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1.75

million people in Australia tuned into television coverage of last weekend’s Great Race – the Bathurst 1000 at Mount Panorama. Reckon the BTCC would kill for figures like that...

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US & CANADA EMAIL haymarket@imsnews.com

AUTOSPORT (USPS 454230) is published weekly by Haymarket Magazines Ltd, c/o Mercury International Ltd, 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.

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POLE POSITION

Saluting Sebastian, the double world champion



WE ALL KNEW IT WAS A MATTER of dotting the i and crossing the t, but don't let that detract from the massive achievement of Sebastian Vettel becoming back-to-back world champion with Red Bull at Suzuka. Like last year, the fastest driver in the best car won the title – so his success is richly deserved. For the team, the constructors' crown will surely soon follow.

I was reminded on page 31 of this issue that I witnessed Vettel's first-ever car race, a Formula BMW bout on a spring day at Hockenheim in 2003. Incredible to think that – just eight years later – the cherub-faced 15-year-old I was watching would grow up to join the back-to-back all-time greats: Alberto Ascari, Juan Manuel Fangio, Sir Jack Brabham, Alain Prost, Ayrton Senna, Michael Schumacher, Mika Hakkinen and Fernando Alonso.

He might have retired from his debut race at Hockenheim, but I remember him bouncing back tenaciously to finish a close runner-up in race two the next morning. An essential lesson in racing life ticked off, looking ahead to greater days... And how.

Charles Bradley, editor

BAMBER'S WEEK



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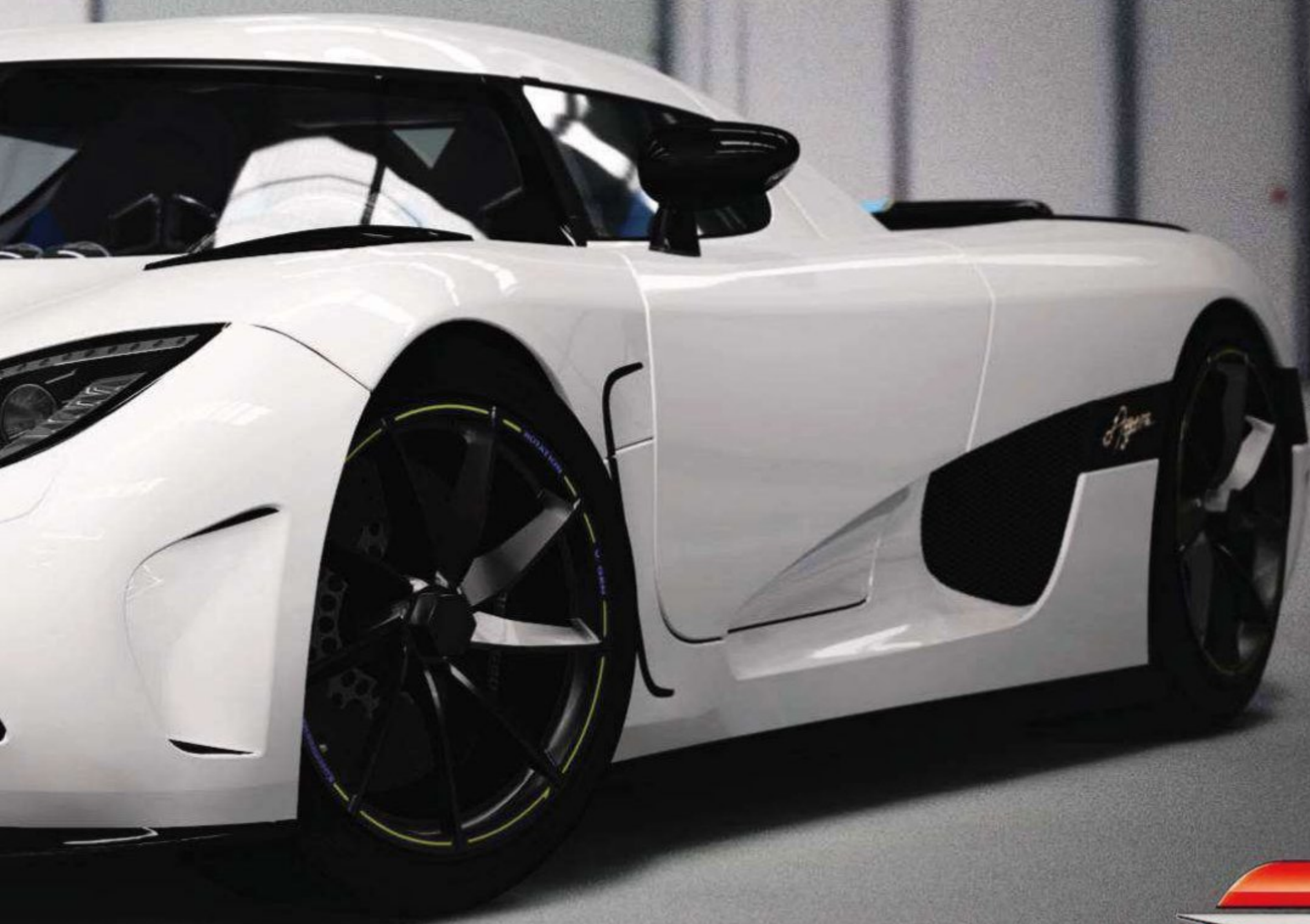


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F1

Vettel gives Button a Suzuka squeeze

Japanese GP polesitter Sebastian Vettel didn't get away quite as well as fellow front-row starter Jenson Button at the start so moved over on the McLaren on the run down to Turn 1. Retribution for Jenson came in the shape of his fifth win for the Woking squad – his 12th in F1. Japanese Grand Prix report p34.

Pic: Tee/LAT



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Vettel lays down claim to greatness

As the youngest double world champion in F1 history, Sebastian Vettel has now joined a distinguished list of legendary drivers, as EDD STRAW explains



Vettel got the job done with four GPs to spare

Sebastian Vettel has joined the ranks of the all-time greats in Formula 1 by becoming the youngest double world champion.

The German has been hailed by leading F1 figures after sealing the crown with third place in the Japanese Grand Prix. Triple world champion Niki Lauda described Vettel's achievement as "the best performance so far in Formula 1", while fellow three-times title winner Jackie Stewart claimed that the level Vettel has reached at so young an age eclipses that of any other driver he has seen.

"My best years were my last three years of racing because I had more experience, more knowledge and a little bit of wisdom," he told the *Daily Mail*. "Sebastian Vettel has that at a younger age than I have seen in any other driver."

But it is not only Vettel's youth that marks him out. During 2011, he has demonstrated the single-minded determination that is a hallmark of all the true greats. He has proved near unbeatable in a season that rewards not only speed, but intelligence behind the wheel, tyre management and strategic thinking, allowing him to showcase the full breadth of his ability.

QUALIFYING MASTER

Ayrton Senna is regarded as the greatest qualifier in F1 history and Vettel's Saturday-afternoon performances stack up well against those of the late, great Brazilian.

Vettel's Suzuka pole position was his 27th in 77 attempts. Senna claimed his 27th pole position driving for McLaren at the 1988 Spanish Grand Prix, which was

also his 77th race in F1. Qualifying at Suzuka showcased Vettel's ability to put together a lap of maximum aggression at the last gasp, much like Senna could, giving him pole position by just nine thousandths of a second in a Red Bull that appeared not to be as quick as the McLarens.

Red Bull team principal Christian Horner described it as "a phenomenal lap", which is the kind of qualifying performance that has become so familiar for Vettel in 2011. At the current rate, Michael Schumacher's record of 68 pole positions in F1 is the first of the major records that Vettel could break, which would cement his status as Senna's natural heir in terms of qualifying speed.

WORK RATE

It has become popular in some quarters to characterise Vettel as lucky to have the best car in the field at his disposal, but he's recognised even by his rivals as one of the hardest-working in the paddock – something that is at the heart of his success.

Renault Sport managing director Jean-Francois Caubet has seen seven drivers win world championships powered by the French engine manufacturer and rates Vettel among the most impressive. He cites his dedication as key.

"Vettel is probably one of the ▶

VETTEL IN NUMBERS

All the key stats behind Sebastian Vettel's second straight world championship success

9 **12**
WINS **NUMBER OF POLE POSITIONS**

LAPS LED
598

1096
MILES LED

1 **FASTEST LAP**

PODIUMS
14

324
POINTS

79% **PERCENTAGE OF SEASON REQUIRED TO WIN TITLE**

0 **RETIREMENTS**



Senna was the master of nailing a pole lap

SEBASTIAN
VETTEL
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best," Caubet told AUTOSPORT. "I think Vettel is at the same level as Alain Prost, Michael Schumacher and Fernando Alonso. He works a lot. We check at what time the drivers leave the track at night and he is at the top for leaving the latest. Fernando was not too bad, but the worst was Nigel Mansell!"

Tied into that work-rate is an ability to learn and a refusal to relax once he has achieved. Red Bull chief technical officer Adrian Newey cites his reaction to winning the title last year as proof of this.

"He is a quick learner," said Newey of Vettel. "As newly-crowned world champion last year, he was still out in Abu Dhabi a few days later testing the tyres. He wanted to get on with it as quickly as he could. That's a trait of his."

FEET ON THE GROUND

What is staggering about Vettel is that his success does not appear to have changed him for the worse.

While there are far more demands on his time, he is still the same character who charmed the F1 paddock during his time with Scuderia Toro Rosso. This ties in to his willingness to work, for he has never given the impression of someone who expects success. Indeed, his heartfelt response to winning the world championship – as he put it, his "confusion" at winning back to back titles – is

SEBASTIAN VETTEL ON...

BEING A DOUBLE CHAMPION

"It's impossible to imagine being a double world champion. When I was a young boy I loved racing, I enjoyed racing and I dreamed about F1, but you never imagine that you can be there one day. It's as confusing as the first championship in many ways because it's just so hard to grasp! Probably I should go and ask Michael (Schumacher) if that confusion lessens and winning titles becomes a certain routine, but right here right now I feel unbelievable!"

HOW IT COMPARES WITH LAST YEAR

"The first title will always be something special and always deep in your memory. This year has been a completely different year. Whereas last year we allowed a lot of mistakes to happen, this year even if sometimes the boat started shaking we kept it on course and we didn't allow those mistakes to affect us, meaning that we still took a lot of points out of those races. We had a fantastic season, no doubt, and that's why before the end of the season we were able to secure the title, which is incredible. It's really something special.

THE RUN TO THE CHAMPIONSHIP

"I think that it's very easy for people to draw the wrong conclusion, to say that we had a very easy run this year. Things like this, they happen for a reason;

I strongly believe that, not because things were easy for us. We had a very, very good car, no doubt, but we had an even stronger team and, as I said a couple of times already, I think the car this year was less dominant than the car last year. Last year we had so many races where sometimes you may say we were unlucky but we made stupid mistakes as well. We did things that cost us a lot of time and cost us a lot of points in the end. A championship is not one race, it's a lot of races pulled together and I think that's where the difference came from this year."

WINNING THE TITLE BY FINISHING THIRD

"It was a bit difficult to accept, but when I crossed the finish line, realising what that P3 meant, it took me a bit to internalise that I'd done it. A couple of drinks will probably help me realise it better and to appreciate that the season was a dream come true for us."

COMPARISONS WITH SCHUMACHER

"Speaking of Michael, you always need to back off a little bit because what he achieved is very special, so it's hard to aim for that. The secret to this year has been to go step by step and that's what we have to focus on in the future. We can't become lazy, to lift, because the competition is very high in F1 and other teams are desperate for two years now to get on our spot. We have to work very hard to stay where we are."



evidence of that. This is why he can be expected to continue this phenomenal rate of success.

"You see some great drivers who have a couple of good years and then the stardom kicks in and they lose a bit," said Newey. "The brighter ones come back again and one or two never do and they become lost. But Sebastian is at a very stratified level of having achieved his success so young, but not have it turn his head at all."

THE NEXT CHALLENGE

There's no reason to expect Red Bull not to provide Vettel with a world-championship challenging car in 2012, meaning that he has a shot at becoming only the third driver to win three consecutive titles.

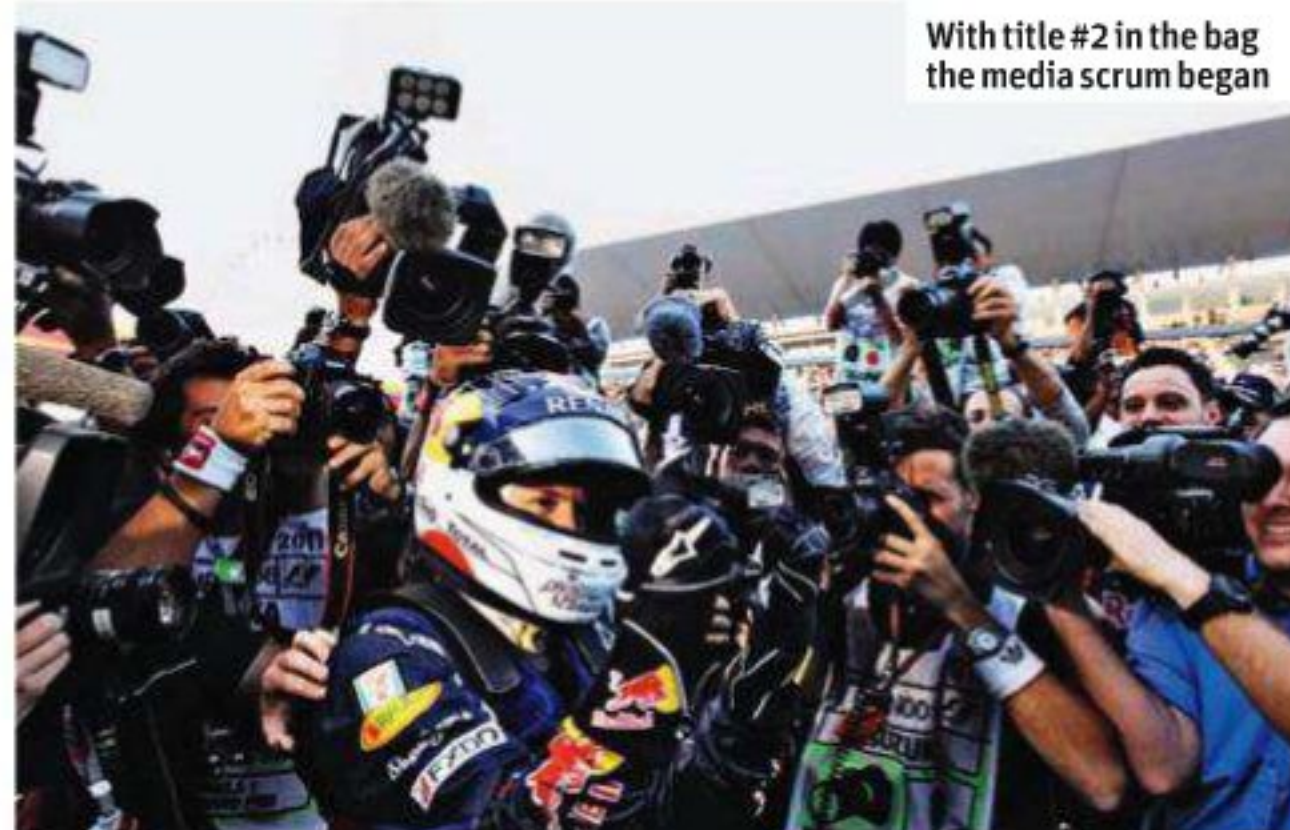
This would match Schumacher

"It will be interesting to see Sebastian when he doesn't have the best car"

ROSS BRAWN

and Juan Manuel Fangio's efforts, and confirm his status as the leading driver of his age. But eventually, Vettel will find himself in machinery not capable of fighting for the title. According to Ross Brawn, who rates Vettel highly, that is when he can prove once and for all his greatness.

"What will come now, which will be an interesting phase of his career, will be when he doesn't have the best car," said Brawn. "You have a fantastic driver in the best car and that combination is unbeatable, so it will be interesting to see Sebastian when he doesn't have the best car. That will be another chapter of Sebastian Vettel when it comes – and it will come."



With title #2 in the bag the media scrum began



It's nine wins for 2011, with four races to go...

While Vettel has proved himself adept at controlling a race from the front, some critics still argue that he has not yet proved himself in battle. This is despite his stunning pass of Alonso for the lead on the grass exiting Curva Grande at Monza last month. Somewhere down the line he will get a chance to win races in a car that is clearly not the best – something he has already achieved by winning the Italian GP for Toro Rosso in 2008, a feat every bit the equal, or even superior, to Senna's famous wet win at Estoril in 1985.

Vettel is now worthy of mention in the same breath as Senna, Prost, Schumacher, Jim Clark, Stewart and Fangio. He really is that good.

P34
JAPANESE
GRAND PRIX
REPORT

AUTOSPORT SAYS...

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Red Bull was once viewed with baffled amusement by the F1 establishment. Were these guys for real, or was it all about the parties and the publicity? Yet despite the relative lack of results during its first four years in grand prix racing, there was an underlying fear among the likes of Ferrari and McLaren that its big-spending approach might allow it to emerge as a serious force.

Having run Sebastian Vettel to back-to-back world championships and with a second constructors' crown imminent, Red Bull can now claim to have proved the doubters wrong. It's no flash in the pan. Cash alone is no guarantee of success and Red Bull is only an energy-drinks manufacturer, but it has succeeded where major automotive brands Honda, Toyota and BMW all failed.

So to those who still belittle Red Bull's achievements, who are the bigger imposters? Both Red Bull and the car makers came into F1 to sell more products, but the difference is that the fizzy-drink producer has succeeded where the giants could not.

Others have played the big-spending card, but it's Red Bull that has become the first team since Benetton in the mid-1990s to emerge as a title-winning force for the first time. The team that didn't have a racing heritage a few years ago is rapidly becoming the defining operation of the era. It's up to McLaren, Ferrari and Mercedes to live up to, or exceed, the standards Red Bull has set.



Red Bull has earned its #1 status in F1

Coulthard: Vettel is the new benchmark driver in F1



SEBASTIAN VETTEL HAS RAISED THE BAR FOR WHAT is expected of a world championship-winning grand prix driver, according to former Red Bull stablemate David Coulthard.

Coulthard has followed Vettel's progress closely since the Scot joined Red Bull in 2005, when the newly crowned double world champion was still in Formula 3. He also had the chance to race with both Michael Schumacher and Fernando Alonso in Formula 1, and believes that Vettel has succeeded the pair as the sport's benchmark driver.

"Up until this year, Alonso was the benchmark in F1 because he won back-to-back championships for Renault at a time when Michael was still at his peak at Ferrari and even Seb looked at him like that," Coulthard told AUTOSPORT. "But now that's

changing. It's not that Fernando Alonso has lost his powers, it's that Seb has proved his ability to deliver the laptime, energise the team, pull things back when it's not going well, not make many mistakes. He is a bar-raising driver."

Coulthard contrasts the way Vettel approaches the sport with that of Schumacher, highlighting the fact that while Schumacher was relatively aloof, Vettel is much more open with his rivals.

"Michael came with a blueprint of how to be a success in F1 with his fitness levels and how he worked with the team," said Coulthard. "But what Michael lacked in this incredible success story was the ability to connect with the paddock. Seb communicates well and drives incredibly well. He's looking like the complete package."

REMEMBER WHEN...



1957

...Pirelli last won the world championship Sebastian Vettel is the first Pirelli-shod world champion in 54 years. The last driver to triumph using Pirellis was Maserati ace Juan Manuel Fangio in 1957.



Rosberg could land Massa's seat

Button deal opens doors for Rosberg

New McLaren contract for 2009 world champion as he rejects Red Bull and Ferrari

Mercedes racer Nico Rosberg could emerge as a key figure in the 2013 driver market after former world champion Jenson Button rebuffed interest from Red Bull and Ferrari to commit his long-term future to McLaren.

Button, 31, signed a new deal, believed to tie him to the team until at least the end of 2014, ahead of last weekend's Japanese Grand Prix. McLaren was forced to almost double his retainer to an estimated £50 million over the next three years to ward off rival squads.

The team's hand was forced by the option it held on Button for 2012 expiring at the end of September, meaning that the '09 world champion was in a strong position to name his price for a new long-term deal that would keep him off the market in '13. AUTOSPORT understands that Red Bull made an offer for Button for '13, while Ferrari was also a serious option.

Rosberg could now emerge as Ferrari's first choice to partner Fernando Alonso in 2013. Originally below Button on the team's wish list, he is now well-placed if the team opts for an established frontrunner.

Renault's injured Robert Kubica remains on that list as well, but his

future is still uncertain and Ferrari will not want to take a risk on the Pole while details of his recovery from his rally crash are unclear.

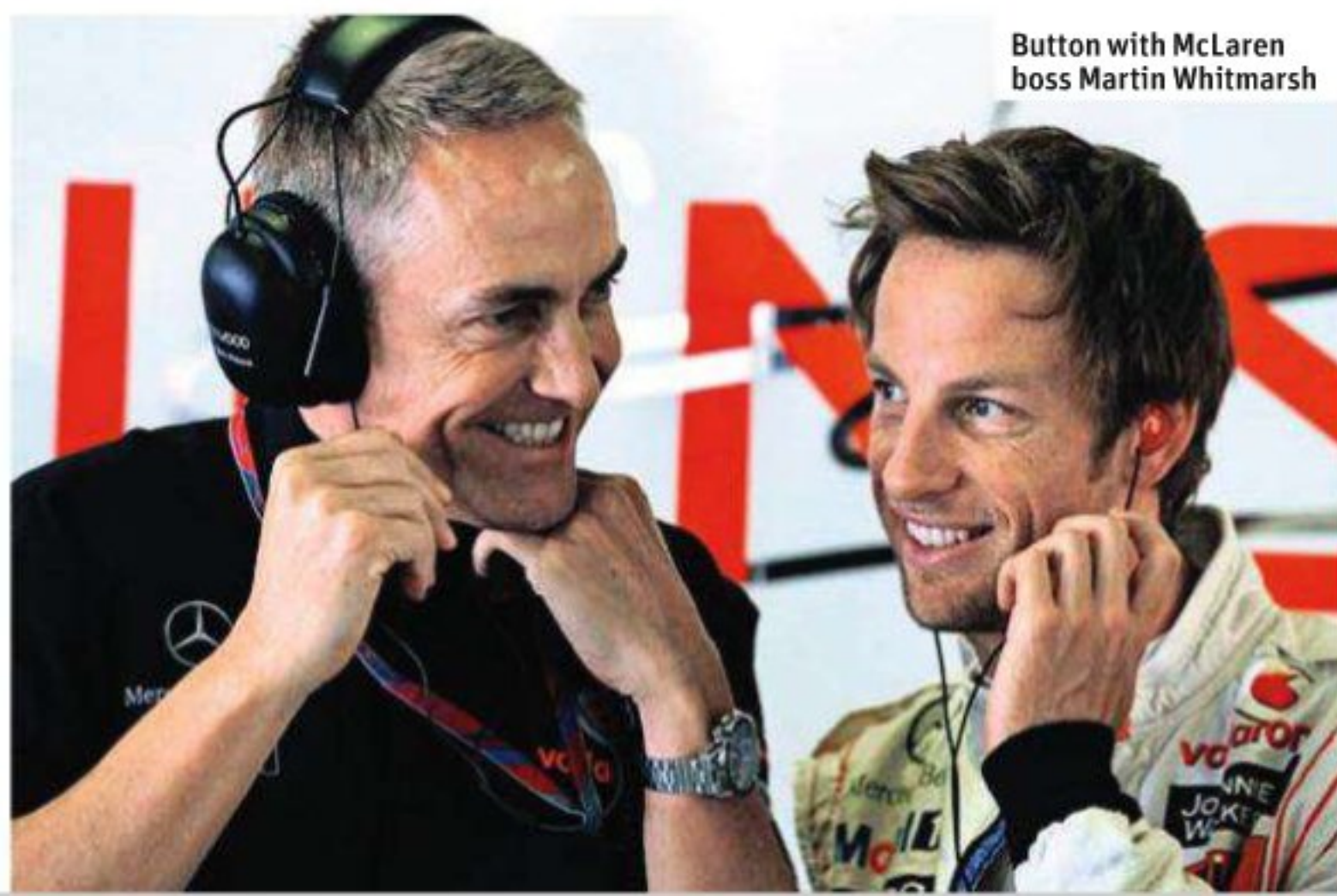
Felipe Massa's hopes of staying with the team appear all but over after a disappointing 2011 season, and the Brazilian is out of contract at the end of next year.

Mercedes is pushing Rosberg to sign a new long-term deal. AUTOSPORT understands that the German is keen to wait and see whether its 2012 car represents a step forward, but Rosberg may opt to commit himself soon to Mercedes given that Ferrari is unlikely to be able to offer a concrete deal for some time.

"I don't want to talk about the long term," he said last weekend at Suzuka. "All I can say is that I'm very happy and it's great to see the direction this team has taken. I believe this team is going to make it."

Ferrari is also keeping tabs on Sauber's Sergio Perez, who is contracted to its junior-driver scheme. It has the option to take the Mexican from Sauber should it choose to do so.

Button's McLaren deal has also put the spotlight onto team-mate Lewis Hamilton, the other key player in the 2013 driver market. Ferrari is unlikely to be interested, but Red Bull could yet consider him now that Button is off the market.



Button with McLaren boss Martin Whitmarsh

Raikkonen Williams hopes fade

FORMER WORLD champion Kimi Raikkonen's move to Williams hangs in the balance due to uncertainties on sponsorship.



Raikkonen: uncertain

Williams has been chasing a deal with the Qatar National Bank for some time, and it believes that running 31-year-old Raikkonen could seal the relationship. But AUTOSPORT understands that such a deal is far from certain, meaning that the 2007 world champion's return remains in doubt even though there is agreement in principle over the terms of such a move.

The team is believed to be chasing other sponsorship avenues, with or without Raikkonen, and if it cannot secure a deal using the Finn it will likely look to an alternative driver with backing.

With Pastor Maldonado set to stay on, Rubens Barrichello's future appears bleak. The veteran has approached other teams, including Renault, but it is believed that team principal Eric Boullier does not want to risk a repeat of the team losing momentum, as it did when it took on Nick Heidfeld for this year.

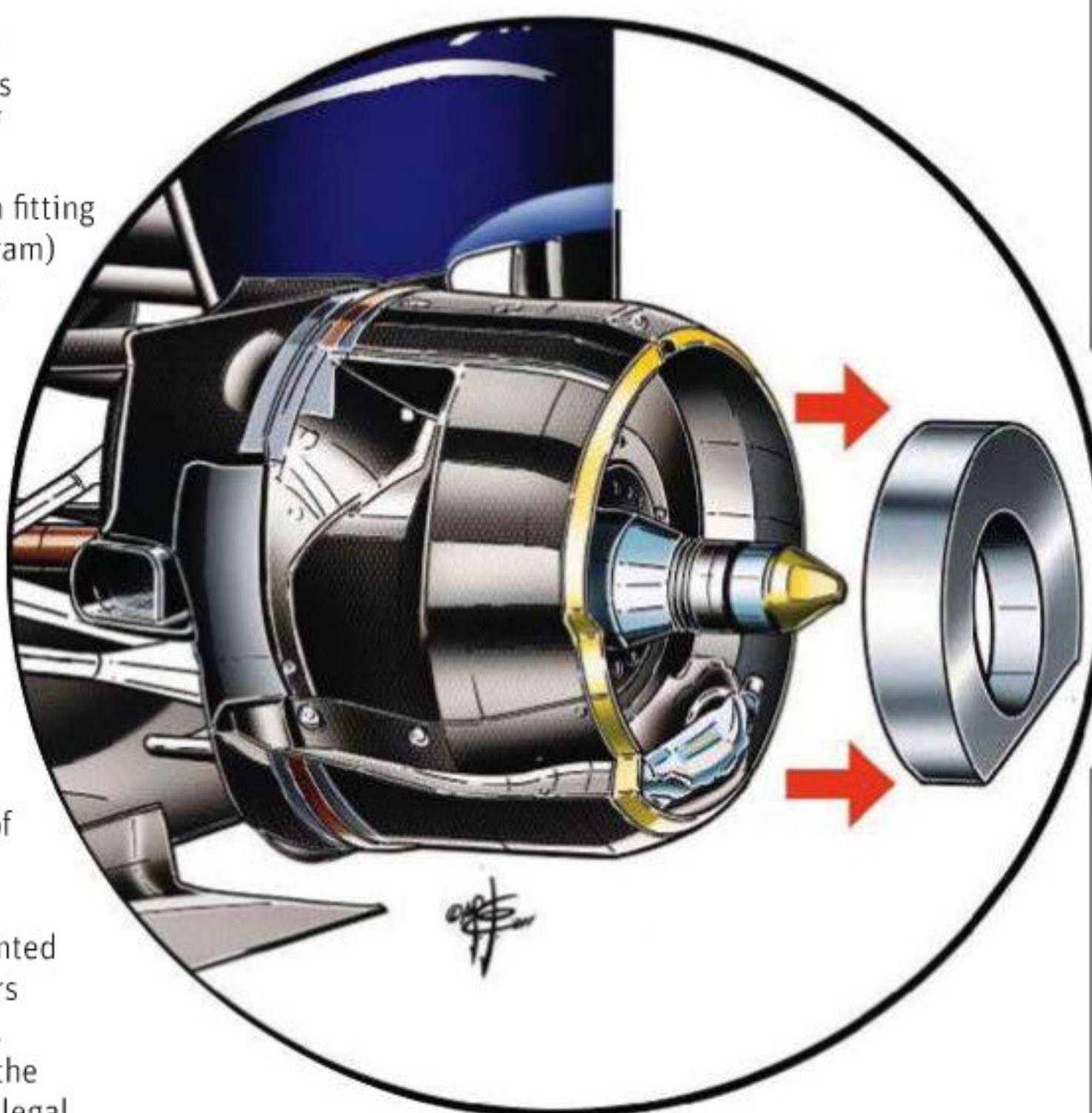
REVEALED: HOW RED BULL GETS AROUND WHEEL-HEATING RULE

RED BULL IS USING A WHEEL- heating device that circumvents the ban on electrical heating of the wheel-mounting assembly.

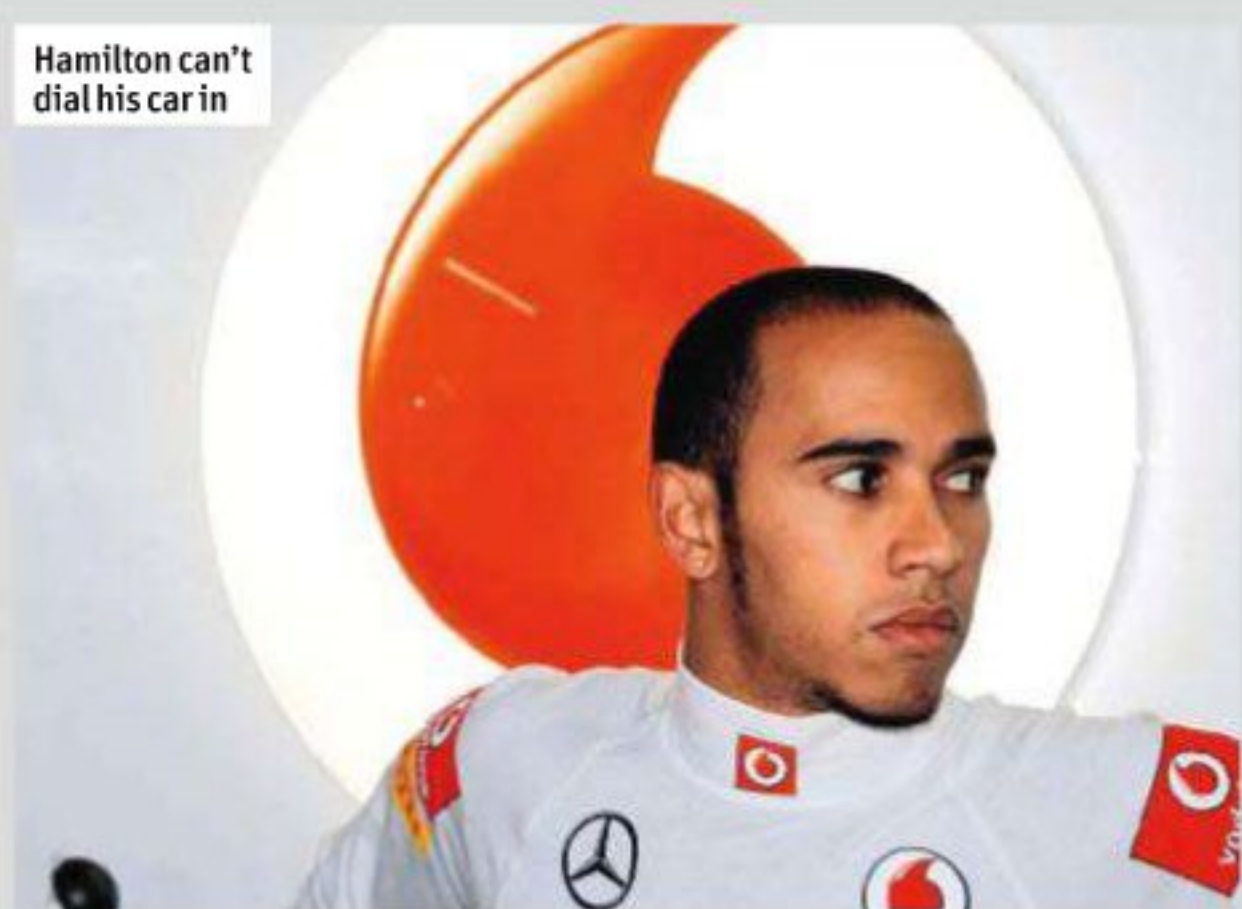
Since Spa, Red Bull has been fitting a metal cylinder (silver in diagram) pre-heated to a temperature so high that thermal gloves are needed to handle it. This is placed onto the hub assembly and removed just before the fitment of the wheel.

It is believed to be to prevent cold brake calipers and other parts of the assembly from taking heat from the pre-heated tyre. In this way the thermal flow goes from the hot caliper to the tyre rather than vice versa. This is of particular value in qualifying.

This gets around the ban (since last year) on wheel-mounted electrically-heated tyre warmers (pioneered by Toyota in 2006). AUTOSPORT understands that the FIA considers the system to be legal.



Hamilton can't dial his car in



Hamilton admits deficit to Button

LEWIS HAMILTON BELIEVES that the way he sets up his car could be key to understanding why he is being outperformed by McLaren team-mate Jenson Button.

The 2008 world champion described his run to fifth place in the Japanese Grand Prix as "one of the slowest races I've ever had", and aims to use the remaining four races of the season to understand why Button is now quicker than him in race conditions.

"In qualifying, I was close

[to Button] but in the race I couldn't hold him to save my life," said Hamilton. "I think it's me – how I dial the car in. I don't know if I dial the car in as well as he has.

"I'm clearly not driving as well as he is, so that's something I can work on."

Hamilton also accepted the blame for driving into Ferrari's Felipe Massa on the approach to the chicane during the race, claiming that he was not aware he was there because of poor visibility in his mirrors.

Canopy idea gets cool reception

McLAREN TECHNICAL DIRECTOR

Paddy Lowe has warned Formula 1 against moving to closed cockpits in the wake of recent FIA research into technology used for jet-fighter canopies.

The research was triggered by the life-threatening crash suffered by Ferrari's Felipe Massa in qualifying for the 2009 Hungarian Grand Prix, and the collision between Vitantonio Liuzzi and Michael Schumacher in last year's Abu Dhabi GP, in which Liuzzi rode over Schumacher's cockpit.

"There would have to be a very compelling case made that it was an essential feature for safety," said Lowe. "So far, I don't think that a compelling case is emerging."

Red Bull chief technical officer Adrian Newey echoed Lowe's sentiments, saying "I don't think that they are inevitable" when asked about the canopies.

OK for planes, not F1 cars



THIS WEEK IN F1



RED BULL The team's Mark Webber insists that he can break his 2011 victory duck in the final four races despite admitting that "it has been incredibly difficult for me to run at the front and look for victories compared to last year".



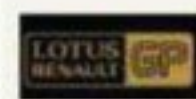
McLAREN The squad's qualifying performance was boosted at Suzuka by the introduction of a new DRS rear wing. The design, first tried at the Singapore GP, is far more aggressive, giving a bigger drag reduction. It should also improve the MP4-26's ability to overtake.



FERRARI Team principal Stefano Domenicali has admitted that Ferrari's final upgrade package of 2011, introduced in two stages at the Belgian and Italian grands prix, did not work, forcing it to go back to its Hungarian GP spec for the rest of the year. "We were hoping to have an upgrade, but it was a downgrade unfortunately," he said.



MERCEDES Michael Schumacher was fined €5000 for driving on the wrong side of a marker bollard at the pit entry during Friday practice for the Japanese Grand Prix. He escaped further punishment as it was only during a practice session.



RENAULT Canadian Robert Wickens will complete half a day of testing for Renault in Abu Dhabi's rookie test in November. This is as a prize for clinching the Formula Renault 3.5 title last weekend. He is also likely to run for Virgin.



WILLIAMS Veteran Rubens Barrichello has not ruled out chasing sponsorship if it is key to his staying at the team. But the Brazilian insisted that at no stage has Williams ever told him that this is a requirement for him to stay on.



FORCE INDIA Vijay Mallya has torpedoed claims that he has any plans to sell his stake in the Force India team. But AUTOSPORT understands that the Sahara India Group could take a stake in the squad, possibly buying a portion owned by the Mol family.



TORO ROSSO Technical director Giorgio Ascanelli insists that the Italian squad will still be some way off the limits imposed on teams by the resource-restriction agreement even after its current expansion – which includes the use of extra factory space – is complete.



LOTUS Plans to rename the team as Caterham have hit a hitch, with Sauber, HRT and Ferrari forcing the matter to be discussed by the F1 Commission. If the name change is not approved, it could lead to both Team Lotus and Renault, which is also bidding to rebrand, losing prize money.



HRT It has yet to be confirmed which of the team's two drivers will stand down to allow Narain Karthikeyan to race in the Indian Grand Prix. Daniel Ricciardo is regarded as more likely to make way, although he admitted it may not be decided until the eve of the race weekend.



PETIT LE MANS UN GRAND RÉSULTAT



United Autosports powers to a podium finish at the prestigious Petit Le Mans.

Drivers Zak Brown, Stefan Johansson and Mark Patterson, 2nd in class in their LMP2 Oak Pescarolo Judd.



www.unitedautosports.com



Straight talk David Coulthard

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

Sebastian Vettel has done a fantastic job to show as much desire in his driving as he did before he became a world champion. But just because he's been crowned, it doesn't mean there's nothing else to fight for this season

Jackie Stewart contends that it's more difficult to defend the world championship than to win it for the first time; that after you reach the pinnacle once, you can struggle. In the case of Mika Hakkinen, my title-winning McLaren team-mate in 1998 and '99, he went away at the end of the season elated with his first title, but he was deflated in the first part of the following year before he rebuilt the energy to go for it again.

So what Sebastian Vettel has done in winning back-to-back world championships in so dominant a style is remarkable. It's as if being champion last year has allowed him to unlock something and move to another level. He does make mistakes — and there have been crashes during Friday practice, as we saw at Suzuka — but very few. He's stepped up, while by contrast Mark Webber has struggled and

never had the rub of the green.

Qualifying at Suzuka was a great example. It seemed that McLaren had the edge, but Seb dug deep and delivered an incredible qualifying lap. He is absolutely focused, is not living the rock-'n'-roll lifestyle, and that's reflected in his performances. And there are more wins to come, even though he couldn't clinch the title with the victory he wanted.

THE FIGHT FOR SECOND

You can argue that second in the championship is the first loser, but it really does matter. Look at the situation Jenson Button is in: if he finishes second in the championship, it means he beats Lewis Hamilton. It would be the first time in his career that Lewis has been defeated over a season by a team-mate, which would represent a genuine turnaround.

I suspect Jenson started his McLaren journey knowing that Lewis was a little quicker over a single lap. The first season probably cemented that belief. But now that has to be reassessed. It's as if he has discovered some new speed. Is it because Lewis has lost some because of the negativity over what's happened this season? Possibly, as it's clear that Jenson is far more relaxed than he is. Remember, Jenson used to get a little frustrated by the car in qualifying and then deliver in races, which is often what happened to me at McLaren. But that isn't the story anymore, as he showed with his win at Suzuka.

So it would be massively significant for him to take second


place — and vice versa for Lewis to take it off him. Jenson could have number 3 on the car next year, which suddenly puts him in the position where he gets that position in the garage and his name is listed first in the race programme. Those small psychological things do make a difference.

MOMENTUM COUNTS

The battle for the world championship may be done and dusted, but the run of four races that starts in Korea this weekend still matters to everybody.

Momentum is crucial. Top teams such as Red Bull, McLaren, Ferrari and Mercedes have the resources to develop this year's car in parallel with next year's. There are changes in the rules for 2012, mainly related to the ban on exhaust-blown diffusers, but the rest is largely stable. So if you come up with, say, a new front wing that's more efficient in the last race of the season, you can carry it forward into next year.

There is also the commercial benefit of finishing as high up the constructors' championship as possible, and the fact that finishing on a high boosts the whole team. McLaren has made huge progress since the start of the season and was very competitive at Suzuka, where everyone expected Red Bull to be comfortably ahead, and that could be significant for next year.

The drivers' championship is gone, but there is still plenty to race for. 

PIC: ETHERINGTON/LAT



Button has psychological edge at McLaren this year

“Has Jenson found some more speed, or has Lewis lost some?”



KOREAN GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



Korea opportunity for Yeongam circuit

South Korea hosts its second grand prix this weekend and one of Tilke's best tracks already has a reputation to uphold

The inaugural Korean Grand Prix will live long in the memory for many reasons: the torrential rain that led to lengthy delays, Mark Webber crashing and losing his grip on the drivers' championship, and Fernando Alonso's dramatic victory after Sebastian Vettel's spectacular engine failure in a race that finished in near-darkness. But all of that drama and rainfall, not to mention the fact that the circuit itself was completed at the 11th hour, meant that many overlooked the superb Hermann Tilke-designed track.

The German gets a lot of stick

over the circuits he designs, largely from those who disregard the physical and regulatory restraints placed upon those he's responsible for. But the Korea International circuit, located in the south of the country three hours from capital city Seoul by train, is arguably among the half-dozen best tracks on the calendar.

Its configuration exhibits three distinct personalities. The first section is what might be termed typical overtaking-friendly Tilkedrome. There's a chance of passing into Turn 1, but the real clear-cut opportunity is the run to

Turn 3, which takes in the longest straight in Formula 1. The corner is a second-gear right-hander and in dry conditions should produce plenty of overtaking, especially with the DRS usable on the straight.

After another slow sequence of corners, the track opens out into a series of fast turns, a la Suzuka. Here, it's all about high-speed downforce and direction change, with Turns 7 and 8 among the best on the calendar. The track changes character again, becoming a tighter, slower pseudo-street circuit, with little run-off in anticipation of ambitious plans to construct a

mini-city around the track. All of this is topped off with a fantastic exit onto the start/finish, where Vitaly Petrov overcooked it last year with disastrous consequences.

Overtaking should be possible, with the DRS zone on the run to Turn 3, while Pirelli has been ultra-aggressive with its tyre allocation. This means we'll see a race with lots of pitstops that ebbs and flows strategically. With the drivers' title sealed and the makes' race almost certain to be secured by Red Bull this weekend, we're in for a no-holds barred battle between F1's big three outfits.



TRACK GUIDE

NUMBER OF LAPS **55**

CIRCUIT LENGTH **3.488m**

LAP RECORD **1m50.257s**

FERNANDO ALONSO
(2010)



Turn 6

2nd GEAR

CORNER SPEED

65mph

APPROACH SPEED

98mph

BRAKING DISTANCE

29m

BRAKING TIME

0.8s

BRAKING FORCE

2.3g

Turn 4

2nd GEAR

CORNER SPEED

52mph

APPROACH SPEED

186mph

BRAKING DISTANCE

113m

BRAKING TIME

2.5s

BRAKING FORCE

5.1g

Turn 3

2nd GEAR

CORNER SPEED

41mph

APPROACH SPEED

199mph

BRAKING DISTANCE

135m

BRAKING TIME

3.1s

BRAKING FORCE

5.7g

Turn 8

5th GEAR

CORNER SPEED

175mph

APPROACH SPEED

180mph

BRAKING DISTANCE

n/am

BRAKING TIME

n/as

BRAKING FORCE

n/ag

Turn 10

2nd GEAR

CORNER SPEED

60mph

APPROACH SPEED

147mph

BRAKING DISTANCE

79m

BRAKING TIME

1.8s

BRAKING FORCE

3.6g

Turn 12

3rd GEAR

CORNER SPEED

107mph

APPROACH SPEED

114mph

BRAKING DISTANCE

8m

BRAKING TIME

0.2s

BRAKING FORCE

2.7g

Turn 14

3rd GEAR

CORNER SPEED

112mph

APPROACH SPEED

154mph

BRAKING DISTANCE

36m

BRAKING TIME

0.6s

BRAKING FORCE

3.9g

Turn 1

2nd GEAR

CORNER SPEED

63mph

APPROACH SPEED

197mph

BRAKING DISTANCE

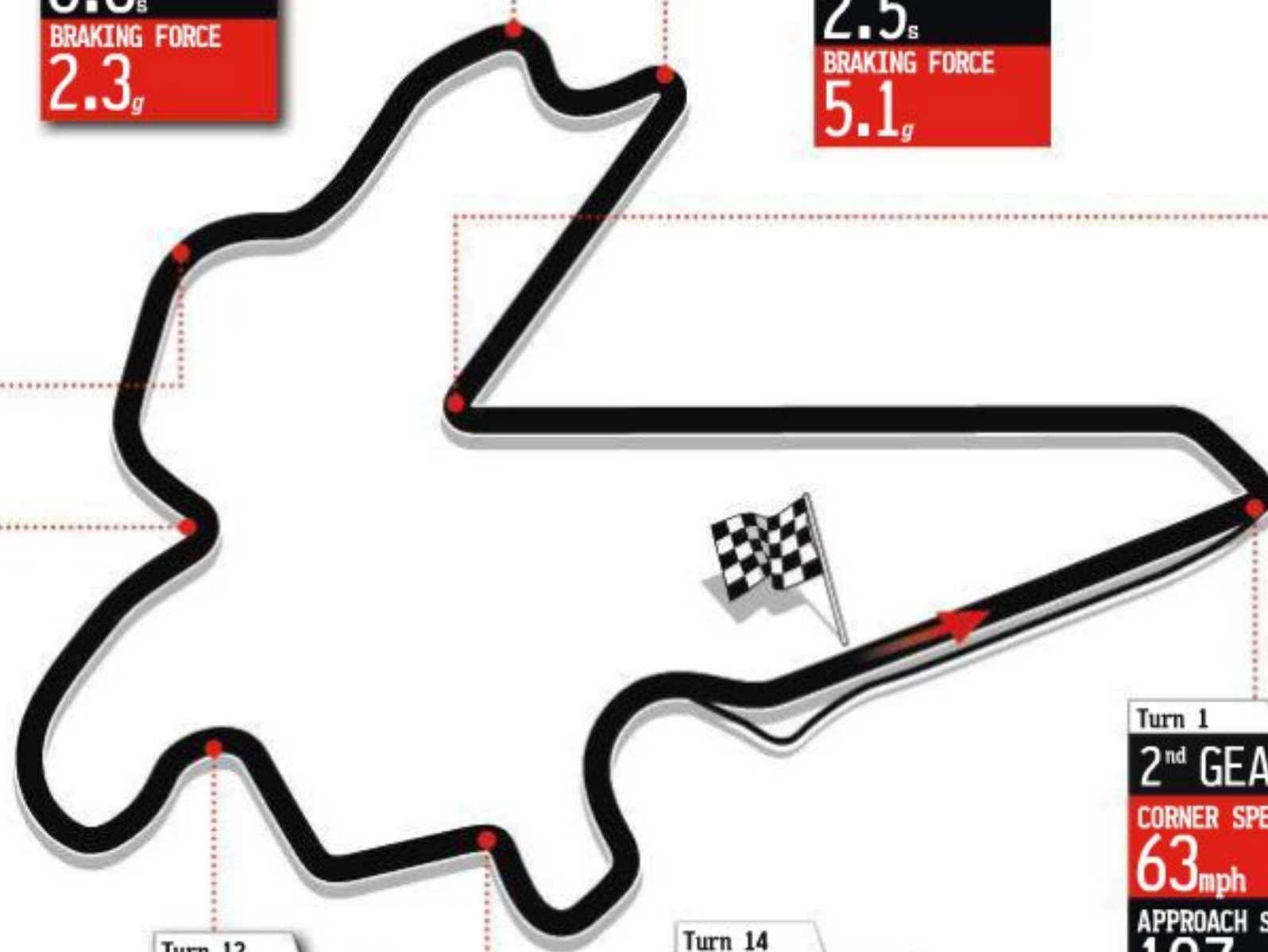
113m

BRAKING TIME

2.1s

BRAKING FORCE

5.6g



DATA PROVIDED BY



TRACK TALK



HEIKKI KOVALAINEN

The circuit is interesting – it has the classic long straight with a tight turn at the end that gives a good chance to overtake, and Pirelli's tyre choice of the softs and the super-softs will make strategy even more important.



MICHAEL SCHUMACHER

Visiting Korea for the first time last season was an interesting experience, and I enjoyed learning the new track. It's a very impressive facility, and the track has enough challenges to make it enjoyable to drive as well.



JAMES KEY (SAUBER TECHNICAL CHIEF)

It is quite technical with two long straights, but then you've got the relatively winding sector towards the end of the lap, and then some high-speed corners too. So it's a really good mix that may require quite a different set-up to Suzuka.

BALLSY CORNER

TURN 7/8

The sweeping right/left of Turn 7 and 8 is the most spectacular part of the Yeongam track. Following on from the fiddly section that is Turns 4-6, the fast S-bends are the first corners on the lap taken in a gear higher than second. Cars carry huge speed through this section, which can be taken flat out, with the most committed drivers at their most spectacular here.



FAST FACT

The straight that runs from Turn 2 to Turn 3 is 0.74 miles long, making it the longest straight in Formula 1. Before Korea joined the calendar, Shanghai's backstraight held this record.



Weather dominated the inaugural Korean GP

P20
SUPERGRID
PLUS GARY
ANDERSON'S
AND LUCAS
DI GRASSI'S
INSIGHTS

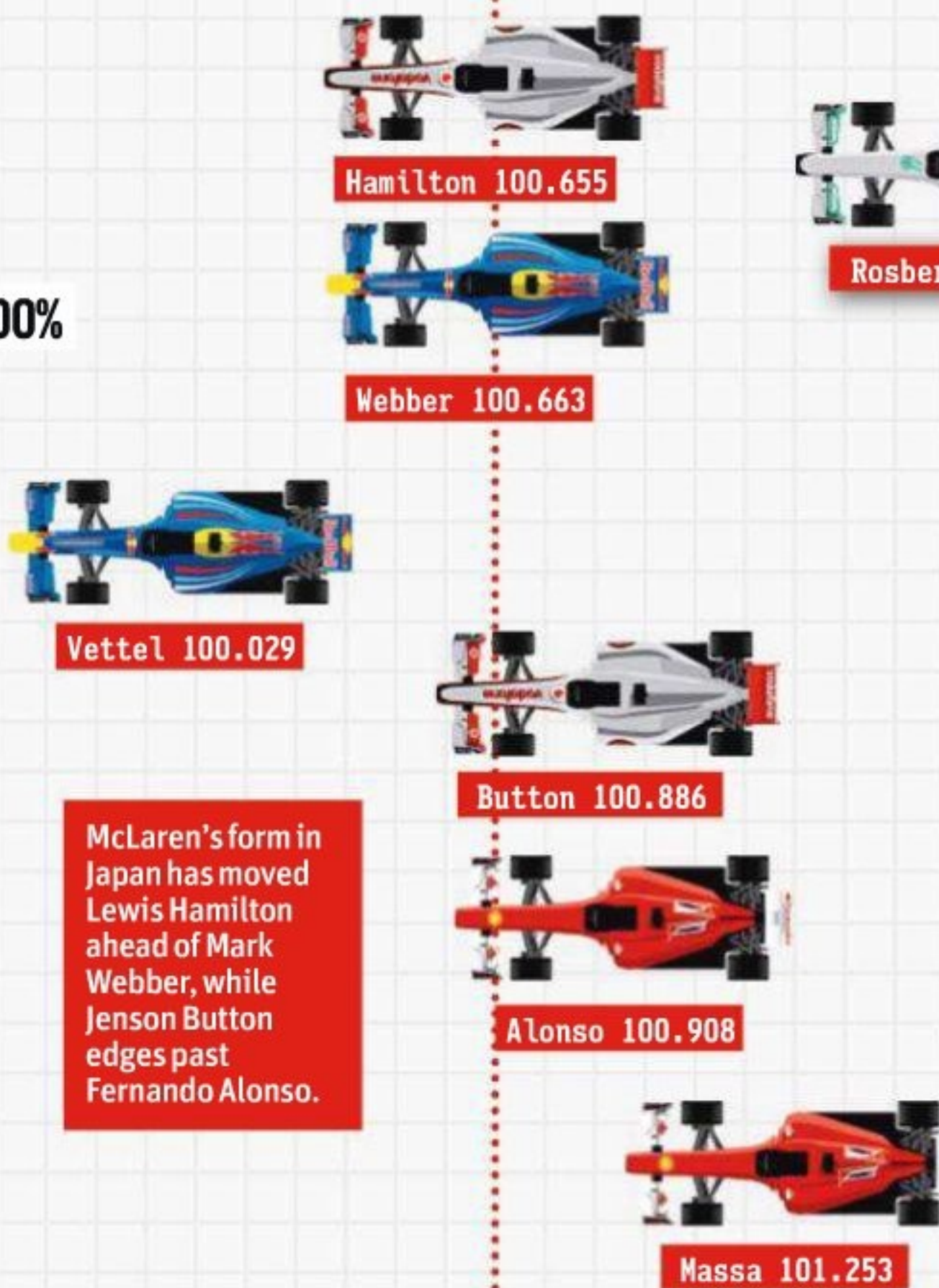
GARY ANDERSON'S SUPERGRID

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 15 races, with the theoretical absolute pace expressed as 100 per cent.

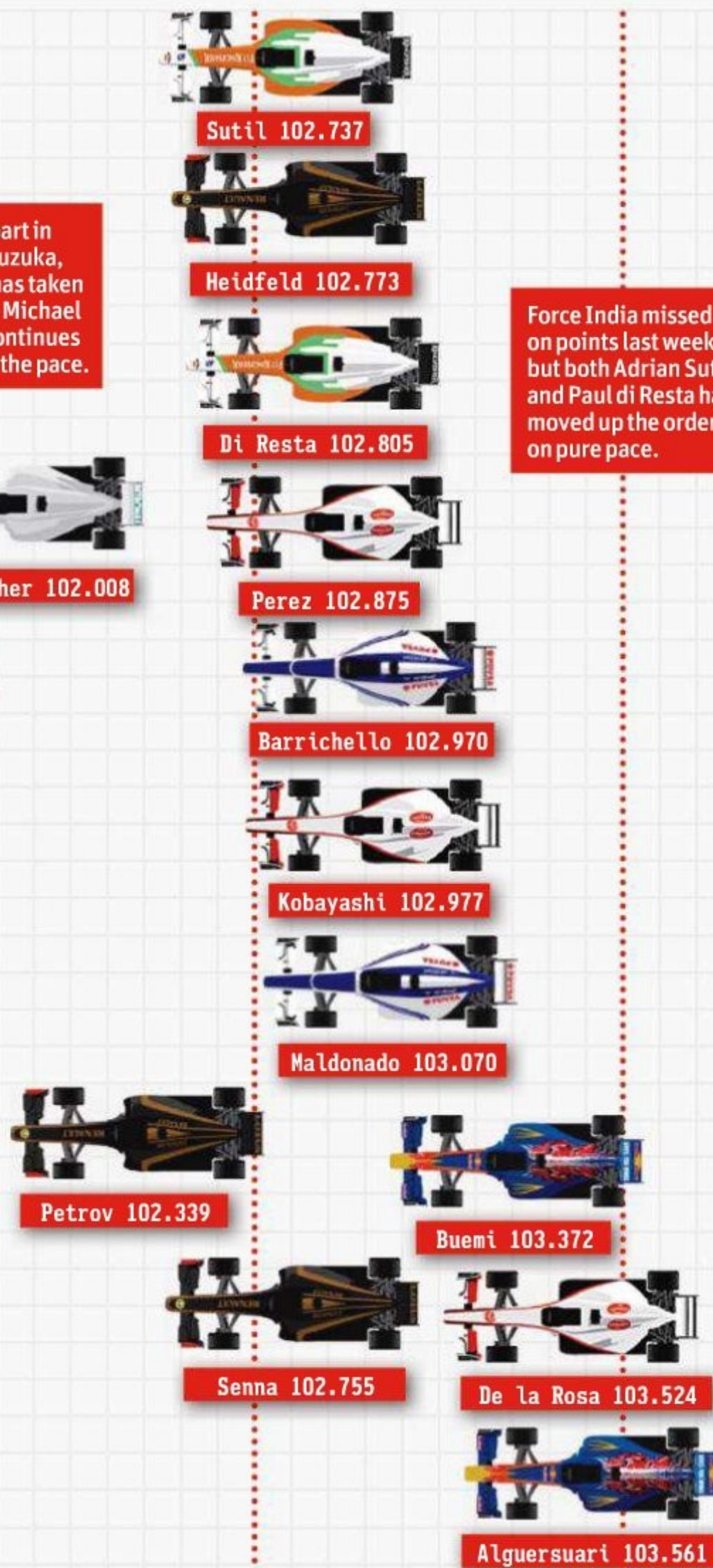
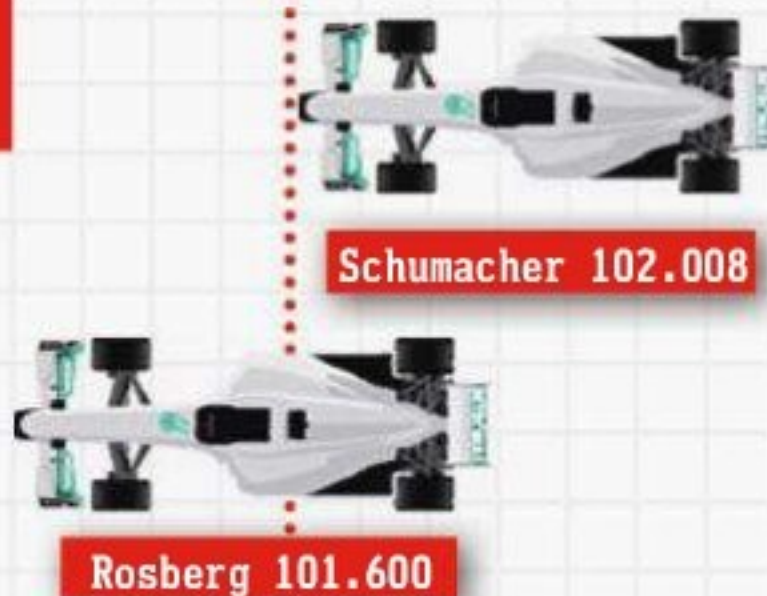
100%

By not taking part in qualifying at Suzuka, Nico Rosberg has taken a big hit, while Michael Schumacher continues to get closer to the pace.

Force India missed out on points last weekend, but both Adrian Sutil and Paul di Resta have moved up the order on pure pace.



McLaren's form in Japan has moved Lewis Hamilton ahead of Mark Webber, while Jenson Button edges past Fernando Alonso.



LAST YEAR

ALONSO OUT OF THE DARKNESS

The first Korean Grand Prix turned the 2010 world championship on its head, once it finally got going. Fernando Alonso took the chequered flag in near-darkness, capitalising on a double retirement for Red Bull to take the points lead with just two rounds remaining. The pain started for Red Bull when Mark Webber ran wide at Turn 12 and spun into the wall, collecting Nico Rosberg. Alonso seemed set for second place (which he snatched from Lewis Hamilton when the McLaren went off on lap 35), until Sebastian Vettel's engine hit trouble. Alonso passed the German for the lead on lap 46, and just seconds later the Renault powerplant exploded. The race also signalled the end of Jenson Button's title hopes as he came home a lacklustre 12th. **RESULTS:** 1 Fernando Alonso; 2 Lewis Hamilton; 3 Felipe Massa; 4 Michael Schumacher; 5 Robert Kubica; 6 Vitantonio Liuzzi; 7 Rubens Barrichello; 8 Kamui Kobayashi; 9 Nick Heidfeld; 10 Nico Hulkenberg.



TYRE ALLOCATION



2010 WINNER

FERNANDO ALONSO



2010 POLE POSITION

SEBASTIAN VETTEL





Kovalainen 105.297



Trulli 105.653



Chandhok 107.042



D'Ambrosio 107.309



Glock 106.827



Karthikeyan 108.590



Liuzzi 108.142



Ricciardo 108.002

109%

THE DRIVER

**LUCAS
DI GRASSI**

thedriver@autosport.com



THE WORLD CHAMPIONSHIP MAY BE DECIDED

already, but that doesn't mean this weekend's Korean Grand Prix isn't going to be a race worth watching. Unlike last year, I really hope it stays dry.

In 2010 this was one of the worst races of the season for the drivers. The weather was horrible, with grey skies, heavy rain and even darkness. The race pretty much ended at night, which wasn't as clear on TV.

There are other difficulties that come with this race. The track is so far away from any city centre, it's in the middle of an industrial area, there's only one hotel to stay at, the food is horrible and there is nowhere else to go.

The main reason I hope the weather is better this year is that the track is actually quite innovative and of a very high standard. It has smooth asphalt, fast corners, the longest straight in F1, but also some technical sections and some very difficult braking areas.

Pirelli's decision to bring the supersoft and soft tyres this weekend should bring a lot of action on Sunday. On a high-speed, high-energy track like this, which will be dirty in the beginning of the weekend because it is barely used, tyre consumption will be high. With this mix, the rear tyres will be the main concern and cars will struggle for traction out of the hairpins and slower corners. All of this should lead to some interesting pit strategies as well, so you won't want to take your eyes off it.

ONE
International Sport Business



GARY ANDERSON
Technical consultant

SET-UP GUIDE

MECHANICAL

In low-speed corners the car demands a lot from the already-critical rear tyres. Traction is very important, and to get the best from this requires a compliant rear-suspension set-up that will normally induce some understeer.

STRATEGY

With the drivers' title decided and the constructors' crown effectively settled, it's only race wins that matter to the drivers at the front now, and realistically there are only six drivers in potentially race-winning cars. So there should be some more adventurous decisions taken on the pitwall in these final races. There's no point playing safe, so hopefully there won't be as much follow-the-leader with pitstops.

RACE ODDS (Ladbrokes)	
Vettel	11/8
Button	3/1
Hamilton	10/3
Alonso	11/2
Webber	8/1
Massa	66/1
Schumacher	100/1
Rosberg	100/1
Perez	500/1
Sutil	500/1
Petrov	500/1
Di Resta	500/1
Senna	500/1
Kobayashi	500/1
Alguersuari	750/1
Buemi	750/1
Barrichello	1000/1
Maldonado	1000/1
Trulli	4000/1
Kovalainen	4000/1
D'Ambrosio	5000/1
Glock	5000/1
Ricciardo	5000/1
Liuzzi	5000/1

McLAREN'S FORM AT

Suzuka makes Korea a potentially lucrative race. While it's tempting to have a punt on Alonso at 11/2, it seems the Ferrari isn't quite competitive enough. Button and Hamilton offer the best value, Hamilton unusually at longer odds. Also, keep an eye on odds for a podium for Massa, last in the top three at this venue 12 months ago.

AERO

The Yeongam circuit has sections with different character. There are three reasonable-length straights and 16 corners, many of which are relatively low speed. I expect that most teams will go for a reasonable level of downforce, which will help get the tyres working for qualifying and will help reduce tyre degradation in the race. They can use the DRS in qualifying to achieve the required top speeds.



Teams will set cars up for the twisty sections



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MPH Mark Hughes

AUTOSPORT grand prix editor

Let's get this straight: Jenson Button is a great grand prix driver. What else does he have to do to prove this to the non-believers?

Jenson Button's new McLaren deal is the final flourish of one of the great career comebacks of all time. Just three years ago he was staring into the abyss, his Formula 1 stint apparently over with the sudden withdrawal of Honda, the team to which he was contracted. This time around he had his choice of McLaren, Red Bull and Ferrari, F1's three top teams. It's an amazing contrast that reflects the rapid change in his stature – and also how badly F1 understands actual driver potential.

"There were a couple of opportunities to go elsewhere," he recalled of his choices in the dark winter of 2008-09, "but not with competitive teams." One of them was Toro Rosso. The team had at least won a race that year, which Honda, with its dog of a car, had never looked even close to doing,

but still it would have been a big fall from grace, from a major-manufacturer team to a minnow with little chance of repeating its miracle win. It looked quite feasible that Jenson's F1 days were over after a nine-year run that had yielded just one victory. That hit rate was believed by many – both in the paddock and outside – to be an accurate barometer of his level: a competent F1 driver, nothing more. The idea that he was easily good enough to be a world champion would be dismissively batted away whenever such a minority opinion was offered.

With his Honda severance payment in the bank, he could presumably have spent the rest of his life on the beach or running his triathlons, and the world would never have recognised just how great he was. The phoenix from the flames that was Brawn GP gave him, for the first time in his career, a great car and he responded with that devastating six-win sequence from the first seven races of 2009. These were supreme, flawless, dominant victories worthy of any from the top drawer of, say, Jackie Stewart – and he duly won the world championship, albeit after a shaky second half-season as the better-funded teams caught and surpassed Brawn. There: world champion. 'Ah yes,' came those same doubters, back-peddalling, having been proved decisively wrong. 'But it was with a car advantage.' Really! Like no other world champions had the best car when winning their titles? Besides, it was only a car advantage for half the season.

So what was the biggest challenge

such an underrated driver could have taken on at that time? What about leaving the title-winning team and joining the colossus of McLaren, a place where there could be nowhere to hide and which was already established as Fort Hamilton? 'Lewis will annihilate him,' was a common refrain. Except he didn't, of course. Yes, last year Lewis had the upper hand overall, but not by much – the qualifying average was 0.16s in his favour, three wins to two – and there were days when Button clean outperformed him. In the closing stages of the Chinese GP there was even a straight match race in the wet, up front, tyres of the same age – and Button won it, comfortably. Yes, there were days when Hamilton was untouchable – but then that would happen no matter who was alongside him, as Fernando Alonso occasionally found out in 2007. So what did the doubters have to say about Button after 2010? 'Well, there you are. Lewis saw him off.'

So how do they explain 2011? With a car that properly fits him (unlike last year) he has emerged as McLaren's lead driver. In Montreal he delivered one of the greatest race wins ever seen, he is the most effective overtaker in the business, he has walked into the lion's den of the phenomenon Hamilton and made it his own in two seasons. 'Yeah, but that's only because Lewis is underperforming.' It's believed he was on the wanted lists for all three of F1's top teams. 'Yeah, but he couldn't have gone against Alonso or Vettel.' Really? The reality is surely apparent now, even to those determined not to see. ☼



Button: calm, unruffled, and a fantastic performer

“Jenson could have spent the rest of his life on the beach”



BRITISH F3

British F3 in crisis as teams threaten pull-out

Rejection of proposed entry limit for next season by rulemakers means some teams might walk away. By BEN ANDERSON

Some of the teams in the British Formula 3 Championship have threatened to pull out if the series' dominant squad refuses to accept a limit on the number of cars it can run next season.

Carlin has run six cars for the past two years, but teams collective FOTA tabled an amendment to the rules to limit each squad to a maximum of four entries in the International Class in 2012, in a bid to spread drivers more evenly among the competing squads.

Carlin did not support the move, but the motion was carried by majority vote and a request was sent to series promoter SRO to alter the regulations for next season.

Grahame Chilton's Capsicum Motorsport concern, which rescued Trevor Carlin's team from administration in 2009, threatened

to take legal action against SRO boss Stephane Ratel's organisation if he acceded to FOTA's demands. He said he could pull Carlin out of British F3 if a limit was imposed.

In a letter dated September 30, and seen by AUTOSPORT, Capsicum managing director Rupert Swallow said the company would use its substantial resources to seek legal redress over restriction of trade if the four-car limit was implemented.

Two days later, Ratel sent an email to Swallow, members of FOTA and the BARC (which holds the championship permit), and also seen by AUTOSPORT, saying he would not support the rule change because the teams had not agreed unanimously. Ratel said there was no guarantee that restricting Carlin would benefit the other teams, and

claimed that limiting the number of cars a team could enter would be taken as sign of a lack of confidence in their own ability to compete.

The rest of the British F3 teams communicated their anger to Capsicum and Ratel during a FOTA meeting at Silverstone last weekend, attended by Swallow. The teams feel that Capsicum is putting its own business interests ahead of the sporting health of the championship, and many are considering their future in the category.

Ryan Sharp, whose Hitech Racing team has run two cars full-time in the series this season, said: "I'm not prepared to be in any championship where the rules are dictated by a single team."

Fortec Motorsport F3 team manager Mick Kouros, whose squad ran four cars in this year's

championship, added: "We're going to discuss the future of the team and whether we continue in this championship or not. Carlin say they're talking to 12 drivers and if they want to run a 12-car team in their own championship then good luck to them, because that's the way it may end up going."

Double R Racing principal Anthony Hieatt has been involved in British F3 for over two decades, but he is also prepared to go elsewhere if the will of the majority is not respected.

"I love British F3 and I've spent 25 years doing it, but I may need to look at other avenues for the sake of my business," said Hieatt, who has run two Dallara-Mercedes full-time this year. "It's not about competition; it's about Capsicum riding roughshod over everyone else."

OPINIONS FROM THE PADDOCK

Support for the entry limit is widespread among Carlin's British Formula 3 rivals:

ANTHONY HIEATT
(DOUBLE R RACING)



"It's not about competition; it's about Capsicum riding roughshod over everyone else."

RYAN SHARP
HITECH RACING



"I'm not prepared to be in any championship where the rules are dictated by a single team."

MICK KOUROS
FORTEC MOTORSPORT



"We need the smaller teams to survive because we can't survive on our own."



Is British F3 on the brink of civil war?



Nasr is Carlin's fourth successive BF3 champ

"It is not our intention, nor is it in our interests, to damage the championship"

CAPSICUM'S

RUPERT SWALLOW

P56
Silverstone
F3 report

Capsicum insists it does not want to hurt British F3, but is prepared to fight its own corner.

Swallow said: "Carlin has been one of the biggest supporters of British F3 over the past decade and has brought many important drivers to the championship. Based on this, we see this move to restrict the number of cars we can run as unfair and as a restriction of trade, which will have subsequent consequences on our team and personnel."

"It is not our intention, nor is it in our interests, to damage the championship and although we are currently seeking a resolution to satisfy all parties, we will stand up for our right to fulfil the requests of our collective customers."

Ratel feels this is an issue that should be resolved among the teams, rather than by SRO. "It's

a FOTA matter and they have to sort it out among FOTA members," said Ratel, who does not believe the teams will follow through with their threats to leave British F3. "I would recommend they do what's in the long-term benefit of the championship."

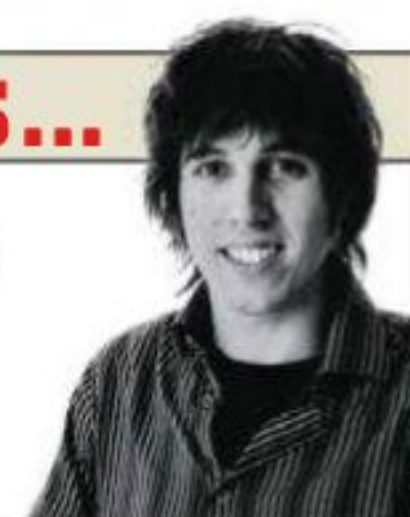
"A solution would be four cars in the International Class and two in the National Class. FOTA have been very good in managing themselves and I respect their opinion, but if you said you wanted to cut my turnover by 33 per cent, you can guarantee I wouldn't just say yes."

"You can also take it the other way: if Carlin withdraw their six cars, I end up with 14 cars, so in this situation on both sides you can lose. I really hope they can find an agreement in the interest of the championship."

AUTOSPORT SAYS...

BEN ANDERSON
F3 CORRESPONDENT

ben.anderson
@haymarket.com



The very future of British Formula 3 is at stake if the other teams cannot find reconciliation with Carlin and its paymaster Capsicum Motorsport.

Capsicum has flexed its financial muscles over the proposed four-car limit per team for next season and series promoter SRO says it won't change the rules unless all of the teams agree.

Whatever the rights and wrongs of their proposal, the other teams are angry because they feel one squad has dictated terms to the rest, bullied the organisers and put its own interests above what most believe is best for the sport.

Capsicum argues that it has invested heavily in the category since taking over Carlin's operation, and Carlin feels the other teams should focus on improving their own performance rather than trying to peg back a rival.

Capsicum can argue about free-market competition 'til the cows come home, but what's the use of being the best team in a championship if you are left as the only competitor?

That's what could happen if this situation is not resolved. Capsicum has indicated a desire to negotiate, so perhaps this can all be cleared up before it's too late. If not, it's down to the little guys to stick up for themselves by voting with their feet.



Carlin: A big name in Brit F3

BIG NUMBER



Percentage of titles won by Carlin drivers since the team entered the British Formula 3 championship in 1997.

RUSSELL EACOTT
T-SPORT



"It's a sport as well as a business, and at some point we have to do what's good for the sport so we can survive."

CHRIS CHURCHILL
SINO VISION

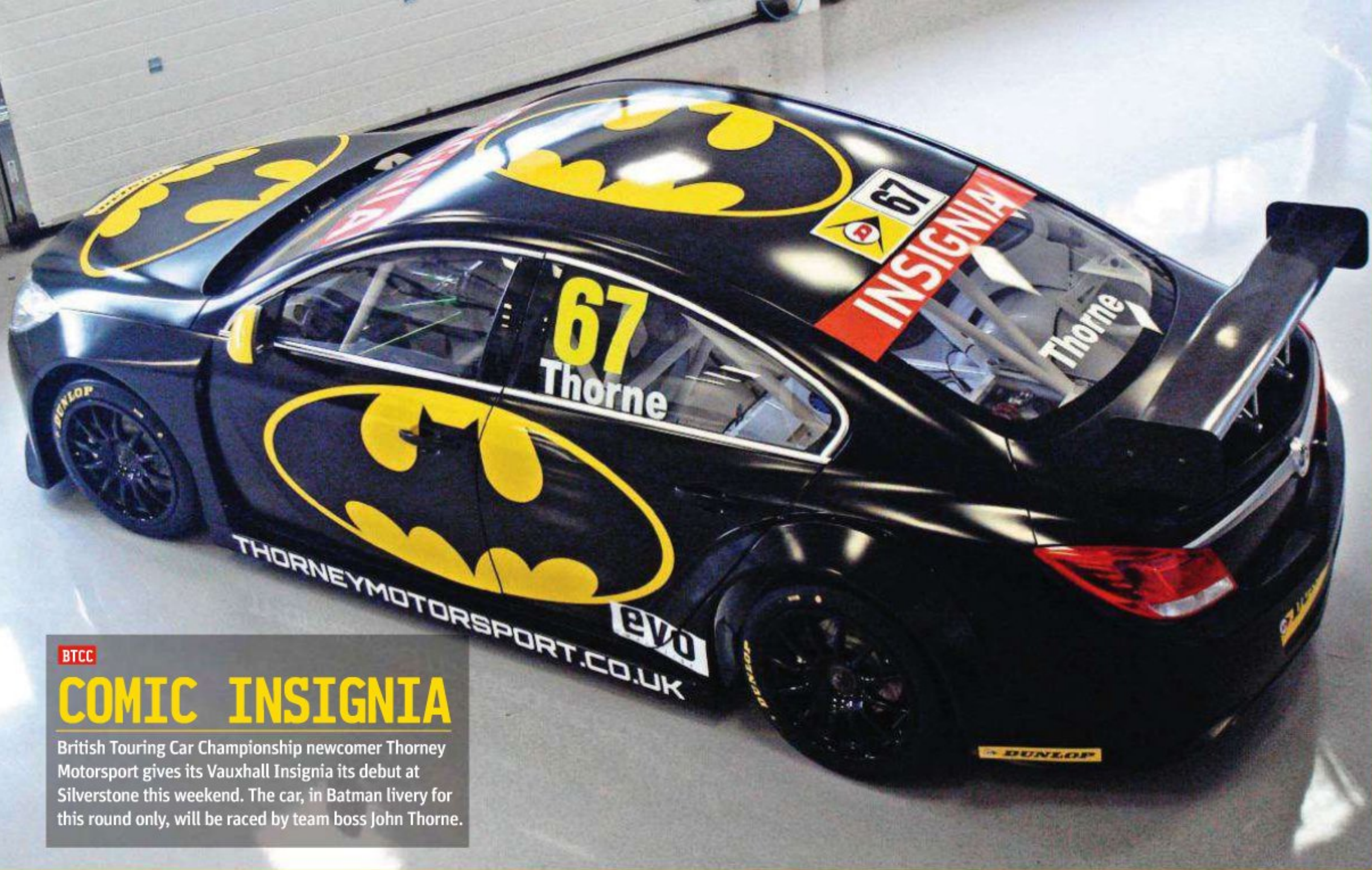


"Carlin is a good team and all the good drivers want to go there, but the championship needs more balance."

PETER BRIGGS
FOTA SPOKESMAN



"The teams want to ensure they have drivers who are capable of competing to make it a proper championship."



BTCC

COMIC INSIGNIA

British Touring Car Championship newcomer Thorneymotorsport gives its Vauxhall Insignia its debut at Silverstone this weekend. The car, in Batman livery for this round only, will be raced by team boss John Thorne.

INDYCAR

Stars back Wheldon over 'ringers'

Widespread support for Indy 500 winner's chance to win \$5 million at Las Vegas in this weekend's finale

L eading IndyCar drivers have backed the decision to allow Indianapolis 500 winner Dan Wheldon to race for a \$5 million prize at Las Vegas this weekend instead of series outsiders.

The original plan for the season finale was to allow up to five guest drivers to join the grid at the 1.5-mile oval. IndyCar would pay out the prize if any of them could win the race.

That plan failed to come to

fruition as series boss Randy Bernard could not get the star names he wanted, so a revised plan to allow Wheldon to race for the cash – and then split it fifty-fifty with a fan if he wins – was devised.

Several big names in the IndyCar paddock have backed the Englishman's chances, despite the fact that he will have to start from the back of the grid, while some have also expressed their relief that an experienced driver is

racing for the big prize.

Wheldon's former team-mate Scott Dixon said: "It's good that we are racing against somebody who understands IndyCar racing. If we had got a guy that does tricks [such as Travis Pastrana] or someone like that – they have good followings but this isn't a club race. It's high-speed racing and when things go wrong, it can go drastically wrong."

Three-time Indy 500 winner Helio Castroneves added that he was

pleased to see a driver with a genuine chance of winning on an oval being put up for the \$5 million.

"By putting Wheldon there to have a shot, they have someone who has a chance to win it," said the Brazilian. "From our side, Dan knows what he's doing out there so that's a good way to do it."

Castroneves's Penske team president Tim Cindric added that he was pleased to see a genuine contender given a chance, but also led calls for prize money to be distributed more evenly among the regular field in the future.

"Dan is a legitimate contender, and I think the odds are certainly higher with him in the race than some of the original candidates," said Cindric. "Hopefully there is a time when this race can stand on its own and we don't need this sort of thing, so the money can be distributed among all the contestants."

Championship leader Dario Franchitti, who is focused on his title fight with Will Power – which could bring him a fourth crown this weekend – backed Cindric.

"It's cool, but it has pluses and minuses," said the Scot. "It would be nice if some of that prize money went to the regular drivers."



Wheldon warmed up in Kentucky



P50 VEGAS PREVIEW

FORMULA RENAULT 3.5

DAMS bids to run in FR3.5 as 'GP2 feeder'

FRENCH TEAM DAMS IS LOOKING TO enter the Formula Renault 3.5 Series next season with the aim of creating a feeder squad for its title-winning GP2 outfit.

The team, which carried Romain Grosjean to the 2011 GP2 title, is one of 18 teams bidding for the 13 available slots when the new Zytek-engined FR3.5 contender comes on stream for next season. The selected entries will be announced next week.

Team owner Jean-Paul Driot said: "GP2 and FR3.5 together is a good combination. We were turned down for GP3 [at the start of 2010], so this will complement GP2 well. The two best single-seater championships in Europe next year will be GP2 and FR3.5. I'd like to think that if we run some good guys, they could move up with us to GP2."

DAMS was due to begin its preparations for its projected entry into the series at Barcelona this week. It rented a current-spec existing FR3.5 to evaluate a number



Grosjean won GP2 with DAMS

of potential drivers, including GP3 race winner Nico Muller.

Driot explained that it was likely that DAMS would leave the Auto GP series, in which it took the 2010 title with Grosjean, should it land a slot in FR3.5.

"If we are doing GP2 and FR3.5, I think that will be enough for us as far as single-seaters are concerned," he said. "We are aiming to incorporate the FR3.5 team within our existing structure."

Arden International is the second GP2 squad on the list of teams bidding for an FR3.5 slot. German Formula 3 Cup teams Van Amersfoort Racing, which won the title with Kiwi Richie Stanaway, and Max Travin

Racing have also lodged entries.

Atech Reid, which competes in Formula Renault UK and the football/nations-based Superleague Formula, as well as in GP3 as Atech CRS, is another team bidding to move into the new-look series.

Twelve of the 13 teams racing in FR3.5 this year are also on the list. Mofaz Racing had already confirmed that it was withdrawing from the series.

● DAMS is still plotting a full-time return to sportscar racing, according to Driot. He explained that the team, which helped run an OAK-Pescarolo LMP2 chassis on two occasions this season, was considering everything from LMP1 to GTE.



'Prince' Carlos to the UK

BRITISH F3

Sainz Junior for Brit F3

FORMULA RENAULT NORTH EUROPEAN Cup champion Carlos Sainz Jr is to step up to the British Formula 3 Championship next season with the series' dominant team Carlin.

The Red Bull-supported Spaniard, the son of two-time World Rally champion Carlos Sainz, also claimed runner-up in the FR Eurocup.

"I will do British Formula 3 with Carlin," said Sainz, 17. "It will be a new car, so the last four years that they won won't count. It will be a tough year, and an important one for me because I want to win."

Carlin team boss Trevor Carlin stopped short of confirming the move. "I think Carlos could drive for us," he said. "I'd say it is highly likely."

GP2 SERIES

Teams welcome F1-style tyre choice

GP2'S DECISION TO INTRODUCE AN option tyre in 2012 will be a boost to the series, according to iSport International team boss Paul Jackson.

The series announced last week that it will emulate Formula 1 by mandating the use of two tyre compounds during a race weekend. Each car will be allocated three sets of prime tyres and one set of softer rubber that can be used at any time other than in the sprint race.

Jackson, whose team won in Hungary this year with Marcus Ericsson, told AUTOSPORT that

the move would bring the series even closer to F1.

"These are the sorts of decisions that a driver and engineer have to make in F1 – which tyres to use at which point in the race, and how to allocate their tyres for qualifying and so on," he said. "Once you've made your choice, you've got to make it work. I think it's a good move."

GP2 and GP3 have also confirmed that they will adopt F1's points system for their feature races next year, with points for the sprint race being awarded to the top eight.

GP2 will have two compounds



IN BRIEF



Back in Motor City

INDYCAR BACK TO DETROIT

IndyCar will return to Detroit after a three-year absence next year. The Belle Isle event, which is scheduled for June 3, will be sponsored by Chevrolet.

PANTHER COMMITS TO CHEVY

Panther Racing will join Team Penske and Andretti Autosport in running Chevrolet engines in IndyCar from next year. Panther took Sam Hornish Jr to both of his IndyCar titles with GM engines in 2001 (as Oldsmobile) and '02 (Chevy).

BUMPER ENTRY FOR VEGAS

This weekend's IndyCar Series finale at Las Vegas will feature a record field of 34 cars, the most for the series in its current guise. It will also be the biggest non-Indy 500 entry since a race at the same oval back in 1997.

SAAVEDRA BACK AT CONQUEST

Colombian Sebastian Saavedra returns to Conquest Racing for Las Vegas. The 21-year-old missed the recent rounds at Motegi and Kentucky Speedway.

DE FERRAN IN FOR V8 RACE

Indycar hero Gil de Ferran will come out of retirement to race at the V8 Supercar Gold Coast 600 street race next month. De Ferran replaces Lucas di Grassi, who will miss the race for unspecified reasons, in the Mother Energy Racing Ford Falcon.

CECCON IN FOR COLONI

Auto GP champion Kevin Ceccon will return to GP2 race action with Coloni for the non-championship Abu Dhabi round next month. The Italian made eight starts for the team mid-season in place of the injured Davide Rigon. He was fifth fastest at the recent Jerez post-season test.

TRIDENT JOINS GP3

Italian GP2 squad Trident Racing will enter GP3 next year after reaching an agreement to take over the entry used by Spanish team Addax, which has opted to withdraw to concentrate on its GP2 effort.



Trident spreads wings



Thommo back in the BTCC

Double champion gets Motorbase call-up for this weekend's Silverstone finale

Thompson will drive a Motorbase Focus ST

James Thompson will make a shock return to the British Touring Car Championship at the Silverstone season finale this weekend after agreeing a one-round deal with Motorbase Performance.

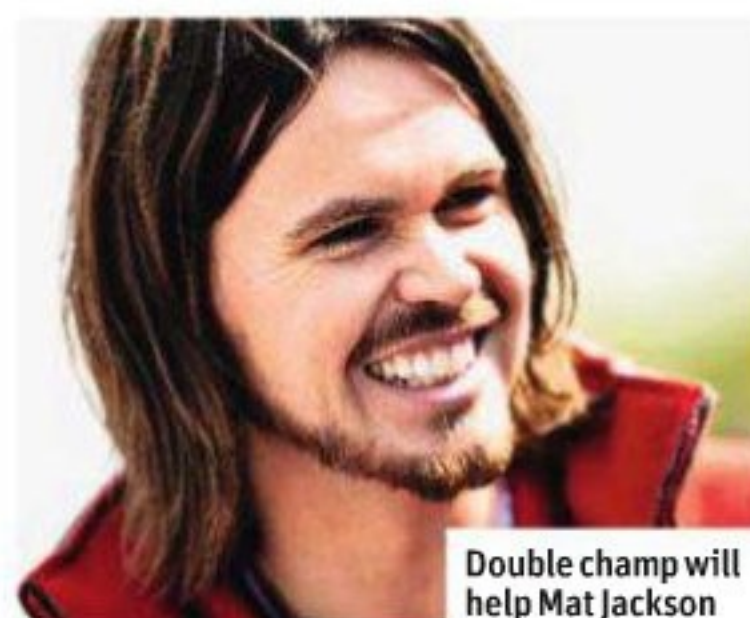
The former champion, who was due to test at Brands Hatch yesterday (Wednesday), will drive a third turbocharged Ford Focus ST alongside Liam Griffin and Mat Jackson in a bid to boost the latter's hopes of winning both the overall and independents' championships.

"I went to Rockingham, and the buzz about the place was really good, so I was going to come to Silverstone anyway," Thompson told AUTOSPORT. "When [team

principal] David [Bartrum] phoned me last week and asked if I wanted to drive, it just all fell into place.

"I'm here to do whatever the team need me to. If that means I have a chance to win races then that's great. If not, then it's fine. I've been in this kind of position before with SEAT when I've been there to help Jason [Plato]. It's all good."

Thompson, 37, is one of the most successful drivers in BTCC history, having won 36 times and taken the championship in 2002 and 2004. Since his last full-time campaign he has undertaken only partial campaigns with SEAT and Team Dynamics, but has been a regular frontrunner in the World and



Double champ will help Mat Jackson

Danish series and won a pair of European Touring Car Cups since.

Bartrum said that Thompson's role within the team had not been defined due to the current points situation in the championship.

Jackson is 36 points behind leader

Matt Neal in the drivers' standings with 52 available at Silverstone, but only trails James Nash by 17 in the race for the independents' championship. Motorbase is 15 adrift of Triple 8 in the independent teams' points.

"He's here to help us win all three," Bartrum told AUTOSPORT. "But we don't know what everyone else will do, and so therefore how he can help Mat. Something pretty silly would need to happen to the Hondas and Jason for Mat to be champion. But this is the BTCC, and silly things do happen."

P48 BTCC PREVIEW

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NASCAR: looking for a new venue

NASCAR

New F1 track is in NASCAR's sights

NASCAR HAS ADMITTED THAT IT IS looking into racing on the new Circuit of the Americas in Austin, Texas, although it has ruled out running in tandem with Formula 1, or adding the track to the Sprint Cup calendar.

The 3.4 mile Texan track, which is still under construction, is scheduled to host the United States Formula 1 Grand Prix for the first time next year, and NASCAR

chairman Brian France told reporters last week that it could also be pressed into action for NASCAR Nationwide, Trucks, or even Grand-Am, which is also operated by NASCAR.

"We are having conversations," France said. "Obviously, we're not talking [Sprint] Cup. That's full. But we have a lot of motorsports products, and we are speaking to them. We're arguably the

best road-racing product in this country."

France also said that he expects the Circuit Gilles Villeneuve to remain on the Nationwide calendar, despite the event's future having been cast into doubt by funding issues.

"I believe it will [be retained]," he said. "Montreal is a popular event, it does well, and my hope is that it will continue to be there."

LMP1

Pescarolo wary of changes to diesels

NEW RULES DESIGNED TO PEG BACK the performance of turbodiesel LMP1s for next year might not have the desired affect, according to petrol team boss Henri Pescarolo.

Pescarolo welcomed the decision of the Automobile Club de l'Ouest, which sets the rules for the Le Mans 24 Hours and the new World Endurance Championship. But he warned that developments in turbodiesel technology could claw back a power reduction estimated at seven per cent.

"This has been decided on the basis of this year's engines, but we should not forget the tremendous potential for development they have," he said. "When we hear Peugeot and Audi protesting about the cost of rules changes, you know that they will spending a lot of money to make up the lost power."

A reduction in the diameter of the engine air-restrictors and turbo boost has been applied to turbodiesels for 2012. They will also have to run 60- rather than 65-litre fuel tanks.



Peugeots and Audis will be pegged back



Phoenix has been tweaked

NASCAR

New look to Phoenix oval

NASCAR TITLE CONTENDER CARL

Edwards expects an unpredictable race at the newly reconfigured and repaved Phoenix track when the series arrives for the penultimate race of the season in November after testing there last week.

The track has widened its front straight by 10 feet and extended the dogleg on the back straight by 95 feet. The corners have had one degree of graduated banking added.

"There are some opportunities here for some problems that we haven't seen at this track," Edwards said. "Double-file restarts with 20 laps to go here, second race from the end of the Chase... there's no knowing what is going to happen. That's good for the fans, but it's going to be a little stressful [for the drivers]."

IN BRIEF

Ricard has lost GT1



WORLD GT1 DITCHES RICARD

Paul Ricard will disappear from the FIA GT1 World Championship schedule next year. Series boss Stephane Ratel would only say that he was aiming to take the fixture to "a track that will attract a bigger crowd", which is believed to be Nogaro.

NO CHANGE AT CHEVY

Chevrolet has confirmed that its current driver line-up of Yvan Muller, Rob Huff and Alain Menu will be retained for the 2012 WTCC season.

MORE WTCC FOR TURKINGTON

Colin Turkington will return to the independent Wiechers-Sport BMW team for the upcoming WTCC races in Japan and China. Turkington raced for the squad at the Donington round earlier this year.

GUEST DRIVERS FOR ASIA

Independent BMW WTCC team Engstler Motorsport will run two additional cars in the upcoming Asian races. Masai Kano will drive a KK Motorsport entry at Suzuka, while drifting star Charles Ng will race in Japan, China and Macau. Meanwhile, former GP2 racer Hiroki Yoshimoto will drive a seventh SUNRED SEAT at Suzuka.

V8s EXPAND CALENDAR

V8 Supercars has confirmed an expanded 16 race calendar for 2012, including a support slot for the Abu Dhabi F1 GP.

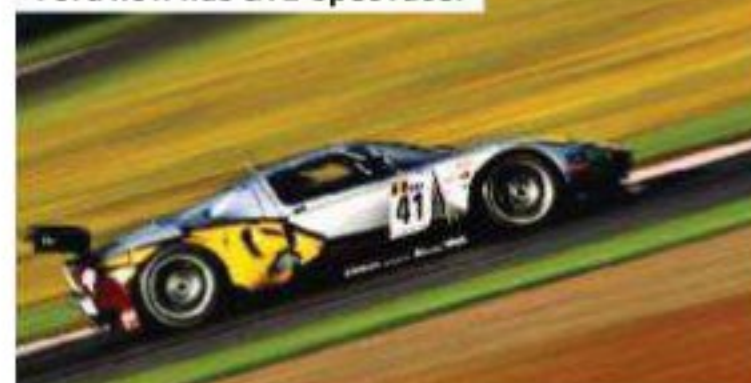
TOKAI RETURNS

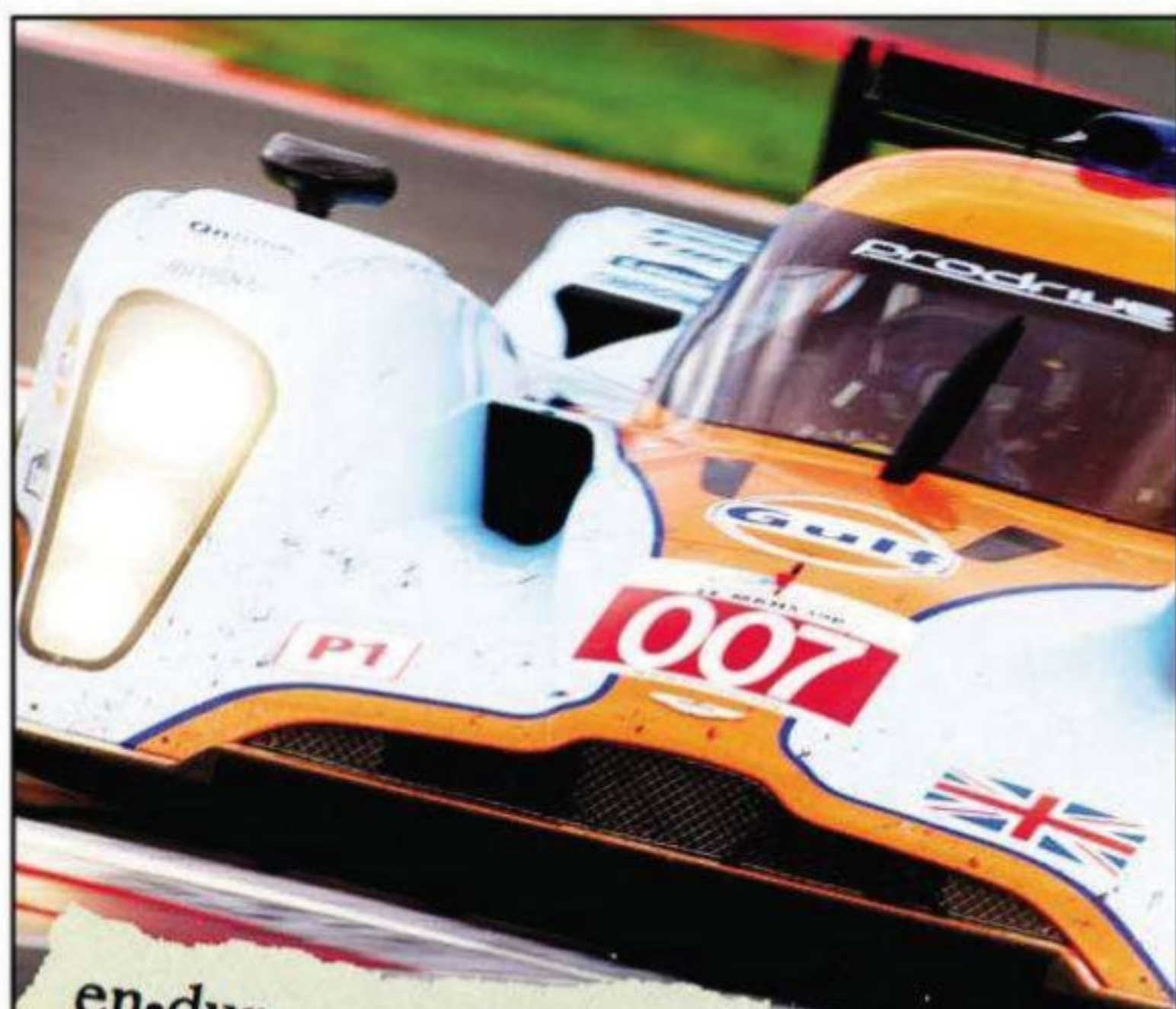
The Tokai University sportscar team will return with the Courage-YGK LC70 that raced at the 2008 Le Mans 24 Hours in next month's Intercontinental Le Mans Cup at Zhuhai. The LMP1 car will be driven by Super GT regulars Shogo Mitsuyama and Naoki Yokomizo.

GTE VERSION OF FORD GT

Lambda Performance has completed a GTE version of the Ford GT after taking over Matech Concepts. Former F1 designer Enrique Scalabrini was responsible for designing the car.

Ford now has GTE-spec racer





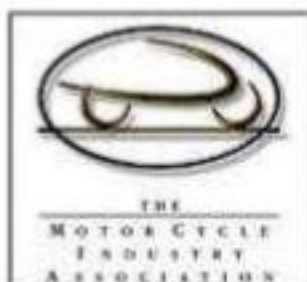
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 noun
 the ability or strength to continue or last, especially des
 stress, or other adverse conditions;
 • the capacity of something to last or to withstand wear a
 ORIGIN late 15th cent. (in the sense [continued existence, ab
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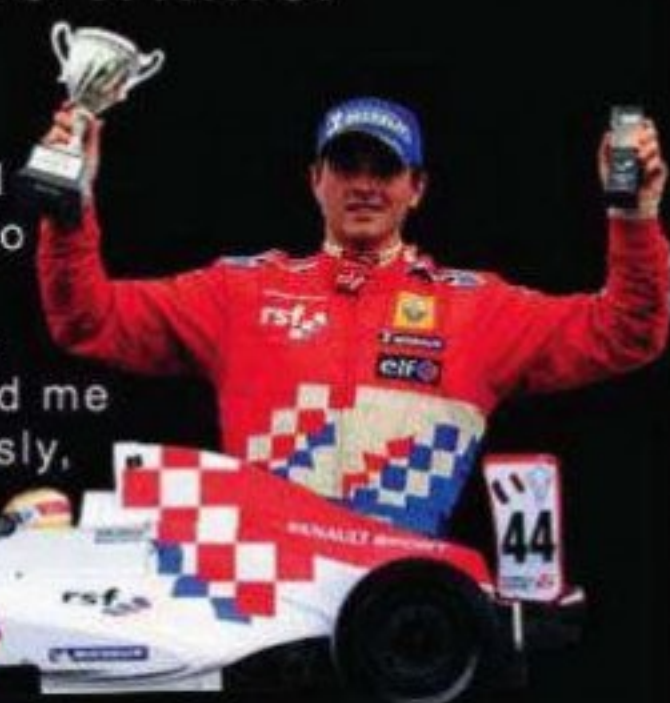


MOTORSPORT SIMULATION

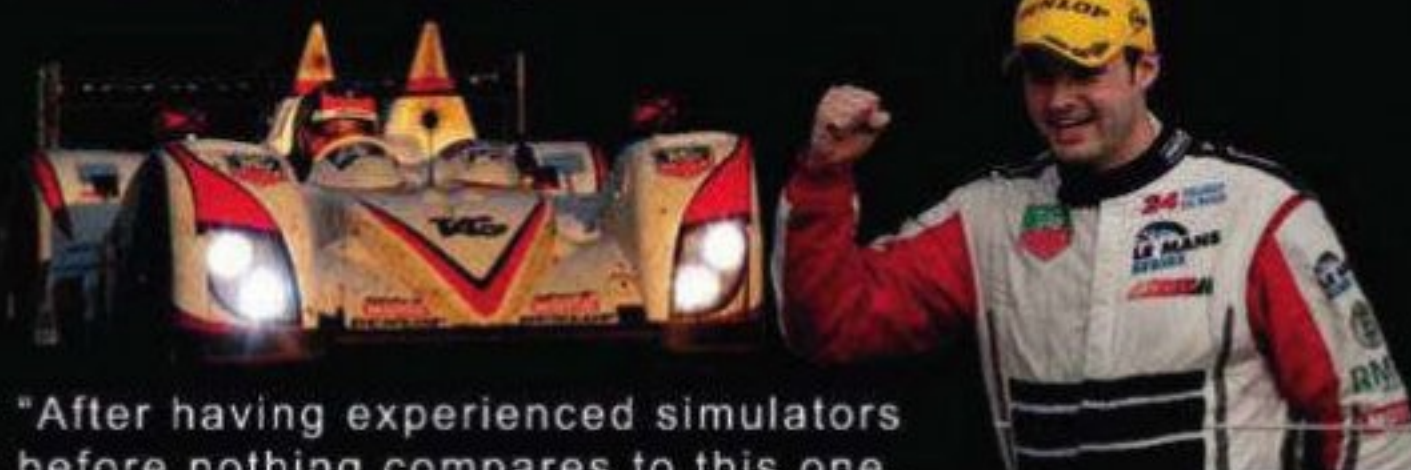


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PIT BITS

Facts and stats plus a readers' poll



Flashback

April 26, 2003

VETTEL'S FIRST CAR RACE

Following a successful karting career, Sebastian Vettel stepped up to Formula BMW ADAC in 2003. His debut race at Hockenheim ended in a DNF, but he finished second in the following day's event.

TOP FIVE

German F1 drivers

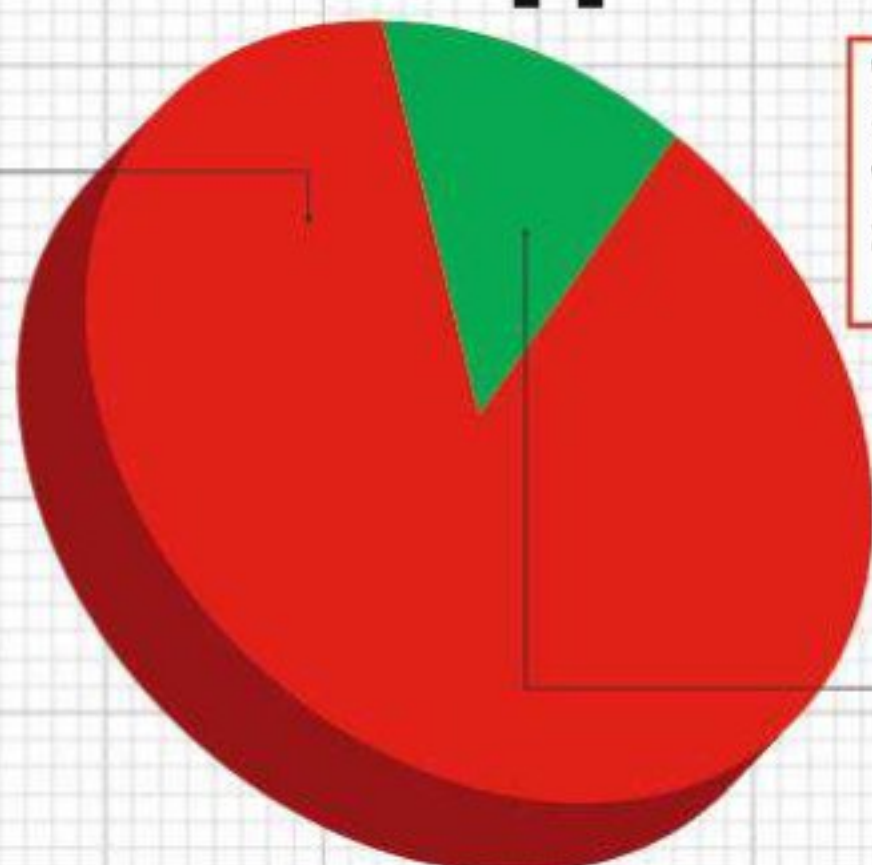


Schuey title #2 came in 1995

- 1 **Michael Schumacher**
Seven world titles and 91 wins is a haul that might never be beaten.
- 2 **Sebastian Vettel**
A double champion with 19 victories at 24 years old. Schumacher had just one win at the same age.
- 3 **Ralf Schumacher**
Delivered six wins in his 11-year career, all of them with Williams.
- 4 **Heinz-Harald Frentzen**
Three-time race winner with Williams (1997) and Jordan (1999).
- 5 **Wolfgang von Trips**
Climbed the top step of the podium twice for Ferrari during 1961.

Will Vettel topple Schuey?

NO
87.7%



We asked AUTOSPORT forum users whether Vettel will beat Schumacher's haul of seven championships

YES
12.3%

top tweets



@marioandretti
@JensonButton brilliant performance in #JapaneseGP continues to prove to me that many drivers are at very best in their 30s. #Lovethat



@luizrazia
here in Korea they have tooth brush on the toilets, maybe if you want to wash yours, erhhh. Ps: they are not new



@Andre_Lotterer
Theoretically, if I would enter today's first F1 free practice @Suzuka with my Formula Nippon. I would be 19th... :-)



@JPdeOliveira (Joao Paolo de Oliveira)
Back in 05 Macau F3 GP I was really annoyed by a certain rookie driver who knocked me out of a podium. Now that guy is 2x F1 world champion.



@alex_lloyd
Nearly got mullied by 2 big dogs on my run #newboxersplease



@TimBridgman
Just had to make a mad dash for the sofa from the bed. Tough times!

NEXT WEEK



KOREAN GRAND PRIX REPORT

Vettel might have nailed the title, but there's plenty still to play for – especially at McLaren and Ferrari

BTCC OR BUST!

Who came out on top in the five-way scrap for the title at Silverstone?



PLUS

Franchitti v Power for IndyCar glory in Las Vegas; Surfers Paradise V8 preview; Vote for Award winners '11

**ON SALE
OCTOBER 20**



IRC

BREEN'S BEST IN SCOTLAND

Irishman Craig Breen scored his best-ever IRC result on last weekend's Rally of Scotland. The WRC Academy driver was fourth overall in his Ford Fiesta S2000.

IRC

Crunch time for Rally Scotland

Decision due soon over Scotland's place on the IRC calendar as Ireland throws its hat into the ring for next year

The future of Rally of Scotland will be decided before the end of the month, and its place on the Intercontinental Rally Challenge calendar has now been called into question with the Circuit of Ireland mooted as a possible replacement.

The Perth-based event has reached the end of its three-year agreement with IRC and backer EventScotland and, despite more praise for the organisation of the rally, MSA chairman Alan Gow said the commercial side couldn't be ignored any more.

"This is a great event, and I haven't met anybody who doesn't agree with that," he said. "But we have incurred substantial losses running it and we can't continue to do that. We have to try to make it work financially and it doesn't even have to produce a profit, it just has to wash its face. Discussions have been ongoing for quite some time,

but we should know the future in the next couple of weeks."

The Rally of Scotland organisers are pursuing a February 3-5 slot for next season, but if the Arctic Rally runs as the series opener on January 27-28, that would make the Scottish date unworkable. The originally discussed March date for Scotland has been ruled out due to restrictions imposed by Scottish National Heritage; the rally runs through woods where the Capercaillie – a protected species of Grouse – is nesting.

Francois Ribiero, Eurosport's motorsport development director, admitted patience with the Rally of Scotland is wearing thin.

Ribiero said: "If the Arctic Rally runs, we can't put Scotland back to February 10-12 because this clashes with Rally Sweden [opening WRC round] and ask me why we can't go one week after Rally Sweden...

Scotland is popular but still makes a loss



because it clashes with a Scottish Championship date and this is not compatible. You think this is normal? No. This is not ridiculous, it's two-times ridiculous. This situation is beyond understanding.

"The success of IRC is a combination between international

promotion and international teams together with a strong national entry list. But because we are in Scotland the rules should be different and not apply to this country? They put themselves in a very fragile situation."

A decision on whether the Arctic Rally will run in IRC is expected this week, but if it fails and no date can be found for Scotland, Ribiero confirmed he is looking at the Circuit of Ireland.

"We have a back-up plan," he said, "and the Circuit of Ireland is one possibility. OK, it's a different surface, but it's a great event – and one of the oldest rallies in the world. It runs in April, but we think a March date to open IRC is possible."

The Circuit of Ireland has an existing relationship with IRC, having run under the Supporter Event scheme in 2010.

IRC set to merge with European championship for 2013

The Intercontinental Rally Challenge is expected to merge with the FIA European Rally Championship – and take on the ERC name in 2013.

Next year's IRC calendar, as detailed by AUTOSPORT (September 8), will only include European events, apart

from the Azores Rally, which is technically a Portuguese event though the islands sit in the mid-Atlantic.

Francois Ribiero, Eurosport's motorsport development director, said: "The demand we had from

our regular teams is to stay as much in Europe, where we have 125 million homes who can watch Eurosport. And not only Europe, but central Europe, to make the logistics easier and cheaper. Next year we will have five events in central and eastern Europe."

Ribiero acknowledged the need for a change of name, given that next year's IRC wouldn't be intercontinental. He said: "We just need to take an existing name [the FIA European Rally Championship]. For next year, it is too late, but it's coming."

IRC

Mikkelsen in IRC/WRC plan for '12

RALLY OF SCOTLAND WINNER

Andreas Mikkelsen will remain with the Skoda UK Motorsport team next season – but he will add selected rounds of the World Rally Championship to his programme.

The Norwegian has denied his deal has been confirmed with Skoda UK, but sources close to the team said both parties wanted to extend the agreement into 2012.

"We are talking about next year and hopefully I will stay in the IRC and with Skoda UK, but it's not certain yet," said the Norwegian.

"The team has been fantastic and winning here means so much for me and for Skoda UK. I want to stay." In addition to another IRC campaign



Mikkelsen broke IRC duck in Perth

in 2012, Mikkelsen will also recce every round of the WRC and compete on some rallies.

"We want to do Rally Sweden," he said. "Whether this would be through Skoda UK or in a private Skoda, I don't know yet. I would like to get back and do some more WRC rounds next year, but this is obviously not going to be in a World Rally Car."

Mikkelsen added that he was

delighted to have broken his IRC duck in Perth last weekend, but talked down his own title chances on the final round in Cyprus next month.

"To cross the finish line was the best feeling I've had in a rally car," he said. "We can take the title in Cyprus, but the chances are very, very small. Our aim is to go there and be among the best. All the guys need to go off the road, but we will try for sure."

IN BRIEF

SICILY MOVE FOR WRC

Next year's Rally d'Italia could shift from Sardinia to Sicily. The potential move is being discussed by the governing body of Italian motorsport and the WRC promoter North One Sport. It is believed a Sicilian WRC round would run across the island, starting in Catania and finishing in Palermo. The event would be called Rally Italia Sicilia Targa Florio.

NIKARA AIMS FOR WALES

Jarkko Nikara is hoping to contest Rally GB in his Mitsubishi Lancer. The Finn led Group N and ran in the top 10 on last weekend's Rally of Scotland but dropped the car into a ditch on the last forest stage. He hopes to repair the car – and find some more cash – in time for the Cardiff-based event.

HUNT: OUT BUT NOT DOWN

Harry Hunt's defence of his IRC 2WD title ended in Scotland last week, when he slid off the road in his Citroen DS3 R3 on SS11. Despite not being able to win the title, the Englishman still contest the final round of the series, the Cyprus Rally, on November 3-5.

McSHEA FOR SKODA A-PRC

Former Production Car World Rally Champion Niall McShea will contest the final round of the FIA Asia-Pacific series, the China Longyou Rally, on November 4-6

with the Skoda Red Bull Rally Team China, driving a two-wheel-drive Group A Octavia.

INGRASSIA SWAPS SEATS

Sebastien Ogier's co-driver Julien Ingrassia switched seats on last weekend's Rallye Terre de Cardabelles, driving a Citroen C2 R2 Max on the French national rally. He retired with a mechanical problem on the first stage.

BRC'S NEW PRODUCTION

Next year's British Rally Championship will include a Production Cup category. The overall title will be won by a two-wheel-drive car, but there will be a class for four-wheel-drive Group N cars who still want to run on the BRC rounds.

McRAE'S CHARITABLE DEED

Five-time British Rally champion Jimmy McRae handed over a cheque for £5700 to the Children's Hospice Association Scotland on the eve of last weekend's Rally of Scotland. McRae then ran late son Colin's 1992 Subaru Legacy RS as course car.

McRae Sr drove '92 Legacy



IRC

Six-way title shootout for Cyprus finale

Neuville/Kopecky/Hanninen/
Mikkelsen (l-r) in title fight



THIS YEAR'S INTERCONTINENTAL RALLY Challenge title will be decided in a six-way fight in Cyprus finale next month.

Series owner Eurosport's decision to add a co-efficient to the final two rounds of the series – points and a half in Scotland last weekend and double points on the Cyprus Rally (November 3-5) – has created a fascinating finish to the year. Skoda's Jan Kopecky (131pts) leads the title chase, but a mediocre performance in Scotland last weekend, allied to his team-mate Juho Hanninen's (125pts) second place in Perth, means they are separated by six points, with 50 on offer for a win and 36 for second.

Thierry Neuville (112), Andreas Mikkelsen (111.5), Bryan Bouffier (110.5) and Freddy Loix (103) are the other four drivers able to take the title. Skoda has yet to confirm which cars it will send to Cyprus, but sources say all four factory cars (Kopecky, Hanninen, Mikkelsen and Loix) will be present.

AUTOSPORT SAYS...

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First a monsoon, then indifference, now Capercaillies. What next for the Rally of Scotland?

Last weekend's event was, yet again, fantastic. The organisation was perfect (and that includes an on-the-money call to can the second run through a dark and badly cut-up Drummond Hill) and the action superb. But it appears time might have run out for Rally of Scotland.

As outlined elsewhere on this page, the event is in turmoil over its date for next season and that's if it even gets the green light from the MSA to run. The news that it can't move into a favourable March date because of a bunch of big birds is just about the icing on the cake for the frustrated organisers.

I've always been a big fan of the event but I did feel there was a missed trick in Perth. Having not long returned from Rally Australia, where the event took over Coffs Harbour – a town with a bigger population than Perth – it was sad to see virtually no rally promotion in the centre of town. Yes, Saturday shoppers were interrupted by a regroup, but much more could have been made of that.

The rally is a classic after three years, but commercially it has to step up or step aside.

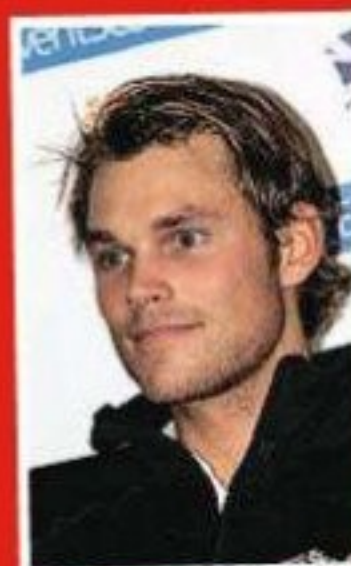


Capercaillies have taken over

QUOTE OF THE WEEK



There won't be much crispy duck left tonight"



Skoda UK driver Andreas Mikkelsen had promised himself a Chinese if he won in Scotland.

➔ **P60 RALLY SCOTLAND REPORT**



JAPANESE GP

Suzuka, October 9

ROUND 15/19

LAPS 53

WINNER

Jenson Button
1h30m53.427s

POLE POSITION

Sebastian Vettel
1m30.466s

FASTEST LAP

Jenson Button
1m36.568s

RACE RATING

★★★★★

A tense encounter but a shame that most of the passes at the front were in the pits

DRIVERS STANDINGS

Vettel	324pts
Button	210pts
Alonso	202pts

MILESTONES

- Schumacher oldest man to lead a GP since Jack Brabham, 1970 British GP
- Vettel's first Suzuka defeat





LAND OF THE RISING JENSON

The McLaren star continues his amazing run of form by putting a dampener on Vettel's title-winning party in Japan. By MARK HUGHES

QUALIFYING

Vettel pulls it off for another pole - but it could have gone to either McLaren

Normally Jenson Button would have been mighty satisfied with a place on the outside of the front row, shaded only by Sebastian Vettel. But on this occasion he was genuinely gutted. Around Suzuka, with its new, more-aggressive DRS wing, the McLaren was Red Bull-fast - especially as Red Bull, concerned about preserving rear tyres, had built some understeer into the balance, costing it qualifying performance.

"It's a bit galling to be within nine thousandths yet still just be in second," said Button.

"I honestly didn't think we would be able to get pole today," said Red Bull chief Christian Horner. "We've been working very hard at getting the balance between one-lap pace and tyre life and it looked like the McLaren was just a bit stronger than us over one lap."

Vettel hadn't helped the difficult process with his Friday-morning off, which damaged the new-spec front wing with different endplates. Other than the identical component on Mark Webber's car, the only other one was back in the Milton Keynes factory being prepared for the follow-up Korean GP. So Vettel had to complete Saturday-morning practice with the old-spec wing, his replacement new-spec version not arriving until 20 minutes before qualifying began.

"It meant we were kind of coming back regarding the car balance," said Vettel, "and it wasn't perfect going into qualifying. It was difficult to get the best from both the car and myself, and we could see the McLarens were very fast. But it was important that we got the best from ourselves and it didn't matter if it was pole, just that we got 100 per cent. So on my first run in Q3 I could see we were a couple of tenths off Lewis. He'd done a 1m 30.6s and I was pretty sure I could do a 1m 30.5s if we got everything right. Whether that would be enough we didn't know. So on the final run I pushed hard, a bit too hard in fact in the first sector. But I was able to pull something back with a good second sector and we were always good in the final sector." The resultant 1m 30.466s kept intact Red Bull's 100 per cent seasonal



Vettel's Saturday finished in style

record of poles - but by the narrowest margin imaginable. It was a terrific effort of resolve in the circumstances.

Button found himself going ever-higher on front-wing level as the track evolved to the point that he had a slightly oversteery balance at the end, but he was adamant that on his final run he'd maximised the car and himself. Things had gone rather less well for Lewis Hamilton. A conspiracy of circumstances meant he didn't cross the line in time to begin a second Q3 lap, his first attempt on used tyres - fastest of all at the time, 0.1s faster than Button's first run - standing as third fastest. Suzuka's long lap, slow out-laps to limit the trauma the tyres were suffering, and everyone coming out late for their final runs yet looking to ensure a 3s gap to the car in front: all these things made for a combination that inevitably meant a horrible conflict towards the back of the queue as Hamilton

was trying to create his gap to Button, while the following Mark Webber and Michael Schumacher were desperately trying to get to the line to begin their laps before the chequer. As Lewis backed off approaching the chicane on his out-lap, Webber barged down his inside, Lewis swerved left and almost took Schumacher out. Webber made it to the line in time, Schumacher and Hamilton did not. "I'm pretty sure I could have found at least a couple of tenths from my new tyres," Lewis lamented. Had he done so he'd have been on pole by a clear margin.

Webber's enforced hard out-lap pace meant his tyres were over-warmed - helping him to fastest sector-one time, but leaving him with poor grip by sector two. Getting too early on the DRS button out of Spoon (before the throttle was at 100 per cent) meant it failed to trigger, costing him further time and leaving him relying on his used-tyre first run, putting him sixth on a day he could have contended for pole.

Felipe Massa was the faster of the Ferrari drivers - fourth - after Fernando Alonso messed up his first run by going wide at Spoon, then completed a conservative second attempt that left him fifth. The Ferraris were generally two or three tenths adrift of the McLaren/Red Bull pace even had Fernando put together his best sectors.

Seventh to 10th positions were completed by drivers who didn't set a lap

time - in Schumacher's case because of his failure to get across the line in time after his contretemps with Hamilton, the remainder for tyre-saving reasons. The order between them was the subject of much arcane discussion and was eventually confirmed as the updated Sauber of Kamui Kobayashi (who had thrilled the crowd by using a set of option tyres to go fastest in Q1, then scraped into Q3 at the last gasp), Schumacher's Mercedes and the Renaults of Bruno Senna and Vitaly Petrov (separated only by dint of their race numbers, though Petrov had been faster in Q2, Senna recovering well after a car-damaging off exiting Spoon on Saturday morning).

The Force Indias, Williamses and Toro Rossos filled the Q2 part of the grid, with the Italian team unable to take full advantage of a powerful new exhaust arrangement. This had shown great potential in practice but couldn't be made reliable, so had to be tamed somewhat to keep the bodywork from melting. Sauber's Sergio Perez and Mercedes' Nico Rosberg were each victims of hydraulics failures, leaving the Mexican without a time in Q2, Rosberg in Q1.

Hamilton got into mix-up with Schumacher



P46 RESULTS
All the stats
from Suzuka





Vettel puts Button on the grass at the start



RACE CONDITIONS

Held in dry, sunny conditions throughout, with track temperatures in the high twenties

The judgement was just beautiful. Here's Jenson Button, leading the race into the closing stages, hard work all done, that lovely autumn sun getting low in the Suzuka sky. Reflections are glinting off the car onto his smeared visor but he's just maintaining that rhythm, keeping those delicate Pirellis on the cusp, the way he's been doing all race, the way his team-mate Lewis Hamilton hasn't been able to – fast enough to push Sebastian Vettel into using them just that little bit harder, enabling Button to leapfrog the Red Bull at the second stops. Job done, he's cruising home, another great victory, the third of the year, the team's main man yet again, fresh on the back of that multi-year deal.

But what's this? Alonso! He's somehow jumped ahead of Vettel at the last stops and is now using the Ferrari's kindness on the tyres to come at Button. The Ferrari had been quicker than everyone at the end of the stints, albeit slower than the Red Bull and McLaren at the beginning. The tyres take a horrible pounding here and the Ferrari's gentleness on them is a boon that's somehow overhauling its small outright-performance deficit. And Button knows Alonso never gives up.

Here he comes. Five laps to go and he's eating into what had been a 5s gap. 2.1s by lap 48, then 1.6s, 1.0s... Yeah, Jenson can respond, he's got some pace in hand – but he dare not use it yet, can't afford to overwork the tyres, can't burn too much fuel. On the other hand, he can't possibly allow Alonso into that 1s zone across the DRS-detection point after 130R – otherwise he's defenceless on the pit straight. No way can he allow that. So he's just staying calm, waiting as late as possible, until Alonso's almost upon him, breathing his blown-exhaust fumes, before he responds.

With three laps to go, Alonso is 1s back across the finish line. Engine mode turned up, Button nails that first sector, attacks the Esses – 0.5s gain through there alone. The tyres still feel OK; he keeps pushing: fastest sector-two time anyone's done all race. Repeat on the following lap – yet faster, and the Ferrari's now almost 2s behind.

Job finally done, Button changes the engine mode back down immediately – the fuel level is getting critical. The chequer is backlit against the sun as he lifts off, Alonso just behind, Vettel, 2011 world champion, just behind him. He pulls the car over at the end of the pitlane, just to ensure there's enough fuel in the tank to give a sample to the FIA if required.

Button and Vettel had been the focus of attention all weekend as the two remaining title contenders, even if it was all but mathematically done in Seb's favour. He wanted to swashbuckle his way to this

championship, keep intact his 100 per cent Suzuka record, dominate the way he's done nine times this year. But it wasn't necessarily going to be like that. The Red Bull RB7 may have been the only car able to get through 130R with its DRS open in qualifying, but the combination of Suzuka's long, fast turns and the adventurous Pirelli compound choice of soft and medium meant it wasn't just about having the most downforce; it was a more complex set of demands than that, Pirelli 2011 traits *in extremis*.

The track is the most tyre-demanding of the year, with typically 75 per cent more total load than Monza on the front-right, around 50

per cent more on the rear. The high lateral load strains both sidewall and tread, heating them well beyond their ideal operating temperature. The Esses open the lap with a punishingly-relentless sequence and the tyre never gets enough of a breather subsequently, so degradation is high, limiting the stint length, and the slightest set-up or driving-style change can make a huge cumulative difference.

The Red Bull was giving its rears a particularly hard time, and much of practice was spent introducing a more understeery balance into it than normal in order to protect them. The McLaren was more balanced between front and rear ▶



Jenson had to push hard to hold off chasing Alonso

and Button, just like Vettel, is supremely attuned to balancing speed against tyre life. "He was remarkable in how he was doing that," admired McLaren team boss Martin Whitmarsh afterwards. "Some of what he was doing – of not getting up close to the diffuser of the car in front when you're chasing it, of lifting and coasting at the appropriate times – is counter-intuitive for a racing driver, but that's the maturity and experience he's bringing to bear at the moment."

The Ferrari, as ever, was yet easier than the McLaren and, although it was not as fast early in a stint, could hang onto its performance longer. At some tracks, where longer stint lengths are feasible for everyone, there's not enough payback for the Ferrari's early handicap. But that wasn't the case given Suzuka's demands. Hence towards the end of all four stints Alonso was coming back hard at Vettel and Button having been slower on fresh tyres.

It was all about Vettel and Button at the start, Jenson getting better momentum off the line and moving to the inside of Vettel. Seb squeezed across on him until Button was forced to put a wheel on the grass, backing out of it and losing a place to team-mate Hamilton. "He must get a penalty for that," said JB of Vettel over the radio. But although the stewards did look at it they concluded it was acceptable. Just behind them ran the Ferraris of Felipe Massa and Alonso, then Mark Webber, having to get his elbows out to keep Michael Schumacher's Mercedes behind.

Vettel's pace in these early laps looked very familiar, much like any other 2011 race, as he edged steadily out of Hamilton's DRS range by the time it was enabled on the third lap. He was over 3s clear by the sixth lap. Lewis was pushing harder than Button at this stage and you

"Lewis simply squeezed Felipe to the left until there was nowhere for him to go, front tyres rubbing"

wondered about the wisdom of that, especially as he was on tyres that were already four laps older because of the circumstances of his qualifying the day before. But it wasn't tyre degradation that began slowing him from around the fourth lap, rather a slow puncture in the right-rear. "We could see it on the data from the fourth lap," said Whitmarsh, "but it was losing pressure only gradually and so we wanted to keep him out as long as possible, to limit the damage to position of coming in."

Meanwhile, Alonso had been able to pass team-mate Massa for fourth in the DRS zone down to Turn 1 beginning lap six, Felipe not putting up any resistance, Fernando closing the gap down to Button until it was just over 1s.

Hamilton's problem had become acute by the eighth lap and he was told to pit. On his in-lap he moved aside for Button as they exited Spoon, and although this still cost Jenson over 1s, thereby helping Vettel, Lewis then delayed Alonso even further as he struggled with what was now a very soft right-rear through 130R and the chicane. At Hamilton's stop, some front-wing angle was taken out. "In hindsight that was a mistake," explained Whitmarsh. "It was to compensate for oversteer, but that oversteer had probably been created only through the pressure differential, so we over-compensated and Lewis was struggling to find the balance he'd enjoyed during the previous two days."

Button's delay at Hamilton's hands actually helped disguise the fact that Jenson had been lapping

faster than leader Vettel, as the Red Bull's tyres began to give out early. By the sixth lap Button had matched him and for the next two laps Seb was over 1s off his earlier pace. "I'm losing the rears," he radioed, and he was brought in at the end of the ninth lap. As McLaren called Button in the following lap he was already beginning to lose grip too. He and Alonso pitted together and left in the same order. Hamilton's puncture-compromised in-lap meant he'd been leapfrogged by both Button and Alonso, who'd got out two and three seconds behind Vettel. Then we saw the early-first-stint pattern repeated: Seb easing clear of the McLaren, which in turn was faster than the Ferrari.

It was a frustrating stint for Webber, who had quickly closed down Massa but not been able to find a way past, so fast was the Ferrari in a straight line. Mark was brought in on the 10th lap but exited behind Vitaly Petrov's yet-to-stop Renault. This, in combination with the Ferrari's good speed late in the stint, allowed Massa to stay ahead even after stopping a lap later, consigning Mark to another spell



DRIVER BY DRIVER by Edd Straw

1  **7/10**
Event rating

SEBASTIAN VETTEL
Red Bull-Renault RB7-5
Start: 1st. Finish: 3rd
Dug deep to preserve Red Bull's 100 per cent pole record with a brilliant qualifying lap, and looked set to control the race after holding the lead at the start. Used the tyres too hard and slipped behind Button around his second pitstop and Alonso at his third.

2  **6/10**
Event rating

MARK WEBBER
Red Bull-Renault RB7-4
Start: 6th. Finish: 4th
Looked able to get close to Vettel in qualifying, but a mistake in the second sector on his final Q3 run left him down in sixth. Stayed there at the start, before picking off Massa and Hamilton. Was fortunate to survive hitting Schumacher in the Esses, damaging his front wing.

3  **6/10**
Event rating

LEWIS HAMILTON
McLaren-Mercedes MP4-26-03
Start: 3rd. Finish: 5th
Qualifying blunder was largely down to team error and circumstances, and it denied Hamilton a likely pole position. Slow puncture in his first stint and too much aggression on the tyres dropped him out of podium contention, and he also hit Massa later on.

4  **10/10**
Event rating

JENSON BUTTON
McLaren-Mercedes MP4-26-04
Start: 2nd. Finish: 1st
Came close to denying Vettel pole position. Dropped to third at the start after wisely backing out at Turn 1 when the German chopped him. Passed ailing Hamilton in first stint, then leapt the Red Bull in the second stops. Controlling lead, and a slight fuel drought, to perfection.

5  **8/10**
Event rating

FERNANDO ALONSO
Ferrari 150° Italia-291
Start: 5th. Finish: 2nd
Outqualified by Massa after Q3 mistake, and seemed resigned to a long battle even to make the podium. But got relatively quicker as stints went on. Got ahead of Massa and Hamilton before jumping Vettel by making his final stop several laps later. Chased Button, to no avail.

6  **7/10**
Event rating

FELIPE MASSA
Ferrari 150° Italia-290
Start: 4th. Finish: 7th
Did a great job to beat Alonso in qualifying and kept him behind in the early laps before losing out to a DRS move. Inevitably, ended up scrapping with Hamilton and being hit by the McLaren man at the chicane. Then lost out to Schumacher, despite having pace advantage.



Hamilton gets elbows out to hold off Massa



...allowing Button to jump ahead of him

behind the Brazilian, unable to use the Red Bull's early-stint advantage.

Vettel again suddenly lost rear-tyre grip after nine more laps, and Button – also losing grip but at a less-severe rate – slashed his lead from 2.3s to 1.6s on the 18th lap. There was no option other than to bring Seb in on the 19th, Button following a lap later. This time around, Button's stronger late pace was decisive. Vettel had hobbled around in 1m42.9s on his in-lap, compared to Button's 1m41.5s a tour later. Compounding this, Seb's out-lap was not great and, after an excellent high-pressure stop from the McLaren boys, Jenson exited the pits with Sebastian now behind him. This was perfect for Button, able now to contain Vettel's early-stint grip advantage, whilst knowing he'd be faster at the end.

Alonso pitted a lap after Button and got out around 5s behind Vettel, knowing he would likely be able to pressure him late in the stint, especially as Button was containing the Red Bull's early advantage.

These three had by now distanced themselves from Hamilton, whose afternoon was just about to get worse. He was struggling for grip through 130R on what was already supposed to be his in-lap and Massa got a run on him, enabling the Ferrari to get alongside on the outside approach to the chicane. Lewis then simply squeezed him to the left until there was nowhere for Felipe to go, front tyres rubbing, part of the Ferrari's front wing plucked off. Lewis then trailed into the pits, Massa following a lap later. "My front wing had a missing chunk and the floor on that side was damaged," said Felipe, "and I could feel the effect on the car. He screwed my race. The FIA needs to do something about him." Hamilton himself was apologetic and insisted he'd simply not seen the Ferrari alongside him,

citing mirror vibration.

A slow stop for Hamilton got him out behind traffic, and this allowed Massa to emerge ahead after stopping. Meanwhile, a big chunk of Ferrari carbonfibre was in the middle of the chicane approach – and there was debris also at Dunlop, in this case from Webber's car.

Mark had stopped on lap 19 – Red Bull doing a slick double stop, Vettel under way just as Webber was arriving – and exited behind the yet-to-stop Schumacher, struggling by this time with his tyres. Mark was trying to leapfrog Massa and could ill-afford to be stuck behind the Mercedes, so with a big grip advantage he tried for the inside through Dunlop, not normally a passing place. Michael wasn't expecting him and simply cut across the Red Bull's bows, getting sideways but staying ahead, and leaving a chunk of Red Bull endplate lying on the track.

With two corners with fast approaches now with debris on them, the race was put under the safety car on the 24th lap, triggering a raft of stops for those who'd yet to come in, including Schumacher. The safety car he'd helped create was good news for Michael, effectively giving him his stop for free. Webber was able to continue with his damaged wing and had finally succeeded in leapfrogging Massa – and Hamilton.

Button bunched the pack very tightly as the safety car came in at the end of lap 27, then made a break for it at the entry to the chicane, leaving Vettel behind in the following sequence of laps, the Red Bull's tyres again suffering more than those of the McLaren. The safety car had obliterated the 5s gap Vettel had over Alonso and in this phase, with its tyres still in good shape, the Ferrari was again the fastest of all. Without the safety car Alonso would have ▶

7  **8/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-09
Start: 8th. Finish: 6th
For the third time in four races, was best of the rest outside the big four teams and looked to have the speed to outqualify Rosberg even if his team-mate hadn't hit trouble in Q1. Had the midfield pack covered all race and drove immaculately to keep Massa behind.

8  **8/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-07
Start: 23rd. Finish: 10th
A hydraulic problem in Q1 and a disappointing first lap left him 21st at the start of the second tour. Despite passing being difficult, stuck to his task, making moves when he could and lapping consistently to take perhaps the hardest-fought point of his career.

9  **5/10**
Event rating

BRUNO SENNA
Renault R31-04
Start: 9th. Finish: 16th
Recovered well from a crash exiting Spoon Curve in FP3, making it through to Q3 after joining qualifying late following repairs. Pushed wide by Petrov at the start and lost a lot of places, leaving him buried deep in the midfield, from where he never escaped.

10  **8/10**
Event rating

VITALY PETROV
Renault R31-06
Start: 10th. Finish: 9th
Breezed through to Q3, but opted not to make a serious attempt in the top-10 shootout and instead saved tyres. Kept himself in the hunt after running two stints on the slower prime, and climbed from 14th after final stop to ninth by making good use of a fresh set of options.

11  **6/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-04
Start: 13th. Finish: 17th
Felt that the race was coming to him after starting on the options, but timing of the safety car played against him. This extinguished any faint hope of nicking a point and, running the slower tyre in the final stint, he couldn't raise himself out of the bottom half of the field.

12  **6/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 14th. Finish: 14th
Did a decent job in qualifying and almost matched Barrichello on his first experience of Suzuka. Started on the prime tyre and spent the first part of the race keeping out of trouble, but ended up 10 seconds off the points, about par for the machinery.



Vettel: champion for a second time



Battling Petrov and Perez made the points



Webber had to fight Schumacher

DRIVER BY DRIVER by Edd Straw

14  **7/10**
Event rating

ADRIAN SUTIL
Force India-Merc VJM04-04
Start: 11th. Finish: 11th
Had the measure of his team-mate despite slipping behind him twice during the race, and would likely have picked up eighth place had the timing of the safety car been better. This handed the edge to the two-stoppers and the recovering Rosberg.

15  **5/10**
Event rating

PAUL DI RESTA
Force India-Merc VJM04-02
Start: 12th. Finish: 12th
It's hard to say what part his illness played in his being off Sutil's pace. He got ahead of him at the start, but he couldn't keep the German behind. Still would likely have salvaged a point or two had the safety-car timing been better on his first experience of Suzuka.

16  **7/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C30-02
Start: 7th. Finish: 13th
Did extremely well to make it to Q3, and earned his career-best qualifying position by dint of completing an out-and-an in-lap! Bugged down at the start and dropped into the pack after starting on option tyres. Opted for a two-stopper and faded from the points late on.

17  **9/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C30-03
Start: 17th. Finish: 8th
Looked to be a Q3 contender before a hydraulics problem struck in Q2. Went for a two-stop strategy, starting on the primes, and capitalised on the safety car to move ahead of Petrov and the Force Indias. That gave him eighth place, and his second points finish in a row.

18  **7/10**
Event rating

SEBASTIEN BUEMI
Toro Rosso-Ferrari STR6-03
Start: 15th. DNF
Took a bite of the grass in qualifying, which cost him half a second or more, but compensated on the first lap by climbing to 11th. From there, would likely have contended for a point or two had the team not failed to attach his right-front wheel at the first pitstop.

19  **5/10**
Event rating

JAIME ALGUERSUARI
Toro Rosso-Ferrari STR6-02
Start: 16th. Finish: 15th
Had chronic understeer in qualifying, but expected this to allow him to preserve the rear tyres during the race. The die was cast on the first lap when he dropped to 19th, and after struggling to overtake he was able to make few inroads during the rest of the race.



◀ been forced to use that phase where his grip advantage was greatest simply in wiping out his previous deficit. But now he could use it to much more interesting effect with the pitstops approaching. He'd been able to shrug off Webber's advances, Mark preoccupied initially with keeping Schumacher behind after the restart and subsequently by the Red Bull's greater appetite for tyres. Ultimately Webber would be forced to settle for fourth.

Meanwhile, Hamilton was coming back at the compromised Massa, going past for fifth without incident in the DRS zone on lap 33. This was the lap on which Vettel, his tyres again fading early, made his final stop, switching to the harder medium tyres for a 20-lap last stint. Webber was in a lap later for the same reason. Initially Vettel's new mediums were slower than the old softs still on Button's car, enabling Jenson to stay out for an extra three laps, stop and get underway still ahead. More seriously for Vettel, Alonso was able to run a good pace on his old softs for an extra four laps

Schumacher's late stop left him leading for a time as the leaders all pitted ahead of him. The safety car gift allowed him to rejoin in fifth, leapfrogging Massa, and on his fresher tyres he was for a time closing down Hamilton.

Meantime, as Button and Alonso played out those final gunslinger laps, Sergio Perez was using the Sauber's lightness on its rubber to pull off the two-stop strategy that proved so problematical for the Renaults, which had faded dramatically. Perez had emerged in an excellent eighth place, ahead of Petrov, albeit well back from Massa and co. Nico Rosberg drove a strong race from the back of the grid to get the Mercedes past the squabbling Adrian Sutil and Paul di Resta to take the final point, the Force Indias having got in each others' way throughout the race, delaying them both. They were almost out of fuel and tyres by the end.

Meanwhile, the youngest back-to-back title winner tried to let it all sink in, but failed to get a perspective on it all. No matter, it would register some time soon: "It's difficult, especially with the next race just a week away, so you're sort of preparing for that too while trying to understand what you've just done. I'm looking forward to the rest of the races now."

Yes, he has to stop this losing streak. It's been a whole two weeks since he won last!

Button could afford to be gracious after such a great victory drive, but he hadn't forgotten what happened at the start. "We will race just the same," Jenson said when asked if, with the title battle now over, he would change his approach. "So you will always park just after the chequered flag?" asked Vettel cheekily. "Yeah," replied Button. "I might not lift off next time you pull across at the start though." The Button/Vettel show just kept running. ☼

"The youngest back-to-back title winner tried to get a perspective on it all. No matter, it will register soon"

— and this allowed the Ferrari to pit and exit now ahead of the Red Bull and in second place. Fernando had been helped by the safety car in this, but McLaren had heaved a sigh of relief when it came out too, for Button's fuel level was marginal. He was now 3s clear of Alonso and was heavily into fuel-saving mode, and would remain so until those last couple of critical laps.



Button: "OK, that's how we're racing then"

20  **7/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 18th. Finish: 18th
Opted for a single run in qualifying and did enough to beat his team-mate. Had a good first lap, ending it in 14th place, before inevitably losing a few places to quicker machinery. From there did all he could with the tools at his disposal, finishing on the lead lap.

21  **6/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-03
Start: 19th. Finish: 19th
Had to return to using the unloved power-steering system that he blamed for ruining the first half of his season, but was a little happier with improvements. Wasn't able to stay with Kovalainen at the start, and weathered gearbox trouble in the first part of the race.

22  **7/10**
Event rating

DANIEL RICCIARDO
HRT-Cosworth F111-03
Start: 22nd. Finish: 22nd
His qualifying lap wasn't perfect, but in the race he showed a turn of speed not previously produced to keep the Virgins in sight. Finished within four seconds of both and actually set a quicker best lap than both Glock and d'Ambrosio. Pretty good going for a new boy.

23  **5/10**
Event rating

VITANTONIO LIUZZI
HRT-Cosworth F111-02
Start: 24th. Finish: 23rd
Had just 14 laps before the race thanks to a loss of water pressure on Friday and engine trouble on Saturday. With no set-up time, found he was killing the rear tyres in the race. An early off in the Esses didn't help and he ended the race cast adrift at the back of the field.

24  **6/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02-02
Start: 21st. Finish: 20th
Attempted to dial out understeer with Friday night set-up changes that didn't work, and ended up qualifying behind his team-mate. Had a solid race, beating d'Ambrosio courtesy of a strong in/out lap and also keeping the rapid Ricciardo at bay.

25  **7/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-02-03
Start: 20th. Finish: 21st
Did an excellent job to outqualify Glock, especially after a difficult Friday practice, but lost out to the German in the race by a few seconds. Incurred the ire of Vettel while being lapped, but other than that he had a quietly effective race.



**FREEZE
FRAME**

Big effort reaps big rewards

Sebastian Vettel wrecked his new-spec wing in practice. Cue a mammoth effort by Red Bull to get another to Japan. MARK HUGHES explains

Sebastian Vettel explores the Degner tyre barriers on Friday morning in the dying moments of first practice. He had allowed his left wheels to run wide onto the grass in Degner 1, spent time trying to guide it back on track, an endeavour that failed and left him insufficient braking time to avoid the barrier. He was visibly distressed upon alighting from the car – and the reason became obvious later as it was revealed he had damaged beyond repair a new-spec front wing being used here for the first time. Apart from the identical version on the sister car of Mark Webber, the only other wing of this spec was at that moment still in component form in the team's Milton Keynes factory 6000 miles away, being prepared for the Korean Grand Prix. Because it was worth around 0.2s in lap time, it was decided to complete and ship the wing to Suzuka. It arrived at the track 20 minutes before qualifying and was fitted to Vettel's car for him to set his 12th pole of 2011.

"That was the epitome of team work," said Christian Horner. "The guys back at base came in during their own time to finish it and there was then a Herculean effort to get it here in time. It came out by cargo plane to Nagoya airport and was then transferred to the track by helicopter."

Given that Vettel secured pole by just 0.009s, it was an effort that was rewarded. "I genuinely do not think I would have set pole without the efforts of the guys at the factory," he said. "So a very big thanks to them."





Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola outline car tweaks introduced in Japan by top teams McLaren and Red Bull and midfielders Sauber and Toro Rosso

RED BULL ENDPLATE

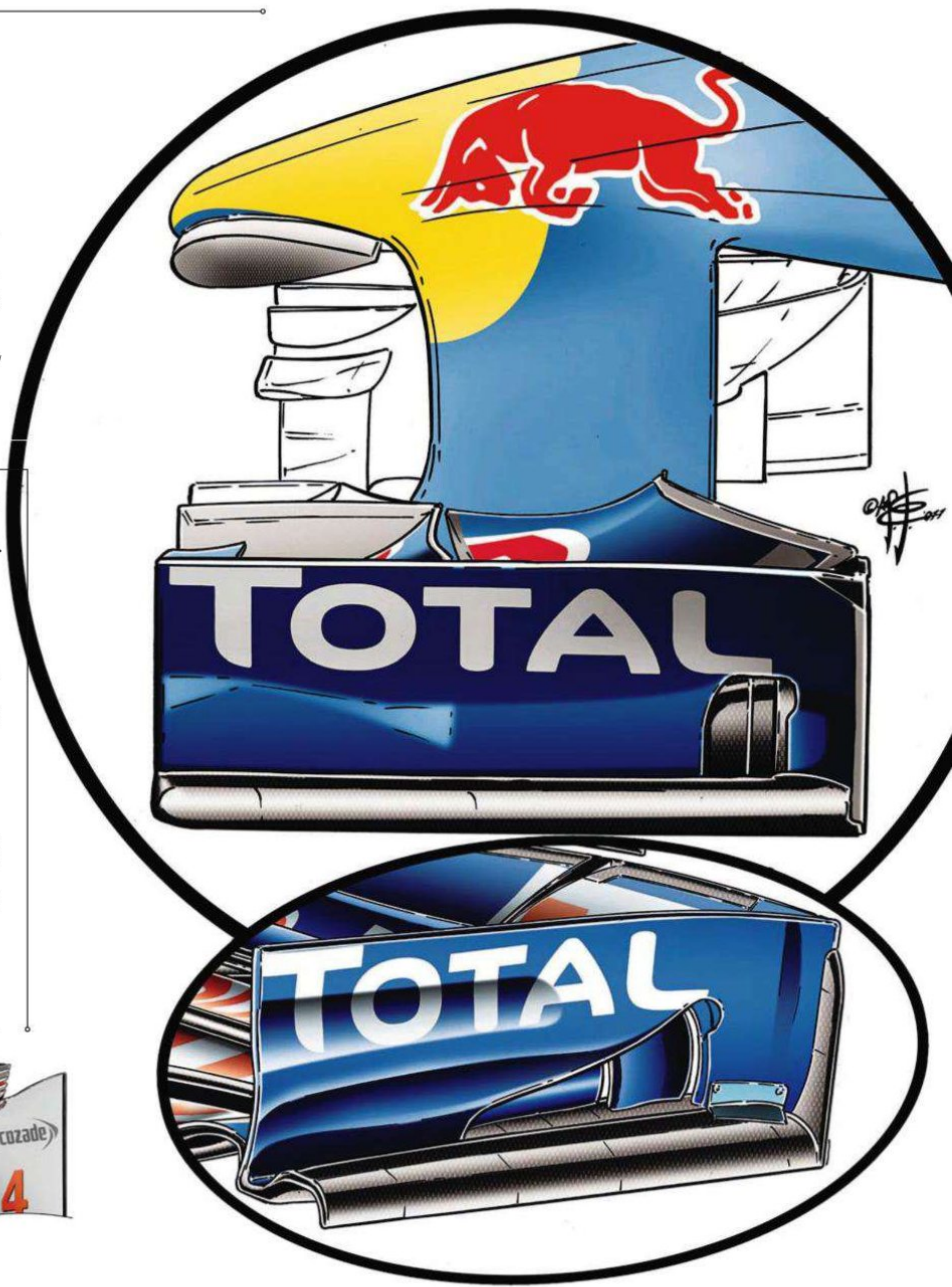
→ Red Bull arrived in Japan with a new, simplified front-wing endplate (old above, new circled). Sebastian Vettel damaged his with his Friday-morning off and a replacement had to be flown out from the factory, arriving 20 minutes before qualifying.

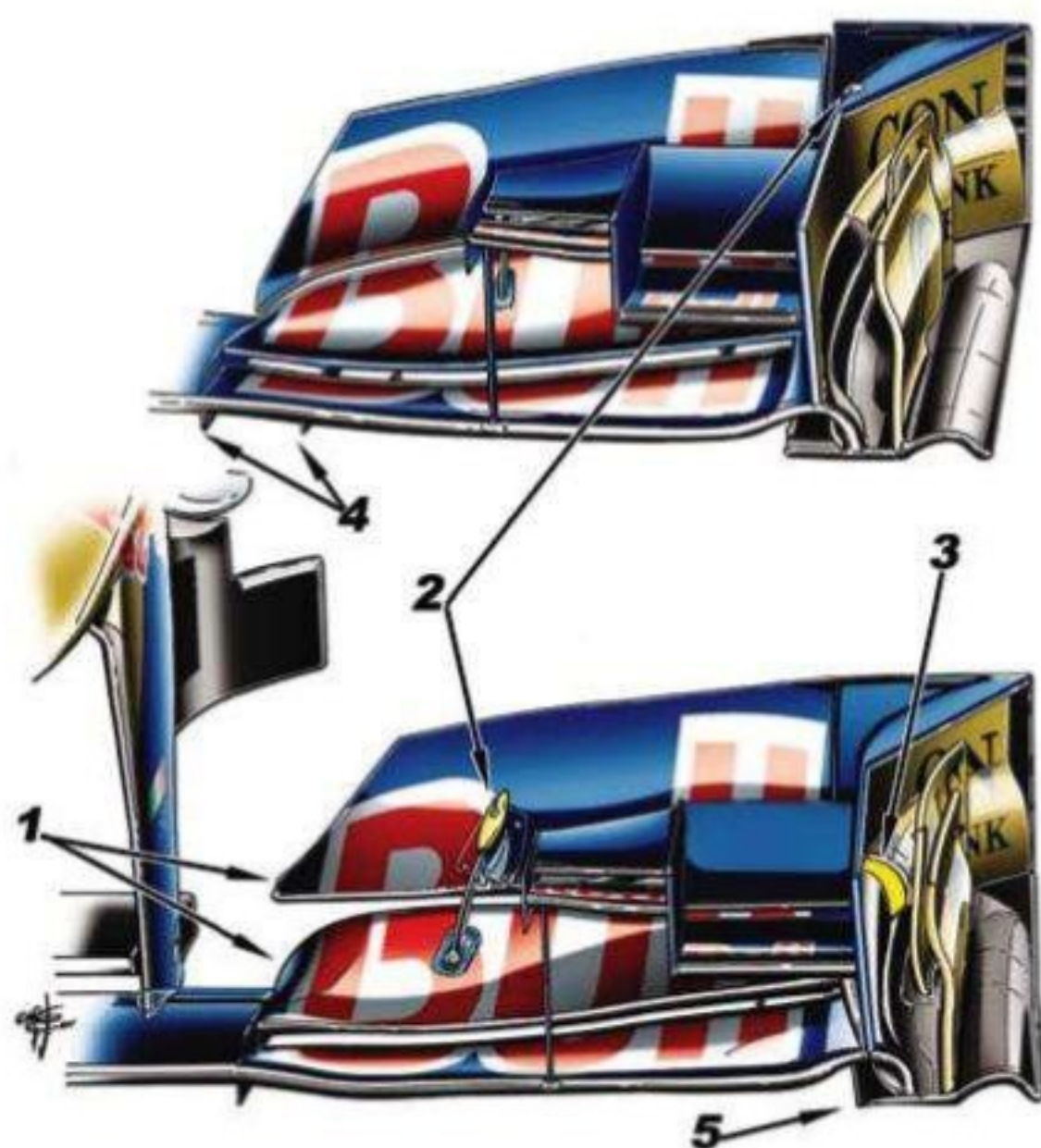
GARY ANDERSON: The detail changes on the endplate are to optimise the air flow on the inner surface. With the more three-dimensional front-wing elements introduced in Singapore, it's the old story of modifying one component and it taking time to optimise the components around it. The endplate itself looks more simple as most of the air flow management is now achieved with the ends of the wing elements themselves.

McLAREN REAR WING

→ Although McLaren introduced this rear wing in Singapore, the main aim was to have it optimised for Suzuka. It features a more aggressive DRS phase, with a more dramatic stall, bringing it more into line with the wings used by Red Bull and Ferrari.

GARY ANDERSON: With a normal two-element rear-wing design the slot gap will be positioned to give the under-surface of the rear flap an injection of high-energy airflow at the point where airflow is lazy. With a robust wing the slot gap will be a little further forward to ensure good under-surface airflow attachment, but this will compromise the maximum flap angle available. With the implementation of the DRS the requirements have become very different. With this very short-cord rear flap, as soon as the slot gap is opened the complete main plane under-surface airflow will separate, giving maximum straightline speed. However it will be more difficult for the airflow to re-attach to the under-surface when the slot gap is closed, lead to rear downforce instability.





TORO ROSSO FRONT WING

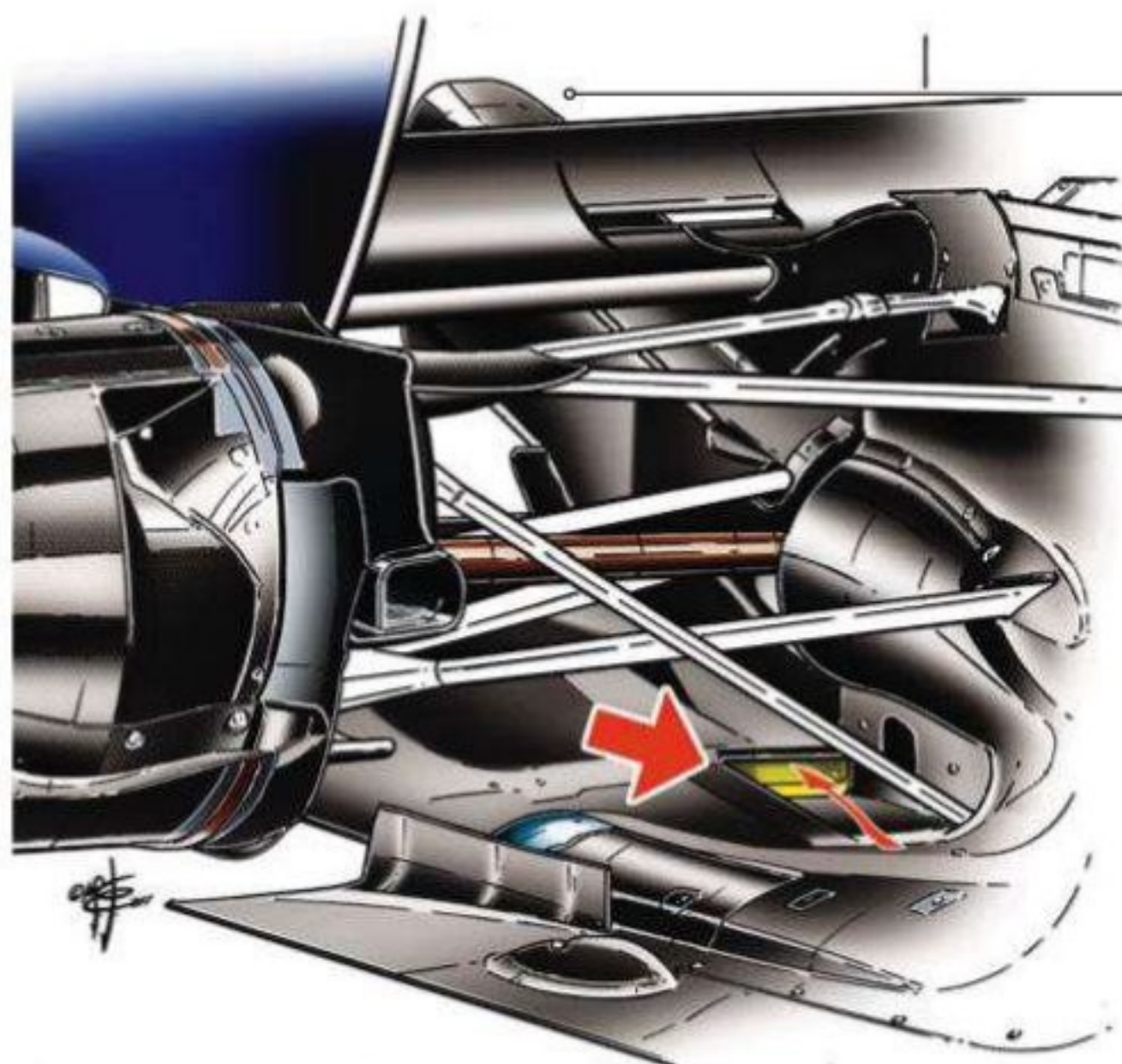
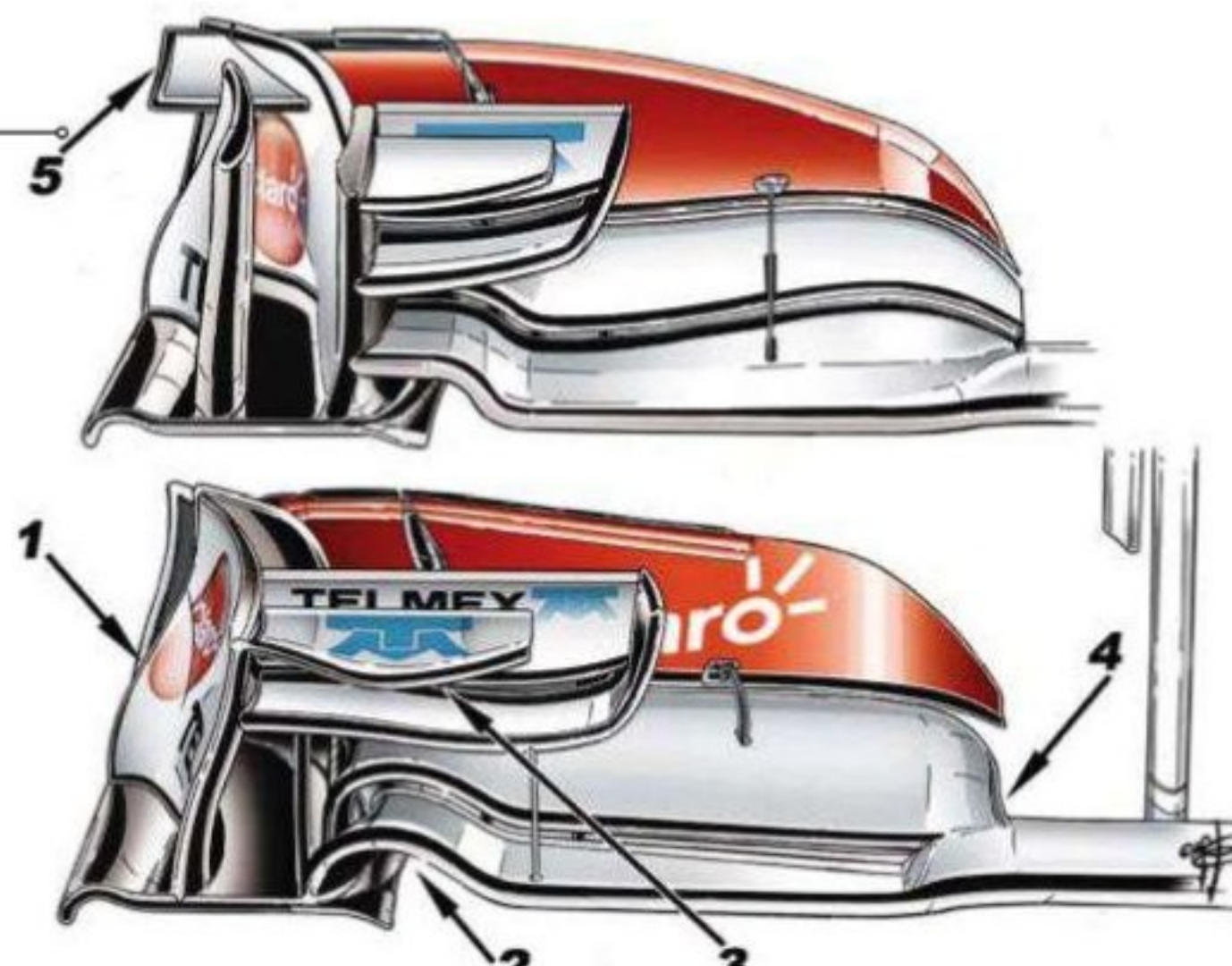
→ Toro Rosso arrived at Suzuka with a very comprehensive upgrade that included a new front wing (new below, previous above). Both upper and lower main flaps are re-shaped (1). The adjustment flap (2) has been moved inboard. The endplate, though still divided into three sections, now features a hole (3 in yellow) to help airflow attachment. There is now only a single vane on the underside rather than the previous two (4). The footplate of the endplate (5) has a different profile. This wing accompanied a reworked diffuser and exhaust re-routing for enhanced blowing.

GARY ANDERSON: The main area of development is at the intersection between the central FIA-defined symmetrical section and the team's own concept for the downforce-producing outer section. The symmetrical centre section is there to minimise the disturbance to underfloor airflow. At the intersection of the two components a very strong vortex is set-up, which passes along the leading edge of the underfloor, improving performance. This new design should generate a stronger vortex and the detail of how the trailing edge flap ends on the inboard end will again help the airflow to the underfloor.

SAUBER FRONT WING

→ The new Sauber front wing (lower pic) is contrasted with the old (top pic). The endplate is radically reshaped (1), there is an enhanced curve in the transition from the FIA-defined neutral section to the outer wing (2), both upper flap and main are wider with a more twisted upper element (3), the main plane's curvature in profile is much less (4) and the old endplate upper fin (5) has gone. The wing was part of the car's final major upgrade that also featured revised floor, diffuser, rear wing and brake ducts.

GARY ANDERSON: The new front wing exaggerates the three-dimensional intersection between the wing elements and the endplate. This is critical for controlling airflow on the underside of the wing and, because it's just in front of the tyre, it's also affected by steering lock. Some air flow will inevitably leak under the foot plate of the endplate but this raised tubular section on the outer extremity allows leaked airflow to set up a vortex, which helps to seal the endplate and improve efficiency. The slot gap where it joins the foot plate helps improve the vortex.



RED BULL DIFFUSER HOLE

→ Red Bull's diffuser has featured this enlarged hole in its top surface since Spa.

GARY ANDERSON: This area of the diffuser will have reasonable quality airflow and the hole will be double-skinned to act as a duct. The central section of the underfloor is the part closest to the ground and therefore the area that suffers most from airflow separation problems. Taking this reasonably high-energy airflow and exiting it at the trailing edge of the central part of the diffuser should help keep the diffuser's airflow attached at low ride heights, improving the consistency of the underfloor through a greater ride-height range.



JAPANESE GP RESULTS

PRACTICE 1 - Friday

POS	DRIVER	TIME
1	BUTTON	1m33.634s
2	HAMILTON	1m33.725s
3	NETTEL	1m34.090s
4	ALONSO	1m34.372s
5	WEBBER	1m34.426s
6	ALGUERSUARI	1m34.937s
7	MASSA	1m35.585s
8	BUEMI	1m35.590s
9	SCHUMACHER	1m36.033s
10	PETROV	1m36.370s
11	SENNA	1m36.487s
12	HULKENBERG	1m36.700s
13	KOBAYASHI	1m36.948s
14	DI RESTA	1m36.949s
15	PEREZ	1m37.103s
16	ROSBERG	1m38.197s
17	BARRICHELLO	1m38.331s
18	MALDONADO	1m38.446s
19	TRULLI	1m39.168s
20	CHANDHOK	1m39.946s
21	GLOCK	1m40.872s
22	D'AMBROSIO	1m41.019s
23	RICCIARDO	1m41.106s
24	KARTHIKEYAN	1m41.775s

Weather: dry

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	BUTTON	1m31.901s
2	ALONSO	1m32.075s
3	NETTEL	1m32.095s
4	WEBBER	1m32.147s
5	MASSA	1m32.448s
6	SCHUMACHER	1m32.710s
7	ROSBERG	1m32.982s
8	HAMILTON	1m33.245s
9	PETROV	1m33.446s
10	BUEMI	1m33.681s
11	SUTIL	1m33.705s
12	SENNA	1m33.790s
13	PEREZ	1m34.393s
14	SENNA	1m34.557s
15	DI RESTA	1m34.601s
16	KOBAYASHI	1m36.038s
17	KOVALAINEN	1m36.225s
18	BARRICHELLO	1m37.123s
19	GLOCK	1m37.440s
20	D'AMBROSIO	1m38.093s
21	MALDONADO	1m38.387s
22	RICCIARDO	1m38.793s
23	TRULLI	1m39.800s
24	LIUZZI	1m42.480s

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	BUTTON	1m31.255s
2	HAMILTON	1m31.762s
3	NETTEL	1m32.122s
4	ALONSO	1m32.279s
5	WEBBER	1m32.401s
6	MASSA	1m32.429s
7	SCHUMACHER	1m32.725s
8	ROSBERG	1m32.828s
9	PETROV	1m33.058s
10	SUTIL	1m33.424s
11	BUEMI	1m33.469s
12	ALGUERSUARI	1m33.545s
13	KOBAYASHI	1m33.818s
14	PEREZ	1m33.836s
15	BARRICHELLO	1m33.990s
16	MALDONADO	1m34.321s
17	SENNA	1m35.389s
18	BARRICHELLO	1m35.651s
19	TRULLI	1m36.327s
20	KOVALAINEN	1m36.912s
21	D'AMBROSIO	1m37.938s
22	GLOCK	1m38.011s
23	RICCIARDO	1m38.355s
24	LIUZZI	1m41.097s

Weather: dry



QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	NETTEL	1m33.051s (7)	1m31.424s (2)	1m30.466s
2	BUTTON	1m32.947s (6)	1m31.434s (3)	1m30.475s
3	HAMILTON	1m32.843s (4)	1m31.139s (1)	1m30.617s
4	MASSA	1m33.235s (10)	1m31.909s (6)	1m30.804s
5	ALONSO	1m32.817s (3)	1m31.612s (5)	1m30.886s
6	WEBBER	1m33.135s (9)	1m31.576s (4)	1m31.156s
7	KOBAYASHI	1m32.626s (1)	1m32.380s (10)	no time
8	SCHUMACHER	1m33.748s (13)	1m32.116s (7)	no time
9	SENNA	1m33.359s (11)	1m32.297s (9)	no time
10	PETROV	1m32.877s (5)	1m32.245s (8)	no time
11	SUTIL	1m32.761s (2)	1m32.463s	-
12	DI RESTA	1m33.499s (12)	1m32.746s	-
13	BARRICHELLO	1m33.921s (15)	1m33.079s	-
14	MALDONADO	1m33.781s (14)	1m33.224s	-
15	BUEMI	1m33.064s (8)	1m33.227s	-
16	ALGUERSUARI	1m35.111s (17)	1m33.427s	-
17	PEREZ	1m34.704s (16)	no time	-
18	KOVALAINEN	1m35.454s	-	-
19	TRULLI	1m35.514s	-	-
20	D'AMBROSIO	1m36.439s	-	-
21	GLOCK	1m36.507s	-	-
22	RICCIARDO	1m37.846s	-	-
23	ROSBERG	no time	-	-
24	LIUZZI	no time	-	-

Weather: dry

QUALIFYING

	Head to head
NETTEL	12 3 WEBBER
HAMILTON	10 5 BUTTON
ALONSO	12 3 MASSA
SCHUMACHER	3 12 ROSBERG
HEIDFELD/SENNA	6 9 PETROV
BARRICHELLO	10 5 MALDONADO
SUTIL	7 8 DI RESTA
KOBAYASHI	6 9 PEREZ/DE LA ROSA
BUEMI	11 4 ALGUERSUARI
KOVALAINEN	13 2 TRULLI/CHANDHOK
KAR'KEYAN/RICCIARDO	3 11 LIUZZI
GLOCK	12 3 D'AMBROSIO



THE GRID

1 NETTEL RED BULL 1m30.466s Soft	2 BUTTON McLAREN 1m30.475s Soft
3 HAMILTON McLAREN 1m30.617s Soft	4 MASSA FERRARI 1m30.804s Soft
5 ALONSO FERRARI 1m30.886s Soft	6 WEBBER RED BULL 1m31.156s Soft
7 KOBAYASHI SAUBER no time Soft	8 SCHUMACHER MERCEDES no time Soft
9 SENNA RENAULT no time Medium	10 PETROV RENAULT no time Medium
11 SUTIL FORCE INDIA 1m32.463s Soft	12 DI RESTA FORCE INDIA 1m32.746s Soft
13 BARRICHELLO WILLIAMS 1m33.079s Soft	14 MALDONADO WILLIAMS 1m33.224s Medium
15 BUEMI TORO ROSSO 1m33.227s Soft	16 ALGUERSUARI TORO ROSSO 1m33.427s Medium
17 PEREZ SAUBER no time Medium	18 KOVALAINEN LOTUS 1m35.454s Soft
19 TRULLI LOTUS 1m35.514s Soft	20 D'AMBROSIO VIRGIN 1m36.439s Soft
21 GLOCK VIRGIN 1m36.507s Soft	22 RICCIARDO HRT 1m37.846s Soft
23 ROSBERG MERCEDES no time Medium	24 LIUZZI HRT no time Soft

THE RACE: 53 LAPS, 191.062 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PISTOP	TIME IN PIT	TYRE CHOICE	STINT 1	STINT 2	STINT 3	STINT 4
1	BUTTON	McLAREN-MERCEDES	53	1h30m53.427s	1m36.568s	3	62.8s	Soft	Soft	Soft	Soft	Medium
2	ALONSO	FERRARI	53	+1.160s	1m36.682s	3	63.2s	Soft	Soft	Soft	Soft	Medium
3	VETTEL	RED BULL-RENAULT	53	+2.006s	1m36.916s	3	65.7s	Soft	Soft	Soft	Soft	Medium
4	WEBBER	RED BULL-RENAULT	53	+8.071s	1m36.828s	3	64.6s	Soft	Soft	Soft	Soft	Medium
5	HAMILTON	McLAREN-MERCEDES	53	+24.268s	1m37.645s	3	65.2s	Soft	Soft	Soft	Soft	Medium
6	SCHUMACHER	MERCEDES	53	+27.120s	1m37.916s	3	64.1s	Soft	Soft	Soft	Soft	Medium
7	MASSA	FERRARI	53	+28.240s	1m37.800s	3	63.6s	Soft	Soft	Soft	Soft	Medium
8	PEREZ	SAUBER-FERRARI	53	+39.377s	1m36.569s	2	46.1s	Medium	Soft	Soft	Soft	Medium
9	PETROV	RENAULT	53	+42.607s	1m37.053s	2	42.1s	Medium	Medium	Soft	Soft	Medium
10	ROSBERG	MERCEDES	53	+44.322s	1m36.614s	3	62.0s	Medium	Soft	Soft	Soft	Soft
11	SUTIL	FORCE INDIA-MERCEDES	53	+54.447s	1m38.133s	3	64.7s	Soft	Soft	Soft	Soft	Medium
12	DI RESTA	FORCE INDIA-MERCEDES	53	+1m02.326s	1m37.970s	3	65.5s	Soft	Soft	Soft	Soft	Medium
13	KOBAYASHI	SAUBER-FERRARI	53	+1m03.705s	1m39.724s	2	46.6s	Soft	Soft	Medium	Medium	Soft
14	MALDONADO	WILLIAMS-COSWORTH	53	+1m04.194s	1m37.645s	3	63.4s	Medium	Medium	Soft	Soft	Soft
15	ALGUERSUARI	TORO ROSSO-FERRARI	53	+1m06.623s	1m37.411s	2	44.4s	Medium	Soft	Soft	Soft	Soft
16	SENNA	RENAULT	53	+1m12.628s	1m38.407s	2	48.4s	Medium	Medium	Soft	Soft	Medium
17	BARRICHELLO	WILLIAMS-COSWORTH	53	+1m14.191s	1m39.080s	3	66.8s	Soft	Soft	Soft	Soft	Medium
18	KOVALAINEN	LOTUS-RENAULT	53	+1m27.824s	1m39.297s	3	65.5s	Soft	Soft	Soft	Soft	Medium
19	TRULLI	LOTUS-RENAULT	53	+1m36.140s	1m39.561s	3	66.0s	Soft	Soft	Soft	Soft	Medium
20	GLOCK	VIRGIN-COSWORTH	51	-2 laps	1m41.704s	3	70.2s	Soft	Soft	Soft	Soft	Medium
21	D'AMBROSIO	VIRGIN-COSWORTH	51	-2 laps	1m41.794s	3	69.5s	Soft	Soft	Soft	Soft	Medium
22	RICCIARDO	HRT-COSWORTH	51	-2 laps	1m41.437s	3	69.8s	Soft	Soft	Soft	Soft	Medium
23	LIUZZI	HRT-COSWORTH	50	-3 laps	1m42.409s	3	75.6s	Soft	Medium	Soft	Soft	Soft
R	BUEMI	TORO ROSSO-FERRARI	11	wheel off	1m42.107s	1	21.8s	Soft	Soft			

Weather: dry. Fastest lap: Jenson BUTTON 1m36.568s (134.521mph) on lap 52.

Lap leaders: 1-9 Vettel; Button 10; Massa 11; Vettel 12-18; Button 19-20; Alonso 21; Massa 22; Button 23-36; Alonso 37; Schumacher 38-40; Button 41-53

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

SEASON SO FAR - Points and positions

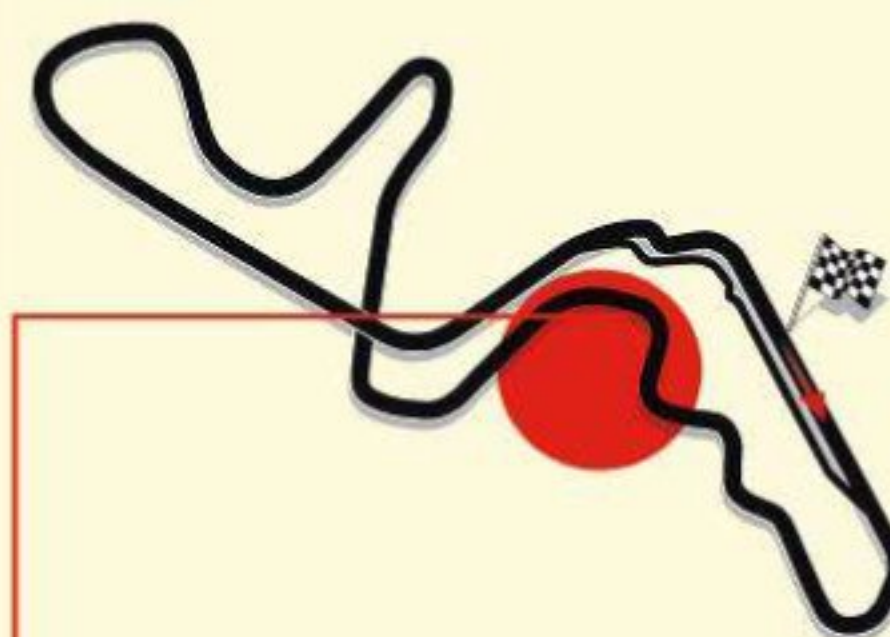
POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	VETTEL	324	1st	1st	2nd	1st	1st	1st	2nd	1st	2nd	4th	2nd	1st	1st	1st	3rd				
2	BUTTON	210	6th	2nd	4th	6th	3rd	3rd	1st	6th	ret	ret	1st	3rd	2nd	2nd	1st				
3	ALONSO	202	4th	6th	7th	3rd	5th	2nd	ret	2nd	1st	2nd	3rd	4th	3rd	4th	2nd				
4	WEBBER	194	5th	4th	3rd	2nd	4th	4th	3rd	3rd	3rd	3rd	5th	2nd	ret	3rd	4th				
5	HAMILTON	178	2nd	8th	1st	4th	2nd	6th	ret	4th	4th	1st	4th	ret	4th	5th	5th				
6	MASSA	90	7th	5th	6th	11th	ret	ret	6th	5th	5th	5th	6th	8th	6th	9th	7th				
7	ROSBERG	63	ret	12th	5th	5th	7th	11th	11th	7th	6th	7th	9th	6th	ret	7th	10th				
8	SCHUMACHER	60	ret	9th	8th	12th	6th	ret	4th	17th	9th	8th	ret	5th	5th	ret	6th				
9	PETROV	36	3rd	17th	9th	8th	11th	ret	5th	15th	12th	10th	12th	9th	ret	17th	9th				
10	HEIDFELD	34	12th	3rd	12th	7th	8th	8th	ret	10th	8th	ret	ret	-	-	-	-				
11	SUTIL	28	9th	11th	15th	13th	13th	7th	ret	9th	11th	6th	14th	7th	ret	8th	11th				
12	KOBAYASHI	27	dsq	7th	10th	10th	10th	5th	7th	16th	ret	9th	11th	12th	ret	14th	13th				
13	DI RESTA	20	10th	10th	11th	ret	12th	12th	ret	14th	15th	13th	7th	11th	8th	6th	12th				
14	ALGUERSUARI	16	11th	11th	ret	16th	16th	ret	8th	8th	10th	12th	10th	ret	7th	21st	15th				
15	PEREZ	13	dsq	ret	17th	14th	9th	ns	ns	11th	7th	11th	15th	ret	ret	10th	8th				
16	BUEMI	13	8th	13th	14th	9th	14th	10th	10th	13th	ret	15th	8th	ret	10th	12th	ret				
17	BARRICHELLO	4	ret	ret	13th	15th	17th	9th	9th	12th	13th	ret	13th	16th	12th	13th	17th				
18	SENNA	2	-	-	-	-	-	-	-	-	-	-	-	13th	9th	15th	16th				
19	MALDONADO	1	ret	ret	18th	17th	15th	18th	ret	18th	14th	14th	16th	10th	11th	11th	14th				
20	DE LA ROSA	0	-	-	-	-	-	-	12th	-	-	-	-	-	-	-	-				
21	TRULLI	0	13th	ret	19th	18th	18th	13th	16th	20th	ret	-	ret	14th	14th	ret	19th				
22	KOVALAINEN	0	ret	15th	16th	19th	ret	14th	ret	19th	ret	16th	ret	15th	13th	16th	18th				
23	LIUZZI	0	dnq	ret	22nd	22nd	ret	16th	13th	23rd	18th	ret	20th	19th	ret	20th	23rd				
24	D'AMBROSIO	0	14th	ret	20th	20th	20th	15th	14th	22nd	17th	15th	19th	17th	ret	18th	21st				
25	GLOCK	0	nc	16th	21st	dns	19th	ret	15th	21st	16th	17th	17th	18th	15th	ret	20th				
26	KARTHIKEYAN	0	dnq	ret	23rd	21st	21st	17th	17th	24th	-	-	-	-	-	-	-				
27	RICCIARDO	0	-	-	-	-	-	-	-	-	19th	19th	18th	ret	nc	19th	22nd				
28	CHANDHOK	0	-	-	-	-	-	-	-	-	-	20th	-	-	-	-	-				

SEASON SO FAR - Points and positions

POS	TEAM	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	RED BULL	518	35	37	33	43	37	37	33	40	33	27	28	43	25	40	27				
2	McLAREN	388	26	22	37	20	33	23	25	20	12	25	37	15	30	28	35				
3	FERRARI	292	18	18	14	15	10	18	8	28	35	28	23	16	23	14	24				
4	MERCEDES	123	0	2	14	10	14	0	12	6	10	10	2	18	10	6	9				
5	RENAULT	72	15	15	2	10	4	4	10	1	4	1	0	2	2	0	2				
6	SAUBER	40	0	6	1	1	3	10	6	0	6	2	0	0	0	1	4				
7	FORCE INDIA	48	3	1	0	0	0	6	0	0	0	8	6	6	4	12	0				
8	TORO ROSSO	29	4	0	0	2	0	1	5	4	1	0	5	0	7	0	0				
9	WILLIAMS	5	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0				
10	LOTUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11	HRT	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

TRACKSIDE VIEW

Mark Hughes
Grand prix editor



As the Esses finally end with the downhill right of turn six, they merge with the forever corner of Dunlop, a left-hander that begins uphill and crests just as the cars change up to fifth. The no-man's land between these two turns is a battleground where the consequences of six are at odds with what's required at Dunlop. The downhill exit of the former creates understeer, pulling the car out over to the left at the precise point the driver needs to be getting over to the right for the ideal approach to that long, long turn. In that space it's as if the driver is trying to disentangle himself from a clinging former partner to prepare for a new future. In these early laps of Friday Daniel Ricciardo is overlapping brake and throttle to combat understeer but still the HRT is out over the exit kerb. Narain Karthikeyan surrenders earlier for an easier approach to Dunlop. This pattern is repeated for many laps but it's Mark Webber's Red Bull that puts it all in perspective,

"Kobayashi uses oversteer to spectacular effect on the exit"

as far over on the exit kerb as Ricciardo but then simply pulling it hard over to the left, having his cake and eating it as the RB7 is smothered in grip. Kamui Kobayashi's solution is unique: he avoids the understeer the track's contours are trying to induce by getting hard and early on the throttle in the early part of six. This induces power oversteer in the Sauber that Kamui's using to spectacular effect to then change direction on the exit. It's little wonder the crowd love him.

Uphill Dunlop left-hander follows Esses



WHO'LL WALK TALL?

Five drivers can still scoop this year's BTCC title. *KEVIN TURNER* rates their chances

Despite the arguments about rules, five drivers will head to Silverstone this weekend with a chance of securing the 2011 British Touring Car Championship.

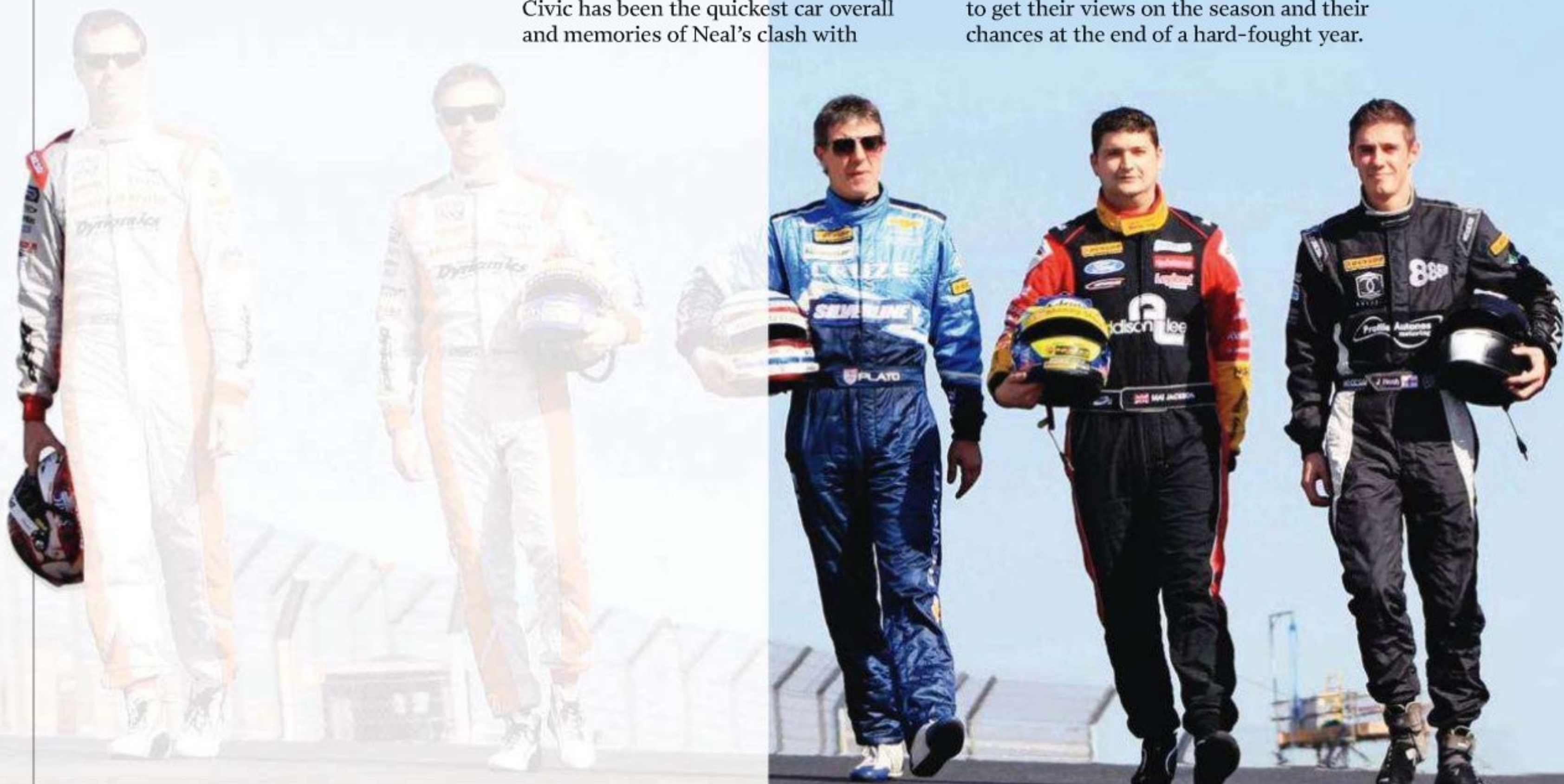
The big three – Honda's Matt Neal and Gordon Shedden, and Chevrolet's Jason Plato – are the main contenders, while Mat Jackson and James Nash are also still in mathematical contention.

It's probably fair to say it would be something of a disaster for Honda if one of its drivers didn't take the crown. The Civic has been the quickest car overall and memories of Neal's clash with

Shedden at Oulton – when they were set for a one-two – and the punctures last time out at Brands will be all the more painful if Plato snares a third title.

For Plato, the season has generally been about hanging on to the turbos in his normally-aspirated Cruze. Over the past two rounds at Rockingham and Brands Grand Prix he has been the pacesetter, but whether he can do that on the straightline-speed dominated National circuit is open to doubt.

AUTOSPORT spoke to the title rivals to get their views on the season and their chances at the end of a hard-fought year.



MATT NEAL Team Dynamics works Honda Civic

2011 WINS: 6
2011 RACE-ONE POLES: 2
2011 FASTEST LAPS: 6
BTCC CAREER
SILVERSTONE WINS: 2
(1 ON NATIONAL)



Hondas have often led the way in 2011

"IF YOU'D TOLD ME IN JANUARY

I'd be here with six wins I'd have said it was fantastic, but if you'd asked me in March I'd have said we should have been more dominant than we have been. We've had a great time with Honda and had a great car all year, but with the boost reductions and the extra weight we've been tied back.

"I'm not a fan of Silverstone National - it's too simple and comes down to who has the best straightline speed. The Fords will be strong and the strengths of

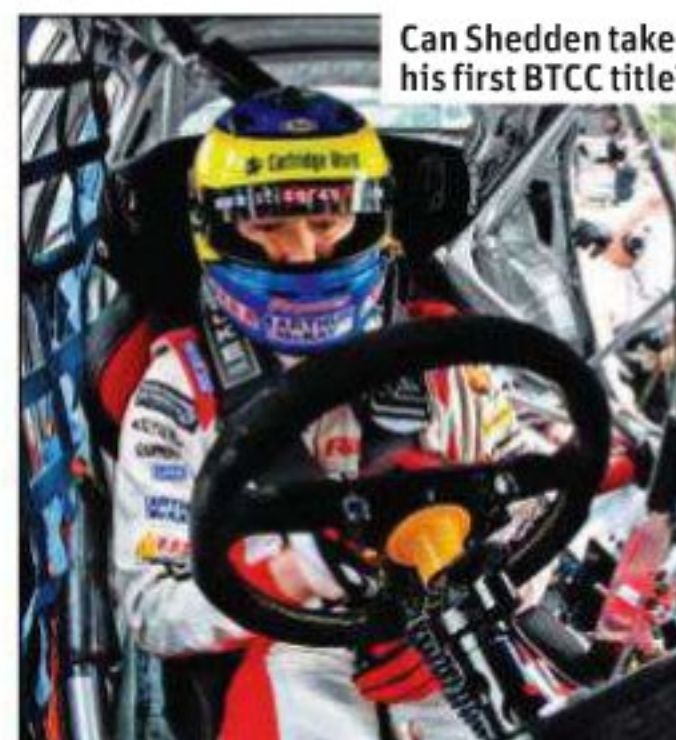
our car and the Chevies haven't been on the straights - you might not see us in the top four.

"It's going to be a little bit tense with Gordon, but I've spoken to him and said he's just got to stay calm and see what happens. I've just been trying to give him some calming advice. If I can't win it I want him to.

"Flash has got nothing to lose - he's maybe the underdog in terms of experience level, but he's fast and we'll all feel a little bit of pressure. The dice will fall for one of us."

GORDON SHEDDEN Team Dynamics works Honda Civic

2011 WINS: 5
2011 RACE-ONE POLES: 2
2011 FASTEST LAPS: 2
BTCC CAREER
SILVERSTONE WINS: 0



Can Shedden take his first BTCC title?

"IT'S BEEN A BIT OF AN UP-AND-DOWN year - I had the worst start possible with the big crash in first free practice at Brands.

"The car is absolutely fantastic - it's in its fifth year of development and we took the plunge to go with the turbo. We're racing a bit wounded with all the restrictions we've been given, but we've got to be positive because the car has been quick everywhere. We're not as quick as the Fords up the straights, so it might be difficult to get in the top six.

"It's all to play for - Matt's got the extra points and Jason had

a cracking weekend at Brands, but there's no point worrying about other people. I'll just concentrate on my own job, as I have done all year.

"It's been my lifetime ambition to win it and I think I should have a turn! Matt's extra [ballast] weight could make a tenth of a second difference, which around Silverstone National could be important.

"I think Jason and Matt are over their spat - if they start getting involved with each other it could be a disaster for them both so I think they'll stay out of each other's way."

JASON PLATO RML works Chevrolet Cruze

2011 WINS: 8
2011 RACE-ONE POLES: 4
2011 FASTEST LAPS: 5
BTCC CAREER
SILVERSTONE WINS: 6
(2 ON NATIONAL)



Plato's Cruze has taken eight wins

"WITHOUT A DOUBT WE'RE

closer than I expected, particularly after what happened at Knockhill [where he was removed from the race-three lead by Tom Boardman]. Because of the fight against the straightline speed of the turbos I didn't think we'd be in it. I'm surprised Honda didn't wrap it up some time ago.

"It took until Rockingham for us to legitimately challenge for pole, win race one, and maybe race two. I thought it'd be too late.

"At race three at Brands I could barely go anywhere - there's still a big discrepancy between us and the turbos in terms of racing in the pack. I think Silverstone is

something like 68 per cent full throttle so I think it'll be difficult to qualify anywhere near the front, which will make the races difficult. We're relying on the Hondas having some bad luck, but we'll give it our best shot.

"If Matt and Gordon are ahead of me I won't be able to pass them and if another turbo gets between us the Hondas will disappear. But if it rains and starts to dry out it'll be interesting - I believe the turbos will hurt their wet tyres.

"If they are allowed to compete against each other and there is no disparity in equipment, I think Gordon is the better bet. I think Matt's head's gone a little bit."



LIVE TV TIMES
Sunday, October 16
ITV4 and itv.com at 1100-1830

POINTS TABLE

1	Matt Neal	225
2	Jason Plato	220
3	Gordon Shedden	220
4	Mat Jackson	189
5	James Nash	181

BATTLE FOR INDEPENDENCE

MAT JACKSON AND JAMES NASH are the outsiders heading into Silverstone. Jackson has kept his Motorbase Ford Focus in title contention with four reversed-grid victories, while Triple Eight Vauxhall Vectra driver Nash has been a consistent scorer.

Jackson led the title race arriving at Knockhill, but two disastrous meetings have made the overall crown a long shot. He's ahead of Nash in the table, but behind in the Independents Trophy, and it's the overall crown he wants. "May main focus is on the championship," he says. "We started with a car that was unknown to us so for

the Ford Focus to lead the championship was great. We've not got the pace of the works cars, but we've been matching them in the championship.

"I think Matt's under the most pressure - he has the most ballast and has his team-mate snapping at his heels. I think Jason's the one to beat."

Nash, who has made a big step forward as a BTCC driver in 2011, is aiming to beat Jackson. "I'm focused on getting as high up as I can - finishing fourth is possible, anything beyond that is a bonus.

"After the first round I said Shedden was looking good - I think it could be his year."

It's mano-a-mano at Vegas

Franchitti and Power fight for the title – again. *CHARLES BRADLEY* looks ahead

This weekend's IndyCar Series finale at Las Vegas Motor Speedway is all about two men: Scotland's Dario Franchitti and Australian Will Power. The 2011 title will be decided at 220mph around the gambling capital of the world's 1.5-mile oval on Sunday afternoon, and the chips are stacked in Franchitti's favour. Not only does he lead by 18 points, but there's also his number of career wins versus Power on oval tracks: 15 to one.

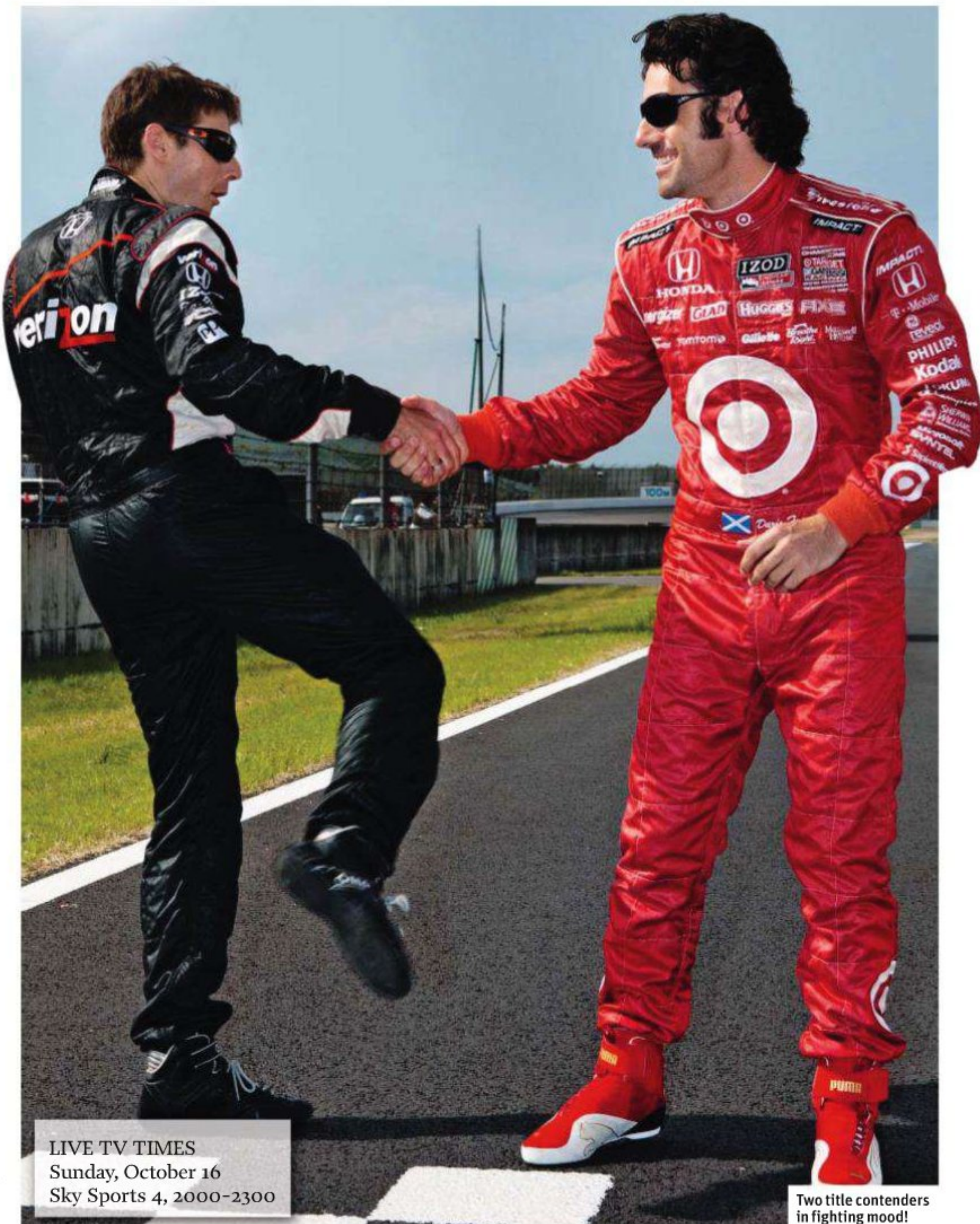
And if you're taking it by the numbers, how about this: despite his enforced 28th-place start due to a grid ballot at Texas, and a troubled 11th start in Kentucky, Franchitti's average finish on 1.5-mile ovals is 3.33. Power's average start position on the 1.5-milers might be a phenomenal 2.33 this year, but his finish stat is 7.67.

Franchitti will win his fourth title – his third in a row – if he finishes first or second, or finishes third and adds at least one bonus point for winning the pole (one point) or leading the most laps (two points). Power, who obviously needs to beat Franchitti by a reasonable margin, would win any tiebreaker based on victories. This is how Franchitti lost the 1999 CART title to Juan Pablo Montoya.

With that nearest of misses long in the past, Franchitti stands on the verge of taking another step towards US open-wheel legend status.

"I think if you get too distracted thinking, 'Oh man, three championships' or whatever, you're losing focus," says Franchitti. "So I'm just thinking about Vegas now, about what I have to do there to get number four."

At Kentucky Speedway two weeks ago, Power's points lead was eradicated by a pitlane collision, and it's not lost on Franchitti: "Things can change in a second in this game. Until it's mathematically impossible, you haven't lost it and you haven't won it. We'll just go there this weekend with an



LIVE TV TIMES
Sunday, October 16
Sky Sports 4, 2000-2300

Two title contenders in fighting mood!

WHELDON UP FOR THE JACKPOT

The sideshow to the title battle is Dan Wheldon's bid to scoop \$5 million by winning the race from the back of the 34-car grid. His chances are boosted by driving the car that set pole position for



this year's Indianapolis 500 – a race he won, of course. He gained 14 places on his starting position in his 'practice run' at Kentucky and said the experience was "invaluable" going into Vegas.

open mind and see what comes of it."

This time last year, Team Penske ace Power held the points lead going into the Homestead finale, but Chip Ganassi Racing star Franchitti prevailed in a tense climax that featured Power hitting the wall, forcing him out.

"Things change quickly in this sport, and we need to focus on winning the race," says Power. "We have to put 100 per cent into winning the pole, leading the most laps. As much as Kentucky was disappointing, it's not going to

help us thinking about it. What's going to help us is working even harder to turn up with something special at Vegas.

"We had the quickest car there. I couldn't see anyone beating us. It was the fastest oval car I've ever had; no question. Who pulls away on a mile and a half? People don't do that."

The points lead has swapped between them six times in 17 races – what price a seventh? Well, Vegas is the right place to lay your bets. ☘

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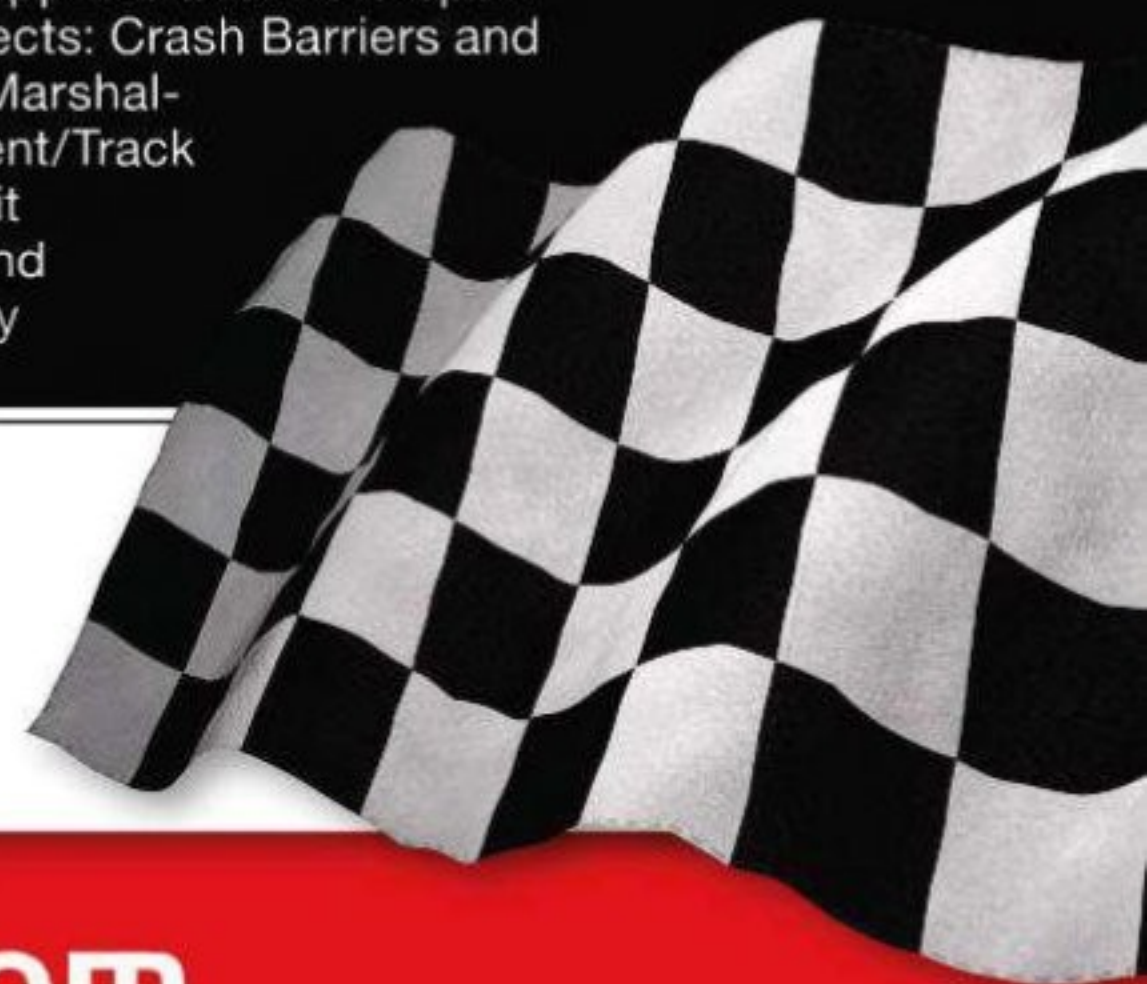
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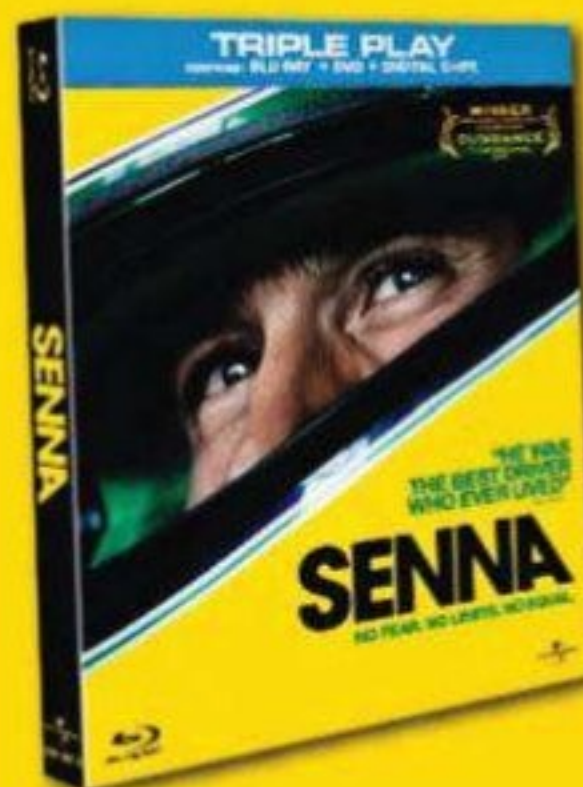
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WIN A SILVERSTONE RACING EXPERIENCE for the release of Senna

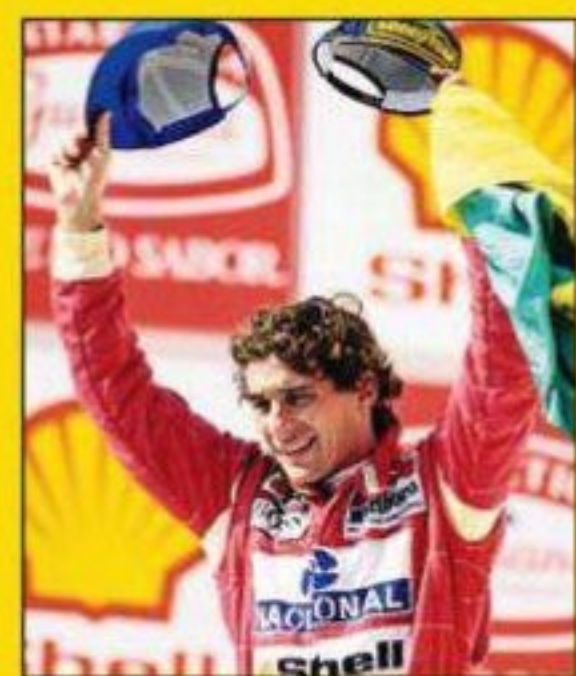
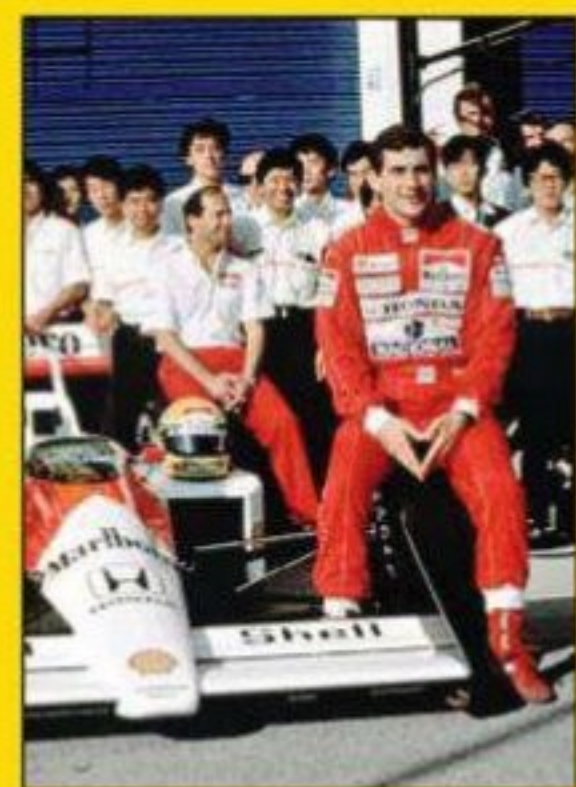
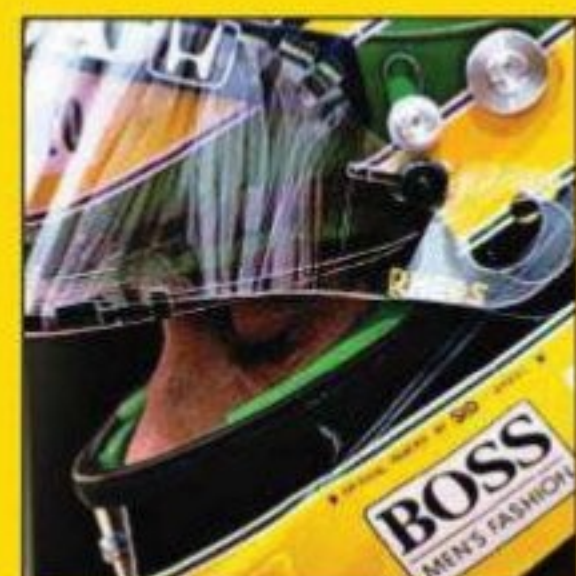
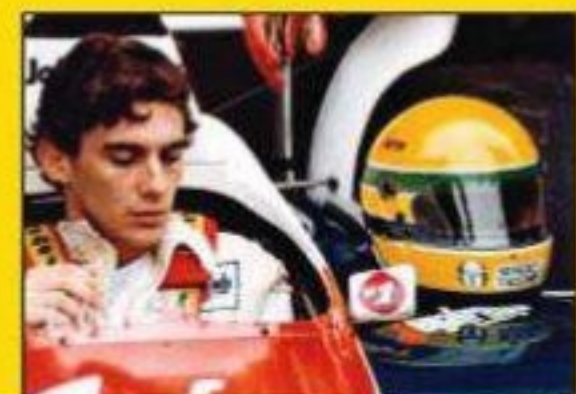
SHOWCASING an inspirational journey from humble kart racer to much-loved global superstar, **SENNA** – the amazing life story of an F1 legend – is released on Triple Play Blu-ray and

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Senna is released on Blu-ray Triple Play and DVD on October 10 from Universal Pictures International Entertainment



To celebrate the release, we've got three prize-drives in a Nissan GT-R around Silverstone to give away, courtesy of Virgin Experience Days. More information available at: virginexperiencedays.co.uk/silverstone-nissan-gt-r-thrill



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A. 1988

B. 1989

C. 1990

Closing date
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BARCELONA

SPAIN

October 8-9
FRenault 3.5
Round 9/9



AT A GLANCE

- Race 1 **Robert Wickens**
- Race 2 **Albert Costa**
- Pole position **Robert Wickens/Albert Costa**
- FL **Jean-Eric Vergne/Albert Costa**

REPORT WSR BARCELONA

PETER MILLS
reports



Wickens wins it from sidelines

Canadian wins on Saturday, then takes the title on Sunday after crashing out in collision with team-mate and title rival Vergne



Wickens heads Costa at start of race one

ROBERT WICKENS ENTERED the Formula Renault 3.5 title decider at Barcelona on the back foot.

The 24-point advantage with which the Canadian had entered the penultimate round at Paul Ricard had been eroded to just two by his blisteringly in-form Carlin team-mate Jean-Eric Vergne, his only remaining adversary in the title fight.

This taut battle stayed on a knife-edge following another Carlin one-two in Barcelona's opening race on Saturday, which brought the drivers' 2011 victory tally to five wins apiece. Vergne had demonstrated great tenacity in race one to claw through the field from a troubled qualifying in LAC (low-aerodynamic configuration).

From ninth on the grid, Frenchman Vergne concluded his remarkable progress with two gutsy manoeuvres, firstly on Fortec Motorsport's Alexander Rossi, and finally third-place finisher Daniil Move (P1 Motorsport).

After trailing Wickens home by 21 seconds, Vergne conceded post-race that the championship was no longer in the forefront of his mind for Sunday's showdown. "I don't care about the championship now; I just really want to win the final race and that's it," he said.

Wickens again drummed home his edge in qualifying for race two, sealing a place on the outside of the front row beside Epic Racing's poleman Albert Costa.

Vergne encountered traffic on his last flying lap that left him fifth and facing another uphill task.

Carlin planned to start Vergne on relatively fresh tyres in comparison to the better-placed Wickens, to aid his progress in the first phase of the pitstop race. In the event, the strategy became irrelevant as the battle came to a premature end at the first chicane amid a mass of broken Dallara suspension parts.

Third starter Anton Nebylitskiy had made a fiercely determined getaway, immediately passing Wickens. Hungry to end his season on a high, the Russian used the grass in a bid to challenge Costa's lead on the run down to Turn 1. "I think [Nebylitskiy] had to get out of the throttle a little bit at Turn 1," said Wickens, "and I went to the outside. I braked a bit early, more to cover myself, and all of a sudden there was a car at my apex. It turned out it was Jean-Eric."

In fact, Vergne's front-left wheel hit Wickens's

sidepod at the first apex, damaging the Frenchman's trackrod. Vergne entered the next left with superior momentum, but his attempt to sweep around the outside of a recovering Wickens was met with a second, more forceful, impact. Wickens smashed his own trackrod and steering against Vergne's left-rear, leaving the Red Bull Junior racer with a bent rear wishbone. Wickens's uncontrollable car took out innocent party Nathanael Berthon in a spectacular aerial accident before retiring.

Sadly for Vergne and his supporters, the damaged suspension left him struggling to achieve the fifth place required to capture the title. With eight laps to go, he was knocked out of the race when running well outside the top 10, confirming Wickens's first title since Formula BMW USA in 2006.

Cash-strapped local hero Costa's participation had been in doubt for the meeting. Continued support from Epic Racing had helped

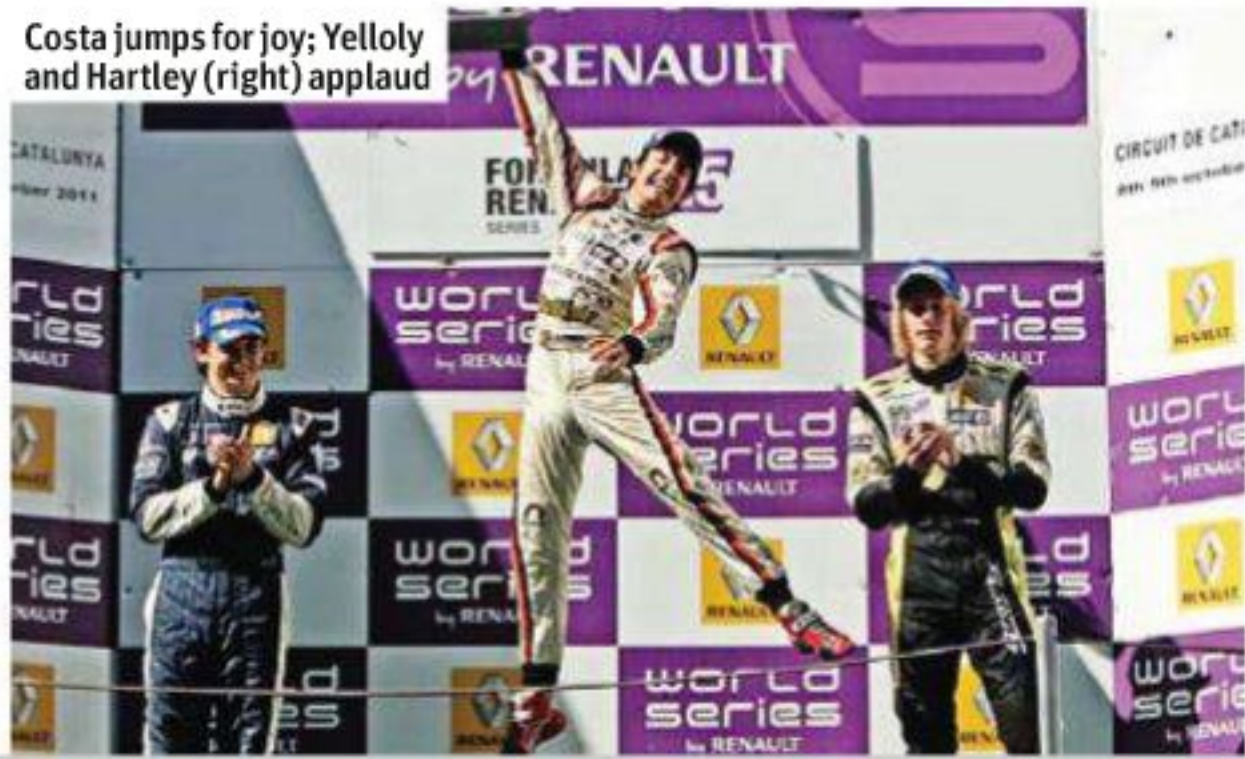
the Catalan onto the grid, and he rewarded their efforts by qualifying on the front row for race one. Sadly, his day proved short-lived when he turned in on American Jake Rosenzweig on the opening lap.

Determined to make amends, Costa produced a flawless drive in race two, winning from increasingly impressive Briton Nick Yelloly (Pons Racing). Brendon Hartley took a deserved third.

RESULTS

Race 1 1 **Robert Wickens**, 29 laps in 47m03.837s; 2 Jean-Eric Vergne, +21.051s; 3 Daniil Move; 4 Alexander Rossi; 5 Sergio Canamasas; 6 Nick Yelloly; 7 Nelson Panciatici; 8 Jan Charouz; 9 Nathanael Berthon; 10 Arthur Pic. **Race 2** 1 **Albert Costa**, 26 laps in 45m50.549s; 2 Yelloly, +4.468s; 3 Brendon Hartley; 4 Canamasas; 5 Anton Nebylitskiy; 6 Oliver Webb; 7 Rossi; 8 Walter Grubmuller; 9 Daniel de Jong; 10 Pic. **Points** 1 **Wickens**, 241; 2 Vergne, 232; 3 Rossi, 156; 4 Costa, 151; 5 Daniel Ricciardo, 144; 6 Kevin Korjus, 120; 7 Hartley, 95; 8 Canamasas, 69; 9 Panciatici, 55; 10 Move, 54.

Costa jumps for joy; Yelloly and Hartley (right) applaud



SILVERSTONE

GREAT BRITAIN

October 8-9

British F3

Round 10/10



AT A GLANCE

- R1 winner **Kevin Magnussen**
- R2 winner **Alexander Sims**
- R3 winner **Carlos Huertas**



Mitch Evans took a best finish of fourth on his British F3 debut

Double R has its slice of Pye

Aussie Formula Ford graduate Scott Pye capped his maiden season with a strong podium as two of the team's former drivers won races



Rookie Pye has had a decent end to the year

LAST WEEKEND'S BRITISH

Formula 3 finale at Silverstone was a good one for Double R Racing. Scott Pye capped a strong end to his maiden season in the category with his first full-points-race podium, while ex-Double R driver Carlos Huertas ended his third season at this level by finally taking his first win.

Formula Ford graduates have not found it easy in British F3 in recent seasons and, for the most part of this year, reigning British champ Pye looked set to follow the disappointing path trodden by some of his predecessors.

To be fair, the odds were stacked against him from the start. Lacking the budget for a proper pre-season testing programme, Australian Pye had to make do with mileage in the New Zealand-based Toyota Racing Series, before beginning his F3 education with the first official test at Rockingham in March.

When his main rivals already had a season of F3

under their belts, and/or the luxury of winter testing to shorten the learning curve, it's no surprise Pye struggled to make much of an impact initially. If that wasn't disadvantage enough, he then ran out of money midway through the season.

Fortunately, Triple Eight V8 Supercars team boss Roland Dane rode in to save the day. The change of management (Pye had previously been looked after by ex-Formula 1 driver Perry McCarthy) brought fresh impetus and – more importantly – fresh money to the table. Before the eighth round of the season at Rockingham, Pye had the chance to do some extra testing. Armed with new management, mileage and money, a driver who scored only 31 points across the first 21 races of the season has gone on to take 50 from the final nine.

"This season has been tough and you begin to doubt yourself," said Pye,

who was unsure if he'd even be driving when he turned up for the Paul Ricard round in July. "With Roland looking after me it's been a lot calmer, so I've been able to focus and do a better job."

Pye's upswing began with his maiden win, in a wet reversed-grid race at Rockingham. Beating champion Felipe Nasr and multiple race winner Kevin Magnussen, who both started with Pye at the front of the grid, boosted his confidence.

Being paired alongside GP3 champion Valtteri Bottas at Donington Park last time out helped Pye raise his game further. He collected 18 points and could have scored more had he not started from the pitlane then spun during the wet final race.

His qualifying form also improved and he carried that into Silverstone. Having taken a season's best third and fifth from the practice session on Saturday, he

jumped champion elect and ex-Double R racer Nasr at the start of race one and finished runner-up to runaway winner Magnussen.

"He's made great progress," said team boss Anthony Hieatt, who recently stepped aside to allow Pye's fellow Aussie Will Davison (no, not the Aussie V8 racer of the same name) to become his race engineer. "The first time he sat in an F3 car was the first official test day and he's been playing catch-up. It was great to beat Felipe with Felipe's old car!"

Pye's weekend took a downhill turn on Sunday. A poor start and drive-through penalty for disrespecting track limits ruined his final

outing, while an incorrect tyre choice and puncture spoiled his chances in a wet reversed-grid race. GP3 frontrunner Alexander Sims – another ex-Double R racer – won this one after a masterful performance for series newcomer Motopark, in which he was often over a second per lap faster than the rest of the field – mirroring expert showings in similar conditions in GP3 this year and British F3 last season. "I don't want to blow smoke up my own arse," said Sims, "but in the last two races I've done here in the wet I've been very, very fast, so I had confidence to push."

Huertas is another driver who doesn't lack confidence,

Sims (right) beat Foresti to win wet reversed-grid race



RACE RATING

★★★★☆

Wet reversed-grid thriller didn't quite make up for two follow-my-leader drone-a-thons

MILESTONE

Huertas is the first Colombian to win in BF3 since Montoya in 1996



REPORT F3 SILVERSTONE

BEN ANDERSON
reports



Huertas finally took his maiden victory

but his third season at this level has not delivered the hoped-for title challenge. The Colombian spent four seasons racing with Double R (in FBMW and F3) before switching to Carlin this year.

He has been quick and scored points consistently, but has often lacked the mental strength and fire to beat the top drivers. He put that right by jumping final-race polesitter Magnussen

to record his maiden win.

"It's good that Carlos got a win — he deserves it," said Hieatt, who has done more than most to help Huertas. "He lacks a bit mentally but is a good technical driver — probably the best Carlin has." If that's true, it's largely down to Hieatt and his team, who must have felt like winners last weekend, even though they didn't actually take a victory.

Magnussen just misses out

EVER SINCE FELIPE NASR clinched the championship at Rockingham last month, Kevin Magnussen has had his sights set on securing second in the title race by eclipsing his Carlin team-mate's wins tally.

A victory in the wet finale at Donington last time out brought the Dane within one of his rival and he got off to a good start at Silverstone by setting a pair of laps within 0.001 seconds of each other to secure two poles on the GP circuit.

He converted the first expertly to record his seventh win of the season in race one and draw level with Nasr, who trailed Double R's

Scott Pye home in third.

"My car is unbelievable this weekend," said Magnussen, who had a definite edge in the long middle sector of the lap, which winds from Stowe to the exit of The Loop.

Unfortunately for the Dane, he couldn't make that advantage count again in the

finale. With the carrot of win number eight dangling in front of him, he was beaten to the first corner by team-mate Carlos Huertas. The Colombian had been the only driver able to challenge Magnussen in qualifying and didn't look likely to concede his own maiden victory once he had forged ahead.



Magnussen took second in points

RESULTS

British F3, Silverstone (GB), October 8-9, round 10 of 10

GRID	RACE 1 - 15 LAPS, 54.907 MILES	RACE 2 - 10 LAPS, 36.605 MILES	GRID	RACE 3 - 20 LAPS, 73.210 MILES
1 MAGNUSSEN 1:53.045	1 Kevin Magnussen (DK) Carlin DVV F308 28m34.986s 1	1 Sims 21m39.508s 2	1 MAGNUSSEN 1:53.044	1 Huertas 38m36.042s 2
2 NASR 1:53.254	2 Scott Pye (AUS) Double R Racing DMB F308 +8.028s 3	2 Foresti +7.897s 5	2 HUERTAS 1:53.099	2 Magnussen +0.510s 1
3 PYE 1:53.287	3 Felipe Nasr (BR) Carlin DVV F308 +9.376s 2	3 Fantin +14.187s 1	3 NASR 1:53.241	3 Svendsen-Cook +5.613s 4
4 S-COOK 1:53.347	4 Jazeman Jaafar (MAL) Carlin DVV F308 +10.558s 7	4 Idafar +18.593s 19	4 S-COOK 1:53.274	4 Evans +10.015s 8
5 HUERTAS 1:53.364	5 Lucas Foresti (BR) Fortec Motorsport DMB F311 +14.907s 10	5 Derani +28.037s 14	5 PYE 1:53.279	5 Buller +15.790s 10
6 FANTIN 1:53.506	6 Will Buller (GB) Fortec Motorsport DMB F311 +23.027s 11	6 Harvey +28.597s 10	6 FORESTI 1:53.332	6 Foresti +23.039s 6
7 JAAFAR 1:53.563	7 Carlos Huertas (CO) Carlin DVV F308 +23.449s 5	7 Nasr +28.609s 7	7 JAAFAR 1:53.360	7 Sims +23.341s 12
8 EVANS 1:53.582	8 Alexander Sims (GB) Motopark DVV F308 +24.044s 12	8 Magnussen +29.948s 9	8 EVANS 1:53.384	8 Fantin +23.685s 9
9 HARVEY 1:53.724	9 Pietro Fantin (BR) Hitech Racing DVV F308 +24.556s 6	9 Huertas +38.211s 3	9 FANTIN 1:53.413	9 Jaafar +24.149s 7
10 FORESTI 1:53.780	10 Jack Harvey (GB) Carlin DVV F308 +25.619s 9	10 Cunha +40.214s 15	10 BULLER 1:53.622	10 Lloyd +29.758s 13
11 BULLER 1:53.784	11 Hywel Lloyd (GB) Sino Vision Racing DMB F308 +29.948s 13	11 Evans +41.811s 22	11 HARVEY 1:53.700	11 Tinknell +33.805s 17
12 SIMS 1:53.940	12 Harry Tinknell (GB) Fortec Motorsport DMB F311 +36.945s 17	12 Buller +44.270s 4	12 SIMS 1:53.827	12 Derani +37.669s 16
13 LLOYD 1:54.090	13 Bart Hylkema (NL) T-Sport DVV F311 +37.705s 19	13 Snegirev +44.377s 16	13 LLOYD 1:54.066	13 Idafar +41.913s 18
14 ILYAS 1:54.377	14 Pipo Derani (BR) Double R Racing DMB F308 +40.705s 15	14 Silva +53.041s 17	14 ILYAS 1:54.144	14 Hylkema +43.193s 19
15 DERANI 1:54.392	15 Yann Cunha (BR) T-Sport DVV F311 +41.027s 20	15 Svendsen-Cook +53.332s 23	15 SNEGIREV 1:54.295	15 Cunha +46.518s 20
16 SNEGIREV 1:54.467	16 Max Snegirev (RUS) Hitech Racing DVV F308 +45.288s 16	16 Tinknell +1m01.151s 12	16 DERANI 1:54.302	16 Fong +47.493s 21
17 TINKNELL 1:54.558	17 Guilherme Silva (BR) Hitech Racing DVV F308 +47.267s 21	17 Fong +1m03.419s 18	17 TINKNELL 1:54.548	17 Pye +47.822s 5
18 IDAFAR 1:54.640	18 Adderly Fong (PRC) Sino Vision Racing DMB F308 +56.437s 22	18 (R) Sakurai +1m09.040s 21	18 IDAFAR 1:54.633	18 Harvey +48.466s 11
19 HYLKEMA 1:55.057	19 Menasheh Idafar (BRN) T-Sport DVV F311 +56.688s 18	19 Jaafar +1m15.127s 6	19 HYLKEMA 1:54.692	19 Ilyas +1m12.577s 14
20 CUNHA 1:55.058	20 Fahmi Ilyas (MAL) Fortec Motorsport DMB F311 +1m00.372s 14	20 Pye +1m42.334s 8	20 CUNHA 1:54.917	20 (R) Sakurai +1m54.772s 23
21 SILVA 1:55.295	21 (R) Kotaro Sakurai (J) Hitech Racing DMH F305 +1m08.097s 23	R Ilyas 2 laps-off 20	21 FONG 1:55.042	R Silva 12 laps-off 22
22 FONG 1:55.354	R Mitch Evans (NZ) Double R Racing DMB F308 6 laps-off 8	R Hylkema 0 laps-collision 13	22 SILVA 1:55.118	R Nasr 8 laps-damage 3
23 SAKURAI 1:57.731	R Rupert Svendsen-Cook (GB) Carlin DVV F308 1 lap-brake line 4	R Lloyd 0 laps-collision 11	23 SAKURAI 1:57.565	R Snegirev 0 laps-crash 15

CHAMPIONSHIP

POS	DRIVER	PTS
1	Nasr	318
2	Magnussen	237
3	Huertas	222
4	Buller	197
5	Svendsen-Cook	191
6	Jaafar	187
7	Foresti	170
8	Fantin	119
9	Harvey	112
10	Pye	81

CHAMPIONSHIP (ROOKIE CUP)

POS	DRIVER	PTS
1	Sakurai	378
2	Hylkema	214
3	Orlandi	45

Key: D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HWA; MH=Mugen Honda/Brown; (R)=Rookie Cup.

Race 1 Winner's average: 115.26mph. Fastest lap: Magnussen, 1m53.728s, 115.87mph.
Race 2 Winner's average: 101.41mph. Fastest lap: Magnussen, 2m05.911s, 104.66mph.
Race 3 Winner's average: 113.80mph. Fastest lap: Magnussen, 1m55.170s, 114.42mph.



Sunoco Daytona Challenge – FINAL STANDINGS*

*correct at time of print

This weekend saw the last point scoring round towards the Sunoco Daytona Challenge. British F3 Champion Felipe Nasr has won the drive at Daytona with a great score of 72.25 average points per round. Congratulations to Carlos Huertas (left) for taking his maiden win of the series.

▶ 1 Felipe Nasr Carlin/F3 72.25	▶ 6 Aaron Scott GT3 Racing/Britcar 44.84
▶ 2 Marcus Clutton A.B.G Motorsport/GT4 48.98	▶ 7 Glynn Geddie CRS Racing/GT3 43.50
▶ 3 Javier Morcillo Azteca/Britcar 48.94	▶ 8 David Ashburn Trackspeed/GT3 43.50
▶ 4 Matt Griffin MTECH/GT3 47.00	▶ 9 Peter Belshaw A.B.G Motorsport/GT4 41.98
▶ 5 Craig Wilkins GT3 Racing/Britcar 44.84	▶ 10 Jim Geddie CRS Racing/GT3 41.50



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SILVERSTONE

GREAT BRITAIN

October 8
British GT
Round 7/7



BRITISH GT AT A GLANCE

- **Winners** Howard/Adam
- **GT4** Glew/Holmes
- **Pole** Jonathan Adam
- **FL** Charles Bateman



Glynn (left) and Jim Geddies secured title



BRITISH GT SILVERSTONE GP, OCTOBER 8

Old Aston's fond farewell

DBRS9 topped 30-car GT pack

JONATHAN ADAM HAS been the star newcomer in British GT this year and at the season finale he gave one of the oldest cars in the championship a fitting swansong. The Aston Martin DBRS9 made its race debut at Silverstone's Grand Prix track in the 2006 FIA GT3 opener and Adam/Andrew Howard took Beechdean's example to a fine win on the new version.

Behind, the title fight raged. Twelve drivers arrived with a mathematical chance of becoming champion, and five crews had a realistic shot. CRS Ferrari drivers Glynn and Jim Geddies led, despite not having won a race, while Duncan Cameron/Matt Griffin (MTECH 458), Michael Guasch/Matt Bell (United Autosports Audi R8 LMS), and Michael Lyons/Charles Bateman (Scuderia Vittoria 458) were all close. Reigning champion David Ashburn was also in contention and drafted international GT star Richard Westbrook into his Trackspeed Porsche.

Westbrook narrowly lost

pole to Adam, but Ashburn took the lead from a tentative Howard at the start. Both were soon overcome by Joe Osborne, driving a third Audi with Zak Brown, and Bateman.

The lead duo drew away while Howard worked back to third. As the Porsche's front tyres went off, Ashburn dropped back and was over a minute behind when the pitstop sequence began.

Then Paul White's Aston crashed, eventually bringing out the safety car. Not for the first time in British GT history, chaos ensued.

The safety car initially correctly picked up Osborne, but then waved him by. The Audi then pitted, and the

safety car had to stay out for 20 minutes to get Brown to the head of the queue and make sure nobody got an unfair advantage.

The restart finally came with 45 minutes to go. Brown led Lyons, Godfrey Jones (in the Mercedes SLS started by brother David), Adam, Westbrook, Glynn Geddies, and Griffin.

It took Adam five laps to make it into the lead, with Westbrook overcoming a defensive Brown on the following tour. The gap to the Aston then stood at around five seconds with half an hour to go.

Another charging win for Westbrook looked likely, but instead Adam and the

Aston – great on the fast swoops of Silverstone – pulled away. And when the Porsche's front rubber went off again, Adam was clear, denying Westbrook the extra 10.5 points a win brings.

Things had already fallen apart for several of the other title contenders. Scuderia Vittoria was convinced the safety car, which had cost Lyons an advantage over his championship rivals, had cost it the crown. Lyons then fell back, and a drive-through for not respecting the track limits consigned him to seventh.

Griffin thought he could have made it to second but he too was hit with a penalty when MTECH's



Osborne/Brown Audi led for much of the race

pitstop was judged to have been too rapid and he trailed home ninth.

UA had also experienced delays. Guasch fell back then spun during his stint, complaining of rear-tyre wear, and any comeback hopes were dashed when Bell hit Godfrey Jones.

All this, plus a strong opening stint from father Jim, helped Glynn Geddies to third and he seemed set for a safe run to the crown. But Westbrook, who ran as Geddies's team-mate at Trackspeed last year, decided he'd try one more tactic. "The team said he wouldn't do anything stupid, but I said, 'It's Glynn, of course he'll do something stupid!'" said Westbrook of his efforts to tempt Geddies into a rash passing move.

It got very close, but remained clean and Geddies kept his nerve to secure third and the title.

"I couldn't believe they were fighting and the team was going ballistic," said Jim. "We should have won two races this year, but ultimately you've got to be consistent."

● Kevin Turner

RESULTS (2 hours, 54 laps)

1 Andrew Howard/Jonathan Adam

(Aston Martin DBRS9); 2 David Ashburn/Richard Westbrook (Porsche 997 GT3 R) +22.738s; 3 Jim Geddies/Glynn Geddies (Ferrari 458); 4 Gregor Fisker/Tim Bridgman (997 GT3 R); 5 David Jones/Godfrey Jones (Mercedes-Benz SLS); 6 Joe Osborne/Zak Brown (Audi R8 LMS); 7 Charles Bateman/Michael Lyons (458); 8 Julien Draper/Matthew Draper (458); 9 Duncan Cameron/Matt Griffin (458); 10 Andrew Tate/Alex Mortimer (458). **GT4** Phil Glew/Chris Holmes (Lotus Evora); **GTC** Anthony Reid/Jordan Witt (Chevrolet GR8); **GT3B** James Pickford/Simon Atkinson (Lamborghini Gallardo).

Fastest lap Bateman 2m06.162s (104.46mph). **Final Points**

1 Geddies/Geddies, 144; 2 Ashburn, 130; 3= Lyons/Bateman & Cameron/Griffin, 116.5. **GT4 1 Peter Belshaw/Marcus Clutton (KTM X-Bow), 205.5**; 2= Dan Denis/David McDonald (Ginetta G50) & Freddy Nordstrom/Leyton Clarke (Evora), 164.

MILESTONES

Seventh outright Brit GT win for the Aston Martin DBRS9; Mygale's first clean sweep in a British Formula Ford championship season

BRITISH FORMULA FORD AT A GLANCE

- Race 1 **Geoff Uhrhane**
- Race 2 **Scott Malvern**
- Race 3 **Jeroen Slaghekke**

REPORTS SILVERSTONE



The Formula Ford racing was tight at Silverstone

SUPPORTS SILVERSTONE GP, OCTOBER 8-9

Top Ford racers star in fine finale

THE 2011 BRITISH Formula Ford championship started with wins for Jeroen Slaghekke, Scott Malvern and Geoff Uhrhane on the Silverstone National circuit back in April. It finished with the same victors on the GP layout last weekend, but this time there was great racing and less controversy.

There was a seven-car slipstreamer for the lead early in race one. Champion Scott Malvern was the first casualty when the engine blew on his Jamun Mygale, and team-mate Slaghekke was given a lot of work to do when he was jumped under yellows.

Slaghekke fought back, but ran out of time to beat Uhrhane, who had led the

pack for much of the race in his JTR Mygale. Team-mate Dan de Zille crossed the line third, but was excluded for the yellow-flag infringement. Antti Buri thus got the place.

Race two was damp, but all the frontrunners started on slicks. Malvern got away well, chased by Slaghekke, and while a fierce battle raged behind, the lead duo pulled clear. Uhrhane and Nick McBride (Jamun Mygale) eventually broke free, albeit it too late to do anything about the leaders.

The final encounter boiled down to one of the fights of the year between early leader Uhrhane, Slaghekke, and Malvern, who admitted to getting "mugged" on the opening lap. He recovered, and

closed on Slaghekke, who in turn reeled in Uhrhane.

The three then put on a great show. On one lap Slaghekke went around the outside at Stowe to take the lead, only for Uhrhane to dive back ahead into Brooklands.

Slaghekke got ahead at Vale on the penultimate lap and led as the trio went into Luffield for the final time. Uhrhane tried the inside, but nudged his rival's rear wheel. Both ran wide and Malvern briefly made it three abreast, Slaghekke just pipping Uhrhane as the top three crossed the line covered by only 0.256s.

"It was a hard race, but totally fair," said Slaghekke who secured second in the points table with the win.

Steve Chaplin took his second consecutive title during the first Volkswagen Racing Cup encounter, a seventh-place finish enough to make the Beetle driver uncatchable in the points.

In very slippery conditions, following earlier rain, Aaron Mason came through to win by 3.6 seconds from Joe Fulbrook – the latter lucky to be runner-up after several lurid slides in his Bora. Paul Taylor's four-wheel-drive Golf R32 was in its element, a rocket-ship start from 16th on the grid delivering a top-three result.

The icing on the cake for Chaplin came in the dry second race with a six-second victory over Mason, his task made all the easier when Fulbrook was forced out of the reckoning with electrical gremlins.

Controversy ruled in the title-deciding Ginetta Challenge races, especially the opener, from which Sean Huyton was excluded after punting chief rival Mark Davies out of the lead and into the gravel at Luffield on lap one. Clive Richards inherited the win, while Davies fought back into ninth. William Burns starred with a sensational

drive from 34th and last on the grid into the top three.

More contact between Huyton and Davies featured in race two, although second place was enough to give Davies the title – albeit provisionally with winner Huyton set to challenge his earlier exclusion. In the G20 Class, Gary Simms and Stuart Pearson also got a little too close for comfort in race one. Pearson took the title despite a class win for Simms in race two.

● Kevin Turner & Marc Orme

RESULTS

British Formula Ford (9 laps)

1 Geoff Uhrhane (Mygale SJ11); 2 Jeroen Slaghekke (SJ11) +0.589s; 3 Antti Buri (Mygale SJ11); 4 Tristan Mingay (Mygale SJ09); 5 Nick McBride (SJ11); 6 Jack Le Brocq (SJ11); 7 Philippe Layac (Mygale SJ10); 8 Neil Alberico (Ray GR11); 9 Spike Goddard (SJ11); 10 Steijn Schothorst (SJ10).

Fastest lap Slaghekke 2m08.182s (102.78mph). **Race 2 (8 laps)**

1 Scott Malvern (SJ11); 2 Slaghekke +0.846s; 3 Uhrhane; 4 McBride; 5 Buri; 6 Dan de Zille (SJ11); 7 Matt Parry (Van Diemen LA11); 8 Layac; 9 Le Brocq; 10 Luke Williams (SJ10). **FL** Slaghekke 2m11.333s.

Race 3 (9 laps) 1 Slaghekke; 2 Uhrhane +0.218s; 3 Malvern; 4 de Zille; 5 Buri; 6 McBride; 7 Le Brocq; 8 Alberico; 9 Mingay; 10 Layac.

FL Malvern 2m09.397s (101.85mph).

Final points 1 Malvern, 614;

2 Slaghekke, 510; 3 McBride, 507; 4 Buri, 480; 5 Uhrhane, 391; 6 de Zille, 383.

VW Racing Cup (7 laps)

1 Aaron Mason (Golf Mk5 GTI); 2 Joe Fulbrook (Bora 1.8T) +3.655s; 3 Paul Taylor (Golf Mk4 R32); 4 James Walker Golf Mk5 GTI; 5 Owen Mildenhall (Golf Mk6 GTI); 6 Stewart Lines (Golf Mk5 GTI).

FL Fulbrook 2m46.457s (79.17mph).

Race 2 (8 laps) 1 Steve Chaplin (Beetle 3.2 RSi); 2 Mason +6.258s; 3 Walker; 4 Thomas Wilson (Golf Mk5 GTI); 5 Taylor; 6 Lines.

FL Chaplin 2m29.640s (88.05mph).

Ginetta Challenge (8 laps) 1 Clive Richards; 2 Thiago Calvet +3.657s; 3 William Burns; 4 Mike Steadman; 5 Ryan Ratcliffe; 6 Lee Mowle.

G20 Dominic Pettit. FL Mark Davies 2m27.763s (89.17mph). **Race 2 (8 laps) 1 Huyton;** 2 Davies +0.126s;

3 Ratcliffe; 4 Rick Parfitt Jr; 5 Burns; 6 Graham Johnson. **G20** Gary Simms. **FL** Davies 2m28.025s (89.05mph).

Chaplin secured title, then stormed to a win





RALLY SCOTLAND

Perth, October 7-9

ROUND 10/11

WINNER

Andreas Mikkelsen
1h55m17.2s

RALLY RATING

★★★★★

Not exactly a thriller,
but a massive result
for Mikkelsen

DRIVERS' STANDINGS

Kopecky	131pts
Hanninen	125pts
Neuville	112pts

MILESTONES

- Mikkelsen's maiden IRC victory
- Breen's best-ever IRC finish

DAVID EVANS
reports



Scottish supremacy for magnificent Mikkelsen

Norwegian Andreas Mikkelsen took his maiden IRC victory for Skoda UK on the team's home soil





Mikkelsen broke his duck for Skoda UK



Champ Hanninen took P2 to stay in title hunt

AT THE START OF THIS

season, Skoda UK faced the wrath of the British rallying public for selecting a Norwegian to drive its car in the IRC. Last weekend, in front of the same said public, Andreas Mikkelsen delivered the perfect riposte for his employer by winning Rally of Scotland. A faultless drive in a perfect Fabia was an unbeatable combination in Perth.

Having led plenty of IRC rounds earlier in the year, this time Mikkelsen was out front when it mattered most. Juho Hanninen was second after a troubled start in his Skoda, while Bryan Bouffier turned in an exceptional debut drive to collect third.

LEG ONE (69.58 miles)

OVERCAST - AMBIENT TEMPERATURE RANGE
ON STAGES 9-11C

Not used since the Valentine Rally in 1997, the opening stage of the Rally of Scotland was green and slippery – and that was before the heavy rain that fell earlier in the week. Guy Wilks, however, was more than up for it. Setting his stubbly chin against some of the most treacherous conditions the IRC season has endured in a largely asphalt season, the Englishman's ability shone through the deep Scottish darkness. Wilks was fastest. Twice.

Understandably, the two-time British Rally Champion was pleased

with his early efforts.

"We could have gone a little bit harder in there," he said at the end of the second stage. "It was tricky, really slippery in places. This is good, but there's still a very long way to go." Juho Hanninen was an early second in his factory Skoda, while P-G Andersson turned heads with an exceptional start in the Proton Satria Neo S2000. Running on gravel for the first time, Andersson ended the evening third overall, having been second quickest on SS2.

Troublesome as expected, the first two stages only caused problems for top Group N runner, British champion and local hero David Bogie. The Scot lost his intercom at the start of SS1 and, despite running in the dark with no guidance from his co-driver, he did well to contain the time loss to 42 seconds to the leaders.

With daylight came the rain, or the drizzle followed by intermittent rain. And a charge from Mikkelsen. The Skoda driver was fastest through Craigvinean, despite being concerned by a potential puncture. In all honesty, punctures were reasonably unlikely – a batch production problem meant Michelin had no soft tyres available, forcing all its partner teams to go out on the hard tyre, which was unsuited to the cold, damp conditions, but would be pretty bulletproof.

Mikkelsen's efforts ensured he leapt up the leaderboard from a supertime sixth to second just after breakfast. One stage later and the Norwegian was leading. And smiling.

Drummond Hill remains one of the toughest challenges in British rallying – and that's when the sun is shining and the knife-edge track through Tay Forest offers some grip. On a day known as dreich in the middle of autumn, with the mist hanging and the rain-washed road shorn of anything resembling adhesion, it's a terror. Especially the brain-out, top-gear downhill middle section of the stage.

Mikkelsen loved it. "That was good!" he grinned. Even better when he watched his name installed alongside P1 on the leaderboard. "The road was pretty beaten up in places," he added, "and there wasn't much grip, but it was okay."

Asked if he'd been on the limit or if he'd had any moments, Mikkelsen's face almost flinched at the prospect of recollection.

"In these conditions, it's one long moment," he said. "The grip level is changing all of the time, so we have to leave some room – you can't be completely on the maximum."

If Mikkelsen's time was impressive, Bryan Bouffier's was doubly so. Despite never having competed in

STAGE TIMES

SS1 CARRON VALLEY 1 (5.35 MILES)

Fastest: Wilks 5m24.8s
Leader: Wilks

SS2 CARRON VALLEY 2 (5.35 MILES)

Fastest: Wilks 5m21.9s
Leader: Wilks

SS3 CRAIGVINEAN 1 (10.27 MILES)

Fastest: Mikkelsen 9m38.2s
Leader: Wilks

SS4 DRUMMOND HILL 1 (8.17 MILES)

Fastest: Bouffier 8m15.3s
Leader: Mikkelsen

SS5 ERROCHTY 1 (10.98 MILES)

Fastest: Mikkelsen 10m02.9s
Leader: Mikkelsen

SS6 CRAIGVINEAN 2 (10.27 MILES)

Fastest: Mikkelsen 9m50.4s
Leader: Mikkelsen

SS7 ERROCHTY 2 (10.98 MILES)

Fastest: Mikkelsen 10m12.4s
Leader: Mikkelsen

SS8 DRUMMOND HILL 2 (8.17 MILES)

Cancelled due to road
surface/conditions

SS9 CARRON VALLEY 3 (5.35 MILES)

Fastest: Hanninen 5m12.2s
Leader: Mikkelsen

SS10 LOCH CHON 1 (6.15 MILES)

Fastest: Sandell 6m41.5s
Leader: Mikkelsen

SS11 HIGH CORRIE 1 (16.82 MILES)

Fastest: Hanninen 16m34.2s
Leader: Mikkelsen

SS12 LOCH CHON 2 (6.15 MILES)

Fastest: Mikkelsen 6m33.3s
Leader: Mikkelsen

SS13 HIGH CORRIE 2 (16.82 MILES)

Fastest: Hanninen 16m47.7s
Leader: Mikkelsen

SS14 SCONE PALACE 1 (1.71 MILES)

Fastest: Neuville 1m57.7s
Leader: Mikkelsen

SS15 SCONE PALACE 2 (1.71 MILES)

Fastest: Neuville 1m59.4s
Leader: Mikkelsen



P5 enough for Kopecky to keep his points lead



Mikkelsen (r) and Ola Floene celebrate win



◀ these parts, the Frenchman was quickest and running in an early fourth, just behind his Peugeot colleagues Thierry Neuville and Guy Wilks.

Wilks' grip on the lead had been loosened early in the stage, when he ran wide and dropped a couple of wheels into a ditch.

He went into Errochty 3.4s behind Mikkelsen.

Unfortunately, that was as close as he would get to returning his Peugeot to the front of the field. Not far into SS5, and pressing on because he thought he had a puncture, he was caught out by a fast left-hander. The car spun and went backwards into a ditch.

"It was my fault," said Wilks. "We were running the car soft and I thought we were dragging a puncture. I can't believe it."

It had taken six Swedes six minutes to haul the 207 back onto the road. Wilks' hopes of repeating his 2009 Scotland win were in similar shape to those of his beloved England in the Rugby World Cup.

"It's been a shit morning all round," he said following a brief conversation about Martin Johnson's men.

Not for Mikkelsen, it hadn't. The man who was sitting where Wilks himself had sat 12 months ago suddenly found himself 28.6s out front. Given that Neuville and Bouffier – hardly massively experienced gravel racers – were second and third, surely he could relax.

"No, I won't back off – you can't in these cars," said Mikkelsen, undoubtedly striking fear into the soul of Skoda UK Motorsport chief Cathie Sleigh.

Good as his word, the Fabia driver pushed on through the afternoon and to extend his advantage to 50.7s ahead of the second run through Drummond Hill, which was subsequently cancelled by the organisers who were concerned at the state of the road after the entire field had passed through the Teflon test.

Two Errochty spins dropped Neuville from second to fourth (and broke reverse gear on his 207) and promoted an excellent Bouffier to second.

"I have to be pleased with this position," said Bouffier. "The conditions have been very difficult, but the car

has worked well today."

Bouffier's hopes of maintaining that second place looked increasingly doubtful as the afternoon progressed and Hanninen felt more comfortable with his Skoda. The Finn had been all at sea through the morning, unable to feel the Fabia beneath him.

"I'm going from corner to corner," he grumbled, "nothing is flowing for me." A change of rear differential helped the car and allowed him to close the gap to Bouffier to just one second.

"The win is gone," said Hanninen, "but we will fight for second."

Neuville was fourth overnight, with Craig Breen fifth after a largely trouble-free day in his Fiesta. The Irishman was just five seconds up on Patrik Sandell, with IRC leader Jan Kopecky a further 10 down after a tough day getting to know Scotland in the autumn in his Fabia.

Mitsubishi man Jarkko Nikara led the Production Cup in eighth place with British and Scottish champion David Bogie 10 seconds behind in 10th – former WRC man Toni Gardemeister was the meat



Top Briton Wilks led early on but crashed



Bouffier was strong P3 on Scottish debut



Ireland's Breen took a stunning fourth

in the Lancer sandwich.

On stage times, Andersson's Proton was fourth, but a dead battery in the Perth regroup cost the Swede road penalties and left him 11th.

POSITIONS AFTER DAY ONE

1 MIKKELSEN/FLOENE	58m52.8s
2 BOUFFIER/PANSERI	+50.7s
3 HANNINEN/MARKKULA	+51.7s
4 NEUVILLE/GILSOUL	+1m25.8s
5 BREEN/ROBERTS	+1m28.5s
6 SANDELL/PARMANDER	+1m26.7s

LEG TWO (54.75 miles)

OVERCAST - AMBIENT TEMPERATURE RANGE ON STAGES 8-12C

Mikkelsen left service on another blustery Highland morning with a car tailored to conservatism. Softened to give him confidence and tyres cut to clean the road as much as possible, this wasn't a ragged-edge Fabia, this was a set-up to win the rally.

Trouble-free final days in the IRC are something of a rarity for the Skoda UK team, and so this one proved as well. Mikkelsen punctured on both runs at the 16-mile High Corrie - the second one causing him real concern. Inspecting the deflated front-right, he said: "I thought it was over. We

were about three kilometres from the end and I thought that was it." It wasn't. His lead had dipped to 28.3s after the first puncture, but a spirited charge through Loch Chond hauled eight seconds back from Hanninen. So, when the next Michelin went pop and he dropped 6.3s, his cushion was still the right side of half a minute. Two runs through Scone Palace and the job was done. An emotional Mikkelsen said: "This is perfect. To win for Skoda UK here is perfect. I thought we could do it and we have. Fantastic."

Hanninen nudged Bouffier aside on Sunday's opener - a third run at Carron Valley - to claim a second place that put Skoda out of reach in the makes' championship and played him right into the fight for another drivers' title on the final round in Cyprus.

Bouffier was happy with third. "I couldn't do anything to fight with Juho," he said. "But this is good. These stages are beautiful."

Neuville slipped out of fourth when he clouted a monster rock on SS10. The Belgian 207 went off the road and, once again,

stripped reverse as the Sanremo winner tried to back the car out.

"I went into the ditch on full gas," said Neuville. "Luckily, it came out."

Having dropped to eighth, he fought back to sixth at the finish.

Breen took a career-best fourth, despite a cracked exhaust manifold and last-ditch transmission trouble. Relieved to finish in such a strong position, he was frustrated at the car trouble that had prevented him pushing harder and troubling Bouffier for third.

RESULTS

Rally Scotland, October 7-9, IRC round 10-11

15 SPECIAL STAGES, 124.335 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	6	Andreas Mikkelsen/Ola Floene	Skoda Fabia S2000	1h55m17.2s
2	5	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	+26.4s
3	1	Bryan Bouffier/Xavier Panseri	Peugeot 207 S2000	+1m35.3s
4	17	Craig Breen/Gareth Roberts	Ford Fiesta S2000	+2m05.1s
5	2	Jan Kopecky/Petr Stary	Skoda Fabia S2000	+2m11.7s
6	4	Thierry Neuville/Nicolas Gilsoul	Peugeot 207 S2000	+3m10.4s
7	12	Toni Gardemeister/Tapio Suominen	Skoda Fabia S2000	+3m11.5s
8	19	Alastair Fisher/Daniel Barritt	Ford Fiesta S2000	+4m59.9s
9	10	Toshihiro Arai/Dale Moscatt	Subaru Impreza WRX	+8m17.6s
10	21	Matthias Kahle/Peter Gobel	Skoda Fabia S2000	+9m36.1s
OTHERS				
R	7	Guy Wilks/Phil Pugh	Peugeot 207 S2000	lost wheel
R	9	Alister McRae/Bill Hayes	Proton Satria S2000	oil pump

CLASS WINNERS Starters/finishers: 37/23; Leaders: SS1-3 Wilks; SS4-15 Mikkelsen

Kopecky maintained his middle-of-the-road form to seal fifth, with Neuville and Gardemeister P6 and P7.

Further down the order, top Group N runner Nikara and Bogie retired. The Finn dropped his Lancer in a ditch in SS13, while Bogie whacked the left-rear of his car and stopped two stages earlier. Alastair Fisher was top Brit in P8, while Toshi Arai scooped Production Cup honours in his Subaru. Andersson's encouraging Proton run ended when a flailing driveshaft broke a crank sensor and stopped

the engine in SS13, while Wilks's miserable weekend deteriorated when he shunted on a seemingly insignificant dash around Scone Palace.

Last Sunday, a Norwegian invaded Scotland and succeeded where many before had failed. In the place where so many monarchs have been crowned Mikkelsen became the Rally of Scotland king.

Now in a six-way title showdown next month in Cyprus, only time will tell if he used his time with the Stone of Destiny wisely... ☘

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Jan Kopecky	131
2	Juho Hanninen	125
3	Thierry Neuville	115
4	Andreas Mikkelsen	111.5
5	Bryan Bouffier	110.5
6	Freddy Loix	103
7	Guy Wilks	47
8	Toni Gardemeister	44
9	Bruno Magalhaes	26
10	Craig Breen	24
MANUFACTURERS' POINTS		
1	Skoda	285
2	Peugeot	254
3	Ford	80

RALLY SUMMARY In a reversal from previous years, the event started at Stirling Castle and finished at Scone Palace. Two runs at a new Carron Valley stage south of Stirling opened proceedings on Friday night before the usual classics in Perthshire on Saturday and Stirlingshire on Sunday.

BATHURST 1000

AUSTRALIA

October 6-9
V8 Supercars
Round 10/14



AT A GLANCE

- Winner **Garth Tander/Nick Percat**
- Pole position **Greg Murphy**
- Fastest lap **Jamie Whincup**



Winterbottom/Richards: top Ford men

A Commodore commotion

Works Holden crew Garth Tander and Nick Percat just pipped privateer duo Craig Lowndes and Mark Skaife in a thriller



Tander and Lowndes had a mega late-race battle for victory...

THE BATHURST 1000 IS known in the Australian motor racing lexicon as 'The Great Race' — and they don't get much greater than the 2011 running of the event.

With a handy lead with 10 laps to go, it looked like the race was in the hands of Garth Tander. The 2000 and 2009 race winner had the lead, the pace and daylight between himself and his pursuers, but there was a problem. That problem was called Craig Lowndes, and even if the chase looked impossible, he was making the most of it. At first, it looked like he would fall two laps shy of catching the Triple Eight Holden, but Tander slipped at The Chase, ran off the

circuit, lost a second and Lowndes gritted his teeth and charged after him.

He fell short. Not, disappointingly short, but short by about the length of his Holden Commodore, in the kind of finish that made even we jaded members of the media stand and applaud an effort that will

live in the annals of the race. Both drivers were exhausted; both cars were virtually smoking wrecks, with gripless tyres. It was a gripping, thrilling battle.

"We got to the end first and that's all that matters," Tander said after the race. "It was a great job by the boys all day. They got us

into the lead when it counted and we were not going to give it up."

The contrast between Tander's and Lowndes's co-drivers could not be more obvious. Mark Skaife fell short of a seventh Bathurst win when Lowndes finished second, while Nick Percat, 23, stood on the top

step on the podium on his Mount Panorama. The former Formula Ford champion is something of a Tander protege and already Garth has stated that he will partner the kid next year. Only time will tell whether other teams looking for fresh talent may be able to tempt him away with a full-time seat.

Greg Murphy was third, a great result in his Kelly Racing Holden. He started from pole after the three fastest men in qualifying, Tander, Jamie Whincup and Mark Winterbottom got a wet track for their Shoot-out laps, but Murphy and co-driver Alan Simonsen lost time in the pits as the race wound on. Ironically, they made all of it back

...with 0.29s separating them after 6.5-hour race



RACE RATING

★★★★★

Touring-car racing on The Mountain at its absolute best

MILESTONE

A 23-year-old team owner and his 23-year-old driver wins Bathurst. Whatever next?



REPORT BATHURST 1000

PHIL BRANAGAN
reports



Simonsen/Murphy and Lowndes/Skaife flank winners Tandy/Percat

when Lowndes, and almost everyone else, got stuck behind a slower car.

It was Whincup's. His Triple Eight car had battery problems all day, and battery changes were a regular part of the car's diet. But when he slowed, a safety car was scrambled, and a number of drivers were trapped, unable to pass. In the end, Whincup and co-driver Andrew Thompson finished nowhere, and Lowndes can comfort himself in the knowledge that he now leads the series points. Thompson looked like a winner early in the race; for the second outing in a

row, the current leader of the second-tier Fujitsu V8 Series passed Skaife – in an identical car...

The Ford teams had a tough day. Mark Winterbottom took fourth with co-driver Steven Richards, but their team-mates, Will Davison/Luke Youlden, were out of contention early when Youlden beached the car in a sandtrap and lost a lap. The Stone Brothers cars were up and down for much of the day, the best of them Shane van Gisbergen's. His co-driver John McIntyre was the innocent victim in an accident that left him facing the wrong way at a

hairpin. Sixth was an unjust reward for the car speed that the duo displayed.

The most spectacular exit from the race was that of David Besnard. Having just taken over the Steve Johnson Ford – which was suffering from a busted radio – he got to the top of the hill and, unable to hear his team encouraging him to pump his brake pedal to bed in his just-changed brake pads, found he had no brakes at Griffin's Bend. The car hit the barriers, backwards, hard and burst

into flames. Besnard leapt out of the car unhurt while marshals (one of them officiating at his very first race!) waded into the flames to protect the drivers.

Holden Racing Team's James Courtney's winning hopes went west with an overheating engine. The Alex Davison/David Brabham Ford lacked the pace to challenge the leaders, while Russell Ingall never really got high enough up the field with co-driver Jack Perkins.

The cream rose to the top

in this race, as it should. The Triple 8 and HRT Holdens were the class of the field, and new HRT owner Ryan Walkinshaw had reason to smile widely after the race. At 23, he and Percat share much, and they might just have a bright future together.

Tom Walkinshaw was a man central to Bathurst's history. In the first race since his death, the team he built from the ground up, half a world away, won, and did so in maybe the greatest Great Race of them all. ☼



Polesitting Murphy took P3 with Allan Simonsen

RESULTS

Bathurst 1000, Mount Panorama (AUS), October 6-9, V8 Supercars, round 10 of 14

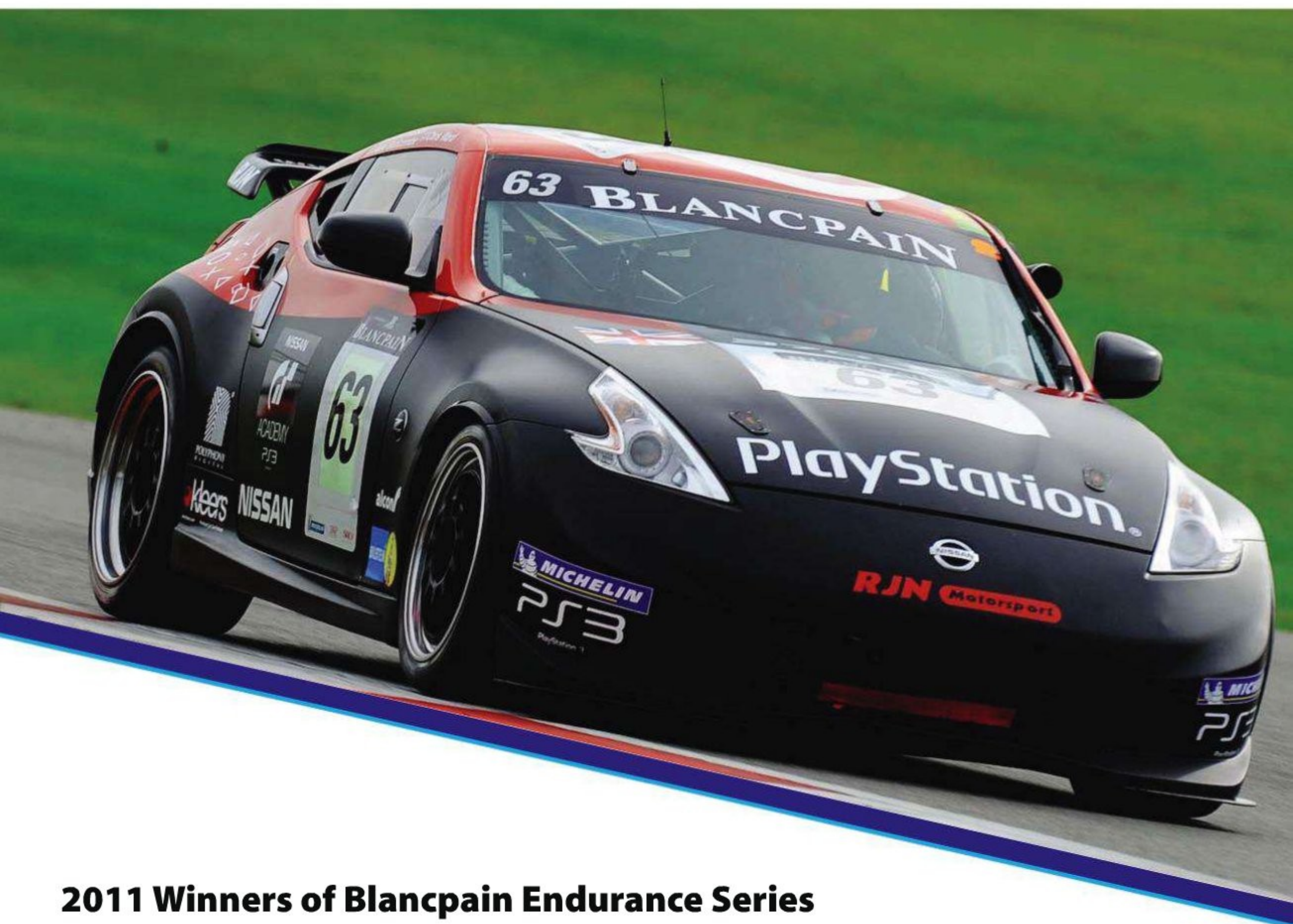
GRID	DRIVERS (NATIONALITY)
3 LOWNDES 2:09.2197	2 W DAVISON 2:08.8821
5 V GIBBERGEN 2:09.3820	4 COURTNEY 2:09.2359
7 REYNOLDS 2:10.1570	6 OWEN 2:09.5177
9 TANDER 2:31.3934	8 WHINCUP 2:26.6012
11 HOLDSWORTH 2:08.0942	10 W BOTTOM 2:52.0682
13 A DAVISON 2:08.2887	12 DUMBRELL 2:08.2443
15 SLADE 2:08.4721	14 CARUSO 2:08.4464
17 MOFFAT 2:08.6631	16 R KELLY 2:08.5250
19 T KELLY 2:08.7271	18 BRIGHT 2:08.6681
21 BARGWANNA 2:09.1155	20 COULTHARD 2:08.7976
23 D'ALBERTO 2:09.1948	22 LUFF 2:09.1503
25 INGALL 2:09.3328	24 JOHNSON 2:09.3076
27 REINDLER 2:09.4020	26 WEBB 2:09.4017
29 DENYER 2:11.7371	28 FIORE 2:10.0191

161 LAPS, 621.552 MILES

POS	DRIVERS (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Garth Tander (AUS)/Nick Percat (AUS)	Holden Racing Team	Holden Commodore VE2	6h26m52.2691s	9
2	Craig Lowndes (AUS)/Mark Skaife (AUS)	Triple 8 Australia	Holden Commodore VE2	+0.2917s	3
3	Greg Murphy (NZ)/Allan Simonsen (DK)	Kelly Racing	Holden Commodore VE2	+11.7950s	1
4	Mark Winterbottom (AUS)/Steven Richards (AUS)	Ford Performance Racing	Ford Falcon FG	+19.5186s	10
5	Jason Bright (AUS)/Andrew Jones (AUS)	Brad Jones Racing	Holden Commodore VE2	+19.9227s	18
6	Shane van Gisbergen (NZ)/John McIntyre (NZ)	Stone Bros Racing	Ford Falcon FG	+33.6113s	5
7	James Courtney (AUS)/Cameron McConville (AUS)	Holden Racing Team	Holden Commodore VE2	+36.2050s	4
8	Russell Ingall (AUS)/Jack Perkins (AUS)	Paul Morris Motorsport	Holden Commodore VE2	+37.1825s	25
9	Tony d'Alberto (AUS)/Dale Wood (AUS)	Centaur Racing	Ford Falcon FG	+41.6750s	23
10	Michael Caruso (AUS)/Marcus Marshall (AUS)	Garry Rogers Motorsport	Holden Commodore VE2	+47.8567s	14
11	Steve Owen (AUS)/Paul Morris (AUS)	Paul Morris Motorsport	Holden Commodore VE2	+49.7505s	6
12	Tim Slade (AUS)/Daniel Gaunt (NZ)	Stone Bros Racing	Ford Falcon FG	+50.1213s	15
13	Jonathon Webb (AUS)/Richard Lyons (GB)	Mother Energy Racing	Ford Falcon FG	+50.8840s	26
14	Karl Reindler (AUS)/David Wall (AUS)	Brad Jones Racing	Holden Commodore VE2	+55.3518s	27
15	Warren Luff (AUS)/Nathan Pretty (AUS)	LD Motorsport	Holden Commodore VE2	+1m04.8075s	22
16	Alex Davison (AUS)/David Brabham (AUS)	Stone Bros Racing	Ford Falcon FG	+1m11.8499s	13
17	Lee Holdsworth (AUS)/Greg Ritter (AUS)	Garry Rogers Motorsport	Holden Commodore VE2	+1m37.6188s	11
18	Will Davison (AUS)/Luke Youlden (AUS)	Ford Performance Racing	Ford Falcon FG	+1m48.3127s	2
19	David Reynolds (AUS)/Tim Blanchard (AUS)	Kelly Racing	Holden Commodore VE2	+2m03.2874s	7
20	Dean Fiore (AUS)/Michael Patrizi (AUS)	Triple 8 Australia	Ford Falcon FG	-1 lap	28
21	Jamie Whincup (AUS)/Andrew Thompson (AUS)	Triple 8 Australia	Holden Commodore VE2	-1 lap	8
22	Rick Kelly (AUS)/Owen Kelly (AUS)	Kelly Racing	Holden Commodore VE2	-2 laps	16
23	Jason Bargwanna (AUS)/Shane Price (AUS)	Brad Jones Racing	Holden Commodore VE2	-3 laps	21
24	Todd Kelly (AUS)/David Russell (AUS)	Kelly Racing	Holden Commodore VE2	-7 laps	19
25	James Moffat (AUS)/Matt Halliday (NZ)	Dick Johnson Racing	Ford Falcon FG	-15 laps	17
R	Paul Dumbrell (AUS)/Dean Canto (AUS)	Rod Nash Racing	Ford Falcon FG	144 laps	12
R	Steven Johnson (AUS)/David Besnard (AUS)	Dick Johnson Racing	Ford Falcon FG	112 laps	24
R	Grant Denyer (AUS)/Cameron Waters (AUS)	Kelly Racing	Holden Commodore VE2	95 laps	29
R	Fabian Coulthard (NZ)/Craig Baird (NZ)	Walkinshaw Racing	Holden Commodore VE2	13 laps	20

POS	DRIVER	PTS
1	Lowndes	2329
2	Whincup	2229
3	van Gisbergen	1920
4	Tander	1848
5	Winterbottom	1687
6	R Kelly	1663
7	W Davison	1646
8	Bright	1502
9	A Davison	1448
10	Johnson	1411

Winner's average: 96.40mph.
Fastest lap: Whincup,
2m09.3340s, 107.46mph.
Qualifying: shootout decided
top 10 places on the grid.
Driver who qualified each
car is listed on grid.



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INTERNATIONAL RACES & RESULTS

BLANCPAIN ENDURANCE

Silverstone (GB), Rd 5/5

QUICK RESULTS
 → Winners **Bas Leinders/Markus Palttala/Maxime Martin**
 → Pole **Dino Lunardi**
 → Champion **Greg Franchi**

RACE RATING ★★★★★
 Marc VDS dominated, but the race for second went to the final lap

REPORTS

WORLD OF SPORT

BLANCPAIN ENDURANCE SERIES SILVERSTONE (GB), OCTOBER 9, RD 5/5

Leinders and co win for Belgian BMW squad



Blast-off for BMW, Audi, Ferrari, McLaren

THE MARC VDS BMW Z4 claimed a second straight victory in the Blancpain Endurance Series at Silverstone in the hands of Bas Leinders, Markus Palttala and Maxime Martin, but it wasn't enough for Palttala to steal the drivers' title. Fifth for Greg Franchi in the series finale ensured the WRT Audi driver took the inaugural BES crown.

The winning car led for two of the three hours of Sunday's race. Leinders trailed the pole-winning Alpina B6 in the hands of Nikolaus Mayr-Melnhof for all but the final half-lap of the opening stint.

A super-fast pitstop by the Belgian VDS crew got Palttala out with a 10s lead over the Vita4One Ferrari 458 driven by Carlos

Iaconelli, who then moved to within 3s in the space of four laps. That was as close as the Brazilian came, Palttala drawing out his lead to 15s by the time he handed over to Martin, who had a clear run to victory.

Iaconelli, who shared the Vita4One Ferrari with Filip Salaquarda and Giacomo Petrobelli, admitted that he'd pushed too hard too soon and overstressed his tyres.

Petrobelli was also suffering at the end of his stint, which allowed Stephane Ortelli in the WRT Audi he shared with Bert Longin and Filipe Albuquerque to steal second. Former Le Mans 24 Hours winner Ortelli charged from fifth to third in double-quick time and then overcame a 17s deficit

to the Ferrari over the final 20 laps, claiming the runner-up spot at Copse last time around.

Round-one winners Gianluca Roda, Raffaele Giammaria and Paolo Ruberti took fourth place aboard the AutOrlando Porsche 911 GT3-R ahead of Franchi, Andrea Piccini and team newcomer Christopher Mies in the second WRT Audi. That gave Franchi, who has shared with a roster of five team-mates, the title by 9.5 points.

Sixth place, after a mid-race puncture, went to the Alpina in which Dylan Derdaele and Dino Lunardi joined Meyr-Melnhof.

The Vita4One team continued the run of titles it notched up in its former Vitaphone Racing incarnation by sealing the

Pro-Am Cup. Class victory for team boss Michael Bartels, Niek Hommerson and Louis Machiels secured the crown for amateurs Hommerson and Machiels.

● Gary Watkins

RESULTS

1 Bas Leinders/Markus Palttala/Maxime Martin (BMW Z4 GT3), 85 laps in 3h01m52.654s; 2 Bert Longin/Filipe Albuquerque/Stephane Ortelli

(Audi R8 LMS GT3), +28.361s; 3 Giacomo Petrobelli/Carlos Iaconelli/Filip Salaquarda (Ferrari 458 GT3); 4 Gianluca Roda/Raffaele Giammaria/Paolo Ruberti (Porsche 911 GT3-R); 5 Greg Franchi/Andrea Piccini/Christopher Mies (Audi); 6 Nikolaus Mayr-Melnhof/Dylan Derdaele/Dino Lunardi (Alpina B6 GT3). **Points** 1 Franchi, 89.5; 2 Palttala, 80; 3 Longin/Albuquerque/Ortelli, 74; 4 Roda/Giammaria/Ruberti 70, 5 Leinders/Martin 69, 6 Petrobelli 53.



Belgian-entered BMW won race

Castrol EDGE
 Rankings

1	Sebastian Vettel	<>	31,684
2	Mark Webber	<>	20,598
3	Lewis Hamilton	▲	19,516
4	Fernando Alonso	▼	19,190
5	Jenson Button	<>	18,745

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Jimmie Johnson remains 12th in the Rankings, and third of the NASCAR drivers, despite a dominant win at Kansas. Brad Keselowski (24) finished third to gain two spots. In Superstars, Andrea Bertolini won twice at Vallelunga to rise 51 spots to an all-time high of 111th.

To see the full list, visit castrolriverrankings.com

NASCAR SPRINT CUP KANSAS SPEEDWAY (USA), OCTOBER 9, RD 30/36

Johnson is the Kansas city chief

A FLURRY OF LATE-RACE cautions gave 42 rivals all possible opportunities to beat Jimmie Johnson at Kansas Speedway, but the reigning champ just kept on leaving them in his wake as he scored only his second win of the season – and his first in six months.

The Roush Fords of Greg Biffle and Matt Kenseth led during the opening stages, but Johnson and his Hendrick Chevy wasted little time in getting to the front, and during a long mid-race green-flag run he opened up a lead of more than 10 seconds and put over half the field a lap down.

Four cautions in the final 60 laps repeatedly erased his lead, but each time he made superb restarts to work his way back to the front.

Tony Stewart ran second

for a large portion of the race in his Stewart-Haas Chevy, but a four-tyre call during the penultimate caution cost him valuable track position and a spin in the pits in his final stop put him way down.

Joint points leader Carl Edwards started on the front row, but plummeted through the field, dropping off the lead lap. The cautions gave him the chance to get back on the lead lap and a stunning run on the green-and-white chequer finish took him from 15th to fifth, and the sole series lead.

Red Bull's Kasey Kahne carried on his strong recent form to take second in his Toyota from Penske's Brad Keselowski. Johnson's team-mate Jeff Gordon was in the top five until engine failure.

● Connell Sanders Jr



Johnson leaps ahead at final restart from Kahne (4)

1 Jimmie Johnson (Chevrolet Impala), 272 laps in 2h58m27s; 2 Kasey Kahne (Toyota Camry), +0.548s; 3 Brad Keselowski (Dodge Charger); 4 Matt Kenseth (Ford Fusion); 5 Carl Edwards (Ford); 6 Kevin Harvick (Chevy); 7 Clint Bowyer (Chevy); 8 Greg Biffle (Ford); 9 Marcos Ambrose (Ford); 10 Mark Martin (Chevy). **Points** 1 Edwards, 2161; 2 Harvick, 2160; 3 Johnson, 2157; 4 Keselowski, 2150; 5 Kenseth, 2149; 6 Kurt Busch, 2145; 7 Tony Stewart, 2142; 8 Kyle Busch, 2141; 9 Dale Earnhardt Jr, 2118; 10 Jeff Gordon, 2114; 11 Ryan Newman, 2107; 12 Denny Hamlin, 2082.

NO STOPPING KESELOWSKI IN NATIONWIDE AT KANSAS Penske's Brad Keselowski could afford to stall in the pits, such as his dominance in Saturday's Nationwide Series race at Kansas. He beat Carl Edwards's Roush Ford by 2.7s



SUPERSTARS VALLELUNGA (I), OCTOBER 9, RD 8/8

Bertolini clinches crown

MULTIPLE FIA GT CHAMPION Andrea Bertolini clinched the Superstars title in style, taking both race wins in the series finale at Vallelunga.

The Maserati star had team-mate Alessandro Pier Guidi to thank, as he made two storming starts to create a Quattroporte one-two, which allowed Bertolini to establish unbeatable leads.

Erstwhile points leader Luigi Ferrara suffered transmission problems in his Mercedes, while the hopes of BMW's Alberto Cerqui faded with a race-two off, although he claimed the Italian title.

The second encounter featured a great cameo by Gianni Morbidelli. The ex-F1 racer charged his

Audi into second place, getting within a car length of the new champ by the finish. His old F1 rival Johnny Herbert retired early in race one but brought his Mercedes home fifth in race two.

● Andrea del Castello

Race 1 1 Andrea Bertolini (Maserati Quattroporte), 16 laps in 27m16.802s; 2 Alessandro Pier Guidi (Maserati), +3.992s; 3 Alberto Cerqui (BMW M3); 4 Thomas Biagi (BMW); 5 Stefano Gabellini (BMW); 6 Luigi Ferrara (Mercedes AMG C63). **Race 2 1 Bertolini**, 16 laps in 27m14.970s; 2 Gianni Morbidelli (Audi RS4), +0.538s; 3 Pier Guidi; 4 Max Pigoli (Mercedes); 5 Johnny Herbert (Mercedes); 6 Alberto Cerqui (BMW). **Points** 1 Bertolini, 178; 2 Ferrara, 165; 3 Cerqui, 163; 4 Biagi, 147; 5 Pigoli, 125; 6 Herbert, 96.

FORMULA RENAULT EURO CUP BARCELONA (E), OCTOBER 8-9, RD 7/7

Tarancon wins at home

A WEEK AFTER CLINCHING the Formula Renault ALPS title at Spa, Barcelona local Javier Tarancon salvaged a maiden 2011 Eurocup win.

From his outside-front-row starting position, the Tech 1 racer dropped to third behind Norman Nato at Turn 1. Tarancon forcefully recovered the position, making contact with Nato at Turn 10 on lap two and sending the Frenchman into the barriers.

Polesitter Carlos Sainz Jr was demoted from the lead six laps later, but second place secured him runner-up spot in the standings. Daniil Kyvat charged from 18th to claim third, after a thrilling last-lap battle with recently crowned Eurocup champion Robin Frijns.

Epic Racing's Alex Riberas led Sainz home in a second Spanish one-two on Sunday.

Nato held off race-one nemesis Tarancon by less than 0.5s for third. Briton Will Stevens took a pair of seventh places to confirm fourth overall in the points.

● Peter Mills

Race 1 1 Javier Tarancon, 16 laps in 28m30.688s; 2 Carlos Sainz Jr, +4.795s; 3 Daniil Kyvat; 4 Robin Frijns; 5 Stoffel Vandoorne; 6 Yann Zimmer. **Race 2 1 Alex Riberas**, 15 laps in 26m53.384s; 2 Sainz, +0.564s; 3 Norman Nato; 4 Tarancon; 5 Frijns; 6 Vandoorne. **Points** 1 Frijns, 245; 2 Sainz, 200; 3 Kyvat, 155; 4 Will Stevens, 116; 5 Vandoorne, 93; 6 Riberas, 82.



Tarancon won opener at home

IN BRIEF

AUSTRALIAN GT

Klark Quinn's Mosler took the round win at Bathurst, but didn't win either of the rain-affected V8 Supercar 1000 support races. Peter Hackett won the first in his Mercedes-Benz SLS, while points leader Mark Eddy won the second in his Audi R8 LMS.

MEGANE TROPHY

Stefano Comini completed his record breaking season with two on-the-road victories at Barcelona. The Swiss appeared to take his 12th win from 14 starts in race two, but was later disqualified for stopping to pick up his team boss on an over-flamboyant victory lap!

ARCA

Alex Bowman scored his second victory in as many starts at Kansas on Friday night. The 18-year-old left it late to keep up his 100 per cent winning record, only passing Chris Buescher for the lead with two laps to go.

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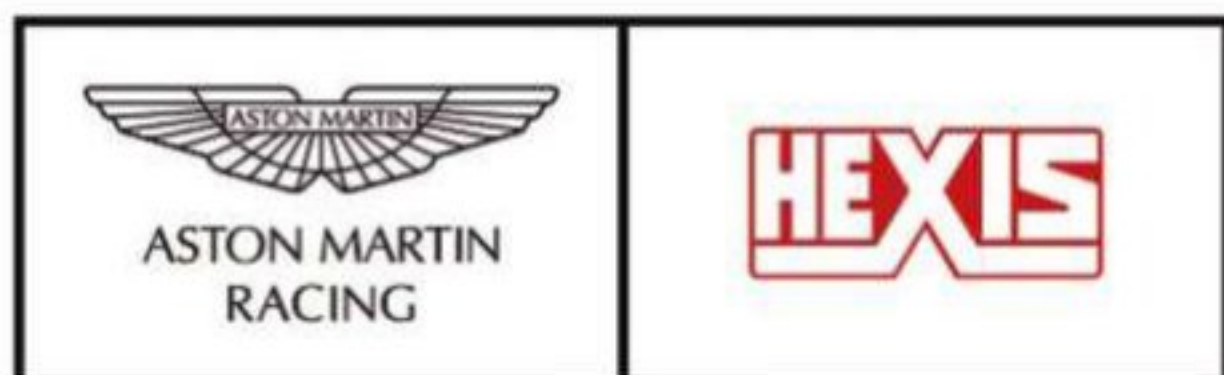
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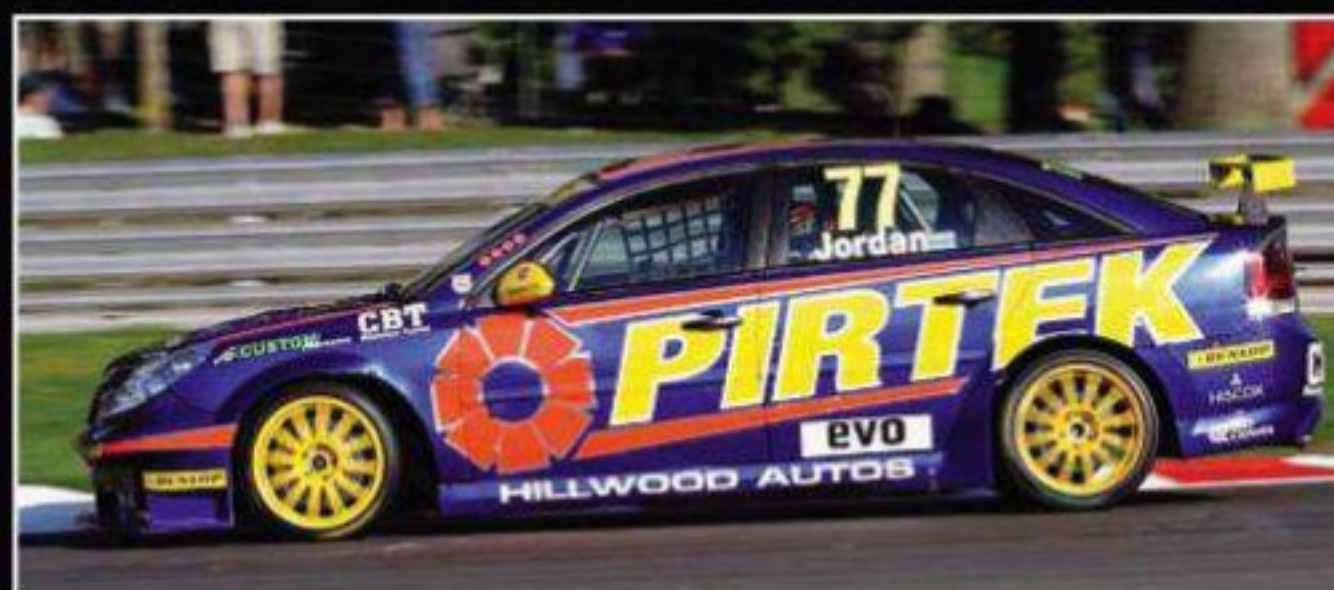
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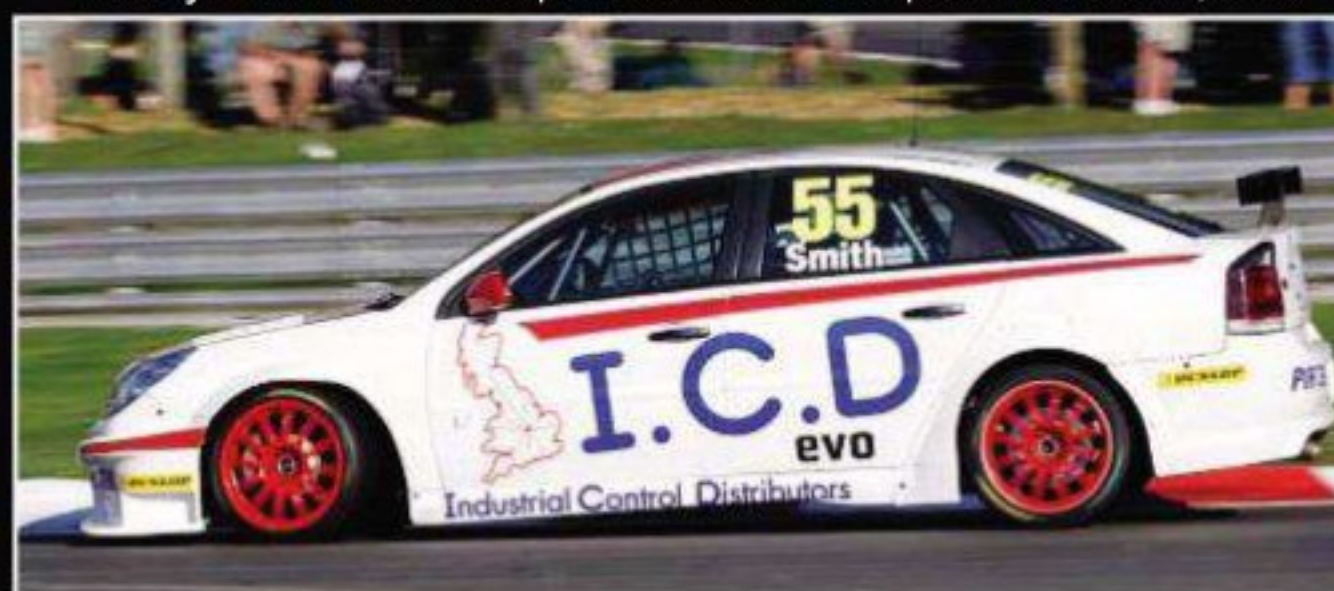
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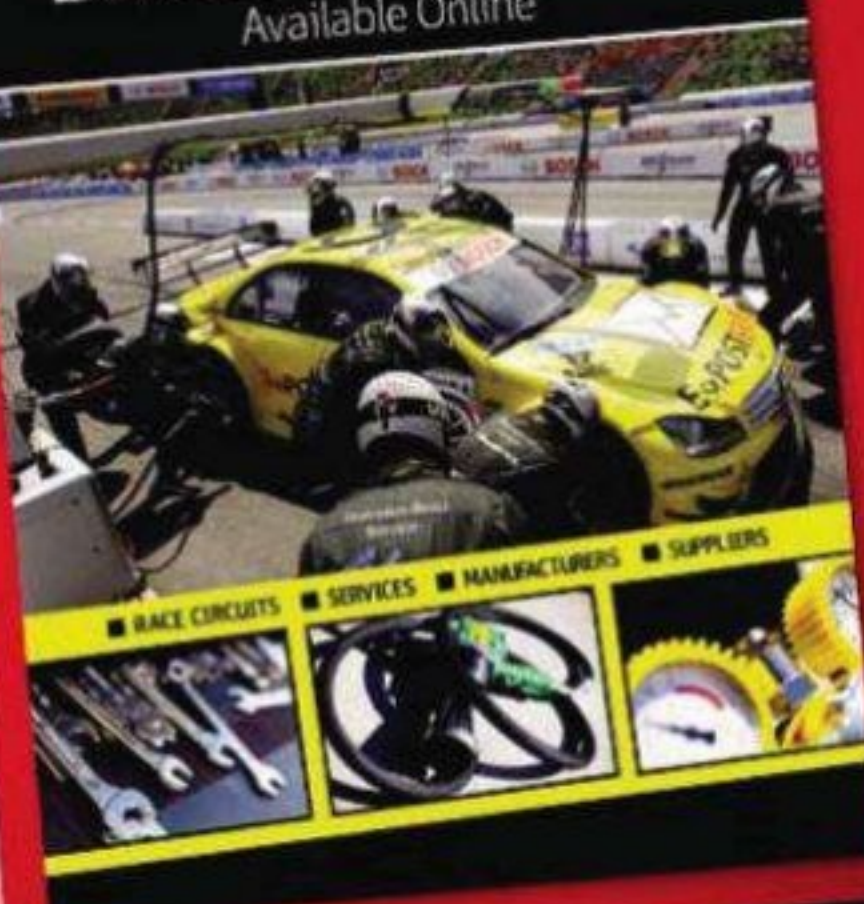
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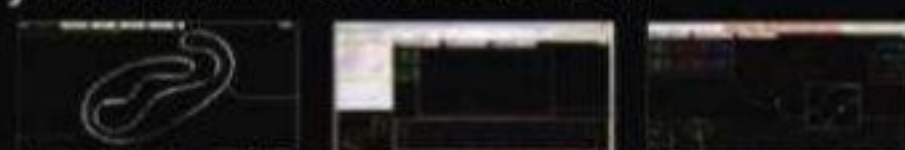
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“Working at Red Bull Racing is a way of life, we all share a common goal, compete at the highest level and win. We see our staff as one of our greatest assets. For this reason we have chosen Autosport as one of our preferred recruitment advertising suppliers as they are a leading motorsport magazine with a clear understanding of the marketplace we work in. Our experience of advertising in Autosport has been very positive resulting in job applicants of the highest calibre who have become valued additions to our team.”

Red Bull Racing

“At Flybrid Systems we have used Autosport as a single source to advertise a range of jobs from design and development engineering roles to assembly technicians and administrators. We have always had a strong response and on the last occasion we received over 200 applications for 6 posts.”

Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP



Race Team Chief Mechanic

REF: LRGP-RAC15

We are currently looking for an experienced Chief Mechanic to join our Race Team.

As a senior member of the Race Team, candidates will be responsible for preparing the teams' race cars to the highest standards, reporting and solving problems and leading and managing our team of Race Mechanics.

The successful candidate will be organised, methodical and be able to communicate in a clear and precise manner in both written and verbal form. A high emphasis will be placed upon personnel interaction and team leadership skills.

Candidates will need to have proven Formula One experience at this level, or as a Number 1 Mechanic.

Production Engineer

Ref: LRGP-CEN1

We are currently recruiting for a Production Engineer to work in our Central Planning Function.

Reporting to the Head of Central Planning, the role will work closely with our existing Production Engineers, making manufacturing recommendations to design and estimating resource consumption.

A good knowledge of the manufacturing processes commonly used in motorsport will be essential, with an understanding of composite manufacture an advantage.

The successful candidate will be self-motivated and able to work to tight deadlines. Good communication and computer literacy is also required.

Control Systems Engineer

REF: LRGP-CS62

We are currently looking for a Control Systems Engineer to join our Control Systems Group.

To fulfil this demanding role, candidates will need to demonstrate detailed knowledge and experience of on-car control systems, ideally in F1. It will demand relevant knowledge of hydraulic, mechanical and electro-mechanical systems, excellent analytical approaches backed by a theoretical base and good verbal and written communication skills.

The successful candidate will collaborate on drivetrain control development for which a systems design and modelling capability in Simulink / Stateflow is required. Familiarity with the FIA standard control software and MES tools would provide a distinct advantage. The role will also involve some travel.

Experience in the following areas would also be advantageous: the use of physical modelling tools (e.g. Dymola); VBA and C# programming skills; familiarity with electric motor control and battery management systems.

Candidates for all of the above positions will need to be self motivated, capable of working with minimal supervision to tight deadlines, and be confident in communicating in a team environment.

Please apply in writing with current CV, salary expectations, details of your notice period and quoting job reference number to:

Human Resources

Lotus Renault GP Ltd

Enstone

Oxfordshire OX7 4EE

Email hr@lotusrenaultgp.com

Closing date **27th October 2011**



WE ARE CURRENTLY LOOKING TO RECRUIT FOR THE FOLLOWING POSITIONS:

HR879 SUPPORT TEAM CHIEF MECHANIC

We have an exciting opportunity for a Support Team Chief Mechanic to join our Support Team.

The role will involve the day to day running of the Support Team, having responsibility for the seamless operation of Support Team events, and ensuring that Test and Running Showcars are built, maintained and operated to the highest industry standards.

Previous Motorsport experience is vital, with the ideal candidate having worked as a Mechanic within Formula 1. A broad Motorsport mechanical background and a basic understanding of hydraulics and gearbox functions are preferable but not essential. Candidates must also be able to work closely with other team members, and enjoy the challenge of working in a high pressured, time sensitive environment.

It is essential for the successful applicant to have the ability to organise a crew and work to tight deadlines, without compromising the highest industry standards. Computer literacy would be advantageous to assist with the use of our communication, workflow and logistics tools. Travel is required for this role.

HR880 NUMBER 2 MECHANICS

We currently have two exciting opportunities for Number 2 Mechanics to join our Support Team.

These roles will involve the assembly and disassembly of Red Bull Racing cars. You will work as part of a team that supports all events including our Running Showcar, Test and Race events.

Previous Motorsport experience is vital, with the ideal candidate having worked as a Number 2 Mechanic within Formula 1, GP2, F3 or similar formula. A broad Motorsport mechanical background and a basic understanding of hydraulics and gearbox functions are preferable but not essential.

You must be able to work closely with other team members, and enjoy the challenge of working in a high pressured, time sensitive environment. You will have the ability to work to tight deadlines, without compromising the highest industry standards. Computer literacy would be advantageous to assist with the use of our communication, workflow and logistics tools. This role will require travel.

HR883 GARAGE TECHNICIAN

We have an opportunity for a highly capable and motivated Garage Technician to join our Support Team.

The role will have responsibility for the assembly, maintenance, reliability and safe transportation of Red Bull Racing's pit and garage equipment. This challenging role will involve working as part of our highly motivated remote Event Support Team. You will assist with setting up the Event Support Trucks and Garage, ensuring that they are always maintained and presented to the highest possible standards at all times.

The successful candidate will have an enthusiastic and flexible attitude to long hours, with an excellent attention to detail and a high standard of workmanship. Previous Motorsport experience is essential as is the ability to achieve deadlines in high-pressure situations under the minimum of supervision without compromising on quality. A current and clean HGV 1 licence would be an advantage. Travel is required for this role.

HR881 ELECTRONICS SUPPORT ENGINEER

We are currently looking for an Electronics Support Engineer to join our Support Team.

As part of our Travelling Team, you will be responsible for all aspects of Electrical and Electronic support of our on and off car installations at a variety of events including Race, Test and PR events. You will be the responsible Electronics Department member for Support Team events, and you will ensure the master set-up and documentation for the Running Showcar electronics system is fully maintained. The role will have accountability for system and controls set up, failed component reporting and fault diagnosis and resolution, along with controlling and maintaining the spares and equipment inventories.

Applicants should be experienced in all types of Electrical and Electronic installations, including MIL specification wiring installations and sensor technologies. You will also have current experience of F1 Electronics and Control Systems, including data analysis and chassis electronics configuration software.

As a prerequisite for this role you will be degree qualified or equivalent in an Electronics discipline, combined with relevant experience of Motorsport Electrical and Electronic Systems. The ideal candidate will be able to demonstrate a high level of self-motivation and be able to work within a high-pressure environment. Good communication skills and the ability to work within tight timescales are an essential requirement for this position.

HR886 ELECTRICAL TECHNICIAN

We have a fantastic opportunity for an Electrical Technician to join our Support Team.

The Electrical Technician role will provide event support and maintenance for our Electrical/Electronic and Radio Systems both on and off car, including assisting with garage set-up and car maintenance. You will have responsibility for the build and turnaround of our Running Showcar, Support Team and Race Cars to our agreed event build specification. Additionally you will provide full logistical control of equipment, and provide input into the design and manufacture of on and off car installations as required.

Ideally with previous experience in a Motorsport environment supporting electrical build and turn around, you will be required to demonstrate a high level of commitment, coupled with excellent interpersonal skills. You will work to exceptional standards whilst under pressure, using your thorough knowledge of Electrical/Electronic installations, Autosport or Aerospace connectors, MIL specification wiring and heat shrink moulded parts. This role will require travel.

To apply please send or email a covering letter and your CV, quoting the relevant reference number and your current remuneration details to:

Email: recruitment@redbullracing.com

Address: Human Resources, Red Bull Racing Ltd, Building 1, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ

Closing Date for Applications 27th October 2011

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If you are interested in applying for any of these roles, you will need a valid work permit or have the right to live and work in the United Kingdom.



CONGRATULATIONS

TO RACE CAR SPARES/MMC MOTORSPORT & "TALLULA"

on their first season together achieving 5 class podium finishes in 5 starts (including 2 wins)
and a fantastic 12th overall, 3rd in class in the Britcar 24hr race at Silverstone.



Dave Cox would like to thank everyone involved in the team, all his sponsors and supporters for a brilliant first year with their BMW M3 CSL affectionately known as "Tallula".

Dave would like to thank his sons, Michael and Jason for driving superbly and Paul Stubber who joined them from Australia to share the driving duties for the 24 hr race.

Very special thanks to Denchy, Leary and Dawny for all their hard work, dedication, blood, sweat & tears throughout the season putting in countless hours over weekends and evenings with Dawny fulfilling her duties as Team Manager as well!! Gilly, for being our number 1 additional mechanic for race weekends not only for his technical skills but also keeping the team's spirits high at all times!!

Terry & Neil for becoming part of the team and everyone who came along to help us achieve such a great result in the 24 hr race especially Dan, Katie, Becky, Clive, Laurence, Janet & Sue.

A HUGE thank you to our sponsors;



Particular thanks to my dad, Bill Cox & Jon Cross (Everett Group) who have supported me since I started racing
Thanks to Andy & Gavin from MMC, and our underwriter, Paul Brown, for helping to make our dreams come true!
Aspers Casino, Northampton. Thanks to Nigel, Karen and Ophelia for believing in us and for the financial support.

Thanks also to Ilhan of Ramada Encore
James, Claire, Hayley, David & Steve of Britcar
Steve & John of Dunlop
Marc & Hannah of Bute Motorsport.

Special thanks to Sally & Brian of C&C Graphics for the fantastic design and graphics which make
"Tallula" look as stunning as she does!

And finally....

Thank you to my wife Michele for all her understanding, love & support throughout my racing career.

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MGB celebrations for 2012

Historic British sportscar gets two new race series for its 50th birthday



MGB will celebrate 50th birthday with two new series

» TWO NEW RACE SERIES WILL celebrate the 50th anniversary of the MGB next year.

The Historic Racing Drivers Club's MGB50 initiative was announced last week to cater for pre-1966 FIA Appendix K machines, while the MG Car Club and MG Owners Club have joined forces to run their own events for similar cars.

The MGB was launched in 1962 and over half a million of the 1800cc versions were built before production ceased in 1980. Competition variants appeared almost immediately and MGBs have been raced ever since.

The two series follow the success of the Historic Sports Car Club's Jaguar E-type Challenge, which was introduced this year to celebrate the car's half-century and has proved so successful that it looks likely to continue in 2012.

THE HRDC PLAN

HRDC boss Julius Thurgood is working in conjunction with long-time MGB racer Barry Sidery-Smith and plans to run "five or six" one-driver, half-hour races.

"Barry is the father of all MGB racing in this country and has helped many people over the years," said Thurgood.

"It's about the owners driving the cars, and there will be no V8s or hybrids – it's for FIA MGBs with a class for historically interesting cars, such as the WSM MGB."

The first race will take place at Castle Combe on April 9 next year and other races are being considered at Mallory Park, Spa, Snetterton and Brands Hatch.

Thurgood, who already runs the successful HRDC Touring Greats and Grand Touring Greats series, believes MGB50 will be popular. "We will market it properly and get the right people," he

added. "We've already had solicitations from America, Germany, France and Belgium. We're looking at pretty big grids."

Thurgood suggested the series would be for one year only. "If people liked it we could do it again, but that could damage other series and it gets a bit repetitive. When there's something pivotal, like a big anniversary, it gets people geared up."

"I'm not doing it to upset the MGCC – we've got an awful lot of people who want to race with Barry. We'll be at different circuits at different times so there could be a huge amount of cross-over, which will be fine."

MGCC/MGOC CELEBRATION

The MGCC series was first mooted last year and three or four races are expected. They will be for one or two drivers and are set to be at least 45 minutes long.

Vice-president Ron Gammons said: "It was a complete surprise when Julius said he's running something. You're not going to get all the ex-works cars for nine races."

Nevertheless, Gammons believes he can attract big entries, particularly at the flagship MGLive event at Silverstone.

"We want them to be meaningful races at popular tracks," said Gammons, who confirmed Donington Park was also a possible venue. "We're anticipating filling grids, including a full 58 at Silverstone."

Like Thurgood, Gammons does not plan to run beyond 2012, but did not rule out continuing if demand was sufficient.

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL
EDITOR

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ONE-MAKE HISTORIC SERIES

have always seemed a bit of a contradiction in terms. As Marcus Pye often says, one of the key appeals of older machinery competing is the variety on offer.

But this year the Jaguar E-type Challenge has shown it can work. Packed grids of powerful, oversteering and (roughly) evenly matched Big Cats driven by some of the best historic drivers around have provided some of the highlights of 2011. And the idea has caught on.

If you were to come up with another car suitable for the treatment, you could do a lot worse than the MGB. The little four-cylinder won't be as fast or as spectacular as the howling straight-six E-types, but – providing the scrutineering is strong – the racing should be great. It'll also give those with shallower pockets the chance to get involved in the birthday celebrations of an iconic British sportscar.

From the fans' view, such a series will inevitably act as a catalyst to bring some of the rarer variants out to be seen racing once again.

The only shame is that we have two series. If they can avoid date clashes and competitors are prepared to do both, then everyone could be a winner. But surely it would make more sense for everyone to work together to really celebrate the car, with the huge MGLive event as the centrepiece?

Extra contact details

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ben.anderson@haymarket.com



Barry Sidery-Smith is involved in HRDC plan

PICS: GARY HAWKINS, JEFF BLOXHAM

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New Juno could make its race debut at Brands Festival

Formula Ford Festival

Ford stars return for 40th Festival

Ex-winner Chrissy Palmer and Juno squad are among extra entries for Brands Ford extravaganza



FORMER FORMULA FORD Festival victor Chrissy Palmer will try to win the Brands Hatch event again this weekend.

Palmer, who won the 2009 Festival with Jamun Racing, will drive the Enigma Motorsport Mygale normally raced by Philippe Layac.

The 20-year-old was not comfortable when he drove at the Brands DTM support this year, but expects to do well. "We're going to be testing all week

to get the car right and me comfortable with it," he said. "You've got to go out to win so I'll be going for it. Winning the Festival will always be the best memory for me – it was amazing."

Also rejoining the category will be British constructor Juno, providing testing this week goes well. Former Historic FF1600 champion and SPEED EuroSeries frontrunner Darren Burke is expected to drive its revised car.

Jamun Racing will run six drivers:

regulars Scott Malvern, Nick McBride and Spike Goddard; Australian Formula Ford racer Jack le Brocq, who scored a best finish of sixth on his British-series debut at Silverstone last weekend; and South Africans Robert Wolk and Matthew Merton. Series runner-up Jeroen Slaghekke will not compete.

JTR adds ex-Australian Formula Vee champion Kent Cross to its regular trio, while Getem is expected to run Rogier de Wit, who was a semi-final winner

with the team at the 2009 Festival.

Over 40 cars are entered for the Kent element, including former winners Noel Dunne (Mygale) and Neville Smyth (Ray), plus National FF1600 champion Chris Middlehurst (Van Diemen).

There were 14 Zetec entries as AUTOSPORT closed for press. Reigning Festival champion Julian Hoskins (Vector) returns, as does 2008-09 Zetec winner Neil Tofts (Mygale). Kent FF1600 legend Rick Morris will race a Van Diemen.

British GT

Barwell moves away from Aston

LEADING BRITISH GT SQUAD

Barwell Motorsport is unlikely to run the new Aston Martin Vantage V12 GT3 car in the series next season.

Barwell has a strong history with the British marque, having won the 2007 British GT teams' crown with the DBRS9 and taken two 2011 victories with the car in the model's final year of frontline competition.

It had been looking at running the new car next season, but team boss Mark Lemmer said Barwell had now been forced to look elsewhere.

"We've been told we can't have it by the start of the season," he said. "It's a

great-looking car and I'm sure Barwell will get its hands on one at some point, but if you want to win the championship next year you can't do it with the Aston."

Lemmer confirmed that Barwell is still planning a full campaign in British GT next year. The Nissan GT-R and BMW Z4 are being considered, and the team

hopes to run a car for 2011 regulars Jonathan Adam and Andrew Howard.

"We want to win titles and I'd love to run Jonny and Andrew because they're a great pairing," added Lemmer.

Howard confirmed he intends to drive with Adam in 2012: "We'll be racing together whatever happens."



Barwell could run BMW Z4 in 2012

Porsche Carrera Cup

Porsche picks final scholars

PORSCHE HAS SELECTED THE finalists for its fourth annual Carrera Cup GB Scholarship.

Formula Renault race winner Ollie Millroy, VW Scirocco Cup frontrunner Daniel Lloyd, Ginetta G50 and former Junior champion Tom Ingram, and G50 racer Jody Fannin will compete for an £80,000 bursary towards a season in next year's Carrera Cup.

The four finalists will undergo evaluation at the Porsche Experience Centre at Silverstone later this month.

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British GT

New British GT champion set to defend crown with new squad

NEWLY-CROWNED BRITISH GT

champion Jim Geddie is to establish his own team to defend the crown next year.

Geddie and his son Glynn clinched the title with third at Silverstone last weekend in their CRS Ferrari 458, but CRS is withdrawing from running cars (see AUTOSPORT, September 15), so Geddie Sr now plans to run himself.

Andrew Tate and Alex Mortimer, who raced a second CRS Ferrari in the championship this year, are expected to be part of the new squad, likely to

be called Apex Cin Energy.

"CRS is a top team; I was disappointed when it pulled out," said Geddie Sr, who confirmed that his son may focus on his international career in 2012. "I don't want to go to another team, so we'll start our own - we'll get proper engineers. Glynn may do other things, but I'm happy doing British GT."

Geddie Sr has yet to decide whether he will run the Ferrari 458 or McLaren MP4-12C. "Silverstone was the first time I've felt confident in the 458," he said.

"We'll test the Ferrari and McLaren over the winter."

Mortimer, who said his RPM squad will remain a separate entity to his driving duties, added: "I don't think either is a bad option - the Ferrari and McLaren are both quick."



Geddie Sr plans to defend title in 2012



British GT4 crown falls to KTM duo

Second in class at Silverstone was enough to give Peter Belshaw (left) and Marcus Clutton the British GT4 title in their ABG KTM X-Bow.

Ginetta Challenge

Ginetta rivals clash in showdown

THE GINETTA G40

Challenge title remains in doubt after a controversial incident at the Silverstone finale last weekend.

Title rivals Mark Davies and Sean Huyton clashed at Luffield on the opening lap of race one, with Davies's Optimum Motorsport car being spun into the gravel.

Huyton (Academy Motorsport) won on the road, but was then handed three points on his licence and a penalty of 15 championship

points. AUTOSPORT understands that Optimum questioned the decision and Huyton was then excluded.

"I got tapped, which put me into a spin and finished my race," said Davies.

Huyton said: "I saw a gap and went for it, but

Davies braked early and I had nowhere to go."

Huyton won race two, but second was enough to secure Davies the title.

Huyton has now appealed the exclusion. If fully cleared he will take the crown, but if either penalty stands Davies is champion.



Davies/Huyton battle continues

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Farmer (right) beat Epps (30) to Vee title

Having watched club racing from trackside since the early 1960s at Crystal Palace, worked in it from '77 and competed since the '80s, I still love it for the dedication and raw passion that drives participants on. For most, just being there is reward enough for the trials and tribulations of taking part.

While ardent British motorsport supporter Demon Tweaks offers lucrative credit schemes that reward customers pictured in the press, and trade contingency programmes still help winners, it has been a very long time since clubmen could collect prize money to defray even a small part of their expenditure, which has risen dramatically year on year.

With the cost of fuel just to get to meetings having rocketed - and comparatively few working folk are experiencing an earnings boom - it amazes me that younger competitors, like the vital marshalling force, get out at all. They are certainly making sacrifices elsewhere to follow their sport, and thank heavens they do.

Finances are clearly being drip-fed. Witness Cadwell Park last weekend, where a rash of late entries for the 750MC's relocated championship-finals meeting swelled competitor numbers to 270-plus. Figures for the HSCC's Silverstone finale on October 22 will be similar. In a live-for-today world, there will be much scrimping and

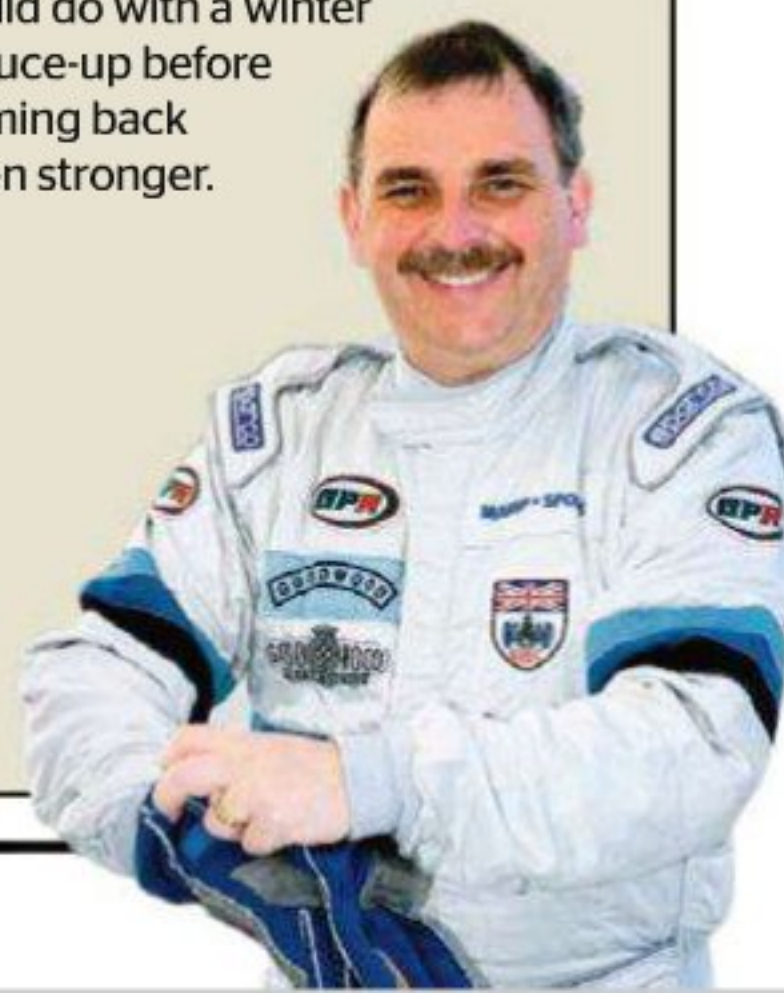
saving over the winter to get 2012 programmes up and running. Yet, come March, everybody will be refreshed (possibly bored?) and champing at the bit to go again.

There's a lot to be said for amateur sport and it's always heartening to see talent emerge away from the big-buck leagues. One of this season's brightest young prospects is Michael Epps, who finished a close second to Formula Vee past master Martin Farmer in his rookie car season.

Epps has enjoyed a BARC Formula Renault taster, but if the TOCA-feeder pro series' budgets rule out the majority of aspirants, the 750MC's own value-for-money F4 series or the Monoposto Formula should be on more wish lists if gaining slicks-and-wings experience and lapping considerably quicker is important. And the MSVR Club F3 Championship appears likely to have more takers in 2012.

For sports-prototype fans, the attractive RGB series also looks set for a classic year now regulations have been rationalised, with a big influx of new chassis due from several manufacturers. That's where double Locost champion Scott Mittell is heading, leaving an opening in the bargain basement 1300cc one-make series, which could do with a winter spruce-up before coming back even stronger.

“There's a lot to be said for amateur sport and it's heartening to see talent emerge away from big leagues”



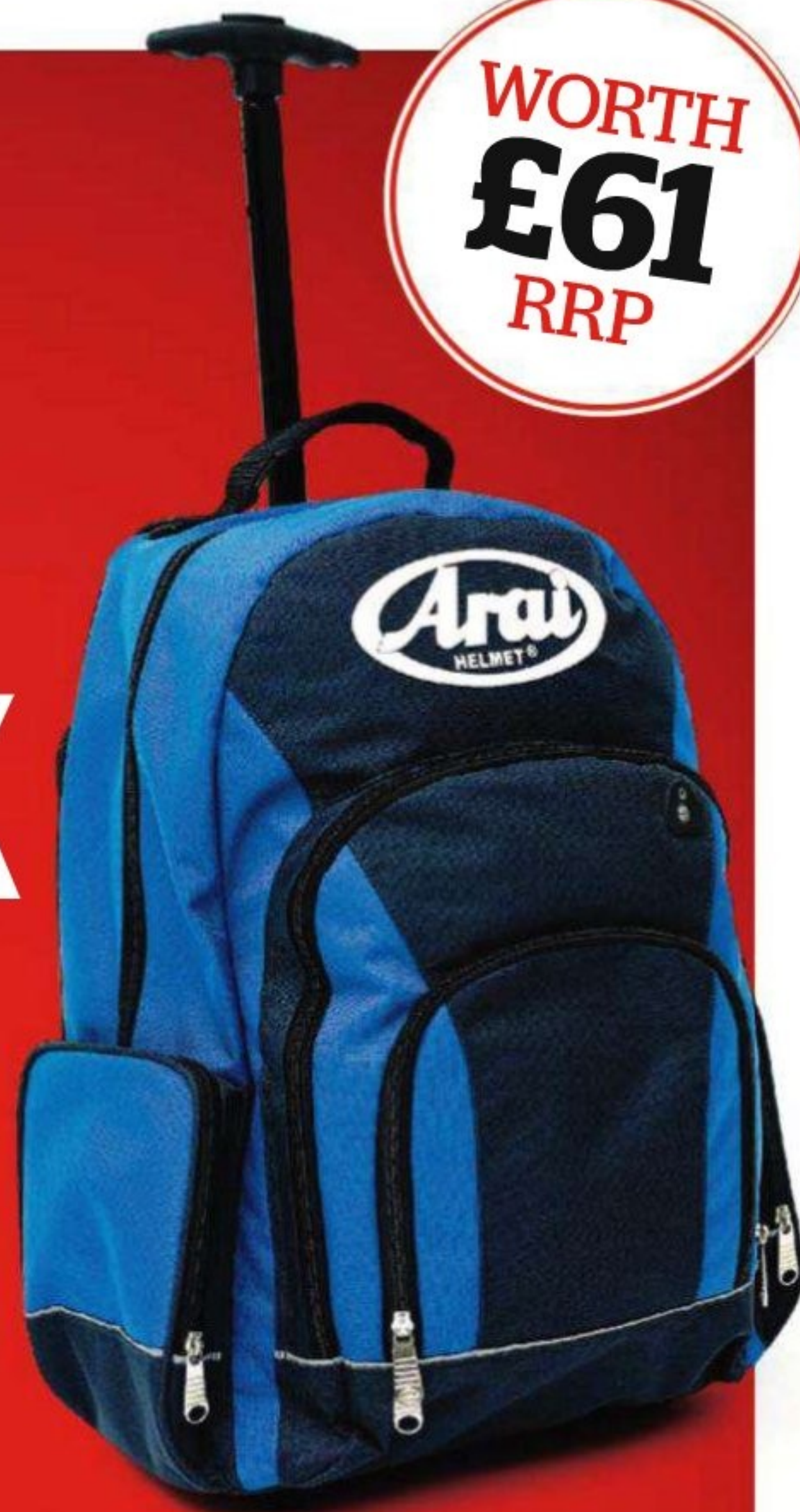
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IN BRIEF



New G55 made debut

BTCC RACER ANDREW JORDAN

and G55 Cup ace Tom Sharp gave the new-look Ginetta G55 GT3 car its British GT debut at Silverstone last weekend. They qualified 18th and Jordan climbed the order until the car expired.

BRITISH GT STALWARTS ADAM

Wilcox and Phil Burton failed to start the Silverstone season finale after their Ferrari 430 Scuderia suffered engine failure in free practice.

ONBOARD CAMERAS WILL BE

mandatory in British Formula Ford next year, for TV and to help in judicial matters.

KARTING CHAMPION TOBY SOWERY

is hoping to test with British Formula Ford squad Jamun Racing over the winter. Sowery, 15, has clinched the Junior Easy Kart UK and Junior TKM Super 1 titles in recent weeks.

WILL NUTHALL IS TO BRANCH OUT

from Formula 2 cars of the 1950s for a crack at Historic FF1600 next season. The 23-year-old, who has raced a Cooper-Bristol and Alta in HGPCA Pre-'61 events, has acquired a rebuilt Jamun T2.

BIKE RACING ACE GUY MARTIN WILL

compete in the final rounds of the Caterham R300 championship at Silverstone on October 22. The multiple Isle of Man TT podium finisher is sponsored by business consultancy ELAS, which also sponsors Caterham.

CATERHAM R300 CHAMPIONSHIP

leader Jamie Orton will contest the final round of the Ginetta GT Supercup at Silverstone this weekend. Orton will race the TCR 'guest' G55.

THE FORMULA BMW TALENT CUP

will run a test for novices at Brands Hatch on October 26. Drivers will have the chance to sample the Mygale FB02 and take instruction from BMW DTM factory driver Andy Priaulx.

BOB BERRIDGE AND GARETH EVANS

won the final round of the Group C/GTP Racing series at Paul Ricard last weekend in their Mercedes-Benz C11. The duo claimed a one-lap victory after surviving a clash with Katsu Kubota's Nissan R90C.



Nissan and Merc clash



Cars like this Maserati, Ferrari and Viper will be eligible

Blancpain Revival Series

Historic GTs get new series

International GT guru Stephane Ratel plans to get old cars back on track

THE CONCEPT FOR A SERIES

celebrating the recent history of GT racing is being revived by Stephane Ratel for next season.

The Blancpain Revival Series will take up where the series originally known as GT90s left off after sporadic races between 2007 and '09. It will be part of a package of events supporting five of the six Blancpain Endurance Series rounds in 2012.

Ratel, who launched the Blancpain

series for 2012 at Silverstone last weekend, said: "I really want to make it work this time and I think linking it with the BES is the perfect environment. It won't be an instant success and we may have to go through two years of relatively low grids.

"GT90s was always a good idea, but we didn't go to the right tracks or have the infrastructure or the resources to make it work. There are a lot of cars out there and no series for them to race in.

I am convinced it can work and don't like giving up on things."

The Revival Series will be open to any GT car that raced in 1994-2004. Ratel explained that this would make it open to "everything from a Venturi Trophy car to the Maserati MC12".

The field will be split into three classes: GT1, GT2 and GT3. GT3 will be open to machinery used in one-make series organised in period, including Porsche Cup and Ferrari Challenge cars.

Henry Surtees Trophy

Aces enter Surtees event

FORMULA RENAULT 3.5

racer Oli Webb, British F3 rookies Jack Harvey and Harry Tincknell and Formula Renault race winner Oliver Rowland will compete in the Henry Surtees Trophy charity kart race at Buckmore Park next week.

They are joined by Jake Dennis, James Peace, Josh Webster and Dan Wells, while three-time grand prix winner Johnny Herbert has also confirmed his participation in

the event, which will pit drivers against one another in Club 100 karts for a host of prizes.

GP3 ace Alexander Sims, McLaren GT driver Oliver Turvey and GP2 frontrunner Sam Bird have already committed to the October 20 race, which permits any MSA licence holder to compete for a £500 fee.

Former F1 world champion John Surtees said: "It's a quality entry that brings together a great mix of talent."



New Caterham sportscar hits the track

Anthony Dunn tested the Caterham SP/300.R sports prototype at Donington Park last week. A race series has been mooted for the new car.

Radical UK Cup

Moulton back in Radical for Snetterton finale



Ex-Peugeot ace will race Radical this weekend

FORMER RADICAL CHAMPION

Simon Moulton will return to the category for the final round of the UK Cup at Snetterton this weekend.

The 2008 Peugeot Spyder Cup champion, who became the first Brit to test Peugeot's 908 HDi FAP at Barcelona as his prize, will team up with Radical boss Phil Abbott in a factory-run SR8.

The event will mark 10 years since 2001 Radical Biduro and '04 Enduro Cup champion Moulton raced with Abbott at Snetterton in a Prosport.

Last year's UK Cup champion Ross Allen will also make a comeback to the category this weekend, driving KB Developments' new SR3 RS, while 2010 Club Cup winner Darren Luke will also return to action in his PR6.

NATIONAL RACES & RESULTS

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750 FORMULA QUICK RESULTS

→ Race 1 Mick Harris
→ Race 2 Bill Cowley



Stoney takes Saxmax success

750MC CADWELL PARK, OCTOBER 8-9

Cowley shocks them in 750F



Cowley surprised with a second then a first

EIGHT 750 MOTOR

Club championships were decided over a mammoth 26-race finale – switched from Donington – but Bill Cowley's astonishing victory in Saturday's teeming-wet second 750 Formula race was talk of the event.

Flying in the eponymous aerodyne his late grandfather originated in 1969, the 19-year-old finished an eye-opening second to Mick Harris first time out, then won when the going got trickier still.

Having calmly deposed 10-time champion Harris into the Mountain, then done the same to quadruple champ Bob Simpson, Cowley had to refocus when he flymoed across the Gooseneck and slipped to fourth.

But come back he did, boldly passing Mark Windley, new champion Nathaniel Cooper and Simpson to lead on the penultimate lap. "Grandad was smiling down on me today," said the garlanded Cowley proudly. Windley

snuck past Simpson for silver last time round.

Shane Stoney claimed the only outright title to fall on a soggy Saturday, on Saxmax's Cadwell debut. When rival Will Davison bogged the start, the poleman won faultlessly. Henry Gilbert repelled Jono Brown for second.

Stoney lent his car to Owen Hunter for Sunday, when Gilbert landed his maiden win. William Plant, Davison and Hunter were promoted when second man Brown was penalised for hitting Gilbert.

Overall RGB honours lay between last year's numbers one and two, Alastair Boulton (STM Phoenix) and Paul Rogers (Contour) in the front and rear-engined divisions respectively, although non-scoring Tim Gray blitzed everybody both days in Andy Bates's Sabre.

Boulton finished a superb second, tailed by Rogers, on Saturday but after "an awful start" gyrated onto the Mountain on Sunday. As Rogers topped his class scorers in second, pal Derek Jones

(Fisher Fury) cemented things by beating Boulton.

Late 2011 starter Paul Smith made it six Formula Vee wins in the AHS Dominator, but all eyes were on the title battle between GAC men Martin Farmer and 2011 debutant Michael Epps come Sunday.

Fifth with a carburettor problem on day one, top qualifier Farmer held onto second, despite Epps pressure, and thus retained his champion status.

At the climax of Stock Hatch's 15th year, both classes arrived as five-way

fighters, but boiled down to two-way thrillers on Sunday. In the Citroen Saxo-dominated Class A field, Saxmax graduates Andy Tibbs and Jake Farndon ran away from Rory Cooper – who bagged his first podium – in a ball of spray on Saturday.

Laden with success ballast, points leader Matt Digby and Patrick Fletcher managed fifth and fourth.

They slugged it out on Sunday until pursuer Digby had a massive detour at Charlies ("fuel starvation cut the engine and the rear end broke away"), which he caught magnificently as Cooper shot past. Fletcher had Cooper on his tailgate at the flag, but poached championship gold.

The Class B fight was more dramatic, with leader Pip Hammond qualifying only 11th (following gearbox failure), but the Vauxhall Nova stalwart carved through to a memorable wet Saturday victory. Martin Boon's Rover Metro led all but the first few yards on Sunday,



Cross took MR2 crown despite clash penalty

"Grandad was smiling down on me today"

Cowley on his fine 750 Formula win in the family special

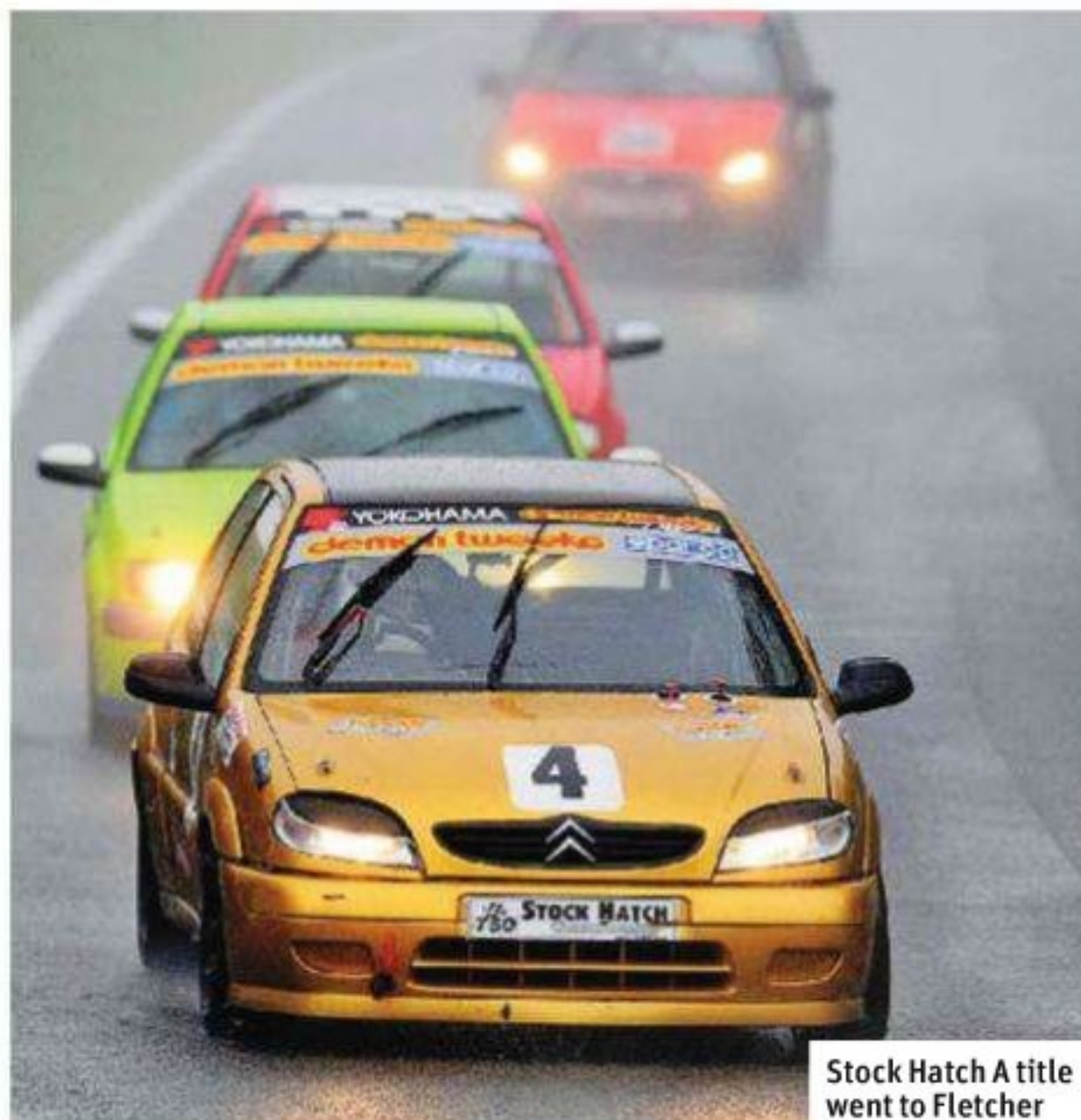
but Hammond's narrow defeat of Matt Rozier (Peugeot 205 GTi) regained the crown he won in 2009.

Scott Mittell successfully defended his Locost title in the opening stanza, despite a wild 180-degree spin exiting Charlies while endeavouring to win it from the front. Pursuers missed the Hampshire schoolteacher, who recovered to fifth, a place ahead of rival Nick Morley. Sam Bradley drove superbly to take the chequer.

Mittell and Morley topped the final race of the championship season. Mittell escaped after early shadow Bradley fell, but Richard Jenkins crossed the line 0.01s behind ninth-starter Morley as a train of regular frontrunners squabbled over the crumbs.

Racing instructor Eugene O'Brien mastered treacherous Sunday qualifying conditions to annex pole for the Toyota MR2 decider in Simon Phillips's Mk3 Roadster, then beat the two-litre Mk2 hordes in both races.

The title fight, between Paul Hinson and James Cross, was resolved in



Stock Hatch A title went to Fletcher

unfortunate circumstances when Cross inadvertently tagged an off-balance Hinson at the Hairpin. Cross's 10-second penalty for contact dropped him to third behind Guy Hefford, but with Hinson sixth he still prevailed. Peeved, Hinson pipped Cross for second in the cleaner finale.

Mazda MX5 star Rob Boston dominated the BMW Compact Cup opener in Paul McErlean's car. Elliot Dunmore,

Andrew Tsang and Simon Nunn shuffled into the top positions when series architect McErlean drove in the second encounter.

In Allcomers, Robert Ball (Nemesis) survived a grassy spin at Park, but daughters Scarlet and India witnessed his first win. Colin Chapman (Fisher Fury) and Maurice Hayden (Renault Megane) were surprised podium finishers after Ake Bornebusch (Radical) went gardening.

Ron Welsh and the unique Formula Junior Fairthorpe won the 750 Trophy race, restarted after half the field stopped on the Mountain having misread caution flags.

Saturday marshal Ben Shalders dusted off his Caterham to annihilate the Kit Car/SRG T field.

● Marcus Pye



Mittell (1) won Locost race and retained crown

750 FORMULA (8 LAPS) 1 Mick Harris (Darvi 877); 2 Bill Cowley (Cowley) +37.74s; 3 Nathaniel Cooper (Davis T7); 4 Roger Rowe (Centaur Mk20MC); 5 Bob Simpson (SS/F); 6 Martin Kemp (Racekits Falcon). **Class winner** Cowley. **Fastest lap** Harris 1m52.32s (70.16mph). **RACE 2 (8 LAPS)** 1 Cowley; 2 Mark Windley (Windley MWR1) +3.08s; 3 Simpson; 4 Cooper; 5 Harris; 6 Dave Robson (SDAR/83). **CW Simpson** FL Cowley 1m56.87s (67.43mph). **SAXMAX (8 LAPS)** 1 Shane Stoney; 2 Henry Gilbert +8.94s; 3 Jonathan Brown; 4 Jordan Willson; 5 Charles Laddell; 6 William Davison. **FL Laddell** 2m02.19s (64.49mph). **RACE 2 (8 LAPS)** 1 Gilbert; 2 William Plant +6.06s; 3 Davison; 4 Owen Hunter; 5 Brown; 6 Willson. **FL Gilbert** 1m50.41s (71.37mph) **record**. **RGB (6 LAPS)** 1 Tim Gray (AB Performance Sabre); 2 Alastair Boulton (STM Phoenix) +22.77s; 3 Paul Rogers (Contour); 4 Derek Jones (Fisher Fury); 5 Mathew Green (Spire GTR); 6 Austen

Greenway (Q20 Phoenix). **CW Boulton** FL Gray 1m52.65s (69.35mph). **RACE 2 (9 LAPS)** 1 Gray; 2 Jon Cutmore (Spire GT3) +24.57s; 3 Rogers; 4 Jones; 5 Boulton; 6 Green. **CW Jones** FL Gray 1m42.00s (77.26mph). **FORMULA VEE (4 LAPS)** 1 Paul Smith (AHS Dominator); 2 Ian Buxton (GAC Daghorn) +1.73s; 3 Michael Epps (GAC 2010); 4 John Hughes (Scarab Mk5); 5 Martin Farmer (GAC 1); 6 Peter Belsey (Spyder Mk2). **CW Peter Studer** (Sheane). **FL Buxton** 1m56.29s (67.77mph). **RACE 2 (9 LAPS)** 1 Smith; 2 Farmer +5.36s; 3 Epps; 4 Steve Ough (AHS Dominator); 5 Belsey; 6 Hughes. **CW Studer** FL Smith 1m38.22s (80.23mph). **STOCK HATCH A (8 LAPS)** 1 Andrew Tibbs (Citroen Saxo VTR); 2 Jake Farndon (Saxo) +0.29s; 3 Rory Cooper (Saxo); 4 Patrick Fletcher (Saxo); 5 Matt Digby (Saxo); 6 Martin Ward (Saxo). **FL Tibbs** 1m58.97s (66.24mph). **RACE 2 (9 LAPS)** 1 Fletcher; 2 Cooper +0.72s; 3 Digby;

4 Ward; 5 Wayne Harris (Saxo); 6 Tibbs. **FL Cooper** 1m47.37s (73.39mph). **STOCK HATCH B (8 LAPS)** 1 Pip Hammond (Vauxhall Nova GTE); 2 Matt Rozier (Peugeot 205 GTi) +0.37s; 3 Lee Scott (Ford Fiesta XR2i); 4 Edward Cooper (Nova GSi); 5 Andy Philpotts (Fiesta XR2i); 6 Paul Thorpe (Fiesta XR2i). **FL Rozier** 2m02.85s (64.15mph). **RACE 2 (8 LAPS)** 1 Martin Boon (Rover Metro GTi); 2 Hammond +1.53s; 3 Rozier; 4 Scott; 5 Cooper; 6 Andrew Lightfoot (Fiesta XR2). **FL Scott** 1m49.22s (72.15mph) **record**. **LOCOST (8 LAPS)** 1 Sam Bradley; 2 Tom Collier +1.38s; 3 Alex von Ehrheim; 4 Richard Jenkins; 5 Scott Mittell; 6 Nicholas Morley. **FL Mittell** 1m51.22s (70.85mph). **HEAT (4 LAPS)** 1 Morley; 2 Rob Kerkhoven +0.06s; 3 Stuart Sellars; 4 Steven Wells; 5 Lee McNamara; 6 Paul Bryant. **FL Morley** 2m06.52s (62.29mph). **RACE 2 (8 LAPS)** 1 Mittell; 2 Morley +10.34s; 3 Jenkins; 4 Sellars; 5 von Ehrheim; 6 Collier. **FL Bradley** 1m48.18s (72.85mph). **HEAT**

(8 LAPS) 1 McNamara; 2 Morley +4.21s; 3 Sellars; 4 Wells; 5 Max Lees; 6 Kerkhoven. **FL Sellars** 1m48.41s (72.69mph). **TOYOTA MR2 (8 LAPS)** 1 Eugene O'Brien; 2 Guy Hefford +10.07s; 3 James Cross; 4 Alexander Lennon; 5 George Robinson; 6 Paul Hinson. **CW Hefford** FL Roland Wilkinson 1m49.00s (72.30mph). **HEAT (8 LAPS)** 1 Lennon; 2 Hefford +0.04s; 3 Robinson; 4 Clive Morphett; 5 Michael Wells; 6 John Wilson. **FL Hefford** 1m54.99s (68.53mph). **RACE 2 (9 LAPS)** 1 O'Brien; 2 Hinson +5.80s; 3 Cross; 4 Hefford; 5 Lennon; 6 Robinson. **CW Hinson** FL O'Brien 1m45.62s (74.61mph) **record**. **BMW COMPACT CUP (8 LAPS)** 1 Rob Boston; 2 Elliot Dunmore +20.21s; 3 Andrew Tsang; 4 Simon Nunn; 5 Mark Tsang; 6 Susanna Kenniston. **CW Freddie Tatham** FL Boston 1m58.85s (66.31mph) **record**. **RACE 2 (8 LAPS)** 1 Dunmore; 2 A Tsang +11.23s; 3 Nunn; 4 M Tsang; 5 Stuart Voyce; 6 Tatham. **CW Voyce** FL Dunmore 2m03.18s (63.97mph).

ALLCOMERS (10 LAPS) 1 Robert Ball (Nemesis-Vauxhall); 2 Colin Chapman (Fisher Fury) +14.82s; 3 Maurice Hayden (Renault Megane); 4 Ben Butler (Westfield SE); 5 Paul Hinson (Toyota MR2); 6 Ake Bornebusch (Radical Pro6). **FL Ball** 1m35.99s (82.10mph). **750 TROPHY (5 LAPS)** 1 Ron Welsh (Fairthorpe FJ); 2 Roger Windley (Time 3B) +5.29s; 3 Paul Gorolini (JB); 4 Christian Pedersen (Austin 7 Monoposto); 5 Erle Minihmick (Apal FV); 6 John Skeavington (Austin 7 Ulster). **CW Gorolini**; Pedersen. **FL Welsh** 2m00.87s (65.20mph). **KIT CARS/SRG T (12 LAPS)** 1 Ben Shalders (Caterham 7); 2 Clive Hudson (Eclipse SMD) +5.58s; 3 David Caldecourt (Sylva Phoenix); 4 Adrian Cooper (Procomp LA Gold); 5 Nigel Brown (Sylva Phoenix); 6 Paul Cooper (RAW Striker). **CW Hudson**; Caldecourt; John Gordon-Finlayson (Westfield SEW); John Plant (Allard J2). **FL Shalders** 1m37.35s (80.96mph) **record**.



There was confusion in the 750 Trophy race

REPORTS SPORTS EXTRA

FORMULA 4 CADWELL PARK, OCTOBER 8-9

Nice one Sirrell, nice one son!

MIRRORING THE old football anthem's sentiment, Oliver Sirrell rode out a worthy F4 champion, with Robbie Watts – denied by Malcolm Scott at last October's Mallory Park finale – runner-up again. Sirrell started from pole but Watts beat him in Saturday's humdinger of a wet race. With visibility poor and grip almost non-existent, Sirrell defended stoutly until Watts pulled off a brilliant pass round the outside onto the Mountain.

Both needed another maximum from Sunday's reversed-grid decider on a greasy track. Sirrell took up the cudgels with a blistering start and withstood everything his rival threw at him to finish 0.52s clear.

"That was the hardest race I've done," he said. "Robbie never gives up and was always on my

tail." The despondent Watts was not helped by "awful" backmarkers but was quick to congratulate the new champ.

Pincered by Watts during lappery on Saturday – at the cost of a wishbone – Malcolm Scott's first 2011 podium came in the finale, but he was far prouder of daughter Jenny (Sirrell's partner) who finished third in the table.

RESULTS (9 LAPS)

1 Robbie Watts (Van Diemen RAW 09); 2 Oliver Sirrell (Van Diemen RF97) +0.881s; 3 Bryn Tootell (Van Diemen RF06); 4 Jennifer Scott (Van Diemen RF99); 5 Erwin Smiech (Van Diemen RF06); 6 Scott Moakes (Ray 89). **CW Moakes**. **FL Watts** 1m43.92s (76.87mph). **RACE 2 (9 LAPS)** 1 Sirrell; 2 Watts +0.52s; 3 Malcolm Scott (Van Diemen RF00); 4 Tootell; 5 Paul Presgraves (Van Diemen RF98); 6 J Scott. **CW Simon Davey** (Swift SC92). **FL Watts** 1m39.67s (79.06mph).



Watts (left) and Sirrell again fought hard

NATIONAL RACES & RESULTS

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PEMBREY

LEGENDS QUICK RESULTS

→ Final 1 **Lawrence Davey**
→ Final 2 **Dean Brace**
→ Overall **Davey**

"To win in my first race is amazing!"

Nippon man Martin Price went well in Wales



Only three cars contested Sports/Saloons races

PEMBREY IN BRIEF



Corbridge scored two MR2 victories

MR2 CHALLENGE

Paul Corbridge achieved podium positions in all three of the MR2 Challenge races at Pembrey, taking to the top step twice, and adding a second-placed finish. Simon Lockey secured the first win, with Corbridge inheriting second from Richard Avery, who spun in a tussle with Lockey. Ian Davies challenged for the lead initially but had to settle for third. Dave Hemmingway made impressive progress through the pack from seventh to finish third in the third and final race.

WELSH SPORTS/SALOONS

Organisers at the Welsh Racing Drivers Association are hoping for resurgence in the Welsh Sports and Saloons next season after just three competitors took to the track at Pembrey last weekend. David Krayem won the first encounter, with Keith Butcher in a similar Ginetta G50 pulling off with tracking issues. Krayem made a brief visit to the pits in race two, allowing Nick Jones in his Proton Coupe to take the win.

CLUBMANS CUP

Nemesis constructor Paul Gibson dominated a slim Clubmans Cup field, with son Daniel languishing over half a -minute adrift of his father in race two. Phil Weaver and Steve Everson each took a third. Cup class laurels were shared between Adrian Langridge and Gibson Jr over the two races.



Gibson Sr dominated Clubmans Cup

LEGENDS PEMBREY, OCTOBER 8-9

Davey on top but Brace has final say

DEAN BRACE TOOK A commanding victory in the closing Legends final at Pembrey last weekend.

Brace beat a charging Stephen Treherne, who came up from 14th to be just under four seconds adrift of the leader.

Keen to make up for a disappointing first final, when he finished eighth after a spin at Hatchets, Brace made a clean getaway from the outside of the fourth row to lead.

Treherne took victories in two out of the four heats, but it was Lawrence Davey who took overall laurels with strong drives over a six-race event at

the Welsh circuit.

Richard Pocklington excelled in the initial heat on Sunday, winning after sliding down the order from pole, while Eliot Bunn was hit by bad luck.

Category legend John Mickel was forced to retire from the final race with a loose ignition wire, having stood on the bottom step of the podium in the first final.

● Ben Bostock

RESULTS - HEAT 1 (8 LAPS)

1 **Stephen Treherne**; 2 Lawrence Davey +1.564s; 3 John Mickel; 4 Nick Brace; 5 James Holman; 6 Peter Morton. **Fastest lap** Dean Brace 1m07.861s (77.24mph).



Brace leads bustling Legends pack

HEAT 2 (8 LAPS) 1 Mickel; 2 Morton +0.051s; 3 Davey; 4 D Brace; 5 Stephen Whitelegg; 6 Treherne.

FL Treherne 1m07.949s (77.14mph).

FINAL 1 (6 LAPS) 1 **Davey**; 2 Morton +0.097s; 3 Mickel; 4 Treherne;

5 N Brace; 6 Whitelegg. **FL Mickel** 1m08.099s (76.97mph).

HEAT 3 (10 LAPS) 1 **Richard Pocklington**; 2 Davey +0.710s; 3 Morton; 4 Holman;

5 Ben Power; 6 Whitelegg. **FL Pocklington** 1m21.494s (64.31mph).

HEAT 4 (8 LAPS) 1 **Treherne**;

2 Davey +2.806s; 3 Morton; 4 N Brace; 5 Whitelegg; 6 Power.

FL Mickel 1m12.715s (72.08mph).

FINAL 2 (10 LAPS) 1 **D Brace**;

2 Treherne +3.792s; 3 Morton; 4 N Brace; 5 Davey; 6 Whitelegg.

FL Treherne 1m08.173s (76.88mph).



Lockey (55) took a 150 class victory

NIPPON CHALLENGE PEMBREY, OCTOBER 8-9

The Price is right for rookie's hat-trick

ROOKIE RACER MARTIN

Price was imperious on his way to a hat-trick of wins in his Subaru Impreza against a 30-car field.

The trackday specialist stormed away in the first race, while Adrian Howells's earlier GC8 Impreza gave chase briefly before taking to the grass twice and dropping to seventh.

That left Andy Harvey (Honda Integra) and Jason Jesse — having started ninth in his Toyota Celica GT4 — to scrap for the podium. Harvey took a trio of 250

class wins and went on to share overall second-placed finishes with Adam Lockwood and Kevin Middleton respectively.

Howells regained sixth to take the 300 class win in race one, with Middleton (Impreza) taking home the silverware in the class for the remaining races, which were blighted by attrition.

Andy McLennan had produced a pugnacious performance in the first race to finish fourth, but emerged from a first-corner melee with front panel

damage in race two and was forced out when his Suzuki Swift lost fourth gear.

Howells was next to falter with a blown seal in a rear shock absorber. Other casualties included Jesse, who was blunted when a stone lodged in the turbo chargecooler.

Danny Precious also fell by the wayside with a blown turbo, while the Mazda MX150R of Jonathan Blake expired.

Spoils in the 150 class were split between Simon Lockey, Ian Davies and Neil

Stratton in similar MR2 Challenge machines.

Tony Collier managed second in class behind Stratton in the final outing with his cannily-branded SAIC MGF.

Top honours in the Honda Civic-dominated 200 class went to Pembrey stalwart Mike Woods, who took a trio of wins.

● Ben Bostock

RESULTS - RACE 1 (13 LAPS)

1 **Martin Price (Subaru Impreza)**;

2 Andy Harvey (Honda Integra)

+3.842s; 3 Jason Jesse (Toyota Celica GT4); 4 Andy McLennan

(Suzuki Swift); 5 Adam Lockwood (Nissan 200SX); 6 Adrian Howells

(Subaru Impreza). **Class winners**

Harvey; Howells; Mike Woods (Honda Civic); Simon Lockey

(Toyota MR2 Mk1). **FL Jason West**

(Nissan 200SX) 1m07.646s

(77.48mph). **RACE 2 (14 LAPS)**

1 **Price**; 2 Lockwood +9.752s; 3

Kevin Middleton (Subaru Impreza);

4 Harvey; 5 Anthony Allitt (Honda

Civic); 6 Woods. **CW Middleton**;

Harvey; Woods; Ian Davies (Toyota

MR2 Mk1). **FL Price** 1m07.439s

(77.72mph). **RACE 3 (14 LAPS)**

1 **Price**; 2 Middleton +2.330s;

3 Lockwood; 4 Woods; 5 Harvey;

6 Richard Hockley (Honda Civic).

CW Middleton; Harvey; Woods;

Neil Stratton (Toyota MR2 Mk1).

FL Price 1m07.091s (78.12mph).



Sharpe's ZR won in MGOC

CLASSIC FF2000 MALLORY PARK, OCTOBER 9

Temple resists Pearson for classic win

IAN PEARSON HAD already sealed the Classic FF2000 title for the third time before arriving at Mallory Park. That was just as well, for he lost third gear in qualifying and therefore started seventh, throwing the race wide open.

Poleman Richard Wallington's Van Diemen RF83 lost out to the RF82 of Scott Temple at the start, before Amnon Needham snatched second into Shaws Hairpin. As Temple's lead grew, Needham had to fend off Wallington's attempts to regain his lost places, and with Pearson charging through the order they were both soon under threat.

It was side-by-side between Wallington and Pearson into the Esses on

lap four, but another lap before Pearson went through and started to hunt down Needham.

It was another four laps before Pearson was close enough to challenge. After being fended off at the Esses, he made it count as they turned into Gerards.

Temple had managed to build a lead of over four seconds, but Pearson wasted no time in eating into the advantage. "I started to play with my brake bias and maybe shouldn't have. I just couldn't get a run on him through the Esses and that seemed to be the place I was quicker," said Pearson.

"I didn't think I would hold onto it and knew it wasn't going to be easy," said Temple. "I tried to



Temple resisted Pearson pressure

work out where I was quicker than him and built on that." He held on for his first win of the year.

Wallington retook third from Needham at the Esses with 10 laps to go, while Jon Finch and Nigel Corry completed the top six.

● Peter Scherer

RESULTS (26 LAPS)

1 Scott Temple (Van Diemen RF82); **2** Ian Pearson (RF83) +0.345s; **3** Richard Wallington (RF83); **4** Amnon Needham (RF82); **5** Jon Finch (RF82); **6** Nigel Corry (RF82). **CW** Ken Thorogood (RF78); Mark Litchfield (RF82). **FL** Pearson 46.991s (103.42mph).

IN BRIEF



Kestenbaum (13) battled with Mitchell

CLASSIC FF1600

Champion Stuart Kestenbaum's Van Diemen RF79 collected a hard-fought victory at Mallory Park after a race-long duel with Ben Mitchell's Royale RP24. Kestenbaum lost the lead at the Esses on the first lap, but got it back at Devil's Elbow later on.

PRE-'90 FF1600

Battle between Kestenbaum and Mitchell resumed in the Pre-'90 race at Mallory. Kestenbaum's Reynard led the way for the first 11 laps, before Mitchell's Van Diemen RF91 took the outside line at the Esses and pulled clear.

MAZDA MaX5

Paul Roddison wasn't seriously troubled in either race at Mallory, as Jonathan Halliwell fought his way clear to secure two seconds. Clive Bussey was third in the first race after a clash with Jonathan Cryer, but Cryer completed the podium in race two.

MGOC

An eight-car battle for second at Mallory allowed Will Sharpe's ZR to make an early-and-decisive break. Dean Sullivan's ZR claimed the runner-up spot late on, from Simon Kendrick's F.

PRE-'55 HISTORICS

Having fended off early pressure from Ken McAvoy in the 1936 Riley 12/4, Kevin McBride romped home in an immaculately prepared 1954 Lancia Aurelia at Mondello Park.

IRISH FORMULA VEE

Robert Casey did a Mondello double at the expense of a hapless Paula Moore, who claimed pole but stalled on the line in race one, then took to the grass in race two while battling with Casey for the lead.

Casey (left) took Vee double



Fildes was fast in Tiger

SALOONS & SPORTSCARS MONDELLO PARK, OCTOBER 9

Ryan shows RAW ability before Brennan scores

AN ECLECTIC MIX IN the saloon and sportscar races led to some great David-and-Goliath battles, with the big-power Porsches and touring cars going head-to-head with lightweight Strykers and Global Lights.

Seamus Ryan was the class of the first two races as his RAW Stryker pulled away from the Porsche 993 of Bob Cameron, who struggled to get the power down on the damp track.

Alex Fawcett impressed in his first outings in the Rover 25 GTi as he kept pace with much-more-experienced drivers. He was let down by racecraft though, leaving the door open once too often.

Phil Brennan was the

rainmeister in the final round as he took an emphatic victory at the helm of his E36 BMW, as the rest of the field tip-toed its way around the track.

● Paul Healy

RESULTS (ALL 16 LAPS) – RACE 1

1 Seamus Ryan (RAW Stryker); **2** Alan Byrne (Global Light) +5.153s; **3** Bob Cameron (Porsche 993 GT2); **4** Paul Fitzpatrick (Global Light); **5** Philip Brennan (BMW E36); **6** Tristan Quinn (RAW Stryker). **FL** Ryan 58.253s (71.04mph). **RACE 2** **1** Ryan; **2** Cameron +38.665s; **3** Byrne; **4** David Whelan (Porsche 993); **5** Fitzpatrick; **6** Brennan. **FL** Ryan 58.210s (71.09mph). **RACE 3** **1** Brennan; **2** Cameron +20.402s; **3** Byrne; **4** Whelan; **5** Norman Fawcett (Honda Integra); **6** Robert Savage (Honda Integra). **FL** Fitzpatrick 1m05.619s (63.07mph).

Ryan's Stryker scored a brace



HRCA HISTORIC ENDURO MONDELLO PARK, OCTOBER 9

Sunbeam shines again

A FIELD OF 18 CARS took to the grid for the start of the 30-minute team endurance race, with Tommy Doherty scything his way by front-row men Jackie Cochrane and Steve Griffin at the beginning.

A light smattering of rain made life difficult for the Porsche drivers though, with Doherty dropping back to fourth in his 924.

The mid-race pitstop/driver changes initially handed the lead to Clive Brandon in the Lotus 47, but Jackie Cochrane handed over the reins of

his Sunbeam Tiger to Jonathan Fildes, who over the second half of the race lapped four seconds per lap quicker than the rest of the field.

Bernard Foley was second behind Fildes, but nearly a lap down.

● Paul Healy

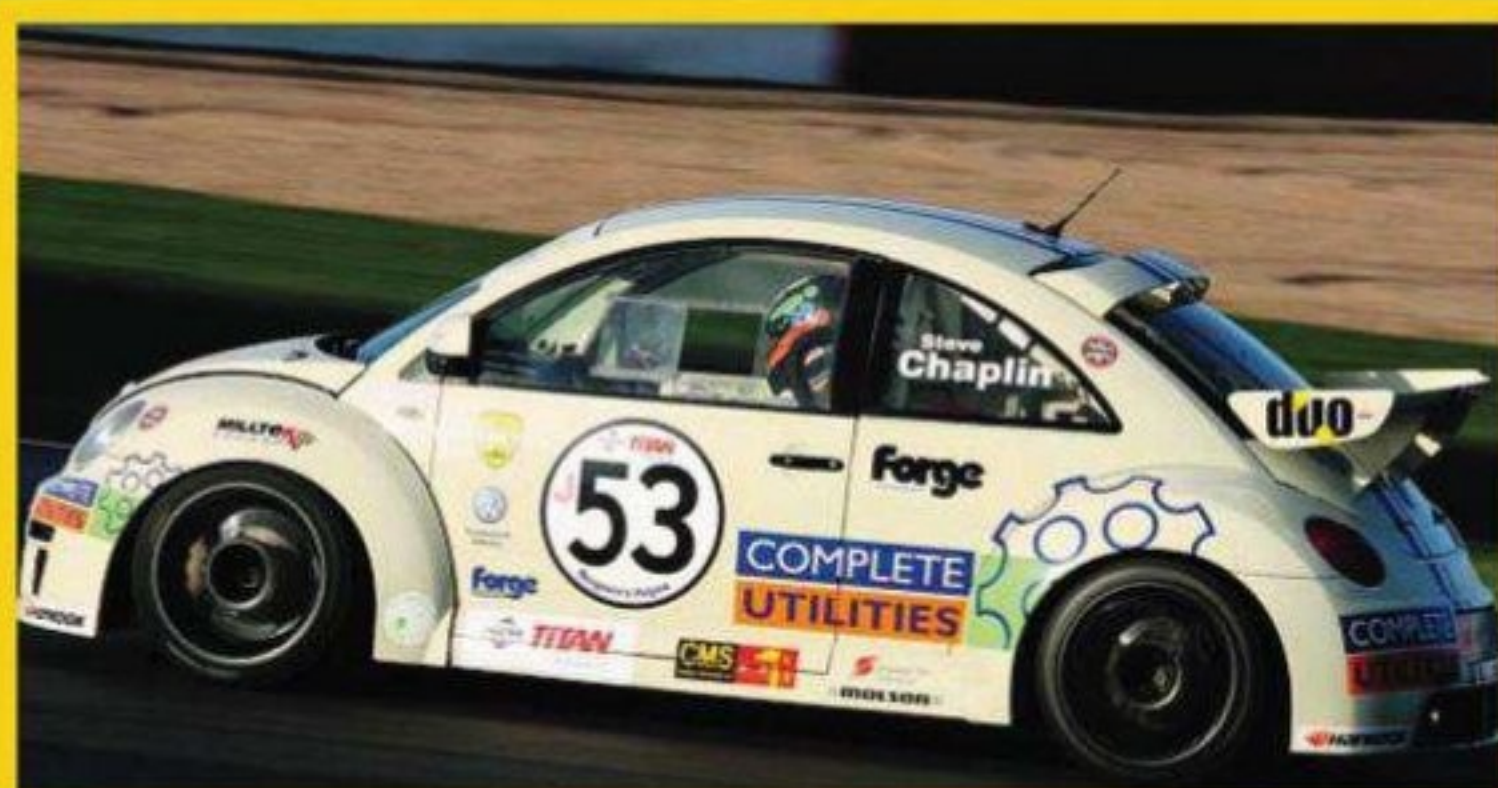
RESULTS (27 LAPS) **1** Jackie Cochrane/Jonathan Fildes (Sunbeam Tiger); **2** Bernard Foley (MGB V8 GT) +57.505s; **3** Tommy Doherty (Porsche 924); **4** Clive Brandon (Lotus 47); **5** Aiden Byrne (MG Midget); **6** Pete Murray (BMW 6 Series). **FL** Cochrane 1m02.150s (66.59mph).

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**Steve Chaplin wins second successive
championship in the
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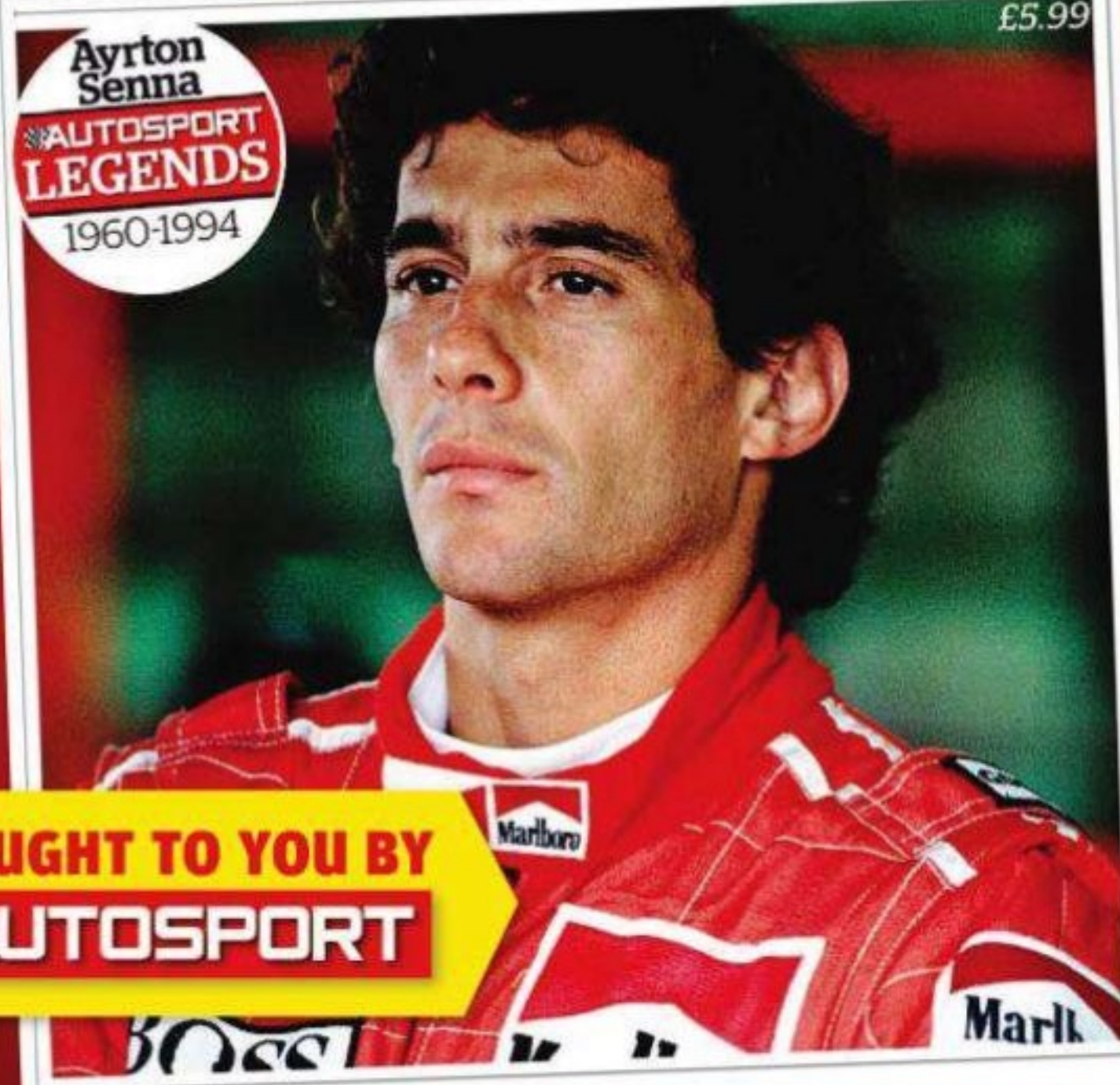


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"There are three sides to it: his, mine and the truth"

Covey Jr on his clash with title rival Sleigh

REPORTS SPORTS EXTRA

KNOCKHILL IN BRIEF



Thirlwall completed clean sweep

SCOTTISH FF1600

Champion Kenneth Thirlwall clinched his 14th win of the year and set a record for winning every round of the series in a season. Alistair Dow's Ray raced the older Van Diemen hard in the early part of the second race but could not stay with the leader. Ross McEwan and Ian Munro shared the remaining podium spoils after some brilliant racing. Class B runner Ivor Mairs could not repeat his podium of the last meeting but mixed it in the wet conditions of race one.

CLASSIC SPORTS AND SALOONS

Stan Bernard took the outright championship with a second place finish. In the greasy conditions, John Marshall looked dominant despite a mid-race safety car, and took an easy win. For Marshall it was a case of what might have been after a run of mid-season engine problems put paid to his hopes of back-to-back titles. There were incidents aplenty after a smoking Morgan laid oil on the track. Andrew Smith's example made amends by winning race two.

SCOTTISH FIESTAS

Russell Milloy clinched the crown after further engine problems for Peter Cruickshank ruined the series veteran's chances. Cruickshank was forced to borrow a car for the meeting but could not out-score Milloy. The wet conditions of race one played to the strengths of the newer STs against the XR2 contingent and George Orr took victory. Milloy's XR2 won the second event in dry conditions with Wayne McCauley second.



Milloy: win and title

SCOTTISH MINIS KNOCKHILL, OCTOBER 9

Sleigh's crown after Covey clash

DAVID SLEIGH TOOK the Scottish Mini title last weekend, but not without drama after Vic Covey Jr was penalised for his role in a race-two clash between the championship protagonists. The incident came after the latter outscored the leader in the first race and looked set to take the fight down to the wire.

Despite his points advantage, Sleigh's initial conservatism vanished at Clark Corner in the commotion of race two. Sleigh leapt to the inside to attempt to overtake, but Covey maintained his tight line and the pair

collided. The collision caused Sleigh to run wide onto the wet grass and side-swipe the tyrewall.

Covey Jr was later investigated for infringing driving standards and accepted his 10-second time penalty. "There are three sides to the story: his, mine and the truth," explained Covey Jr.

Newcomers' champion Tim Sleigh was the surprise winner of this dramatic race. Surprising not on account of his pace, but because of his last-corner dive to usurp Chris Smiley.

The final race of the season concluded with

David Sleigh took title after fraught races



Alan Waugh taking his first win ahead of the Sleigh brothers. "Even if it [the race-two collision] hadn't happened I would have still got it," explained the new champion.

● Jonathan Crawford

RESULTS (ALL 8 LAPS) – RACE 1

1 Chris Smiley; 2 Vic Covey Jr

+2.382s; 3 Tim Sleigh; 4 Alan Waugh; 5 David Sleigh; 6 Adam Leitch. **Fastest lap** Smiley 1m08.534s (67.24mph). **RACE 2** 1 T Sleigh; 2 Smiley +0.028s; 3 James Bruce; 4 Waugh; 5 Leitch; 6 Kenny McLeod. **FL** T Sleigh 1m04.620s (71.31mph). **RACE 3** 1 Waugh; 2 T Sleigh +0.129s; 3 D Sleigh; 4 Smiley; 5 Leitch; 6 Bruce. **FL** D Sleigh 1m04.220s (71.75mph).



Watson won despite rain

SCOTTISH SALOON AND SPORTSCARS KNOCKHILL, OCTOBER 9

Watson's Westfield wins

IN DAMP CONDITIONS Garry Watson's Westfield slithered to the race-one win to seal his second championship in succession.

The champion came under attack from the fast four-wheel-drive Sierra of Graham Wait in the early stages but, as in so many races, reliability proved the undoing of the fast Ford. Wait's car lost third gear and struggled home second.

Given the wet conditions, Watson admitted he was surprised by the result. "I'd hoped to get the class win but it's great to get the outright victory," he said.

In the dry conditions of the second race the win was easily Watson's. Fellow Westfield runner Cameron

Purdie starred in second, having missed most of the season, with Stuart Walker taking third place in only his third car race.

● Jonathan Crawford

RESULTS (BOTH 10 LAPS) – RACE 1

1 Garry Watson (Westfield); 2 Graham Wait (Sierra Cosworth) +3.121s; 3 Philip Duncan (Westfield); 4 Stuart Walker (Porsche GT2); 5 Andrew Morrison (SEAT Cupra); 6 Paul Brydon (BMW M3). **Class winners** Wait; Alex Bruce (Mitsubishi Evo); Kevin Robson (Caterham). **FL** Duncan 59.725s (77.15mph). **RACE 2** 1 Watson; 2 Cameron Purdie (Westfield) +23.526s; 3 Walker; 4 Brydon; 5 Robert Drummond (Escort Cosworth); 6 Morrison. **CW** Drummond; Bruce; Robson. **FL** Watson 53.758s (85.72mph).

SCOTTISH LEGENDS KNOCKHILL, OCTOBER 9

Red flags can't stop Marshall's charge

ROSS MARSHALL clinched the Scottish Legends Championship with two wins from a difficult series of races last weekend, beset with rain and red flags.

The damp conditions in race one were a boon for Ross Mickel, who followed a unique series of lines to find grip while others slid off.

The final race was stopped after a lap-one pile-up involving championship protagonist Carol Brown. She was able to take the restart after her rivals rallied to help straighten her damaged bumper. But

the race was again stopped after a hefty crash for Paul O'Brien at Clark, victory falling to Marshall.

● Jonathan Crawford

RESULTS – RACE 1 (8 LAPS)

1 Ross Mickel; 2 Ross Marshall +0.214s; 3 John Marshall; 4 Carol Brown; 5 Colin Atkinson; 6 Glenn Burtenshaw. **FL** Brown 1m08.302s (67.47mph). **RACE 2 (8 LAPS)** 1 R Marshall; 2 Mickel +0.386s; 3 J Marshall; 4 Gerard McCosh; 5 Robbie Burgoyne; 6 David Hunter. **FL** R Marshall 1m01.415s (75.03mph). **FINAL (6 LAPS)** 1 R Marshall; 2 Brown +0.062s; 3 J Marshall; 4 Scott Hynds; 5 Mickel; 6 McCosh. **FL** Hunter 1m01.527s (74.89mph).



Marshall won crown with a double

PICTURES: JIM MOIR

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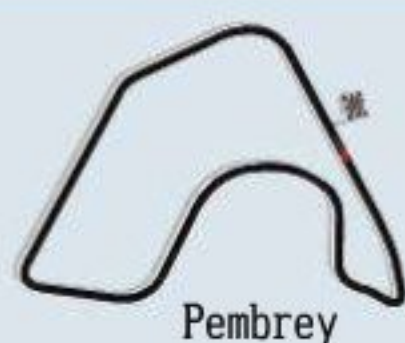
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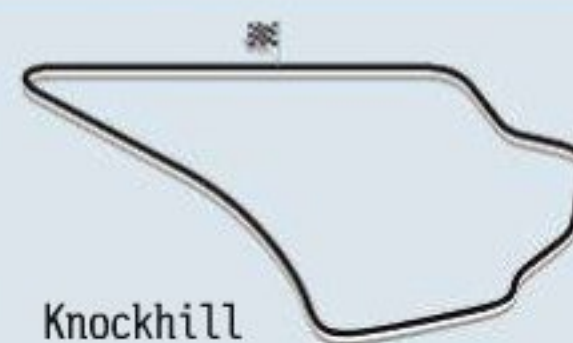
Pembrey



Mallory Park



Mondello Park



Knockhill

Roddison heads
Mazda MX5 field



2 Jonathan Halliwell +12.645s; 3 Clive Bussey; 4 Matthew Tidmarsh; 5 Ian Loveridge; 6 Jonathan Cryer. **CW** Halliwell. **FL** Roddison 55.272s (87.92mph). **RACE 2 (22 LAPS)** 1 Roddison; 2 Halliwell +10.997s; 3 Cryer; 4 Jeremy Shipley; 5 Loveridge; 6 Tidmarsh. **CW** Halliwell. **FL** Roddison 55.191s (88.05mph).

CROSSLE 9S CHALLENGE (46 LAPS)

1 Arnie Black; 2 Roger Donnan +4.870s; 3 John Taylor; 4 Richard Tyzack; 5 Mark Hobbs; 6 Clive Young. **FL** Black 49.087s (99.00mph). **RACE 2 (47 LAPS)** 1 Black; 2 Hobbs +31.789s; 3 Donnan; 4 Taylor; 5 Bill Gowdy; 6 Young. **FL** Black 48.775s (99.64mph).

MGOC (16 LAPS) 1 Will Sharpe (ZR); 2 Dean Sullivan (ZR) +26.428s; 3 Simon Kendrick (F); 4 Julia Penfold (ZR); 5 Harjinder Bhambra (ZS); 6 Paul Wisbey (F). **CW** Bob Kett (B); Kendrick; Penfold. **FL** Sharpe 55.998s (86.78mph).

PRE-'90 FF1600 (24 LAPS) 1 Ben Mitchell (Van Diemen RF91); 2 Stuart Kestenbaum (Reynard 89FF) +6.738s; 3 Steve Pearce (Van Diemen RF78); 4 David Malpas (RF78); 5 Callum Grant (Merlyn Mk20A); 6 Ian Wood (Royale RP33). **FL** Mitchell 49.172s (98.83mph).

MONDELLO PARK MPSC, OCTOBER 9

PRE-'55 HISTORICS (12 LAPS) 1 Kevin MacBride (1954 Lancia Aurelia); 2 Andy O'Brien (1938 TRS) +39.168s; 3 John Keatley (Invicta S); 4 Edmund Cassidy (1947 MG Special); 5 Nick Bennet (1930 Alvis Silver Eagle); 6 Tony Canny (1936 Riley TT Sprite). **FL** MacBride 1m18.958s (52.41 mph).

FORMULA LIBRE & SHEANE (18 LAPS) 1 Jonathan Fildes (Ralt RT4); 2 Peter Dwyer (Dallara F399) -1 lap; 3 Martin Daly (Formula Renault); 4 Fergus Flaherty (Formula Renault); 5 Dan Polley

(Formula Sheane); 6 Jim Larkin (Radical PR6). **FL** Fildes 51.614s (80.18 mph).

RACE 2 (18 LAPS) 1 Fildes; 2 Dwyer -1 lap; 3 Daly; 4 Flaherty; 5 Larkin; 6 Polley. **FL** Fildes 51.998s (79.59 mph).

FORMULA VEE (13 LAPS) 1 Robert Casey (Sheane); 2 Robbie Allen (Sheane) +6.218s; 3 Ken Foley (Sheane); 4 Colm Blackburn (Vee); 5 Ken Byrne (Sheane); 6 Niall McGahon (Sheane). **FL** Casey 1m01.972s (66.78 mph).

RACE 2 (13 LAPS) 1 Casey; 2 Foley +1.636s; 3 Blackburn; 4 Byrne; 5 Shane O'Riordan (Vee); 6 McGahon. **FL** Casey 1m01.797s (66.97 mph).

KNOCKHILL SMRC, OCTOBER 9

SCOTTISH FORMULA FORD (10 LAPS) 1 Kenneth Thirlwall (Van Diemen); 2 Alistair Dow (Ray GRS09)

+7.728s; 3 Ross McEwan (Van Diemen RF92); 4 Ian Munro (Van Diemen RF91); 5 Michael Gray (Vector); 6 Ivor Mairs (Mondiale). **CW** Mairs. **FL** Thirlwall 59.927s (76.89mph).

RACE 2 (10 LAPS) 1 Thirlwall; 2 Dow +6.253s; 3 Munro; 4 McEwan; 5 Gray; 6 Andy Paterson (Van Diemen). **CW** Mairs. **FL** Thirlwall 55.911s (82.42mph).

SCOTTISH CLASSIC SPORTS AND SALOONS (10 LAPS) 1 John Marshall (Ford Escort); 2 Stan Bernard (Porsche 911) +15.982s; 3 Andrew Smith (Morgan +8); 4 Raymond Boyd (Porsche 911); 5 Jimmy Crow (Ford Escort); 6 Donald Laird (Lotus Elan). **CW** Bernard; Smith; Nic Boyes (Mini Cooper). **FL** Marshall 1m01.490s (74.94mph).

RACE 2 (10 LAPS) 1 Smith; 2 J Marshall +5.276s; 3 Bernard; 4 Boyd; 5 Robert Marshall (Ford Escort RS); 6 Crow.

CW J Marshall; Bernard; Alan Barron (Alfasud). **FL** Smith 58.864s (78.28mph).

SCOTTISH FIESTAS (10 LAPS)

1 George Orr (ST); 2 Scott Robertson (ST) +2.802s; 3 Stuart Haston (ST); 4 Dave Colville (XR2); 5 Wayne MacCauley (XR2); 6 Blair Murdoch (ST). **CW** Colville. **FL** Orr 1m05.883s (69.94mph).

RACE 2 (10 LAPS) 1 Russell Milloy (XR2); 2 MacCauley +0.408s; 3 Colville; 4 Craig Taylor (XR2); 5 Mike Strong (XR2); 6 Orr. **CW** Orr. **FL** Orr 1m04.040s (71.96mph).

PEMBREY BARC, OCTOBER 8-9

MR2 CHALLENGE (12 LAPS) 1 Simon Lockey; 2 Paul Corbridge +2.385s; 3 Richard Avery; 4 Ian Davies; 5 Daniel Budd; 6 Geraint Hughes. **Fastest lap** Corbridge 1m14.351s (70.49mph).

RACE 2 (13 LAPS) 1 Corbridge; 2 Lockey +1.583s; 3 Davies; 4 Dave Hemingway; 5 Avery; 6 Gary Lawrence. **FL** Lockey 1m13.320s (71.48mph).

RACE 3 (13 LAPS) 1 Corbridge; 2 Lockey +1.206s; 3 Hemingway; 4 Davies; 5 Avery; 6 Neil Stratton. **FL** Corbridge 1m11.367s (73.44mph).

WELSH SPORTS & SALOONS (14 LAPS) 1 David Krayem (Ginetta G50); 2 Nick Jones (Proton Coupe) +7.163s; no other finishers. **Class winner** Jones. **FL** Krayem 1m02.705s (83.59mph).

RACE 2 (12 LAPS) 1 Jones; 2 Krayem +8.890s; 3 Keith Butcher (Ginetta G50); no other finishers. **CW** Krayem. **FL** Krayem 1m10.120s (74.75mph).

CLUBMANS CUP (17 LAPS) 1 Paul Gibson (Nemesis K11 Proto); 2 Phil Weaver (Mallock Hayabusa) +37.636s; 3 Steve Everson (Mallock Mk30 EB Proto); 4 Adrian Langridge (Mallock Mk27); 5 Daniel Gibson (Nemesis K11 Cup); 6 Barry Webb (Mallock Mk23B). **CW** Langridge. **FL** P Gibson 55.112s (95.10mph). **RACE 2 (17 LAPS)**

1 P Gibson; 2 D Gibson +43.629s; 3 Weaver; 4 Langridge; 5 Everson; 6 Webb. **CW** D Gibson. **FL** P Gibson 55.547s (94.36mph).

MALLORY PARK BARC, OCTOBER 9

CLASSIC FF1600 (18 LAPS) 1 Stuart Kestenbaum (Van Diemen RF79); 2 Ben Mitchell (Royale RP24) +0.113s; 3 Colin Williams (PRS RH01); 4 Andy Powell (Royale RP26); 5 James Buckton (Elden Mk8); 6 Steve Pearce (Van Diemen RF78). **CW** Buckton. **FL** Kestenbaum 51.204s (94.91mph).

MAX5 (22 LAPS) 1 Paul Roddison;

David Meiklejohn gets
out of shape at Knockhill



Supercar of the 1950s
won Mondello historics



For any racing-car constructor to build 1000 cars is impressive, and to be still expanding during a time of economic downturn is truly remarkable. But that is what British sportscar maker Radical achieved last year, and the firm continues to move into new markets around the world. It now employs around 120 people and is building a road car (see panel, right).

Since Phil Abbott and Mick Hyde (who has since left) formed Radical in 1996 it has been able to achieve all this by developing a formula based on its single-make series of cars. Currently it's the SR3, which represents three-quarters of Radical's production total, and the flagship SR8 that form the backbone of the UK Cup and European-based Masters, while entry-level racing is provided by the Clubman's Cup. Strong grids are the norm.

Abbott believes one of the keys has been making it easy for amateurs and newcomers to feel comfortable and go quickly. "You need these big messages coming from the car, so the average guys can drive very, very fast," he says. "We've concentrated on refining the cars. You get in the SR3 and it just works. It makes you feel like a great driver."

"The directors have always raced – we can see what the customers are getting, so if something doesn't work we change it instantly."

The fact that Radical tends to forsake

multi-marque racing means that it can tailor the cars and the series to focus on the customer. That approach may not appeal to racing purists, but there's no doubt it makes business sense.

"It's really nice to make the rules up ourselves," reckons Abbott.

"Following other people's rules usually means a lot of hard work! If you have a single-marque championship you can really get behind it, and you can get competitors all the benefits, like helping with insurance and spares support."

"We've got wiser over the years. The whole system – the cars, the way people operate them – is getting more mature."

To that end, the Radical series have full spares support so teams don't have to stock their own – half the company's turnover comes from the online and parts-stores side of the business – and engines have a 40-hour warranty.

Radical is able to do this partly because it builds so much in-house. At its Peterborough base are a dyno, fabrication department, bodywork construction and engine division. Although most cars use Suzuki engines, only the top end is retained: lining, boring and machining are done at home.

Abbott feels the switch from BARC to MSVR organisation for 2011 has also helped, as has Radical's approach to second-hand cars. "The BARC run a fantastic meeting, but don't have the same access to circuits, such as Brands

Hatch GP," he says. "That has helped tremendously with grids."

"We also deal with used cars. We probably give about £500 away every time we sell a used car because we bring them up to a factory level of conditioning. But it goes out and races, uses spares and populates grids. It's a long-ball game."

With the formula set, Radical is looking to export it elsewhere. "Each market will have to look at what their customers want, but where possible follow our pattern," says Abbott.

From the rear bulkhead forward the SR3 and SR8 are identical. There's no need for hot or cold-climate versions, so they can be sold anywhere.

The Australian Cup is just one of the regions already up and running with the



All cars tested on in-house dyno

SR3 RS

SR3 SL

RADICAL

Almost as if it inspired the government's latest slogan, Radical is 'showing the



Radical racing enjoys strong grids

same combination of clubman's series and enduro events as the UK, and new projects include the 11 Indian Super Series, which will use 1500cc SR3 RSs in 14 races across India, the United Arab Emirates, Malaysia and Thailand.

The idea is to sell franchises to teams, who will run a local alongside an international star, and there is a prize fund of about £1.3 million.

"It's to promote motorsport in India and it's the strongest series we've seen at the start," says Abbott. "It's very well planned and funded. It's to run from

December to February so it's perfect for European teams too."

Beyond that, there are plans to build Radical's first coupe. The car will be longer and wider than the current fleet, with Ford EcoBoost and V8 engine options available. "I love doing new things," says Abbott. "We'll look around to see where a GT would race — many parts are designed and even cast for it."

Abbott may like new challenges, but you get the impression there is no rush. After all, if a formula is working, why change it? ☺

IT'S... A R(O)ADICAL

RADICAL'S BREAD AND butter is sports-racing cars mated to adapted 'bike engines. But Radical's latest offering — the Ford EcoBoost-powered SR3 SL — represents a move into the realms of 'street-legal' trackday motoring.

For this project Radical has taken the basic SR3 racecar and re-engineered it for the road. As well as offering high levels of performance, the addition of Ford's latest two-litre, 300bhp, turbo helps the car comply with the latest EU emissions legislation.

"We're targeting the high-net-worth guys who want one because they can have one," says Radical sales director Nick Dove. "One of our customers goes around Europe posting pictures of his car. There'll be 10 like him who want a similar car they can drive to more places."

You can certainly get around very quickly in the SL, but it's not easy to drive at high speed and feels a bit rough and unsuited to the

road. It tended to follow the ruts as AUTOSPORT journeyed from Radical's Peterborough base to Cadwell Park, and felt frighteningly small and exposed next to even the least intimidating of hatchbacks.

That said, being able to out-accelerate anything at the drop of a gear does much to make up for the uneasiness.

Like all the cars Radical produces, the SL is most at home on the track, though compared to the slick-shod SR3 and SR8 racers it feels like a clumsy compromise. The 460bhp SR8 is wonderful to drive through Cadwell's rapid Coppice/Charlies sequence, while the SR3 is predictably glued to the circuit at every turn.

The SL is unwieldy by comparison. It's a great attempt at bringing the Radical driving experience to the road, but when bread and butter already works so well on the track, it's difficult to see the need to take up more space on your plate.

Ben Anderson

SPEED COMPARISON

Brands Hatch GP circuit (2011 qualifying laps)
British F3 (Dallara F308) - 1m17.614s
Radical SR8 - 1m23.068s
British GT (Ferrari 458) - 1m26.063s
Radical SR3 - 1m25.391s

SR8 RX



RACERS

world some fight' and expanding. By KEVIN TURNER

FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week

Japan loves F1, and the feeling's mutual



Japan shows Formula 1 at its best

In a month where we've had rugby players disgracing themselves off field, and selfish millionaire footballers refusing to play and getting sent off, it was so refreshing to see the genuine love and sincerity shown by F1 drivers for the people of Japan. Jenson Button displayed what a brilliant ambassador for F1 he is; likewise, Sebastian Vettel and Kamui Kobayashi.

Also, well done to the BBC – the post-race forum was one of the best pieces of television I've seen for a long time.

Chris Scott, Sittingbourne, Kent

EDITORIAL CONTACT mail@autosport.com

With Sebastian Vettel's title a foregone conclusion, I think the biggest story of the weekend has been Lewis Hamilton.

I am starting to worry about him. He is in a troubling position and everyone around him should stop acting like yes-men and try to help him.

I have no doubt he is looking on 2012 as a new start, but he said that about '11. With realistically nowhere else for him to go in F1, I'd not put it past him to leave the sport if next year is more of the same.

David Herron
Washington, Tyne & Wear

The more I see of the argument between Lewis Hamilton and Felipe Massa, the more it looks to me that Massa is the one with the problem.

This has been festering at least since 2008. Now it's at fever pitch, with the last-lap antics at Silverstone, the instruction to "destroy [Hamilton's] race" in Singapore, and Massa throwing his rattle out of the pram in Japan.

Massa is right, the FIA does need to get involved, but it should be him that gets a talking to.

Graham Dalley
Banbury, Oxfordshire

Flattered as I am to have appeared in the wonderful *Revved Up* column (October 6), I feel I must complain. There is no way I would have begun a game of 'Flavio Figueiredo' by coming up with Phil Bennett's name. That is far too obvious.

I would have used a convoluted opening gambit, possibly using the Tudor Court Rules. Taking this into account, I would possibly have chosen Karl Jones or even, at a push, Bobby Verdon-Roe.

By circumnavigating the transversely-mounted Jeff Allam, I might also have

found myself at peril of blurting out the name Gary Ayles, although I suspect that mentioning his name would constitute a breach of the championship rules.

Thank you for letting me clarify this matter.

Matt James
Teddington

Couldn't believe what I read about F1 drivers wanting to meet Charlie Whiting to discuss Lewis Hamilton's 'gung-ho' style. Thank God they don't race in touring cars and are too old for Ginetta Juniors...

Tony Benns
By email

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4. **BUTTON REMAINS FASTEST IN FP2 AT SUZUKA**
5. **BARRICHELLO: RAIKKONEN NOT BEST CHOICE**

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WHAT HAMILTON CAN LEARN FROM ANDRETTI

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.

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ROAD ANGEL VANTAGE

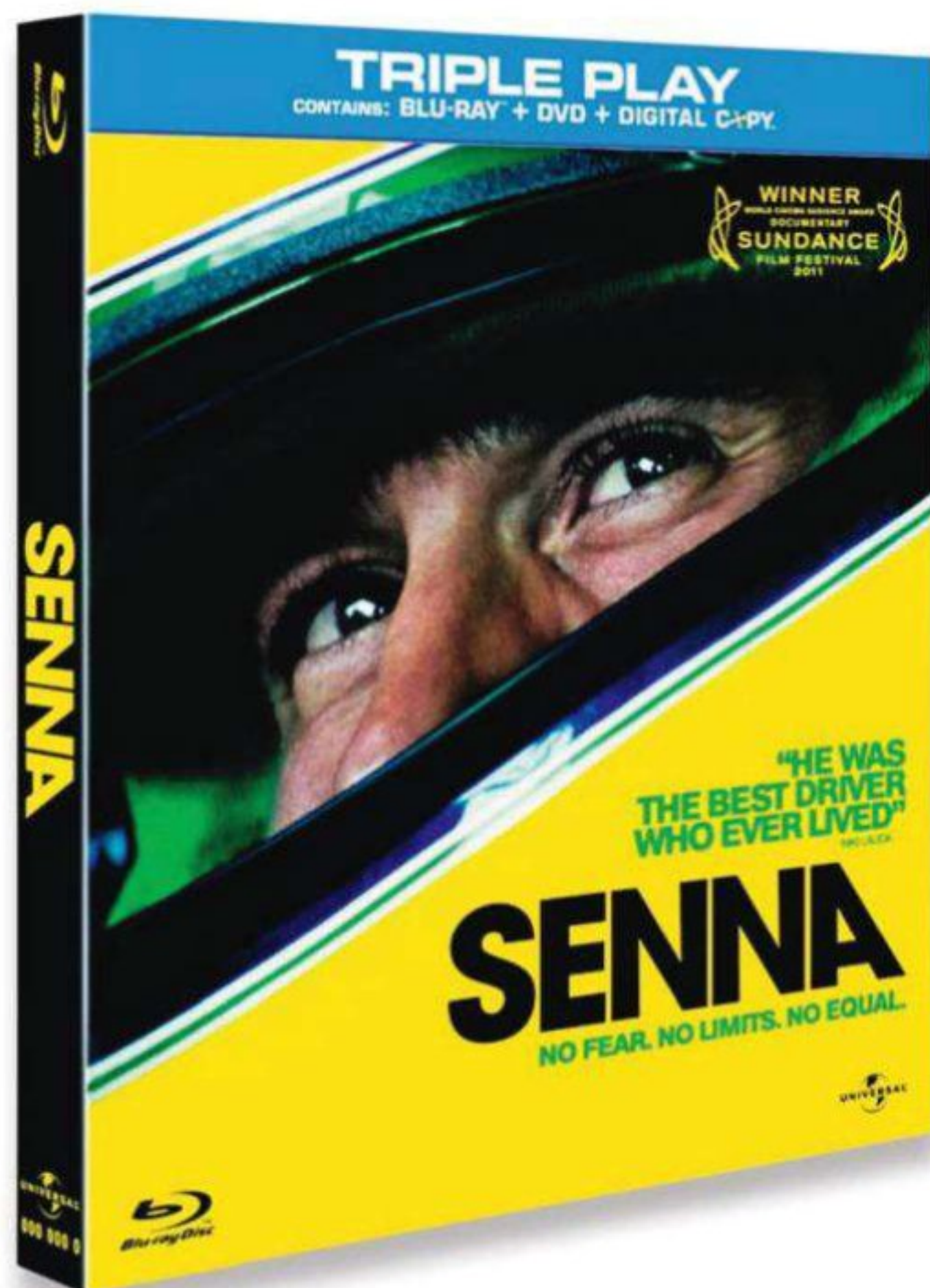
This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

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

THE LATEST GEAR

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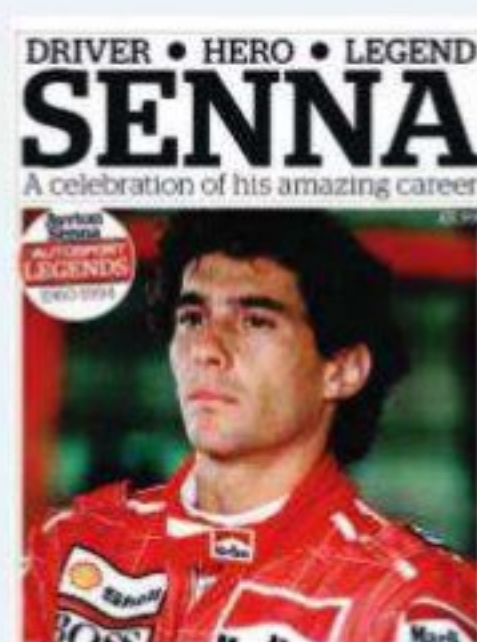
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The documentary-style film, lovingly crafted by a trio of Brits – screenwriter Manish Pandey, producer James Gay-Rees and director Asif Kapadia – and produced with the full co-operation of Senna's family and F1 impresario Bernie Ecclestone, charts the Brazilian triple world champion's life on- and off-track and captures every emotion associated with this deep-thinking, driven perfectionist's life and death.

If you saw it in the cinema, you'll know what we mean and will probably have the DVD in your hands already; if you missed it – and you have even the slightest interest in F1 – you now have the best excuse to spend £20 you'll ever have...



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Crafted by the team that produces AUTOSPORT, this glossy 172-page celebration of Senna's life combines fresh material, featuring memories of Imola '94 from 17 drivers and Mark Hughes's analysis of Senna's God-given talent, with archive race reports and interviews.



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HOT ON THE WEB THIS WEEK

YOUTUBE: SENNA GOES RALLYING



SEARCH FOR: Ayrton Senna Rally car test day 1986 (3:57)

Fresh-faced Lotus grand prix driver Ayrton Senna tried out a few rally cars in a Welsh forest for *Cars & Car Conversions* magazine. The footage is quite ropery, but it's cool to watch him prepare for his runs.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

BTCC has been fought out in good spirit...



SILVERSTONE

BTCC

October 15-16

Admission £20 Saturday, £35 Sunday, £45 weekend

Tel: 0844 3728 200

It's the big one: Matt Neal, Gordon Shedden, Jason Plato, Mat Jackson and James Nash all head to the Silverstone National circuit to stake their claim to the 2011 BTCC crown. The turbos should have the edge, but Plato can't be discounted, especially if it rains. The Porsche Carrera Cup, Ginetta GT Supercup, Formula Renault UK and Renault BARC titles will also be decided, while the Ginetta Juniors finish their season.

BRANDS HATCH

Formula Ford Festival

October 15-16

Admission £13 each day

Tel: 01474 872331

Just one week after the championship finale, the British Formula Ford runners head to Brands for the 40th Festival. Scott Malvern must start as favourite, but there are plenty out to stop the runaway champion. The Kent-engined class has attracted over 40 entries and further support will be provided by Sports 2000, Ford Fiestas and Formula Ford Zetec.

SNETTERTON

MSVR

October 15-16

Admission £13 each day

Tel: 01953 887303

A bumper 19-race programme, including the GT Cup, Radical UK and Clubman's Cups, Mini Challenge and Production BMW Championship.

ROCKINGHAM

BRSCC

October 15-16

Admission £10 Saturday, £15 Sunday, £20 weekend

Tel: 01536 500500

Nineteen races are also scheduled for Rockingham, including events for Minis, Porsches, Mazda MX5s, VW Golfs, Alfa Romeos and Caterhams.

OULTON PARK

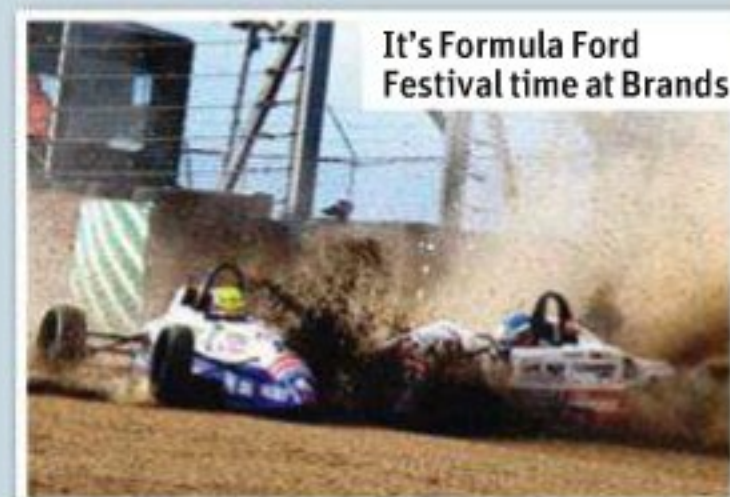
BRSCC

October 15

Admission £13

Tel: 01829 760301

The Fun Cup enduro series is joined by the Ford XR Challenge and TVR Challenge.



FORMULA 1 WORLD CHAMPIONSHIP

Rd 16/19

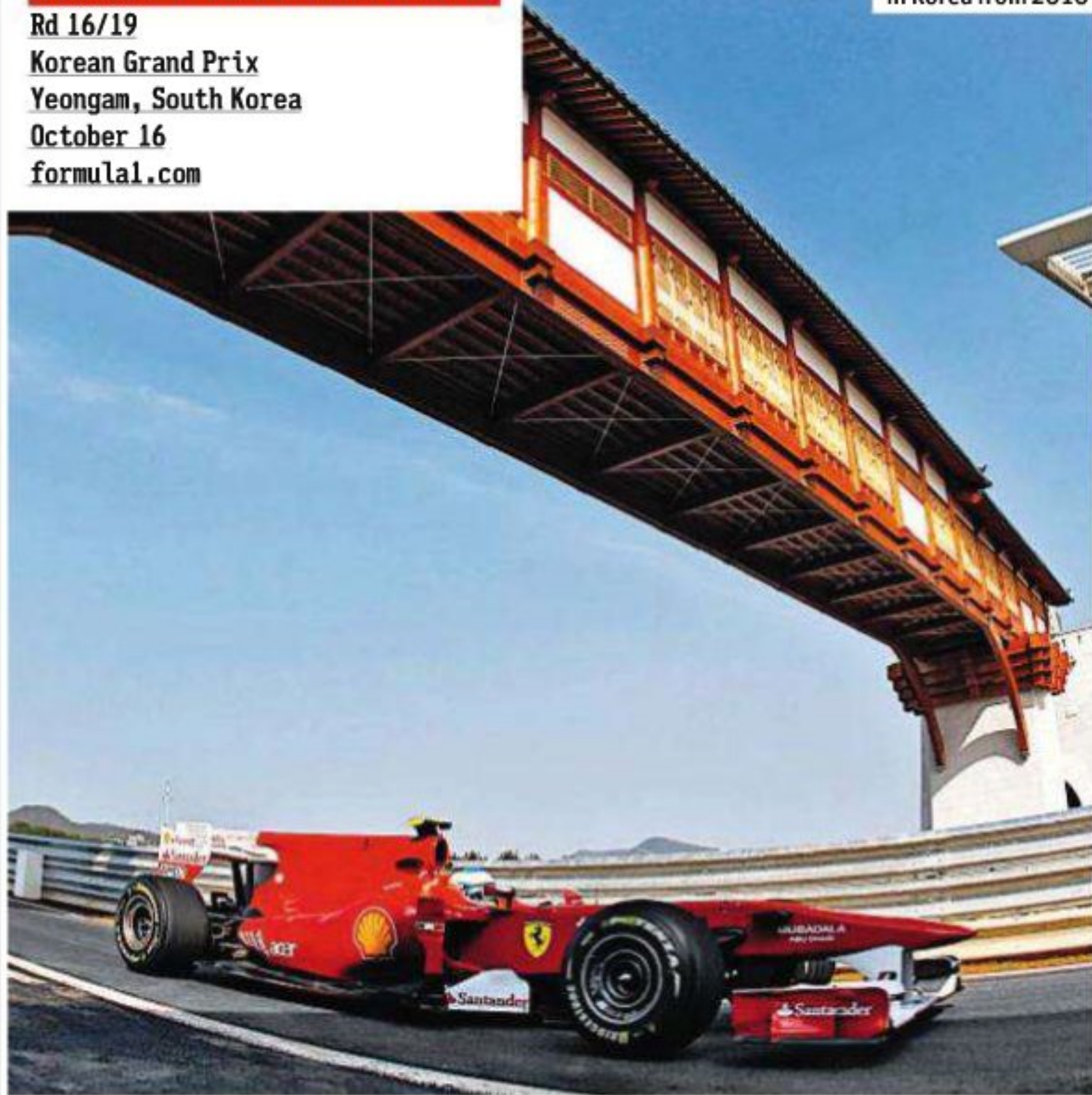
Korean Grand Prix

Yeongam, South Korea

October 16

formula1.com

A rare shot of sun in Korea from 2010



INDYCAR SERIES

Rd 18/18

Las Vegas, Nevada, USA

October 16

indycar.com

INDY LIGHTS

Rd 14/14

Las Vegas, Nevada, USA

October 16

indycar.com

JAPANESE SUPER GT

Rd 8/8

Motegi, Japan

October 16

supergt.net

BRAZILIAN V8 STOCK CARS

Rd 11/12

Brasilia, Brazil

October 16

stockcar.globo.com

ITALIAN FORMULA 3

Rd 16/16

Monza, Italy

October 15-16

acisportitalia.it/f3

NASCAR SPRINT CUP

Rd 31/36

Charlotte, North Carolina, USA

October 15

nascar.com

NASCAR NATIONWIDE SERIES

Rd 31/34

Charlotte, North Carolina, USA

October 14

nascar.com

FIA GT3 EUROPEAN CHAMPIONSHIP

Rd 6/6

Zandvoort, Netherlands

October 15-16

gt3europe.com

FIA GT4 EUROPEAN CUP

Rd 6/6

Zandvoort, Netherlands

October 15-16

gt4cup.com

EUROPEAN FORMULA 3 OPEN

Rd 7/8

Jerez, Spain

October 16

gt4sport.es

Television

THURSDAY OCTOBER 13

1100-1130 [Sky Sports 3](#)
Mowlem's Racing Travels
1500-1600 [ESPN](#)
American Le Mans Series: Season Review
1515-1620 [Motors TV](#)
WRC: Rally France Highlights
1930-2130 [ESPN](#)
Formula Renault 3.5: Catalunya Review

FRIDAY OCTOBER 14

0155-0335 [BBC Red Button](#)
Formula 1: Korea practice 1
0410-0700 [Eurosport 2 LIVE](#)
Moto GP: Australia practice
0555-0735 [BBC Red Button](#)
Formula 1: Korea practice 2
1500-1600 [Premier Sports](#)
NASCAR Sprint Cup: season highlights
2130-2230 [ESPN](#)
WRC Rally World
Highlights from the latest events plus a look ahead to Rally Spain

SATURDAY OCTOBER 15

0255-0405 [BBC Red Button](#)
Formula 1: Korea practice 3
0355-0700 [Eurosport 2 LIVE](#)
Moto GP: Australia qualifying
0500-0730 [BBC 1 LIVE](#)
Formula 1: Korea qualifying
0700-0725 [Channel 4](#)
British F3: Silverstone highlights
0850-0950 [ITV 4](#)
Motorsport UK
1300-1415 [BBC 1](#)
Formula 1: Korea qualifying re-run
1430-1605 [Motors TV LIVE](#)

FIA GT3: Zandvoort race 1
2050-2200 [Eurosport](#)
Moto GP: Australia qualifying

SUNDAY OCTOBER 16

0000-0500 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Charlotte
0600-0915 [BBC 1 LIVE](#)
Formula 1: Korean Grand Prix
0700-0830 [Eurosport 2 LIVE](#)
Moto GP: Australian Grand Prix
0915-1015 [BBC 1 Red Button](#)
Formula 1: Korean GP post-race forum
0930-1330 [Premier Sports](#)
NASCAR Sprint Cup: Charlotte
1100-1830 [ITV 4 LIVE](#)
BTCC: Silverstone
1130-1245 [BBC 2](#)
Moto GP: Australian Grand Prix
1200-1340 [Motors TV LIVE](#)
FIA GT3: Zandvoort race 2
1500-1700 [BBC 1](#)
Formula 1: Korean GP re-run
1900-2000 [BBC 3](#)
Formula 1: Korean GP highlights
2000-2300 [Sky Sports 4 LIVE](#)
IndyCar: Las Vegas
2030-2230 [Eurosport](#)
Moto GP: Australian Grand Prix

MONDAY OCTOBER 17

0200-0400, 0900-1100, 1600-1800 [Sky Sports 4](#)
IndyCar: Las Vegas
0830-0845 [Eurosport](#)
Motorsports Weekend
2000-2130, 2230-2330 [Eurosport](#)
Moto GP: Australian Grand Prix

Online

AUTOSPORT.COM

Coming up on the web this week

KOREAN GRAND PRIX

Sebastian Vettel may have wrapped up the F1 title in Japan, but with McLaren on the offensive and Ferrari still a factor, there's no reason to expect the Korean Grand Prix to have any less drama than Suzuka. As ever, AUTOSPORT.com will be in the paddock to bring you the latest news, opinion and session reports. Plus full coverage of MotoGP, IndyCar, NASCAR and the five-way BTCC title shoot-out at Silverstone.



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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



SV: "I was only five years old when you were on ze Suzuka podium"

SENTIMENTALITY HAS little place in modern-day Formula 1. It's a dog-eat-dog world, as you could gauge for yourself when Sebastian Vettel put Jenson Button on the grass going into Turn 1 at Suzuka. Racing, raw in tooth and claw.

But even the steely Vettel had a tear in his eye in the BBC's post-race forum when shown a video of the back-to-back champions he had just emulated. Or perhaps, like me, he was crying over the terrible attention to detail that the footage of Ayrton Senna at Silverstone was from 1992 (not a title year) and the opening clips of

Fernando Alonso were from his maiden GP win at Hungary in 2003 – a full three years before he was crowned back-to-back champ. Tsk.

At least we could rely on good old Martin Brundle for knowing when to keep his trap shut as the handbags in the pre-podium green room began...

Button: "Didn't you see me at the start?"

Vettel: "You were behind, weren't you?"

JB: "Come on, halfway alongside; I was on the grass."

SV: "Yeah, halfway."

JB: "OK, that's how we're racing then."

The banter was sadly

interrupted by an unearthly voice – reminiscent of TV cop *Bulman* – that boomed in the loudest whisper ever: "We've got to get a move on." A bit like this column.

Apart from technical issues that beset the end of the BBC1 broadcast, including the bizarre visual of Vettel talking with the audio of Alonso – like that dreadfully-dubbed Fiat advert in reverse – it was the local director who copped some flak. Sure, he knows

how to spot a midfield battle, but he couldn't spot a developing news story to save his life.

Vettel running around trying to ensure the marshals didn't further wreck his car in free practice was great TV, but not when you repeatedly cut to faces on the pitwall, and faces in the garage. Come on Mr Director, show me the back of Adrian Newey's baldy head one more time. For me. Please? YES! *Revved Up*

"Good old Martin Brundle for knowing when to keep his trap shut as the handbags in the green room began"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Perth to Barcelona

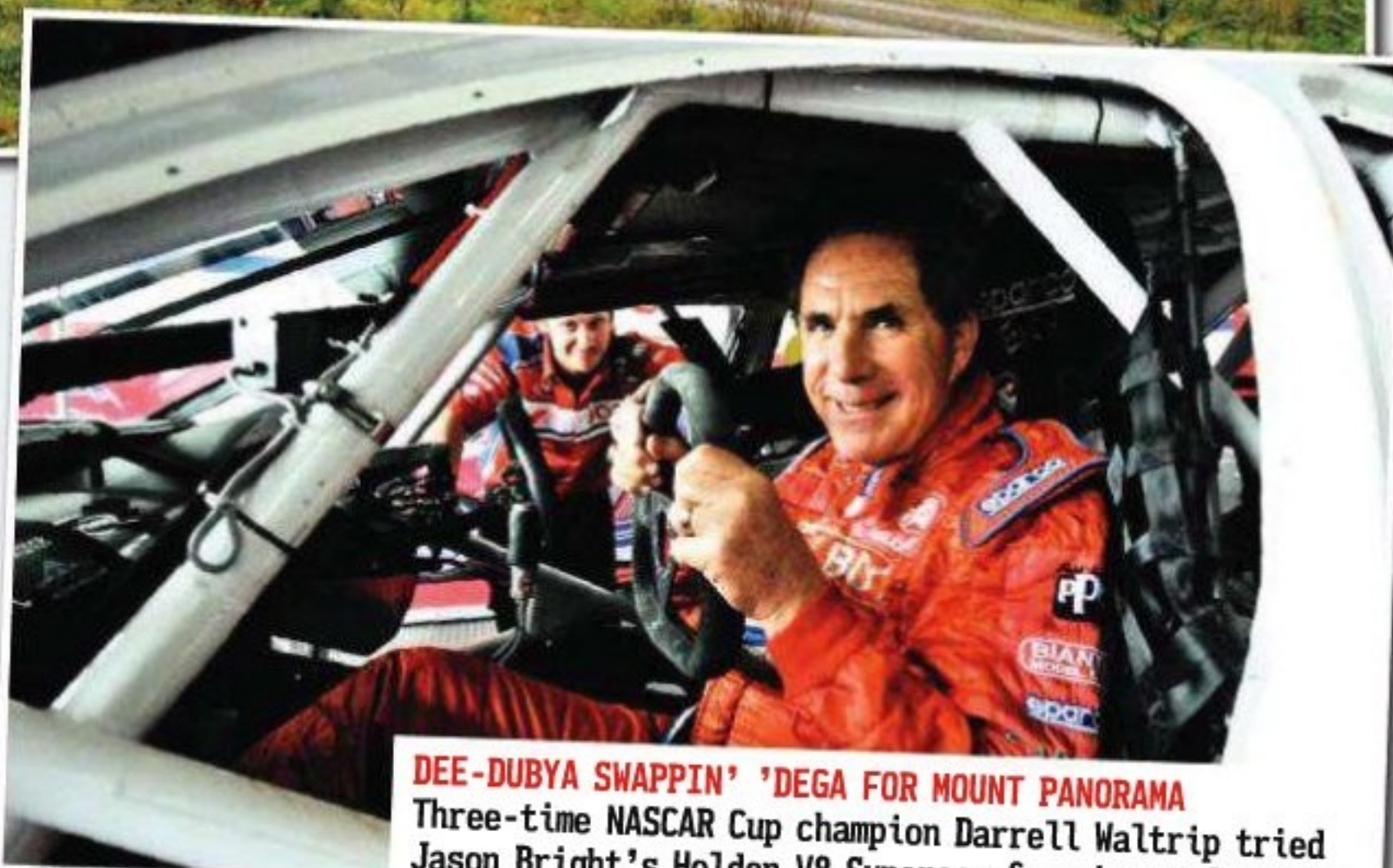
OH! YE'LL TAKE THE HIGH ROAD AND I'LL TAKE THE LOW ROAD...

...and Bryan Bouffier'll be in Scotland afore ye! Peugeot's Monte Carlo Rally winner finished third in the altogether different surroundings



NO FINGER TROUBLE FOR BRIGHT LIGHT VETTEL

When Jenson Button won the Japanese GP at Suzuka, Sebastian Vettel had to score at least a point - third was more than enough



DEE-DUBYA SWAPPIN' 'DEGA FOR MOUNT PANORAMA

Three-time NASCAR Cup champion Darrell Waltrip tried Jason Bright's Holden V8 Supercar for size at Bathurst

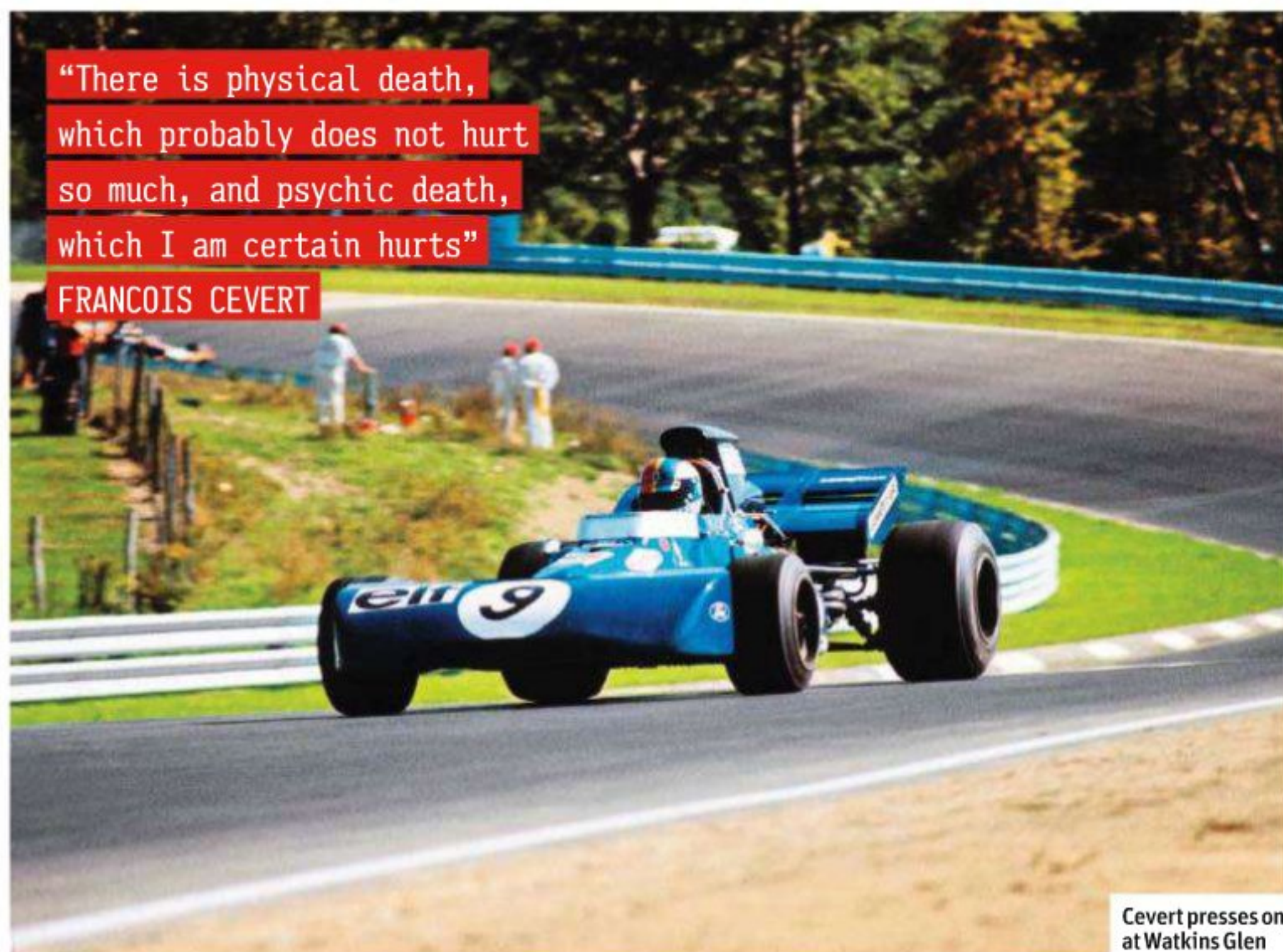
NEW ENTRY FOR RACING DRIVER'S BOOK OF EXCUSES AT BARCELONA

Stefano Comini was excluded from his 12th Renault Megane victory of 2011 after stopping to pick up his team boss on his slowing-down lap!



FROM THE ARCHIVE

Francois Cevert wins the 1971 United States Grand Prix



"There is physical death, which probably does not hurt so much, and psychic death, which I am certain hurts"

FRANCOIS CEVERT

Cevert presses on at Watkins Glen

FRANCOIS CEVERT SCORED HIS FIRST AND ONLY grand prix victory at Watkins Glen on October 3 1971, almost exactly two years before losing his life at the track in practice for the 1973 United States Grand Prix.

Cevert's path into F1 had been rapid, with the Frenchman – a relatively late starter at 22 – spending just three years in the lower formulae before taking the prized seat at Tyrrell in 1970 alongside reigning champion Jackie Stewart, with whom he developed a strong relationship.

Cevert scored the first top-three finish of his grand-prix career on home soil at Paul Ricard in 1971, when he followed Stewart home to claim second. His first win came three months later in the year's final grand prix at Watkins Glen, when he became the first French driver to win since Maurice Trintignant in 1958.

Stewart, who had already sealed his second title, led in the early stages of the race but faded as his Tyrrell began to destroy its tyres. Cevert, using a slightly more-negative camber, was not as badly affected and on lap 14 was waved through by Stewart once it was clear he had the faster machine.

Cevert therefore assumed the lead, but soon came under pressure from Ferrari's Jacky Ickx, who set a lap record with 16 laps to go. But the Belgian's charge was over two laps later when his alternator came apart and destroyed his engine, leaving Cevert free to claim

victory by over 40 seconds.

Cevert led again at Zolder and Monte Carlo in 1973, and after seven podiums in the opening 11 races lay second in the championship behind Stewart – leaving him perfectly placed to take over as Tyrrell team leader should the Scot retire.

"Francois was just getting stronger and stronger all the time," Stewart reflected. "It was very obvious to me that he was going to be a world champion. He was good enough to beat me, he was hungry enough and it was obvious that he was going to be Tyrrell's number one."

His career was to end tragically. At the end of Saturday-morning practice for the 1973 US GP, the 29-year-old lost control of his Tyrrell at the Esses leading on to the main straight, hitting and breaking through the Armco barriers. He died almost instantly.

The Frenchman had earlier been asked about Stewart's retirement, and his words took on a haunting poignancy following his death.

"Jackie faces two options, neither of them very appealing. He can quit racing and save his life, or he can quit racing and lose what his life is about. There are two kinds of death in this sport. Perhaps in any sport. There is physical death, which probably does not hurt so very much, and there is a kind of psychic death, which I'm certain hurts quite a little bit."

THIS WEEK IN...



OCTOBER 16 1975

GUNNAR NILSSON TOOK HIS fourth Formula Atlantic win at Thruxton to become a hot property and help pave the way for a move into Formula 1 with Lotus in 1976.

The Swede put his Chevron B29 on pole by 0.2s from eventual champion Ted Wentz's Lola, and led every lap despite his engine blowing oil. The victory complemented his securing of the 1975 BP Formula 3 title, and these successes were the basis for two years in F1, which included a maiden grand prix win at Zolder in 1977. He died in October '78 of testicular cancer.

Nilsson's Atlantic triumph came at a time of change for the national scene. Our 'production cars in competition' feature featured Ford's new Capri, which was racing in the BTCC, as well as the new Mexico-replacing Escort. To the detriment of Group 1 the powerful Camaros were still dominant, leading to the exclusion of 'big bangers' in 1976.



PICS: LAT



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MAX PAPIS

■ FIA Formula 3000, Barcelona ■ May 28, 1994 ■ Reynard 94D-Judd ■ Emotional maiden F3000 victory



Papis took off at the start and never looked back

DOING THIS STORY FOR

AUTOSPORT has reminded me of two very special races, and I hadn't put the two together until now. It's something that gives me chills thinking about. Let me explain.

One was the Homestead CART IndyCar race in 2000, the first race after my very good friend Greg Moore died. That was a special win – Greg was in my mind all race.

That feeling I had at Homestead was very similar to the one I had in Barcelona shortly after Ayrton Senna died, which is the race I will choose. As a teenager I had Ayrton in my life, as a big brother and a mentor. We built a special relationship through my karting mechanic, who was Ayrton's for three years when he raced karts. Ayrton often stayed with my family at Lake Como when he was in Italy.

Imola 1994 was very difficult. I was at Silverstone that weekend for the first F3000 race. My father called me to say that Ayrton had had a huge accident. He knew something was wrong, but news was scarce. Later, the owner of my team Mythos, Roberto Trevisan, said to me: "Max... Ayrton died."

It was a moment I will never forget. I remember me and David

"I was on pole and from the start I was on another planet – I just kept pushing and pushing. It's very difficult to explain, but I knew I was not alone out there"

Coulthard seeing each other at Silverstone. We had tears in our eyes. We didn't say a word. There was nothing to say.

Later that month I was at Barcelona. I'd dreamt of that moment to race in front of Ayrton all my life. It was the first time that year that F3000 supported F1. I remember going into the Williams garage – and there was

Ayrton's car without him anymore. I really felt very alone.

Right before my race I was reading AUTOSPORT, an article about Ayrton. I was getting lost in my mind, so much so that I almost forgot that I was at a racetrack. My mind was flying. I suddenly realised, 'Shit, it's 10 minutes before drivers to cars.'

I had a yellow band on the right

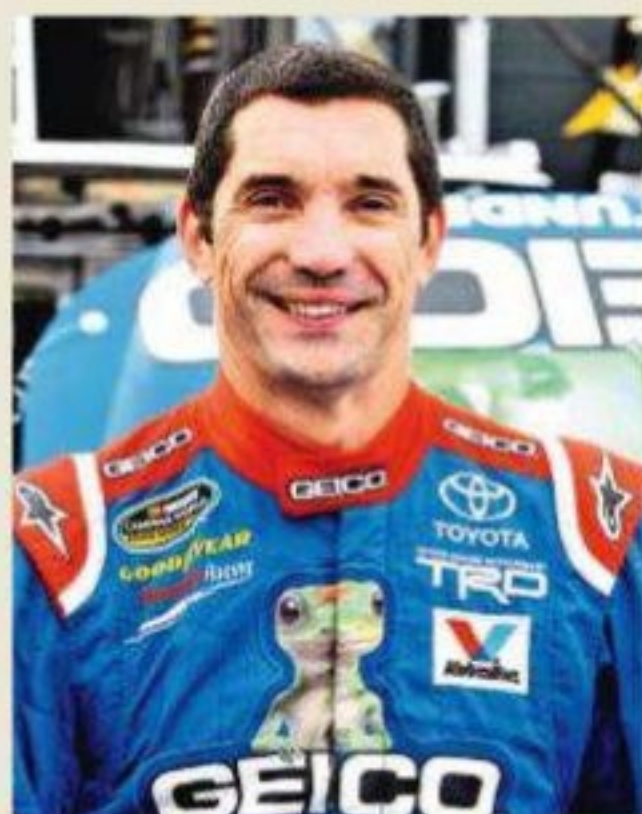
arm of my firesuit. I wrote on it in Italian 'Per Te' and in English 'For You'. It was for Ayrton.

At the start I was on another planet – I just took off from pole. The car was amazing, and I just kept pushing and pushing. It's very difficult to explain, but I knew I was not alone out there. In that super-fast last corner I had a feeling of almost consolidation. I felt the smile of Ayrton every time I went through there.

I had a lead of over 20 seconds, and when I went through that corner and saw the chequered flag, I thought, 'Man, I won. Ayrton was supposed to be here to watch my first F3000.' I was really pleased and really unhappy. It was a weird feeling for me. ❧

Max Papis was talking to Andy Hallbery

IN PROFILE



ITALIAN MAX PAPIS RACED FOR two years in Formula 3000 in 1993/94 before graduating to F1 with Footwork in 1995. In 1996 he moved to Champ Car in America, as Toyota began its programme. He was signed by Bobby Rahal in 1999, and won three times. After a successful stint in Grand-Am (where he earned his nickname 'Mad Max') he went to NASCAR. He is married to Tatiana, daughter of two-time F1 world champion and double Indianapolis 500 winner Emerson Fittipaldi.

NEXT
WEEK

AJ
FOYT



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