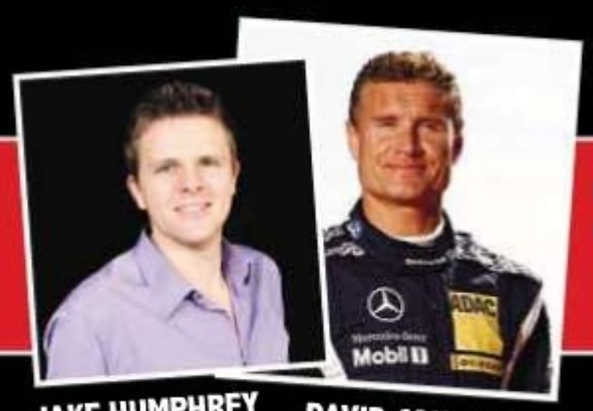
A GREAT DAY OUT!

INCLUDES ACCESS TO THE PERFORMANCE CAR SHOW Powered by PistonHeads.com

BOOK YOUR TICKETS TODAY

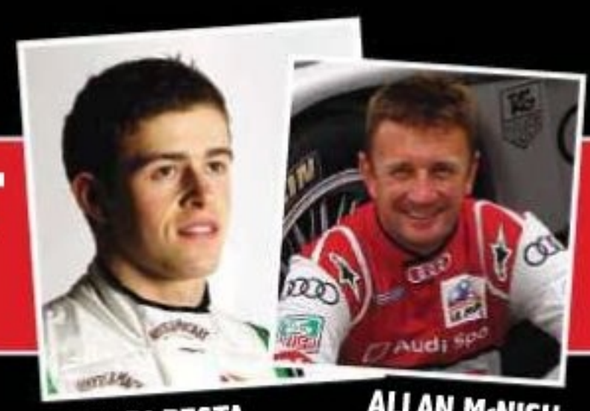
VISIT: www.autosportinternational.com

CALL: 0844 581 1370



JAKE HUMPHREY DAVID COULTHARD

SEE YOUR FAVOURITE MOTORSPORT STARS AT THE WEEKEND!



PAUL DI RESTA ALLAN McNISH



Group C action will return to La Sarthe

Group C/GTP

Group C heads back to Le Mans

Historic series gets 2012 24 Hours support slot as new teams look to run cars

THE GROUP C/GTP RACING SERIES will provide the historic support for the Le Mans 24 Hours next year.

The resurgent series will take one of the two support-race slots scheduled for Saturday morning prior to the start of the French enduro. It will be the third time in five editions that Group C/GTP has been chosen to join the bill.

Group C/GTP series manager Zoe Copas said: "It is always an honour to be asked to take our cars back to their spiritual home and we are sure that our members will respond. The grid at Le Mans is limited by paddock space to 30 cars and we are expecting to be oversubscribed."

Copas explained that interest in the series is continuing to grow.

"We're expecting an upsurge in entries next year," she said. "A total of 22 new people are talking to us about next year and 12 have already bought cars."

New entries are expected to include the March-Chevrolet 84G recently purchased by Rollcentre boss Martin Short (see AUTOSPORT, September 22) and two cars – a Ford C100 and Ford Probe GTP – from Zakspeed. Another team planning to join the series is British GT Championship race winner Scuderia Vittoria.

Vittoria team manager Piers Masarati said: "Group C/GTP looks to be in good health and it is something we would like to get involved in. We have a customer who has a car and is very interested in doing the series, especially now Le Mans is back."

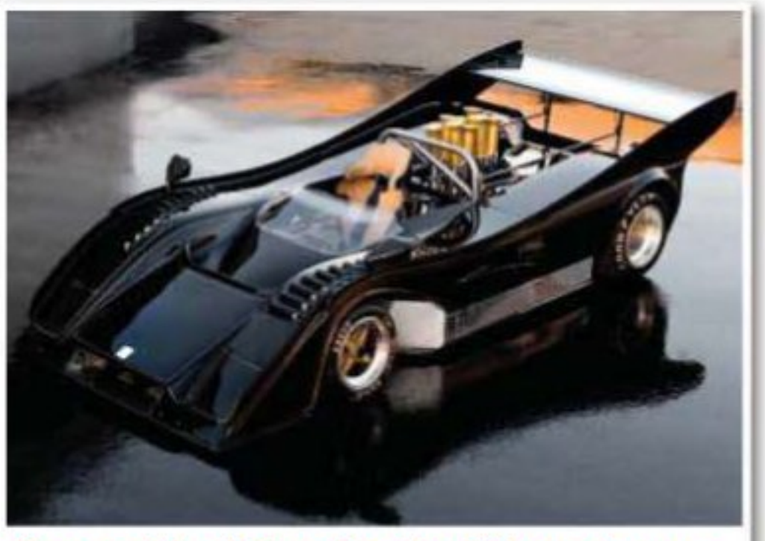
Ginetta GT Supercup

Redbrick makes racing debut in Ginetta Supercup

A NEW SQUAD TO CIRCUIT racing made its Ginetta GT Supercup debut at Brands Hatch last weekend and hopes to continue in the series next season.

Robin Duxbury's Redbrick Racing has a history in Rally Raids and Time Attack, but ran a G50 for ex-Formula Palmer Audi racer Mark Johnston at Brands. He suffered two retirements, but the squad hopes to run a G55 alongside the G50 next year.

Chief engineer Richard Bulmer has World Rally Championship experience, having worked with Didier Auriol at Toyota.


'Recreation' Can-Am for US next year
This one-make, 700bhp, Chevy V8-powered Unlimited Racing Championship machine will aim to evoke the 1966-74 Can-Am era in 2012.

HRDC TC63

More races for tin-top series after strong debut

THE HISTORIC RACING DRIVERS Club's new series for early European tin-tops is set to grow after a successful first race at Snetterton last weekend.

HRDC boss Julius Thurgood has launched the HRDC TC63 initiative to bring more pre-1964 Group 2 touring cars back into competition. Eighteen cars qualified for the 30-minute race, which was won by Chris Scragg's Jaguar Mk2, and Thurgood believes more cars will come out in future.

"We had 25 entries, but [the] Goodwood [Revival] killed off a couple of cars, which we knew was a risk," he said. "The key concept is to create a competitive environment where drivers can afford to do 45-minute races."

Thurgood hopes to run at least five races, probably of longer duration, in 2012. "We know the cars are there and coming out of mothballs," he added.


Inaugural HRDC TC63 race blasts off

IN BRIEF


Stretton dominated

PORTUGUESE DRIVER DIOGO Ferrao clinched the Historic Formula 2 title at Dijon last weekend with two class wins in his March 712. Martin Stretton (March 742) took the overall wins, while the Martini Trophy laurels were taken by Doug Hart (March 75S) and Martin O'Connell (Chevron B19).

FORMULA RENAULT UK RACE winner Jack Hawksworth has returned to Mark Burdett Motorsport for the final two race weekends of the season after leaving Atech Reid GP. "I made a little bit of a mistake and jumped the gun," said Hawksworth, who switched to Atech in June. "I think Mark can give me a very good chance of winning."

EX-FORMULA RENAULT BARC champion Kieren Clark will race in the Ginetta Challenge at Silverstone this weekend and hopes to graduate to British GT in 2012.

FORMER BRITISH FORMULA FORD racer Linton Stuteley is weighing up a regular return to the cockpit next season in the MSV F3 Cup. "I just want to have a bit of fun and I miss the racing," said the Enigma Motorsport team boss.

EX-BTCC RACER PATRICK WATTS took a brace of sevenths on his Ginetta GT Supercup debut at Brands Hatch last weekend. "I cannot believe the speed you can carry in the corners," said Watts after driving TCR's G55.

GT ACE DARREN TURNER AND unrelated team-mate James Turner failed to race in the HRDC Touring Greats event at Snetterton last weekend due to gearbox problems in their Ford Zodiac.

BROTHERS OLLIE AND BLAINE Neaves, who race in the Peter Best Insurance Challenge, plan to contest the MG Trophy next year after acquiring a pair of MG ZRs.

DAVID STOKES AND GUY WEAVER secured their third British Historic Rally Championship title last Saturday when they won Category 2 on the Colin McRae Forest Stages in their Ford Escort Mk1.

Stokes/Weaver took title



PICS: JAKOB EBREY, HUGUES MALLET, MARK WRITTLE, RICHARD STYLES

Britcar 24hr at

What a weekend – glorious sunshine, great crowds and 24 hours of brilliant racing!

Congratulations to Michael McInerney, Sean McInerney and Phil Keen who took their first Britcar 24hr at Silverstone win with their Eclipse Motorsport/Signia Developments Ferrari 430.





Overall and class 1 winners

Michael McInerney, Sean McInerney, Phil Keen

Eclipse Motorsport/Signia Developments – Ferrari 430

"This is the team's sixth attempt at a 24hr and our 2nd as a team of drivers, to win is an amazing feeling. The team worked incredibly hard and however good it feels for us it feels equally as good for the them – they're the ones that made it happen and got us out there and we are really thankful to them."

Sean McInerney, Eclipse Motorsport/
Signia Developments

Design by Paradisi. Photos: Ollie Read

t: 01929 551557 info@aaoil.co.uk www.aaoil.co.uk /racing

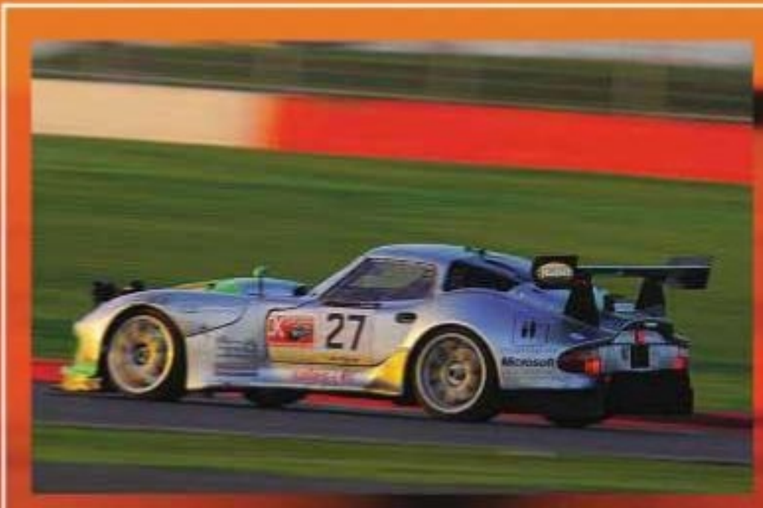
Silverstone 2011

Britcar 24 HR
SILVERSTONE 30th Sept-2nd Oct. 2011









Class 2 winners & 8th overall
David Upton, Neil Huggins, Emily Fletcher, Jamie Orton
Topcats Racing – Marcos Mantis GT3



Class 3 winners and 2nd overall
Karsten Le Blanc, Christiaen Van Lanschot, Dan De Zille, Robert Nimcoff
Nicholas Mee Racing – Aston Martin GT4



Class 4 winners and 7th overall
Mark Griffiths, Willie Green, David Forsbrey, Bill Kirkpatrick
Brunswick Automotive – BMW M3 E46

SUNOCO®
RACE FUELS

Anglo American Oil Company

Find more issues at magazinesdownload.com

Find more issues at magazinesdownload.com

QUICK RESULTS
- Winner **Eclipse Motorsport**
- Pole **John Martin**
- Fastest lap **Martin**

SILVERSTONE 24 BRSCC, SEPTEMBER 30-OCTOBER 2

Ferrari threesome Eclipse the rest for 24 success



Nicholas Mee Aston finished a stunning second overall



Eclipse Ferrari ran superbly to take outright victory

PHIL KEEN JOINED father-and-son duo Michael and Sean McInerney as they outlasted their rivals in the unseasonal heat of Silverstone to take Britcar 24 Hours honours in the Eclipse Ferrari 430.

Fifty-seven cars took the start in record-breaking October temperatures at 1630 on Saturday afternoon, in front of 14,000 spectators, and it was the polesitting Chamberlain Synergy Aquila CR1 that leapt into an immediate lead as the race got going.

The Danish car ran strongly through the early hours of the race, especially when Superleague Formula ace John Martin (who set pole) was behind the wheel, and it was leading when a driveshaft failure caused it to lose 20 laps.

The Strata 21 Mosler was another early leader and the Class 2 Rollcentre Ginetta G55 ran as high as second before both cars ran into difficulties; the Mosler ultimately succumbing to an overheating engine, and the Ginetta to a sensor-related throttle problem.

By the time the race had reached the eight-hour mark, the only two Class 1 cars not to have hit serious problems were the Eclipse Ferrari and the Topcats Mosler, with the 430 holding a four-lap lead throughout the night.

The Ferrari 430 of last year's winning MJC team had been in third position through the darkness, after being hampered by a non-locking race-seat problem. A fix was cobbled together (which caused its own problems, the four drivers being of very different height and build to each other), before a cracked exhaust manifold forced the car out just after dawn.

Phil Keen took over the Eclipse Ferrari at 1000 on Sunday morning, only to have a tyre blowout at Vale, which cost valuable time as the car was recovered. The damage was repaired, but the Mosler now led by four laps with six hours to go.

After easily maintaining the lead for the next two hours, the Mosler suffered a stuck throttle at Brooklands and Freddie Hetherington found himself buried deep in the tyrewall. The driver escaped injury, but the car did not (it had also suffered a fire) and it would take no further part in the race. This left the Eclipse Ferrari with a 13-lap cushion and a straightforward run to the chequered flag.

"It was metronomic really," said a delighted Sean McInerney. "We were able to set a consistent pace in the car, the pitstops were amazing, and when we did have problems the team dealt with them brilliantly."

The Aquila had clawed its way back to third overall by the early morning, but a detached hose caused the engine temperature to soar. This was soon repaired and the car continued, but a second driveshaft failure caused further delay. The CR1 eventually finished ninth, 52 laps down.

The unseasonably high temperatures over the weekend caused a high rate of attrition and only three of the 13 Class 1 & 2 cars were running at the end. The Tischner Motorsport BMW Z4 V8 soon hit trouble, as did the MacG Ultima. But it was Class 2 that suffered the most, with only the #27 Topcats Marcos Mantis lasting long enough to be classified.

The RJN Nissan 370Z was another to exit early after running third overall in the opening hour, when its engine expired suddenly after 50 laps. The ARC Bratislava Porsche was also a contender in the opening hours – especially with Supercup ace Sean Edwards at the wheel – but was forced to pit to deal with a noisy exhaust and dropped down the order. Further problems during the night led to the car's retirement.

By far the best battle of the race came in Class 3, where the Nicholas Mee Racing Aston Martin GT4 and the Marcos Racing International Lotus Evora went head-to-head throughout the race. Both cars ran flawlessly and were so close that the class lead changed every time one of them stopped. A late stop/go for the Lotus eventually tipped the battle in NMR's favour and the Aston took the win by a lap, having not skipped a beat all race, in an excellent second overall.

Cor Euser, one of the drivers in the Lotus, was a busy boy, as he managed to combine night stints in the Evora with Dutch Supercar commitments at Spa!

Third in class – and fourth overall – was the Japanese-driven Topcats Marcos Mantis.

Class 4 went to the Brunswick Automotive BMW M3 E46, by six laps from the Red Camel SEAT Leon and the MMC Motorsport BMW. Several cars led the class during



Rapid Aquila leads the pack away into Copse

QUICK RESULTS
- Class 2 **Topcats Racing**
- Class 3 **Nicholas Mee Racing**
- Class 4 **Brunswick Automotive**

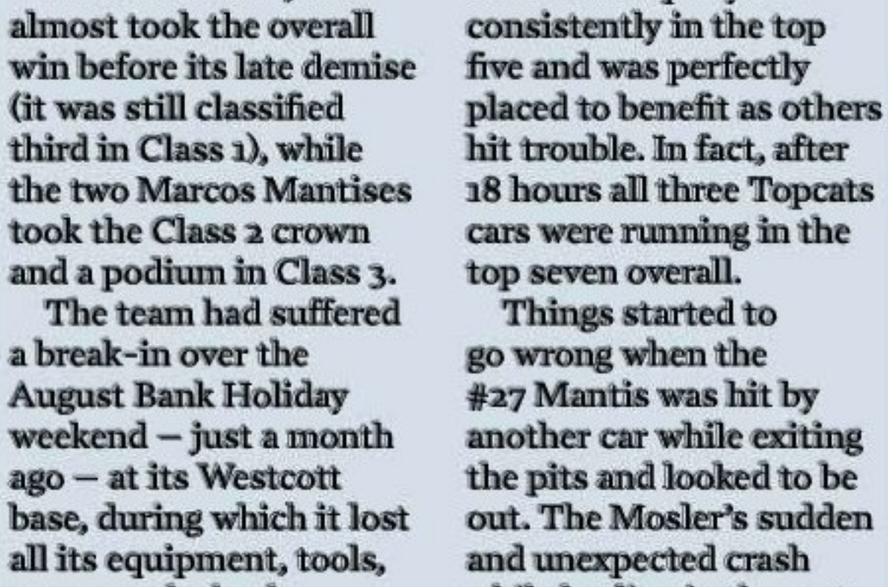


Lotus Evora took a fine podium



SILVERSTONE 24 BRSCC, SEPTEMBER 30-OCTOBER 2

Fine fightback is just reward for Topcats



Japanese Marcos crew nips inside Carvell Golf

GIVEN ITS RECORD IN Britcar, it should be no surprise that Topcats Racing was so strong at Silverstone last weekend.

Its Mosler MT900R almost took the overall win before its late demise (it was still classified third in Class 1), while the two Marcos Mantises took the Class 2 crown and a podium in Class 3.

The team had suffered a break-in over the August Bank Holiday weekend – just a month ago – at its Westcott base, during which it lost all its equipment, tools, spares and wheels. All that the thieves left behind were three incomplete cars. This would have been enough to send most teams under, but Warren Gilbert and his crew immediately got to work rebuilding and somehow managed to prepare all three cars for the 24.

In the hands of Andrew Beaumont, Henry Fletcher, Julien Draper and Freddie Hetherington, the Mosler circulated rapidly and consistently in the top five and was perfectly placed to benefit as others hit trouble. In fact, after 18 hours all three Topcats cars were running in the top seven overall.

Things started to go wrong when the #27 Mantis was hit by another car while exiting the pits and looked to be out. The Mosler's sudden and unexpected crash while leading in the 21st hour was a second cruel blow. Happily the team managed to get the Mantis back out and it finished eighth overall to take the Class 2 title.

The Japanese-crewed Mantis took fourth overall and third in Class 3 to complete a fine fightback for Topcats.

the race, but the Brunswick Bimmer avoided trouble and finished seventh overall.

The race featured several safety-car periods. The first occurred after just 15 minutes and managed to hand the top three cars a two-minute advantage over the rest of the field, but the most serious came on Saturday evening after a marshal was struck by a spinning car and suffered a broken leg.

The two Jota-run works production Mazda MX5s made it home 16th and 24th overall, while the Class 3 GT model was patched up for a formation finish after dropping out with two alternator failures.

The Rob Carvell VW Golf Mk3 missed out on the Class 4 podium by just five laps in a superb 13th overall.

Perhaps the unluckiest crew was that of the Class 3 Intersport Racing BMW, which managed to finish fifth overall without making it onto the Class 3 podium.

● Mark Howson



Brunswick BMW M3 won packed Class 4

RESULTS Britcar 24 Hours, October 1-2

573 LAPS, 2101.191 MILES

Pos	Drivers	Team	Car	Result	Grid
1	**Michael McInerney/Sean McInerney/Phil Keen**	Eclipse Motorsport	Ferrari 430	24h00m29.696s	4
2	**Karsten le Blanc/Christiaen van Lanschot/Dan de Zille/Robert Nimkoff**	Nicholas Mee Racing	Aston Martin GT4	560 laps	20
3	**Cor Euser/Hal Prewitt/James Briody/Dick Freebird/Alistair MacKinnon**	Marcos Racing	Lotus Evora	559 laps	16
4	**Yousuke Shimojima/Ryu Seya/Masashi Kakiuchi/Yasushi Kikuchi**	Topcats Racing	Marcos Mantis GT3	542 laps	12
5	**Kevin Clarke/Wayne Gibson/Mark Radcliffe/Adam Hayes**	Intersport Racing	BMW M3 E46	532 laps	21
6	**Pete Storey/Paul Mitson/Ben Gower/Mike Rowland**	Motionsport	Lotus Elise GT4	529 laps	26
7	**Mark Griffiths/William Green/David Forsbrey/Bill Kirkpatrick**	Brunswick Automotive	BMW M3 E46	527 laps	39
8	**David Upton/Neil Huggins/Emily Fletcher/Jamie Orton**	Topcats Racing	Marcos Mantis GT3	522 laps	30
9	**Nigel Mustill/Bob Berridge/Gareth Evans/John Martin**	Chamberlain Synergy	Aquila CR1	521 laps	1
10	**Ivo Breukers/Henk Thijssen/Adam Hen/Huw Jensien**	Red Camel	SEAT Leon FR 2.0 TDI	521 laps	57
11	**Ryan McLeod/Ashley Walsh/Jake Camilleri/James Kaye/Joseph Girlin**	Ryan McLeod	Holden Astra	518 laps	32
12	**Dave Cox/Jason Cox/Michael Cox/Paul Stubber**	MMC Motorsport	BMW M3 CSL	507 laps	29

CLASS WINNERS Class 2 **Upton/Huggins/Fletcher/Orton**; Class 3 **le Blanc/van Lanschot/de Zille/Nimkoff**; Class 4 **Griffiths/Green/Forsbrey/Kirkpatrick**.
Winner's average speed 87.36mph. **Fastest lap** John Martin (Aquila SR1) 2m04.019s (106.25mph).

RESULTS AT A GLANCE
→ GT3 Award **Oly Mortimer**
→ Club champion **Mark Sumpter**

"I won nothing with this car in 1994!"
Sumpter's 911 is better in old age

P103 SPORTS EXTRA RESULTS ROUND-UP for Sep 30-Oct 2



PORSCHE CLUB SILVERSTONE, SEPTEMBER 30-OCTOBER 1

Happy Mundy steps on it before 24-hour party people

THE PORSCHE GT3 CUP and Porsche Club fields combined for three races on the Britcar 24 Hours support bill to settle their titles.

Oly Mortimer wrapped up the GT3 Driver of the Year award, while Mark Sumpter pipped reigning champion Chris Dyer to the 2011 Club title.

Mortimer opened a gap at the front in the GT3s in the first race, but Graeme Mundy, starting at the back of their grid after qualifying problems, was charging through and into second by lap three. Mundy, chasing his first win of the season, took the lead on lap six of 10, but slumped to third when a gearbox issue then slowed him.

Sumpter led all the way in the Club element of the race, coming under pressure from Ben Demetriou in the later laps. Dyer fought his way past Marcus Carniel to win Class Two, keeping Sumpter under pressure for the overall title.

Mundy repeated his charge up the GT3 order in the first of the two Saturday races, taking the lead on lap eight and holding on to head Mortimer home.

It was a close battle in the Club race, Sumpter leading early on before Mark McAleer, then Demetriou, went past. Demetriou took the lead on lap seven for his first win of the season, with McAleer second and Sumpter surviving a slide on fluid for fourth. Dyer again won his class.

Mundy was on pole for the final race, and scored a double by overcoming the fast-starting Mortimer to lead the majority of the race. Steve Liquorish claimed a third podium as Mortimer took no risks in his chase of the series crown.

McAleer led the Club runners at the start, ahead of Demetriou and Sumpter. Demetriou got ahead of McAleer briefly, only for McAleer to drive round the outside of him at Luffield to regain the lead. Third was enough to give Sumpter the Club championship title.

● Paul Jurd



Mundy starred after qualifying woes

RESULTS (ALL 11 LAPS)
RACE 1 1 Oly Mortimer (997); 2 Steve Liquorish (997) +2.902s; 3 Graeme Mundy (997); 4 Peter Smallwood (997 GT3 Cup), 5 Andrew Tate (997); 6 Piers Masarati (996). **Class winners** Masarati; David Whelan (993); Mark Sumpter (911 Carrera); Chris Dyer (944S2). **Fastest lap** Mundy 2m14.309s (98.11mph).
RACE 2 1 Mundy; 2 Mortimer +0.898s; 3 Liquorish; 4 Tate; 5 Masarati; 6 Stuart Walker (997). **CW** Masarati; Whelan; Ben Demetriou (968 CS); Dyer. **FL** Mortimer 2m11.567s (100.15mph).
RACE 3 1 Mundy; 2 Liquorish +7.339s; 3 Mortimer; 4 Smallwood; 5 Tate; 6 Masarati. **CW** Masarati; Whelan; Mark McAleer (968 CS); Dyer. **FL** Mundy 2m14.656s (97.85mph).

MA5DA MX5 Mk1 AUTUMN CHAMPIONSHIP SILVERSTONE, SEP 30-OCT 1

Strong Mazda field can't stop Stilp stroll to treble

THE MA5DA MX5 Autumn Challenge ran over three races on the Britcar support bill, Jordan Stilp winning each encounter to dominate the results despite some close racing.

A monster grid of 48 cars lined up for the first of Friday's two 20-minute races, the close lead battle setting a theme that would be followed all meeting.

Stilp led early on, Tom Roche going ahead on lap two of seven before Adam Gore in turn moved ahead a lap later. Stilp was right with the leader and the decisive move came with two tours to go as Stilp moved ahead and held on to the flag.

The lottery grid reversal for race two put the first-race leaders way down the field, with Stilp starting 18th, just behind Gore. Clive Bailye led at the end of lap one, but the race-one protagonists were soon storming through.

Gore took the lead on lap two, with Stilp right behind. Less than a second covered Gore, Stilp and Matthew Lambert in the latter stages of the race, and once more Stilp made his move late, taking the lead on the final lap. Gore beat Lambert to second.

The final race on Saturday was a cracker, Stilp leading Gore and Lambert, with the top trio covered by less than a second. Into lap three, Lambert looked inside Gore on the pit straight, their battle continuing with Gore briefly off the track at Becketts, rejoining and holding onto second.

By now Roche was with the lead group, and he announced his arrival by taking third from Lambert. The battle behind gave Stilp some rare breathing space at the front, the two behind again running side by side before Gore put together some quick laps to start reeling in the leader.

With less than three laps to go Gore was right with Stilp, indulging in a little bumpdraft to demonstrate his presence. On the last lap Gore took the lead into Aintree, as Lambert seized the chance to take second and further demote Stilp, but the victor of the first two races immediately fought back, leading the trio across the line with less than half a second covering them.

● Paul Jurd



Stilp topped strong Mazda MX5 field

RESULTS (ALL 7 LAPS)
RACE 1 1 Jordan Stilp; 2 Adam Gore +1.462s; 3 Tom Roche; 4 Matthew Lambert; 5 James Blake-Baldwin; 6 Laurie Grant. **FL** Blake-Baldwin 2m43.511s (80.58mph).
RACE 2 1 Stilp; 2 Gore +0.618s; 3 Lambert; 4 Clive Bailye; 5 Charlie Charman; 6 Brett Smith. **FL** Lambert 2m43.077s (80.80mph).
RACE 3 1 Stilp; 2 Lambert +0.204s; 3 Gore; 4 Roche; 5 Matt Robinson; 6 Charman. **FL** Roche 2m43.724s (80.48mph).

Find more issues at magazinesdownload.com

MONOPOSTO/MSV F3 CUP SILVERSTONE, SEPTEMBER 30-OCTOBER 1

Steele dominates again in MSV F3

THE MONOPOSTO Trophy and MSV F3 Cup runners combined for the third time this season to take on the challenge of the Grand Prix circuit at Silverstone.

Aaron Steele again showed his pace with two outright wins to claim the F3 honours, and also racked up enough points to claim the inaugural Sunoco Grand-Am 200 Challenge title, while Jeremy Timms proved the pick of the Mono crop.

Chris Needham's Dallara led the 53-car field at the end of lap one in race one, with slow-starting Steele right with him and Timms third. Steele blasted past Needham and had opened a four-second-plus lead by the end of the next lap.

While Steele drove away, Timms overcame Needham before the field was closed up by a safety-car period.

Steele eased away from Timms at the restart, setting a stunning quickest lap on his final tour to take the win.

Timms claimed second, with Needham third and Dave Karaskas, his Dallara repaired after a qualifying off, fourth.

In Saturday's race, Steele was leading at the end of lap one, as Timms, Needham and Mark Terry fought over second.

Steele opened a gap and then controlled the race on his way to win 13 of the season, while Timms moved clear of his assailants to take second, as Needham just held off Terry to claim the final podium place.

● Paul Jurd


Needham briefly leads F3/Mono pack

RESULTS

RACE 1 (7 LAPS) 1 Aaron Steele (Dallara F302); 2 Jeremy Timms (Dallara F301) +8.667s; 3 Chris Needham (Dallara F302); 4 Dave Karaskas (Dallara F300); 5 Chris Dittman (Dallara F301); 6 Mark Harrison (Dallara F302/4). **CW** Jeremy Timms; Dan Clowes (Jedi Mk6); Jim Blockley (Ralt RT3); James Ledamun (TOM'S 036F); Olly Thorpe (Royale RP27); Jim Timms (Lola T644E) **FL** Steele 2m02.369s (107.68mph).

RACE 2 (9 LAPS) 1 Steele; 2 Jeremy Timms +6.968s; 3 Needham; 4 Mark Terry (Dallara F302); 5 Nick Robinson (Dallara F302); 6 Dittman. **CW** Jeremy Timms; Andrew Dunn (Jedi Mk6); Ledamun; Simon Lonnergam (Vauxhall Lotus); Thorpe; Prajesh Shah (Formula Vauxhall Junior). **FL** Steele 2m03.050s (107.08mph).

SILVERSTONE IN BRIEF


GTV of Evans dominated

ALFA ROMEOS

Roger Evans was a runaway winner, lapping the field up to third place in his GTV after an engine problem sidelined poleman Neil Smith's WTCC 156 prior to the race. Guy Hale took second with his 147 GTA, with Christopher Oxborough's 75 the only other runner on the lead lap. Emma Karwacki was confirmed as champion.

SMART 4TWO CUP

The 4Two Cup runners had a race on their own and then shared the track with the Caterhams. David Moore won the standalone Friday race, leading all the way as places shuffled behind, Pat Blakeney taking second from Silvano Caira as Caira slipped down the order. Moore was dominant on Saturday, Paul Bates initially second before Caira came through to close on the leader.

CATERHAM ACADEMY

The three races were the usual feast of close racing down the field. Brad Smith won the Group Two race by less than a tenth of a second from David Robinson. The Group One race went to Rob Chappell by the comparatively huge margin of five seconds from Elliot Norris. Smith drove away late on in the final race, in which the two groups ran together.

SPORTS 2000

Robert Oldershaw led all the way, Mike Jenvey right with the leader's Gunn at the flag. But after the race Oldershaw was adjudged to have overtaken under yellows and was given a one-second penalty, dropping him behind Jenvey in the results. Craig Mitchell was third, well down on the lead duo.


Jenvey: inherited victory


Isachsen drifts to another ERC victory

EUROPEAN RALLYCROSS SOSNOVA, OCTOBER 1-2

Isachsen rubs it in with another rallycross win

HAMMERING HOME his superiority in the second half of the season, Sverre Isachsen finished off his third consecutive European Rallycross Championship-winning campaign with a comfortable victory in the final round of the 2011 season at Sosnova in the Czech Republic.

The only cloud on Isachsen's weekend came in the timed practice session, in which he was stripped of his time when the stewards decided that his Ford Focus had completed its out-lap so slowly that it had impeded Liam Doran's Citroen. Nestling at the bottom of the list, Isachsen would therefore not feature in the heat race for the fastest qualifiers in the opening round, and therefore would be at a big disadvantage. But when Saturday's racing was abandoned because of heavy dust and low sun, the track was cleaned up overnight and there was little real gravel left when racing got under way on Sunday.

In much-more-consistent track conditions, Isachsen set fastest times in the first and second heats to take pole for the A final.

The Norwegian was worked hard on the first lap of the final by Frode Holte's Volvo before making the lead his own and strolling away to another clear win.

As Holte's challenge evaporated, and Mats Lysen rolled (having climbed to second), it was eventually Kenneth Hansen who became runner-up, the veteran again showing the pace of his development Citroen DS3 in only his second event of the year.

American Tanner Foust won the B final with his Fiesta and survived a clash with Timur Timerzyanov to take third in the A final, although it was the Russian who secured second place in the championship.

There was no shortage of incident in an event that was characterised by delays and a lack of organisation.

Two of the biggest crashes involved British drivers. Liam Doran's roller-coaster year ended when he flipped his Citroen C4 in the Joker Lap section in the third qualifier. Doran's shunt came on the heels of a race in which David Binks crashed after his Fiesta picked up a puncture. Binks's car was hit by Alexander Hvaal's older version, Binks being sent into the barriers while Hvaal rolled.

● Tim Whittington

RESULTS – SUPERCAR A FINAL

1 Sverre Isachsen (Ford Focus II); 2 Kenneth Hansen (Citroen DS3); 3 Tanner Foust (Ford Fiesta VII); 4 Timur Timerzyanov (Citroen C4); 5 Frode Holte (Volvo C30); 6 Mats Lysen (Renault Clio III).

FINAL POINTS

1 Isachsen, 140; 2 Timerzyanov, 114; 3 Foust, 107; 4 Holte, 102; 5 Lysen, 94; 6 Toomas Heikkinen (Saab 93), 87

PICS: OLIVER READ, TIM WHITTINGTON

EQUIPE GTS QUICK RESULTS
→ Race 1 **Pete Foster**
→ Race 2 **John Andon**



Daniell leads large Touring Greats field

Andon (R) and Foster staged Equipe fight



MGCC SNETTERTON, OCTOBER 1-2

Triumph tussle in Snett heatwave

THE MG CAR CLUB hosted an impressive array of sportscars and saloons last weekend, as Snetterton circuit bathed in the unseasonable glow of an autumnal heatwave.

The Equipe GTS double-header was among the most entertaining, where John Andon's Triumph TR4 led from the start, tenaciously resisting the challenge from Pete Foster's similar machine, only for his hard work to be cruelly undone two laps from home. A split engine hose forced him into retirement, gifting victory to Foster.

The determined Andon bounced back in style in race two, surging up from the 11th row to second within five laps, before setting a new fastest lap as he whittled down Foster's advantage.

He made the decisive move to claim top spot as the pair surged into lap 15 of 20, and this time made it to the finish. "I could see him hauling me in and was doing my damndest to stop him, but he just had the edge today," Foster admitted.

Behind, Alistair Davidson took the wheel of David Alston's MGB and drove superbly to claim third despite starting 25th. Brian Arculus made up for retirement in race one by guiding his WSM Sprite from the back to follow Davidson home in fourth.

Arculus featured again in the Grand Touring Greats, recovering from an early spin at Chapman to overhaul leader Rae Davis' Mini Jem for victory.

Despite scorching to pole by almost two seconds, Adrian Beer dropped behind an inspired Chris Tilly at the start of the first BCV8/Midget Challenge race and found himself with a fight on his hands to wrest back the initiative.

The two were tied together for eight laps before Beer finally blasted past and stretched away to win. Top-placed Midget Paul Sibley secured a distant third after Bernard Foley's MGB retired in the closing stages.

Beer was in spectacular form in race two, impudently flicking out the tail of his V8 machine through the corners on his way to a virtuoso win. "I thought we'd go for it this time and see what times we could do," he enthused. By contrast, Tilly's challenge was stymied by fading tyres, restricting him to a distant second, albeit well clear of third-placed Sibley.

Mark Daniell put in a great solo effort to win the Touring Greats enduro, with his Austin A40 only briefly dropping off top spot during the pitstops. Richard Postins' chances of challenging in his A40 had ended before they began, when he plunged down the order on lap one after a moment with Nigel Webb's Jaguar Mk1 into Riches. Nevertheless, he put in a great recovery drive to rescue the final podium place, just shy of Nick Naismith/John Young's second-placed A95 Westminster.

The prospect of a fraternal fight between Ollie and Blaine Neaves in the Peter Best Challenge opener evaporated on lap one, when Blaine was forced out with oil pump failure. "It would have been good to have had a race with him," said Ollie, who went on to lead throughout



Beer was on fine form in his V8

Find more issues at magazinesdownload.com

"I was doing my damndest to stop him"

Foster couldn't stop Andon winning second Triumph tussle



Morgan team won relay race



Spencer (55) won a Peter Best race

MORGAN CHALLENGE SNETTERTON, OCTOBER 1-2

Startline dramas stop Ahlers/Paterson duel

THE ANTICIPATED match-up between Morgan Challenge pacesetters Keith Ahlers and Russell Paterson never got past the start line, when clutch failure left a frustrated Ahlers stranded on the grid.

Mercifully the rest of the 33-strong field blended past the polesitter, before red flags brought racing to a halt. "Keith's car is quite hard to get off the line so I thought it was his usual slow start!" joked Paterson.

At the restart, Russell took advantage of his rival's absence to secure a dominant win, but it was not without late drama: "In the last three laps I only had fifth gear – one more gear exploding and it would have been all over," he explained.

Ray Higgs claimed second late on when Andy Smith first spun at Riches and then ran out of fuel. Meanwhile, a recovering Tony Lees, who'd dropped back after an early clash with Richard Plant while dicing for third, completed the podium and won Class B.

Further back, Tim Ayres held off Sharlie Goddard for Class C honours, doing just enough to beat Paterson to the overall title.

RESULTS (22 LAPS)

1 Russell Paterson (Plus 8); 2 Ray Higgs (Plus 8) +49.137s; 3 Tony Lees (Plus 8); 4 John Emberson (Roadster Lwt); 5 Roger Whiteside (Morgan Plus 8); 6 Tim Harrison (4/4). **CW** Lees; Simon Baines (Roadster Lwt); Tim Ayres (Plus 8); Greg Dixon-Smith (+4 SuperSports); James Bellinger (Plus 8); Michal Pavlik (4/4 Competition). **FL** Paterson 1m22.346s (86.73mph).



Paterson cruised to more Morgan success

from Rob Spencer and Simon Hutchinson. Meanwhile, Simon Cripps battled from last on the grid to fifth overall and Class B victory.

With his brother's car still out of action for race two, Ollie pushed leader Spencer hard in the early laps until high engine temperatures forced him to back off in order to finish. Further back, James Walpole held off James Darby to secure the Class A title.

Despite dropping back from pole to fifth at the start of the Thoroughbred Sportscars race, Russell McCarthy steered his familiar yellow MGA Roadster back to the front inside five laps, surviving some stern mid-race resistance from Simon Garrad's Jaguar D-type Replica to win. Second nevertheless proved enough for Garrad to secure the championship.

Andrew Ashton sprinted from fourth on the grid to the lead in the Metro Cup, holding off the attentions of James Dunkley to secure victory and with it the Class C title.

The HRDC's new TC63 Series, for historic tourers of the 1963 ETCC era, enjoyed a successful debut, with Ian McDonald's gloriously restored Warwick GT350 heading the pack for much of the race before gradually falling back into the clutches of Chris Scragg's rapid Jaguar Mk2. With the Warwick's engine sounding increasingly off-key, an impressive Scragg closed the gap to less than a second with three laps left, before powering past to victory.

The Four Hour Relay race provided plenty of drama as the top teams' fortunes ebbed and flowed.

First to suffer was early leader 7DayShop.com, dropping out of contention when the inertia switch went off during their opening stint. Team BGTV8 took on the mantle and looked on course for victory before Peter Samuels' MG suffered diff problems and they dropped back to third.

That left Guten Morgan and Trophy Guys battling furiously for glory in the closing minutes, before the Morgans finally eked out a winning advantage.

● Oliver Timson

EQUIPE GTS (20 LAPS) **1 Pete Foster (Triumph TR4)**; 2 David Thompson (TVR Grantura Mk III) +42.738s; 3 Mark Steward (WSM Sprite); 4 David Alston (MGB); 5 Graham Bates (MGB); 6 Tim Patchett (MGB). **Class winners** Thompson; Steward; Tristan Bradfield (Sunbeam Alpine 'Le Mans'). **Fastest lap** John Andon (Triumph TR4) 1m31.269s (78.25mph).

RACE 2 (20 LAPS) **1 John Andon (Triumph TR4)**; 2 Foster +0.978s; 3 Alistair Davidson (MGB); 4 Brian Arculus (WSM Midget); 5 Mike Harris (MGB); 6 Nick Crewdson (MGB). **CW** Davidson; Arculus; Keith Hampson (Sunbeam Alpine 'Le Mans'). **FL** Foster 1m30.875s (78.59mph).

HRDC GRAND TOURING GREATS (19 LAPS) **1 Brian Arculus (Lotus Elite)**; 2 Rae Davis (Mini Jem) +8.099s; 3 Shaun Ranford (Lenham MG SS1800); 4 Paul Woolmer (Austin Healey Sebring Sprite); 5 James Prentice (Austin Healey Le Mans); 6 Ian Hulett (WSM Sanction 2). **CW** Davis. **FL** Arculus 1m33.141s (76.68mph).

BCV8 & MG MIDGETS (15 LAPS) **1 Adrian Beer (MGB GT V8)**; 2 Chris Tilly (MGB GT V8) +7.175s; 3 Paul Sibley (MG Midget); 4 David Weston (MG Midget); 5 Peter Samuels (MGB GT V8); 6 Rob Spencer (MGB GT V8). **CW** Sibley; Samuels; Ian Prior (MGB Roadster); Richard Perry (MG Midget); Howard Grundon (MGB GT V8); Rob Muir (MGB Roaster); David Pymm (MG Midget). **FL** Beer 1m21.745s (87.37mph).

RACE 2 (15 LAPS) **1 Beer**; 2 Tilly +49.791s; 3 Sibley; 4 Weston; 5 Samuels; 6 Spencer. **CW** Sibley; Samuels; Prior; Joe Parrington (MGB GT V8); Dean Stanton (MG Midget); Grundon; Muir; Pymm. **FL** Beer 1m20.007s (89.27mph).

HRDC TOURING GREATS (28 LAPS) **1 Mark Daniell (Austin A40)**; 2 Nick Naismith/John Young (Austin A95 Westminster) +21.172s; 3 Richard Postins (Austin A40); 4 Malcolm Harrison/Nick Adcock (Volvo Amazon); 5 Richard Butterfield/Peter Dorlin (Jaguar Mk1); 6 William Lynch/Mark Steward (Austin A35). **CW** Naismith/Young; Harrison/Clark; Max Cawthorn/Kevin Swann (Wolseley 1500); Aiden Donegan/Robert MacGregor (Austin A40); John Burton (Jaguar XK120 FHC). **FL** Postins 1m34.835s (75.31mph).

PETER BEST CHALLENGE (14 LAPS) **1 Ollie Neaves (MGB Roadster)**; 2 Rob Spencer (MGB GTV8) +6.323s; 3 Simon Hutchinson (MG Midget); 4 Barry Holmes (MGB GT V8); 5 Simon Cripps (MGB Roadster); 6 Ewart Kitson (MG ZS). **CW** Cripps; James Darby (B GT); Nigel Pratt (Fiat Punto Abarth); John Binczyk (F). **FL** Neaves 1m27.542s (81.58mph).

RACE 2 (14 LAPS) **1 Spencer**; 2 Hutchinson +5.207s; 3 Cripps; 4 Holmes; 5 James Wheeler (MGB Roadster); 6 Peter Burchill (MGZS). **CW** Cripps; Wheeler; James Walpole (MGB Roadster); Jason Simon (MGF). **FL** Spencer 1m27.102s (82.00mph).

THOROUGHBRED SPORTSCARS (14 LAPS) **1 Russell McCarthy (MGA Roadster)**; 2 Simon Garrad (Jaguar D-type Replica) +9.747s; 3 John Wilkes (Jaguar D-type Replica); 4 Tony Lees (Morgan Plus 8); 5 Jeremy Knight (Jaguar Revival D-type); 6 John Emberson (Morgan Roadster Lwt). **CW** Knight; Colin Jones (MGA Twin Cam); Peter Hiscocks (MGA Roaster). **FL** McCarthy 1m23.360s (85.68mph).

MG METRO CUP (13 LAPS) **1 Andrew Ashton**; 2 James Dunkley +0.303s; 3 Neal Gardiner; 4 Tony Howe; 5 Tom Sanderson; 6 Mark Bellamy. **CW** Sanderson. **FL** Ashton 1m32.613s (77.12mph).

HRDC TC63 (19 LAPS) **1 Chris Scragg (Jaguar Mk2)**; 2 Ian McDonald (Warwick GT350) +1.638s; 3 Richard Butterfield (Jaguar Mk2); 4 Peter Burton (Jaguar Mk2); 5 Alistair Dyson (Ford Cortina GT Mk1); 6 Richard Frankel (Alfa Romeo Giulia Ti). **CW** Dyson; Tony Murray (Alfa Romeo 2600 Sprint). **FL** McDonald 1m35.062s (75.13mph).

BRITISH MOTOR HERITAGE 4 HOUR RELAY (156 LAPS) **1 Guten Morgan (Roger Whiteside/John Emberson/Tony Rivers/Ulrich Vierhaus)**; 2 The Trophy Guys (Malcolm Gammons/John Brown/Dan Surridge/Julia Penfold/Andrew Radford/Charlie Brown) +3.367s; 3 Team BGTV8 (Bernard Foley/Chris Tilly/Howard Grundon/Joe Parrington/Peter Samuels); 4 Mini Meglia (Tony LeMay/Paul Thompson/Peter Baldwin/Aaron Smith); 5 7DayShop.com (Jon Sandilands/Paul Sibley/Simon Hutchinson); 6 Tracey's Allsorts (Phill Thomas/Simon Rothon/Peter Rafter/Richard Thorne/Tim Ayres). **CW** The Trophy Guys; Mini Meglia; Tracey's Allsorts; The Proton Mafia; Zero Exhausts; T-Types. **FL** 7DayShop.com (Sibley) 1m23.212s (85.83mph).

PICS: RICHARD STYLES

Find more issues at magazinesdownload.com

NATIONAL RACES & RESULTS
CCRC
CASTLE COMBE

QUICK RESULTS
→ FF1600 **Roger Orgee Jr**
→ Carnival **Ben Norton**

"It's good to win on the last weekend"
Orgee left his FF1600 win late

P103 SPORTS EXTRA RESULTS ROUND UP for Sep 30-Oct 2



FF1600 CASTLE COMBE, OCTOBER 1

Orgee whizz as Roger wins Formula Ford 1600 finale

ROGER ORGEE JR – SON of the 1974 Castle Combe FF1600 champion – raised his game at Championship Finals Raceday, converting pole position into a first win in his Kevin Mills Racing-run Van Diemen RF00.

With a second blanketing the top nine in qualifying, albeit with new champ Rob Hall absent, it was unlikely to be an easy race. Andrew Jones (Ray GRS07) started superbly, but Orgee drafted by through Folly on lap three and drove faultlessly on. "It's a good feeling to win on the last weekend of the season," he said.

Jones was "chuffed" with second ahead of 2004 champ Ed Moore's current Ray, its mirrors full of the class-winning Swift SC92F of young Luke Cooper, who set fastest lap. Nathan Ward pipped Adam Higgins for fifth last time round.

Tom Margetson won the early split in his immaculate Reynard after a brush with David Cobbold (Van Diemen), who recovered to snatch the class title from spinner Iain Houston.

The fast-starting David Vivian crashed at Quarry on lap four having passed the more conservative Moore for third. The race ended with yellow flags at Quarry, where brother Paul Vivian had nosedived his similar Swift into the tyrewall.

The Carnival race was a lower-key affair, but 2009 Combe champion Ben Norton returned to win imperiously in his Wiltshire College Spectrum.

Orgee could not live with him, but diligently fended off Jones. Oliver Bull repelled the Cooper boys, Luke and Jason, for fourth in the toughest battle. Jason, the '09 Combe saloon top dog, squeezed past his younger sibling briefly in a cleanly-fought scrap.

● Marcus Pye



Orgee Jr took his first win in Combe FF1600

RESULTS – CCRC FF1600 (12 LAPS) **1 Roger Orgee (Van Diemen RF00)**; 2 Andrew Jones (Ray GRS07) +1.486s; 3 Ed Moore (Ray GR11); 4 Luke Cooper (Swift SC92F); 5 Nathan Ward (Swift SC95K); 6 Adam Higgins (Van Diemen RF90). **Class winners** Cooper; Tom Margetson (Reynard 89FF). **FL** Cooper 1m12.640s (91.68mph).

CASTLE COMBE CARNIVAL (15 LAPS) **1 Ben Norton (Spectrum 011b)**; 2 Orgee +6.769s; 3 Jones; 4 Oliver Bull (Swift SC92F); 5 Luke Cooper; 6 Jason Cooper (Van Diemen RF89). **FL** Norton 1m11.866s (92.67mph).



Tilling's sizzling turbo car claimed Combe title

SPORTS & GT CASTLE COMBE, OCTOBER 1

Scouser's honour as Tilling lands Sports & GT title

LIKE SEBASTIAN Vettel going into the Japanese GP, Hampshire-based Liverpudlian Simon Tilling (Radical SR3) needed one point to lift the Combe Sports & GT crown for the second time in three years.

Rival Andrew Shanley led for four laps but with Tilling breathing down his neck dropped his smaller Prosport onto the grass at Camp. Thereafter Shanley played second fiddle until he spun at Bobbies.

Josh Smith (PR6) thus inherited second, having escaped from a train that at its height was topped and tailed by the Radicals of Norman Lackford and Martin Baker, with Scott Couper (Juno), Guy Parr (Nemesis) and Des Andrews (MegaHart) between them.

Andrews and Parr retired before Shanley spun, leaving Lackford to finish third. "I may be old but I'm not finished yet," said the veteran. Steve Putt won Class B in the Atomic Rex Mazda RX7, after divisional champ Ian Hall's 400bhp Darrian stuck in gear.

But the day, like the year, belonged to Tilling and the sizzling Opie Oils turbo car. "It's quick and reliable – and 350bhp's not bad from a 1300cc engine," he beamed.

● Marcus Pye

RESULTS (15 LAPS) **1 Simon Tilling (Radical-RPE SR3 turbo)**; 2 Josh Smith (Radical Suzuki PR6) +43.109s; 3 Norman Lackford (Radical Prosport); 4 Scott Couper (Juno SSE CN); 5 Martin Baker (Radical Clubsport); 6 Andy Tidy (Radical Prosport). **CW** Steve Putt (Mazda RX-7); Smith. **FL** Andrew Shanley (Radical Prosport) 1m04.714s (102.91mph).

SALOONS CASTLE COMBE, OCTOBER 1

Tomcat gets the cream

WITH PEUGEOT 106 GTi driver Nick Charles having defended his 2010 title, the pressure was off in the Castle Combe Saloon finale, which attracted a tremendous 35-car grid.

Charles led before top qualifier Mark Wyatt forged his Vauxhall Astra ahead at Camp. They continued to fight until Quarry on the final lap, where Charles, who had nosed ahead between Folly and Avon Rise, arrived too quickly.

"I was a bit too tight going in and the back just went," he explained. Wyatt, troubled by intermittent power steering before he disabled it, tripped over the spinning Pug, while pursuer Adam Prebble was just far enough behind to steer a clear course round them for a surprise win in the family's venerable Rover 220 Tomcat.

"I had no third gear, a flat tyre and no brakes towards the end so I was very fortunate. When I saw them spinning I took my chance across the grass and was lucky to hold it," said Prebble, younger brother of 2002 champion Gary.

Behind the recovering Charles, Tony Hutchings (Audi TT) was a splendid third ahead of Wyatt. Nick Clark passed Charles Hyde-Andrews-Bird in the baby class after a torrid opening lap in his Suzuki Swift.

● Marcus Pye

RESULTS (15 LAPS) **1 Adam Prebble (Rover 220 Turbo)**; 2 Nick Charles (Peugeot 106GTi) +3.054s; 3 Tony Hutchings (Audi TT); 4 Mark Wyatt (Vauxhall Astra); 5 Tony Dolley (Peugeot 206GTi); 6 Will di Claudio (Peugeot 106GTi). **CW** Charles; Nick Clark (Suzuki Swift). **FL** Wyatt 1m16.506s (87.05mph).

PICS: OLIVER READ, DEREK BINSTED

CATERHAM GRADUATES QUICK RESULTS
→ Super/Sigma **Somerfield/Stanley**
→ Mega **Jamie Ellwood x2**
→ Classic **Graham Smith x2**


Smith scored a double

CATERHAM GRADUATES ROCKINGHAM, OCTOBER 1-2

Somerfield leads list of Grad students


Somerfield clinched title

REECE SOMERFIELD secured the Supers championship with a resounding victory in the first race of the weekend.

In the early stages, Somerfield had to fend off a challenge from Dylan Stanley, who took the lead at Yentwood. This was to be short lived however, as Somerfield took the lead back at Gracelands.

By lap four, Neil Shinner was battling for second place with Stanley, and this allowed Somerfield to pull out a nice gap.

Somerfield decided not to compete in the second Supers race, having already wrapped up the title. This left the door open for Dylan Stanley.

Shinner fought Stanley hard, but wasn't able to take the lead and had Luke Tzourou and Toby Briant looming large behind.

Myles Packman won the Mega title. He put in a sensible drive, following returnee Jamie Ellwood home to take second, and get the points he needed.

Packman retired from the second race with clutch problems on lap six of 14. This left Ellwood to cruise to a second victory.

Graham Smith took a well-deserved double in the Classics, defeating champion John Parker in the first race, and pipping Rowan Williams later on.

● Matt Upton

RESULTS – SUPER/SIGMA (BOTH 14 LAPS) 1 Reece Somerfield; 2 Neil Shinner +6.017s; 3 Dylan Stanley; 4 Andy Skinner; 5 Toby Briant; 6 Andrew Sagar. **FL** Stanley 1m34.557s (73.85mph). **RACE 2 1 Stanley**; 2 Shinner +0.910s; 3 Briant; 4 Luke Tzourou; 5 Kenney Young; 6 David Shaw. **FL** Chris Legg 1m34.898s (73.59mph). **MEGA (BOTH 14 LAPS) 1 Jamie Elwood**; 2 Myles Packman +0.324s; 3 Mick Whitehead; 4 Declan Dolan; 5 Paul Allen; 6 George Longmuir. **FL** Packman 1m32.773s (75.27mph). **RACE 2 1 Ellwood**; 2 Whitehead +4.612s; 3 Allen; 4 Dolan; 5 Nick Frost; 6 Peter Frith. **FL** Allen 1m32.888s (75.18mph). **CLASSIC (BOTH 13 LAPS) 1 Graham Smith**; 2 John Parker (+0.706s); 3 Graeme Smith; 4 Rowan Williams; 5 Amanda Black; 6 Justin Cox. **FL** Cox 1m41.328s (67.74mph). **RACE 2 1 Graham Smith**; 2 Williams +0.917s; 3 Parker; 4 James Russell; 5 Stuart Higgins; 6 Black. **FL** Williams 1m42.422s (68.17mph).

IN BRIEF


Skinner scored his maiden victory

SWINGING 60s/CLASSIC K
Richard Skinner started fourth – third of the Marcoses – but outran the Ford V6 versions in his Volvo-engined 1800GT for a superb maiden win at Castle Combe. Charles Marriott (Turner) was second after the polesitting Gideon Hudson/Josh Sadler Lotus 7 hit myriad problems.

SPORTS & GT CHALLENGE
Although Gary Prebble's Mitsubishi Evo led initially, the finale mirrored the Sports GT rounds at Combe. Simon Tilling scorched through a thin grid, leaving Josh Smith second and Norman Lackford limping home third with a wheel askew after a last-lap clash with Scott Couper.

CLASSIC ALFA V MG
Only one MG faced the Alfa Romeos (and a Lancia) but Max Whitehouse started brilliantly and led all the way at Combe, shaking off Bob Trotter, then Jon Wagstaff in 2000GTVs of different eras. When Trotter spun, Will Morton gratefully grabbed third.

HONDA V-TEC CHALLENGE
Kris Dunlop took a double victory in the Honda V-Tec challenge at Rockingham. Dunlop managed to beat polesitter Richard Voaden off the line to take the lead, and pull out a sizeable gap in both races.

PRE-'93 TOURING CARS
Roger Stanford controlled the first race at Rockingham, just a second clear of Lawrie Dunster. In the sequel Dunster wrestled the lead away from Stanford at Yentwood and retained it despite constant pressure.

CLASSIC SALOONS
Richard Sprigg dominated at Rockingham in his Ford Anglia, while son Steven fended off Jim Burrows for a family one-two.


Sprigg's Anglia was unstoppable

CLASSIC THUNDER/BLUE OVAL SALOONS ROCKINGHAM, OCTOBER 1-2

Bimmer man Whittaker resists flight of the Falcon

GARRIE WHITTAKER took victory by almost 15 seconds in the Classic Thunder/Blue Oval Saloons race, but faced strong opposition from Andy Robinson's Ford Falcon.

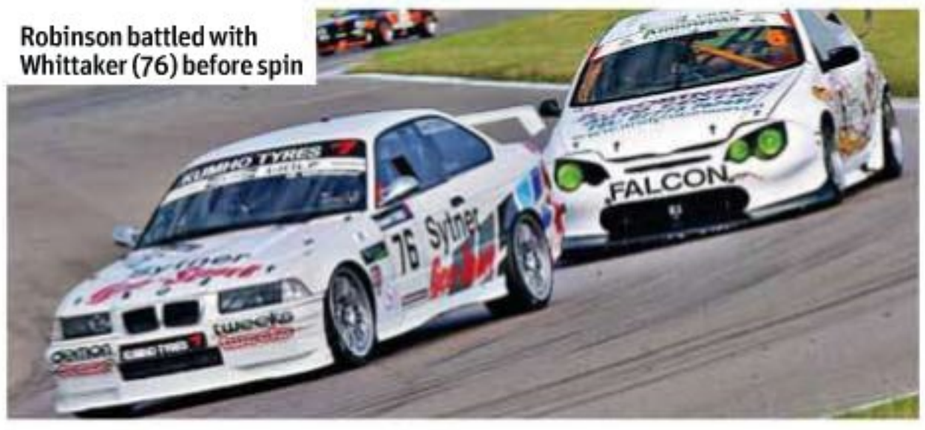
Robinson used the Falcon's extra grunt to power past Whittaker's M3 at the start. Whittaker was better on the brakes into Deene, however, and regained the lead.

Robinson was back ahead a few laps later and pulled out a large gap. It looked like his victory was assured, but on lap seven of 10 he pirouetted at Deene, dropping him to third behind Joss Ronchetti.

In the remaining laps, the big Falcon unrelentingly closed in on Rochetti's Talbot Lotus. It wasn't quite enough, however; the race was cut short when Simon Beamant's expiring Ford Escort left oil on the run up to Turn 1.

● Matt Upton

RESULTS (10 LAPS) 1 Garrie Whittaker (BMW M3); 2 Joss Ronchetti (Talbot Sunbeam Lotus) +14.458s; 3 Andy Robinson (Ford Falcon); 4 Keith Butcher (Nissan Primera); 5 Andrew Hawkins (Alfa Romeo 33); 6 Vaughan Fletcher (Subaru Impreza). **FL** Robinson 1m27.956s (79.40mph).


Robinson battled with Whittaker (76) before spin


Cripps' Escort took a commanding victory

POST HISTORIC/CLASSIC GROUP 1 TOURING CARS ROCKINGHAM, OCTOBER 1-2

Cripps cleans up in Ford

STEVE CRIPPS TOOK A dominant victory in the Post Historic/Classic Group 1 Touring Car Championship round at Rockingham last weekend.

Cripps' Escort crossed the line over 30 seconds ahead of Mark Osborne's Triumph Dolomite Sprint after 13 laps of racing around the Corby venue.

Osborne put in a sublime drive. After just two laps he had charged his way up the field to third, from a lowly 11th place on the grid.

Cripps wrestled the lead from Tim Scott Andrews at Gracelands on the first lap and began to pull away. Scott Andrews didn't give up, though; he was gradually catching Cripps, but was forced to pull into the pits with engine trouble on lap 10, promoting Osborne into second place.

Alan Daffin took fourth in his Capri, after a fierce scrap with Len Allgood's Ford Escort Mk1, David Howard's Jaguar XJ12 and Mark Lucock's RS2000.

● Matt Upton

RESULTS (13 LAPS) 1 Steve Cripps (Ford Escort RS2000); 2 Mark Osborne (Triumph Dolomite Sprint) +31.422s; 3 Riorden Welby (Rover SD1); 4 Alan Daffin (Ford Capri); 5 Len Allgood (Ford Escort Mk1); 6 David Howard (Jaguar XJ12). **FL** Cripps 1m37.478s (71.64mph).

Find more issues at
magazinesdownload.com

NATIONAL
RACES & RESULTS
CSCC
OULTON PARK INTERNATIONAL

QUICK RESULTS
→ Mag Sevens **Mark Coleing**
→ Tin Tops **Cox/Hampshire**
→ Classics **Taylor/Hammersley**



Hammersley/Taylor were on form in Astra

OULTON IN BRIEF


Berris dominated in V8 Westfield

RAFMSA CHALLENGE

Darren Berris was an invincible force, with a lead advantage that totalled nearly 50 seconds. Powerless to stop the Westfield V8, the Fletcher Hornet of Ian Fletcher scored an unrivalled second, ahead of Edward Spurrier's Tiger Avon machine. As Berris extended his advantage at the head of the field, the battles behind soon intensified. A fierce VW Golf dispute developed further back, as Darren Howe leapt ahead of Andy Holley for fifth.

1950s SPORTS & GTs

Andrew Sharp and Chris Adams fought off fierce competition from the rare Ferrari 250 GTE/Testarossa of Stuart Anderson for honours. As the slim field thundered around the circuit, a ferocious fight was simmered by the obligatory pitstops. As the end beckoned, Anderson harassed the Aston Martin DB2 to the flag. Despite a late pre-race switch to his Aston, Glynn Allen delivered a sound performance to take third.

SPORTSCARS V SALOONS

Mark Coleing doubled his visits to the victory circle in the first outing for Seven-type cars. As the race progressed, leader Grahame Tilley found himself under pressure from the charging Coleing. After a sluggish getaway, Coleing was able to challenge for honours with a surprise move down the outside towards Cascades. Mark Astall (BMW M3) spent much of the second event in the wheeltracks of Ian Fletcher, before a mistake by the Fletcher Hornet racer enabled Astall to steal the lead. Fletcher tried his utmost to reclaim the lead in traffic, but to no avail.


Fletcher led before mistake

PICS: STEVE JONES

MAGNIFICENT SEVENS OULTON PARK, OCTOBER 1

Coleing goes on a magnificent run

MARK COLEING cemented his dominance in true Magnificent Sevens style to score an untouchable win in his Caterham C400.

A failure in the morning sessions left front-row starter Andrew Griffiths sidelined, while fourth qualifier James Sharrock was forced to start from the pits due to his win last time out at Silverstone.

Polesitter Grahame Tilley held the lead into Old Hall, but Coleing made eager progress from the second row of the grid and a surprise manoeuvre launched him into the lead on the opening lap.

Unwilling to let Coleing escape too easily, Tilley clung to his Caterham opponent until the pair developed a 27-second advantage over the rest.

As the mandatory pitstops played out, Coleing's superiority became noticeable, as he edged away from the chasing Tilley.

Elsewhere, Carl Woodwiss found himself engulfed by Anthony Bennett and the shared Kevin Howell/Bill Hailstone machine in the battle for sixth. As the fight intensified, the Howell/Hailstone car fell down the field after a spin, narrowly missing out on a top-10 result.


Coleing's C400 was the thing to have at Oulton

Keith Dunn's sixth-placed start was to no avail, as a spin at Cascades left him towards the back of the 31-car field. Dunn was keen to rectify the blunder and a superb recovery drive netted him seventh.

● Leanne Fahy

RESULTS (21 LAPS) 1 Mark Coleing (Caterham C400); 2 Grahame Tilley (R300) +17.818s; 3 James Sharrock (7); 4 David Walley (R300); 5 Kevin Williams (C400); 6 Carl Woodwiss (CSR260). **CW** Sharrock; Walley; Hugh Smith (1600); Brian Small (Westfield SE); Edward Spurrier (Tiger Avon 2000). **FL** Coleing 1m47.403s (90.23mph).


Cox/Hampshire 306 overcame Honda

TIN TOPS OULTON PARK, OCTOBER 1

Peugeot pairing shows its spirit of adventure

DAVID COX AND JERRY Hampshire enjoyed a spirited Tin Tops adventure to steal victory in the closing phase of the race.

Honda Civic driver David Hill ousted the polesitting John Hammersley/Simon Taylor Civic for the early lead as the action began to heat up in their wake.

The Peugeot 306 that would go on to win romped through to second from fifth on the grid early on.

After hanging onto the coat tails of Hill, the 306 launched an attack with just five laps to go that would give Cox and Hampshire the win.

The Clio of Ian Collins and Simon Smith just failed to get the final podium spot.

● Leanne Fahy

RESULTS (19 LAPS) 1 David Cox/Jerry Hampshire (Peugeot 306); 2 David Hill (Honda Civic Type R) +8.670s; 3 Simon Taylor/John Hammersley (Honda Civic Type R); 4 Ian Collins/Simon Smith (Renault Clio); 5 Steve Papworth/Jim Pocklington (Ford Fiesta); 6 Toby Harris/Lisa Selby (Ford Puma). **CW** Harris/Selby; Simon Frost/Stuart Levers (Peugeot 205); Stuart Adam (Ford Puma); Simon Jackson/Nigel Tongue (Vauxhall Nova). **FL** Taylor/Hammersley 2m00.551s (80.39mph).

FUTURE CLASSICS/DEUTSCHE MARQUE OULTON PARK, OCTOBER 1

Astra duo strikes back

JOHN HAMMERSLEY and Simon Taylor reversed their Tin Top fortune in a fierce Future Classics/Deutsche Marque encounter at Oulton Park last Saturday.

The victorious duo made the switch from Honda Civic to Vauxhall Astra GTE for the 40-minute race.

In the unexpected October heat, starting driver Hammersley failed to edge away from the grid before his rivals surrounded him. As the field rounded Old Hall for the first time, Hammersley found himself in a spin as leader David Kempton rode into the distance from pole in his BMW E36.

As Kempton's advantage matured, Anthony Campbell (Porsche 968) held off a charge from the chasing 944 of George Mutteen, before the safety car was sent out when Alan Price became stranded at Druids.

When the race resumed Kempton again controlled the pace, before an uncharacteristic mistake towards Cascades forced him into recovery mode. As he slowly toured the circuit he soon found his way to the pitlane, where co-driver Mark Astall awaited.

With the obligatory pitstops wrapped up, Hammersley and Taylor found themselves favoured by the safety-car gods. Taylor muscled his way to the front thanks to its brief appearance, chased by the Porsche 934 of Andrew Sharp.

Campbell completed the podium, in sight of Sharp, while Astall clawed his way back to seventh.

● Leanne Fahy

RESULTS (18 LAPS) 1 John Hammersley/Simon Taylor (Vauxhall Astra GTE); 2 Andrew Sharp (Porsche 934) +6.331s; 3 Anthony Campbell (Porsche 968 CS); 4 Matt Spark (Porsche SC); 5 Paul Anderson (Porsche 928); 6 George Mutteen (Porsche 944 S2). **CW** Sharp; Campbell; Spark; Anderson; Mutteen; Martyn Adams (TR7); Geoff Hanson/Rupert Bullock (Porsche 924). **FL** Kempton 1m54.661s (84.52mph).

SPORTS EXTRA RESULTS ROUND-UP


Silverstone GP


Castle Combe


Rockingham


Oulton Park International


Sole MG beat Alfas in Combe challenge

SILVERSTONE GP
BRSCC, SEP 30-OCT 1

ALFA ROMEO CHAMPIONSHIP (10 LAPS) **1 Roger Evans (GTV)**; 2 Guy Hale (147 GTA) +1m40.329s; 3 Christopher Oxborough (75); 4 Sarah Heels (147 GTA); 5 James Thomas (146); 6 James Ford (156). **Class winners** Heels; Thomas. **Fastest lap** Evans 2m25.569s (90.52mph).
4TWO CUP (5 LAPS) **1 David Moore**; 2 Pat Blakeney +2.783s; 3 Paul Bates; 4 Sarah Moore; 5 Jake Jackson; 6 David de Coster. **CW** de Coster. **FL** Blakeney 2m56.374s (74.71mph). **RACE 2** (6 LAPS) **1 D Moore**; 2 Silvano Caira +2.576s; 3 Blakeney; 4 Max Cornelius; 5 Bates; 6 Ben Constanduros. **CW** D Moore; Caira. **FL** Caira 2m54.593s (75.47mph).
CATERHAM ACADEMY GROUP 2 (6 LAPS) **1 Brad Smith**; 2 David Robinson +0.096s; 3 Robert Smith; 4 Andrew Welch; 5 Jake Bradshaw; 6 Russell Tamplin. **FL** B Smith 2m38.129s (83.33mph)
CATERHAM ACADEMY GROUP 1 (6 LAPS) **1 Robert Chappell**; 2 Elliot Norris +5.180s; 3 Achille Corbellati; 4 Paul Lewis; 5 Paul Hawthorne; 6 Simon Johnson. **FL** Norris 2m39.628s (82.55mph).
NON-CHAMPIONSHIP RACE (6 LAPS) **1 B Smith**; 2 R Smith +7.377s; 3 Norris; 4 Corbellati; 5 Glenn Freeman; 6 David Wilkins. **FL** B Smith 2m38.220s (83.28mph).
SPORTS 2000 (13 LAPS) **1 Mike Jenvey (Jenvey-Gunn TS6)**; 2 Robert Oldershaw (Gunn TS11) +0.513s; 3 Craig Mitchell (Lola T88/90); 4 Patrick Sherrington (MCR); 5 Justin Everitt (March 09/R); 6 Nick Bates (Lola B07/90). **CW** Paul Tickner (Carbir CS2); Paul Streat (Swift DB2); Peter Needham (Tiga SC82); Mike Fry (Lola T86/90). **FL** Oldershaw 2m10.015s (101.35mph).

CASTLE COMBE
CCRC, OCTOBER 1

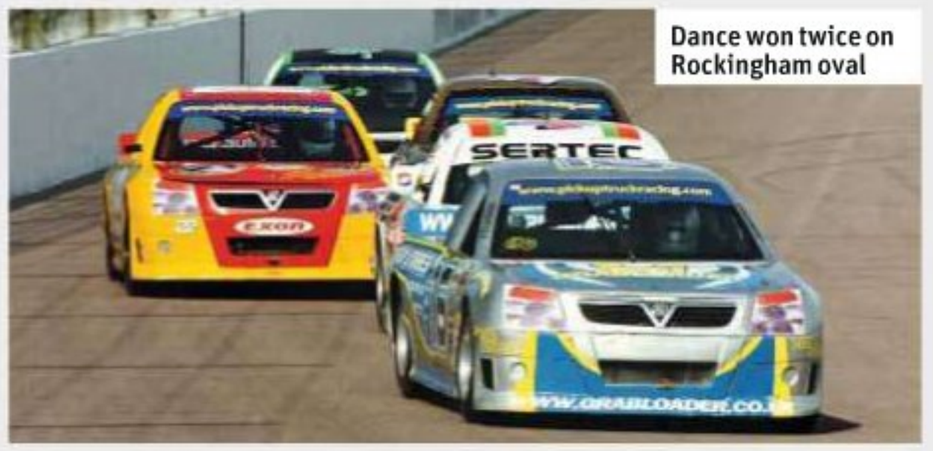
CSCC SWINGING '60S & CLASSIC K (27 LAPS) **1 Richard Skinner (Marcos-Volvo 1800GT)**; 2 Charles Marriott (Turner-BMC Mk2) +1m14.845s; 3 Martin & Richard Wager (Mini Cooper S); 4 Edward Baker (Ford Capri 3000); 5 Roy Chamberlain (Triumph TR4); 6 Philip Rothwell/Richard Hayhow (Lotus Elan S1). **CW** Marriott; Chamberlain; Rothwell/Hayhow; Steve Chappell/Anthony Gaymond (Porsche 911). **FL** Gideon Hudson (Lotus 7) 1m20.796s (82.43mph).
OPEN SPORTS & GT CHALLENGE (15 LAPS) **1 Simon Tilling (Radical SR3 turbo)**; 2 Josh Smith (Radical PR6) +27.162s; 3 Norman Lackford (Radical Prosport); 4 Nick Williamson (Ford Escort RS Cosworth); 5 Neil Harris (Radical Prosport); 6 Michael Timberlake (BMW E46 M3). **FL** Tilling 1m05.802s (101.21mph).
CLASSIC ALFA V MG CHALLENGE (18 LAPS) **1 Max Whitehouse (MG Midget)**; 2 Jon Wagstaff (Alfa Romeo GTV) +7.343s; 3 Will Morton (Alfa Romeo GTV); 4 Mark Oldfield (Lancia Beta Monte Carlo); 5 Alex Childs (Alfa Romeo 1600 GT Junior); 6 Bob Trotter (Alfa Romeo GTV). **FL** Whitehouse 1m25.855s (77.57mph).

ROCKINGHAM
BARC, OCTOBER 1-2

HONDA V-TEC CHALLENGE (10 LAPS) **1 Kris Dunlop (Honda Civic EG)**; 2 Richard Voaden (Honda Integra) +13.089s; 3 Peter Dixon (Honda Civic 1.6VT); 4 Mark Chese (Honda Civic Type R EP3); 5 Andy Smith (Honda Accord); 6 Richard Chilton (Honda Integra). **FL** Dunlop 1m34.645s (73.79mph).
RACE 2 (10 LAPS) **1 Dunlop**; 2 Voaden +5.410s; 3 Dixon; 4 Gareth Broadbent (Honda CRX); 5 Chese; 6 Smith. **FL** Dunlop 1m34.304s (74.05mph).
PRE-'93 TOURING CARS (4 LAPS) **1 Roger Stanford (BMW M3)**; 2 Lawrie Dunster (BMW E36 M3) +1.376s; 3 Leonard Simpson (VW Vento VR6); 4 Andrew Busby (BMW E30 M3); 5 Simon Leleu (Rover Tomcat); 6 David Scriven (Toyota Supra Turbo). **FL** Stanford 1m34.792s (73.67mph). **RACE 2** (10 LAPS) **1 Dunster**; 2 Stanford +0.425s; 3 Simpson; 4 Busby; 5 Steve Cripps (Ford RS2000); 6 Scriven. **FL** Stanford 1m34.835s (73.64mph).
CLASSIC SALOON & HISTORC TOURING CARS (12 LAPS) **1 Richard Sprigg (Ford Anglia 105E)**; 2 Steven Sprigg (Lotus Cortina Mkl) +8.610s; 3 Jim Burrows (Austin Mini Cooper); 4 Chris Partington (Saab 96); 5 Tim Dodwell (Austin Cooper); 6 Stuart Radford (Triumph 2000) **FL** R Sprigg 1m44.577s (66.78mph).
PICKUPS (20 LAPS OF THE OVAL) **1 Steve Dance**; 2 Pete Stevens +0.120s; 3 Carl Boardley; 4 Nic Grindrod; 5 Anthony Hawkins; 6 Paul Tompkins. **FL** Boardley 40.788s (130.53mph).
RACE 2 (20 LAPS) **1 Boardley**; 2 Grindrod +0.178s; 3 Dance; 4 Michael Smith; 5 Hawkins; 6 Stevens. **FL** Boardley 40.698s (130.82mph). **RACE 3** (35 LAPS) **1 Dance**; 2 Boardley +1.150s; 3 Hawkins; 4 Grindrod; 5 Stevens; 6 Neil Tressler. **FL** Dance 40.478s (130.24mph).

OULTON PARK INTERNATIONAL
CSCC, OCTOBER 1

RAFMSA CHALLENGE (8 LAPS) **1 Darren Berris (Westfield V8)**; 2 Ian Fletcher (Fletcher Hornet Mk4) +46.730s; 3 Edward Spurrier (Tiger Avon); 4 Jason Lappin (Rover Metro GTi); 5 Darren Howe (VW Golf GTi Turbo); 6 Andy Holley (VW Golf GTi 8v). **FL** Berris 1m54.332s (84.76mph).
1950s SPORTS & GT CHALLENGE (13 LAPS) **1 Andrew Sharp/Chris Adams (Aston Martin DB2)**; 2 Stuart Anderson (Ferrari 250 GTE/TRC) +2.637s; 3 Glynn Allen (Aston Martin); 4 Jim Campbell (Aston Martin DB2/4); 5 Tim Stamper/Charles Bell (Aston Martin DB2/4); 6 Mark Campbell (Aston Martin DB2/4). **FL** Sharp/Adams 2m15.421s (71.56mph).
SPORTSCARS V SALOONS CHALLENGE FOR 7 TYPE VEHICLES (9 LAPS) **1 Mark Coleing (Caterham CSR260)**; 2 Grahame Tilley (Caterham C400) +1.809s; 3 Carl Woodwiss (Caterham CSR260); 4 Leigh Shardlow (Caterham RSA); 5 Mark Drain (Caterham Roadsport); 6 Stephen Grady (Westfield Zetec). **CW** Shardlow. **FL** Coleing 1m47.199s (90.40mph).
SPORTSCARS V SALOONS CHALLENGE (8 LAPS) **1 Mark Astall (BMW E36 M3)**; 2 Ian Fletcher (Fletcher Hornet Mk4) +0.384s; 3 David Kempton (BMW Compact 323ti); 4 Andrew Sharp (Porsche 934); 5 David Hill (Honda Civic Type R); 6 Paul Dolan (Triumph TR8). **CW** Fletcher, Kempton, Hill, John Spencer (Peugeot 205 GTi). **FL** Astall 1m57.131s (82.73mph).



Dance won twice on Rockingham oval



Sharp/Adams Aston Martin DB2 defeated Anderson's Ferrari 250

PICS: OLLIE READ, STEVE JONES, DEREK BINSTED

YOUR SAY

What you think of the motorsport news of the past week



Button: McLaren's consummate racer

Right on the Button

Reports of the early demise of his career at the hands of Lewis Hamilton having proven to be premature, let's hope the pundits who made those predictions score Jenson Button highly in the end of season reviews.

Sebastian Vettel will be a deserved back-to-back champion, but as the only one of the other world champions capable of consistently keeping him honest, Jenson gets my vote. Not for the first time, age, experience and guile have been more than a match for youth, exuberance and raw talent. When he gets it right, I enjoy watching Lewis as much as the next person, but it's Jenson who's been the consummate 'racer' this year.

Robin Richardson, Newmarket, Suffolk

EDITORIAL CONTACT **mail@autosport.com**

You have to feel sorry for Lewis Hamilton: he has had a tough season with unsatisfactory results and everyone has weighed in with their opinion on his 'aggressive driving' and 'bad attitude'.

Then it transpires that in a recording of the Ferrari team radio in Singapore Felipe Massa was told to 'Hold Hamilton as much as we can,' and then, tellingly, 'Destroy his race as much as we can. Come on, boy!'

And Massa has the nerve to confront Hamilton about their collision after the race!

Alan White
Saffron Walden, Essex

I believe Lewis Hamilton is the greatest pure racer in the world today, and one of the greatest of all time.

To do that he takes risks and that's why people turn on their TVs at 1pm on a Sunday.

And occasionally, and inevitably, those risks don't come off. But that's why those of us who love this incredible sport watch it.

He will win more championships, whatever inferior drivers say, and he'll do it in fabulous style.

Keep going Lewis!

Richard Morris
London

It may be a pipe dream, but what a spectacle a grid full of Lotus T125s (AUTOSPORT, September 29) or something similar would make racing around the great tracks of Britain.

A few years ago I had a letter published saying that Britain is crying out for a big-banger type single-seater series for race fans to enjoy.

A national championship would give career drivers the chance to learn in high-powered cars for a smaller budget than GP2 or World Series.

Michael Skeet
Eastleigh, Hampshire

Who was it that said 'Form is temporary, class is permanent?' They may be proved right by Mercedes, which has employed Aldo Costa and Geoff Willis, two of F1's forgotten men.

F1 is a fickle sport and talent is often tossed aside when instant results don't materialise. Mercedes, however, is planning ahead and it's moves like this that will dictate who will be the front-runners next season.

With expertise and experience of this calibre at Mercedes, I hope to see big changes in 2012.

Keith Spicer
Hertfordshire

AUTOSPORT.com

TOP FIVE ON OUR WEBSITE

1. STEWART: HAMILTON NEEDS NEW APPROACH
2. HAMILTON SAYS BUTTON HAS BEEN BETTER
3. KUBICA 2012 DECISION DUE WITHIN WEEKS
4. ALLISON: EXHAUST CONCEPT COST RENAULT
5. COSTA, WILLIS JOIN MERCEDES

AUTOSPORT.com PLUS

TOP STORY ONLINE

HOW BUTTON RATTLED HAMILTON'S CAGE

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 as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

- In Special Stage last week we said the last Scot to win the British Rally Championship was Colin McRae; it was, of course, Alister McRae. We also talked about Richard Burns winning the 1992 Manx. That should have been '93.
- Graham Hill won the 1966 Indy 500, not Jackie Stewart (MPH, September 29).

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

PIC: DUNBAR/LAT

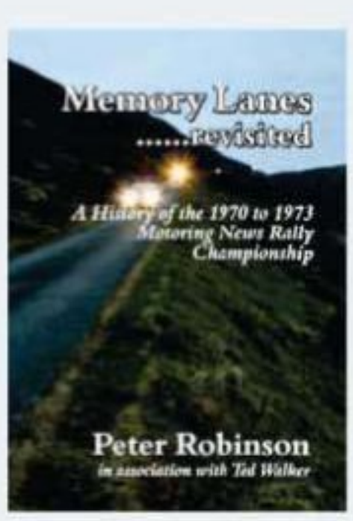
THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



VETTEL RED BULL RB6 1:18
£124.99 each
autosport.com/shop

Grand Prix Legends' exclusive 1:18-scale Red Bull 2010 world champion presentation set features the exquisitely detailed Minichamps replica of the RB6 used by Sebastian Vettel to become the youngest world champion in F1 history and a specially designed 300-grade stainless steel base. The inset panel details all the races in last year's championship, the (many) points scored by Sebastian in every round and his overall season statistics. For serious collectors only...



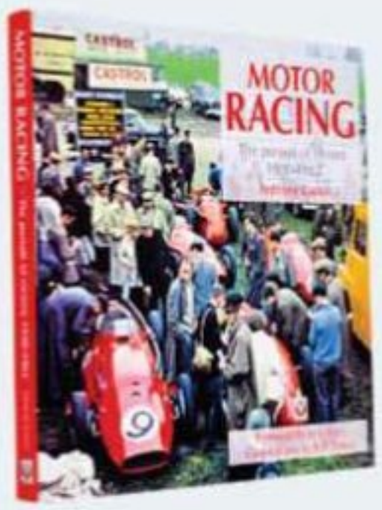
MEMORY LANES... REVISITED BOOK
£44.50 (978 095580 742 8)
photohistoric.com

As labours of love go, this painstakingly detailed, self-published tome is king. Peter Robinson's memories of the *Motoring News* Rally Championship of the early 70s are rich, varied and astonishingly detailed. If you competed or spectated during that golden era, you'll love this book.



CHEVROLET WTCC 2011 OFFICIAL POLO SHIRT
£29.99
autosport.com/shop

Fans of the Ray Mallock-run Chevrolet Cruze World Touring Car team and drivers Rob Huff, Alain Menu and Yvan Muller can show their support with this Buck Rogers-style official polo shirt, an exact copy of the team uniform. Other Chevy items are available on the website.



MOTOR RACING 1930-1962 BOOK
£30 (978 1 845842 79 6)
autosport.com/shop

A random but absorbing collection of mostly unseen photographs from the period 1930-1962. Some of the captions could have been more engaging and informative but the book is a useful visual introduction to a period of grand prix racing unspoilt by commercial greed.

HOT ON THE WEB THIS WEEK

YOUTUBE: ON-BOARD WITH TOP BRITS IN SCOTLAND



SEARCH FOR: Kris Meeke/Guy Wilks Onboard Rally of Scotland (10:08) It's the final-stage showdown in the inaugural Rally of Scotland, the last round of the 2009 IRC, and Brits Kris Meeke (Peugeot) and Guy Wilks (Skoda) go head-to-head in a winner-takes-all thrash on a classic road...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



There's a feast of GT action in store

SILVERSTONE

British F3/GT
October 8-9
Admission £15 Saturday, £19 Sunday, £30 weekend
Tel: 0844 3728 200

A dozen drivers head to Silverstone with a chance of taking the British GT crown, but it's likely to boil down to five cars in Saturday's two-hour finale. CRS's dad-and-lad duo of Jim and Glynn Geddie hold the lead, but Duncan Cameron/Matt Griffin (Ferrari), Matt Bell/Michael Guasch (Audi), Charles Bateman/Michael Lyons (Ferrari) and David Ashburn (Porsche) aren't far off. There's more GT action on Sunday with the Blancpain Endurance Series. The British Formula 3 finale and British Formula Ford provide single-seater action.

CADWELL PARK

750MC
October 8-9
Admission £13 each day
Tel: 01507 343248

The 750 Motor Club's season-closing extravaganza has moved from Donington Park to Cadwell. Pretty much all the club's series will be there, meaning a great variety of tin-tops, sportscars and single-seaters.

PEMBREY

BARC
October 8-9
Admission £12 each day
Tel: 01554 891042

Autumn Truck Festival, with support from Welsh Sports & Saloons, the Nippon Challenge, Legends, Toyota MR2s and the Clubmans Cup.

MALLORY PARK

BARC
October 9
Admission £13
Tel: 01455 842931

Classic FF1600 and FF2000, MaX5, Chevron/Crossle Challenge, MGOC and pre-1990 FF1600.

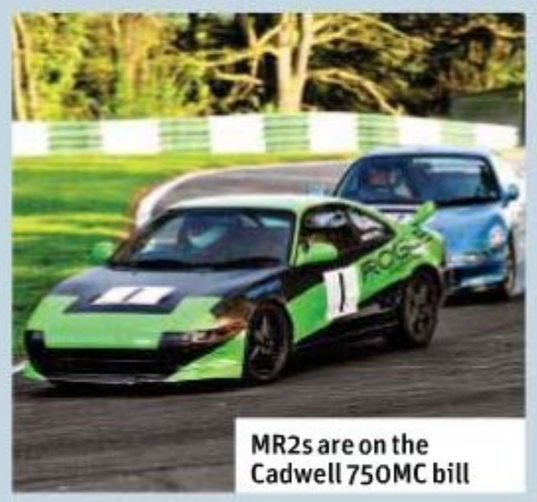
KNOCKHILL

SMRC
October 9
Admission £12
Tel: 01383 723337

Final rounds for the Scottish Motor Racing Club championships.

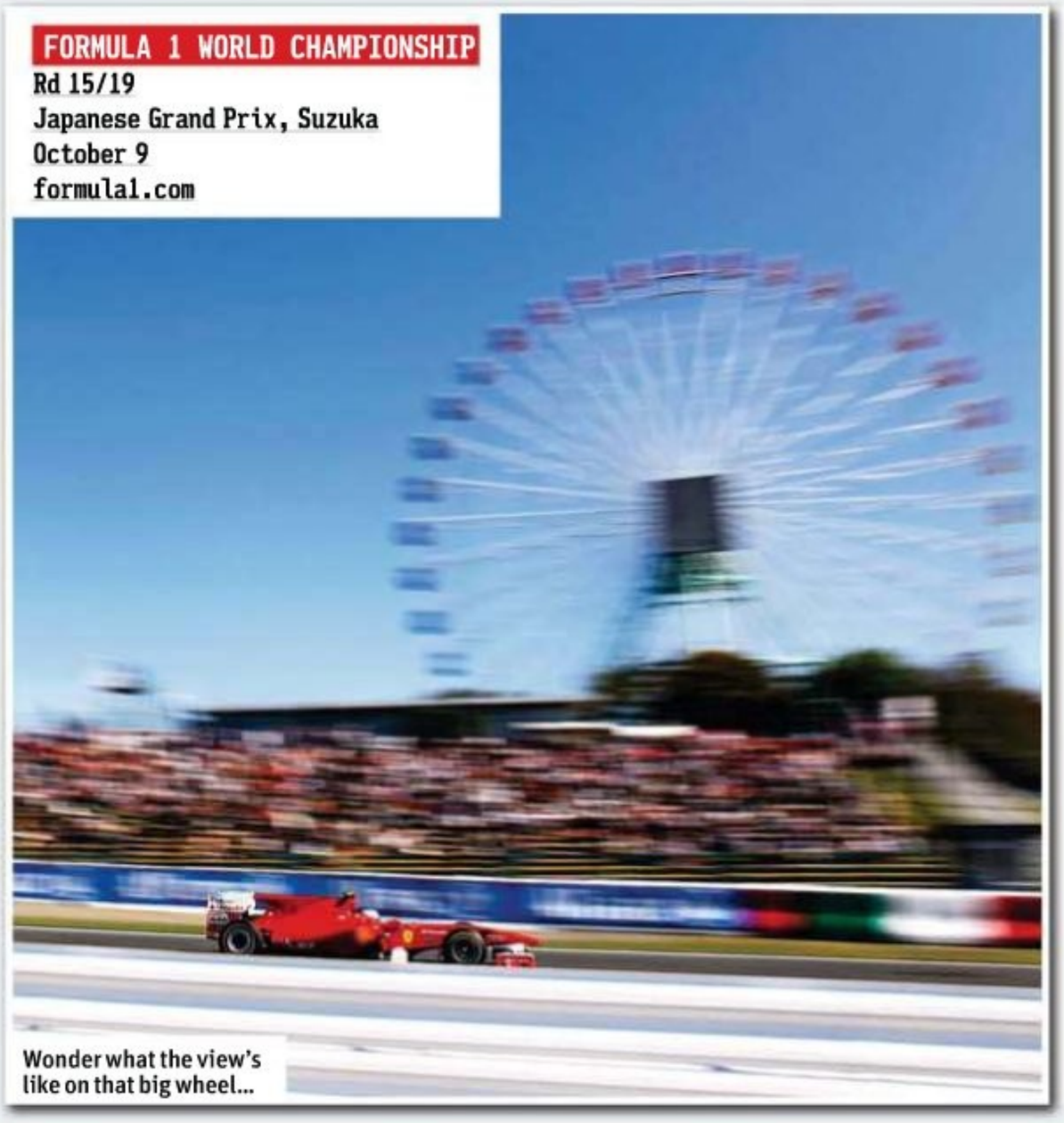
MONDELLO PARK

MPSC
October 9
Admission €15
Tel: +353 45 860200


MR2s are on the Cadwell 750MC bill

FORMULA 1 WORLD CHAMPIONSHIP

Rd 15/19
Japanese Grand Prix, Suzuka
October 9
formula1.com


Wonder what the view's like on that big wheel...

BATHURST 1000

V8 Supercars
Rd 10/14
Mount Panorama, New South Wales, Australia
October 9
v8supercars.com.au

FORMULA RENAULT 3.5

Rd 9/9
Circuit de Catalunya, Barcelona, Spain
October 8-9
worldseriesbyrenault.fr

FORMULA RENAULT EUROCUP

Rd 7/7
Circuit de Catalunya, Barcelona, Spain
October 8-9
worldseriesbyrenault.fr

SUPERSTARS

Rd 8/8
Vallelunga, Italy
October 9
superstars.it

IRC

Rd 10/11
Rally of Scotland, Stirling
October 7-9
ircseries.com

NASCAR SPRINT CUP

Rd 30/36
Kansas Speedway, USA
October 9
nascar.com

NASCAR NATIONWIDE SERIES

Rd 30/34
Kansas Speedway, USA
October 8
nascar.com


It's Vergne versus Wickens for FR3.5 title

PICS: PAUL GRIFFITHS, STEVE JONES, TEE, ETHERINGTON & LAWRENCE/LAT

Find more issues at magazinesdownload.com

Television

THURSDAY OCTOBER 6

0715-0815 Premier Sports
NASCAR: 2011 highlights
1015-1115 ESPN
DTM: Valencia highlights
1115-1215 ESPN
F3 Euro Series: Valencia highlights

FRIDAY OCTOBER 7

0155-0335 BBCi
Formula 1: Japan practice 1
Stay up late or get up early for free practice on the Red Button.
0235-0350 ITV1
BTCC: Brands Hatch highlights
0555-0735 BBCi
Formula 1: Japan practice 2
1900-2000 ESPN
WRC: Access All Areas

SATURDAY OCTOBER 8

0255-0405 BBCi
Formula 1: Japan practice 3
0500-0730 BBC1 LIVE
Formula 1: Japan qualifying
0500-0600 ESPN
ALMS: 2011 review
0725-0750 Channel 4
British GT: Donington Park highlights
1200-1300 Eurosport LIVE
IRC: Rally Scotland
1300-1530 BBC1
Formula 1: Japan qualifying rerun
1730-1830 Eurosport 2 LIVE
IRC: Rally Scotland
1830-1900 Eurosport 2
Formula Renault 3.5: Barcelona race 1
2150-2330 Motors TV
V8 Supercars: Bathurst qualifying
2330-0700 Motors TV LIVE
V8 Supercars: Bathurst 1000
Continuous live coverage of the most famous touring car race in the world.

SUNDAY OCTOBER 9

0600-0915 BBC1 LIVE
Formula 1: Japanese Grand Prix
Sebastian Vettel needs just one point to clinch the 2011 world championship.
0915-1015 BBC1 Red Button
Formula 1: Japanese GP post-race forum
1100-1200 Eurosport LIVE
IRC: Rally Scotland
1200-1535 Motors TV & ESPN LIVE
Blancpain Endurance Series: Silverstone
1440-1640 BBC1
Formula 1: Japanese Grand Prix rerun
1600-1655 Motors TV LIVE
British F3: Silverstone race 3
1800-2300 Premier Sports LIVE
NASCAR: Kansas Speedway
1900-2000 BBC3
Formula 1: Japanese GP highlights
2200-2230 Eurosport 2
Formula Renault 3.5: Barcelona race 2

MONDAY OCTOBER 10

0730-0745 Eurosport
Motorsports Weekend
1130-1230, 1630-1730 ESPN
WRC: Access All Areas
2130-0045 Motors TV
V8 Supercars: Bathurst highlights
2200-2300 Sky Sports 2
NASCAR Sprint Cup: Kansas highlights

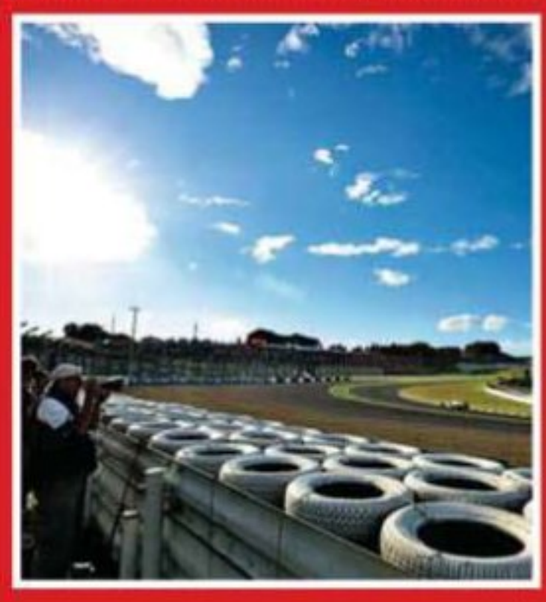
Online

AUTOSPORT.com

Coming up on the web this week

JAPANESE GRAND PRIX

The Japanese Grand Prix is one of the highlights of the F1 season for drivers as the superb figure-of-eight track at Suzuka probably plays host to Sebastian Vettel's title party. AUTOSPORT.com will be in the paddock to bring you all the breaking news, analysis and session reports. Plus, news from the Bathurst 1000, the Formula Renault 3.5 title decider, British F3 and NASCAR.





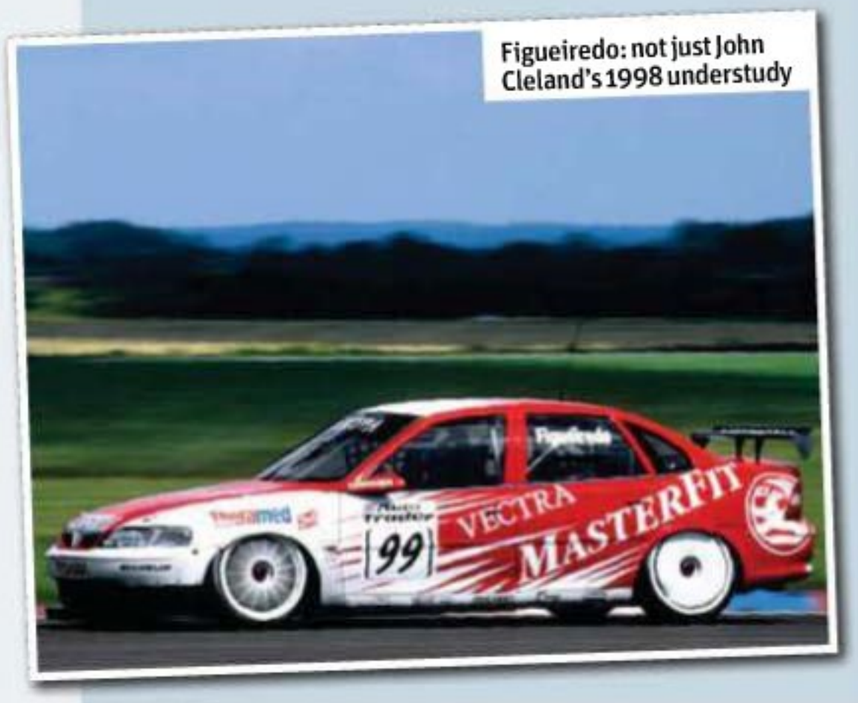
Read AUTOSPORT.com on your phone to keep up to date

AUTOSPORT.COM ANDROID APP OUT NOW

The AUTOSPORT app is now available for Android. Dial up AUTOSPORT.com on your smart phone for instant access to news, feature articles, image galleries and live text race commentary for a one-off fee of only £2.99 (there is no renewal cost).
For more info, visit www.autosport.com/app

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Figueiredo: not just John Cleland's 1998 understudy

"HELLO I'M YOUR HOST Alan Hyde and welcome to the latest episode of Flavio Figueiredo. For anyone new to the game, we're playing the standard Gow version, which means rule four is suspended, so performance-balancing is only permitted in a parc-ferme situation. Our panel today are Tim Harvey, Ben Edwards, Louise Goodman and, making his 800th appearance on the show, Matt James.

"Disappointingly we've had no letters this week."

(Boos come from the studio audience).

"But we have had a telegram!"

(Cheers).

"It comes from a Mrs Trellis of North Wales."

(Huge applause).

"Dear Lewis Hamilton. STOP."

(Laughter).

"Matt, do the honours, and start us off."

"Phil Bennett."

Ben: "A strong opening move. Umm, Gavin Pyper."

Tim: "Excellent stuff – Rob Collard."

Louise: "Allowing for a bit of panel bashing, I'm going to have to say Dan Eaves."

Matt: "Tim Sugden."

Ben: "You bugger. Going to have to take a transverse-mounted option – Jeff Allam."

Tim: "You're so predictable Ben – Colin McRae."

Louise: "Giampiero Simoni."

Matt: "Bravo Ms Goodman, but I can reverse out of that situation. Noel Edmonds."

Ben: "Mike Smith."

Tim: "Gareth Howell."

Louise: "Err, I could be in Nipp here. No, I can just about four-wheel drift to Tiff Needell."

Matt: "Vincent Radermecker."

Ben: "Hah. Flavio Figueiredo."

Alan: "Bravo Ben, absolutely textbook stuff there. And that brings another bafflingly brilliant episode of Flavio Figueiredo to its inevitable conclusion. Join us next time."

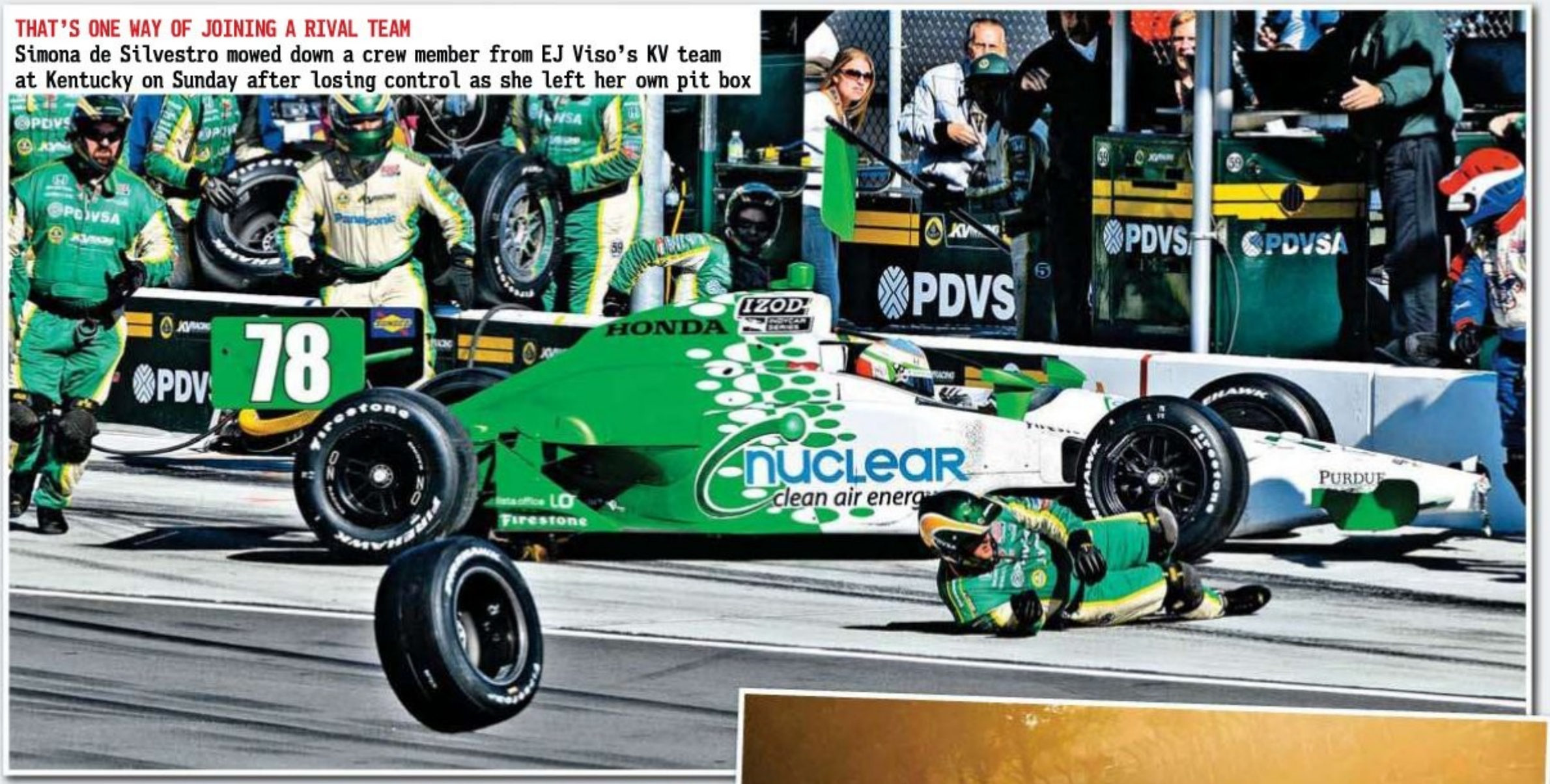
NB Any resemblance this game has to *I'm Sorry I Haven't A Clue*'s Mornington Cresent is entirely intentional. All guests have been impersonated poorly and without their permission.
Revved Up

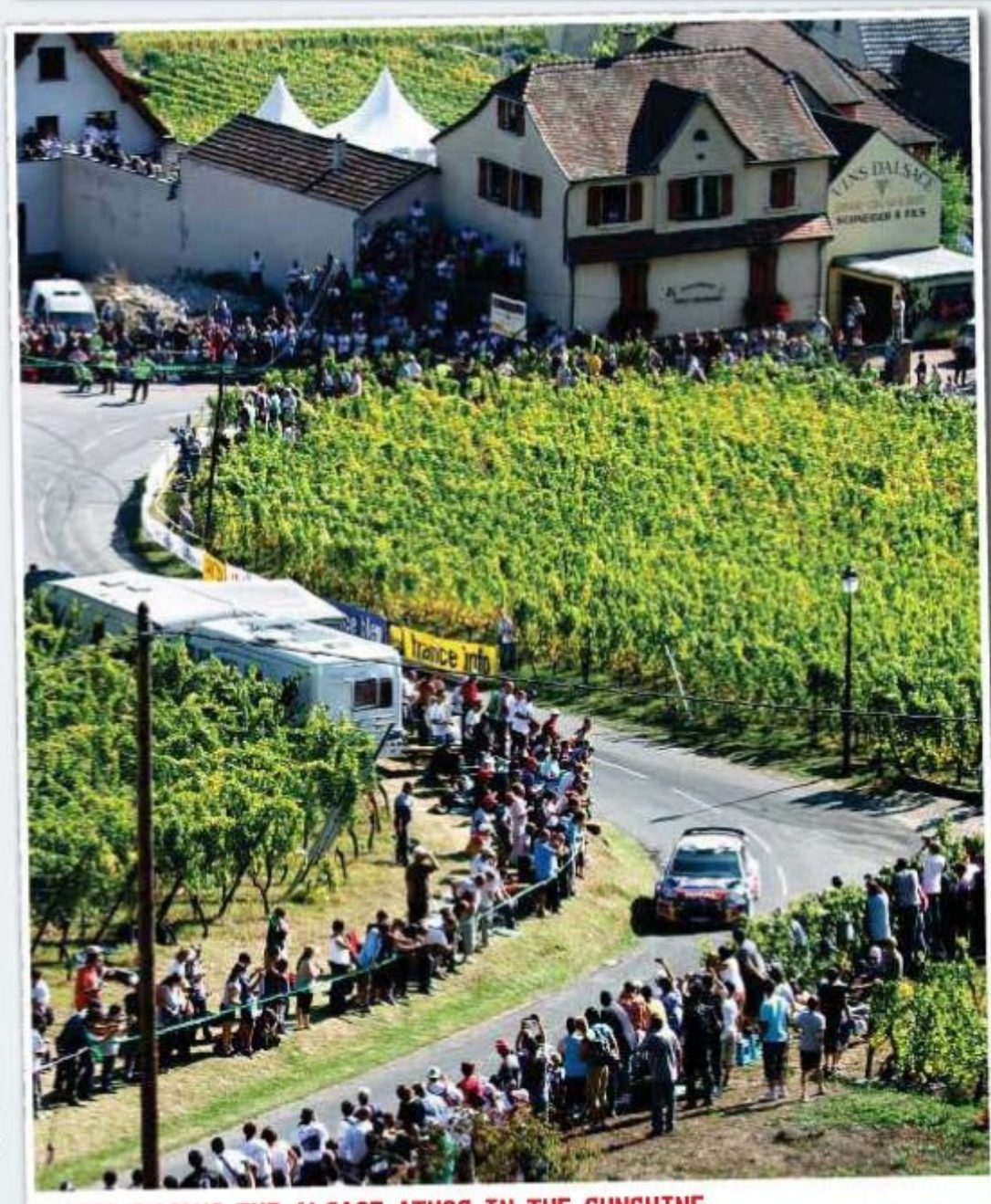
"Any resemblance this has to the radio panel show *I'm Sorry I Haven't A Clue*'s Mornington Cresent is entirely intentional"

THE WEEK IN PICTURES

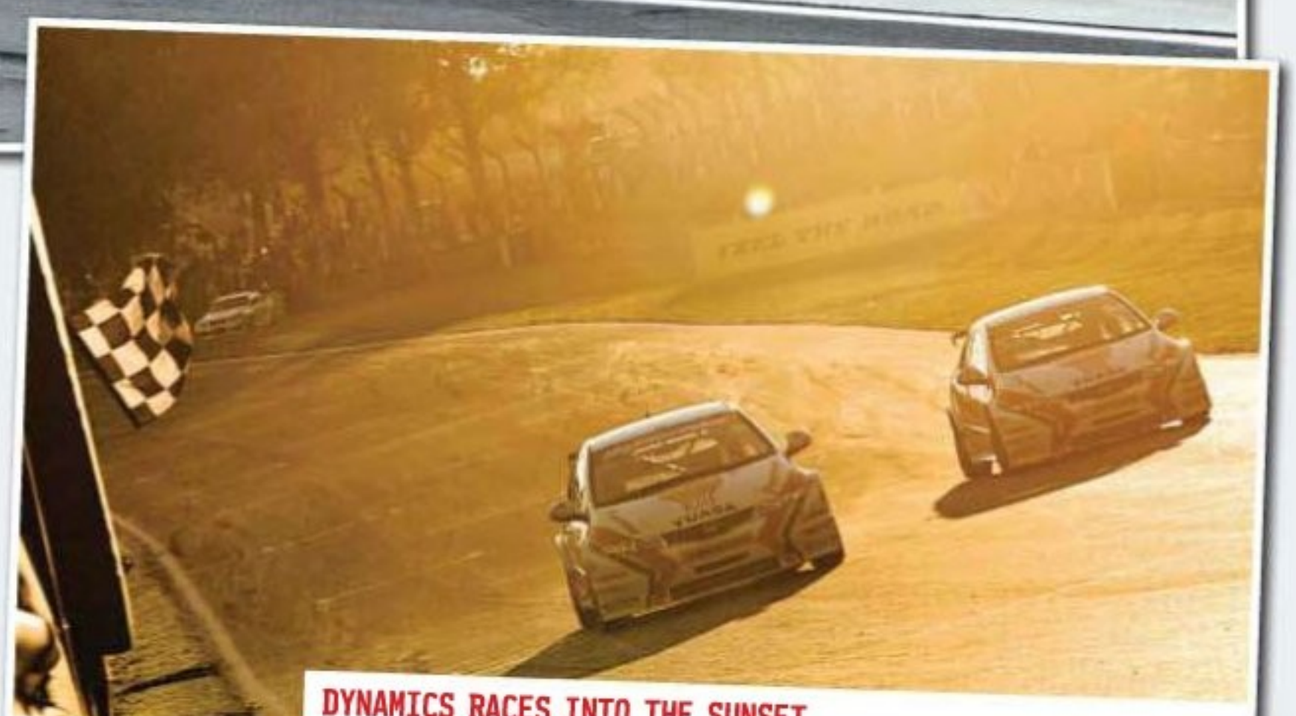
Our lensmen pounding the beat from Kent to Kentucky

THAT'S ONE WAY OF JOINING A RIVAL TEAM
Simona de Silvestro mowed down a crew member from EJ Viso's KV team at Kentucky on Sunday after losing control as she left her own pit box





OGIER ENJOYS THE ALSACE ATMOS IN THE SUNSHINE
It wasn't just Britain that basked in unseasonably warm temperatures, it was short-sleeve weather on Rallye de France



DYNAMICS RACES INTO THE SUNSET
The evening sun lights up Matt Neal and Gordon Shedden as they finish one-two in the final BTCC race at Brands Hatch



INSANE BOLT CAN'T OUTRUN COLLARD
This pesky bolt penetrated a tyre on Rob Collard's WSR BMW during the Brands Hatch BTCC meeting but it didn't go flat

PICS: KUHN, EBREY/LAT, WWW.MCKLEIN.DE

Find more issues at magazinesdownload.com

FROM THE ARCHIVE

Jonathan Palmer's British F3 title win, Snetterton, October 11 1981

"I had complete red mist and came back to win - it was a momentous day"
JONATHAN PALMER



Palmer (P6 in pic) fought back to win

SNETTERTON CELEBRATES ITS 60TH BIRTHDAY this month and current owner Jonathan Palmer has a few special memories of the place. Chief among those is the day he clinched the 1981 British F3 title – for the second time...

"It was at Snetterton where I won the championship again," he recalls. "I'd won it at Oulton Park, but got docked two maximum scores when I was disqualified at Silverstone."

F3 rookie Palmer had won the first four races of the 20-round season in Dick Bennett's Ralt RT3. He first secured the crown at Oulton in round 17, only to be excluded and penalised 18 points at Silverstone when the bodywork trim around the rear wheels was found to be too wide. A piece of plastic riveted to the engine cover pushed it 5cm over.

That meant Palmer had to do it all again, and headed to Snetterton's penultimate round chased by Belgian Thierry Tassin and Brazilian Raul Boesel.

"I put it on pole but there was a first-lap shunt and then it was mayhem trying to get the car fixed," remembers Palmer.

A fast-starting Boesel had tried to go between front-row men Palmer and Dave Scott and the gap closed as he got there. Chaos ensued. Such was the mess that Kees Nierop, who had qualified ninth, emerged first.

With much of the 14-car field pointing somewhere other than Riches, the red flags unsurprisingly flew.

Bennetts and his team jumped into action. "Dick said he could get it going," remembers Palmer. "The left-hand side was about half an inch shorter than the right and I had to start from the back. They probably wouldn't let you start now."

But he did start. It took Palmer just two laps to come through to second and at the end of lap five he slipstreamed by Roberto Moreno to take a lead he was not to lose as he clinched the title again.

"I had complete red mist and came back to win," he says. "It was a momentous day."

It was certainly a better day than Palmer's other Snett memory, the BTCC round nearly 10 years later.

Having qualified his BMW M3 fifth, he clashed with Tim Harvey at Riches on lap one, then had a contretemps with Netten Lindgren as he fought back.

"I caught her, but she had a much better engine than me so I hand to launch up the inside at Russell," says Palmer of the incident that was famously caught on TV. "She turned in and we hit – to my surprise she marched over and shouted, 'Now I can see why he's not in F1 any more' and slammed the door!"

PICS: LAT

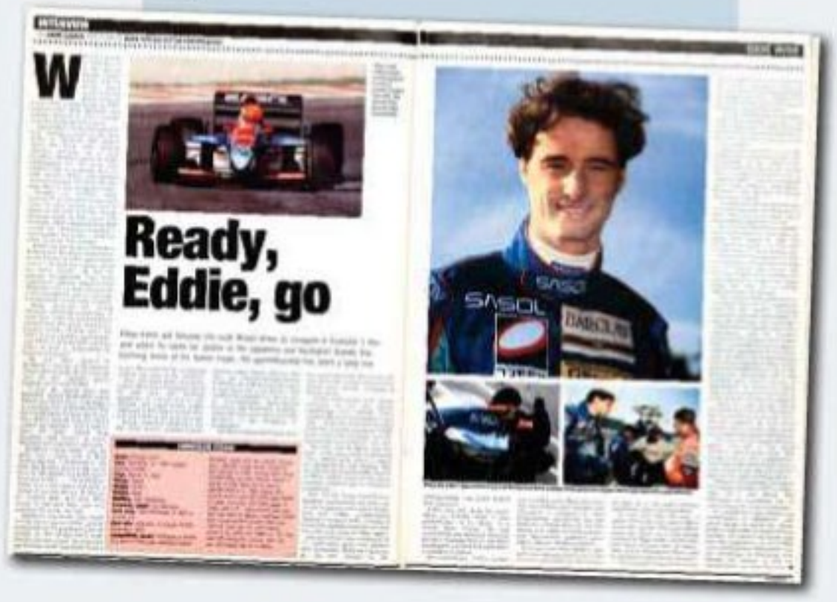
THIS WEEK IN...



OCTOBER 7, 1993

WITH F1 FACING A MAJOR SHAKE-UP for the 1994 season, Jos Verstappen made his case for a seat when he flew in a test for Footwork at Estoril. The Dutchman had been competing for less than two years and had never raced anything more powerful than an F3 car, but was within 0.1s of regular driver Aguri Suzuki within nine laps and by the end was fast enough to have been 10th on the grid.

Another driver in the frame for 1994 was Eddie Irvine, who made his debut in the final two races of 1993 for the Jordan squad following a chance encounter with Eddie Jordan at Le Mans. He finished sixth on his debut in Japan, laying the foundations for a further nine years in F1.





MARK SKAIFE

■ Bob Jane T-Marts 1000, Bathurst ■ October 13, 2002 ■ Holden Commodore VX ■ Fourth win at The Mountain



Skaife takes the flag, with baggage attached!

THERE ARE THREE OR FOUR I could think of straight away: the Clipsal 500 in 2003; a great race that I had with Marcos Ambrose at Oran Park; and a great race that I had with Craig Lowndes at Eastern Creek, but probably the one that means the most is Jim Richards and I in 2002 at Bathurst.

We hadn't driven together since '92, and it was great because Jim was racing against his son Steven. Steven was very competitive in the Castrol Commodore, and late in the race plastic bags got stuck on the front of our car and overheated the engine.

We led early on, but it was a very fluctuating race. While Lowndes and I were fighting for the lead we both went off at McPhillamy Park when the rain came. We both arrowed over the sandpit and came out the other side!

The wind was so extreme it was blowing tents over in the paddock and all the garbage bins were being blown everywhere, and that's what put Lowndes out – overheating.

During the safety car period it was just wet – and Bathurst is about the most dangerous spot in the world when it's a bit damp – and when the restart was about to happen, I knew that if I didn't pass Steven (I was second at that stage), I probably wouldn't finish.

> "I had to do a ripper job across the top of the hill to build enough gap in the corners and braking areas so I could bring the revs down and not overheat the engine"

I thought I had better car speed, so at the restart I had a dive. He ran into the final corner onto the front straight a bit too fast and ran a bit wide, which gave me a great run. I made sure there was no overlap going over the start/finish line and had a dive at Turn 1 and I got him!

I had to do a ripper job across the top of the hill to build enough gap in the corners and braking areas so that I could bring the revs down and not overheat the engine. The last 10 laps of that race were qualifying laps. I think we won by less than three seconds. Some times in sport you have things work out for you, circumstances prevail and you get a result. As it worked out, it couldn't have been better – it was my fourth win and Jim's sixth in the great race.

In the pits my wife was standing with Jimmy Richards and his wife Fay, and I can just imagine her emotions – do I want my husband to win this race or my son? Jim was the most perfect guy I've been around – we're great mates and he knew it was probably the last time he was going to win the race (he was 55 at the time) – so it was just an extraordinary result.

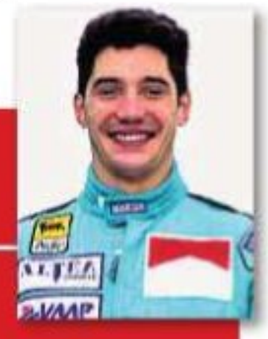
Mark Skaife was talking to Andrew van de Burgt

IN PROFILE



MARK SKAIFE IS AN AUSTRALIAN touring car legend – a five-time national champion and a six-time winner of the Bathurst 1000. Skaife made his debut in 1984 with a family-built Holden, but it was with the Nissan Skyline that he made his name, claiming his first title and Bathurst win in '91. He made a brief appearance in F3000 in 1992 with little success. He now commentates for 7 Sports and still competes as a co-driver in the endurance races, usually with Craig Lowndes at Triple 8.

NEXT WEEK
Max PAPIS



PICS: HORSBURGH/LAT & LAT ARCHIVE

JUDGEMENT DAY!

DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP FINALE

DUNLOP
MSA British Touring Car Championship
FINAL ROUND

15-16 OCTOBER 2011

RACE DAY TICKETS
£29 IN ADVANCE

13 ACTION PACKED RACES
FREE OPEN PADDOCK
FREE CAR PARKING
GIANT SCREENS
CHILDREN 15 & UNDER FREE*
* WITH PAYING ADULT

0844 3728 260
WWW.SILVERSTONE.CO.UK/BTCC

SILVERSTONE

Find more issues at
magazinesdownload.com



The championship contenders (from left to right): Jonas Gelzinis (Pro-Am1 champion); Michael Meadows, James Sutton and Stephen Jelley (overall contenders); Keith Webster and George Brewster (Pro-Am2 contenders)

Porsche Carrera Cup GB

Rounds 16 and 17, Brands Hatch, October 1-2

Race wins for Nick Tandy and Stephen Jelley
Pro-Am1 wins for Jonas Gelzinis and Ahmad Al Harthy
Pro-Am2 wins for George Brewster and Richard Denny
Overall podiums for James Sutton, Michael Meadows and Euan Hankey
'Driver of the weekend' award for Ahmad Al Harthy
'Team of the weekend' award for Celtic Speed

Round 16 results
1 Nick Tandy (Nationwide/Motorbase)
2 James Sutton (SAS/Redline)
3 Stephen Jelley (Parker with Juta)
4 Michael Meadows (SAS/Redline)
5 Kieran Vernon (Nationwide/Motorbase)
6 Jonas Gelzinis (Juta Racing)

Round 17 results
1 Stephen Jelley (Parker with Juta)
2 Michael Meadows (SAS/Redline)
3 Euan Hankey (Parker with Juta)
4 Sam Tordoff (Team Parker Racing)
5 James Sutton (SAS/Redline)
6 Kieran Vernon (Nationwide/Motorbase)

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

Overall points' position after round 17

1	Michael Meadows	282	(10)
2	Stephen Jelley	272	
3	James Sutton	270	(1)
4	Euan Hankey	231	
5	Richard Plant	160	
6	Jonas Gelzinis	143	
7	Sam Tordoff	125	
8	Ben Hetherington	116	
9	Rory Butcher	93	
10	Michael Caine	84	
11	Ahmad Al Harthy	81	
12	Derek Pierce	70	
13	Kieran Vernon	69	
14	Tim Harvey	66	
15	George Richardson	52	
16	Ben Barker	45	
17	Daniele Perfetti	27	
18	Nick Tandy	24	
19	Alex Martin	21	
20	Yucel Ozbek	11	
=	George Brewster	11	

(Note: score in brackets after total is score to drop if points are scored in all 19 rounds)

Pro-am1 category

1	Jonas Gelzinis	168	(2)
2	Rory Butcher	97	
3	Ahmad Al Harthy	83	
4	Derek Pierce	71	
5	George Richardson	52	
6	Daniele Perfetti	27	

Pro-am2 category
(Best seven weekend scores)

1	George Brewster	121
2	Keith Webster	118
3	Richard Denny	99
4	Tommy Dreelan	85
5	Steve Parish	81
6	Andrew Shelley	74

Team championship

1	SAS/Redline	552	(11)
2	Parker with Juta	503	
3	Team Parker Racing	285	
4	Nationwide/Motorbase	249	
5	Redline/Oman Air	197	
6	Juta Racing	143	
7	Celtic Speed	104	

PORSCHE
CARRERA
CUP
GREAT BRITAIN

MICHELIN Mobil 1 keepmoving PIPER HEIDSIECK drink responsibly adidas SVCRED GoMotorsport.net