

KOREAN GRAND PRIX REPORT

AUTOSPORT

OCTOBER 18 2012 • autosport.com

ALL THE ACTION FROM KOREA

UNSTOPPABLE

Who can beat Red Bull now?





Helping drivers and teams become **winners**,

world

and **winners** become **CHAMPIONS**

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



The **BEST VALUE** exclusive **TESTING** in Europe

From **3000€** per day; **DRY SUNNY** south Mediterranean climate: GRANADA Spain

NO NOISE restrictions: **UNBEATABLE** safety record: 24HR TESTS FROM 7000€

(to view 600 photos link to www.flickr.com/photos/guadixcircuit-direct-photos)

CONTACT **Clive Greenhalgh** 0034 660329070

clive@guadixcircuit.com www.guadixcircuit.com

CONTENTS

October 18 2012 – vol 210 no 3



AUTOSPORT.COM

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

"It would be wrong to impose team orders while Mark still mathematically has a chance..."
RED BULL BOSS CHRISTIAN HORNER: EVER THE DIPLOMAT

COVER IMAGES:
CLIVE MASON/
GETTY
INSET:
MCKLEIN.DE



REPORTS & FEATURES

- 26 Korean Grand Prix**
Sebastian Vettel was outclassed by Red Bull team-mate Mark Webber in qualifying at Yeongam but made amends in the race to take his third straight win and move into the points lead. Mark Hughes tells the full story of the weekend
- 40 Kobayashi's career crossroads**
The Japanese driver went from hero (at Suzuka) to zero (in Korea) and faces an uncertain future in F1. Edd Straw argues that he really ought to be on the grid in 2013
- 44 World Endurance Championship Fuji**
The Toyota TS030 of Lapierre/Nakajima/Wurz wins on home soil after Audi's points-leading trio Fassler/Lotterer/Treluyer is penalised
- 49 World of Sport**
NASCAR; Japanese F3; Renault NEC; TC2000; Middle East Rally; IRC; Blancpain Endurance Series
- 52 British F3 review**
How Racing Steps Briton Jack Harvey came from behind to lift the title with Carlin
- 54 What next for Luciano Bacheta?**
The new Formula 2 champion hopes his title success and an F1 test with Williams will keep up his career momentum



NEWS

- 8 Who can stop Red Bull in final four GPs of 2012?**
It's not looking good for Ferrari and McLaren as world champions Red Bull pull clear in title fight
- 10 Hulkenberg set for Sauber move next season**
Highly rated German set for move away from Force India as Ferrari keeps a close eye on him for the future
- 12 Why Kaltenborn Sauber move boosts women in F1**
Monisha Kaltenborn's recent promotion to Sauber team principal paves the way for more women to make their mark
- 15 This week in F1**
A round-up of what's been happening in Korea and beyond
- 18 Coulthard to hang up helmet after DTM finale**
Scot's final Mercedes appearance as business and family interests take precedence for the ex-F1 winner
- 20 Porsche angered over new GT rules**
German firm unhappy over bid to find common ground between GTE and GT3 sportscar classes
- 22 M-Sport vows to continue after Ford factory pull-out**
It's business as usual, declares team chief Malcolm Wilson

COVER STORY

Can anyone stop Red Bull?

Can anyone stop Red Bull? It's the question that's been asked since the start of the season. And now, with Sebastian Vettel leading the championship by a comfortable margin, it's a question that's becoming more and more relevant. Can anyone stop Red Bull? It's the question that's been asked since the start of the season. And now, with Sebastian Vettel leading the championship by a comfortable margin, it's a question that's becoming more and more relevant.

Vettel's title charge past Alonso

Sebastian Vettel's title charge past Alonso is a story that's been unfolding since the start of the season. It's a story of a young driver who has taken the world of motorsport by storm. It's a story of a driver who has shown the world that he is not just a talented driver, but a true champion.

Autosport says...

Autosport says... it's a story that's been unfolding since the start of the season. It's a story of a young driver who has taken the world of motorsport by storm. It's a story of a driver who has shown the world that he is not just a talented driver, but a true champion.

REGULARS

- 5 From the editor**
- 6 Snapshot**
- 17 Mark Hughes column**
- 80 Subscribe for a free gift**
- 84 Final drive**
Letters and latest gear
- 86 On track/on screen**
The best action in the next week
- 89 From the archive**
Gary Paffett wins 2002 German F3 title
- 90 Race of my life**
Jimmy Vasser, Fontana CART 1998

SPORTS EXTRA

- 67 Top teams commit to BRDC F4 series for 2013**
Comtec and Walkinshaw join new single-seater grid
- 68 Toyota to race GT86 in British GT4 category**
Japanese marque pledges support for sportscar genre
- 72 National reports**
Donington Masters; Mallory Park 750MC; Snetterton MGCC; Pembrey BARC/CTCRC; Thruxton BARC; Oulton Park BRSCC
- 82 Series profile**
BTCC ace Tom Onslow-Cole races in the BMW Compact Cup

Toyota commits to British GT4

Toyota has committed to the British GT4 series, a move that will see the Japanese marque competing in the sportscar genre. This commitment shows Toyota's dedication to supporting the sportscar genre and its growth in the UK.

New European Formula Renault series launched for next season

A new European Formula Renault series has been launched for the next season. This series will provide a platform for young drivers to showcase their talent and compete at a high level.

Formula Ford confirmed on TOCA

Formula Ford has been confirmed for the TOCA series, a move that will see the series competing in the TOCA series. This confirmation shows the series' commitment to providing a platform for young drivers to compete at a high level.

750 Roadports to return in 2013

750 Roadports will be returning to the track in 2013, a move that will see the series competing in the 750 Roadports series. This return shows the series' commitment to providing a platform for young drivers to compete at a high level.

Three titles will be decided at Silverstone after the opening season that started in March

Three titles will be decided at Silverstone after the opening season that started in March. This event will be a crucial one for the series, as it will determine the fate of the champions.



SHIFT_

NISSAN
QASHQAI



STAND UP COMEDIAN LOVES BIG PUT-DOWN

£239 PER MONTH

**£1,500 Nissan Advance
Rental Contribution**

3 YEARS'

**low cost servicing at £299 &
Nissan Roadside Assistance**

Quick-fire Dan Philips is used to being laughed at – it's his profession. He's also prepared for the odd heckler, but he wasn't expecting a put down from his local Nissan dealer. "It took me completely by **SURPRISE**" said Dan, "He just came right out with it".

Dan was **ADMIRING** the Qashqai 1.6 n-tec+ with touch-screen navigation and 360° Around View Monitor when the dealer told him about Nissan's Advance Rental Contribution. "I couldn't believe it when he said Nissan would make a down payment of £1,500 – I was totally lost for words" said Dan, "Which isn't great for a comedian".

When the dealer showed him cruise control and dual-zone climate control, the Solihull comic was even more impressed. "What with 3 years' low cost servicing at £299 and Nissan Roadside Assistance, I think it's me who's having the last laugh."

GET THE WHOLE STORY

Read on at nissan.co.uk/offers

QASHQAI £16,595-£27,245

Nissan. Innovation that excites.



Qashqai 1.6 MAN: URBAN 35.8mpg (7.9L/100km), EXTRA URBAN 54.3mpg (5.2L/100km), COMBINED 45.6mpg (6.2L/100km), CO₂ emissions 144g/km.

Offers valid until 31 December 2012 at participating dealers only. Rental stated is for Nissan Finance Lease. Comparable payments are available on Nissan PCP Finance product – ask your dealer for details. **Advance customer rental £5,481**, which includes £1,500 Nissan Rental Contribution, which is only available on n-tec+ models, followed by 41 monthly rentals of £239, final rental £7,028 all figures inclusive of VAT. If you choose Nissan Finance Lease then you will not own the car. When you have paid the final rental at the end of the contract, you can keep using the car and pay an annual rental amount of £60. Guarantees and indemnities may be required. Finance is available subject to status on eligible new vehicles registered between 01/10/12 and 31/12/12. Figures based on annual mileage of 10,000. Excess mileage charged at 6p per mile. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. You must be at least 18 and a UK resident (excluding Isle of Man and Channel Islands) to apply. Not available in conjunction with any schemes or other offers, please contact your local dealer for information or visit www.nissan.co.uk/pffers Breakdown services are provided by RAC Motoring Services and/or RAC Insurance Limited. All vehicles are delivered with the first registration fee and road fund licence paid. Information correct at time of going to print. Model shot is for illustration purposes only. Qashqai shown has metallic paint at £500 inc. VAT. Nissan Motor (GB) Limited, The Rivers Office Park, Denham Way, Rickmansworth, Hertfordshire WD3 9YS. 202366/B1

EDITOR-IN-CHIEF

Andrew van de Burgt
andrew.vandeburgt@haymarket.com ext.5974

EDITOR

Charles Bradley
charles.bradley@haymarket.com ext.5889

AUTOSPORT.COM EDITOR

Simon Strang ext.5093
simon.strang@haymarket.com

GROUP F1 EDITOR

Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR

Edd Straw ext.5887
edd.straw@haymarket.com

FEATURES EDITOR

Kevin Turner ext.5432
kevin.turner@haymarket.com

NEWS EDITOR

Glenn Freeman ext.5309
glenn.freeman@haymarket.com

REPORTS EDITOR

Jamie O'Leary ext.5811
jamie.oleary@haymarket.com

MANAGING EDITOR

Peter Hodges ext.5903
peter.hodges@haymarket.com

US EDITOR

Mark Glendenning
mark.glendenning@haymarket.com

WEB MANAGING EDITOR

Pablo Elizalde

GRAND PRIX EDITOR

Mark Hughes
mark.hughes@haymarket.com

F1 COLUMNIST

David Coulthard

RALLIES EDITOR

David Evans
david.evans@haymarket.com

INTERNATIONAL EDITOR-AT-LARGE

Gary Watkins

ART EDITOR

Aubrey Smith ext.5914
aubrey.smith@haymarket.com

PRESENTER/SUB-EDITOR

Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

CHIEF SUB-EDITOR

Marcus Simmons ext.5807
marcus.simmons@haymarket.com

NATIONAL EDITOR

Ben Anderson ext.5425
ben.anderson@haymarket.com

NATIONAL EDITOR-AT-LARGE

Marcus Pye

SENIOR DESIGNER

Michael Cavalli

PICTURE EDITOR

Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM

TECHNICAL TEAM LEADER

Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM USER

INTERFACE DEVELOPER

Pete Holmes
pete.holmes@haymarket.com

AUTOSPORT.COM

PICTURE EDITOR

Chris Bird
chris.bird@haymarket.com

SECRETARY

Joanne Grove
joanne.grove@haymarket.com

PHOTOGRAPHS

LAT Photographic

SPECIAL CORRESPONDENT

Adam Cooper

TECHNICAL CONSULTANT

Gary Anderson

TECHNICAL EDITOR

Giorgio Piola

NEWS GRAPHICS

Alan Eldridge

CARTOONIST

Jim Bamber

CORRESPONDENTS

ARGENTINA

Tony Watson

AUSTRALIA

Phil Brangan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lito Cavalcanti

FINLAND

Esa Iloninen

GERMANY

Rene de Boer

GREECE

Dimitris Papadopoulos

ITALY

Roberto Chinchero

JAPAN

Iiro Takahashi, Len Clarke

NEW ZEALAND

Bernard Carpenter

RUSSIA

Gregory Golyshev

SOUTH AFRICA

Richard Asher

SPAIN

Raimon Duran

SWEDEN

Tege Tornvall

USA

Jonathan Ingram, Bruce

Martin, David Phillips,

Diego Mejia, Robin Miller,

Jeremy Shaw,

UK & EIRE

David Addison,

Dud Candles, Jonathan

Crawford, Kerry Dunlop,

Leanne Fahy, Paul Healy,

Paul Judd, Paul Lawrence,

Stephen Lickorish,

Marc Orme, Graham

Read, Peter Scherer, Ian

Swanman, Oliver Timson,

Ian Titchmarsh, Matt

Upton, Eddie Walker, Tim

Whittington, Richard Young

ADVERTISING

Tel: +44 (0) 20 8267 5820
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

COMMERCIAL

MANAGER

Rachel Brock,

ext: 5820

rachel.brock@haymarket.com

DISPLAY ADVERTISING

Peter De Vries,

ext: 5961

peter.devries@haymarket.com

Karen Reilly,

ext: 5576

karen.reilly@haymarket.com

Alex Newberry,

ext: 5244

alex.newberry@haymarket.com

CLASSIFIED ADVERTISING

Billy Jones,

ext: 5367

billy.jones@haymarket.com

Matt Simpkin,

ext: 5560

matt.simpkin@haymarket.com

Luke Ricketts,

ext: 5992

luke.ricketts@haymarket.com

ONLINE ADVERTISING

Leanne Foley,

ext: 5846

leanne.foley@haymarket.com

Chris Gowland,

ext: 5281

chris.gowland@haymarket.com

Rupert Patterson-Ward,

ext: 5928

rupert.patterson-ward@haymarket.com

AD PRODUCTION

Tel: +44 (0) 20 8267 5740 Fax: +44 (0) 20 8267 5320

ADVERTISING DIRECTOR

Matthew Witham

SPECIAL PROJECTS DIRECTOR

Derek Redfern

LICENSING DIRECTOR

Jim James

PRODUCTION MANAGER

Ailsa Donovan, ext: 5639

ailsa.donovan@haymarket.com

SENIOR DISPLAY PRODUCTION CONTROLLER

Roxy Agius, ext: 5740

roxy.agius@haymarket.com

PRODUCTION CONTROLLER

Marc Baker, ext: 5563

marc.baker@haymarket.com

SUBSCRIPTIONS

UK 0844 8488817

OVERSEAS +44 (0)1795 592 974

EMAIL

autosport@servicehelpline.co.uk

US & CANADA 1-866-918-1446

US & CANADA EMAIL

haymarket@usnews.com

AUTOSPORT, ISSN number 0269946X,

is published weekly by Haymarket Media

Group, Teddington Studios, Broom

Road, Teddington TW11 9BE, United

Kingdom. The US annual subscription

price is \$235. Airfreight and mailing in

the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11434. Subscription records are maintained at Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW11 9BE. Air Business Ltd is acting as our mailing agent.

BACK ISSUES Tel: 0844 8488817

DIRECT MARKETING EXECUTIVE

Karen McCarthy, ext: 5658

karen.mccarthy@haymarket.com

MANAGEMENT

GROUP PUBLISHER

Rob Aherne

PUBLISHING MANAGER

Samantha Jemson

SPECIAL EVENTS MANAGER

Laura Coppin

SYNDICATION SALES MANAGER

Roshini Sethi, +44 208 267 5396

roshini.sethi@haymarket.com

HAYMARKET CONSUMER MEDIA

Publishing, trade and further subscription

details on www.autosport.com While due

care is taken to ensure the contents of

AUTOSPORT are accurate, the publishers

and printers cannot accept liability for

errors and omissions. Advertisements are

accepted for publication in AUTOSPORT

only upon Haymarket Consumer Media's

Standard Terms of Acceptance of

Advertising, copies of which are available

from the Advertising Sales Department of

AUTOSPORT.

CIRCULATION TRADE ENQUIRIES

Frontline Ltd, Park House, 117 Park Road

Peterborough, Cambs, PE21 2TS. Tel: +44

(0)1733 555161. Printed in England

by Wyndham Heron Ltd. Cover and

centre sections printed by CSM Impact,

Basingstoke. Colour origination: Colour

Systems, 90-92 Pentonville Road, London

N1 9HS (editorial and advertising). ISSN

0269-946X. AUTOSPORT, incorporating

Autoclassic, is published weekly by

Haymarket Consumer Media, Teddington

Studios, Broom Road, Teddington,

TW11 9BE, UK.

EDITORIAL DIRECTOR

Mark Payton

CREATIVE DIRECTOR

Paul Harpin

STRATEGY AND PLANNING DIRECTOR

Bob McDowell

PUBLISHING DIRECTOR

Patrick Fuller

MANAGING DIRECTOR

David Prasher

CHIEF EXECUTIVE

Kevin Costello

Haymarket is certified by

BSI to environmental

standard ISO14001

haymarket



POLE POSITION

Vettel to Ferrari in 2014? Not while Alonso is there



DISCERNING READERS (THAT'S YOU, MY friend) will recall this week's 'news' that Sebastian Vettel has a Ferrari option for 2014 was actually revealed in this magazine by Mark Hughes in our Canadian GP report issue (AUTOSPORT, June 14).

The reasons why Vettel would hedge his bets like this are numerous, especially with the 2014 V6 engine rules – when manufacturer alignment will be crucial. But I can't believe it'll happen while Fernando Alonso is there; as Luca di Montezemolo wisely states, he doesn't want "two roosters in the same hen house".

For me, the true hidden gem this week was Alonso's post-race statement: "We didn't bring anything new to the last six or seven races... For sure, other teams will bring new parts, maybe more than us." A broadside to Maranello, reading between the lines, that says: "My backside is getting tanned by Red Bull's upgrades – do something!"

Famously, a multiple world champion was once fired for labelling his Ferrari "a truck". Alonso will do well to keep a lid on his frustration, or just maybe we'll see Vettel in that Ferrari in 2014 after all.

IRC

It's a Skoda (perched on a roof). Honest

Juho Hanninen and Mikko Markula crashed out of last weekend's Sanremo Rally, with their Skoda Fabia S2000 vaulting the barriers and ending up like this. "It's the strangest way I have ever retired from a rally," Hanninen said afterwards. Sanremo Rally report, p51.

Pic: Spinney/LAT



AUTOSPORT+

FOR THE BEST MOTORSPORT PICS ONLINE,
CLICK ON AUTOSPORT.COM/GALLERY



Can anyone stop Red Bull?

Odds are against McLaren or Ferrari being able to match the speed of the updated RB8. By EDD STRAW

Red Bull's dominant form is set to continue to the end of the Formula 1 season, with rivals Ferrari and McLaren having run out of time to respond to the team's latest development strides.

Sebastian Vettel has taken a hat-trick of victories since Red Bull introduced a major upgrade package at last month's Singapore Grand Prix — which included the much-vaunted double DRS — to take a six-point

lead in the drivers' championship.

However, the team's race pace in last weekend's Korean Grand Prix was not as dominant as it had been in Japan a week earlier, and Ferrari team principal Stefano Domenicali reckons his squad needs to find just two tenths of a second per lap to be able to fight on equal terms. But Red Bull appears unstoppable in qualifying.

This is partly down to the double DRS, which is of limited value in the

race but gives Red Bull's drivers a decisive edge in qualifying.

Despite the increase in overtaking in F1 since the introduction of the DRS and high-degradation Pirelli rubber last year, qualifying remains as important as ever: only three out of 16 races in 2012 have been won by a driver starting outside the front row.

Red Bull chief technical officer Adrian Newey downplayed the benefit of the double DRS, suggesting to AUTOSPORT that the benefit in qualifying is "less than" a few tenths. But it is clear that Red Bull now has the dominant car on qualifying speed and, it seems, on race pace, even though that gap is smaller.

When asked whether what we are now seeing is the latent potential of the Red Bull RB8 as 2012's best car being unleashed, Newey said: "It's difficult to know and I wouldn't feel comfortable to say that until we've got to the end of the year.

"We've seen swings all through the

year where a car has been quick. Take Mercedes in China, for instance, or McLaren in the middle of the year. Nobody has managed to sustain momentum over a significant number of races.

"We've certainly improved the car from where it was at the start of the year. It has taken us a while to understand how to get it to work this year without the exhaust effect that we had before, and the combination of the exhaust [rule change] and tightening up on the front-wing flexibility over the winter means it has taken us a while to work the car out."

Red Bull is expected to bring more updates to the final races, although with the final four grands prix being held over a five-week span there is now little time to develop new parts.

For the forthcoming Indian Grand Prix on October 28, customs restrictions mean that teams struggle to bring in any large parts that are



Ferrari and McLaren are playing catch-up



Red Bull took one-two finish

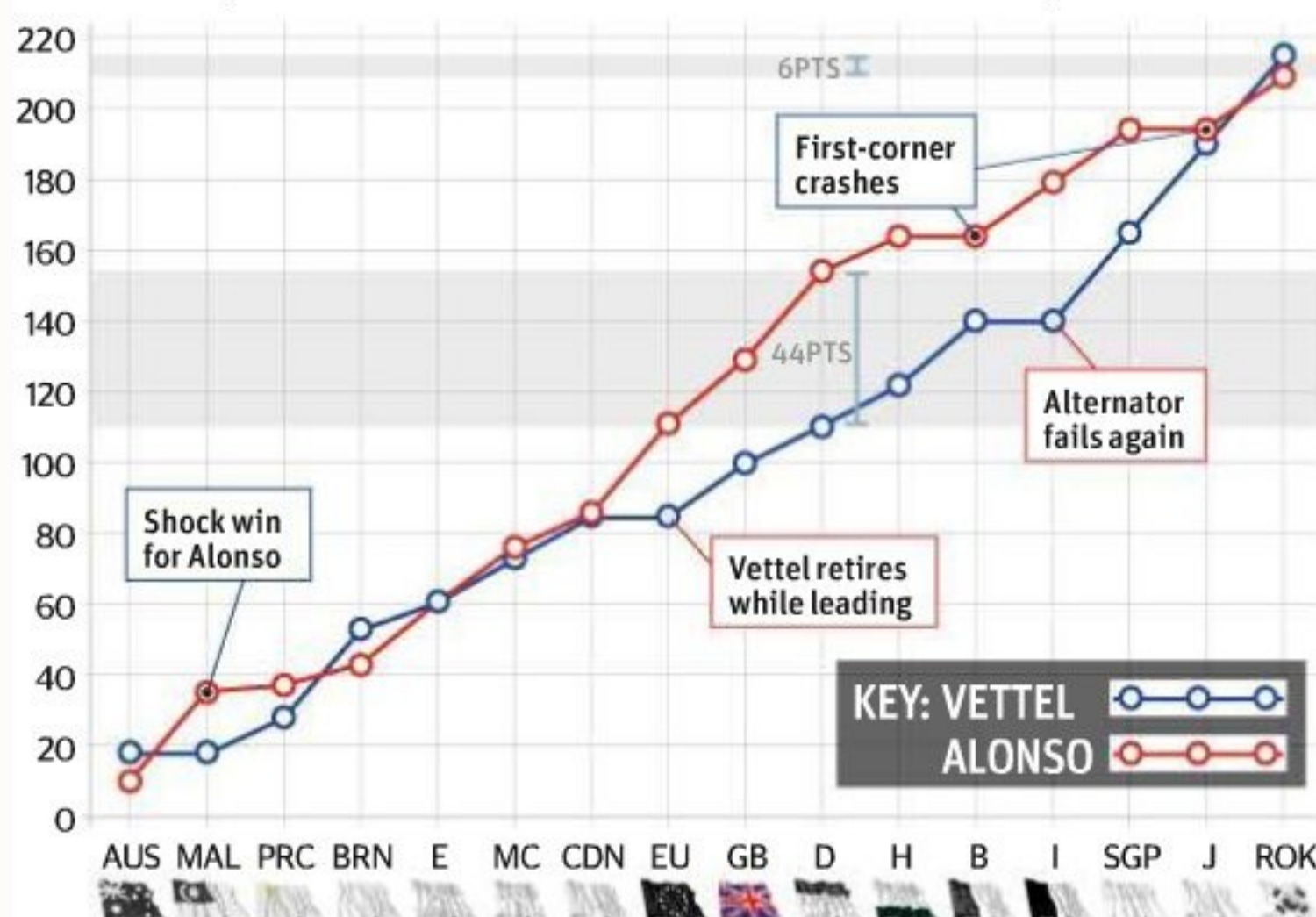
VETTEL'S TITLE CHARGE PAST ALONSO

Sebastian Vettel headed into the mid-season break 42 points behind Fernando Alonso. In the five races that have followed, he has outscored his title rival by 48 points. And that's despite an alternator-induced retirement at Monza. Red Bull's introduction of the double DRS (AUTOSPORT, October 11) in Singapore coincided with it hitting top form, with Vettel only denied a likely clean sweep of pole positions and victories in the last three races by Q3 issues in Singapore and Korea.

Alonso's retirements at Spa, in which he was the innocent victim of the Romain Grosjean-induced first corner

crash, and Suzuka, where he was the architect of his own destruction, have played into Vettel's hands. Had Alonso finished on the podium in both races the complexion of the championship would be very different.

But what is inescapable is that Alonso hasn't won a race since the German Grand Prix in July, which put him 44 points ahead of Vettel. What's more, that win was founded on a superb qualifying performance in the wet, just as his second place at Silverstone was. He can hope for rain in the title decider in Brazil, but Vettel could be out of reach by then.



AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com



Fernando Alonso chooses his words carefully. Very often, what sounds like a platitude or positive spin on the situation reveals his true feelings. His comments after watching the two Red Bulls lock out the front row for the Korean Grand Prix were classic Alonso.

"I'm not worried for tomorrow, I'm not worried for the next races," he said. "They have one advantage, that is the car. We have one advantage, that is the team."

That sounds upbeat enough, talking up Ferrari, but he isn't. What he's saying is that the Red Bull, technically, is better. It highlights the fact that Ferrari's windtunnel troubles mean that while it has done a good job of getting the most out of a tricky car, it has hit a brick wall of late. By the advantage of the team, he means the race team. You only need to hear how many times after the race he referred to the need for a step in performance and the lack of new parts, by which he means new parts that work, to realise that.

Alonso knows that control of the championship is now out of his hands. He's still only six points

behind Sebastian Vettel, so there is still every chance that he could become a triple world champion over the next four races, but there is only so much he can do.

Consistency and getting the best out of a good, but not great, car are not enough. Alonso really needs Red Bull to squander its dominant position. The technical die for the end-of-season run-in has already been decisively cast by Adrian Newey.



Not rosy at Ferrari



Newey played down updates

in both India and the following Abu Dhabi GP. He described them as "big stuff", and if this is so then it could restore McLaren's dominant form from the end of the European season. He admits that the team has been looking into a double-DRS system.

"I don't think we've done anything wrong, it's just the war of development," said Lowe. "It has swung through the year and they [Red Bull] have made a very decent step with their car. They brought their substantial upgrade to Singapore and that has come across in the results."

Given Red Bull's recent form, it will be difficult for either McLaren or Ferrari to get back on terms. This means that the only thing that can deny Red Bull and Vettel a third consecutive drivers and constructors' championship double is unreliability. It is not a forlorn hope, particularly with the German having retired twice this year with alternator failures.



DRAWING BOARD P34

"We've seen swings all year, but nobody has sustained the momentum over a number of races"

Adrian Newey

manufactured at the last minute, as is usual at other events. So there is no reason to expect a major swing in the competitive order there.

Ferrari's windtunnel struggles mean that it is unlikely to leapfrog Red Bull on raw pace, so McLaren appears to be the team best-placed to respond. Ironically, long-time points leader Alonso's hopes of repassing Vettel to win the drivers' championship could depend on McLaren's Lewis Hamilton and Jenson Button keeping Red Bull from the front.

McLaren technical director Paddy Lowe has promised updates to the car

GET AUTOSPORT ON THE MOVE

DIGITAL EDITION
NOW AVAILABLE
FOR IPAD,
PC AND MAC

STUNNING
HI-DEFINITION
VIDEO CONTENT

ON SALE ALL
OVER THE
WORLD FOR
ONLY £2.99

Download it now from
the Apple Newsstand **AUTOSPORT**



Ferrari helps Hulk to Sauber

Felipe Massa is staying at Maranello for next year, but Ferrari has its eye on a long-term prospect



Nico Hulkenberg's imminent move to Sauber has been partly driven by Ferrari's longstanding interest in the highly-rated 25-year-old.

The Force India driver had been in contention for a Ferrari seat in 2013, but with Felipe Massa confirmed on Tuesday, this chance has disappeared. Hulkenberg was expected to stay with Force India if he wasn't picked up by a leading team. The Silverstone-based outfit activated its option with him, but AUTOSPORT understands that it hasn't hit the necessary performance targets needed to tie down the ex-Williams driver.

The option picked up by Force India on Hulkenberg would have kept him at the team for 2013 had it been in the top six of the constructors'

championship, but it is currently seventh, crucially behind Sauber.

As well as keeping Hulkenberg in the frame for a Ferrari future, which has close ties with Sauber, his move gives the Swiss team a driver capable of pushing it to the next level after a promising 2012 season. Many within Sauber believe that it would have won several races with a proven top-liner in the car, and in Hulkenberg it has arguably the best driver outside the big teams at the moment.

Newly-appointed team principal Monisha Kaltenborn would not comment on the team's driver plans for next year, although Sergio Perez has already committed to a move to McLaren. But she did emphasise that it is crucial for Sauber, which still

faces an uncertain financial future, to continue to deliver on track.

"For our team, the challenges are first of all that we try to keep up our competitive level, which is very good this year," Kaltenborn told AUTOSPORT. "We want to keep this level and slowly and steadily make our way up. We all have a target to reach the top."

Hulkenberg served a timely reminder of his class with a strong drive to sixth in Korea. His race included a superb double pass on Romain Grosjean and Lewis Hamilton, highlighting that he not only has the speed but also the racecraft to excel.

While Hulkenberg's move to Sauber may appear to be a sideways step, the team has claimed more eye-catching results than Force India in 2012 with four podium finishes.

The Ferrari links further boost the value of the move. Hulkenberg is well-regarded at Maranello and one of the stumbling blocks on a move for 2013 is believed to have been the difficulty of accommodating him in the compact cockpit, a factor that also counted against Mark Webber and Paul di Resta. His performance at Sauber will be monitored closely.

It is not yet certain who Hulkenberg's team-mate will be.



Hulk will switch cockpits for 2013

Japanese Grand Prix podium finisher Kamui Kobayashi does not have the necessary backing to retain his seat (see panel, far right). And while current reserve driver Esteban Gutierrez is well-placed for a race drive thanks to Mexican communication giant Telmex's ongoing relationship with Sauber, there are some in the team who would prefer him to spend 2013 as a Friday driver after a stormy GP2 campaign.

Sauber is known to have had talks with a number of drivers who can potentially bring funding. Among those touting potentially attractive deals are ex-Scuderia Toro Rosso drivers Sebastien Buemi and Jaime Alguersuari, ex-Force India racer Adrian Sutil and Marussia driver Charles Pic, who has been extensively linked with Caterham but remains a free agent for 2013.



Ferrari is keeping tabs on German



On form for Force India this season



KOBAYASHI FACES F1 OBLIVION

Kamui Kobayashi is increasingly unlikely to be on the Formula 1 grid next season despite his podium finish in the Japanese Grand Prix.

The former Toyota protege has raced for Sauber since 2010 and has proved himself as a capable performer. But he is almost certain not to continue for a fourth season. His struggle to raise financial backing from Japan has knocked him out of contention for the seat, with his Suzuka podium not enough to bring in more money. This will also restrict his opportunities with other teams and currently he appears likely to be left without a drive.

"Sponsors could help me next year, but at the moment I have none," said Kobayashi. "It's very strange to need to find sponsors to drive with other teams or here [Sauber]. This isn't what a driver should have to be."

Kobayashi isn't the only proven quantity who risks being frozen out next season because of the need to bring money. Former Hungarian Grand Prix winner Heikki Kovalainen's future is not yet secure, with Caterham team principal Tony Fernandes admitting before the Korean Grand Prix that he is considering drivers capable of bringing sponsorship.



Podium not enough

ANALYSIS: HULKENBERG HAS PROVED HIS WORTH

Nico Hulkenberg sat out the 2011 Formula 1 season after being dropped by Williams at the end of 2010. Since his return he has been one of the stand-out performers of 2012, showing well even up against a strong team-mate in Paul di Resta.

QUALIFYING

Hulkenberg proved his one-lap speed in his penultimate outing for Williams in 2010 by claiming pole position in Brazil. While the qualifying battle between the German and di Resta is level at 8-8, from Monaco onwards Hulkenberg has been ahead seven times out of 11. Over the course of the season, the pair has been separated by less than a quarter of a second 50 per cent of the time. But Hulkenberg has stood out in the wet, beating di Resta by 1.453s at Silverstone and 1.388s at Hockenheim. On average, based on comparative times in the

last segment of qualifying in which both drivers participated and substituting qualifying simulation run for qualifying times at Monza, in which only di Resta set a time, Hulkenberg is 0.179s faster.

POINTS

Again, there is little to choose between the pair, with Hulkenberg having scored 45 points to di Resta's 44. Each has eight points finishes.

RACE PERFORMANCE

It's level on 7-7 in races in which both drivers have been classified.

Both have had their fair share of difficulties. For example, di Resta's race at Spa was ruined by a lack of KERS, while at Monza, Hulkenberg was a non-running finisher after retiring late on. Both have a best finish of fourth to their name.

RACECRAFT

Hulkenberg has caught the eye in wheel-to-wheel conflict this season. However, while di Resta has been more cautious in battle, his ability to preserve tyre life in races, such as in Bahrain and Singapore, has stood out.

HULKENBERG v DI RESTA IN NUMBERS

45	POINTS	44
8	POINTS FINISHES	8
8	QUALIFYING	8
7	RACE*	7
4TH	BEST FINISH	4TH

*when both classified



KOBAYASHI
FEATURE P40



This is very positive for women to know that if they want to go this way, they should believe in themselves and will get the opportunity,

Monisha Kaltenborn – Sauber team principal

New Sauber team principal Monisha Kaltenborn believes that becoming the first female to take so senior a role in a Formula 1 team boosts the cause of women throughout motorsport.

Kaltenborn was promoted from Sauber CEO with responsibility for business operations last week. She succeeds team founder Peter Sauber, 69, having long been earmarked for the role. Kaltenborn, who Sauber cited as proving her worth when he re-acquired the team after BMW pulled out in 2009, is an ambassador for the FIA's Women in Motor Sport Commission.

"It is important that women who are in a high-profile position push [the boundaries]," Kaltenborn told AUTOSPORT. "They can give the strength or the courage to other women to do this. So I feel a certain responsibility to bring this message out there. I'm convinced that it's not about the studies or their skills and knowledge and very often it's about getting the opportunity.

"If some group is not represented, you have to open up people's minds.



Sauber mixing it at the front

It's a coincidence that this has happened naturally without any strategy behind it or quotas. If you look at the financial sector, people talk about quotas, but here, among the 12 teams, we now have one woman and it happened naturally. That's an important signal to the outside world.

"What has fitted in well is the timing with what we are trying to do for women in motorsport through the commission."

When Kaltenborn's promotion was announced, inevitably the media coverage focused on her gender. She refuses to be frustrated by this, even though she earned the role through proving her capabilities – both within Sauber and to other teams.

"I don't think it's annoying at all," she said. "It would be worse if you are not considered a woman! I fully believe that you should be yourself in what you are doing and not try to suppress it in any way to be in a group where there are otherwise only men.

I fully understand why the media looks at it from this angle.

"I have sometimes had situations where I have had to prove more when people see in some negotiations a woman coming in. Particularly when things get technical, they do have their doubts. It was never negative, but I do think that you have to, as a woman, prove yourself as quicker, stronger and have that little edge to be given credit."

Kaltenborn is a lawyer by profession, first joining Sauber to head up its legal department in 2000 after initially becoming involved with the squad two years earlier while working for the Fritz Kaiser Group, which was then a co-owner of the Swiss team.

She now owns 33.3 per cent of the team, and Peter Sauber has praised

her ability to take quick, and correct, decisions under pressure.

Her skill set appears ideally suited to that of the modern team principal, but Kaltenborn herself is quick to underline the need to have passion in the job. While she did not get involved with motorsport until she was 29, she previously had an interest in events such as the Dakar Rally. She used to watch the Himalayan Rally when it passed through her home town in India prior to her family emigrating to Austria when she was eight.

"Teams as commercial entities have evolved so much and if you have this kind of [legal] background, it definitely helps with the challenges you face," she added. "But what should not be forgotten is that we are here for a sport and must show to the public that we have a passion for the sport. It's good to know what you are doing commercially, but it's a sport and we live from emotion. We have

READ FULL MONISHA KALTENBORN INTERVIEW ON
AUTOSPORT+

WOMEN IN MOTORSPORT COMMISSION

The FIA's Women in Motor Sport Commission, headed up by rally legend Michele Mouton, was one of the first initiatives given the green light after Jean Todt became FIA president in October 2009.

The commission was created to further opportunities for females in all areas of motorsport and has become involved in a number of initiatives to achieve this. It has placed female drivers in the German-based Volkswagen Scirocco Cup and karting. The commission has also regularly appeared at motorsport forums and hosted seminars designed to further its cause.

Among the high-profile names also involved are new Sauber team principal Monisha Kaltenborn, Williams development driver and DTM racer Susie Wolff, former Marussia test driver Maria de Villota and IndyCar competitor Katherine Legge.

MONISHA KALTENBORN CV

Born: May 10 1971

Place of birth: Dehradun, India

1995 Completes law degree at Vienna University

1995 Research work for the UN relating to industrial development and international trade law

1996 Graduates with a masters degree in law from the London School of Economics

1996-7 Works for legal firm Gleiss, Lutz, Hootz, Hirsch in Stuttgart

1997 Moves to Wolf Theis firm in Vienna, becoming a partner

1998 Joins Fritz Kaiser Group, where she works with legal and corporate affairs of the Sauber team that it co-owns

2000 Joins Sauber Group to head up its legal department

2001 Appointed to the Sauber management board

2010 Becomes CEO of Sauber Motorsport following BMW's withdrawal. Gains 33.3 per cent stake in the team

2012 Confirmed as Peter Sauber's replacement as team principal



CLUB100

www.CLUB100.co.uk

Find more issues at
magazinesdownload.com

THIS WEEK IN F1



VETTEL FERRARI TALKS QUASHED

Ferrari president Luca di Montezemolo dismissed rumours of Sebastian Vettel signing for the Prancing Horse in 2014, which resurfaced this weekend. "I don't want to have two roosters in the same hen house," he said. "I don't want problems and rivalries, rather two drivers who race for Ferrari and not for themselves."

HONDA OPEN TO F1

Honda has not ruled out an F1 return in the future, according to its CEO of R&D, Yoshiharu Yamamoto. He said: "I do not personally think we can go straight back, but there is potential for the rules to attract us."



PENALTY FOR PIC

Charles Pic became the first driver to incur a 10-place grid penalty for exceeding his allocation of eight engines for the season in Korea last weekend.

MALLYA WARRANT

Force India team principal Vijay Mallya is the subject of an arrest warrant issued by the city of Hyderabad. The warrant has been triggered by cheques made out to the Hyderabad International Airport issued by Mallya's Kingfisher airline company having bounced. The situation does not currently impact the F1 team, of which Mallya owns 42.5 per cent.

DE VILLOTA: RACING RETURN POSSIBLE



Maria de Villota, who last week made her first public appearance since her life-threatening accident during a straightline test for Marussia in July, is keen to continue to work in motorsport in some capacity. The 32-year-old hasn't ruled out a racing return, telling Spanish magazine *Hola* last week: "I still don't know, it's about the licence."

McLAREN CASHBACK

McLaren can now claim a corporation tax-deduction on the £32.3 million fine it paid for the 2007 spy scandal, in which it was found guilty of possessing Ferrari technical data, following an appeal hearing against HMRC. The total fine was \$100 million (£64 million by the exchange rates of the time) but £34 million of it was paid through the loss of TV and travel money. The £32.3 million paid is considered a business expense.



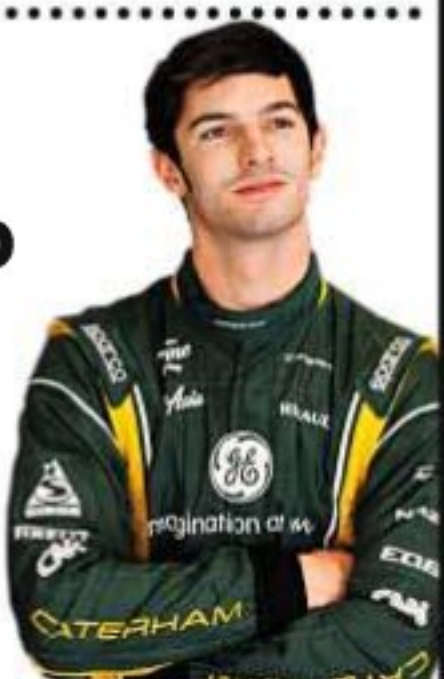
200

Renault notched up its 200th pole position as an engine manufacturer in F1 in Korea. Its first came with Jean-Pierre Jabouille at Kyalami in 1979.



CATERHAM TEST LINE-UP

GP2 racewinner Giedo van der Garde and F1 Renault 3.5 racer Alexander Rossi (right) are due to share the running in the young-driver test after the Abu Dhabi GP. Van der Garde will run for two days, Rossi for one.



BACHETA, WOLFF GET WILLIAMS RUNS

F2 champion Luciano Bacheta and team development driver Susie Wolff were due to drive a 2011 Williams F1 car at Silverstone this week. Bacheta runs today (Thursday), with Wolff scheduled to run yesterday.

Castrol EDGE GRAND PRIX PREDICTOR

NEB Racing topped the 16th round of the Castrol EDGE Grand Prix Predictor after correctly backing Sebastian Vettel to beat Mark Webber and Fernando Alonso in Korea. Shouts of Romain Grosjean to finish seventh and Daniel Ricciardo ninth also proved perfect, leading to a gameweek-topping 100 point total. Visit predictor.autosport.com to play.

THE WORLD'S MOST PRESTIGIOUS EVENT FOR FORMULA FORDS



Adult admission each day (online)* **£10**
Children 12 & under **FREE**

BRANDS HATCH
27/28 OCTOBER

Formula
Ford

Festival
2012



0843 453 9000

www.brandshatch.co.uk

* Advance tickets available until Tuesday
23 October. Postage fee applies.

BrandsHatch

WIN tickets to
BTCC with KX AKADEMY
Oct 20-21



Win one of 10 pairs of tickets for the final round of the British Touring Car Championship at Brands Hatch, PLUS meet Jason Plato and the KX Akademy contenders on Saturday evening.

To enter, email your answer to the question below to autosport.competitions@haymarket.com, with your name, address and contact number. Entries close at 11.59pm on October 18, 2012.

How many BTCC races has MG KX Momentum racing driver Jason Plato won in 2012?

- A. 3
- B. 5
- C. 6

Will you be at Brands Hatch on October 20 and fancy adding even more to an already unbelievable weekend?

How about meeting Jason Plato and the KX Akademy 2013 Contenders and picking up a goodie bag of KX cans and HARIBO? Find us on Face Book - Kxenergy.

TERMS & CONDITIONS:
1. To enter: email the address shown above right. 2. Entries close: 11.59pm October 18, 2012. 3. Prize(s) are: 10 pairs of tickets to the final round of the BTCC on October 20-21 and include two passes to meet the KX contenders. No accommodation, subsistence, transportation or other costs incurred. 4. Open to UK residents aged 18 or over. 5. No cash alternative. Prizes are non-transferable. 6. Only one entry per person. 7. For full terms and conditions see autosport.com. The Promoter: Haymarket Media Group, Teddington, Middlesex, TW11 9BE



MARK HUGHES GRAND PRIX EDITOR

Romain Grosjean has had his work cut out trying to keep his nose clean and yet not be a pushover. But if his predicament tells us anything, it's that the biggest battles are won in a driver's mind

The spotlight was uncomfortably bright on Romain Grosjean as he arrived in Korea. Amid all the clamour of the championship fight and the driver market, he'd added a new storyline all his own with his Suzuka accident, two races into his return from 'detention'.

It's one of those situations that spirals out of control; the more careful he tries to be, the more aware he is of the potential for incident – thereby making him more likely to have an incident. Furthermore, other drivers sense how vulnerable he is – feel that he will surely back out of any 50/50 situation. Certainly that's what appeared to be happening off the grid in Singapore, as Mark Webber aggressively swept him towards the pitwall, with Michael Schumacher then following up with a 50/50 dive

down his inside into Turn 1. At Suzuka, Grosjean appeared so concerned with trying to prevent Sergio Perez from bullying his way around the outside that he simply failed to notice Webber slowing for Turn 2.

The post-race bawling out Webber gave him was only to be expected, and he could do nothing but sit there, take it and apologise. Webber forcibly made the point that unless Grosjean stopped doing this stuff, he wasn't going to get to stay around in F1. It's a point with which veteran Jacques Laffite, closely watching how Grosjean conducted himself during the FIA press conference in Korea, concurs.

"Every time something goes wrong, his confidence takes a further knock," says Laffite. "Every time he tries not to screw up, it only leads him to screw up and down he goes even more. If this pressure continues to grind him further into the ground, it will be finished for him. He'll be out. But if he cannot take this level of pressure, he doesn't have the right stuff anyway. And I think he does have the right stuff; I think he can come out of this, but he needs to do it quickly and looking at his eyes today I see for the first time since before Spa a guy who is composed and positive. I hope I'm right."

Asking Laffite if he sees Grosjean as a modern-day equivalent of one of Jacques' contemporaries, Jean-Pierre Jarier, raises a smile. "Ah, Jarier... No, not really because Jean-Pierre didn't used to crash all that much. But there is a similarity, I suppose, because he did used

to screw up in other ways. Remember when he retired from the lead in the Shadow with a transmission failure in Brazil after setting pole and pulling away [in 1975]? Everyone said it was bad luck, but I remember seeing him pull away from the pits to go to the grid, letting the clutch out hard and wheel-spinning away on opposite lock, just to make a joke as usual with him...

"But although they are not really the same, there is something from that comparison. Jarier was a fantastic driver and one of quite a few French drivers from that time that were faster than me, but who did not have any success in F1. Because F1 is all in the mind, and that's something Romain should understand. But it's difficult for him. We know he's really quick, the problem he has is when he has someone close up at the start he seems to lose his concentration.

"The saying in French is that you have a fly in your brain – it just suddenly goes buzzz... He really shouldn't be looking at Perez, you know he's there, you don't need to look at him, you need only to be looking forward."

What Grosjean produced at Korea was caution. Every hint of anything wheel-to-wheel, he backed out of. It worked inasmuch as he finished – a somewhat subdued seventh. But his caution was jumped upon by every driver who came near him.

It was a foundation from which he can rebuild, but into the remaining races the treading of that balance between over-aggression and over-caution is going to be very uncomfortable. ❧

PIC: BELLANCA/LAT



“Every hint of anything wheel-to-wheel, Grosjean backed out”



BRAZILIAN V8 STOCK CARS

RUBENS ON TRACK

Rubens Barrichello had his first V8 Stock Car test at Curitiba last Saturday, and has confirmed he will bring forward his debut to this weekend's round at the venue

DTM

Coulthard calls time on career

Former grand prix ace to end racing career after Hockenheim DTM finale this weekend. By JAMIE O'LEARY

David Coulthard will retire from motor racing following this weekend's DTM season finale at Hockenheim.

The 41-year-old, who has driven a Mercedes for Mücke Motorsport over the past three years in the touring car series, wants to scale back his racing commitments and dedicate more time to his business interests and family.

"This weekend will be my final race at this level," Coulthard said.

"Now I'm going to concentrate on developing my off-track businesses and, of course, spending more time with my family.

"I want to thank Norbert Haug and Mercedes Motorsport for providing me with this opportunity and the sponsors for allowing the Wings for Life Foundation to have space on the car, which has helped raise awareness and funding for research into spinal-cord injuries."

Coulthard made his car racing

debut in 1989 in Formula Ford 1600 and won both British junior titles. This led to his selection as the inaugural McLaren AUTOSPORT BRDC Award winner and paved the way for a move onto Paul Stewart Racing's 'staircase of talent'.

Campaigns in Formula Vauxhall Lotus and the Opel Euroseries led to a step up to Formula 3, where he won the Masters and the Macau Grand Prix in 1991. He was then a Formula 3000 race winner and became a Williams Formula 1 test driver.

The death of Ayrton Senna at Imola in 1994 gave Coulthard a shot at the big time with Williams, and he delivered by taking 13 wins and 12 poles during a 14-year grand prix career that carried him to McLaren for nine seasons and Red Bull from 2005-08.

Since quitting F1 at the end of 2008 Coulthard has combined his broadcasting role at the BBC with his DTM race drive and ambassadorial roles with AMG and Red Bull. The latter two positions will be retained.

Coulthard refused to rule out a comeback in the future, but said that he would probably limit himself to one-off events.

DC BY NUMBERS

3

F1 TEAMS
DRIVEN FOR

246

NUMBER OF GPs STARTED

F1 WINS
13

1989
YEAR OF HIS
CAR-RACING
DEBUT

5
BEST DTM
FINISH

535 CAREER F1 POINTS

"If someone asked me to do a one-off race, like maybe the Goodwood Revival or something, then sure I'd think about it, but I've got so much going on in my life at the moment that there just isn't time to think about things like that," he said.



Coulthard has raced in the DTM since 2010

XJ220 JAG HE RACED AT LE MANS

EUROPEAN F3

Lynn linked to Prema after Italian test run

BRITISH FORMULA 3

race winner Alex Lynn could switch to Prema Powerteam for 2013 after testing with the Italian squad last week.

Lynn, whose entire career has been with Fortec Motorsport since he switched to cars in late 2009, had a runout in a Prema Dallara-Mercedes at Vallelunga as the team assesses candidates for its European F3 campaign next season.

"It's something we're considering," said Lynn, 19, who finished fourth in British F3 this year. "I'm very happy at Fortec, and my closeness with the team is something you can't buy."

"But Prema are going to be the European champions this year and I'm looking to race in Europe, so you'd be silly not to at least have a chat with them."

"The test was really good. I'm laid-back about the decision – it's

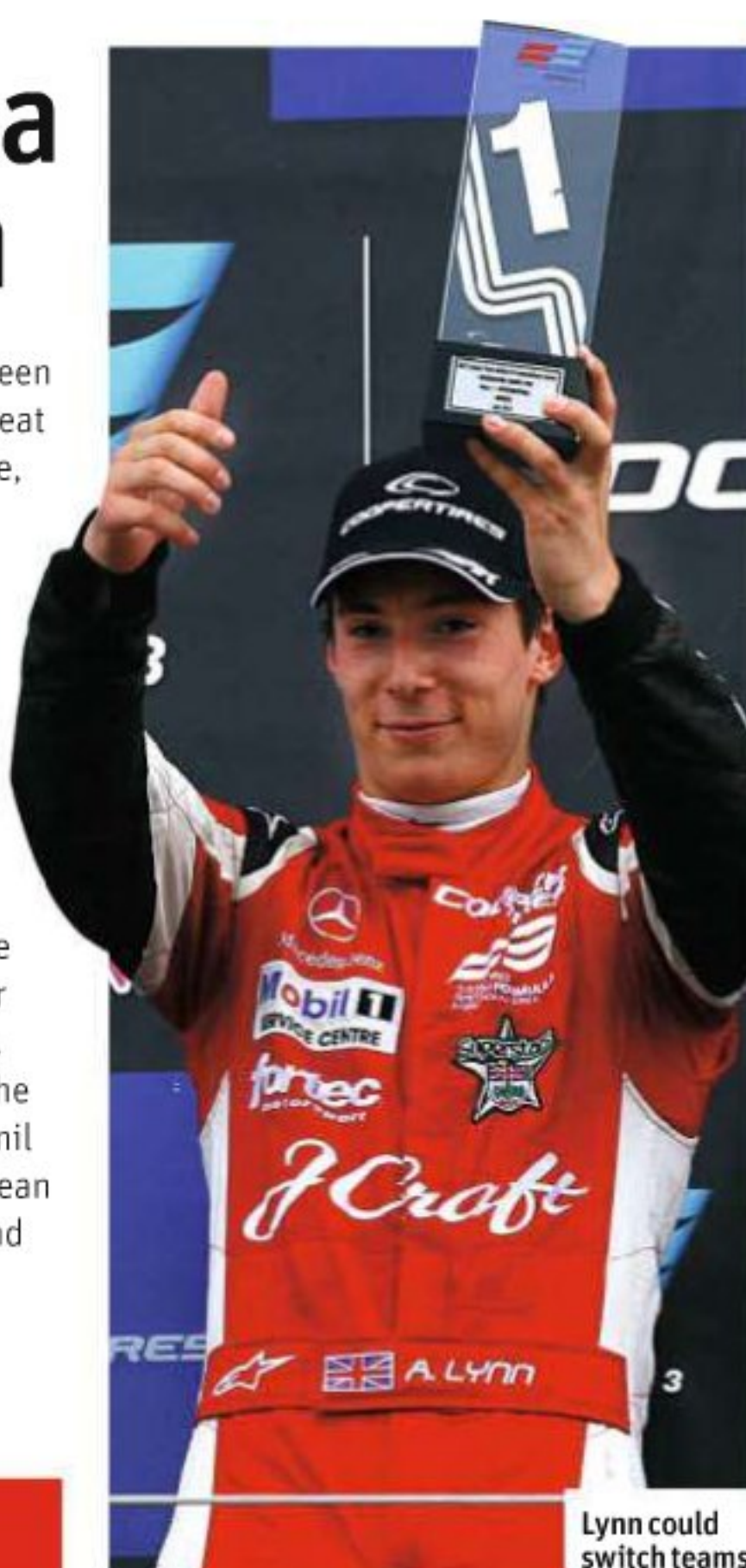
fifty-fifty at the moment, between one great team and another great team. It's a hard choice to have, but a nice one!"

Team manager Rene Rosin said: "Once he got used to the Hankook tyres, Alex did an impressive job."

Prema ran four other drivers at the Vallelunga test. Team regular Sven Muller drove, as well as Prema's Italian F3 title contender Eddie Cheever (son of the ex-F1 racer and Indianapolis 500 winner).

Also getting a turn behind the wheel were British national Emil Bernstorff, who races in European F3 with Ma-con Motorsport, and Lynn's 2012 Fortec team-mate Hannes van Asseldonk, who is driving for Prema at next month's Macau Grand Prix.

P52 BF3 REVIEW



Lynn could switch teams

AUTOSPORT SAYS...

JAMIE O'LEARY
REPORTS EDITOR

jamie.oleary
@haymarket.com



It was only last week that David Coulthard wrote in his AUTOSPORT column that he believed Michael Schumacher had chosen the perfect time to end his second spell in Formula 1.

How ironic then that the 13-time grand prix winner has also made the correct decision in ending his own driving career.

I've got to admit that as a childhood Schumacher fan, Coulthard and Mika Hakkinen represented something of 'the dark side' for me during the Ferrari-v-McLaren years, but there's no denying the driving quality of a man who, on his day, was totally unbeatable. Estoril '95, Monza '97 and Magny-Cours '00 must rank as some of his best drives.

It's unfortunate that he hasn't had the chance to replicate that kind of success in the DTM, seconded as he was to a second-string Mücke Motorsport squad that doesn't receive anything like the support of the top-line HWA team.

That has, on the other hand, been the catalyst for many a humorous exchange between he and I during my two years covering the DTM. Chats with the Scot have been insightful and honest, not to mention a lot of fun. His description of a Turn 2 clash with Ralf Schumacher at the Nurburgring last year was a particular highlight.

The last three years won't encroach on his legacy though. Let's be honest, what are you going to remember most about DC's career? A back-row DTM start or one of his dominant Monaco Grand Prix wins? Exactly...

Monaco win in '02 was exceptional



BRITISH F3

T-Sport hopes to sign Nato agreement

FORMULA RENAULT ALPS TITLE CONTENDER NORMAN NATO is eyeing a graduation to British Formula 3 after testing with series regular T-Sport at Snetterton last week.

The 20-year-old Frenchman drove the team's Dallara-Nissan, five months after T-Sport opened talks with him after watching Nato win a FRenault support race at the F3 Pau Grand Prix.

Chief engineer Alan 'Skelly' Woodhead said: "Norman's one of the three or four drivers from Renault you'd be most interested in. "He did a really good job at Snetterton. He'd never driven anything with that level of downforce, so the high-speed cornering was an eye-opener for him, but he was extremely competent in the slow and medium-speed corners. His technique was perfect and we've got dialogue ongoing with his management team for next year."

While Nato drove on Tuesday, the team handed the car over for Wednesday to Australian Spike Goddard. The winner of this year's National Class F3 title with T-Sport, Goddard is set to step up to the top class with the squad next season.



Nato tested at Snetterton

INDYCAR

Penske up for bespoke aero

ROGER PENSKE IS INTERESTED IN

developing a bespoke aero kit for his IndyCar team next year, although he admits that the regulations will be unlikely to allow him to.

IndyCar chiefs originally intended to allow teams a choice of bodywork kits for 2013. This year everybody had to run the standard Dallara kit after some teams expressed concerns over the cost of running an alternative.

Several key details of the new aero rules are to be finalised, including the date of introduction – which is likely to be mid-year – although it appears that only manufacturers will be permitted to develop their own kits.

"I'm not sure what the final decision is going to be, but I think [aero kits] are only going to be for car manufacturers," Penske said. "We'd have some interest in it if we were allowed to. Obviously we have a windtunnel programme of our own that we'll continue to work on with these [current] cars."

IndyCar rules allow cars to bear the name of the aero kit they use, meaning that the Penske name could be revived as a 'constructor' for the first time in over a decade (see right) if it does develop its own package.

REMEMBER WHEN...

OCTOBER 31 1999



...an IndyCar bearing the Penske name last raced? The PC27B-Mercedes of 1999 last appeared in the hands of Al Unser Jr and Alex Barron at the Fontana finale. A switch to Reynard for 2000 netted title success.



GORDON SHEDDEN

(Honda)
1st: 364 points

MATT NEAL

(Honda)
3rd: 333 points

JASON PLATO

(MG) 2nd: 349 points

ANDREW JORDAN

(Eurotech Honda)
4th: 303 points

TITLE SHOWDOWN

These four tin-top tearaways will fight it out for the British Touring Car Championship at Brands Hatch this weekend. Keep up with the action on AUTOSPORT.com

LE MANS

Porsche fury over new GT rules

German manufacturer says one size does not fit all as ACO/FIA plan to replace GTE/GT3 with single class

Porsche has branded plans for a new class to replace the GTE and GT3 sportscar categories as unrealistic.

The German manufacturer's motorsport boss Hartmut Kristen questioned the need for one class after the announcement by the FIA and Le Mans 24 Hours organiser the Automobile Club de l'Ouest of their vision of GT racing's future. They announced last week that they want to create a category that combines the lower costs of GT3 with one that has a concrete rulebook like GTE.

Kristen said: "If you have professional and gentlemen drivers you need different cars. Each has a totally different requirement."

"If they do what they are talking about, it will be the end of a GTE-type category."

Kristen also pointed out that some GT3 cars were only slightly cheaper than GTE machinery. The Mercedes-Benz SLS AMG GT3 sells for approximately £325,000, which compares with £340,000 for Porsche's GTE-spec 911 GT3-RSR.

Other manufacturers appear more supportive of the plans.

BMW Motorsport director Jens Marquardt, whose company is known to be working on a version



Porsche makes GTE (here) and GT3 911s

of its Z4 GT3 to run to GTE rules in the American Le Mans Series next year, told AUTOSPORT:

"In general this definitely is a development we welcome and support. It's always positive to have a sort of universal set of regulations that can be used in various series around the globe. It really could be a cost-saving mechanism."

ACO sporting manager Vincent Beaumesnil said: "The GT manufacturers support the GTE regulations, but it is clear at the same time that GT3 is a great success. It has been decided together by the FIA to establish a working group with all the

manufacturers involved in GT racing to create a single category worldwide.

"We have three main targets: to keep the technical credibility of GTE, to achieve the reduced costs of GT3, and to allow the manufacturers to develop one car rather than the two that they have to today."

A timescale for the introduction of the new class has not been set ahead of the meeting of the first working group to discuss the initiative in November. Beaumesnil suggested that the rules could be announced as early as the Le Mans 24 Hours next June, but that the category would not come into force

until one complete season after that, meaning 2015.

Stephane Ratel, the architect of the GT3 category introduced for the 2006 season, would not comment on the plans ahead of a meeting with the FIA scheduled for Tuesday morning, as AUTOSPORT was closing for press.

The GT3 category is unusual in that there is not a rulebook in the traditional sense. Manufacturers or specialist engineering companies develop cars to attain a prescribed speed. Then they are performance balanced by the FIA.

➔ P44 FUJI WEC REPORT

LE MANS

Toyota wing extensions to stay in 2013

THE CONTROVERSIAL REAR WING RUN by the Toyota TS030 HYBRID for the second half of this season will be allowed to remain in the 2013 World Endurance Championship.

The FIA and the Automobile Club de l'Ouest at Le Mans, who jointly write the LMP1 prototype rulebook, made the decision not to tighten the loophole exploited by the Japanese car maker. It has successfully argued that the winglets are extensions to the rear wheelarches, not to the rear wing.

WEC technical delegate Denis Chevrier said: "If we allow it to compete, it is because we consider it to be legal. The other competitors have said, 'Well played, now we know what we have to do next year'."

The ACO has also stated that the rule that prevents Audi from deploying retrieved energy through the front axle of its R18 e-tron quattro before the car reaches 120km/h [approximately 75mph] will also be retained. This is despite lobbying by Audi to be allowed to use its hybrid systems at any speed like Toyota does.

Controversial 'wing' will remain on TS030



ACO sporting manager Vincent Beaumesnil said: "The rule will remain because we do not want any torque vectoring on the front wheels."

Toyota Motorsport GmbH technical director Pascal Vasselon welcomed confirmation that the rule will not change. "There is a reason for the rule and we

made our decision [to use the rear axle for energy recovery] based on it, but honestly I do not think it would change a lot."

But Audi Sport boss Wolfgang Ullrich pointed out that the German manufacturer was committed to a front-axle system when the so-called '120 Rule' was introduced last winter.

IN BRIEF



Kane tested this week

KANE HEADS BACK TO DYSON

Steven Kane is rejoining Dyson Racing for this weekend's American Le Mans Series finale, Petit Le Mans. He will share the LMP1-spec Lola-Madza B12/60 with Guy Smith and Chris Dyson.

DRIVERS' TITLES FOR WEC

The FIA World Endurance Championship will award a drivers' World Cup for the GTE Pro class next year plus FIA Trophies for LMP2 and GTE Am.

GANASSI STARTS '13 TESTING

Ganassi was the first IndyCar team to get its 2013 preparations underway with a one-day test at Milwaukee last week. Scott Dixon, Dario Franchitti and Charlie Kimball shared duties on the one-mile oval.

DEMPSEY'S NEW LIGHTS DEAL

Irishman Peter Dempsey will remain with Belardi Auto Racing for a full Indy Lights campaign next year. He was third fastest in last week's two-day test at Indianapolis, behind Zach Veach and Mike Grenier.

JR RULED OUT OF CHARLOTTE

A concussion ruled Dale Earnhardt Jr out of last weekend's NASCAR Sprint Cup race at Charlotte. Regan Smith replaced him at Hendrick, allowing Kurt Busch to make an early Furniture Row debut and AJ Allmendinger to make his comeback with Phoenix.

NEW BTCC S2000 PRIZE

There will be a separate prize for S2000 cars in next year's British Touring Car Championship. The older machines will still be eligible for overall points.

STOCKTON SET FOR CRUZE

The only NGTC Chevrolet Cruze in existence could race in the BTCC next year after Chris Stockton bought the RML-built chassis last week. BTC Racing is likely to run the car.

AUSTIN'S NASCAR PAINT JOB

Rob Austin's RAR Audi livery at this weekend's Brands Hatch BTCC finale will mirror that run occasionally by Ryan Newman in this year's NASCAR Sprint Cup following a change of sponsor.



Austin's new livery

LE MANS

Multimatic deal will keep Lola in LMP

Deal helps teams like Gulf Racing



LOLA'S PRESENCE IN INTERNATIONAL sportscar racing will be safeguarded by a deal for the Canadian Multimatic Motorsport organisation to take over the constructor's LMP1 and P2 projects.

Multimatic, which produced parts for Lola's latest prototypes, is in the process of working out a deal to provide components to customers running Lola machinery. It is talking to Lola Group Holdings, which this week revealed that it had purchased the assets of Lola Cars International in the wake of the announcement that the

constructor had ceased trading.

Multimatic business development manager Steve Charsley, who used to work for Lola, said: "We are working towards helping Lola customers with engineering support and some parts manufacturing in co-operation with Lola Group Holdings. Haas Auto [Lola's North American distributor] is part of the talks to handle parts sales to teams."

Charsley stressed that no deal had been finalised and that it would not involve Multimatic owning Lola.

LE MANS

Le Mans plan for Dome

JAPANESE CONSTRUCTOR DOME IS planning to return to the Le Mans 24 Hours as soon as possible.

Dome's aim for 2013 is to field a revised version of the S102.5 that ran at Le Mans and the Spa 6 Hours this year in the hands of the Pescarolo Team. It is also planning a new chassis for the 2014 LMP1 rulebook.

New company president Hiroshi Fushida, who co-ordinated Dome's international sportscar return this season, said: "We've got to be back ASAP. That's our ambition and that is our plan. That could mean next year with a revised



Dome S102.5 last raced at Le Mans

version of our current car or with an all-new car in 2014.

"First we have to find the budget to do it properly and a good engine. We want to do an all-new car, but nothing is concrete. We are still at the planning stage."

Dome is also known to have explored the idea of producing a run of customer S102.5s after contact from more than one team. The idea is unlikely to come to fruition because it would need to sell five cars for the project to be profitable.



Ford has pulled the plug on its WRC programme

WRC

M-Sport hopes to 'do a Brawn'

British firm optimistic for 2013 WRC season, despite losing Ford factory backing. By DAVID EVANS

M-Sport believes it can mirror the Honda-Brawn Formula 1 winning scenario of 2009 when it begins its first front-line World Rally Championship programme without Ford factory backing next season.

Ford announced on Monday that it will withdraw factory backing for its WRC programme at the end of the year, bringing an end to its association with M-Sport, which has built and run its cars since 1997.

But while Ford is withdrawing its support, the level of development that has already been achieved for

the 2013 evolution of the Fiesta WRC has left the British firm quietly confident about its future.

A source close to M-Sport told AUTOSPORT: "This is completely the wrong time for Ford to do this. The development of next year's [Fiesta] is well down the road and it's looking like a very strong car.

"Citroen doesn't have many [homologation] options left with its jokers, but M-Sport does. With the work done, M-Sport could be in a Brawn situation, with Ford in the same position that Honda was."

M-Sport managing director

Malcolm Wilson admitted that the news had come as a blow, but added that work would continue towards next season as normal.

"It's business as usual from here on," said Wilson.

The loss of Jari-Matti Latvala to Volkswagen (see right) has also hit M-Sport for 2013, but it is still in serious talks with Petter Solberg — who is also understood to have an option with Citroen. Solberg is very keen to talk to Wilson.

"The Fiesta is a fast car," said Solberg. "And it's getting faster. I've been there, seen the developments coming and this is why I say I would have no problems to stay."

M-Sport is believed to be in negotiations with Qatar for the backing of the team in 2013.

AUTOSPORT understands M-Sport could also be involved in Bentley's GT3 project. Wilson attended last weekend's Blancpain GT event at Navarra with expected project leader John Wickham.

LATVALA CONFIRMS VOLKSWAGEN DEAL

Jari-Matti Latvala was scheduled to be announced as a Volkswagen driver yesterday (Wednesday), bringing to an end months of speculation regarding the Finn's future in the World Rally Championship.

AUTOSPORT understands that the seven-time world rally winner will take joint number-one status with Sebastien Ogier, who drives VW's other Polo R WRC from the start of next season. Latvala has signed for the Hannover team until the end of 2014, with an option to stay on in 2015.

The deal was agreed early in the summer. A third Polo R WRC will be fielded for Andreas Mikkelsen for a selected programme of events in 2013.

Latvala now starts his penultimate event for Ford on this week's Rally d'Italia. The Sardinian event starts with two 17-mile stages tonight (Thursday).



Monte '97: the first M-Sport/Ford rally

MIS Motorsport – setting the standards in motorsport insurance

ON TRACK / ON EVENT / MOTOR TRADE /
PERSONAL ACCIDENT / COMMERCIAL / LIABILITY

www.mismotorsport.com or call 01943 884 555

M.I.S. Motorsport Ltd is authorised and regulated by the Financial Services Authority.

MIS
MOTORSPORT

Prodrive will not stop Mini programme

PRODRIVE SAYS THAT THE LOSS OF

Mini's works programme from the World Rally Championship will not impact on the continued development the British firm is making with the John Cooper Works WRC.

Just days before Ford walked away from the WRC (see left), Mini announced that its works team – the Motorsport Italia-run WRC Team Mini Portugal – would not be funded from Munich next season. That news appears to leave Chris Atkinson without a drive in 2013, but Prodrive is confident that it can maintain its privately-funded cars.

The firm's business development director Richard Taylor said: "As Mini has confirmed, we still have the support of the manufacturer on the engine development side and our plans for next year are unchanged – we want to do the full year. Maybe Plan A was to be funded by Mini and now that's not possible, but we are already looking at other plans. It is our intention to be in Monte Carlo in January with a driver fully capable of being on the podium."

Prodrive has continued to run Minis this year



Atkinson admitted his own plan was now to push as hard as possible on his final two works outings of this year.

"I now have two rallies to really show what Chris Atkinson is capable of," he said. "And I fully intend to use those two

chances. I know 100 per cent that I've got to push because I want to go out in Italy and Spain and get the result for us and to give something back to the team. I don't know where the speed is going to be for me, but I will be giving it everything."

IN BRIEF



Kubica was in attendance

KUBICA VISITS SANREMO

Robert Kubica was an interested spectator during last weekend's Sanremo Rally. The Polish driver was unwilling to comment on when his next rally would be, but was seen talking to numerous teams during the penultimate IRC round of the season.

NIKARA GETS MINI FOR SPAIN

Former Pirelli Star Driver Jarkko Nikara will make his World Rally Championship debut in a World Rally Car when he contests next month's Catalunya Rally in a Prodrive-run Mini.

MORE CATALUNYA CHANGES

Hans Weijs Jr will replace Nasser Al-Attiyah in the Qatar World Rally Team's Citroen DS3 WRC for the Catalunya Rally. Meanwhile Trinidad and Tobago's John Powell has joined M-Sport to campaign the Fiesta WRC usually driven by Evgeny Novikov on the event.

MacCRONE'S AMAZING MULL

WRC Academy frontrunner John MacCrone drove a Ford Fiesta R2 to second place overall on his home event, the Tour of Mull, last weekend. The Scot beat numerous World Rally Cars on his way to finishing runner-up to Calum Duffy's extraordinary Ford Escort MkII.

NEW 208 TAKES DEBUT WIN

Peugeot's brand-new R2-spec 208 rally car took a class win on its international debut on last weekend's Sanremo Rally. Bryan Bouffier, winner of last year's Monte Carlo Rally, led the R2 section of the Intercontinental Rally Challenge's two-wheel-drive Cup from start-to-finish, winding up 1m36s clear of his nearest rival, Elwis Chentre.

SAINZ WOWS SAN MARINO CROWD

Double world rally champions Carlos Sainz and Luis Moya were reunited last week when they drove a VW Polo R WRC as course car on the Rally Legends event in San Marino. World rally champions Juha Kankkunen and Bjorn Waldegard and six-time Le Mans winner Jacky Ickx took part.



Sainz and Moya were reunited

Rally GB chiefs want night stages to return

RALLY GB CHIEF ANDREW COE IS EYEING THE RETURN OF NIGHT STAGES in his efforts to make Britain's World Rally Championship round the toughest on the calendar.

Coe and his fellow event organisers met last week to start the process of revamping the rally ahead of its return to a November date next season. The event was recently boosted by a three-year agreement with Wales – worth an annual £1.6million.

Coe said he wanted to see drivers being made to work harder in Wales in 2013.

"Wales Rally GB is not just another round of the WRC," said Coe. "It has to have a special character. Perhaps being the final round of the WRC again, perhaps the character is what it used to be 20, 30 or 40 years ago in its heyday. It is the toughest event out there; it's the longest, it has night stages and we really push the drivers and the teams to the limit – and I don't think we should be embarrassed about that or apologise for that."

Llandudno's Great Orme stage is also set for a return in 2013 after missing out this year.



Skoda will be rarer sight on stages

IRC/ERC

Skoda to take break from stage

SKODA IS SET TO TAKE A BREAK FROM

international rallying next year in order to switch its focus to the development of the new Fabia R5 car.

The Czech firm will end this season having won both the Intercontinental Rally Challenge and European Rally Championship titles, but is planning only occasional outings for factory-backed Fabia S2000s in 2013.

While officials from the manufacturer scotched such speculation, Skoda has not signed any drivers for next season and its ERC title winner Juho Hanninen admitted he was not sure what he would be doing in next year.

"It is too early, I think," said Hanninen. "But I don't know what is happening for next year. I don't know if we are going to be competing. For sure the economic situation is bad, but you know for me, if I don't get to the World Rally Championship next season, then it can be really difficult."



P51 SANREMO RALLY REPORT



Night stages could return to GB

The **REAL DEAL**

Toyota GT86



5 year
TOYOTA
WARRANTY

Official Fuel Consumption Figures in mpg (l/100km): GT86 range, Combined 36.2 (7.8) - 39.8 (7.1), Extra Urban 44.1 (6.4) - 49.6 (5.7), Urban 27.2 (10.4) - 29.4 (9.6). CO2 Emissions 181g/km - 164g/km. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.



TOYOTA

ALWAYS A
BETTER WAY



Scan to watch film
toyota.co.uk/GT86



KOREAN GP

Yeongam, October 14

ROUND 16/20

LAPS 55

WINNER

Sebastian Vettel
1h36m28.651s

POLE POSITION

Mark Webber
1m37.242s

FASTEST LAP

Mark Webber
1m42.037s

RACE RATING

★☆☆☆☆

Not a great race,
although there were
bits to hold interest

DRIVERS STANDINGS

Vettel	215pts
Alonso	209pts
Raikkonen	167pts

MILESTONES

- Webber takes 200th pole for a Renault-powered F1 car
- Vettel has now led 500 consecutive miles - the most since Nigel Mansell in 1992





REPORT
KOREAN GP

RED BULLS GO STRATOSPHERIC

Sebastian Vettel leads Mark Webber home for dominant one-two to send rivals' hopes into freefall. MARK HUGHES reports

QUALIFYING

Webber takes his opportunity to pip delayed Vettel to pole



The schizo layout of Yeongam – with a Monza sector one, a Silverstone sector two and Singapore sector three – made for an obvious set-up conundrum for everyone. But what was clear from practice was that although the Red Bull, McLaren and Ferrari were otherwise quite evenly matched, that final ‘street-circuit’ sequence was just made for the Red Bulls.

Through its tight twists, the RB8s were rotating around their axis visibly earlier into the corner than anything else, deliberately engineered-in roll-oversteer pivoting the car around, leaving it pointed straight at the apex at places where other cars still had steering lock applied. It was as if this trait enabled the car to get more from the softer tyre than anyone else, for although most cars found only a couple of tenths from it, the Red Bull found 0.5s – most of which was in that last sector.

So it was confidently expected that Sebastian Vettel would take up where he left off at Suzuka. Except he had a surprise in store – in the shape of team-mate Mark Webber, who had missed a big chunk of Saturday morning practice when the engine refused to start up in the garage. Turned out a telemetry glitch had delivered rogue software to the motor.

As we’ve seen before, adversity and underdog status bring out the best in Mark. “The problem in FP3 meant I didn’t get as much practice running on the option [super-soft] tyre as I would have liked,” he explained, “and that meant I had a few balance issues coming into qualifying.” He patiently worked his way through these while Vettel blitzed Q1 and Q2. Coming into Q3 Webber found a further 0.5s on his first run, but that was still 0.4s off Vettel’s equivalent. For his final run he put the jigsaw pieces together beautifully while Vettel stumbled, partly through being wrong-footed on the start of his lap by mistaking the intentions of Felipe Massa directly ahead of him. The net result was Webber’s first ‘proper’ pole of the season (his Monaco one came only after a Michael Schumacher penalty was applied). “The lap was very good apart from Turn 15,” he said. “I got in OK but the exit was not great. Apart from that it worked well because I got 11 and 12 absolutely as good as I could.”



It was a Red Bull pole, but not the one we expected

The inevitable question of team orders came up, but Webber gave every indication that he was working for himself.

“I don’t want to blame Felipe,” said Vettel of the circumstances that brought him too close to the Ferrari ahead of him, and left him half a tenth adrift of Webber to complete the second consecutive RB8 front-row lockout. “I thought he was coming in, so accelerated, but he wasn’t. I then tripped over myself a bit in the second sector and didn’t get the best out of the final sector.” He was still quickest in that final sequence.

Lewis Hamilton was just over a tenth adrift, third fastest, the McLaren not perfectly in tune with the track this year. Hamilton could get it to flow beautifully through the fast sweeps of the middle sector, where he was fastest, but brakes that locked too readily were the downside of the set-up window the team found itself in. “It was like the Red Bulls had ABS brakes compared to me,” he said. But it was way better than managed by team-mate Jenson Button, back in 11th, failing to make the run-off after being caught out by yellow flags at Turn 16 during his final run. Locking brakes were partly

responsible for that too. “On my first lap I locked up quite badly in the final sector,” he explained. “So for my second run I was pushing hard through there but then saw the yellows. I didn’t want to set my best sector time in a yellow-flag zone, but my previous time through there had been so slow I had to back off a lot to be sure I was slower. That was enough to ensure I didn’t get through.”

Fernando Alonso’s Ferrari was less than a tenth away from Hamilton in fourth. The Ferrari had been fine tuned to be equally competitive in each of the sectors, having initially been quick in the middle one but slow in the first. Alonso had only one new set of super-softs left for Q3 and did his first run on a used set. With hindsight, using up a set in Q1 might ultimately have cost him third on the grid. Felipe Massa was 0.3s off but only two places behind, having made a couple of small errors on his sole new-tyred Q3 lap. The Ferraris were essentially in Suzuka-spec and again there were three rear wings to choose from, none of which were totally satisfactory.

Sandwiched by the Ferraris was Kimi Raikkonen’s Lotus, running with its new Coanda exhaust system, as reflected in its superior slow-corner performance compared to the sister car of Romain Grosjean but its slower top speed, partly on account of the 12-13bhp power penalty of the more intricate exhaust routing. Kimi worked away at finessing the understeer out of the car through the sessions while Grosjean, 0.3s slower in seventh with the old-spec car, was finding the car’s behaviour inconsistent between runs.

Nico Hulkenberg and the two Mercedes of

Nico Rosberg and Michael Schumacher filled out the last three run-off places. Hulkenberg spent Q1 and 2 getting rid of the understeer the cool track temperatures seemed to induce and then produced a good lap on his last remaining set of options in Q3 to edge out the Mercs. Team-mate Paul di Resta’s Q2 lap was set to be faster than Hulkenberg’s – which would have pushed Schumacher out of Q3 – until being forced to brake for the concertina of slowing cars at the Turn 16 yellow flags (for Daniel Ricciardo’s Toro Rosso, which had pulled off with a driveshaft problem). This left di Resta in a very disappointed 14th.

The Mercedes’ double DRS was working very well through the first sector, but the car’s weaknesses were sorely exposed by both the ‘Silverstone’ and ‘Singapore’ sectors that follow. As an indication, Rosberg was first, 10th and 14th respectively in each sector. The cars were set up with understeer to protect the rear tyres in the race.

Both Saubers were caught out badly by the yellows, leaving Sergio Perez and Kamui Kobayashi in 12th and 13th respectively, while there was simply no pace in the Williams around this track. Pastor Maldonado did all he could to go 15th just ahead of the Toro Rossos, Bruno Senna not making it out of Q1.

Hamilton ended up best of the rest



P36 RESULTS
All those vital stats





Wheel-locking Perez dives inside Button...



RACE CONDITIONS

Not quite as pleasant as Suzuka the previous weekend: cloudy, with track temperature reaching 28C.

T

he story of the Korean Grand Prix race was made last week, back in a Milton Keynes factory where Formula 1's fastest car

was made even faster.

The next evolution in the Red Bull RB8's development, following the recent introduction of its double DRS — a new sidepod layout that allows more downforce and more diffuser stall — was completed in time to be shipped to South Korea for the latest skirmish in the development war. It was then all hands to the pumps in the garages, mechanics working until the early hours getting the package of parts grafted on and perfect.

"It's not worth a lot," smiled Red Bull technical chief Adrian Newey when asked about the double DRS. Not in isolation maybe. But, with this modification allowing the rear aerodynamics to be reconfigured, the car appeared to take a further step forward here, especially given that both drivers opted for it and that Yeongam isn't a track lending itself quite so spectacularly to the Red Bull's traits as Suzuka. So how much, altogether? "A couple of tenths," allowed Adrian.

The couple of tenths by which it was



...as Vettel takes lead from Webber

faster in qualifying than third-fastest Lewis Hamilton's McLaren? Or the couple of tenths per lap it averaged over Fernando Alonso's third-placed Ferrari in the race? Take your pick; either way those two tenths were the vital ones. All that midnight graft at the factory and in the garages converted into a perfect team result, Sebastian Vettel heading Mark Webber to surge into the lead of the championship with four rounds to go.

Yet Vettel hadn't been sure if he'd liked the new package when he'd first tried it on Friday morning. It gave more rear downforce, but also a more aggressive, edgier feel. His car was converted back to Suzuka spec for the afternoon, while Webber stayed with

the new package. Analysis of the numbers overnight confirmed the new system was better, and Vettel's concerns were massaged away with a few set-up tweaks into Saturday, when he became fully at ease with it.

All that rear downforce was particularly important this weekend. The rear stability it brought meant you didn't need to move the brake bias too far forward — which was the curse of many cars here, particularly the McLaren. The track layout and surface combined with a cooler-than-expected temperature to make front locking all too easy and, once you'd flat-spotted these tyres, the wear became alarmingly high. It had been Hamilton's bugbear through practice

and qualifying, Lewis commenting that it was as if the Red Bulls 'had ABS' by comparison. If you didn't have enough rear downforce, the window between braking instability from locking rears and flat-spots from locking fronts was uncomfortably narrow.

Even if you managed to avoid locking up, wear of the right-front was the limitation around this anti-clockwise track and its high-speed middle sector. Blistering of the inner shoulder and graining also featured, but it was the wear that threatened to take you away from the faster two-stop strategy and into a much slower three stops. The super-soft was good for around 17 laps, the soft for about 24.

That's how it was poised as Webber lined up in the pole slot, Vettel to his left and back, Hamilton and Alonso a row back and pinning their hopes on piercing that Red Bull shield early in the lap, before things had settled down. From there, they could find out if the promising form shown by McLaren and Ferrari on Friday afternoon — when they appeared to be Red Bull-fast over a stint — was genuine.

But it didn't happen like that. As the lights went out, Red Bull's preferred order from a championship perspective fell almost immediately into place as Webber was slower away than Vettel and stayed right for a fraction longer than might have been expected, Seb down the inside and into the lead. "We were chasing the clutch settings quite a bit after the first launch on the formation lap," explained Mark, "and coming back to the grid the ▶

◀ boys were still asking me to change the setting, so the initial launch wasn't good. The first bite just kicked to wheelspin."

Behind, Hamilton tried to sweep around to the right of Webber, but without enough extra momentum to do so, and this allowed Alonso down his inside, slipping past into third between the two early left-handers of Turns 1 and 2 that feed the cars onto the longest straight on the calendar.

As ever, the Red Bulls were geared for speed off the turns rather than at the end of them – particularly valuable with the cars all heavy with fuel – and as they hit that straight Vettel and Webber initially pulled away from the ducking-and-diving pack. Webber stayed tight in his team-mate's slipstream, then jinked out around three-quarters of the way down. "We were in seventh gear and I could hear his engine right alongside me," said Vettel. But this was at just the point where the cars hit an aerodynamic brick wall, and they sat there, two Red Bulls side-by-side at 193mph, but with Vettel on the inside for the tight right of Turn 3.

Slipstreaming them and catching fast towards the end of the straight were Alonso, Hamilton and Kimi Raikkonen's Lotus. They were fanned out across the straight, Felipe Massa's Ferrari being sucked into their wake even faster, with Felipe then diving for the outside to make it four-abreast just

behind the Red Bulls. But now they were so busy with each other that Vettel and Webber were able to get cleanly through and out of T3.

As Webber fended off Alonso up to Turn 4, so Vettel was set free. Hamilton, Raikkonen and Massa duked it out through the switchbacks of Turns 4/5/6, with Massa finally grinding ahead of the Lotus as Lewis hung Kimi out to dry over the exit of T6, just before they all entered the impossible-to-pass zones – the fast sweeps of Turns 7/8/9 and the stop/start flicks of the final sector. The day was overcast, the track cool, the cars understeering more than expected, putting extra strain on those vulnerable front Pirellis.

Vettel pushed only as hard as he needed to and hadn't even got out of Webber's DRS reach by the time the facility was enabled at the end of the second lap. But there would be no DRS action on that back straight for some time – because yellow flags were being waved as marshals struggled to move Nico Rosberg's abandoned Mercedes behind the wall.

Rosberg had been a victim of an opening-lap collision, in which Kamui Kobayashi rubbed wheels with the Merc and then tank-slapped into the side of Jenson Button's McLaren as they filed into Turn 3. Jenson was out with destroyed front-right suspension, while Rosberg pulled off over a lap later with leaking radiators from the impact.



Alonso had run to third – with help from Ferrari



Kobayashi (left) was in trouble on lap one...

Kobayashi trailed to the pits with a punctured tyre that would destroy the floor of his Sauber, causing the team to later retire him for safety reasons. Button – who had been one of just a handful of drivers starting on the harder tyre and planning to run a long opening stint – might have preferred they'd done this before the start!

When DRS was enabled on lap 10, Vettel was around 2s clear of Webber, who in turn had a 3s margin over Alonso. For the first few laps of the race Hamilton had hung back from the Ferrari, very keen to keep the tyres alive in these heavily-fuelled stages, allowing Fernando to build a gap. But from lap five onwards Lewis was matching Alonso, though pulling along Massa and Raikkonen closely in his wake.

Hamilton initiated the first round of stops, coming in at the end of lap 13, discarding his super-softs and having a

new set of prime tyres (softs) fitted, as would almost everyone else. Webber, Raikkonen and Massa were in next time around, followed a lap later by leader Vettel and Alonso. The order remained unchanged, but Vettel's advantage over Webber began to build.

There was some excitement as first Alonso then Hamilton forced their way past the yet-to-stop prime-tyred Sergio Perez, who was attempting an ambitious one-stop, but who would soon have to surrender that hope as the rubber on his Sauber gave out. Alonso nailed a DRS pass on him, while Hamilton did a dramatic around-the-outside move through the right-left of Turns 5-6.

A stop two laps earlier than Alonso's had brought Lewis right onto the Ferrari's tail and got him out of DRS reach of Massa. A tense Alonso/Hamilton struggle looked to be

DRIVER BY DRIVER by Edd Straw

1  **9/10**
Event rating

SEBASTIAN VETTEL
Red Bull-Renault RB8-04
Start: 2nd. Finish: 1st
Second in qualifying when he should have been on pole, complaining about finding Massa in his way. But after that wobble his race performance was excellent. Tyre management and pace were exactly what they needed to be and he never looked threatened.

2  **8/10**
Event rating

MARK WEBBER
Red Bull-Renault RB8-03
Start: 1st. Finish: 2nd
Pole was a surprise, although whether his near-perfect lap would have been as quick as a Vettel near-perfect lap is open to question. Shouldered the blame for his "mediocre" first few corners, which ultimately led to Vettel gaining control of the race and condemned him to a still creditable second.

3  **6/10**
Event rating

JENSON BUTTON
McLaren-Mercedes MP4-27-03
Start: 11th. DNF
Qualifying ruined his race. While he was unfortunate with timing of yellow flags on his second Q2 run, had he delivered a solid banker lap (as seven others had) on his first attempt he'd never have been in that position. First-lap assault by Kobayashi meant no chance to make amends.

4  **8/10**
Event rating

LEWIS HAMILTON
McLaren-Mercedes MP4-27-04
Start: 3rd. Finish: 10th
Team principal Whitmarsh referring to Hamilton's race drive as heroic was stretching a point, but without the anti-roll bar failure he would have had every chance of beating the Ferraris. Given Red Bull's advantage, that would be a good return. As it was, a point was a decent achievement.

5  **8/10**
Event rating

FERNANDO ALONSO
Ferrari F2012-295
Start: 4th. Finish: 3rd
Following home the Red Bulls was as good as he could have expected, but had Massa been given a free rein there's every chance the Spaniard would have been knocked off the podium. Arguably not the most impressive Ferrari man on Sunday, but still did a good damage-limitation job.

6  **9/10**
Event rating

FELIPE MASSA
Ferrari F2012-294
Start: 6th. Finish: 4th
While he was 0.3s behind Alonso after a qualifying lap he described only as "OK", his race drive was outstanding. Had he not been forced to play the team game, he would surely have passed his team-mate and could have claimed a second successive podium. An entirely convincing race.



Massa was soon all over the back of him and Felipe was able to pass in the DRS zone on the 21st lap. In this phase of the race the Brazilian was the fastest man out there as he then took two to three tenths each lap out of Alonso, who was in turn steadily eating into the 3s gap to Webber.

Raikkonen now began to close in on the hobbled Hamilton and tried a DRS pass on the 23rd lap, but the Lotus wasn't as quick up that back straight as the Ferrari had been, the move was more marginal and Lewis was able to fend Kimi off through Turn 3. On the next lap Raikkonen was able to make the pass cleanly. Fifth place now seemed to be his, but that was to reckon without the tenacity of Hamilton, who had saved some of his

"I was expecting to have to retire the car but Lewis was still able to put up a fight"

Martin Whitmarsh

KERS and now deployed it between Turns 3 and 4 to retake the place.

It was a little detail Hamilton recalled from the way that Vettel had been able to pass him on the first lap last year, getting the other guy to use up all his KERS up the back straight, then retaliating when he was defenceless. "He showed remarkable fighting spirit," marvelled his team boss Martin Whitmarsh. "I was fully expecting that we were going to have to retire the car but he was still able to put up a fight. That's the great racing driver he truly is."

Raikkonen continued with his assault, frustrated at being held back by a car that was now around 2s off the pace, the wayward handling from Hamilton's broken rollbar having destroyed the tyres. Lewis was still ahead of the Lotus when he peeled into the pits at the end of the ▶



...and took out Button...



...as the Japanese limped back to pits for repairs

forming until on lap 18, like a switch, Hamilton's car began handling horribly, armfuls of understeer and needing constant steering correction, even on the straights. He immediately began losing 1s per lap. A rear rollbar had broken.

Perez, having just been passed by Massa and Raikkonen, finally came in

on the 19th lap as Sauber switched him to a two-stop. A faulty green light in the Sauber pit cost him around 4s, enough to drop him right behind the battling group of Michael Schumacher, Daniel Ricciardo and Paul di Resta. It was the final seal of misfortune on a day that could have delivered more.

Hamilton was spooked by the

handling of his car, especially at 190mph down the straights, and was asking the team if it knew what the problem was. McLaren did, but didn't want to broadcast it to the world and told Lewis simply that it was a mechanical balance change and that it was safe to continue. It didn't really feel that way from where he was sitting.

7  **6/10**
Event rating

MICHAEL SCHUMACHER
Mercedes F1 W03-09
Start: 10th. Finish: 13th
"There are races where nothing comes together... this was one of them," was his assessment. It was a fair one. Did a decent job to get into Q3 but the Merc wasn't fast enough, at least on a consistent basis, to mount a serious attack for points. Car, not driver, was the problem.

8  **6/10**
Event rating

NICO ROSBERG
Mercedes F1 W03-07
Start: 9th. DNF
Did a decent job in qualifying, shading Schumacher on pace, although without the help of yellow flags he might have struggled to make Q3. For the second time in a week his race was effectively over on the first lap, this time after a tap from Kobayashi. Parked his hobbled Mercedes a lap later.

9  **8/10**
Event rating

KIMI RAIKKONEN
Lotus-Renault E20-05
Start: 5th. Finish: 5th
Benefited from new Coanda-effect exhaust package and put the Lotus pretty much where it should have been in qualifying and the race. Probably had no business qualifying or finishing higher, although could have completed the opening lap third rather than sixth.

10  **8/10**
Event rating

ROMAIN GROSJEAN
Lotus-Renault E20-03
Start: 7th. Finish: 7th
Had intense pressure on his shoulders in Korea. Had a relatively quiet weekend, qualifying behind his team-mate, albeit without the advantage of the team's new exhaust package. Given the level of scrutiny it was a good effort, despite a wild grassy moment at the final corner.

11  **6/10**
Event rating

PAUL DI RESTA
Force India-Merc VJM05-02
Start: 14th. Finish: 12th
"It was a race of bad choices," said di Resta. Traffic problems in qualifying left him behind his team-mate and the team opted to cover the possibility of a one-stop race for him. This compromised his whole race, leaving him stuck in traffic when he needed to be capitalising on his pace.

12  **10/10**
Event rating

NICO HULKENBERG
Force India-Merc VJM05-03
Start: 8th. Finish: 6th
The few seconds on lap 40 when he pulled off a brilliantly opportunist pass on both Grosjean and Hamilton encapsulates what the German has to offer. He'd already qualified excellently and raced well, but that extra bit of class in battle delivered a result beyond expectations.

◀ 26th lap for a fresh set of primes, around 10 laps earlier than planned. More front wing was added in an attempt at minimising his problem and it now seemed unlikely he'd be able to do the remaining 29 laps without having to stop for a third time.

Alonso meanwhile had got to within 1.8s of Webber. Mark then revealed he'd been driving to a delta time all along, trying to preserve that front-right, which he could feel was losing grip, causing him to lock up as it wore down the last few millimetres of rubber on the outer shoulder. But in keeping himself out of DRS reach of the Ferrari he was still able to step up his pace by a full 0.5s. He then just kept himself there until making his second and final stop on lap 32. Alonso was

“Although it's the best job in the world, I've not been happy. Now it's turned around”

Felipe Massa

in two laps later, then Vettel, Raikkonen and Massa.

Vettel too had been driving a disciplined race, keeping that right-front alive. But on his in-lap he locked up badly into Turn 3 and lost a full 2s. He rejoined still over 5s in front of Webber but, as the team looked at the tyres that had just come off, Red Bull realised just how marginal it had all been. Vettel would now have 20 laps to



Williams pair off pace

do on his fresh primes, the same as the previous stint – though with a lighter fuel load putting less strain on them. Still, the team was concerned. Ferrari, having made similar inspections, was reassured that the wear, though heavy, was not going to be critical.

Alonso had been brought in before Massa (advantageous) and given a pitstop 1s faster than Felipe's would be. Yet still Massa came back at him, his pace simply stronger than Alonso's on this day. He halved the 3s gap between them within two laps, and on the 38th lap came the 'phone call' from engineer Rob Smedley, asking him to back off and not get any closer. At this stage Webber and Alonso were lapping in the low 1m44s, and Massa had just gone round in 1m42.6s, the same as Vettel.

Ferrari began considering the unthinkable – asking Alonso to move



Hulkenberg drove a stormer; Grosjean behaved himself

aside for Massa. He could then attack and pass Webber, slow the Red Bull into Alonso's reach, then give the place back to Fernando. It was a nice theory, but carrying it out might have proved a lot more difficult than thinking of it. "It would have been very difficult to manage," said team boss Stefano Domenicali. "If it hadn't worked, we could have found

ourselves in a position that cost us points in the championship."

"I think maybe yes, I could have passed Webber for second, looking at the pace we had," answered Massa to the question. But even if his progress had now been brought up short in the interests of Alonso's title bid, Massa was clearly very upbeat afterwards. "My feel for the car is now automatic

DRIVER BY DRIVER by Edd Straw

14  **4/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-04
Start: 13th. DNF
Hero in Japan, zero in Korea. It's all well and good to complain about yellow flags in qualifying, but that doesn't excuse his mistake that put both Jenson Button and Nico Rosberg out of the race. Deservedly given a drive-through penalty, he limped on for a few laps before retiring.

15  **7/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C31-03
Start: 12th. Finish: 11th
Justifiably frustrated to miss Q3 thanks to the Toro Rosso-inspired yellow flags. His race pace deserved better than 11th place, with a very costly delay on release from the pits leaving him up against it. But his wild moment at Turn 1, in which he dinged the rear of Hulkenberg, was worrying.

16  **9/10**
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-04
Start: 21st. Finish: 9th
Another very good weekend's work for the Aussie, whose Saturday driveshaft problem cost him a final qualifying run and gave him a five-place grid penalty. Was consistently quick in the race but a braking problem in the closing stages, which caused him to go off at Turn 3, allowed Vergne past.

17  **9/10**
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-03
Start: 16th. Finish: 8th
The Frenchman hailed the race his best in F1, with good reason. Qualifying was again an Achilles' Heel, missing an open goal to beat his teammate. But on raw pace it was nip and tuck between the pair. Pulled off some good passes and defended superbly against Hamilton late on.

18  **7/10**
Event rating

PASTOR MALDONADO
Williams-Renault FW34-04
Start: 15th. Finish: 14th
An unhappy man on Saturday afternoon as Williams struggled for pace. That story continued, leaving the team with no choice but to gamble on a one-stopper. It kind of paid off as he made the tyres last superbly in anonymous race. The car just wasn't fast enough to make an impact.

19  **6/10**
Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start: 17th. Finish: 15th
Blamed missing FP1 and wasting FP3 with front wing problems for his exit in Q1, in which he was only 0.4s back from Maldonado. After a great start, debris lodged in his front wing cost him time and he dropped back. Pace was relatively good thereafter, but it was a weekend of bad luck.



Troubled Hamilton frustrates Raikkonen



Vergne pleased Toro Rosso top brass

again and I can be happy once more. Even though it's the best job in the world, I've not been happy in the car, but now it's turned around. I still know how to be quick, and still know how to work with the car."

Raikkonen had comfortably jumped Hamilton after the stops, such as Lewis's deteriorating pace as the tyres again degraded, but Kimi was now a

long way distant from the Ferraris, circulating on his own. Hamilton's compromised pace now brought Romain Grosjean onto his tail. The Lotus driver had been doing everything in his power to stay out of trouble, having jumped onto the Turn 3 run-off area several times rather than fight anyone wheel-to-wheel. He had, however, put a DRS pass on the Force India of Nico Hulkenberg, where his judgement was beautiful.

'Hulk' remained resolutely on his tail, driving a terrific race. Romain came close to losing the car in a big way on the 36th lap, getting onto the grass at the final kink onto the pit straight, in seventh gear at 170mph, but managing to rejoin without damage. But now he was in the awkward situation of being obliged to try to pass the notoriously combative Hamilton, the sort of thing he would normally relish, but not now



All that effort for just one point

when he was under so much scrutiny.

On the 39th lap, up the long back straight and into the extended DRS zone, he pressed the button, the rear-wing flap opened, the Lotus gathered momentum, closed quickly on the McLaren and Grosjean jinked to the left as Hamilton defended the inside. In this awkward situation of half-racing, Grosjean was not then prepared to sit it out wheel-to-wheel around the outside of Turn 3, again taking to the run-off area as Hamilton hung on. As they now raced up to T4, both trying for the inside, so Hulkenberg used his cleaner exit from T3 and his KERS to go past them both, hanging on around the outside of T4 and cutting back ahead of them – eighth to sixth in one ballsy move.

Three laps later and Hamilton's tyres were totally shot, and in he came for the third time, for a used set of super-softs. He came out 10th, just behind the dicing Toro Rossos of Ricciardo and Jean-Eric Vergne.

With 10 laps to go, Vettel's advantage over Webber was out to 10s. Mark was holding Alonso at bay, never allowing him a sniff of the DRS zone, adjusting his speed as necessary while trying to look after that right-front. Vettel's engineer 'Rocky' Rocquelin was on the radio, urging him to drop some speed around the faster turns. They couldn't know for sure the state of Seb's right-front, but they weren't

REPORT KOREAN GP

going to risk it. "We all know how fond Seb is of pumping in a fastest lap near the end," said team chief Christian Horner, "and I'd told Rocky he had to be on top of him, he had to be all over him, that he couldn't allow him to do that. Then Mark goes and pops one in!"

The last few laps were tense. When a tyre uses up all the tread and goes through to the core, its performance loss is massive and instant. Vettel was more than aware of this, and just kept up his rhythm while minimising steering input, Webber the same.

A few laps from the end the Astroturf on the exit of Turn 13 became dislodged and was collected by Hamilton's car, a great flailing section of it flapping down the McLaren's sidepod and under the floor, trapped by the turning vane at the front. "It meant the diffuser was essentially switched off," explained technical boss Paddy Lowe, "and he was driving with almost no rear aero grip." As Vergne made a DRS pass on Ricciardo for eighth, Hamilton was unable to join in their battle and for the last two laps had his hands full fending off a resurgent Perez, a job he just managed to accomplish. "That was the hardest-fought point I can recall in all of McLaren's history," said Whitmarsh afterwards.

Similarly, Vettel's win from Webber was perhaps the tensest in Red Bull's history. But it was a great way to pay back all that midnight oil. ☘



The overall winner, and Class B winner

20  **6/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-3
Start: 19th. Finish: 17th
A solid weekend, but one in which he was shaded by his Russian team-mate in both qualifying and the race. Was locked in a close battle with Petrov for much of the race and the gap between the pair at the flag wasn't representative of how tight their fight was.

21  **8/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-2
Start: 18th. Finish: 16th
Did a better job than his team-mate in qualifying without the luxury of a preparatory run on soft rubber after opting for two, rather than three, runs. Carried that form into the race, leading home Kovalainen by 10 seconds after a tight battle. One of his best weekends of the year.

22  **5/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 22nd. DNF
Didn't seem to have the same pace as Karthikeyan and might have been vulnerable in qualifying had his team-mate not hit trouble. Passed by NK early on but repassed him before hitting trouble with the throttle, putting him out. Up to that point, his race pace had been respectable.

23  **5/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-03
Start: 23rd. Finish: 20th
Saturday practice suggested he had the legs of de la Rosa, his lap on harder rubber eclipsing what the Spaniard managed in qualifying. Had no chance to repeat that in the afternoon as his (skimmed, not new) front-right brake disc broke. Lonely race on one-stop strategy.

24  **8/10**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-01
Start: 20th. Finish: 18th
Admitted to a mistake costing him a few tenths in qualifying, but given the gulf to the Caterhams it made no difference to position. Took fight to the Caterhams in the race. The 10.613s gap to Kovalainen at the flag doesn't do justice to just how hard a time he gave the Finn.

25  **7/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start: 24th. Finish: 19th
For the fifth time in 16 races, he outqualified Glock, a better qualifying record than either of his predecessors in the team's second car. Grid penalty for breaking out a ninth engine of the season meant he was always playing catch-up after losing time behind the HRTs.

Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola outline some of the changes made by Ferrari, Lotus, Red Bull and Williams for the 16th grand prix of the year at Korean venue Yeongam

RED BULL TRIES NEW PAIR OF SHORTS

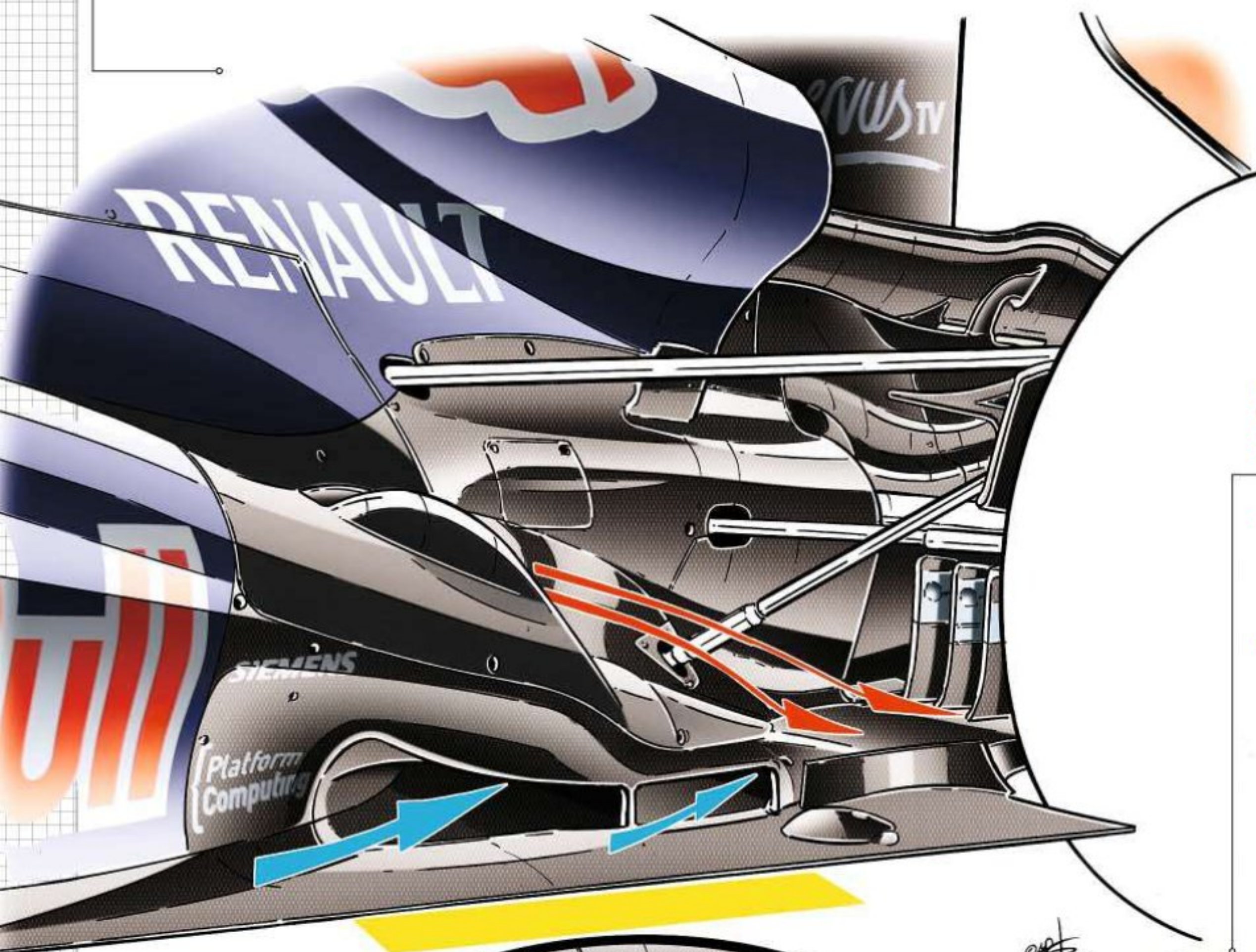
→ Red Bull's development of RB8 continues apace. A new, shorter sidepod profile was introduced, giving a different Coanda route for the exhaust gases to follow (red arrows). It was fitted to both cars on Friday morning, but Sebastian Vettel, who was unhappy with the diffuser-stall characteristics that resulted, reverted

to the older type in the afternoon. Both cars then continued with the new layout from Saturday onwards.

GARY ANDERSON: There is more Coke-bottle profile and less blockage with the new version and also less ducting of flow into the diffuser sides. The double DRS has allowed Red Bull to re-configure the sidepod layout. You have more blockage

with the old one so the inherent airflow over the top of the diffuser is altered - because it's taking more air into the duct. The short one is a higher downforce-producing device that will also give more diffuser stall - in conjunction with the new double DRS system. You would need a bit of research to get the diffuser to stall at the

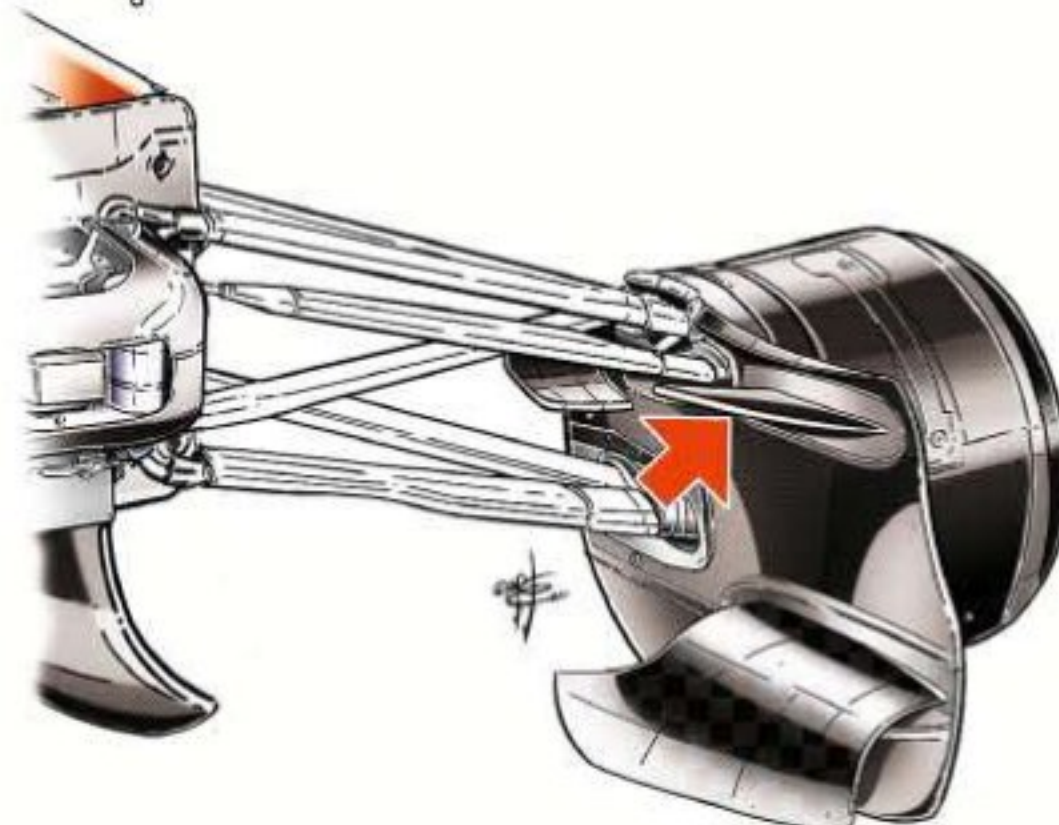
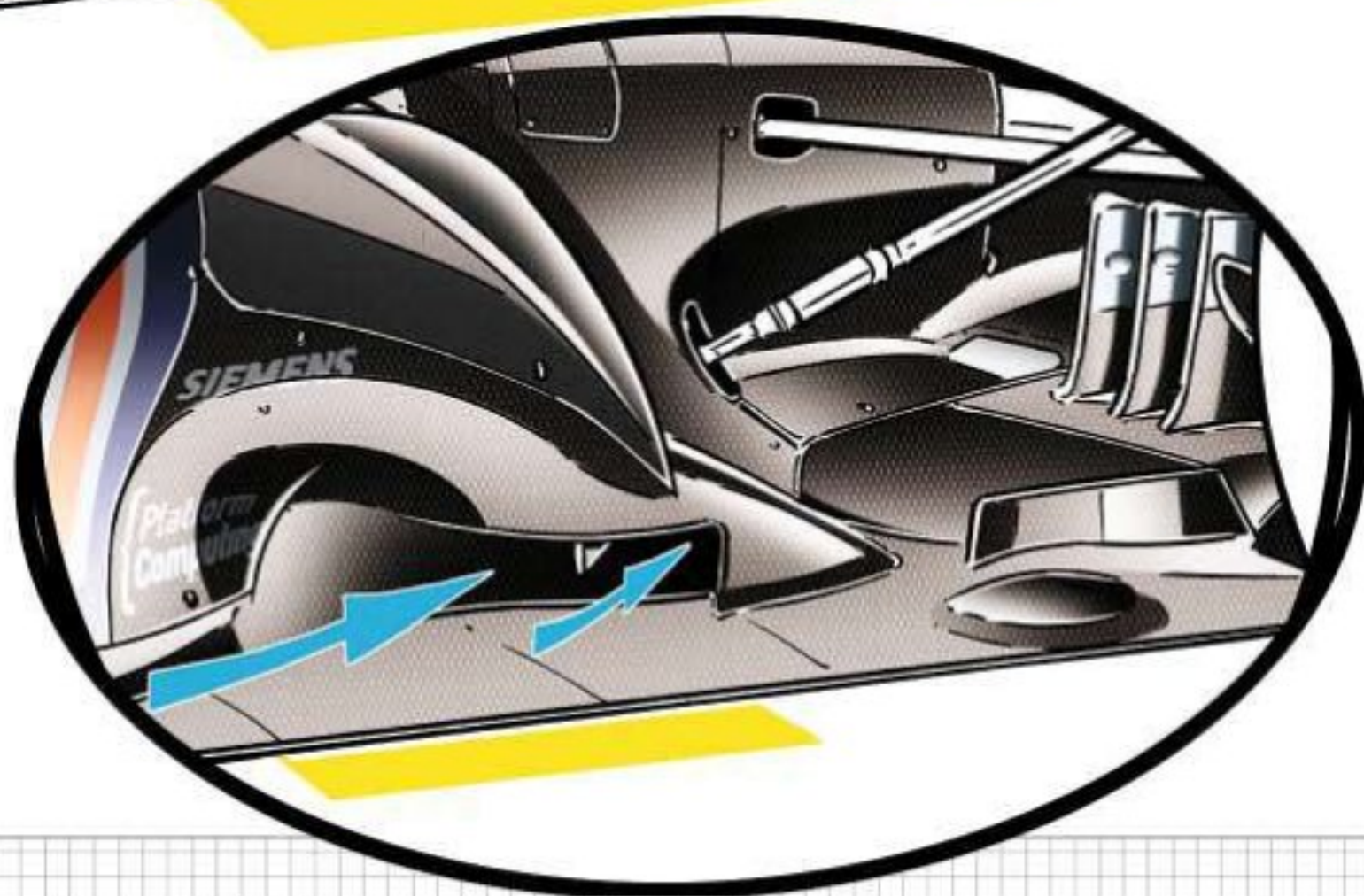
rideheight you want. Most of these diffusers stall at around 20-25mm rear rideheight - but that's a big range when even 1mm can be critical. The new set-up would allow you to stall the diffuser earlier and give you more flow over it in normal use - and could take more advantage of double DRS. The old one would be a more benign package.



FERRARI DUCTS: YOU'RE SO VANE

→ Although Ferrari's development seems to have stalled slightly in the past two races, there was an additional vane on the front brake duct (arrowed) at Korea.

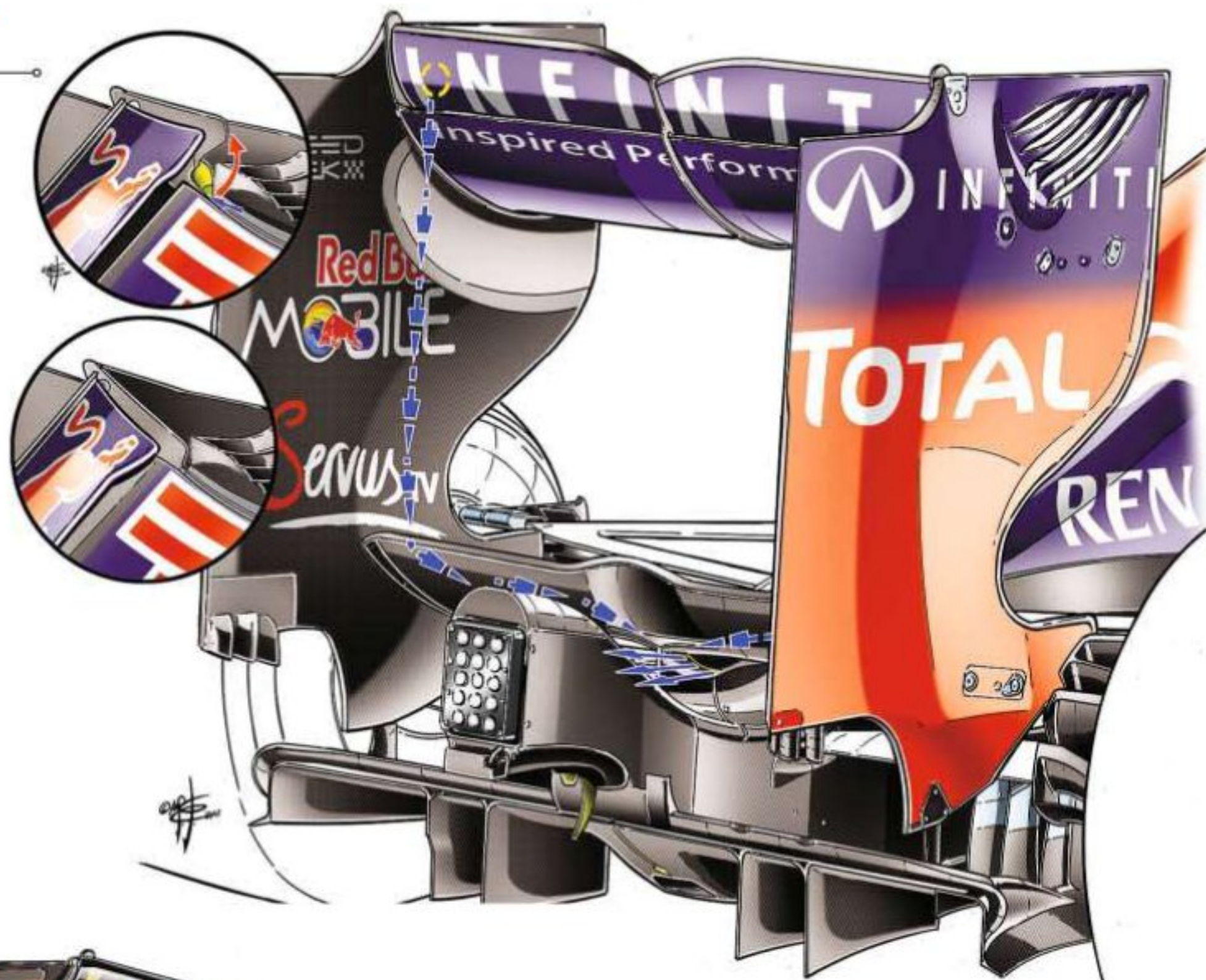
GARY ANDERSON: At the upper height you're allowed for the brake duct, the airflow starts to go over the top of the tyre, while below that it will start to go around the tyre. In that area between it going around and going up, there's a bit of airflow trying to go up at an angle (especially when the wheels are steered). The addition of this vane helps to keep the two flows apart.



RED BULL'S TRIPLE WHAMMY

➔ The double DRS system introduced by Red Bull in Singapore and used ever since takes air from the inner faces of the endplate when the DRS flap is open (see inset above with yellow area showing inlet hole and below with DRS flap closed) and feeds it down through hollows in the endplate to an outlet in the centre of the lower beam wing, thereby stalling it and reducing drag. It is believed that this in turn then stalls the diffuser, giving a three-stage drag reduction whenever the DRS flap is operated.

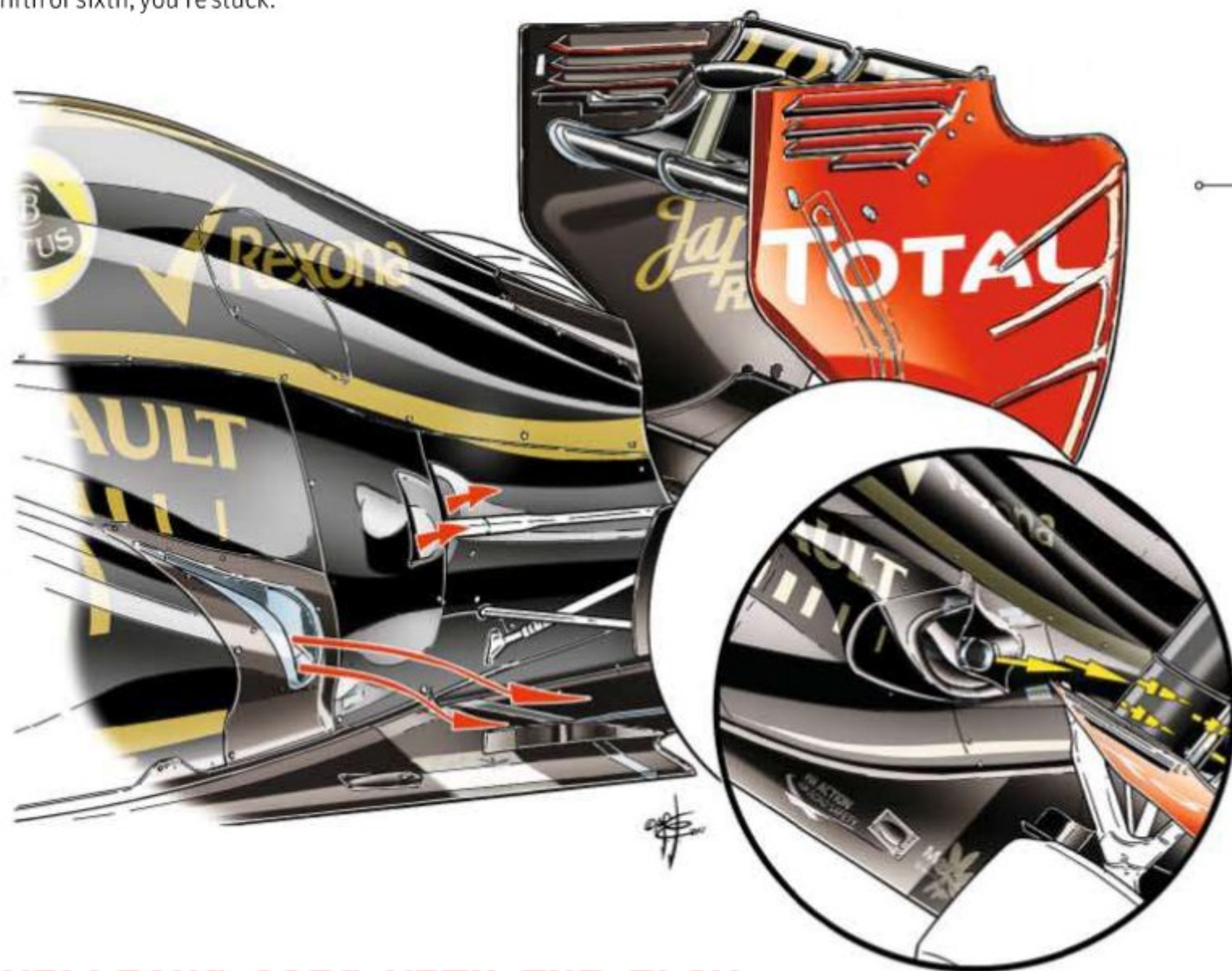
GARY ANDERSON: Where it takes the inlet is just as with the Mercedes system: open the DRS and a hole is uncovered. The low pressure at the centre section of the beam wing means that it will suck air down the endplates to the beam wing and spoil the performance of the beam wing's centre section. That should then help with the stalling of the central part of the diffuser. It allows Red Bull to run more downforce, get the tyres working better in qualifying, and then use this to mitigate the effects on straightline speed. But it does mean you have to qualify at the front and gear the car for speed off the corner rather than for the DRS zone. If you qualify fifth or sixth, you're stuck.



LOTUS ADDS EXTRA PUFF

➔ Lotus introduced its Coanda exhaust on Kimi Raikkonen's car (inset pic shows old arrangement). Although the more complex exhaust routing costs about 12-13bhp, slow-corner aero performance has been enhanced by exhaust-boosted airflow over the rear brake ducts and around the diffuser sides.

GARY ANDERSON: It's a neat solution, with little change to the sidepod profile. There's not much bulge necessary – in contrast, say, to the Ferrari one. The exhaust is pointed inside the rear tyre, getting the flow from the exhaust flow go into the area over the brake duct vanes. Higher-speed airflow to that surface works the brake duct surfaces a lot harder, creating more downforce directly on the wheel while preventing air leaking under the floor to the sides of the diffuser. But Lotus will have developed the brake ducts around the old system – so there's probably more to be got from it by optimising the ducts to the new system.

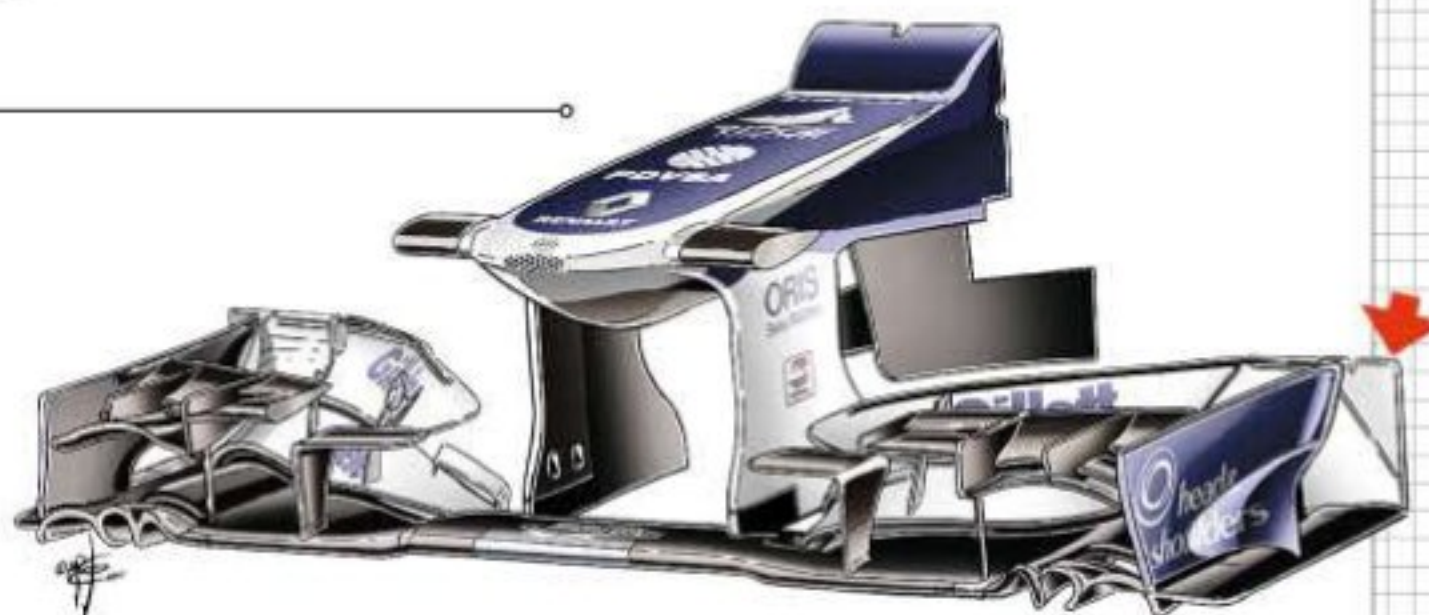


WILLIAMS GOES WITH THE FLOW

➔ Williams made small changes to the outer section of its highly complex front wing.

GARY ANDERSON: The team made slight modifications to the forward upper element, moving the separation splitter and also making it a bit bigger. Both sides are more or less the same size now. It's an important area to get working in conjunction with the flow to the top of the tyre. It reduces the lift on top of the front tyre, which

is very significant. The airflow separates around the front tyre up to about the 10 o'clock position, if you're looking at it from in front, and then tries to go over the top, creating a bit of lift. So you use this part of the wing to control that flow and reduce that lift, as well as creating a bit of downforce in its own right.



KOREAN GP RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m39.148s
2	ALONSO	1m39.450s
3	WEBBER	1m39.575s
4	MASSA	1m39.854s
5	VETTEL	1m40.088s
6	SCHUMACHER	1m40.221s
7	ROSBERG	1m40.396s
8	GROSJEAN	1m40.422s
9	DI RESTA	1m40.440s
10	BUTTON	1m40.480s
11	RAIKKONEN	1m40.929s
12	MALDONADO	1m41.048s
13	BIANCHI	1m41.140s
14	KOBAYASHI	1m41.220s
15	PEREZ	1m41.514s
16	RICCIARDO	1m41.596s
17	VERGNE	1m42.021s
18	BOTTAS	1m42.027s
19	KOVALAINEN	1m42.104s
20	GLOCK	1m42.175s
21	PIC	1m42.706s
22	VAN DER GARDE	1m42.820s
23	DE LA ROSA	1m44.517s
24	CLOS	1m45.735s

Weather: dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m38.832s
2	WEBBER	1m38.864s
3	ALONSO	1m39.160s
4	BUTTON	1m39.219s
5	SCHUMACHER	1m39.330s
6	MASSA	1m39.422s
7	ROSBERG	1m39.584s
8	HAMILTON	1m39.717s
9	HULKENBERG	1m39.739s
10	RAIKKONEN	1m39.839s
11	GROSJEAN	1m39.957s
12	SENNA	1m40.089s
13	DI RESTA	1m40.112s
14	KOBAYASHI	1m40.445s
15	PEREZ	1m40.745s
16	VERGNE	1m40.789s
17	RICCIARDO	1m40.997s
18	MALDONADO	1m41.200s
19	KOVALAINEN	1m41.602s
20	GLOCK	1m42.596s
21	PIC	1m43.066s
22	PETROV	1m43.067s
23	KARTHIKEYAN	1m43.869s
24	DE LA ROSA	1m44.533s

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m37.642s
2	HAMILTON	1m38.169s
3	BUTTON	1m38.511s
4	GROSJEAN	1m38.582s
5	RAIKKONEN	1m38.666s
6	ALONSO	1m38.705s
7	WEBBER	1m38.766s
8	MASSA	1m38.791s
9	MALDONADO	1m38.833s
10	HULKENBERG	1m38.932s
11	PEREZ	1m38.954s
12	ROSBERG	1m39.010s
13	SCHUMACHER	1m39.150s
14	DI RESTA	1m39.156s
15	KOBAYASHI	1m39.345s
16	VERGNE	1m39.448s
17	RICCIARDO	1m39.537s
18	SENNA	1m39.706s
19	PETROV	1m41.114s
20	KOVALAINEN	1m41.437s
21	PIC	1m41.684s
22	GLOCK	1m42.062s
23	KARTHIKEYAN	1m42.845s
24	DE LA ROSA	1m42.882s

Weather: dry

FRIDAY TESTERS



1 JULES BIANCHI

FORCE INDIA 1m41.140s



2 VALTTERI BOTTAS

WILLIAMS 1m42.027s



3 GIEDO VAN DER GARDE

CATERHAM 1m42.820s



4 DANI CLOS

HRT 1m45.735s

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m38.397s (2)	1m38.220s (4)	1m37.242s
2	VETTEL	1m38.208s (1)	1m37.767s (1)	1m37.316s
3	HAMILTON	1m39.180s (17)	1m38.000s (3)	1m37.469s
4	ALONSO	1m39.144s (16)	1m37.987s (2)	1m37.534s
5	RAIKKONEN	1m38.887s (10)	1m38.227s (5)	1m37.625s
6	MASSA	1m38.937s (11)	1m38.253s (6)	1m37.884s
7	GROSJEAN	1m38.863s (9)	1m38.275s (7)	1m37.934s
8	HULKENBERG	1m38.981s (13)	1m38.428s (9)	1m38.266s
9	ROSBERG	1m38.999s (14)	1m38.417s (8)	1m38.361s
10	SCHUMACHER	1m38.808s (8)	1m38.436s (10)	1m38.513s
11	BUTTON	1m38.615s (3)	1m38.441s	-
12	PEREZ	1m38.630s (4)	1m38.460s	-
13	KOBAYASHI	1m38.719s (5)	1m38.594s	-
14	DI RESTA	1m38.942s (12)	1m38.643s	-
15	MALDONADO	1m39.024s (15)	1m38.725s	-
16	RICCIARDO	1m38.784s (7)	1m39.084s	-
17	VERGNE	1m38.744s (6)	1m39.340s	-
18	SENNA	1m39.443s	-	-
19	PETROV	1m40.207s	-	-
20	KOVALAINEN	1m40.333s	-	-
21	PIC	1m41.317s	-	-
22	GLOCK	1m41.371s	-	-
23	DE LA ROSA	1m42.881s	-	-
24	KARTHIKEYAN	no time	-	-

Weather: dry

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	9	7	WEBBER
BUTTON	4	12	HAMILTON
ALONSO	15	1	MASSA
SCHUMACHER	9	7	ROSBERG
RAIKKONEN	7	9	GROSJEAN/D'AMB
DI RESTA	8	8	HULKENBERG
KOBAYASHI	10	6	PEREZ
RICCIARDO	13	3	VERGNE
MALDONADO	14	2	SENNA
KOVALAINEN	13	3	PETROV
DE LA ROSA	15	1	KARTHIKEYAN
GLOCK	10	5	PIC



THE GRID

2 VETTEL RED BULL 1m37.316s Supersoft	1 WEBBER RED BULL 1m37.242s Supersoft
4 ALONSO FERRARI 1m37.534s Supersoft	3 HAMILTON McLAREN 1m37.469s Supersoft
6 MASSA FERRARI 1m37.884s Supersoft	5 RAIKKONEN LOTUS 1m37.625s Supersoft
8 HULKENBERG FORCE INDIA 1m38.266s Supersoft	7 GROSJEAN LOTUS 1m37.934s Supersoft
10 SCHUMACHER MERCEDES 1m38.513s Supersoft	9 ROSBERG MERCEDES 1m38.361s Supersoft
12 PEREZ SAUBER 1m38.460s Soft	11 BUTTON McLAREN 1m38.441s Soft
14 DI RESTA FORCE INDIA 1m38.643s Soft	13 KOBAYASHI SAUBER 1m38.594s Soft
16 VERGNE TORO ROSSO 1m39.340s Soft	15 MALDONADO WILLIAMS 1m38.725s Supersoft
18 PETROV CATERHAM 1m40.207s Supersoft	17 SENNA WILLIAMS 1m39.443s Supersoft
20 GLOCK MARUSSIA 1m41.371s Supersoft	19 KOVALAINEN CATERHAM 1m40.333s Supersoft
22 DE LA ROSA HRT 1m42.881s Soft	21 RICCIARDO TORO ROSSO 1m39.084s* Supersoft
24 PIC MARUSSIA 1m41.317s** Supersoft	23 KARTHIKEYAN HRT no time Supersoft

*5-PLACE GRID PENALTY; ** 10-PLACE PENALTY

THE RACE: 55 laps, 191.783 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	SEBASTIAN VETTEL	RED BULL-RENAULT	55	1h36m28.651s	1m42.499s	2	39.631s	2
2	MARK WEBBER	RED BULL-RENAULT	55	+8.231s	1m42.037s	2	39.427s	1
3	FERNANDO ALONSO	FERRARI	55	+13.944s	1m42.442s	2	40.020s	4
4	FELIPE MASSA	FERRARI	55	+20.168s	1m42.242s	2	41.462s	6
5	KIMI RAIKKONEN	LOTUS-RENAULT	55	+36.739s	1m42.822s	2	41.223s	5
6	NICO HULKENBERG	FORCE INDIA-MERCEDES	55	+45.301s	1m42.645s	2	43.107s	8
7	ROMAIN GROSJEAN	LOTUS-RENAULT	55	+54.812s	1m42.783s	2	42.616s	7
8	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	55	+1m09.589s	1m42.721s	2	42.053s	16
9	DANIEL RICCIARDO	TORO ROSSO-FERRARI	55	+1m11.787s	1m43.148s	2	40.955s	21
10	LEWIS HAMILTON	McLAREN-MERCEDES	55	+1m19.692s	1m42.721s	3	59.862s	3
11	SERGIO PEREZ	SAUBER-FERRARI	55	+1m20.062s	1m42.495s	2	45.175s	12
12	PAUL DI RESTA	FORCE INDIA-MERCEDES	55	+1m24.448s	1m43.517s	2	41.023s	14
13	MICHAEL SCHUMACHER	MERCEDES	55	+1m29.241s	1m43.184s	2	40.363s	10
14	PASTOR MALDONADO	WILLIAMS-RENAULT	55	+1m34.924s	1m42.679s	1	21.137s	15
15	BRUNO SENNA	WILLIAMS-RENAULT	55	+1m36.902s	1m43.411s	2	44.699s	17
16	VITALY PETROV	CATERHAM-RENAULT	54	-1 lap	1m45.013s	2	43.859s	18
17	HEIKKI KOVALAINEN	CATERHAM-RENAULT	54	-1 lap	1m44.955s	2	43.385s	19
18	TIMO GLOCK	MARUSSIA-COSWORTH	54	-1 lap	1m45.236s	2	42.828s	20
19	CHARLES PIC	MARUSSIA-COSWORTH	53	-2 laps	1m44.462s	2	43.321s	24
20	NARAIN KARTHIKEYAN	HRT-COSWORTH	53	-2 laps	1m47.068s	1	22.749s	23
R	PEDRO DE LA ROSA	HRT-COSWORTH	16	throttle	1m49.861s	0	-	22
R	KAMUI KOBAYASHI	SAUBER-FERRARI	16	acc damage	1m47.066s	0	-	13
R	NICO ROSBERG	MERCEDES	1	accident	-	0	-	9
R	JENSON BUTTON	McLAREN-MERCEDES	0	accident	-	0	-	11

Weather: dry. Winner's average speed: 119.270mph. Fastest lap: Mark WEBBER 1m42.037s (123.102mph) on lap 54.
Lap leaders: 1-55 Vettel

DRIVERS' STANDINGS

DRIVER		STANDINGS																				
POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	USA	BR
1	VETTEL	215	2 nd	11 th	5 th	1 st	6 th	4 th	4 th	ret	3 rd	5 th	4 th	2 nd	ret	1 st	1 st	1 st				
2	ALONSO	209	5 th	1 st	9 th	7 th	2 nd	3 rd	5 th	1 st	2 nd	1 st	5 th	ret	3 rd	3 rd	ret	3 rd				
3	RAIKKONEN	167	7 th	5 th	14 th	2 nd	3 rd	9 th	8 th	2 nd	5 th	3 rd	2 nd	3 rd	5 th	6 th	6 th	5 th				
4	HAMILTON	153	3 rd	3 rd	3 rd	8 th	8 th	5 th	1 st	19 th	8 th	ret	1 st	ret	1 st	ret	5 th	10 th				
5	WEBBER	152	4 th	4 th	4 th	4 th	11 th	1 st	7 th	4 th	1 st	8 th	8 th	6 th	ret	11 th	9 th	2 nd				
6	BUTTON	131	1 st	14 th	2 nd	18 th	9 th	16 th	16 th	8 th	10 th	2 nd	6 th	1 st	ret	2 nd	4 th	ret				
7	ROSBERG	93	12 th	13 th	1 st	5 th	7 th	2 nd	6 th	6 th	15 th	10 th	10 th	11 th	7 th	5 th	ret	ret				
8	GROSJEAN	88	ret	ret	6 th	3 rd	4 th	ret	2 nd	ret	6 th	18 th	3 rd	ret	-	7 th	19 th	7 th				
9	MASSA	81	ret	15 th	13 th	9 th	15 th	6 th	10 th	16 th	4 th	12 th	9 th	5 th	4 th	8 th	2 nd	4 th				
10	PEREZ	66	8 th	2 nd	11 th	11 th	ret	11 th	3 rd	9 th	ret	6 th	14 th	ret	2 nd	10 th	ret	11 th				
11	KOBAYASHI	50	6 th	ret	10 th	13 th	5 th	ret	9 th	ret	11 th	4 th	18 th	13 th	9 th	13 th	3 rd	ret				
12	HULKENBERG	45	ret	9 th	15 th	12 th	10 th	8 th	12 th	5 th	12 th	9 th	11 th	4 th	ret	14 th	7 th	6 th				
13	DI RESTA	44	10 th	7 th	12 th	6 th	14 th	7 th	11 th	7 th	ret	11 th	12 th	10 th	8 th	4 th	12 th	12 th				
14	SCHUMACHER	43	ret	10 th	ret	10 th	ret	ret	ret	3 rd	7 th	7 th	ret	7 th	6 th	ret	11 th	13 th				
15	MALDONADO	33	13 th	19 th	8 th	ret	1 st	ret	13 th	12 th	16 th	15 th	13 th	ret	11 th	ret	8 th	14 th				
16	SENNA	25	16 th	6 th	7 th	22 nd	ret	10 th	17 th	10 th	9 th	17 th	7 th	12 th	10 th	ret	14 th	15 th				
17	VERGNE	12	11 th	8 th	16 th	14 th	12 th	12 th	15 th	ret	14 th	14 th	16 th	8 th	ret	ret	13 th	8 th				
18	RICCIARDO	9	9 th	12 th	17 th	15 th	13 th	ret	14 th	11 th	13 th	13 th	15 th	9 th	12 th	9 th	10 th	9 th				
19	GLOCK	0	14 th	17 th	19 th	19 th	18 th	14 th	ret	dns	18 th	22 nd	21 st	15 th	17 th	12 th	16 th	18 th				
20	KOVALAINEN	0	ret	18 th	23 rd	17 th	16 th	13 th	18 th	14 th	17 th	19 th	17 th	17 th	14 th	15 th	15 th	17 th				
21	PETROV	0	ret	16 th	18 th	16 th	17 th	ret	19 th	13 th	dns	16 th	19 th	14 th	15 th	19 th	17 th	16 th				
22	D'AMBROSIO	0	-	-	-	-	-	-	-	-	-	-	-	-	13 th	-	-	-				
23	PIC	0	15 th	20 th	20 th	ret	ret	ret	20 th	15 th	19 th	20 th	20 th	16 th	16 th	16 th	ret	19 th				
24	KARTHIKEYAN	0	dnq	22 nd	22 nd	21 st	ret	15 th	20 th	18 th	21 st	23 rd	ret	ret	19 th	ret	ret	20 th				
25	DE LA ROSA	0	dnq	21 st	21 st	20 th	19 th	ret	ret	17 th	20 th	21 st	22 nd	18 th	18 th	17 th	ret	ret				



CONSTRUCTORS' STANDINGS

[illegible]

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	
Soft	Soft	Supersoft	
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	Supersoft
Soft	Supersoft	Soft	
Soft	Supersoft	Soft	
Supersoft	Soft	Soft	
Supersoft	Soft		
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	
Supersoft	Soft	Supersoft	
Supersoft	Soft	Supersoft	
Supersoft	Soft		
Soft	dnf		
Soft	dnf		
Supersoft	dnf		
Soft	dnf		

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

SECTOR 1 TIMES

POS	DRIVER	TIME
1	VERGNE	35.490s
2	HAMILTON	35.493s
3	HULKENBERG	35.531s
4	DI RESTA	35.582s
5	ALONSO	35.603s
6	SENNA	35.617s
7	MASSA	35.642s
8	VETTEL	35.671s
9	PEREZ	35.694s
10	WEBBER	35.767s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	VETTEL	45.052s
2	ALONSO	45.054s
3	PEREZ	45.098s
4	WEBBER	45.101s
5	GROSJEAN	45.141s
6	MASSA	45.170s
7	VERGNE	45.216s
8	RAIKKONEN	45.218s
9	HAMILTON	45.300s
10	HULKENBERG	45.329s

SECTOR 3 TIMES

POS	DRIVER	TIME
1	VETTEL	21.023s
2	WEBBER	21.112s
3	MALDONADO	21.259s
4	MASSA	21.320s
5	ALONSO	21.394s
6	PEREZ	21.435s
7	RICCIARDO	21.537s
8	HAMILTON	21.541s
9	SENNA	21.586s
10	GROSJEAN	21.601s

MAX SPEEDS (MPH)

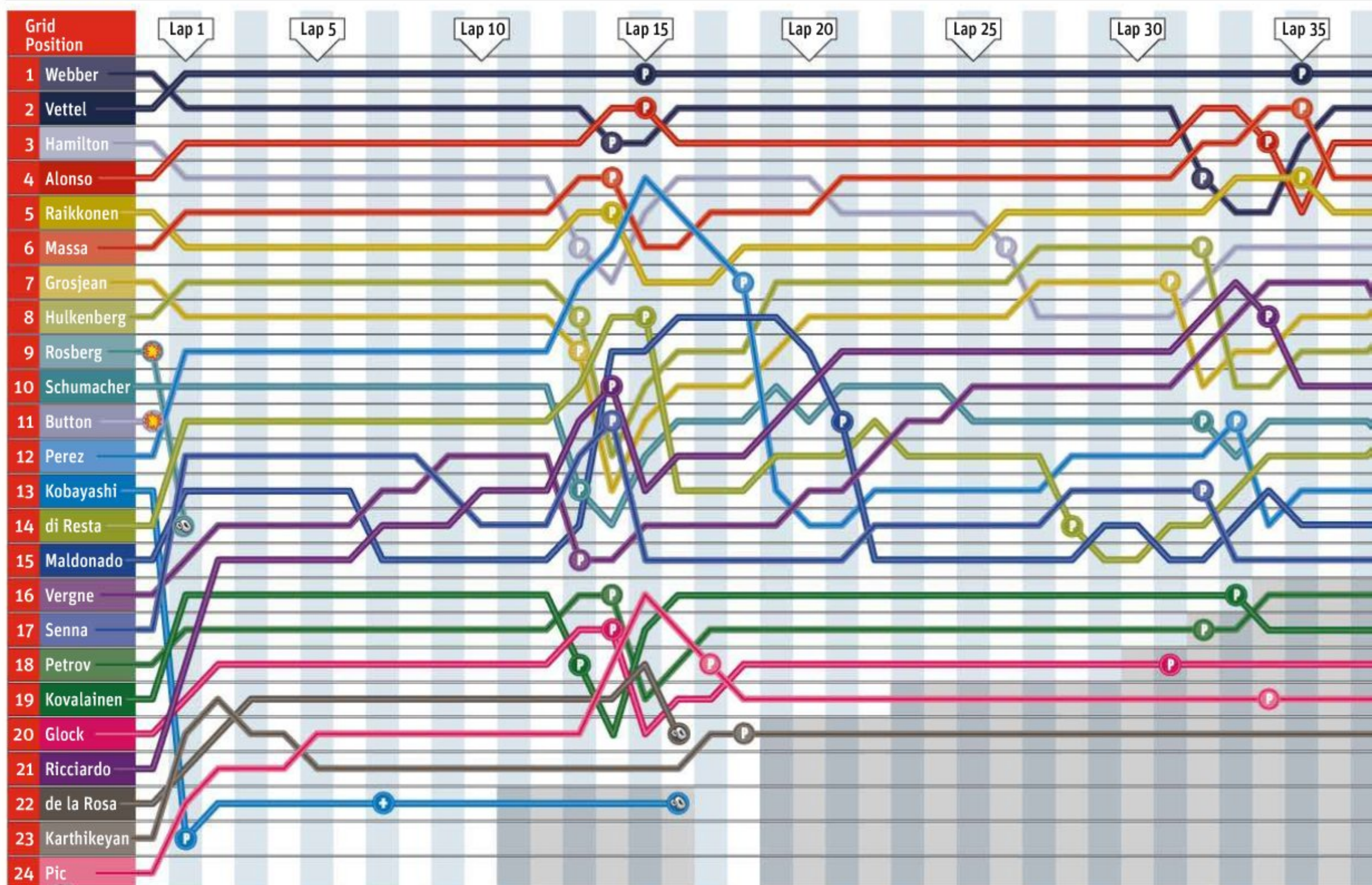
POS	DRIVER	SPEED
1	VERGNE	201.6
2	RICCIARDO	198.2
3	PEREZ	196.9
4	GROSJEAN	195.4
5	SENNA	195.4
6	MASSA	195.2
7	GLOCK	195.1
8	HAMILTON	194.7
9	DI RESTA	194.7
10	HULKENBERG	194.7



FOR IN-DEPTH F1 RESULTS **FORIX**

KOREAN GP THE FINAL WORDS

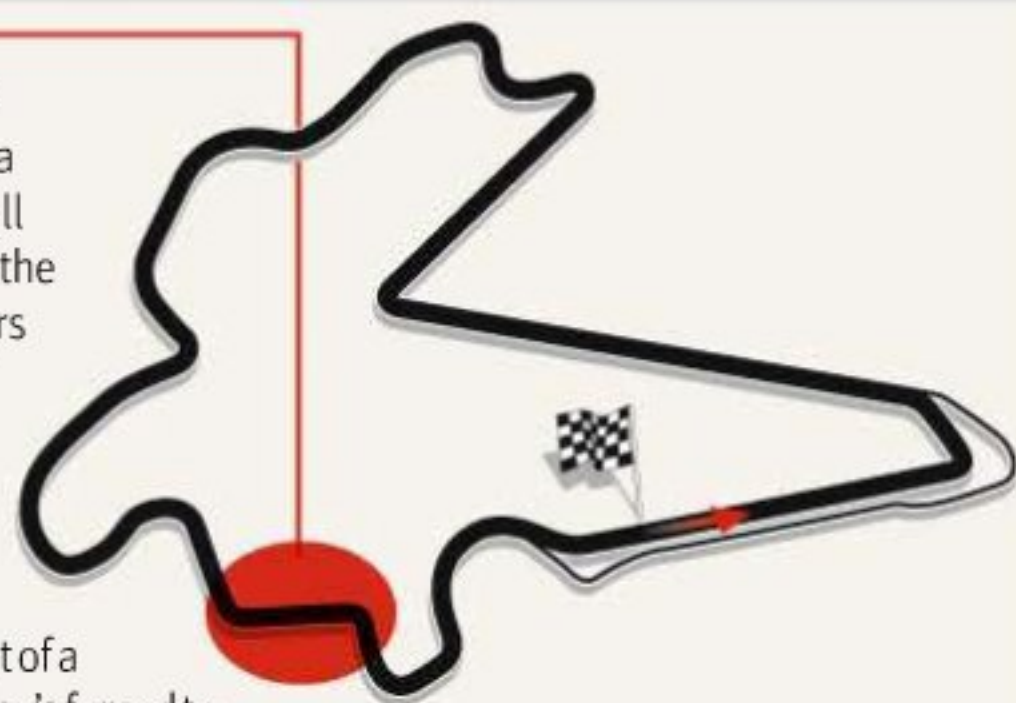
THE RACE: LAP BY LAP



TRACKSIDE VIEW

MARK HUGHES
GRAND PRIX EDITOR

As the pace of the session builds to a final crescendo, all the drivers who've sat in the garages waiting for others to clean a track virtually unused since last year, now want their space. It's getting frustrating for some: Mark Webber's put 80 per cent of a good lap together when he's forced to abort; team-mate Sebastian Vettel is trying to find space ahead of him to begin his own, but has been delayed by a Marussia doing the same. Jenson Button, attentive on his out-lap, pulls sharply to the side of the track between turns 14 and 15 and almost stops, to allow the other McLaren of Lewis Hamilton free passage – no disrespect there, then. Within the group to find some clear space, the variation through this sequence is extensive. Some are forced to take the left-hander of 14 from a shallow angle, half-way across the track, so long has it taken them to get



13 finished. Others compromise the entry of 13 to get a wide arc for 14, Jules Bianchi in the Force India the most extreme. Felipe Massa confidently hangs the Ferrari's left rear over the white line that marks the edge of the track, yet somehow wrestles the car across to almost the far right for the approach to 14. Romain Grosjean greedily asks for two downchanges and an aggressive turn-in to 14 and gets slapped – the Lotus snapping into an irritation of oversteer. Next lap through he makes the second downshift slightly earlier and it purrs through unflustered.

THURSDAY

1430 Kamui Kobayashi admits that he is surprised that he needs to find sponsorship to stay at Sauber next year.

1503 Romain Grosjean says that he apologised to Mark Webber after the Japanese GP for taking him out on lap one.

1506 Sebastian Vettel aims to keep up his momentum towards the championship in Korea: "We know this circuit should be good for us."



1515 Fernando Alonso refuses to discount Lewis Hamilton as a title contender: "If we see their form from before Japan, there is still plenty of time."

1611 Felipe Massa hints his Ferrari future is already secure: "I don't think the result of this race will be important for my future."

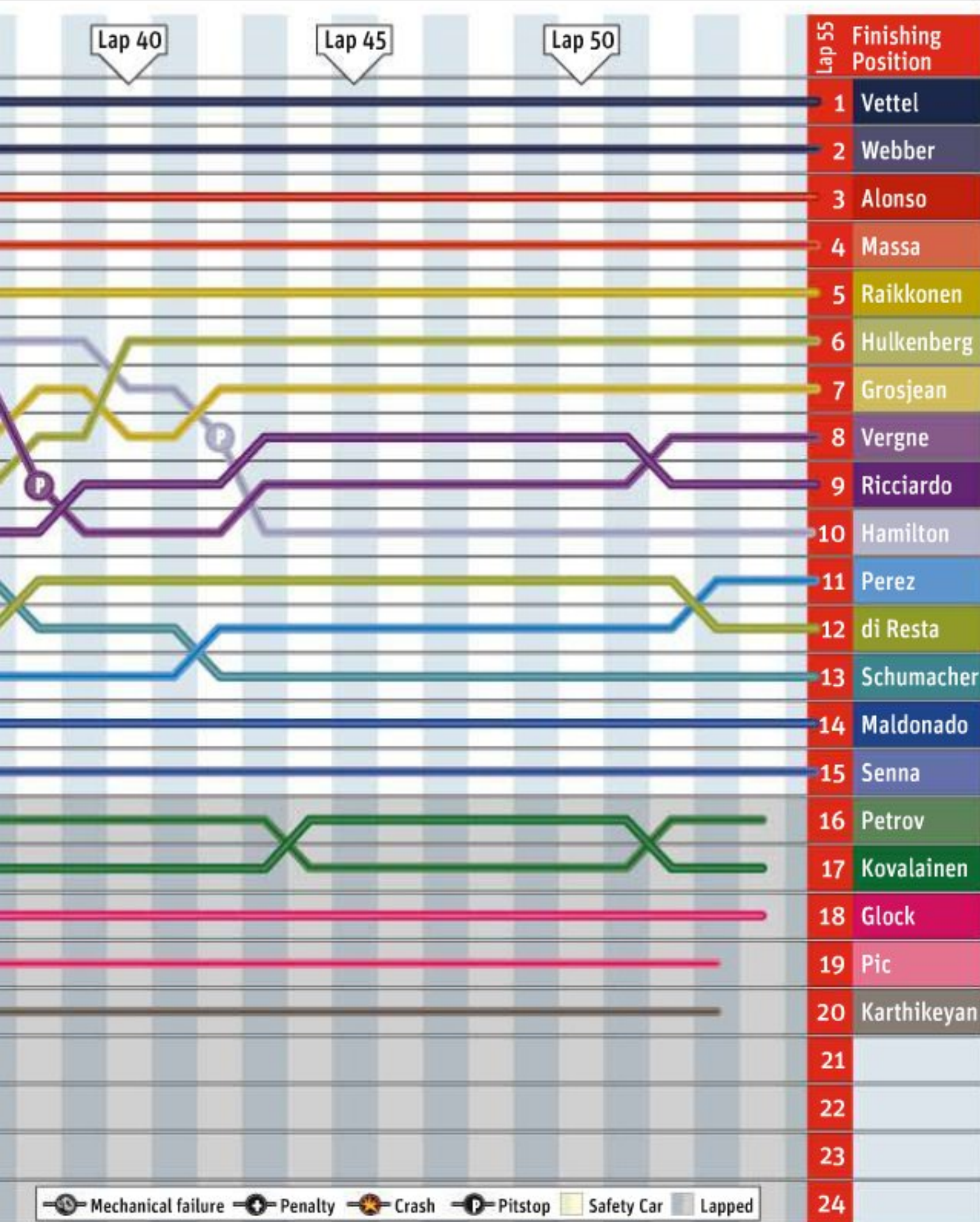
1648 Kimi Raikkonen insists he doesn't care where he finishes in the world championship if he doesn't win it: "It doesn't matter if I'm second or 10th."

1743 Lewis Hamilton reveals that a rear suspension problem was to blame for his Suzuka struggles: "There was just a part that helps the balance and when you set it up it should react in one way but it didn't do that."

2114 @SChecoPerez [pic, right]: "Dinner with all the drivers in Korea. Good fun"

2234 @realTimoGlock: "Good stories at the GPDA dinner lot to laugh"





GRAND PRIX DIGEST

The weekend in a nutshell - on-track incidents, team radio and tweets that you might have missed...

SATURDAY

- 1132** Fernando Alonso has a huge lock-up at Turn 1 during FP3.
- 1407** **Karthikeyan suffers a wild spin at Turn 3 in Q1:** "I lost the brake completely, no pedal, the brake went to the floor."
- 1421** Lewis Hamilton is almost knocked out in Q1 by forgoing a supersoft run. He's saved by Bruno Senna aborting his last lap.
- 1442** Daniel Ricciardo suffers a driveshaft problem, compromising many in Q2. The team has to break the seals on his gearbox, so he gets a grid penalty.
- 1445** **Jenson Button's engineer:** "I'm afraid, JB, we are P11, P11."
- 1500** **Vettel to engineer Rocquelin:** "Why did you not tell me about Massa?" **Rocky:** "What was I supposed to say? He was on a timed lap."
- 1510** Mark Webber describes his qualifying lap as "near perfect".
- 1549** Mercedes is fined €10,000 for an unsafe release of Michael Schumacher in the pitlane in front of Lewis Hamilton in Q3.
- 1723** **@alo_official:** "Good qualy today for us!! Now preparations for the race, strategy, simulations and usual routine for a saturday..."
- 1733** **@BSenna:** "Missing on FP1 yesterday and having big front wing problems today in FP3 put us in a very difficult position to set the car up for qualy"
- 1900** **@narainracing [pic, right]:** "Wouldn't want this to happen again at 300kph.. Phew!"
- 

FRIDAY

- 0930** **@JensonButton:** "#RememberingDannyBoy"
- 1103** HRT third driver Dani Clos (left) spins and recovers at the penultimate corner in FP1.
- 1153** Stewards decide not to penalise Nico Rosberg for alleged impeding.
- 1220** **@GvanderGarde:** "I have to say its a nice track! Quite technical.. First run was still a bit dirty and sandy! After that it was ok! Up 2 India #FP1"
- 1441** Sergio Perez's Sauber grinds to a halt with a loss of power. Giampaolo Dall'Ara, head of track engineering, confirms an engine-management gremlin.
- 1453** **Ferrari's Felipe Massa reports:** "We have a problem with the KERS. The KERS doesn't work."
- 1538** Michael Schumacher claims that a top 10 qualifying and race result is on for Mercedes despite struggling in Japan.
- 1621** Lotus technical director James Allison confirms the team is making good progress with its Coanda exhaust and will likely continue to run it.



- 1645** Schumacher (left) hit with a reprimand for impeding both HRT drivers during FP2.
- 1705** Pirelli's Paul Hembery believes a one-stop strategy is an option for Sunday's race, but admits its supersoft is "subjected to the biggest energy loadings" of the season.

SUNDAY

- 1013** **@OfficialSF1Team:** "Last night the F1 team principals came to say cheers on Peter's birthday. It was a surprise, he was touched"
- 1436** **Hulkenberg:** "The car is pulling to the right quite heavily."
- 1503** **Button is forced out after lap-one collision:** "Kobayashi hit me, what an idiot. I don't know what he was thinking."
- 1516** Kobayashi is hit with a drive-through penalty for lap-one crash.
- 1619** Hamilton picks up a large piece of artificial grass at the exit of Turn 13. It trails from the right side of his car until the end of the race.
- 1636** **Vettel gets a warning about abusing his tyres:** "Sebastian, we are quite worried...You will not know when it's too late."
- 1657** Hamilton concedes that he can no longer win the title. "I think that's it for us," he says. "It's too far away now."
- 1711** **@kamui_kobayashi:** "It was my mistake at start accident sorry for jenson and nice...Also to my team..."
- 1742** Jean-Eric Vergne (right) labels his drive to eighth place the best of his F1 career. "I am really, really happy," he says.
- 1859** **@danielricciardo:** "Mixed emotions. Was a great race for us. Got struck by a brake problem 10 laps from the end, cost me 8th"



TIME TO DEBUNK A MYTH

It's all too easy to throw tired clichés about Japanese drivers at Kamui Kobayashi. Despite his first-lap faux pas with Jenson Button in Korea, he's a hard racer battling to keep his F1 career alive, says *EDD STRAW*

Kamui Kobayashi doesn't care much for lazy western stereotypes of the Japanese. The standard procedure concerning any driver hailing from the land of the rising sun is to brand them a 'kamikaze', by characterising them as sporadically quick, aggressive in battle – perhaps too much so – and generally a little flaky. Alliteration means that 'Kamikaze Kobayashi' trips off the tongue as easily as it is unfair.

For the record, before Sunday, the last time he retired from a grand prix as a result of hitting something – as opposed to being hit – was in Singapore two years ago. Hardly the record of the kind of do-or-die merchant that some casually classify Kobayashi as. It's disappointing that this caricature is still powerful a quarter of a century after Satoru Nakajima became the first regular from his nation on the F1 grid.

It's also profoundly unhelpful when it comes to evaluating Kobayashi's ability as a grand prix driver. His maiden podium finish, on merit, in Japan two weeks ago goes some way to proving that.

"Yes, it is frustrating," he agrees when asked about the use of the 'k-word'. "It's very strange. Maybe this is a problem with past drivers from

Japan? I'm quite safe usually. There is a lot of wrong information in the news and it's a surprise, but I can't do anything about it. As I've said many times, I'm not crashing.

"If other drivers say something like that, it's terrible for me. But at the moment I don't think they complain so much. Maybe fans and journalists complain about stupid things and make caricatures and that's fine. But it's wrong and they need to get rid of this idea."

While Kobayashi certainly isn't backward in coming forward during races – particularly in the 2010 season, before the advent of DRS and high-degradation Pirelli rubber made passing more commonplace – he is far from reckless. Save for unceremoniously encouraging fellow Toyota protégé Kazuki Nakajima to go off during the 2009 Brazilian Grand Prix – to make a point as much as anything else – and a rather forceful move on Jaime Alguersuari at Suzuka a year later, Kobayashi has been as clean as anyone until Sunday's error.

"He's not aggressive," explains Kobayashi's race engineer, Francesco Nenci. "Actually, I complain to him he's too polite on track! I've not done any studies, but if you look at the



KOBAYASHI'S F1 CAREER IN NUMBERS

Starts: 56
Debut: Brazil 2009
Best finish: 3rd
(Japan 2012)
Best qualifying: 2nd
(Belgium 2012)
Fastest laps: 1
(China 2012)
Points: 115

overtaking he's done during his career and the accidents he's been involved in, I'm sure you will find he's one of the most correct drivers on the track.

"People say he's aggressive but I don't think this is the case. We make use of his skills in overtaking and rely on that sometimes to do very aggressive strategies, but there have been very few occasions when he has been in a crash."

So having cleared our minds of the caricature, what does that leave us with? On paper, Kobayashi's season has been only adequate, certainly when compared with McLaren-bound team-mate Sergio Perez. The Mexican has outscored Kobayashi and has three podiums to his team-mate's one. While 'Checo' has caught the eye by flirting with winning in both Malaysia and Italy, Kobayashi has been lower-key.

Even his Suzuka podium came as something of a surprise to many, who had become used to Perez being the one to claim the big results in Sauber machinery. The simple conclusion is that Perez is significantly better.

But consider this: the qualifying battle between the pair is being shaded by the man in car 14 – Kobayashi has been the lead Sauber more often than not. Perez is thought of highly ▶

The world's best-selling F1 magazine

Inside the cockpit > Inside the paddock > Inside F1

F1
RACING

SENNA AT
BRABHAM!

Lost pictures of
Ayrton's secret test



THE DARK HORSE RISES

How Kimi and Lotus are
taking F1 2012 by stealth

**EXCLUSIVE
INTERVIEW**

LEWIS HAMILTON

**WORLD
EXCLUSIVE**

PASTOR MALDONADO

**EXCLUSIVE
PICTURES**

AYRTON SENNA

Scoop!

Hamilton speaks out
Lewis on Fernando,
faith and failure

Driver safety latest
Front roll-hoops for F1?
Plus: Sid Watkins' legacy



No 201
£4.80
November
2012

ONLY IN F1 RACING NOVEMBER

ON SALE OCT 18TH DON'T MISS OUT ON FUTURE EXCLUSIVES AND
GREAT READER OFFERS - SUBSCRIBE NOW AT F1RACING.CO.UK



Kobayashi left Suzuka crowd in raptures with third place

◀ enough to be off to McLaren as replacement for Lewis Hamilton in 2013 but, while he has been the better Sauber driver overall, it's not by as decisive a margin as might be expected, certainly not consistently. Kobayashi hasn't been obliterated.

"He's a super-fast driver," says Nenci. "He's young and he's in a developing process. In some conditions Sergio has been very quick and in others it's been Kamui. But unfortunately we haven't been able to capitalise like Sergio did. In general, the Pirelli tyres are more demanding than last year and it's up to the driver to adapt as best they can."

The evidence that Perez is the better tyre manager of the two is irrefutable, and it was Kobayashi's shortcomings in this department that allowed Button to come so close to robbing him of third at Suzuka. Perez's extraordinary ability to eke life and pace out of the tyres has left many shaking their heads in disbelief. But Kobayashi refuses to offer the easy excuse that Perez's inferior qualifying performance at Monza allowed the prime-option tyre strategy that made his race. While accepting his failure to match Perez's tyre-nurturing abilities, he does point out that some ill fortune has prevented him from turning in more eye-catching performances of his own. Spa, where he qualified on the front row but had no chance to turn that into a result, is one such example.

"He was just flying for some reason – we don't know why," he says of Perez at Monza. "It's not that we did something bad, but he did something fantastic! If I could find a bigger window for the driving style, I would be very happy. But it's not easy. This is where I'm focusing. Using your [natural] driving style is fine, but maybe sometimes we need a different one for the bigger window."

"We expected more, but this is racing. We haven't done anything

"It's not that we were bad at Monza, but Sergio was fantastic! If I could find a bigger window for driving style, then I'd be happy"

stupid, but I've had a lot of bad luck.

"In Valencia, I could easily have been on the podium without Bruno Senna [who took a grid penalty for contact with Kobayashi]. At Barcelona, without the qualifying problem I could have been on the podium. And that would be with real performance, not because of the rain but pure speed. If I hadn't had so much bad luck, I could be fighting him [Perez] in the championship."

Kobayashi has a point. While Perez is undoubtedly the Sauber driver with the higher peaks, it would be unfair to dismiss his team-mate out of hand. But there are signs that time may be running out for Japan's only grand prix driver. While he has proven himself over the past three years to be a worthy midfielder, these are difficult times for drivers in that part of the pack without significant backing behind them.

Sauber has struggled to raise sponsorship in Japan off the back of Kobayashi and it would be fanciful to think that his one result on home soil will change that. The team would be foolish not to seriously consider signing a moneyed driver of comparable ability for 2013.

If that happens, it would be sad for Kobayashi, and F1. While he's no champion in waiting, he's the kind of dependable, reliable driver who would probably bounce around the mid-grid teams for a dozen years in the times of plenty. If he does fade away, don't make the mistake of thinking it's a case of the kamikaze inevitably going down in flames. ❧

Japanese drivers at home

Following his maiden podium in the Japanese Grand Prix, Kamui Kobayashi could make a strong case for being the greatest of the 17 drivers from his country to race in F1. Here's how he stacks up.

KAMUI KOBAYASHI

Since joining the grid for the 2009 Brazilian Grand Prix, Kobayashi has racked up seven top-six finishes, stood on the podium, started from the front row and claimed a fastest lap. This means a Japanese record of 115 points – albeit with more points available these days.

TAKUMA SATO

Sato's eighth place in the 2004 championship is the best by a Japanese driver and, were points to have been awarded based on the current system, he would have scored 137 in his career. But he started 34 more races than Kobayashi has thus far – although 39 of them were in a Super Aguri.



SATORU NAKAJIMA

Best known as a trailblazer as Japan's first full-time F1 driver from 1987-91, but there were moments where Nakajima excelled. He finished in the top six 10 times and claimed Japan's first genuine fastest lap at Adelaide in '89.



AGURI SUZUKI

Until this year, Suzuki was the only Japanese driver to finish on the podium at home with a non-stop run in the Larrousse Lola-Lamborghini 90 at Suzuka in 1990. Also claimed a quartet of sixth places in his 64 F1 starts from 1988-95.



UKYO KATAYAMA

Holds the Japanese record for F1 starts with 94 for Larrousse, Tyrrell and Minardi from 1992-97. Results were few and far between, although he did bag five points for two fifth places and a sixth for Tyrrell in the first half of '94.



KAZUKI NAKAJIMA

His dismal second full season with Williams in 2009 means many forget he showed flashes of promise in '08. He scored nine points, with a best finish of sixth, that year and is now on the brink of winning the Formula Nippon title.



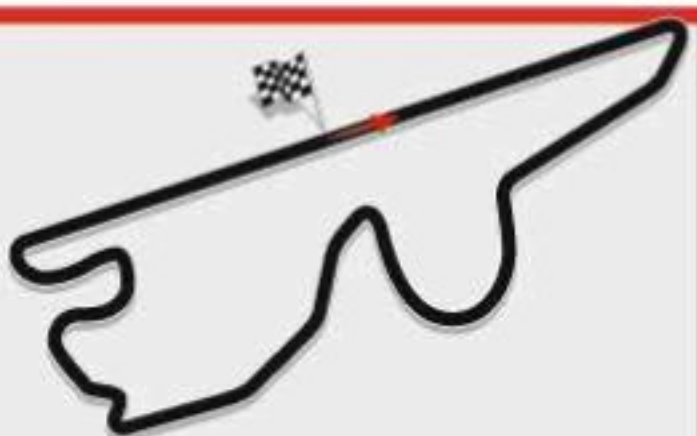
FUJI

JAPAN

October 12-14

FIA WEC

Round 7/8

**AT A GLANCE**

- **Winners Alex Wurz/Kazuki Nakajima/Nicolas Lapierre**
- **Pole position Nakajima**
- **Fastest lap Nakajima**



Nakajima celebrates taking Toyota's pole

Officials help Toyota to beat Audi

A stop-go penalty for the points-leading Audi put a home victory for Toyota beyond doubt



AUDI LOOKED RIGHT OUT OF the Fuji 6 Hours with a little over an hour to go. Andre Lotterer was trailing Kazuki Nakajima by more than a minute and seemingly no longer in contention, but the Toyota, as normal, would need to make a late-race splash-and-dash fuel stop.

The Joest Audi squad sensed its chance and opted not to change tyres on the second-placed R18 e-tron quattro at the final pitstop in the hope of leapfrogging the Toyota TS030 HYBRID up front. The tactic ultimately fell short, which allowed Nakajima, Alex Wurz and Nicolas Lapierre

to give Toyota a second FIA World Endurance Championship victory in only five starts. It also set up the kind of thrilling finish that the race around the 2.84-mile Fuji Speedway had promised.

There appeared to be little to choose between the TS030 HYBRID and the R18 e-tron quattro, or at least the car shared by Lotterer, Benoit Treluyer and Marcel Fassler, over the first three hours of Sunday's seventh WEC race.

Wurz had converted Nakajima's pole into the race lead and stretched his lead to 11s before the first round of pitstops.

It looked like Sao Paulo, scene of Toyota's maiden win last month, all over again. More so when Wurz stayed on the same set of tyres at the stop and Lotterer was sent out on new Michelins.

Audi had struggled to double-stint its tyres during an official test day on the Wednesday, and in free practice, so plumped for single stints over the full race distance. The tactic looked on the money as Lotterer came back at Wurz, reducing a 26s deficit to just seven before the next round of stops.

The order flicked around when Frenchmen Lapierre and Treluyer went head to

McNish/Kristensen had a poor weekend



LMP1 RACE RATING

★★★★☆

It was close for the first three hours and intriguing for the last hour

MILESTONE

Nakajima is the first Japanese driver to win a world sportscar race since Hitoshi Ogawa took victory at Monza in 1992

**REPORT**
WEC FUJI**GARY WATKINS**
reports

Wurz Toyota sneaks ahead at the start

head, the Toyota driver getting tucked up in the final corner lapping a GTE Am contender. What happened next was crucial in deciding who was the moral victor last weekend. Lapierre was no faster than Treluyer and, after one abortive attempt to pass, trailed him to the stops.

The Toyota only moved ahead after the next stops because it double-stinted.

Treluyer resumed 16s down on his countryman and had the gap down to eight when he made contact with Stefan Mücke's Aston Martin Vantage GTE at the Dunlop Corner chicane.

The Audi's front bodywork was seriously damaged in the contact that tipped the Aston into a spin, but the resulting safety car period meant the R18 lost nothing on the watch. Fassler was only six seconds behind when the race went green.

But this incident still decided the outcome of the

race, at least according to Audi. The stewards reckoned that Treluyer was to blame and brought his team-mate in for a stop-go for avoidable contact, the gap then going out to 50s.

Lotterer, who had retaken the wheel of the Audi after only a single stint from Fassler, was just 34s behind after foregoing tyres at his final stop. Nakajima, who had stayed in the Toyota for what turned into a triple-plus stint, was told that he needed to extend the gap to just over 40s before his splash. The Japanese ducked into the pits as soon as that margin had been achieved and exited with five seconds in hand. The race was over.

"It was our only chance," explained Lotterer. "It came out as not a bad solution, but I was behind and I had no weapons to fight."

Lotterer had no doubts as to why Audi failed to win. "There aren't a lot of mathematics to do," he said.

"The penalty put us behind."

Toyota Motorsport GmbH boss Pascal Vasselon wasn't so sure, saying, "in ultimate pace, we were faster". He was probably right there, but was the TSO30 HYBRID fast enough to eke out those 40s to make up for the car's inferior fuel consumption?


The answer was probably no. Only on two occasions in the race did the Toyota have the sort of decisive advantage that would have allowed it to build up that kind of gap: with Wurz at the wheel during the opening stint and when Nakajima went up against an out-of-sorts Fassler.

What is indisputable is that Fassler lost 25s with the stop-go and the final margin was just 11s.

Despite Lotterer and co's failure to win in Japan, they took another pigeon step towards the world title. Their supremacy over their Audi Sport team-mates

Allan McNish and Tom Kristensen increased their lead at the top of the table to 16.5 points with just 26 to play for. McNish and Kristensen had their most uncompetitive weekend of the season on the way to third and were at a loss to explain it.


"We weren't consistently quick and we don't know why," said McNish. "The balance was there but we didn't have the grip. The confusing thing is that we were very good in long runs on Wednesday and Friday."

There's nothing confusing about what needs to happen at the WEC finale in Shanghai later this month if two of the greatest sportscar drivers of their generation are to crown their respective careers with a world title. The Fassler/Lotterer/Treluyer car will have to encounter problems and finish down the order no matter what McNish and Kristensen do. 



The #12 Rebellion duo secured crown

Rebellion confirms privateers' crown

 Rebellion Racing wrapped up the LMP1 privateers' trophy with an emphatic 'victory' at Fuji. Neel Jani and Nicolas Prost, the dominant privateer P1 entry in this year's WEC, were ensconced in fourth behind the factory cars aboard their Lola-Toyota B12/60 for most of the way, that position sealing the title ahead of Strakka Racing.

It was a satisfying victory for Prost and Jani because it hadn't been expected.

Certainly not before qualifying when the HPDs run by the British JRM and Strakka teams had the edge and perhaps not after the opening lap when Jani found himself behind both HPDs and team-mate Andrea Belicchi in the #13 Lola.

The one-lap pace that had allowed Jani to put his Lola on the second row alongside the second Audi translated into race performance. Jani was into fourth on lap six and finished the stint more than a dozen seconds up

on Peter Dumbreck in the JRM HPD ARX-03a.

Dumbreck, who shared with David Brabham and Karun Chandhok, briefly came back at the Rebellion car when Prost climbed aboard, but once Jani got back in there was no doubt about which way privateer honours were heading.

The JRM HPD, which was at its most competitive this season, remained on the same lap as Rebellion until the rear diffuser required changing after Chandhok

sideswiped Lotterer. The car still claimed fifth ahead of Strakka drivers Jonny Kane, Nick Leventis and Danny Watts.

There was no fairy tale sportscar debut for local hero Takuma Sato in OAK Racing's new HPD-powered contender. The OAK-Pescarolo LMP1, shared by Bertrand Baguette and Dominik Kraihamer, didn't have the pace to get in among the Rebellion Lolas and HPDs and lost time with a starter motor change.



LMP2

FIA WEC
Fuji
Round 7/8

AT A GLANCE

- **Winners Shinji Nakano/
Tor Graves/John Martin**
- **Pole Stephane Sarrazin**
- **Fastest lap John Martin**

LMP2 RACE RATING

★★★★☆

It looked like being a fight to the flag until Starworks played the percentages

“I know technically there’s not a drivers’ title but I think all three of us feel like champions”

Starworks driver Ryan Dalziel sums up the feelings of his team-mates

ADR-Delta’s day, Starworks’ year

The ORECA-Nissan takes its second class win of 2012, but the HPD secures the class crown



ADR-Delta took the spoils with guest driver Nakano

THERE’S NEVER BEEN ANY doubting the pace of the ADR-Delta ORECA-Nissan this season, but the British team’s challenge for the LMP2 teams’ title had come off the rails after disappointing results at Sao Paulo and in Bahrain. It bounced back in Japan, but a third class victory of the season wasn’t enough to stop the Starworks HPD squad from sealing the title with a round to go.

The ORECA-Nissan 03 led much of the way in the

hands of John Martin, Tor Graves and Shinji Nakano, though the race for the class honours between the championship protagonists effectively started once the two amateur, or silver-rated drivers, had climbed out of their respective cars.

The Starworks HPD ARX-03b had dropped to fifth in class with Enzo Potolicchio aboard, but team-mate Ryan Dalziel, despite having a spin on the first lap of his double stint, had as good as caught

Graves when he ducked into the pits to hand the car back to Martin.

The HPD lost vital seconds when Stephane Sarrazin climbed back aboard while blanking was removed from the front brakes to combat rising temperatures. The former Peugeot driver then halved a 30s deficit to Martin prior to the final round of pitstops.

The Frenchman emerged just four seconds behind the ADR-Delta car, but the

decision to change only one Dunlop tyre was not an attempt to leapfrog the leader, rather a move designed to safeguard the second place that would give Starworks the title.

The AF Corse-run Pecom ORECA-Nissan driven by Nicolas Minassian, Luis Perez Companc and Pierre Kaffer, which was second in the P2 points going into the Fuji weekend, wasn’t far behind and was in contention for a podium despite a change of the nose section earlier in the race.

“We wanted to finish second to get the championship and we were conscious that Pecom might double stint Kaffer,” explained Dalziel after the race. “We thought that if we didn’t change tyres we would be sure to get Stephane out ahead.”

Sarrazin couldn’t keep up with Martin on used rubber, but Starworks had no concerns about Pecom. Not only had the Italian squad decided to do a full

service and driver change at the final stop, but the car lost time with a electrical fire in the cockpit. The team somehow managed to get the car going and Minassian was able to bring it home fourth.

OAK Racing picked up a decent result with third after one of its least convincing performances of the season. Its solo Morgan-Nissan LMP2 2012 wasn’t quite in the ballpark, but a consistent run for Olivier Pla, Matthieu Lahaye and Jacques Nicolet took them onto the podium when the Pecom ORECA hit problems.

The improving Kodewa-run Lotus LMP2 squad took fifth with its lead Lola-Judd/BMW B12/80 driven by James Rossiter, Vitantonio Liuzzi and Kevin Weeda. The car was in the hunt until Weeda took over and would have finished fourth but for a late stop-go penalty for ex-F1 racer Liuzzi. ❧

Starworks’ P2 was enough for the title





Larbre crew took GTE Am

REPORT WEC FUJI

“Today we had a proper 911 again. We could trail brake into the corners and really use the traction”

Marc Lieb enjoyed his competitive Porsche

GTE

Porsche pair blows Aston and Ferrari rivals away

➤ Porsche has claimed GTE Pro pole positions and race victories in this year's WEC, but what it's never had is the fastest car over a full race distance.

That changed at the Fuji Speedway on Sunday: Marc Lieb and Richard Lietz simply left Ferrari and Aston Martin trailing in their wake in Japan aboard their Felbermayr-Proton Porsche 911 GT3-RSR.

The only hiccups for the duo came at the start when the two AF Corse Ferraris of Gianmaria Bruni and Andrea Bertolini leapfrogged pole winner Lieb and a tap a little bit later from Audi driver Allan McNish.

Lieb needed little more than a lap to take second

and was happy to shadow Bruni until the first pitstops at a time when ambient temperatures were at their hottest and the Porsche was at its least competitive. But he knew that he had the fastest car over the distance and that the Ferrari couldn't make it through the race on four stops following a spot of performance balancing ahead of Bahrain that has robbed the Ferrari 458 Italias of five litres of fuel capacity.

Lietz needed only a handful of laps to overhaul Giancarlo Fisichella, who didn't have the best of days in the lead AF Corse car, after the first round of fuel stops and was able to pull away as he pleased. Lieb and Lietz revelled in their mount at Fuji. The Felbermayr-Proton



Lieb/Lietz revelled in their 'proper 911'

squad has been learning about the new aero package afforded to it ahead of the

Silverstone WEC race on the hoof and, at a circuit with a series of slow corners, the

latest and final iteration of the 997-shape 911 came into its own.

RESULTS

FIA World Endurance Championship, round 7 of 8, Fuji (J), October 14

GRID

2 TRELUEY 1:27.639	1 NAKAJIMA 1:27.499
4 JANI 1:29.871	3 KRISTENSEN 1:28.370
6 BRABHAM 1:30.410	5 WATTS 1:30.051
8 BAGUETTE 1:30.912	7 BELICCHI 1:30.682
10 MARTIN 1:32.548	9 SARRAZIN 1:32.367
12 PANCIATICI 1:32.960	11 LIUZZI 1:32.738
14 PLA 1:33.165	13 MINASSIAN 1:33.114
16 HOLZER 1:35.036	15 LOMBARD 1:34.294
18 GONZALEZ 1:35.601	17 GIROIX 1:35.234
20 BRUNI 1:40.598	19 LIETZ 1:40.289
22 BELLOC 1:41.386	21 BERTOLINI 1:41.202
24 MUCKE 1:40.947*	23 RUGOLO 1:41.701
26 CANAL 1:41.994	25 RUBERTI 1:41.711
	27 CAMATHIAS 1:42.910

233 LAPS, 660.628 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Alexander Wurz (A)/Nicolas Lapierre (F)/Kazuki Nakajima (J)	Toyota Racing	Toyota TS030 HYBRID	LMP1	6h00m42.920s	1
2	Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+11.223s	2
3	Allan McNish (GB)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+1m32.565s	3
4	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-6 laps	4
5	Peter Dumbreck (GB)/David Brabham (AUS)/Karun Chandhok (IND)	JRM	HPD ARX-03a	LMP1	-7 laps	6
6	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-03a	LMP1	-7 laps	5
7	Andrea Belicchi (I)/Harold Primat (CH)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-8 laps	7
8	John Martin (AUS)/Shinji Nakano (J)/Tor Graves (GB)	ADR-Delta	ORECA-Nissan O3	LMP2	-13 laps	10
9	Stephane Sarrazin (F)/Ryan Dalziel (GB)/Enzo Potolicchio (YV)	Starworks Motorsports	HPD-Honda ARX-03b	LMP2	-14 laps	9
10	Olivier Pla (F)/Matthieu Lahaye (F)/Jacques Nicolet (F)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	-14 laps	14
11	Nicolas Minassian (F)/Pierre Kaffer (D)/Luis Perez Companc (RA)	Pecom Racing (AF Corse)	ORECA-Nissan O3	LMP2	-17 laps	13
12	Vitantonio Liuzzi (I)/James Rossiter (GB)/Kevin Weeda (USA)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	-17 laps	11
13	Fabien Giroix (F)/Jean-Denis Deletraz (CH)/Keiko Ihara (J)	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	-19 laps	17
14	Ricardo Gonzalez (MEX)/Elton Julian (USA)/Christian Zuehl (D)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-21 laps	18
15	Olivier Lombard (F)/Franck Mailleux (F)/Jordan Tresson (F)	Signatech Nissan	ORECA-Nissan O3	LMP2	-22 laps	15
16	Bertrand Baguette (B)/Takuma Sato (J)/Dominik Kraihamer (A)	OAK Racing	Oak-Pescarolo-HPD LMP1	LMP1	-23 laps	8
17	Marc Lieb (D)/Richard Lietz (A)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE P	-26 laps	19
18	Gianmaria Bruni (I)/Giancarlo Fisichella (I)	AF Corse	Ferrari 458 Italia	GTE P	-27 laps	20
19	Stefan Mücke (D)/Darren Turner (GB)	Aston Martin Racing (Prodrive)	Aston Martin Vantage	GTE P	-27 laps	24
20	Andrea Bertolini (I)/Olivier Beretta (MC)	AF Corse	Ferrari 458 Italia	GTE P	-27 laps	21
21	Julien Canal (F)/Pedro Lamy (P)/Patrick Bornhauser (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-29 laps	26
22	Michele Rugolo (I)/Nic Jonsson (S)/Tracy Krohn (USA)	Krohn Racing	Ferrari 458 Italia	GTE A	-30 laps	23
23	Paolo Ruberti (I)/Christian Ried (D)/Gianluca Roda (I)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE A	-31 laps	25
24	Jean-Philippe Belloc (F)/Christophe Bourret (F)/Pascal Gibon (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-34 laps	22
25	Joel Camathias (CH)/Kenji Kobayashi (J)/Paul Daniels (GB)	JWA-Avila	Porsche 911 GT3-RSR	GTE A	-37 laps	27
EX	Nelson Panciatici (F)/Pierre Ragues (F)/Roman Rusinov (RUS)	Signatech Nissan	ORECA-Nissan O3	LMP2	-20 laps	12
R	Thomas Holzer (D)/Mirco Schultis (D)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	139 laps-alternator	16

Winners' average: 109.886mph. Fastest lap: Nakajima, 1m28.088s, 115.874mph. LMP2: Martin, 1m33.481s, 109.189mph. GTE Pro: Lietz, 1m41.170s, 100.891mph. GTE Am: Ruberti, 1m42.122s, 99.950mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race. * Grid penalty.

POINTS - DRIVERS

POS	DRIVER	PTS
1	Lott/Trel/Fass	157.5
2	McNish/Kris'en	141
3	Jani/Prost	86.5
4	Capello	77

LMP1 MANUFACTURERS

POS	DRIVER	PTS
1	Audi	191
2	Toyota	70

LMP1 PRIVATE TEAMS

POS	DRIVER	PTS
1	Rebellion	180
2	Strakka	133
3	JRM	105
4	Pescarolo	25

LMP2 TEAMS

POS	DRIVER	PTS
1	Starworks	159
2	Pecom	129
3	ADR-Delta	129
4	Greaves	93

GTE MANUFACTURERS

POS	DRIVER	PTS
1	Ferrari	310
2	Porsche	196
3	Corvette	122

GTE PRO TEAMS

POS	DRIVER	PTS
1	AF Corse	186
2	Aston Martin	116
3	Felbermayr-Proton	115
4	Luxury	53

REGISTER ONLINE
FOR YOUR FREE EXHIBITION PASS!

13, 14, 15 NOVEMBER
2012
COLOGNE
GERMANY

NO ENTRY TO THE GENERAL PUBLIC

Professional **MotorSport** WORLD EXPO 2012



NEW FOR 2012

MORE WORKSHOPS THAN EVER!

CHASSIS, SIMULATION AND SAFETY

Top presenters from the likes of Tuning Akademie and Bhai Tech will tackle motorsport technology topics. For the first time we'll be holding sessions in German as well as English!

RACE ENGINE TECHNOLOGY WORKSHOPS



A specialist program of powertrain workshops assembled by the experts at Race Engine Technology magazine will include the likes of Flybrid, RML and Toyota Motorsport

RACE CIRCUIT PRESENTATIONS

Workshops running in the show's dedicated Race Circuit Zone will examine the latest racetrack technologies and best practices. Apex, TAG Heuer and Scott Wilson are all scheduled to appear!

Go online to www.pmw-expo.com
for the latest program updates!

PROFESSIONAL MOTORSPORT WORLD EXPO 2012

UKIP Media & Events, Abinger House, Church Street, Dorking, Surrey RH4 1DF, GB
Tel: +44 (0)1306 743744 Fax: +44 (0)1306 742525 E-Mail: philip.white@ukipme.com

www.pmw-expo.com

INTERNATIONAL RACES & RESULTS

NASCAR SPRINT CUP

Charlotte (USA), Rd 31/36

QUICK RESULTS

- Winner **Clint Bowyer**
- Pole Position **Greg Biffle**
- Most laps led **Brad Keselowski**
- Points leader **Keselowski**

RACE RATING

★★★★☆

Another fuel-saving race without much on-track action

REPORTS

WORLD OF SPORT

NASCAR SPRINT CUP CHARLOTTE (USA), OCTOBER 13, RD 31/36

Thunderbolt Clint is lightfoot on fuel

EXCELLENT FUEL ECONOMY

delivered Clint Bowyer his maiden Chase win at Charlotte and brought him firmly into the fight for NASCAR's top honour.

Bowyer's Michael Waltrip Racing Toyota wasn't one of the fastest cars around Charlotte, but he could get more laps out of a tank of fuel than his rivals, and in the end that was far more important than outright pace.

His third win of the 2012 season lifted him to fourth in the NASCAR Sprint Cup points – 28 off of the top spot.

That place is still held by Penske's Brad Keselowski. His Dodge was the fastest thing under the floodlights, but for once he was unable to balance that performance with an effective economy run. It wasn't through lack of trying – he ran dry late in the race as he attempted to eke the fuel window out for an extra lap, but that still wasn't enough to prevent him needing a late splash-

Bowyer won as Biffle (second in pic) faded



and-dash. He finished a lap down in 11th.

"It's like playing blackjack," he said. "Sometimes you get good cards but you can't win them all, but we still put on a respectable effort, we led a lot of laps and that makes up for finishing outside the top 10."

Jimmie Johnson ran Keselowski closest in the

race, and some concerted fuel saving meant he was able to coax his Hendrick Chevrolet home in third place without the need for a late stop. He has reduced Keselowski's lead to just seven points with five races to go.

Second place went to the Joe Gibbs Racing Toyota of Denny Hamlin, who was the last driver to pit for fuel during the scheduled stops, and was able to run pretty much flat-out to the finish. He closed right in on Bowyer at the end, but fell short by just 0.4s.

Greg Biffle led the way from pole in his Roush Fenway Ford, and battled hard with Mark Martin's Toyota over a thrilling opening dozen laps. But both drivers struggled to adapt their cars to the cooling night conditions and dropped back. A late charge brought Biffle back up the

order to fourth, while Martin took sixth – the last man on the lead lap. Kyle Busch took fifth as Toyotas filled four of the top six places.

On his first race standing in for the concussed Dale Earnhardt Jr at Hendrick, Regan Smith was out of luck, his Chevy blowing a motor before 100 laps were done.

● Connell Sanders Jr

RESULTS

1 Clint Bowyer (Toyota Camry), 334 laps in 3h14m01s; 2 Denny Hamlin (Toyota), +0.417s; 3 Jimmie Johnson (Chevrolet Impala); 4 Greg Biffle (Ford Fusion); 5 Kyle Busch (Toyota); 6 Mark Martin (Toyota); 7 Carl Edwards (Ford); 8 Kasey Kahne (Chevy); 9 Joey Logano (Toyota); 10 Martin Truex Jr (Toyota). **Points** 1 Brad Keselowski, 2214; 2 Johnson, 2207; 3 Hamlin, 2199; 4 Bowyer, 2186; 5 Kahne, 2179; 6 Biffle, 2171; 7 Truex, 2165; 8 Tony Stewart, 2164; 9 Jeff Gordon, 2164; 10 Kevin Harvick, 2158; 11 Matt Kenseth, 2147; 12 Dale Earnhardt Jr, 2128.

GIBBS MAN LOGANO TAKES EIGHTH NATIONWIDE WIN OF 2012 Joey Logano (right) won at Charlotte in his Joe Gibbs Racing Toyota, while third spot helped Elliott Sadler increase his points lead over Ricky Stenhouse Jr



IN BRIEF



Fuji: Nakayama leads Bradley

JAPANESE FORMULA 3

Yuichi Nakayama dominated the season finale at Fuji, leading both races all the way in his TOM'S Dallara-Toyota. His British team-mate Richard Bradley and Brazil's Rafael Suzuki (Toda Dallara-Mugen) each took a second.

FORMULA RENAULT NEC

Britain's Jake Dennis took the title, despite not finishing the first race at Spa. Fortec team-mate Josh Hill won the opener, while KTR's Yu Kanamaru was on the right tyres to win a crazy wet/dry race two.

SUPER TC2000

Nestor Girolami gave Peugeot its first win in Argentina's top series since 2005 in race one in Santa Fe, closing to within 1.5 points of series leader Jose Maria Lopez. Matias Rossi, third on Saturday, took race two in his Toyota.

EURO NASCAR

Ander Vilarino became champion thanks to a solid weekend at Le Mans. Simon Escalier won the Open Division title.

MIDDLE-EAST RALLY

Nasser Al-Attiyah kept his title bid alive with a sixth Jordan Rally victory. The Qatar Ford man beat the similar Fiesta of Roger Feghali.

Al-Attiyah on form in Jordan



Castrol **EDGE** Rankings

CURRENT STANDINGS

- | | | | |
|---|------------------|----|--------|
| 1 | Sebastian Vettel | <> | 22,950 |
| 2 | Sebastien Loeb | <> | 20,354 |
| 3 | Mark Webber | ▲ | 18,872 |
| 4 | Lewis Hamilton | ▼ | 18,817 |
| 5 | Fernando Alonso | ▼ | 18,755 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Andre Lotterer (9) and Marcel Fassler (10) make Rankings history by becoming the first sportscar drivers to break into the top 10 after their second for Audi in the Fuji 6 Hours. Winner Kazuki Nakajima (77) is back in the top 100 for the first time since he raced in F1.

To see the full list, visit castroldriverrankings.com

Race winning fuels & oils – delivered to your door!

From day one Anglo American Oil Company focused on delivering high quality racing fuels and oils directly to the racers' door and we quickly established ourselves in the UK market. Today, 13 years later the focus is still the same but with added brands to back up an already race winning product range.

Call or visit our website to find out more about our vast range of fuels, oils and pit stop products.



Anglo American Oil Company Ltd

+44 (0)1929 551557 info@aaoil.co.uk www.aaoil.co.uk

Find more issues at
magazinesdownload.com

INTERNATIONAL RACES & RESULTS

IRC
Rallye Sanremo (I),
Rd 12/13

QUICK RESULTS

→ **Winners** Basso/Dotta
→ **2nd Cup** Campedelli/Fappani
→ **Group N** Gasperetti/Ferrari
→ **Points leader** Andreas Mikkelsen

RACE RATING

★★★★☆

Basso's turbo killed threat of Skoda's competition

REPORTS

WORLD OF SPORT

INTERCONTINENTAL RALLY CHALLENGE RALLYE SANREMO (I), OCTOBER 12-13, RD 12/13

Basso cranks up the boost to dominate home event

GIANDOMENICO BASSO MADE the most of the added torque of his turbocharged Ford Fiesta Regional Rally Car on the tight-and-twisty asphalt climbs of Italy's Liguria region to join Colin McRae as a two-time Sanremo Rally winner.

Once a popular world championship fixture, the event has since become a mainstay of the Intercontinental Rally Challenge, and Basso led from start to finish for his sixth series victory.

The Italian's advantage was particularly apparent on Friday's opening three stages, held in damp but drying conditions, and which he completed with a lead of 12.7s over of Jan Kopecky's normally-aspirated Skoda Fabia.

Kopecky was enjoying his best run on the Sanremo to date and was fastest on the all-dry second test. But the damp sections on stages one and three proved particularly troublesome for the Czech: "It's so easy to make a mistake and if you go wide you lose the power; [Basso] does not have that problem."

But it was on the 27 night-time miles of Ronde where Basso really drove home his advantage. The stage is one of the most fearsome in rallying, with corner after corner and stretches so tight that there simply is no margin for error.

Following what Basso's co-driver Mitia Dotta described as a "fantastic" run, 12.9s quicker than Kopecky's, the Fiesta reached the overnight halt in Sanremo 25.6s in front, an advantage the crew would increase rather than relinquish to the finish on Saturday evening.

"No win is easy, but I was able to make a difference on Ronde and control my advantage," said Basso afterwards.

With Basso taking things steady over the closing stages, Kopecky bagged a hat-trick of fastest times to finish second, 35.7s behind Basso, with Alessandro Perico overcoming the similar Peugeot of Stefano Albertini for third.

Northern Irishman Craig Breen had been in the fight for third in his 207, but a



The Fiesta was the car to have

front-left puncture 2.5 miles into the 12.9-mile Colle d'Oggia stage on Saturday morning left him languishing in sixth. Breen finished one place behind Paolo Andreucci, who clinched his seventh Italian title with a conservative run following main rival Umberto Scandola's exit on Friday.

Juho Hanninen, the 2010 IRC champion, started

Ronde 14.4s off the pace in fourth but crashed onto the roof of a local resident's garage after his "big push" proved too excessive for a fourth-gear left-hander.

Harry Hunt's first IRC run in an S2000-spec Sainteloc 207 was hamstrung by two punctures, although the Briton managed three top-six stage times.

● Graham Lister

RESULTS

1 Giandomenico Basso/Mitia Dotta (Ford Fiesta RRC), 2h19m03.6s; 2 Jan Kopecky/Pavel Dresler (Skoda Fabia S2000), +35.7s; 3 Alessandro Perico/Fabrizio Carrara (Peugeot 207 S2000); 4 Stefano Albertini/Simone Scattolin (Peugeot); 5 Paolo Andreucci/Anna Andreucci (Peugeot); 6 Craig Breen/Paul Nagle (Peugeot). **Points** 1 Andreas Mikkelsen, 136; 2 Kopecky, 101; 3 Juho Hanninen, 93; 4 Basso, 65; 5 Sepp Wiegand, 53; 6 Yagiz Avci, 35.

BLANCPAIN ENDURANCE SERIES NAVARRA (E), OCTOBER 14, RD 6/6

McLaren ahead in battle, but Audi crew win the war

FREDERIC MAKOWIECKI, Stef Dusseldorp and Alvaro Parente won at Navarra as the season came to an end with a race shortened by heavy rain in the final hour.

Parente started from pole in the Hexis McLaren and built a healthy lead in the opening hour as the title contenders slugged it out, the WRT Audi of Stephane Ortelli, Christopher Mies and Christopher Haase holding an advantage over the Marc VDS BMW driven by Markus Palttala, Maxime Martin and Bas Leinders.

Ortelli's team-mates slowed down Leinders's

Hexis crew avoided the lightning strike



recovery from 15th on the grid (he incurred a 10-place grid penalty as a result of an incident at the Nurburgring), but Martin had found his way into fourth spot by the time the safety car came out during the final stint.

Had Martin gained one more place, they would have tied on points and the BMW crew would be champions on wins countback. Instead the red flags flew, giving Ortelli, Haase and Mies the title. The sister WRT

Audi of Oliver Jarvis, Frank Stippler and Filipe Albuquerque was third.

A superb drive by ART McLaren's Duncan Tappy – including a brave outside pass on Zoel Amberg – gave the team its first Pro-Am Cup win of the season.

AF Corse Ferrari pair Niek Hommerson/Louis Machiels secured the Pro-Am crown after rivals Alessandro Bonacini/Giacomo Petrobelli/Eugenio Amos went off with suspension damage to their Vita4One Italy Ferrari after losing five laps to a stuck wheelnut.

● David Addison

RESULTS 1 Frederic Makowiecki/Alvaro Parente/Stef Dusseldorp (McLaren MP412C-GT3), 89 laps in 2h50m53.849s; 2 Christopher Mies/Christopher Haase/Stephane Ortelli (Audi R8 LMS ultra), +1.763s; 3 Frank Stippler/Filipe Albuquerque/Oliver Jarvis (Audi); 4 Maxime Martin/Bas Leinders/Markus Palttala (BMW Z4 GT3); 5 Marc Hennerici/Xavier Maassen/Marc Goossens (Porsche 911 GT3-R); 6 Davide Rigon/Stefano Gattuso/Daniel Zampieri (Ferrari 458 Italia).

Points 1 Mies/Haase/Ortelli, 114; 2 Leinders/Martin/Palttala, 111; 3 Hennerici/Maassen/Goossens, 72; 4 Andrea Piccini, 62; 5 Edward Sandstrom/Laurens Vanthoor, 59; 6 Stippler, 59.



Harvey wrapped it up at Donington

HARVEY'S QUICK STEPS

The Racing Steps protege got the title he deserved. By *MARCUS SIMMONS*

As he stood on the podium after winning at Snetterton, **Jack Harvey** glanced in the bag containing five balls – numbered '8' to '12' – that would determine his fate for the following morning's reversed-grid race.

He'd already made the draw twice this year – as the winner of the opening race of the weekend – and pulled out '12' and '11', consigning him to sixth-row starts. This time he just wanted to make sure '8' and '9' actually existed. Once he was satisfied he looked away, plunged his hand in... and pulled out the '12'.

That summed up Harvey's season. Armed for the second year with a Dallara-Volkswagen run by Carlin, he was without a shadow of a doubt the best driver in the 2012 British Formula 3 International Series, yet for various reasons – rarely related to performance – he didn't clinch his title until night was falling at Donington Park on the final day of the campaign. The peaks were higher and the troughs lower for both Harvey and **Felix Serralles** than they were for the consistent

Jazeman Jaafar; this led to an exciting season that became increasingly unpredictable as the year wore on, and which ended with the right man being crowned.

"Harvey won seven races in his homeland, and sometimes appeared to be in another dimension"

HOW IT WAS WON

If you were really cheeky, you'd say it was in an MSA court of appeal. On the eve of the Donington finale, Harvey had a penalty from the penultimate round at Silverstone overturned. Rightly so, for looking at the TV footage it had appeared to be a miscarriage of justice. It also gave him a swing of 17 points over Jaafar, who he defeated by just 13...

But to be fair, it was won by superiority on

Harvey's part in the 'bread-and-butter' UK rounds. Of the 12 non-reversed-grid races in his homeland, the Englishman won seven of them – and sometimes, such as Rockingham, he appeared to operate in another dimension.

For someone whose first steps in car racing came on the continent, it was odd that Harvey's duff weekends were the ones across the water. But even when he was up against it there were moments that made the difference, such as a path-across-the-Red-Sea moment to avoid the wall of gridlocked Dallaras at the first turn of the Norisring reversed-grid race and a highly-significant pass of Jaafar at Spa.

Most importantly, Harvey listened to the constructive criticism from the Carlin squad after his rookie F3 season and sharpened himself up. Even when the official tests began in March, he had already hugely impressed the team with his approach. And they gave him the equipment and support to show his talent.

STANDOUT PERFORMERS

The best thing about 2012, the first season of the new-generation chassis, was that Fortec Motorsport proved you don't have to be with Carlin to fight for the title. Even the top brass at Carlin would probably agree that this development – which meant the two teams were incredibly evenly matched – was for the good of the series as a whole.

Harvey was the quickest man at five of the 10 tracks, while team-mate Jaafar was superb at Pau and comfortably the best of his team at Silverstone. **Carlos Sainz Jr** was incredible in the wet, if inconsistent otherwise, although



Jaafar leads Tinnickell, Sainz and Fortec flotilla

Rookies Lynn and Serralles both shone



the Spaniard did a cracking job in qualifying at Monza with an ultra-low-downforce set-up.

While the Carlin brigade seemed to go well when downforce was key, the Mercedes-engined Fortec machines seemed to have strong mechanical grip and traction and as a consequence were not so aero-dependent. Serralles used this to fantastic effect at Spa, while Alex Lynn finished as a major contender, taking an epic maiden win at Silverstone.

The others were usually a touch behind, although Carlin's Pietro Fantin was mighty at the Norisring and team-mate Harry Tincknell had a happy knack of triumphing in reversed-grid races – four times! At Fortec, Pipo Derani took two reversed-grid wins, while Hannes van Asseldonk deserved a win but didn't get one.

SOMETHING TO REMEMBER

Thanks to the new FIA European F3 Championship, the joint races at Pau, Norisring and Spa were all fantastic, with grids of 28/29 cars. Interestingly, by applying FIA points to all runners in the six main races from those three weekends, Sainz would emerge as champion.

SOMETHING TO FORGET

The reversed-grid races are fun and entertaining, but they should not count for full points as the concept skews the performance position of the drivers. It's worth noting that without reversed-grid races at all, Lynn and Sainz would have finished third and fourth respectively in the championship and stayed well in the hunt for the title.

WHERE NEXT?

Over to the FIA... The governing body wants to boost F3 (14-16 cars in BF3 was a little low this year), but delays in public announcements on the new engine regulations for 2013, and what format the European championship will take, are putting the category in a difficult position. As things stand, BF3 has a fabulous calendar lined up and the infrastructure to grow the grid back to an acceptable level. Fingers crossed... ☘

THE CHAMP IN HIS OWN WORDS

JACK HARVEY



"This was my second year in F3, and everyone in motorsport holds Carlin in high regard. I was quite honest with what I wanted to achieve: win it or if not fight at the front. It was an emotional rollercoaster and I perhaps didn't have the luck at times, but now I've won it I can look back and laugh!

"At Monza I lost time in the pits with a wheelgun problem when we all changed tyres; at Pau I went from quickest to fourth in the last minute of qualifying; at Brands I was on the wet side of the grid... After Silverstone I felt it was not meant to happen; everything that could go wrong did.

"When we won, we dominated. Rockingham was awesome: I don't know why I was so fast compared to the rest, but you ride that wave when you can.

"Racing Steps have been incredible – there have been tough times but they never put any extra pressure on me to deliver. It's nice to give them a title as a thank you for my opportunity."

OUR TOP 10 DRIVER RATINGS



1 JACK HARVEY

Lovely fluid, on-the-limit yet contained driving style reaped the rewards.



2 JAZEMAN JAAFAR

Quick everywhere, great cold-tyres racer and kept Harvey on his toes.



3 FELIX SERRALLES

Hugely exciting rookie who's afraid of little, but the odd rough edge.



4 ALEX LYNN

Super-smooth and ultra-quick from start; has a 2013 F3 title in him.



4 CARLOS SAINZ JR

Quick, and stunning car control, but sometimes ran into a few problems.



6 HARRY TINCKNELL

Expected more in 2012; showed only glimpses of pace we know he has.



7 HANNES VAN ASSELDONK

Speedy but accident prone; great in the wet.



8 PIETRO FANTIN

It never really gelled for him in 2012, and showed only flashes of form.



9 PIPO DERANI

Good little racer, but was rarely a force when it matters – in qualifying.



10 NICK MCBRIDE

On his day he could mix it with the tail-end Carlin/Fortec boys.

2012 BRITISH FORMULA 3 INTERNATIONAL SERIES

POS	DRIVER (NATIONALITY)	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	POINTS
1	JACK HARVEY (GB)	CARLIN	DVW F312	1/6/2	7/2/8	3/5	5/3/1*	1/9/1*	6*/3/R	3/4	1*/4/3*	8/2/8	1/6/1	319
2	JAZEMAN JAAFAR (MAL)	CARLIN	DVW F312	2/3/5	3/5/4	1*/2	1/6/4	2*/6/2	7/7/R	4/3	7/2*/5	1/3/2	2/R/3	306
3	FELIX SERRALLES (USA)	FORTEC MOTORSPORT	DMB F312	7/7/1*	10/1*/2	6/10	3/4/6	6/2/9	2*/2*/1	1*/2	2/6/2	7/1/7	4/4/8	299
4	ALEX LYNN (GB)	FORTEC MOTORSPORT	DMB F312	5/R/6	5*/7/3	2/4	2/7/2	3/8/4	8/5/4	5/7	3/5/4	4*/6/1*	3*/R/2	253
5	HARRY TINCKNELL (GB)	CARLIN	DVW F312	4/4/3	R/9/6	5/R	7/1/R	5/12*/3	3/1/5	7/6	9/1/7	3/11/3	8/1/4	226
6	CARLOS SAINZ JR (E)	CARLIN	DVW F312	3/5/4	1/8/1*	4/1	10/12/3	4/4/R	R/11/8	2/1*	R/10/1	2/7/5	-	224
7	PIETRO FANTIN (BR)	CARLIN	DVW F312	8/2/7	6/3/R	9/6	6/2*/9	8/3/5	1/4/3	9/10	R/8/9	5/4*/6	6/3*/6	195
8	PIPO DERANI (BR)	FORTEC MOTORSPORT	DMB F312	9/1*/R	2/6/7	R/3*	9/8/7	9/1/R	R/9/9	6/5	R/7/8	9/R/11	7/2/5	146
9	HANNES VAN ASSELDONK (NL)	FORTEC MOTORSPORT	DMB F312	R*/8/R	4/NS/5	8/R	4*/5/5	R/10/7	9/6/2*	12/9	4/11/6	R/8/4	5/5/7	132
10	NICK MCBRIDE (AUS)	T-SPORT	DN F312	10/10/9	8/4/9	10/7	8/9/10	7/7/6	5/10/7	10/8	6/3/12	R/10/12	10/8/10	85

11 Fahmi Ilyas (MAL), Double R Racing DMB F312, 48; 12 Geoff Uhrhane, Double R Racing DMB F312, 35; 13 Rupert Svendsen-Cook (GB), Double R Racing DMB F312, 24.

NATIONAL CLASS 1 Spike Goddard (AUS), T-Sport DMH F308, 427; 2 Duvashen Padayachee (AUS), Double R Racing DMH F308, 377; 3 Adderly Fong (PRC), CF Racing DMH F308, 161; 4 Pedro Pablo Calbimonte (BO), T-Sport DMH F308, 124; 5 Hywel Lloyd (GB), CF Racing DMH F308, 61.

RACES: 1 Oulton Park, April 7; 2 Monza, April 14/15; 3 Pau, May 12/13; 4 Rockingham, June 9/10;

5 Brands Hatch, June 23/24; 6 Norisring, June 30/July 1; 7 Spa, July 27/28; 8 Snetterton, August 4/5; 9 Silverstone, September 8/9; 10 Donington Park, September 29/30.

POINTS SYSTEM: Each race: 20-15-12-10-8-6-4-3-2-1. Fastest lap: 1.

KEY: D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HWA; N=Nissan/Tomei; MH=Mugen Honda/Neil Brown.

NB: Pau, Norisring and Spa races run in conjunction with FIA European F3 Championship.

BACHETA FROM THE BRINK

Luciano Bacheta wasn't sure which category – if any – he'd be contesting in 2012. Now, the F2 champion's awaiting an F1 test. By *TOM MALLETT*



Bacheta took five wins and the title...

A week today (Thursday), Luciano Bacheta will realise a dream when he climbs aboard a 2011 Williams FW33 to make his Formula 1 test debut at Silverstone. It's a far cry from back in March, when he feared his career had stalled, but a successful title campaign in the FIA Formula 2 Championship has put him back on track.

Despite DTM testing for Mercedes at Estoril in March, the 2010 McLaren AUTOSPORT BRDC Award finalist felt he had fallen off the radar after an inauspicious partial GP3 campaign in 2011. It wasn't until he landed backing from Comma oils for his first full F2 campaign that he knew he'd be racing this year.

That secured, the 22-year-old Essex lad led the points table from start to finish to become F2's fourth champion and land that exclusive F1-test prize.

"It was win it or go home," Bacheta admits, after proving his pre-season intent by dominating the opening round at Silverstone.

"Anything less [than the title] would have been a disappointment, because I was leading after the first weekend by 20 points already. There was no other option for me, so the pressure was definitely on at the end."

BACHETA CV



Born: April 26 1990
Nationality: British
2012: Formula 2 champion (5 wins)
2011: Formula 2 – four races; GP3 – 12 races
2010: Formula Renault 2.0 WEC runner-up (1 win)
2008-09: Assorted Formula Renault 2.0
2007: Third in Formula Palmer Audi (4 wins)
2006: T-Cars champion (6 wins)

Bacheta won the opening four races, and claimed a fifth victory at Spa in June to lead the championship by over 40 points. During the second half of the season four podium finishes were enough to bring home the title, although main rival Matheo Tuscher made him wait until the very last race to be sure of it.

With his career revitalised by the championship triumph, can Bacheta now hope for bigger and better things?

"If I hadn't won I think we'd have still tried to move on but it would have been difficult," he allows. "Apart from one weekend we were always challenging for pole and the win. We had one hard weekend in Hungary but I still got a podium there."

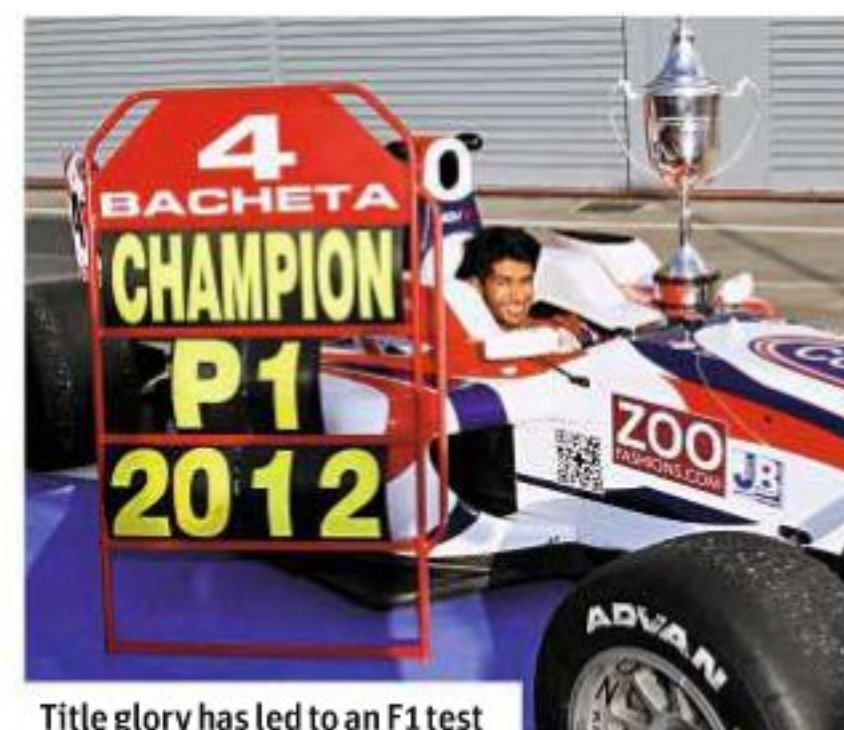
"There weren't a huge amount of cars on the grid so there were far fewer first-corner accidents than is normal for this type of racing. It wasn't like people were going a few races without scoring a point so it was important to finish all the time and not get into any trouble."

It's fair to say Bacheta's career path – which has included T-Cars, Formula Palmer Audi, two-litre Formula Renault in Britain and Europe, as well as GP3 – has been far from straightforward until this point.

"I didn't have much karting under my belt and budget has always been an issue," he says. "We have really struggled to get my name out there, and I also feel I lost a couple of years in 2008 and 2009 when we couldn't do full seasons. I'd hate to do this now and for it all to come crashing down, so I think [the title] will help to get my name out there."

Bacheta now has that Williams F1 test to look forward to, before the familiar stress of what to do next year resurfaces, so he's focused purely on next week: "I am pushing myself in my training, because I am so excited, although I did regret it at the end of today's session!"

For his longer-term future, he has set his sights on GP2 or Formula



Title glory has led to an F1 test

Renault 3.5. He has some insight from pal and former F2 frontrunner Jolyon Palmer, who starred on occasion in GP2 with iSport this year.

"Jolyon is a really good friend of mine," says Bacheta. "He started racing on the same day, and I have known him very well throughout my career, so I have learned a lot about F2 from him and have been talking to him about GP2. He had a lot of bad luck at the beginning of the year with car trouble but he has shown really well so I think I feel confident that I can do well too."

"It is now down to money, really. We need to secure a good long-term backer to try to get to Formula 1. We have two options for next year, GP2 or World Series, although GP2 is the aim. We don't want to scrape together just enough for a half-hearted campaign and, realistically, with the limited track time in GP2 it's likely that it would be a two-year campaign."

"The sponsors can see a real route from GP2 to F1, and a lot of F1 teams have GP2 teams so that should be attractive too. This year I had Comma backing, they always support one British driver, and a bit of family money, but from now on it will all have to be sponsor's money."

With the measurements for his custom-made racesuit already despatched to Grove, the upcoming F1 test can only boost his attractiveness to potential sponsors. Couple that with the DTM interest and his F2 crown, and the bigger stage hopefully awaits. ✖



Bacheta stayed out front all year



... but where will he fly the flag next?

2012 FIA FORMULA 2 CHAMPIONSHIP

POS	DRIVER (NATIONALITY)	1	2	3	4	5	6	7	8	POINTS
1	LUCIANO BACHETA (GB)	1/1	1/1	2/6	R/1	3/6	2/5	3/8	4/3	231.5
2	MATHEO TUSCHER (CH)	6/5	2/2	5/3	3/8	2/R	1/2	R/2	1/5	210
3	CHRISTOPHER ZANELLA (CH)	2/8	6/4	3/1	5/4	6/2	8/3	5/6	2/1	196
4	MARKUS POMMER (D)	8/7	4/3	9/4	1/2	5/5	5/1	R/1	8/14	169
5	MIHAI MARINESCU (RO)	4/2	10/R	1/2	4/12	4/1	7/7	R/7	6/4	161
6	KEVIN MIROCHA (PL)	12/11	3/8	4/10	R/3	1/4	6/4	2/4	3/2	159.5
7	ALEX FONTANA (CH)	3/3	7/10	6/5	8/5	R/7	14/R	1/5	9/6	115
8	DINO ZAMPARELLI (GB)	9/6	8/5	13/7	7/10	R/3	4/6	6/3	7/7	106.5
9	DANIEL MCKENZIE (GB)	5/4	13/6	8/8	2/18	10/8	3/8	4/9	11/10	95
10	HECTOR HURST (GB)	7/10	9/7	10/11	9/9	7/12	9/R	R/14	R/R	27

11 David Zhu (PRC), 22; 12 Axcil Jefferies (ZW), 17; 13 Harald Schlegelmilch (LV), 12; 14 Vittorio Ghirelli (I), 12; 15 Maxim Snegirev (RUS), 6; 16 Richard Gonda (SK), 4; 17 Plamen Kralev (BG), 4; 18 Mauro Calamia (CH), 2; 19 Victor Guerin (BR), 2; 20 Kourosh Khani (IR), 2.

RACES: 1 Silverstone, April 14-15; 2 Algarve, April 28-29; 3 Nurburgring, May 26-27; 4 Spa, June 23-24; 5 Brands Hatch, July 14-15; 6 Paul Ricard, July 21-22; 7 Hungaroring, September 8-9; 8 Monza, September 29-30.

POINTSSYSTEM: For each race: 25-18-15-12-10-8-6-4-2-1, with two worst scores dropped. NB: Spa-Francorchamps race two counted for half points.

WEB DIRECTORY

CAR BROKERAGE

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road, Race, Rally, and more
Telephone: 01582 840008, Fax: 01582 840007

ELITE
Rally & Race Gearboxes,
GearKits, LSD's and Driveshafts
Tel: 01782 280136 Fax: 01782 269913
Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

JMJ AUTOMOBILIA
America's #1 supplier
of CART and Formula
One Racing memorabilia. Large selection of signed
original collectables. See our ad under marketplace
Memorabilia. Call or fax or a mail listing at (609) 575 1143
or visit our website @ www.JMJAuto.com

FINAL LAP
For Everything Formula One
www.finallap.net WE BUY AND SELL
+44 (0)1245 287588 / 07771 920345

Speed King.cc
EXCLUSIVE MOTORSPORT MEMORABILIA
EST. 1996
We Buy Your Teamgear!

MERCHANDISE

F1 SHOP
F1 Merchandise bought and sold.
Meadowhall, Sheffield
Tel: 0114 256 9835
www.theformula1shopandmore.co.uk

MOTORHOMES

BRIAN JAMES TRAILERS
CLUBMAN
Tel. 01327 308833
Web: www.brianjames.co.uk

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE PRODUCTS

www.porscheshop.co.uk
PORSCHESHOP
+44 (0) 121 585 6088

RACE PRODUCTS

SCHROTH
RACING
www.schroth.com

PIPER
www.pipercams.co.uk

msar
LONDON
MOTORSPORT
SHOWROOM
www.msar.co.uk

MARDI GRAS MOTORSPORT
www.mardigras.co.uk

RACE PRODUCTS

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

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

ALL OMP RACEWEAR
AVAILABLE NOW
www.ybracing.co.uk
OMP

GPR **SPORCO** **hans seat** **uvex** **OMP**
RACEWEAR | KARTWEAR | SIMULATION
WWW.GPRDIRECT.COM

RACEWEAR

JJC race and rally
PASSIONATE ABOUT MOTORSPORT
www.jjcaceandrally.com

RACEWEAR MANUFACTURER
AWS
awsracewear.com

OLD HALL PERFORMANCE LTD
RED LINE
SYNTHETIC OIL
Tel: +44 24 7671 7100
Fax: +44 24 7671 7400
sales@redlineoil-europe.com www.redlineoil-europe.com

Image Manufacturers of bespoke
split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD

RACING OILS

WHEELS

AUTOSPORT.COM

TO ADVERTISE IN THE WEB DIRECTORY PLEASE CALL
020 8267 5367 OR EMAIL: autosport.ads@haymarket.com



The Race Shuttle 2
At the races

» Connected to you

www.brianjames.co.uk

With the winning **Brian James Trailer** line-up you will experience light and efficiently aerodynamic towing. Race Shuttle's iconic design transforms the transportation of race and classic cars alike, moving your car into pole position. We are connected to you.

BRIAN JAMES TRAILERS

T +44 (0)1327 308 833

For more information and details of your local BJT dealer please call or visit our website.

TRAILERS & TRANSPORTERS

WOODFORD TRAILERS

Call Us Now! tel. 01327 263 384

www.woodfordtrailers.com sales@woodfordtrailers.com

RL 5000
£7,300 + vat



RL 6000
£9,500 + vat



**PRG
Trailers**

Look Beyond



Race car transporter, carries closed wheeled or open wheeled, 7m full length awning, 12 months MOT on trailer and unit. £30,000.00.



**Please call 0044 1490 412146
or e-mail hywel@cfracing.co.uk**

**Currently in production.
Tri-axle, step frame race
transporter**

- Will carry 4 cars
- Front living area with 2 pod
- Hydrovane compressor
- Honda generator



Bespoke race transporters
designed, built and refurbished
to your requirements



For further information, please contact Ian Green
Tel/Fax: 044 (0) 1454 227 191 Mob: 07766108873



Unit D16, Backfield Farm
Business Park, Wotton Road,
Iron Acton, Bristol, BS37 9XD

www.gbmotorsports.co.uk

APEX Motorsport Logistics

Logistical Services

Apex offers flexible, reliable and efficient logistical assistance to race teams, individuals and sponsors

Trackside support

Short of a mechanic or just a spare pair of hands? Apex can provide an experienced member of staff

Race and track tuition

Apex can provide an experienced race driving instructor to help you hone your technique

Promotional assistance

As well as logistical assistance Apex can provide further support at your promotional event.

Tel: 07729 346897

Email: info@apexmotorsportlogistics.co.uk

Website: www.apexmotorsportlogistics.co.uk



WINNEBAGO MOTOR CARAVAN

£45,000.00

- PRIVATE HGV REGISTRATION ; OU08 FOC
- MODEL 33 VISTA
- BOUGHT NEW, 20 05 2008
- COLOUR, WHITE
- 12000 miles



Contact: VIC NORMAN
vic@aerosuperbatics.com

ONLY USED FOR AIRSHOWS FOR TWO SEASONS, VERY GOOD CONDITION.

AUTOSPORT

Tuning for Performance & Economy

VW/Audi
Seat
Skoda
Land Rover
Mercedes
Porsche
BMW & New Mini
Ford
Vauxhall/Opel



FOR SALE!
AmD's VW Golf BTCC
Car is for sale

AmD[®]

serious about tuning

AmD
Tuning.com



facebook.com/AmD-Essex
twitter.com/amdessex



AmD

AmD
Tuning

- 2/4wd rolling road *
- Power runs with Power Graph*
- Special rates for clubs and Shoot Out days*
- Workshop hourly rate £60+vat
- Set price menus
- Free fitting on Milltek Exhausts
- Coilover Fitting just £100+vat
- 4 Wheel Laser Alignment
- Air con servicing
- Servicing and diagnostics with OEM Parts
- MOT Testing
- Wi-Fi Internet and Playstation equipped Waiting Area*
- Courtesy shuttle service to Local Town Centre or Station
- Courtesy car available
- * Applies to AmD Essex only

AmD Tuning are selling the car to move onto the new full NGTC regulations in 2013

The BTCC will provisionally run a \$2000 Cup in 2013 which will run concurrently with the full NGTC cars.

The car would also be eligible for numerous other championships internationally and nationally.

AmD Tuning could run the car in the BTCC for buyer if required.

PRICE:
£45k+vat - for the complete car.
£30k+vat - Spare engine/spares package
£65k+vat ono - Car and spare package

Description:

VW Golf built and raced in the British Touring Car Championship 2010-2012 with numerous Top 10 positions. Car available after the final round of 2012 BTCC at Brands Hatch in October 2012.

The car comes complete with a full spares package including spare engine, body panels inc bumpers, wings, tailgate, bonnet, doors, panel moulds, suspension, brakes, wheels/tyres, exhaust systems, radiators, intercoolers, gear ratios plus everything you would need to run the car - too much to list!

Spares package alone cost £75k!

Please contact shaun@amdtuning.com for further details.

Part exchange for GT or Porsche Cup car might be interesting?

Call: 01708 861827 to discuss



Special offer Coilover Suspension Fitting - just £100 + VAT includes laser 4 wheel alignment

AmD Tuning

Close to M25 & Dartford Crossing
Next to Lakeside Shopping Centre and Ikea.
Unit 6, Cliffside Trade Park, Motherwell Way,
West Thurrock, Essex RM20 3LE
Telephone: +44 (0) 1708 861827
E-mail: essex@amdtuning.com

Opening Times: Mon-Fri: 8.30am - 6.00pm, Sat: 9.00am - 4.00pm.
Sun: Club Rolling Road Shoot-Out days by appointment only

AmD Northampton

(Near Silverstone Circuit) Watling Street,
Paulerspury Nr Towcester, NN12 6LQ
Tel: 01327 811001
e: northampton@amdtuning.com
Join the AmD dealer network.
Contact us on
dealers@amdtuning.com

AmD Harrow

Unit 24, Hawthorn Centre
Elmgrove Road
Harrow, HA1 2RF
Tel: 020 8427 7688
e: harrow@amdtuning.com

Custom Exhausts →
Can't find an exhaust for your car?
AmD can make it for you from T304
stainless steel.



www.amdtuning.com

RACE & RALLY CARS

RACING CARS FOR SALE

VW Scirocco GT24, former VW factory car, for sale

- Very competitive long distance car, VLN record 8:37,462 min
- Our car won up to now all 4 races VLN 2012
- We can offer our race service after sale. Single seats by VLN races 2012 for test available.
- Powered with 2,0 TFSI engine
- POA-Serious Offers only

Contact Andreas Lautner
andreas@lms-engineering.de
Tel: +49 2682 966055
Mob: +49 171 420 4790



FORMULA FORD

Wanted

FF1600

and

FF2000

Telephone:
07761549454

LOLA

Lola F3000 T9650

Genuine Tub, bodywork,
wings and wheels,
(no engine or gearbox)
ex race car used as static show car
£5450



for more info and race history
07956 515927

AUTOSPORT

The Autosport Directory is now being compiled for 2013.

The Motorsport Industry's most comprehensive contact book will be available both in print and with a NEW online site in December.

To advertise please contact Matt Simpkin on **0208 267 5560** or email matt.simpkin@haymarket.com

RACING CARS FOR SALE



- 2 x BMW 320si with either, 2 litre turbo NGTC BMW or, naturally aspirated engines.
- Very competitive and the most reliable cars in the BTCC.
- Suitable for use in BTCC, WTCC, STCC, CTCC, Britcar, etc.
- Comprehensive spares packages available, incl spare shell.

Tel: (44) 1932 750075
Email: enquiries@wsr-racing.com

Ex Emerson Fittipaldi 1984 March GTP

1984 IMSA GTP car
March Chevy 84G 05
Small block Chevy
530hp, 500ft lb torque
DGB Gear box



Emerson Fittipaldi, the only driver in history to win two Formula One world championships, two Indianapolis 500 championships and an Indy Car world championship. John Kalagian acquired the car in 1984 and raced it at Watkins Glen, Portland, Sears Point, Road America, Pocono, Michigan, Watkins Glen, Daytona Finale In 1985 John Kalagian traded the car back to March. Jim Bell crew chief saw the 1984 car (84 G 05) sitting there and did a deal to run this car for the 1985 Miami Grand Prix with drivers Emerson Fittipaldi and local hero Tony Garcia. After that event the Brassfield's Darrin and father Jerry did a deal to race the car for 1985 and raced at Daytona 24 hour, Miami, Sebring, Road Atlanta, Riverside, Laguna Seca. In 2007 Pat and Sue Thomas of Kelvedon Motors, Lotus dealers from Spalding in Lincolnshire brought the car back from America. The car has been fully restored by Pat Thomas, Tiny Tony Hills, Mark Rodgers and the team at Kelvedon. Successfully raced in 2008 in the Group C Racing series achieving 2nd in class at Spa, 3rd in class at Le Mans in the 24 hour support race and first in class at the Silverstone Classic.

In October at Donington Park Pat finished the season off with a first in class, which resulted in winning the pre '85 championship, and gaining fifth overall in the Group C championship, finishing ahead of some of the mighty Porsche, Nissan and Jaguar cars.

There is a huge list of spares that comes with the car which includes :- 8 x wheels, 4 x wheel centres, 4 x outer rims. A full set of body moulds, new cockpit body section, a windscreen, 2 x engine covers, 2 x doors and door windows, a rear wing, 2 x front light covers, gear ratios, drive shafts & CV joints, disc pads, and wheel nuts. There is Data logging fitted to the car, and it also comes with full re-fuelling equipment.

Also comes with :-
New set of wets, and also Air Jack Trolley and Regulator Lance.

£200,000 (including spares)

Tel: 01775 725457

Email: lotusguru@kelsport.net

MARKETPLACE

AWNINGS

Grumpygrip Ltd
 Sales
 Spares
 Accessories
 Custom Graphics
 Tel: 0800 055 6785

E-Z UP® Instant Shelters

E-Z UP® shelters since 1983
 1.5m x 1.5m to 6.0m x 6.0m
 Set up in 60 Seconds!
 UK Next Day Delivery
www.grumpygrip.co.uk
 Email: info@grumpygrip.co.uk

To advertise in
 this section of

AUTOSPORT

Call
0208 267 5367

FLOORING

FLOORTRAX™
Floortrax™ Race Flooring
 Recognised as being the best modular
 race flooring in the world

- ◆ Co-polypropylene
- ◆ Non-slip
- ◆ Anti-static
- ◆ Takes air jacks
- ◆ Team logo tiles
- ◆ LED lit tiles

Showtrax International Ltd
 E: sales@showtrax.net
 W: www.showtrax.net
 Tel: +44(0)1234 782800

Kiwi Tiles
 Interlocking Plastic Floor Tiles, as used by leading
 race teams throughout Europe.

- Easy installation & removal
- Many colours
- Lightweight
- Strong and durable
- Compact & easy to store
- Top quality
- Value for money

Stock Colours:
 Red, Blue, Green,
 Yellow, Silver, Orange,
 Grey, Black, White,
 Dayglo Red

Ralt Engineering
 Tel: 01865 883354 Fax: 01865 883789
 Email: enquiries@kiwitiles.com
www.kiwitiles.com

INSURANCE

Our free hire
 car means you
 won't have to
 find alternative
 transport



Stay on the move with Churchill Car Insurance

If a car is something you don't want to
 go without, now's the time to choose
 Churchill Car Insurance.

Our free Guaranteed Hire Car is
 available to all new customers that
 quote before 3rd January 2013. So if
 you're ever left without a car in the UK
 as a result of a claim, we'll provide you
 a replacement within 24 hours.

Comprehensive cover only.
 Excludes N.I. and windscreen claims.

Chat to Churchill
0800 404 8719
churchill.com

churchill™
 car insurance

Underwritten by U K Insurance Limited.

INSURANCE

Serious about car insurance

With an elephant.co.uk comprehensive policy you
 get loads of great features and benefits as standard.

- Courtesy Car (while yours is repaired by our approved repairers)
- £100,000 Legal Cover
- Windscreen Repair (£25 excess applies)
- Up to £1,250 Stereo Cover

Plus!

You could save yourself £150 just like the 16% of respondents
 who gave a best alternative price (Nov '11 – Apr '12).

elephant.co.uk

Seriously good car insurance

0800 118 1644

MARKETPLACE

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA

We buy and sell F1 items
AYRTON SENNA specialists

Call CHRIS GRINT 01763 274448
email: sales@f1collectors.com

JMJ Automobilia

SUPPLIERS OF RACE
MEMORIBILIA SINCE 1992

Florida, USA (609) 575-1143

email: JMJAUTO.COM

WWW.JMJAUTO.COM

MOTORSPORT TYRES

FOR ALL YOUR

AVON
TYRES

MOTORSPORT

RACING TYRES

Inc. ACB 10 Formula Ford
Contact

BMTR LTD

Tel: 0121 331 1122

Fax: 0121 331 1144

email: sales@bmtr.co.uk
see our new web site at www.bmtr.co.uk

AUTOSPORT

MISSED AN ISSUE?

**THEN CALL OUR
BACK ISSUE HOTLINE**

0844 848 8817

PROPERTY

Property for Sale

**2 bedroom cottage with large garage / stable
building in the Peak District**



One acre of grass and
garden plus ample
parking.
Central location for
Donington, Mallory,
Oulton etc.

Fully fitted 10.2m x 6.2m
garage incorporating
2 stables and upstairs
storage. Handy lean-to for
2 cars along side. Ideal
base for race / classic car
enthusiast.



£345,000

Contact Agent; John German, Ashbourne
01335 340730
Quote 'Woodeaves'

AUTOSPORT.COM

MOTORSPORT FRANCHISES

Mac Tools
GREAT TO WORK WITH

Business for sale:

Mac Tools is part of StanleyBlack & Decker, an \$11+ billion global organisation and owner of the world famous Stanley Black & Decker and DeWalt brands. If you have the desire and passion to work for yourself, available cash of £15,000 and the ability to build relationships, our franchise businesses give you the power to drive your future with our training and support.



Call us on: 08450 6000 60
Email: franchise@mactools.co.uk
www.mactools.co.uk

RACING GENERATORS

Hyundai Power Equipment

Ideal for motorsport, home, office or business standby.



* Generators * Air Compressors
* Pressure Washers * Hand & Power Tools

Tel. 01646 663848
www.genpoweruk.co.uk

RACING PRODUCTS

Elite Carbon Fibre
Carbon fibre race car
component manufacturer

Contact Dave Greenwood 07809390316
Email - davecarbonelite@googlemail.com
Website elitecarbonfibre.co.uk
EliteCarbonFibre Ltd.
Units 20-22 Norwich Road Ind. Est.
Watton, Thetford, Norfolk IP25 6DR



Carbon Composite Wings, Bodywork & Repairs

• EXPERT ADVICE • MASSIVE STOCKS • RAPID DELIVERY

www.demon-tweeks.co.uk



DON'T DELAY, CALL TODAY
0844 375 2196

demon tweeks
MOTORSPORT Direct

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

MARKETPLACE

RACE PRODUCTS

London Motorsport Showroom
www.msar.co.uk



msar UK agent for **SCHROTH RACING**
ORDER HOTLINE: 020 8655 7877

PORSCHE SHOP
24-HR • WORLD-WIDE • PARTS-DIRECT

SERVICES: • TECHNICAL & DIAGNOSTIC • RESTORATION
• MAINTENANCE & DEVELOPMENT
• FULL CHASSIS-UP & ENGINE REBUILDS

PARTS: • BOXSTER • CAYMAN • TURBO
• HISTORIC • 911 • 968 • 944 • GT3
• RSR • CUP-CAR • 20,000 OEM LINES



Supporters to Konrad 2012 Supercup Team

Call Adam or Kevin on: **0121 585 6088**

carbonfibrerepair.com

BEFORE



AFTER



BEFORE



AFTER



MOCAL
OIL COOLERS

- Winning races since 1967
- Wide Range of oil coolers and components
- British design and manufacture

For the best in Oil Cooling systems... make it MOCAL!!



Worldwide Enquiries go to:
www.mocal.co.uk
Tel. +44 0208 568 1172

USA Enquiries go to:
www.batinc.net

FUEL SAFE
Racing Cells

- FIA FT3 Certified Fuel Cells & Accessories
- Short Lead Times for Stock or Custom Parts
- Fitting Service Available
- Superior Seamless Construction Technology
- Special Large Capacity Fuel Cells for Endurance Events



Classic World Racing
www.classicworldracing.co.uk
Tel: +44(0)1527 521050

MARKETPLACE

RACEWEAR

Grand Prix Racewear

OFFICIAL
SUPPLIERS FOR:
uvex

RACEWEAR
KARTWEAR
SIMULATION

WWW.GPRDIRECT.COM

08435 070 885



WEB DESIGN

GRID MEDIA

PERFORMANCE BY DESIGN

WEBSITE AND PRINT DESIGN

MOBILE APPLICATIONS

TEAM / DRIVER / EVENT MARKETING

SEO & SOCIAL MEDIA MARKETING

MERCHANDISE DESIGN

BLOG / SOCIAL NETWORK MANAGEMENT

SPONSORSHIP PROPOSAL KITS

RESULTS MANAGEMENT

TEAM / DRIVER BRANDING

LIVERY DESIGN

NEW MEDIA SOLUTIONS EXCLUSIVELY FOR THE MOTORSPORT INDUSTRY

0845 868 3971

+44 (0)116 298 8204

WWW.GRID-MEDIA.CO.UK

FACEBOOK.COM/GRIDMEDIA



MOTORSPORT JOBS

PUBLICATION DATE EVERY THURSDAY

CALL 020 8267 5820

FOR ALL AVAILABLE VACANCIES PLEASE GO TO THE JOBS SECTION OF AUTOSPORT.COM

BOOKING DEADLINE MIDDAY MONDAY PRIOR TO PUBLICATION
COPY DEADLINE MONDAY 5PM PRIOR TO PUBLICATION
 ALL ADVERTS PLACED FEATURE IN THE APPOINTMENTS SECTION OF AUTOSPORT.COM FOR ONE WEEK

RACHEL.BROCK@HAYMARKET.COM

AUTOSPORT

LOOKING TO RECRUIT FOR 2012?

THE LATEST SELECTION OF MOTORSPORT JOB VACANCIES UPDATED EVERY WEEK

- The appointment page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 144,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.

“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

APPOINTMENTS
 Welcome to the Autosport.com Appointments, you will find here a number of jobs in the automotive and racing industries. We wish you all the best in finding the job of your dreams.

Company	Job Title	Application Deadline
Gulf Racing Middle East	Team Manager	18 October 2012
Lotus F1 Team	Nightsuit CNC Machinist	18 October 2012
Marussia F1 Team	Senior Vehicle Dynamics Engineer	18 October 2012
Mercedes Petronas AMG Formula One Team	Model Designer	18 October 2012
Williams F1	P&T Electronics & Control Engineer	18 October 2012

→ [Employers & Contact Details](#)



As part of our continued successful development we are looking for exceptional people to join our dynamic team where we encourage innovation and continually strive to maximise the highest level of performance. We currently have the following positions available to further enhance our existing teams:

AERODYNAMICIST

AERODYNAMIC SENIOR MODEL DESIGNER

AERODYNAMIC JUNIOR MODEL DESIGNER(S)

CONTROL SYSTEMS TRACK SUPPORT TECHNICIAN

VEHICLE DYNAMICS ENGINEER

MODEL MAKER

MACHINIST

CAD SURFACER - AERODYNAMICS

AERODYNAMIC MODEL DESIGNER(S)

SOFTWARE ENGINEERS

ELECTRONICS ENGINEER

No2 MECHANIC

PATTERN MAKER

COMPOSITE TRIMMER

The successful candidates must:

- Be currently eligible to work in the UK
- Have previous relevant experience working within a high level motorsport environment
- Be able to demonstrate an innovative and flexible approach to problem solving and possess the ability to work through problems in a scientific and analytical way
- Be able to integrate quickly into existing teams and be actively involved in many aspects of each department
- Have good communication and analytical skills and be able to work to tight deadlines, often under pressure
- Be highly self motivated, thrive in a challenging environment and have a flexible approach to working hours

For details of our current vacancies and to apply please visit our recruitment page on our website www.forceindiaf1.com

Closing date: 26th October 2012 **No agencies**

RECRUITMENT
www.forceindiaf1.com

concept : design : manufacture : test : develop : race



ADVANCED ENGINE RESEARCH LTD

UK based Designers and manufacturers of winning engines since 1997.

Positions available:

Project Manager/Engineer.

We are seeking a confident experienced motorsports engineer. The ideal candidate will be educated to degree level or equivalent, have a proven track record in race engine engineering, be an excellent communicator, highly motivated and be very well organised.

The role will involve travel to European race meetings and operations within the UK and at AER.

Engine Builder.

Must have race engine build experience, be dedicated to high quality and precision work. A good knowledge of complete engine building is essential as is the ability to problem solve and be self reliant.

Assistant Stores Person.

The main role will be to assist in the organisation and maintenance of the stores. In addition the role will involve assisting other departments.

All of the above positions are full time and located in Basildon, Essex

Please apply in writing by email or post to "Recruitment" no later than 31st October, 2012.
Advanced Engine Research Ltd,
Unit 6 Repton Close, Burnt Mills Industrial Estate,
Basildon, Essex, SS13 1LE.
Email: info@aerltd.com www.aerltd.com



AUTOSPORT

And here are the views of some of our satisfied clients:

'Autosport provides a consistently high quality recruitment service that enables GEMS to reach industry professionals for a variety of roles.'

Richard Hull, GEMS Performance Electronics Sales & Marketing

"We received an unexpectedly large amount of responses in only a few days. We would definitely consider Autosport for any future recruitment needs."

Jose Santos, Race Engineer Matech Concepts

"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

MERCEDES AMG PETRONAS FORMULA ONE TEAM



Mercedes-Benz has been setting the standard in racing for over 100 years. The MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver Arrows with the clear ambition of winning the FIA Formula One™ world championships. Based in Brackley, UK, we are recruiting highly motivated, talented new members of our team.

MODEL MAKER (SHIFT WORK) REF: EL357/3008

A vacancy has arisen for a Model Maker, reporting to the Model Shop & Rapid Prototyping Manager.

The overall purpose of this position is for the manufacture and assembly of aerodynamic models and related parts for development and testing. The role also encompasses the responsibility of assisting in development tests in the wind tunnel.

Key responsibilities/duties include:

- Preparation of parts for use on the wind tunnel model from a variety of different manufacturing processes.
- Assembling and checking of wind tunnel models to design and development specifications.
- Executing model changes in the wind tunnel for aerodynamic development tests and liaison with the aerodynamicists to achieve performance targets.
- Maintaining good quality control for component manufacture.
- Providing technical feedback on the fitment and assembly of components to establish good design practices.
- Aid in the training and development of staff to ensure high level of flexibility within the area.
- Implementing continuous improvement initiatives to establish best practice, improve quality and productivity on the wind tunnel model.
- Ensuring processes are operated and carried out safely and maintained in accordance with the manufacturers' recommendations and departmental risk assessments.
- Managing and maintaining the stock consumables used in part preparation.
- Help with the development and support of departmental processes and procedures.
- Support wind tunnel tests in accordance with an agreed rota or shift system.

Flexibility in hours and approach is required, along with a 'can do', 'team-playing' attitude and the ability to work under minimal supervision, to strict deadlines.

In return for your work and commitment, we offer a competitive package including bonus, life assurance, private medical cover, car lease scheme, 25 days holiday, subsidised restaurant and on-site gym facilities.

If you wish to apply for this position please forward your CV and letter of application with current remuneration details, quoting the job title/reference and where you saw the advertisement to recruitment@mercedes-amg-f1.com

Closing date: Friday 26th October 2012.

SportsExtra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB

Comtec to Formula 4

World Series squad joins Walkinshaw V8 Supercars team in new series



Comtec has a successful track record in Renault 3.5

» **TOP FORMULA RENAULT 3.5** team Comtec will feature on the inaugural BRDC Formula 4 grid in 2013, along with the UK arm of the Walkinshaw Racing squad that runs V8 Supercars in Australia.

Norfolk-based Comtec, whose driver Nick Yelloly currently lies fourth in FR 3.5, has pledged to run three cars in BRDC F4 next season.

Team manager John Barnett is hopeful the new series will allow Comtec to engage with young drivers at an earlier stage in their careers.

"The step is a bit too much from Formula 4 to World Series, but it's a good formula to get involved with at the grassroots level," he said.

"We looked at [Formula Renault] Eurocup, which would have fitted in well with our current programme, but unfortunately it's oversubscribed at the moment."

Comtec can trace its roots to the works Van Diemen Formula Ford team in the 1970s, and Barnett said the fact that

Van Diemen founder Ralph Firman is building the cars for BRDC F4 made the category more appealing to Comtec.

"Back then, Formula Ford was the formula to be in and many of us were employed by Ralph," he added.

"[Series boss Jonathan] Palmer knows what he's doing and it's nice to get involved at the first knockings. It's time we had a junior formula that's affordable and organised properly."

Walkinshaw Racing will run a two-car team in BRDC F4 from its UK base in Chipping Norton.

Ken Page, who was part of the original TWR operation that ran Volvos in the BTCC and competed in Formula 1 until the early 2000s, will lead the team.

Page said: "We're absolutely delighted to re-launch Walkinshaw Racing as a team in the UK again. It's something we have been considering for a while and we feel the time is right to add to our other operations around the world."

Formula Renault BARC and Ginetta Junior squad Hillspeed, plus Britcar

Endurance squad Motionsport, have also committed to running cars in BRDC F4 next year.

This means the championship has now allocated cars for all 24 spots on its inaugural grid, barely a month since it was launched in September.

Ginetta Junior points leader Charlie Robertson and 750MC F4 runner-up Falco Wauer are the only two drivers to publicly commit to the series so far.

BRDC FORMULA 4 TEAMS

Teams	Number of cars
Chris Dittmann Racing	1 car
Comtec	3 cars
Douglas Motorsport	2 cars
HHC Motorsport	2 cars
Hillspeed	2 cars
Lanan Racing	2 cars
MGR	2 cars
Motionsport	2 cars
MTECH Lite	2 cars
SWB Motorsport	1 cars
Walkinshaw Racing	2 cars

NB Three further cars have been sold to privateers

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
EDITOR

ben.anderson
@haymarket.com



THE BIRTH OF BRDC FORMULA 4

has sent immediate ripples through the tempestuous river of British single-seater racing.

Barely a month has passed since MSV and the BRDC launched their solution to the ills that have afflicted junior formulae in this country, and all 24 slots on the inaugural grid have now been allocated.

The list of teams has grown fast, and the additions of Comtec and Walkinshaw Racing are a final coup for Jonathan Palmer's pet project.

Although only two drivers have publicly signed up so far, the fact that 11 squads have placed orders for cars so quickly suggests they are confident of selling the drives.

The feeling within the industry seems broadly positive, but there's a degree of inevitability about that with all the fanfare and excitement that new ideas bring. The trick will be maintaining momentum when the novelty wears off...

That's a problem Formula Ford has faced many times - working to hold interest as rivals have tried to muscle it out of the market.

News that it will join the TOCA package (in place of Formula Renault UK) next year is the first step on a path to renewal, as Formula Ford seeks to reinvent itself once again.

Many hope the move will be just the boost this much-loved category needs to get back on track after a difficult 2012. For Formula Ford's sake, let's hope it doesn't come too late in the day to make a difference.

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com

PIC: DPPI





British GT

Toyota commits to British GT4

New updated GT86 to be developed for 2013 British GT Championship assault

GT86 ran well at Silverstone 24

TOYOTA PLANS TO JOIN the British GT4 grid in 2013 with an upgraded version of its GT86 racer.

The Japanese marque was represented in this year's Britcar 24 Hours by two examples of the GT86 – one entered under the Team Toyota GB banner and the other run by Rollcentre Racing boss Martin Short.

The Toyota GB entry, built and run by the GPRM concern that also makes spec parts for NGTC touring

cars in the BTCC, finished eighth overall and third in Class 4, driven by Chris and Stefan Hodgetts, Neil Primrose and Richard Meaden.

GPRM will now develop a GT4 version, featuring a turbocharged engine, for customers. It expects the GT4 car to retail for under £100,000.

GPRM's Gary Blackham said: "We always had a GT4 spec in mind while building the car for the Britcar 24. The car had excellent handling; the only disadvantage was power as we

ran a standard engine and gearbox.

"The turbo on the GT4 will give it the power to be competitive."

Although it won't run a works team in British GT, Toyota GB has pledged to support customer squads.

Toyota GB head of PR Scott Brownlee said: "Toyota GB provides a modest level of support for privateer teams in the BTCC. Via GPRM, we could make a similar commitment for teams racing the GT86, in the form of discounted parts, technical

assistance and PR and media support.

"We want to see people racing our cars and will offer help where we can."

Blackham believes the GT86 will provide a boost for a class that ended 2012 with just two marques (Ginetta and Mazda) on the British GT grid.

"You could buy a GT4 GT86, and race it for a season, for the same budget needed just to buy a more exotic brand," he added. "We think a low-cost, reliable car is just right for the series at this time."

Formula Renault Winter Series

Morris heads winter entry

FORMULA RENAULT BARC RACE winner Seb Morris will lead Fortec Motorsport's attack on the Winter Series, which gets underway at Brands Hatch this weekend.

Former Ginetta Junior champion Morris, who won five races to finish third in the main FR BARC Championship this season, will be joined by Hong Wei Cao, Laura Tillett and InterSteps graduate Jack Aitken.

InterSteps runner-up Matt Mason will return to FR BARC for the two-round series, which concludes at Rockingham in November, with the MGR squad that



Morris will start winter contest as favourite

ran him in InterSteps this year and FR BARC in 2011. MGR will also run '12 ADAC Formel Masters runner-up Gustav Malja.

Privateer Chris Middlehurst, Team USA scholar Matt Brabham (CDR) and Formula Ford Duratec racers Olly Rae (CDR) and Matt Rao (Hillspeed) will also be part of a grid that is expected to reach at least 16 cars for this weekend's opener on the Brands GP circuit.

British Formula Ford

Formula Ford confirmed on TOCA

BRITISH FORMULA FORD WILL support the British Touring Car Championship in 2013 after agreeing a three-year deal to return to the TOCA package.

The category, which last supported the BTCC on a one-off basis at Donington Park in 2010, will appear at all 10 of next year's events with its latest EcoBoost car.

TOCA boss Alan Gow said: "I am delighted to have Formula Ford back supporting the BTCC. For many seasons Formula Ford provided some of the best support-event racing we have ever seen, and I have

no doubt that we will see many more of those gloriously competitive races driven by some future F1 stars.

"This is an incredibly positive step for the championship, its teams, and our huge audiences and spectators.

"It's very much a case of 'welcome home Formula Ford'."

EcoBoost machines will support the BTCC



MIS Motorsport – setting the standards in motorsport insurance

ON TRACK / ON EVENT / MOTOR TRADE /
PERSONAL ACCIDENT / COMMERCIAL / LIABILITY

www.mismotorsport.com or call 01943 884 555

M.I.S. Motorsport Ltd is authorised and regulated by the Financial Services Authority.

MIS
MOTORSPORT

Formula Renault 1.6

New European Formula Renault series launched for next season

ORGANISERS OF THE FORMULA

Renault North European Cup will launch a new series for 1600cc cars in 2013.

Formula Renault 1.6 NEC Junior will run alongside the 2.0 NEC in Belgium, Germany and the Netherlands.

It will use the same Signatech chassis built for the French F4 Championship.

Dutch squads Provily Racing, Van Amersfoort Racing, Manor MP Motorsport and Stuart Racing, plus Belgian teams DVB and JE Automotive

and German outfit Josef Kaufmann Racing, have all committed to the series.

Renault Sport Technologies sporting manager Benoit Dupont said FR Junior 1.6 is aimed at bridging a gap between karting and two-litre Formula Renault.

"We want drivers to be able to get used to driving a car with lower power, and a lower budget, before taking the step to 2.0," he told AUTOSPORT.

Dupont said the concept could come to the UK if a promoter was prepared to run a series.

"We would be interested," he added. "We see championships like FR BARC are working well, but with old cars, so why can't we propose a newer car with this level of cost and these levels of safety?"



Signatech chassis is basis of FR 1.6

Formula Ford Festival

Dane hits out at MSA driver rules

THE FATHER OF REIGNING DANISH Formula Ford champion Nicolai Sylvest has criticised the MSA for preventing his son racing in this year's Brands Hatch Festival.

Sylvest Jr, 15, has taken the Danish title in his first season of car racing and also contested the Formula Ford Eurocup rounds at Spa, Zandvoort and Nurburgring.

MSA rules prevent any driver under 16 racing cars in the UK, except in specifically approved categories such as Ginetta Junior.

Sylvest's father, 1999 Danish Touring Car champion Jesper, says the rules are unfair: "If Nicolai was absolutely green I could understand it, but he has loads of experience."

"The MSA will not grant him permission, even though he has

raced against many of the drivers before and been chosen to be part of the talent development programme of the Danish ASN, which has also recommended the MSA allow Nicolai to race."

MSA chief executive Colin Hilton said: "It is unfortunate that the aspirations of an individual may be compromised in this instance, but the Motor Sports Council position on this is quite clear."



Sylvest won't be able to race in the UK, yet

750MC

750 Roadsports to return in 2013

THE 750 MOTOR CLUB WILL

relaunch its Roadsports category next year to replace its MR2 Super GT series.

The club's original Roadsports ran from 1981 until 2006 and will return after Super GT grids failed to take off.

The new series will also mark a departure from the club's usual sprint format, with 45-minute races and compulsory pitstops planned.

Club competition manager Giles Groombridge hopes to attract cars such

as MR2s, Mazda MX5s, Lotus Elises and Porsche Boxsters.

"Roadsports will be aimed at production-based sportscars," he said. "The lowest class will restrict modifications, but the class structure will allow people the opportunity to tune their cars should they wish."

The series will be held over six meetings in 2013, with Donington Park, Silverstone and Snetterton 300 likely to be on the calendar.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Tooms will be one of several going for a title at Silverstone

Whether you are in Italy, Portugal or Great Britain this weekend, there is great historic racing to round off an action-packed year. I've not been to Imola since 1998, thus am looking forward to the Group C and Historic Grand Prix Cars Association finales. Meanwhile, U2TC, GT & Sports Car Cup and Motor Racing Legends' Stirling Moss Trophy and JD Classics Challenge strut their stuff at the Autodromo do Algarve.

Silverstone boasts the biggest event, however, for 260 competitors line up for Saturday's traditional Historic Sports Car Club championship finals, where the last three titles will be decided after a thrilling season that started at Donington in March.

Fosters Booth garagiste Jon Milicevic had to sit out the first two FJHRA Millers Oils UK Formula Junior rounds, but the former FJ and Caterham champion has been on sparkling form since in engine builder Stuart Rolt's Cooper T59. Taking dropped scores into account, he arrives at his local circuit tied with Worcestershire's Andrew Tart, driving Jon Goddard-Watts's front-engined front-wheel-drive Bond. Ex-Guards Trophy champion Robert Barrie (Lotus 18) is just two points adrift.

Nick Fleming won a hard-fought Guards GT season opener in his Lotus Elan and is one of four protagonists still vying for the

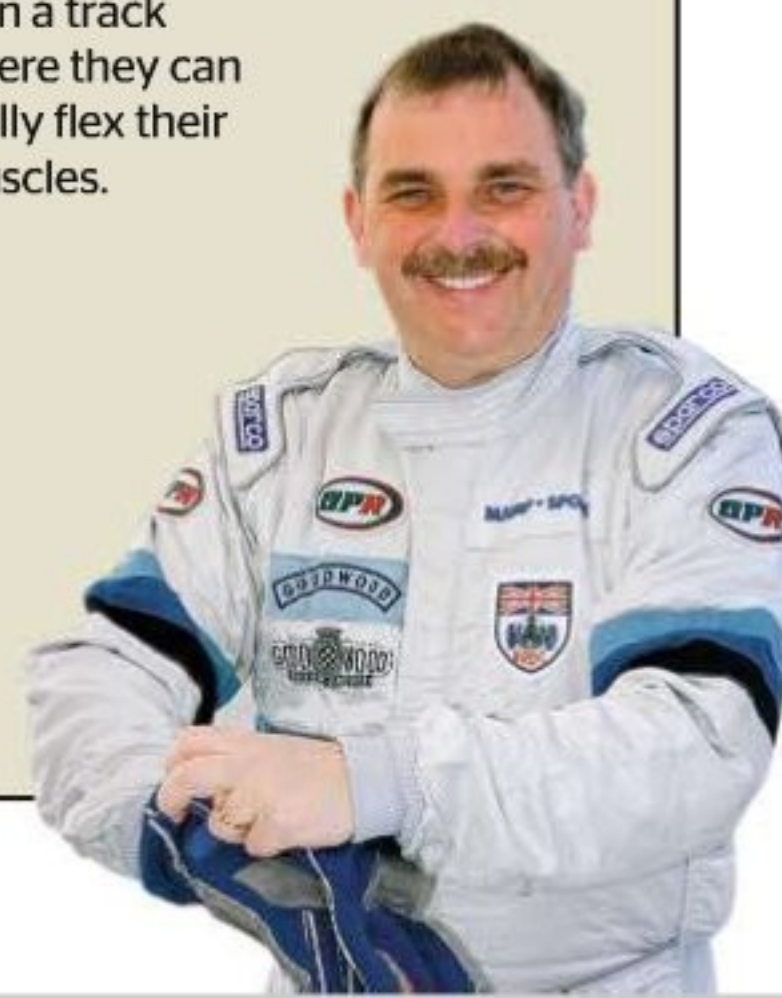
coveted number-one plate. The Scot's rivals for the overall crown all come from the Sports Racing classes: London-based American Mike Malone (Elva Mk7S) and Lotus 23B racers Denis Welch and Andrew Garside could deny him.

The third title under dispute is for Historic Road Sports cars. Defending champion Paul Tooms has squandered what looked an invincible lead at mid-season, through over-ambition at Croft and opting to race at Spa instead of Brands Hatch. The Guards Trophy-bound Lotus Elan ace still has a three-point cushion over Tony Davis (Austin-Healey Sprite), but needs to rediscover his winning form to clinch the double.

Elsewhere on the card, period Formula 3 race winner Bev Bond, 74, rejoins the 1000cc class of the Classic Racing Cars set in Andrew Thorpe's March 703, while young 1600cc F3 hotshoe Mike Jones jumps into father Ian's title-winning Lotus 59 in the same race.

Big fields and traffic guarantee excitement on the National circuit, and the Historic Touring Car climax is oversubscribed. Dan Cox has already clinched another title with his spectacularly conducted two-litre Lotus Cortina, but seven American V8s are ranged against it on a track where they can really flex their muscles.

Three titles will be decided at Silverstone after a thrilling season that started in March



Congratulations to TEAM RACELOGIC for winning the 2012 FunCup Championship!



The hotly contested FunCup Championship is Europe's leading Endurance Series based on a single seater chassis with a sequential gearbox and full throttle shift. It is regarded by many professional and amateur drivers as one of the most fun and rewarding race cars that you can drive today; in one of the most well organised and friendly series.

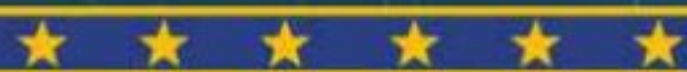
“The combination of Nigel Greensall's brilliant tuition along with intensive VIDEO VBox analysis and the invaluable OLED PREDICTIVE LAP TIMER, made us consistent front runners throughout the year, against some very strong competition”

Julian Thomas, MD RACELOGIC

TEAM RACELOGIC won five races and set four fastest laps in the seven race series.



NigelGreensall.com



VIDEO VBox

Why not test drive a FunCup car yourself?
Visit: www.funcup.co.uk

Want the best and most fun driver tuition?
Visit: www.NigelGreensall.com

Want the best tools to go faster?
Visit: www.VideoVBox.co.uk

IN BRIEF



Wells will rejoin Atech Reid for Eurocup

FORMULA PILOTA CHINA RACE

winner Dan Wells will contest the Formula Renault Eurocup finale at the Circuit de Catalunya this weekend. The Brit will race with the Atech Reid GP squad that ran him in Formula Renault UK in 2011.

NEW BRITISH FORMULA FORD

champion Antti Buri topped his prize test in USF2000 at Indianapolis last week. The Finn switched to Star Mazda for the second day and set the fifth-fastest time in a JDC Motorsports car.

LEADING CATERHAM R300 TEAM

DPR will run four cars in R600 next year. The squad, which claimed the R300 teams title and finished one-two with Paul Wilson and Mark Shaw in the drivers' standings in 2012, has already confirmed Shaw, Jon Walker and Stuart Leonard.

EX-FORD FIESTA FRONTRUNNER

Neal Gordon made his historic debut in Masters Pre-66 Tourers at Donington Park last weekend. He put his Mini Cooper S on class pole and finished second to Nick Swift. Fellow pre-1966 Mini racer Christian Devereaux won a three-way battle for the French Trophée Mini Classic title at Ledenon last Sunday.

VETERAN COMMENTATOR

Andrew Wilkins, known as the 'voice of MGCC racing', marked his retirement with the club's season finale at Snetterton last weekend. He has called MGCC races since 1983 and covered over 100 meetings.

THE MONDELLO PARK SPORTS

Club cancelled last weekend's non-championship 2012 finale at the Irish venue due to lack of entries.

PHIL HINDLEY REPEATED HIS TOUR

Britannia success on the one-day Mini Britannia, run from Silverstone last Saturday. After trailing the AC Cobra of Mark Freeman/Andre Genillard through the special stages, Hindley's Porsche 911SC went clear when Hindley and co-driver Chris Williams won the race on the Silverstone International circuit.



Hindley's Porsche 911 ruled Mini Britannia



Barwell will run new Aston V12 in 2013

British GT/British Endurance

Barwell gets Aston V12 for '13

Leading British GT squad to run latest Vantage for Silverstone 24 Hours victors

BRITISH GT SQUAD BARWELL

Motorsport will run a new Aston Martin Vantage GT3 in selected British GT and British Endurance events next season.

Barwell, which took the 2007 British GT teams' title with Aston DBRS9s, ran a BMW Z4 in British GT this year under the Ecurie Ecosse banner.

It will now run the Vantage in UK events for 2012 Silverstone 24 Hours winners Mark Poole and Richard Abra.

Barwell's Chris Needell said: "We were consulted about the Vantage at

an early stage, so it was a shame we couldn't run one this year. It's really good to get our hands on one now."

Needell believes the car, which was a 2012 winner in the hands of Beechdean Motorsport, can be competitive in both British GT and the British Endurance Championship.

"It's a fantastic car - we know from British GT it's an absolute weapon in the right hands," he added. "It also provides the opportunity to turn up the wick if we want to run in other series.

"I think Mark wants to use 2013 as a learning year before going for a full championship the season after."

Abra said: "GT3 has always been an ambition for Mark and I. After a couple of seasons racing in a Vantage GT4 and BMW GTR in different championships, we feel we are ready for the challenge."

Barwell plans to run at least one BMW in British GT next season, and could add a second Aston. The team's first Vantage was due to test today (Thursday) at Donington Park.

CSCC

'Modern Classics' series launched



Deutsche Marque will be replaced

THE CLASSIC SPORTS CAR CLUB

will expand its Deutsche Marque category next season to allow non-German machines.

The series will become known as 'Modern Classics' and cater for all makes of production saloons of over two-litres, and all production GT and sportscars, built before 2000.

Turbocharged and supercharged saloons of under two litres will also be allowed as they are excluded from the club's Tin Tops series.

Later cars, such as the Porsche Boxster, BMW Mini and Fiat 500 Abarths, may be allowed at the discretion of the organisers.

CSCC competitions director Hugo Holder said: "It's a logical

progression. When we started Deutsche Marque it was for people with '90s cars that couldn't run in Future Classics. They were generally German cars, but now we want to open it up to bring it into line with our other series.

"Deutsche Marque was too narrow but it's started to get established, so we have a core to build on."

Cars will have to run their original type of engine, induction and gearbox, and the production silhouette must be maintained. All entries will run on MSA-listed 1a or 1b tyres.

The class structure is likely to be capacity based, and the CSCC's usual 40-minute pitstop race format will be used.

Monoposto

Mono club plots new Zetec class

THE MONOPOSTO RACING CLUB

will introduce a new class for Zetec-engined Formula Ford cars next season.

The Mono series currently allows the 1800cc Formula Fords in its 1800 class, but permits modifications, such as the addition of wings. The new class would be strictly for Formula Ford-spec cars, such as those that appear in the Festival at Brands Hatch.

Monoposto chairman Nick Harrison said: "Formula Ford Zetecs are already a popular and cost-effective way to compete in Monoposto, and we believe creating a specific class for them will provide excellent value-for-money racing and strengthen the category."

The move comes shortly after the announcement of a pan-European series for Duratec and Zetec Formula Fords (see AUTOSPORT, October 11).

Formula Ford racer Mark Edwards believes the new class could encourage continental Zetec drivers to race in the UK. "This initiative will be perfect for us to grow and we are hoping to increase cooperation with racers in France, Germany, Portugal, the Netherlands and Nordic countries," he said.

**NATIONAL
RACES & RESULTS****Masters Historic**
DONINGTON PARK**QUICK RESULTS**→ GP Masters **Lyons x 2**
→ Gentleman Drivers **Whitaker**
→ Pre-66 Tourers **Voyazides****"The F1 car is great
fun around here"**

Michael Lyons dominated GP Masters



Spice beat McLaren in Can-Am



MASTERS DONINGTON PARK, OCTOBER 13-14

Lyons roars one more time

Lyons thrashed Masters
opposition in Hesketh

MICHAEL LYONS decimated the Grand Prix Masters field with two classy victories at Donington Park.

The 21-year old GT racer was in a league of his own with the ex-Rupert Keegan Hesketh 308E in all conditions.

"It's good to drive these cars on a high-speed circuit and really make them work," said Lyons. To show his class, he went a massive five seconds clear on the opening lap of the second race and won both events by more than half a minute.

On Saturday's wet track, Mark Dwyer led the pursuit in his March 811 after seeing off the Fittipaldi of Richard Barber. Although Dwyer feared he would struggle in the dry, his resistance to Barber's pressure made for entertaining viewing

for nine laps, until Barber took a deep breath and dived ahead.

Their battle became one for third after Simon Fish, up from the back after spinning off on Saturday, stormed his Ensign into second spot.

Mike Whitaker and the McNerney family gave Nigel Reuben and his team a TVR Griffith one-two in the Gentleman Drivers race, although it could have been different had Rob Hall's AC Cobra not cooked its head-gasket.

The first half was a cat-and-mouse contest between Whitaker and Hall, and Whitaker's effort to overcome a 10s false-start penalty was not helped by a big moment at the Old Hairpin that involved the grass on both sides of the track.

With the Cobra sidelined Whitaker could

relax, even though Sean McNerney was on a charge in the Griffith started by dad Mike.

No one could hold a candle to Leo Voyazides in the hour-long Pre-66 Touring Car contest, although Neil Brown was up for giving it a shot with his Mustang.

Aiming to mount an attack on the lead Falcon heading for Redgate on lap two, Brown clobbered the chicane kerb and bounced the Mustang onto the grass. He was instantly down to sixth and Voyazides was gone.

After clattering his Mustang against a spinner in qualifying, Henry Mann tigered up to second but was about to have a big fight on his hands when the Brown/Richard Dutton car was hauled in for a stop-go penalty after speeding in the pitlane during the driver change.

Up front, Voyazides continued his crushing display to head the Alan Mann-liveried Yank tanks of Mann and Dutton.

Pondering that this might be his last weekend of racing, David Mercer claimed an Interserie

double in his Group C Spice, but had a slow start on Sunday when the gearbox jammed in third. There followed a long chase of Andy Newall in the JCB McLaren M8F and, as fuel-pressure woes hindered the 900bhp behemoth, Mercer was able to move ahead.

Alec Hammond (Chevy Camaro) and Mark Bates (Porsche 911) shared the 70s Celebration wins, while Charlie Kemp and Richard Sykes dominated World Sportscar Masters in their Lola T210.

● Paul Lawrence

GRAND PRIX MASTERS

(16 LAPS) 1 Michael Lyons (Hesketh 308E); 2 Mark Dwyer (March 811) +35.007s; 3 Richard Barber (Fittipaldi F5A); 4 Mark Higson (March 761); 5 Andrew Beaumont (Lotus 76); 6 Chris Perkins (Surtees TS14). **Class winners** Gregory Thornton (Lotus 92); Beaumont; Rudolf Ernst (March 721). **Fastest lap** Lyons 1m19.737s (89.35mph).

RACE 2 (22 LAPS) 1 Lyons; 2 Simon Fish (Ensign N180) +35.483s; 3 Barber; 4 Dwyer; 5 Perkins; 6 Beaumont.

CW Fish; Perkins; Ernst. **FL** Lyons 1m02.454s (114.07mph).

GENTLEMAN DRIVERS (66 LAPS) 1 Mike Whitaker (TVR Griffith); 2 Michael McNerney/Sean McNerney (TVR Griffith) +16.278s; 3 Mark Halstead/Stuart McPherson (Lotus Elan); 4 Graham

Wilson/Andy Wolfe (Lotus Elan); 5 Stephen Bond (Lotus Elan); 6 Keith Ahlers/James Bellinger (Morgan Plus 4 SLR). **CW** Halstead/McPherson; Ahlers/Bellinger; Oliver Eaton/Callum MacLeod (MGB). **FL** S McNerney 1m18.399s (90.87mph).

PRE-66 TOURING CARS (42 LAPS) 1 Leo Voyazides (Ford Falcon); 2 Henry Mann (Ford Mustang) +47.833s; 3 Neil Brown/Richard Dutton (Ford Mustang); 4 Mark Jones (Lotus Cortina); 5 Richard Sykes/Charlie Kemp (Ford Mustang); 6 Jason Minshaw/Martin Melling (Ford Falcon). **CW** Jones; Nick Swift (Mini Cooper S); Nigel Cox/Clive Denham (Lotus Cortina). **FL** Voyazides 1m23.404s (85.42mph).

CAN-AM INTERSERIE CHALLENGE (16 LAPS)

1 David Mercer (Spice SE90C);

2 Andy Newall (McLaren M8F) +38.813s; 3 Mike Wrigley (March 75S); 4 Leo Voyazides (Lola T280); 5 Steve Hodges (Chevron B31); 6 Richard Shaw (Chevron B26). **CW** Newall; Voyazides; Wrigley. **FL** Mercer 1m18.281s (91.01mph).

RACE 2 (23 LAPS)

1 Mercer; 2 Newall +5.839s; 3 Michele Ligouri (Lola T292); 4 Voyazides; 5 Shaw; 6 Peter Schleifer (McLaren M6B). **CW** Newall; Ligouri; Shaw. **FL** Mercer 1m04.576s (110.32mph).

70s CELEBRATION

(16 LAPS) 1 Alec Hammond (Chevrolet Camaro); 2 Mark Bates (Porsche 911 RSR) +3.831s; 3 Roberto Giordanelli (Datsun 240Z); 4 Paul Pochciol (Ford Capri); 5 James Bates (Porsche 911 RS); 6 Martin Sledmore (Mini Cooper). **CW** M Bates; Sledmore; Ulrich

Schodel (Ford Fairlane). **FL** Hammond 1m31.486s (77.87mph). **RACE 2 (20 LAPS)** 1 M Bates; 2 Hammond +50.253s; 3 Tim Bates (Porsche 911 RSR); 4 Pochciol; 5 J Bates; 6 Henry Mann (Ford Fairlane). **CW** Hammond; Pochciol. **FL** Mark Wright (Ford Escort Mk2) 1m17.182s (92.30mph).

WORLD SPORTSCAR MASTERS (48 LAPS)

1 Charlie Kemp/Richard Sykes (Lola T210); 2 Simon Hadfield (Huffaker Genie) +25.879s; 3 Andrew Middleton (Taydec Mk3); 4 Tim Cousins/Jeremy Wheatley (Chevron B23); 5 Alec Hammond/Nigel Greensall (Chevron B8); 6 Jamie Boot (Chevron B16). **CW** Middleton; Hadfield; Hammond/Greensall; Richard Piper (Brahma B2); Mark Bates (Porsche 911 RSR). **FL** Kemp 1m12.162s (98.73mph).

Whitaker survived
big moment to win

750MC MALLORY PARK, OCTOBER 14

Oliveira brothers deny the champ

OLIVEIRA BROTHERS

Sam and Jake took a win apiece during the Formula Vee season finale at Mallory Park last Sunday to keep new champion Paul Smith off the top step of the podium.

Sam won a dramatic opener when Smith tangled with backmarkers at Shaw's Hairpin while in front. After taking second from Peter Belsey's Spyder on lap two, Smith rapidly closed down the pole-sitting Sheane Mk1 of Oliveira and made a bid for the lead into lap six.

Moving ahead of Oliveira at Gerard's, Smith was faster and looked set for a clear win, but into the hairpin his hopes were wrecked as he attempted to lap a group of slower cars. The champion recovered but ended his race in the gravel at Gerard's shortly after, with damage to his AHS Dominator.

Oliveira managed to avoid the chaos to re-take the lead and an eventual win, while Belsey just held off Jake Oliveira (Storm).

Sam looked well placed to make it two for the day in the second race, but he dramatically slowed at the start of the seventh tour. Smith gladly inherited the lead, but the other Oliveira sibling usurped him on the penultimate lap.

Paul Hinson took his most important win of the season in the first of the Toyota MR2 races to seize

the championship advantage from George Robinson; in doing so he set himself up for title success later in the day.

While Hinson was never headed, Robinson's hopes went awry at the hairpin on lap 11 of 15 in race one, with a spin while in second. He eventually finished fifth.

Robinson knew he had to win race two if he was to have any hope of the title and he took the lead superbly on lap one exiting a damp Gerard's. Hinson, though, was able to finish third to a rapid Jim Davies to become 2012 champion.

Paul Gorolini (JB) saw off an early challenge from Peter Chattin's HCS in the first 750 Trophy race to take a 23-second victory. The lead duo was glued together for the first five laps, during which the lead changed several times, before Gorolini moved back to the front on lap five and stamped his authority.

Chattin, who had to retire from race one a few laps from the finish with mechanical problems, responded in the best way possible with victory in a rain-hit second encounter. He took the flag four seconds clear of Gorolini, having grabbed the lead on lap four as the rain intensified.

Race one for the Sports Specials had to be red-flagged on the third lap when oil on the track at the



Sam Oliveira defeated new champ Smith in Vee

Esses caught out several frontrunners — not least Paul Boyd who spun out of third into the barriers, luckily avoiding an already stricken car.

At the resumption, Formula Junior ace Jon Milicevic (Caterham Vauxhall) built a strong advantage to win from Ian

Wale, who was fortunate to take the restart without damage after going off on the oil himself.

In race two Rob Johnston, who missed the opener with engine troubles in his Cyana, was in a class of his own to take an easy win.

Third for Clive Hudson's Eclipse, behind David Caldecourt (Sylva Phoenix),

gave him the overall title.

Tim Gray (Spire GT3) extended his undefeated streak in RGB to a sensational 14 races with two dominant wins.

In the sole outing for 750 Formula, Billy Albane's Batten won clearly as Dave Robson (SDAR) sealed the title with second.

● Marc Orme



Hinson celebrates his Toyota MR2 title



Milicevic won a Sports Specials race in Caterham

FORMULA VEE (16 LAPS) 1 Sam Oliveira (Sheane Mk1); 2 Peter Belsey (Spyder Mk2) +7.09s; 3 Jake Oliveira (Storm); 4 Graham Gant (WEV FVO1); 5 Ian Buxton (Daghorn/GAC); 6 Martin Farmer (GAC). **Class winner** Gareth Evans (Scarab Mk2). **Fastest lap** Paul Smith (AHS Dominator) 50.59s (96.07mph) **record**. **RACE 2 (14 LAPS)** 1 J Oliveira; 2 Smith +0.43s; 3 Buxton; 4 Steve Ough (AHS Dominator SD); 5 John Hughes (Scarab Mk5); 6 Farmer. **CW** Evans. **FL** Ough 59.74s (81.35mph). **TOYOTA MR2 (15 LAPS)** 1 Paul Hinson; 2 Jim Davies +4.58s; 3 Ben Rowe; 4 Matthew Wallis; 5 George Robinson; 6 Michael Wells. **CW** Davies. **FL** Hinson 54.97s (88.41mph) **record**. **RACE 2 (20 LAPS)** 1 Robinson; 2 Davies +0.46s; 3 Hinson; 4 Luke Austin; 5 Robert Wells; 6 Rowe. **CW** Davies. **FL** Davies 55.87s (86.99mph). **750 TROPHY (14 LAPS)** 1 Paul Gorolini (JB); 2 Ben Myall (Gerrel Mk1) +23.45s; 3 Christian Pedersen (Austin 7

Single-Seater); 4 Michael Inglis (A7 Special/Black Sheep 2); 5 Helen Gilfillan (Centaur Mk16); 6 John Skeavington (Austin 7 Ulster). **CW** Pederson. **FL** Gorolini 59.09s (82.25mph). **RACE 2 (13 LAPS)** 1 Peter Chattin (HCS); 2 Gorolini +4.11s; 3 Pedersen; 4 Lyndon Thruston (DNC); 5 Myall; 6 Gregan Thruston (Austin 7 Special). **CW** Pedersen. **FL** Myall 1m01.94s (78.46mph). **SPORTS SPECIALS/SR> (15 LAPS)** 1 Jon Milicevic (Caterham Vauxhall); 2 Ian Wale (Caterham 7) +1.36s; 3 Clive Hudson (Eclipse Mk1); 4 John Moore (Sylva Phoenix); 5 Cheng Lim (Cobra); 6 Paul Collingwood (Sylva J15). **CW** Wale; Hudson; Lim; David Caldecourt (Sylva Phoenix); Stewart Fenton (Tiger RS6); Ken Culverwell (Lotus 23); Paul Taberner (Westfield SE Wide); Peter Smith (Ginetta G20); Charles Best (Westfield 11). **FL** Wale 50.06s (97.08mph). **RACE 2 (15 LAPS)** 1 Rob Johnston (Cyana MX500 R); 2 Caldecourt +28.95s; 3 Hudson; 4 Robert Bennett (MEV

Rocket); 5 Lim; 6 Fenton. **CW** Caldecourt; Bennett; Lim; Fenton; Culverwell; Taberner; Collingwood. **FL** Johnston 56.10s (86.63mph). **RGB (18 LAPS)** 1 Tim Gray (Spire GT3); 2 John Cutmore (Spire GT3) +13.12s; 3 Derek Jones (AB Sabre Supersports); 4 John Goodwin (Spire GT3); 5 Tony Gaunt (Wolfe TGO2); 6 Andrew Hiley (Chronos/HR12). **CW** James Walker (STM Phoenix). **FL** Gray 45.85s (106.00mph) **record**. **RACE 2 (18 LAPS)** 1 Gray; 2 Cutmore +16.55s; 3 Jones; 4 Gary Goodyear (Contour RGB); 5 Alastair Boulton (STM Phoenix); 6 Goodwin. **CW** Boulton. **FL** Gray 45.89s (105.91mph). **750 FORMULA (16 LAPS)** 1 Billy Albane (Batten 3); 2 Dave Robson (SDAR/83) +3.45s; 3 Nathaniel Cooper (Davis T7); 4 Robin Gearing (Darvi P88); 5 Bill Rutter (Darvi Mk5); 6 Chris Gough (CCR2 Evo). **CW** Robson. **FL** Robson 50.33s (96.56mph).



BRITISH HERITAGE RELAY SNETTERTON 200, OCTOBER 14

V8 Wide Boys take the top trophy in relay race

WITH 26 TEAMS AND around 100 cars competing, a four-hour relay race promised to be a close-fought and entertaining finale to the MGCC's season.

But for the opening hour it looked like the battle for scratch victory at least would be a walkover, as newly crowned Morgan Challenge champion Richard Plant set a blistering pace for the Morgan Magic squad. So much so that he put a lap on the whole field in little over half an hour.

Behind him there was plenty of jostling, with the M Sport squad one of the first to surge into second, staying in contention until around the one-hour mark.

After that they dropped

back to fifth, having lost one of their M3s (stranded at Murrays with a broken crankshaft) and their lone Porsche (to clutch issues).

Taking their place in pursuit of Morgan Magic were the MGB GTs of the V8 Wide Boys team, and the Trophy Guys team led by Malcolm Gammons.

Once Plant finally pitted on lap 43, the chase was really on, with the Wide Boys rapidly coming from a lap down to less than half a minute in arrears by lap 62.

Nine laps later they swept past the lead Morgan across the finish line to claim the lead. Apart from a brief spell around their next pitstop, the Wide Boys stayed ahead to the finish.

To make matters worse



Plant Morgan leads as Relay gets going

for the Morgans, it started to rain around the three hour mark, helping the Trophy Guys to overhaul them for second just inside the final hour.

● Oliver Timson

RESULTS (153 LAPS) 1 V8 Wide Boys: Simon Cripps (MGB GT V8); Barry Holmes (GT V8); Rob Spencer (GT V8); 2 The Trophy Guys:

Malcolm Gammons (MG ZR 160); Charlie Brown (Renault Megane 26R); Christopher Bray (MG ZR 190); Robin Walker (ZR 190) +1m09.908s; 3 Morgan Magic: Tim Harrison (Morgan 4/4); Simon Orebi Gann (Morgan Roadster); Simon Baines (Morgan Roadster Lwt); Richard Plant (4/4); 4 Guten Morgens: Roger Whiteside (Morgan +8); Richard Thorne (Roadster); John Emberson (Roadster Lwt);

Tony Rivers (Roadster); 5 M Sport Racing: Pat Fenn (BMW E36 M3); Brian Branson (M3); Bryan Branson (M3); John Waples (Porsche 911); 6 CMC Motorsport: David Coulthard (ZR 190); Julia Penfold (MGA TC); Dan Surridge (ZR 160); David Williams (ZR). **Handicap T-Types Too:** Bruce Riches (Elva); Stuart Dean (MG Jacob Special); Peter House (Mini Cooper S). **Fastest lap** Plant 1m24.536s (84.49mph).



Bray leads Streather with title on the line

MG TROPHY SNETTERTON 200, OCTOBER 13-14

Bray's noise is enough to win Trophy thriller

FOR THE THIRD successive year, the MG Trophy was decided in the final round at Snetterton.

Six drivers still had a shot at the title, with Paul Savage's Class C ZR 160 heading the table just two points clear of Chris Bray's more-powerful Class B 190.

Bray started off well by securing pole for race one, with his rival down in 14th. From the start Bray's determination was clear, as

he eased away. Behind, there was a close scrap for second, with Doug Cole, Paul Luti and Paul Streather all in the mix, joined shortly after by Dan and Ollie Neaves.

Sadly it was cut short when Cole clipped the kerb at Murrays and flipped his car onto its side, bringing out the red flags.

Having seen his lead wiped out, Bray now found a charging Streather stuck to his bumper at the restart.

Bray determinedly held on to take the win by a fraction, while Savage could only manage fifth in class.

The result meant that only Bray and Savage could still prevail in the finale.

This time Bray had his hands full from the start, with Streather piling on the pressure before snatching the lead into Nelson on lap three. Undeterred, Bray filled his rival's mirrors, reaping the reward when Streather went off at Murrays. Bray coolly claimed the win that confirmed him as 2012 champion, while behind him Luti took advantage of Streather's fading tyres to snatch second.

● Oliver Timson

RESULTS (5 LAPS) 1 Christopher Bray (MG ZR 190); 2 Paul Streather (MG ZR 190) +0.089s; 3 Paul Luti (MG LE 500); 4 Dan Neaves (MG ZR 190); 5 Robin Walker (MG ZR 190); 6 Ollie Neaves (MG ZR 190). CW Luti; Ross Makar (MG ZR 160). FL Streather 1m24.479s (84.54mph).

RACE 2 (14 LAPS) 1 Bray; 2 Luti +2.108s; 3 Streather; 4 Doug Cole (MG ZR 190); 5 O Neaves; 6 Walker. CW Luti; Makar. FL Bray 1m24.905s (84.12mph).

BCV8 SNETTERTON 200, OCTOBER 13-14

MG freewheels to title

RUSSELL McCARTHY guided his rapid MGB GTV8 to a comfortable victory in the final BCV8 race of the season, as the action raged behind him.

With the overall championship up for grabs, James Wheeler just needed a finish in his Class B Roadster to claim the prize.

All was well until the car slowed as it entered Coram for the final time. The throttle cable had come loose, and all he could do was coast the

car along by flicking the starter motor on and off.

He crept agonisingly towards the finish, just making it to the line in time to secure the title.

● Oliver Timson

RESULTS (14 LAPS) 1 Russell McCarthy (MGB GT V8); 2 Rob Spencer (MGB GT V8) +15.127s; 3 Ian Prior (MGB GT V8); 4 Neil Fowler (MGB GT V8); 5 Jonnie Wheeler (MGB Roadster); 6 Joe Parrington (MGB GT V8). CW Wheeler; Bob Luff (MGB Roadster FIA); Steve Hall (MGB GT). FL McCarthy 1m23.488s (85.55mph).



McCarthy had a serene run to glory

NATIONAL RACES & RESULTS

MGCC
SNETTERTON 200

QUICK RESULTS

→ Morgan Challenge Goddard
→ Ecurie GTS Smith & Prutton



Cripps won Thoroughbreds after McCarthy faltered

REPORTS SPORTS EXTRA

MORGAN CHALLENGE SNETTERTON 200, OCTOBER 13-14

Goddard grabs a win as Plant secures the crown



Goddard beat Wurr to victory

PHILIP GODDARD came from fourth on the grid to win the final Morgan Challenge race of 2012, despite former champion Matthew Wurr's best efforts to deny him.

Poleman Jeremy Knight led away from the start, but lost out when Goddard slipped up the inside into

Brundle on lap four. Wurr followed suit a lap later, before snatching the lead with a brave effort around the outside of Riches.

It didn't stick for long, as Wurr got held up by a backmarker and fell behind Goddard on lap eight.

Despite pushing to the limit, setting a fastest lap

that was three seconds below the pole time, he couldn't deny Goddard his third series win of the year.

Meanwhile, behind them the overall championship was at stake.

Leading protagonist Richard Plant knew he needed to win Class B to ensure that he beat Class C

frontrunner Sharlie Goddard to the prize.

Having claimed Class B lead and fourth overall from the start, Plant looked comfortable until a threatening mid-race charge by Andy Green.

But just as Green closed the gap to less than three seconds, he slowed and retired with gearbox trouble, allowing a delighted Plant to secure the title.

● Oliver Timson

RESULTS (22 LAPS) 1 Philip

Goddard (Plus 8); 2 Matthew Wurr (Plus 8R) +3.573s; 3 Jeremy Knight (Plus 8); 4 Richard Plant (4/4); 5 John Emberson (Roadster Lwt); 6 Tim Harrison (4/4). **CW** Plant; Tim Pearce (Plus 8); Simon Orebi Gann (Roadster Lwt); Sharlie Goddard (Plus 8); Mary Lindsay (Plus 8); Simon Scott (4/4 Sport). **FL** Wurr 1m20.980s (88.20mph).

IN BRIEF



Sibley wins secured Class A crown

MIDGET-SPRITE

Paul Sibley was in control of both Midget-Sprite Challenge races, leading throughout on his way to sealing the Class A title in his Midget. David Weston and Martin Morris filled the podium each time, ahead of some close-fought scraps for fourth, which Richard Perry edged both times.

Meanwhile, Nigel Pratt took a brace of Class B victories to secure the overall championship.

PETER BEST MGs

Once he'd swept past Simon Hutchinson's Midget on lap two to lead, Andrew Ashton was always in command of the Peter Best Challenge. Meanwhile, the battle for championship honours raged between Class A rivals James Darby and Simon Tinkler. With Darby narrowly claiming class victory, the pair were tied on points, but Darby took the title by virtue of setting a faster lap.

THOROUGHbred SPORTS

Having already won the BGV8 race, Russell McCarthy looked on course for a repeat showing in the Thoroughbred Sportscars, only for brake problems to force him out five laps from home. Simon Cripps inherited the win ahead of Rob Spencer, who considered himself lucky to finish in his MGB. "Some of the bolts came out of my gear lever!" he said.

METRO CUP

There was little to separate Mike Williams and Tom Sanderson at the front in the Metro Cup thrash. Williams soaked up the pressure from behind and held on to claim the win. Meanwhile, this year's Metro Cup champion Tom Grainger was denied a tilt at victory by an errant spark plug lead, which required him to pit in order to fix it.

Williams soaked up pressure to win



ECURIE GTS SNETTERTON 200, OCTOBER 13-14

Smith and Prutton star amid MGB and Triumph battles

A GLORIOUS GRID OF Roadsters and TR4s did battle in the pair of Ecurie GTS races.

At the front of the opening event it was all about Tom Smith, who demonstrated an easy mastery of his MGB as he remorselessly pulled away from the pursuing Malcolm Gammons.

"I loved it! I think the tyres are shot, but I love racing this car," said Smith

after taking the flag.

"He was just in a different league — he's on fire today," observed Gammons, who nonetheless enjoyed a relatively comfortable second place.

Far less clear cut was the fight for third, where the TR4s of John Andon and Pete Foster enjoyed a close but clean scrap from mid-distance to the flag. Despite having developed a misfire from mid-distance,

Andon had just enough in reserve to keep Foster behind. "That was really good fun!" said Andon. "I thought I wasn't going to finish and when I saw the last-lap board come out I thought 'Oh God, I've got to do it again!'"

Sadly Smith was unable to make the second race due to a prior commitment, and Andon's race ended early with a misfire.

In their absence, there

was a tight but brief lead battle between Mark Prutton and Gammons, which was cut short by fanbelt issues that forced Gammons's steaming car into the pits for repairs and out of contention.

That left Prutton a clear run to victory, while Will Linley guided his Roadster past Richard McKoen's TR4 on the penultimate lap to claim second. Further back, Graham Bates edged a five-car battle for fourth.

● Oliver Timson

RESULTS (20 LAPS) 1 Tom

Smith (MGB Roadster); 2 Malcolm Gammons (Roadster) +31.019s; 3 John Andon (Triumph TR4); 4 Pete Foster (TR4); 5 Peter Boyes (Roadster); 6 John Yea (Roadster). **CW** Andon. **FL** Smith 1m30.873s (78.59mph). **RACE 2 (17 LAPS)**

1 Mark Prutton (MGB); 2 Will Linley (Roadster) +0.354s; 3 Richard McKoen (TR4); 4 Graham Bates (Roadster); 5 Nick Crewdson (MGB FIA Roadster); 6 Alan Bates (FIA Roadster). **CW** McKoen; Mark Ellis (MGA Coupe). **FL** Gammons 1m31.792s (77.81mph).



Smith beat Gammons in first MGB contest

NATIONAL RACES & RESULTS BARC/CTCRC PEMBREY

LEGENDS RESULTS

→ Final 1 **Lawrence Davey**
→ Final 2 **Davey**

**"I'm still 930 points
ahead in the table"**

Davey was happy even after heats



**P81 SPORTS EXTRA
RESULTS ROUND-UP
FOR OCTOBER 13-14**



LEGENDS PEMBREY, OCTOBER 13-14

Davey fights through the chaos for Legends double

THE OPENING LEGENDS heat, first up on the agenda, set the tone for the meeting with a collision off the startline, a leader (Matthew Pape) running wide on wet grass for a hundred yards, and a thrilling lead battle decided by a last-lap shunt.

When it all panned out, Dean Brace emerged the winner, just ahead of Guy Fastres, John Mickel and championship leader Lawrence Davey.

Davey's healthy championship lead was diminished even further when he spun backwards through a deep puddle on the opening lap of the second heat. Then the race was stopped because of an incident at Brooklands.

In the meantime, Davey's

car received attention to damaged steering and so he was obliged to begin the restarted race from the pitlane. Brace went on to win by inches from Mickel and Fastres.

But it was a different story in Saturday's Final, when Davey soon hit the front and then held off a strong challenge from former world hot rod champion John Mickel and the chief championship chaser, Dean Brace.

"I'm not too disappointed [with the heats]," said Davey. "I'm still 930 points ahead."

On Sunday, Mickel led the first heat all the way from James Holman, but the Scot was pipped to victory by Dean Brace in heat two. Each time the



Davey kept on fighting

runner-up was only a tenth of a second adrift.

In the final, Davey steamed past early leader Jean-Michel Poncelet down Speedway Straight and then took command from the second lap onwards. Dean Brace, Power and Mickel also found a way past the Belgian to finish second, third and fourth respectively.

● Kerry Dunlop

RESULTS – SATURDAY (8 LAPS)

1 Lawrence Davey; 2 John Mickel +0.229s; 3 Dean Brace; 4 Ben Power; 5 Richard Pocklington; 6 Nick Brace. **Fastest lap** D Brace 1m07.671s (77.45mph).

HEAT 1 (12 LAPS) 1 D Brace;

2 Guy Fastres +0.041s; 3 Mickel; 4 Davey; 5 Power; 6 Peter Morton. **FL** Davey 1m11.457s (73.35mph).

HEAT 2 (6 LAPS) 1 D Brace;

2 Mickel +0.136s; 3 Fastres; 4 N Brace; 5 Power; 6 Pocklington. **FL** Davey 1m07.999s (77.08mph).

SUNDAY FINAL (10 LAPS)

1 Davey; 2 D Brace +1.223s; 3 Power; 4 Mickel; 5 Jean-Michel Poncelet; 6 Fastres. **FL** Brace 1m07.327s (77.85mph).

HEAT 1 (10 LAPS) 1 Mickel;

2 James Holman +0.126s; 3 Poncelet; 4 D Brace; 5 Power; 6 Jack Parker. **FL** Holman 1m07.251s (77.94mph) **record**.

HEAT 2 (10 LAPS) 1 D Brace; 2 Mickel +0.111s; 3 Davey; 4 Matthew Pape; 5 Power; 6 Pocklington.

FL D Brace 1m07.522s (77.62mph).



Jamieson leads the tin-tops at Pembrey

PRE-1993 TOURING CARS PEMBREY, OCTOBER 13-14

Tin-top honours shared between M3 and Cossie

THERE WERE SOME potent ingredients for the lead battle: an up-and-coming winner, still in his first season (Richard Millar), an experienced ex-champion making a comeback after surgery (Roger Stanford), a former winner recovering from two heavy crashes and racing with a scalded hand (Lawrie Dunster), and a driver who bounced back with a recent victory after missing most of the year (Craig Jamieson).

Polesitter Millar's Ford Sierra Cosworth broke away

at the start but was soon reeled in by the BMW M3 of Stanford. Then Jamieson (Cosworth) shook off the challenge from Dunster's BMW and passed Stanford.

Two laps later, as Jamieson drew alongside the leader under braking, Millar took to the grass and both spun.

Meanwhile, Dunster's challenge faded and so Stanford was able to take his first win since his back operation. Dunster shook off the pain to claim second.

On Sunday Jamieson led all the way from Millar,

while Dunster just held off David Hickton's BMW for third. But it was Class D winner Daniel Smoughton who clinched the title.

● Kerry Dunlop

RESULTS (BOTH 14 LAPS)

1 Roger Stanford (BMW E30 M3); 2 Lawrie Dunster (E36 M3) +0.030s; 3 Richard Millar (Ford Sierra Cosworth); 4 Craig Jamieson (Cosworth); 5 David Hickton (E36 M3); 6 Graham Myers (Cosworth).

Class winners Dunster; Hickton; Nigel Olive-Jones (Nissan S13); Daniel Smoughton (BMW 325i); Simon Sheridan (Ford Fiesta XR2). **FL** Jamieson 1m05.032s (80.80mph).

RACE 2 1 Jamieson; 2 Millar +3.789s; 3 Dunster; 4 Hickton; 5 Stanford; 6 Myers. **CW** Hickton; Stanford; Olive-Jones; Smoughton; Sheridan. **FL** Jamieson 1m04.846s (80.83mph) **record**.

WELSH SPORTS & SALOONS PEMBREY, OCTOBER 13-14

White and Davies win

KEITH WHITE WAS more than a second quicker than his rivals during qualifying so it was no surprise when his BMW Z4 silhouette appeared at the end of the first lap with a sizeable lead over Martin Davies (Sierra Cosworth) and Keith Butcher (Ginetta G50).

Next up was John Morris ahead of Michael Cond, Dave Coe and Geraint Rees. Then White ran wide onto the grass at the exit of Hatchets and while he was sorting out the ensuing slide, Davies and Butcher raced past.

Next time around White had passed Butcher, but Davies was still in front: the Z4 was quicker in the twisty bits but the Sierra had better traction out of the corners and down the straights. But on the very last lap Davies made a

mistake, allowing White to win by a whisker.

"I was struggling to slow the car towards the end," said Davies. "I went too hot into Brooklands hairpin."

On Sunday it was a different story as Davies led Butcher and White from start to finish.

● Kerry Dunlop

RESULTS (BOTH 16 LAPS)

1 Keith White (BMW Z4); 2 Martin Davies (Ford Sierra Cosworth) +2.316s; 3 Keith Butcher (Ginetta G50); 4 Michael Cond (Sylva Riot); 5 John Morris (Vauxhall Tigra); 6 Dave Coe (Subaru ST1). **CW** Davies; Cond; Coe; Rhodri Jenkins (Honda Civic R); Chris Morris (Suzuki Ignis); Phil Bendall (Ford Fiesta ST150). **FL** White 1m00.799s (86.21mph).

RACE 2 1 Davies, 2 Butcher +3.993s; 3 White; 4 Chris Everill (Ginetta GTC); 5 Cond; 6 Geraint Rees (Westfield SE1). **CW** Butcher; Everill; Cond; Jenkins; Morris; Bendall. **FL** Davies 1m01.456s (85.29mph).



White's BMW was the class of Welsh Sports & Saloons

CLASSIC FF2000 THRUXTON, OCTOBER 14

Pope is perfect as Pearson takes title

Pope dominated at end of a trying year



IAN PEARSON BECAME Classic Formula Ford 2000 champion for the fourth time at Thruxton last weekend, but it was far from straightforward.

After suffering electrical problems in qualifying, Pearson started race one from a lowly 12th on the grid. He made good progress early on, and was up to ninth by the end of the opening tour. But his hard

work came to nothing when he tangled with Chris Levy at Club and dropped back down to 14th. He then fought his way back to ninth by lap nine of 15, only for his gearbox to fail.

At the front, Tom Pope put in a sublime drive to take his first win of the year from Jon Finch. "It's been a torrid season, but we're going to finish on a high here", Pope said.

Pearson's main title rival, Scott Temple, just held off Nigel Corry to take the final podium position, reducing his arrears in the championship to a mere two points. Despite Pearson's problems, Temple wouldn't write him off: "Ian is an awesome driver – you can't discount him".

Pearson – his gearbox now repaired – did indeed bounce back to clinch the title in the second encounter, coming home in a safe seventh place.

He was in sixth for much of the event, but came under pressure from Clive Wood and sensibly decided to let him have the position.

"I was relieved to get to the end – it felt like it was falling apart," he said.

Temple made a mistake and rotated at Club on lap

two while in fourth place. He charged his way back up the order to finish 10th.

Pope was once again the victor, leading the hordes of Van Diemens from start to finish, Finch never looking a threat. "Hopefully we can come back next year and stop Ian from winning a fifth", said Pope.

● Matt Upton

RESULTS (BOTH 15 LAPS)

1 Tom Pope (Van Diemen RF82); 2 Jon Finch (RF82) +3.630s; 3 Scott Temple (RF82); 4 Nigel Corry (RF82); 5 Tony Hancock (RF82); 6 Richard Wallington (Van Diemen RF83). **CW** Hancock; Colin Wright (Reynard SF79). **FL** Pope 1m19.786s (106.30mph). **RACE 2 1 Pope;** 2 Finch +6.515s; 3 Corry; 4 Wallington; 5 Hancock; 6 Clive Wood (RF82). **CW** Hancock; Wright. **FL** Pope 1m19.935s (106.10mph).

KUMHO BMW THRUXTON, OCTOBER 14

Wells is unbeatable on the way to BMW crown

COLIN WELLS WAS once again without peer in the Kumho BMW Championship. The man from Shrewsbury was assured of the title after victory in the first race, leading from start to finish.

"The last time I won this title was in 1997," said Wells. "It proves old fogies can still do it."

Richard Bacon was the best of the rest. He slipped behind James Card at the start, but got the position back with a brilliant move around the outside at Club.

Unsurprisingly, Wells dominated race two to take his 15th victory in a row,

finishing 20 seconds ahead of his closest rival.

Neil Newstead, who lost his E36's bonnet after contact in race one, came from the back to finish 10th. ● Matt Upton

RESULTS (14 LAPS) 1 Colin Wells (E36 M3); 2 Richard Bacon (E46 M3) +9.335s; 3 James Card (E46 M3); 4 Stephen Pearson (M3); 5 Darren Fielding (M3); 6 Robert Salisbury (E36 M3). **CW** Pearson; Fielding; Thomas Hibbert (E36 318is). **FL** Wells 1m28.823s (101.18mph). **RACE 2 (15 LAPS)**

1 Wells; 2 Bacon +20.681s; 3 J Card; 4 Pearson; 5 Salisbury; 6 Fielding. **CW** Pearson; Salisbury; Hibbert. **FL** Wells 1m23.172s (101.97mph).



Pain beat the MGs in race two

MGOC THRUXTON, OCTOBER 14

Laurels to Addison and Pain

ROBB ADDISON AND Vince Pain shared the spoils in the MG Owners' Club Championship encounters.

Fast-starter Sam Smith jumped polesitter Addison in race one, but ran wide at the complex and dropped behind Simon Kendrick.

Smith got Kendrick back at Brooklands on lap three, and closed right onto fellow MGF driver Addison's tail. He hounded the leader to the flag, but couldn't find a way through.

Pain was third, battling his way back into contention after slipping to sixth early on. He passed Harjinder Bhambra for fourth on lap five, and dispensed with Kendrick two laps later.

Pain's MG ZR was the victor of the second event, despite running third in the early stages, behind Smith and Addison. After taking second from Addison, he quickly closed on Smith, and took the lead at Allard. ● Matt Upton

RESULTS (BOTH 10 LAPS)

1 Robb Addison (F); 2 Sam Smith (F) +0.410s; 3 Vince Pain (ZR160); 4 Harjinder Bhambra (ZS); 5 Paul Wisbey (F VVC); 6 Nick Golhar (ZR). **CW** Pain; Jim Baynam (MGB Roadster); Jag Golhar (MG Maestro). **FL** Smith 1m34.110s (90.12mph). **RACE 2 1 Pain;** 2 Addison +10.830s; 3 David Mellor (F); 4 Golhar; 5 Bhambra; 6 Wisbey. **CW** Addison; Baynam; Golhar. **FL** Pain 1m33.247s (90.95mph).



Wells's rivals didn't see him for long

IN BRIEF



Jag (leading) and Rover shared wins

POST HISTORIC/GROUP 1

Honours were shared at Pembrey between Group One champion Tim Scott Andrews (Rover) and David Howard (Jaguar), the Post Historic champion, with a win each after two cracking battles. Mark Osborne was the best of the rest with spirited drives in his Triumph Dolomite Sprint.

CLASSIC THUNDER/BOSS

Mark Biggers used all of his Nissan's 730bhp to burst through to the front to win both races at Pembrey from new Thunder champion Garrie Whittaker. David Matthias won both Blue Oval Saloon Series events from Ashley Bird, who tied up the title.

CLASSIC SALOONS

Phil Manser made sure of the Classic Saloon & Historic Touring Car Championship when his Mini Cooper chased winner Roger Stanford (Lotus Cortina) all the way home in both races at Pembrey. Richard Sprigg (Ford Anglia) was third each time.

PICKUPS

Nic Grindrod, currently second in the championship, was a dominant double winner at Pembrey while the runners-up were Paul Tompkins and Dave Longhurst. Canny championship leader Steve Dance stayed out of trouble and picked up more points for two third places.

CLUBMANS

Mark Charteris clinched the championship at Thruxton with victory in race one. His title rival John Harrison got the better start, but Charteris was back through at the end of the opening lap with a brave move at the Club Chicane. Charteris led the second race from lights to flag.

Charteris secured title with a double





BLACKSTONE

Blackstone Motorsport is committed to helping clients achieve their most ambitious goals, whether it be on a competitive, recruitment, corporate or promotional level. It is our objective to deliver a high level, concise and thorough service for our clients and customer's and achieving goals with a genuine enthusiasm for what we do.

With a range of services for a variety of clients,

- *Driver management, a full bespoke package of representation.*
- *Motorsport recruitment, sourcing positions within the motorsport industry.*
- *Event management, from organised race days, track corporate events, hospitality and promotional days.*
- *Sponsorship sourcing for drivers and teams.*
- *Team management, bespoke service for race teams tailored to their requirements. From full recruitment of staff, mechanics, sourcing sponsorship, branding, PR, driver trials.*

email info@blackstonemotorsport.co.uk
for an informal discussion on how we can assist you.

www.blackstonemotorsport.co.uk



KART MANIA 2012

Elite Karting League

*Last round 11th November
Introductory offers for new
teams for the 2013 season.*

37 Teams. 374 Drivers

**The UK'S fastest growing karting
championship**

Exceptional value for money

Drivers and teams wanted. JOIN NOW

01642 231117

www.thekartingleague.co.uk

FUN CUP OULTON PARK, OCTOBER 13

Safety car can't stop Eco warriors

THE ECO RACING-Solutions team of Paul Abraham, Charlie Burt and Tom Mills dominated the second half of the Fun Cup finale, but two safety car periods in the closing stages left their win in doubt until the final minutes.

Lawrence Howlett set the pace initially for the JPR/G&T1 team, from Phil Harrison of JPR/G&T2. Harrison, however, had to make an early stop, which dropped them out of contention and brought Nigel Greensall into second for JPR/Race Logic.

After the first hour though, the James Swift/Henry Dawes Dominos Track Torque Racing car

held the lead over Eco Racing Solutions, with JPR/Race Logic third. The lead pair reversed again at the two-hour mark, with ERS 1.2 seconds up on Dominos. Race Logic were third, as Team Honeywell made up for lost time in fourth, after Neil Plimmer had suffered an early spin.

Both Swift and Dawes encountered gearbox woes in the Dominos car and dropped back to fourth after three hours, while ERS increased its lead over Race Logic – both over 30s up on Plimmer/Geoff Fawcett's Honeywell car.

The penultimate safety car period shook things up, with Greensall

Eco Racing (left) led the Fun Cup battling



jumping ahead of Eco Racing Solutions' Tom Mills as the top four ran nose to tail with 40 minutes left. Dawes then moved into third as Plimmer pitted for the final driver changes.

Greensall was last to pit, handing to Julian Thomas, but Abraham was through before he rejoined and, despite another safety car, victory was secured.

"The only problem I had was I kept seeing that safety car," said the victor.

Swift had reclaimed second but was forced to surrender it again in the closing laps. "I couldn't get gears and for the last five minutes only had fourth," he said after holding onto third for Dominos.

Fawcett had a late spin but still recovered to fifth. ● Peter Scherer

RESULTS (104 LAPS) 1 Eco Racing Solutions (Paul Abraham/Charlie Burt/Tom Mills); 2 JPR/Race Logic (Nigel Greensall/Joachim Ritter/Julian Thomas) +2.221s; 3 Dominos Track Torque Racing (James Swift/Henry Dawes); 4 JPR/G&T1 (Lawrence Howlett/Damian Hudes/Rory Brown); 5 Team Honeywell (Neil Plimmer/Geoff Fawcett); 6 Sheradiza UK Solutions Racing (Peter Belshaw/Marcus Clutton). **Class winner** JPR Race Logic. **Fastest lap** Thomas 2m02.746s (78.95mph).



Brookfield secured title with two seconds

FORD XR CHALLENGE OULTON PARK, OCTOBER 13

Jones and Poole top XRs

CHRIS JONES AND Steve Poole shared the victory spoils, but two second places were enough to crown Carl Brookfield the XR Challenge champion.

Andrew Lennie led into Old Hall from the start after poleman and fellow XR3i pilot Jones missed a gear.

"I fluffed it as normal," Jones admitted.

His recovery was swift, however. He moved ahead into Cascades and drew away.

Lennie was soon under pressure from Michael Heath (XR2) for second and after four laps both he and Michael Ellis (Fiesta ST)

further demoted Lennie.

Brookfield was also on the move and took fourth into Knickerbrook. Ellis overcame Heath, who soon had Brookfield on his tail.

As Jones went on to win, Brookfield's XR2 ousted Heath and quickly reeled in Ellis. The champion-to-be snatched second into Knickerbrook with three laps to go, sealing second overall and a class win.

Steve Poole, who'd suffered problems in qualifying, led throughout race two, if you discount a few yards on the final lap when Brookfield nosed

ahead exiting Old Hall.

Ellis, Lennie and Heath had a great scrap for third, until Lennie went off at Shell on lap eight. A lap later he was joined by both of his rivals, which left Ralph Fernihough to complete the podium.

● Peter Scherer

RESULTS (BOTH 10 LAPS)

1 Chris Jones (XR3i); 2 Craig Brookfield (XR2) +7.816s; 3 Michael Ellis (Fiesta ST); 4 Andrew Lennie (XR3i); 5 Ralph Fernihough (XR2); 6 Michal Heath (XR2). **CW** Brookfield; Ellis. **FL** Steve Poole (XR2) 2m05.824s (77.02mph). **RACE 2 1 Poole;** 2 Brookfield +0.393s; 3 Fernihough; 4 John-Ifan Jones (XR3i); 5 Tony Rudd (XR2); 6 C Jones. **CW** J-I Jones. **FL** Brookfield 2m05.394s (77.28mph).

TVR CHALLENGE OULTON PARK, OCTOBER 13

Saunders doubles up despite pitlane start

IT WAS A DOUBLE WIN for Michael Saunders and his TVR Cerbera, despite starting the first race from the pitlane.

"I had a power steering fault in qualifying and a small fire, so didn't want to risk a grid start," he explained.

Nick Cresswell's guesting Caterham rocketed away to lead in both races. He led the opener until Old Hall on lap three, when Darren Smith's Tuscan surged ahead. With Saunders into third by lap seven of 11, the lead duo was soon reeled in and, after taking Cresswell into Cascades a

lap from home, the Cerbera led over Hilltop.

Saunders led race two from the second lap, as Cresswell fell to sixth.

● Peter Scherer

RESULTS (11 LAPS)

1 Michael Saunders (Cerbera); 2 Darren Smith (Tuscan) +3.563s; 3 Nick Cresswell (Caterham R400); 4 Perry Waddams (Tuscan); 5 Dean Cook (Tuscan); 6 Tim Davis (Tuscan). **CW** Davis; James Knight (Tasmin); Cresswell. **FL** Saunders 1m45.130s (92.18mph). **RACE 2 (8 LAPS) 1 Saunders;** 2 Cook +21.102s; 3 Waddams; 4 Davis; 5 Smith; 6 Cresswell. **CW** Davis; Jim Walsh (Tasmin); Cresswell. **FL** Saunders 1m46.685s (90.84mph).

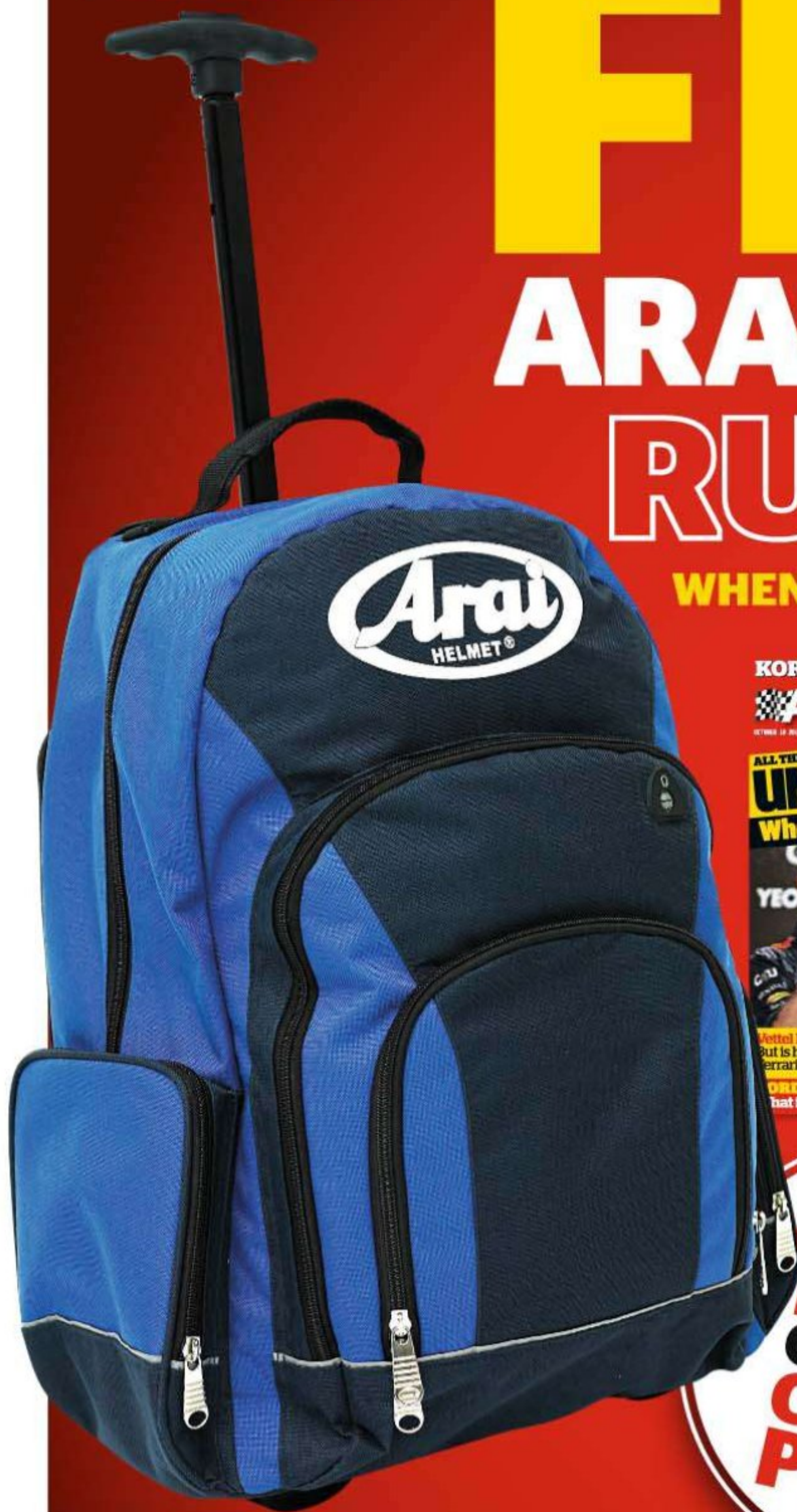
Saunders dominated



AUTOSPORT

FREE ARAI TROLLEY RUCKSACK

WHEN YOU SUBSCRIBE TO AUTOSPORT



~~JUST £3.40~~
£2.79 AN
ISSUE

GREAT REASONS
TO SUBSCRIBE:

- **FREE** Arai trolley rucksack (worth £61)
- **SAVE 18%** on the cover price
- **SPREAD THE COST** - just £36.25 every 13 issues with easy direct debit instalments
- **FREE P&P** - every issue delivered to your door

**SAVE
18%
ON THE
COVER
PRICE**

Subscribe online at:

www.themagazineshop.com/ASPO/M1012P

themagazineshop.com

Or call our hotline and quote offer code M1012P:

08448 4888 817

Offer closes November 1, 2012. Please have your bank details ready



+



+

**FREE
DELIVERY**

Terms and conditions: This is a direct debit offer open to readers in the UK only. Overseas rates are available by calling +44 (0) 1795 592 974 or for US rates call +1 866 978 1446. Offer closes November 1, 2012. Direct debit prices are valid for one year, after which they are subject to change. Should prices change you will be informed in writing. Please allow 35 days for delivery of your first issue and gift. Gift will be sent under separate cover. Should we run out of gifts you will be offered an alternative - there is no cash alternative.

SPORTS EXTRA RESULTS ROUND-UP



Ashton won Peter Best Challenge at Snett

Stanford's Cortina was a double winner at Pembrey



SNETTERTON 200 MGCC, OCTOBER 13-14

MG MIDGET-SPRITE CHALLENGE

(15 LAPS) 1 Paul Sibley (MG Midget); 2 David Weston (MG Midget) +33.463s; 3 Martin Morris (MG Midget); 4 Richard Perry (MG Midget); 5 Nigel Pratt (MG Midget); 6 Peter Collinson (Austin Healey Sprite Mk1). **Class winners** Perry; Pratt; Tom Walker (Austin Healey Sprite Mk1); John Collinson (MG Midget). **Fastest lap** Sibley 1m22.876s (86.18mph).

RACE 2 (12 LAPS) 1 Sibley; 2 Weston

+10.073s; 3 Morris; 4 Perry; 5 Paul Campfield (Austin Healey Frogeye Sprite); 6 Chris Groves (MG Midget). **CW** Perry; Pratt; Walker; J Collinson. **FL** Sibley 1m23.125s (85.92mph).

PETER BEST CHALLENGE (14 LAPS)

1 Andrew Ashton (Rover Metro GT); 2 David Smith (MG ZS 180) +1m19.022s; 3 Alistair Bell (MGB GT V8); 4 David Brown (MG ZR 160); 5 James Darby (MGB GT); 6 Simon Tinkler (MGB GT). **CW** Smith; Darby. **FL** Ashton 1m26.242s (82.81mph).

THOROUGHbred SPORTSCARS

(14 LAPS) 1 Simon Cripps (MGB GT V8); 2 Rob Spencer (MGB GT V8) +8.032s; 3 Ken Paton (RAM-Jaguar D-type); 4 Ian Prior (MGB GT V8); 5 Neil Fowler (MGB GT); 6 Ken Deamer (MGB GT V8). **CW** Spencer; Peter Barnard (Elva Courier Mk1); Martyn Clews (Austin Healey Sprite). **FL** Russell McCarthy (MGB GT V8) 1m22.993s (86.06mph).

MG METRO CUP (13 LAPS) 1 Mike

Williams (Rover 100); 2 Tom Sanderson (Rover Metro GT) +1.432s; 3 Neal Gardiner (Rover Metro GT); 4 Jonathan Woodcock (Rover Metro GT); 5 Paul Ashton (Rover Metro GT); 6 Michael Harris (MG Metro Turbo). **CW** Woodcock; Jonathan Agar (MG ZR); Oliver Coles (Rover Metro GT). **FL** Williams 1m31.082s (78.42mph).

PEMBREY BARC/CTCRC, OCTOBER 13-14

POST HISTORIC & GROUP 1 TOURING CARS (BOTH 14 LAPS)

1 Tim Scott Andrews (Rover Vitesse); 2 David Howard (Jaguar XJ12) +5.898s; 3 Nick Dann (Ford Escort); 4 Nic Strong (Ford Capri); 5 Peter Holton (Rover P6); 6 William Jenkins (BMW 3.0 CSL). **CW** Howard; Dann. **FL** Scott Andrews 1m07.407s (77.76mph). **RACE 2** 1 Howard; 2 Scott Andrews +0.249s; 3 Mark Osborne (Triumph Dolomite Sprint); 4 Jenkins; 5 Holton; 6 Dann. **CW** Scott Andrews; Osborne; Tony Crates (Ford Cortina Lotus Mk2). **FL** Scott Andrews 1m06.906s (78.34mph) **record**.

CLASSIC THUNDER & BLUE OVAL SALOON SERIES (BOTH 20 LAPS)

1 Mark Biggers (Nissan Skyline); 2 Garrie Whittaker (BMW E36 M3) +17.672s; 3 Paul Dobson (Mazda RX7); 4 David Matthias (Ford Escort Cosworth); 5 Alexander Owen (Ford Sierra Cosworth); 6 Ashley Bird (Ford Sierra XR4i). **CW** Whittaker; Dobson; D Matthias; Bird; Lawrie Dunster (BMW E36 M3); John Edwards-Parton (Ford Fiesta); Terence Clark (Ford Fiesta ST); Amanda Ewings (BMW E30 M3); Robert Taylor (Ford Fiesta); Andy Johnson (Renault Clio). **FL** Biggers 1m01.092s (85.79mph).

RACE 2 1 Biggers; 2 Whittaker +27.935s;

3 Owen; 4 D Matthias; 5 Bird; 6 Scott Matthias (Ford Escort Cosworth). **CW** Whittaker; D Matthias; Dunster; Clark; Edwards-Parton; Taylor; Johnson. **FL** Biggers 1m00.215s (87.04mph) **record**.

CLASSIC SALOON & HISTORIC TOURING CARS (BOTH 13 LAPS)

1 Roger Stanford (Lotus Cortina); 2 Phil Manser (Morris Mini Cooper) +7.037s; 3 Richard Sprigg (Ford Anglia); 4 Julian Crossley (Mini Cooper); 5 Andy Messham (Austin Mini); 6 Tony Preston (Morris Minor). **CW** Manser; Messham; Preston; Tim Dodwell (Austin Mini Cooper); Stuart Radford (Triumph 2000). **FL** Stanford 1m11.792s (73.01mph). **RACE 2** 1 Stanford; 2 Manser +17.677s; 3 Sprigg; 4 Messham; 5 Preston; 6 Jeremy Knight (Austin A35). **CW** Manser; Messham; Preston; Radford. **FL** Stanford 1m11.276s (73.53mph).

PICKUPS (BOTH 20 LAPS)

1 Nic Grindrod; 2 Paul Tompkins +2.914s; 3 Steve Dance; 4 David Longhurst; 5 Anthony Hawkins; 6 Lee Rogers. **FL** Grindrod 1m03.470s (82.58mph). **RACE 2** 1 Grindrod; 2 Longhurst +6.713s; 3 Dance; 4 Michael Smith; 5 Tompkins; 6 Hawkins. **FL** Longhurst 1m04.093s (81.78mph).

THRUXTON BARC, OCTOBER 14

CLUBMANS (13 LAPS) 1 Mark Charteris

(Mallock Mk20/21); 2 John Harrison (Mallock Mk21) +2.822s; 3 Spencer McCarthy (Mallock Mk20B); 4 Ian Crombie (Mallock Mk20B Proto); 5 Steven Chaplin (Phantom P79); 6 Alex Champkin (Vision V84). **CW** Steve Everson (Mallock Mk28 EB MG Rover K1800); Michelle Hayward (Mallock Mk27); Rodney Player (Mallock 20B). **FL** Charteris 1m15.290s (112.65mph). **RACE 2** (11 LAPS) 1 Charteris; 2 Harrison +6.337s; 3 Champkin; 4 Barry Webb (Mallock Mk23b); 5 Mike Evans (Rage); 6 Chris Pickering (Mallock Mk27 EBX). **CW** Champkin; Marcus Bicknell (Mallock Mk35 EB Honda S2000); Martin Goddard (Mallock Mk18). **FL** Charteris 1m15.416s (112.46mph).



Nissan Skyline of Biggars outpowered Pembrey rivals

Grindrod was Pickup king in South Wales



BTCC STAR IN A REASONABLY PRICED CAR

The BMW Compact Cup has become one of the UK's most popular tin-top series inside little more than a year. *KEVIN TURNER* follows Tom Onslow-Cole as he makes a guest appearance



The 1.9-litre E36 BMWs are nearly standard cars

Iknew the spirit of the series was entry-level, so I got there, ate a bacon sarnie and looked around the car. They'd done a nice job."

British Touring Car race winner Tom Onslow-Cole got into the swing of things pretty quickly when asked to appear in the 750 Motor Club's popular BMW Compact Cup. A "random email" from series boss Paul McErlean arranged the drive, but other commitments meant he didn't even see the newly built car until the morning of qualifying at Donington Park last month.

"I really like to drive other things," says Onslow-Cole, who has also made a guest appearance – and won – in this year's Volkswagen Racing Cup. "Touring cars is a bit niche, so it's good to show people I can drive something else, and it's fun – I enjoyed the VW Cup."

The BMW series for nearly standard 1.9-litre E36 Compacts was launched last year and has grown rapidly. Onslow-Cole is one of 28 cars to head out for qualifying. He soon finds the field is not only strong on quantity but quality, too. A few niggling new-car

issues and understeer caused by tyre pressures that are too high means that the 25-year-old only qualifies in eighth spot, just over a second down on poleman Andrew Tsang.

Given Onslow-Cole drives an outwardly similar rear-wheel-drive BMW E90 320si in the BTCC, you'd be forgiven for thinking the Compact is familiar to him, but it isn't.

"It's a completely different car," he says. "I'm even sitting on the opposite [right-hand] side!"

For the record, pole is just under 15 seconds slower than Onslow-Cole's BTCC qualifying effort back in April.

There's not much you can do to the set-up of the Compact, either. Toe and tyre pressures on the trackday Toyo rubber are about it (although series rules

"They are good little cars and it's a great entry-level series. It's how club racing should be"

Tom Onslow-Cole

Onslow-Cole prepares for Compact Cup debut





Donington hosts a good grid of the Compacts

Key ingredients to Compact success

The BMW Compact Cup has been one of the emerging success stories in club racing over the past two seasons.

Although it achieved only modest grids in its debut half-season with the 750 Motor Club in 2011 – around 12 cars appeared at most rounds – the category has exploded into life this term.

Twenty-three cars turned out for April's 2012 season opener at Brands Hatch, and by the time British Touring Car ace Tom Onslow-Cole joined the grid for the penultimate meeting at Donington Park this had grown to an all-time high of 28.

Recession or not, these are impressive figures. Series boss Paul McErlean says it is the low-cost ethos of his category that has made it so popular.

"It costs £4500 to build a bells-and-whistles car, but it can be done for less than £4000," says the ex-Mazda MX5 racer, who started the Compact Cup after deciding he couldn't afford to return to Mazdas competitively after an enforced break. "If you want to run all year round, it will cost you £1600 for six, one-day, double-header meetings [plus running costs]."

McErlean says running costs are kept to a minimum by using long-life components on the car. He has also worked hard to secure sponsors, striking deals with suppliers to reduce costs further and ensuring the Compact Cup is commercially viable.

"I've done every show in the country and harassed every journalist in the UK!" he says. "The nice thing is that 65 per cent of our drivers still carry novice crosses. That's what the club is so excited about – it's bringing new people in."

Ben Anderson



Paul McErlean: driving force behind the series

also permit freedom on spring rates and suspension bushes).

Pressures suitably tweaked, Onslow-Cole makes progress in race one. He climbs to fourth, then overheats his tyres and starts suffering from fuel surge.

"People drove past me on the back straight, so I was having to lunge by into the chicane," he enthuses. "At one point, we were three abreast, and I think I got a bump, too."

Nevertheless, Onslow-Cole holds on to fourth. The competitive nature of the series is underlined by the fact that just 0.18s separates him from Martin Gambling in seventh! Up front, club racing ace Rob Boston pips ex-Formula Ford frontrunner Steve Roberts by 0.05s.

"They've got a big grid, and from what I saw everyone was going at it hammer and tongs, but with a bit more respect than we do in touring cars!" reckons Onslow-Cole before his even more competitive second outing.

While Boston and Roberts duel for the lead in race two, Onslow-Cole latches on to them, despite feeling that he is lacking a little straightline speed.

"I tried to make the most of their fight, but once they were up and running they edged away," he later admits.

Onslow-Cole thus comes home third, just ahead of Danny Winstanley. He's thoroughly enjoyed himself.

"The cars are really good fun," he says. "They're soft enough that when they step out they are catchable, but lively enough to get the back out."

"They're good little cars and it's a great entry-level series. It was really friendly and everyone was helping, unless they were trying to tell me the wrong things! It was a nice atmosphere – it's what you imagine club racing should be."

The seven-time BTCC race winner reckons the series is not only good for those wanting to get started in motorsport, but is also competitive enough to provide a solid grounding for those aiming to move on elsewhere.

"Pretty much anyone can jump in and find someone to race," he says. "And at the front, you can't afford to make a mistake because people will get away."

"If you could work your way up in the Compact Cup and win, you'd be a good driver for other series. It's a nice feeder for higher-level motorsport."

But the overwhelming sense is that it's fun, and the ex-Renault Clio racer wants to come back. "I'd love to have another go," he says. "And that's a possibility for next year." ❧

How the Compact Cup stacks up (Based on qualifying times at Donington Park in 2012)

750MC BMW Compact Cup	1m26.11s
750MC Stock Hatch	1m25.76s
750MC Toyota MR2 Mk2	1m24.64s
MSVR VW Golf GTI Mk2	1m24.32s
MSVR Production BMW (2011)	1m27.86s

FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



Do this, and next time out you start from the pitlane...

New punishment for Gros offense

I believe the FIA should bring in a new penalty for persistent first-lap offenders like Romain 'Goeswrong'. After, say, a couple of incidents where blame is apportioned, the offending driver should be made to start a couple of races from the pitlane, which would be both a suitable punishment and would keep him out of harm's way.

I might also suggest that another punishment for other 'bad boys' could be to force them to start a race a place or two in front of said Monsieur Grosjean!

Peter Allen, by email

EDITORIAL CONTACT mail@autosport.com

I would just like to say a big thank you to Ferrari for ruining the online bet I had on the Korean Grand Prix.

I'd placed a bet for Massa to be on the podium and stood to win £250, but because he wasn't allowed to overtake Alonso, he came fourth instead of an easy third or maybe even second place!

Derek Gage
By email

Martin Whitmarsh's words on Lewis Hamilton's performance in Korea – "The amount of commitment, the amount of dedication and

the amount of absolute sheer determination to get one point, I cannot think of one point that had more perspiration, dedication and effort in it" – are overblown and ridiculous.

In every race there are drivers – not paid millions – who put as much into their efforts driving cars in which they know they might not score a single point all season.

This is only what is expected of every driver on the grid by their teams, the fans and themselves.

Ms J de Nance
By email

Who says Germans don't have a sense of humour?

After a grand prix, Sky Germany runs a banner with Twitter messages. Post-Korea, the most imaginative concerned Lewis's McLaren dragging the chunk of Astroturf for the last couple of laps: "Now Lewis knows what next year's car is going to be like."

Serge Dubuc
By email

AUTOSPORT's Japanese GP report refers to Senna's Williams "unable to brake when in mid-air".

Memo from Charlie Whiting: "All teams to retro-fit NHRA-approved parachute systems with immediate effect."

Mike Rushton
Little Budworth, Cheshire

Nice to see Maria de Villota up and about and being positive about her future.

Both Maria and Alex Zanardi are the sort of role models we should look up to, rather than *X Factor* contestants looking for five minutes of fame.
Richard Hargrave
Hitchin

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. DE VILLOTA REMEMBERS ENTIRE ACCIDENT
2. ARREST WARRANT ISSUED FOR MALLYA
3. DE VILLOTA MAKES PUBLIC APPEARANCE
4. HONDA OPEN TO FORMULA 1 RETURN
5. MASSA NO LONGER DRIVING FOR HIS FUTURE

AUTOSPORT+

TOP STORY ONLINE

WHAT IF VETTEL HAD GOT QUALIFYING PENALTY?

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

- The MSA's judicial process means Ross McEwan is provisional Scottish Formula Ford champion, contrary to our report last week (p87). Alistair Dow will become champion if McEwan loses his appeal against exclusion from a race in September's SMRC meeting at Knockhill.
- We prematurely declared Redline Racing the Porsche Carrera Cup GB Teams champion in last week's report (p51). The team is 38 points up on Team Parker Racing ahead of this weekend's finale at Brands Hatch.
- Page 54 of this week's issue had already gone to press when it was realised we erroneously stated that Luciano Bacheta's Williams F1 test is next Thursday, when it is in fact today (October 18).

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



LUXURY MOTORSPORT LUGGAGE

From £420

caracalla1947.com

Caracalla1947, named after the place and year of Ferrari's first victory, makes fabulous luggage for discerning petrolheads. The hand-made Italian leather holdall range includes these beauties in the Commemorative Collection, with nods to Ferrari (27 and 56), Jim Clark and Lotus (8), Emerson Fittipaldi and JPS Lotus (6) and Stirling Moss (7).

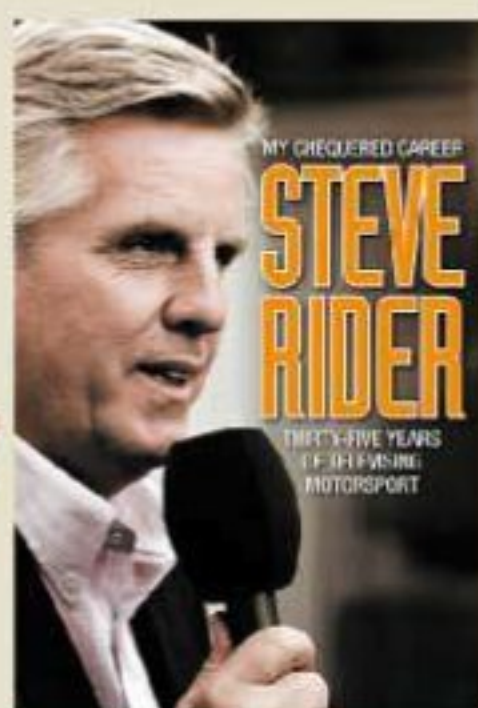


CUTLERY SET

£84.99

autosport.com/shop

This seven-piece cutlery set features the sort of weapons you'd probably only want to wheel out at a dinner party for mechanics – or perhaps if you happen to be rebuilding a weekend steed in your kitchen. The unique set is a drop-forged design and made of stainless steel.



STEVE RIDER BIOGRAPHY

£19.99 (978 0 85733 2738)

haynes.co.uk

Sports-broadcasting guru and motorsport nut Steve Rider reveals the secrets of 35 years of involvement in televising racing – from F1 to British Touring Cars, via the WRC. Rider pulls no punches as he reveals the finer details of how the sport and its place on TV have changed. It's as slick as one of his broadcasts.



CHEVROLET WTCC MODELS

£54.99 each

autosport.com/shop

Spark's 1:43-scale replicas of Chevrolet's dominant Cruze 1.6T World Touring Car Championship racer are now available, and you can choose between the 'works' Ray Mallock-run cars of Yvan Muller, Rob Huff and Alain Menu or the Bamboo Engineering-run machine of Darryl O'Young. All are fine quality diecasts.

HOT ON THE WEB THIS WEEK

YOUTUBE: BRAZILIAN TRUCK RACER ESCAPES MASSIVE SHUNT



SEARCH FOR: Formula Truck Accident in Brazil with Diumar Bueno (0:56)
Brazilian Formula Truck racer Diumar Bueno hurtles through barriers and advertising hoarding and down a 15-metre drop after suspected brake failure during free practice at Guapore. Bueno suffered broken legs and a broken arm.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



'Sheds' leads the title fight heading into the final round

BRANDS HATCH (TOCA)

October 20-21

Admission: £13 (Saturday), £30 (Sunday)

Tel: 01474 872331

The British Touring Car Championship decider has Honda's Gordon Shedden taking a 15-point lead over the MG of Jason Plato as he searches for his maiden BTCC title. Reigning champion Matt Neal is 31 points behind. Support comes from the final rounds of the Porsche Carrera Cup, Ginetta GT Supercup, Ginetta Juniors and Renault Clio Cup, as well as the opening round of the Formula Renault BARC Winter Series.

DONINGTON (BRSCC)

October 20-21

Admission: £15 per day

Tel: 01332 810048

The BRSCC finals weekend includes Alfa Romeos, Euro Saloons and Sportscars, Formula Jedi, OSS, Porsches, Honda VTEC Challenge and Caterham Autumn Trophy, as well as karts. Mighty Minis and Super Mighty Minis are on too, and get a night race on Saturday.

SILVERSTONE (HSCC)

October 20

Admission: £10

Tel: 0844 3728200

Historic action from 70s Road Sports, Historic Road Sports, Historic Formula Ford, Classic Racing Car Championship, Historic Formula Junior, Classic Formula 3, Historic Touring Cars, the Derek Bell Trophy Series and the Guards Trophy.

LYDDEN (SEMSEC)

October 20

Admission: £12

Tel: 01304 830557

Lydden hosts Saloon and Sports Cars, Sports Racing Cars and Kit Car Championship Races, SEMSEC Open Single Seater Challenge Races, South East Challenge Race, Meridian 14/16 Challenge Race, John Taylor Handicap Race, Beetle Challenge and Guest/Invitational Race.

WORLD TOURING CAR CHAMPIONSHIP

Rd 10/12

Suzuka, Japan

October 21

fiawtcc.com

PETIT LE MANS

American Le Mans Series

Rd 10/10

European Le Mans Series

Rd 3/3

Road Atlanta, Georgia, USA

October 20, alms.com

V8 SUPERCARS

Rd 12/15

Surfers Paradise,

Queensland, Australia

October 20-21

v8supercars.com.au

DTM

Rd 10/10

Hockenheim, Germany

October 21, dtm.com

FIA EUROPEAN F3/ F3 EURO SERIES

Rd 10/10 and Rd 8/8

Hockenheim, Germany

October 20-21

f3euroseries.com

RALLY D'ITALIA

World Rally Championship

Rd 12/13

Sardinia, October 18-21

wrc.com

STOCK CAR V8

Rd 10/12

Curitiba, Brasil

October 21

stockcar.globo.com

L-r: Bianchi, Frijns and Bird do battle for title



FORMULA RENAULT 3.5

Rd 9/9

Barcelona, Spain

October 20-21

worldseriesbyrenault.fr

F1 test drivers Jules Bianchi and Sam Bird lock horns with Formula Renault 3.5 rookie sensation Robin Frijns in a three-way title decider at Barcelona. Ferrari junior Bianchi stole the lead from Frijns last time out at Paul Ricard, and heads the Dutchman by five points.

NASCAR SPRINT CUP

Rd 32/36

Kansas Speedway, USA

October 21

nascar.com

ITALIAN FORMULA 3

Rd 8/8

Monza, Italy

October 20-21

acisportitalia.it/f3

FORMULA RENAULT EURO CUP

Rd 7/7

Barcelona, Spain

October 20-21

worldseriesbyrenault.fr

Television

THURSDAY OCTOBER 18

1415-1515 **Motors TV**
British GT: Donington Park Highlights
1415-1515 **ESPN**
Star Mazda: Season Highlights
1615-1715 **ESPN**
Blancpain Endurance: Season Review
1715-1815 **ESPN**
GT1 World: Season Review
1750-1825, 2235-2305 **Motors TV**
WRC: Rally d'Italia Preview
2100-2200 **Premier Sports**
NASCAR Sprint Cup: Season Highlights

FRIDAY OCTOBER 19

1715-1815, 2300-0000 **Premier Sports**
NASCAR Sprint Cup: Season Highlights
2235-2305 **Motors TV**
WRC: Rally d'Italia Day 1

SATURDAY OCTOBER 20

0400-0425 **Channel 5**
Motorsport Mundial
0700-0725 **Channel 4**
British Formula Ford: Donington
0730-0815 **Eurosport LIVE**
WTCC: Suzuka Qualifying
0900-0935, 1030-1105 **Motors TV**
WRC: Rally d'Italia Day 1
0930-1030 **ITV 4**
Motorsport UK
1340-1545 **Motors TV**
FIA WEC: Fuji Highlights
1400-1500 **Eurosport LIVE**
Formula Renault 3.5: Barcelona Race 1
1500-1600 **ESPN**
GT1 World: Season Review
1645-2030 **Motors TV LIVE**
ALMS: Petit Le Mans

2030-2330 **Motors TV LIVE**
NASCAR Nationwide: Kansas

SUNDAY OCTOBER 21

0000-0320 **Motors TV LIVE**
ALMS: Petit Le Mans
0545-0615 **Eurosport**
WTCC: Suzuka Warm-Up
0615-0715 **Eurosport LIVE**
WTCC: Suzuka Race 1
0715-0830 **Eurosport LIVE**
WTCC: Suzuka Race 2
0900-0935, 1035-1105,
1310-1340 **Motors TV**
WRC: Rally d'Italia Day 2
1030-1830 **ITV 4 LIVE**
BTCC & supports: Brands Hatch
Live coverage from the final round of the season, with Honda's Gordon Shedden and MG's Jason Plato separated by just 15 points.
1345-1500 **Eurosport LIVE**
Formula Renault 3.5: Barcelona Race 2
1620-1925 **Motors TV**
ALMS: Petit Le Mans Highlights
1800-2300 **Premier Sports LIVE**
NASCAR Sprint Cup: Kansas
2230-0015 **ESPN**
DTM: Hockenheim Highlights

MONDAY OCTOBER 22

0315-0600 **Motors TV**
ALMS: Petit Le Mans Highlights
1030-1130 **Eurosport**
WTCC: Suzuka Highlights
1105-1135, 1720-1750,
2030-2100 **Motors TV**
WRC: Rally d'Italia Day 3
1800-1900, 2230-2330 **Sky Sports 2**
NASCAR Sprint Cup: Kansas Highlights

Online

AUTOSPORT+

Coming up in our premium web content this week



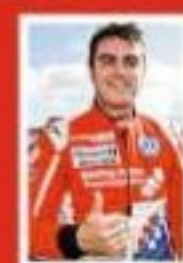
Should Alonso or Vettel be champion?

KOREAN GP AND TITLE FIGHT ANALYSIS

AUTOSPORT's F1 team analyses the important aspects of the Korean GP weekend and asks what happens next. Plus, Jonathan Noble looks at the efforts of Sebastian Vettel and Fernando Alonso in 2012. Who deserves to be champ?

HOW BRITISH F3 WAS WON IN '12

Marcus Simmons assesses the 2012 British F3 grid and looks back at how Jack Harvey took the crown.



WHY FORD WAS WRONG TO QUIT

David Evans argues Ford's WRC pull-out came at just the wrong time.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

King: a promising talent, but there's a long way to go yet



READ THIS IN THE STYLE OF the intro to *Hong Kong Phooey*: who is Britain's next F1 star? Top GP2 rookie James Calado? Jack Harvey, the new British F3 champion? Max Chilton, the mild-mannered GP2 winner who's set for a Marussia drive next year... Could be! But according to Sky's new show *Britain's Next F1 Star* it's none of these, or Sam Bird, Alex Lynn or Luciano Bacheta... Nope, the six they chose to showcase are: Seb Morris, Josh 'son of Damon' Hill, Alice 'one point in GP3 this season' Powell, Dean 'what's he been up to?'

Smith, Alex 'son of Martin' Brundle and this week's featured driver Jordan 'son of the boss of Sainsbury's' King.

According to the pre-show blurb, Jordan is "the youngest Formula 2 driver in the modern era". Er, what about that Swiss kiddie – Matheo Tuscher – the 15-year-old who finished second in the championship? Oh dear.

Not a great start, but at least the sponsored-by-Scalextric opening bit was fun, which was followed by AUTOSPORT's Henry Hope-Frost informing us that "more men have been into

space than have won a Formula 1 race" and that "guts, talent, flair and luck" are required to make the grade, before Murray Walker puts things into perspective: "Above all you need lots of money." So King's fine there then.

The programme traced King's interest back to a karting birthday party where he fell in love with the idea of winning, which in turn led to competing in the British championships.

McLaren F1 boss Martin Whitmarsh opined that King made the switch to single-seaters too soon, even if he's now a pin-up in

India thanks to his Formula MRF win there in 2011.

King's battle with childhood cancer and his very successful charity work show he has a very rounded character, but the personal sponsorship from Hugo Boss reminds you that he's no ordinary teenager.

Given the lack of knowledge some F1 fans have about what goes on in the world away from grands prix, it's great Sky is giving exposure to drivers in Formula Renault and the like, but you really have to question who advised them on their selection process. *Revved Up*

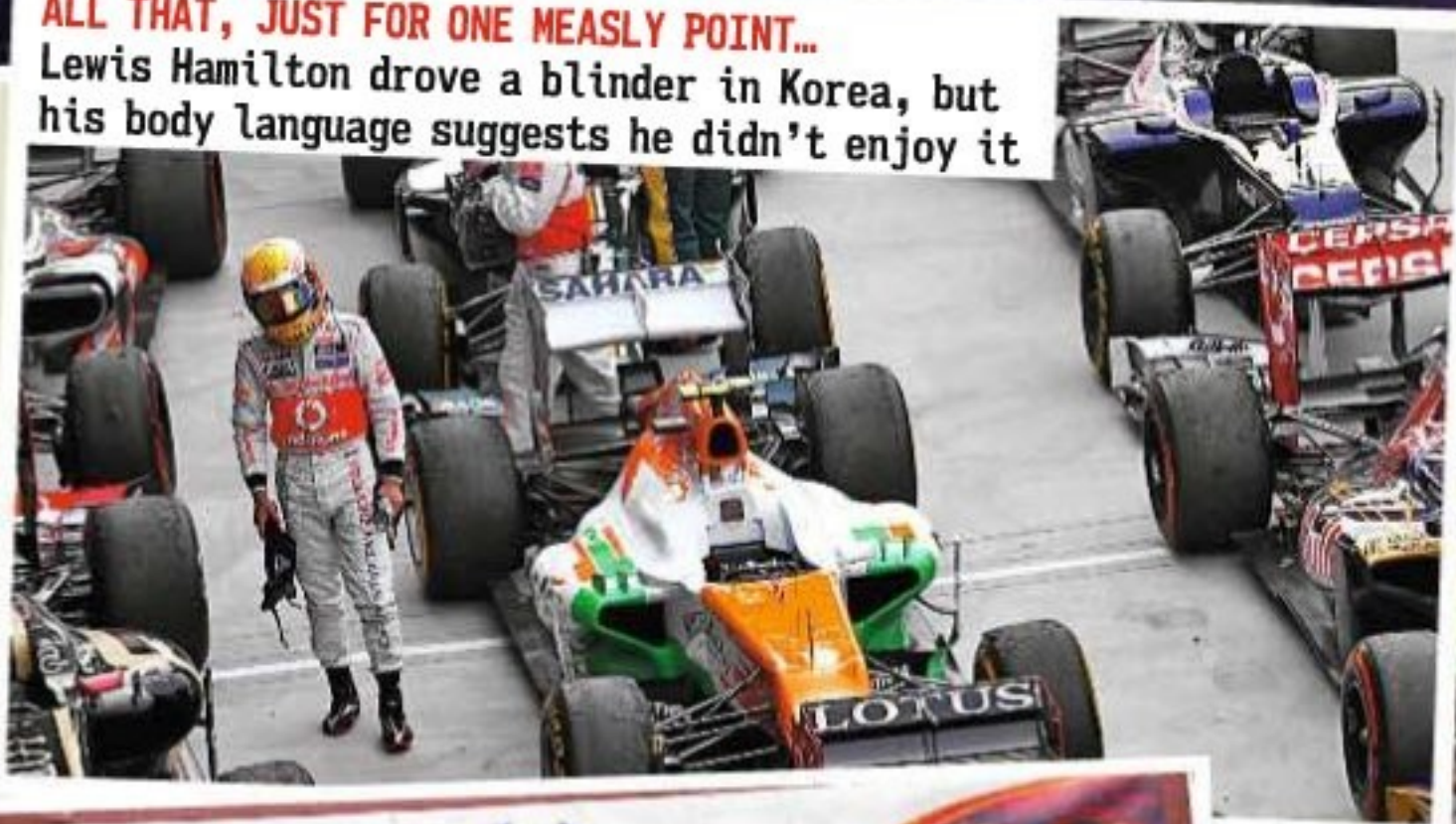
THE WEEK IN PICTURES

Our lensmen pounding the beat, from Korea to Japan, via Georgia



DELTAWING IS BACK ON TRACK
Following its hugely popular debut at Le Mans, the Nissan-powered DeltaWing races again at Petit Le Mans this weekend

ALL THAT, JUST FOR ONE MEASLY POINT...
Lewis Hamilton drove a blinder in Korea, but his body language suggests he didn't enjoy it



ONE QUESTION: WHY?
This Michelangelo-style banner appeared in the Korean grandstands



NO, IT'S NOT MONZA, BUT FUJI
Fuji's infamous banking, which claimed many lives before it was scrapped in 1975, overlooked last weekend's six hours

PICS: EBREY, FERRARO/LAT, ROSE/GETTY

NEXT WEEK

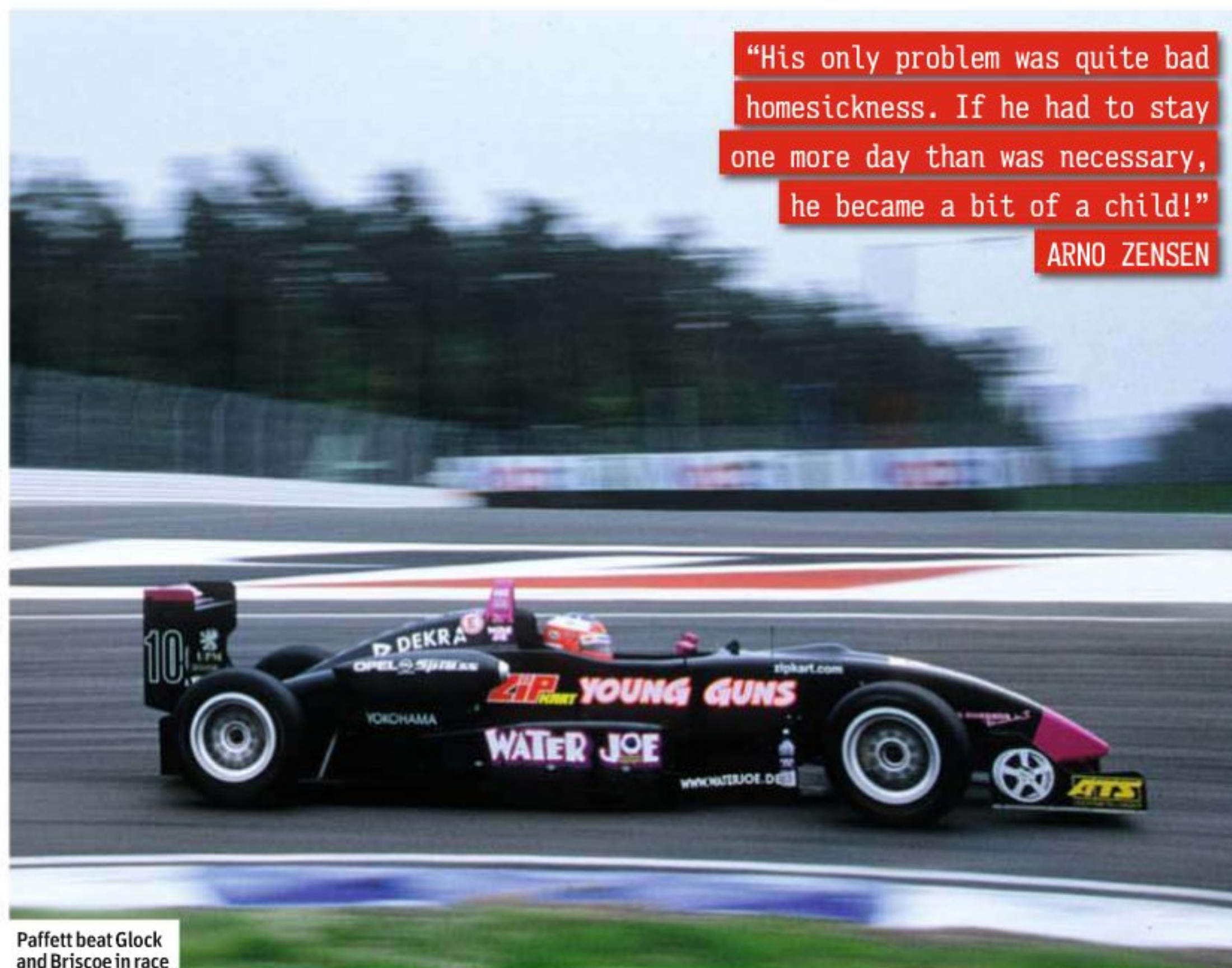
JENSON BUTTON INTERVIEW

ON McLAREN'S FUTURE WITHOUT LEWIS

DON'T MISS IT!

FROM THE ARCHIVE

Gary Paffett wins the German F3 title, Hockenheim 2002



Paffett beat Glock and Briscoe in race

"His only problem was quite bad homesickness. If he had to stay one more day than was necessary, he became a bit of a child!"

ARNO ZENSEN

WHEN GARY PAFFETT TURNS OUT OF HIS PIT GARAGE AT Hockenheim tomorrow (Friday), ready to fight for the DTM title at the final race of the season, he may do well to cast his mind back to the corresponding event a decade ago.

On that occasion, it was not the tag of DTM champion that was Paffett's goal, but that of the supporting German Formula 3 Championship, which he led by a healthy – but not yet insurmountable – margin from future IndyCar racer Kosuke Matsuura.

Paffett's team boss during his stint in German F3, Arno Zensen, remembers well the qualities his young charger possessed during a campaign that resulted in seven wins.

"He had a fantastic racing brain even then," says Zensen, whose Team Rosberg Audi squad is now a regular rival to Mercedes star Paffett in the DTM. "He never panicked, was always able to analyse a situation inside the car, and usually made the right decision."

"I think that calmness increased during his time with us, and now when something goes wrong you can see he just says, 'There's nothing I can do about it, so why worry?'"

"The only problem he had was quite bad homesickness. If he had to be here for a test for even one more day than was really necessary, he became like a bit of a child!"

Paffett only had to finish inside the top eight to be crowned,

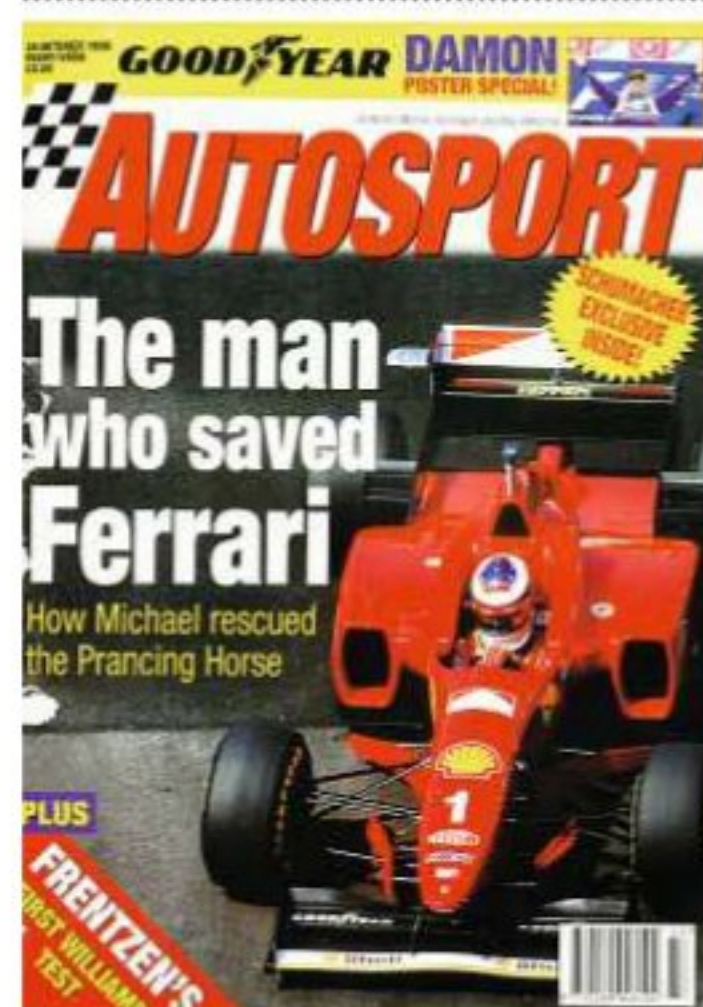
but when his team-mate Kimmo Liimatainen (now Zensen's team manager) collided with Matsuura during a wet opening race, the title was sealed. Just for good measure, Paffett took advantage of Vitantonio Liuzzi overdoing it on slicks as the rain began to fall and headed home Timo Glock and Ryan Briscoe to take the win and the title.

"He really deserved that," Zensen says. "And with Nico Rosberg taking our first championship in a formula car a few weeks earlier [in Formula BMW], it was a pretty great time. We had a good celebration too; Gary had one glass of red wine and that was it, all downhill from there..."

An offer of a DTM drive came straight away, which was rebuffed by Paffett in favour of an F3000 drive with new outfit Brand Motorsport. But when that team folded after just one race, old friend Zensen came calling.

"We had a problem with our driver Patrick Huisman and needed to replace him. I called Norbert [Haug] and Gerhard [Unger, HWA boss] and said I wanted Gary. Usually, when you turn down Mercedes, you don't get a second chance. But they said yes. I guess they're pretty glad about that right now. Because not only is he a fantastic driver, he's a great guy to have in a team too for his personality. He even still remembers to send me a handwritten Christmas card every year. He's a genuine guy."

THIS WEEK IN...



OCTOBER 24 1996

MICHAEL SCHUMACHER'S MAIDEN season with Ferrari earned him the cover of AUTOSPORT this week in 1996. The reigning champion won three times that year, the most for any Ferrari driver since Alain Prost in 1990, while in his absence Benetton failed to win a grand prix for the first time since 1988. He was, as the headline predicted, well on his way to 'saving Ferrari'.

At the same time, a future Formula 1 driver was also making his name, as Mark Webber built on finishing runner-up in the British Formula Ford Championship by winning the end-of-year Festival.

The Australian had triumphed in his semi-final and lined up on the front row of a sodden 20-lap final at Brands Hatch as a result. Jacky van der Ende jumped him at the start, but a fantastic move at Paddock Hill Bend on lap four gained Webber's Van Diemen a slender lead it would extend until the flag.



The Ultimate Fantasy Grand Prix Game
PLAY NOW – it's FREE

WIN GREAT PRIZES

predictor.castroledgerankings.com



Brought to you by CarPlan



JIMMY VASSER

■ Marlboro 500, Fontana ■ November 1, 1998 ■ Reynard 98I-Honda ■ Team tactics net a massive pay day



Vasser's victory landed him second in the points

THERE'S ONE THAT STANDS out, I suppose, at Fontana in 1998. My Target Chip Ganassi Racing team-mate Alex Zanardi won the championship that day and I won the race.

It was the first year of the Hanford Device that we used to have on the rear wing, and it promoted a lot of slipstreaming. Zanardi and I were battling it out at Michigan in July and got caught up racing each other, and Greg Moore beat us at the line because we were so preoccupied with each other. [Chip] Ganassi was pissed!

So when we got to Fontana for the final race of the year, he said in team meetings: 'Look you guys, don't do that again. Don't let somebody else get the slipstream and allow the team to lose because you were too busy battling each other.' But what were we supposed to do? There was a million dollars for the winner and second place got \$60,000, so it's quite a big difference. So how are you going to have the guy in second protect the guy in first in case of the small chance it happens again?

Well, it turned out that it did. We'd already decided that if it did,

"Alex actually saved me, because Greg could have slipstreamed me on the back straight and got me, because it was a green-white-chequered flag. But Alex slipped up into Turn 2 and lifted, which made Greg lift too"

we'd split the money — we'd each get half. We only get 50 per cent anyway, so it took the money from the team, because the team gets the other 50 per cent. Chip didn't figure that out, because we'd said, 'OK, if that happens again...' and the CEO of Target was in the

meeting saying, 'yes, of course, if you win you'll split the money 50/50'. Chip didn't figure out, until it actually happened, that the other 50 per cent was his!

It was the same thing as Michigan: Greg Moore was leading, I was in second, and Alex was

third. We got to a restart, and I got past Greg on the restart with the slipstream, and so did Alex.

Alex actually saved me, because Greg could have slipstreamed me on the back straight and got me, because it was a green-white-chequered flag, but Alex slipped up into Turn 2 in front of him and lifted, which made Greg lift too.

I went on to win the race and finish second in the championship, which was worth another \$500,000. So it was a \$1.5 million swing on the prize money!

Chip was so pissed afterwards when he figured it out: he called me up going, 'I'm getting screwed on this deal!' But it was Alex's last race as my team-mate, we had a great run for three years, and it was another great battle with Greg — he died at the same race the next year of course. Chip was a little upset about losing the money, but he didn't need it. It was actually CEO Bob Ulrich's idea that we split it, because that was the whole idea, that we were 'Team Target'.

I would say it was one of my more memorable races. *Jimmy Vasser was talking to Mark Glendenning*

IN PROFILE



CALIFORNIAN JIMMY VASSER IS A former SCCA National Formula Ford title winner and F1 Atlantic runner-up who made the move to CART Champ Car in 1992. He went on to win 10 races in the series and the 1996 title. He continued to compete in US single-seater series Champ Car and the rival Indy Racing League until 2006 before focusing on team ownership with KV Racing. Now 46, Vasser still runs KV, which fielded Rubens Barrichello, Tony Kanaan and EJ Viso in 2012.



NF Approved
Versions for
France in Stock

If you drank 4 pints between 9pm and midnight, you could still be over the limit until 11am the following day*. That's why almost 1 in 5 drink drive accidents happen the "morning after"**.

AlcoSense quickly and accurately shows your blood alcohol level, so you know when you're clear.



AlcoSense One Only £24.99

Entry level breathalyser.
Provides a reading up to 1.5 times the UK drink drive limit.
Accurate to $\pm 0.02\%$ BAC at the drink drive limit.
Recommended waiting time between tests: 1 hour



AlcoSense Lite Only £39.99

Reliable
Intermediate level sensor for good accuracy, blow tubes for improved sample quality.
Clear
Results in seconds. Alerts you when close to or over the drink drive limit.



AlcoSense Elite Only £59.99

Accurate
Premium semi-conductor sensor for high accuracy, blow tubes improve sample quality.
Consistent
Blow Pressure Sensor and self cleaning increases accuracy and consistency.
Clear & Future Proof
Results in seconds. Alerts you when you are close to or over the limit. Recalibratable for many years of use.

WHATCAR?
BEST BREATHALYSER UNDER £40

WHATCAR?
BEST BREATHALYSER UNDER £100

Available Nationwide at Halfords

**that's helpful that's
halfords**

alcoSense[®]
DIGITAL BREATHALYSER

Order at www.alcosense.co.uk or call 0800 195 0088

** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

THE LOTUS COLLECTION

Corgi presents the Lotus collection, a series of die-cast 1:43 scale detailed model cars. Each model carries an authentic Lotus livery and comes complete with a collector card detailing information about the car modelled. The model is presented in a plastic case of which it can be removed for display. This series of models includes Lotus road cars and motorsport, including Lotus Formula One™.

For over sixty years, British car manufacturer Lotus has been designing and, building sports and racing cars. Lotus was originally formed by Colin Chapman in 1952 under the name Lotus Engineering Ltd, based in North London. Lotus then went on to develop a racing team 'Team Lotus' and took part in Formula One™ racing from the years 1958 to 1994. Today the Lotus headquarters is based on a former RAF World War Two airfield in Norfolk, it is here where they currently design, test and build their current models. Throughout the Lotus history the manufacturing and design has always been built on producing light weight cars with fine handling, creating some of the finest sports cars that are available today.



1:43
SCALE LIMITED
EDITION

NEW
TOOLING

CC56601

Lotus Evora GT4

British GT Championship 2012, Phil Glew
and Sailesh Bolisetti AVAILABLE FEBRUARY 2013



NEW
TOOLING

CC56601

Lotus Evora S Solar Yellow

AVAILABLE MAY 2013



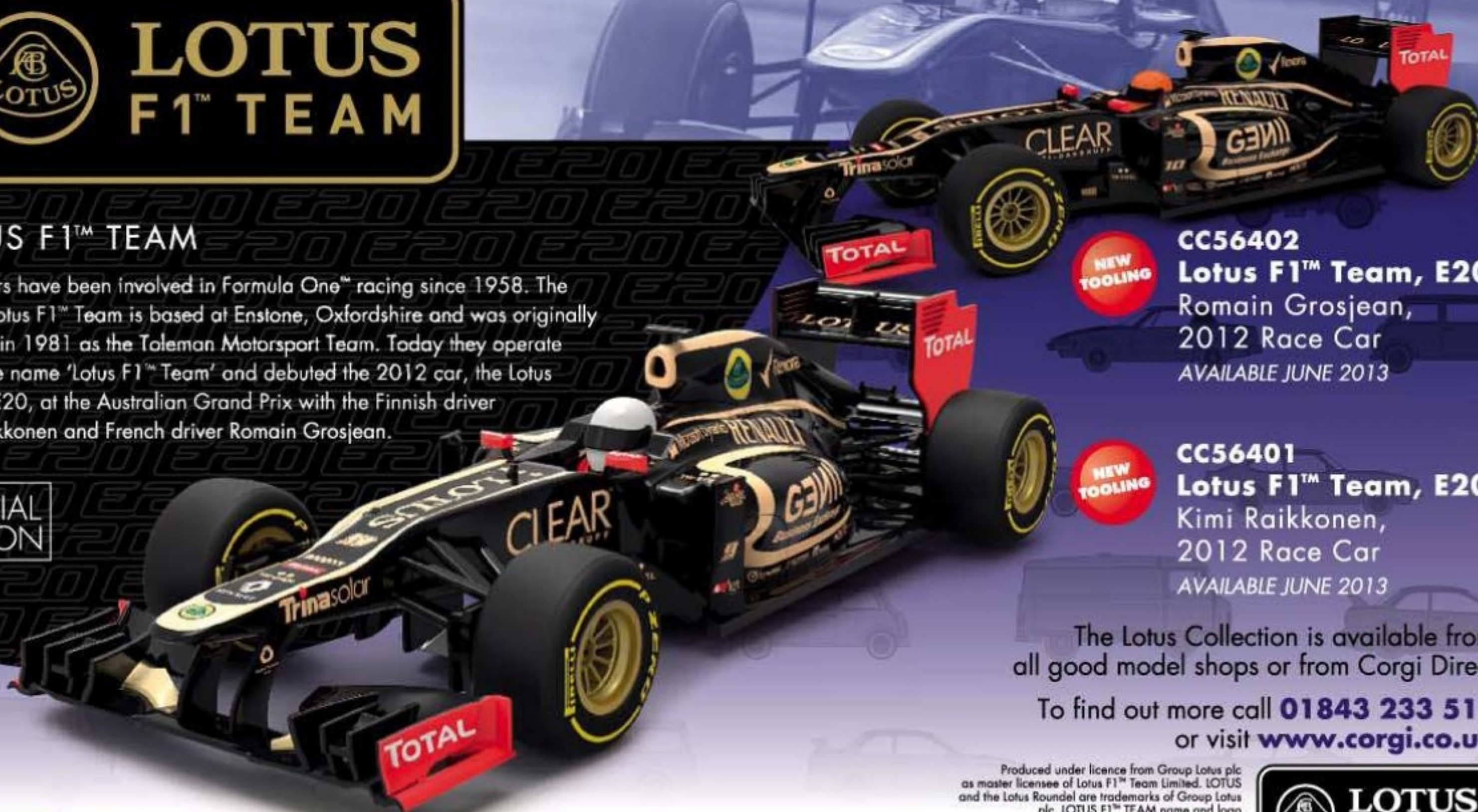
Produced under licence
from Group Lotus plc.
LOTUS, the Lotus Roundel, car
names and all associated logos
and distinctive designs are trade
marks of Group Lotus plc.



LOTUS F1™ TEAM

Lotus Cars have been involved in Formula One™ racing since 1958. The current Lotus F1™ Team is based at Enstone, Oxfordshire and was originally founded in 1981 as the Toleman Motorsport Team. Today they operate under the name 'Lotus F1™ Team' and debuted the 2012 car, the Lotus Renault E20, at the Australian Grand Prix with the Finnish driver Kimi Raikkonen and French driver Romain Grosjean.

SPECIAL
EDITION



NEW
TOOLING

CC56402

Lotus F1™ Team, E20

Romain Grosjean,
2012 Race Car
AVAILABLE JUNE 2013

NEW
TOOLING

CC56401

Lotus F1™ Team, E20

Kimi Raikkonen,
2012 Race Car
AVAILABLE JUNE 2013

The Lotus Collection is available from
all good model shops or from Corgi Direct

To find out more call **01843 233 519**
or visit **www.corgi.co.uk**



A Hornby Product

All models herein are digital renderings produced specifically for Corgi Publications and advertisements. We reserve the right to improve or amend colours, markings in actual production, and to withdraw models. Hornby Hobbies Limited, Westwood, Margate, Kent CT9 4JX

Produced under licence from Group Lotus plc
as master licensee of Lotus F1™ Team Limited. LOTUS
and the Lotus Roundel are trademarks of Group Lotus
plc. LOTUS F1™ TEAM name and logo
are trademarks owned by, or used under licence
by, Lotus F1™ Team Limited and Group Lotus plc.
F1™ is a trademark of Formula One™ Licensing BV.
Car designs and livery are the property of Lotus F1™
Team Ltd and protected by copyright and designs law.

