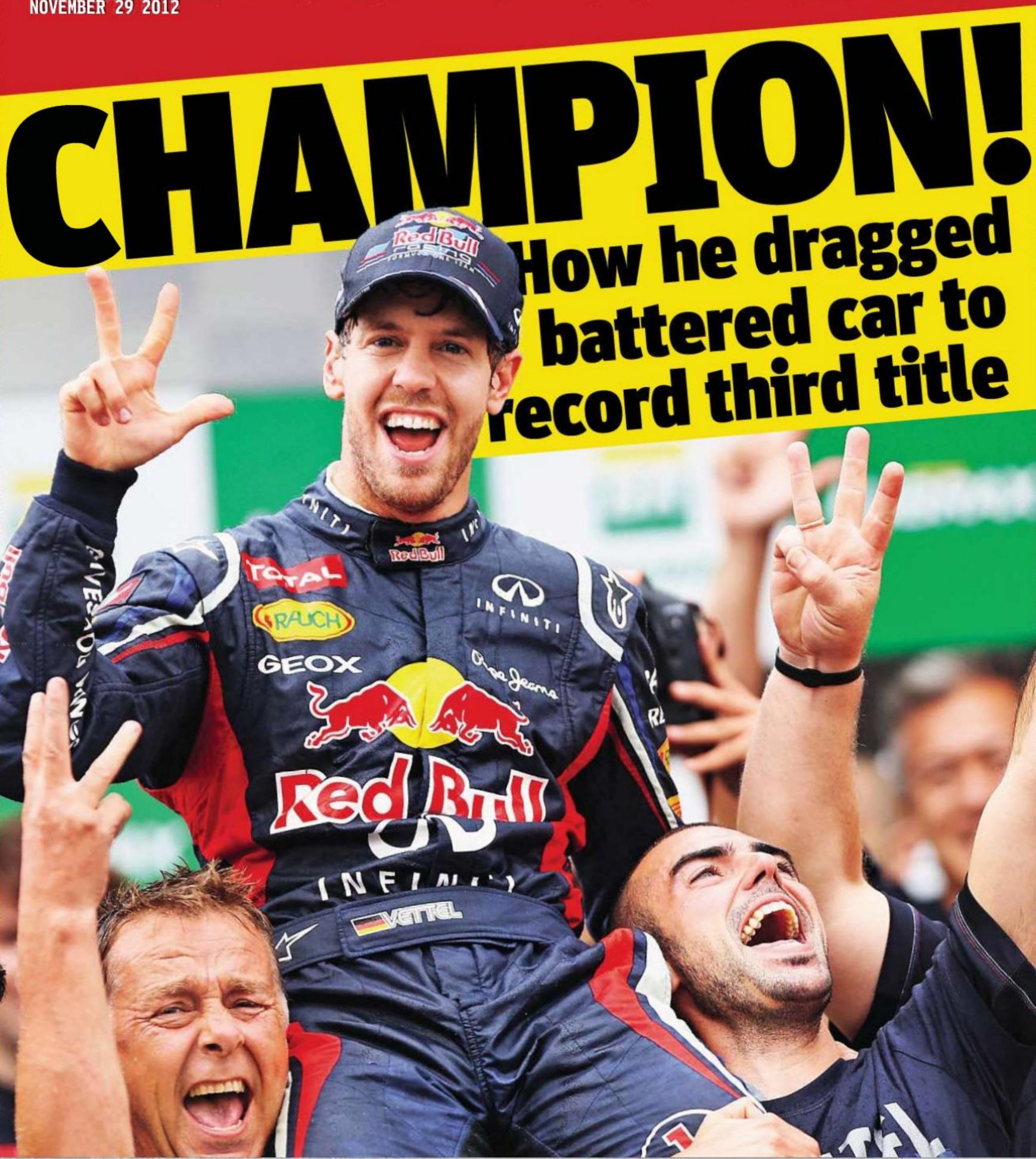
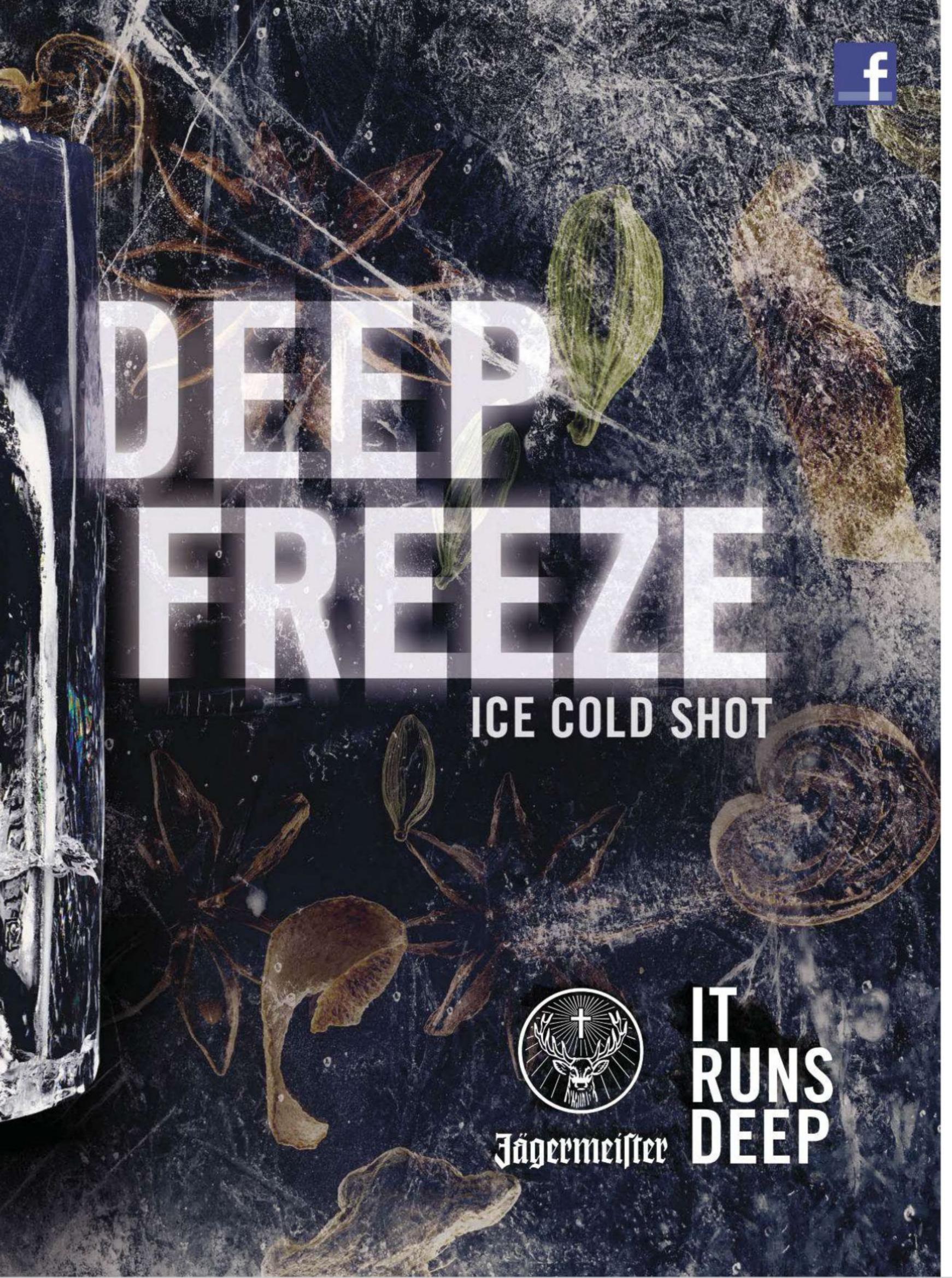
# SPECIAL ISSUE BRAZILAN GP

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## POLE POSITION

# Brazil: a fitting finale to a dramatic Formula 1 season



LA SOURCE AT SPA. TURN 1 AT SUZUKA.

The backstraight at Abu Dhabi. Descida do Lago (Turn 4) at Interlagos. All defining moments that led to Sebastian Vettel becoming a three-time world champion, and not Fernando Alonso.

In contrast to Alonso's exits from the Belgian and Japanese Grands Prix, Vettel kept on rolling despite his hair-raising moments, as he mowed down a DRS sign rather than ploughing into

Daniel Ricciardo under the safety car in the UAE, and was hit twice by Bruno Senna on the opening lap in Brazil.

As Vettel coasted backwards on Sunday, the ball was briefly back in Alonso's court. But those who underestimate Vettel's powers of resilience were proved wrong once again. He regained control with a deft spin-turn, and was in charge of his destiny again just five laps later - as long as his car held together.

One final twist: had Jenson Button not caught a slide on standing water on the penultimate lap (as Paul di Resta didn't a few seconds later) we'd be lauding Alonso as champion instead. In a sport of such fine margins, there's something quite comforting about that.

**CHARLES BRADLEY EDITOR** charles.bradley@haymarket.com

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ed Bull chief technical officer Adrian Newey insists that it is wrong to play down Sebastian Vettel's role in winning three drivers' championships in a row.

The youngest triple world champion in Formula 1 history has, over the past three years, benefited from Red Bull cars that have usually been the fastest machines on the grid. But Newey believes that, far from Vettel having it too easy, the 25-year-old is a driver with the rare combination of raw speed and the ability to make a vital contribution on a technical level.

"That's one of the things that marks out the true greats," Newey told AUTOSPORT. "The great thing about motorsport is that it's a combination of man and machine.

It's very difficult to then break down
the relative importance of each. You
have to have the combination. You
can't have [success with] the best car
with an inferior driver and vice versa.
That's the fascination of it."

Vettel is renowned as one of the hardest-working drivers, with a very clear idea of what he wants from the car. This has formed the bedrock of the Newey/Vettel partnership. There were problems early in the season when Vettel did not like the characteristics of the car necessitated by the exhaust package introduced late in pre-season testing.

For April's Chinese Grand Prix, Vettel switched to the old package and Newey focused primarily on team-mate Mark Webber's car, but after that race Vettel accepted the potential of the newer exhaust.

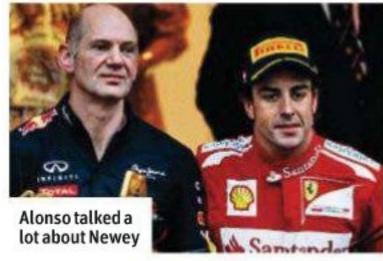
Newey believes that the driver is central to a team understanding its car, no matter how much data is accumulated.

"To say what the human dynamics are, clearly the relationship between the key engineers and the drivers is also vital," he said. "We have a thousand sensors on the car, although I'm not sure of the exact number, that tell you all sorts of things. But ultimately, what you really depend on is what the driver says.

"Very often a driver will adapt his style to suit what the car is doing and then the sensors can fool you because they tell you about the result, but not the 'why'. In Sebastian and Mark, we have a great combination in terms of feedback. Sebastian is a very sharp guy and very sensitive in some areas."

Fernando Alonso, who finished three points behind Vettel, regularly highlighted Newey's role during the title run-in.

This has been widely interpreted by some as the Ferrari star belittling Vettel's contribution, which is unfair as Alonso privately regards the German as a tough rival. But the Spaniard was frustrated at times this



year when he considered himself to be driving better in an inferior car.

"We are not fighting against Sebastian only," he said at last month's Indian GP. "We are also fighting against Newey."

Newey accepts that the partnership with Vettel is not infallible. But he believes that the way that the title was won proves his mental strength.

"We're all human and therefore we all make mistakes, even Sebastian," said Newey. "But he's a very bright lad and, when he does make a mistake, he learns from it. He has great mental preparation.

"He went into these last couple of races as favourite and that brings all its own pressures. He's handled that brilliantly."



P12 VETTEL
VS SCHUMACHER

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### **HOW BAD WAS THE DAMAGE TO VETTEL'S CAR?**

After Sebastian Vettel clinched the world championship with sixth place in Brazil, Adrian Newey revealed just how close the German came to retiring as a result of the damage sustained in the first-lap clash with Bruno Senna and Sergio Perez. "It's probably about as bad as you can possibly have and still finish the race," he admitted.



### **BODYWORK & FLOOR**

Newey: "All we can do is monitor the telemetry, see what has happened to the car. We monitor the loads through the pushrods, so we could see that we had lost downforce, particularly at the rear. At the first pitstop we adjusted the front wing slightly to compensate for that."

### CREASED EXHAUST PIPE

Newey: "We could see that the exhaust had damage. There was a crease in it. The big fear was that it would break and then it would probably set the bodywork on fire. We changed the engine mapping to try to keep the exhaust as cool as we could and crossed our fingers. That was all we could do."

### **AUTOSPORT SAYS...**

### EDD STRAW F1 EDITOR

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s anyone still not convinced by Sebastian Vettel? You don't win three consecutive world championships by accident and you certainly don't get to drive for the best team through luck. And while Fernando Alonso didn't quite have the machinery to fight on an even footing in the title run-in, Vettel is still a worthy champion.

Some insist that he can't overtake. Yet at Interlagos he again made fools of those who espouse such claims by climbing from 22nd to sixth in just seven laps. And that was in a damaged car, on slicks in tricky conditions. There was a touch of Ayrton Senna about that.

Some argue that there have been times when team-mate Mark Webber has been able to get ahead of him, notably in Monaco and Britain. Well, the Australian is a damned good grand prix driver. Yet, like all the true greats, Vettel has the ability to make a seriously able pilot

look average over the course of a season and the fact that he outscored him by 102 points tells its own story.

The reality is that Vettel's third world championship doesn't grant him



access to the union of great F1 drivers. As AUTOSPORT's coverage last season indicated, he was already a true great then. Now, the question is just how great he can become.

There will be those who continue to belittle his achievements when they should be savouring them. That they come at a time when Alonso and Lewis Hamilton are at the top of their games makes the remarkable Vettel all the more impressive.

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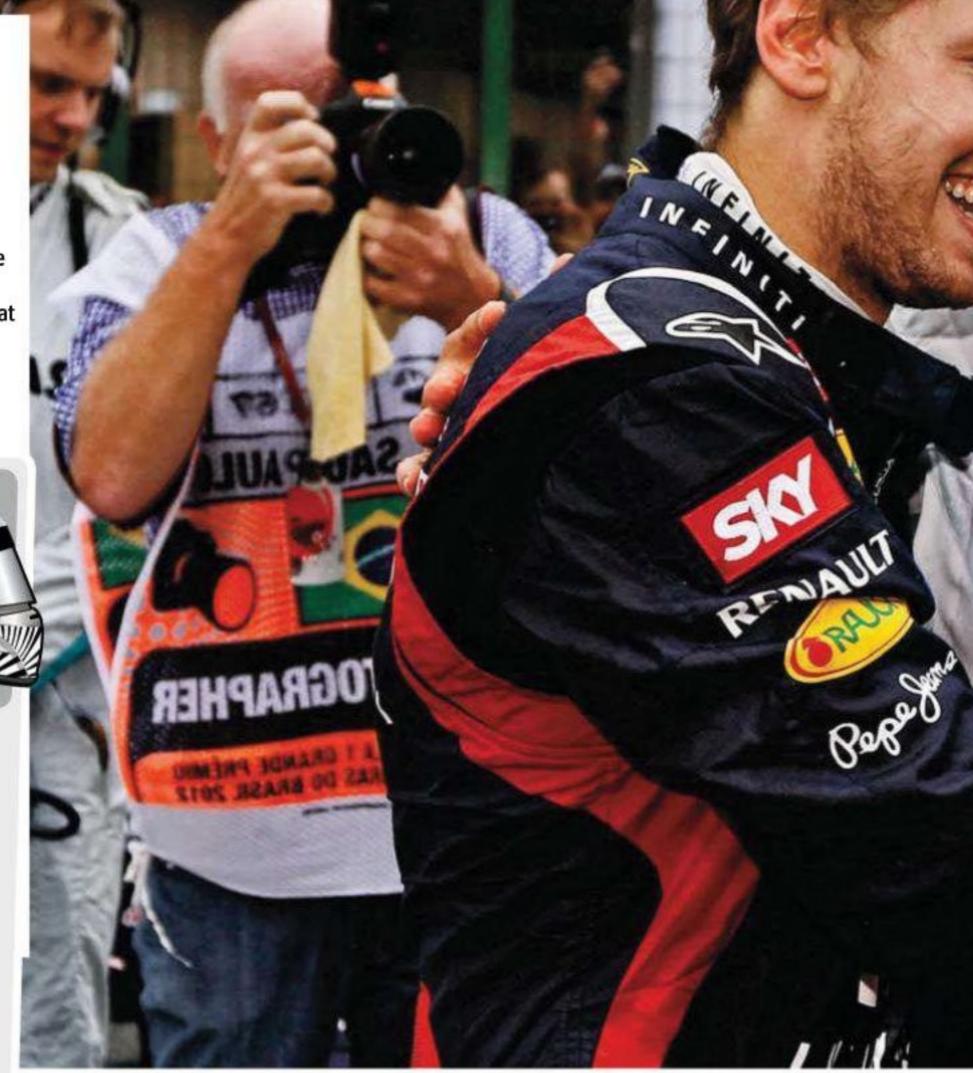


### **VETTEL AT 25**

**World Championships:** 

Starts: 101 Wins: 26 Poles: 36 Front-row starts: 49 Fastest laps: 15

Races led: 47 Laps led: 1753 Teams: 3 (BMW Sauber, Scuderia Toro Rosso, Red Bull)



# Can Vettel surpass Schumacher?

The new three-time world champion is well on course to take his hero's place in the Formula 1 record books

ichael Schumacher was asked during the Brazilian Grand Prix weekend whether he felt that Sebastian Vettel could break his record of seven world championships. "Why not?" was his reply.

It was a glib response motivated more by a desire to dismiss the question than answer it, but there are fewer and fewer reasons why Vettel cannot achieve that.

The 25-year-old has to be regarded as the favourite for the 2013 title. Next season's regulations are largely unchanged and Red Bull is sure to have a car capable of fighting for a fourth-consecutive crown.

Even with design genius Adrian Newey on board, the major rules change for 2014 could prove to be a setback for Red Bull. But as Vettel should have another 10-15 years at the top level, there will still be

time to enjoy more success.

A comparison of Vettel and Schumacher at the same age (see panel above) shows just how far ahead of the retiring legend Red Bull's still-young charge is. At the same age, Juan Manuel Fangio hadn't even raced a car, Ayrton Senna had just one victory to his name, Alain Prost was in his first F1 season with McLaren and Jackie Stewart was racing an F3 car for Ken Tyrrell. Notwithstanding the fact that drivers start their careers younger in the modern era, it's still a startling comparison.

Newey hailed Vettel's maturity after the Brazilian GP. He believes that his youth makes the achievement of winning three consecutive titles all the more impressive.

"He's an amazing young man to have achieved this level of consistency," said Newey. "To have



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done that is a remarkable feat for his age. It's completely out of kilter, his level of maturity."

The only question mark surrounding Vettel is over how long he can sustain the focus needed to compete at the top level, something that has proved to be the undoing of other top drivers in the past.

What separated Schumacher from many champions was his single-minded determination to succeed over a long period of time. All the signs are that Vettel shares this and, as a driver who is more conscious about his statistics and achievements in F1 than he lets on, there can be no doubt that he has half an eye on Schumacher's records despite dismissing the idea that he could break them as "nonsense".

"Whatever he has achieved in his career is unbelievable," said Vettel. "People tend to forget but he was dominant like no other driver ever in Formula 1."

Schumacher is known to hold Vettel in high esteem and was one of the first to congratulate him on winning the title in Brazil. "I'm proud of him," said Schumacher. "He's a good friend of mine and, therefore, congratulations and see what happens in the future."

Vettel describes the seven-time world champion — who he first met at the Kerpen kart track while in his formative karting years — as his hero and "an inspiration". It's appropriate that Vettel's first three titles have coincided with Schumacher's F1 comeback.

"Today, it's a little bit different because we have a normal relationship, so it doesn't feel like talking to my childhood hero," he said. "It feels like talking to Michael. I was racing against him for the last few years... that image was very far away when I was a small kid."

For all Vettel's ability, there's no question that both Fernando Alonso and Lewis Hamilton in particular have the qualities needed to beat him to championship success. But Ferrari's struggles technically and big question marks over the ability of Mercedes to produce a car capable of challenging for the title could hold them back.

# SEBASTIAN VETTEL ON...

### **HIS TITLE HAT-TRICK:**

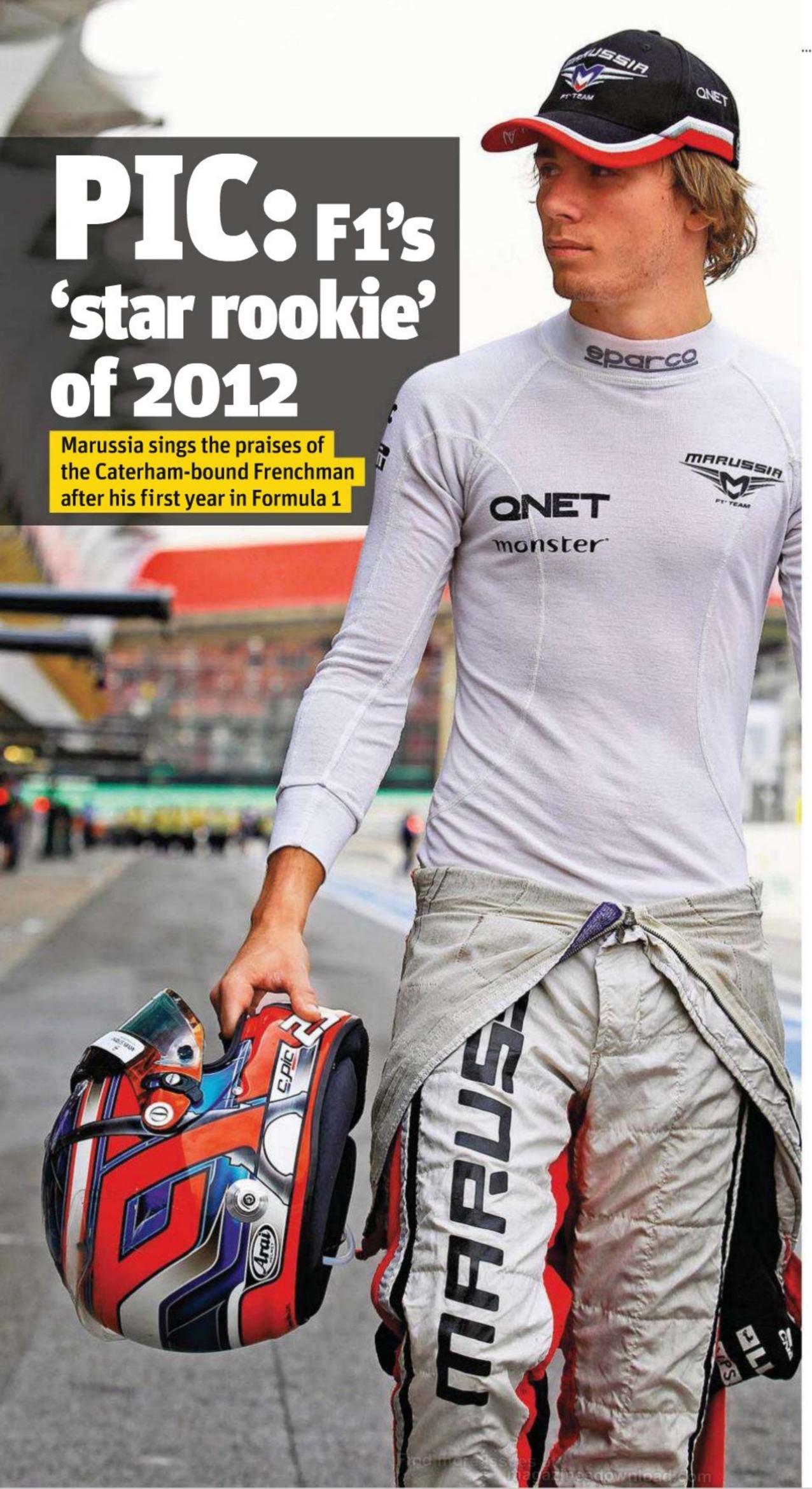
"Obviously, you need to be in the right place at the right time but I also believe that you can create your own luck. What we achieved is not what happened today in the race. It's what we've been working for since I joined the team. Together, everyone here at the track, back at the factory, it's a massive amount of work."

### **HIS HARDEST TITLE:**

"It was a very, very tough season for us - on track, off track - but we kept doing it our way, and I think that made the difference in the end. It's always most important that you're happy with what you see in the mirror and you're honest to yourself. People tried everything - inside the lines, outside the lines - to beat us. But the key was to remain ourselves."

### **RED BULL'S IMPROVEMENT:**

"Since the start, we were fighting with a car that wasn't similar to last year's. I couldn't use my tricks or my style to make it work. I didn't have enough rear stability to get the car into the corners, to the apex, the way I like. We did a step that was big enough and in the right direction that allowed me to do more of what I like."



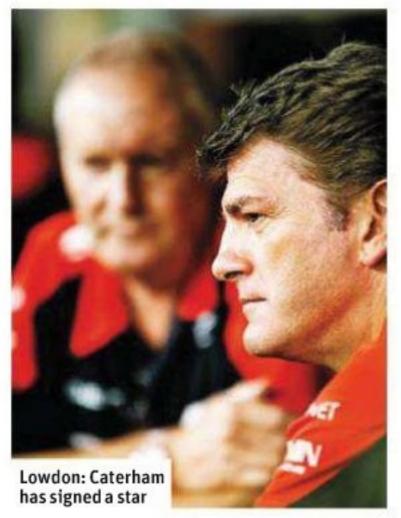


aterham has picked up the 2012 Formula 1 season's best rookie by signing Charles Pic for 2013, according to Marussia team president Graeme Lowdon.

It's not unusual for a team to talk up its own driver, but Lowdon was talking after the 22-year-old Frenchman had started his final race for the team. It's a fair assessment, for Pic has fared better at Marussia against the experienced Timo Glock than his predecessors at the team, Jerome d'Ambrosio and Lucas di Grassi.

"We couldn't have asked for more from a rookie driver," Lowdon told AUTOSPORT. "He has done a really good job. He has been the best rookie on the grid."

Pic, who has no junior title success to his name but won races in Formula Renault 2.0, Formula Renault 3.5 and GP2, came into the season on the back foot. Thanks to Marussia's crash-test problems, he did not drive the team's 2012 car in anger until he reached Australia for the first race. Prior to that, he had just five days of testing in the previous season's machine, completing 140 laps over three days in the Abu Dhabi rookie test in 2011 and 230 laps in three full





### PIC'S SEASON

Races: 20

Best qualifying: 20th Best finish: 12th

Points: 0

Qualifying v Glock: 6-13 Races v Glock: 5-8

days in Barcelona pre-season.

"It has been a good season for me, but it was my first year so there were many things to learn," Pic told AUTOSPORT. "If you look at the season and take a step back, there were maybe three different phases. The first one was from Melbourne until the first European track [Spain] when I was learning the tracks and the car. That was the most difficult for me.

"The European races went very well for me. They were at tracks that I knew from GP2. The two best weekends overall were Hockenheim and Budapest because those weekends were really complete in terms of free practice, qualifying and the race. My performance was really good.

"Then you have from Singapore to now where it is new tracks,

except for Abu Dhabi, but I know the team and the car much better. So it's much easier than the first part was. But you can't learn everything in one year, so I will have to keep pushing very hard."

AUTOSPORT agrees with Pic's evaluation of the season. In our Formula 1 report driver ratings, he received his best marks of the year, a 9 and a 10 out of 10 respectively for Germany and Hungary, having performed well relative to Timo Glock. And while, on average, his raw pace was not as good as Glock's, when he hooked it up he often showed a greater turn of speed. Hungary, in particular, was a first-rate weekend.

Inevitably, the second year is key for any young driver as it gives them the chance to pull together what they learn in their rookie year. If Pic continues to progress at the current rate in 2013, he will have laid the foundations for a long grand prix career. But Lowdon did sound a word of warning.

"Charles has done a really great job, but you shouldn't underestimate the influence that Timo has had," he said. "If he goes to Caterham and they don't have an experienced driver, then the task

becomes altogether harder. He's definitely got a good turn of pace and the raw speed, and we wish him well, but what helped him a lot here was the engineers and a team-mate he could learn from."

The identity of his partner at Caterham is yet to be revealed, although it is increasingly likely that Bruno Senna will fill its other seat. But even without a driver of Glock's experience to work with, Pic might just have learned enough this year to lead Caterham, provided he can deliver consistently.

"That's one of the main targets," said Pic. "When you are in front of new situations and you are discovering everything, that's why it's sometimes up and down. You cannot make the right choice every time. You have to make some mistakes and learn from them."

With the commercial package he brings to the team thanks to Renault support, Pic's signing is an inspired move by Caterham for on- and off-track reasons.



#### PIC V GLOCK & FORMER TEAM-MATES PACE COMPARISON -0.400**HOW PIC** Pic was closer to Glock in **COMPARES** terms of raw pace than the -0.200WITH GLOCK German's previous two Difference between drivers (%) team-mates. These figures **AND HIS PAST** 0.000\* show the percentage **TEAM-MATES** difference between the pair +0.200 2012 PIC using AUTOSPORT technical **AVERAGE +0.274%** contributor Gary Anderson's +0.400 2011 D'AMBROSIO raw performance data. This AVERAGE +0.455% takes each driver's fastest +0.600 2010 DI GRASSI lap on a given grand prix AVERAGE +0.649% weekend expressed as a +0.800 percentage of the best MC CDN EU GB AUS MAL PRC BRN ROK IND UAE US BR single lap of the event. M 141 M 316 1



steban Gutierrez, who was confirmed as a 2013 Sauber driver at last weekend's Brazilian Grand Prix, faces a steep learning curve on his graduation to Formula 1.

The Mexican steps up to replace McLaren-bound compatriot Sergio Perez next season after spending the past three years on Sauber's books. While he has shown promise during his junior career, winning both the Formula BMW Europe and GP3 titles, his fluctuating form in GP2 this year has led to some doubts within the team as to whether he is ready for F1.

Gutierrez is highly capable of being quick, but the 21-year-old and Sauber team principal Monisha Kaltenborn accept that his priority will be to cut out the on-track errors that prevented him mounting a championship assault in GP2 in 2012.

While two of his three GP2 victories this year came in the more meaningful non-reversed-grid feature races, there is a feeling that Gutierrez has not maintained the momentum of his early career.



Gutierrez is honest about the challenge, recognising that he has a lot to learn at the start of next season.

"It doesn't make sense to say I am 100 per cent ready," he said. "It's difficult to judge right now how ready I am. I am doing my best and using all the time I have on track to improve my knowledge of the car, not only the driving itself but also the feedback to the team as it's a key factor in F1."

Although even some within Sauber are sceptical about Gutierrez's

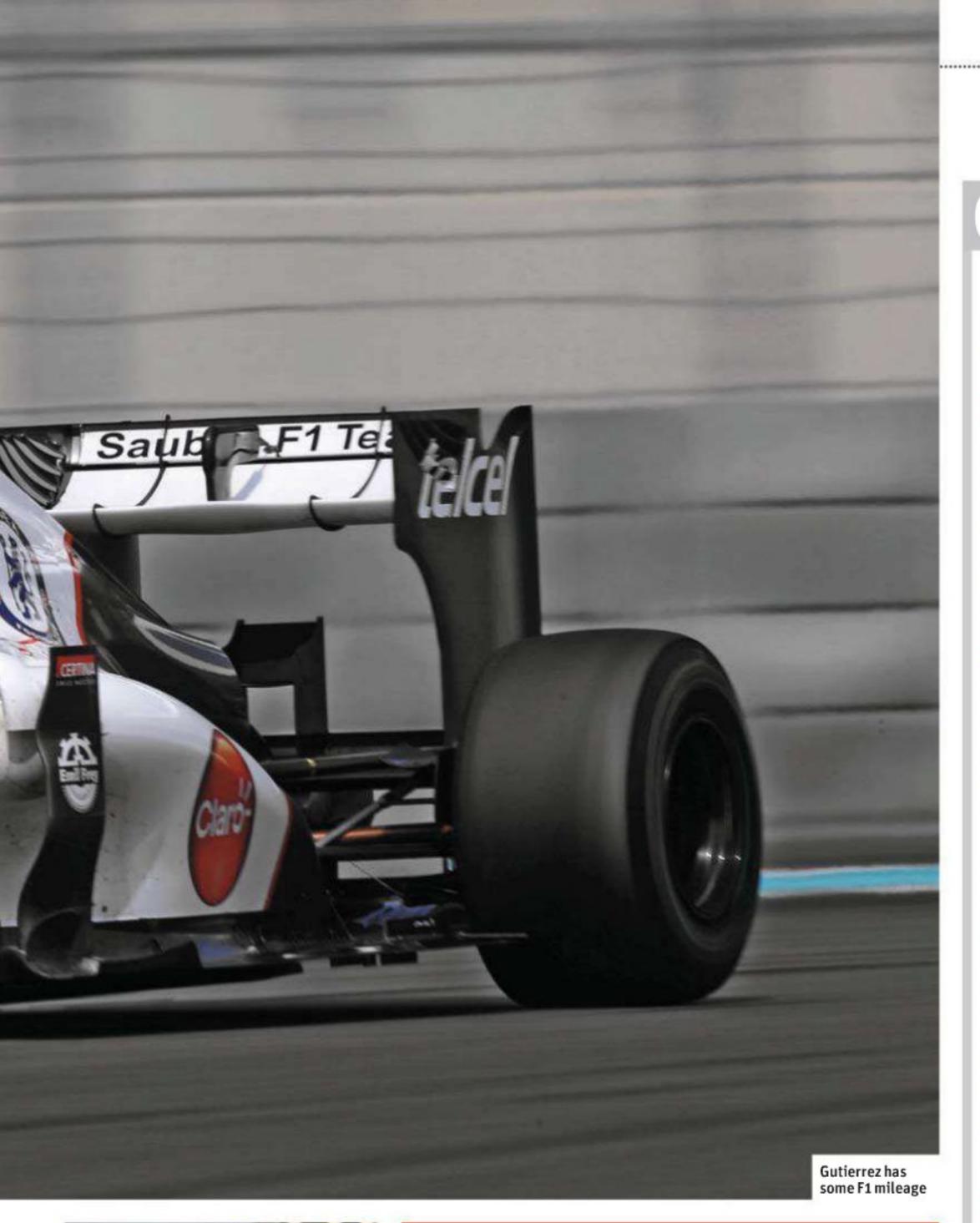


potential, it is important to note that his GP2 record is significantly better than that of outgoing Sauber driver Kamui Kobayashi. He will not be out of his depth and has shown himself capable of driving an F1 car quickly in over 1600 miles of testing for the team, dating back to his first outing during his BMW days in 2009.

Gutierrez has been branded a pay driver, given the importance of a Mexican pilot to Sauber. But he will be just one of many on the grid next year required to offer a commercial advantage to a team, such is the financial state of F1.

He is viewed as proficient of justifying his place on the F1 grid and, if he can minimise the rookie mistakes, he could become a solid second driver alongside incoming Force India star Nico Hulkenberg.

"We have seen he has had some good performances [in GP2] and made some mistakes," said Kaltenborn. "The most important





thing is to learn from these mistakes."

Sauber has a good record with young, raw drivers, from its early days in F1 with Heinz-Harald Frentzen, later with future world champion Kimi Raikkonen and leading stars Felipe Massa and Nick Heidfeld, and more recently with Robert Kubica, Perez and Kobayashi.

The team is therefore regarded as providing the perfect environment to enable a driver such as Gutierrez to realise his potential.

## WHY FRIJNS COULD BE ITS NEXT STAR

On the eve of the 2001 season, Peter Sauber was at loggerheads with his chief sponsor, Red Bull.

The Austrian firm wanted the Swiss team to sign Enrique Bernoldi, who it had been backing in Formula 3000, and it was not amused to learn that Sauber had other ideas after seeing Formula Renault UK champion Kimi Raikkonen test one of his cars.



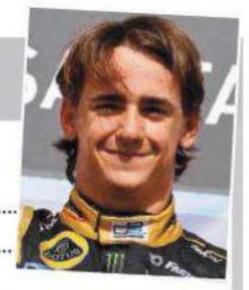
There was the potential for a similar situation regarding the 2012 line-up, with long-term reserve driver Esteban Gutierrez's expected graduation coming under threat from Formula Renault 3.5 champion Robin Frijns.

Peter Sauber, who is understood to be not convinced about Gutierrez, met Frijns months before another F1 team would even speak to the Dutchman's management, despite his impressive junior record.

Yet again it was only Sauber prepared to take a chance and snap up one of the most exciting talents in the junior ranks without an affiliation to an F1 team. He'll be the team's reserve in 2013. Glenn Freeman

### **ESTEBAN GUTIERREZ**

AGE: 21



2007 Finishes second in Formula BMW USA in his first season of racing, winning four races. Also contests a German round and the World Finals.



2008 First shows up on the radar in the Formula 1 paddock by winning the inaugural Formula BMW Europe title. Takes a podium finish on a Formula Master outing at Imola and also contests a German F3 round.



2009 Is overshadowed by rookie team-mate Valtteri Bottas in F3 Euro Series and finishes ninth. Takes two podiums in 'guest' British F3 outings and has maiden F1 test for BMW Sauber.



2010 Beats Robert Wickens to win the inaugural GP3 title, winning five races along the way for ART. Also makes cameo appearances in F3 Euro Series and British F3.



2011 Steps up to GP2, finishing 11th in the GP2 Asia series. Driving for ART he has a disappointing year, save for a win in the Valencia feature race, finishing 13th overall. Drives for Sauber in Abu Dhabi F1 test.



2012 Fails to force his way into GP2 title contention. Three victories were the high points of his run to third overall, but there were too many on-track incidents. Tests for Sauber in Abu Dhabi.



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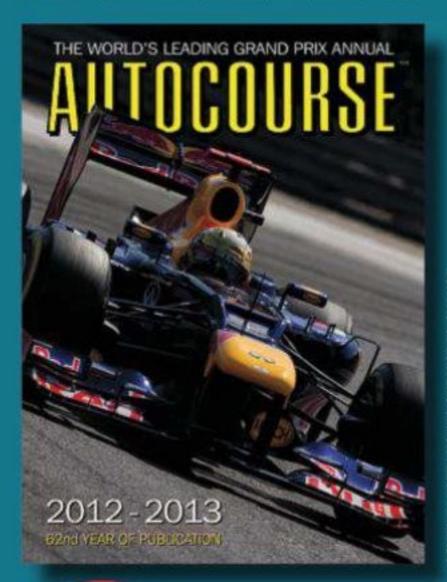
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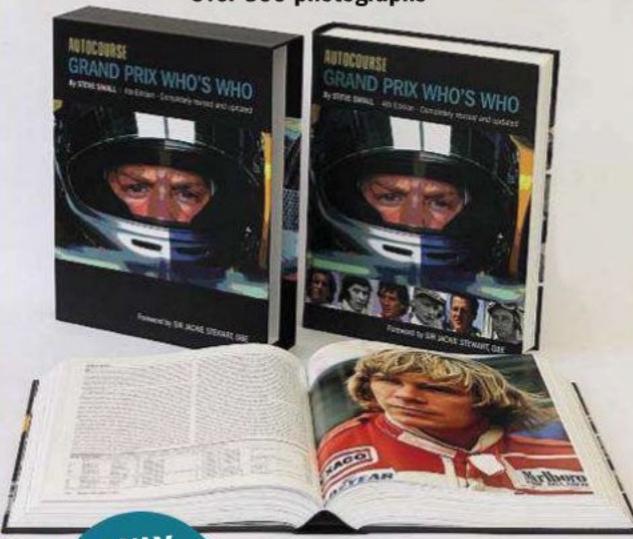
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# THIS WEEK IN F1



The safety car was a joke. I thought we were playing NASCAR. We could've done that debris under double yellow flags



Force India deputy team principal Bob Fernley was unimpressed with the safety car coming out while Nico Hulkenberg was leading the Brazilian GP

# **HRT FUTURE UNCLEAR**

The Brazilian Grand Prix could end up being HRT's final race after three seasons in F1. The contracts of race-team employees expired on Monday, its factory staff were laid off earlier this month and it is understood to be close to losing the lease on its Madrid base. There are, however, several potential buyers showing an interest in the team.



## **TEAMS TRY 2013 RUBBER**

F1 teams tried Pirelli's 2013 rubber for the first time during Friday practice in Brazil. The drivers were impressed, citing improved mid-corner grip thanks to more compliant sidewalls. The construction of the tyre has been signed off, with only compounds to be finalised.



# SENNA ON POLE FOR CATERHAM

Bruno Senna is favourite for the second Caterham seat for 2013 alongside Charles Pic. GP2 race winner Giedo van der Garde is in contention, while Vitaly Petrov's hopes are fading after failing to come up with the budget.

## **BOTTAS IN AT WILLIAMS**

Former GP3 champion Valtteri Bottas was confirmed as a Williams racer for 2013 alongside Pastor Maldonado this week. The Finn, who replaces Bruno Senna, has run 15 Fridays this year as preparation.



# **GPDA BACKS DOCTOR**

GPDA chairman Pedro de la Rosa is to seek an explanation from the FIA about the axing of Dr Gary Hartstein (left of pic) as F1's chief doctor.

"We would be more than happy for him to continue," said de la Rosa of the American, who has held the post since 2005.



## **KOBAYASHI OPTIMISTIC**

Ousted Sauber driver
Kamui Kobayashi remains
optimistic about his
chances of continuing to
race in F1 next year. The
Japanese is not keen on a
third-driver role, but with
options dwindling he is
likely to have to focus on
raising a budget for 2014.



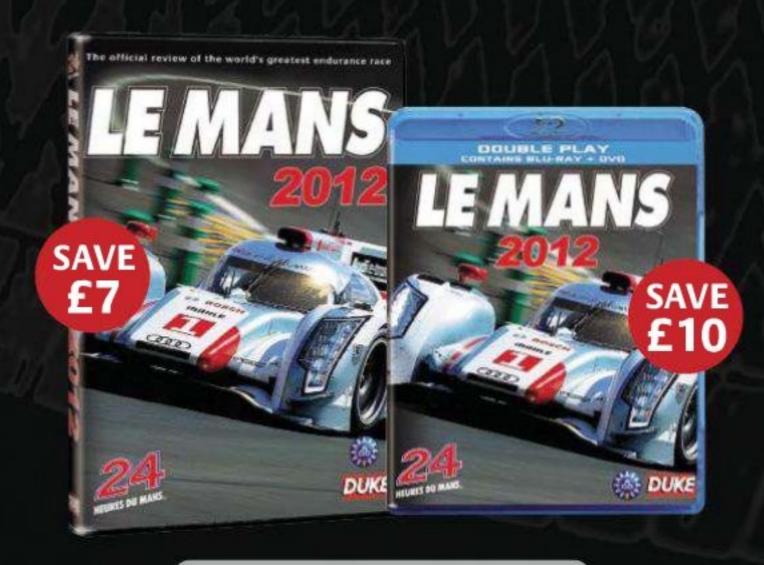


Too old and too fat won the final round of the Castrol EDGE Grand Prix Predictor with a 117-point tally. The team was one of only 22 to correctly predict the podium finishers in a crazy Brazilian GP. Those points, combined with a whacking 80-point bonus, were enough to secure the victory.

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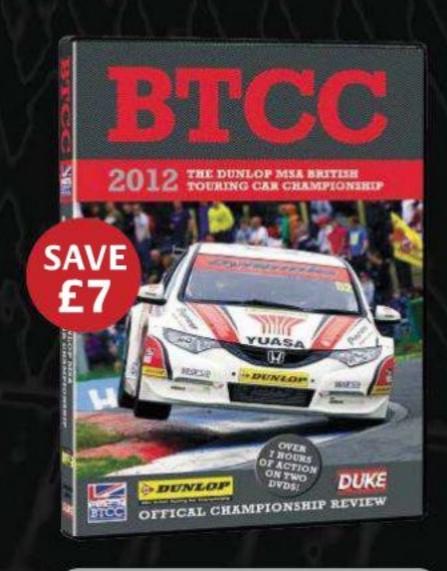


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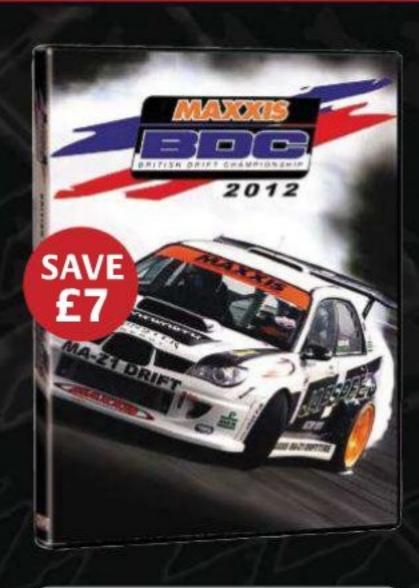
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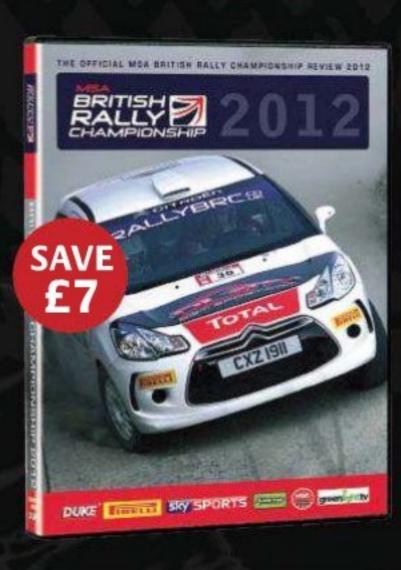
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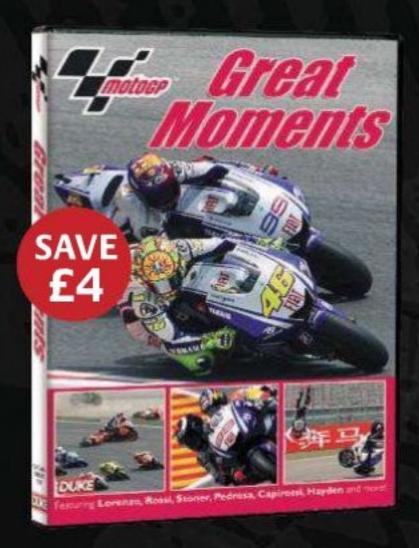
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# MARK HUGHES GRAND PRIX EDITOR

In many ways this has been the toughest of Sebastian Vettel's three successive world championships.
So the Red Bull man was in garrulous mood afterwards, even if he wasn't that easy to follow

ebastian Vettel was almost in stream-of-consciousness mode in the Brazilian Grand Prix post-race press conference, fresh from becoming the youngest triple world champion in the sport's history. His comments were heartfelt, obviously sincere, but following no traceable thread. He would begin by addressing a question but veer off into simply downloading his emotion-jumbled thoughts after an intensely stressful afternoon and season. It was as if it was part of the release mechanism.

There was joy, satisfaction, appreciation and even an element of 'up yours' to those he perceived may have tried to derail his quest. It was the full gamut of emotions of a serial winner in a sport of hugely mentally taxing demands.

This was a more difficult season than the total domination of 2011 and you could sense his indignation when he said: "At some stage, people were not even mentioning us when they were talking about the championship, but I think the most important thing was that we always kept believing."

With technical regulations altered in a way that could well have been specifically targeted at reducing Red Bull's previous advantage, it wasn't until September's Singapore GP that the RB8 began to look consistently like the sort of machine we've come to associate with this team.

But when that magic was finally switched on - when it finally got the consistent rear downforce the team had been chasing all year -Vettel was able to find a step change from within himself too: "The car wasn't similar to last year's; I couldn't use my tricks or my style to make it work and manipulate the car the way I liked. I didn't have enough rear stability mostly to work with the brakes and get the car into the corners, to the apex, the way I like. We tried everything and at some stage we just did a step that was big enough and in the right direction that allowed me to do more of what I like, so naturally it came in our direction. But it was no piece of cake because the car was still not like last year - there's no comparison."

Vettel's way of using more throttle

in a counter-intuitive way to limit the rear-end slide - having his entry-speed cake and eating it on the exit — was suddenly feasible again from Singapore onwards. That joint search for what he needed, for reproducing with a different method what the heavily blown exhausts had given Red Bull in 2011, was all-consuming. The combined competitive intensity of Vettel and Adrian Newey, not to mention the rest of the team, has sometimes given it a battendown-the-hatches combat mentality, something that has only fed on itself as rivals and governing body alike try to keep it in check, in reach. That's just part of the game, but from the inside it breeds a certain competitive paranoia - hence Seb's TV comments about 'dirty tricks'.

He expanded further upon it afterwards, saying: "We remained ourselves throughout the whole year, even though people did some things that we would never consider doing, trying to achieve our targets. I think for us, for me, it's always most important that you're happy with what you see in the mirror and you're honest to yourself, because what's the point in trying to fake or pretend being something else, someone else? You are always the first one to notice, you're always the first one to know if you are cheating yourself.

"In that way, I think it was because people tried everything, inside the lines, outside the lines, to beat us and the amount of questions we had to deal with throughout the season didn't make our lives easier. But the key was to remain ourselves and I think that made the difference in a way."



PIC: GETTY

# "Red Bull's intensity has given the team a combat mentality"



DTN

# Zanardi gets serious about DTM

Recent demo run with BMW leaves Italian star wanting to see how quick he can go. By MARK GLENDENNING

lex Zanardi wants a proper DTM test with BMW to assess if he could be competitive in the category if he were to make a racing comeback.

The 46-year-old, who won two gold medals and a silver in handbike racing at the recent London Paralympics, drove a modified BMW DTM car as part of BMW Motorsport's 40th anniversary celebrations earlier this month. At the time he dismissed the demo as a one-off, but admits he is intrigued by the thought of taking it further.

"I had a test with BMW, and honestly it was just a demo," he told AUTOSPORT. "But it went really well. I know the technical situation I was given, and that's why I am saying that I went fast — much faster than you could have imagined for a 46-year-old guy with no legs, who hasn't stepped into a car for three years.

"Now I am becoming curious, and I would love to have a second



opportunity. Not for any other reason other than to have a yes or no when I ask myself, 'would I really be competitive?'"

Zanardi recognises that the DTM's testing restrictions make it difficult for BMW to give him more time in the car. But he believes that the German manufacturer would consider him for a race seat if it

# Indy 500 bid still a possibility

Alex Zanardi says that he would be open to discussing an Indianapolis 500 drive with Chip Ganassi, but insists that he will not push to land a drive in the race.

Rumours linking Zanardi to a single-seater comeback at Indy with Ganassi emerged shortly after the London Paralympics, although Ganassi's reaction has been non-committal. Zanardi told AUTOSPORT that he may be tempted by an opportunity to race at Indianapolis, but that he is not actively pursuing it.

"I don't think it would make sense for me to go out and offer myself on the market, and say, 'hey, I'm Alex Zanardi, I think I'm going to win!' It would be pathetic. All these guys are great drivers, and these team owners don't need Alex Zanardi to win. There are better options.

"[But] if Chip were to say, 'Alex, I think it's a great idea', it would be worth a trip to the US to discuss it with him."

was convinced that he would be competitive. According to the Italian, the main obstacle to any deal is time.

"If BMW could be certain that I could run competitively, I have no reason to believe they would not want to have me in one of their cars," he said. "That's not to say that we are close to putting the deal together, but we can think of this as a potential

dream that needs to be turned into an objective very soon if we want to go any further. And that's why I am anxious to sit down with [BMW Motorsport boss] Jens Marquardt and see if he wants to go any further. It could well be that in one month's time I'll be involved in a new project and excited about four wheels once more."

### IN BRIEF



Formula Renault 3.5 champion Robin Frijns was back in action in the category at last week's three-day Aragon test. The Dutchman was driving a development car for Renault.

FRIJNS RETURNS TO 3.5 ACTION

### **BOARD CHANGE AT INDY**

Former ATP and 2012 NFL Superbowl boss Mark Miles has been named CEO of Hulman and Co, parent company of IndyCar and Indianapolis Motor Speedway. Jeff Belskus remains IMS CEO and interim IndyCar CEO, following Randy Bernard's departure.

### CECOTTO ON TOP IN GP2 TEST

Johnny Cecotto Jr set the pace at the final post-season GP2 test at Jerez last week. The Venezuelan set his best time with Arden on the second morning, after Marcus Ericsson had led the way for DAMS on day one.

### NASR BACK TO CARLIN

Felipe Nasr will race for Carlin in GP2 next year. The Brazilian returns to the Carlin fold, having won the British Formula 3 championship with the team in 2011.

### MP TAKES COLONI ENTRY

MP Motorsports will graduate to GP2 next season after buying the Scuderia Coloni entry. Daniel de Jong will race for the team. FORMULA 2

# Double R interested in F2 chance



#### **BRITISH FORMULA 3 SQUAD**

Double R Racing is ready to expand into the FIA Formula 2 Championship in 2013 – if it is opened up to teams.

AUTOSPORT understands that the series, which has been centrally-run since it began in 2009, could move to a new format. Although the cars would still be based at MotorSport Vision, teams would collect the cars at the track on the Thursday before a race weekend and then hand them back after the racing.

Double R boss Anthony 'Boyo' Hieatt said: "If F2 do this, I'll be there. I did a couple of races in 2011 with Jordan King and it was one of the best-organised things I've ever seen.

"They've improved the car and

the tyres since then, so it's exceptionally good value for money. If teams come in, there'll be a lot more professional drivers and it would really raise the standard."

Hieatt confirmed that if Double R does compete, he would run Briton Daniel McKenzie and British-born Zimbabwean Axcil Jefferies, both of whom raced in F2 this season.



GP3

# Red Bull sends juniors to GP3

### RED BULL JUNIORS CARLOS SAINZ JR

and Daniil Kvyat are set to team up next season in the GP3 Series with MW Arden.

While Spaniard Sainz is graduating from a race-winning dual campaign in European and British F3, Russian Kvyat steps up as Formula Renault Eurocup runner-up and FR ALPS champion.

It means that the 18-year-olds will be team-mates for the third time, having driven together in Formula BMW Europe in 2010 and in FRenault in '11.

Sainz, who tested GP3 cars with Addax in 2010 and with Lotus ART this year, said: "It is 90 per cent sure that I will be with Arden in GP3. It can be a good year and the new car is a really big evolution.

"Dani and I have raced together so much that we know who is good in different areas. That's good, although sometimes it can be a problem!" BRITISH F3

# Tweaks to British F3 race format for 2013

### **BRITISH FORMULA 3 IS TO**

revert to its pre-2012 philosophy on reversed-grid races for next season.

This year, the races counted for full championship points with up to 12 drivers reversed from their race-one finishing position. For 2013, F3 teams group FOTA has decided to change this to the top eight to 10, with a different scale of points – roughly half those offered for the conventional races.

Fortec Motorsport chief and FOTA chairman Richard Dutton told AUTOSPORT: "It didn't really work, so we're trying to make it better with the aim of making the series as strong as possible."

British F3 is highlighting its reversed-grid races as an opportunity for less-experienced drivers to enjoy some exposure and assist them to retain backers, in the wake of the FIA European F3 Championship dropping the format entirely for 2013.

FOTA has also cut the third race of each round from 40 minutes to 30. "F3 can get into a stalemate pretty quickly, and there was some pressure from organisers as well," explained Dutton.



**AUTOSPORT SAYS.** 

MARK GLENDENNING US EDITOR



There have been a slew of articles written extolling the awesomeness of Alex Zanardi, particularly since his success in the Paralympics exposed him to a new audience of admirers. But the most fascinating thing about him isn't what he has overcome, but the fact that at 46-years-old, he is still evolving as an athlete. Not just physically (although his arms and shoulders are certainly bigger than when he was in motorsport) but in motivational terms too.

When we spoke recently, he hinted that his first 'comeback' was driven in part by the simple fact that the opportunity had been presented to him. Things have changed since then. He no longer has anything to prove — if he ever did in the first place. And there's no hole to fill.

Handcycling already challenges him enough on both a competitive and intellectual level, what with his constant efforts to develop his bike.

BMW has not said whether it would consider Zanardi for a



full-time DTM drive, but when Zanardi says that he would need to be sold on the idea, he's not kidding. He's already turned them down once before, when he was offered a International Superstars seat for 2010 but opted to focus on handbikes; a decision that bred a new obsession. Another comeback would not be a question of cars replacing bikes. It would be a question of Zanardi asking himself if he has room for both.

### **ZANARDI IN NUMBERS**

CART TITLES

15 CART WINS

WTCC WINS FOR BMW

OR BMW

### **2 PARALYMPIC GOLD MEDALS**

2009
HIS LAST CAR RACE



### IN BRIEF



#### SAINZ/AL-ATTIYAH TEAM UP

Dakar winners and rivals Carlos Sainz and Nasser Al-Attiyah will contest January's Dakar in the same Qatar Red Bull team, driving buggys built by Al-Attiyah's team. Both drivers are confident there won't be a repeat of the arguments that spilled over when they were Volkswagen drivers.

#### FIRST TEST FOR R5 FIESTA

M-Sport has confirmed its Fiesta R5 will be testing for the first time before the end of the season. Orders for the all-new car have already been taken, and the first R5 is expected to be delivered in April next year.

#### BREEN LANDS VAR PODIUM

SWRC champion Craig Breen finished an emotional season with third place on last weekend's Rallye du Var. The Irishman would have won the event in his Sainteloc-run Peugeot 207 S2000 had it not been for two punctures.

### M-SPORT QATAR DEAL DONE

M-Sport has announced that Qatar will take over from Ford as its title sponsor for 2013, following the Blue Oval's decision to withdraw its WRC funding. Qatar will back M-Sport through 2013, with Nasser Al-Attiyah contesting seven WRC rounds in a Ford Fiesta RS WRC.

### **OSTBERG SECURES SEAT**

Mads Ostberg has been confirmed as M-Sport's lead driver for 2013. The Norwegian's team-mate will be revealed shortly before the December 14 closing date for Monte Carlo entries.





WRC

# Citroen keen on Kubica

## Rallying's dominant force wants to give Pole a WRC outing. By DAVID EVANS

itroen team principal Yves
Matton is keen to run Robert
Kubica in a Citroen DS3
WRC in next year's World Rally
Championship — providing a
backer could be found for the deal.

The 28-year-old impressed
Matton by opening a near sixminute lead on last weekend's
Rallye du Var, while driving a
factory-specification Citroen C4
WRC. The Pole's hopes of a third
consecutive rally win were dashed
when he went off the road on the
penultimate stage following a wrong
pacenote call from his co-driver.

"I was very impressed with Robert," said Matton. "He has the pace in rallying. I have to say the times he was doing against [Freddy] Loix were very surprising. He was beating his rivals on every stage and all the time he was so motivated.

"In the end, he crashed because of the wrong pacenote — he was 40kph too fast and it was impossible to take the corner. Unfortunately, the car is finished because it caught fire."

Kubica's deal with Citroen was only for Rally di Como and last week's Saint-Maxine-based Var event. But Matton is already looking for further outings — and this time possibly at the highest level.

"We are interested to do something more with Robert," said Matton. "And it can be possible to do something with the DS3 WRC next season. We run three cars sometimes, but this year we have run as many as five cars, so it would be possible for us to have a car for him to use. What we need to find is



the budget — it's sure that we cannot just give the car to him. But I think it is possible for him to find a partner."

As well as talking to Citroen, Kubica is known to have had discussions with M-Sport about a drive. The 2008 Canadian GP winner tested the factory Ford RS WRC in France this summer.

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GT RACING

# **GT** blueprint set to change

#### PLANS ANNOUNCED LAST MONTH TO

merge the GTE and GT3 categories to create one class for 2015 are already set to undergo significant changes.

The first meeting earlier this month of the GT Convergence Group of manufacturers set up by the FIA and the Automobile Club de l'Ouest, the organiser of the Le Mans 24 Hours, came up with a counter plan that was discussed at last week's GT Commission. It has proposed that the rules be brought closer together so that a manufacturer could produce a car for each class from one design.

GT3 founder Stephane Ratel, who was critical of the original FIA/ACO initiative, said: "This is the obvious move. You need to take a GT3 car as the base and allow a proper race engine for everyone and have better defined aero rules."

Aston Martin Racing managing director John Gaw said: "The principle of having one design that would then be developed with a kit into a GTE or a GT3 car makes sense."

Hans Reiter, whose eponymous team builds GTE and GT3 Lamborghini Gallardos and is developing a GT3 Chevrolet Camaro, said the latest plan could be problematical for some cars in the lower category.

"This will favour the mid-engined cars," he said. "A car like the Camaro requires more freedoms if you are to bring it into the correct performance range required for GT3."





WTCC

# Muller calls for revision to WTCC points

#### TRIPLE WORLD TOURING CAR

champion Yvan Muller has called on the series to alter its scoring system to reduce the impact of wins in reversed-grid races.

The Frenchman believes points should be weighted in favour of the first race in a weekend, where the fastest cars in qualifying start at the front of the field.

Both the opening race and the second,
reversed-grid event have always awarded
equal points in the WTCC.

"The situation is not normal," said Muller, who won eight opening WTCC races this season. "I won nine races this year, I was the fastest and did a good effort but I am not champion."

Muller believes the 2012 system failed to achieve its desired affect because of the large disparity in performance between the factory Chevrolet cars and the competition.

BTCC

# Motorbase junior option

### **BRITISH TOURING CAR OUTFIT**

Motorbase could run a junior squad in the series next season.

David Bartrum's team ran three cars during 2012 and took four wins with Mat Jackson and Aron Smith. He plans to run NGTC-spec Ford Focuses for Jackson and Smith in 2013, but could also run older S2000 cars for one or two BTCC rookies.

"Ideally I'd like to sell them, but it's about running a business," said Bartrum, who tested Jake Hill and Tom Grainger at Brands Hatch earlier this month. "We're toying with running a junior team."

The drives would not be funded by Motorbase, but Bartrum believes the cars would provide a good opportunity.

"We've got a lot of experience with the cars and the Focus was the last \$2000 to win a race so it'd be a good package."

Bartrum has also not ruled out running a third NGTC Focus in 2013.





BATHURST 12 HOURS

# Doohan and Stoner to race

### AUSTRALIAN BIKE RACING LEGENDS

Mick Doohan and Casey Stoner are set to race in next February's Bathurst 12 Hours.

The former riders, who won seven 500cc/MotoGP world titles between them, are in talks to link-up in the two-car team of Peugeot RCZ Cup racers, AUTOSPORT has learned. The team is being put together by the French manufacturer's Australian importer.

Peugeot Sport has confirmed that the importer has purchased two RCZs and said that an announcement of Peugeot Australia's programme was imminent.

Doohan, who retired in '99, is returning to competition in the Race of Champions in Thailand next month and also tested a V8 Supercar Holden earlier this year. Stoner retired from bikes this season.

### IN BRIEF

### REBELLION TO RACE IN ALMS

The Anglo-Swiss Rebellion Racing squad will field at least one of its fleet of Toyota-engined Lola B12/60 coupes in next year's American Le Mans Series. The team, which won the ALMS finale at Petit Le Mans last month (right), has yet to confirm its return to the FIA World Endurance Championship.

### FORMULA E CARS NEARLY READY

The first 10 cars for the new Formula E electric single-seater championship will be delivered to teams in January, the series has confirmed. Formula E CEO Alejandro Agag said the chassis manufacturer, which will be revealed "very soon", will not be a "surprise for anyone".

### NO SPANISH DTM RACE

The DTM has dropped its Spanish round for 2013. The series confirmed a revised calendar last week, which was down to 10 rounds. The Hockenheim finale has been brought forward to September 15.





Rebellion won Petit LM

### NASCAR 'DIRT' DELAY

NASCAR is evaluating adding a dirt track to its third-tier Truck series for 2013. A race at Tony Stewart's Eldora Speedway has been rumoured. NASCAR chairman Brian France said it "hasn't been completely worked out, but it's a possibility".

### PORSCHE JUNIORS REVEALED

American Connor De Phillippi and Spaniard Alex Riberas are the newest additions to Porsche's junior roster for 2013. The former single-seater racers join Klaus Bachler and Michael Christensen on the scheme.

### SUPERBIKE RACER FOR BTCC

Former British Superbike rider Warren
Scott will contest the British Touring Car
Championship next year with his own Team
BMR squad. Scott will race a turbocharged
S2000 SEAT Leon (left) and hopes to
expand to two NGTC cars in 2014.





# QUALIFYING

McLarens lock out front row, as team-mates eclipse title contenders

While the world micro-analysed the performances of the two title contenders, Lewis Hamilton and Jenson Button just got on with demonstrating that the McLaren was, by a narrow margin, the fastest car around Interlagos. This has been a barren hunting ground for the team in recent years, but something about it and the MP4-27 just clicked, fastest in the straightline grunt requirements of sectors one and three, competitive with the Red Bulls in the tight twists of the middle sector. Hamilton barely looked like he was stretching himself in hooking together the pole lap, the car sucked in to every apex as if attracted by magnets, steering straight early in the turns. In his final weekend for the team he duly annexed his 26th pole.

A bare half-a-tenth away was the sister car of Button. He'd experimented with a lower downforce setting through the Friday practices but, with the expectation of rain on Sunday, the two cars converged to the higher downforce format. "It was a bloody good lap," said Jenson, "but fair play to Lewis, he was faster."

The McLaren drivers' task in sewing up that front row was made easier by the messy Q3 delivered by Red Bull's title-contending Sebastian Vettel. Running wide at the tricky downhill exit of turn four gave him an indifferent lap time on what was supposed to be his banker lap.

Returning to the pits for a quick refuel and a fresh set of option tyres, his problems were compounded by McLaren releasing Button into his path for the outlap. This is not an unusual occurrence this year – and its significance is that the McLaren needs a gentle tyre-preparation lap and the Red Bull a hard one. It took Seb a significant chunk of the lap to find a way through – which was not ideal for the tyre prep. A fourth fastest time was the result, 0.3s off pole and 0.2s away from his third fastest team-mate Mark Webber.

The RB8 continued with the new front wing introduced at Austin and Webber was quickest through the middle sector, but the long slog up the steep hill from



Juncao seemed to expose the Renault engine's only weakness.

The 'wrong' driver was also ahead at Ferrari, as Felipe Massa outqualified Fernando Alonso for the second time in two weekends, fifth fastest to Alonso's eighth. The F2012 had looked stronger than this during the hot Friday running but Massa's lap represented its true one-lap potential in these cooler conditions. "I was very pleased with the car's balance," he reported, "and I put the lap together. I've been ever more comfortable with the car since mid-season and now I have the confidence to push hard." Alonso was almost 0.3s slower and less happy with his balance, though possibly because it had been given more of a wet set up with regard to front rideheight and rear roll bar settings.

Alonso was moved a place up the grid

as a result of a 10-place penalty for the sixth-fastest Williams of Pastor Maldonado, who had passed a red light requesting he stop for a random weight check. Yet again, the car's potential was not fulfilled, Pastor having worked with his engineer in finessing a good, neutral balance. In the sister car, Bruno Senna's set up was based around expected cooler conditions - as was evident by his second quickest time in Q1 when the track was still cool from a rain shower half an hour earlier. As the track temperature quickly rose from 25C in Q1 to 34C in Q2, so Senna became less competitive, ending up 12th 0.5s adrift of Maldonado.

The Force Indias were well suited to the track, notably that of Nico Hulkenberg who put together a strong Q3 lap to go just a couple of tenths slower than Maldonado for seventh. Paul di Resta – more sensitive to the balance changes induced by the increasing track temperature – lost the sweet spot of his car in Q2 and ended up 11th, 0.4s off his team-mate, not helped by having to avoid a recovering Kamui Kobayashi.

Kimi Raikkonen was another bemoaning how the handling balance had changed as the track temperatures rapidly increased and was much less competitive in Q3 – where he ended up ninth – than he'd been in Q2. The Lotus was running a revised front wing and the upgraded exhaust tried at Austin. Teammate Romain Grosjean failed to make it out of Q1, 18th fastest after a terrifying collision with Pedro de la Rosa, squeezed between the HRT and the inside wall at the flat-out corner onto the straight that also forms the beginning of the pitlane. Pitting for a new nose, he was not given fresh tyres, thereby sealing his fate.

Mercedes had gone for wet settings on both cars, giving them a difficult balance. Only Nico Rosberg got through to Q3, where he went 10th quickest. Michael Schumacher's final qualifying session left him a disappointed 14th, but looking forward to a wet race.

The Saubers were struggling to switch the front and rear tyres on at the same time, without then having the rears overheat before the end of the lap, restricting Sergio Perez and Kamui Kobayashi to 13th and 15th, only slightly quicker than the Toro Rossos of Daniel Ricciardo and Jean-Eric Vergne. Highlight of the initially damp Q1 was what appeared to be a straight race between Heikki Kovalainen's Caterham and Timo Glock's Marussia, taking up where they'd left off on the last lap of Austin.













### RACE CONDITIONS

Overcast. 24C track, 19C ambient. Light drizzle before the start then intermittent rain.



ith the morning passing by agonisingly slowly for the two title contenders, God's hand

hovered above the Interlagos rain button. In that choice quite possibly lay the outcome of the world title, its denouement after a season of see-sawing fortunes, of a sunny young guy who's already done it all but still thirsts for more, of the Spanish warrior who's cajoled his often-reluctant machine to join him in his quest of pulling off a coup. They each waited, trying but failing to treat it as just any other race.

A wet/anything-could-happen sort of afternoon would surely be Alonso's main chance, a straightforward/ express-your-performance sort of day swerved things sharply into Vettel's territory, 13 points clear and three places ahead on the grid in a faster car. In the garages engines would start up, run for a few minutes and be switched off, a normal routine but building the tension up another

ratchet each time. The routines kept the Red Bull and Ferrari engineers one step removed but for the two contenders, just the wait. Outside, the samba drums had started, the stadium was filling, the chanting had begun. The smell of roasting food filled the air. The driver parade came and went — Michael Schumacher up there for the last time chatting with Seb.

"Michael was a god," he'd said earlier in the weekend, "a hero when I was a child, for me and the other kids in Kerpen. The first time I met him I didn't know what to say, because I didn't want to say something stupid." Now, talking to Michael was a welcome distraction — from that wait.

Yet it seemed in no time they were there, in the car, engine screaming, waiting for those gantry lights to go out down there in the gladiatorial coliseum that is just so appropriate a venue for the sport's final decider. Still the weather hadn't decided what it was doing. Nothing more than a light mist of drizzle descended and everyone was on dries. But one of the most incident-packed grands prix of all time was about to unfold, a race in which that crown swung with reckless abandon between the two contenders.

### THE ALONSO PHASE (LAPS 1 -5)

It took only until the start of lap two for Alonso to be in the exact position



he needed (third, with Vettel out the top nine) for the title, and that situation had been partly triggered by Vettel's team-mate — and Alonso's friend — Mark Webber.

Lewis Hamilton's McLaren was into an immediate lead from pole, chopping across and leaving Jenson Button to be zapped down the inside of turn one by Felipe Massa, both Ferraris fantastically quick off the line, Alonso immediately past Nico Hulkenberg's Force India and trying his patented outside turn one move on the Red Bulls, Webber to his immediate left, Vettel pinned to the inside kerb. "Mark squeezed me but I didn't want to be stubborn and fight and lose my front wing," was Vettel's post-race take. "So I had to back off and everyone went round my outside."

Not quite everyone, but certainly

Webber, Alonso and Hulkenberg.
As Hamilton surged down the back
straight ahead of Massa and Button,
Vettel concentrated on getting a
slipstream up to turn four. The
concertina effect of the closelybunched cars as Vettel braked caused
the following Lotus of Kimi
Raikkonen to spear sharp right onto
the run-off in avoidance.

As Seb then turned into four, Paul di Resta's Force India was initially the meat in a sandwich between Vettel and the Williams of Bruno Senna.

Vettel chopped across di Resta but — perhaps unsighted by the Force India — did not appear to realise Senna was already partly into the corner. They hit. "When you are in the midfield you need to be a bit more careful with how you take the corners," said Senna, who was out on the spot, the right-front

suspension destroyed."I was fully in control, absolutely everything was fine for me to take that corner there and he hit me very, very hard coming from the outside."

As Vettel spun backwards down the hill, 180 degrees to the traffic, with the crippled Williams alongside, the Red Bull took another hit from Senna in an incident that also took out the Sauber of Sergio Perez. As for Vettel: "I just released the brakes and kept going backwards until they'd all passed. I was thinking, 'Just keep believing, stay calm." Calm or not, he was plum last, with the left-hand rear bodywork seriously damaged around the exhaust. Crucially he was still going.

These were horribly tense moments for Red Bull. Had its title

### "Vettel was surging through the field, even with car damage, oversteer and not running on full power"

hopes just gone up in smoke? Was the car terminally damaged? Adrian Newey watched the data from the car intently."We monitor the loads through the pushrods and could see that we had lost downforce, particularly at the rear," he explained.

"The other big concern was the crease that we could see in the exhaust system. Obviously if the exhaust breaks - which there has to be a high probability of with that sort of damage - it would probably catch the bodywork on fire at that point and your race would be over." Vettel was instructed to change the engine mapping, giving a richer mixture to minimise the exhaust temperatures.

Button had crowded Massa on the way into four, compromising the Ferrari's line, making it slower down the hill and allowing him to get by on the inside as they exited five. It was a







beautifully subtle bit of racecraft from Jenson who was now up to second.

As the screaming pack surged by, bobbing and weaving in a mad 200mph blur past the pits up to the Senna Esses, Webber was trying to take Massa's third place on the outside. Felipe held him out there as they approached the braking zone, leaving a lovely big gap to the inside for Alonso - who had been

slipstreaming them for all he was worth - and Fernando was able to slip by them both. So, the beginning of lap two and Alonso was third, Vettel 20th and provisionally the crown was poised above the Ferrari talisman's Fonz-quiffed head by the margin of two points.

As Webber prevailed over Massa at the bottom of the Esses, their squabbling allowed Hulkenberg to

nail them both into four, the Hulk's famed wet weather driving skills combined with the Force India's liking of the cool track temperatures were proving a heady combination and Nico was showing no signs of stopping at fourth place, soon hassling Alonso's much-needed third and thereby threatening to put the crown back above Vettel's head. Pastor Maldonado, meanwhile, had

# DRIVER BY DRIVER by Edd Straw





Red Bull-Renault RB8-04

Start: 4th. Finish: 6th

Qualifying should have been

better; optimistic to be able to

swoop into the apex at turn

four on the opening lap and

find it clear, but from then on

drove excellently. His charge

from last to near the front was

conditions and he adapted to

brilliant in the changing

a damaged car perfectly.

SEBASTIAN VETTEL





MARK WEBBER







Red Bull-Renault RB8-03 Start: 3rd. Finish: 4th A mixed bag for Webber, twice a winner at Interlagos. On the plus side, he outqualified Vettel and showed decent pace in tricky conditions. On the downside, some off-track moments cost him a better shot at the podium. Reeled in the Ferraris late on, but earlier errors cost him.

### JENSON BUTTON

McLaren-Mercedes MP4-27-03 Start: 2nd. Finish: 1st While not Hamilton's equal in dry conditions, in mixed conditions he was stunning. His decision to stay out on slicks as everyone around him, except Hulkenberg, went for inters was inspired. The Hamilton/Hulkenberg clash helped, but only after the safety car had hindered him.





### LEWIS HAMILTON McLaren-Mercedes MP4-27-04

Start: 1st. Finish: DNF Hamilton was certainly unlucky to be taken out by Hulkenberg's attempt to take the lead going wrong, and he may well have won the race without that impact, but it wasn't a perfect drive. Button eclipsed him on slicks in the wet and only the safety car put him in a position to attack.



**FERNANDO ALONSO** 

Ferrari F2012-295

Start: 7th. Finish: 2nd

Alonso's hands beautifully,

simply wasn't strong enough

have done better in qualy, and

struggling on slicks in the wet,

but deserves credit for being

in the hunt to the end.

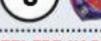
but even then the Ferrari

to capitalise on it. Should

there were a couple of offs

The race situation played into







### FELIPE MASSA

Ferrari F2012-294 Start: 5th. Finish: 3rd

The Brazilian, who looked finished as a GP driver earlier this season, rounded off an impressive post-August run by outqualifying Alonso and arguably only missing out on P2 because of the team game. After all he's gone through, can be forgiven for being emotional on the podium.

# **REPORT** BRAZILIAN GP







made it two trashed Williamses by crashing out of ninth at turn three beginning lap two. Romain Grosjean lasted only another three laps before crashing his Lotus out heavily at turn 11 when trying to keep up with the charging Vettel.

Red Bull number one was surging through the backmarkers. The car was was not allowed to run in full power mode, but it was good enough for Seb to get a tune from, particularly as the surface became greasier. From 22nd and last at the end of lap one, he was on each subsequent lap 20th, 18th, 16th, 13th.

It was quickly evident that surging away in very close formation,



Button several times getting alongside Hamilton into turn four and as the drizzle began to get a little heavier Jenson seemed to be more at ease with the slippery surface.

That surface caught out Alonso as he braked for the Esses at the beginning of lap five. The inside front locked, running him slightly wide and taking the right-rear out of the dry groove and making it in

turn lock up. As Fernando alternately steered and braked his way out of the crisis, he was forced to take the runoff - and Hulkenberg was through. Vettel was now provisionally ahead by one point.

### THE VETTEL PHASE (LAPS 5-71)

Although technically Vettel was always in the required position to take the title from this moment on, the capricious, unpredictable complexion of the race - and the ongoing concern about whether his damaged car would survive - did not allow that ever to feel secure.

As Alonso rejoined the track from his off at the Esses he had to get defensive out of turn three as Webber sought to take advantage, with Massa in turn trying to repass Webber! Alonso swerved into the pitlane exit lane to ensure he kept the inside line down to turn four. Fernando prevailed in that brief piece of brawling and a couple of laps later Massa would succeed in repassing Webber into turn one, giving Fernando his tail gunner. Soon after, Webber was hit by Kobayashi into a spin at the Esses that lost him many places.

Button was clearly feeling held up by Hamilton in these conditions. He got ahead in the DRS zone on lap six but Hamilton repassed into the Esses. It was only a matter of time though and Jenson went through properly two laps later in a move similar to that he'd put on Massa earlier, this time using DRS to compromise Lewis's line into four and then nipping by him on the exit of five as Hamilton twitched out of shape. Button quickly pulled away.

The drizzle was intensifying and at McLaren they were instructing their drivers to come in - but Button was adamant that he didn't yet want to. Hamilton - having just lost 1s to Button on lap nine - was called in next time around. The stop was a little slow with a right-rear delay. He was followed in by Alonso and Vettel. >

a bit of an oversteering handful with all that body damage and the engine

Fernando did not have the pace to take the race to the McLarens, which were





### MICHAEL SCHUMACHER Mercedes F1 W03-03

Start: 13th. Finish: 7th Didn't get the best out of the car in qualifying, but after the setback of a puncture he showed that he could still cut it 21 years after his debut. The safety car gave him his lap back and he raced cleanly to a decent seventh place, ending the five-race pointless drought suffered by Merc.





### NICO ROSBERG

## Mercedes F1 W03-09

Start: 9th. Finish: 15th The Mercedes continued to look like a car that belonged in the midfield at Interlagos and it's to Rosberg's credit that he managed to get it into Q3. He did a very capable job in difficult conditions until a puncture from debris cast him down the order, from which he couldn't recover.





### KIMI RAIKKONEN

Lotus-Renault E20-05 Start: 8th. Finish: 10th The Finn had a subdued end to the season, although he suffered a setback before qualy with an engine failure in FP3. There were flashes of pace in the race, but basing an off-track moment's recovery on finding a gate that he drove through 11 years earlier still being open was misguided.





### ROMAIN GROSJEAN

Lotus-Renault E20-03 Start: 18th. Finish: DNF Grosjean looked odds on to stick his Lotus on the front three rows when a baffling decision to make a risky pass on de la Rosa in Q1 led to a broken front wing. He was too desperate to make amends in the race, losing control in the tricky conditions on lap six, ending his season in the wall.



PAUL DI RESTA



Force India-Merc VJM05-04

Start: 10th. Finish: 19th

season that, until Singapore,

had been strong concluded

with a high-speed impact

with the wall. Outqualified

again by Hulkenberg, di Resta

struggled with a snappy rear

in the race, overshadowed by

his team-mate. But without the

crash, he would have scored.

Adisappointingendtoa



### NICO HULKENBERG

Force India-Merc VJM05-03 Start: 6th. Finish: 5th What might have been for

Hulkenberghad the safety car not been deployed when he and Button were nearly a minute clear following some inspired driving on slicks in the damp? Yes, he took out Hamilton after a mistake when trying to take the lead, but it wasstillagreat drive.



◀ Was Red Bull now just tracking whatever move Alonso made?

"We had talked about that," said team principal Christian Horner, "but decided that we wouldn't do that but would just run our own race and not get distracted by whatever Ferrari might do."

Button was due in on the next lap, but during it came a realisation. "It's stopped raining, I'm staying out,"he radioed. Hulkenberg had made the precise same call and these two now had a big margin over the inters-shod pitters who were initially up to 3s faster - but only briefly until a dry line began to reform. F1's two premier wet weather aces Button and Hulkenberg had used those skills to ride the very crest of an awkwardlytimed choice - and it had paid out to the tune of over 20s to the nearest of those who'd succumbed to the temptation to pit.

Massa had stayed out too, but his tyres were finished and after falling a long way back and being passed by the inters-shod Hamilton he was brought in on the 15th lap, this dropping him out of the immediate picture. Hamilton now lay third from Alonso, while Vettel was pressuring Kobayashi for fifth. Upon rejoining from his pitstop Seb had been directly behind his team-mate and turn one nemesis Webber. Acceding to a firm request from the team boss, Webber



had been much more accommodating this time around, allowing Vettel an easy passage. This left Vettel free to press home his attack on Kobayashi and on the 16th lap he went by him under yellows! However, the move had been initiated before the flag came out. Race director Charlie Whiting had said in Austin that in such circumstances, and provided there was evidence that the driver had slowed, there would be no penalty, and so it was here.

Hulkenberg was absolutely revelling in these conditions and had quickly closed down the 3s gap to Button's lead. The pass came on the 19th lap going into the Senna Esses, the Force India slicing down the inside. Button fought back and for the next few laps kept the pressure on.

With the inters now seriously fading Hamilton and Alonso were in on lap 18 and fitted with respectively a set of primes and options. They were followed in by most of the inters-shod remainder the following lap. Those two extra stops over Button and Hulkenberg meant Hamilton, best of the rest, was now 45s back.

"There's a lot of debris out there," said Alonso on lap 20, in what could have been interpreted as a message to Charlie Whiting to get the safety car out - and thereby wipe out Alonso's big deficit to those ahead of him. But just one lap later Nico Rosberg's Mercedes was trailing back to the pits with a rear tyre destroyed by debris. The safety car duly appeared giving Hulkenberg and Button the opportunity of pitting for the first time, and having a fresh set of primes each fitted. But that safety car had wiped out their huge advantage.

For the next seven laps Hulkenberg, Button, Hamilton, Alonso, Vettel, Kobayashi, the recovering Webber, di Resta and the rest circulated line astern. Upon the restart Hulkenberg timed his getaway perfectly. Kobayashi tried to get the jump on



abreast into turn one but then taking to the run-off area, consigning himself to yet another comeback, while Kobayashi succeeded in moving Vettel down to sixth.

It soon became apparent that the damaged Red Bull was much more heavily compromised in the dry than in the wet. "Yeah, in the wet I was able to keep a competitive pace by using different lines and things," said Seb. "But you cannot do that in the dry."

Button's front tyres were graining and on the second lap of the restart Hamilton was able to sweep past in the DRS zone and into turn four. But even Lewis could only slowly make an impression on Hulkenberg, as Button hung on still in touch. The safety car had worked well for Massa and helped by an off for di Resta he was soon upon Vettel's tail. Seb made no attempt to

all to get home. Massa then took Kobayashi around the outside of turn four to place himself back as Alonso's tail gunner.

The next batch of rain was by this time threatening and the drizzle intensified. Leader Hulkenberg got a wheel on the wet white line into the right-hander at turn eight and half-spun. In the time he took to collect up this slide, the flash of silver that was Hamilton was through.

Vettel was struggling at this point with serious tyre degradation. Complicating matters was a radio failure that meant the team couldn't hear him. He needed to come in for fresh tyres - but which to choose? Was that rain really coming? They decided it wasn't and went for dries. As he was leaving the pitlane the rain began falling heavier... Could this be

# DRIVER BY DRIVER by Edd Straw

















Toro Rosso-Ferrari STR7-04 Start: 15th. Finish: 13th Though outqualifying Vergne yet again, he only got chance to do so thanks to Grosjean picking up damage in Q1, so his Saturday performance was equivocal. Drove well in race, but pitted for fresh hard tyres on lap 51, just before the rain returned with a vengeance,







### JEAN-ERIC VERGNE











### **BRUNO SENNA**

Williams-Renault FW34-03 Start: 11th. Finish: DNF appeared to have Q3 pace but was unfortunate that his race dived for the apex and clipped him. A tough season over.

### KAMUI KOBAYASHI

Sauber-Ferrari C31-04 Start: 14th. Finish: 9th In many ways, Kobayashi's weekend was a microcosm of Sauber's season. He had an underwhelming Saturday, climbed the order in the race and made good passes on better-fancied cars. But threw it away with a spin while scrapping with Schumacher, relegating him to ninth.

### **SERGIO PEREZ**

Sauber-Ferrari C31-03 Start: 12th. Finish: DNF Wasn't very impressed with the dry-weather pace of his machinery on his Sauber swansong, but was far more confident about his chances in the wet and vowed to drive an aggressive race. No-one got chance to see what would have yielded, he was taken out in the Senna/Vettel clash.

## DANIEL RICCIARDO

costing him a points shot.

### Toro Rosso-Ferrari STR7-02 Start: 17th. Finish: 8th

Vergne's race was, like much of his season, far from perfect but there were times when he really impressed in difficult conditions. He admits he called it wrong at one stage and hit Timo Glock as the race restarted after the safety car, but overall it was a good effort to end a promising season.

### PASTOR MALDONADO Williams-Renault FW34-04 Start: 16th. Finish: DNF

Once again, the Venezuelan caught the eye with an excellent qualifying showing, only to throw it away with a careless mistake by missing the weighbridge. Charged to eighth on the first lap, but lost it at turn three on lap two, much to his bafflement, and hit the wall hard to end his race.



# **REPORT** BRAZILIAN GP

with Kamui spinning down to ninth.

Eight laps from home Michael chose not to resist when the former Schumacher-worshipping kid Vettel came past to go sixth. Massa's stop a lap before Alonso's had put the wrong Ferrari temporarily ahead in second something that Felipe corrected by dutifully backing off. It had been another great drive by Felipe, looking now a lot like the driver of 2008.

For the remaining wet and misty distance, great calls were made of the drivers' car control skills - with both title contenders among those making phenomenal saves. Two laps from the end leader Button almost lost control on the standing water at the top of the hill into the final turn. If that had happened Alonso would have won the

"Eight laps from home, Michael did not resist when the former Schu-loving kid came past"

race - and Vettel would have been fifth. Which would have made Alonso world champion. Instead, Button rescued the moment.

One lap later di Resta hit the same puddle - and went hard into the barriers. The final lap was held under the safety car. Two laps prior to that Vitaly Petrov had passed Charles Pic for what would be 11th place and thereby secured Caterham a place ahead of Marussia in the constructors'championship.

As Christian Horner shouted his congratulations to his triple champion over the radio he started to reel off the names he'd emulated: Fangio, Brabham, Stewart, Lauda, Piquet, Senna, Schumacher...

"You forgot Prost," said the ever-alert and keen student of the sport's history. Horner of course couldn't hear him... W

about to get away from them?

Meanwhile, his cause was about to be aided by Hulkenberg. On lap 54 he'd got a run going on Hamilton up the hill and down the pitstraight but what happened next into the Esses was complicated by the presence in front of them of the dicing Heikki Kovalainen and Timo Glock.

Hulkenberg on the inside line got his right rear onto the wet patch and with Hamilton right alongside, the rear slid suddenly into the McLaren, briefly flipping the Force India into the air and destroying Hamilton's front suspension. A sad but suitably dramatic note on which to end his McLaren career. Button assumed the lead, Hulkenberg got going still second but would be forced to serve a drive-through, dropping him to fifth behind Alonso, Massa and the irrepressible Webber.



Vettel was struggling badly on his new slicks as the rain began to fall seriously now. He came in on lap 55 for a set of inters - but had no way of letting the team know he was about to do so. So the tyres weren't ready. It took an age before he was able to get going - and was briefly down in 10th. But still on-course for the title.

The switch to inters went smoothly

enough for Button, the Ferraris, Webber and Hulkenberg between laps 55-57. But less so for Kobayashi who spun on his in-lap and then found the wrong tyres waiting for him at the stop. It all helped moved Vettel up to seventh. Schumacher's tyre calls and wet weather skills made his final race a good one, passing Raikkonen and fending off a late Kobayashi challenge,







### HEIKKI KOVALAINEN

Caterham-Renault CT01-3 Start: 20th. Finish: 14th The Finn's three-year stint at Caterham, and possibly his six-season tenure in F1, might well have come to a disappointing end in Brazil. His race pace was fine but a slow pitstop, and a nothingto-lose gamble switching to wets late on, left him almost 30 seconds behind Petrov.





VITALY PETROV Caterham-Renault CT01-2 Start: 19th. Finish: 11th Never is a driver or team likely to be happier at finishing a grand prix 11th. Just when it looked like Pic had the beating of him, guaranteeing Marussia 10th in the constructors' championship, Petrov capitalised on Pic easing off for blue flags to seize the position.



# PEDRO DE LA ROSA

HRT-Cosworth F112-02 Start: 24th. Finish: 17th Hindered by HRT's Friday fuel shortage, the Spaniard's qualy was compromised too by the clash with Grosjean during Q1. He did his usual tidy job over the weekend and a brief gesture as he walked by in the paddock told you just how tough it was to bring the car home in such conditions.



### NARAIN KARTHIKEYAN

HRT-Cosworth F112-01 Start: 23th. Finish: 18th With HRT hardly flush in terms of parts, this was very much the team's second car in Brazil, running the old-spec floor that cost him a couple of tenths per lap. Put in a decent race, bringing a difficult-todrive car home half a minute behind his team-mate in conditions he excels in.











### TIMO GLOCK

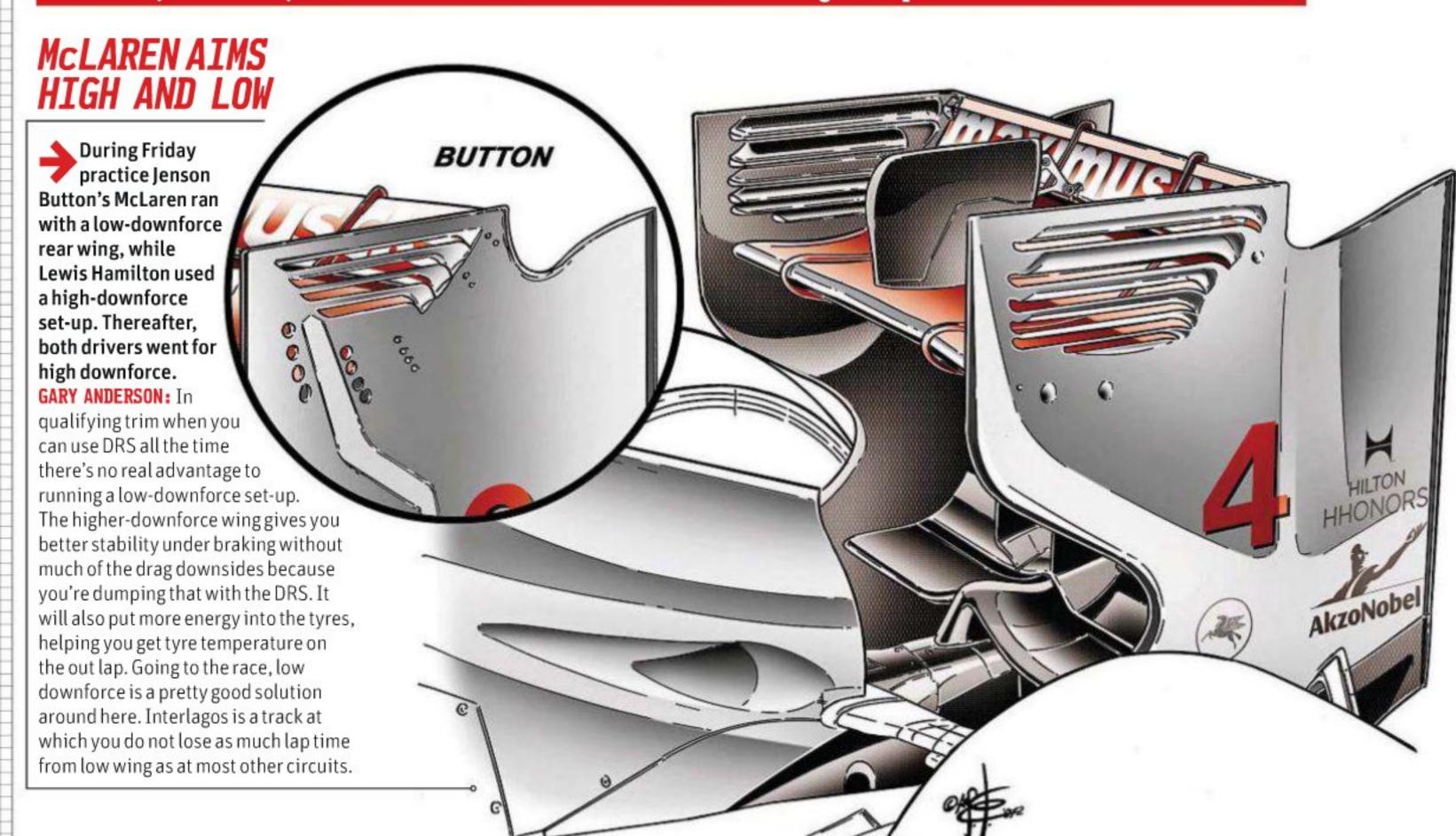
Marussia-Cosworth MR01-01 Start: 21st. Finish: 16th Was having a very strong weekend until he was tagged by Vergne on the approach to the line at the restart after the safety car. At the time, he appeared to have the measure of the Caterhams. which was exactly what the Marussia team needed to do. A strong drive to end the year.

### CHARLES PIC

Marussia-Cosworth MR01-03 Start: 22nd. Finish: 12th Inexperience played against the Frenchman on his Interlagos debut, the damp conditions making life hard. But he came very close to securing 10th place in the constructors' title with a tidy drive, only for him to back off a little too much for blue flags and let Petrov ambush him.

# Drawing board ?

Gary Anderson, Mark Hughes and Giorgio Piola unravel some of the subtle changes made by Ferrari, McLaren, Mercedes and Red Bull for the final grand prix of the season in Brazil



# Red Bull introduced this new front wing for the US GP in Austin and continued to run it at Interlagos. It features six elements in the outer sections, rather like that recently

GARY ANDERSON: Ferrari introduced its six-element front wing in Abu Dhabi and from Saturday in Austin Red Bull had two of them and has run with them ever since. In the 100mm section at the outboard there are six elements. The idea is to have better control of airflow when the wheels are being steered. When the wheels are turned the space behind the wing opens up – and then it just can't get enough air through to feed the wing. It's exacerbated because as the car rolls the outside part of the wing comes closer to the ground,

a car very sensitive because if you can get enough airflow through there to make it work and you have big elements – like the Mercedes – you get plenty of

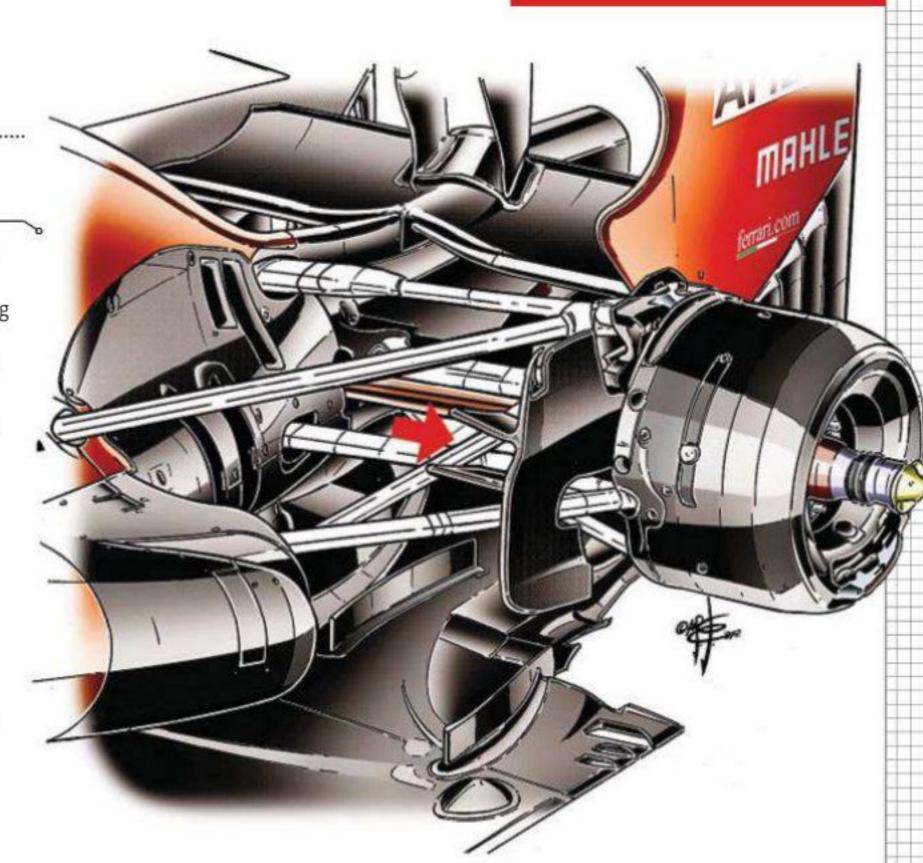
downforce. The flip side is you also get a big loss of downforce when it stalls. With this wing, you won't gain a lot of downforce, because some air goes through the slot gaps rather than over a bigger downforce-generating surface, but you also won't lose as much when it does stall. It gives more consistent downforce and is developed for mid-corner performance. Having said, the Red Bull wasn't as quick in the middle sector in Austin as the McLaren. It actually looked a quicker car on the Friday there, when it had the old wing on. So that raises a question mark about its validity.

### FERRARI BRAKES WITH TRADITION...

Ferrari ran newly re-shaped rear brake ducts, with a shorter vane than before.

GARY ANDERSON: One of the Coanda exhaust's problems is although it points down to these brake ducts, there's about 100mm inside of the brake duct where the rules allow you to put stuff - theoretically for brakeduct holes but everyone uses it for different things. There are lots of swing sections on this part of the brake duct and the vertical dividers on the floor are there to ensure that flow goes down the inside of the tyre. The more you can focus the exhaust gases' high-speed flow and the more downforce-producing devices you can have there, the more downforce you will get - and directly onto the tyre.

Which gives you that immediate grip coming out the corner when you nail the throttle, the exhaust gases working directly onto the wheel. Because the airflow is immediately above the side of the floor, that airflow turning on those wing sections prevents leakage under the floor - and thereby gives you more diffuser downforce too. So it's a win/win situation. The only problem is focussing it so that it does not overheat the inside shoulder of the tyre. Hence the splitters to stop it getting turned in to the floor area too early. Windtunnel technology in the past couple of years has enabled teams to actually measure the load on the tyre in the windtunnel through the belt and that's made a big difference to brake duct design.

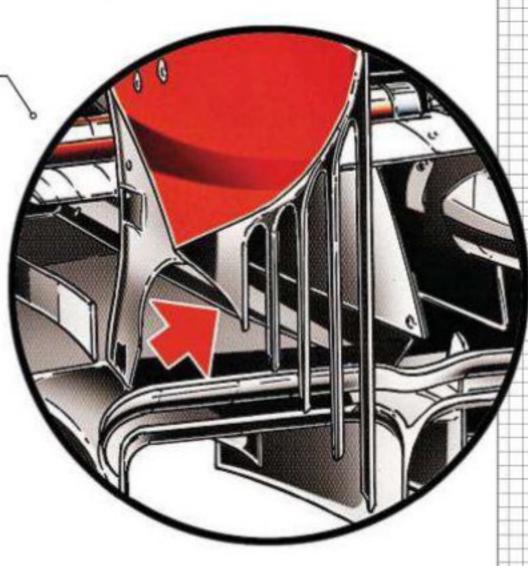




### AND TRIES SOME FIN NEW

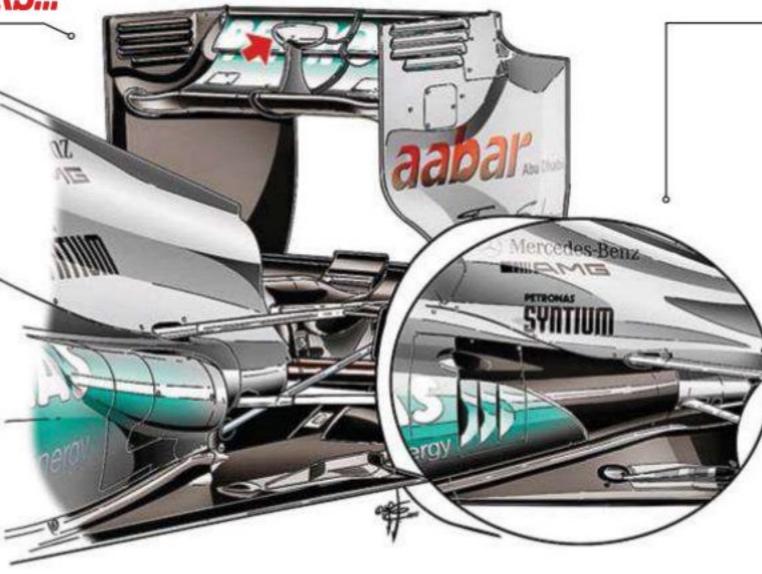
Ferrari finally qualified and raced with the longfinned rear wing endplate (left) first tried in Singapore but which to date had never been raced despite having been regularly on and off the car during practice at most of the subsequent events. The standard shorter-finned version is shown on the right. GARY ANDERSON: In this region you're trying to get the airflow from the diffuser turned around and directed to the lowpressure area behind the tyre, thereby increasing the speed

of the flow and the downforce. McLaren does it with three big, brutal vanes. Ferrari has chosen this multi-vane solution. The airflow down low is very complicated and variable as the diffuser stalls and unstalls. The longer-finned solution is concentrating on turning the airflow at the bottom of the diffuser - and that puzzles me because I'd have thought it was the airflow above the diffuser you need to be concentrating on. This to me looks as if it would just get in the way of the flow from the diffuser.



## MERCEDES TWEAKS DRS...

Mercedes has re-configured the mechanism of its DRS, going to a conventional system rather than having the actuators in the endplates. It's believed the original version has limited the amount of contour that could be achieved on the endplate contouring. GARY ANDERSON: Two actuators are potentially less reliable than one in the middle of the wing. It's a much simpler solution than trying to squeeze actuators into the 20mm thickness of the endplates. Maybe this is what Mercedes is going for next year, given that its double DRS is banned and you no longer need to have those holes in the endplates. The actuators were put there so that those holes could be exposed when you use the DRS, thereby triggering the double DRS system.



### ... AND BINS COANDA

Mercedes reverted to the non-Coanda exhaust (inset) after testing the two systems in Austin. The Coanda (main pic) first ran in Singapore, but the car has not responded as hoped. GARY ANDERSON: Exhaust-flow simulation, specifically rotation and pulsing, is very difficult to achieve. Mercedes discovered that its Coanda system was overheating the inside shoulders of the tyres – which suggests the exhaust is not flowing to the right place. The car also has a strange square-edged surround that will create all sorts of strange vortexes, making control and simulation harder. Without understanding what was going wrong Merc has reverted to the standard system that just points further inboard over the brake ducts and beam wing.



PRACTICE 1: Friday				
POS	DRIVER	TIME		
1	HAMILTON	1m14.131s		
2	VETTEL	1m14.140s		
3	WEBBER	1m14.198s		
4	BUTTON	1m14.217s		
5	ALONSO	1m14.392s		
6	MASSA	1m14.716s		
7	GROSJEAN	1m14.719s		
8	DI RESTA	1m14.738s		
9	MALDONADO	1m15.015s		
10	HULKENBERG	1m15.050s		
11	SCHUMACHER	1m15.114s		
12	KOBAYASHI	1m15.255s		
13	PEREZ	1m15.396s		
14	BOTTAS	1m15.413s		
15	RICCIARDO	1m15.587s		
16	RAIKKONEN	1m15.701s		
17	VERGNE	1m16.048s		
18	ROSBERG	1m16.315s		
19	VAN DER GARDE	1m16.460s		
20	GLOCK	1m16.506s		
21	PETROV	1m16.617s		
22	PIC	1m17.234s		
23	DE LA ROSA	1m17.678s		
24	KARTHIKEYAN	1m17.895s		

PRACTICE 2: Friday		
POS	DRIVER	TIME
1	HAMILTON	1m14.026s
2	VETTEL	1m14.300s
3	WEBBER	1m14.523s
4	MASSA	1m14.553s
5	ALONSO	1m14.592s
6	SCHUMACHER	1m14.654s
7	ROSBERG	1m14.669s
8	BUTTON	1m14.863s
9	GROSJEAN	1m14.994s
10	DI RESTA	1m15.129s
11	HULKENBERG	1m15.131s
12	RAIKKONEN	1m15.371s
13	SENNA	1m15.432s
14	PEREZ	1m15.542s
15	KOBAYASHI	1m15.839s
16	RICCIARDO	1m15.902s
17	MALDONADO	1m15.953s
18	VERGNE	1m16.048s
19	PETROV	1m16.126s
20	KOVALAINEN	1m16.655s
21	DE LA ROSA	1m17.244s
22	GLOCK	1m17.675s
23	PIC	1m18.127s
24	KARTHIKEYAN	1m18.139s

PR	ACTICE 3: Satu	ırday
POS	DRIVER	TIME
1	BUTTON	1m13.188s
2	VETTEL	1m13.245s
3	WEBBER	1m13.385s
4	HAMILTON	1m13.389s
5	GROSJEAN	1m13.420s
6	DI RESTA	1m13.486s
7	HULKENBERG	1m13.602s
8	ALONSO	1m13.691s
9	MALDONADO	1m13.700s
10	MASSA	1m13.712s
11	SENNA	1m13.948s
12	ROSBERG	1m14.126s
13	PEREZ	1m14.190s
14	KOBAYASHI	1m14.192s
15	SCHUMACHER	1m14.347s
16	RICCIARDO	1m14.687s
17	VERGNE	1m14.972s
18	PETROV	1m15.159s
19	KOVALAINEN	1m15.707s
20	GLOCK	1m15.763s
21	PIC	1m16.059s
22	DE LA ROSA	1m16.198s
23	KARTHIKEYAN	1m16.793s
24	RAIKKONEN	no time



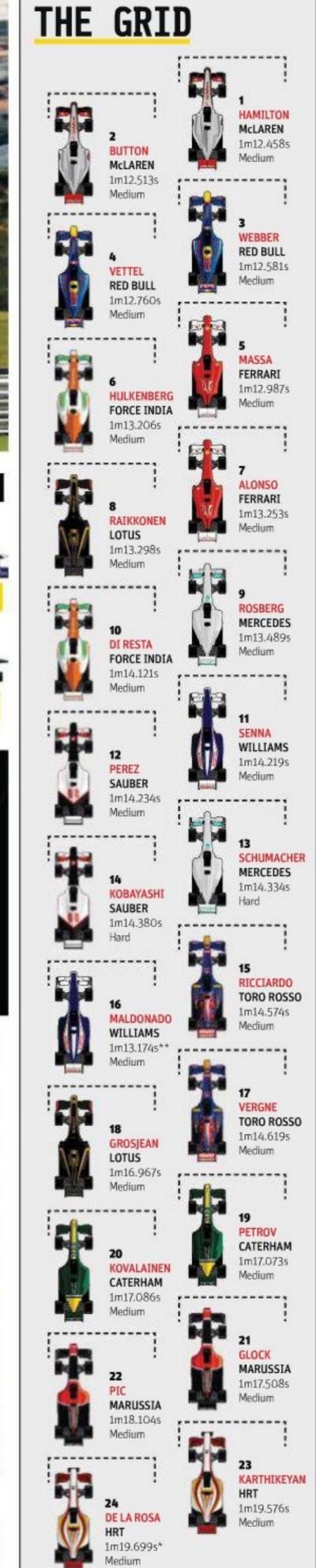
	LIFYING TIMES			
POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m15.075s (1)	1m13.398s (2)	1m12.458s
2	BUTTON	1m15.456s (3)		1m12.513s
3	WEBBER	1m16.180s (11)	1m13.667s (4)	1m12.581s
4	VETTEL	1m15.644s (5)	1m13.209s (1)	1m12.760s
5	MASSA	1m16.263s (12)	1m14.048s (10)	1m12.987s
6	MALDONADO	1m16.266s (13)	1m13.698s (6)	1m13.174s
7	HULKENBERG	1m15.536s (4)	1m13.704s (7)	1m13.206s
8	ALONSO	1m16.097s (10)	1m13.856s (9)	1m13.253s
9	RAIKKONEN	1m16.432s (15)	1m13.696s (5)	1m13.298s
10	ROSBERG	1m15.929s (7)	1m13.848s (8)	1m13.489s
11	DI RESTA	1m15.901s (6)	1m14.121s	-
12	SENNA	1m15.333s (2)	1m14.219s	-
13	PEREZ	1m15.974s (8)	1m14.234s	
14	SCHUMACHER	1m16.005s (9)	1m14.334s	-
15	KOBAYASHI	1m16.400s (14)	1m14.380s	2
16	RICCIARDO	1m16.744s (17)	1m14.574s	-
17	VERGNE	1m16.722s (16)	1m14.619s	2
18	GROSJEAN	1m16.967s	-	-
19	PETROV	1m17.073s	-	2
20	KOVALAINEN	1m17.086s	-	2
21	GLOCK	1m17.508s	-	-
22	PIC	1m18.104s	<u>=</u>	2
23	KARTHIKEYAN	1m19.576s	-	
24	DE LA ROSA	1m19.699s	±	4
	DE EN NOON	TIIIT / 10 / / D		

Weather: dry

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Weather: dry





\*\*10-PLACE GRID PENALTY

\*5-PLACE GRID PENALTY

Weather: dry

#### **REPORT** BRAZILIAN GP

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	JENSON BUTTON	McLAREN-MERCEDES	71	1h45m22.656s	1m18.108s	2	43.006s	2
2	FERNANDO ALONSO	FERRARI	71	+2.754s	1m18.623s	3	67.334s	7
3	FELIPE MASSA	FERRARI	71	+3.615s	1m18.879s	3	66.703s	5
4	MARK WEBBER	RED BULL-RENAULT	71	+4.936s	1m18.903s	3	65.365s	3
5	NICO HULKENBERG	FORCE INDIA-MERCEDES	71	+5.708s	1m18.210s	2	57.725s	6
6	SEBASTIAN VETTEL	RED BULL-RENAULT	71	+9.543s	1m19.090s	4	93.201s	4
7	MICHAEL SCHUMACHER	MERCEDES	71	+11.907s	1m20.158s	4	92.536s	13
8	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	71	+28.653s	1m18.983s	4	91.701s	17
9	KAMUI KOBAYASHI	SAUBER-FERRARI	71	+31.250s	1m18.973s	3	84.343s	14
10	KIMI RAIKKONEN	LOTUS-RENAULT	70	-1 lap	1m19.444s	3	76.581s	8
11	VITALY PETROV	CATERHAM-RENAULT	70	-1 lap	1m20.528s	3	73.185s	19
12	CHARLES PIC	MARUSSIA-COSWORTH	70	-1 lap	1m20.310s	3	70.255s	22
13	DANIEL RICCIARDO	TORO ROSSO-FERRARI	70	-1 lap	1m19.308s	5	110.360s	15
14	HEIKKI KOVALAINEN	CATERHAM-RENAULT	70	-1 lap	1m19.256s	5	129.292s	20
15	NICO ROSBERG	MERCEDES	70	-1 lap	1m20.266s	4	100.854s	9
16	TIMO GLOCK	MARUSSIA-COSWORTH	70	-1 lap	1m19.686s	4	93.053s	21
17	PEDRO DE LA ROSA	HRT-COSWORTH	69	-2 laps	1m21.085s	4	102.245s	24
18	NARAIN KARTHIKEYAN	HRT-COSWORTH	69	-2 laps	1m21.544s	4	104.957s	23
19	PAUL DI RESTA	FORCE INDIA-MERCEDES	68	-3 laps - accident	1m19.314s	3	72.089s	10
R	LEWIS HAMILTON	McLAREN-MERCEDES	54	accident	1m18.069s	2	46.016s	1
R	ROMAIN GROSJEAN	LOTUS-RENAULT	5	accident	1m22.184s	0	_	18
R	PASTOR MALDONADO	WILLIAMS-RENAULT	1	accident	-	0	-	16
R	BRUNO SENNA	WILLIAMS-RENAULT	0	accident	*	0	-	11
	SERGIO PEREZ	SAUBER-FERRARI	0	accident		0	2	12

Weather: dry. Winner's average speed: 108.234mph. Fastest lap: Lewis HAMILTON 1m18.069s (123.473mph) on lap 38. Lap leaders: 1-5 Hamilton; 6 Button; 7 Hamilton; 8-17 Button; 18-47 Hulkenberg; 48-54 Hamilton; 55-71 Button.

TYRE C	HOICE				Ĭ
STINT 1	2	3	4	5	6
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Option tyre in bold; new set in red; used set in black

			1		MA.	The same	below.	at \$150	148		*		-	18	1	Company 1		10	MEG	-	題	E)
POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	В	I	SGP	J	ROK	IND	UAE	USA	BR
1	VETTEL	281	2 <sup>nd</sup>	11 <sup>th</sup>	5 <sup>th</sup>	1st	6 <sup>th</sup>	4 <sup>th</sup>	4 <sup>th</sup>	ret	3rd	5 <sup>th</sup>	4 <sup>th</sup>	2 <sup>nd</sup>	ret	1st	1st	1 <sup>st</sup>	1st	3rd	2 <sup>nd</sup>	6 <sup>th</sup>
2	ALONSO	278	5 <sup>th</sup>	1st	9 <sup>th</sup>	7 <sup>th</sup>	2 <sup>nd</sup>	3rd	5 <sup>th</sup>	1st	2 <sup>nd</sup>	1st	5 <sup>th</sup>	ret	3rd	3rd	ret	3rd	2 <sup>nd</sup>	2 <sup>nd</sup>	3rd	2 <sup>nd</sup>
3	RAIKKONEN	207	7th	5 <sup>th</sup>	$14^{\text{th}}$	2 <sup>nd</sup>	$3^{\rm rd}$	9th	8th	2 <sup>nd</sup>	5 <sup>th</sup>	$3_{\rm td}$	2 <sup>nd</sup>	3rd	5 <sup>th</sup>	6 <sup>th</sup>	6 <sup>th</sup>	5 <sup>th</sup>	7 <sup>th</sup>	1st	6th	10
4	HAMILTON	190	$3_{\rm Lq}$	$3^{\rm rd}$	3rd	8 <sup>th</sup>	8 <sup>th</sup>	5 <sup>th</sup>	1st	19 <sup>th</sup>	8 <sup>th</sup>	ret	1st	ret	1st	ret	5 <sup>th</sup>	$10^{\rm th}$	4 <sup>th</sup>	ret	1st	ret
5	BUTTON	188	$1^{\rm st}$	$14^{\text{th}}$	2 <sup>nd</sup>	$18^{th}$	9 <sup>th</sup>	16 <sup>th</sup>	$16^{\rm th}$	8 <sup>th</sup>	$10^{\rm th}$	2 <sup>nd</sup>	$6^{\rm th}$	$1^{\rm st}$	ret	$2^{nd}$	4 <sup>th</sup>	ret	5 <sup>th</sup>	$4^{\text{th}}$	$5^{\rm th}$	1st
6	WEBBER	179	4 <sup>th</sup>	4 <sup>th</sup>	4 <sup>th</sup>	4 <sup>th</sup>	$11^{\rm th}$	1st	7 <sup>th</sup>	4 <sup>th</sup>	1 <sup>st</sup>	8 <sup>th</sup>	8 <sup>th</sup>	6 <sup>th</sup>	ret	$11^{\text{th}}$	9 <sup>th</sup>	2 <sup>nd</sup>	3rd	ret	ret	4 <sup>th</sup>
7	MASSA	122	ret	$15^{th}$	13 <sup>th</sup>	9 <sup>th</sup>	$15^{\rm th}$	6 <sup>th</sup>	$10^{\rm th}$	$16^{th}$	$4^{\text{th}}$	$12^{th}$	9 <sup>th</sup>	5 <sup>th</sup>	4 <sup>th</sup>	$8^{\text{th}}$	2 <sup>nd</sup>	4 <sup>th</sup>	6 <sup>th</sup>	$7^{\text{th}}$	$4^{\text{th}}$	$3^{\rm rd}$
8	GROSJEAN	96	ret	ret	6 <sup>th</sup>	3rd	4th	ret	2 <sup>nd</sup>	ret	6th	18 <sup>th</sup>	3rd	ret	-	7 <sup>th</sup>	19th	7th	9 <sup>th</sup>	ret	7th	ret
9	ROSBERG	93	$12^{th}$	13 <sup>th</sup>	1st	5 <sup>th</sup>	7th	2 <sup>nd</sup>	6 <sup>th</sup>	6 <sup>th</sup>	$15^{th}$	$10^{\text{th}}$	$10^{\text{th}}$	$11^{\text{th}}$	7th	5 <sup>th</sup>	ret	ret	$11^{\text{th}}$	ret	$13^{\text{th}}$	15t
10	PEREZ	66	8 <sup>th</sup>	$2^{nd}$	$11^{\rm th}$	11 <sup>th</sup>	ret	$11^{th}$	3rd	9 <sup>th</sup>	ret	6 <sup>th</sup>	$14^{\text{th}}$	ret	2 <sup>nd</sup>	$10^{\text{th}}$	ret	$11^{\rm th}$	ret	$15^{\text{th}}$	$11^{\text{th}}$	ret
11	HULKENBERG	63	ret	9 <sup>th</sup>	15 <sup>th</sup>	12th	$10^{\rm th}$	8 <sup>th</sup>	$12^{\text{th}}$	5 <sup>th</sup>	$12^{\text{th}}$	9 <sup>th</sup>	$11^{\text{th}}$	4 <sup>th</sup>	ret	$14^{\text{th}}$	7 <sup>th</sup>	$6^{\text{th}}$	8 <sup>th</sup>	ret	8 <sup>th</sup>	5 <sup>th</sup>
12	KOBAYASHI	60	6 <sup>th</sup>	ret	10 <sup>th</sup>	13 <sup>th</sup>	5 <sup>th</sup>	ret	9 <sup>th</sup>	ret	11 <sup>th</sup>	4 <sup>th</sup>	18 <sup>th</sup>	13 <sup>th</sup>	9 <sup>th</sup>	13 <sup>th</sup>	3rd	ret	14th	6 <sup>th</sup>	$14^{\text{th}}$	9 <sup>th</sup>
13	SCHUMACHER	49	ret	$10^{\text{th}}$	ret	$10^{th}$	ret	ret	ret	$3^{\rm rd}$	7th	7 <sup>th</sup>	ret	7 <sup>th</sup>	6 <sup>th</sup>	ret	$11^{th}$	13 <sup>th</sup>	22 <sup>nd</sup>	$11^{\rm th}$	$16^{\rm th}$	7th
14	DI RESTA	46	10 <sup>th</sup>	7 <sup>th</sup>	12th	6 <sup>th</sup>	$14^{\rm th}$	7 <sup>th</sup>	$11^{\rm th}$	7 <sup>th</sup>	ret	11 <sup>th</sup>	12 <sup>th</sup>	$10^{\text{th}}$	8 <sup>th</sup>	4 <sup>th</sup>	12 <sup>th</sup>	12th	12th	9 <sup>th</sup>	$15^{\rm th}$	19
15	MALDONADO	45	13 <sup>th</sup>	$19^{\rm th}$	8 <sup>th</sup>	ret	1st	ret	$13^{\rm th}$	$12^{th}$	$16^{\text{th}}$	$15^{\text{th}}$	$13^{\text{th}}$	ret	$11^{\rm th}$	ret	$8^{th}$	$14^{\rm th}$	$16^{th}$	$5^{\rm th}$	9 <sup>th</sup>	ret
16	SENNA	31	16 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	22 <sup>nd</sup>	ret	10 <sup>th</sup>	$17^{\text{th}}$	10 <sup>th</sup>	9 <sup>th</sup>	$17^{\text{th}}$	7 <sup>th</sup>	12 <sup>th</sup>	$10^{\text{th}}$	ret	$14^{\text{th}}$	$15^{\rm th}$	$10^{\text{th}}$	8 <sup>th</sup>	$10^{\rm th}$	ret
17	VERGNE	16	$11^{\text{th}}$	8 <sup>th</sup>	$16^{th}$	$14^{\text{th}}$	$12^{th}$	12 <sup>th</sup>	$15^{\text{th}}$	ret	$14^{\text{th}}$	$14^{\text{th}}$	$16^{th}$	8 <sup>th</sup>	ret	ret	$13^{\text{th}}$	8 <sup>th</sup>	$15^{th}$	$12^{\text{th}}$	ret	8 <sup>th</sup>
18	RICCIARDO	10	9 <sup>th</sup>	12th	17 <sup>th</sup>	15 <sup>th</sup>	13 <sup>th</sup>	ret	14th	11 <sup>th</sup>	13 <sup>th</sup>	13 <sup>th</sup>	15 <sup>th</sup>	9 <sup>th</sup>	12th	9 <sup>th</sup>	10 <sup>th</sup>	9th	13 <sup>th</sup>	10 <sup>th</sup>	$12^{\text{th}}$	13
19	PETROV	0	ret	$16^{th}$	$18^{th}$	16 <sup>th</sup>	$17^{th}$	ret	$19^{\rm th}$	13 <sup>th</sup>	dns	16 <sup>th</sup>	$19^{th}$	$14^{\text{th}}$	$15^{\text{th}}$	19th	$17^{th}$	$16^{th}$	17 <sup>th</sup>	$16^{th}$	$17^{\rm th}$	11
20	GLOCK	0	$14^{th}$	17th	19th	19 <sup>th</sup>	18th	14th	ret	dns	18 <sup>th</sup>	22 <sup>nd</sup>	21st	15 <sup>th</sup>	$17^{\text{th}}$	12th	16th	18th	$20^{th}$	$14^{\text{th}}$	$19^{\rm th}$	16
21	PIC	0	$15^{\rm th}$	$20^{\text{th}}$	$20^{\rm th}$	ret	ret	ret	$20^{\rm th}$	$15^{th}$	$19^{\rm th}$	$20^{\text{th}}$	$20^{\text{th}}$	$16^{\text{th}}$	$16^{\rm th}$	$16^{\text{th}}$	ret	$19^{\rm th}$	$19^{th}$	ret	$20^{\rm th}$	12
22	KOVALAINEN	0	ret	18 <sup>th</sup>	23 <sup>rd</sup>	17 <sup>th</sup>	16th	13 <sup>th</sup>	$18^{\rm th}$	$14^{th}$	17 <sup>th</sup>	19 <sup>th</sup>	$17^{th}$	17 <sup>th</sup>	$14^{\text{th}}$	15 <sup>th</sup>	15 <sup>th</sup>	$17^{th}$	18 <sup>th</sup>	$13^{\text{th}}$	$18^{\rm th}$	14
23	D'AMBROSIO	0	28	_	2	545	2	-	2	2	-	- 1	-	20	$13^{\text{th}}$	-	2	-	<u>_</u>	2	_	<u></u>
24	KARTHIKEYAN	0	dnq	22 <sup>nd</sup>	22 <sup>nd</sup>	21st	ret	15 <sup>th</sup>	$20^{\text{th}}$	18 <sup>th</sup>	21st	23 <sup>rd</sup>	ret	ret	$19^{\text{th}}$	ret	ret	$20^{\text{th}}$	21st	ret	$22^{nd}$	18
25	DE LA ROSA	0	dnq	$21^{\rm st}$	$21^{\rm st}$	$20^{\text{th}}$	$19^{\rm th}$	ret	ret	$17^{\text{th}}$	$20^{\rm th}$	$21^{\rm st}$	$22^{nd}$	$18^{\text{th}}$	$18^{\rm th}$	$17^{\text{th}}$	ret	ret	ret	$17^{\rm th}$	$21^{st}$	17











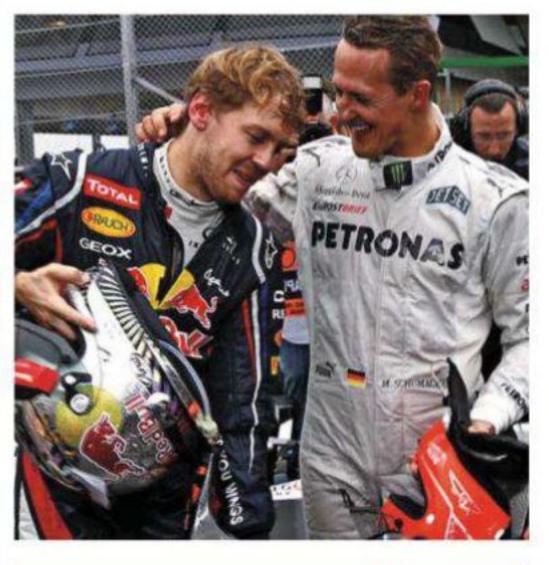
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POS	TEAM	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	Н	В	1	SGP	J	ROK	IND	UAE	US	BR
1	RED BULL	460	30	12	22	37	8	37	18	12	40	14	16	26	0	25	27	43	40	15	18	20
2	FERRARI	400	10	25	2	8	18	23	11	25	30	25	12	10	27	19	18	27	26	24	27	33
3	McLAREN	378	40	15	33	4	6	10	25	4	5	18	33	25	25	18	22	1	22	12	35	25
4	LOTUS	303	6	10	8	33	27	2	22	18	18	15	33	15	10	14	8	16	8	25	14	1
5	MERCEDES	142	0	1	25	11	6	18	8	23	6	7	1	6	14	10	0	0	0	0	0	6
6	SAUBER	126	12	18	1	0	10	0	17	2	0	20	0	0	20	1	15	0	0	8	0	2
7	FORCE INDIA	109	1	8	0	8	1	10	0	16	0	2	0	13	4	12	6	8	4	2	4	10
8	WILLIAMS	76	0	8	10	0	25	1	0	1	2	0	6	0	1	0	4	0	1	14	3	0
9	TORO ROSSO	26	2	4	0	0	0	0	0	0	0	0	0	6	0	2	1	6	0	1	0	4
10	CATERHAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	MARUSSIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	HRT	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SE	CTOR 1 TIMES	L.
POS	DRIVER	TIME
1	MASSA	19.680s
2	WEBBER	19.771s
3	BUTTON	19.778s
4	HULKENBERG	19.794s
5	HAMILTON	19.808s
6	KOBAYASHI	19.813s
7	ALONSO	19.814s
8	DI RESTA	19.862s
9	VETTEL	19.921s
10	VERGNE	19.936s

SI	ECTOR 3 TIMES	
	DRIVER	TIME
1	RICCIARDO	18.081s
2	RAIKKONEN	18.116s
3	MASSA	18.134s
4	VERGNE	18.135s
5	VETTEL	18.138s
6	ALONSO	18.139s
7	BUTTON	18.141s
8	DI RESTA	18.161s
9	HAMILTON	18.161s
10	HULKENBERG	18.182s

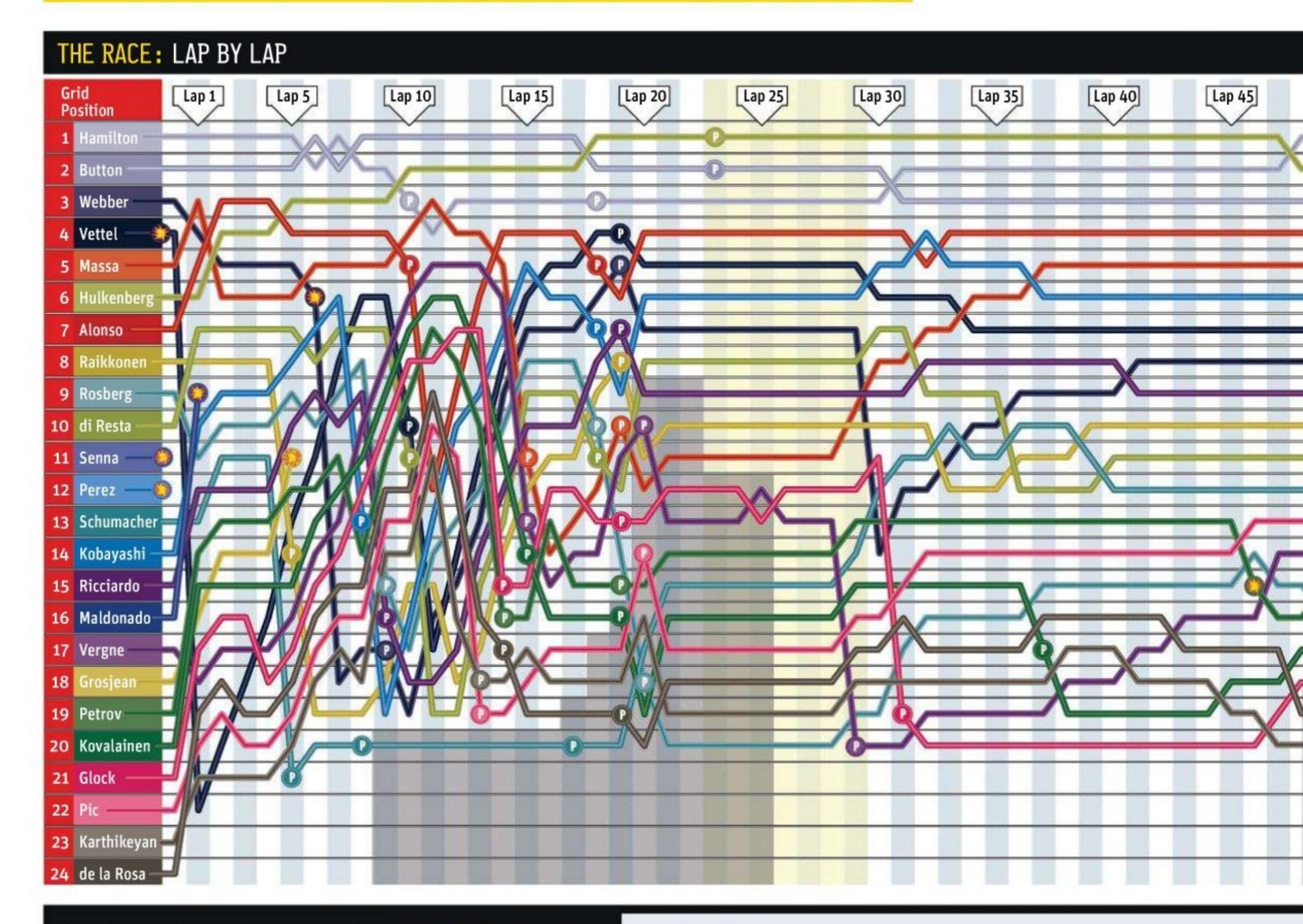
POS	DRIVER	TIME
1	HAMILTON	40.045s
2	HULKENBERG	40.083s
3	BUTTON	40.119s
4	ALONSO	40.384s
5	WEBBER	40.420s
6	MASSA	40.443s
7	RAIKKONEN	40.599s
8	KOBAYASHI	40.635s
9	KOVALAINEN	40.699s
10	VETTEL	40.762s

POS	DRIVER	SPEED
1	ALONSO	183.9
2	VERGNE	182.9
3	DI RESTA	182.8
4	KOBAYASHI	181.4
5	PIC	181.4
6	RICCIARDO	180.9
7	GLOCK	180.5
8	BUTTON	180.4
9	MASSA	180.3
10	SCHUMACHER	180.3



FOR IN-DEPTH F1 RESULTS

# BRAZILIAN GP THE FINAL WORDS



# GRAND PRIX DIGES

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

#### HURSDAY

1119 Fernando Alonso declares he's proud of Ferrari's strategy decision in the US GP to put him on the clean side of the grid via Massa's gearbox penalty.

1141 Lewis Hamilton targets a farewell victory for McLaren: "I never know when I'm going to have a car quite as good as this one."



1345 Sergio Perez tells the Spanish media that Esteban Gutierrez will race for Sauber next year, despite the team having yet to confirm it.

1436 Heikki Kovalainen is sanguine about the possibility of this being his last GP. "It won't be the end. I have a life. I'm not going to go and kill myself," he says.

Norbert Haug confirms that Mercedes will not run its Coanda exhaust in Brazil. He claims it's to allow better understanding of the 2013 experimental tyres.

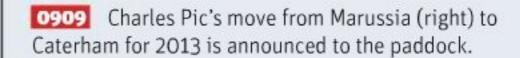
Renault's Remi Taffin confirms all of its teams are now compelled to use the latest-specification alternator following Mark Webber's Austin GP failure.

@AussieGrit (Mark Webber): "These corner's look like a 'S'. So who do they name this section after? SENNA #legend #brazil"



#### FRIDAY

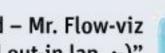
0902 Sauber confirms that Esteban Gutierrez will race for the team in 2013 alongside Nico Hulkenberg.

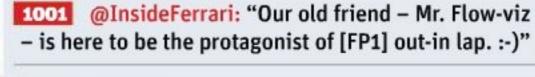






0929 @alo\_oficial (left): "We can not turn back, we better fight than be dishonored by not doing it #samurai"







1022 Vitaly Petrov's engineer: "Vitaly, make sure you are coming off the brake pedal completely after application."



1025 Mark Slade to Raikkonen: "We think the engine might not be running cleanly, how does it feel?" Kimi: "Yeah, it sounds a bit funny."



Pic's Marussia grinds to a halt with an alternator failure in FP2. 1509





1746 Felipe Massa (right) confirms that Ferrari is more confident about its pace at Interlagos than at previous races.



@pauldirestaf1: "Steady day at the office, it was tough when the track was that hot. Fingers crossed tomorrow is positive"







A relentlessly blazing sun late Friday morning as the cars scream up the incline between Turns 5 and 6, not a long straight but enough of one to get those DRS flaps open for two or three seconds, the air pressure and its dragging pull on the speed released. Sun glints off the wing flaps as they then flick back down, triggered by the driver getting on the brakes for T5, or Ferradura to give it its more romantic name; a steeply uphill blind right-hander, the car wanting to understeer wide on entry but then rescued mid-corner by the camber. So long as that front end has responded properly by the time the car's reached that camber, the hard work's done, and they can just nail the right-hand pedal and the understeer's gone. In fact Mark

Webber is the most adventurous of all here, daring to take more momentum - and therefore more understeer - than anyone else and having to get very creative with the throttle in that midcorner transition as the camber can only do so much to help. By contrast, Jenson Button's tyre-whispering smoothness is on full display here, the car barely noticing what it's being asked to do. For drama on the approach to the turn, Pastor Maldonado's your man, hard on those brakes at the last possible moment, not even giving the rear wing the courtesy of allowing the airflow to re-attach from the DRS phase, the rear of the car squirming. He's very quick through the subsequent turn, but that adventurous approach means he has to invent a new way of being so each lap.

#### **SATURDAY**

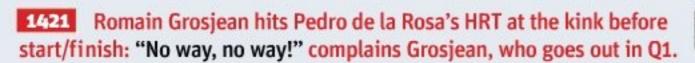
Raikkonen's Lotus-Renault explodes in smoke in FP3: "It was the engine." His victorious Abu Dhabi powerplant is fitted for qualifying (right).



After a bad Friday, Nico Hulkenberg is much happier with life: "This is a different car today, much better," he tells the team in FP3.



It starts to rain just over half an hour before qualifying, ensuring the track is damp at the start of Q1, causing some big slides early on at Juncao.





Pastor Maldonado misses the red light in the pitlane indicating he has to visit the weighbridge. He is given a third reprimand, triggering a 10-place grid penalty.

Michael Schumacher fails to progress from Q2 and will start 13th for his last-ever grand prix. "I had a little issue on the way into Turn 1, nevertheless it wouldn't have been enough," he reports.



@JensonButton (right): "What an exciting Quali session here in Interlagos, just pipped by Lewis! Congrats to the whole team. Great to end the year as we started;)"



Felipe Massa likens fifth in Q1 to a pole position, describing it as "perfect".

1648 No action is taken against Grosjean and de la Rosa for their Q1 clash. However, stewards note that the incident could have had a "very serious outcome".

#### SUNDAY

@alo\_oficial: "Good morning! Slept 9h and now arriving at the circuit. Now strategy meetings and normal preparations before every race. #Forzaferrari"





2012...#BrazilGP #DankeMichael"



"I think I have damage... Please check if I have damage."



1405 Rocky to Vettel: "Data doesn't look too bad now, data looks OK."



Alonso: "There is too much debris on the track, all around it. It's a safety car situation." Safety car is then sent out.



Half-spin, as rain intensifies, costs Hulkenberg the lead.
His engineer says: "Stick with it, stick with it!"





1550 Vettel after clinching title: "Yes, we did it! They threw everything at us. Oh my God guys."



Ross Brawn: "Great driver Michael. It has been a great privilege to be working for you. Thank you."

Schuey: "Let's get ready to party later on!"

@JensonButton: "BOOM! get in!! The most treacherous race I've competed In so feels extra special to finish on top! :)"





# CATERHAM FAILING TO JOIN THE PREMIER LEAGUE

Tony Fernandes has had problems with both his Formula 1 and football teams of late.  $EDD\ STRAW$  asks what went wrong at Caterham, and what happens next in the fight to break free from the tail end of the grid





he Caterham team is a much humbler place than it was in its early, Lotus-branded days. The cocksure confidence about it's bright future that characterised its first year in Formula 1 in 2010 was rapidly exposed as hubris, culminating in the team that was once regarded as being on the cusp of joining the midfield and making Q2 regularly slumping to 11th in this year's constructors' championship.

It took until the closing stages of Sunday's Brazilian Grand Prix for Caterham to grab the 10th place in points that Marussia had held since Singapore. The advantages that Caterham has had over its fellow 2010 debutant, notably a bigger budget and KERS, should have ensured that it was never close enough for luck to come into it. It's an underachievement that only serves to emphasise the competitive stagnation of the team over the past couple of years.

Co-owner Tony Fernandes, who recently relinquished the team principal moniker in favour of former Renault Sport deputy managing director Cyril Abiteboul, accepts criticisms of the squad's underwhelming performance.

"Yes, it's disappointing," Fernandes agrees. "We've made progress, without a doubt. We're closing the gap but we aren't doing it fast enough. I would have thought by now we would definitely be in the midfield. But F1 is a tough sport."

Fernandes can legitimately claim that things are changing. He was, by design, largely an absentee team principal and, in fairness, never intended to hold the post for as long as he did. When AUTOSPORT first visited the team's original factory in Norfolk in November 2009, Fernandes downplayed the challenge of the role.

"It's not such a difficult job once you have put a good management team in place, but you've got to be the glue that sticks the team together," he said.

Fast-forward three years and he has a slightly different view. It's clear the team needed full-time, hands-on management. It's not something that Fernandes failed to do as such, for he never intended to. And, as Force India has shown with Vijay Mallya employing long-term associate Bob Fernley as his deputy, a part-time team principal is not a fundamental problem if the structure is right. But privately, some in the team refer to a lack of leadership that has led to a somewhat laissez-faire attitude in certain areas — something Abiteboul is tackling.

"No," Fernandes shoots back when asked if he underestimated how difficult F1 is. "I underestimated how important having the right people is and that's a mistake. I think being in Norfolk put us back a bit, but I never underestimated how difficult it would be."

Changes have been made. Mike
Gascoyne has been quietly moved into
the role of chief technical officer of the
Caterham Group after it was decided he
wasn't the man to take the team forward.
In fairness, he did a good job of getting
the team up and running with a short







lead-time, but Fernandes recognised the need for new technical leadership.

Now, the key players at the team are Mark Smith, an old Gascoyne acolyte who joined from Force India last year, and ex-McLaren man John Iley. Both made changes to the way the team worked and are certainly capable of helping it make the next step. Iley, who carries the title of performance director, also made a number of changes to the way the aerodynamics department, which struggled badly to harness blown diffuser technology last year, works.

Then there's the solution to the Norfolk problem. Over the August break, Caterham moved into its new facility at Leafield in Oxfordshire. It's a logical strategy that should help it move forward, although you could have said the same about the acquisition of Renault engines and the Red Bull KERS system.

Fernandes is confident. While even before he stood down as team principal, many had questioned whether his new sporting toy, Premier League club Queens Park Rangers, had replaced the F1 team as the object of his affections, he insists he's in it for the long haul.

"The press and the way sport is leads people to make wild assumptions," he says. "I've always said I'm not a longterm team principal – but I am there forever. Being team principal [was] like being a chairman and putting the pieces in place. I think we're getting there. We're as good as any team personnelwise. We just need to see the results out on track. We've put the right people in and now we just need to wait and see."

That said, it's QPR that's benefiting from spectacular investment. There has been criticism of Fernandes' approach in football too, with his supposedly star-focused approach leading to the assembly of an expensive squad of



recognisable names, in many cases whose best days are behind them. Astonishingly, QPR is actually doing worse than Caterham, sitting winless at the bottom of the Premier League.

As for the F1 team, all the signs are that the strategy is not to continue to pour money in with the focus on establishing it as a mid-pack squad. This was after an analysis revealed just how much had to be spent to have any hope of being a top team in the long term - a path that, word is from inside Caterham, was dismissed as too costly.

"I don't think it works," says Fernandes of throwing money at F1. "Toyota is a fantastic example that spending £200 million doesn't make you successful."

The point has to be made here that there is a difference between the idea that money guarantees success and it being a prerequisite...

"Well, look at Sauber," counters Fernandes. "I think their budget is similar to ours, but they've had a stable programme for three years and use a fantastic windtunnel. I don't think Williams has a larger budget than us and I don't think Force India has but they have had help from McLaren."

The other issue that Fernandes' team has faced is the mess over the Lotus

name. The various legal actions and public arguments over the correct use of the Lotus name in F1, which bored everyone to tears and served largely to devalue the brand, don't need to be gone into again. Despite admitting that he has "been immensely distracted by being sued by every Tom, Dick and Harry", Fernandes doesn't believe that it was an error to harness the Lotus name.

"No [it wasn't a mistake]," he says. "I learned so much about the car business and I would never have got Caterham without this. No one would ever buy a 'Fernandes' car; you've got to buy a brand. So it was the right thing to do and Norfolk would have been the right location if we still had that name.

"But we have some fantastic people in Caterham Technology. They are so brilliant, and if you see some of the cars we are coming up with, we're going to 'blow the marketplace"

Whether Caterham's car-making arm will live up to expectations in a way that the grand prix team has failed to do in its first three years remains to be seen. But at least the F1 side appears to have stronger leadership and a road-map that could make it a credible lower midfielder. But given the progress it still needs to take, 2013 might be too soon for even that modest step. 38

## PERFORMANCE ANALYSIS: CHARTING SLOW PROGRESS

Caterham/Lotus's progress has been broadly in the right direction, although overall it is unspectacular.

This graph plots the outright performance of the team from 2010-12. Each season is divided into groups of

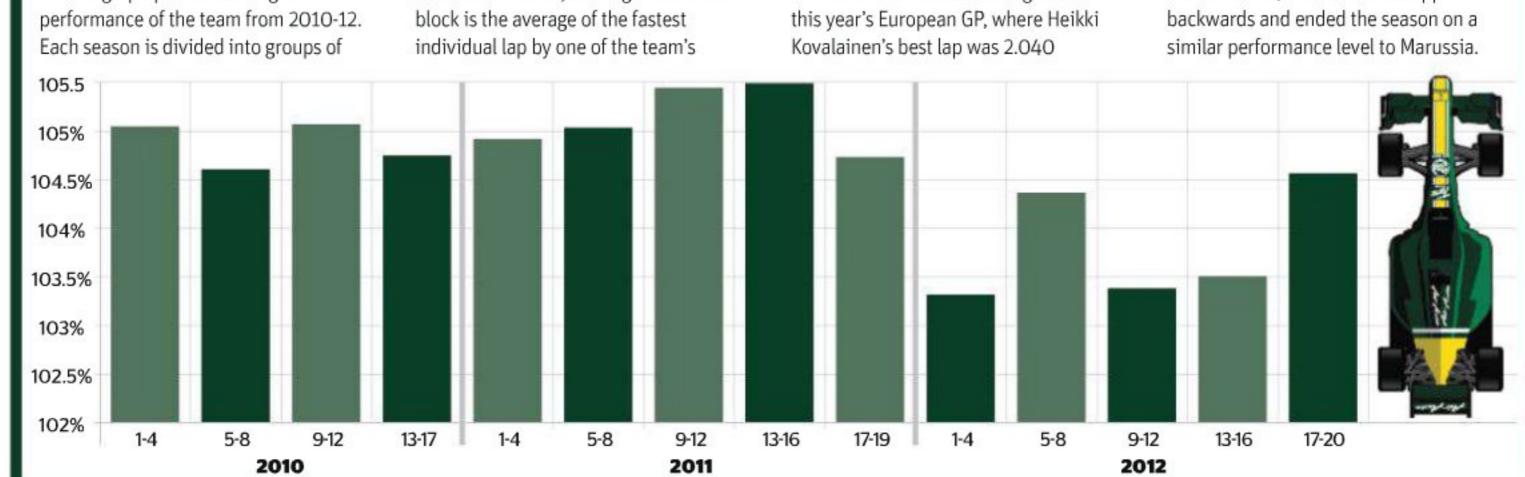
four races (with one five-race block at the end of '10 and three races at the end of '11 because of the uneven number of rounds). The figure for each

cars over a weekend expressed as a percentage of the pacesetter so the lower the number, the better.

Caterham was at its strongest at

per cent off the outright fastest. But although he outqualified both Toro Rossos, it was very much a one-off.

Since then, Caterham has slipped



PIC: COATES/LAT

# Where did it all go wrong?

A world championship for GT supercars sounded too good to be true.  $GARY\ WATKINS$  explains why it failed

hey said it would never happen.
The FIA GT1 World
Championship most certainly
did happen and produced some
phenomenal action. Yet it was doomed
to failure and the seeds of its demise
at the end of the season just past were
sown long before the first race in Abu
Dhabi in April 2010.

The history of GT1 World, as its architect, Stephane Ratel, always wanted it called, might have been very different. But the series wasn't built on firm foundations. Witness Ratel's struggle to put a grid together ahead of each season.

His famous statement that he had "no plan B" as he worked towards the championship through 2009 proved fateful. He was on plan D, E or perhaps even F by the time the GT1 World grid assembled for the first time in the Middle East.

Yet the reality was that Ratel was already on plan B by the time he made his proclamation, and not by choice. His original proposal had been to build on the success of the then-new GT3 regulations to push forward and turn the old FIA GT Championship into a global series. The plan for what he called GT3-plus cars was hijacked by the manufacturers, the so-called Gang of Four consisting of Aston Martin,

Chevrolet, Porsche and Ferrari, and resulted in the creation of an entirely different set of regulations.

None of those marques built cars to the new regs, and they weren't alone. Nissan was: it was the only manufacturer to build a new-rules car in the shape of the GT-R, while specialist engineering firms Reiter Engineering and Matech Concept produced GT1 versions of the Lamborghini Murcielago and the Ford GT respectively.

That's why Ratel had to grandfather old-style GT1 cars, the Aston Martin DBR9, the Chevrolet Corvette C6.R, and, after saying he wouldn't, the ever-controverisal Maserati MC12.

"The GT1 solution was wrong; it killed the championship before it even started," says Ratel. "Had we stuck to our original plan it would have been different for sure. We had all the ingredients and I'm sure we would have had more manufacturers, certainly Audi for example."

Ratel does admit, however, that technically the new-generation rules did work. There were few complaints about the Balance of Performance, the levelling of the playing field, after a couple of weekends of the inaugural season. And we have that to thank for the amazing racing.



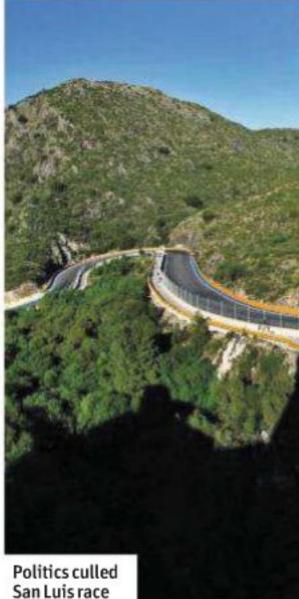
If the new rulebook ever had a future, it was removed when the Automobile Club de l'Ouest at Le Mans announced that, rather than embracing the new GT1 rules, it was abandoning the category altogether for 2011. The business case for a manufacturer or specialist tuner looking to build a new-rules GT1 car was removed.

Yet the problems for GT1 World ran even deeper. Ratel accepts that his business model was flawed.

"I made a mistake by accepting financial conditions that could never be met," he explains. And by that he means the costs that come with organising an FIA world championship.

"I am not allowed to say what that figure is," he continues, "but, Jesus, it cost me a lot of money."

He thought he could make up the shortfall from the fees he received









from promoters in the developing motorsport world. He turned out to be wrong.

"I believed that on the basis of some pre-existing agreements that the revenue would come from the new world, places like China, Abu Dhabi and India," he says. "We delivered the right package, but the problem is that they were all government-backed events."

And governments, of course, change or change policy: the San Luis race in Argentina fell by the wayside on the election of a new state governor; the Chinese authorities that funded Ratel's events in Ordos and Beijing needed to cut costs; and Abu Dhabi decided to cull its non-Formula 1 international events, GT1 World and Australian V8 Supercars included.

This, and the punitive FIA costs, meant Ratel and his eponymous organisation never had the funds to invest in TV coverage. And that meant the teams failed to get a return on their investment.

The ever-present struggle to put the grid together led Ratel down a new – and winding — road. He proposed any number of solutions for 2012 after the initial two-year run for the grandfathered cars came to an end.

At one point, GT1 World was set to be a GT all-comers race with GTE (nee GT2), GT3 and old GT1 cars sharing the grid. Eventually he settled on just GT3 cars, but the constant chopping and changing had taken its toll. Three of his staunchest supporters, JR Motorsports, Young Driver AMR and Marc VDS, waved goodbye to the series.

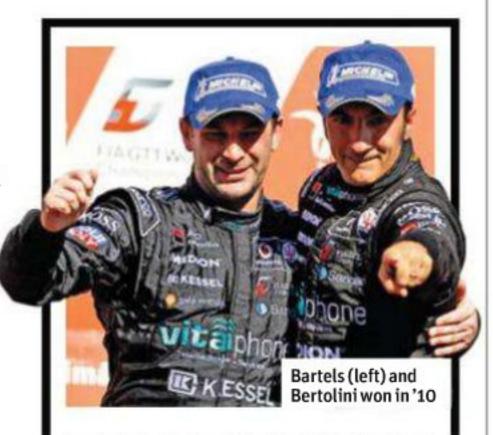
The blame is taken by Ratel here. "My problem is that I was too nice. I tried to make everyone happy."

There was one element of his relaunch plan for 2012 to which Ratel dogmatically stuck. He wanted 10 two-car teams each representing one manufacturer.

That has to be regarded as a mistake because Ratel was forced to more or less bankroll three of the teams on his grid. Of their six cars, only one made it to the end of a season that by the early summer was always going to be GT1 World's last.

The series gasped its last at a hastily-organised finale at a dank Donington Park in October.

Sad but inevitable.



### FIA GT1 WORLD CHAMPIONS AND WINNERS

#### **THE CHAMPIONS**

2010 Michael Bartels/Andrea Bertolini (Vitaphone Maserati MC12) 2011 Michael Krumm/Lucas Luhr (JRM Racing Nissan GT-R) 2012 Marc Basseng/Markus Winkelhock (All-Inkl Mercedes SLS AMG)

#### **MOST WINS**

DRIVERS

1 Frederic Makowiecki, 12

2 Michael Bartels, 8

3= Stef Dusseldorp, Yelmer Buurman, 6

5= Tomas Enge, Michael Krumm, 5

#### **MANUFACTURERS**

1 Aston Martin, 11

2 Lamborghini, 8

3 Nissan, 7

4 Ford, 6

5= Maserati, McLaren, 5

#### **TEAMS**

1 Hexis, 10

2 Vitaphone/Vita4One, 9

4 Sumo/JRM, 7

5= All-Inkl.com, Young Driver AMR, 6

#### STARS REFLECT ON GT1 WORLD



"It started at a very high level with lots of cars and good drivers. Even if the level wasn't so high at the

end, you still had to fight very hard to be a the front. The racing was good. I don't think we can say that the spectators didn't enjoy what they saw." Frederic Makowiecki (Hexis Racing 2010 & 2012, Marc VDS 2011)

"It was fantastic to be able to get really stuck in with those kinds

of cars in a sprint race where you were fighting for overall victory. I don't normally like to look at races I've done on the TV, but they were fantastic to watch."

Darren Turner (Young Driver AMR 2010-11)

"In terms of pure racing, it is one of the best series, if not the best, I've ever been involved in. You had to drive pedal to the metal from the first lap to the last."

Lucas Luhr (JRM Racing 2011)



# Mercedes' DTM finishing school

Professional racing contracts are hard to pin down, but if you're a young gun willing to put your Formula 1 plans on ice, Merc holds a golden ticket.  $JAMIE\ O'LEARY$  explains

hat do Paul di Resta,
Dario Franchitti and
Marcel Fassler have in
common, apart from
being world-class racing drivers?
All three forged their reputations
as youngsters in the DTM with the
backing of Mercedes and have gone
on to star in the top echelons of
motorsport. And the list of
competitors with a similar story to
tell extends well beyond this trio.

Mercedes's philosophy of supporting young drivers via factory programmes is hardly pioneering, but in an age where instant results have become almost a prerequisite in professional sport, the continued backing of young drivers at such a high level is refreshing.

The Stuttgart marque has a pretty impressive record of finding talented youngsters and setting them on a path to future stardom, even managing to keep some of the standout talent, like Gary Paffett and Lewis Hamilton, in-house on a long-term basis via its DTM and Formula 1 programmes.

The benefits of the scheme to young drivers are obvious, according to Gerhard Ungar, whose HWA organisation not only represents Mercedes at the sharp end in DTM, but also takes care of the manufacturer's F3 engine programme.

"There are some key concepts we introduce," he says. "Most of our young drivers first have their association with Mercedes through F3, and at that age the drivers really want to learn all they can. We tell them the best way to prepare, to eat, to

train, to act, trying to make them as professional as possible.

"In the DTM then we help them some more, give the young drivers the more experienced engineers — and vice-versa. We also encourage the older drivers to be open with them, to give advice, even if we don't have an official mentoring programme. It all helps."

In years gone by, many youngsters have been afraid to plump for a tin-top career, fearing that doing so would effectively mean signing away any F1 aspirations. But through Mercedes's F1 links, initially as an engine supplier to Sauber and McLaren, and now via its own constructor, Ungar believes a career in the DTM is now hugely attractive to young drivers.

"We can give that possibility of an F1 seat if the driver is right for it. We've Paul di Resta. He won the DTM and went to Force India, which has a Mercedes engine. Just that alone make us more attractive."

Such possibilities persuaded F1 aspirant Jamie Green to shun a potential GP2 move and accept a DTM offer from Mercedes for the 2005 season. Since then he has become one of the championship's stars and has finished outside the top six in the points only once.

"I actually said no to Mercedes when they offered me a contract to be a supported driver in F3 for '03, which was the start of their engine programme in the category." Green remembers. "I'd only been racing for a year and thought that doing a new series on unfamiliar tracks wasn't right for me.



"But they pursued me. After I had a double pole and win on my British F3 debut I had a second call from Gerhard and we did a deal for '04."

Green's deal, which brought him to Mercedes-powered ASM in the F3 Euro Series, led him to that year's title and cemented his graduation to the DTM, even if he did have to prove himself again — this time against F1 star Mika Hakkinen in an evaluation test at Lausitz.

"This evaluation process is very important," says Ungar. "Sometimes you can judge a driver's potential on their F3 results, and sometimes you have to put them in a DTM car to see that potential. I remember when we tested Franchitti and Jan Magnussen. Dario had lost to Jan a lot that year [1994] in F3, but did a better job in the test, so we took them both. Sometimes you just need that validation."

This year's Mercedes line-up featured Christian Vietoris and rookies Roberto Merhi and Robert Wickens as its official junior team, while Green, Paffett and Susie Wolff all received support from the marque after first making their acquaintances via the annual McLaren AUTOSPORT BRDC Award final. Even champion Bruno Spengler was a Mercedes man as early as 2003 before jumping ship to



BMW and taking the title this year.

German racer Vietoris, who combined his rookie DTM campaign in 2011 with a race-winning, if injury-interrupted, season in GP2, was in no doubt about what to do when the Mercedes offer came.

"The first dream as a racing driver is to go to F1 and be successful. If you can't do that, the second is to be a professional driver for a manufacturer," he says. "With Mercedes you could do both.

"The DTM teaches you so much about a structure on a race weekend, so much more than GP2. You have lots of media commitments, a professional image to keep up, technical briefings with really expert engineers. GP2 is a lot more relaxed, and maybe doesn't give the preparation you need."

So has the philosophy worked?

"Hard to say," concludes Ungar.

"We've had guys like Gary and Paul win the championship after being supported as young drivers, and we've also had years like 2006 when Bernd Schneider won with all his experience, so it works both ways. It's not a problem for us if we continue with this success."



#### **MERC'S TOP DTM JUNIORS**

#### **DARIO FRANCHITTI (1995)**

Race winner in ITC Mercs in 1995 and '96, and retained the marque's engines for '97 Champ Car move. Has since taken four IndyCar titles and three Indy 500 wins.

#### **PAUL DI RESTA (2005)**

Beat team-mate Sebastian Vettel to Euro Series title in '06 and won DTM with Merc in '10 to seal F1 move with Force India the following year.

#### **GARY PAFFETT (2003)**

Taken on by Mercedes midway through 'O3 DTM and won title in less than two years. A McLaren-Mercedes F1 tester since 'O6 alongside DTM race drives.

#### **MARCEL FASSLER (2000)**

Three race wins early in revived DTM with Mercedes. Career revival with Audi since 2010 has led to two Le Mans wins and this year's World Endurance title.

#### JAMIE GREEN (2004)

Used Merc power to win '04 F3 Euro Series and has been a regular DTM race winner since. Third in this year's points is his best result.



he unintended consequence of junior single-seater championships trying to reduce costs by limiting testing is the reduction of track time available to young drivers these days.

While the aim of series like F2, GP3 and the Formula 3 Euro Series in keeping a lid on operating budgets is laudable, in reality what has happened is that better-funded drivers invest in parallel winter (and often in-season) test programmes in machinery such as older Formula Renault 3.5 cars or pre-2012 F3 chassis, cars that have comparable levels of power and grip to their regular mounts.

This is of scant consolation to drivers who don't have access to enormous reserves either through family wealth or political connections, and while money has always spoke loudly in motorsport, its voice has seldom been so prominent as it is now.



But there are other options emerging. For a few years now the Toyota series in New Zealand has provided a way for up-and-coming drivers to gain race (and life) experience for a sensible budget, and the creation of the MRF Challenge in India has added a further option into the mix.

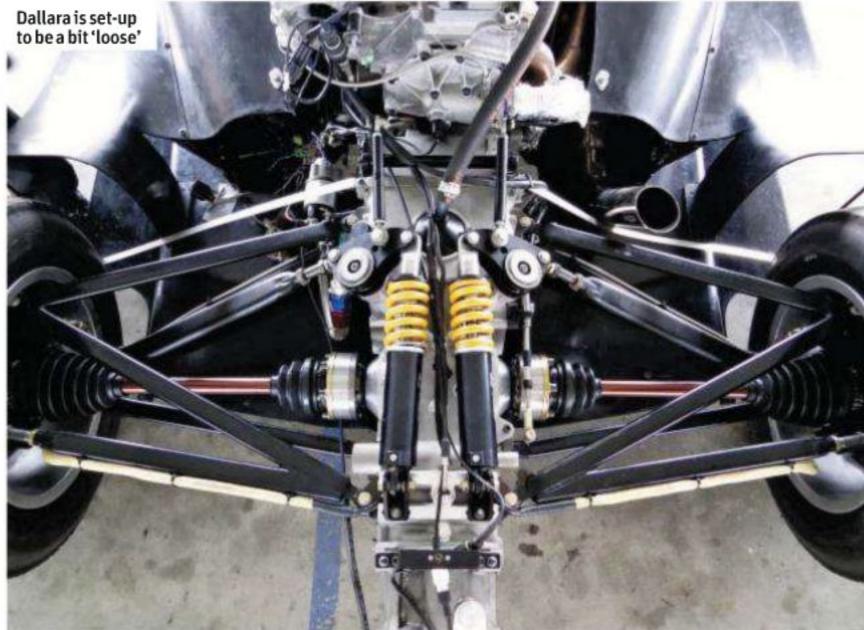
Using a Dallara chassis, the Formula

Renault two-litre engine and MRF tyres, it's a sub-F3 level series that kicked-off with a race on the Indian Grand Prix support bill, and offers a \$100,000 prize fund (shared between the top three in the series).

For the inaugural race in October a full grid of 18 cars was assembled, with a strong line-up from the European







scene - Conor Daly, Luciano Bacheta and Jordan King - complementing some of India and east Asia's young hopefuls. Impressively, the cars, run centrally with engineers allotted by ballot and overseen by veteran F3 team owner Chris Weller, ran almost without a fault.

"I'm extremely pleased," admitted Dallara's Jos Claes. "This is above my expectations. Both from the organisational side and how well the cars have been assembled. I'm impressed."

While Dallara supplies the monocoque, the vast majority of the parts on the car are manufactured in India by JA Motorsport. The chassis, which are based on Dallara's Formalino design from 2007, arrived in the spring, meaning the cars were developed and assembled in just five months.

Experienced F3 racers Alexander Sims and Rupert Svendsen-Cook, together with India's F1 driver Narain Karthikeyan, conducted the tests, and came up with a car with a (deliberately) tricky balance that would test the drivers' car control.

"We basically made the car go how we want to watch cars go," says Anthony Hieatt, who heads up Dallara's UK import business, and has a long history of working in India through the defunct Madras F3 grand prix. "We could have, and there are options to, put a significant amount more downforce on this car, but we thought 'no'. The cars are entertaining to watch and the drivers have to work at it. It's a bit loose, but I think if you see the drivers afterwards, they all enjoyed the racing. And the racing was very, very good to watch."

For its first season the series is run over four meetings, with the next round a quadruple header at the Buddh F1 track. The final two rounds will be run at the Madras track. It's JA's home

circuit and a complete contrast to the modern, Tilke-built grand prix arena. It's also where J Anand, the visionary behind the MRF Challenge, won the Madras GP.

His plans for the Challenge extend beyond India and further into Asia, with F1 supports in Abu Dhabi, Singapore and a slot on the Macau Grand Prix bill all under consideration.

The previous MRF series car was a simple tubular-frame, Formula Ford-type machine. The new car is considerably more advanced, and so are the ambitions. So will it attract the

"We made the car go how we want to watch cars go. Drivers have to work at it - it's a bit loose"

#### **Anthony Hieatt**

drivers it needs to succeed?

"I think so," says Hieatt. "You've got the Toyota series, but the difficulty with Toyota is it's a very long way away and lots of young drivers have school commitments. They can commute to India. There are very good circuits, Buddh is a top-spec circuit and nice to drive on. And the Madras circuit is a bit old school, it's a bit like Oulton Park without the undulation. The people in Europe will take good notice of this, and it will become more apparent that it's a good place to be."

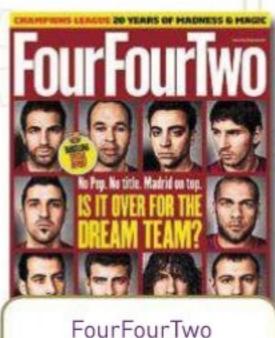
So what do the drivers think? King, who currently leads the standings after victory in race two last month says: "You can spend a lot of money testing in the winter, and that's great for learning a car. But you can spend all that money and qualify on pole and lose it in a second because you haven't done a race start in six months. Both are important, but it's better to race." \*

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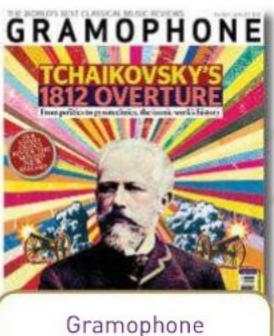
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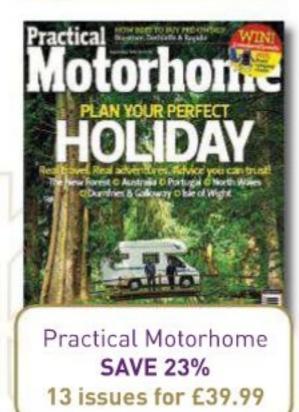
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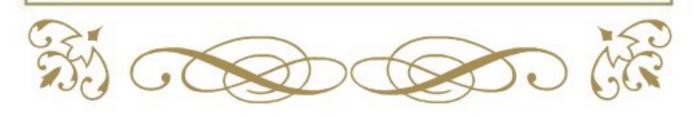
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# MY SEASON JOHAN KRISTOFFERSSON

Young Swede made a big impression by beating ex-F1 drivers to three 2012 titles



his season I learned a lot. The circuits in Sweden are very familiar to me now, because I've done quite a lot of local racing over the past four or five years. So I wanted the experience of racing abroad.

Every track outside of Sweden was new for me, so I discovered how to learn a new track as quickly as possible.

I ended up racing in the International Superstars Series thanks to some contacts my father had at Audi Sport, who were building the new RS5. Adding Superstars to my programme for the year was an easy decision to make; Audi seemed well prepared with a new car and the series looked very competitive, with a lot of media coverage.

Audi Sport Italia and my team, KMS, worked very hard to finish the cars in time for the first race at Monza, but I didn't have the chance to do any testing at all. That meant we had some technical problems during the season, because everything on the car was brand new. Keeping that in mind, I was quite impressed with the car's reliability.

We won the championship, and had a great year. It gave me the opportunity to race against some very big names and very experienced drivers, like Tonio Liuzzi, Gianni Morbidelli and Thomas Biagi, which was a lot of fun and very interesting. And there was media from a lot of different countries, so it was really



good exposure as well.

In the Scandinavian Touring Car Championship, it was a very good season. I won five races and led the championship for almost the entire year. Then, the car broke down during the second-to-last round, which put us in a difficult position. But a big team effort helped me win both races at the final round, while my rivals Rickard Rydell and Michael Nykjaer both struggled. That was enough to win us the title.

As for the Porsche Carrera Cup, I was in the lead the whole season. We were in a good position before the last round, but a puncture and a gearbox problem in the penultimate race didn't help. I had to start eighth and try to finish third, which could have been difficult, but the car was perfectly set-up and I was able to win. I won eight of the 10 races this season in the Porsche.

For next year, I'm looking into many different options, and I'd like to run a combined programme like I did this year. The options are Porsche Supercup, Superstars, the STCC, Carrera Cup Scandinavia and GT3 endurance. I'm looking to get all the experience I can so I can reach my ultimate career goal, to race in the DTM.



#### KRISTOFFERSSON CV

Born
December 6, 1988

From

Arvika, Sweden

2012 1st in

International
Superstars Series
(4 wins); 1st in
Scandinavian
Touring Car
Championship
(5 wins); 1st in
Porsche Carrera
Cup Scandinavia

(8 wins)

2011 2nd in Porsche

Carrera Cup

Scandinavia (8 wins); 10th in Scandinavian Touring Car Championship; 1 VLN start

1 VLN start
2010 15th in
Swedish Touring
Car Championship
2009 2nd in
Privateer Cup,
Swedish Touring

Car Championship (6 wins) 2008 4th in Junior Touring Car Championship

(3 wins)











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# LOEB ROCKS THEM FOR ONE LAST TIME

Nine wins and a ninth straight drivers' championship title for Sebastien Loeb capped another dominant season for the 'retiring' Frenchman.  $DAVID\ EVANS$  looks back



ime after time, Sebastien Loeb has paid his dues. And, for the ninth time in succession, with his friend and co-driver Daniel Elena alongside, they can sing the song. They really are the champions. And always will be.

Nine times. Amazing. Astonishing. Brilliant. Actually, better than all that. If he fancied, Loeb could go on. In all honesty, nobody has the power to challenge him, Elena and Citroen next season. Or maybe even in 2014. But Loeb has thrown his own towel in. He's submitting to his success and giving the rest of the world a chance and himself a change.

After a year of major internal turmoil in 2011, the inbound Mikko Hirvonen delivered Alka-Seltzer-style relief to the champions. He settled in quickly and began bagging trouble-free points. It was immediately obvious that he wasn't going to challenge Loeb in year one of his Citroen deal, so the friendly Finn helped out with an eighth manufacturers' title and Citroen's first one-two in the drivers' race.

In what would turn out to be its last season in the sport, as a factory effort at any rate, Ford faltered. Ironically, in a year when the Fiesta RS WRC looked a more potent force than ever before, the drivers simply failed to deliver. Mini's assault on the WRC looked over before it began after parent company BMW decided rallying might not be for them after all. Granted, Motorsport Italia was funded for a full WRC season by Germany, but nobody was fooled into thinking that was the works team. Prodrive was where the power remained and it was a massive, massive disappointment that the Banbury folk and BMW couldn't sort out their differences to drive the John Cooper Works WRC forward. The potential of the car and the team remains huge.

#### HOW IT WAS WON

This year bore strong resemblances to the proceeding eight in that Loeb came out and demolished the opposition, won the championship and went home. In terms of wins, this was his third-best season, his nine victories were good, but not good enough to beat 2005 (10 wins from 16) and 2008 (11 from 15). Had Loeb not gone off the road in Portugal and Italy, it might have been possible to equal his own record.

His Portuguese shunt provided a real window of opportunity for Ford. Coming out of Ourique in the pouring rain, Ford was one-two. Mikko Hirvonen was third, but would later be excluded.

Talking from the front, Jari-Matti Latvala said: "We have good cards. Now we must use them." Then he went off the road. Then team-mate Petter Solberg went off the road. And Ford's season went downhill from there. But, if Ford had made that result stick it would've been swarming all over Loeb with the confidence the best result in the worst conditions brings. It wasn't to be.

And anyway, you could argue that the minute Latvala decided to go skiing in April, the deal was done and Ford's fate sealed. The Finn fell off his skis, fractured his collarbone and missed the next round in Argentina. There's little doubt that if Latvala and Solberg had won a few more rallies and been firing on all cylinders they could have taken the title down to the wire, but Loeb would still have won. Ford, however, would, could and probably should have lifted a third makes' crown under the guidance of M-Sport.

The factory Ford pair should have got in and under Hirvonen's skin while he was still settling at Citroen. Instead, they let him find his rhythm and lay the foundations with plenty of points.



#### **SEBASTIEN LOEB**

This was really the perfect season for me, Daniel [Elena] and Citroen. As you can imagine, it's also a strange feeling that this will be the last full WRC season for me. But I look forward to a different challenge with Citroen. And spending less time in departure lounges around the world!

When you win nine from 13 rallies, it's always going to be a good year. Winning the title at home in France was a real highlight - sharing the feeling with family, friends and fans is very special.

I guess the low point of our year was when I didn't hear the note properly in Portugal and we rolled in the rain. But, one-two in the drivers' championship - with my team-mate Mikko Hirvonen - and another manufacturers' title for Citroen was a pretty good way to end the year.

#### STANDOUT PERFORMERS

In terms of pace and consistency, this was another Loeb year. Hirvonen was on the podium 11 times and finished every rally - only to be excluded for a clutch-related issue on his Citroen in Portugal.

Latvala won twice and showed he's still the possessor of massive pace; Solberg too has plenty to offer, but didn't see the finish often enough for this to be a real stand-out season.

Mads Ostberg, Rally of Portugal winner, however, did. Ostberg came of age this season. How a driver who missed the opening round in Monte Carlo and then opted out of the long-haul down to New Zealand, yet was



#### SEASON REVIEW 2012 WORLD RALLY

still in the thick of the fight for third across the spread of the season, is astonishing. Ostberg had no business in that battle.

If the Norwegian had one failing this year, it was his inability to sustain the intensity of his attack from Saturday afternoon onwards. Letting the odd second slip here and there, he often found himself 20 seconds or so adrift and that margin invariably grew as the weekend progressed. But, for a man with very limited testing, Ostberg was brilliant.

Evgeny Novikov and his fellow M-Sport driver Ott Tanak showed pace enough to win stages, but were often quite as likely to end the event in the trees. The same could be said for Citroen junior Thierry Neuville. Those three drivers had a season all other aspiring young drivers would give their eye teeth for, but none of them truly made the most of it.

Craig Breen did make the most of a tragic season. After seeing his best friend and co-driver Gareth Roberts die next to him on the non-championship Targa Florio Rally, Breen bravely battled back — overcoming a subsequent shunt in Finland — to lift the SWRC title. Rarely will this championship

ever record a more heroic drive or a more deserving world title.

Elfyn Evans and Benito Guerra are also worthy of a mention. Evans dominated the WRC Academy, while Guerra took a nailbiting final-round win in the PWRC.

#### SOMETHING TO REMEMBER

Loeb's win in Finland this year was a classic. He rose above the rest of a competitive field in a way very few drivers can. He won round eight in the sort of style that Markku Alen or Juha Kankkunen would have done at the height of their powers. He did it like a Finn. For the first time this year, Loeb really found the Finnish way — he connected with the stages and clicked with the locals. Having arrived in Jyvaskyla with a comfortable lead in the series, the Citroen star was under no pressure to win an event that he admits is not one of his favourites.

His team-mate Hirvonen was the talk of the town; coming home with the champion's car. Mikko was tipped for the top. And it's under exactly these circumstances that Loeb finds an extra gear: Citroen's his team and the chance to reassert his authority over the sport and the squad provided an irresistible, unbeatable and compelling force.

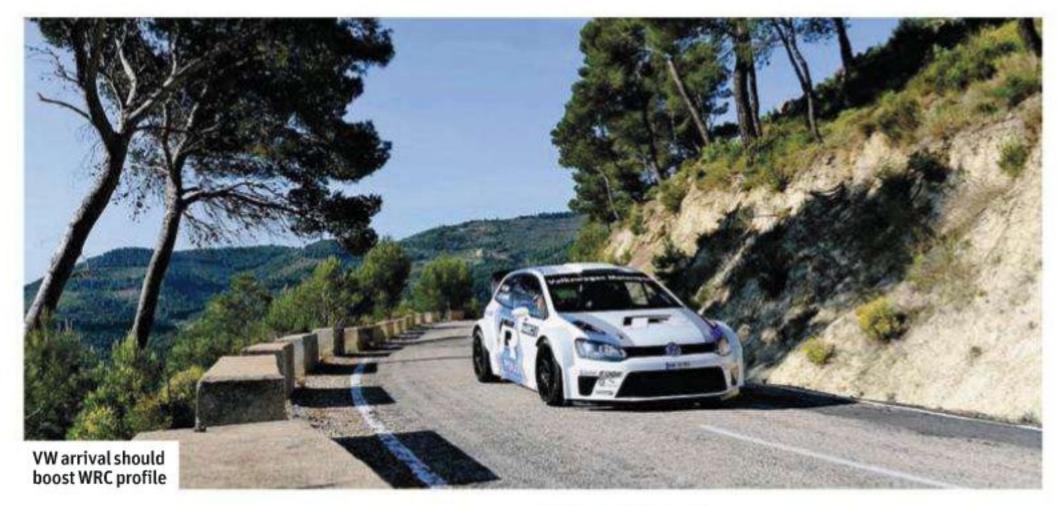
He might only have beaten Hirvonen by six seconds, but it might as well have been six minutes after a brilliant lights-to-flag win.

#### SOMETHING TO FORGET

Pretty much everything that was going on off the stages, ie the deeply dull politicking that has provided a boring backdrop to this year's championship. The year started in the worst possible fashion, with the realisation of the full ramifications of the bankruptcy of global promoter North One Sport. In an attempt to provide a steadying hand, FIA president Jean Todt committed to a roadmap sanctioned by all the stakeholders, directing the WRC to a brighter future. And a rapid agreement with TV giant Eurosport looked ready to save the season. For whatever reason, (and it would be interesting to know what that reason was...) that deal wasn't done and so came darkness. And we were in the dark for a very long time.

The FIA issued expression-of-interest





documents, but these missed deadlines by such monstrous margins that the media grew tired of an ongoing story that made a mockery of our sport and looked in danger of doing the same to the governing body. From the pits of despair, came a bull: a red one, with wings. And now it looks like we might have a future again.

#### WHERE NEXT?

Onwards and upwards are the only options for the World Rally Championship. Next year is a genuine new dawn for rallying's top level. For the first time since 2003, we will have a properly competitive championship - courtesy of the freakishly brilliant Loeb's departure - and we have a

new, well-funded and switched-on promoter.

What we need now is strength of leadership from the FIA and its recently appointed rally director Jarmo Mahonen. Much has been made of Mahonen's ability to build Rally Finland into one of the biggest and most powerful rounds of the WRC. Some have pointed out, however, that that's like promoting Premier League football in Britain... not the hardest of sells.

Next year, Mahonen faces the fight of his life to put the component parts of the world's finest rally series together to return the WRC to what it once was.

What will help Mahonen and the WRC will be the arrival of Volkswagen. While some fear VW's no-nonsense, big-spending approach could raise the fiscal bar beyond more menial makes, the arrival of a real heavy hitter in the sport can, for me, only be a good thing in terms of profile. Remember that? Profile? And when Hyundai follows, the WRC should really start to look like it's getting back on its feet.

But for now, the nine-time champion has taken his bows, now for his curtain call... M

## **OUR TOP 10 DRIVER RATINGS**



1 SEBASTIEN LOEB Nine wins and 10 podiums from 13 rallies are not a bad season-long swansong from the master. Still nobody comes close.











5 JARI-MATTI LATVALA Just about recovered from a shocking start to the season. Crashed too much and should have won more than two.



**6 CRAIG BREEN** Sixth as much for his recovery from every driver's worst nightmare as the maturity and pace he showed to win SWRC.



7 PETTER SOLBERG Fantastic start went south as the desperation to win rallies got more and more intense. Too many mistakes.



8 EVGENY NOVIKOV Another baffling season from the Russian, with massive speed/very strange shunts. Surely a star of the future.



9 DANI SORDO P2 in Monte was a great start, but then looked to be trying to force the pace as he fought for his/Prodrive's WRC survival.



**10 OTT TANAK** Steady start went south when he lost confidence mid-season. Self-assurance/speed came late, but too little too late?

2012	WORLD RALLY CHAMPIONSHI	[P															
POS	DRIVER (NATIONALITY)	TEAM	ENGINE	1	2	3	4	5	6	7	8	9	10	11	12	13	POINTS
1	SEBASTIEN LOEB (F)	CITROEN WORLD RALLY TEAM	CITROEN DS3 WRC	1***	6***	1**	R	1	1***	1*	1*	1***	2**	1	R	1*	270
2	MIKKO HIRVONEN (FIN)	CITROEN WORLD RALLY TEAM	CITROEN DS3 WRC	4**	2	2	EX	2**	2*	2	2***	3**	5***	3	1	3	213
3	JARI-MATTI LATVALA (FIN)	FORD WORLD RALLY TEAM	FORD FIESTA WRC	R	1*	R	13**	-	3**	7***	3	2	1*	2	12**	2***	154
4	MADS OSTBERG (N)	ADAPTA RALLY TEAM	FORD FIESTA WRC	-	3	4*	1	3	4	-	5	4	4	5*	4	4	149
5	PETTER SOLBERG (N)	FORD WORLD RALLY TEAM	FORD FIESTA WRC	3	4**	3***	3	6***	R	3**	4**	11	3	26	9***	11	124
6	EVGENY NOVIKOV (RUS)	M-SPORT FORD WRT	FORD FIESTA WRC	5*	5	R	2	8	R	4	36	R	6	7	2	10	88
7	THIERRY NEUVILLE (B)	CITROEN JUNIOR WRT	CITROEN DS3 WRC	R	12	13	8	5	6	5	16	12	7	4**	18*	12	53
8	OTT TANAK (EE)	M-SPORT FORD WRT	FORD FIESTA WRC	8	R	5	14*	10	9	R	6	R	R	6***	3	R	52
9	MARTIN PROKOP (CZ)	CZECH FORD NATIONAL TEAM	FORD FIESTA WRC	9	9	2	5	4	5	-	9	R	9	9	8	13	46
10	SEBASTIEN OGIER (F)	VOLKSWAGEN MOTORSPORT	SKODA FABIA S2000	R	11	8	7	7	7	0.00	10	6	12	11	5	R	41

11 Dani Sordo (E), Prodrive Mini John Cooper WRC/Ford WRT Ford Fiesta WRC, 35 (\*\*\* in round 4; \*\* in round 13); 12 Nasser Al-Attiyah (QAT), Qatar WRT Citroen DS3 WRC, 28 (\* in round 5); 13 Chris Atkinson (AUS), Monster WRT Ford Fiesta WRC/Qatar WRT Citroen DS3 WRC/WRC Team Mini JC WRC, 28:14 Andreas Mikkelsen (N), VW Motorsport Skoda Fabia S2000, 13 (\* in round 9); 15 Armindo Araujo (P), Araujo/WRC Team Mini JC WRC, 11; 16 Jarkko Nikara (FIN), Prodrive Mini JC WRC, 10; 17 Craig Breen (IRL), Breen Ford Fiesta S2000, 8:18 Francois Delecour (F), M-Sport Ford WRT Ford Fiesta WRC, 8:19 Dennis Kuipers (NL), M-Sport Ford WRT Ford Fiesta WRC, 8; 20 Henning Solberg (N), Solberg Ford Fiesta WRC, 6; 21 Pierre Campana (F), WRC Team Mini JC WRC, 6; 22 Matti Rantanen (FIN), Rantanen Ford Fiesta WRC, 6; 23 Jari Ketomaa (FIN), Ketomaa Ford Fiesta WRC, 6; 24 Per-Gunnar Andersson (S), Proton Motorsports Proton Satria Neo S2000, 24; 25 Matthew Wilson (GB), M-Sport Ford WRT Ford Fiesta WRC, 4; 26 Yazeed Al Rajhi (SA), TFM Ford Fiesta S2000, 4; 27 Patrik Sandell (S), WRC Team Mini/Prodrive

Mini JC WRC, 4; 28 Ken Block (USA), Monster WRT Ford Fiesta WRC, 4; 29 Abdulaziz Al-Kuwari (QAT), Qatar WRT Mini JC WRC, 1; 30 Sebastien Chardonnet (F), Equipe de France Citroen DS3 WRC, 1; 31 Ricardo Trivino (MEX), Trivino Ford Fiesta WRC, 1; 32 Mathieu Arzeno (F), Arzeno Peugeot 207 S2000, 1; 33 Peter van Merksteijn (NL), Van Merksteijn Motorsport Citroen DS3 WRC, 1; 34 Eyvind Brynildsen (N), Brynildsen Ford Fiesta WRC, 1; 35 Manfred Stohl (A), Brazil WRT Ford Fiesta WRC, 1; 36 Luca Pedersoli (I), Pedersoli Citroen DS3 WRC, 1 RALLIES: 1 Monte Carlo, January 18-22; 2 Sweden, February 9-12; 3 Mexico, March 8-11; 4 Portugal, March 29-April 1; 5 Argentina, April 26-19; 6 Greece, May 24-27; 7 New Zealand, June 22-24; 8 Finland, August 2-5; 9 Germany, August 24-26; 10 Great Britain, September 13-16; 11 France, October 4-7; 12 Italy, October 18-21; 13 Spain, November 8-11.

POINTSSYSTEM: 25-18-15-12-10-8-6-4-2-20-19-18-17. Powerstage: 3-2-1, denoted by \*\*\* \*\* \*





# HOW TO FIND THE BEST

The McLaren AUTOSPORT BRDC Award has been identifying top British talent for more than 20 years, but how are the winners selected? KEVIN TURNER guides you through the 2012 process

# **SELECTING FINALISTS**

The process starts with a meeting of the judges at the McLaren Technology Centre to choose the six finalists.

In 2012 the judges were BRDC president and ex-F1 racer Derek Warwick, double British Touring Car champion Jason Plato, DTM star Jamie Green, McLaren's head of vehicle engineering Mark Williams, experienced commentator Ian Titchmarsh, and AUTOSPORT reporters Marcus Pye and Kevin Turner.

"It's important to pick the best six drivers and we correlate the success, experience and age of the candidates," says Warwick. "We use other tools, like the journos that go to the races - Kevin, Marcus and Ian are more familiar with the drivers day-to-day and analyse driver performances."



# 2 SIMULATOR & FITNESS TEST

Driver fitness and the use of simulators are increasingly important in the sport, and both have been included in the Award in recent years.

After they had been told of their selection, the six 2012 finalists each had a session on Darren Turner's Base Performance Simulator, and the GT star and former Award winner then produced reports for the judges before the Silverstone tests.

"Darren gives us frank feedback of the drivers' approach and professionalism, speed and consistency," says Warwick.





Porsche tested the drivers' fitness

It's a similar story with the fitness tests, which were conducted at Porsche's **Human Performance Centre. After putting** the finalists through their paces, Porsche sent the results to the judges.

"The fitness tests are a massively important part for me," adds Warwick. "I want to know how fit they are and that they take their racing seriously.

"I want to see they're ready for the next step - and the DTM, GT and F2 cars they'll be driving at the test."

THANKS TO Aspire











# **3 FORMULA 2 RUNS**

Before heading to Silverstone, each finalist travelled to Bedford for an F2 seat fitting. The aim is to get the drivers comfortable in the 425bhp single-seater (nearly 500 with overboost) and deal with any issues. It also gives them a chance to meet the engineer they will be working with exclusively over the two test days.

Then it's time for the meat of the Award. After a briefing, all six hit the track at the same time, with 2012 F2 champ Luciano Bacheta joining



Bacheta was F2 benchmark driver

them to set benchmark times. Each finalist is not told the lap times of the other five, but can compare his own efforts to Bacheta, who is also on hand to offer advice where possible.

The first morning, which turned out to be dry, consisted of two free-practice sessions and a 'qualifying' run, during which time no set-up changes were allowed. Remarkably, in one of the sessions, all six were covered by 0.5s...

Set-up tweaks were allowed on the second morning, but rain and then a drying track made life complicated. However, three practice sessions and a qualifying run, this time with boost allowed, provided another insight into the drivers' abilities.

"We're very lucky to have the F2 cars, and chief engineer James Goodfield really buys into the Award," says Warwick. "Luciano – a former finalist – was also great at helping the drivers.

"This year's six were impressive right from FP1 – they were really on it."

After all the runs were completed, Goodfield



reported back to the judges, while McLaren's Mark Williams analysed the runs throughout.

"Mark brings an enormous amount of data analysis," adds Warwick. "We can also look at onboard cameras, to add to what we've seen.

"We've been very lucky over the last two years because we've had wet and dry running, which gives us a different view and more data.

"This year I'm very, very impressed with the finalists and it was very, very close."

# 4 MERC DTM & McLAREN GT TESTS

Mercedes' mighty DTM machinery has become an important part of the Award and throws something new and unusual at the drivers. Take a look at some of Mercedes' recent DTM aces and you could be forgiven for thinking the German manufacturer has had a pretty successful time being involved too!

Each driver got their own briefing before heading out in Gary Paffett's 500bhp 2012 C-class. The finalists had a run on old and new tyres on the afternoon on the first day, while judge Jamie Green provided the benchmark driving.

Performances in the Merc, which is akin to a single-seater with a roof, have sometimes proved crucial over the years.

At the same time as the Mercedes was running, McLaren's successful MP4-12C GT3 car was also out. The 3.8-litre V8 twin-turbo might have had all the modern gadgets, including traction control, but the drivers

DTM Mercedes adds extra element



all found it a challenge, particularly as the weather deteriorated throughout the afternoon this year.

"It's great we've got the DTM and GT [cars] because it gives us a totally different perspective on how the drivers adapt to a new environment," reckons Warwick.

"Some drivers are more suited to them and really impress Mercedes and McLaren, which is good for their future."



# 5 FINAL INTERVIEWS

The final part of the process came a few weeks after the Silverstone test, with all the drivers being interviewed by the judges at McLaren's Technology Centre.

"We look at what they expected, whether they'd change anything and ask questions to build a picture," says Warwick. "It's good to know what they are thinking, what their desire is, and where they're going."

And once the finalists left, the judges got down to arguing about who the winner should be, with graphs and notes much in evidence...

This weekend, at the AUTOSPORT Awards at London's Grosvenor House hotel, the results of those discussions will become apparent. The drivers – and indeed everyone else – will finally discover the identity of the 24th McLaren AUTOSPORT BRDC Award winner.

#### WHAT'S AT STAKE?

As well as adding their name to an illustrious list, this year's McLaren AUTOSPORT BRDC Award winner will receive £100,000, a test in a McLaren Formula 1 car, BRDC membership, and a TW Steel watch.

#### **SEE WHAT THE DRIVERS SAID**

After their formal interviews, McLaren caught up with each of the 2012 finalists to learn more about these next potential Jenson Buttons. Take a look for yourself at www.mclaren.com/autosport-awards

















# Jake Dennis, 17

1st in Formula Renault 2.0 NEC with Fortec Motorsport

"I think I did a good job at the tests and really stepped up on the second day. It'd be a dream to win it and it could really open a lot of doors.

"I spoke to [fellow Racing Steps Foundation and ex-Award finalists] James Calado and Oliver Rowland beforehand. I also had an MSA day with former finalists Alexander Sims and Alex Lynn, but I didn't do any F3 testing or anything like that.

"I really liked the McLaren, but the DTM was a really alien environment and I didn't feel as quick in it. I don't think I'd change anything that I did, apart from my mistake in F2 'qualifying' on day two – I had a moment at the last corner that meant I didn't use all my boosts up and that was disappointing."



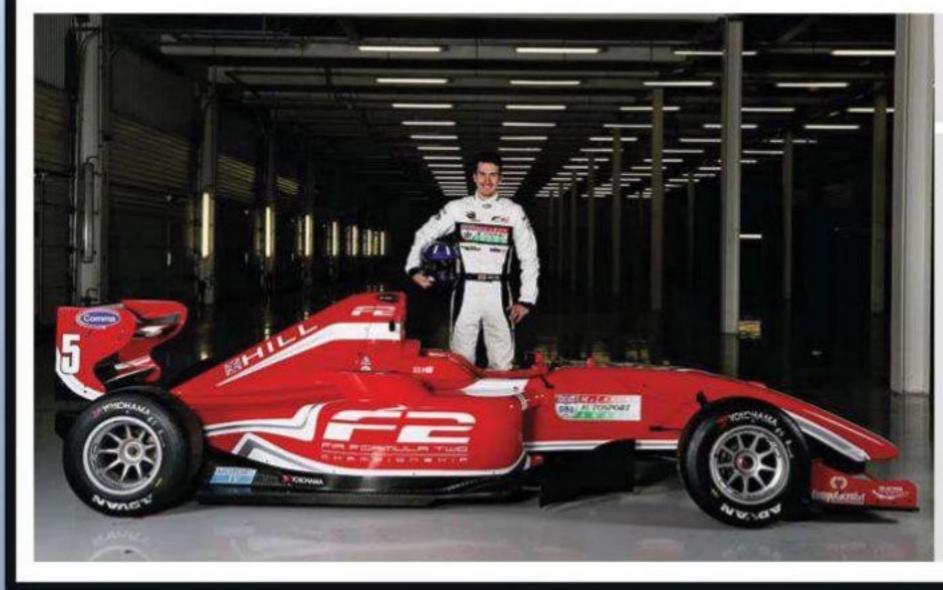
# Jack Hawksworth, 21

1st in Star Mazda with Team Pelfrey

"I enjoyed the experience – it was a really interesting couple of days. I guess it's something that's alien to everybody who's there for the first time. It's not the way we usually compete!

"I thought I had a good run at it and just gave the best I could. I was pretty pleased with how I developed over the two days. Nobody knows what's going to happen, so my approach was to treat it as a race weekend: be professional, get to know each car and build up speed.

"I felt good in all the cars and think I gave a good account of myself in the DTM. The first day I had a couple of minor issues with the position of the throttle pedal in the F2 car, but just worked my way through it and got down to business on day two."



## Josh Hill, 21

3rd in Formula Renault 2.0 NEC with Fortec Motorsport

"It's hard to compare yourself with the other drivers, but I felt I did a pretty good job and came away each day satisfied with what I had done.

"They [the judges] keep on saying it was so close [between the drivers] so you couldn't do anything else but push as hard as possible.

"I did an F3 test beforehand, with a view to next year, made sure I was training each day, eating properly, and I had a couple of days at home to get my head right. I think I turned up one and a half hours early for the test because I didn't want to be late!

"The McLaren was a massive highlight for me. I drove it in the wet and twilight and was powersliding it out of every corner! I came out with a big smile on my face."

THANKS TO Aspire













## Jordan King, 18

2nd in Formula Renault 2.0 NEC with Fortec Motorsport

"With something like this it's hard to know what to expect so I went in with an open mind. I know what I'm good at and I didn't concentrate on trying to beat other people, I just did my best and hopefully it will be enough.

"I really enjoyed the GT3 car and overall I think the F2 car was okay. Afterwards you think maybe you could have gone a bit quicker here or there, but you always do that after a race weekend or a test session.

"I don't think I got the best out of the F2 car on day one and I found the DTM car really hard. I've got woman hips and had to use Ralf Schumacher's seat, but he's five times bigger than me so it was all padded out and I couldn't really see. It's a big fast car so you need to be able to see where you're going!"



### **Melville McKee, 18**

Eighth in Formula Renault 2.0 Eurocup with Interwetten

"There's a lot of pressure to perform but it was a lot more enjoyable than I thought it would be.

"I prepared by focusing on training and gathering as much information as I could about the event. I raced with [2011 winner] Oliver Rowland in the [Formula Renault] Eurocup this year so I had a chat with him about it, and I also know [2010 finalist] Luciano Bacheta quite well.

"I knew my advantage would be jumping into a new car and getting to grips with it straight away, but I don't have a lot of experience in the wet so I knew coming in that I would have to work really hard if it rained.

"All the other drivers did a really good job and we all benefited from that. Everyone going so fast brings the best out of you. We'll all be disappointed if we don't win."



# Josh Webster, 18

2nd in Formula Renault BARC with MGR

"It's very high pressure and you don't want to make any mistakes, blow it and not be able to drive the cars.

"The F2 is not massively physical but a bit of a step up in terms of horsepower. I prepared by researching the cars and talking to people who had driven them before.

"I think I was very consistent in all the cars, but the thing I struggled most with was probably driving with slicks when it was wet at the start of the second day. I had a spin at the first corner that spooked me a bit. A turbo car is pretty scary when you've got no grip!

"You never know how you did because it's all kept under wraps until the Awards night but I'm pretty happy with my performance. I gave 100 per cent, I've got no regrets and I know I've got a chance of winning it."













# **REPORTS**WORLD OF SPORT

INTERNATIONAL RACES & RESULTS

**V8 SUPERTOURERS** Ruapuna (NZ), Rd 7/7

#### **QUICK RESULTS**

- → Race 1 McLaughlin/Webb
- → Race 2 Gaunt/Waite
- → Poles McLaughlin/van der Drift
- Champion Scott McLaughlin

\*\*\*\*

**RACE RATING** Spectacularly close racing, a deserving winner, but too many collisions

V8 SUPERTOURERS RUAPUNA (NZ), NOVEMBER 24-25, RD 7/7

# Home-soil success as Kiwi crowned champ

**NEW ZEALAND GAINED A NEW** motorsport hero when Scott McLaughlin secured the inaugural V8 SuperTourers

title by winning the final round at Ruapuna.

McLaughlin, who has been based in Australia for a few years, clinched the title in the popular new series when he and Australian co-driver Jonathon Webb won the first of two legs in the 350km endurance race.

"That's my first-ever car racing championship," the 19-year-old beamed. "I hope there'll be more further down the track."

The next could come this weekend in Sydney, as McLaughlin narrowly leads the V8 Supercar Development Series going into the final round.

At Ruapuna, McLaughlin started from pole and he and Webb controlled the first leg all the way in their Holden Commodore, winning comfortably from Andy Booth/Tony D'Alberto (Holden) and Chris Pither/George Miedecke (Ford Falcon).

McLaughlin came very close to winning leg two as well - he was right on leader Greg Murphy's tail with a lap to go. But contact led to Murphy spinning off, with a 50-second penalty demoting the leg-one winners to 15th.

Chris van der Drift started leg two from pole and led his stint before handing the Ford to Tim Edgell. They would've won but for a five-second penalty for blocking that dropped him to third.

Steve Horne's Tasman team, formerly based in the US, scored its first victory since 1998 with the Daniel



Gaunt/Andrew Waite Ford declared the official winners, followed closely by the Geoff Emery/Steve Owen Holden. Murphy recovered to fifth.

John McIntyre had been second in the series but was forced out when a brake failure led to a huge practice off. His Ford was destroyed and he suffered broken ribs.

Bernard Carpinter

#### RESULTS

Race 1 1 Scott McLaughlin/ Jonathon Webb (Holden Commodore V8ST), 53 laps in 1h18m52.137s; 2 Andy Booth/ Tony D'Alberto (Holden), +2.986s; 3 Chris Pither/George Miedecke (Ford Falcon V8ST); 4 Mitch Cunningham/Dean Canto (Ford): 5 Simon McLennan/Cameron Waters (Holden); 6 Eddie Bell/ Luke Youlden (Ford).

Race 2 1 Daniel Gaunt/Andrew

Waite (Ford), 53 laps in 1h19m50.338s; 2 Geoff Emery/ Steve Owen (Holden), +0.512s; 3 Tim Edgell/Chris van der Drift (Holden); 4 Ant Pedersen/Alex Davison (Ford); 5 Greg Murphy/Jack Perkins (Holden); 6 Paul Manuell/ John Penny (Holden). Points 1 McLaughlin, 3474; 2 Murphy, 3080; 3 John McIntyre, 2840; 4 Booth, 2656; 5 Jonny Reid, 2654.

SUPER TC2000 SAN LUIS (RA), NOVEMBER 25, RD 12/12

# Lopez takes third Argentine title



#### FIFTH PLACE WAS ENOUGH

to secure Jose Maria Lopez the 2012 Super TC2000 title despite rival Nestor Girolami claiming his and the manufacturer-supported Peugeot Cobra Team's second win this year.

Peugeot 408 driver Girolami inherited the lead near the end at Potrero de los Funes circuit, but it was Lopez who claimed the title in the PSG16 team's independent Ford Focus.

Emiliano Spataro started one of the four works-supported Renault Fluences from pole, and led away from team-mate Leonel Pernia. They were followed by Toyota's Mariano Werner, Girolami, Lopez and Matias Rossi's Toyota.

On lap five Werner had a go at Pernia for second place at the Esses before the pits, hitting the Renault and ending their hopes of a good result.

Girolami thus rose to second. Rossi got past Lopez for third but the championship leader regained the position on the very same lap.

Rossi repeated the manoeuvre four laps later and then went in pursuit of Girolami, with their cars making contact on lap 12, Rossi's car also hitting Lopez's in the aftermath.

Girolami was able to hold onto second, behind Spataro, while Facundo Ardusso in the second Cobra Peugeot 408 slipped into third.

Two laps from the end, a punctured tyre on Spataro's car ended his race, handing Girolami the win. Lopez, his Ford slightly hobbled, ceded fourth to a charging Damian Fineschi, but fifth was still good enough to claim the title. Tony Watson

#### RESULTS

1 Nestor Girolami (Peugeot **406),** 18 laps in 47m02.840s; 2 Facundo Ardusso (Peugeot), +0.415s; 3 Matias Rossi (Toyota); 4 Damian Fineschi (Peugeot); 5 Jose Maria Lopez (Ford); 6 Ricardo Risatti (Honda). Points 1 Lopez, 203.5; 2 Rossi, 197; 3 Girolami, 194; 4 Spataro, 164; 5 Werner, 154; 6 Pernia, 143.5.

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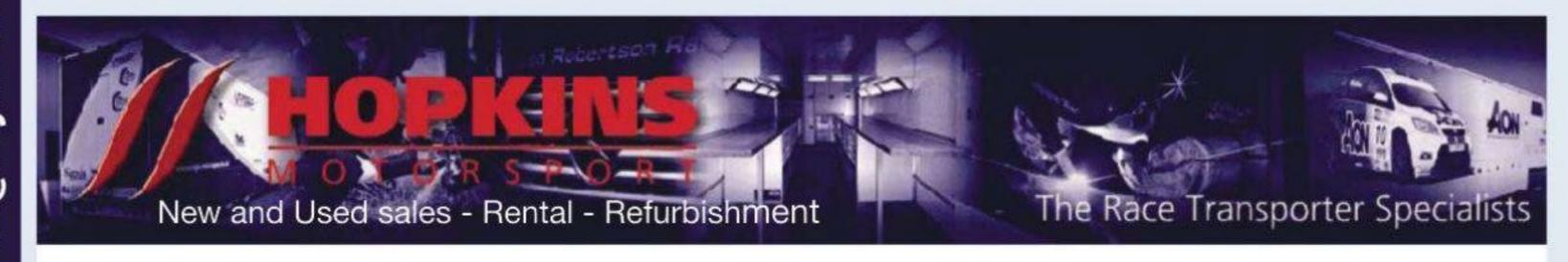




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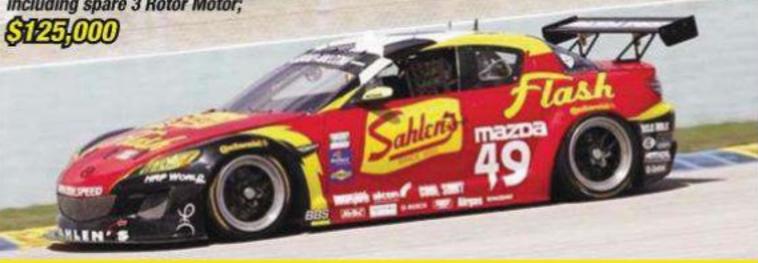


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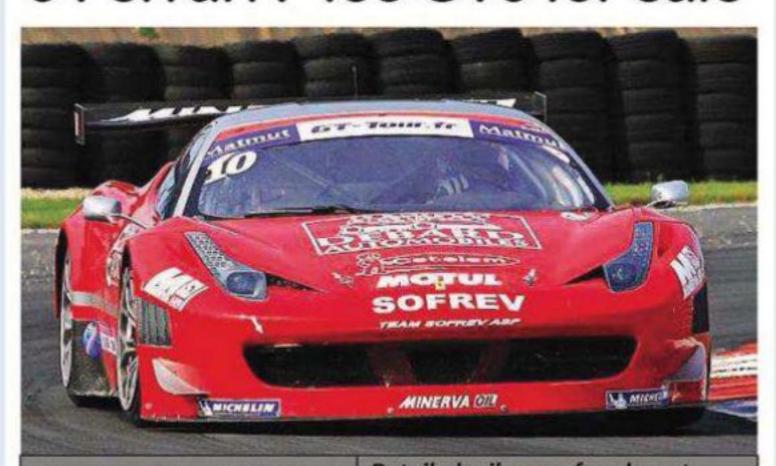
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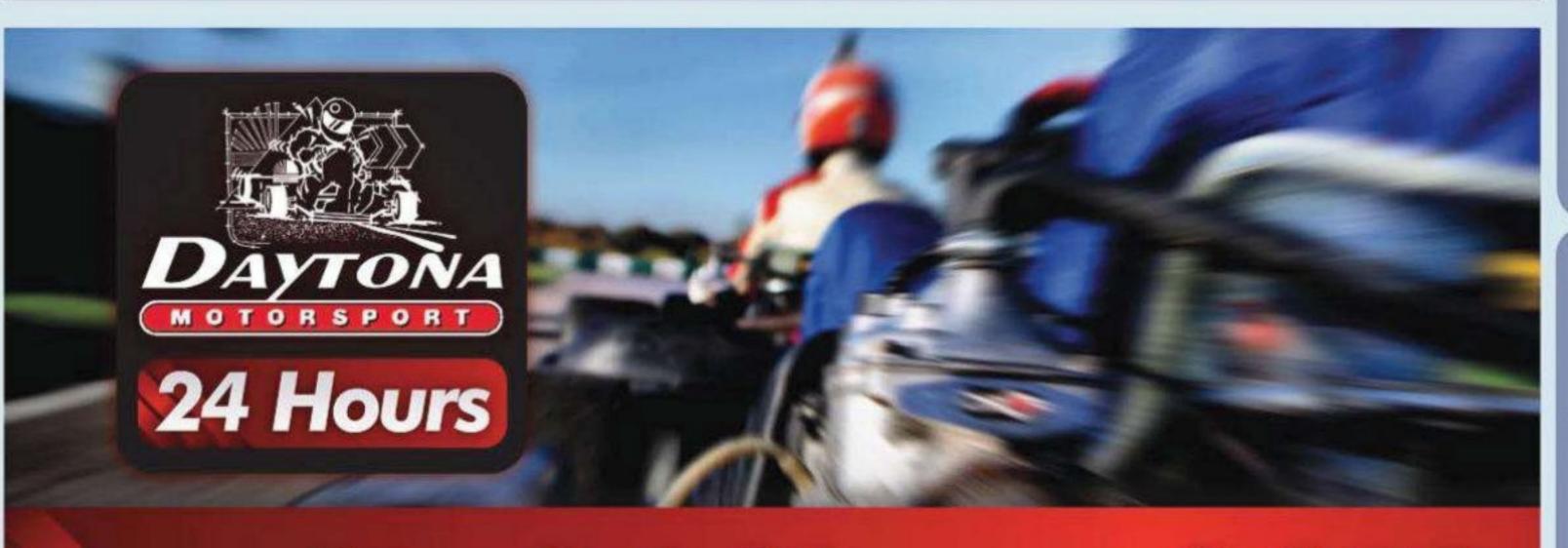
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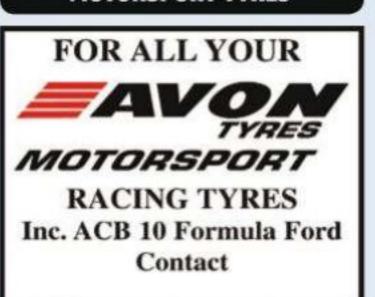
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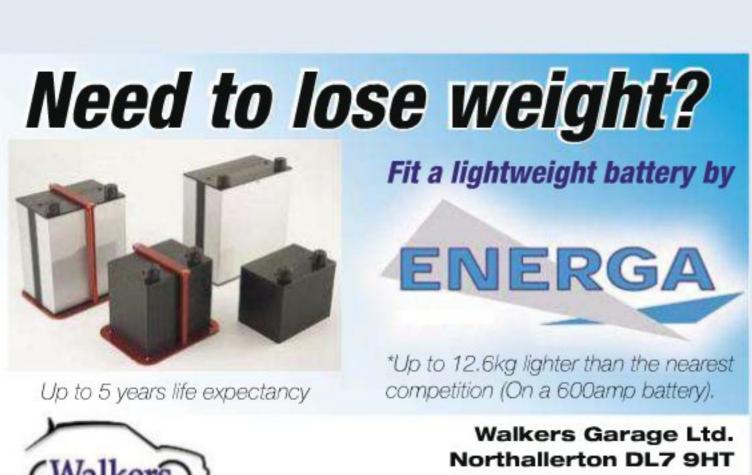


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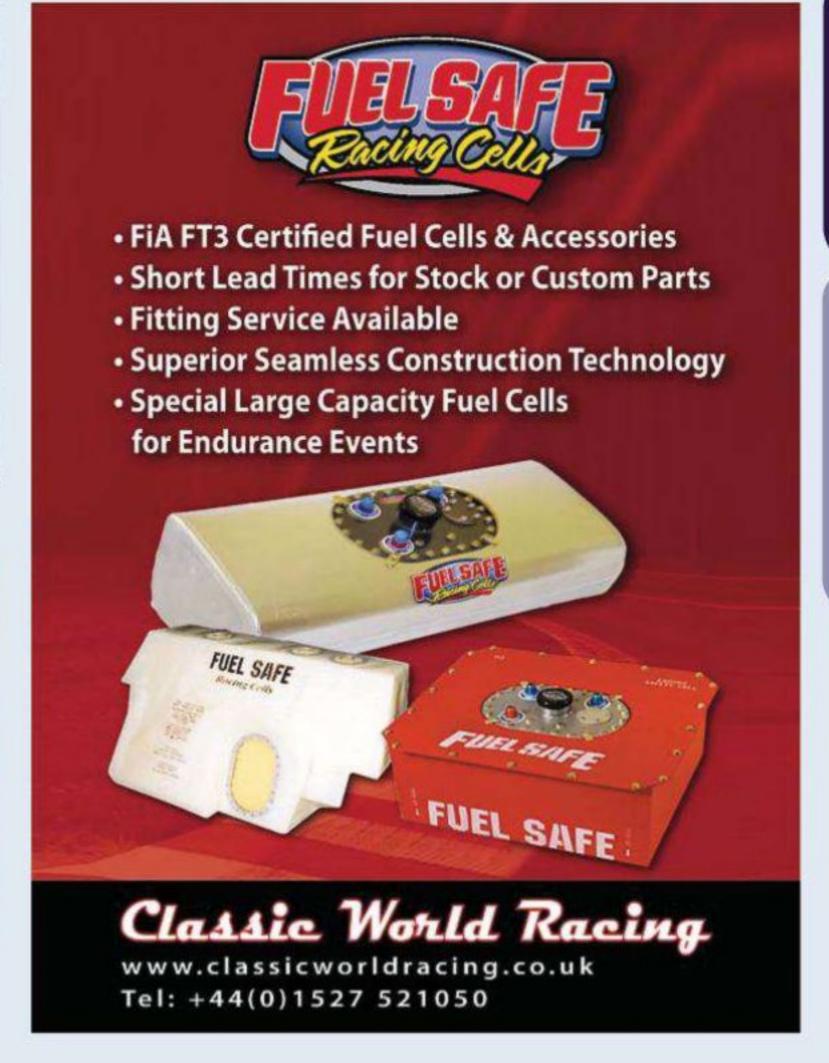




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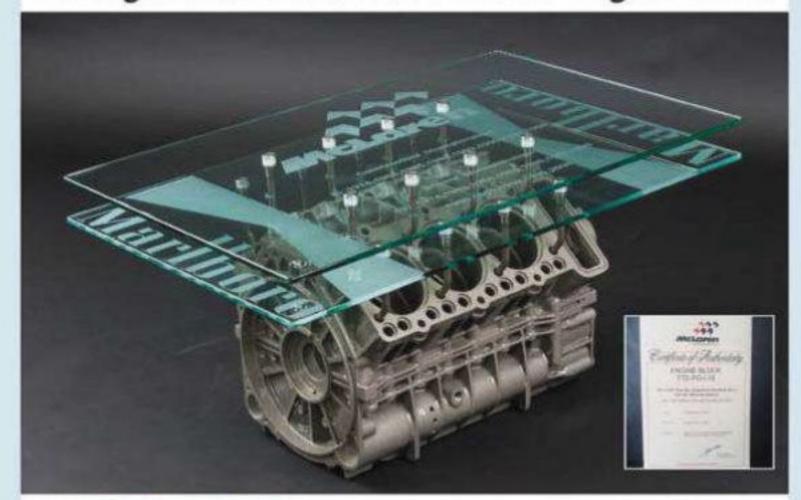
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A new vacancy has arisen for a Composite Support Technician reporting to the Build Operations Team Leader.

The successful candidate will be responsible for ensuring that the cars and all composite components leave the factory for each event at the highest possible standard of fit and quality, correct to the build specification.

### Key Accountabilities/Duties include:

- Ensuring that all the composite assemblies issued to the cars are at the correct issue level and have been pre-fitted
- Working with the Trackside Bodywork Coordinator and Race Team Bodywork Technicians to ensure that the correct stock levels of bodywork parts make each event
- Working with the Paint Shop Manager, communicating turnaround quantities and schedules
- Building/maintaining all Composite assemblies. Carrying out any relevant build procedures and fill out check sheets as required
- Liaising with the Build Operations Team Leader in ensuring that all bodywork requirements are fulfilled for Factory Tests
- Working with the Trackside Bodywork Coordinator to keep accurate damage reports for each event
- Supporting race and test events as required which may include travel to some events

Motorsport experience would be preferred but not essential. The candidate must have a decent level of mechanical and composite ability.

Flexibility in hours and a can-do approach is required, along with the ability to work in a team, under high pressure and to strict deadlines with minimum supervision.

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

# Barwell to Middle East

Top British squad leads UK contingent to Dubai



Aston in Middle East

SUCCESSFUL BRITISH GT squad Barwell Motorsport will contest December's Gulf 12 Hours and January's Dubai 24 Hours for the first time with the latest specification Aston Martin Vantage GT4.

UK sportscar ace Tom Kimber-Smith, his father Geoff, former British Touring Car racer James Kaye, and ex-British GT racer Paul Whight will share the car with its owner Jan Anderson.

Anderson, who is a close friend of eight times Le Mans 24 Hours winner Tom Kristensen, is stepping up from racing historics in his native Denmark.

Barwell boss Chris Needell said: "Mark [Lemmer, team manager] has raced at Dubai before but this is the

first time we've run a car as Barwell and it will be our very first time at Yas Marina [for the Gulf event].

"Dubai is an amazing event they had 85 cars last year. It's just such perfect timing and great winter business.

"The car is the latest spec and should be competitive in its class. We're quietly hopeful of some good results."

Scot Jonny Adam, a race winner in British GT over the past two seasons in Aston Martin GT3 machinery, will also contest the Dubai event, driving a Finesse Motorsport Renault Clio. He will team up with Clio Cup racer Jake Giddings if the team can secure at least two more drivers.

"The car's ready to go, we just need

two more drivers with the budget to do it," said former Clio champion Adam, who has coached Giddings in Clios this year.

"With Clios switching to a Dunlop tyre next year, we thought it would be a good chance to get some decent mileage rather than pounding

"Jake will almost certainly do to help them out. I think there are six or seven cars in our class so we've got a chance [of a good race]."

Fellow British GT ace Joe Osborne will share Optimum Motorsport's Ginetta G50 with Lee Mowle, Ryan Ratcliffe and Flick Haigh, while Nissan squad RJN will enter a 370Z for Alex Buncombe and an assortment of PlayStation GT Academy graduates.

Experienced sportscar racer Johnny Mowlem will race a Ram Racing Ferrari 458 Italia, while fellow Brit Rob Barff and Irish ace Matt Griffin will also drive Ferrari machinery.

The Jones family (David, Godfrey, Morgan, Philip and Gareth) will race their Mercedes AMG SLS GT3, and Brits Adam Christodoulou, Phil Quaife and Tim Mullen will share a Lapidus Racing McLaren MP4-12C with Dutchman Klaas Hummel.

Two squads from the Lotus On Track Racing Drivers' Club, plus contest the Dubai event with Elise champion Kane Astin will link up with Silverstone 24 Hours regular

Barwell will run new

around in the wet in the UK. Clios again next year and I just want

Britcar squad Motionsport, will also machinery, while former Mini Se7en Red Camel in its SEAT Leon.



# KEVIN

kevin.turner @haymarket.com



### **HEADING EAST DURING THE**

winter is becoming more and more appealing for British (and European) teams and drivers.

It's not just that the weather is better (particularly after the flooding in the UK this week), heading to places such as Dubai provides the chance to continue racing. Which is what it's all about.

Drivers get to compete and have meaningful running, and teams get an extra revenue stream at an otherwise quiet time of year.

The fact that there are singleseater series, such as the MRF Challenge (see page 48) and the Toyota Racing Series, as well as GT events attracting Europeans shows the current appeal of leaving UK winter-testing venues behind.

In the context of successful enduros abroad, it's a great shame that Britcar (see p82 for our 2012 season review) and Silverstone have not been able to put together a package to save the UK's 24-hour GT event in 2013, though there remains hope it will return in future (p77).

There have been times when the Silverstone 24 Hours has threatened to become international - Austrian team Duller Motorsport won the 2006 and 2007 editions - but one way or another it has struggled to maintain momentum.

Even so, it has always been a special event to attend, with a range of GT and tin-top machinery racing through the night, the blazing lights of the frontrunners slicing through the traffic. It just needs a few more cars, a lot more spectators and, perhaps, a bit more sun.

Extra contact details

Ben Anderson, national editor ben.anderson@haymarket.com

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p82 **SEASON REVIEWS** BEC/ERC/BRC/BHC



**BRDCF4** 

### F4 car passes FIA crash test

### THE CHASSIS THAT WILL FORM

the basis of the new BRDC Formula 4 Championship in 2013 has passed its crash test.

The Ralph Firmanbuilt MSV F4-013 completed a series of impact tests to the latest FIA standards for single-seaters at the Cranfield Impact Centre on November 21.

Firman said: "The MSV F4-013 chassis has been many months in the planning, so we were always completely confident that it would pass the FIA chassis tests at its very first attempt.

"Production of the 24 sold cars is already well underway and we're currently right on schedule, meaning we'll be delivering the first car orders to teams early next year as expected, with a plentiful supply of spares."

When the new category launched in September, series promoter MotorSport Vision said the first car would begin testing this month. But engineering

manager Giles Butterfield now expects to begin testing in January. "The first car will run early in 2013; week one or two," he told AUTOSPORT. "This is later than we originally said but won't affect delivery of customer cars.

"Having had such a strong uptake and increased the production batch from 20 to 24, we decided to concentrate efforts on advancing the manufacture rather than divert efforts into getting a prototype running early.

"Everything's on schedule and we'll have a better product to deliver as a result of the extra time invested." BRSCC Mazda MX5

### BRSCC to run own Mazda series

### THE BRSCC WILL RUN ITS OWN

series for Mazda MX5s next season.

The club ran the Ma5da Racing championships for Mk1s and Mk3s this season, before Ma5da decided to seek an alternative organiser for 2013 (see AUTOSPORT, November 1).

The BRSCC will run 19 races across eight circuits next year and has lodged a notice of intent with the MSA for championship status in 2013, which it expects will be approved. It also plans to provide TV coverage, hospitality and a dedicated website for the series.

BRSCC competitions director Drew Furlong said: "When Ma5da Racing announced in June that they would be seeking a new organising club we decided our next course of action would be determined by the views of the drivers, our members.

"In the last few weeks, it has been increasingly apparent there is a groundswell of support for the BRSCC to offer an alternative to Ma5da Racing. We have taken this decision in the best interests of members who currently race the MX5, and potential drivers who are interested in joining."

BRSCC ran MX5 races at Silverstone 24Hrs



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Butterfield: on time



Formula Ford

# Winged EcoBoost Formula Ford to make track debut at Silverstone

### THE WINGED VERSION OF

Formula Ford's EcoBoost singleseater will make its circuit debut at Silverstone next month.

British Formula Ford, which is set to become a slicks-and-wings series on the British Touring Car Championship's support bill next season, will hold a sampler day on December 15.

Two winged versions of the car, which was new for 2012 in non-winged form, will be made available for the test



Winged Formula Ford will first test at Silverstone

on Silverstone's Stowe circuit.

As well as new front and rear wings, the 1.6-litre EcoBoost engines in the cars have been remapped to give 200bhp.

Championship promoter RacingLine will limit the test to 18 drivers in anticipation of high demand and drivers wishing to take part are being asked to submit written applications and racing CVs by email.

Series boss Sam Roach said: "We are expecting the first wave of places to be filled quickly by drivers wishing to be the first anywhere in the world to sample the new Formula Ford.

"Each of them will get a drive slot in order to sample the new car and they will also have the opportunity to meet representatives of the teams planning to contest the series, meet the Formula Ford organisation, and take part in technical and sporting presentations."

### **British GT**

### FF Corse commits to British GT3

FERRARI SQUAD FF CORSE will step up to the top class of the British GT Championship in 2013.

The Ferrari Challenge team ran a GTC-class 458 for Gary Eastwood and Ryan Hooker in the latter stages of British GT this season. Now it will run one GT3 458 for Eastwood and experienced GT racer Rob Barff, and could add further entries.

Team principal Anthony
Cheshire said: "We are very
pleased to be joining the
main class of the British GT
Championship for the first time.

"We pride ourselves on our Ferrari expertise and see the main British GT Championship as the



FF Corse ran in GTC in British GT this year

perfect opportunity to showcase our company's technical expertise. We fully expect to be competitive from the outset and are currently evaluating entering additional cars in the main class and also in GTC."

Barff added: "Having raced previously in British GT, I am really pleased to be making a return in a very competitive package."

### Silverstone 24 Hours

### No Silverstone 24 for next season

### THE SILVERSTONE 24 HOURS

will not take place next year due to financial reasons.

The Britcar event was introduced in 2005. It was shortened in '09 before returning in '10, but only attracted 33 starters this season.

Britcar's David Hornsey confirmed the event would again be shortened in 2013, but hoped it could return in '14.

"It'll probably be six hours or 1000km instead, because of financial reasons," he said.

"We had a small grid this year and there doesn't seem to be money around to do a 24-hour race in the UK every year. We're working with Silverstone to get a better package for 2014."

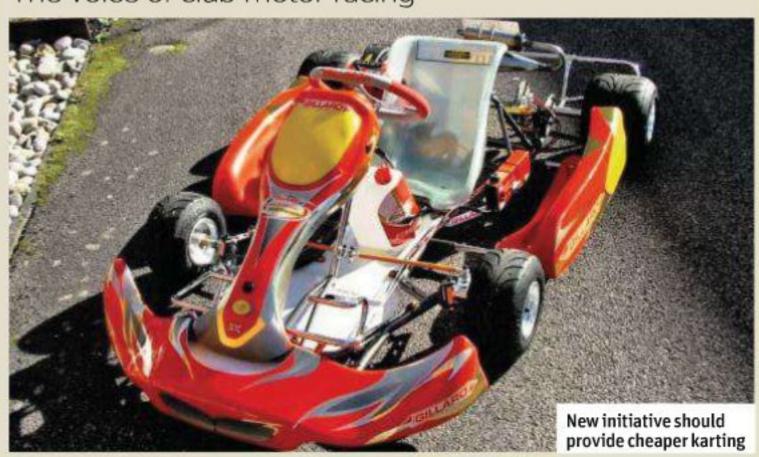
Hornsey did not rule out the possibility of the 24 Hours becoming a biennial event.



### **MARCUS PYE**

# HUMBLEPYE

The voice of club motor racing



ho wouldn't like to race karts if competing on a level playing field was affordable? While £150k a season buys aspiring Vettels, Buttons and Hamiltons international campaigns, and Cadet racing starts them off sensibly at eight, too many 11 to 15-year-olds stall financially.

A new one-make initiative could change that. Steve Chapman of the world-beating Buckingham-based Protrain Racing team and Tim Gillard (whose eponymous company has manufactured karts for 32 years) know the sport inside out. If their recipe is right, the dynamic of club karting could become more inclusive.

In taking the MSA's sanctioned but vacant Junior Tyro class, providing maximum fun for minimum expenditure is their quest. The kart costs around £2500 (a new Junior Rotax is £4k), with electric-start centrifugal-clutch 95cc two-stroke engine.

"The frame is stronger than those of existing classes and requires very little maintenance," says Gillard. "Like the chassis, the all-weather [German Heidenau] tyres are designed to slide, while the engine should run a season between rebuilds."

Sourced from Sweden - where the anti-noise green lobby is rampant - the Raket engine is a misnomer. Evolved for low-noise

Tim has worked miracles with the chassis. Everyone gets off smiling from ear to ear"

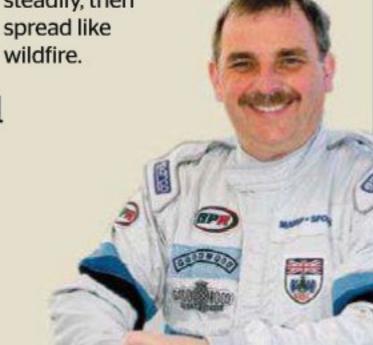
and exhaust emissions, it is ideal for indoor use too. Gillard has exclusive UK sales rights and the package's attributes have generated significant Junior Tyro interest among kart schools.

While Gillard's PR efforts were never as voluble as those of Zip or other respected British manufacturers, his marque's track record is considerable. Jenson Button, Kimi Raikkonen, Anthony Davidson and Guy Smith are among its alumni; an undisputed pedigree.

"Complexity was spoiling the sport," asserts Chapman. "Tim has worked miracles with the chassis, which has mechanical brakes and requires only simple changes to switch between dry and wet settings. Everybody who has driven it has got off smiling from ear to ear."

While it won't lap as quickly as existing classes, testing suggests it will produce close racing at a family-friendly price. And because nobody will be able to ramp up performance levels by throwing money at it, the kit should not become obsolete quickly.

The opportunity to enjoy topquality racing without breaking the bank is all too rare now. If Junior Tyro appeals to you and your kids, call Steve Chapman about testing. Expect it to start steadily, then





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**RAC Rally** 

# McCormack wins RAC thriller

### Irish ace beats Escort veteran Bannister to win classic northern rally event

### **MARTIN McCORMACK AND PHIL**

Clarke overhauled Steve Bannister and Kevin Rae on the penultimate stage to win the 2012 Roger Albert Clark Rally by 17 seconds.

The pace of the two Ford Escort Mk2s crews thrilled thousands of fans in the forests of Yorkshire and the Scottish Borders as they battled furiously from Friday evening to Sunday afternoon.

Bannister took the advantage in his native Yorkshire, despite an early puncture, but McCormack never stopped chasing and turned up the pressure on Sunday, the toughest day of the rally.

With blistering times through the two Craik stages, McCormack closed in for the kill and grabbed the lead with only the concluding 17-mile Kershope stage to run. Then, a mile from the finish, Bannister had a quick spin and the result was finally settled.

"What a battle," said Irish ace

McCormack. "It's been unreal and it is incredible to finally win this rally."

"I didn't expect to live with him," said Bannister. "In the end he just pushed that bit harder."

Will Onions and John Millington survived a last-stage gearbox drama to take third, while veteran Bob Bean and Malcolm Smithson topped Category 1 in their Lotus Cortina. In the Open section, Martyn Hawkswell and Nick Welch repeated their 2011 win in their Escort.

**Production Touring Car Trophy** 

### New classes for Production Trophy



### THE BRITISH AUTOMOBILE

Racing Club is hoping to boost grids in its Production Touring Car Trophy by introducing a new class and amalgamating with the Honda VTEC Challenge in 2013.

The PTCT was launched, as Sport Maxx, in 2007 as a multi-class series. Poor support in the lower classes resulted in the series becoming focused around the top 210bhp/ton category this year, but grids remained small.

Now the top class will be reduced to 190bhp/ton and a cheaper class, for cars producing 160bhp/ton, will be introduced. The Honda VTECH Challenge, which also suffered poor support in '12, will form another class.

The BARC's Ian Watson said:
"We've reduced the power in the top
class to put less stress on components,
plus people won't need to spend as
much money on development.

"Neither the Production Trophy or the VTEC Challenge have been as well support as hoped and they're both for saloons so it made sense to put them together."

Watson did not rule out separating the two categories again if grids grow sufficiently strong. **BMW Compact Cup** 

# Soft option tyre for Compact Cup

### HARD AND SOFT-COMPOUND

tyres will be introduced into next season's BMW Compact Cup in an attempt to mix up the racing.

The BMW Compact Cup has agreed a three-year deal for Marangoni to supply the control tyres for the championship. The Italian company will make available a hard and a soft compound to create what series director Paul McErlean called a "dynamic factor".

"We're not saying one is a wet and one is a dry," he said, "but in changeable weather, tyre choice will make a difference."

McErlean explained that the switch to Marangoni from Toyo tyres was also aimed at reducing costs. Two sets of Marangonis, one hard and one soft, will cost £450 and it is envisaged that the tyre budget for a season will be no more than £600.

Compact Cup runners will get two tyres in 2013



### **NEWS** SPORTS EXTRA

### **IN BRIEF**



Palmer enjoyed his R600 Donington run

### EX-FORMULA FORD FESTIVAL

winner Chrissy Palmer is considering a switch to the new Caterham R600 series in 2013 after testing the car at Donington Park last week. "I was very impressed, it felt like one of the new Formula Fords," he said. "I would love to race it."

### **KARTING ACE JAKE HUGHES WILL**

contest the new BRDC F4 championship, driving for Lanan Racing. The 18-year-old, who made his single-seater debut in the Formula Renault BARC winter series this year, said: "I know it's going to be a challenge, but I'm in it to win it and Lanan have really impressed me."

### BRITISH GT4 CHAMPION JODY

Fannin tested a works Ginetta G55 GT3 car at Donington. "I would ideally like to do British GT again, with the odd European trip," he said. GT Cup champ Derek Johnston and Nigel Greensall also had a run, along with Ginetta GT Supercup frontrunner Tom Sharp.

### **GINETTA G40 CHALLENGE RACERS**

Mike Robinson and Graham Johnson will share a SEAT Leon Supercopa in Britcar races next season. "We wanted big grids, more power and are used to do endurance karting together," said Johnson.

### GINETTA JUNIOR RUNNER-UP

Sennan Fielding had his first run in a G55 at Donington last Thursday. "I would love to race one but don't know what I am doing yet," he said. He was joined by Junior rival Oliver Basey-Fisher.

### DAVID MASON O.B.E. RETURNED

to race at Brands Hatch for the first time since 1961 last Saturday. He shared his FF Corse Ferrari 458 with Calum Lockie. "I started racing in 1959 and then gave it up when I got married," he said. "My wife doesn't know I'm racing today!"

### ANDY NEWALL GAVE CARLOS

Santos's GRD sportscar its first run for over 30 years at Donington. The car has been rebuilt to original spec after being converted from two-litre BDG power to a Schnitzer BMW for hillclimbing. Santos's son Carlos will race the car.



Rare GRD tested at Donington and will race





'SEB MORRIS on becoming 2012 BARC Formula Renault Winter Series CHAMPION'
- 7 BARC Formula Renault wins and 9 Pole positions in 2012.

'Pepe Massot on winning 2012 Ginetta Junior Rookie Championship'
– 11 Rookie wins and 2 outright wins in his first season of racing!



Matt is a Full Time Driver Coach and Grade 'A' National ARDS Instructor.

Drives available for 2013 in Ginetta Junior, BARC Formula Renault and Formula 4.

2008 – James Theodore – BARC Formula Renault Winter Champion 2009 – Ahmad Al Harthy – BARC Formula Renault Vice-Champion 2010 – Tom Ingram – Ginetta Junior – Champion 2010 – Seb Morris – Ginetta Junior - Winter Champion 2011 - Victor Jiminez - BARC Formula Renault Winter Champion 2011 – Seb Morris – Ginetta Junior - Champion 2012 – Pepe Massot – Ginetta Junior Rookie Champion 2012 – Seb Morris – BARC Formula Renault Winter Champion



Please contact Matt for impartial advice on 07980 783 643 www.mattshawyer.com



### QUICK RESULTS

- → Winners Clarke/Gibson
- -> Pole Symons
- -> FL Symons







### THE BRANDS RACING

season ended in a blaze of headlights with a thrilling final round of the Britcar Production Cup and a narrow victory for the Intersport BMW of Kevin Clarke and Wayne Gibson. But 10th place was enough for Daniels Motorsport's Ed and Harry Cockill to clinch the championship.

Clarke led from the start, chased closely by the BMW M3 of Michael Symons and Craig Davies (SEAT Leon). Then Dave Cox spun his BMW out of fourth at Paddock, prompting the first of several safety car periods that plagued the early laps - hardly surprising considering the darkness and driving rain.

Symons seized the opportunity to take an early pitstop, but then

found himself way back.

After 30 laps, and while under another safety car, Clarke handed over to Gibson. Their M3 was able to resume close behind new leader Guy Povey.

By half-distance, Symons was already up to third and gaining about a second a lap on the leader. Then Gibson regained the lead when Povey dropped out of contention after a drivethrough penalty because of a safety car infringement.

With 20 minutes remaining Symons started setting a series of fastest laps, but Gibson was able to respond; at the end they were just four seconds apart after 90 minutes of spectacular action.

In the last few laps Adam Jones overhauled former F1 driver Mike

Lockie and Mowle battled the

conditions, and each other

Wilds to claim third for the Sub Zero: Wolf squad.

At the start of the Open Saloon race, which attracted the best grid of the day, gearbox guru Michael Quaife set the pace with Rod Birley's Ford Escort WRC. But despite a fine effort, the handicaps applied for this charity event effectively stymied the Escort and its owner could only bring the car home third. Steve Rothery was a surprised but worthy solo winner, 3.3 seconds up on Mark Tilbury.

The Britcar Open GT and Sports Car races were all about the duel between Calum Lockie/David Mason in Mason's Ferrari 458 and Lee Mowle, who put in a feisty solo effort with the Optimum Motorsport Ginetta G55.

First time out, Lockie seized the advantage, then seemed to have a safe lead after his rival had spun out. But Mowle quickly recovered and took the lead while Lockie was handing over to Mason. The Ginetta went on to take a comfortable victory on the road, but the positions were later reversed after Mowle was given a 55-second penalty for too short a pitstop.

It was a similar story in race two as Lockie led from the start, chased by Mowle. Then the Ginetta spun briefly at Druids, although Mowle continued. With eight minutes to go Lockie handed the Ferrari over to its owner and Mason then held it all together to win by 27 seconds from Kevin Clarke. Mowle finished

third after another spin.

"In all my 20 years of racing I have never encountered such slippery conditions," said Lockie.

In the first Smart race, Belgium-based Italian Silvano Caira recovered well from a perilous pirouette at Paddock, reeled in the leader Ben Constanduros (son of F1 commentator Bob) and then raced on to win. Simon Horrobin and Ashley Craig finished third and fourth respectively, almost a minute behind the runner-up.

Caira simply sped away from the opposition to win the second race by more than half a minute. Horrobin secured second with a neat move around Constanduros at Paddock.

Kerry Dunlop

### **BRITCAR PRODUCTION**

CUP (76 LAPS) 1 Kevin Clarke/Wayne Gibson (BMW M3); 2 Michael Symons (M3) +4.144s; 3 Craig Davies/Adam Jones (SEAT Leon); 4 Ian Lawson/Mike Wilds (M3); 5 Marcus Thomas/Angus Dawe (M3); 6 Nigel Ainge/ Mike Jordan/Andrew Jordan (Honda Integra). Class winners Lawson/Wilds; Tim Saunders/ Matt Hamilton (Honda Civic Type R). Fastest lap Symons 57.773s (75.27mph).

### OPEN SALOON ENDURO

(27 LAPS) 1 Steve Rothery (Renault Clio); 2 Mark Tilbury (Clio)+3383s;3 Michael Quaife/Rod Birley (Ford Escort John Harrison (Marcos WRC); 4 Peter Osborne (Clio); 5 Chris Murray-Brown (Clio); 6 Bob Hosier (BMW Mini Cooper S). CW Birley/Quaife; Osborne; Hosier. FL Birley/ Quaife 59.749s (72.78mph). BRITISH OPEN GT &

SPORTS CAR (44 LAPS) 1 Calum Lockie/David Mason (Ferrari 458 GTC): 2 Lee

Mowle (Ginetta G55) +9.000s; 3 Jensen Lunn (Chevron GR8); 4 Adam Hayes (M3), 5 Wayne Gibson (M3); 6 Mick Mercer/ Mantis). CW Mowle; Lunn. FL Mowle 55.962s (77.70mph). RACE 2 (43 LAPS)

1Lockie/Mason; 2Kevin Clarke (BMW M3) + 27.749s; 3 Mowle; 4 Shamus Jennings/ Peter Jennings (Ferrari 458 GTC): 5 Mercer/Harrison; 6 Alistair Lindsay (Chevron GR8). CW Clarke; Mowle.

SMART 4TWO CUP (BOTH 17 LAPS) 1 Silvano Caira; 2Ben Constanduros +5.562s; 3 Simon Horrobin; 4 Ashley Craig; 5 Jacob Jackson; 6 Bobby Thompson. FL Caira 1m10.319s (61.84mph). RACE 21 Caira; 2 Horrobin +37.721s; 3 Constanduros; 4Thompson; 5 Craig

6 Jackson FL Caira Im10.448s

FLLockie 56.237s (77.32mph).



(61.72mph).

# Bullruntrio's horn of plenty

Class 3 Evora claimed the outright British Endurance title. By STEVE WOOD



he Bullrun Lotus Evora squad beat quicker and more fancied rivals to win this year's British Endurance Championship. The Lotus proved rapid and reliable straight out of the box at Silverstone in March, and the driving strength of Richard Adams, David Green and Martin Byford ruled Class 3 in the early races.

But come mid-season, with the BMW GTRs moving down after a class realignment, and the Tracktorque Chevron GR8 finding form once Tommy Field got into his stride (the Chevron took honours at Snetterton and later at Donington, the Webb brothers hit the top in their GTR at Brands), the class was becoming worryingly competitive.

Byford was the lynchpin of Bullrun, and his stunning solo three-hour drive to the overall win mid-year at Oulton Park was a highlight of the season. With the class title already sealed, they suffered their only mechanical issue in the Donington finale, but had done enough by mid-race to take the overall title, the only team ever to win both Britcar GT and Production honours.

The Azteca/Strata 21 Mosler of Javier Morcillo, Manuel Cintrano and Paul White was in contention for the title, but Morcillo made a habit of finding Andy Schulz, sharing Paul Bailey's Ferrari 430, on the same piece of track towards the end of three-hour enduros.

Schulz had to explore the limits of the Ferrari's handling to be at the front, often with consequences, and twice he and the Spaniard clashed, with a 50/50 result. Nevertheless, the Mosler crew tied-up the Class 1 title and were overall runners-up.

Lawrence Tomlinson exploited the flexibility of Britcar regulations to race-test new developments, and he and Ginetta test driver Mike Simpson took overall honours both times they showed up in the works G55 muletta.

The Marcos Mantis still has a competitive home in Class 2 of the BEC, but the Team Tiger machine of Chris Beighton and Jon Finnemore, while proving a frontrunner, posted too many DNFs, leaving the class title fight between the two similar Topcats machines and the Motionsport Ferrari 458 of Simon Phillips and Pete Storey.

By dint of having more wins, despite struggling with ABS issues that even Maranello couldn't rectify, the Ferrari took class honours, with the 'orange' Topcats Mantis finishing on equal points (due to the dropped-score ruling), Owen O'Neill being the mainstay of the car's eight drivers during the season. Team boss Warren Gilbert rued that his lone-driver Oulton victory in the sister 'big green' car took points away from its sister.

The season started well for Steve Guglielmi and Jeff Mileham, in the latter's Lotus Elise, enough to lure British GT champion Michael Caine to assist. But the Elise got caught up in too many accidents and they sat out the late-season, leaving Class 4 honours to the Strata 21 Porsche 997 of Adam Sharpe, David Pittard and Tom Jones. This trio beat the Motionsport Elise, which had performed steadily in the hands of Gary Coulson, Ben Gower and Ben Pitch. While heading the class in the overall standings, Jensen Lunn's Chevron GR8, shared mainly with Mark Steward, ended third in class due to dropped scores.

A championship-registered car triumphed once again in September's non-points Silverstone 24 Hours, this time the Geoff Steel-run BMW GTR of Mark Poole, Richard Abra, Michael Symons and Clint Bardwell, thanks to a trouble-free run.

Former champions went head-tohead in the season finale at Donington. With regular frontrunners suffering various issues, the 2009/10 titlewinning MJC Ferrari of Witt Gamski and Keith Robinson, aided by John Gaw, beat the Dodge Viper of 2011 champs Craig Wilkins and Aaron Scott.



PICS: WALKER, WHITTINGTON, WALDER

# Europe falls thanks to Russian conquest

### Timur Timerzyanov dominated European Rallycross in 2012. By TIM WHITTINGTON

couple of times during the year Timur Timerzyanov did things in his Hansen Motorsport Citroen DS3 that made you draw your breath. When the chips were down the Russian displayed that special something that marks out the great from the good.

The 25-year-old non-started round one of the European Rallycross Championship, after a visa mix-up meant he was denied entry to the UK for the Lydden season opener. His recovery from this mishap was swift and decisive. With six wins under his belt, Timerzyanov secured the title at the end of the penultimate round, becoming the youngest champion since 1975 and delivering Kenneth Hansen, the sport's most successful racer, his first title as a team owner.

There were slim pickings for the rest of the field. Tanner Foust won

at Lydden and again in Norway, where Timerzyanov drove half the A final with a puncture. Final-round winner Liam Doran, who established his own team and developed a new DS3, pipped the American to second in the points. The other winner was Kevin Procter, who came from the C final to snatch an unexpected victory in a topsy-turvy French event.

The British championship distilled to a straight fight between defending champion Julian Godfrey and multiple title-winner Pat Doran. In the fourth of the six events Doran took his second win and put the screws on points leader Godfrey. The professorial engineer struck back with his second win at Pembrey and then remained calm in the finale at Croft, playing a long game on tyre choice, taking the Fastest Time of the Day bonus for the fifth time and winning the event to retain the title.



Ollie O'Donovan won the first round, but dropped out after round three, so the reliable and consistent Andy Grant took third spot in his similar Focus.

Ash Simpson, 23, became Supernational champion with five event wins in his Lotus Exige, and all other class winners were under 30, showing just how full of young talent the BRC is right now.

Historic racing arrived with Retro Rallycross, which ran the last half of the season. It mustered 10 cars for the finale at Croft and is here to stay.

# Willis deposes Moran as king of the hills

### First title for OMS Powertec driver ended 14 years of Gould domination in British Hillclimbing. By EDDIE WALDER

his was a season of new highs for British Hillclimbing. Trevor Willis clinched his first MSA title after many years of constant improvement. His victory also provided a first crown for the OMS marque, started by Steve Owen in the garage of his Leeds home some 27 years ago.

The victory finally broke a 14-season Gould stranglehold on the trophy and meant OMS joined Ray Rowan's 1989 Roman-Hart triumph as one of only two success stories that haven't involved Gould or Pilbeam machinery since 1981.

Willis, who failed to score in round one, kept close to Scott Moran until the latter and his father Roger had to miss two events after the annual summer visit to the Channel Islands.

Willis stepped up a gear in the absence of the Morans, winning both Wiscombe Park and Craigantlet events. He broke the long-standing hill record at Wiscombe and a week later repeated the feat at Craigantlet, taking the series lead for the first time in his career.

On his return things went wrong for Scott Moran. At Shelsley Walsh a rain



shower prevented his qualification for one run-off. Despite a win later on, 10 points were lost and the same happened at Prescott where Willis also broke the hill record. From then on Willis kept just clear of Moran to secure the title.

With these two at the head of the table, and Roger in close attendance, Jos Goodyear re-established his career by taking fourth in the points in the astonishing little GWR Raptor, shared with Lee Adams. In mid June Goodyear struck in the most sensational way possible at Loton Park by taking the hill record, the first by a motorcycleengined car since Tico Martini in 1962 - although Scott Moran snatched it away 10 minutes later.

Better would come across the Channel, where Goodyear dominated by taking both Islands course records and even going under the Val des Terres mark on his first practice run.

He also won the class-based MSA Leaders title that runs within all the mainland rounds.

Will Hall won his first ever round at Loton Park's season finale, and Adams won two Doune run-offs but retired from the sport at the end of the season.

After 2011, when only one record fell, by this season's end hill records had been bettered seven times by three different drivers.

# FINALDRIVE

# What you think of the motorsport news of the past week



# A story of two drivers

A great season with fantastic competition has ended. But spare a thought for another story of two drivers in the same team...

Driver 1 has 66 points, to Driver 2's 60. Both drivers are equal in qualifying, beating each other 10 times over the season.

Driver 1 will now move into one of the very best seats in F1, while Driver 2 will be very fortunate to find a seat at all.

I await next season in anticipation to find out if McLaren has made a big mistake, or whether Kamui Kobayashi has a reason to feel very hard done by.

Mark Fidell, Barton Upon Humber, N Lincs

### EDITORIAL CONTACT mail@autosport.com

### A great race on a proper

circuit, but spoilt by endless replays and cutaways to the pits which broke the flow.

Next year can we have far fewer shots of the mechanics, WAGs, mothers and general hangers-on please.

Congratulations to Vettel, but I wish Jenson had retired... just this once.

### **Tim Barrett**

Hardingham, Norfolk

### What an F1 season, what

a finish in Sao Paulo! El Matadorfailed to tame the Red Bull, but was oh so close. However, despite the

romance of Fernando Alonso prevailing, it has to be said that Sebastian Vettel's two battling drives from the back in Abu Dhabi and Brazil had swashbuckling passion of their own.

I'll stick with the easy way out-the man with the most points after the final race always deserves the title. Paul Irwin Bexleyheath

### I would like to thank

Michael Schumacher for all the many years of great racing and drama he has given us. There is no doubt that he is the greatest ever and I for

one am going to miss him. M Kirby Dublin

### I wonder how may other

Sky viewers were appalled by the contempt with which Michael Schumacher treated Johnny Herbert's attempts to interview him in Brazil. It was painful to watch.

There in a nutshell was all of Schumacher's arrogant disregard for F1 and his fellow competitors. Goodbye Michael: F1 is immediately healthier for your leaving it.

### **David Goddard** Hove

### After the uncertainty at the

beginning of the year, a big 'thank you' to the BBC.

For me the best coverage yet of a great season. Jake, David and Eddie have kept us amused and informed, but the big plus was how the main players in the championship battle, Christian Horner, Martin Whitmarsh and Stefano Domenicali, and many of the drivers seemed pleased to chat without reserve to the BBC and exchange a bit of banter, as well as vital information from the sharp end.

### David Denham-Smith

Eastbourne

### **WAUTOSPORT.COM**

### **TOP FIVE ON OUR WEBSITE**

- 1. RED BULL TO USE NEW-SPEC
  - 2. McLAREN ADMITS LEWIS SHOULD BE IN TITLE HUNT
  - 3. FORCE INDIA BOOSTED BY **£50 MILLION INVESTMENT**
  - 4. RIVALS ACCEPT FERRARI'S **US GP PENALTY TACTIC**
  - 5. COCA-COLA'S BURN BRAND TO SPONSOR LOTUS

### **WAUTOSPORT+**

### **TOP STORY ONLINE**

THE SHADOW HANGING OVER FERRARI

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.



### 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.

FROM THE FORUM - forums.autosport.com

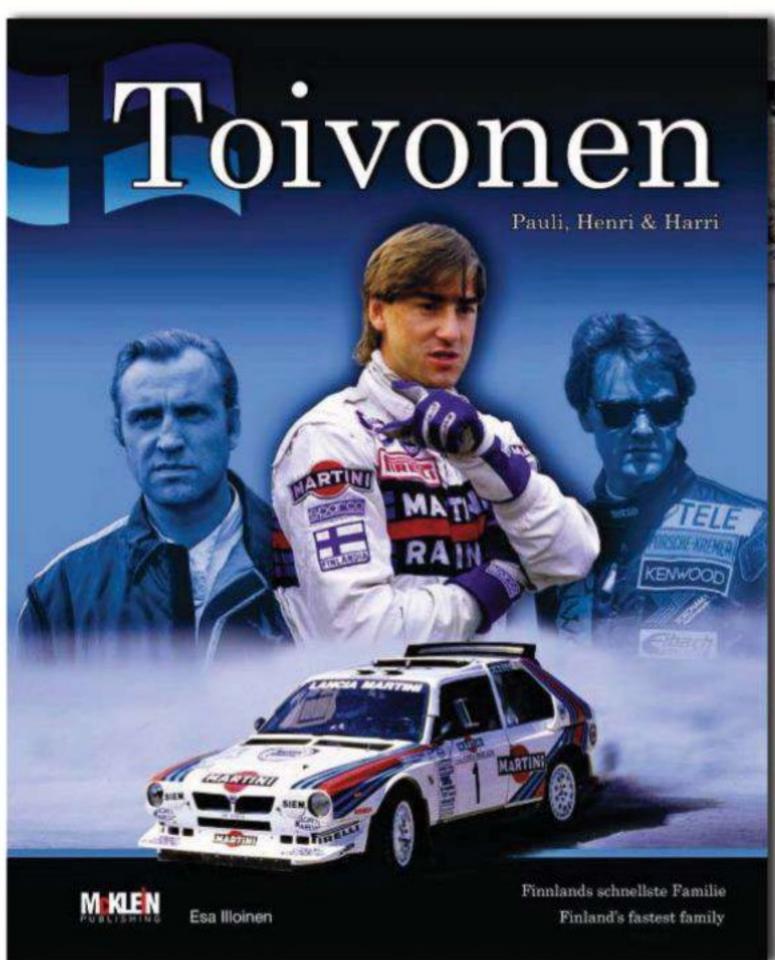
- WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW
- Vettel about "Dirty tricks"
- The simulation generation

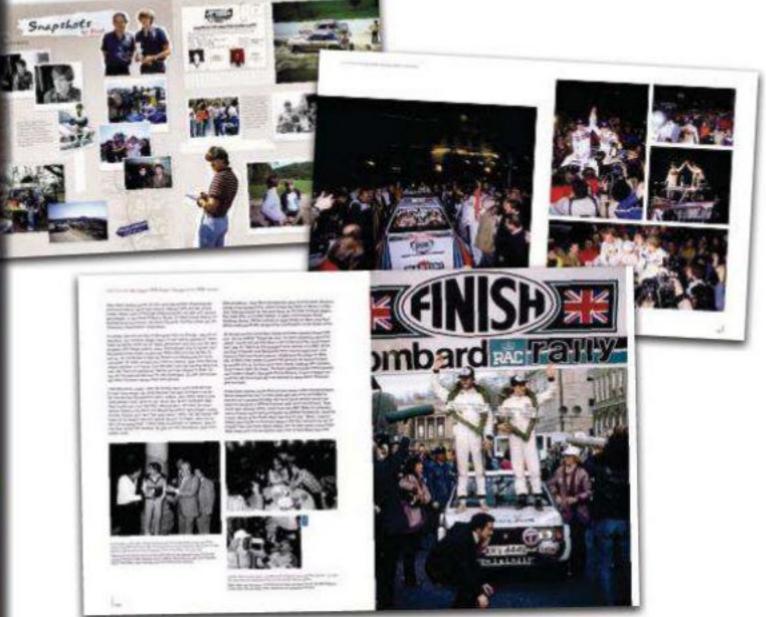
### CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

# THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts





### TOIVONEN FAMILY BIOG BOOK €49.90 (978 3 927458 61 1) rallywebshop.com

Finnish rallying writer and historian Esa Illoinen tells the poignant and profound story of the Toivonens - Finland's fastest family. From the 1950s/60s exploits of Pauli, through to the Group B antics of his sons Henri and Harri.

Naturally, the majority of this

sensational book - complete with personal recollections and images from close family and friends - focuses on Henri, the charismatic Talbot, Opel and Lancia star whose death in 1986 remains a haunting legacy of that perilous era.

This is a sharp-intake-of-breath book, one that's hard to leaf through without an attack of the goose pimples. Anyone with real rallying fever shouldn't waste another second before handing over the €49.90.



### BRITISH RALLY '12 DVD £16.99 (four hours) dukevideo.com

Relive all the best bits of the six-round British Rally Championship (Sunseeker, Bulldog, Pirelli, Jim Clark, Ireland and Yorkshire) on this four-hour DVD. Keith Cronin, Tom Cave, Osian Pryce and Jonny Greer all fought for the title in the final round, with stage-side and onboard cameras catching all the drama.



### JIM BAMBER McLARENS £42.50

thejimbambercollection.com

Irreverent AUTOSPORT cartoonist Jim Bamber's latest addition to his 'heroes' range features the 2012 McLaren MP4-27s of British pairing Lewis Hamilton and Jenson Button - their final season as team-mates. The models are limited to just 300 pieces worldwide, each individually numbered.



### RAZOR E-300 SCOOTER £279.95

boysstuff.co.uk

Perfect for nipping around the paddock, the Razor E-300 electric scooter has a cruising speed of 15 mph and a range of nine to 11.5 miles - or approximately 45 minutes – per charge (which takes 12 hours). The fold-up scooter weighs just 22.5kg with a lighter and cheaper (£269.95) stand-up model available.

### **HOT ON THE WEB THIS WEEK**

YOUTUBE: FORD BOWS OUT OF WORLD RALLYING



### SEARCH FOR: Ford WRC Spain 2012 (9:11)

Follow the M-Sport WRC team during the 2012 finale in Catalunya, the last event for the team with factory Ford backing. VW-bound Jari-Matti Latvala's six-year stint with Malcolm Wilson's squad finishes with second place – and it's too much for MW.

# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



### **V8 SUPERCARS**

### Rd 15/15

Homebush, Sydney, Australia December 1-2

### v8supercars.com.au

Jamie Whincup secured his fourth V8 Supercars title in the penultimate round at Winton in his Triple 8 Holden, so the season finale at the Homebush street circuit will be a noholds-barred affair with just old-fashioned Aussie pride at stake.

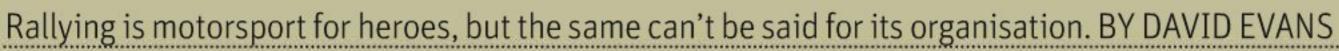
### MRF CHALLENGE

Rd 2/4
Buddh, India
December 1-2
mrfracing.in

### SUD-AM F3

Rd 6/6 Curitiba, Brazil December 1-2 f3sudam.com.br

# AUTOSPORT SOAPBOX





ow much respect does Sebastian Vettel deserve? What about Kimi Raikkonen? Mark Webber? I think we're all agreed they get what they deserve: complete appreciation and adoration.

So, who do the respected respect?
Seemingly they turn their attentions to the minnows of the motorsport world.
Those boys turn to the World Rally
Championship when they want to raise their eyebrows. Talk to any of them about the mud and guts of motorsport and universally they acknowledge Sebastien Loeb today and the late Colin McRae as being well worthy of their respect.

So if rallying pushes the buttons of those who push our buttons, why is the WRC still mired in the middle of nowhere?

How long have you got?

Well, if you're waiting to watch the WRC on television, you've got all night. In fact, you're not going to be busy for a long time.

And that's a shame, because world

rallying is well worth a watch. Remember
Stage One Technology's recollection of the
WRC's last decade, which was released in
the summer (YouTube 10 years in WRC)?
I kind of know that off by heart now. And
I still can't believe how far we've fallen.

And what's more worrying is that we still don't seem to be getting anywhere.

Now, I'm sure that, behind the scenes, there are a whole host of folk working themselves to a standstill to get us back to where David Richards had us 10 years ago. For now, we haven't seen much in the way of fruit from labour.

And certainly what has been done hasn't been communicated. Information, it seems, is very much on a need-to-know basis in the WRC right now. And clearly only those sporting a blue shirt need to know.

Actually, that's not true – there are a few white-shirted hangovers from DR's days who know. Or think they know...

But you and I? Forget it. We don't need to know.



I can't tell you how frustrating it is, professionally speaking, to know there's a masterplan lurking just over the horizon. And how much it hurts to hear valued friends at the sport's lower levels pour such scorn on the series that should stand at the top of the tree.

For those of you who feel I'm being overly negative, I'd point you to the million-

plus positive words I've spun out of the WRC's most shocking and downright desperate season in its short history.

I've done my bit to defend the WRC's honour. But today, here and now, I stand on this – reinforced – soapbox and tell it as I see it.

The world is ready to fall in love with the WRC again. If it can find it...

# Television

### THURSDAY NOVEMBER 29

1100-1130 ESPN Classic

F1 British GP: 1975

1105-1415, 2000-2305 Motors TV

British F3: Season Review

1130-1200 ESPN Classic

F1 British GP: 1977

1200-1945 Sky Sports F1

2012 Grand Prix Highlights

Including the Hungarian, Belgian, Italian, Singapore and Japanese races.

2300-0030 Sky Sports F1

**Brazilian GP Highlights** 2305-2340 Motors TV

Lotus 72 F1 Story

2340-0245 Motors TV

Formula 2: Season Review

### FRIDAY NOVEMBER 30

0200-0230 ESPN Classic

F1 British GP: 1973

0230-0300 ESPN Classic

F1 British GP: 1974

1130-1900 Sky Sports F1

2012 Grand Prix Highlights

Including the Korean, Indian, Abu Dhabi, United States and Brazilian races.

2000-2100 Sky Sports F1

F1 Show: 2012 Review

### SATURDAY DECEMBER 1

0815-0920 ITV4

Motorsport UK

1330-1400 Motors TV

Lotus 72 F1 Story

1500-1600 Sky Sports 4

Max Power

1900-2000 Sky Sports F1

F1 Legends: Mika Hakkinen

2100-0010 Motors TV

British GT: Season Review

### SUNDAY DECEMBER 2

0010-0315, 1240-1545 Motors TV

British F3: Season Review

0315-0600 Motors TV British GT: Season Review

0820-0920, 1040-1135 Motors TV LIVE

Ferrari World Finals

1800-1900 Sky Sports F1

F1 Legends: Stirling Moss

1900-2000 Sky Sports F1

F1 Legends: John Surtees

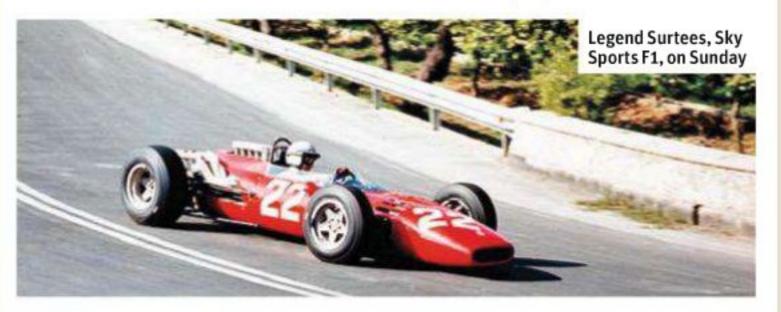
### MONDAY DECEMBER 3

0255-0345 ITV1

Motorsport UK

2000-2200 Sky Sports 4

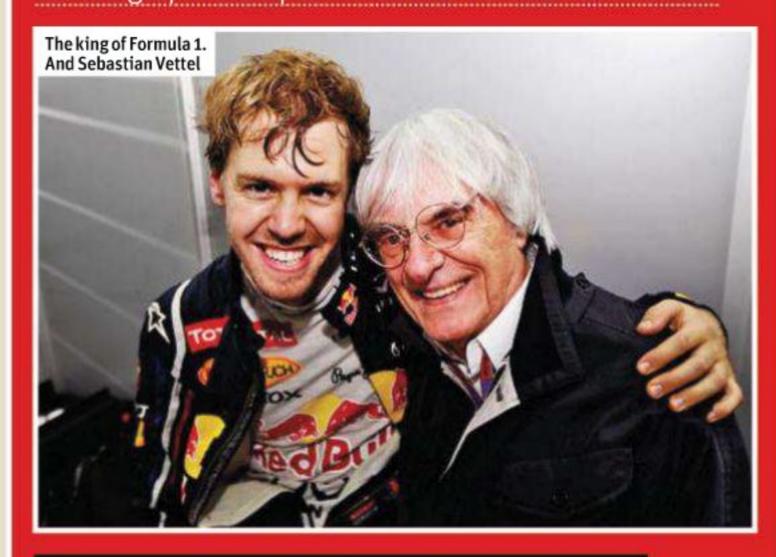
British Rallying: Season Review



# Online

# **WAUTOSPORT+**

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### **HOW VETTEL DEFEATED FERRARI**

The full story on how Red Bull's Sebastian Vettel defeated the efforts of Ferrari's Fernando Alonso to take the 2012 F1 crown at Interlagos. Plus, Edd Straw compares Vettel's crown this season to his previous two successes.

# WAS ALONSO'S 2012 HIS BEST?

The man himself rates this season as his best in Formula 1. Edd Straw looks at the Ferrari ace's season to see if he's right.



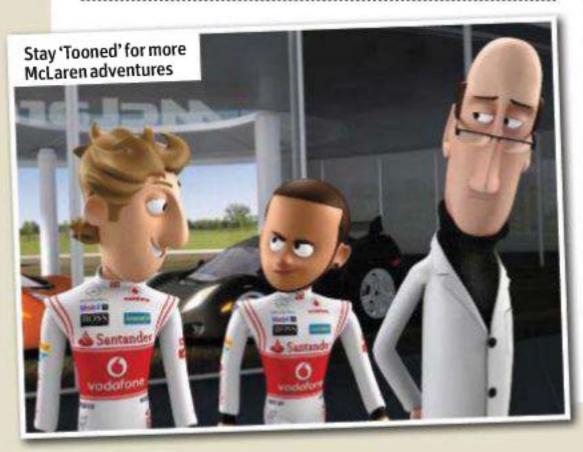
# TOP 10 WRC DRIVERS OF 2012

David Evans explains his top 10 picks from a troubled world rally season.



### **REVVED UP OVER** WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



### VIDEO-GAME RESTART

options, on-demand TV that can be fast-forwarded at the push of a button, the ongoing trend for people to express themselves in fewer than 140 characters - it's no surprise most people's attention span can be measured in seconds.

Given that 'grown-ups' are unable to sit still for more than five minutes without reaching for some electronic device to divert their attention, what chance is there of children watching a grand prix for two hours in this age of instant gratification?

So credit to McLaren for endeavouring to capture the kiddies' imagination through its Tooned series of animated shorts. Shown on Sky last weekend, part 12 featured Lewis Hamilton and Jenson Button preparing for 2013 in the McLaren simulation module - the M-Ulator.

With Revved Up favourite (thanks to his work on Pointless) Alexander Armstrong playing the Q-like boffin M, the drivers are instructed that valuable lessons for next year's car will be learned during the simulation and that mobile phones are not to be used.

This is quickly ignored by Tweet-happy Hamilton, whose 'SIMU-LOLZ!!' message sends the system haywire. After their cars are switched for a series of comical alternatives, the drivers are sent crashing back to earth.

An error message presents itself in front of Hamilton: "Do you want to continue?" As he weighs up the options, Button asks: "Well Lewis, what do you think? You're going to have to make your mind up soon." After rubbing his chin beard, Lewis presses 'No' (LOLZ - Ed).

M goes 'upstairs' to see Mr Dennis - Bond villainlike, complete with pet pigeon 'Cosworth' - who tells M to "get on with it!"

During the reboot, the drivers undergo some strange transformations until finally Button pops out unscathed. But... "Lewis, you all right mate? You don't look yourself..."

Through the smoke a silhouetted figure emerges. "Hola!" he states.

"This might work out rather well," says Mr Dennis as he rubs his hands. Perhaps he should have been crossing his fingers... Revved Up

# THE WEEK IN PICTURES

Our lensmen pounding the beat, from Interlagos to the south of France

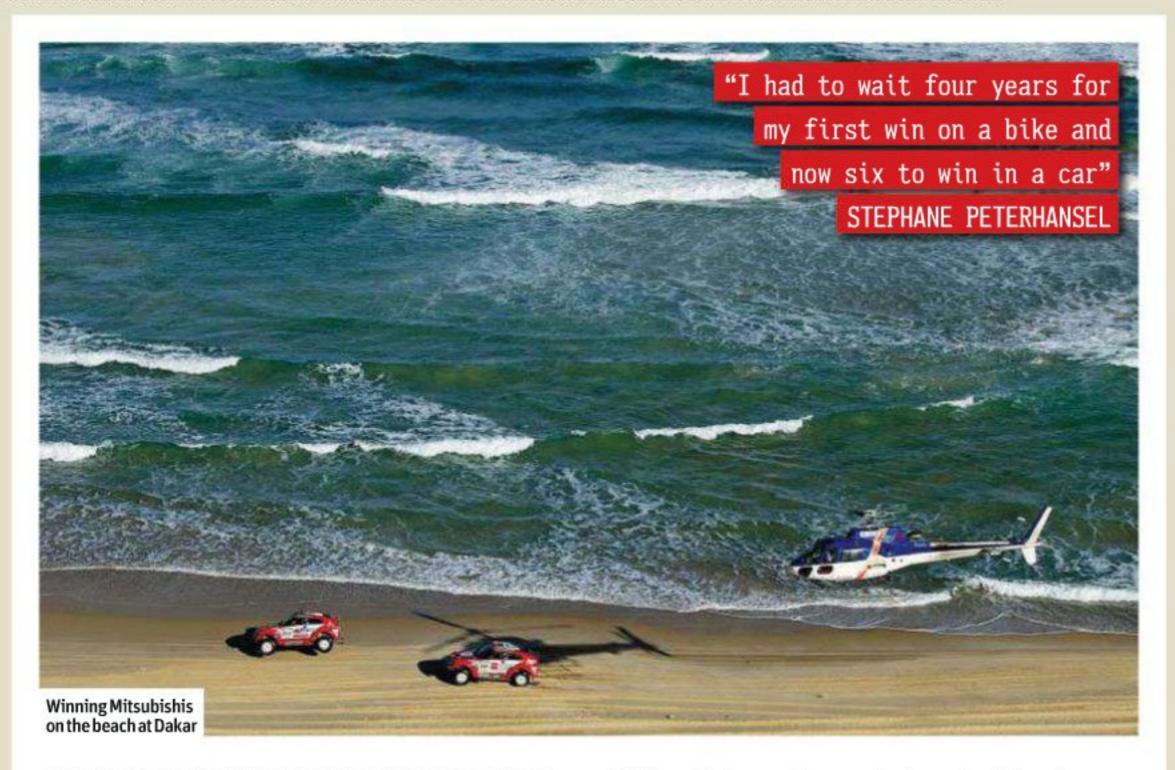


NEXT WEEK VETTEL: THE THREE-TIME CHAMPION WHERE DOES HE FIT WITH GREATS? DON'T MISS IT!

a lap down in

15th position

Stephane Peterhansel takes first four-wheeled Dakar Rally win in 2004



### THE LINE-UP FOR NEXT YEAR'S DAKAR RALLY WAS GIVEN

a major boost this week as big hitters and former winners Carlos Sainz and Nasser Al-Attiyah were confirmed as the drivers for the Qatari's ace's new team.

With fellow former winner Giniel de Villiers and expected frontrunners Nani Roma, Leonid Novitskiy and Krzyzstof Holowczycall taking part as well, the South American-based event could be one of the closest-fought.

However, the favourite for glory must still be Stephane Peterhansel, who took the most recent of his record 10 Dakar wins last year, and has the most potent machine in the field at his disposal in the shape of the X-raid Mini All4Racing.

Having been cruelly denied a maiden four-wheeled victory in 2003 to a suspension breakage on the penultimate stage, the works Mitsubishi driver was instilled as pre-event favourite for the following year's event.

Peterhansel, who was already a six-time winner on motorcycles when he switched to four wheels in time for the 1999 event, made a steady start and assumed the lead towards the end of the first week as the rally made its way through southern Morocco.

On what was regarded as the toughest Dakar to date, Mitsubishi's rivals began to fall by the wayside as a five-way fight for the lead after the fourth stage became a two-horse race between Peterhansel and his team-mate Hiroshi Masuoka.

Ari Vatanen lost almost 40 minutes with a broken wheel on

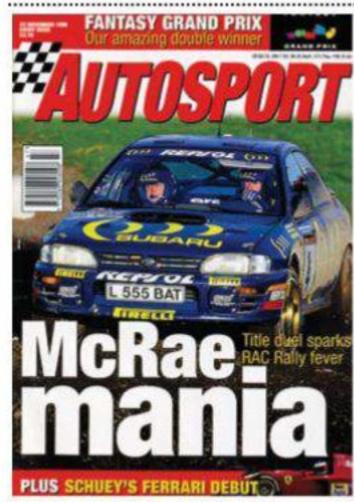
his Nissan Pickup and then another hour when his engine was drowned in the same watersplash that put out Jutta Kleinschmidt's Volkswagen. Even Mitsubishi itself was not devoid of problems: former world rally star Miki Biasion rolled out of the event in the first week and Luc Alphand dropped an hour as he fixed a driveshaft.

Masuoka retook the lead from Peterhansel at the end of the opening week as the Frenchman made what could have been a critical navigation error in Mauritania, but his ability to stay clear of any further mechanical problems or unforeseen circumstances (unlike Colin McRae, who was stopped by a policeman and promptly held at gunpoint until he handed over his spare cash) had him back in the lead by half an hour with seven stages remaining.

From then on it was a case of Peterhansel and his co-driver Jean-Paul Cottret playing the numbers game as the event wound its way towards the Senegalese coast and the ceremonial finish in Dakar. The eventual winning margin was 49m24s. "I had to wait four years for my first win on a bike and now six to win in a car," he said at the end of the event. "It's a totally different feeling too.

"On the final liaison section I couldn't help thinking about last year. It's been a long 12 months thinking about hopefully getting this victory." With such a strong line-up facing him, he'll probably find the five weeks until the start of the 2013 event pretty long too... 38

### THIS WEEK IN...



**NOVEMBER 23, 1995** 

### **COLIN McRAE STOOD ON THE VERGE**

of becoming Britain's first World Rally Champion after fighting back from two punctures to lead the RAC Rally with a day-and-a-half to go.

From two minutes behind his Subaru team-mate and title rival Carlos Sainz, the Brit looked in unstoppable form, no doubt egged on by the fact that his father Jimmy had already won the supporting historic event in a Porsche 911.

The McRaes weren't the only family in for a big week either. Formula 1 world champion Michael Schumacher made his Ferrari test debut in near-darkness at Fiorano, driving a 1995-spec 412T fitted with the team's new-for-'96 V10 engine, while over in Macau it was the turn of younger brother Ralf to win the world's most prestigious F3 race ahead of Jarno Trulli and Pedro de la Rosa.





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# PHILIPPE STREIFF

Brought to you by CarPlan



■ Daily Mail F2 Trophy ■ Brands Hatch ■ September 23, 1984 ■ AGS-BMW JH19C ■ First win in 'last-ever' F2 race



### I LOOK BACK AT MY LIFE IN

sections. There was obviously before and after my testing accident at Rio in 1989, but I have a new life now where I am on a mission to make changes and a better life for disabled people and also to improve road safety.

I am involved with DIPH (Delegation Interministery for People with Disabilities) and, with many other charities and foundations it is my real passion.

Looking back at my 'first life' in motorsport, I have many different races I remember but the 1984 F2 event at Brands Hatch was not only my best but also enabled me to break in to F1.

I love Brands Hatch and always went well there in my career. The year after the F2 race, I was in a Ligier-Renault for the European GP at Brands and qualified fifth. I remember before the race, Alain Prost, who was behind me in sixth place on the grid and about to become the first French world champion, came up to me and said: "Please Philippe, today is my day for the title. I understand you have done a good job to qualify here but be careful on the first lap."

For me it was deja vu because a

"It was a great way to finish the season and to win the last-ever International F2 race. But it got even better on Monday morning when Gerard Larrousse called"

year earlier, at Estoril, Niki Lauda did the same thing and made me very nervous as we were together on the grid! I made a really bad start because this was on my mind so much. Can you imagine me wiping Niki out and ruining the championship in my very first GP!

Before my F1 career started, I had three seasons in F2 and by 1984 I was already 29 so had to move fast. I had been a test driver for Renault in F1 since 1982 and I was very upset at the end of '83 when Gerard Larrousse (team manager at Renault) chose Derek Warwick and Patrick Tambay as race drivers. I felt I had earned a chance in F1. Throughout 1984 when I was still testing for Renault I thought I

would never get that chance but it all changed at Brands that autumn.

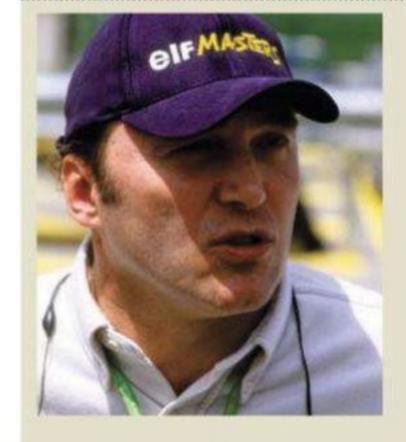
The race itself was stopped because of a rainstorm and it was run as two heats. When the red flag came out I was second behind the Ralt-Honda of Roberto Moreno but at the restart I got him on the way up to Druids and was able to pull out a gap. Roberto fell back and Michel Ferte was second in his ORECA Martini. Michel got close to me at the end because the spray made it difficult to judge the gap. I had to use the pitboard to keep me informed as to where Michel was.

It was a great way to finish the season and to win the last-ever International F2 race. But it got even better on Monday morning because Larrousse called. He said, "Philippe, we appreciate all your hard work — we are going to enter a third car for you at Estoril."

So, for many reasons, this was the race of my life as I am sure it helped Larrousse to make the third car decision. I have had many other big battles in my life, but just like Brands Hatch in 1984 there is always something positive just around the corner.

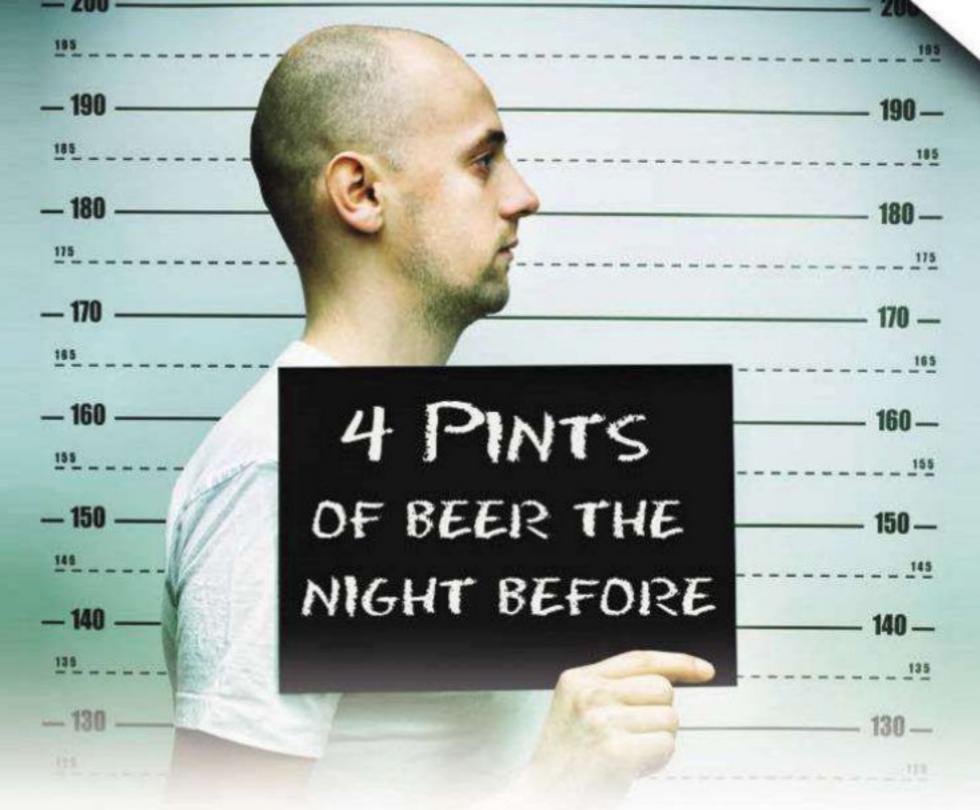
\*\*Philippe Streiff was talking to Sam Smith\*\*

### IN PROFILE



### FRENCHMAN PHILIPPE STREIFF

won his national F3 title in 1981 before graduating to F2, winning the final race of '84. He made his F1 debut for Renault at Estoril that year and made 52 further starts for Ligier, Tyrrell and AGS. His career ended with a serious testing accident at Jacarepagua in early 1989 that confined him to a wheelchair. Since then Streiff, now 57, devised the popular Bercy karting event and has campaigned for improved disability rights and facilities all over the world.



If you drank 4 pints between 9pm and midnight, you may not be sober until noon 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.



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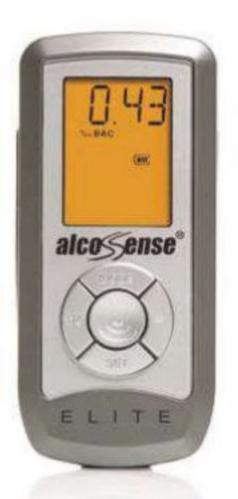
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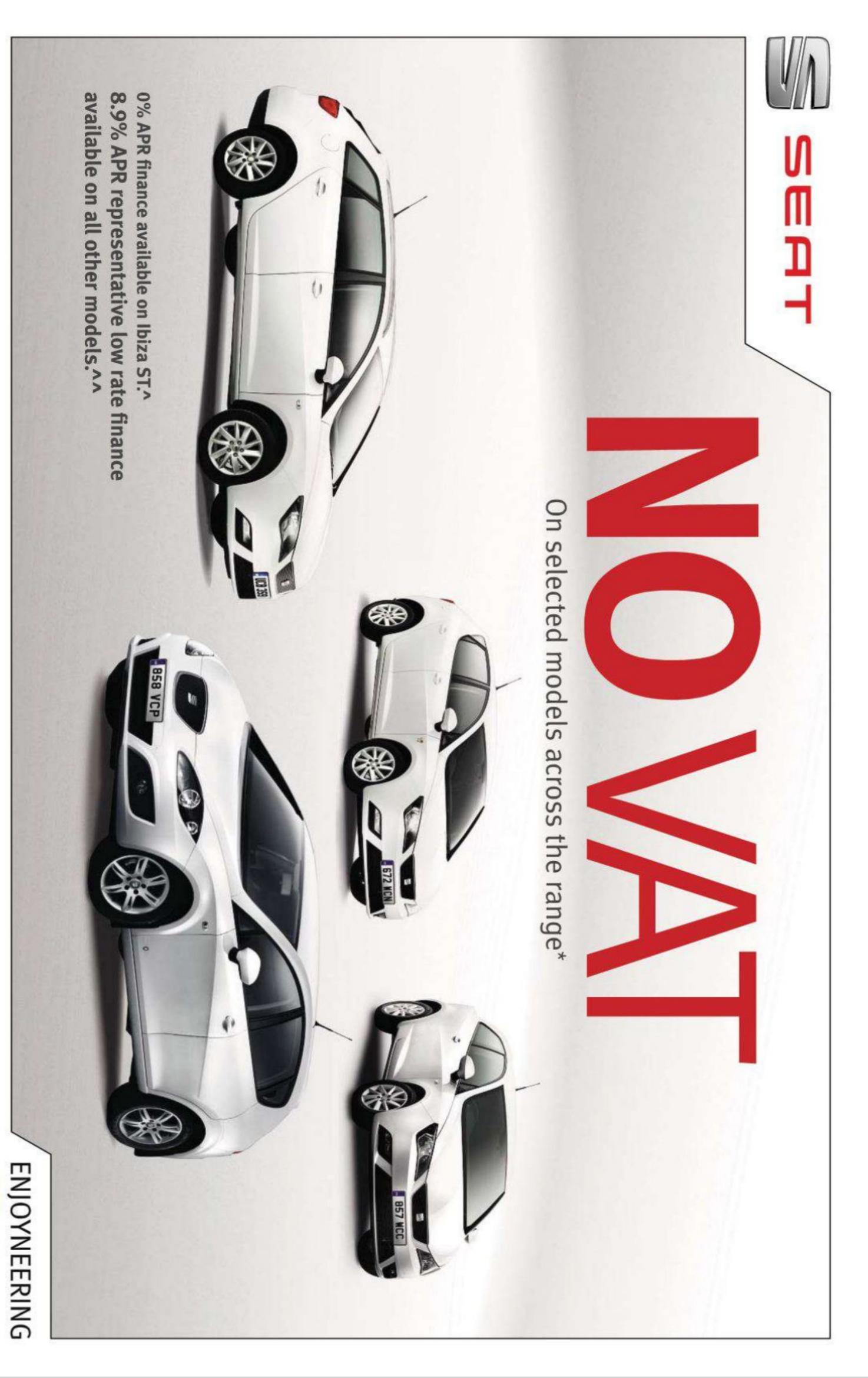
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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

<sup>\* 4</sup> 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.



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