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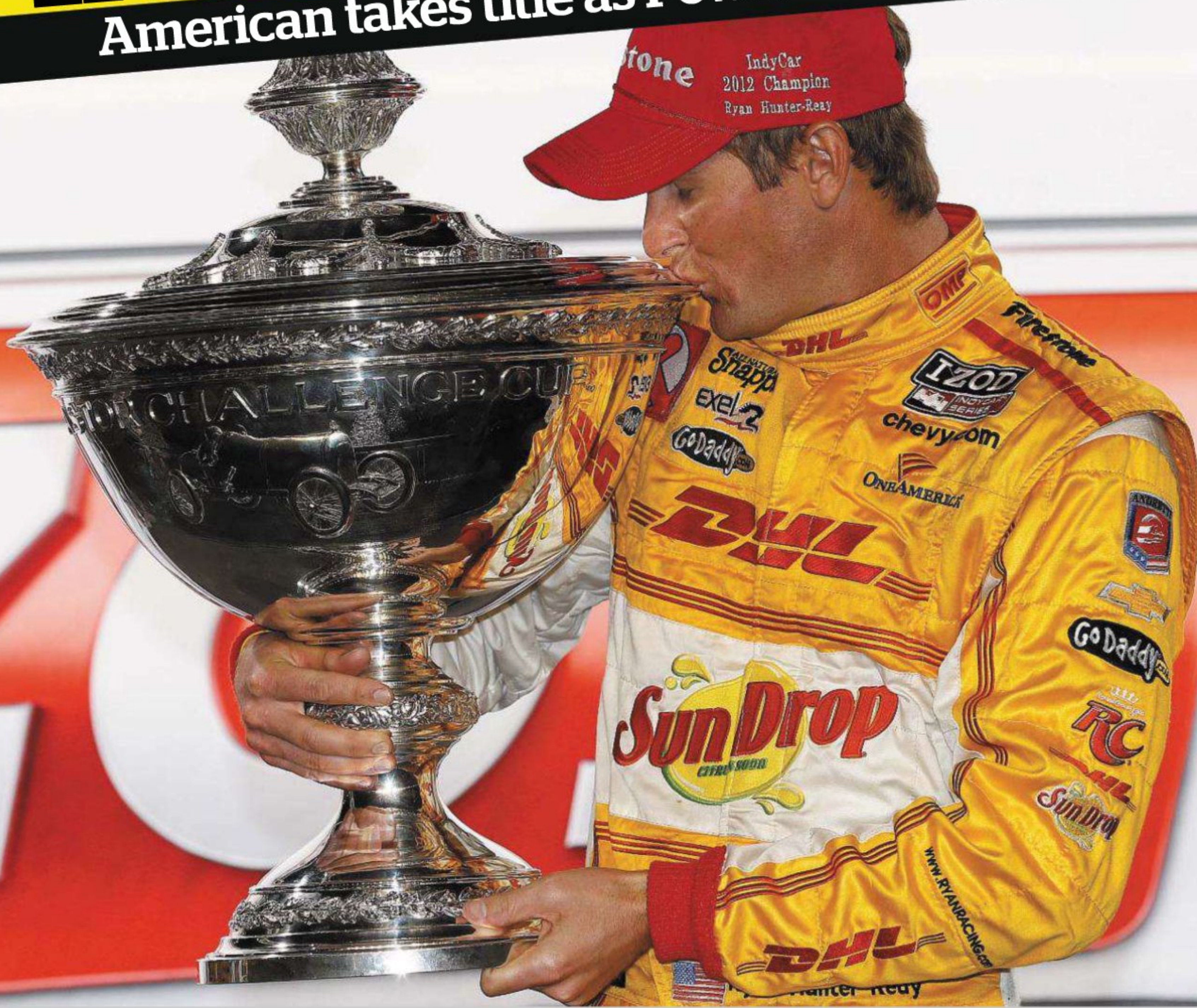
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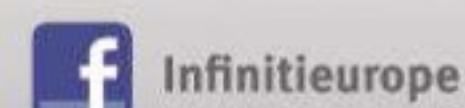


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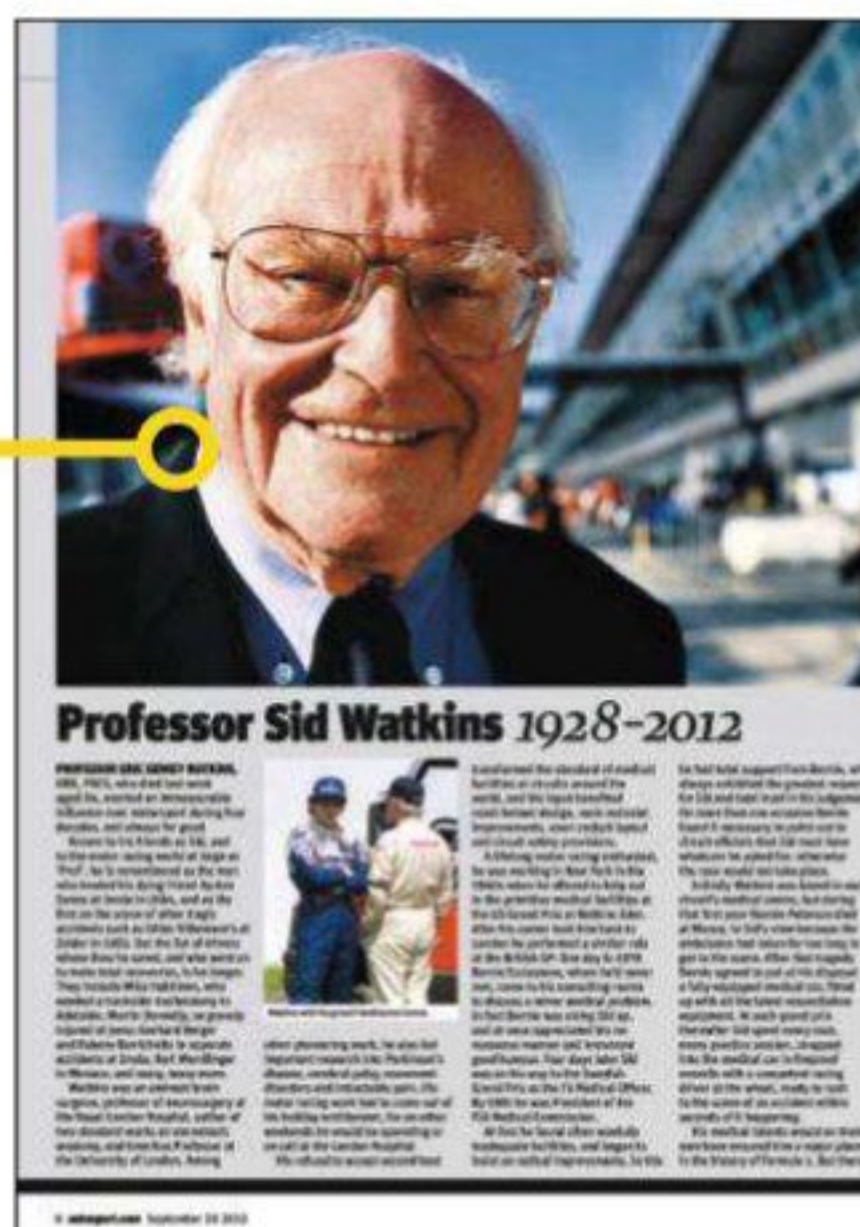
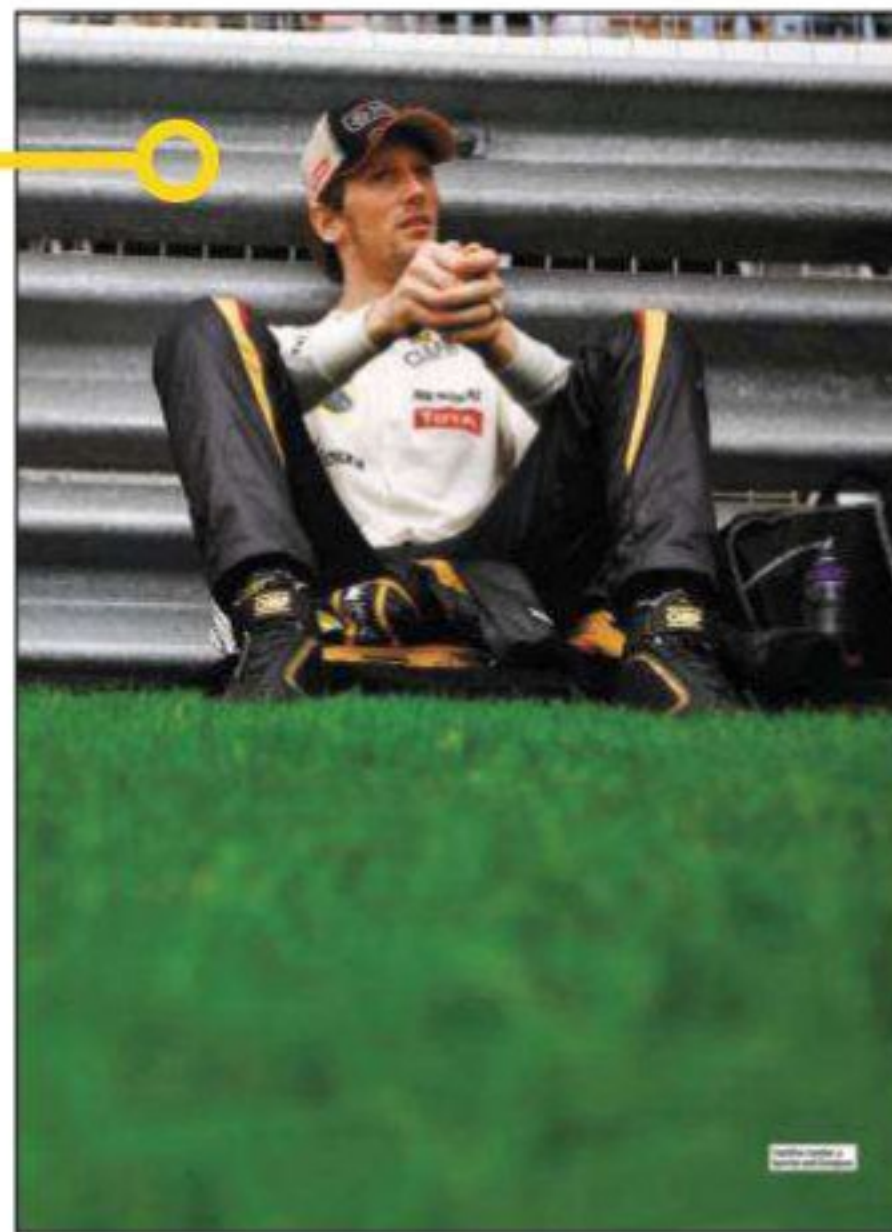
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**Professor Sid Watkins 1928-2012**

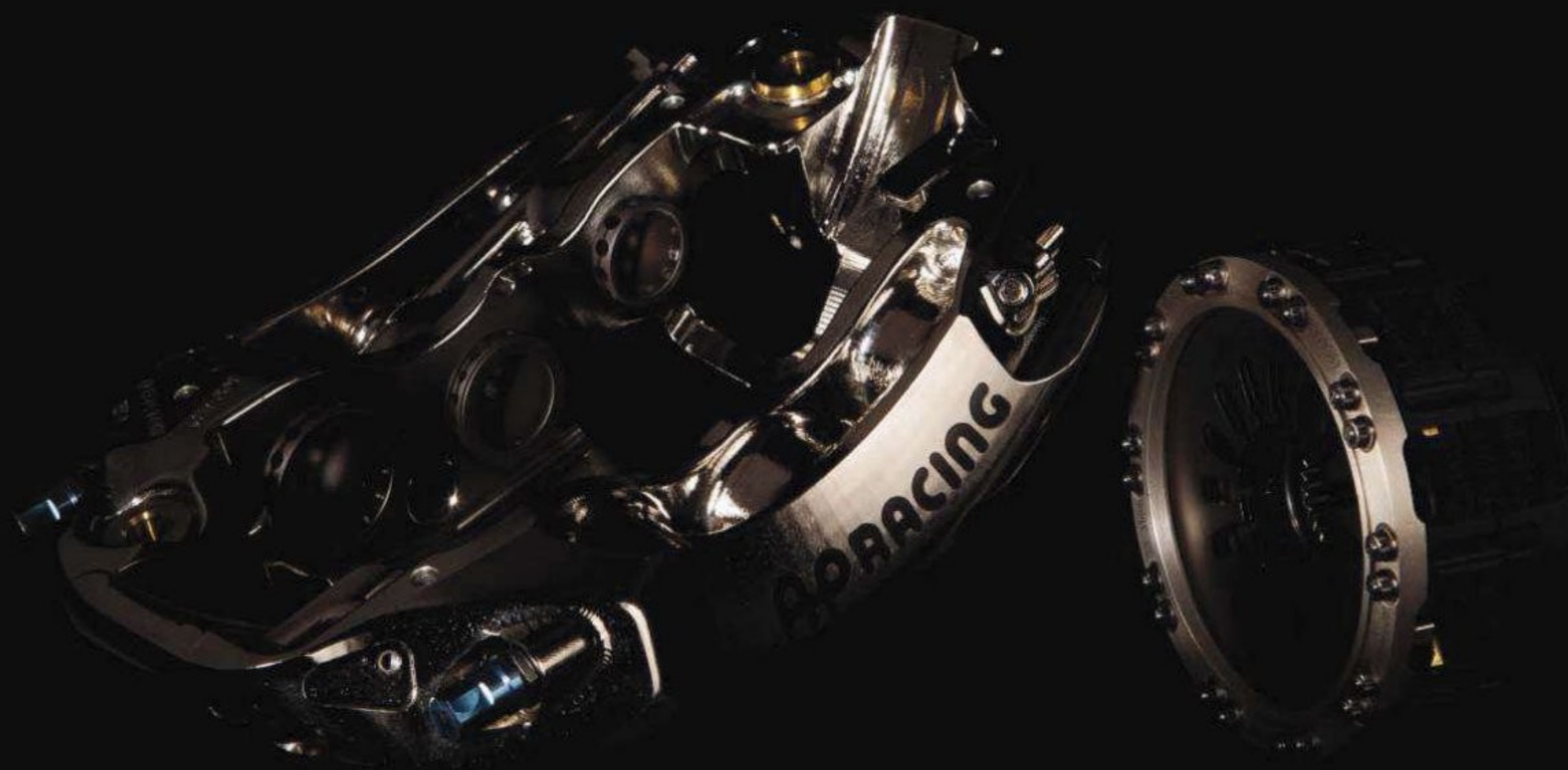
PROFESSOR SID WATKINS, 83, who died last week, was a pioneer in the world of motorsport medicine. He was a neurosurgeon and a racing enthusiast. He was a pioneer in the world of motorsport medicine. He was a neurosurgeon and a racing enthusiast. He was a pioneer in the world of motorsport medicine. He was a neurosurgeon and a racing enthusiast.





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## POLE POSITION

# The whole of motorsport has profited from the 'Prof'



OUR SPORT WILL FOREVER BE IN DEBT TO the late Professor Sid Watkins. His passing last week may be the end of an era, and his enormous personality and sense of humour will be sadly missed, but his legacy is assured around the world.

His drive to improve on-site medical facilities, accident-site intervention, extraction and care, as well as his input into car design and driver protection has saved many lives, and prevented permanent injuries. Spanning four decades of tireless effort, put simply, he reduced the risks associated with racing.

For some, that would be enough. But not Sid. He also led neurosurgical units in New York and London, where his work on Parkinson's disease and implantable electrodes to relieve crippling brain and spine disorders was considered pioneering and improved the quality of life for many.

His work will go on through the FIA Institute for Motor Sport Safety and the committees he spawned. A great man has left a rich inheritance of knowledge and expertise.

RIP Prof. You taught us lessons that will never be ignored.

*Charles Bradley*

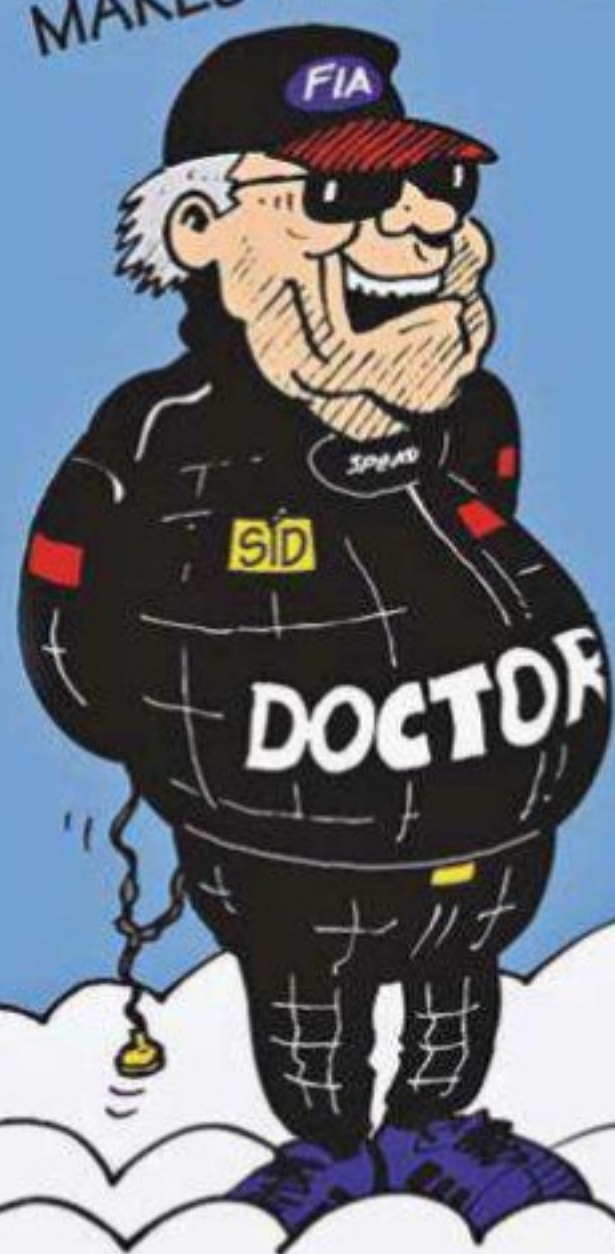
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## BAMBER'S WEEK

I'VE MET A FEW PEOPLE IN MY TIME WHO THOUGHT THEY WERE GOD! SO WHAT MAKES YOU ANY DIFFERENT?





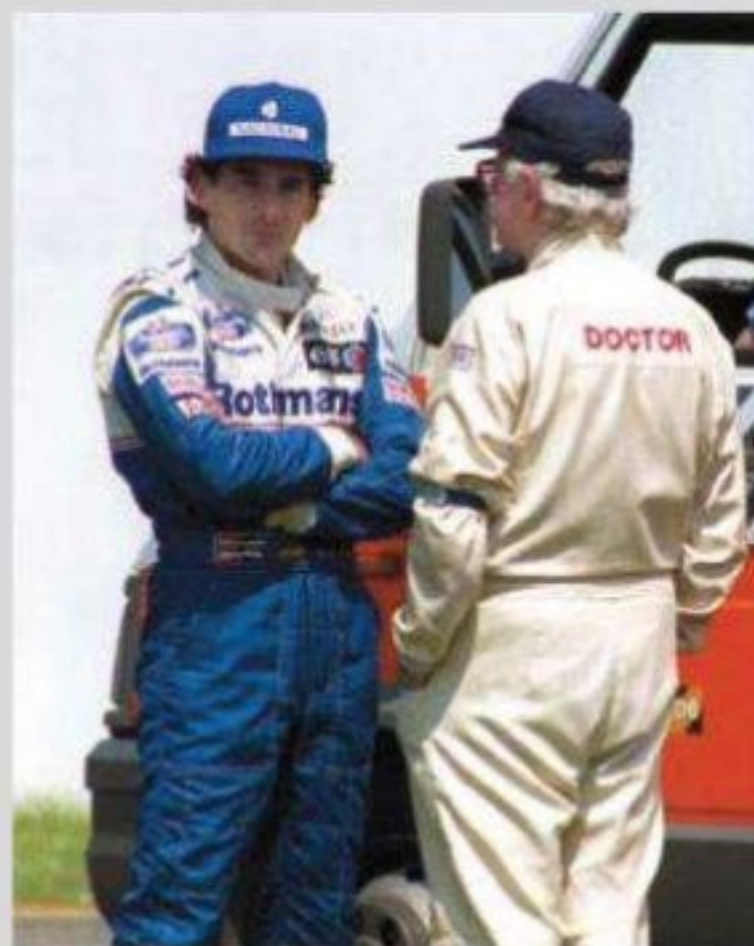


## Professor Sid Watkins 1928-2012

**PROFESSOR ERIC SIDNEY WATKINS**, OBE, FRCS, who died last week aged 84, exerted an immeasurable influence over motorsport during four decades, and always for good.

Known to his friends as Sid, and to the motor racing world at large as 'Prof', he is remembered as the man who tended his dying friend Ayrton Senna at Imola in 1994, and as the first on the scene of other tragic accidents such as Gilles Villeneuve's at Zolder in 1982. But the list of drivers whose lives he saved, and who went on to make total recoveries, is far longer. They include Mika Hakkinen, who needed a trackside tracheotomy in Adelaide; Martin Donnelly, so gravely injured at Jerez; Gerhard Berger and Rubens Barrichello in separate accidents at Imola; Karl Wendlinger in Monaco; and many, many more.

Watkins was an eminent brain surgeon, professor of neurosurgery at the Royal London Hospital, author of two standard works on stereotaxic anatomy, and Emeritus Professor at the University of London. Among



Watkins with his great friend Ayrton Senna

other pioneering work, he also led important research into Parkinson's disease, cerebral palsy, movement disorders and intractable pain. His motor racing work had to come out of his holiday entitlement, for on other weekends he would be operating or on call at the London Hospital.

His refusal to accept second best

transformed the standard of medical facilities at circuits around the world, and his input benefited crash helmet design, neck-restraint improvements, even cockpit layout and circuit safety provisions.

A lifelong motor racing enthusiast, he was working in New York in the 1960s when he offered to help out in the primitive medical facilities at the US Grand Prix at Watkins Glen. After his career took him back to London he performed a similar role at the British GP. One day in 1978 Bernie Ecclestone, whom he'd never met, came to his consulting rooms to discuss a minor medical problem. In fact Bernie was sizing Sid up, and at once appreciated his no-nonsense manner and irreverent good humour. Four days later Sid was on his way to the Swedish Grand Prix as the F1 Medical Officer. By 1981 he was President of the FIA Medical Commission.

At first he found often woefully inadequate facilities, and began to insist on radical improvements. In this

he had total support from Bernie, who always exhibited the greatest respect for Sid and total trust in his judgement. On more than one occasion Bernie found it necessary to point out to circuit officials that Sid must have whatever he asked for: otherwise the race would not take place.

Initially Watkins was based in each circuit's medical centre, but during that first year Ronnie Peterson died at Monza, in Sid's view because the ambulance had taken far too long to get to the scene. After that tragedy Bernie agreed to put at his disposal a fully-equipped medical car, fitted up with all the latest resuscitation equipment. At each grand prix thereafter Sid spent every race, every practice session, strapped into the medical car in fireproof overalls with a competent racing driver at the wheel, ready to rush to the scene of an accident within seconds of it happening.

His medical talents would on their own have ensured him a major place in the history of Formula 1. But there





Tending Sato at 2002 Austrian GP



Watkins supported the Motorsport Safety Fund



Sweden '78: first race as 'F1 medical officer'

was also the man's personality. He rose above the politics and conflicts of the F1 paddock to become a genuinely loved individual, and fulfilled a sort of father-confessor role for many drivers. One or two of the F1 circus became particularly close friends: Ayrton Senna used to stay with Watkins in his house in Berwickshire, where they indulged their shared love of fishing on the Tweed, and off-season Sid visited Ayrton at his farm in Brazil.

He had a wicked sense of humour, even under the immense pressure of providing emergency care. When

Didier Pironi was trapped after a dreadful accident at Hockenheim in 1982, Watkins was determined to save the Ferrari star's legs. He managed to extricate him more or less intact, but when the helicopter deposited them at the main hospital the surgeon there recommended amputation. Sid refused to sanction it, and many weeks later Pironi was walking again. The Frenchman, evidently confused and concussed in the crash, later complained to Bernie that he'd heard Sid say at the scene, 'Let's take his leg off, we'll get him out quicker.' Watkins

replied to Bernie, 'No, it was his head I wanted to amputate.'

He always spoke as he found, and didn't appreciate pomposity or bureaucracy. He treated everyone in F1 exactly the same, offering honest advice and friendly guidance to world champion, oily-fingered mechanic, millionaire team owner and humble journalist alike. After a hectic day looking after the medical side of a Formula 1 race he loved to relax in the paddock with a cigar, a glass of his favourite single malt whisky, and a few scurrilous stories about the motor racing establishment past and present.

In 2004, aged 76 and after some 424 stints as F1 medical chief, he finally retired from the regular round at each grand prix. But he continued as president of the FIA Institute of Motor Sport Safety, a role he only renounced at the end of last year. When I visited him in Scotland in 2008, he acknowledged how much progress had been made: "When I started, one in 10 accidents resulted in death or serious injury. Now the

**"He extricated Pironi intact, and when the surgeon recommended amputation Sid refused to sanction it"**

ratio is one in 300."

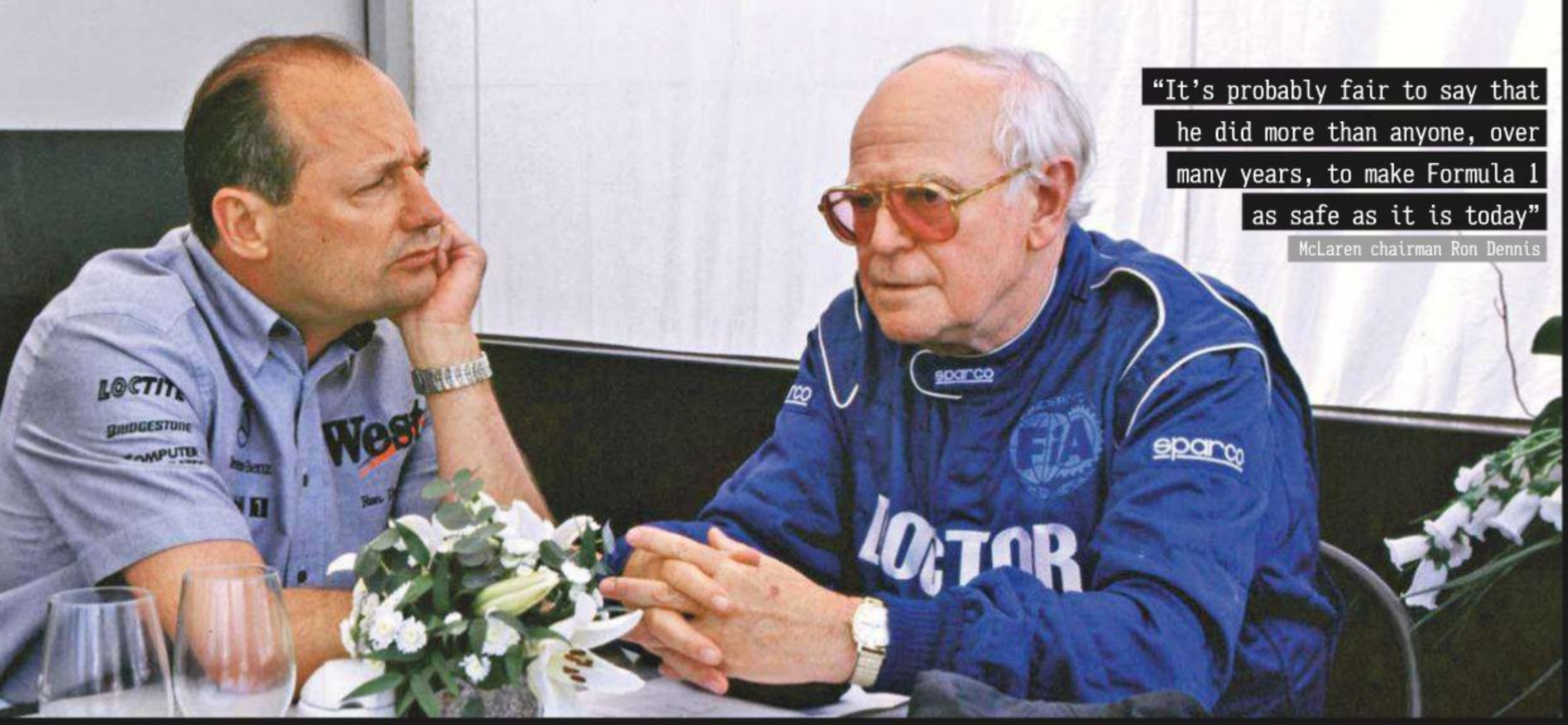
To Sid's wife Susan – the historian and biographer – and four sons and two daughters, AUTOSPORT offers its sincere condolences on their loss. It's a cliché commonly voiced in obituaries that a departed person leaves the world a better place. In Sid's case it is entirely true. By conjoining his remarkable medical skills with his clear-sighted understanding of motor racing, he made it better, made it safer, saved lives.

Last weekend two major F1 figures independently offered the same valedictory comment about Sid: "He was a good man." *Simon Taylor*



Paletti perished in Canada during tragic 1982 season





"It's probably fair to say that he did more than anyone, over many years, to make Formula 1 as safe as it is today"

McLaren chairman Ron Dennis

# 'The Prof' outside racing

**DR JAMES PALMER, a consultant neurosurgeon who worked as a junior doctor under Sid Watkins, pays tribute to his colleague and mentor and outlines his influence and achievements outside motorsport**

**E**ric Sidney Watkins was a pioneering neurosurgeon in fields of work unrelated to trauma surgery, motor racing joining his portfolio relatively late in his professional life.

When he started neurosurgery, there were a handful of pioneering neurosurgeons with whom you needed to train to forge a career. In a Chester hotel Sid met one of these – Joe Pennybacker from Oxford – and over tea it was agreed that he could start his career in January 1958.

With Pennybacker's support at the end of his training, Sid developed an interest in 'stereotaxy' and the treatment of Parkinson's disease. In the 1960s there were few effective drug treatments for Parkinson's disease, but there was an understanding that the cause lay in the circuitry of the deepest part of the brain, the nuclei. By disrupting parts of that circuitry, major symptoms

such as tremor could be relieved.

Sid became one of the UK's pioneers in this complex treatment in the era before the CT Scanner could reveal the detailed structures of the brain. By attaching a reference frame to the skull, a needle could be placed to a chosen point in the brain by calculating the coordinates in three planes (stereotaxy). Sid's work included the meticulous slicing of cadaver brain to draw the anatomical position of these nuclei, a stereotactic atlas used by many surgeons.

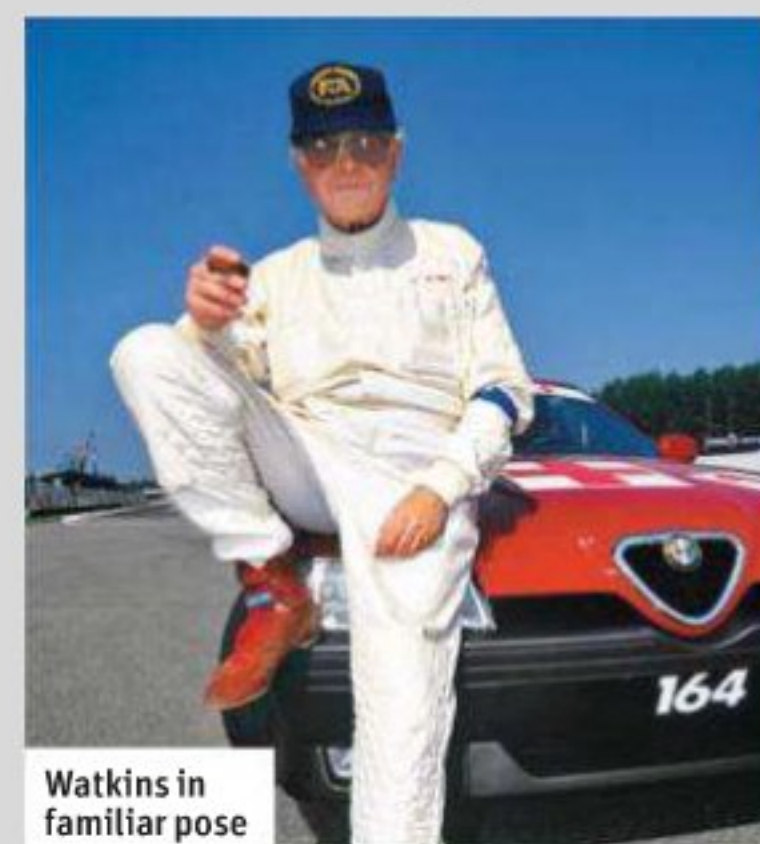
To pursue this academic work he moved to Middlesex Hospital to work with neurosurgeon Valentine Logue, the son of the speech therapist Lionel (*The King's Speech*). Following a period as Assistant Professor at State University New York from 1962, he returned to form the Academic Department of Neurosurgery at the London Hospital in 1970, where he worked until his retirement

from medical practice.

The pioneering work on stereotaxy continued and moved into the use of electrodes to stimulate parts of the brain and spinal cord for the treatment of chronic pain. He worked with Professor Norman Williams, now President of the Royal College of Surgeons, on nerve stimulation to treat faecal incontinence.

My neurosurgical career started in a similar way to his, but the tea was replaced by a glass of whisky accompanied by a cigar. Sitting in his office in 1984, my slot as his trainee was agreed through the smoke. There is a sizeable group of neurosurgeons working in the UK who started their career in the same way.

Motor racing has a great deal to thank Sid for with his energy in the pursuit of safety in Formula 1. Sid was loud, demanding, and disregarded hospital administration and authority. Despite the appearances he was



Watkins in familiar pose

deeply affected by the personal tragedy of drivers injured on track.

In recent years we spoke at length after the tragic loss of Henry Surtees and the injury to Felipe Massa, talking through ways to prevent a recurrence. In neurosurgery things go wrong and lives are lost. We learn and change.

## KEY SAFETY CHANGES UNDER WATKINS

During Professor Sid Watkins's time as FIA medical delegate, huge strides were taken in Formula 1 safety. Here are some of the main ones:

**1978**

Watkins attends his first grand prix in an official capacity as F1 surgeon.

**1979**

Measures are introduced including the attendance of an anesthetist at all races, the medical chase car at the start of a GP, mandatory life-support capability and a medical helicopter on standby.

**1980**

Permanent medical centres made obligatory, with the FIA having to pre-approve facilities. Rapid-response medical car introduced.

**1981**

FISA medical commission created, with Watkins as president. Tyre barriers introduced. Survival cell introduced forward of driver's feet.



**1984**

Refuelling banned and superlicence introduced.

**1985**

Catchfencing outlawed and frontal crash tests introduced.

**1986**

FIA appoints a permanent medical service inspector.

**1988**

Rules mandate that a driver's feet must be behind front wheel axle.

**1990**

Practice of driver extraction mandatory for all rescue crews.

**1991**

FIA approval for seatbelts introduced.





# FAMOUS WATKINS RESCUES

## DIDIER PIRONI HOCKENHEIM 1982

Watkins arrived on the scene of Ferrari driver Didier Pironi's career-ending crash in practice at Hockenheim and played a key role in saving his legs.

"Pironi was conscious, his helmet already off and he knew that his legs were terribly injured," wrote Watkins in his book *Life at the Limit*. "He implored me to make sure his legs would be saved and I gave him my word. He was in a great deal of pain and his legs cruelly deformed by the impact. The Ferrari car was a terrible wreck and we had to cut quite a bit of it to get Pironi's legs free."



## MARTIN DONNELLY JEREZ 1990

Lotus driver Martin Donnelly hit the barrier at Jerez head-on during qualifying for the 1990 Spanish Grand Prix. The car was torn apart, flinging Donnelly and his seat into the middle of the track.

Watkins was quickly on the scene and had to perform an emergency tracheotomy to allow Donnelly to breathe. Donnelly's heart also stopped at one point. Work at the scene, and in the aftermath once he had been transferred to hospital, saved Donnelly's legs.

## KARL WENDLINGER MONTE CARLO 1994

Two weeks after that terrible weekend at Imola when Roland Ratzenberger and Ayrton Senna were killed, Karl Wendlinger crashed at the chicane in Monaco and hit the leading edge of the barrier side on. Even before Watkins was on the scene, the medical team that he had played a key role in creating had the situation under control.

"The resuscitation doctors were with him, his airway was clear and he was being oxygenated properly," wrote Watkins in his book. Wendlinger made a full recovery and returned to F1 in 1995.



➔ **P97 HAKKINEN 1995**

## 1995

In the wake of the deaths of Roland Ratzenberger and Ayrton Senna, a raft of measures comes in. These include a side-impact test, a more stringent frontal crash test, higher sides to the cockpit and extended gravel traps.

## 1997

Data recorder fitted to all cars to analyse accidents.



## 1998

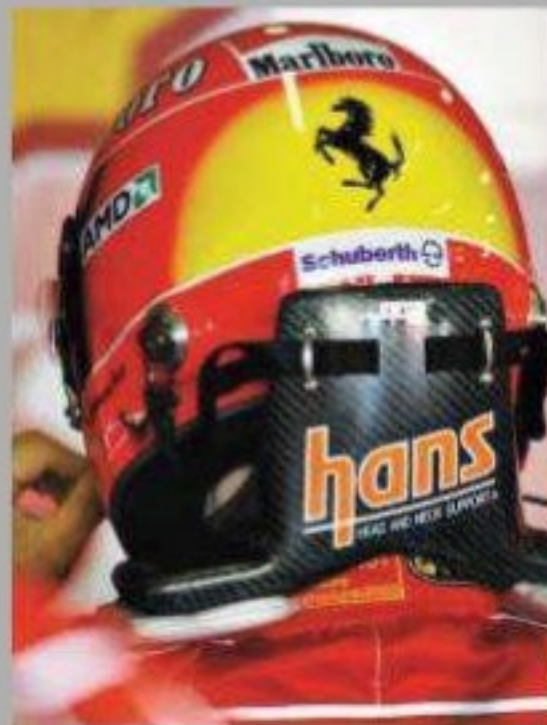
All circuit chief medical officers and medical centres must be approved by the FIA.

## 1999

Rules forcing four medical intervention cars to attend every race, on top of the doctor's medical car. Wheel tethers introduced, along with removable drivers' seats.

## 2003

HANS device made mandatory in F1.



**Adrian Newey**  
Red Bull technical chief

“He was one of the great characters of the sport, who quietly changed the nature of it with the advance of safety. He was very passionate about racing in every respect and tried to ensure the health of it at all levels, including club and national.”

## Frank Williams

Williams founder



“He took splendid care of me when I spent 11 weeks in his hospital post-injury. After that I emerged as a human being who, if not fully mobile, could continue with a perfectly normal and healthy lifestyle. I remain forever grateful to him.”



**Jean Todt**  
FIA president

“This is a truly sad day for the FIA family and the entire motorsport community. Sid was loved and respected in equal measure by all those who knew and worked with him. We will always be grateful for the safety legacy that he has left.”

## David Coulthard

Grand prix winner



“Sid Watkins was one of the best men I have met in my life, totally selfless and the world has lost a great.”



**Michael Schumacher**  
Seven-time F1 champion

“A great loss for Formula 1. Sid combined expertise with heart, and he was always there for the drivers. Of course I remember Silverstone [in 1999], when he was instantly at my side. I also remember our time together in the many FIA safety meetings over the years, in which he was always keen to improve our safety. My thoughts are with his family.”

## Bernie Ecclestone

Formula 1 supremo



“What Sid Watkins did in the way of safety in Formula 1 was incredible. He gave his whole life to that cause, to make sure that it could be as safe as it possibly could be. We all owe him a debt of gratitude for his caring and commitment.”



# Hakkinen: no need for Grosjean to calm down

Last driver to serve a race ban advises Lotus man not to overreact to his punishment



**D**ouble world champion Mika Hakkinen, the last grand prix driver before Romain Grosjean to be banned for causing a first-corner crash, has urged the Lotus driver not to change his approach.

The Finn was banned for causing a crash at the start of the 1994 German Grand Prix (see panel, right). While he admits he was more careful when he returned, he warns that Grosjean must resist the pressure to become less aggressive.

"Of course I was more cautious, but in situations like that there's a big risk a driver can change," Hakkinen told AUTOSPORT. "You can change because people want to change you and you try to be something else. That's not a good idea.

"Just learn from your mistake.

You can still be aggressive. You have to believe in yourself, but you also have to understand if you are wrong or right. Just go flat-out, but with respect to others."

Grosjean returns to action in Singapore this weekend after sitting out the Italian Grand Prix. The 26-year-old has admitted that he must make some changes to his conduct on track, but agreed that he could not afford to allow rivals to see him as an easy target.

"It's true," Grosjean told AUTOSPORT when asked if there is a danger that other drivers will now see him as a soft touch in battle. "You just need to find the right balance.

"Before, the decisions weren't made as they should have been. There are some incidents where it's your fault and there are others where you have to be a bit more careful and, let's say, less perfectionist in wanting to defend or overtake. If I overtake, maybe I need to leave more space. Small adjustments may help me."

Hakkinen admits that over-eagerness played a part in his Hockenheim crash, and that Grosjean was likely to have been in a similar

**"Just learn from your mistake. You can still be aggressive"**

Mika Hakkinen

frame of mind. He believes the Lotus driver needs to be a little more careful with the way he moves around at the start.

"I'm sure he's feeling more or less the same that I felt and thinking, 'Hang on a second, why don't the guys behind me lift a little bit?'" said Hakkinen. "But I learned that sudden movements are never good at the start because there is no space and nobody really wants to brake.

"The fact is, there are not many cases where you win the grand prix at the first corner. So you should wait."

Lotus team principal Eric Boullier suspects the ban could have a positive effect. After so many incidents, many feel that Grosjean needs to calm down if he is to achieve strong results consistently.

Boullier said: "I think it will [have a positive effect]. The penalty was harsh for the incident itself. But in the end, maybe it's for the best for him because we spent a lot of time talking and he understands what he really needs to prioritise as a driver to make sure he's in the proper mood for the start of a race."

Grosjean spent the Monza weekend with the team and believes he was able to use it as a learning experience by witnessing the progress of Kimi Raikkonen and Jerome d'Ambrosio.

"The first thing is I followed the weekend with the engineers and I've seen a few differences between the two cars that we want to work on for the next races. The second good point is that the whole team supported me and I feel at home. It was not my best weekend, but it was a good experience to feel the strong support and to see different things from outside the car that I can learn from."

Block on Hamilton caused Spa crash



PICS: LAT ARCHIVE, FERRARO/LAT

**P28 GROSJEAN EXCLUSIVE**







Grosjean has raced with flair in 2012

## AUTOSPORT SAYS...

**EDD STRAW**  
F1 EDITOR

edd.straw  
@haymarket.com



**R**omain Grosjean is just the latest Formula 1 *enfant terrible*. He is far from the only driver to have hit the headlines for the wrong reasons early in his career, and as Mika Hakkinen has reminded us, there was a time when the Finn stood in Grosjean's shoes.

After Hakkinen punted Ayrton Senna off at the start of the 1994 Pacific Grand Prix, AUTOSPORT's Nigel Roebuck wrote a column suggesting that Senna should have remembered his own wild beginnings before slamming Hakkinen. Michael Schumacher also had plenty of excessive moments early on, as did Sebastian Vettel, who at times in 2010 was seen as an accident waiting to happen.

The moral of all this is that as a driver's experience builds, so he improves. And the best generally continue to improve long after the others have plateaued. Take Fernando Alonso, for example.

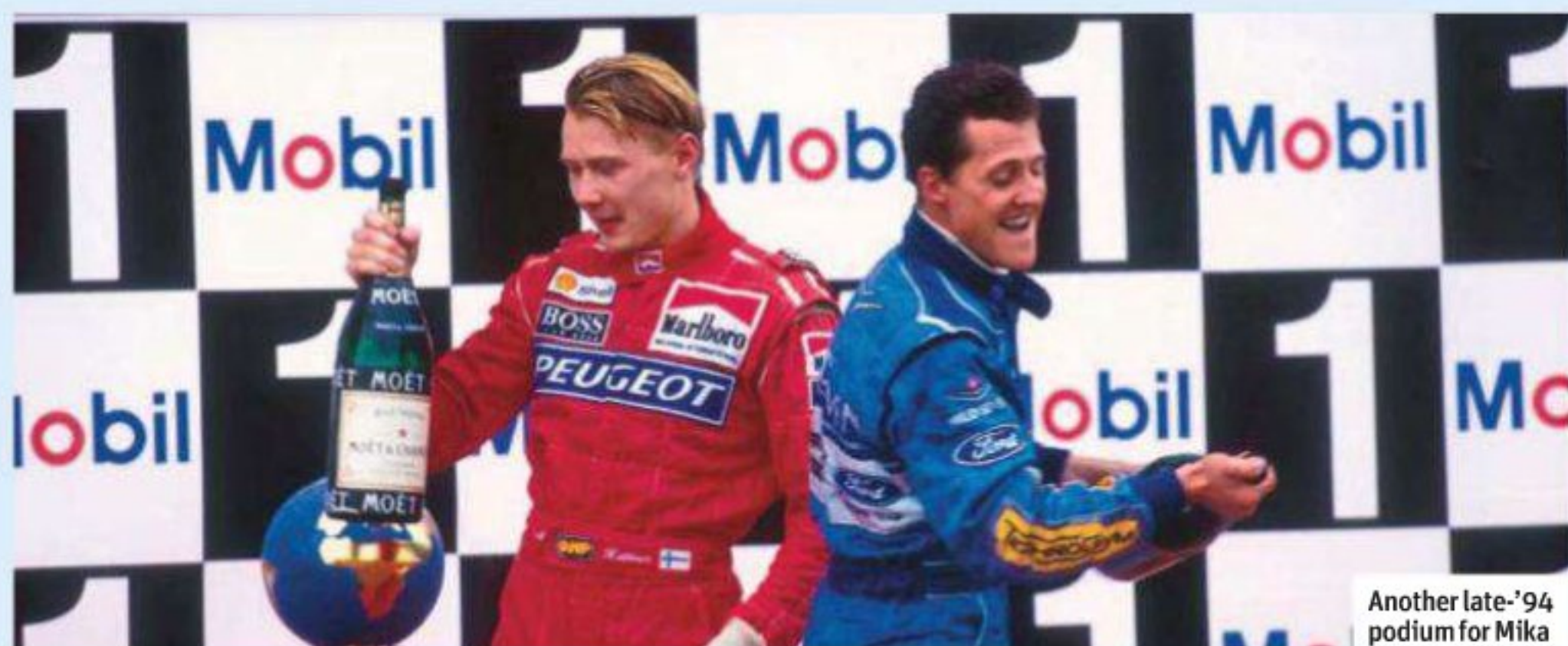
Arguably, his mishaps in 2010 – his first year at Ferrari – cost more points than Vettel's blunders. Two years on, Alonso – a Grosjean victim at Spa – has been damn-near immaculate.



Grosjean was on pitwall at Monza

Grosjean is no rookie. At 26, he's only five years younger than Alonso. But the point is he still has plenty of time to improve and mature. Any team boss will tell you they'd rather tame a super-fast driver than make a slow, sensible driver quicker. And Grosjean has already proved he has the pace to win grands prix.

It's very easy on the outside to write him off as an idiot. But how he reacts after the ban is what to judge him on.



Another late-'94 podium for Mika

## Case study: Hakkinen's 1994 season

When Mika Hakkinen was banned for one race in 1994 after stewards found him responsible for "causing an avoidable collision and forcing drivers off the track" at Hockenheim, it was the third time in eight races that the Finn had been involved in a first-corner shunt.

At the Pacific Grand Prix, he rear-ended Ayrton Senna at the first corner. After the race, the Brazilian described him as "irresponsible" and swore at him when Hakkinen went to apologise and offered to shake his hand.

Two races later, Hakkinen was involved in a clash with Damon Hill at Monaco.

At Hockenheim, Hakkinen moved over on Williams driver David Coulthard on the run to the first corner. Coulthard described it as "totally unacceptable".

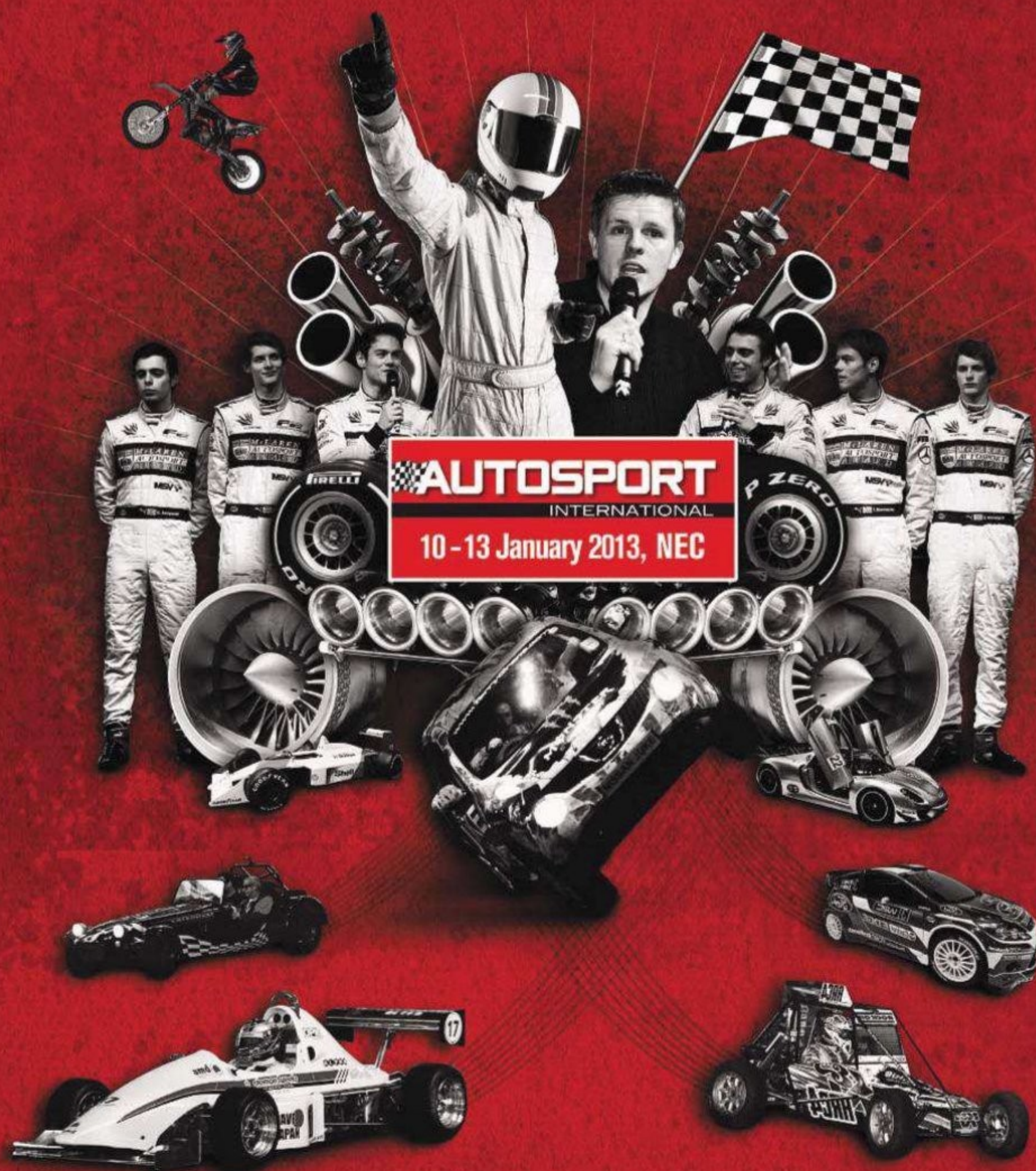
After sitting out the Hungarian GP, Hakkinen's season finished strongly. He finished on the podium in each of the next four races. Despite failing to score in Japan and Australia, there was not a single on-track incident to complain about.

## REMEMBER WHEN...



**Mika Hakkinen served his ban?** Philippe Alliot filled in at McLaren for the 1994 Hungarian GP thanks to his Peugeot links. The French driver qualified 14th, 0.869s off team-mate Martin Brundle, and retired with a water leak.





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# THIS WEEK IN F1



## ELLINAS GETS MARUSSIA RUN

GP3 race winner Tio Ellinas will have his first taste of Formula 1 machinery for Marussia in next year's young-driver test. The Cypriot earned the run as a prize for being the best-placed driver for sister team Manor in GP3 this year, taking eighth overall.



## MA GETS ANOTHER FRIDAY F1 OUTING

Ma Qing Hua will have his second outing as HRT's third driver in Singapore this weekend. He will take over Narain Karthikeyan's car in FP1.

## BIANCHI TOPS TEST

Formula Renault 3.5 ace Jules Bianchi was fastest in last week's three-day young-driver test at Magny-Cours. The Frenchman drove for Ferrari on the first and third days, but set his best time with Force India on day two.

## MERC TRIES NEW EXHAUST

Mercedes' hopes of turning around its season were boosted by a successful test of a new exhaust layout at Magny-Cours. The team

also tried a new version of a double DRS. Reserve driver Sam Bird and ex-Red Bull junior Brendon Hartley were at the wheel.



## RIGON'S FERRARI BOW



Ferrari simulator driver Davide Rigon completed 165 laps with the team on day two at Magny-Cours. It was his first F1 test since a Minardi run in '05.

## NEW FACES AT FORCE INDIA

GP2 title contender Luiz Razia (top) had his first test for Force India at Magny-Cours, having previously tested for Lotus (Caterham) and Virgin. Occasional GP2 points scorer Rodolfo Gonzalez (bottom) also drove.



### F1 YOUNG DRIVER TEST, MAGNY-COURS, SEPTEMBER 11-13

POS	NAME	TEAM	TIME
1	Jules Bianchi	Force India/Ferrari	1m16.467s
2	Sam Bird	Mercedes	1m17.482s
3	Davide Rigon	Ferrari	1m17.925s
4	Rodolfo Gonzalez	Force India	1m18.018s
5	Luiz Razia	Force India	1m18.535s
6	Brendon Hartley	Mercedes	1m18.671s

## MORE RENAULT ALTERNATOR WOE

Renault suffered another alternator failure last Friday, when Pirelli's tyre-test hack – a 2010 Renault R30 – failed at Barcelona. The alternator was to 2010 specification and described as "similar" to the one that cost Sebastian Vettel victory in the European Grand Prix in Valencia in June.

I think we're all wise enough to understand that people write things and that what is written is not necessarily what is true



Lewis Hamilton on speculation about his future

# 964

Number of cars in the record-breaking parade of Ferraris at Silverstone last Saturday, led by Felipe Massa







# SINGAPORE GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Forget the Ferris  
Wheel: it's GP time

## Night race provides unique challenge

The Formula 1 boys have to sleep with blindfolds on to deal with the demands of racing in the Singapore Grand Prix

Over just four runnings, the Singapore Grand Prix has established itself as one of the highlights of the calendar, the ambience of its floodlit night race easily overcoming the fact that the Marina Bay track hasn't produced the most spectacular racing.

Singapore's time zone is seven hours ahead of the UK's, yet the unique schedule for the weekend means that the paddock stays on European time. That means going to bed closer to 6am than midnight and not seriously thinking about getting up before midday.

While such a nocturnal lifestyle may suit university students, it inevitably poses challenges for the drivers. Athletes in any sport spend a lot of time ensuring that they are operating at their peak at key periods. Some drivers find it easier than others to convince their body that it's first thing in the morning when the locals are polishing off their lunch in the midday sun.

Most pass the twilight challenge with flying colours, but it is not a task that should be underestimated. After all, this is no ordinary race.

➔ **P16**  
**TRACK  
GUIDE  
AND GARY  
ANDERSON'S  
AUTOSPORT  
SUPERGRID**

Flashbulbs  
at the ready



Button leaps the  
kerbs in 2011 race







# Singapore team wins

## Renault 1



## McLaren 1



## Ferrari 1



## Red Bull 1



Scene on the grid: nice flags



**2** FERNANDO ALONSO



**1** LEWIS HAMILTON



**1** SEBASTIAN VETTEL

## Winning drivers

## Races in Singapore: 4



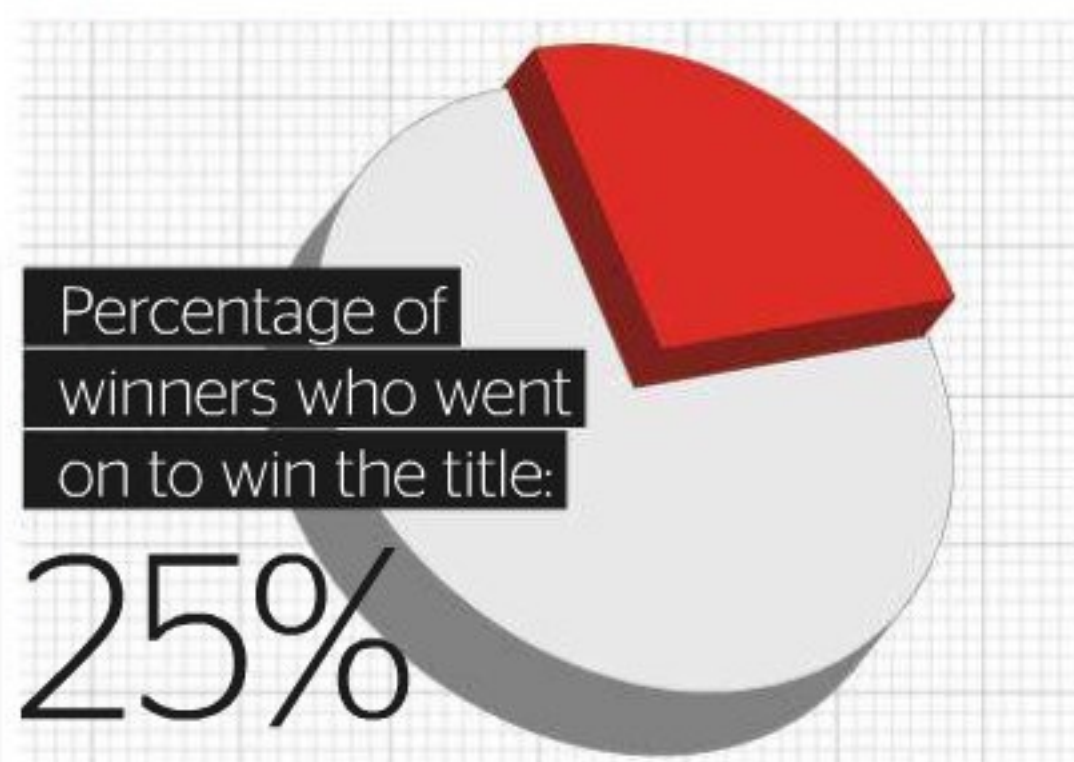
## AVERAGE NUMBER OF FINISHERS

16.5



## Average winning margin: 3.655s

Biggest: 9.634s (2009); smallest: 0.293s (2010)



## SAFETY CARS 6



## SINGAPORE GP TV AND RADIO LISTINGS

### FRIDAY SEPTEMBER 21

1045-1255 Free Practice 1 LIVE (SKY Sports F1)  
1055-1235 Free Practice 1 LIVE (BBC Red Button)  
1055-1235 Free Practice 1 LIVE (BBC 5 Live Sports Extra)  
1415-1630 Free Practice 2 LIVE (SKY Sports F1)  
1455-1635 Free Practice 2 LIVE (BBC Red Button)

### SATURDAY SEPTEMBER 22

1045-1210 Free Practice 3 LIVE (SKY Sports F1)  
1055-1205 Free Practice 3 LIVE (BBC Red Button)  
1300-1530 Qualifying LIVE (SKY Sports F1)  
1300-1530 Qualifying LIVE (BBC1)  
1355-1505 Qualifying LIVE (BBC 5 Live Sports Extra)

### SUNDAY SEPTEMBER 23

1130-1615 Race LIVE (SKY Sports F1)  
1210-1520 Race LIVE (BBC1)  
1300-1500 Race LIVE (Radio 5 Live)

## GET THE LATEST FROM THE F1 PADDOCK AS IT HAPPENS WITH



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# GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average after 13 races compared with the theoretical absolute pace, expressed as 100.

100%



Lewis Hamilton still has clear air between himself and his nearest challenger, team-mate Jenson Button. Button, in turn, is only just holding off Sebastian Vettel.



Paul di Resta moved ahead of Force India team-mate Nico Hulkenberg at Monza after the German was ruled out of qualifying with a loss of fuel pressure.

## FLASHBACK

### VETTEL CLOSES IN ON SECOND CROWN

Sebastian Vettel swept all before him to take his ninth win of the season and bring him to within one point of his second world championship. Jenson Button followed Vettel home to move into second in the points, while Mark Webber was a distant third. Despite clashing yet again, Lewis Hamilton and Felipe Massa both battled back into the points. Hamilton was penalised for the accident with a drive-through penalty.

#### 2011 SINGAPORE GP RESULTS

POS	DRIVER
1	Sebastian Vettel (Red Bull)
2	Jenson Button (McLaren)
3	Mark Webber (Red Bull)

## TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT



SOFT



MEDIUM



HARD







Jean-Eric Vergne was again outqualified by Toro Rosso team-mate Daniel Ricciardo at Monza. He remains on his own, in a wilderness between the midfield and the 'new teams'.



Vergne 102.187

**AND AS FOR THE REST**

Both Marussias have improved slightly, as have the HRTs. Timo Glock remains fastest of the quartet, ahead of team-mate Charles Pic. Pedro de la Rosa remains a sizeable distance ahead of Narain Karthikeyan.

Glock 105.008  
Pic 105.270  
de la Rosa 105.817  
Karthikeyan 106.431



Petrov 103.664



Kovalainen 103.163

2%

103%

104%

**TRACK GUIDE**

**MARINA BAY STREET CIRCUIT**

NUMBER OF LAPS	61
CIRCUIT LENGTH	3.152 MILES
LAP RECORD	1:45.599 K RAIKKONEN ('08)
UK START TIME	1PM

**BIG BRAKE**  
TURN 7, 184-67MPH  
105 METRES, 3.8G 2.31S

SECTOR 2

SECTOR 1

TOP SPEED - 184MPH

DRS DETECTION

DRS ZONE

**FASTEST CORNER**  
TURN 22/23, 130MPH  
4TH GEAR 2.9G





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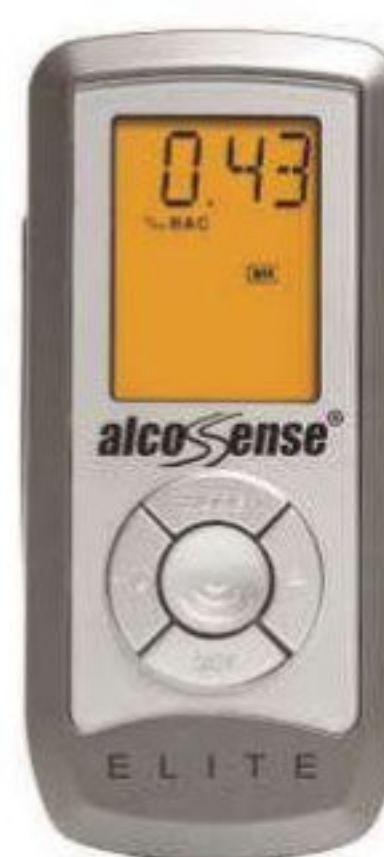
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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

\* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.





# STRAIGHT TALK DAVID COULTHARD

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

The very public 'will-he-won't-he' nature of Lewis Hamilton's future won't be stopping him from focusing on driving. But we can't help wondering: McLaren or Mercedes?

**W**here will Lewis Hamilton be driving next year? That's the question that's dominated Formula 1 over the past week or two. So McLaren or Mercedes? What's it to be?

What's happening with Lewis and his management at the moment is no different to what any driver goes through at the point at which he is negotiating a new deal with a team or teams. This one, though, has all of a sudden become very public for one reason or another.

It's absolutely normal for a driver – or a driver's manager – to investigate what opportunities exist at contract time. I did it and I know everyone else worth their salt in F1 was doing it, too. For a start, you can never be sure your existing team wants to keep you – as I found out when McLaren signed Juan Pablo Montoya over a year before I left – and secondly, you need to be sure that there's not a team at which you'd be better suited in terms of achieving your goals.

My priority was always to be in the team and the car that would give me the best possible chance of winning races and having a shot at the world title, and it was obvious to me that for nine years, that meant staying at McLaren.

All things come to an end though

and my relationship with them had just about run its course by the time I moved to Red Bull Racing. The problem is that when you're together for that length of time, it becomes increasingly difficult to keep the relationship fresh. And when things aren't going your way, it's human nature to wonder what else might be out there.

I don't know what Lewis's priority is. If he wants to win races and titles then he should stay with McLaren, because historically they've had a far better strike rate at doing that than Mercedes. If he wants to be an individual and continue to build 'Lewis Hamilton the brand', then maybe he'd have more freedom to do that with Mercedes.

Of course most of F1's greats – Schumacher, Prost, Mansell, Senna, Piquet and Fangio – switched teams and remained frontrunners, even if the move seemed like a backwards step at first. There's no reason why a driver with Lewis Hamilton's ability couldn't do the same thing.

Let's not forget either that the one man throughout all of this who is remaining focused on the driving task is Lewis himself, and he's performing sufficiently well to suggest that his contract isn't at the forefront of his mind.

## VETTEL v ALONSO

For my money, Sebastian Vettel was extremely unfortunate to receive a penalty for his 'move' on Fernando Alonso at Monza, and I know that goes against the grain in terms of what a lot of people inside the paddock think.

I think it's pretty clear from watching the replays that Seb sticks to the racing line at Curva Grande, and that Fernando makes a pretty ballsy move around the outside; a move that I wouldn't have made unless I was alongside a lot sooner and had forced Seb off line and to the inside.

With Fernando as far alongside as he was, Seb would be able to see the Ferrari on the straight, but when you're on the correct line in a right-hander, you're concentrating on your apex, and you're certainly not waiting for someone to suddenly appear on your left.

## RED BULL'S DIP IN FORM

I'm not convinced that the performances we saw from Red Bull in Belgium and Italy will continue. Yes, qualifying badly somewhere like Singapore has got to be more of a concern than at a track like Monza or Spa, where it's a lot easier to overtake.

The fact that Singapore is a street circuit, and a track most similar to Valencia – where Seb was in a class of his own before the car broke – must give the team confidence of getting back on track. That said we continue to have an incredible battle for race wins and the title, and somehow Fernando managed to increase his lead at Monza. But the momentum that McLaren has right now will be hard to stop. ☼



The Vettel/Alonso Monza clash provoked debate

**“Lewis is remaining focused on the driving task at hand”**

PIC: HONE/GETTY



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# MARK HUGHES

## GRAND PRIX EDITOR

Professor Sid Watkins' medical expertise saved lives in F1, but it required his force of personality, and sheer indefatigability, to make the deployment of those skills possible

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON  
**AUTOSPORT+**

**T**he loss of Professor Sid Watkins, F1's chief medical officer between 1978 and 2004, poignantly punctuates a crucial part of the sport's evolution.

Unlike the commercial or technical evolution, there can be no argument that the safety improvement during Watkins' reign brought anything other than an enormous gain to the sport. Those safety standards advanced dramatically thanks to a three-pronged programme of development in car construction, track design and medical facilities/procedures. Watkins was in absolute charge of the last of these, in person, at every race and his constant push for ever-greater safety informed developments in the first two.

It's too easy to assume these advances were inevitable, that they were simply the product of the time and the accumulation of knowledge. It still required someone to force them through and in the case of the medical care available at grands prix there was a will to do this from Bernie Ecclestone (and later FIA presidents Jean-Marie Balestre and Max Mosley), but the man

empowered to specify what needed to be done, who had to overcome the inertia and ingrained practices of the circuits of the time, who had to transform the whole industry's thinking on medical facilities, was Sid. And he met a lot of resistance.

Following the 10-car startline crash at the '78 Italian Grand Prix, Watkins and a track official were physically prevented by police from attending the scene. It was around 20 minutes after the accident when he was first able to examine the injured Ronnie Peterson in the Monza medical centre. Peterson died later that night as a result of fat embolism leaked from the marrow of his broken leg bones to the brain and other vital organs. One of the keys to preventing this is minimising the time in attending to the bone fractures and in introducing into the bloodstream electrolyte solutions to bind the fatty acids. Sid's realisation that he had no control over the immediate medical response – those crucial first moments – made it obvious that the procedural bureaucracy that had built up over the sport's history had to be bulldozed aside.

No longer could circuits be left to decide what their medical facilities might be, how they might be equipped, where they might be situated, how they might be staffed, how many passes medical staff might be allowed or who had access and authority at an accident scene. Instead, there had to be a unilaterally-imposed standard with ultimate authority over everything residing in Sid. Backed up by the power of Bernie Ecclestone, that's what he set about doing – but the resentment and resistance can be imagined. A lesser man would probably have thrown in the towel and if not at that, then later

after attending the awful final scenes of friends such as Gilles Villeneuve and Ayrton Senna.

On one occasion in '79 Watkins and an associate were prevented from entering Hockenheim race control for the start (this was before the days of him being in the medical car following the pack on the first lap). He immediately told Bernie who, with the cars lining up on the grid, told the organiser that unless he got the thumbs-up from Sid in race control, he was going to pull all the drivers from their cars and someone could explain to the 80,000 people why there was no race. Sid was allowed in. His charm and surgeon's authority was a crucial part of getting what was needed and was instrumental in the tricky business of getting Balestre onside. For example, in Rio one year Watkins delayed practice until the medical building was ready to his satisfaction. For this he was summoned by Balestre and the following conversation was relayed by Sid in his autobiography:

'Doctor, why was practice delayed one hour?'

'Because, President, it was built too late – being a temporary structure its completion was delayed by bad weather.'

'Doctor. Why do we not have permanent buildings for medical centres at the permanent circuits for FIA events?'

'Because, President, when I proposed this last year it was turned down.'

'By whom?'

'By you.' At this Watkins tapped the regal Jean-Marie rudely in the chest. The President, with a gleam of amusement in his eye, agreed that it would be done. Sid got his way.

A very high calibre of man indeed. ☼



Formula 1's medical advances are all thanks to Sid Watkins

**“Sid's charm and surgeon's authority was vital for safety”**



INDYCAR

## POWER TRIPS OUT

This is the moment Will Power lost his hopes of becoming IndyCar Series champion. Ryan Hunter-Reay's fourth place at Fontana was enough to seal the title with Power classified 24th.



INDYCAR

# Conway wants IndyCar future

Brit turns his back on oval racing for safety reasons, but is optimistic for 2013. By MARK GLENDENNING

**M**ike Conway is optimistic of continuing his career in IndyCar despite turning his back on oval racing on the eve of last weekend's season finale at Fontana.

The Briton took part in last week's test day at the two-mile superspeedway, but informed AJ Foyt Racing team principal Larry Foyt shortly afterwards that he no longer felt comfortable racing on ovals. The team drafted in Wade Cunningham, who drove a second Foyt car at this year's Indianapolis 500, to fill Conway's seat for the weekend.

Conway told AUTOSPORT that he hoped to continue racing on the road and street courses, although he acknowledged that he is reducing his options in terms of teams by not wishing to commit to the full season.

"I've been fortunate to work with some really great people, especially all the guys at Foyt Racing," he said. "I'd love to be able to work with them again in the future if I could do a

road/street course programme — if that's even an option. Obviously I limit myself by not wanting to do the whole series, so that's going to be difficult. I'd love to be able to stay there, and if not, then that's OK. That's my decision and I'm happy with that."

Conway said that the decision was a tough one, but that it had been at the back of his mind for some time.

"I've never really been 100 per cent comfortable on the ovals from the start, but I just thought it was something that was part of the series and I had to get on with it," he said.

"There have been times when I've really enjoyed ovals. I just had a few moments this year where I wasn't really enjoying it, and as soon as I got into the car and went out onto the circuit [at the test]... it wasn't anything to do with the circuit or the car, it was just a case of me not wanting to do this any more."

Conway has also suffered a couple



Conway had a huge Indy 500 crash in '10

of major accidents on ovals, most notably at the 2010 Indy 500 when he was left with a fractured vertebra and broken leg. He admitted that these scares also played a part in the decision.

"It wasn't easy coming back onto the ovals after that," he said. "But I'm sure it has some part in it all. Some old memories just clicked into my head recently that made me think that racing on ovals isn't

what I really want to be doing."

Conway is not alone in having reservations about the ovals, with one team privately admitting to AUTOSPORT that one of its oval race retirements during the season, which was chalked up as a mechanical problem, was actually the result of driver nerves.



**P50 FONTANA REPORT**

## WHAT THE PADDOCK THINKS

### LARRY FOYT

"Mike's been a great asset to our team. It took a lot of courage for Mike to come forward and we respect him highly for that. We certainly want to honour his decision."



### RYAN HUNTER-REAY

"I look up to Mike. He was somewhere mentally that he didn't want to be. Ovals are dangerous, but to be in a bad place mentally and do it is not right."



### WILL POWER

"I understand how he feels. If the car's not right, you don't want to be out there. It's ballsy to say, 'Hey, I don't feel comfortable'. Full credit to him. He's a great driver, too."



### CHIP GANASSI

"I hope it's not a rash decision. I hope he'll get a second chance at it. He's a great guy, and you don't want to see anybody step out of something they love."





INDYCAR

# Allmendinger eyes IndyCar return

**AJ ALLMENDINGER COULD MAKE A** shock return to single-seater racing with Team Penske next year, once his NASCAR suspension for failing a drugs test has been completed.

Allmendinger, who attended last weekend's IndyCar season finale at Fontana as a guest of the squad, was in his first season with Penske's NASCAR outfit when he failed a drug test in July. He is currently working through the series' rehabilitation programme, and team owner Roger Penske said that he would not rule out hiring the American for either NASCAR or IndyCar in the future.

"He could be an option for us, for sure," said Penske. "Hopefully we'll get an answer from NASCAR as quickly as possible, because the Chase has started now, so hopefully they'll give him a clean bill of health and he can move on."

"It's obviously a speed bump in his career, but he's an option for people on the NASCAR side and also on the IndyCar side. He did a great job when you think about what he did

Allmendinger won Champ Car races for Forsythe in '06



in Champ Car with winning races."

Penske said that he'd invited Allmendinger – a five-time race winner in Champ Car – to Fontana with the specific aim of putting him back on the radar for a drive.

"I told AJ I wanted him to come to the race," he said. "He's been undercover for quite a bit of the

time, and I thought it would be good for him to get out here and talk to some of the team owners."

Penske does not currently have an open seat in NASCAR, with Joey Logano having been signed to drive Allmendinger's car next season, while the status of its third IndyCar, driven this year by Ryan Briscoe, is unclear.



Sato will race at Sugo

FORMULA NIPPON

## Sato for Sugo FNippon race

**FORMULA 1 AND INDYCAR PODIUM**

finisher Takuma Sato has brought forward his debut in his home country's leading series – Formula Nippon – to this weekend.

Sato, 35, will race at Sugo for Honda-powered Team Mugen, running alongside series regular Naoki Yamamoto.

The Nippon programme is the only opportunity for the Japanese folk hero to race in front of his home fans following the canning of IndyCar's race at Motegi.

"I will only get to the track on Friday morning," said Sato, who has never even seen Sugo before. "And then I jump into a car that I've only driven for half an hour in the dry and go into a highly-competitive Formula Nippon race!"

Sato is working hard to remain with Rahal Letterman Lanigan Racing in IndyCar next season. "The team would definitely move forward significantly if they were running two cars," he said.

## AUTOSPORT SAYS...

**MARK GLENDENNING**  
US EDITOR



**I** recall reading an interview with David Coulthard sometime back in the late-1990s, around the time he was trying to work out how to beat Mika Hakkinen. Asked about his weaknesses as a driver, DC gave a fairly stiff response about not wanting to reveal anything to his rivals (he seems a lot less uptight now).

At Fontana last weekend, Mike Conway took his weakness and nailed it to the mast. All drivers find ovals scary, and those who have actually been bitten by them – as Conway was at Indianapolis in 2010; as the entire field was when Dan Wheldon was killed – find them scarier still. Finally, Conway decided that for him, enough was enough, and gambled his entire career on saying so.

It was absolutely the right thing to do. Conway's decision to step aside was greeted with universal support from fellow drivers, who on one level admired his courage, and on a more fundamental level, don't want to

go into a corner at 218mph with someone who has the heebie-jeebies. A bit of trepidation is a healthy thing; Chip Ganassi said last weekend that a driver with absolutely no fear probably wouldn't be the sort he'd choose for one of his cars. But too much fear, and you become a liability to the entire field.

Everyone knows that ovals can be scary. But admitting it takes balls.

Conway wants a non-oval drive



EUROPEAN F3 CHAMPIONSHIP

## EuroInternational to step up to European F3

**LEADING ITALIAN SINGLE-** seater team EuroInternational is to expand into the FIA European Formula 3 Championship next season with Briton Tom Blomqvist.

EuroInternational, for which Blomqvist has won five races in the German F3 Cup for older-generation cars this year, has ordered two Dallara chassis and will use Volkswagen engines.

The team will contest this year's Macau Grand Prix with Blomqvist (see AUTOSPORT, August 2), who has also raced in the Euro Series this year with Ma-Con Motorsport.

Team boss Antonio Ferrari stressed that his focus is on the FIA championship and not the DTM-supporting Euro Series – although next year's FIA contest could include Euro Series races.

"Tom will be one driver," said Ferrari. "It could change, but the plan is to run him."

EuroInternational will also remain in the German F3 Cup with a three-car team. Two of the seats will be filled by Malaysian Nabil Jeffri and South African Aston Hare, who currently lie first and second respectively in the JK Racing Asia Series with Ferrari's squad.

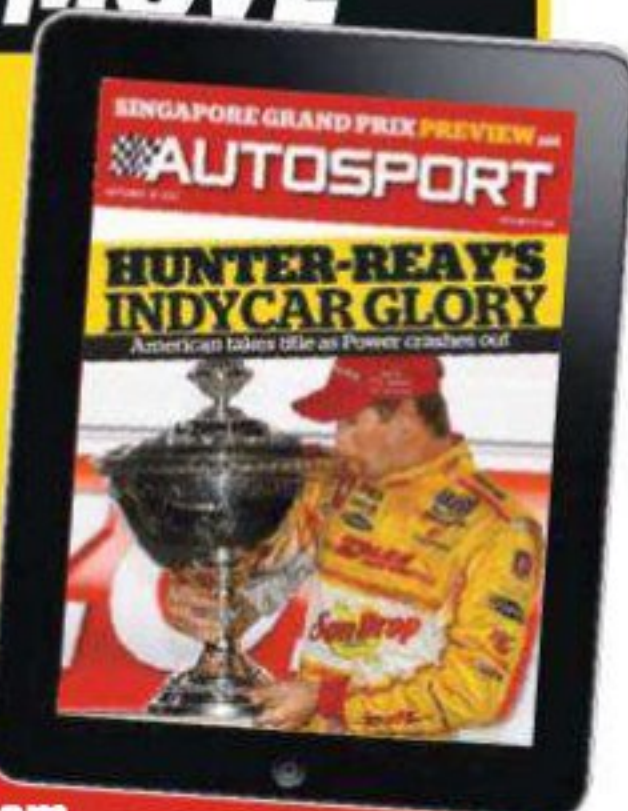
Blomqvist races for team in German F3



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Artist's impression of F-type GT3

**AUTOSPORT**  
**IMAGE**

FIA GT3

# Jaguar to make GT race return

Williams and RML battling to win contract to run British marque's F-type GT3 programme. By GARY WATKINS

**F**ormula 1 team Williams is one of two outfits in the running to mastermind Jaguar's return to international sportscar racing.

The British luxury car maker has made a decision to develop its forthcoming F-type sportscar for the GT3 category. It has put the design, development and build of a run of customer cars out to tender and will choose between Williams and Ray Mallock Limited before giving the OK to the programme.

A number of groups are understood to have made bids for the F-type project. One is known to have included sportscar racer and team owner Paul Drayson and former Lola Cars International

managing director Robin Brundle. The bidders were whittled down to the final two at a meeting at the end of August, though it remains unclear when a final decision will be made.

No announcement is expected at this month's Paris motor show, where the road-going F-type, powered by a supercharged V6 powerplant, will be launched.

Sales of the car do not begin until next spring. This suggests the racer will not appear until the second half of the year prior to the deliveries to customers ahead of the 2014 season. A V8 version of the car could be raced, as a road example is expected to hit the market at a later date.

Jaguar refuses to acknowledge

the existence of the project, which is believed to encompass plans for a GT4 version of the F-type.

A spokesperson for Jaguar said: "Jaguar doesn't have a motorsport programme. If this changes, we will communicate our plans. We cannot comment on speculation or rumour."

Williams declined to comment and RML boss Ray Mallock was unavailable as AUTOSPORT closed for press this week.

It is understood that the manufacturer wants to enter into a partnership with either Williams,

whose advanced engineering arm is jointly developing the four-cylinder C-X75 Jaguar, or RML. This would involve setting up a joint venture company in much the same way McLaren has with CRS to develop and build the MP4-12C GT3.

Former Aston Martin Racing team principal George Howard-Chappell has been linked with a role on the F-type project. He refused to comment on any involvement.

The GT3 programme could be the first step on the road back to the Le Mans 24 Hours. Manufacturers such as Ferrari and Aston Martin are using an increasing number of common parts across their GT3 and Le Mans-eligible GTE machines.



**XKRS GT3**

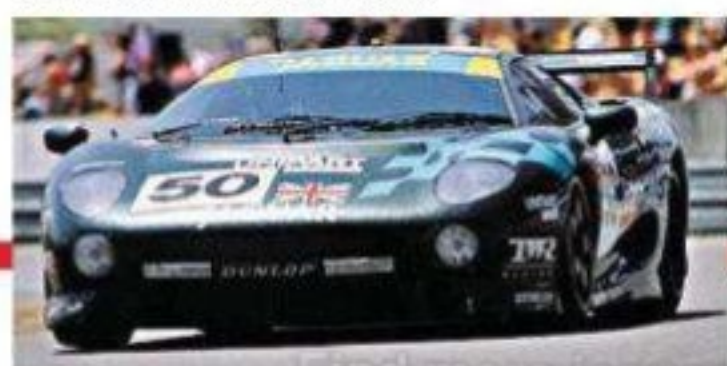
Richard Lloyd's Apex squad developed the supercharged XKR for the new GT3 category with factory blessing for 2007. The programme lost momentum and came to an end after Lloyd died in a plane crash in early '08.

## Jaguar's post-Group C sportscars

Big Cat's factory-backed sportscar programmes have varied in success since the end of its Group C programme

### XJ220

TWR developed the XJ220 for racing and won the GT class at Le Mans in 1993 (the XJ220C raced under appeal and was subsequently disqualified), while privately-developed cars ran in Global and British GTs.



### XKR GT

Paul Gentilozzi's RSR team landed factory support and some funding, ahead of 2009 to develop the XKR for a GTE ALMS assault. The project, which included a disastrous Le Mans return in '10, was canned last winter.





WORLD ENDURANCE CHAMPIONSHIP

# Petrol LMP1s set for performance gain

## LMP1 PRIVATEER TEAMS COMPETING

in the FIA World Endurance Championship are likely to get a performance break before the end of the season.

The Automobile Club de l'Ouest at Le Mans, which promotes the WEC and jointly writes the rules with the FIA, got together with the P1 privateers on the eve of last weekend's Sao Paulo 6 Hours at Interlagos to discuss increasing their performance levels to bring them closer to Toyota and Audi. It is understood that they could get a performance break in time for the next round of the WEC in Bahrain later this month.

ACO sporting manager Vincent Beaumesnil said: "Our only reply to questions on that is that the ACO and the FIA support the presence of privateers in P1. We are speaking to them every day about solutions to guarantee their future. It is something we are looking at."

James Rumsey, whose JRM team runs a HPD ARX-03a in the WEC, welcomed any move intended to bring the privateer competitors and the factory teams closer together.



Petrol LMP1s can't match the diesels and hybrids

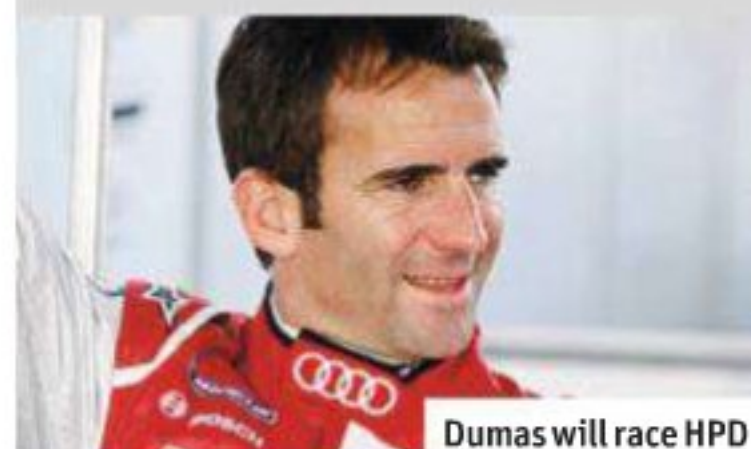
"At the moment, the manufacturers have their race and we have ours, so it would be good for the entertainment if we were closer to them," he said. "There was a meeting to see what was possible and we are waiting to see what the ACO will do."

The ACO appears to have two options:

either increasing the diameter of the engine air restrictors for the petrol-powered privateers or giving them a weight break.

➔ P54 INTERLAGOS REPORT

## IN BRIEF



Dumas will race HPD

### DUMAS BACK WITH PICKETT

Romain Dumas will return to Pickett Racing's HPD at Petit Le Mans in October. The Frenchman, who has previously driven the team's Porsche and Lola-Aston Martin cars, will share with Lucas Luhr and Klaus Graf at the American Le Mans Series finale.

### MINASSIAN TO STAY AT PECOM

Former Peugeot driver Nicolas Minassian will complete the FIA World Endurance Championship with Pecom Racing. The Frenchman raced the team's LMP2 ORECA-Nissan at Interlagos last weekend.

### REBELLION BACK AT PETIT

Rebellion Racing will return to Petit Le Mans for a second consecutive year. The Anglo-Swiss squad will field one of its fleet of LMP1 Lola-Toyota B12/60s for Neel Jani, Nicolas Prost and Andrea Belicchi.

### DONINGTON FINALE FOR GT1

The FIA GT1 World Championship will climax at Donington Park on September 29-30. The new event, which joins the British Formula 3/GT bill, takes the place of the race scheduled for Buddh in India.

### DYSON RUNS FLYBRID SYSTEM

The British-developed Flybrid energy-retrieval system returned to the race track in the back of Dyson Racing's lead Lola-Mazda B12/60 at last weekend's ALMS race at Virginia. The car finished second and will also run at Petit Le Mans.

### DELTAWING TO RACE IN ALMS

The DeltaWing DW LM12 will be able to race in the ALMS next year and the new championship resulting from the ALMS/Grand-Am merger. Lucas Ordóñez and Gunnar Jeannette will race the car at Petit Le Mans next month.

### FULLER TO MAKE BTCC DEBUT

Volkswagen Cup race-winner Howard Fuller will make his British Touring Car Championship debut in Tony Gilham's Honda at Rockingham this weekend. Meanwhile Rob Austin Racing will run both its Audis, for Rob Austin and Will Bratt.

Fuller will drive Honda



WORLD ENDURANCE CHAMPIONSHIP

# Di Grassi prepared to turn his back on F1

## FORMER GRAND PRIX DRIVER LUCAS

di Grassi is ready to turn his back on Formula 1 after making an impressive sportscar debut with Audi last weekend.

Di Grassi, who raced for Virgin in F1 in 2010 and is Pirelli's official test driver, made the comments over the course of his debut sportscar weekend at the Interlagos FIA World Endurance Championship round, during which he outqualified co-driver Andre Lotterer and set the fastest race lap. He said he was considering options outside of F1.

"I would prefer to be in sportscars

winning races than be in F1 at the back of the grid," he said. "I am open to many possibilities, whether it is sportscars, IndyCar or DTM. I want to be in a strong team to be able to show my potential."

Di Grassi's drive at Interlagos was a one-off at the behest of race promoter Emerson Fittipaldi. He successfully lobbied Audi to include a Brazilian driver in its squad to help promote the event.

Audi stressed that with its Le Mans 24 Hours squad shrinking from four to three cars next year, there would be limited opportunities for di Grassi.



Di Grassi starred at Interlagos

GRAND-AM

# Bellarosa wins Daytona drive

## NEW SPEED EUROSERIES CHAMPION

Ivan Bellarosa will race a Daytona Prototype at next year's Daytona 24 Hours after winning the 2012 Sunoco Challenge.

The ex-Formula Renault 3.5 racer, who races a Wolf-Honda GBO8 for his family's Avelon Formula squad, sealed the fourth Sunoco Challenge, promoted by the fuel supplier, with pole position for last weekend's SPEED races at Dijon. The points scored in qualifying were enough to put him out of reach of his nearest rival, fellow SPEED racer Anthony Gandon.

Bellarosa, 38, said: "I'm so happy to have won the challenge. I'm really looking forward to driving Daytona International Speedway in a DP."

Bellarosa, who follows previous winners Derek Johnston, Ross Kaiser and Felipe Nasr, will get his first test in a DP at Daytona on November 14-15, most likely with the Action Express team.

The Sunoco Challenge is this year based on the results of the SPEED EuroSeries and the first seven rounds of the Britcar Endurance Championship.



Bellarosa is the SPEED champ





WRC

## MEEKE: BENTLEY BOY

Kris Meeke drove the Hafren Sweet Lamb stage of last week's Rally GB in a Bentley Continental GT for a BBC *Top Gear* film. Meeke would not disclose his time, but he wasn't slowest. Read about it on page 40.

WRC

# Ford has 'WRC's fastest car'

Blue oval technical chief says Fiesta WRC is more than a match for Citroen's DS3. By DAVID EVANS

**F**ord believes it has the fastest car in the World Rally Championship following last weekend's Rally GB victory for Jari-Matti Latvala.

The factory Ford team enjoyed its first victory over Citroen since February's Rally Sweden. And the Fiesta RS WRC dominated the Cardiff-based WRC qualifier, with the Cumbrian-built cars never headed for the duration of the event. Latvala took his second GB win in as many years, while Petter Solberg succumbed to a spirited final-day charge from world champion and championship leader Sebastien Loeb.

Despite Ford only winning two of the 10 rounds run so far this season, technical director Christian Loriaux

is adamant his Ford is faster than anything else in the WRC.

"Our car could have won every rally this year," said Loriaux.

"There's only one rally we were beaten fair and square and that was Finland — we were behind by 0.08 seconds per kilometre. All season the cars have all been very close and you couldn't tell who was the best, but in Germany [where Latvala was second to Loeb] our car was faster.

"I'm sure the French press will analyse and say that's Loriaux being big-headed, but it's fair: we had three drivers, [Ott] Tanak, Petter [Solberg] and Jari-Matti [Latvala] who made fastest times in Germany. For Citroen, Mikko Hirvonen and Thierry Neuville didn't win a stage, it was only Sebastien Loeb — the

guy who has been eight-time world champion. If Tanak can do a fastest stage time on asphalt, Neuville should be able to as well, so we had the faster car there."

Loeb admitted his fourth Rally GB win had always been out of reach last weekend.

"Jari-Matti was really fast this time," said Loeb, "really, he was flying through the stages and so we had no chance."


Loeb's team principal Yves Matton said: "I think we missed something in the [pre-event] test. The set-up has not been perfect or accurate on this event.

"The other reason is maybe that we were not aggressive enough in the weekend. For example we always take six wheels [two spare tyres]



Loriaux says Fiesta is fastest in WRC

when the others go with one spare wheel and save weight."

 **P34 RALLY GB REPORT**

## IN BRIEF

All will be revealed...



### PARIS REVEAL FOR NEW 208

Peugeot will reveal its 208 R5 — the firm's first turbocharged, four-wheel-drive rally car since

the 307 WRC — at the Paris motorshow later this year. The car will be seen in competition in the second half of next year.

### DEATH ON ASTURIAS RALLY

A photographer was killed on last weekend's Asturias Rally in Spain after being hit by a competing car on Saturday morning. The accident occurred on the first stage of the day and came after four spectators were injured when another competitor left the road on the opening day of the event, which was a round of the European Rally Championship.

### WRC 2013 DATES REVEALED

The dates for next year's WRC have been revealed: Monte Carlo, January 15-20; Sweden, February 7-10; Mexico, March 7-10; Portugal, April 11-14; Argentina, May 2-5; Acropolis, May 30-June 2; Italy, June 20-23; Finland, August 1-3; Germany, August 22-25; Australia, September 12-15; France, October 3-6; Catalunya, October 24-27; Great Britain, November 14-17.

### PETER HUGHES: 1935-2012

Peter Hughes, who won the 1964 East African

Safari Rally in a Ford Cortina Mk1, has died aged 77. He subsequently acted as Clerk of the Course on the event and represented Kenyan interests on the FIA Rally Committee.



Hughes won '64 Safari



WRC

# Celtic Manor stage set for Rally GB stay

## RALLY GB'S LATEST SUPERSPECIAL

stage – a two-mile blast around the venue for the 2010 Ryder Cup at Celtic Manor – has been tipped to stay on the route for next year's event.

With the news that Rally GB will remain in Wales for the next three years, there were high hopes that the event might finally find a long-term solution to running a successful Superspecial stage. The all-asphalt stage was an instant hit with event winner Jari-Matti Latvala.

"It was good," said the Finn. "The speeds were high, in fourth and fifth gear for a lot of the time, and when we have a lot of speed then I am always enjoying the stages. I wouldn't have liked to have done the stage in the wet as there was a lot of dirt pulled onto the road and it would have been tricky. But, yes, for me it was a good stage – especially because I quite like to play golf as well!"

WRC Commission vice-president Robert Reid felt the stage provided a

Celtic Manor was a hit with drivers



good basis for development in the future:

"I think there are a few changes that can be made to make the stage more challenging, but it's definitely a step forward from the Superspecials that have run on the event in the past."

Rally GB chief executive Andrew Coe was delighted to report a new Welsh

Government agreement, worth an annual £1.65m for the next three years.

Coe said: "This is a new dawn for Rally GB. We have a clean sheet of paper for this event and everything will be looked at. We have to up our game because the aim is simple: to be the best event in the world championship."

WRC

## Early VW Polo debut canned

### VOLKSWAGEN'S HOPES OF RUNNING

its new Polo R WRC before the end of this season have been dashed after rival teams denied the German marque the chance to compete on November's Catalunya Rally.

VW sought dispensation to run the unhomologated Polo on the event, but said it understood the decision of rival teams not to allow such an unprecedented move.

A team source told AUTOSPORT: "We can completely understand that. Our view would probably be the same in their position. It's a shame, but we will just have to wait until Monte Carlo."

It had been hoped that VW consultant Carlos Sainz might have made a sensational return to the WRC on his home round of the series, giving the Polo an early debut (see AUTOSPORT, September 13).

BTCC

## O'Neill eyes full BTCC return

### BRITISH TOURING CAR RACE WINNER

Paul O'Neill is targeting a full-time return to the championship for next season.

O'Neill has appeared in Tony Hughes's Speedworks Motorsport-run Toyota Avensis twice this season. He scored two sixths and a fourth last time out at Knockhill, and could race

O'Neill's already raced Avensis



the car throughout 2013.

"Even before Knockhill Tony suggested he'd put me in his car," said O'Neill. "I don't have a lot of money, but he's talking to his sponsors."

"If we can raise £80,000-£100,000 we should be on track and I don't think that's a lot of money for the BTCC. At the minute I'd say I am 70/30 for it to happen."

O'Neill also believes the NGTC Avensis can run at the front. "I really think Speedworks has put together a car that can challenge for the Independents' title," added the two-time BTCC race winner.

"The team's plans are exciting and I think the car is good enough to win races. It's a good chassis."

O'Neill has two BTCC victories to his name, from his Vauxhall years in 2002-'03.

## IN BRIEF



Clarke races in US now

### CLARKE MAKES ARCA DEBUT

Britain's Jack Clarke qualified 22nd for his stock car debut in ARCA at Winston-Salem last weekend. Clarke, who was classified 30th after crashing, will undertake a series of ARCA and NASCAR K&N Pro events.

### SAINZ TO SKIP BF3 FINALE

Carlos Sainz Jr is to pass up his tiny chance of winning the British Formula 3 title at Donington Park next weekend and will instead contest the clashing FIA European round at Valencia. The Carlin driver is third in the FIA points with two rounds left.

### HARVEY TOPS DONINGTON TEST

British F3 title contender Jack Harvey topped last week's Donington test. Carlin driver Harvey narrowly pipped Alex Lynn (Fortec) and Carlos Sainz Jr, with Felix Serralles returning from injury to go fourth and points leader Jazeman Jaafar fifth.

### GP3 DRIVERS RACE IN FR3.5

Tamas Pal Kiss, Aaro Vainio and Daniel Abt all made their Formula Renault 3.5 debuts at the Hungaroring last weekend. Kiss and Vainio joined BVM Target and RFR respectively while Abt replaced Tech 1 driver Kevin Korjus, who moved to Lotus.

### MANN TO MAKE AUTO GP DEBUT

Former IndyCar racer Pippa Mann will make her Auto GP debut at Sonoma this weekend with Campos Racing. Giancarlo Serenelli and Antonio Spavone will make up a revised Ombra line-up while Giacomo Ricci returns to MLR71. Ex-F1 racer Antonio Pizzonia will switch to Zele Racing.



Mann's in Auto GP

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Familiar combo: a barrier and Grosjean



# SCAPEGOAT OR SINNER?

Romain Grosjean is in hot water after his ban from the Italian Grand Prix. But as *EDD STRAW* finds out, there's much more to the controversial Frenchman than his much-publicised first-lap crashes

**A**lain Prost was the arch-calculator. At every turn, he precisely measured risk versus reward and rarely made the wrong decision on track.

Aside from sharing an affinity to the tricolour and searing natural speed with Monsieur Prost, Romain Grosjean has very little in common with *le Professeur*. Instead, his tendency to get involved in early-race clashes caught up with him at the Belgian Grand Prix and Grosjean spent the Monza weekend on the outside looking in. It was the ultimate public humiliation: stand in the corner for three days and think about what you've done.

The 26-year-old would do well to take a leaf out of Prost's book. If he can, he will definitely win GPs, as proved by the fact that, when he does make it through the early laps, he has always finished in the top six this year. If he can do that, he could live up to his billing as France's next world champion – albeit with the disclaimer that

Grosjean is best described as Franco-Swiss and grew up over the border.

In many ways, he has a responsibility to make good on his potential, for it has been almost 20 years since the last of Prost's titles. During that period, *La Marseillaise* has only echoed around a grand prix podium on two occasions, once for Jean Alesi's win in Canada 1995, and most recently for Olivier Panis's victory at Monaco a year later.

"I'm very proud to race with the French flag," says Grosjean, talking shortly after watching Jerome d'Ambrosio qualify 'his' Lotus at Monza and taking it all with admirable stoicism. "I'm proud to be Swiss and French, and I've been racing for France for a long time. In France, people are starting to like F1 again and that means a lot to me. Seeing the flags in the grandstands when on the driver parade gives you some extra power. I hope one day we can have the *Marseillaise* on the podium."

Provided the Lotus team maintains

its current upward curve, it's probably only a question of when, rather than if, Grosjean gives France its first grand prix victory for over a decade and a half. It would be foolish to assume that just because he's had a few mishaps, a driver who has eclipsed Kimi Raikkonen 7-5 in qualifying should be cast onto the scrap heap. He will still be at Lotus next year and, provided he learns the lessons of Spa and his other blunders, there's every chance he will be doing some winning.

"It would be too easy to say that it's a learning process and it would be too easy to say I was just being too aggressive," says the candid Grosjean. "I've been thinking about it this week and I wrote down a few things to try and understand and analyse. There have clearly been too many incidents early in races, but it is also not always the same situation. We need to make some small modifications in the way that we prepare for the weekend and the race, but it's not a case of removing ▶



Grosjean (in air)  
censured after Spa



◀ everything that we have been doing and start from zero.”

Pressed to be a little more specific, Grosjean agrees that part of the problem is the focus on making up positions. At Spa he wasn't intentionally squeezing Lewis Hamilton; he genuinely thought he was ahead, perhaps a consequence of a single-minded determination to make up positions at the first corner.

“I think so,” he says when asked whether he was guilty of looking only forward. “And it's about the way that you make decisions at critical points. I've made some wrong decisions. At Spa, I should have left more space, but 20cm at 200 or 250km/h is nothing. It's not as if I was crashing into people by braking 100 metres too late. It's about the way that I prepare myself for this moment of the race.”

The man best placed to judge Grosjean's predicament is Lotus team principal Eric Boullier. The Frenchman is



Clash in Monaco with Schumacher

also Grosjean's manager in his capacity as boss of Gravity Sports Management. He's played a big part in turning around Grosjean's career and you can be sure that he will be making all the right moves in helping his charge.

While Boullier had been aware of Grosjean during the Franco-Swiss pilot's rise through the ranks, he was only on nodding terms until being appointed team principal at what was then Renault. His first involvement with Grosjean was to inform him that his services wouldn't be required in 2010 after a difficult part-season alongside Fernando Alonso in '09.

It wasn't until the middle of 2010 that Grosjean started to come back into the fold, joining the DAMS team, managed by Boullier, first in Auto GP and then in GP2. That culminated in winning the GP2 crown in 2011 and, after a couple of Friday outings in F1, Grosjean had convinced those in the team who remembered



Troubled first stint in F1, 2009

him from first time around that he warranted a second shot.

“When there is no incident on the first lap, you can say he's an eight-out-of-10 for the season,” says Boullier. “He's delivering on one lap, over the whole weekend and working well with the team. If you take out the first-lap incidents, he's impressive.”

“As for the incidents, it's down to his personality. He is someone who is very shy and he wants to do his job perfectly



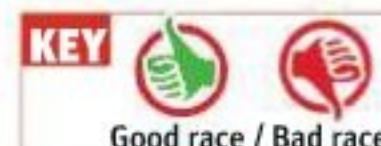
Joy on Hungarian GP podium with Hamilton

## GROSJEAN'S SEASON SO FAR



**Starts:** 12  
**Best finish:** 2nd  
**Best qualifying:** 2nd  
**Podiums:** 3

**Points:** 76  
**DNFs:** 5



### AUSTRALIA

Start: 3rd Finish: DNF

Qualifies a stunning third. Plays it cautious at the start and drops to sixth. Eliminated on lap two after being hit by Pastor Maldonado.

### MALAYSIA

Start: 6th Finish: DNF

Starts sixth, but tags Michael Schumacher on the first lap. Goes off on lap four while trying to survive on intermediates in intensifying rain.

### CHINA

Start: 10th Finish: 6th

Starts 10th, but drives an excellent race in a congested pack to bag his first F1 points with sixth place in his 10th grand prix start.

### BAHRAIN

Start: 7th Finish: 3rd

Qualifies seventh, but charges to second by lap seven. Has to settle for third after letting Kimi Raikkonen past later in the race.

### SPAIN

Start: 3rd Finish: 4th

Banks a third consecutive points finish in fourth place after qualifying third, again eclipsing Raikkonen on one-lap pace.

### MONACO

Start: 4th Finish: DNF

Looks a threat for pole position, but starts fourth. Hits Michael Schumacher on the run to Ste Devote and is out of the race.

### CANADA

Start: 7th Finish: 2nd

Lines up seventh but makes up serious ground late in the race as others hit tyre trouble, passing Fernando Alonso for second late on.

### EUROPE

Start: 4th Finish: DNF

In the mix for victory. An alternator failure while running second behind Alonso robs him of a second consecutive podium.

### BRITAIN

Start: 9th Finish: 6th

Clips Paul di Resta on the first lap and is forced to pit for repairs. But such is the car's pace that he fights back to sixth at the flag.

### GERMANY

Start: 19th Finish: 18th

A disastrous weekend, lining up 19th after a dismal wet qualifying session. Contact on the run to the hairpin puts him off the track. Finishes 18th.

### HUNGARY

Start: 2nd Finish: 3rd

Qualifies a stunning second and pressures Lewis Hamilton in the first part of the race. Loses second to Raikkonen late on.

### BELGIUM

Start: 8th Finish: DNF

Can't match Raikkonen in qualifying and turns across Hamilton's bows on the run to the first corner, causing a pile-up. Hit with a one-race ban.

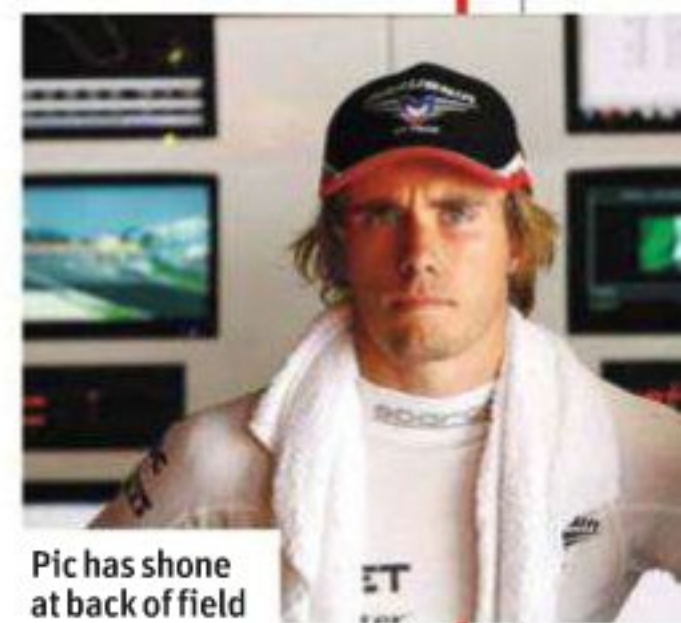




## THE FRENCH ARE COMING

Romain Grosjean doesn't have it all his own way in French Formula 1 circles – he has to share the limelight with rookies Jean-Eric Vergne and Charles Pic this year. He has comfortably the best car of the trio, with Vergne fighting for the odd point here and there and Pic only able to dream of making the top 10. But that doesn't mean he has a monopoly on ability.

Vergne is a frustrating case. He's an intense character, some reckon a little too intense, and certainly this seems to be at the heart of his struggles.



Pic has shone at back of field

The 22-year-old has been a victim of overdriving on Saturday afternoons, making him all too often the highest-profile Q1 casualty. In the races, there's little to choose between him and Toro Rosso stablemate Daniel Ricciardo, but the 10-3 qualifying record shows exactly where Vergne needs to improve relative to the easy-going Australian. He's likely to remain at STR next year and, if he doesn't break this pattern, then his very real potential risks going unrealised.

Marussia driver Pic has spent the season in the lower reaches of the field, exclusively on the back three rows and with a best finish of 15th. But he has shown extremely well relative to highly regarded team-mate Timo Glock. Life at the back of the grid isn't easy, but Pic has caught the attention of plenty of other teams in the paddock. Admittedly, a big part of his appeal is his healthy financial backing, but the knowledge that he's a seriously fast, if still a little raw, talent also plays its part.

All three of the French drivers have the potential for long grand prix careers. After the years of French famine, there's every reason for Gallic fans to get excited.



Vergne (left) hopes he won't drop the boule

because he hates to be in conflict with people. Because he worked so hard for his second chance in F1, it's even worse in some ways. What we have to work on is managing expectation.

"It's not just mental. It's also my mistake in this case. I wanted Romain to be open because he was criticised in 2009 for being too arrogant and closed. Maybe I left the door open too long as everyone got used to Romain saying hello and people would always ask him questions. This disturbed his preparation, so I need to put the system in place, as with most drivers, where they have the proper environment."

The next few weeks will tell us whether Grosjean and Boullier are successful in achieving this. But it's vital not to focus too much on the negative side, and Grosjean admits picking up results sooner than he expected this season.

"It has been a surprising year," he says. "The first good surprise we had was that the car performed very well, and then there were the three podiums and the fact that I have almost always been in Q3. The first two races were a bit of a nightmare, then in the third one I scored points and then in Bahrain I finished on the podium and was trying to fight with Sebastian Vettel for the lead! But there have been some more difficult races."

This cannot be overlooked. While Grosjean had the better of Raikkonen on raw pace earlier in the season, things have changed a little since Silverstone. Some in the team believe this played a part in the Spa accident, as Grosjean was desperate to make up ground to run near his team-mate after a disappointing qualifying.

"We have been struggling since Silverstone," he admits. "We had some

**"I've made some wrong decisions. At Spa I should have left more space, but 20cm at 200 or 250km/h is nothing. It's not as if I crash by braking too late"**

trouble setting up the car and making me feel confident. It's not about the updates, it's just about some small things that combine. There is a bit of a style difference between myself and Kimi and the problem that I'm having, he doesn't feel at all. We have a few ideas we wanted to test at Monza, but now we have to do it in Singapore.

"The problem is locking the fronts at the end of the braking zone, and understeer. I'm not able to brake where I want and carry the speed, which means you lose a lot of time. Kimi doesn't feel that but, if we manage to sort it, we should rediscover our performance."

Don't bet against Grosjean being right back on it in Singapore. For even though there are still a few rough edges to be ironed out, his potential is there for all to see. Lotus's trackside operations director, Alan Permane, is not an easy man to impress, but he has no doubts about his class.

"I can remember way back in time Michael Schumacher driving for us in his first year, and we went through one or two noses every race weekend with him crashing or hitting people," he says. "You put up with it, because he's undoubtedly quick."

Singapore will be Grosjean's 20th race, and now is the time for him to add a touch of Prost to his game. ❧





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## WALES RALLY GB

Cardiff

ROUND 10/13

### WINNER

Latvala 3h03m40.3s

### QUALIFYING STAGE

Sebastien Loeb

### POWERSTAGE WINNER

Mikko Hirvonen

### RALLY RATING

★★★★☆☆

Ford dominates and makes winning look easy with Latvala

### DRIVERS' STANDINGS

Loeb	219pts
Hirvonen	158pts
Solberg	119pts

### MILESTONES

- Latvala's first consecutive win on an event
- 80th anniversary of Rally GB

DAVID EVANS  
reports



# Latvala's long-overdue success is a fillip for Ford

The Fiesta-driving Finn hadn't won since February, so his second Rally GB win was a big boost to man and team



**SEVEN MONTHS – AND A** broken collarbone – since he won in Sweden, Jari-Matti Latvala won again in the WRC. The win came too late to salvage any kind of title tilt for the Finn, but it couldn't come soon enough for Ford. The Cumbrians dominated in Wales in a way that made winning look easy. The factory Citroens just couldn't come to terms with the requirements of the mid-Wales gravel, but Sebastien Loeb mustered a mighty Sunday drive to wrest P2 from Petter Solberg.

## LEG ONE (91.01 miles)

SUNNY/OVERCAST – AMBIENT TEMPERATURE  
RANGE ON STAGES 11-21C

Solberg arrived at the end of the stage with dejection etched into his face. He'd made a few mistakes and blown his opportunity. The Norwegian did his piece to camera, contained himself, then let rip.

And this was at qualifying, last Wednesday. The Ford driver was five hundredths of a second slower than fastest man Sebastien Loeb. But that was a mark of Solberg's

determination on this rally.

"I'm not going to say we are desperate..." said Solberg.

He didn't need to. His face said it all. The marker he'd wanted to lay down from the start had been spoiled by rain arriving as he sat on the start line in Walters Arena.

Undeterred, Solberg set about Friday morning like a man possessed. He was absolutely on it. And fastest in Dyfnant.

Arriving at the start of Hafren, Solberg's co-driver Chris Patterson smiled at the compliment on the time.

"We're in it to win it."

The pair then extended their advantage with an unbeatable run through the next 15 miles. There were broad smiles on Ford's side of the service park. Early days, yes, but things were looking good. Especially

when Jari-Matti Latvala was only 2.8s down having driven much of the stage with a big vibration from the left-front of his Fiesta.

"I thought I had puncture," said the flustered-looking Finn at the finish. "I hit a log pile in the middle of the stage and knocked the tyre a little bit off the rim. I was worried."

Fortunately for him, Myherin was next. And Latvala loves the fast and flowing road that awaited the crews on the other side of the A44. Latvala's first fastest time of the event was enough to promote him to the lead.

"That is one of my favourites," he said. "It's so nice and wide, there's more room for the car. I was taking some risks this morning, but in there I tried to calm

things down a little bit."

Solberg dropped 9.7s, slipping behind Loeb.

"I was following Loeb's split times," said Solberg. "It was a couple of seconds down, but I was too cocky and thought it would be OK. But then Jari came through and he did the proper time."

Loeb admitted he was a little mystified by his absence from the top of the timesheets.

"Maybe it's my position on the road," he said, before adding with a smile, "or maybe I'm getting too old!"

Going into the morning's final stage, Mads Ostberg had been just three tenths of a second behind the lead Citroen. The Rally of Portugal winner had driven the first two stages faultlessly, but struggled in Myherin. He'd made new



Ostberg took another strong Welsh finish





Latvala and Solberg play Ford team game

Two in a row for J-ML was a boost for Ford

Loeb snatched second at the end



pacenotes for the first two stages, but thought last year's notes would work in SS3. They didn't.

"My new system has a lot more detail in than before," he said. "And I was missing this in the corners. It cost me some time. I should have made new notes."

Mikko Hirvonen was fifth and already concerned about the 15s gap developing between his DS3 and

the Ford out front.

"I'm going as hard as I can," he said. "But I'm not happy with the rhythm. I can't do any more for now. I hope it rains this afternoon, that would be something different – maybe it would work for us."

The rain held off and the Fords got faster as the event progressed. Loeb was just two seconds off Latvala's fastest time in Dyfnant, but

that was as close as he would get in the afternoon. One stage later and Solberg was back past him.

Typically, the roads in Hafren and Myherin were more slippery second time, with the characteristic bedrock beneath the gravel polishing to its Teflon best. The Fords excelled and Citroen slipped back.

Loeb dropped 16s to Latvala in 32 miles and would end the day 21.3s off the lead.

Quickest on both stages, Latvala led the field back down through Wales to the overnight half in Cardiff. And he was smiling.

"We worked very hard on the set-up for the car," he said. "We don't have new parts, but we have new set-up which gives better balance for the front and rear of the car. Basically, the rear

of the car is oversteering less and we can drive straighter. It's more like the Citroen."

Standing within earshot of his team-mate Solberg jumped into the conversation with: "It's like Citroen, except better!"

Extricating himself from his DS3 at the end of one of the season's longer road sections, Loeb settled down onto the bonnet and began a lengthy debrief with technical director Xavier Mestelan-Pinon.

"We have to try and change the settings a bit for tomorrow," said Loeb. "But I am pushing. I don't drive for points, for the championship, but we can't match them [Ford] today."

In a repeat of his morning performance, Ostberg was brilliant in the first two and measured on shoddy notes in Myherin. He was a strong and well-worthy fourth at the end of the day.

Hirvonen dropped more time through the afternoon.

"It's nice to see a different car at the front, isn't it," he smiled thinly.

Estonian Ott Tanak was a strong sixth having endured powersteering issues from the opening stage of the morning. Evgeny Novikov played himself in steadily to seventh, while GB debutant Thierry Neuville ended the day eighth with the returning Matthew Wilson – driving for the first time since Monte Carlo – ninth.

#### POSITIONS AFTER DAY ONE

1 Latvala/Anttila	1h25m05.7s
2 Solberg/Patterson	+12.1s
3 Loeb/Elena	+21.3s
4 Ostberg/Andersson	+32.6s
5 Hirvonen/Lehtinen	+53.8s
6 Tanak/Sikk	+1m19.2s

#### LEG TWO (59.25 miles)

OVERCAST – AMBIENT TEMPERATURE RANGE ON STAGES 13–20C

Rally GB truly arrived on Saturday morning. As the crews wound their way up to the Brecon Beacons, the fog was waiting to greet them.

"Now the rally is really starting," smiled leader Latvala in the #3 Ford.

By the end of Crychan Latvala testified to his statement just over 10 minutes earlier, saying: "I had a couple of moments at the start of the stage – it was so slippery! I couldn't see where was the mud, the grip was really changing, just like the proper RAC. I was almost going off the road before Miikka [Anttila, co-driver] told me to calm down."

Solberg's Ford did slip off the road briefly in Crychan, but as the morning progressed he became increasingly concerned by the set-up of his Fiesta. With the roads drying out, his Ford was softer than he wanted it to be.

"I thought it would be wetter than this," said Solberg after watching his 9.2s advantage over Loeb slashed to just 3.9s by lunchtime.

"I was running the car softer to try and pick up the traction, but we missed some of the precision when the road was drier. Hey, it's OK. Don't worry."

Loeb's mood was one of indifference. He was a little bit happier about taking time from Solberg, but he was quick to counter that Latvala had stretched his lead even further. The morning's highlight had been a first fastest time for Citroen ▶



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Debutant Neuville came home seventh...

## STAGE TIMES

### SS1 DYFNANT 1 (12.73 MILES)

Fastest: Solberg 11m53.5s  
Leader: Solberg

### SS2 HAFREN SWEET LAMB 1 (15.45 MILES)

Fastest: Solberg 14m46.2s  
Leader: Solberg

### SS3 MYHERIN 1 (17.32 MILES)

Fastest: Latvala 15m55.1s  
Leader: Latvala

### SS4 DYFNANT 2 (12.73 MILES)

Fastest: Latvala 11m45.9s  
Leader: Latvala

### SS5 HAFREN SWEET LAMB 2 (15.45 MILES)

Fastest: Latvala 1m44.9s  
Leader: Latvala

### SS6 MYHERIN 2 (17.32 MILES)

Fastest: Latvala 15m55.7s  
Leader: Latvala

### SS7 CRYCHAN 1 (12.11 MILES)

Fastest: Ostberg 10m38.1s  
Leader: Latvala

### SS8 EPYNT 1 (5.16 MILES)

Fastest: Loeb 4m31.3s  
Leader: Latvala

### SS9 HALFWAY 1 (11.40 MILES)

Fastest: Latvala 10m33.7s  
Leader: Latvala

### SS10 CRYCHAN 2 (12.11 MILES)

Fastest: Solberg 10m27.9s  
Leader: Latvala

### SS11 EPYNT 2 (5.16 MILES)

Fastest: Latvala 4m28.5s  
Leader: Latvala

### SS12 HALFWAY 2 (11.40 MILES)

Fastest: Solberg 10m30.4s  
Leader: Latvala

### SS13 CELTIC MANOR (1.89 MILES)

Fastest: Latvala 1m46.9s  
Leader: Latvala

### SS14 PORT TALBOT 1 (10.78 MILES)

Fastest: Loeb 9m15.9s  
Leader: Latvala

### SS15 RHEOLA 1 (5.51 MILES)

Fastest: Loeb 4m42.0s  
Leader: Latvala

### SS16 WALTERS ARENA 1 (9.53 MILES)

Fastest: Latvala 8m49.3s  
Leader: Latvala

### SS17 PORT TALBOT 2 (10.78 MILES)

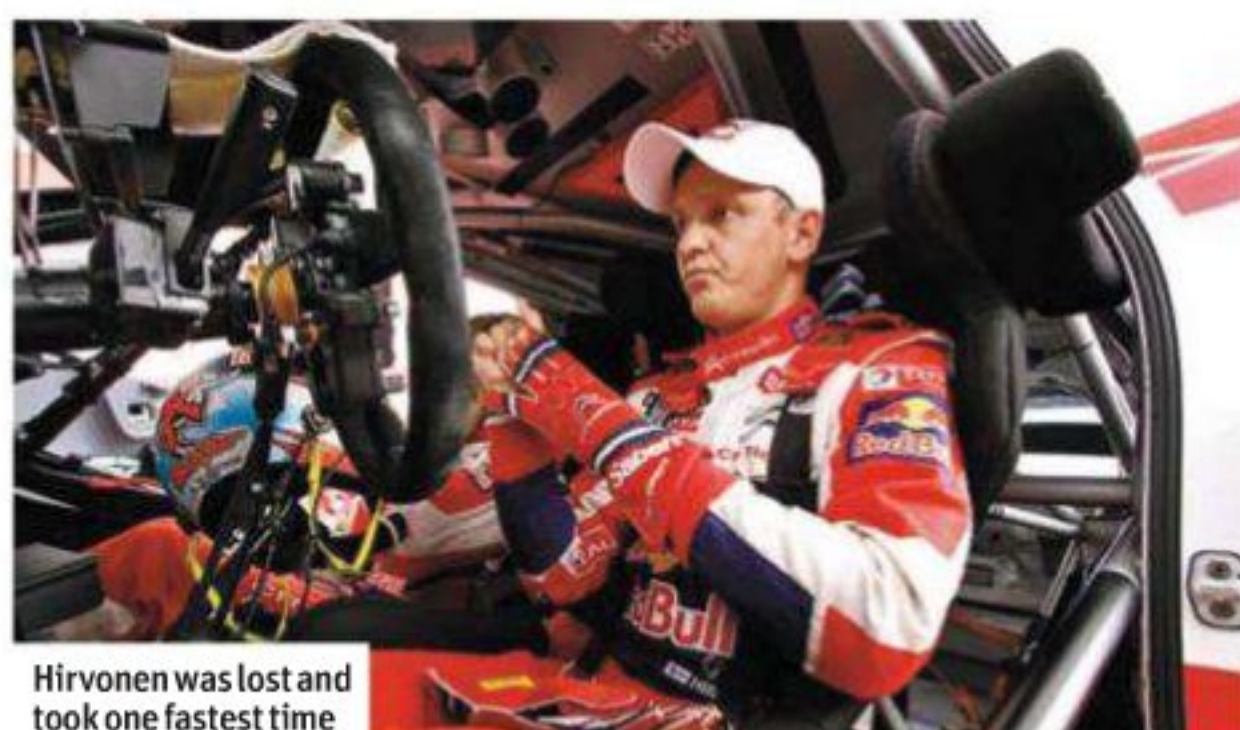
Fastest: Solberg 9m07.1s  
Leader: Latvala

### SS18 RHEOLA 2 (5.51 MILES)

Fastest: Loeb 4m40.1s  
Leader: Latvala

### SS19 WALTERS ARENA 2 (9.53 MILES)

Fastest: Hirvonen 8m51.4s  
Leader: Latvala



Hirvonen was lost and took one fastest time



...one place ahead of the returning Wilson

◀ on the Epynt test.

"He is still very fast," said Loeb, "maybe too fast. We will go and make some more changes to the car."

Out front, Latvala relaxed when the sun came out on Epynt. The leader almost stalled off the line, but with the fire still alight he was back in the groove and fastest in the final sector.

Despite the improved and warming autumn weather and the more abrasive surface of the stages around Llandovery, the frontrunners remained on soft Michelins. But it was the Fords that were finding the better tyre wear. At mid-day service, Ford's technical director Christian Loriaux inspected the boots at the front of the DS3 WRCs and smiled.

"I like this," he said, eyeing the near slicks at the front corners.

Loeb did not like it. He'd left Cardiff with a couple of hard compounds in the boot. They stayed there. "It's not warm enough for them," he said. "It would have been too much of a risk."

Ostberg was still firmly in the fight for the final podium spot, having dropped just nine tenths of a second to Loeb across the morning's three stages. His personal

high was the quickest time in Crychan.

"It's easier to keep this pace when you are in the fight," said Ostberg. "When you are not fighting, you find some places where you think: 'Maybe this is not flat' but this morning we come to these places and there is no doubt: it's flat-out."

The fight Ostberg was talking about was all ahead of him; the concern that Hirvonen would be chasing him down from fifth faded through the morning. The second factory Citroen was even further out at sea than the number one car.

Hirvonen swore when he looked at the times showing the half-minute gap between himself and Ostberg. "Do you have any football scores yet? Maybe it's better to talk about them. We changed everything this morning: springs, dampers, rollbars."

Asked what he would be changing over lunchtime service in Cardiff, Mikko replied: "Springs, dampers and rollbars..."

The afternoon was all Ford. Solberg car's headed back to the woods mirroring Latvala's stiffer set-up and the pair shared fastest times, taking two each.

Solberg doubled his advantage over Loeb on the re-runs, but with just 6.4s in hand over the DS3 driver at the end of the leg there was no chance of taking it easy on the final day.

"The gap to Jari-Matti is too much," said Loeb, "but sure we will have the big fight with Petter tomorrow. We have changed a lot on the car today, but there was no

miracle — maybe that will come tomorrow."

Asked about his approach to Sunday morning, Loeb smiled and said, "We start with espresso."

Hearing about his rival's tactics, Solberg countered: "I will take two coffees!"

Latvala was the only driver to run hard Michelins on day two, fitting a pair to the front of his Ford for the second run through Halfway. Second quickest on that stage, Latvala pushed his lead over Loeb north of half a minute (30.9sec) for the first time after the asphalt stage at Celtic Manor, home of the 2010 Ryder Cup.



Relief for Ford chiefs Malcolm Wilson (l) and Gerard Quinn

"I like this stage," he said at the end of the day. "I play golf a lot, so it's interesting to go to this place."

Ostberg lost seven seconds to Loeb through the afternoon and it's a mark of his improved pace that he was despondent about such a state of affairs. Talking about despondent, Hirvonen remained a distant fifth.

Astonishingly, the former winner of this event was genuinely concerned he might drop two more places; he was coming under attack from Tanak and Novikov as the M-Sport pair found more and more pace ▶



Chris Atkinson just missed out on top-10





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This hasn't happened since Rally Sweden

**SWRC**

## Breen brilliant for home rally class-win double

Standing in Newtown car park on Friday lunchtime, Craig Breen was already talking about controlling the 40-second lead he had established in three stages. Two days later Breen stood on top of the podium and celebrated what looked like a straightforward victory. It was anything but.

A vibration in the Irishman's gearbox mid-way through Halfway was cause for concern, especially when the Fiesta S2000 left a sinister-looking pool of oil on the finish line. The 'box was changed at the ensuing service, but the discovery of a leak in the powersteering system required further work and cost 1m20s in road penalties.

Breen's big lead was cut to three seconds. And worse was to follow when he overshot on the asphalt section of Epynt. Yazeed Al Rajhi moved his Fiesta RRC into the lead for the first time on this event. But it was short lived: Breen was back to the front in Halfway before Al Rajhi nicked the overnight honours by the smallest possible margin.

After an afternoon of action, there was more intrigue to come when Al Rajhi was given a statutory five-minute penalty for a second speeding offence. Breen would lead into the final day after all.

And through that final day, Breen drove the perfect event to take an emotional second SWRC win.

"We did the job on this event [to win WRC Academy] last year and we've done it again this year," said Breen through the tears. "I just wish Gareth [Roberts, his co-driver who died in an accident on the Targa Florio Rally earlier in the year] was here with me – but I know he's there."

Proton driver Tom Cave was a distant second to Breen. The Welshman paid for an odd tyre choice that left him struggling to get heat into hard Michelins on Saturday morning. But otherwise he gave a solid account of himself on his SWRC debut in the factory Satria-Neo S2000.

Al-Rajhi was third with Maciek Oleksowicz fourth having dropped time with a puncture in his Fiesta S2000.

Alastair Fisher was fifth, having retired from Friday with broken suspension in Myherin, and just behind him was P-G Andersson, whose Proton succumbed to a broken TCA on day one and power-steering trouble on the final loop – the latter issue due to the Swede clouting a log in Port Talbot.

Hayden Paddon's Skoda was silenced for the second event in succession by an electrical glitch on SS2. He recovered to finish seventh.

from the Welsh roads.

Neuville remained eighth with Wilson an ever-improving ninth.

On a date etched into the memories of British rally fans for all the wrong reasons, Brazilian privateer Paulo Nobre delivered a fitting line for September 15, five years on. Questioned on his lack of pace on these stage, the Mini man said: "Unfortunately I am not the God like Colin McRae. I would like one per cent of his skill, but I don't have it."

### POSITIONS AFTER DAY TWO

1	Latvala/Anttila	2h18m05.3s
2	Solberg/Patterson	+24.5s
3	Loeb/Elena	+30.9s
4	Ostberg/Andersson	+49.9s
5	Hirvonen/Lehtinen	+1m22.4s
6	Tanak/Sikk	+1m34.4s

### LEG THREE (51.63 miles)

OVERCAST - AMBIENT TEMPERATURE RANGE ON STAGES 14-19C

There was plenty of nervous chatter over the pre-dawn porridge at Ford on Sunday morning. Latvala was busy telling everybody he was all

right, while Solberg knew it was him who was in for the biggest battle.

And that scrap started immediately when Loeb set about the six seconds separating them. Fastest in Port Talbot, the Citroen ended the stage just 1.4s down on the Ford. A stage later and Loeb was into second, seven tenths up ahead of Solberg. Completing the morning trio, Loeb moved 2.9s clear in Walters.

"I found some grip," said a relieved looking Loeb. "We changed the car to the New Zealand set-up and it is working better."

Solberg was mightily frustrated. But not done yet. He hit back, quickest second time through Port Talbot to take second back, only for Loeb to return his DS3 to P2 with just the Powerstage remaining. And the difference going into the Walters re-run? A tenth of a second.

Pacing about before the stage, neither driver could look at each other. The next nine miles would decide the

weekend. And it went in Loeb's favour. By nine tenths.

"It was a great fight until the last corner," said Loeb. "I gave it everything."

A disconsolate Solberg said: "I lost too much this morning. I couldn't risk the podium for second."

Ostberg escaped a late engine glitch to take fourth ahead of Hirvonen, who found his form to win the Powerstage, while Tanak removed a wheel and himself from the results in SS17, leaving Novikov to round out the top six, having emerged from his own big moment earlier in the morning. Neuville and Wilson were seventh and eighth.

Up front, Latvala loved the moment. "This win means so much to me," he said, beaming. Further chat was impossible as the team made its appreciation felt. Over the way, Citroen's guns had been spiked in Cardiff. But, as the asphalt of Rallye de France looms, there was a sense of postponing the inevitable as Loeb and his employer get ready to go home. ☘

## RESULTS

Wales Rally GB, September 13-16, Round 10 of 13

### 19 SPECIAL STAGES, 204.344 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	3	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	3h03m40.3s
2	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	+27.8s
3	4	Petter Solberg/Chris Patterson	Ford Fiesta RS WRC	+28.7s
4	10	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+1m10.6s
5	2	Mikko Hirvonen/Jarmo Lehtinen	Citroen DS3 WRC	+1m29.5s
6	6	Evgeny Novikov/Ilya Minor	Ford Fiesta RS WRC	+3m37.0s
7	8	Thierry Neuville/Nicolas Gilsoul	Citroen DS3 WRC	+4m11.9s
8	15	Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	+6m00.4s
9	21	Martin Prokop/Zdenek Hruza	Ford Fiesta RS WRC	+6m58.9s
10	7	Nasser Al-Attiyah/Giovanni Bernacchini	Citroen DS3 WRC	+9m32.1s

#### OTHERS

11	12	Chris Atkinson/Stephane Prevot	Mini Cooper WRC	+9m37.0s
12	22	Sebastien Ogier/Julien Ingrassia	Skoda Fabia S2000	+9m44.0s
R	5	Ott Tanak/Kuldar Sikk	Ford Fiesta RS WRC	lost wheel

### CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	219
2	Mikko Hirvonen	158
3	Petter Solberg	119
4	Mads Ostberg	114
5	Jari-Matti Latvala	113
6	Evgeny Novikov	63
7	Martin Prokop	40
8	Thierry Neuville	38
9	Dani Sordo	31
10	Sebastien Ogier	31

#### MANUFACTURERS' POINTS

1	Citroen Total WRT	348
2	Ford WRT	237
3	M-Sport Ford WRT	123

Starters/finishers: 31/29  
Leaders: SS1-2 Solberg; SS3-19 Latvala

**RALLY SUMMARY** The event started from Llandudno, but sadly with no Great Orme, Clocaenog or Dyfi stages. Port Talbot and Rheola – including Walters Arena – were back in the route for the first time since 2010.



Breen: This one's for you, Gareth...

### SWRC - Round 6 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Craig Breen/Paul Nagle	Ford Fiesta S2000	3h18m22.9s
2	Tom Cave/Craig Parry	Proton Satria S2000	+2m37.8s
3	Yazeed Al Rajhi/Michael Orr	Ford Fiesta S2000	+4m30.8s



# Bentley Boy is Meeke and wild

BBC TV motoring show *Top Gear* wanted to know how a standard Bentley Continental GT would fare on a Rally GB stage. But who'd be brave enough to give it a go? *DAVID EVANS* watched the madness unfold



Who'd do this in a  
£180,000 Bentley?





### MEEKE'S MINI – RALLY GB 2011

**Mini John Cooper Works WRC**  
**Engine:** 1600cc, turbocharged  
**Power:** 300bhp  
**Torque:** 258lb ft  
**Gearbox:** six-speed sequential  
**Transmission:** permanent four-wheel drive

**Brakes:** 300mm front/rear  
**Wheels:** 15-inch  
**Length:** 4110mm  
**Width:** 1820mm  
**Top speed:** 120mph  
**Weight:** 1200kg  
**Price:** £345,000



### MEEKE'S GT – SS2, RALLY GB 2012

**Bentley Continental GT Sport**  
**Engine:** 6000cc twin-turbo W12  
**Power:** 616bhp  
**Torque:** 590lb ft  
**Gearbox:** eight-speed automatic  
**Transmission:** permanent four-wheel drive

**Brakes:** 405mm front 335mm rear  
**Wheels:** 21-inch  
**Length:** 4806mm  
**Width:** 2227mm  
**Top speed:** 205mph  
**Weight:** 2750kg  
**Price:** £180,000

It doesn't make sense. Isn't that the bloke from the telly? Who's that in the overalls? Looks like Kris Meeke. He's not doing the event, is he? And that car? A cutting-edge Bentley on the B4518. Really? On a Friday morning?

Yes, yes and yes.

This is the scene at 8am just outside the appropriately named village of Staylitttle, mid-Wales. And it's a sight to stop the annual flow of fever down these roads. Belgian Thierry Neuville is first on the road on Rally GB day one. The Belgian can't help himself.

"What are they doing?" he asks.

"Top Gear."

"Ah..."

Mikko Hirvonen is next up. He demands a fuller explanation; Meeke, co-driven by James May in a standard Bentley Continental GT Sport and a brisk run through the Hafren stage. Oh yeah, standard tyres on 21-inch rims.

"What the fuck!" grins Hirvonen, pretty much mirroring the response Kris Meeke had given a couple of months earlier when he was first contacted by programme producer Andy Wilman.

And yet here they are, stopping the traffic on a blowy but bright opening day of Britain's round of the World Rally Championship.

And Meeke, May and the big Bentley are about to bring serious cheer to two men and a dog in the woods.

For one stage only last week's Rally GB and its paltry 31-car entry is boosted by a 32nd motor that everybody wants to watch. But nobody quite believed.

"It's a standard car," says Meeke with a smile, "that can do 200mph..."

A closer inspection reveals an

May sports a pre-flight stare



entirely standard exterior while only a couple of competition-spec bucket seats deviate the inside from £180,000 luxury.

Prior to the start, Meeke has a couple of issues: the road-going rubber beneath him and the man alongside.

"If it's wet in there," he explains, "the tread will fill up and we'll never be able to stop this thing. And, of course, I've got a co-driver who hasn't done much co-driving before."

This is a standard car, but it's a standard car with a difference. It has, for example, more power and torque than Sebastien Loeb's Citroen and Petter Solberg's Ford put together – which had run through here just an hour earlier.

On fire up, the brace of bolted V6s burble. Meeke selects the highest possible suspension setting, puts the auto 'box in its sportiest mode and noses a Bentley to the startline.

The start is underwhelming. After the noise and fury of the World Rally Cars being launched from the line, the Bentley's rise of revs and super-high-tech four-wheel-drive system boot the two-and-a-half tonner away briskly.

And they're gone.

The *Top Gear* crew load themselves and their vast quantities of kit into cars and take the long way around. In the

next 20 or so minutes, the programme will be made. Or possibly unmade.

Not long later, the Bentley bursts into view at the top of the hill above Sweet Lamb. Now for the long straight, Welsh rallying's hero-maker. Meeke's on it. And May must be right there with him.

Surely they'll lift for the water. Not a bit; all 2750kg fly at the exit of the splash. As if the sight of the flying Bentley isn't surreal enough, it's now being drifted through long, second-gear corners in the middle of the bowl. Not that Meeke's bothered about the gear – he's done the whole thing in 'D'.

At the finish, Meeke's still laughing.

"That was amazing," he says. "The car really grew on me in there. It's so strong – we hit a couple of bumps and it just took them. But thank God it was dry."

Moments?

"A couple," he adds. "James was pretty quick to pick up on those. A couple of times he said, 'Was that a moment?' I told him he wasn't supposed to notice those... It was quick in places, really quick. We had 190km/h on the clock down the straights. Now, this is a big car – it was pretty hairy. The frustration is that I want to do the rest of the event."

And the co-driver?

"Aye, he was great," says Meeke. "I had to shout a couple of times, just for the telly, but he was very, very good. He's got that kind of logical, geeky, articulate approach that co-driver's need."

Platitude's done, Meeke can't help himself: "What was the time?" he asks.

Wait and watch in February. But he wasn't slowest... ☺



# *Power and glory in* **PARADISE**

The 15th Goodwood Revival mixed stunning machinery, combative driving and incredible atmosphere. *MARCUS PYE* recalls another glorious weekend



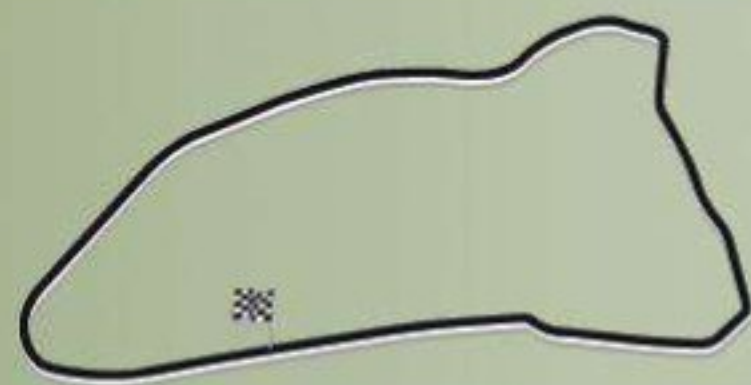






# GOODWOOD

Great Britain  
September 14-16  
15th Motor Circuit  
Revival Meeting



Warbirds thrilled at the site of RAF Westhampnett



**A**s darkness replaced a blinding sunset over the western horizon, drawing a blackout curtain from Fordwater to Lavant corners, an eerie magnificence pervaded the hallowed Goodwood Motor Circuit during a very special 90-minute Freddie March Memorial sportscar race on Friday.

Only headlight beams, the music of tuned engines on the stiff wind, licks of flame from exhausts and glowing brakes traced the cars' progress round the former RAF Westhampnett's 2.4-mile perimeter track as the spectating throng experienced a taste of the Nine Hour races first run 60 years previously.

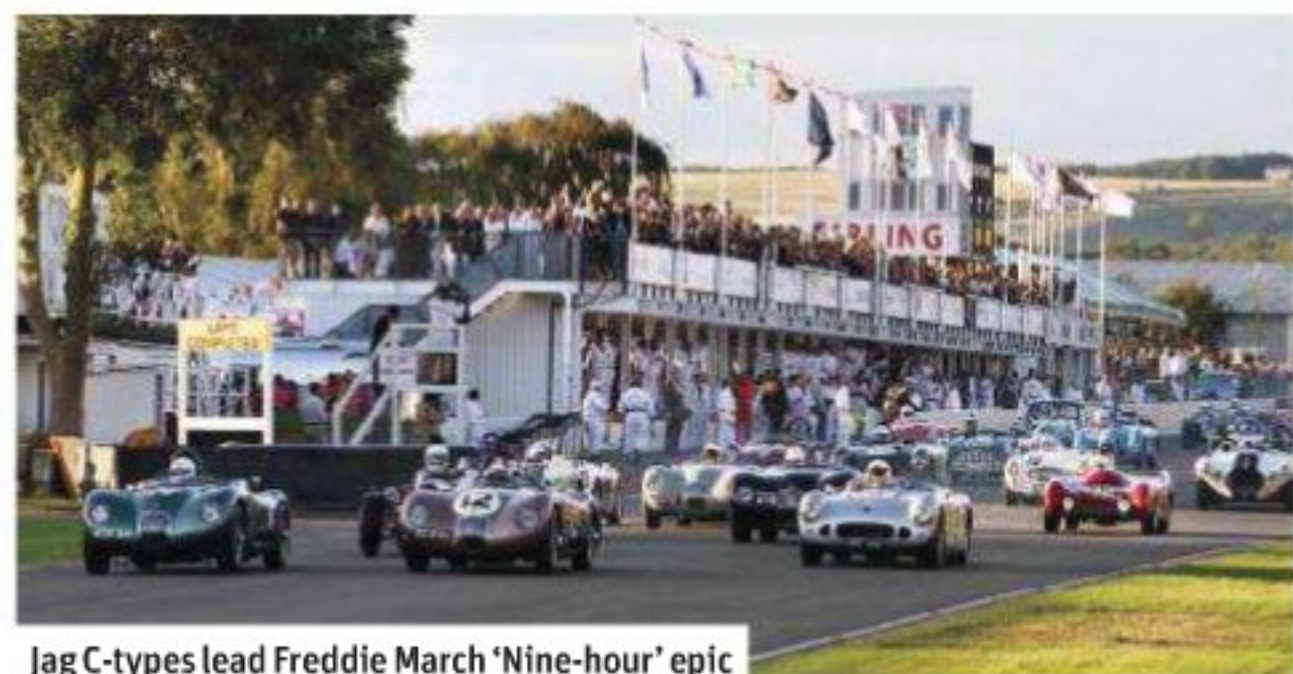
Jaguars howled to five Le Mans victories in the 1950s, yet until John Young and Alex Buncombe crossed the line in JD Classics' golden ex-Juan Manuel Fangio C-type, the marque had not won an endurance race at Goodwood. David Brown's Aston

Martins outlasted the Coventry cats in the '52, '53 and '55 marathons, then added Tourist Trophy spoils in the final two years of the decade.

Even in the Revival epoch, now spanning 15 seasons, a DB3S and an Austin-Healey 100S triumphed when MSA dispensation permitted the race named for our host Lord March's grandfather — bringer of racing to his family seat in September 1948 — to run to dusk in 2002 and '08.

This time the pathos built superbly as Anthony Reid (in Nigel Webb's C-type) shaded Buncombe for pole. Circuit neighbour 'Spike' Milligan's HWM-Jaguar, shared by '69 British saloon car champion Alec Poole, and Peter Mann's ex-Tony Crook Cooper-Bristol — a veteran of the '55 Nine Hours — with John Ure/Nick Wigley driving, were closely matched in their wake, with the next five cars blanketed by 0.8s.

Reid bolted at the start, pulling away from Gary Pearson — up from ninth in Neil Hadfield's C-type — and Young by five seconds a lap in a flurry of four-



Jag C-types lead Freddie March 'Nine-hour' epic

wheel-drifts. Young stuck to his conservative gameplan though, relaying young buck Buncombe after 18 laps but over one minute adrift.

Pearson was shown the 'meatball' flag when his steed started to smoke, which promoted Ure to third ahead of the battling Lukas Hurni (Maserati A6GCS), Peter Snowden (ex-Lance Macklin/John Dalton Healey 100S), Ben Shuckburgh's gruff Cunningham C4R replica, Stuart Graham (in the '08-winning 100S) and Ben Cussons' C-type.

Already out was Gordini musketeer

**"The only thing which hurt my straight-line speed was my nerve"**

JAY ESTERER



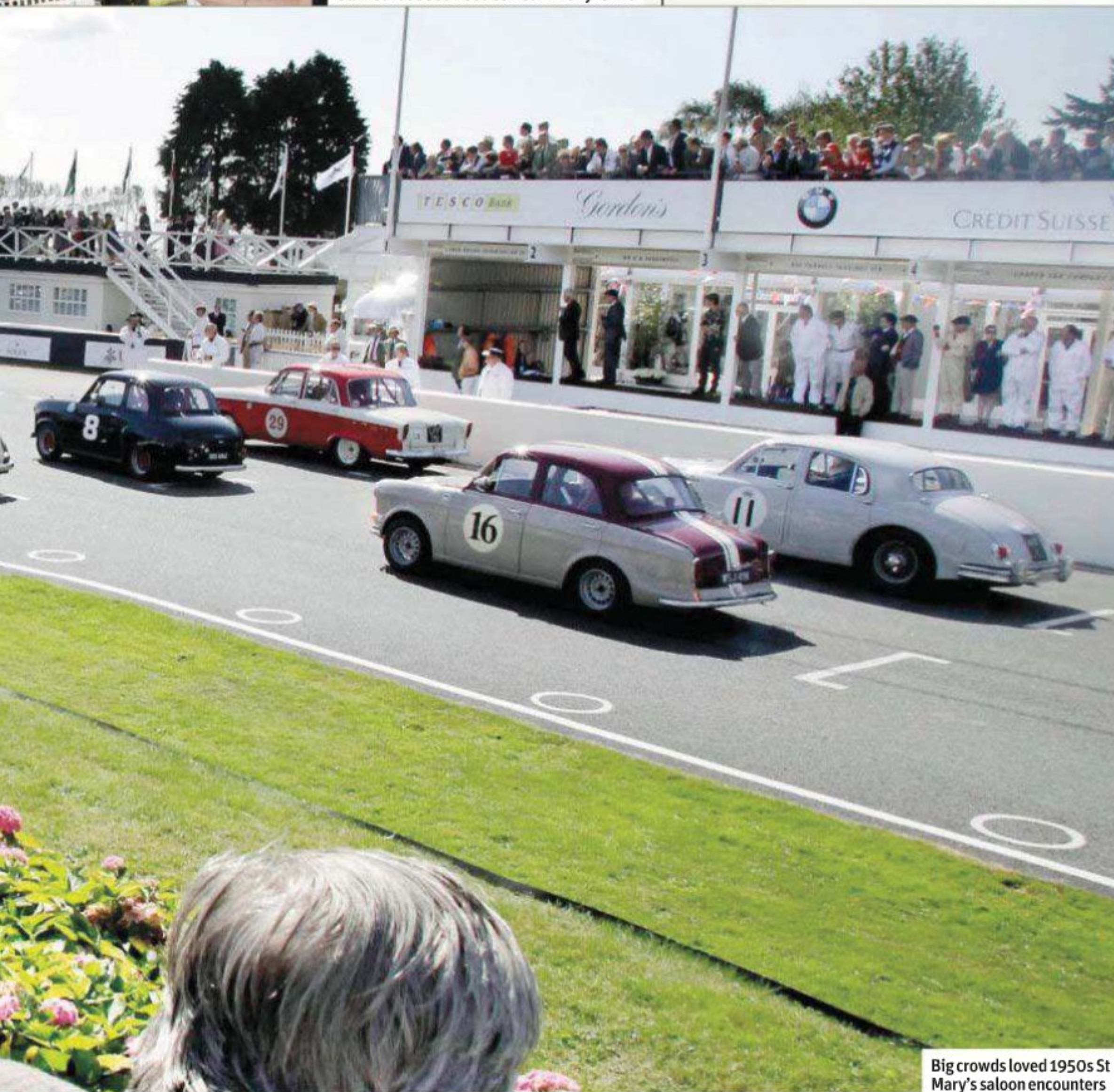


Glamour at Goodwood comes in many forms

## "Racing at Goodwood is racing in paradise"

PADDINS DOWLING

## REPORT GOODWOOD REVIVAL



Big crowds loved 1950s St Mary's saloon encounters

Romain Dumas, Audi's 2010 Le Mans winner having jostled Eddie McGuire's car from 17th to 10th before he stopped, unhappy with a top-end engine noise. Only three more of the 29 starters would not be classified as finishers as weary spectators left happy.

Victory had not gone to script, though. Reid was to have maxed his stint, but the Jag's laps lengthened just after halfway. "I was trying to put a lap on everybody, while saving the [drum] brakes," explained Anthony. "Everything was under control when suddenly I had only fourth gear. Third would have been OK, but after three laps [with Alex closing], I pitted." Mechanics could do nothing, but Webb jumped in and finished 13th.

Ure was now leading and, with Buncombe within 20 seconds, relayed Wigley after 29 laps. The change happened while the cycle-winged Cooper was in the pits, but despite Buncombe stopping to check the headlight connector, then understeering off at St Mary's on his out lap ("I got a

bit fluffed on the pedals"), he still took the flag almost 68 seconds ahead.

"Anthony had gone and I was slipping around on the liquid Gary was depositing, but Alex did a superb job," said Young.

"I was confused with the headlight switches and was struggling to see the corners, but am thrilled for the team," added Buncombe.

Wigley's second on shot tyres and a fine third for the Snowdon/Adrian Willmott Healey were equally meritorious. Huni/Andrew Smith went the distance in fourth, with Richard Attwood (supplanting Graham in Robert Waterhouse's Healey), the clutchless Lotus-Bristol 10 of Malcolm Paul/Rick Bourne and the Poole/Milligan HWM a lap down. But the biggest cheer greeted Martin Melling's Aston Martin DB3 – winner of the 1952 Nine Hours, driven by young guns Peter Collins/Pat Griffith – in 10th place after Rob Hall's splendid late flourish.

Rain had complicated part of Friday practice, but Saturday dawned perfect,

Ferrari's 250 GTO celebrated its 50th



reminding devotees of the recently departed Roy Salvadori's immortal line: "Give me Goodwood on a summer's day and you can keep the rest of the world."

Who couldn't agree? With a period garage-themed pit shelter full of gleaming Auto Union and Mercedes-Benz 'Silver Arrows' bringing an awesome glimpse into Donington's grands prix of the 1930s, the spotlight on Dan Gurney's extraordinary career and 13 of the 39 Ferrari 250 GTOs on track to mark the icon's 50th birthday, the 15th Revival boasted a line-up that may never be bettered.

The racing was stunning across the board, too. In the world's highest-octane theatre the unending challenges of a devilishly technical high-speed airfield circuit – focused by the cerebral demands of constant lappery in big fields – once again hosted the finest drivers, who wowed sell-out audiences, from Union Jack to chequered flag.

There was even fun for kids as Murray Walker's enthusiastic commentary spurred Lord March's nephew George 'The Radnorshire Rocket' Collings on to win the inaugural Settrington Cup Austin J40 pedal car race!

Ten Le Mans winners, ex-Formula 1, F5000, Indycar and Can-Am aces, plus rally legends and BTCC greats spanning six decades studded the highest-profile grids. For Sunday's Royal Automobile Club TT retrospective Martin Brundle rejoined Red Bull Racing technical genius Adrian Newey in the best-handling Jaguar E-type on the planet – the attitude of "N-type," as rivals have long dubbed it, does not perceptibly alter under load – and they duly mirrored Newey's '09 victory with Bobby Rahal.

Adrian nearly threw it all away on lap one, however, when he skated wide through the adverse camber St Mary's, behind Jean Alesi (in Nick Mason's Ferrari GTO) and the E-types of John ►

### WHIZZO: 65 RACES



At 73, Barrie 'Whizzo' Williams raced Standard Vanguard Phase III, AC Cobra, Aston Martin DB4 GT and Tojeiro-Jaguar this year, taking his total of Goodwood Revival starts since 1998 to 65. He has finished on the podium 14 times.



## "I am embarrassed by all the accolades"

DAN GURNEY

Young and Andy Newall, bounced through the compression on the greensward and spun up the rise towards Lavant.

Somehow it didn't flick back into the pack, but Newey's recovery was impressive. "I was pretty angry," said Adrian who set fastest lap before a full-course caution (to retrieve Joe Colasacco's Maserati T151, which had sideswiped the conveyor belting at Madgwick as the American sized-up leaders Young and Gary Pearson) triggered a stampede for the pits.

Tim Harvey (in Richard Frankel's Lister-Jaguar coupe) was last to stop, thus enjoyed a lap in front, but as the order resettled '08 victor Bobby Verdon-Roe (supplanting Young), top qualifier Brundle, Patrick Watts (tanking along in the Sunbeam Tiger started by Chris Beighton) and Ludovic Lindsay (in Shaun Lynn's E-type, 4 WPD, the '01 and '05 winner) set the pace.

Brundle blasted ahead at Lavant on lap 16 and thereafter pulled almost 30 seconds clear of BV-R. "Having been second [last year, with Mark Hales in the GTO] and third [with Newey in '08] I've been desperate to win this race," gushed Martin. His only anxious moment came when Stuart Graham inexplicably spun Aston Martin P214 in his sightline at Madgwick on the final lap and nosedived into the tyrewall.

Tiff Needell converted Joaquin Folch's careful start in the ex-Bruce McLaren E-type lightweight to a superb third.

"It was our first race together and it's not going to be the last," enthused the Spaniard. Lindsay finished fourth, on the lead lap.

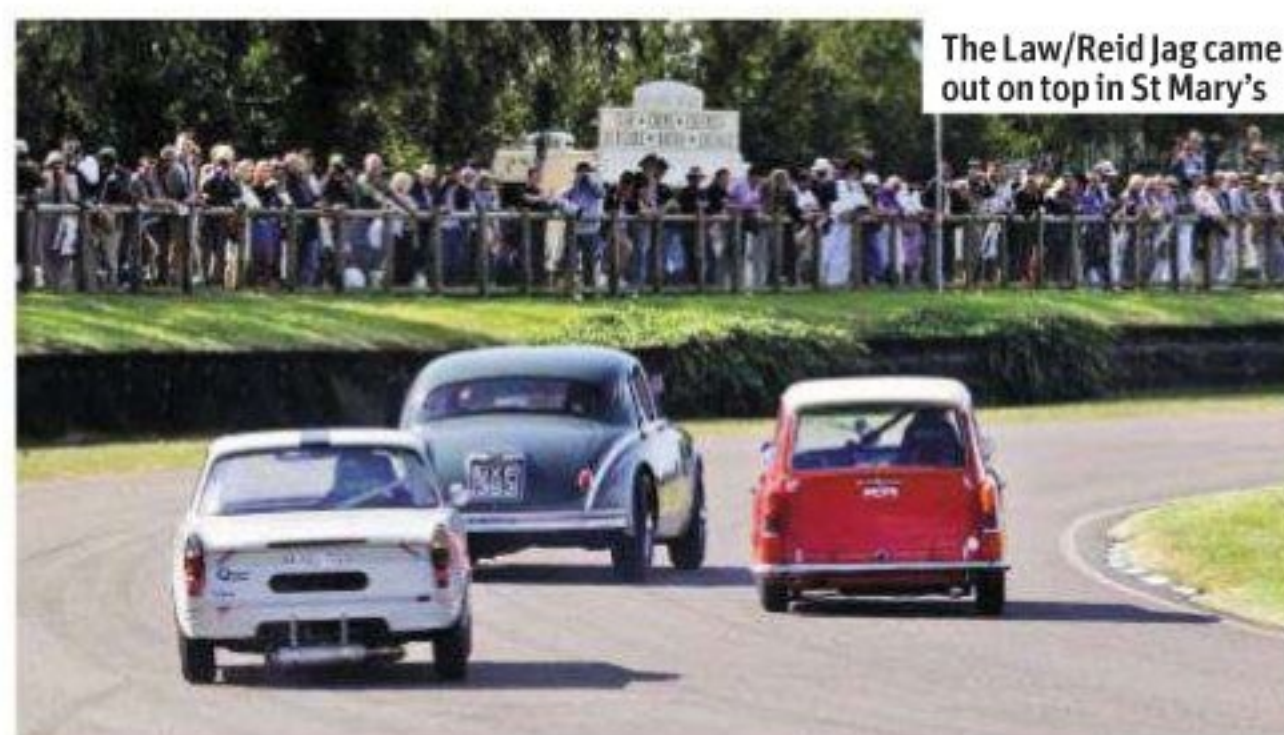
Behind the grey ex-Salvadori car – cheered on by its original entrant



Barry Sheene bike racers sprint to their machines



Ferrari F1 hero Alesi led TT in 250 GTO



The Law/Reid Jag came out on top in St Mary's



Last-lap pass gave Colasacco FJ success

'Noddy' Coombs, now 92! – however, the scrap of the race featured septuagenarians Rauno Aaltonen (in Pearson's E) and Richard Attwood (in the Lister) battling like young lions for 10 glorious laps. The Flying Finn, European rally champion in '65, prevailed by 0.43s. "I loved every second," he beamed. The Will Hoy Trophy for best performance in a closed car rewarded his effort.

Saturday's St Mary's Trophy '50s saloon-car race was an incredible spectacle as Jackie Oliver in Richard Shaw's minuscule BMW 700 (with rear-mounted 900cc flat-twin motorcycle engine making 100bhp) hounded Anthony Reid (in Don Law's ex-Albert Betts Jaguar Mk1) and the Austin A40s of Chevrolet WTCC ace Rob Huff and 'SuperSwede II' Kenny Brack for the lead.

The BMW sported faint red and black

**"Saturday's St Mary's Trophy 1950s saloon car race was an incredible spectacle"**

'kisses' from both A40s on a front wing after a sensational fight in which Oliver – almost invisible in Reid's slipstream – cut fastest lap, but Huff presented Des Smail with a 2.9s advantage over the olive green Jag for Sunday's decider.

"That was probably harder than Touring Cars; it's so hard to judge the closing speeds," bubbled Huff.

Behind the squabbling quartet, Norway's rally legend John Haugland brought the futuristic Tatra home fifth, with Tony Jardine pondering whether his Austin A35 would fit into the

### SILVER ARROWS TRIBUTE

## GERMAN MONSTERS ROAR ONCE MORE

**BILLED AS A ONCE IN A LIFETIME** opportunity, Audi (which merged with DKW, Horch and Wanderer marques to form the four-ringed Auto Union) and Mercedes-Benz sent their 'Silberpfeile' to England to 'race' at Goodwood, as they did to the 1937 Donington GP, 75 years ago.

The spectacle of 10 cars – almost unworshipful in their day, such was their superiority over the opposition – running together, recalling M-B star drivers Hermann Lang, Manfred von Brauchitsch, Rudolf Caracciola, Richard Seaman and Christian Kautz, and Auto Union

aces Bernd Rosemeyer, Tazio Nuvolari, Hermann Muller, Hans Stuck, Rudolf Hasse and Georg Meier was a joy to behold.

Jacky Ickx, Frank Biela, Harald Demuth, Nick Mason and Philippe d'Ieteren drove the mid-engined monsters, from the revolutionary Ferdinand Porsche V16-engined Type A of 1934 to Robert Eberan-Eberhorst's three-litre V12-engined Type D or 1938-'9 masterpieces in single blown and doppelkompressor form.

On Rudolf Uhlenhaut's side, Karl Wendlinger (1934 straight-8 W25), Jochen Mass (1937 5.66-litre 646bhp W125),



Silver Arrows in front of period pit

Bernd Schneider and Rob Hall (1938 450bhp three-litre V12 W154s, the latter in Miles Collier's example) and Jackie and Paul Stewart in one of the two 1.5-litre six cylinder W165s (built in secret to win the 1939 Tripoli

GP) entertained among period Alfa Romeo, Maserati, ERA and Bugatti cars.

Five running in a mixed pack on track sounded impressive past the pits, but the chance to admire ground-breaking

engineering using exotic materials at close quarters ensured that petrolheads, sometimes six deep, waited patiently outside the specially constructed pit shelter for their 'Silver Arrows' moment.





Attwood (centre) and Bell captained cricket teams

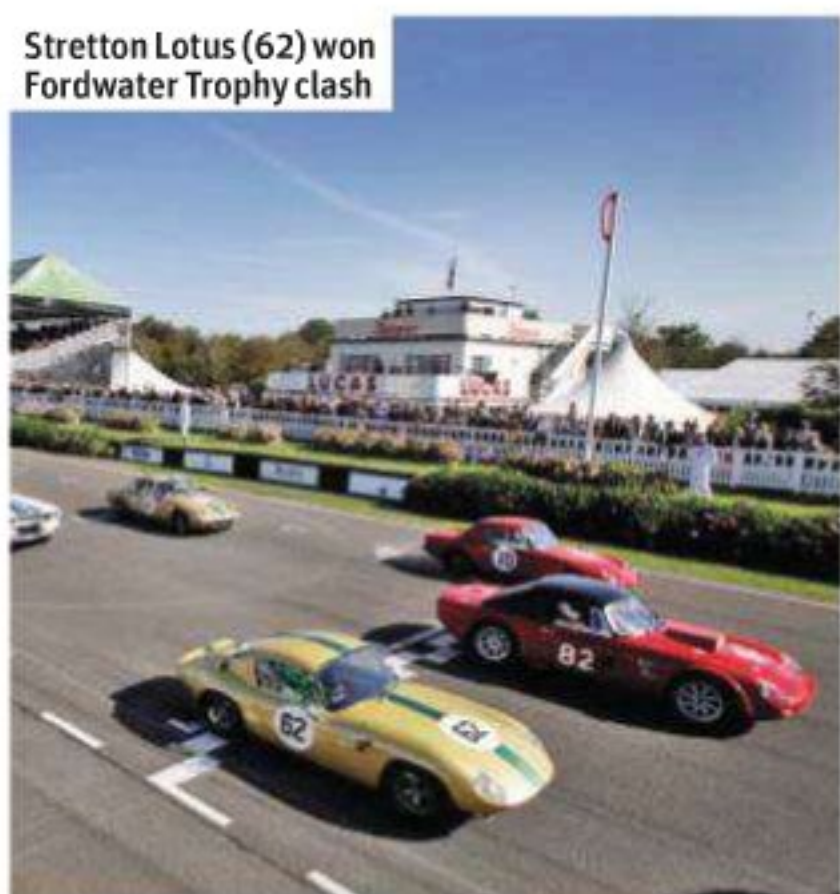
**“I’ve obviously come of age now, I’ve become an historic driver”**

TIM HARVEY

## REPORT GOODWOOD REVIVAL



Whitsun Trophy victory went to Pearson Lola T70



Stretton Lotus (62) won Fordwater Trophy clash



Brooks chauffeured Gurney in 1959 Ferrari sports-racer

### DAN GURNEY TRIBUTE

## GURNEY LEADS PRESIDENTIAL ELECTIONS

#### ‘DAN GURNEY FOR PRESIDENT’ READ

the banners, bumper stickers and badges as Goodwood mimicked *Car and Driver* magazine’s 1964 campaign to honour arguably the finest racing driver ever to come out of America.

Born in 1931, Daniel Sexton Gurney came to the attention of Goodwood’s fanbase when he finished fifth for Ferrari in the 1959 Tourist Trophy race, after a late blowout at St Mary’s in a 250TR59. Team-mate Tony Brooks, who also finished the second-placed sister car that day in an attempt to deny Aston Martin the world championship, chauffeured Dan round in one to the adulation of spectators.

Gurney’s third place in the final Goodwood TT of ’64, behind the Ferrari sports prototypes of Graham

Hill (330P) and David Piper (250LM), scored maximum GT class points in an AC Cobra Daytona Coupe, helping Shelby American to beat Ferrari to the world championship.

Dan, whose wonderfully diverse career Lord March eulogised on Sunday in a set laced with sensational period film footage – beautifully voiced-over by his sister Nimmy – was clearly moved by the heartfelt tributes paid by peers Sir Stirling Moss (who rated him as “probably the fastest American there has ever been”), Sir Jackie Stewart and Brooks.

Never one to court publicity, Gurney was “embarrassed by all the accolades,” but amazed by the welcome he had received from “knowledgeable British fans who are

second to none in my book”. And by the range of his old race cars – from Ol’ Yeller through Porsche 804, Brabham BT7 and his own AAR Eagle-Weslake tracing his four World Championship GP wins from 1962-’67, to Indy, Trans-Am and Can-Am monsters.

After an aerial salute from a brace of North American P51 Mustangs and a mighty radial-engined Republic P47 Thunderbolt, there was a standing ovation from the multitude. Fireworks, cheerleaders, tickertape and the band of the Royal Marines playing the Star Spangled Banner presaged the cavalcade of cars with Dan waving his hat from the Ferrari.

With a reception like that in his homeland he could perhaps have made president.

massive ‘rocket booster’ exhausts from its rear-mounted 3.5-litre air-cooled V8 engine.

Mercedes-Benz F1 tester Brendon Hartley was unsighted when his Gaz Volga’s bonnet buckled over its roof, but was still classified ahead of ex-F1 racers Rupert Keegan (MG Magnette) and Derek Daly – enjoying his first race in 20 years – in a Sunbeam Rapier. Current BTCC stars were out of luck, though, gearbox failure halting Gordon Shedden’s Standard Ten (with a borrowed engine after a practice blow-up) before Andrew Jordan’s Morris Minor and Mat Jackson’s Alan Mann Racing Ford Prefect also fell.

Sunday’s owners’ race was won in exuberant style by Grant Williams in the ex-Coombs/Salvadori Jaguar Mk1, but only after a dash home to South Wales for a gearbox after the original’s casing shattered, parking Derek Bell. Justin Law needed to put daylight between himself and Smail for aggregate victory – a job made more difficult by a five-lap safety car interlude while Tom Harris’s three-wheeled Jag MkVII was recovered – and did so to land the prize at last.

Smail, engaged in a ding-dong tussle with Mark Daniell’s later-shelled A40 – both of which were passed audaciously round the outside into Woodcote by Shaw’s BMW in the pass of the weekend – never gave up. After early Madgwick spinner Shaw had explored the corn field at St Mary’s, Daniell scythed inside Smail at Woodcote only to be flicked off the

#### SHEDDEN’S BOW



Gordon Shedden (here with John Cleland) found Peter Clements’ Standard Ten less reliable than his BTCC Honda, but loved his event debut. After a rod ventilated the block in practice, Ken McNeill lent his spare, only for gearbox input shaft failure to end his race.

kerb into his rival. As he spun, Des regained third, albeit with a puncture.

Both big-banger sports car races were epics. Saturday’s Whitsun Trophy event for the ’60s set – minus fifth qualifier Chris Jolly, whose Cooper T61’s engine devoured a valve – was the fastest and cleanest, yet most furiously contested insight yet into the period USRRC and Can-Am slugfests. Reigning champ Jay Esterer (Chinook), Gary Pearson (in Marshall Bailey’s Lola T70) and the McLaren M1Bs of Roger Wills and Chris Goodwin starred, locked in combat with Simon Hadfield hanging on grimly until his Genie’s lamp went out.

Four barking Chevrolet V8s running flat-chat, nose-to-tail on the straights then splitting to explore passing opportunities, thereafter was magical. All had lairy moments, Wills’ “silly mistake” at Lavant costing him the lead four laps from home, but Pearson beat Esterer by a whisker in the deciding drag

race out of the chicane. “That was a real race,” grinned Gary. “Round here these things are serious...”

Sunday’s Sussex Trophy finale was equally riveting as Julian Majzub blasted his Sadler-Chevrolet from ninth to fourth on lap one, then picked off St Mary’s spinner Andrew Smith (Lister-Chevrolet) and Mark Hales (in Nick Mason’s Maserati Birdcage) to get sight of Alex Buncombe’s distant Lister-Jag.

Buncombe spun into the gravel at Lavant, though, which put Majzub ahead of Tim Harvey – revelling in Jon Minshaw’s Lister-Jag – and the recovering Smith. Together by lap eight, Majzub and his bucking, writhing Canadian jalopy somehow withstood every bit of ammo the Lister pair could throw. A mighty roar of approval from the grandstands greeted Julian as he took the chequer.

Watched by late marque founder Carroll Shelby’s wife Cleo, the ►



**"Goodwood is my favourite circuit in the world, I absolutely love it"**

ROD JOLLEY



Scot Alasdair McCaig was chuffed with R&G victory

## RARE RACERS

### REVIVAL REVOLUTIONARIES

#### MASERATI TIPO 151/3

Lower, smoother-bodied '64 evo of the 5-litre V8 T151 abandoned by Maserati France having run at Montlhéry and Le Mans test. Bought "complete" by Barrie Baxter from Rosso Bianco Collection liquidation sale, the ex-Maurice Trintignant/Andre Simon monster was still being rebuilt by Steve Hart Racing in the paddock. Red warpaint comes next.



#### LOLA T61

Evolved from Formula Junior chassis, the screaming one-litre Cosworth SCA-powered F2 car was raced under Midland Racing Partnership banner by Richard Attwood. Newly rebuilt for '60s Goodwood racer Robs Lamplough by Nemesis Racing, it qualified an astonishing fourth among quality 1500cc F1 company in Glover Trophy field.

#### COOPER-BUICK T61 'MONACO'

Raced by Bruce McLaren and American Walt Hansen for Briggs Cunningham, the finned '61 Monaco car, powered by lightweight 3.5-litre aluminium Buick V8 joined Ford, Chevrolet and Maserati V8-engined cousins in Whitsun Trophy. Driven for Stephen Curtis by James Wood its debut was brief, transmission failure sidelining it at the start.



#### SUNBEAM TIGER 'MONSTER'

Rootes Group star Bernard Unett's '66 AUTOSPORT marque sports contender used Lister Le Mans Tiger's underpinnings. Sold in '67 to Chico Reyes of Tenerife (whose saltire flag matches the Alan Fraser Racing car's patriotic Scottish roof!), but repatriated in the '80s. Refitted with correct parts by Chris Gruys' Sonoma, California-based team.

#### NIKE-BMC MK1

Ace fabricator Ken Nichols has built race cars since 1960 and still fixes them in his 80s! This svelte Formula Junior – supplied to teenager Derek Bowley as a kit – founded his Nike marque. Bowley saw it race 48 years after its last Monoposto outing. Engine core plug blowouts halted Duncan Rabagliati.



#### BRABHAM BT3

Ron Tauranac's Climax V8-engined tubeframe design was debuted by Jack Brabham in '62 German GP. Scored marque's first points with fourth in USA. Raced by Brabham and Denny Hulme in '63, later by British privateer Ian Raby with BRM V8. Now owned by Luxembourg's Marco Rollinger, Shaun Rainford's crew changed its engine overnight!

◀ double-driver Shelby Cup brought 28 'AC' Cobras of different parentage to the grid for a 50th anniversary shootout. American Derek Hill led to the driver changes in last year's TT-winning Daytona Coupe, but Kenny Brack was back within four laps with it smoking ominously.

Ludovic Caron, Andy Wolfe and Dutchman David Hart had shadowed Hill, but Wolfe put Rob Hall in earliest, then Caron passed the baton to Anthony Reid and Hart relayed Tom Coronel. Reid was set for victory when, to Caron's chagrin, he was black-flagged for repairs after an exhaust pipe fell off at Madgwick. The Franco-Scottish pairing had to be content with third behind the jubilant Wolfe/Hall and Hart/Coronel.

South African Dennis Olthoff, son of period Willment Cobra racer Bob, brought Shaun Lynn's sister car in a solid fourth.

The Goodwood Trophy grid was a dream snapshot for ERA lovers, eight filling the first three rows. Poignantly, Paul Mullins' R7B, David Morris' R11B 'Humphrey' and Paddins Dowling's R10B had finished second, third and seventh respectively at the circuit's inaugural meeting, with Peter Walker, John Bolster

**"The Glover Trophy F1 race resulted in a memorable 1-2 for the Classic Team Lotus 25s"**

and Graham Whitehead up.

Mark Gillies and R3A – Charlie Martin's '37 Avus-winner – were already en route to their third Revival victory when the engine in early leader Mac Hulbert's R4B grenaded, throwing a conrod into the track. Dowling repassed Duncan Ricketts (ERA E-type) for second, but Ricketts was thrilled to match his only previous Goodwood podium with GP1 in 1999. Sean Danaher (Maserati 6CM) was best of the rest.

Andy Newall believed he had Martin Stretton (Lotus Elan IWR coupe) beaten after a fabulous Fordwater Trophy GT dice when a rear-wheel bearing collapsed



Julian Majzub Sadler battled to Sussex win

and the JCB team's Ford V8-engined Ginetta G10 was trampled by its left rear wheel at St Mary's. As Newall alighted, fell into the oilseed rape and "cried my eyes out," Stretton dashed to victory over Jackie Oliver in his original 26R. "Last time here with this car my points went on the final lap while I was leading, so I'll take this one," said 'Dangermouse'.

Once Ray Mallock's U2 had melted its plugs, the Chichester Cup Formula Junior thriller boiled down to a three-way struggle between stablemate Will Mitcham, Stuart Roach (Alexis) and Joe Colasacco (Stanguellini) who overpowered poleman Jack Woodhouse's BMC-powered Elva.

Former Caterham champion Mitcham – out of racing for four years – hit the front on lap 11, but was denied a debut victory by a misfire that blunted his speed on the Lavant Straight. "I knew if the red car got too close I was a sitting duck," he rued after Colasacco zapped him into Woodcote on the final lap.

Max Werner drove father Klaus's ex-Tazio Nuvolari Alfa Romeo 8C 2300 Monza from Germany and, having eschewed offers of assistance ("I checked the oil and tyre pressures, in Dusseldorf, and am not worried about lap times") won a breathless Brooklands Trophy duel with Gareth Burnett (Talbot AV105) and growled off home even happier as Rolex 'Driver of the Meeting'.

Duncan Ricketts pitted Julian Majzub's overheating Maserati T26M having steamed through from the back to third, reprising Patrick Blakeney-Edwards' astonishing



Shelby race attracted many fantastic Cobras





Mark Gillies (centre) took his third win in ERA R3A

“After just one lap to learn the circuit, third place was a result”

TOM CORONEL

## REPORT GOODWOOD REVIVAL

Frazer-Nash saloon.

The Glover Trophy 1500cc F1 race, on an increasingly slippery track, resulted in a memorable one-two for the Classic Team Lotus 25s overseen by Bob Dance, Jim Clark's mechanic when he set the ultimate outright lap record (equalled by Jackie Stewart for BRM) in April 1965.

Nick Fennell – 2012's most improved historic racer – led the first four laps brilliantly before team-mate Andy Middlehurst screamed past at Fordwater. Mark Piercy (Lola Mk4) matched them until oil went down. Period racer Robs Lamplough's tiny one-litre F2 Lola finished an unexpected fifth behind former victor Frank Sytner (Lotus 24).

Earlier, Alasdair McCaig (Cooper T53) had won the Richmond & Gordon Trophy Pre-'61 GP car race, restarted after a startline melee. McCaig was harassed mercilessly by Rod Jolley, who retrieved his T45/51 from all angles in the chase. Gary Pearson (BRM Type 25), best of the front-engined cars, completed the podium. ❧



Max Werner took Alfa to Brooklands glory



Brundle/Newey Jag prevailed in the TT



Fabulous Lotus 25 F1 duo were Glover stars

### FREDDIE MARCH MEMORIAL TROPHY: SPORTS RACING CARS IN THE SPIRIT OF THE GOODWOOD 9 HOUR RACES, 1952-'55 (57 LAPS)

**1 John Young/Alex Buncombe (Jaguar C-type);** 2 John Ure/Nick Wigley (Cooper-Bristol Mk2 T24/5) +1m07.997s; 3 Peter Snowdon/Adrian Willmott (Austin-Healey 100S); 4 Lukas Huni/Andrew Smith (Maserati A6GCS); 5 Stuart Graham/Richard Attwood (Austin-Healey 100S); 6 Malcolm Paul/Rick Bourne (Lotus-Bristol 10); 7 Alec Poole/Spike Milligan (HWM-Jaguar); 8 Rob Walton/Don Knowles (Jaguar C-type); 9 Barry & Tony Wood (RGS Atalanta-Jaguar); 10 Martin Melling/Rob Hall (Aston Martin DB3). **Fastest lap** Buncombe 1m30.074s (95.92mph).

### RAC TT CELEBRATION: GT CARS IN THE SPIRIT OF THE GOODWOOD TT RACES 1960-'64 (38 LAPS)

**1 Adrian Newey/Martin Brundle (Jaguar E-type);** 2 John Young/Bobby Verdon-Roe (Jaguar E-type) +29.230s; 3 Joaquin Folch/Tiff Needell (Jaguar E-type); 4 Shaun Lynn/Ludovic Lindsay (Jaguar E-type); 5 Gary Pearson/Rauno Aaltonen (Jaguar E-type); 6 Tim Harvey/Richard Attwood (Lister-

Jaguar coupe); 7 Jean Alesi/Mark Hales (Ferrari 250 GTO); 8 Vincent Gaye/Anthony Reid (Ferrari 250 GT SWB/C); 9 Wolfgang Friedrichs/David Clark (Aston Martin Project 212); 10 John Hugenoltz/Danny Sullivan (Ferrari 250 Drogo). **FL** Newey 1m25.259s (101.33mph) **record**.

### ST. MARY'S TROPHY: PRODUCTION-BASED SALOON CARS 1950-'59 (16+12 LAPS)

**1 Anthony Reid/Justin Law (Jaguar Mk1);** 2 Rob Huff/Desmond Smail (Austin A40) +9.089s; 3 Kenny Brack/Mark Daniell (Austin A40); 4 Jackie Oliver/Richard Shaw (BMW 700); 5 John Haugland/Arne Berg (Tatra T603); 6 Tony Jardine/Steven Dunne (Austin A35). **SATURDAY 1 Huff;** 2 Reid +2.907s; 3 Oliver; 4 Brack; 5 Haugland; 6 Jardine. **FL** Oliver 1m36.907s (89.15mph) **record**.

**SUNDAY 1 Grant Williams (Jaguar Mk1);** 2 Law +2.659s; 2 Smail; 4 Daniell; 5 James Turner (Ford Zodiac MkII); 6 Shaw. **FL** Williams 1m37.214s (88.87mph).

### WHITSUN TROPHY: SPORTS RACING PROTOTYPES 1963-'66 (19 LAPS)

**1 Gary (Lola-Chevrolet T70 Spyder);** 2 Jay Esterer (Chinook-Chevrolet Mk2) +0.527s; 3 Roger Wills

(McLaren-Chevrolet M1B); 4 Chris Goodwin (McLaren-Chevrolet M1B); 5 Chris Drake (McLaren-Chevrolet M1B); 6 Keith Ahlers (Cooper-Ford T61 Monaco). **FL** Pearson 1m19.703s (108.40mph).

### SUSSEX TROPHY: WORLD CHAMPIONSHIP & PRODUCTION SPORTS RACING CARS 1955-'60 (17 LAPS)

**1 Julian Majzub (Sadler-Chevrolet Mk3);** 2 Andrew Smith (Lister-Chevrolet Costin) +4.344s; 3 Tim Harvey (Lister-Jaguar Knobbly); 4 Shaun Lynn (Lister-Jaguar Knobbly); 5 Barrie Williams (Tojeiro-Jaguar); 6 Mark Hales (Maserati T61 Birdcage). **FL** Alex Buncombe (Lister-Jaguar Costin) 1m26.574s (99.79mph).

### SHELBY CUP: AC, SHELBY & WILLMENT COBRAS 1961-'66 (31 LAPS)

**1 Andy Wolfe/Rob Hall;** 2 David Hart/Tom Coronel +18.907s; 3 Ludovic Caron/Anthony Reid; 4 Shaun Lynn/Dennis Olthoff; 5 Michael & Richard Squire; 6 Richard Attwood/Robs Lamplough; 7 Andy Shepherd/David Franklin; 8 Kevin Kivlochan/Tony Jardine; 9 Marc Devis/Vern Schuppan; 10 Martin Stretton/Michael Hinderer. **FL** Reid 1m25.853s (100.63mph) **establishes record**.

### GOODWOOD TROPHY: GP CARS & VOITURETTES 1930-'50 (14 LAPS)

**1 Mark Gillies (ERA R3A);** 2 Paddins Dowling (ERA R10B) +12.115s; 3 Duncan Ricketts (ERA E-type GP1); 4 Michael Gans (ERA R1B); 5 David Morris (ERA R11B); 6 Paul Mullins (ERA R7B). **FL** Gillies 1m30.478s (95.49mph).

### FORDWATER TROPHY: RACE-INSPIRED PRODUCTION SPORTS & GT CARS 1964-'66 (17 LAPS)

**1 Martin Stretton (Lotus Elan 26R IWR);** 2 Jackie Oliver (Lotus Elan 26R) +56.095s; 3 John Hugenoltz (Ford Shelby Mustang GT350); 4 Sean Walker (Lotus Elan 26R); 5 Ian Cox (Marcos-Volvo 1800GT); 6 Tom Dyer (Sunbeam Tiger 'Monster'). **FL** Andrew Newall (Ginetta-Ford G10) 1m26.889s (99.43mph).

### CHICHESTER CUP: FRONT-ENGINE FORMULA JUNIOR CARS 1958-'60 (14 LAPS)

**1 Joe Colasacco (Stanguellini-Fiat);** 2 Will Mitcham (U2-Ford) +0.508s; 3 Stuart Roach (Alexis-Ford Mk2); 4 Jack Woodhouse (Elva-BMC 100); 5 Andrew Tart (Bond-Ford); 6 John Chisholm (Gemini-BMC Mk2). **FL** Colasacco 1m28.979s (97.10mph) **record**.

### BROOKLANDS TROPHY: SPORTS CARS IN THE SPIRIT OF ENDURO RACES UP TO 1939 (12 LAPS)

**1 Max Werner (Alfa Romeo 8C 2300 Monza);** 2 Gareth Burnett (Talbot AV105) +0.614s; 3 Patrick Blakeney-Edwards (Frazer Nash Saloon 'The Owlett'); 4 Nicholas Pellett (Talbot AV105); 5 Richard Pilkington (Talbot Lago T26SS); 6 David Cottingham (BMW 328). **FL** Duncan Ricketts (Maserati Tipo 26M) 1m44.202s (82.91mph).

### GLOVER TROPHY: 1.5-LITRE GP & TASMAN CARS 1961-'65 (18 LAPS)

**1 Andy Middlehurst (Lotus-Climax 25 R4);** 2 Nick Fennell (Lotus-Climax 25) +12.804s; 3 Mark Piercy (Lola-Climax Mk4); 4 Frank Sytner (Lotus-Climax 24); 5 Robs Lamplough (Lola-Cosworth SCA T60/3); 6 Dan Collins (Lotus 21). **FL** Piercy 1m24.676s (102.03mph).

### RICHMOND & GORDON TROPHIES: F1 & INTERCONTINENTAL FORMULA CARS 1954-'61 (14 LAPS)

**1 Alasdair McCaig (Cooper T53);** 2 Rod Jolley (Cooper T45/51) +1.089s; 3 Gary Pearson (BRM Type 25); 4 Richard Attwood (Aston Martin DBR4); 5 John Harper (Cooper T51); 6 Barrie Baxter (BRM P48). **FL** Jolley 1m24.079s (102.75mph).



**FONTANA**

 USA

September 14-15

IndyCar Series

Round 15/15



**AT A GLANCE**

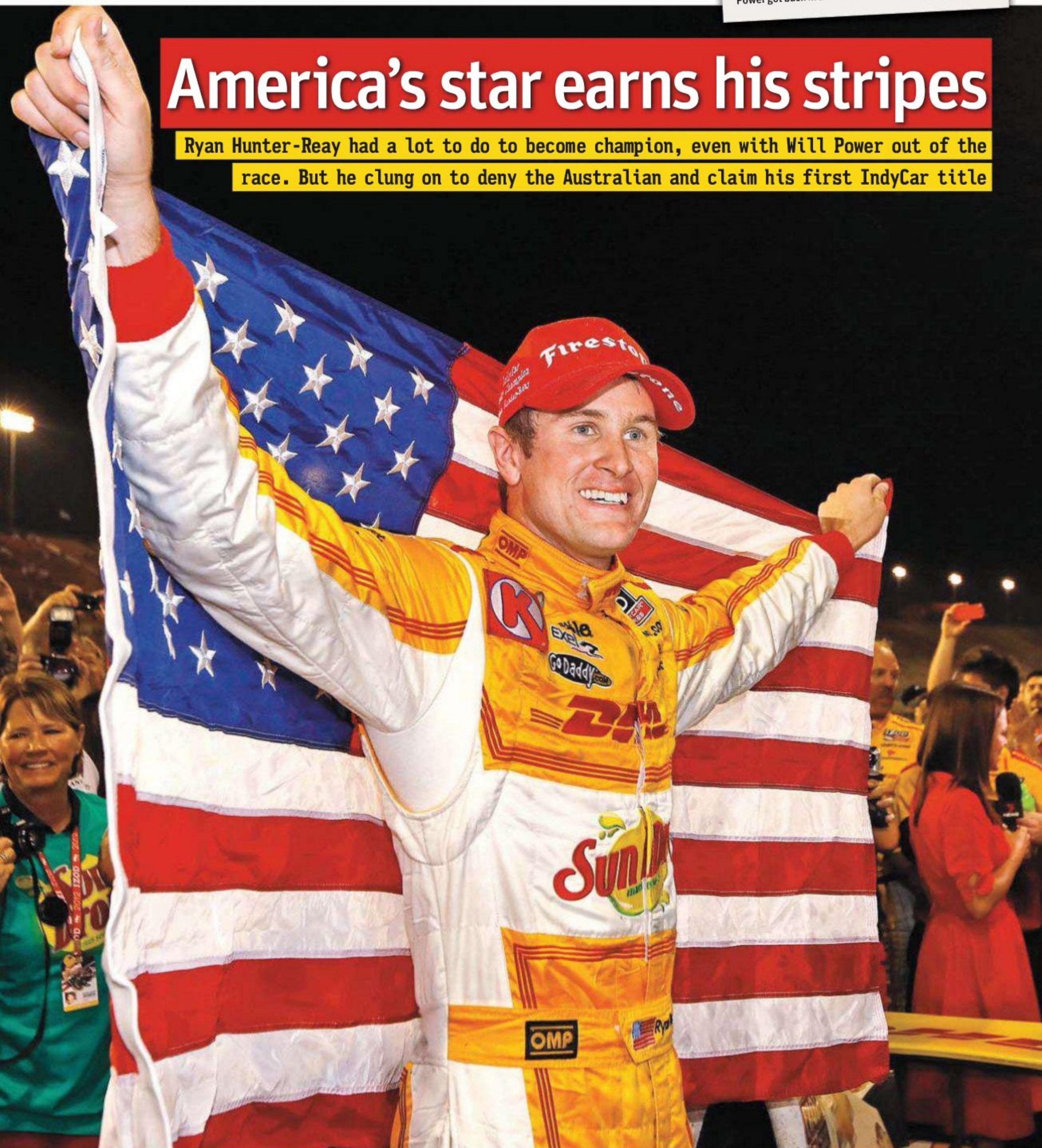
- Winner **Ed Carpenter**
- Pole **Marco Andretti**
- Most laps led **Carpenter**
- Champion **Ryan Hunter-Reay**



Power got back in after crash

# America's star earns his stripes

Ryan Hunter-Reay had a lot to do to become champion, even with Will Power out of the race. But he clung on to deny the Australian and claim his first IndyCar title





## RACE RATING

★★★★★

Fittingly edge-of-seat  
end to a dramatic season

## MILESTONE

Before Ed Carpenter, the  
last driver-owner to win in  
IndyCar was Adrian Fernandez  
in 2004 – also at Fontana



## REPORT INDYCAR FONTANA

MARK GLENDENNING  
reports



### AS SOMEONE WHO JUGGLES

IndyCar team PR duties with being married to one of the sport's most intense drivers, Liz Power is not a woman who is easily ruffled. But when the TV cameras caught her in the pits just over half an hour into Saturday night's title showdown at Fontana, it was a classic study in what happens when three years of frustration are suddenly and brutally amplified.

For a split second, there was a frowning of brow as the first images of a car stopped on the track, it's right side mostly torn off by contact with the outside wall, appeared on the monitors. A fraction of a second later came the moment of recognition when Will Power's Verizon livery came into focus. In a single move Liz tore off her headset, spun around, and let rip with the sort of expletive that sends small dogs scampering for cover and terrified mothers scrambling to drag their children in from the street.

After two years of coming so close, 2012 was meant to be Power's season of redemption. Instead, the race was barely one-fifth complete, and his car – and probably his championship



Amazingly, Penske boys fixed Will Power's car

– was shattered to pieces.

The cameras failed to pick up Beccy Hunter-Reay's reaction to this sudden twist, but her husband Ryan was too preoccupied with his own problems at that point to take it in. He wasn't happy with the balance of his car, and he was also feeling the tension of having his own dreams hanging by a thread – at one point, demanding that Takuma Sato be black-flagged for blocking.

Power had been dealt a critical blow, but not necessarily a mortal one – even with him out of the race, Hunter-Reay still needed to finish at least sixth. And sixth was somewhere up the road.

The crash happened just as the two title protagonists encountered each other on

the track for the first time. Hunter-Reay had started near the back of the field due to a combination of a 10-place grid penalty for throwing in a new engine before the race and a poor-handling car in qualifying.

"We were struggling this whole week," admitted Hunter-Reay, who had crashed at the same spot as Power during testing a few days earlier. "I didn't say much to the media because I didn't want anybody to know how bad we were struggling. But it was bad."

Power had taken a grid penalty for the same reason as Hunter-Reay but, after starting several rows ahead, the Team Penske man had drifted back into the pack during the early phase of the race, to the point that when

he did come across his rival the Andretti Autosport car was actually ahead of him. Complicating things for both, leader JR Hildebrand was closing in to lap them.

Hunter-Reay kept to a high line, as he'd done all afternoon, and Power pulled alongside him in the middle of the track in an attempt to pass as they went through Turn 1. The rear of the Penske car suddenly snapped and Power was flicked out towards the wall, very nearly taking Hunter-Reay out in the process.

"It just caught a seam and totally caught me out," Power said. "I just did not expect that to happen."

The car was so severely damaged that Power laughed off a question from a TV reporter about whether there was any prospect of rejoining the race, and changed into his street clothes as soon as he was released from the medical centre. But 500 miles is a long way, and Penske had already been through enough near-misses in recent years to let another one go this easily. All available hands were committed to the job, and 45 minutes later Power was back in the car and being rolled towards pitlane. The ▶

## Carpenter on top of the world

Amid the drama of the championship battle, it was easy to miss the fact that there were drivers out there actually fighting to win the race. The variety of raceable lines and track conditions that evolved dramatically as the temperatures dropped in the early evening had been expected to deliver an unpredictable race, and this was proven by the 23 lead changes that took place during the 250 laps.

JR Hildebrand held command early on before glancing the wall, and Tony Kanaan also enjoyed a stint at the front before a long pitstop to secure a loose engine cover. But as the race entered its final stages, the contenders had narrowed down to Chip Ganassi Racing men

Scott Dixon and Dario Franchitti, owner-driver Ed Carpenter, Rahal Letterman racer Takuma Sato and Bryan Herta Autosport's Alex Tagliani.

Tag's engine failure put paid to his hopes, and Sato was shuffled back into the pack, setting up a David-vs-Goliath match-up between Carpenter and the Ganassi boys. And in the wake of the outcome of the original story, Carpenter made the score David 2, Goliath 0 when he took the high line around the outside of Franchitti at Turn 2 on the final lap. Before the Scot had a chance to take the place back, Sato crashed and brought out the yellows.

If it sounds like a lucky break for Carpenter, it wasn't – he'd led 62 laps of the race (after coming into the weekend

Carpenter was in frame throughout



having led 63 laps in his entire career) and was pretty much the only driver to be a contender through the entire 500 miles.

"I had never done a 500-miler before other than in Indianapolis, so there were a lot of things to not know what to

expect," Carpenter said. "But it was fun. I felt really confident coming into the race that we had a good car. We started trying to make it better, and we actually made it worse. We just kept working on it and got better and better as the race went on."

RHR's first title since 1999  
Skip Barber National crown!





## Henry Surtees Challenge Announces Sensational Prizes for 2012 Event at Buckmore Park



In its second year the **Henry Surtees Challenge** all-stars kart showdown is aimed at bringing together the best of young motorsport talent to compete for a staggering range of prizes to aid them in their race programme preparation for 2013.

This year's competition will take place at Buckmore Park, Chatham, Kent on **Wednesday 24 October** and is seeking to attract drivers from all classes of motorsport who are in their 16th year and over.

The event, organised by former F1 world champion John Surtees OBE, will provide the top six drivers with a prestigious Henry 'H' trophy. Depending on the final number of prizes available, at least the top six top finishers will have a choice of the best career enhancing prizes ever offered at a UK kart meeting. Prizes for fastest lap, the most unlucky driver and a heavyweight prize for 80kg or above will also be awarded. The prizes currently include:

- Visit to Red Bull Racing in Milton Keynes with simulator time and evaluation by an F1 race engineer - donated by Christian Horner
- Simulator pre-test in the UK plus GP3 test with Carlin Motorsport in Portugal
- InterSteps Championship test with Falcon motorsport (for drivers in their 16th year)
- National B Formula Renault BARC test with Hillspeed Racing
- A full kit of Puma race clothing - 1 suit, 3 pairs of gloves, 2 pairs of shoes and 3 pairs of lifestyle shoes for the winner - donated by Puma SE
- 2 pairs of lifestyle shoes for second place - donated by Puma SE
- 1 pair of lifestyle shoes for third place - donated by Puma SE
- An Arai helmet prepared and painted to drivers own design donated by Arai
- Shell Pilota Experience at Ferrari, Maranello, Italy – driving on their Fiorano test track plus visit to the F1 facility - donated by Shell. Travel arrangements made and donated by Travel Places
- A pair of VIP F1 tickets including Paddock entry - donated by Bernie Ecclestone
- A supply of Teng Tools to the value of £1,000.00 - donated by IQ Supplies (Teamvise Limited)
- Motorsport custom-fit Driver Communication Earpieces together with Hearing Healthcare Package - donated by Hearing Electronics Limited
- A session on a simulator at iZone - donated by Andy Priaulx
- A pair of tickets to the Autosport Awards, December 2012 - donated by Haymarket Publications
- A bottle of Mumm champagne for 1st, 2nd and 3rd place winners

In addition the winner will be featured in a career profile in Motorsport magazine – Henry Surtees Challenge media supporter for 2012.

An entry for the meeting costs £500.00 and will showcase a broad spectrum of motorsport talent. Drivers from single-seater formulas, touring, sportscar classes, karting and motorcycling will share the track in the allcomers event. Drivers must hold an MSA licence, be a member of Club 100 or a Buckmore Park Elite driver.

Drivers wishing to take part in the event should contact **Buckmore Park Circuit, Maidstone Road Chatham, Kent, ME5 9QG** on **01634 201562**.





**“This whole thing has not sunk in yet. I’m almost still in fight mode”**

Ryan Hunter-Reay: at least he’s got six months to enjoy it before the next race



Legge claimed best IndyCar finish

## REPORT INDYCAR FONTANA

team had worked out that if he could stagger around for 12 laps, he’d move ahead of the retired EJ Viso and pick up another two points, meaning that Hunter-Reay would have to finish fifth instead of sixth.

“Trust me, I was not happy when I heard we had to finish one more position up because they got him back out,” Hunter-Reay said. “That was a curveball I wasn’t expecting.”

Driving a car entirely bereft of any sort of set-up, Power had no hope of lapping at anything close to a competitive speed, and he was having enough trouble hanging on to it at even a reduced pace.

“It was actually pretty square,” Power said. “We

could have gotten that thing back to where it was with the set-up check – a bit of crossweight, a bit of turn and we’d have fixed the thing. But as it stood it was definitely a loose car. I thought I was going to crash again.”

Power strung together a series of wobbly installation laps until he ticked off the dozen he needed to pass Viso, and the car was then taken back to the garage while the team tried to work out whether there was enough time to make some set-up changes and get him back out to run long enough to gain the extra few positions he’d need to score another couple of points.

This time the task was beyond them, and Power retired to his trailer to suffer



Andretti (right) started from pole

the agony of watching the fate of his title hopes being determined by what Hunter-Reay could do.

Unfortunately for him, it was at this point that Hunter-Reay came to life. He’d made it to sixth at this point, one position below what he needed and, a caution period or two later, he was still there with 25 laps remaining. Then Alex Tagliani’s engine blew up.

The Canadian had just been engrossed in a lurid battle for the lead with Takuma Sato, perhaps the only driver with a larger bravery reservoir than the

Canadian’s. Disaster seemed imminent for several laps, although Tag had just settled the fight in his favour when his Honda led go, promoting Hunter-Reay to fifth – and a one-point lead over Power.

When the restart came Hunter-Reay went on the attack, picking up two places before Tony Kanaan hit the wall with 10 laps to go and caused another stoppage. This time – much to the dismay of the Andretti pitwall – race director Beaux Barfield threw a red rather than a yellow, forcing everyone back to the pits

to wait for what would be an eight-lap sprint to the finish.

“That was the most pressure I’ve ever had in my life,” Hunter-Reay admitted.

He conceded third to Scott Dixon on the restart, but was fighting off a challenge from Sato for fourth when the Japanese driver lost control and crashed at the beginning of the final lap, just as he did at the Indy 500. And in that split second, Hunter-Reay’s entire world changed, and Power was condemned to another long winter, and the unwanted distinction of becoming the first subplot of the 2013 season. ❧

Carpenter won with own team



## RESULTS

IndyCar Series, round 15 of 15, Fontana (USA), September 14-15

### GRID

1 ANDRETTI 216.069mph	2 BRISCOE 216.058mph
3 KANAAN 214.877mph	4 HILDEBRAND 214.749mph
5 CARPENTER 214.409mph	6 BARRICHELLO 213.527mph
7 LEGGE 213.308mph	8 SERVIA 212.533mph
9 FRANCHITTI 211.999mph	10 SAAVEDRA 210.619mph
11 VISO 210.134mph	12 JAKES 208.056mph
13 POWER 215.940mph*	14 NEWGARDEN 215.919mph*
15 DIXON 215.391mph*	16 TAGLIANI 215.226mph*
17 CASTRONEVES 214.409mph*	18 RAHAL 214.015mph*
19 HINCHCLIFFE 213.726mph*	20 PAGENAUD 213.282mph*
21 SATO 213.222mph*	22 HUNTER-REAY 212.773mph*
23 KIMBALL 211.531mph*	24 CUNNINGHAM 209.526mph*
25 WILSON no time*	26 SILVESTRO no time*

### 250 LAPS, 500 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	2h57m34.7433s	5
2	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	+1.9132s	9
3	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	+2.6091s	15
4	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	+3.0477s	22
5	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	+4.1933s	17
6	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+5.4381s	18
7	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	249 laps-accident	21
8	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	-1 lap	1
9	Katherine Legge (GB)	Dragon Racing	Dallara-Chevrolet DW12	-1 lap	7
10	Charlie Kimball (GB)	Chip Ganassi Racing	Dallara-Honda DW12	-1 lap	23
11	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	-2 laps	4
12	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	-2 laps	12
13	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	-3 laps	19
14	Wade Cunningham (NZ)	AJ Foyt Racing	Dallara-Honda DW12	-4 laps	24
15	Simon Pagenaud (F)	Schmidt-Hamilton Motorsports	Dallara-Honda DW12	-4 laps	20
16	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	-6 laps	14
17	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	-6 laps	2
18	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	240 laps-accident	3
19	Oriol Servia (E)	Dreyer & Reinbold/Panther Racing	Dallara-Chevrolet DW12	-19 laps	8
20	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Honda DW12	229 laps-engine	16
21	Sebastian Saavedra (CO)	AFS/Andretti Autosport	Dallara-Chevrolet DW12	118 laps-electrical	10
22	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	107 laps-engine	6
23	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	80 laps-gearbox	25
24	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	66 laps-handling	13
25	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	65 laps-handling	11
26	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	16 laps-engine	26

### CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Hunter-Reay	468
2	Power	465
3	Dixon	435
4	Castroneves	431
5	Pagenaud	387
6	Briscoe	370
7	Franchitti	363
8	Hinchcliffe	358
9	Kanaan	351
10	Rahal	333

Winner's average: 168.939mph.  
Fastest lap: Franchitti, 33.2470s, 216.561mph.  
Qualifying: Each driver completes a two-lap run with average speeds setting the grid.  
\*10-place grid penalty.



# INTERLAGOS

BRAZIL

September 14-16

FIA WEC

Round 5/8



## AT A GLANCE

- **Winners Nicolas Lapierre/Alex Wurz**
- **Pole position Wurz**
- **Fastest lap Lucas di Grassi**



Jani/Prost Rebellion  
Lola won privateer war

# Toyota ends two-decade drought

The Japanese giant's hybrid TS030 dominated in Brazil to notch up only its second major international sportscar success - 20 years after its first win



Lapierre leads the Audis away from pole

ALEX WURZ WASN'T SURE what the word 'emphatic' meant after claiming pole for last weekend's Interlagos round of the FIA World Endurance Championship by a cool eight tenths. Any doubts about its meaning were surely removed after he and Nicolas Lapierre swept to victory in the Sao Paulo 6 Hours to give the new Toyota TS030 HYBRID victory at only the third time

of asking. There was no more apt description for the Japanese manufacturer's defeat of Audi in Brazil.

The Toyota translated its qualifying advantage into the race on the 2.68-mile Autodromo Jose Carlos Pace and never truly looked threatened by Audi's pair of R18 turbodiesels. The petrol-powered TS030 was faster, more consistent on its Michelin tyres and superior

in traffic, while the Toyota Motorsport GmbH squad was able to eradicate the refuelling delays that had stymied its bid last time out at Silverstone. Only when it came to changing the wheels and tyres did it lose anything to its German rival.

Toyota had what's best described as an edge at the British WEC round; this time it had a clear advantage. There's not a lot to choose between the TS030 and either hybrid or non-hybrid R18 in fast corners right now, but the petrol-engined machine is clearly superior in every other type of corner. And those are the kind of bends predominant at the modern-era Interlagos.

"They are killing us in the medium and low-speed corners," said Audi driver Allan McNish. "That's where



Audi runners-up soak  
Toyota's winning duo



The #1 hybrid Audi was a distant second

they have the advantage"

The superiority of Toyota's super-capacitor energy-recovery system over the flywheel in Audi's R18 e-tron quattro certainly had something to do with Toyota's advantage in Interlagos. Yet it was more than that. The TS030 is the superior chassis at present.

"It's downforce, balance, set-up - a package," offered

Toyota Motorsport GmbH technical director Pascal Vasselon. "We also had excellent tyre management - the Audis were really struggling in the second stint - for the same reasons. And, of course, it helps [on tyre wear] if you have less power."

That last comment was a dig at what TMG believes is still an unfavourable



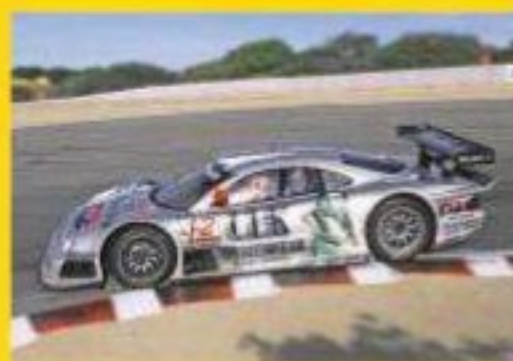
## RACE RATING

★★★★☆

Toyota might have dominated but that supremacy made for a good story

## MILESTONE

Alex Wurz sets first pole since 1997 Laguna Seca FIA GT Championship round with Mercedes



## REPORT WEC INTERLAGOS

GARY WATKINS  
reports



equivalency between diesel and petrol engines. The Toyota's inferior fuel consumption goes some way to backing up that claim and it was that fuel mileage – or rather lack of it – that meant that the TSO30 had to be significantly faster than the Audis each lap last weekend. It was going to need to have time in hand to make an additional fuel stop.

That was Wurz's and Lapierre's task at Interlagos (Kazuki Nakajima was away on Super GT duty and will only return for the Fuji WEC round), and they achieved it in some style. Not only did they build enough of a gap, but they were able to start saving fuel at the same time.

Lapierre led from the start, initially from McNish in the non-hybrid R18 ultra and, from lap 11, Benoit Treluyer in the e-tron quattro. The Toyota had 10s in hand by the first round of pitstops and more than half a minute when the leaders started stopping for tyres.

The gap to the hybrid Audi was halved at this point, only for Wurz to get the lead back up to 25s before the first and only safety car period of the race during the third hour. Toyota

had lost out during the yellows at Silverstone, but this time the tables were turned: 25s grew to 43s when the race went green.

The race was as good as over at this point. The Toyota wouldn't need a full tank of fuel at its extra stop, partly due to the safety car and partly due to improved fuel mileage. Lapierre still put the car a lap ahead of Andre Lotterer, who shared the e-tron with Treluyer and Marcel Fassler, in the penultimate hour, which meant Toyota was a minute up the road after Wurz came in for the splash with five minutes to go.

The battle of the Audis was won by the hybrid, Lotterer finishing 14s ahead of sportscar debutant Lucas di Grassi in the non-hybrid R18 shared with McNish and Tom Kristensen. This fight, which will decide the destination of the drivers' world crown, could have gone either way at Interlagos.

The e-tron was quicker over the first half of a double stint, the ultra better over the second half courtesy of its more modest appetite for rear tyres. The destination of second place was ultimately decided by a spin from

Lucas di Grassi starred, setting the fastest lap



Kristensen in his first stint. The Dane had trouble restarting and lost much more than 14s.

Di Grassi didn't give up in his pursuit of the hybrid over the final stints, setting fastest lap of the race to add to the prestigious scalp of Lotterer from qualifying. It was an impressive debut for a driver who had only driven the e-tron once prior to the meeting.

Even more impressive was

the third-time-out victory for the TSO30 in what is a development season for a manufacturer that has always underachieved in international sportscar racing. The car's predecessors, the GT-One or TSO20, never managed a victory, which means you have to go back to the TSO10 and the 1992 Monza world sportscar championship fixture to find Toyota's only big sportscar win.

The manner of its victory on a circuit that played to the strengths of the TSO30 doesn't bode well for Audi. The WEC concludes with three races at the Bahrain, Fuji and Shanghai 'Tilke-dromes', tracks all lacking in fast corners.

Toyota had to wait more than 20 years between major sportscar victories. Expect two or more to come along in quick succession over the remainder of the WEC.

GTE

# Ferrari economises in its fight with factory Aston



Giancarlo Fisichella didn't get to stand on the top step of the podium the last time he won a race at Interlagos. Nine years on from his belated victory in the 2003 Brazilian Grand Prix, he finally got to celebrate as a winner after he and Gianmaria Bruni claimed GTE Pro honours in the Sao Paulo 6 Hours.

The AF Corse Ferrari duo were in control of the race nearly all the way, though the factory Aston Martin squad at least kept them honest for the full duration. Bruni had led from the start in the lead AF Ferrari 458 Italia but Aston driver

Stefan Mucke came back at the Ferrari at the end of the stint.

Darren Turner, who had qualified the Aston on pole position, closed right up on Fisichella during the second stint. Some quick laps from Mucke after taking over the car, while the Italian was struggling with his worn tyres before his slightly later stop, propelled the Aston into the lead.

The Aston duo knew they were going to need more than a handful of seconds to make up for the extra pitstop the Vantage requires courtesy of its inferior fuel mileage, but Bruni wasn't content to play the waiting

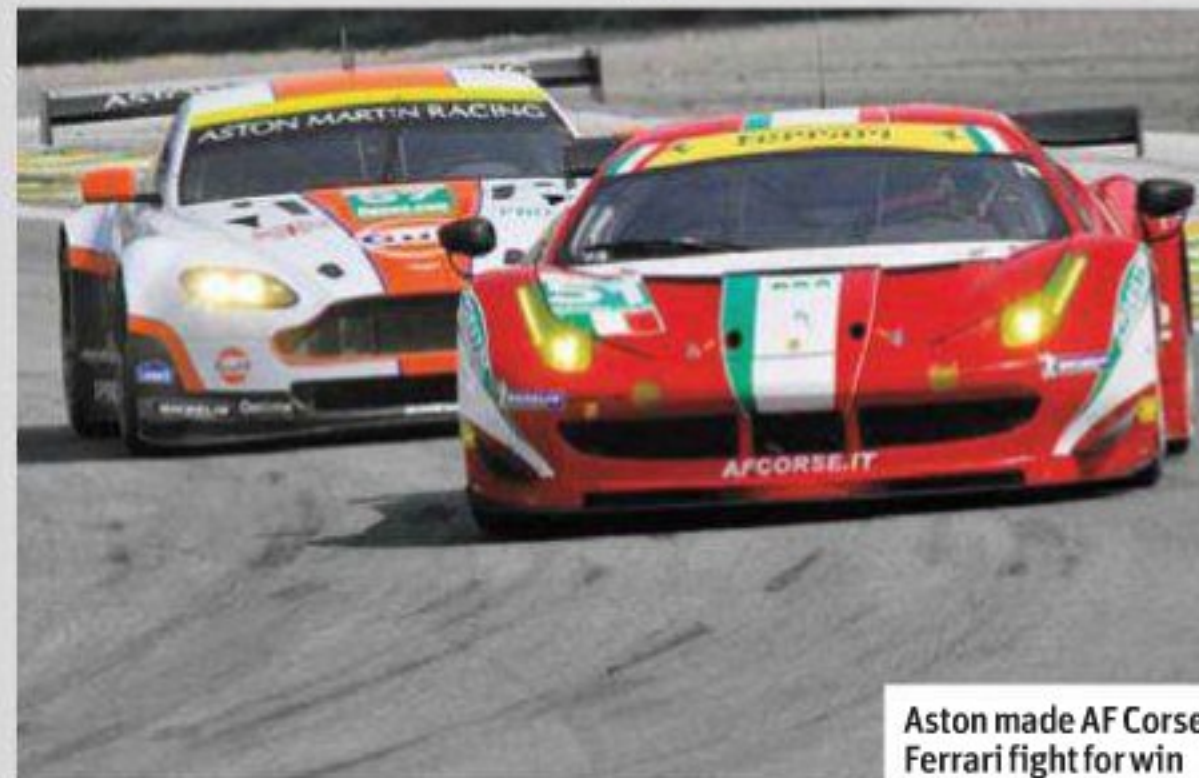
game. He closed down Turner, took the lead and then pulled away.

Bruni insisted that he and his team-mate drove the race as though the Aston wouldn't have to make an extra stop.

"It was too early to start thinking about what would happen at the end of the race," he admitted. "I drove every lap like a qualifying lap until the last couple of laps."

The Aston remained in touch until it needed to make its splash with just four laps remaining, eventually finishing one lap in arrears.

The factory-backed Felbermayr-Proton Porsche

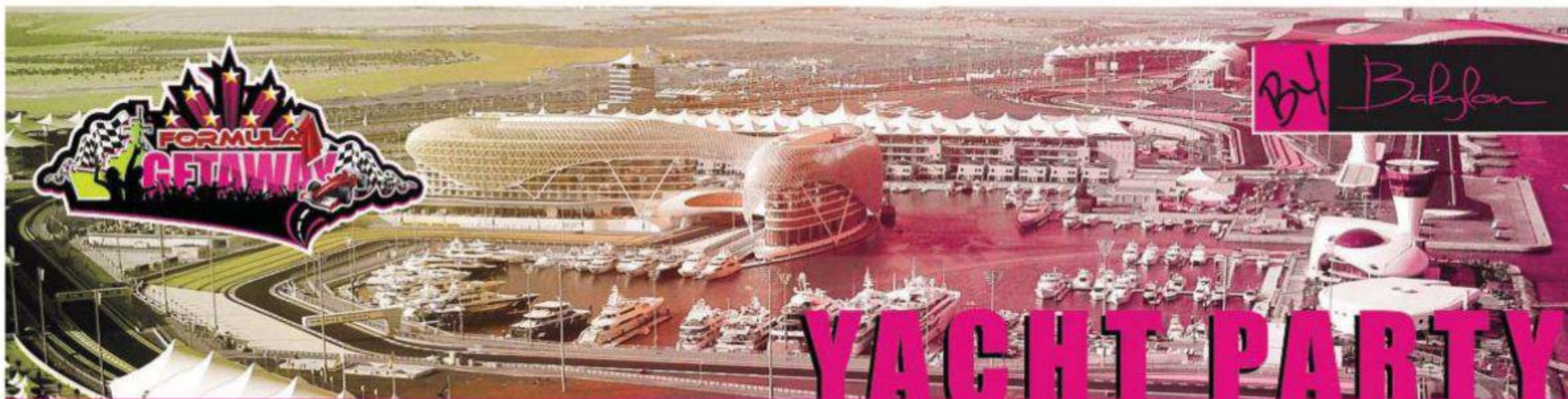


Aston made AF Corse Ferrari fight for win

911 GT3-RSR shared by Marc Lieb and Richard Lietz was in the mix in qualifying and early in the race, but an early stop in the opening stint turned out to have disastrous consequences.

It meant the car lost contact with the Ferrari and the Aston when the safety car came out during hour three. There was no way back for the Porsche crew, who had to be content with third.





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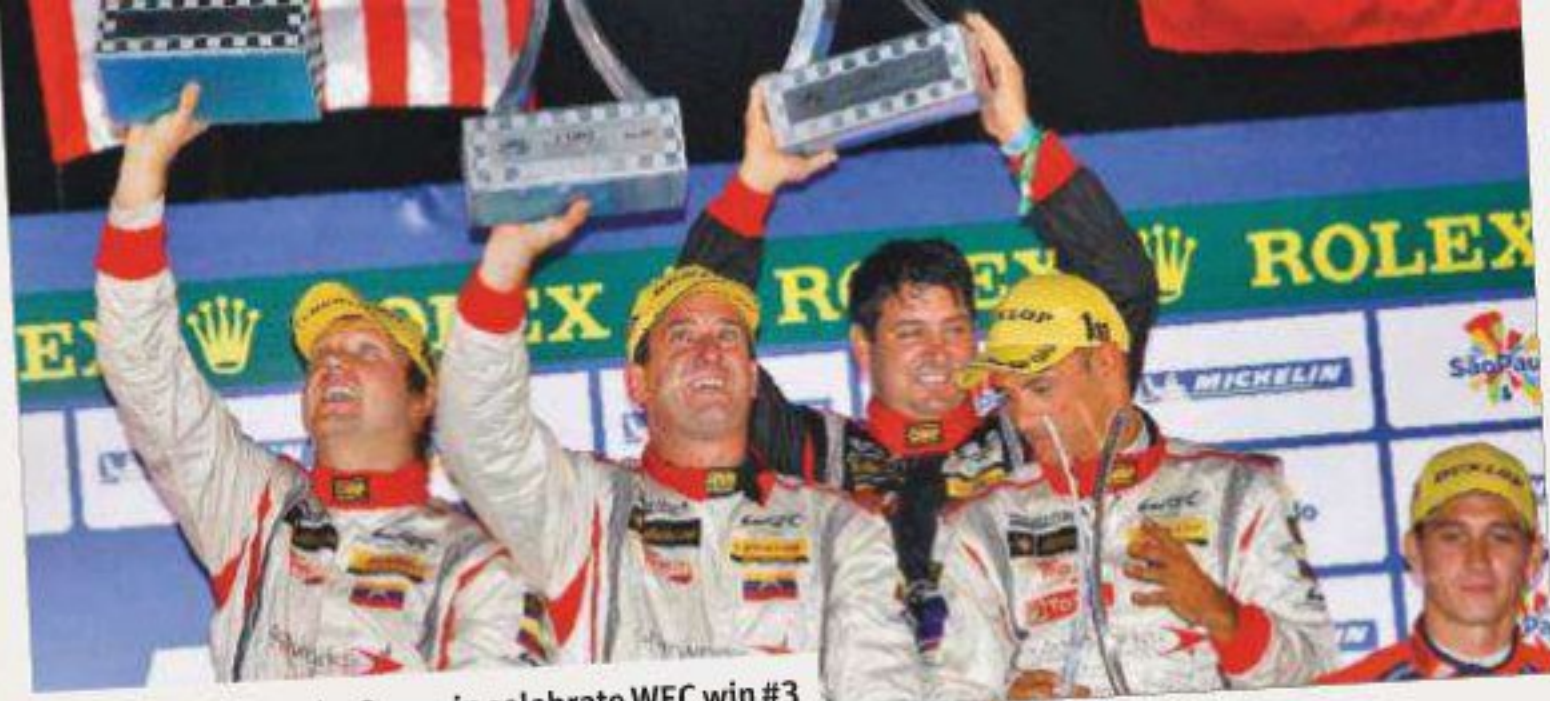
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Dalziel, Potolicchio, Sarrazin celebrate WEC win #3

## LMP2

FIA WEC  
Interlagos  
Round 5/8

## AT A GLANCE

- Winners **Stéphane Sarrazin/Enzo Potolicchio/Ryan Dalziel**
- Pole position **Sarrazin**
- Fastest lap **Olivier Pla**



Starworks HPD was not challenged for victory

# Starworks well for third victory

The Ryan Dalziel/Enzo Potolicchio/Stephane Sarrazin HPD dominated in Brazil

## THE STARWORKS SQUAD

produced the kind of performance at Interlagos that explains why it has never been headed at the top of the LMP2 teams' points this season. Its HPD ARX-03b was consistently quick and reliable, while drivers Stéphane Sarrazin, Enzo Potolicchio and Ryan Dalziel didn't put a foot wrong on the way to a third WEC victory.

The Starworks team's run through the Sao Paulo 6 Hours was in stark contrast to every other potential P2 frontrunner. No-one else strung together a clean race, which accounts for the three-lap winning margin for the HPD when the chequered flag fell.

HPD only briefly came under any pressure over the course of the six hours. John Martin, in the ADR-Delta ORECA-Nissan 03, tailed Sarrazin for the

first dozen laps before a wheel fell off and then the #35 OAK Racing Morgan-Nissan LMP2 2012, which was on a different tyre strategy to the Starworks car, led in the hands of Bertrand Baguette and subsequently Alex Brundle.

Dalziel, on fresh Dunlops, moved back into the lead ahead of Brundle, who was

struggling on old rubber, during the third hour and that was that as far as any challenge to the HPD went.

The Morgan went out with a fuel-pressure problem after Dominik Kraihamer climbed aboard, and the ADR-Delta ORECA, in which Tor Graves and Jan Charouz joined Martin, lost more time

with a penalty for a pit-entry infringement.

Neither team pretended that they could have lived with the Starworks HPD last weekend, however. They conceded that while the HPD wasn't the fastest car over one lap, it had their measure over a double stint.

"We didn't win it on

outright one-lap pace, we won it on making no mistakes and getting the most out of the tyres," said team boss Peter Baron, who explained that the HPD ran on all three compounds of Dunlop tyre over the course of the race.

OAK still might have come away with second even after the retirement of the #35 car. Its second entry was established in the runner-up spot when Jacques Nicolet, who joined Matthieu Lahaye and Olivier Pla in the car, was penalised not once but twice for speeding in the pitlane, the second offence coming with a two-minute stop-go penalty.

Such was the attrition rate in P2 that the Morgan only dropped to third behind the Pecom ORECA-Nissan 03. Second seemed like an unlikely result for the AF Corse-run car after Pierre Kaffer was spun around by Lahaye on the first lap and then hit by GTE car.

The incident and the subsequent pitstop for a replacement nose lost the car a lap, as did misfortune ▶



Martin gesticulates at spun OAK Morgan rival



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## LMP2 RACE RATING

★★★★☆

Starworks was always in control as its rivals hit the self-destruct button

“We made them work even harder than at Silverstone, but we were always going to struggle to win”

Aston driver Darren Turner on Ferrari's superiority

## REPORT WEC INTERLAGOS



Former Peugeot ace Nic Minassian joined Pecom

◀ behind the safety car. The car was not quite a match on pace for the HPD, thanks in part to a misaligned front-left wheel after the earlier contact, and went a third lap down late in the race.

A consistent run and others' troubles brought the Greaves Zytek-Nissan Z11SN driven by Elton Julian, Roberto Gonzales and Christian Zugel up to fourth, while the ADR-Delta squad recovered to fifth and minimised its loss of points to Starworks.

Charouz overhauled Vitantonio Liuzzi in the best of the Lotus LMP2 team's Lola-Judd/BMW B12/80s in the final hour.

This was easily the Kodewa-run Lotus team's most competitive showing of the year, though Liuzzi and team-mates James Rossiter and Kevin Weeda might have been on the podium. They were mistakenly told to replace the nose after losing one of its four headlights and had to fit one that had lost its diveplanes in the warm-up. ❌



Liuzzi's Lola-Lotus could have made the podium

# RESULTS

FIA World Endurance Championship, round 5 of 8, Sao Paulo 6 Hours, Interlagos (BR), September 15

GRID		247 LAPS, 661.338 MILES						
		POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1 WURZ 1:22.363	2 DI GRASSI 1:23.147	1	Nicolas Lapierre (F)/Alexander Wurz (A)	Toyota Racing	Toyota TS030 HYBRID	LMP1	6h01m08.356s	1
		2	Benoit Treluyer (F)/Andre Lotterer (D)/Marcel Fassler (CH)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+1m00.778s	3
3 LOTTERER 1:23.332	4 JANI 1:23.962	3	Allan McNish (GB)/Tom Kristensen (DK)/Lucas di Grassi (BR)	Audi Sport Team Joest	Audi R18 ultra	LMP1	+1m14.679s	2
		4	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-5 laps	4
5 WATTS 1:24.089	6 BELICCHI 1:24.179	5	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-03a	LMP1	-7 laps	5
		6	Andrea Belicchi (I)/Harold Primat (CH)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-7 laps	6
7 DUMBRECK 1:24.320	8 SARRAZIN 1:27.048	7	Stephane Sarrazin (F)/Ryan Dalziel (GB)/Enzo Potolicchio (YV)	Starworks Motorsports	HPD-Honda ARX-03b	LMP2	-13 laps	8
		8	Pierre Kaffer (D)/Nicolas Minassian (F)/Luis Perez Companc (RA)	Pecom Racing (AF)	ORECA-Nissan 03	LMP2	-16 laps	16
9 MARTIN 1:27.153	10 PANCIATICI 1:27.167	9	Peter Dumbreck (GB)/David Brabham (AUS)/Karun Chandhok (IND)	JRM	HPD ARX-03a	LMP1	-17 laps	7
		10	Matthieu Lahaye (F)/Olivier Pla (F)/Jacques Nicolet (F)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	-17 laps	15
11 BAGUETTE 1:27.275	12 LIUZZI 1:27.338	11	Elton Julian (USA)/Roberto Gonzalez (MEX)/Christian Zugel (D)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-18 laps	14
		12	John Martin (AUS)/Jan Charouz (CZ)/Tor Graves (GB)	ADR-Delta	ORECA-Nissan 03	LMP2	-19 laps	9
13 MATLEUX 1:27.452	14 JULIAN 1:27.769	13	Vitantonio Liuzzi (I)/James Rossiter (GB)/Kevin Weeda (USA)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	-19 laps	12
		14	Nelson Panciatici (F)/Pierre Ragues (F)/Roman Rusinov (RUS)	Signatech Nissan	ORECA-Nissan 03	LMP2	-20 laps	10
15 LAHAYE 1:27.818	16 KAFFER 1:27.968	15	Thomas Holzer (D)/Mirco Schultis (D)/Luca Moro (I)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	-21 laps	17
		16	Gianmaria Bruni (I)/Giancarlo Fisichella (I)	AF Corse	Ferrari 458 Italia	GTE P	-26 laps	21
17 HOLZER 1:28.958	18 GIROIX 1:30.871	17	Stefan Mucke (D)/Darren Turner (GB)	Aston Martin Racing (Prodrive)	Aston Martin Vantage	GTE P	-27 laps	19
		18	Marc Lieb (D)/Richard Lietz (A)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE P	-27 laps	20
19 TURNER 1:33.855	20 LIEB 1:34.040	19	Andrea Bertolini (I)/Olivier Beretta (MC)	AF Corse	Ferrari 458 Italia	GTE P	-28 laps	22
		20	Paolo Ruberti (I)/Christian Ried (D)/Gianluca Roda (I)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE A	-34 laps	25
21 FISICHELLA 1:34.203	22 BERTOLINI 1:34.733	21	Pascal Gibon (F)/Jean-Philippe Belloc (F)/Christophe Bourret (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-36 laps	27
		22	Enrique Bernoldi (BR)/Xandy Negrão (BR)/Chico Longo (BR)	AF Corse-Waltrip	Ferrari 458 Italia	GTE A	-37 laps	23
23 BERNOLDI 1:34.781	24 RUGOLO 1:35.401	23	Markus Palmtala (FIN)/Joel Camathias (CH)/Paul Daniels (GB)	JWA-Avila	Porsche 911 GT3-RSR	GTE A	-52 laps	28
		24	Fabien Giroix (F)/Jean-Denis Deletraz (CH)/Keiko Ihara (J)	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	-53 laps	18
25 RUBERTI 1:35.485	26 REES 1:35.485	EX	Fernando Rees (BR)/Julien Canal (F)/Patrick Bornhauser (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-31 laps	26
		R	Bertrand Baguette (B)/Dominik Kraihamer (A)/Alex Brundle (GB)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	164 laps-fuel pressure	11
27 GIBON 1:38.792	28 PALTALA 1:36.800*	R	Franck Mailleux (F)/Olivier Lombard (F)/Jordan Tresson (F)	Signatech Nissan	ORECA-Nissan 03	LMP2	96 laps-lost wheel	13
		R	Michele Rugolo (I)/Nic Jonsson (S)/Tracy Krohn (USA)	Krohn Racing	Ferrari 458 Italia	GTE A	1 lap-accident damage	24

Winners' average: 109.875mph. Fastest lap: di Grassi, 1m23.070s, 116.034mph. LMP2: Pla, 1m27.848s, 109.723mph. GTE Pro: Bruni, 1m34.390s, 102.118mph. GTE Am: Bernoldi, 1m35.852s, 100.561mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race. \* Put to back of grid.

POINTS - DRIVERS			LMP1 MANUFACTURERS			LMP1 PRIVATE TEAMS			LMP2 TEAMS			GTE MANUFACTURERS			GTE PRO TEAMS		
POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS
1	Lott/Trel/Fass	114.5	1	Audi	147	1	Rebellion	137	1	Starworks	124	1	Ferrari	237	1	AF Corse	143
2	McNish/Kris'en	107	2	Toyota	44	2	Strakka	93	2	ADR-Delta	96	2	Porsche	132	2	Aston Martin	82
3	Capello	77				3	JRM	87	3	Pecom	92	3	Corvette	94	3	Felbermayr-Proton	74
4	Duval/Dumas	67				4	Pescarolo	25	4	Greaves	75				4	Luxury	53



# HUNGARORING

HUNGARY

September 14-16

Formula Renault 3.5

Round 7/9



## AT A GLANCE

- Race 1 Robin Frijns
- Race 2 Antonio Felix da Costa
- Poles Frijns x 2
- FLs Bianchi/Rossi



Bianchi struggled in race two; Rossi (chasing) set fastest lap



# Da Costa gives Arden its wings

The FR3.5 latecomer put himself in the ideal position to profit from Magnussen's late drama

**NO-ONE COULD HAVE** expected this result – perhaps not even Red Bull's Helmut Marko.

When Marko drafted Antonio Felix da Costa into the highest-profile junior-driver programme on the planet, the Portuguese was placed with a Formula Renault 3.5 team that was playing catch-up after losing so much of its pre-season running to reliability issues.

Arden Caterham had started its maiden season in the World Series by Renault package on the back foot. It had two good drivers in Alexander Rossi and Lewis Williamson, but it began the campaign woefully underprepared. Yet just four months after the team had a debut to forget at Aragon, it was celebrating its first win.

Yes, there was some luck involved. Kevin Magnussen had dominated, only for his smoking gearbox to finally let go with just over half a lap remaining. But of the 25 other cars in the field, da Costa's

Red Bull-coloured machine was first in the queue.

Yet this was no sudden turnaround in fortunes. Even before Red Bull elbowed Williamson out of its programme, Arden Caterham had been making progress. It's something that the Scot had said in the aftermath of his final race, and da Costa acknowledged that – and the efforts of Rossi – when he arrived at the team.

"They were turning it around before I jumped in," he said. "I never had a car as bad as it looked at the start of the year. It was decent, but we were on a steep learning

curve. Still, it would have been hard to imagine winning by now."

Magnussen was surprisingly calm about his last-lap disaster. Perhaps the fact that he seemed to be the only person all weekend capable of worrying points leader Robin Frijns – who after winning race one admitted his pursuer was probably quicker – was comforting enough. But that wasn't the case for his Carlin crew, who were devastated.

"The fact that everything went so well this weekend does make it easier," said Magnussen, who narrowly

lost out to Frijns for pole in both races. "Of course I'm disappointed, but I'd been driving with the problem for five laps by the time it just lost drive, so I knew it could happen. I felt all right until I got back to the pits. When I saw the team it made me want to cry!"

Magnussen had race two all to himself, as Frijns's Fortec machine didn't fancy getting off the line when the lights went out. The Dutchman appeared to bog down, but in fact nothing happened. His car simply didn't respond when he gave it the command, and it was

only when he reached for his second clutch that he was able to take off. Some bravery into Turn 1 salvaged him seventh position when it could have easily been 10th on the opening lap, but after coming home fifth he was in no mood to look at the positives, despite stretching his points advantage.

"True, it's been good for points, but I look at it from the other side," said the Dutchman. "Bianchi and Bird struggled, and we could have gained a lot more points."

After admitting on Saturday evening that he "was just playing with the others" in race one, Frijns warned that "something always goes wrong every weekend". And he was quick to make the same point on Sunday. "What did I tell you yesterday?" he shrugged.

Still, if he had nothing to smile about, then imagine how his rivals felt. Jules Bianchi was on the back foot from getting a puncture at the start of Saturday qualifying,

Magnussen led race two from the start





## RACE RATING

★★★★☆

As good as could be expected from single-seaters at the Hungaroring

## MILESTONE

First FR3.5 win for da Costa and Arden Caterham; first podium for Will Stevens



## REPORT FR3.5 HUNGARORING

GLENN FREEMAN  
reports



Frijns holds off Magnussen



meaning he had to use one of his Sunday tyres, which in turn hampered him for race two. He salvaged a distant third on Saturday, but took an even more distant ninth in race two. He's gained a place in the standings, but also lost a lot of ground.

"Robin is always consistent, and we have to do that as well if we want to catch him," said the Ferrari junior. "But I didn't drive perfect and the car was not quite right, so we have a lot of work to do. It's going to be very difficult to beat him."

Sam Bird, who went into the weekend knowing that his ISR team was expecting to struggle, fought tooth and nail to steal a point from Lucas Foresti in race one, and after an overnight engine change (and a mega start) he

spent race two defending fifth place from Arthur Pic and a recovering Frijns.

"That was one of the best races I've ever driven," he said. "We've turned the car upside down this weekend trying to find what's wrong, so to come away with a fourth place is remarkable."

ISR wasn't the only team shredding its set-up sheets. The arrival of former title-winning team boss and engineer Roly Vincini at Comtec Racing has resulted in the team wiping the slate clean and starting again. Former championship leader Nick Yelloly, who described the fact that he was an outside title shot pre-weekend as "a miracle", is hoping that he will still be around next year to reap the benefits. ☼

### FORMULA RENAULT EURO CUP

## Vandoorne is fast – and safe



Stoffel Vandoorne moved back to the head of the Formula Renault Eurocup title fight in Hungary, with a little bit of help from an overexuberant Daniil Kvyat.

The duo, who are enjoying an exclusive scrap over the two-litre crown, went into last weekend one point apart, with the Russian leading the way. They shared a win apiece at the Hungaroring, but the difference came from how each approached being slightly further back in the pack.

As Vandoorne's Josef Kaufmann Racing car led the field away in race one, Kvyat was down in fourth. Impatience got the better of

him, and he tried a surprise move on Oliver Rowland at Turn 9 on the opening lap. The Red Bull junior lost control, tagging Rowland's Fortec machine and flying over the top of it. The Russian was out, while Rowland – with tyre marks on his crash helmet – rejoined and charged from 32nd to 16th!

In race two the roles were reversed. Kvyat led with Vandoorne stuck in fourth place, with Nyck de Vries and Norman Nato between them. But the Belgian decided against taking any unnecessary risks behind Nato, and came away with a lead of 11-points in the standings.

Kvyat admitted after his win that "it wasn't really correct to

risk so much" the day before. The Koiranen Motorsport man added that the title fight is going to be impossible to call from now on, as both will have to be "on the limit" in the two remaining race weekends.

Vandoorne, who is leading the way for the second time this year, urged caution and pointed to the fact that earlier in the season he overhauled a 27-point gap in one weekend, so 11 points is nothing to get excited about.

The Kvyat/Rowland crash also handed Manor MP runner Jordan King a maiden podium behind Mikko Pakari in race one, enough to get the Brit into the top 10 in the standings.

### RESULTS

**Race 1** 1 Stoffel Vandoorne, 15 laps in 27m26.270s; 2 Mikko Pakari, +4.834s; 3 Jordan King; 4 Nyck de Vries; 5 Alex Riberas; 6 Norman Nato. **Race 2** 1 Daniil Kvyat, 16 laps in 27m53.545s; 2 de Vries, +0.930s; 3 Nato; 4 Vandoorne; 5 Melville McKee; 6 Oliver Rowland. **Points** 1 Vandoorne, 183; 2 Kvyat, 172; 3 Nato, 95; 4 de Vries, 72; 5 Rowland, 66; 6 Paul-Loup Chatin, 57.



Vandoorne leads points after win

## RESULTS

Formula Renault 3.5, Hungaroring (H), September 15-16, round 7 of 9

### RACE 1 GRID

1 FRIJNS 1:28.520	2 MAGNUSSEN 1:28.548
3 BIANCHI 1:28.606	4 PIC 1:28.750
5 SORESENSEN 1:28.757	6 DA COSTA 1:28.816
7 HUERTAS 1:29.070	8 ROSSI 1:29.225
9 MULLER 1:29.230	10 BIRD 1:29.290
11 STEVENS 1:29.348	12 ALESHIN 1:29.370
13 FORESTI 1:29.385	14 AMBERG 1:29.412
15 YELLOLY 1:29.415	16 KISS 1:29.426
17 ROSENZWEIG 1:29.430	18 KORJUS 1:29.442
19 MARTSENKO 1:29.938	20 MOVE 1:30.024
21 ABT 1:30.057	22 NEGRAO 1:30.221
23 GHIRELLI 1:30.308	24 CUNHA 1:30.506
25 GRUBMULLER 1:30.515	26 VAINIO 1:31.299

### RACE 1 - 30 LAPS, 81.667 MILES

POS	NAME	TEAM	TIME	GRID
1	Robin Frijns (NL)	Fortec Motorsports	46m24.229s	1
2	Kevin Magnussen (DK)	Carlin	+1.636s	2
3	Jules Bianchi (F)	Tech 1 Racing	+12.201s	3
4	Antonio Felix da Costa (P)	Arden Caterham	+15.802s	6
5	Arthur Pic (F)	DAMS	+19.692s	4
6	Nico Muller (CH)	International Draco Racing	+20.487s	9
7	Carlos Huertas (CO)	Fortec Motorsports	+24.726s	7
8	Marco Sorensen (DK)	Lotus (Gravity-Charouz)	+25.381s	5
9	Alexander Rossi (USA)	Arden Caterham	+26.294s	8
10	Sam Bird (GB)	ISR	+36.243s	10
11	Lucas Foresti (BR)	DAMS	+43.367s	13
12	Kevin Korjus (EE)	Lotus (Gravity-Charouz)	+45.843s	18
13	Zoel Amberg (CH)	Pons Racing	+54.271s	14
14	Nick Yelloly (GB)	Comtec Racing	+55.270s	15
15	Andre Negrao (BR)	International Draco Racing	+56.044s	22
16	Jake Rosenzweig (USA)	ISR	+1m00.355s	17
17	Daniil Move (RUS)	P1 Motorsport	+1m01.361s	20
18	Daniel Abt (D)	Tech 1 Racing	+1m02.223s	21
19	Tamas Pal Kiss (H)	BVM Target	+1m14.622s	16
20	Walter Grubmuller (A)	P1 Motorsport	+1m22.658s	25
21	Vittorio Ghirelli (I)	Comtec Racing	+1m27.801s	23
22	Yann Cunha (BR)	Pons Racing	+1m28.306s	24
23	Will Stevens (GB)	Carlin	+1m28.647s	11
R	Aaro Vainio (FIN)	Team RFR	26 laps-electrical	26
R	Mikhail Alekhin (RUS)	Team RFR	1 lap-acc damage	12
R	Nicolay Martsenko (RUS)	BVM Target	0 laps-accident	19

### RACE 2 GRID

1 FRIJNS 1:28.232	2 MAGNUSSEN 1:28.239
3 PIC 1:28.472	4 DA COSTA 1:28.516
5 SORESENSEN 1:28.531	6 STEVENS 1:28.575
7 BIANCHI 1:28.659	8 KORJUS 1:28.693
9 BIRD 1:28.712	10 ROSSI 1:28.729
11 YELLOLY 1:28.929	12 GRUBMULLER 1:29.063
13 KISS 1:29.116	14 HUERTAS 1:29.160
15 FORESTI 1:29.184	16 ALESHIN 1:29.207
17 AMBERG 1:29.313	18 VAINIO 1:29.366
19 NEGRAO 1:29.366	20 GHIRELLI 1:29.427
21 ROSENZWEIG 1:29.624	22 MULLER 1:29.636
23 MARTSENKO 1:29.770	24 MOVE 1:30.152
25 ABT 1:30.165	26 CUNHA 1:30.184

### RACE 2 - 30 LAPS, 81.667 MILES

POS	DRIVER	TIME/REASON	GRID
1	Da Costa	46m22.008s	4
2	Sorensen	+3.666s	5
3	Stevens	+10.533s	6
4	Bird	+19.784s	9
5	Frijns	+20.343s	1
6	Pic	+22.789s	3
7	Korjus	+24.557s	8
8	Rossi	+25.624s	10
9	Bianchi	+31.183s	7
10	Grubmuller	+33.414s	12
11	Kiss	+36.422s	13
12	Huertas	+37.826s	14
13	Foresti	+49.452s*	15
14	Martsenko	+49.998s	23
15	Move	+59.931s	24
16	Amberg	+1m04.779s	17
17	Ghirelli	+1m09.389s	20
18	Vainio	+1m11.082s	18
19	Aleshin	+1m11.605s	16
20	Yelloly	+1m13.714s	11
21	Cunha	+1m15.356s	26
22	Rosenzweig	+1m22.784s	21
23	Magnussen	29 laps - gearbox	2
24	Abt	-2 laps	25
R	Muller	9 laps-gearbox	22
R	Negrao	1 lap-damage	19

### CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Frijns	166
2	Bianchi	142
3	Bird	139
4	Sorensen	101
5	Pic	94
6	Yelloly	92
7	Magnussen	76
8	Da Costa	73
9	Muller	68
10	Korjus	55
POS	TEAM	PTS
1	Fortec Motorsports	201
2	Tech 1 Racing	191
3	ISR	147
4	Lotus	130
5	Arden Caterham	126
6	Carlin	121

\*10 seconds added to racetime  
**Race 1** Winner's average speed: 105.595mph. Fastest lap: Bianchi, 1m32.086s, 106.422mph.  
**Race 2** Winner's average speed: 105.679mph. Fastest lap: Rossi, 1m30.778s, 107.956mph.



# OSCHERSLEBEN

Germany

September 15-16

DTM

Round 8/10



## AT A GLANCE

- Winner **Bruno Spengler**
- Pole **Spengler**
- FL **Roberto Merhi**
- Points leader **G Paffett**



The title chasers with Schnitzer man Lamm

Only Paffett could 'drive like Bruno'



## Men in black 1 and 2

**Sinister-liveried BMW of Spengler beats similarly-hued Merc of Paffett to close the title chase**

"I THINK WE KNEW WHAT TO expect today after what we did at the Lausitzring," said Schnitzer Motorsport boss Charly Lamm of Bruno Spengler's DTM victory at Oschersleben.

"We knew how strong Gary [Paffett] would be and how close he was going to be around the pitstops, so we had to act against that."

How they did it was a clear indication of how much Schnitzer and BMW have learnt since re-entering the championship this year for the first time since 1992.

Setting up Spengler's black M3 to maximise the performance of fresh rubber on his out-laps was key to his victory, track position being higher up the priority list than outright pace.

"Remember at Lausitzring

— Bruno could always be faster at the start of a stint than Gary. And Gary was always faster near the end," Lamm added. "When we talked in the briefing after the warm-up we knew what we had to do."

Spengler, to his credit, played his role to perfection. After taking an unexpected pole position on Saturday — even the HWA Mercedes drivers were surprised at just how fast his Q4 lap on used tyres was — his getaway was equal to that of fellow front-row starter Paffett.

The Canadian, who is in the midst of arguably his most impressive DTM campaign to date, and can take a lot of credit for Schnitzer becoming such a force, then proceeded to pull out a four-second lead over

his rival before making his first pitstop on lap 13.

He still had 3s in hand when he pitted for a second time, but clung onto the lead once all the stops had been completed. Victory, it seemed, was in the bag.

But Paffett had a trick up his sleeve. Spengler's first two stints of, respectively, 13 and 16 laps, had not put his Hankooks under too much strain. As he exited the pitlane for the second time, however, there lay 22 laps before the chequered flag.

Paffett, his Mercedes running a more conventional set-up, saw his chance at this point and set about turning a 4s deficit into one substantially smaller.

"You set the car up to be the best it can possibly be across a stint," said the



Green beat Werner's BMW for third place

Englishman. "That's the fastest way to do it, and we think that showed with our pace towards the end."

He wasn't wrong. Between laps 29 and 41 he halved his deficit to Spengler to under 2s. But Spengler's response was magnificent as he

prevented the gap from dipping below 1.7s until four from the flag.

"That's where he won the race," said Lamm. "Wonderful driving."

It was pretty close though. Paffett could see the black M3 getting larger and



## RACE RATING

★★★★★

Only just better than Nurburgring, thanks to Paffett's charge

## MILESTONE

First fastest lap in DTM race for Roberto Merhi

REPORT  
DTM OSCHERSLEBEN

JAMIE O'LEARY  
reports



Albuquerque lost eighth to Ekstrom



larger, the prominent 'drivelineBruno.de' logos serving to spur him on even further. The 1.7s deficit became 1.2, then 1.0, and eventually just 0.6s as the chequered flag was waved.

"The last five laps of each stint were pretty difficult," said Spengler after racking up his 12th DTM victory and his third of the year. "Not making a mistake was the most important thing. And thankfully I didn't."

"Gary and I were both driving qualifying laps every lap, using the kerbs lots and putting some pretty big stresses on the cars. You can never think about the car though, because if it breaks it breaks, just like happened to me with a damper last year. And there's nothing you can do about it. You always just try to win."

For all that Schnitzer credited Spengler's set-up for playing a key role in the win, Paffett believes there was a far more crucial difference between his own race and his former team-mate's.

"Tactically we got it wrong," he said. "We stopped two laps after him the first time, expecting him to hit traffic. But the traffic he would have come into had stopped on the same lap as him, so that spoiled any advantage we might have gained."

"On the second stop — where we were one lap later — the same thing happened, and with him having three laps in total on better rubber than me I'd estimate that we lost two seconds. And if I'd been closing in from

two seconds near the end instead of four, I'd have had probably five laps to try and pass him. I don't know if I'd have made it, but I'd have given it a good go."

Nobody else came into play, with third-placed Jamie Green's Mercedes more than 15s in arrears by the end, Green admitting: "I simply wasn't fast enough."

The Briton maintained his title threat, albeit an increased 19 points behind Paffett. Spengler, meanwhile, is now only 11 adrift and knows that back-to-back wins in the final two rounds at Valencia and Hockenheim will make him champion, regardless of what Paffett does.

"I've only got to beat him once though to make it very hard for him to come back," remarked Paffett. "I'd certainly rather be 11 ahead than 11 behind..."

## Dull track limits action to first corner

The contrast with the previous DTM round at Zandvoort could not have been greater. Whereas a sweeping, historic circuit had produced one of the races of the decade, a computer-designed, stale one did exactly the opposite.

Save for the (very brief) fight for victory between Bruno Spengler and Gary Paffett, there was precious little else to shout about.

Jamie Green's third place came with relative ease from Schnitzer BMW man Dirk Werner, who took the best finish of his DTM career in fourth.

After a "better" qualifying that netted him 12th, Andy Priaulx arrived at the first

corner alongside his RBM BMW team-mate Augusto Farfus. Ahead of them a melee was created when Robert Wickens nudged Miguel Molina up the rear, pushing the Spaniard off the track and taking Edoardo Mortara with him.

Farfus's only option was to head left, and he wound up fifth a few seconds later after avoiding Ralf Schumacher's spun Mercedes. Priaulx could only head right and fell to 15th in an instant.

Meanwhile, Mattias Ekstrom stalled on the grid, went off by himself at the first corner and then stormed up to eighth. "On a scale of one to 10, the car was a 10, and it's the first time I've had that all year," said the Abt Audi man.

"After the start, I decided I could drive like a granny or really attack. I knew after the first corner that attack was the wrong way to go. But I kept doing it anyway!"

Ahead of him were Mike Rockenfeller's Audi and Wickens, whose drive was yet another excellent one in his Mücke Mercedes Mercedes.

Martin Tomczyk, whose five-place grid penalty from Zandvoort meant his BMW started 11th, was slow to begin with due to front-end damage and retired due to overheating.

Adrien Tambay didn't make the start thanks to an alternator problem on his Audi. After getting going two laps down, the problem came back and put him out later on.



Wickens (right) triggered Turn 1/2 melee; Schumacher spins

## RESULTS

DTM, round 8 of 10, Oschersleben (D), September 16

GRID	
1 SPENGLER	1:20.916
2 PAFFETT	1:21.002
3 GREEN	1:21.226
4 WERNER	1:21.911
5 EKSTROM	1:20.927
6 MORTARA	1:21.048
7 ROCKENFELLER	1:21.059
8 MOLINA	1:21.155
9 FARFUS	1:21.949
10 SCHUMACHER	1:21.157
11 TOMCZYK	1:20.999*
12 PRIAULX	1:21.173
13 WICKENS	1:21.176
14 ALBUQUERQUE	1:21.280
15 SCHEIDER	1:21.286
16 VIETORIS	1:21.583**
17 TAMBAY	1:21.654
18 FREY	1:21.875
19 MERHI	1:22.026
20 HAND	1:22.035
21 COULTHARD	1:22.169
22 WOLFF	1:22.422

51 LAPS, 117.126 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Bruno Spengler (CDN)	Schnitzer Motorsport	BMW M3	1h12m09.607s	1
2	Gary Paffett (GB)	HWA	Mercedes C-coupe	+0.629s	2
3	Jamie Green (GB)	HWA	Mercedes C-coupe	+15.512s	3
4	Dirk Werner (D)	Schnitzer Motorsport	BMW M3	+22.311s	4
5	Augusto Farfus (BR)	RBM	BMW M3	+24.423s	9
6	Mike Rockenfeller (D)	Phoenix Racing	Audi A5	+26.940s	7
7	Robert Wickens (CDN)	Mücke Motorsport	Mercedes C-coupe	+33.737s	13
8	Mattias Ekstrom (S)	Abt Sportsline	Audi A5	+34.631s	5
9	Filipe Albuquerque (P)	Team Rosberg	Audi A5	+42.943s	14
10	Timo Scheider (D)	Abt Sportsline	Audi A5	+44.852s	15
11	Joey Hand (USA)	RMG	BMW M3	+46.140s	20
12	Christian Vietoris (D)	HWA	Mercedes C-coupe	+55.296s	16
13	Ralf Schumacher (D)	HWA	Mercedes C-coupe	+1m14.587s	10
14	Roberto Merhi (E)	Persson Motorsport	Mercedes C-coupe	+1m15.545s	19
15	Miguel Molina (E)	Phoenix Racing	Audi A5	-1 lap	8
16	Adrien Tambay (F)	Abt Sportsline	Audi A5	47 laps-alternator	17
17	Andy Priaulx (GB)	RBM	BMW M3	39 laps-splitter	12
R	Martin Tomczyk (D)	RMG	BMW M3	20 laps-overheating	11
R	Susie Wolff (GB)	Persson Motorsport	Mercedes C-coupe	12 laps-suspension	22
R	Rahel Frey (CH)	Abt Sportsline	Audi A5	6 laps-acc damage	18
R	Edoardo Mortara (I)	Team Rosberg	Audi A5	6 laps-acc damage	6
R	David Coulthard (GB)	Mücke Motorsport	Mercedes C-coupe	1 lap-broken wheel	21

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Paffett	127
2	Spengler	116
3	Green	108
4	Rockenfeller	75
5	Mortara	74
6	Tomczyk	69
7	Ekstrom	66
8	Farfus	29
9	Vietoris	24
10	Scheider	19

\*5-place grid penalty  
\*\*Q2 times disallowed  
Winner's average: 97.388mph.  
Fastest lap: Merhi, 1m22.752s,  
99.909mph.



**INTERNATIONAL  
RACES & RESULTS**  
**NASCAR SPRINT CUP**  
Chicagoland (USA),  
Rd 27/36

**QUICK RESULTS**  
→ Winner **Brad Keselowski**  
→ Pole **Jimmie Johnson**  
→ Laps led **Johnson**  
→ Points leader **Keselowski**

**RACE RATING** Only two cars  
★★★★☆ in it, but at  
least they put  
on a show

NASCAR SPRINT CUP CHICAGOLAND (USA), SEPTEMBER 16, RD 27/36

# Keselowski takes up the Chase



Keselowski leads runner-up Johnson

**STENHOUSE WINS TO IGNITE TITLE FIGHT AT CHICAGOLAND**  
Roush Ford driver Ricky Stenhouse Jr snatched the points lead away from Elliott Sadler with his fifth win of 2012. He beat Kyle Busch and Austin Dillon, with Sadler eighth.



**BRAD KESELOWSKI STARTED** his Chase for NASCAR's 2012 Sprint Cup in sensational fashion by defeating five-time champion Jimmie Johnson in a straight head-to-head race at Chicagoland last Sunday night.

Keselowski's Penske Dodge and Johnson's Hendrick Chevrolet were the class of the field and between them they dominated proceedings.

Johnson appeared to have the edge coming into the final round of pitstops,

but his advantage of a shade over a second was eroded by Penske's faster pitwork and Keselowski rejoined right on his tail. By the end of the lap he was into the lead and sprinting away to his first Chase win, and to the top of the points for the first time in his Cup career.

"It feels like round one of a heavyweight boxing match," he said. "There's a lot of rounds to go, but it's a good way to start. As Rusty [Wallace] would say, I'm driving a hot rod now

instead of a truck."

Johnson held on for second, while his Hendrick team-mate Kasey Kahne took third. Another Hendrick star, Jeff Gordon, was heading for fourth (or better) when the throttle stuck open on his Impala, sending him into the wall at speed. He was classified 35th at the finish.

Other 'chasers' to struggle included Matt Kenseth, who did well to take 18th after his Roush Fenway Ford dropped a shock absorber on track.

Pre-race points leader Denny Hamlin was running ninth when his Joe Gibbs Racing Toyota ran dry on the final lap. He was classified 16th. His team-mate Kyle Busch was top non-chaser in fourth.

Aric Almirola started on the front row for Richard Petty Motorsports and outdragged polesitter Johnson to lead the first lap. But the handling on his Ford Fusion deteriorated and he dropped to 17th, a lap down.

● Connell Sanders Jr

**RESULTS**  
**1 Brad Keselowski (Dodge Charger)**, 267 laps in 2h47m37s; 2 Jimmie Johnson (Chevrolet Impala), +3.171s; 3 Kasey Kahne (Chevy); 4 Kyle Busch (Toyota Camry); 5 Ryan Newman (Chevy); 6 Tony Stewart (Chevy); 7 Joey Logano (Toyota); 8 Dale Earnhardt Jr (Chevy); 9 Martin Truex Jr (Toyota); 10 Clint Bowyer (Toyota). **Points** 1 Keselowski, 2056; 2 Johnson, 2053; 3 Stewart, 2048; 4 Denny Hamlin, 2041; 5 Kahne, 2041; 6 Bowyer, 2041; 7 Earnhardt, 2039; 8 Greg Biffle, 2037; 9 Truex, 2035; 10 Kevin Harvick, 2032; 11 Matt Kenseth, 2030; 12 Jeff Gordon, 2009.

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- 3 Fernando Alonso <> 19,475
- 4 Jenson Button <> 18,535
- 5 Sebastien Loeb ▲ 18,389

## Ranking the world's best drivers

### WHAT HAPPENED THIS WEEK

Jimmie Johnson may have been narrowly beaten at Chicagoland, but second is still enough to vault him two places up the Rankings to a season-high of eighth, top of the NASCAR pile. Third-placed Kasey Kahne, meanwhile, leaps three spots to an all-time high of 12th.

To see the full list, visit [castroldriverrankings.com](http://castroldriverrankings.com)



## INTERNATIONAL RACES & RESULTS

### ALMS

Virginia (USA),  
Rd 9/10

## QUICK RESULTS

- Winners Graf/Luhr
- LMP2 Bouchut/Tucker
- LMPC Bennett/Braun
- GT Gavin/Milner
- GTC MacNeil/Keen

## RACE RATING

★★★★☆

Great track, but few lead changes in LMP1 or GT

## REPORTS

WORLD OF SPORT

AMERICAN LE MANS SERIES VIRGINIA INTERNATIONAL RACEWAY (USA), SEPTEMBER 15, RD 9/10

# Gavin lands fifth ALMS GT crown

## CORVETTE RACING DUO

Oliver Gavin and Tom Milner were in celebratory mood at Virginia Raceway last weekend as they clinched the American Le Mans Series drivers' teams' and manufacturers' titles for the GT division.

Gavin, who already had four GT1 titles to his name, narrowly avoided a first-corner pile-up by driving off the track and then took the lead thanks to an opening pitstop just before a full-course caution on the one-hour mark. Milner took over to complete the win and secure the spoils in the category formerly known as GT2.

Jorg Bergmeister/Pat Long were second, the Flying Lizard Porsche duo losing time waiting for the pits to open during the same caution. The polesitting Extreme Speed Ferrari of

Johannes van Overbeek/Scott Sharp was third.

The overall win went to the Pickett Racing HPD of Lucas Luhr/Klaus Graf, which triumphed by three laps over Dyson Racing's hybrid Lola-Mazda, which made its series debut in the hands of Chris Dyson, Guy Smith and Johnny Mowlem.

Starting last due after a post-qualifying tyre change, Level 5's HPD won LMP2 despite two penalties for Scott Tucker's co-driver Christophe Bouchut. The argy-bargy also drew penalties for the second-placed Conquest Morgan-Nissan of Martin Plowman/David Heinemeier Hansson and the second Level 5 HPD, which failed a stall test.

CORE Autosport's Alex Popow won the LMPC title with a third-placed finish as team-mates Colin Braun/Jon Bennett won the class.



Gavin and Milner are GT champions

Alex Job Racing-run Cooper MacNeil clinched the GT Challenge title after he and Leh Keen won.

● Jonathan Ingram

## RESULTS

**1** Klaus Graf/Lucas Luhr (HPD ARX-03a), 135 laps in 4h01m17.294s; 2 Chris Dyson/Guy Smith/Johnny Mowlem (Lola-Mazda B12/60), -3 laps; 3 Christophe Bouchut/Scott Tucker (HPD-Honda ARX-03b); 4 Martin Plowman/David

Heinemeier Hansson (Morgan-Nissan LMP2); 5 Jonathan Bennett/Colin Braun (ORECA-Chevrolet FLM09); 6 Marino Franchitti/Rudy Junco (ORECA). **GT 1** Oliver Gavin/Tommy Milner (Chevrolet Corvette C6.R); 2 Jorg Bergmeister/Pat Long (Porsche 911 GT3-RSR); 3 Scott Sharp/Johannes van Overbeek (Ferrari 458 Italia). **Points** 1 Graf/Luhr, 175; 2 Dyson/Smith, 162; 3 Eric Lux, 87. **GT 1** Gavin/Milner, 143; 2 Sharp/van Overbeek, 108; 3 Antonio Garcia/Jan Magnussen, 99.

## IN BRIEF



Blaney won

## NASCAR TRUCKS

Ryan Blaney became the youngest winner in series history at Iowa Speedway, aged 18. The Brad Keselowski Dodge driver beat new points leader Ty Dillon (Chevy), with Todd Bodine (Toyota) third.

## EUROCUP MEGANE TROPHY

Oregon's Albert Costa took a Hungaroring double, the first after a controversial collision with the TDS car of title rival Bas Schothorst. Stefano Comini and Fabien Thuner had a second each, with Kevin Gilardoni third twice.

## GERMAN CARRERA CUP

Brit Sean Edwards matched his Tolimit team-mate Rene Rast by taking a win and a second at Oschersleben, to leave him 12 points behind heading to the Hockenheim finale. Dane Nicki Thiim was third in both races.

## US F2000

Matthew Brabham – grandson of Sir Jack – took the title with steady fourth and eighth places in Virginia. The Cape/Wayne Taylor driver's main rival, Spencer Pigot, won both races with Ulsterman Wayne Boyd taking two podiums.

## ADAC FORMEL MASTERS

Lotus/Motopark driver Marvin Kirchhofer took two wins and a second at the Nurburgring to close on points leader Gustav Malja. Hendrik Grapp won race three.

## VW SCIROCCO R-CUP

Ola Nilsson passed Moritz Oestereich out of the last turn to clinch the title with victory in race one at Oschersleben. He was fifth in race two as fellow Swede Rasmus Marthen won.



Nilsson (l) took title

BRAZILIAN V8 STOCK CARS CASCAVEL (BR), SEPTEMBER 16, RD 8/12

# Brito proves he's not brittle as rivals wilt in the heat

WITH 40-DEGREE HEAT, NEW asphalt and all but one of the six corners a left-hander, the V8 Stock Cars' return after many years to the revamped Cascavel circuit was destined to be a race of attrition.

Valdeno Brito kept this in mind as he charged to his

second win of 2012, a result that promotes him from seventh to fourth in the points standings.

The Mattheis/Shell Racing Peugeot driver started fourth and heeded the advice of Goodyear's tyre experts to hold station until one-third distance.

He benefited when early leader Atila Abreu suffered a puncture and then, using two bursts of his 100bhp boost, he passed Daniel Serra and Julio Campos in separate moves on the downhill pits straight to snatch the lead.

Campos took the first

podium finish for the Carlos Alves Competicoes Peugeot squad, ahead of Allam Khodair, who took his third podium in a row.

Abreu climbed back to fourth, beating team mate Flavio 'Nono' Figueiredo and Max Wilson, who started from an unusually lowly 25th place after a bad crash in Saturday free practice.

Title contenders Caca Bueno and Ricardo Mauricio did not feature in the results, although Bueno chased Brito early on.

● Lito Cavalcanti

## RESULTS

**1** Valdeno Brito (Peugeot 407), 37 laps in 41m57.669s; 2 Julio Campos (Peugeot), +4.270s; 3 Allam Khodair (Chevrolet Sonic); 4 Atila Abreu (Chevy); 5 Nono Figueiredo (Chevy); 6 Max Wilson (Chevy). **Points** 1 Caca Bueno, 115; 2 Ricardo Mauricio, 112; 3 Daniel Serra, 99; 4 Wilson, 94; 5 Brito, 94; 6 Abreu, 92.



Brito takes the flag



V8 SUPERCARS SANDOWN 500 (AUS), SEPTEMBER 15-16, RD 10/15

# Lowndes lays it down during thrilling enduro

**CRAIG LOWNDES OFTEN SEEMS** to come right just as V8 Supercars' endurance races start – and last Sunday's Sandown 500 proved it.

The veteran scored his third straight 500km race win – and the eighth of his career – with a flawless display at the Melbourne track, which hosted the traditional Bathurst lead-up for the first time since 2007.

After his new co-driver Warren Luff fought his way through to the lead group after a couple of difficult qualifying races, Lowndes picked up the pace and pressured Jamie Whincup in the sister Triple 8 Holden into an error 20 laps from the end. Whincup slid across the grass, giving Lowndes the lead and allowing Mark Winterbottom to close.

Winterbottom and Whincup battled for second for lap after lap until the Ford Performance Racing man dived past on the penultimate lap. The stewards reviewed the resultant clash, which resulted in Whincup being pushed wide, but took no action.

Whincup had a horror qualifying race, running off-track twice. Starting in the pack, his co-driver Paul Dumbrell picked his way through to the top three before handing over to the current champion – who ironically left Sandown with an enhanced points lead.

Holden Racing Team's Garth Tander finished fourth with Nick Percat, ahead of Luke Youlden/Shane van Gisbergen (Stone Brothers Ford), who dominated on

Saturday, winning the qualifying races for lead and co-drivers respectively.

It was a rough weekend for FPR's Will Davison. He was knocked from pillar to post in his qualifier, starting at the back of the grid as a result. He started the race and made ground, but co-driver John McIntyre struggled against the 'full-time' drivers in his stint. The duo finished 17th.

The breakout performance of the race came from Scott McLaughlin. He started in Jonathon Webb's Holden and ran in the top five – ahead of Percat – for all of his stint. Webb was caught in a couple of instances but, aged just 19, New Zealander McLaughlin marked himself as a man to watch in the coming years.

● Phil Branagan



Lowndes/Luff won enduro

## RESULTS

**1 Craig Lowndes/Warren Luff (Holden Commodore VE II)**, 161 laps in 3h19m14.893s; 2 Mark Winterbottom/Steven Richards (Ford Falcon FG), +1.634s; 3 Jamie Whincup/Paul Dumbrell (Holden); 4 Garth Tander/Nick Percat (Holden); 5 Shane van Gisbergen/Luke Youlden (Ford); 6 David Reynolds/Dean

Canto (Ford); 7 Tim Slade/Andrew Thompson (Ford); 8 Lee Holdsworth/Craig Baird (Ford); 9 James Courtney/Cameron McConville (Holden); 10 Jonathon Webb/Scott McLaughlin (Holden). **Points** 1 Whincup, 2472; 2 Winterbottom, 2440; 3 Lowndes, 2353; 4 Will Davison, 2236; 5 van Gisbergen, 1882; 6 Tander, 1764.

IRC YALTA RALLY (UA), SEPTEMBER 14-16, RD 10/13



Ford of Avci was on top

## Avci's Crimean war

**WITH NONE OF THE LEADING** IRC runners attracted to the Crimean Black Sea coast, it was Yagiz Avci on top as he became the first Turk to win a round of the series.

Ukrainian Yuriy Protasov was leading his home event until the final day when he broke a steering arm and damaged the suspension on his Ford Fiesta RRC.

After vying for the lead with Protasov, Finn Mikko Pajunen went out when he crashed his Fiesta on the second day.

That left the Fiesta S2000 of Avci on top, finishing more than three minutes

clear of the Renault Megane of Robert Consani.

● Graham Lister

## RESULTS

**1 Yagiz Avci/Bahadır Guçenmez (Ford Fiesta S2000)**, 3h09m58.7s; 2 Robert Consani/Nicolas Klinger (Renault Megane RS), +3m13.4s; 3 Laszlo Vizin/Gabor Zsiris (Skoda Fabia S2000); 4 Mykola Chmykh/Olexandr Vilchynskiy (Subaru Impreza STI); 5 Marco Tempestini/Dorin Pupea (Subaru); 6 Murat Bostanci/Onur Vatansever (Ford Fiesta R2). **Points** 1 Andreas Mikkelsen, 136; 2 Juho Hanninen, 93; 3 Jan Kopecky, 83; 4 Sepp Wiegand, 53; 5 Giandomenico Basso, 40; 6 Patrik Flodin, 28.

TTA TIERP (S), SEPTEMBER 17, RD 7/8

## Ohlsson keeps title hopes alive

**LINUS OHLSSON KEPT HIS** hopes of becoming the inaugural TTA champion alive by winning the penultimate race of the season at the new Tierp Arena.

The Team Tido Saab driver ran second behind polesitter Jocke Mangs for most of the race, but made his decisive move during the closing stages and pulled away for his second win of 2012.

Mangs finished second on the road, but the Brovallen Citroen man was then disqualified for failing to take a drive-through penalty that had been issued to him earlier in the race for executing an illegal start procedure.

Brovallen's weekend had already been a bad one after Alx Danielsson sustained two broken ribs in a qualifying crash, caused by a

rear-wing failure.

Mangs's disqualification promoted Polestar Volvo driver Fredrik Eklblom to second, a result that means he will be crowned champion at the Gothenburg season finale if Ohlsson fails to win and take the pole position and fastest lap bonus points.

Fredrik Larsson rounded out the podium finishers after a strong charge through the field from seventh on the grid. His BMW team-mate Richard

Goransson, by contrast, failed to score a point after a lengthy spell in the pits to have damage repaired.

● Carl Svensson

## RESULTS

**1 Linus Ohlsson (Saab 9-3)**, 31 laps in 29m13.836s; 2 Fredrik Eklblom (Volvo S60), +2.910s; 3 Fredrik Larsson (BMW SR); 4 Thed Bjork (Volvo); 5 Mattias Andersson (Saab); 6 Tommy Rustad (Volvo). **Points** 1 Eklblom, 138; 2 Ohlsson, 109; 3 Bjork, 93; 4 Larsson, 84; 5 Robert Dahlgren, 59; 6 Richard Goransson, 58.



Ohlsson (centre) won at Tierp



## INTERNATIONAL RACES & RESULTS

### INDY LIGHTS

Fontana (USA), Rd 12/12

## QUICK RESULTS

- Winner **Carlos Munoz**
- Pole **Sebastian Saavedra**
- Fastest lap **Jorge Goncalves**
- Champion **Tristan Vautier**

## RACE RATING

★★★★☆

Poor race, but at least some title tension

## REPORTS

WORLD OF SPORT



INDY LIGHTS FONTANA (USA), SEPTEMBER 15, RD 12/12

# Rookie Vautier's crown as Munoz wins

**FOURTH PLACE AT FONTANA** was good enough to secure French rookie Tristan Vautier the Indy Lights title, giving Sam Schmidt Motorsports its third drivers' championship in a row and its sixth from the past nine seasons.

Vautier and team-mate and championship rival Esteban Guerrieri spent most of the race running on the fringes of the podium spots. Guerrieri, who'd entered the weekend trailing Vautier in the points, then threw down the gauntlet and

passed his rival for third with 10 laps to go.

Those positions would still have made Vautier champion, meaning that Guerrieri's title hopes hung on whether he could close the 1.5-second deficit to second-placed David Ostella.

The Team Moore Racing-run Canadian had other ideas and pulled away from the Argentinian to cross the line 2.7s ahead, consigning Guerrieri to championship runner-up status for the second year in a row.

"It was a tough day today," said Vautier. "Very hard to manage tyre degradation. I struggled with my front tyres at the end of the race, and from then I saw that Esteban was going to struggle to win, so I just had to manage fourth position."

"I decided to try to drive smart and do what I needed to win the championship, but not be too greedy and

throw it away by a silly mistake. So I really tried to keep cool, and it worked."

The race was won by Andretti Autosport's ex-Formula 3 Euro Series midfielder Carlos Munoz, who inherited the lead when polesitter Sebastian Saavedra's AFS/Andretti car broke down at the start.

Most of the action was back in the middle of the pack, where Stefan Wilson, having his first Lights race of the year, triumphed in a three-car battle for sixth with fellow Briton Oli Webb and Bruno Palli.

● Mark Glendenning

## RESULTS

**1 Carlos Munoz**, 50 laps in 37m38.328s; 2 David Ostella, +0.634s; 3 Esteban Guerrieri; 4 Tristan Vautier; 5 Victor Carbone; 6 Stefan Wilson. **Points** 1 Vautier, 461; 2 Guerrieri, 453; 3 Gustavo Yacamán, 394; 4 Sebastian Saavedra, 383; 5 Munoz, 377; 6 Carbone, 340.

## IN BRIEF

Blomqvist scored a double success



### GERMAN FORMULA 3

British-born Tom Blomqvist took a double win at the Nurburgring in his EuroInternational Dallara, while Rene Binder won the reversed-grid race. Swede Jimmy Eriksson took third in race three to leave himself needing just three points to become champion.

### FORMULA ABARTH EURO

Sixteen-year-old Scot Gregor Ramsay took his first series win at Vallelunga with Jenzer Motorsport. Euronova-run Nicolas Costa won the other two races to leapfrog Luca Ghiotto and Bruno Bonifacio in the title battle.

### ARCA

Tom Hessert III won at Salem in a Chevrolet with Chris Buescher's Ford second. Buescher continues to lead the standings.

### EUROPEAN RALLY

Alberto Hevia won the Asturias Rally in a Skoda Fabia S2000, although Joan Vinyes took maximum points among the ERC contenders, the Suzuki driver beating Michal Solowow by 43s.

### ASIA-PACIFIC RALLY

Mitsubishi driver Yaya Sumiyama won Rally Hokkaido after Alister McRae (Proton) and Guvrav Gill (Skoda) retired from the top two spots on day two. Absent Chris Atkinson leads the points.

### ITALIAN FORMULA 3

A win and two more podiums launched Riccardo Agostini from third to first in the points at Vallelunga in his JD Motorsport Mygale. Team-mate Nicholas Latifi and Team Ghinzani's Kevin Giovesi were the other winners.

Agostini took points lead



ADAC GT MASTERS NURBURGRING (D), SEPTEMBER 15-16, RD 7/8

# Corvette win sets up four-way title fight

**DIEGO ALESSI AND DANIEL** Keilwitz grabbed the lead of the championship with just a round to go thanks to a win and a second place at the Nurburgring last weekend.

The Callaway Corvette duo did not look like winning the opener after Alessi and fellow front-row starter Dino Lunardi both missed their braking points at the first corner and allowed the Fischer/Young Driver Aston Martin, driven by Ferdinand Stuck, into the lead.

After Stuck handed over to brother Johannes, the Aston was given a drive-through penalty for not spending the required minimum amount of time in the pits. This dropped the Stucks to sixth, and Johannes then threw the Vantage off the road on the last lap.

Lunardi's Alpina BMW co-driver Maxime Martin

inherited the lead and beat Keilwitz to the flag.

The MS Racing Mercedes SLS of Sebastian Asch/Maxi Gotz completed the podium to keep their championship hopes alive.

Keilwitz grabbed the lead from polesitter Martin at the start of race two and was never headed, Alessi taking over the car at the pitstops and easing to the duo's third win of the season.

The Alpina duo were just a couple of seconds back, and Asch/Gotz again completed the podium.

With erstwhile points leader Christian Engelhart unable to do better than seventh and 10th in the Schutz Porsche he shared with Brit Nick Tandy, the title could realistically be won by a driver from any one of four crews at the Hockenheim finale in a fortnight.

● Rene de Boer



Keilwitz leads from Martin

## RESULTS

**Race 1 1 Maxime Martin/Dino Lunardi (BMW Alpina B6 GT3)**, 30 laps in 1h00m31.076s; 2 Diego Alessi/Daniel Keilwitz (Chevrolet Corvette Z06), +0.826s; 3 Sebastian Asch/Maxi Gotz (Mercedes SLS AMG GT3); 4 Jeroen den Boer/Simon Knap (BMW Z4 GT3); 5 Andreas Simonsen/Maxi Buhk (Mercedes); 6 Daniel Dobitsch/Florian Stoll (Mercedes).

**Race 2 1 Alessi/Keilwitz**, 30 laps in 1h00m37.812s; 2 Martin/Lunardi, +2.187s; 3 Asch/Gotz; 4 Ferdinand Stuck/Johannes Stuck (Aston Martin Vantage GT3); 5 Simonsen/Buhk; 6 Heinz-Harald Frentzen/Henry Zumbirk (Corvette). **Points** 1 Alessi/Keilwitz, 151; 2 Christian Engelhart, 144; 3 Asch/Gotz, 142; 4 Martin/Lunardi, 133; 5 Nick Tandy, 117; 6 Robert Renauer, 92.



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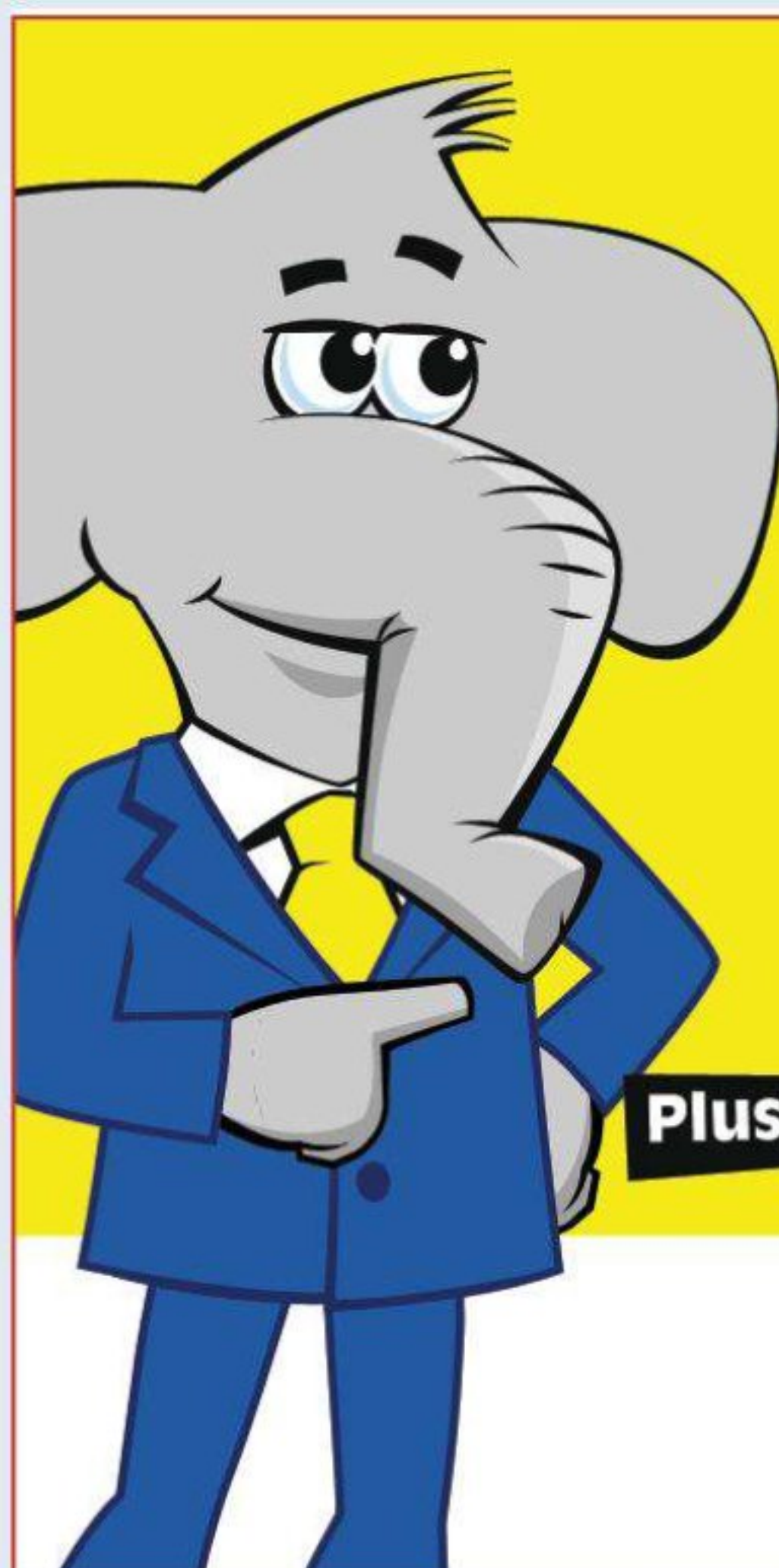
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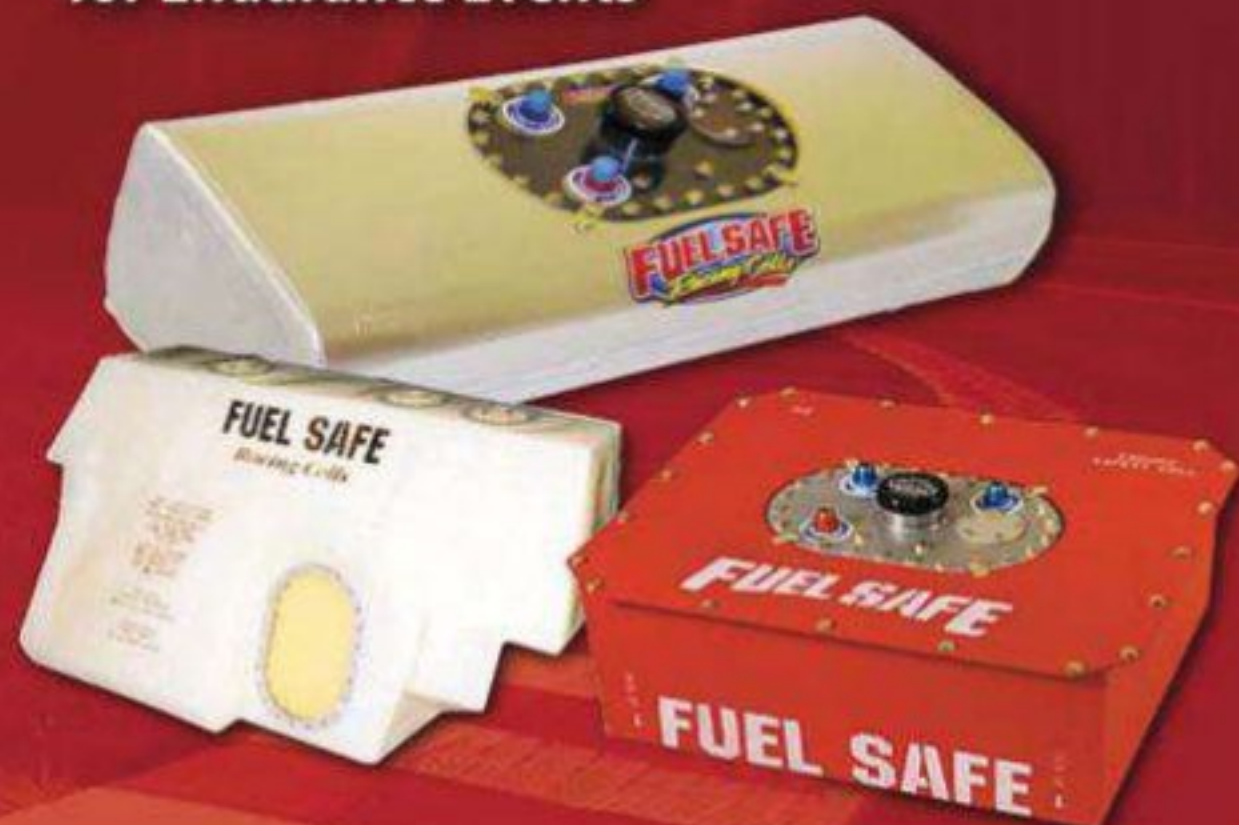


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*Richard Hull, GEMS Performance Electronics Sales & Marketing*

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*Jose Santos, Race Engineer Matech Concepts*

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"The decision to advertise for staff in Autosport was easy as the magazine is one of the most widely read motorsport publications in the world. The resulting response also met our expectations providing us with a large number of high quality candidates. What exceeded our expectations was the friendly and helpful nature of the Autosport staff who helped us with the timing and preparation of our advertisement. I would recommend the use of Autosport to any organization looking to recruit staff in our business."

*Steve Hallam, Director of Competition, Michael Waltrip Racing*

"Team WFR recognise Autosport magazine as one of the mainstream publications within the motorsport industry and therefore was an obvious choice when wishing to recruit new staff. We were thoroughly impressed with the extensive response to our advertisement and the quality of candidates that was received, just going to show that Autosport is read by high level motorsport professionals"

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# Sports Extra

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Ford GT40s again lead the bumper Spa entry

## Ludwig joins Spa pack

### Sportscar legend to make Six Hours debut in GT40



Ludwig will race GT40 with Barth

» **TRIPLE LE MANS 24 HOURS** winner Klaus Ludwig and 1977 victor Jurgen Barth have strengthened the driver line-up for the 20th Spa Six Hours this weekend, sharing a Ford GT40 with fellow German Christopher Stahl.

Ludwig, 62, who has also won the Nurburgring 24 Hours on three occasions, has not previously contested the Belgian classic, regarded as the world's top endurance race for pre-1966 cars. Stahl's car finished fourth in last month's four-hour AvD Marathon on the 'Ring's Nordschleife, sharing with Jochen Mass.

Five-time Le Mans victor Emanuele Pirro is also among the Roadbook Organisation's 107-car entry, co-driving Shaun Lynn's GT40 that won the event in 2006 and '09, when shared with Dean Lanzante and Andrew Haddon respectively.

Eight GT40s – not all originals – are on the start list. Brendon Hartley, who finished 10th in this year's contemporary Six Hours of Spa-Francorchamps in Murphy Prototypes' Oreca-Nissan 03, shares fellow Kiwi Roger Wills's example.

Ludwig, who is from the same town as car owner Stahl, said: "He asked me to do it, so I said OK. We're going to have great fun around a wonderful track – that's the reason I'm doing it."

"The GT40 is an excellent original car, well-prepared by a specialist, and I hope we're going to run right through the six hours and have a great time."

"It's wonderful to have so many GT40s on the grid – I wouldn't even drive one on the street, they are such precious and expensive cars! But it's great to get the chance to race one. My only problem is that Chris and Jurgen are twice the height of me, so I have to make a good foam seat to reach the pedals."

"There are some serious racing guys out there, like Pirro and Frank Stippler, so it's not just an old man's event – it's going to be a real race."

Having finished less than two minutes behind GT40-mounted Christian Glaesel/Ralf Kelleners last year, Leo Voyazides and three-time race winner Simon Hadfield have redoubled their efforts to win in the Greek's ex-Ecurie

Filipinetti GT40, run by the Plan B team.

Chris Scragg, who anchored Dave Coyne and Mark Wright to third last September, is back with son Ant and ex-Ginetta ace Matt Nicoll-Jones – who showed fine speed in Michael Wilkinson's E-type at the recent Oulton Park Gold Cup event – as his co-drivers.

Two formidable E-type teams will take on the GT40s. Jon and Jason Minshaw, with Martin Stretton, have won thrice before, while Marcus Graf von Oeynhausen has this year's Spa 24 Hours victor Stippler sharing his Gotcha Racing car.

Other potential frontrunners include David Hart/Hans Hugenholtz/Alex van der Lof (Shelby Cobra), Michiel Campagne/Allard Kalff (Chevy Corvette Grand Sport replica), Chris Lillingstone-Price/Richard Meins (GT40), Sean and Michael McInerney with Phil Keen (TVR Griffith).

Top British Porsche racer Mark Sumpter is in an early 901 squaring up to a 911 squadron led by Belgians Gerard Marcy/Gerard de Ville de Goyet and Claudia Hurtgen/Gaby von Oppenheim with Marc de Siebenthal.

### AUTOSPORT SAYS...

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### WE'VE WRITTEN BEFORE ABOUT

the Silverstone 24 Hours and how it is something special in British motorsport. At times it has been on the brink of becoming truly great, so to see the relatively low entry (see [page 82](#)) is saddening.

Given the strength of British GT at the moment, it is perhaps a disappointment that teams haven't included the 24 Hours in their plans. But then, GT3 cars aren't cheap to run for a whole day, and there is the title decider just a week later...

So what to do? Part of Britcar's original strength was the low-cost, run-what-you-brung ethos. There is still surely some appeal in that, but – as with all things – a greater level of professionalism at the front can drop people off the back.

And, in terms of international GT racing, the GT3 category is the one with the momentum, yet that would be a step up in cost for Britcar.

Perhaps more important than any of the above is the economic climate. Would you rather fork out for one long enduro, or spread your costs across several short races?

The relative success of the 360 Motor Racing Club's two-hour Brands Hatch event, compared with its Six Hours at Snetterton, indicates shorter races are what people currently want.

Top-end historic enduros, like the Spa Six Hours, can still attract big grids, but let's hope the Silverstone 24 can survive until the economy recovers and it can become a highlight once again.

### Extra contact details

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PICS: BLOXHAM







Britcar

# Britcar launches new GT series

Entry-level contest planned amid drop in entries for Silverstone's 24-hour enduro

Nissan 370Zs will be eligible for new series

**BRITCAR BOSS JAMES** Tucker plans to introduce an entry-level series next season to encourage new competitors into GT racing.

The initiative will cater for production and Group N-style sportscars and GTs, such as Porsche 911s and Nissan 370Zs. No cars currently racing in Britcar's

Production classes will be eligible. Races will be 40 minutes long. There will be mandatory stops, but no refuelling, and one- and two-driver teams will be eligible.

Six events are planned and some could be double-headers.

"It's to bring in new people," said Tucker. "It'll be an interesting, cheap and cheerful package. We've got 10

teams already and it also means we'll have enough series to fill an event timetable."

The move comes as Britcar's blue-riband Silverstone 24 Hours has attracted the smallest entry since its inception in 2005. Fewer than 40 cars have so far signed up for this weekend's event, but Tucker is planning to give it a boost for 2013.

"It is down, but I don't think it's bad considering the economic climate," he added. "I want to look at ways of improving promotion ahead of next year."

Leading 2012 entries include a works Ginetta G55, the GT3 Aston Martin of MB Motorsport and Strata 21's Mosler. GT veteran Cor Euser has also entered a Lotus Evora.

## Mini Challenge

### O'Neill wins on guest Mini outing

#### BRITISH TOURING CAR RACE

winner Paul O'Neill had a victorious one-off outing in the Mini Challenge at Brands Hatch last weekend.

O'Neill qualified his Excelr8 machine third in the 19-car field. He then won race one and took a second and a third in the other two events on the Grand Prix circuit.

"I couldn't test the car, but it was absolutely brilliant, compliant and powerful," said the 32-year-old. "It was great to come away with some decent results."

"I would do it again. The series needs



O'Neill won on his Brands Mini Challenge outing

a bit more depth in the drivers because the top four broke away. If it had a bit more depth it would be fantastic but it is on the verge."

O'Neill also took a sixth and a 10th in the Radical UK Cup at Brands, sharing an SR8 with James Abbott.

## Formula Renault NEC

### MGR targets European campaign

#### LEADING FORMULA RENAULT

BARC team MGR Motorsport is planning to expand into the North European Cup next season.

MGR will begin a testing programme with two hired Barazi-Epsilon chassis in November, and plans to order new-generation Tatuus cars for 2013.

Team chief Mark Godwin said: "We'll do some testing in the UK and on the continent. We can get the drivers to experience the existing cars and then we'll order new ones."

Scot David Wagner, who recently took his first Renault BARC win with

MGR and is third in the points, is expected to be one of those to test.

MGR would expand the British involvement in FR NEC, following Fortec, Manor MP and Mark Burdett.

The team also plans to continue in FR BARC and InterSteps next season.

Wagner has won with MGR and could step up



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Porsche Carrera Cup

## Carrera Cup champion Sutton returns to aid Meadows's title tilt

**FORMER PORSCHE CARRERA CUP** GB champion James Sutton will return to the series for the rest of this season.

Sutton took the crown with RedLine Racing in 2007 and '11. The 26-year-old will now return to the squad to replace Glynn Geddie, who has stepped down due to business commitments.

Although Sutton has not raced this season, team boss Simon Leonard

believes he will be competitive. "We are delighted to have James back with us," said Leonard.

"He is there to help us win the teams' championship and support Michael Meadows in the drivers' championship. I'm sure he'll do a fantastic job."

Ex-British GT race winner Sutton, who was due to test at Rockingham yesterday (Wednesday) ahead of the Carrera Cup round there this weekend, said: "It's difficult to say how I'm going to do as there are so many drivers in the Carrera Cup who can win races. But it's great when an opportunity like this comes along. "I'm really looking forward to getting back into racing."



Sutton first took the crown in 2007



### Baby Bertha comes off worse in clash with Bullet

The ex-Gerry Marshall Vauxhall Firenza suffered last weekend when Joe Ward lost control under braking for the chicane at Donington and hit the Talbot Sunbeam Lotus of Special Saloons rival Joss Ronchetti.

MRF F2000

## King to take on Indian challenge

**BRITISH FORMULA RENAULT ACE**

Jordan King is to contest the new MRF Formula 2000 series in India, which kicks off by supporting the country's grand prix next month.

The 18-year-old will be returning to the scene of his victory last year, when he won an MRF F1600 race on Indian GP race morning at the Buddh International Circuit.

The MRF F2000 series will use Renault-powered Dallara chassis and is intended to attract European-based drivers to race during the winter.

Indian Formula 1 driver Narain Karthikeyan, an ambassador for the initiative, is testing the car this week. Engineering duties will be carried out

by Double R Racing Formula 3 boss Anthony 'Boyo' Hieatt, who ran Karthikeyan at Carlin Motorsport in 1998/99, and with Dallara project chief Jos Claes in attendance.

King, who lies second in the Formula Renault North European Cup with six runner-up positions, is expected to graduate to British F3 next season, possibly with Double R.



King will try his hand in new Indian series

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Austin pedal cars were the latest Goodwood addition

The Goodwood Revival's 15th edition was bigger and better than ever. Its stunning Silver Arrows demonstration - with Auto Union and Mercedes-Benz cars displaying diametrically-opposed design philosophies focused on a common goal - was a masterstroke by M-B's and Audi's heritage departments. And the Dan Gurney and Ferrari GTO '50' celebrations superbly balanced the attractions at the world's best costume drama.

On the airfield there was a wider selection of craft than before. There were the warbirds - including, unusually, two Hawker Hurricanes - that harked back to the venue's roots as RAF Westhampnett, satellite to Tangmere a few miles away. Folk certainly wondered how the Catalina flying boat had got in there alongside the Douglas DC6 and yellow-topped DC3 'Congo Queen', on which a party of Swedish raceshop guys I met at the Nurburgring last month flew in from Vallentuna.

From Friday evening's Freddie March Memorial Trophy race to Sunday's Sussex Trophy curtain-closer (for sports-racers from opposite ends of the 1950s) the racing was sensational. Goodwood's contours inspire great action in old cars and it was brilliantly captured by the camera crews for the big screens around the campus.

Blockley Tyres founder Julian Majzub's Sussex Trophy victory

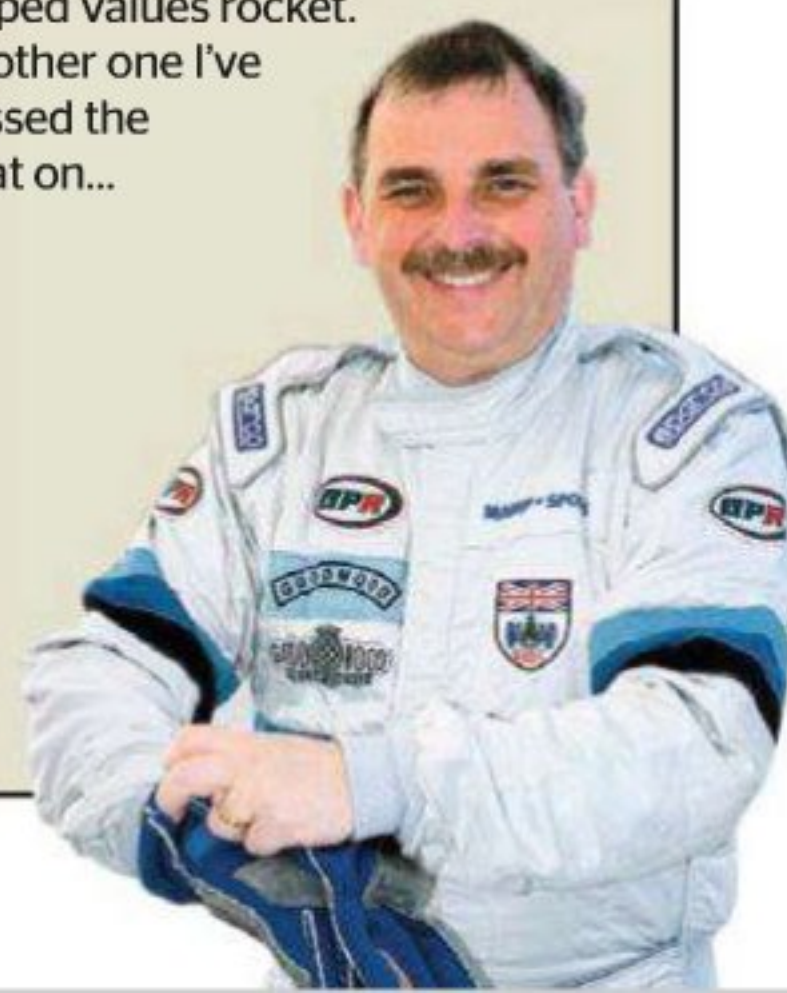
rewarded a phenomenal drive in the Chevrolet-powered Sadler, which gives even his vintage racing-honed reflexes a workout on the straights. He could not rest with the more predictable cars of Andrew Smith and Tim Harvey (now following in his father David's footsteps as a Lister racer) bearing down on him.

The Whitsun Trophy - so often the scene of the wrong kind of drama in the past - was a scintillating advert for early Can-Am cars with barely a rub as the top four hurtled round together, each driver trusting his rivals implicitly. Congratulations to Gary Pearson, Jay Esterer, Roger Wills and Chris Goodwin for a classic that will be talked about for years.

But you don't have to have a 170mph car to make headlines. Jackie Oliver and Richard Shaw proved a featherweight BMW 700 to be capable of tackling rorty Jaguars (and rounding hot A40s in seemingly impossible places) in the St Mary's Trophy.

Further proof that great things come in small packages was evidenced in the inaugural Austin J40 pedal-car races. I've bought racing cars for less than some dads lavished restoring them, but the Goodwood factor has already helped values rocket. Another one I've missed the boat on...

“Goodwood's contours inspire great action in old cars, brilliantly captured by the camera crews”





# The one in the middle wins races



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## IN BRIEF

Bailey tested 458



### BRITCAR FRONTRUNNERS PAUL

Bailey and Andy Schulz tested a Scuderia Vittoria British GT-spec Ferrari 458 at Donington Park last Thursday. "I am trying the car to see if I like it," said Bailey. "I have tried GT4 and wanted to try GT3, then I will buy it if I like it."

### THE BRITISH GT FINALE AT

Donington Park on September 30 will have delayed as-live coverage on Motors TV between 1800 and 1930.

### STUNT DRIVER ANNALESE FERRARI

is targeting a campaign in the 2013 Renault Clio Cup after testing with Finesse Motorsport at Blyton Park recently. Ferrari hopes to make her series debut at Silverstone in October.

### MINI CHALLENGE RACE WINNER

Lee Pattison is weighing up a move back into the Renault Clio UK Cup next season. "It's either that or VW Cup," he said.

### RADICAL RACER DAVID JACOBS

returned to the UK Cup at Brands Hatch last weekend following his 12-month ban (see AUTOSPORT, July 21 2011). He finished 17th and 15th from his two outings, and admitted to being unprepared. "I put some weight on and didn't train for the comeback, so was tired after Friday's testing," he admitted.

### SEVERAL GRAND PRIX CARS OF

the pre-1961 era were damaged in a chain-reaction startline accident that stopped Sunday's Richmond and Gordon Trophy race at the Goodwood Revival meeting last weekend. All their drivers escaped serious injury in the incident, which was triggered when second-row starter Gary Pearson stalled his BRM Type 25, although John Chisholm sustained torn muscles in his neck and back.

### PORSCHE CARRERA CUP RACER

Sam Tordoff drove the 911 Carrera RS campaigned by his grandfather Jack in the 1970s earlier this month. The car was also raced by Josh Sadler and Tony Dron, and Tordoff sampled it to celebrate the 40th anniversary of the model's launch.

Tordoff enjoyed rare 911



Audi will take on Vauxhall in new Red Dragon series

Red Dragon Racing Club

# Club tin-top contest launched

Red Dragon Racing Club to run races for Audis and Vauxhalls next season

**THE RED DRAGON RACING CLUB**, organiser of the Nippon Challenge, has announced a new series for Vauxhalls and Audis to be run from 2013.

The series, which will be run as a standalone category on the same calendar as the Nippon Challenge, will include three classes for Vauxhalls and two for Audis.

Corsa, Astra and Vectra models will be allowed, as will Audi's TT

and saloons, such as the A4.

Series boss Steve Vince said that in its first year the club would not impose any restrictions upon the cars, in order to maximise entries.

"There will be no limitations next year," he said. "If you put loads of restrictions in then you alienate people and restrict potential numbers on track."

"After the first year we will see what types of cars have been entered

and tweak the regulations."

The club is looking to diversify from its previous position of only running series based on Asian cars.

"When we created the club we looked for a niche by specialising in Japanese and other Asian cars, but now there are more race series for those cars. We looked at where the gaps in the market might be and Vauxhall and Audi came to the fore," added Vince.

750 Motor Club

## 750 Motor Club to revamp series

**THE 750 MOTOR CLUB WILL** increase the number of eligible cars when it rebrands its Formula 4 championship for 2013.

Jonathan Palmer's Motor Sport Vision will take over the Formula 4 moniker for its new single-seater series next year (see AUTOSPORT, September 13), meaning the 750 Motor Club will rebrand its series.

The club hopes the changes to the series, a new name for which has yet to be announced, will help boost grids.

The 750MC's Giles Groombridge said: "A slicks-and-wings class is important for us and we will continue to provide somewhere for our current competitors to race. The core of Formula Ford Zetecs with aero packages will be accommodated, but we are hoping to add some older cars too."

"We would like to encourage people with cars such as Formula



'F4' grids could grow in 2013

Ford 2000s to come back out and this is a chance to increase our grid sizes.

"We are looking at the club in general and we want to market ourselves a lot better and more aggressively. The deal with the Formula 4 name allows us to build a new website and have a big marketing push."

BRDC F4

## Ginetta ace is first to order new F4

### GINETTA JUNIOR FRONTRUNNER

Charlie Robertson is the first driver to sign up for the BRDC Formula 4 series.

The Jonathan Palmer-led slicks-and-wings category was announced last week (see AUTOSPORT, September 13) and Robertson is the first to order the new RFR-built MSV F4-013 chassis.

Robertson, 15, currently leads the Ginetta Junior title race after taking six race wins this season.

"BRDC F4 is the perfect next step for me," said Robertson, who plans to stay with his Ginetta squad, HHC Motorsport, for his graduation. "With 175bhp, adjustable wings and paddleshift, the F4-013 looks fantastic."

Palmer added: "Charlie is the perfect calibre of driver to kick off BRDC F4. I have followed his progress in Ginetta Juniors and have been very impressed."

MSV has also reported interest for over 40 cars already. Its target grid size for 2013 is 20.





**MINI CHALLENGE BRANDS HATCH, SEPTEMBER 15-16**

## O'Neill takes win before Allen and Pattison star

**THERE WERE THREE**

different winners as this year's title remains far from settled. A guesting Paul O'Neill was first to top the podium, followed by Lee Allen and Lee Pattison.

Allen had the early race-one lead over Chris Smith, with BTCC race winner O'Neill, Sam Osborne and Pattison waiting in the wings.

The chasing trio broke up when Osborne crashed heavily at Clark Curve on the second lap. And when Smith challenged into Paddock a couple of laps later, contact sent Allen into retirement via the gravel trap, as O'Neill and Pattison went by before Smith recovered. "I could see something was going to happen," said Pattison.

O'Neill took the win over Pattison and, with Smith excluded, Chris Smiley was third. In the Club Class, points leader Henry Gilbert left the rest behind.

Allen carved his way through from the back of the 19-car grid to third by the end of the opening lap in race two.

O'Neill led Pattison from the start, but Allen split them through Surtees on lap four, before making the decisive move into Clark.

O'Neill continued to press hard, but it was Allen's win, with Pattison third and Smith taking Smiley for fourth into Surtees with four laps to go. Gilbert took another class win as Max Leaver and Jono Brown continued their



Allen charged from the back to win

second-place duel.

Pattison dominated the final race. He lost the lead to Allen for three laps when he missed a gear, but was back soon back in charge. O'Neill pushed Smiley hard for third, but ran wide at Graham Hill Bend. He closed back in and claimed the place on the final lap

when Smiley collided with Brown under lappery. That also left Leaver to win the Club category.

● Peter Scherer

### RESULTS (ALL 12 LAPS)

**1 Paul O'Neill;** 2 Lee Pattison +3.022s; 3 Chris Smiley; 4 Shane Stoney; 5 Kevin O'Connor; 6 Shaun King. **Class winner** Henry Gilbert.

**Fastest lap** Pattison 1m42.576s (85.39mph). **RACE 2 1 Lee Allen;** 2 O'Neill +0.639s; 3 Pattison; 4 Chris Smith; 5 Smiley; 6 William Davison. **CW** Gilbert. **FL** Allen 1m41.975s (85.90mph).

**RACE 3 1 Pattison;** 2 Allen +1.053s; 3 O'Neill; 4 Smiley; 5 Jason Richardson; 6 Shaun King. **CW** Max Leaver. **FL** Pattison 1m42.708s (85.28mph).



Allos won after clash with Woodward

**RADICAL UK CUP BRANDS HATCH, SEPTEMBER 15-16**

## Allos takes controversial Radical Brands double

**MANHAL ALLOS WAS A** fortunate double winner after his SR8 punted off Terrence Woodward's lead car into Druids as they lapped a backmarker.

Woodward made a lightning start in race one, with Tom Gladdis and Allos next up.

Allos tried to take Gladdis into Surtees on the inside, but ran wide. Two tours later he tried again; he hung on around the outside

to make it stick and was on Woodward's tail by the end of the lap.

At one-third distance, Allos started to attack as they approached Druids. Woodward backed off briefly to lap a backmarker, but Allos hit him hard in the rear after taking partly to the grass and continued in second behind Gladdis, while Woodward was beached in the gravel.

Allos was one of the first

to pit and emerged as the new leader. Next up were Tony Wells and Zac Chapman, who had enjoyed an early battle for fourth.

But Chapman lost third place when fuel-pressure problems caused his car to cut out twice, and it was Greg Hart who therefore followed Allos and Wells to the flag.

The Woodward/Ross Kaiser pairing led for all but three laps of race two. James Littlejohn kept the pressure on Kaiser early on, but Allos passed Woodward at Druids to complete a double. Littlejohn handed over to Wells, who secured third.

● Peter Scherer

**RESULTS (27 LAPS) 1 Manhal Allos (SR8);** 2 Tony Wells (SR8) +9.354s; 3 Greg Hart (SR8); 4 Tom Gladdis (SR8); 5 Robert Enestedt (SR8); 6 James Abbott/Paul O'Neill (SR8). **CW** Colin Noble (SR3). **FL** Gladdis 1m23.949s (104.34mph).

**RACE 2 (28 LAPS) 1 Allos;** 2 Ross Kaiser/Terrence Woodward (SR8) +2.361s; 3 James Littlejohn/Wells; 4 Zac Chapman (SR8); 5 Jeremy Ferguson (SR8); 6 Hart. **CW** Bradley Ellis/Andy Cummings (SR3). **FL** Littlejohn 1m22.729s (105.88mph).

**VW GOLF GTI Mk2 BRANDS HATCH, SEPTEMBER 15-16**

## Martin masterful again

**JAMIE MARTIN MADE** it look all too easy as he took two lights-to-flag victories at Brands to make it eight in a row.

With Martin soon in the clear in race one, Harry Vaulkhard's early second soon fell to Martyn Walsh into Westfield on lap three, after he had demoted James Corte into Paddock a lap earlier. Vaulkhard and Walsh then traded second place before Walsh made it secure exiting Hawthorn on lap five.

Vaulkhard got his revenge in race two, keeping Walsh at bay

throughout to secure a distant second, as Martin was on his own once again. Corte had lost fourth to the duelling Adrian Ward and Alistair Sedwell, but claimed it back on the last lap.

● Peter Scherer

### RESULTS (8 LAPS)

**1 Jamie Martin;** 2 Martyn Walsh +4.546s; 3 Harry Vaulkhard; 4 Adrian Ward; 5 Alistair Sedwell; 6 Josh Johnson. **CW** Alex Harris. **FL** Martin 1m51.299s (78.70mph).

**RACE 2 (9 LAPS) 1 Martin;** 2 Vaulkhard +5.134s; 3 Walsh; 4 James Corte; 5 Sedwell; 6 James Colbourne. **CW** John Major. **FL** Martin 1m50.571s (79.22mph).



Martin was again on dominant form





Sidwell scored a first and a second

RADICAL CLUBMAN'S CUP BRANDS HATCH, SEPTEMBER 15-16

## Smith wins twice and can't be alarmed by Bell



Smith twice topped Clubman's Cup pack

**BRADLEY SMITH** secured another winning double after being chased throughout both races by title rival Matt Bell.

In race one the lead duo were well clear by the end of lap three, with Smith eventually taking victory by just 0.3 seconds.

Further back, Andy

Cummings's advantage in third was gradually eroded by Steve Burgess, after he had ousted PR6 class leader Ben Dimmack.

At Hawthorn on lap 13 Burgess made his move and there was contact. "I was inside and Steve was outside, we touched and he spun," said Cummings.

"I had a run on him and Andy hit the rear of my car," Burgess replied.

Cummings therefore retained third, from top PR6 man Dimmack.

Although Bell pushed hard to take Smith on the opening lap of race two, he was still destined to spend the race shadowing his rival.

Burgess held third throughout and shook off an early challenge from Cummings. Under pressure in fourth, Cummings spun at Clearways and was clipped by Dimmack, while Graham Ridgway went off in avoidance.

Mark Abbott made a storming finish to oust Dimmack for the class win in fourth overall.

● Peter Scherer

### RESULTS (14 LAPS)

**1 Bradley Smith (SR3);** 2 Matt Bell (SR3) +0.305s; 3 Andy Cummings (SR3); 4 Ben Dimmack (PR6); 5 Chris Headlam (SR3); 6 Graham Ridgway (SR3). **CW** Dimmack.

**FL** Smith 1m25.189s (102.85mph).

### RACE 2 (13 LAPS) 1 Smith;

2 Bell +0.597s; 3 Steve Burgess (SR3); 4 Mark Abbott (PR6); 5 Tim Porter (SR3); 6 Dimmack. **CW** Abbott. **FL** Bell 1m24.953s (103.11mph).

## BRANDS IN BRIEF



Pack of 26 VAG runners gets under way

### VAG TROPHY

Liam McMillan's SEAT Leon Cupra won both races on the road, after fighting his way past the fast-starting four-wheel-drive Golf of Paul Taylor. Joe McMillan, cousin of the winner, was third in his SEAT in race one, but collided with Taylor in the second and was excluded. The other McMillan was also excluded (underweight), so Martin Culley's Vento inherited the win over Taylor.

### SPORTS 2000 ENDURO

The MCR of Matt Manderson/Connor led for 21 laps of the Sports 2000 Endurance race before their driver change. Although they kept the lead, gradually the similar car of Patrick Sherrington/Clive Hayes closed in and snatched victory with only a couple of laps of the hour-long race to go.

### QUAIFE/MN SALOONS

Colin Tester's Ford Sierra Cosworth picked up the first Quaife/Motorsport News Saloons victory spoils, after Rod Birley's Ford Escort WRC blew its turbo with only half a lap to go. Having finished second to Tester in race one, Holden driver Alex Sidwell just held off the Ford Escort Cosworth of Malcolm Wise to win race two. Tester spun out of second following contact with a backmarker.

### 360 MRC ENDURO

The Marcos Mantis of Tony Jardine and Trevor Knight won the 360 club's inaugural two-hour Brands enduro by almost a minute, after sharing the lead with Doug Newman's Caterham. Newman retired at around three-quarters distance, leaving the Steve Smee/Dave Brown Honda Integra a distant second.

Jardine/Knight Marcos took clear win



BRITISH HILLCLIMB CHAMPIONSHIP DOUNE, SEPTEMBER 16

## Willis and Moran win to take title fight to the finale

### THE TITLE FIGHT

between Trevor Willis and Scott Moran will go to the Loton Park finale on the last day of September after each took a win at Doune.

Moran had trouble with a damp track in the first run-off, but bounced back to win the second as Willis scraped the barriers on the last run of the event. While there are 40 points between them, Willis is now just four ahead after accounting for dropped scores.

"The track was patchy after rain and I touched the barrier," said Willis. "It spat the car back into the middle of the track."

"I didn't think I had done enough," admitted Moran.

Having been fancied to split the top duo, the GWR team suffered when Lee Adams crashed heavily in Sunday practice. With the car irreparable on the day his co-driver Jos Goodyear was also out. Wallace Menzies was

**ROUND 31** 1 Trevor Willis (3.2 OMS-Powertec 25) 42.13s BTD; 2 Roger Moran (3.5 Gould-NME GR6IX) 43.23s; 3 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 44.06s; 4 Scott Moran (3.5 Gould-NME GR6IX) 44.25s; 5 Jonathan Rarity (1.4 MH-Suzuki 'The Ghost') 45.24s; 6 Richard Spedding (1.6 Force-Suzuki PC) 45.57s; 7 Will Hall (3.5 Force-Nissan WH) 45.61s; 8 Alex Summers (1.3s DJ-Suzuki Firehawk) 45.90s; 9 Finlay Whyte (1.4 Force-Suzuki) 46.23s; 10 John Bradburn (3.5 Gould-Cosworth HB GR55) 46.60s; 11 David Uren (1.6 Force-Suzuki PC) 47.28s; 12 Steve Marr (1.1 PCD-Suzuki Saxon) 47.61s

**ROUND 32** 1 S Moran 42.49s; 2 Willis 42.66s; 3 Spedding 44.35s; 4 Hall 44.40s; 5 Rarity 44.88s; 6 R Moran 44.98s; 7 Tom New (4.0 Gould-Judd GR55) 45.01s; 8 Bradburn 45.81s; 9 Whyte 46.73s; 10 Uren 47.46s;

11 John MacKenzie (1.6 Radical-Suzuki Prosport) 48.47s; Marr Fail. **Class winners** Joanne Young (1.4 Citroen Saxo VTR) 62.58s; Alister Matheson (5.0 TVR Griffith) 62.24s; Bradley Holroyd (1.4 Austin Mini) 59.72s; Craig Nicol (2.2 Caterham Super 7) 51.01s; David Paterson (1.6 Peugeot 106 Rallye) 51.80s; Donald McCaskill (2.3t Mitsubishi Lancer) 50.61s; John Lowe (1.3 Fisher Fury) 52.84s; Les Mutch (2.5 Dax Rush IRS) 49.42s; MacKenzie 48.97s; Allan McDonald (2.0t Mini-EVO) 51.36s; Steve Owen (0.6 OMS-Yamaha Hornet) 54.22s; Marr 48.31s; Whyte 45.18s; Summers 45.93s; Willis 43.61s

**POINTS** 1 Willis, 278; 2 S Moran, 238; 3 R Moran, 198; 4 Jos Goodyear (1.6 GWR Raptor Extreme), 186; 5 Menzies, 156; 6 Lee Adams (1.6 GWR Raptor Extreme), 128; 7 Hall, 109; 8 Bradburn & New, 95; 10 Spedding, 68.

third in the first run-off, but could not run again when a stripped wheel-mounting thread could not be repaired in time.

Scottish contenders were

fancied, but Yorkshire's Richard Spedding saw off his bike-engined rivals with his best-ever Doune performance for a third in the second run-off.

River Clyde sailor Jonathan Rarity delivered the best Scottish effort with a pair of fifth places in the unique MH-Suzuki 'Ghost' on only 1400cc of motorbike power.

Crowned Scottish Hillclimb champion on the day, Finlay Whyte scored ninth on both occasions, but Aberdonian Steve Marr was unable to score points with only 1100cc.

● Eddie Walder



Win and crash for Willis leaves title fight open



## NATIONAL RACES & RESULTS

CSCC

DONINGTON PARK

### QUICK RESULTS

→ Tin Tops Ainge/Jordan  
→ Future Classics Bates/White

**"The safety car period won us the race"**

Jordan was honest about victory



Sunbeam Tiger beat MGB in battle of the V8 machines

## DONINGTON IN BRIEF



Wood was uncatchable at Donington

### CNC SPORTS/SALOONS

Ric Wood steered his ex-DTM Opel to a commanding triumph. Unable to catch runaway leader Wood, Lotus Esprit silhouette pilot Simon Allaway grasped second, as Danny Keenan stole a solitary third in his MK Indy RR.

### SPECIAL SALOONS

Peter Stevens' Vauxhall Carlton won a shortened Special Saloons race one, when the red flag was thrown to rescue the stranded Joss Ronchetti and Joe Ward after a collision at the Fogarty Esses. Stevens triumphed again in race two.

### JAGUAR SALOONS/XJS

Lawrence Coppock and Patrick Doyle shared the spoils. A challenge from second-placed Doyle in race one kept Coppock honest before he edged out a comfortable gap. Doyle won race two in Coppock's absence.

### SWINGING SIXTIES Gp1

Group 1 victory fell to Tim Cairns, after early leaders Mark Halstead and Chris Dear encountered problems. Andy Vowell beat Simon Page to second following a fierce battle.

### ELAN 50 SERIES

Pole position became victory for Nelson Rowe. Unable to match the pace of the similar Lotus Elan, Mark Halstead followed to finish second, after edging away from David Holroyd.

### SWINGING SIXTIES Gp2

This time teamed with John Watson, Nelson Rowe backed up his earlier Elan series win with Swinging Sixties Group 2 success. Together the pair scrambled back through the field to take the lead at around two-thirds distance.

Rowe took two Lotus Elan victories



TIN TOPS DONINGTON PARK, SEPTEMBER 15-16

# Jordan and Ainge fight back to front

**NIGEL AINGE AND MIKE** Jordan again tasted Tin Tops success when they overcame a red flag and a safety car to claw back more than 20 seconds in a handful of laps.

An inspired getaway for Russell Hird meant fourth place become first as his MG ZR sailed towards Redgate. However, an immediate red flag due to too many cars on-track resulted in the race being abandoned on lap one.

With an unintended reserve driver now removed, the race again got underway, with Ainge's Honda this time leading into Redgate.

A number of penalties for multiple starting-grid infringements forced a mix up of the order early on. Simon Taylor quickly pitted to serve his punishment, but as he made his way towards the pit exit the safety car was deployed to recover cars from the Fogarty Esses, temporarily closing the track to him and others.

James Payne and Tony Hunter's Renault Clio moved to the fore, as Ainge's Honda Integra co-driver Jordan slipped back. With more than 20 seconds between him and the leaders, Jordan soon devoured the gap, before



Ainge and Jordan took their chance to win

building a barrier back to the Clio.

"The safety car period won us the race," he said. "The safety car coming out as we stopped was a pivotal point. We would have been extremely hampered with our 60-second pitstop penalty [for previous success] had it not been for that."

● Leanne Fahy

### RESULTS (26 LAPS)

**1 Nigel Ainge/Mike Jordan (Honda Integra);** 2 James Payne/Tony Hunter (Renault Clio) +24.255s; 3 Nigel Tongue (Peugeot 306); 4 Richard Woods (Ford Focus); 5 James Ashton (Renault Clio); 6 Russell Hird (MG ZR). **Class winners** Hird; Lisa Selby/Toby Harris (Ford Puma); Marshall Groves (Alfa Romeo 33); Eliot Dunmore (Toyota Celica GTi). **Fastest lap** Jordan 1m18.944s (90.24mph).

Future Classic pack roars away



FUTURE CLASSICS DONINGTON PARK, SEPTEMBER 15-16

# Bates and White to the fore

**TIM BATES AND IAN** White took a Future Classics triumph as they clambered back to the front of the action with their Porsche 911.

Things didn't start well as second place became third at Redgate. As they jostled for position with Miles Masarati, runaway leader Nicholas Olson (Lotus Esprit) asserted his prominence before incurring a 90-second pitstop penalty as payback for previous success.

The mandatory pitstops interfered with the race order. While their nearest rivals sampled the pitlane, the Porsche of Bates and White was able to develop a buffer to the chasing

Porsche 911 Turbo of Piers and Miles Masarati.

The Masaratis chased their way to second, ahead of James Neal and Neil Harvey, but were nearly half a minute adrift of the victors.

● Leanne Fahy

### RESULTS (24 LAPS)

**1 Tim Bates/Ian White (Porsche 911 SC);** 2 Piers Masarati/Miles Masarati (911 Turbo) +27.145s; 3 Neil Harvey/James Neal (Porsche 964); 4 Chris Palmer (Jaguar XJS); 5 Richard Cooke/Simon Verschueren (VW Golf GTI Mk2); 6 Stuart Jefcoate (911 Carrera). **CW** Masarati/Masarati; Harvey/Neal; Cooke/Verschueren; John Hammersley/John Taylor (Vauxhall Astra GTE); Geoff Ward (Lancia Montecarlo). **FL** Masarati/Masarati 1m19.074s (90.10mph).

HVRA V8 DONINGTON PARK, SEPTEMBER 15-16

# No stopping terrific Tiger in V8 thrash

**JONATHAN FILDES** and Jackie Cochrane sailed to a double in their Sunbeam Tiger.

An even performance from front-row starters Cochrane and John Wilson meant the pair slid into Redgate side by side, but Wilson soon exerted his authority.

After the stops, a strong performance from Fildes gave the Tiger control, with Wilson's MGB V8 chasing.

Wilson held on for second, ahead of a strong yet lonely performance from Bernie Chodosh and Mark Wright in their shared Chevy Corvette.

Kevin Maxted and Nick Starkey took the honours in the concurrent Deutsche Marque series.

Combined with the Special Saloons field second time out, Fildes continued where he left off, as he steered towards another commanding

victory. Wilson failed to feature and soon retired.

● Leanne Fahy

### RESULTS (31 LAPS)

**1 Jackie Cochrane/Jonathan Fildes (Sunbeam Tiger);** 2 John Wilson (MGB V8) +13.747s; 3 Bernie Chodosh/Mark Wright (Chevy Corvette); 4 Kevin Maxted/Nick Starkey (BMW E36 M3); 5 Tim Bates/Ian White (911 SC); 6 Mark Smith/Arran Moulton-Smith (M3 E36). **CW** Maxted/Starkey; Bates/White; Martin Lofthouse (Triumph TR7 V8); Neil Harvey/James Neal (Porsche 964); Pat Cooke/Simon Verschueren (VW Golf GTI); Tim Boles (Chevrolet Camaro); Chris Boardman/James Moulton-Smith (BMW 318ti); Mark Humphries/Matthew Humphries (BMW E36 Coupe). **FL** Cochrane/Fildes 1m14.717s (95.35mph). **RACE 2 (16 LAPS)** **1 Cochrane/Fildes;** 2 Wright/Chodosh +42.849s; 3 Lofthouse; 4 Simon James (Tiger); 5 Bernard Foley (MGB V8); 6 Wayne Langridge (Ford Mustang). **CW** Lofthouse; Langridge. **FL** Cochrane/Fildes 1m14.620s (95.47mph).





LEINSTER TROPHY/FORMULA SHEANE MONDELLO PARK, SEPTEMBER 15-16

# Sheane Jr secures Leinster Trophy

**THE LEINSTER TROPHY** is Irish circuit racing's most prestigious prize, with previous winners including Ayrton Senna, Mika Hakkinen, Mike Hawthorn and Eddie Jordan.

Nevertheless, even class organisers were pleasantly surprised that 21 Formula

Sheane drivers took to the grid to battle for the 2012 edition.

The Saturday curtain-raiser gave spectators a glimpse of what to expect, with Sean Doyle, in his first Sheane outing, making a good account of himself by moving from sixth to third

by the end of the first lap.

Kevin Sheane Jr, despite qualifying second, was not at the races as he dropped through the field. Were it not for a collision between Anton Savage and Enda O'Connor in the closing stages, the championship leader would not have made the top six.

Tristan Quinn put in a dominant display to take victory from Brian Hearty and Sean Doyle.

Quinn looked to repeat this success with a lightning start in the Leinster Trophy race itself, which had Sheane Jr scrambling to fend him off. Having failed to make the move count, Quinn had to defend against Doyle.

A mistake from Doyle allowed Barry Rabbitt to

sneak through to what would become second place following Quinn's retirement.

Doyle was still in the hunt for second and he heaped pressure on Rabbitt until a missed gear exiting Dunlop allowed David Parks through.

This fight allowed Sheane Jr to open a lead and, despite quick laps from Rabbitt, he could not be caught.

● Paul Healy

## RESULTS (9 LAPS)

**1 Kevin Sheane Jr;** 2 Barry Rabbitt +3.526, s; 3 David Parks; 4 Sean Doyle; 5 Chris McCabe; 6 Timmy Swail. **FL** Sheane Jr 1m48.368s (72.31 mph).

## FORMULA SHEANE RACE (9 LAPS)

**1 Tristan Quinn;** 2 Brian Hearty +4.161s; 3 Doyle; 4 Sean Hynes; 5 Sheane Jr; 6 Swail. **FL** Sheane Jr 1m48.208s (72.42 mph).



FERRARI CHALLENGE TROFEO PIRELLI SILVERSTONE, SEPTEMBER 15-16

# Caso and Cioci take fierce Ferrari victories

**DAVID CASO AND** Marco Cioci were the victors in two entertaining Ferrari Challenge Trofeo Pirelli races at Silverstone.

Several frontrunners were involved in incidents early in race one. When the dust had settled Andrii Kruglyk held a comfortable lead, but a five-second penalty for not respecting the track limits then dropped him to third.

Caso took the lead at half distance from Patrick Gobbo at Stowe, but Kruglyk — who was leading on-track — was now on a charge, and he was pulling back the time lost to his penalty. In a dramatic final lap it was Caso who took the victory, just 0.02s ahead of Kruglyk after his

penalty was applied.

Race two fell to Cioci, who had a nail-biting battle with Max Blancardi. Blancardi twice forged his way in front of the polesitter at Stowe, but couldn't pull away.

Cioci decisively retook the lead at Brooklands on lap 10 of 14, and soaked up the pressure to the flag.

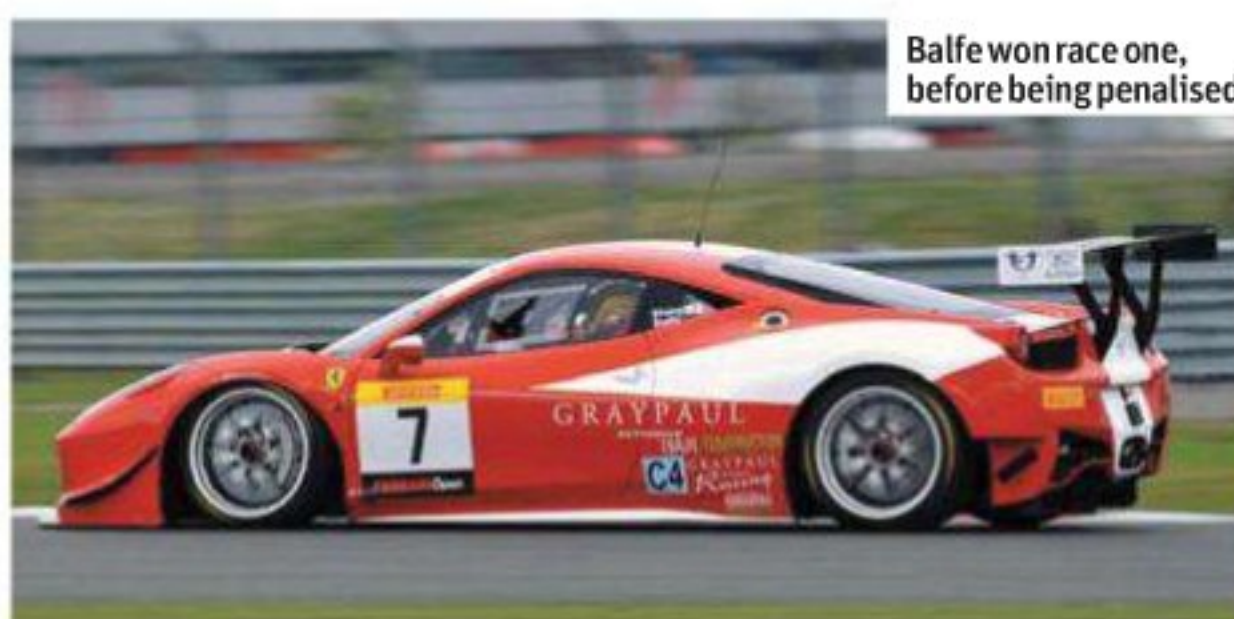
● Matt Upton

## RESULTS (BOTH 14 LAPS)

**1 Dario Caso;** 2 Andrii Kruglyk +0.020s; 3 Patrick Gobbo; 4 Robert Pergl; 5 Alexander Martin; 6 Max Blancardi. **CW** Gobbo. **FL** Blancardi 2m11.376s (100.30mph).

**RACE 2 1 Marco Cioci;** 2 Blancardi +0.498s; 3 Stefano Gai; 4 Pergl; 5 Martin; 6 Lorenzo Case.

**CW** Martin. **FL** Blancardi 2m10.017s (101.35mph).



FERRARI OPEN SILVERSTONE, SEPTEMBER 15-16

# Balfe and Eastwood win

**HONOURS WERE** shared between Shaun Balfe and Gary Eastwood in the Ferrari Open.

The first encounter was a fairly straightforward lights-to-flag victory for the experienced Balfe. Behind him Paul Bailey disputed the runner-up spot with Eastwood. Bailey got it at the flag, but only by 0.167s.

In race two, Jacopo Sebastiani got a great start to jump from fourth on the grid to second. He hunted down Balfe, but was forced to retire on lap four of 12 with electrical gremlins.

Eastwood then challenged Balfe, eventually taking the lead down the Wellington straight on the 12th tour

and holding it to the flag. Balfe ended up third behind Bailey, after being handed a 35s penalty for not respecting track limits.

● Matt Upton

## RESULTS (BOTH 12 LAPS)

**1 Shaun Balfe (458 Challenge);** 2 Paul Bailey (F430 GT2) +9.349s; 3 Gary Eastwood (458C); 4 Jack Dwane (458C); 5 Sam Smeeth (F430 Challenge); 6 Mick Dwane (F430C). **CW** Smeeth; James Shirley (F360 Challenge); Nigel Jenkins (F355 Challenge). **FL** Balfe 2m09.085s (102.08mph).

**RACE 2 1 Eastwood;** 2 Bailey +4.452s; 3 Balfe; 4 Smeeth; 5 Peter Jennings (458C); 6 Jacques Duyver (F430C). **CW** Smeeth; Nick Kaye (F360C); Jenkins. **FL** Jacopo Sebastiani (F40 LM) 2m09.252s (101.95mph).

## IN BRIEF



Daly stretched his legs at Mondello

## FORMULA LIBRE

Stephen Daly took two lights-to-flag victories, with his Reynard Holden ideally suited to the longer International circuit at Mondello Park. Unable to contend with him, Peter Dwyer and Eugene Heary Sr were resigned to fighting over the remaining podium positions.

## IRISH GINETTA JUNIOR

James Fleming was in a league of his own as, bar a brief moment at the start of the second race, he was never headed. Dylan Curley and Andrew Clarke fought for the Mondello scraps with Curley edging it both times.

## STRYKERS

Alan Watkins might have got all the plaudits with two race wins and his fourth championship, but Niall Murray was the class act in the Strykers. In his first outing in the class the UK Ginetta Junior driver impressed against the experienced Mondello field.

## IRISH FORMULA VEE

Lee Newsome might never have been in contention for a race win, but he secured the points necessary to retain his Formula Vee crown. Kevin O'Hara entertained all weekend, coming within 0.114s of taking double Mondello victory, setting fastest laps in each race.

## FERRARI COPPA SHELL

Alexey Basov was the victor in both Silverstone races. He was jumped by Raffaele Giannoni at the start of race one, but the Ferrari Moscow driver eventually found a way back through at Farm on lap 10 of 14. Basov led the second encounter from start to finish.

Basov took a double at Silverstone







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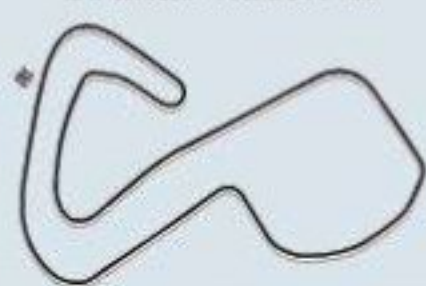


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# SPORTS EXTRA RESULTS ROUND-UP

Brands Hatch GP



Donington Park



Mondello Park



Silverstone GP

## BRANDS HATCH GP

MSVR, SEPTEMBER 15-16

### VAG TROPHY (BOTH 9 LAPS)

**1 Liam McMillan (SEAT Leon Cupra)**; 2 Paul Taylor (VW Golf R32 Mk5) +16.657s; 3 Joe McMillan (Leon Cupra); 4 Martyn Culley (VW Vento VR6); 5 Len Simpson (Vento VR6); 6 Simon Tomlinson (VW Golf GTI Mk5). **Class winners** Taylor; Martyn Walsh (GTI Mk2). **Fastest lap** L. McMillan 1m40.453s (87.20mph). **RACE 2** 1 Culley; 2 Taylor +16.799s; 3 Simpson; 4 Ken Lark (VW Corrado VR6); 5 Keith Davies (Golf R32 Mk5); 6 David Jenkins (VW Golf 1.8T Mk5). **CW** Rob Allum (SEAT Ibiza 1.8T); Jenkins. **FL** Culley 1m42.829s (85.18mph).

### SPORTS 2000 ENDURANCE (36 LAPS)

**1 Patrick Sherrington/Clive Hayes (MCR)**; 2 Matt Manderson/Connor (MCR) +2.975s; 3 Scott Guthrie (Van Diemen RFS02); 4 Peter Williams (MCR); 5 Wil Anif/Wilshire (Ray); 6 Sebastian Bamsey/Nick Phillips (MCR). **CW** Manderson/Connor; Damien Griffin/Clive Steeper (Lola T598); Mike Bamby (Tiga SC80); Arnie Black (Crossle 9S). **FL** Sherrington 1m30.852s (96.41mph).

### QUAIFE MOTORSPORT NEWS

#### SALOONS (BOTH 10 LAPS)

**1 Colin Tester (Ford Sierra Cosworth)**; 2 Alex Sidwell (Holden Commodore) +26.219s; 3 Malcolm Wise (Ford Escort Cosworth); 4 Derek Hale (Honda Accord ST); 5 Graham Heard (BMW E36 M3); 6 Ashley Hargreaves (Peugeot 306 Rallye). **CW** Sidwell; Gavin Thomson (Peugeot 205); Andy Woods-Dean (Renault Megane Coupe); Nick Proudlock (Ford Escort); Heard; Scott Brooker (Mini Cooper); Nigel Craig (Ford Escort RS2000); Richard Johnson (Honda Civic); Peter Osborne (Renault Clio); Vince Proto (Fiat Uno). **FL** Rod Birley (Ford Escort WRC) 1m37.229s (90.03mph).

**RACE 2** 1 Sidwell; 2 Wise +0.167s; 3 Tester; 4 Thomson; 5 Heard; 6 Paul Eve (Ford Sapphire Cosworth). **CW** Tester; Thomson; Woods-Dean; Proudlock; Heard; Brooker; Craig; Johnson; Osborne; Proto. **FL** Wise 1m37.239s (90.08mph).

**360 MRC (60 LAPS)** 1 Tony Jardine/Trevor Knight (Marcos Mantis); 2 Steve Smee/Dave Brown (Honda Integra) +59.941s; 3 Marcos Burnett (BMW M3 E36); 4 Martin Johnston/Andy Woods-Dean (Honda Civic); 5 William Gannon/Joe Giovannini (Integra); 6 Kevin Hancock/Leigh Smart (Aston Martin DBS). **CW** Burnett; David Smith/Alex Smith (MG ZS); Johnston/Woods-Dean; Piers Chandler/Tom Roche (Mazda MX5); Smee/Brown. **FL** Knight/Jardine 1m38.357s (89.96mph).

## DONINGTON PARK

CSCC, SEPTEMBER 15-16

### CNC HEADS SPORTS/SALOONS

(18 LAPS) 1 Ric Wood (Opel Astra DTM); 2 Simon Allaway (Lotus Esprit Silhouette Special) +1m08.990s; 3 Danny Keenan (MK Indy RR); 4 Cam Forbes (Westfield SEiW); 5 Anthony Bennett (Caterham R300); 6 Joe Spencer (Stuart Taylor Locosuki). **CW** Keenan; Forbes; Dennis Crompton (BMW E36 M3); Chris Maries (BMW 325i E30); Jamie Cryer (Ford Fiesta). **FL** Wood 1m07.931s (104.88mph).

### SPECIAL SALOONS (9 LAPS)

**1 Peter Stevens (Vauxhall Carlton TS)**; 2 Ron Harper (Triumph Spitfire) +51.499s; 3 Neil Claxton (Suzuki SC100); 4 Phil Gale (Darran T9); 5 Martin Baker (Hillman Imp Spaceframe); 6 David Beatty (Honda Prelude). **CW** Harper; N Claxton; Baker. **FL** Joe Ward (Vauxhall Baby Bertha) 1m15.696s (94.12mph).

**RACE 2** (16 LAPS) 1 Stevens; 2 Harper -1 lap; 3 N Claxton; 4 Baker; 5 Beatty;

6 Bob Claxton (Renault 21 Turbo).

**CW** Harper; N Claxton; Baker.

**FL** Stevens 1m15.942s (93.81mph).

### JAGUAR SALOON/XJS (BOTH

15 LAPS) 1 Lawrence Coppock (XKS);

2 Patrick Doyle (XJS) +19.630s; 3 Chris

Palmer (XJS); 4 Simon Lewis (XJ6); 5 Derek

Pearce (Mk2); 6 James Ramm (XJS).

**CW** Palmer; Lewis; Cliff Ryan (XJS);

Thomas Barclay (Coupe); Ian Drage

(XJS). **FL** Coppock 1m24.473s (84.34mph).

**RACE 2** 1 Doyle; 2 Lewis +8.028s; 3 Palmer;

4 Gail Hill (XJ40); 5 Barclay; 6 Ryan.

**CW** Doyle; Lewis; Palmer; Barclay; Ryan;

Drage. **FL** Doyle 1m25.570s (83.26mph).

### SWINGING SIXTIES GROUP 1

(27 LAPS) 1 Tim Cairns (Austin Healey

Frogeye Sprite); 2 Andy Vowell (Triumph

Spitfire Mk3) +58.056s; 3 Simon Page

(Frogeye Sprite); 4 Adam Ashmore

(MGB); 5 Richard McKoen (Triumph

TR4); 6 Julian Gammage (Opel GT).

**CW** Ashmore; McKoen; Rob Perkins/

Jason Burgess (Austin Mini Cooper);

Christopher Clegg/India Clegg

(Austin Healey Sebring Sprite).

**FL** Mark Halstead/Stuart McPherson

(Ginetta G4) 1m23.392s (85.43mph).

### GROUP 2 (29 LAPS) 1 John Watson/

Nelson Rowe (Lotus Elan); 2 Stuart

McPherson/Mark Halstead (Elan) +12.223s;

3 John Muirhead (Lotus Seven); 4 Chris

Edwards (Lotus 7 S4); 5 Richard Skinner

(Marcos 1800 GT); 6 Ben Gough/Iain

Daniels (Marcos 3-litre). **CW** Skinner; Tim

Boles (Chevrolet Camaro); Simon Miller

(Ford Mustang); Michael Gray/Kallum

Gray (Jaguar E-type). **FL** Watson/Rowe

1m20.431s (88.58mph).

### ELAN 50 SERIES (22 LAPS)

**1 Nelson Rowe**; 2 Mark Halstead

+20.417s; 3 David Holroyd; 4 Peter

Shaw; 5 Alan Minshaw; 6 Howard

Bentham. **CW** Holroyd. **FL** Rowe

1m20.674s (88.31mph).

### MAGNIFICENT SEVENS CLASSES B,

C, D, G, H & I (29 LAPS) 1 James Sharrock

(Caterham CSR); 2 Chris Porritt (Caterham

7) +13.745s; 3 Keith Dunn (Caterham C400);

4 Ian Thompson/Neil Thompson (C400);

5 Jonathan Gibbs (C400); 6 Pascal Green

(C400). **CW** Porritt; Dunn; Green; Will

Stephens (C400). **FL** David Walley

(Caterham CSR) 1m13.452s (96.99mph).

### CLASSES A, E & F (28 LAPS) 1 Brian

Small (Westfield SE); 2 William Scully

(Caterham Supersport) +0.383s; 3 Dominic

Anstey (Caterham Roadsport); 4 Carl

Naim (Roadsport A); 5 Tom Hayman-

Joyce (Caterham 7); 6 Paul O'Reilly

(Supersport). **CW** Scully; Stuart Farrell

(Westfield Aeroracer). **FL** Rob Oliver

(Caterham Academy 2011) 1m20.396s

(88.61mph).

### SPORTS CAR v SALOON CAR

CHALLENGE (12 LAPS) 1 Robert Tilley

(Caterham CSR); 2 Paul Anderson

(Porsche 928) +35.739s; 3 Philip Seaman

(Talbot Sunbeam Lotus); 4 Paul Alcock

(Jaguar D-type Replica); 5 Patrick Doyle

(Jaguar XJS); 6 James Broad (Volkswagen

Corrado). **CW** Anderson; Alcock; Kester

Cook (Ford Fiesta Zetec); Howard

Kirkham (Jaguar XJ40); John Schnabel

(Volvo P1800 S); Neil Mackay (Morris

Mini); Chris Pizzala (Jaguar XJS).

**FL** Tilley 1m19.019s (90.16mph).

## MONDELLO PARK

LMC, SEPTEMBER 15-16

### FORMULA LIBRE (BOTH 9 LAPS)

**1 Stephen Daly (Reynard 92D Holden)**;

2 Peter Dwyer (Dallara F3) +11.731s;

3 Eugene Heary Sr (Reynard TS); 4 Fergus

Flaherty (Formula Renault); 5 Martin Daly

(Formula Renault); 6 Mark Crawford (Jedi

Suzuki). **FL** S Daly 1m40.562s (77.92mph).

**RACE 2** 1 S Daly; 2 Heary Sr +16.436s;

3 Peter Dwyer (Dallara F3); 4 Flaherty;

5 M Daly; 6 Crawford. **FL** S Daly 1m41.404s

(77.28mph).

### GINETTA JUNIOR IRELAND

(BOTH 8 LAPS) 1 James Fleming;

2 Dylan Curley +14.516s; 3 Andrew Clarke;

4 Luke Hourihan; 5 James Huddleston;

no other starters. **FL** Fleming 2m05.510s

(62.43mph). **RACE 2** 1 Fleming;

2 Curley +6.353s; 3 Clarke; 4 Hourihan;

5 Huddleston; no other starters.

**FL** Fleming 2m05.298s (62.54mph).

### STRYKERS (BOTH 8 LAPS)

**1 Alan Watkins (Sylva Stryker)**;

2 Alan Auerbach (RAW Stryker) +2.948s;

3 Niall Murray (RAW Stryker); 4 Stephen

Ross (Sylva Stryker); 5 Paul Yeomans

(Sylva Stryker); 6 Brian Kingston

(RAW Stryker). **FL** Murray 1m55.920s

(67.60mph). **RACE 2** 1 Watkins;

2 Auerbach +2.393s; 3 Dave Griffin

(RAW Stryker); 4 Murray; 5 Yeomans;

6 Ross. **FL** Murray 1m55.942s (67.59mph).

### IRISH FORMULA VEE (8 LAPS)

**1 Kevin O'Hara (Leystone)**; 2 Lee

Newsome (Sheane FV94) +7.307s;

3 Ian Campbell (Sheane FV02); 4 Trevor

Delaney (Sheane); 5 Kevin Grogan

(Leystone); 6 Stephen Morrin (Leystone).

**FL** O'Hara 1m53.372s (69.73mph).

**RACE 2** (7 LAPS) 1 Ray Moore (Leystone);

2 O'Hara +0.114s; 3 Campbell; 4 Delaney;

5 Newsome; 6 John Downey. **FL** O'Hara

2m00.553s (65.00mph).

### GLOBAL GT LIGHTS (7 LAPS)

**1 Jake Byrne**; 2 Mark Braden +2.633s;

3 Alan Byrne; 4 Ben Conway; 5 Richard

Finlay; 6 Sean Doyle. **FL** Braden

2m08.702s (60.88mph).

### RACE 2 (9 LAPS) 1 A Byrne

2 Doyle

+1.363s; 3 J Byrne; 4 Braden; 5 Derek

Behan; 6 Finlay. **FL** A Byrne 1m48.564s

(72.18mph).

### IRISH TOURING CARS (8 LAPS)

**1 Erik Holstein (BMW M3)**; 2 Philip

Brennan (M3) +11.059s; 3 Barry Rabbitt

(VW Golf); 4 Eoghan Fogarty (Honda

Integra); 5 Robert Savage (Integra);

6 Philip Burdock (Honda Civic).

**FL** Holstein 2m02.885s (63.77mph).

### RACE 2 (4 LAPS) 1 John Whelan

(Peugeot 306); 2 Rabbitt +0.368s;

3 Brian Fitzpatrick (Civic); 4 Brennan

(M3); 5 Garrett Hayden (Integra);

6 Claran Timmons (Peugeot 307).

**FL** Whelan 1m53.926s (68.78mph).

### IRISH HISTORICS (4 LAPS)

**1 David Kelly (Crossle 9S)**; 2 Billy Crosbie

(Lotus 7) +16.175s; 3 John Cardoo (Austin

Mini); 4 Alan Gryphon (MG Midget);

5 Michael Doyle (Lotus Elan); 6 Wolfgang

Schnittger (Midget). **FL** Kelly 1m56.242s

(67.42mph). **RACE 2** (8 LAPS) 1 Kelly;

2 Crosbie +26.340s; 3 Doyle; 4 Cardoo;

5 Peter Murray (MG Midget); 6 Schnittger.

**FL** Kelly 1m58.686s (66.02mph).

### ABARTHS & GTs (BOTH 8 LAPS)

**1 Barry-John McHenry (Fiat Punto**

Abarth); 2 Gary Miller (Abarth) +0.196s;

3 Richard Kearney (Abarth); 4 Paul

Copeland (Abarth); 5 Philip Lawless

(Toyota MR2); no other finishers.

**FL** Andy O'Brien (Ginetta G40)

1m59.602s (65.52mph). **RACE 2**

**1 O'Brien**; 2 Miller +50.631s; 3 Kearney;

4 Alastair Kellett (Abarth); 5 McHenry;

6 Trevor Kinsella (Abarth). **FL** O'Brien

2m05.746s (62.32mph).

## SILVERSTONE GP

FERRARI RACING, SEPTEMBER 15-16

### FERRARI CHALLENGE TROFEO

PIRELLI - COPPA SHELL

(BOTH 14 LAPS) 1 Alexey Basov;

2 Raffaele Giannoni +1.250s; 3 Fernando

Baiz; 4 Andrii Lebed; 5 Fons Scheltema

6 Giacomo Stratta. **CW** Scheltema.

**FL** Basov 2m12.248s (99.64mph).

**RACE 2** 1 Basov; 2 Francisco Guedes

+0.331s; 3 Giannoni; 4 Baiz; 5 Stratta;

6 Scheltema. **CW** Scheltema.

**FL** Guedes 2m11.624s (100.11mph).



Quaife/MN tin-tops battle at Brands...



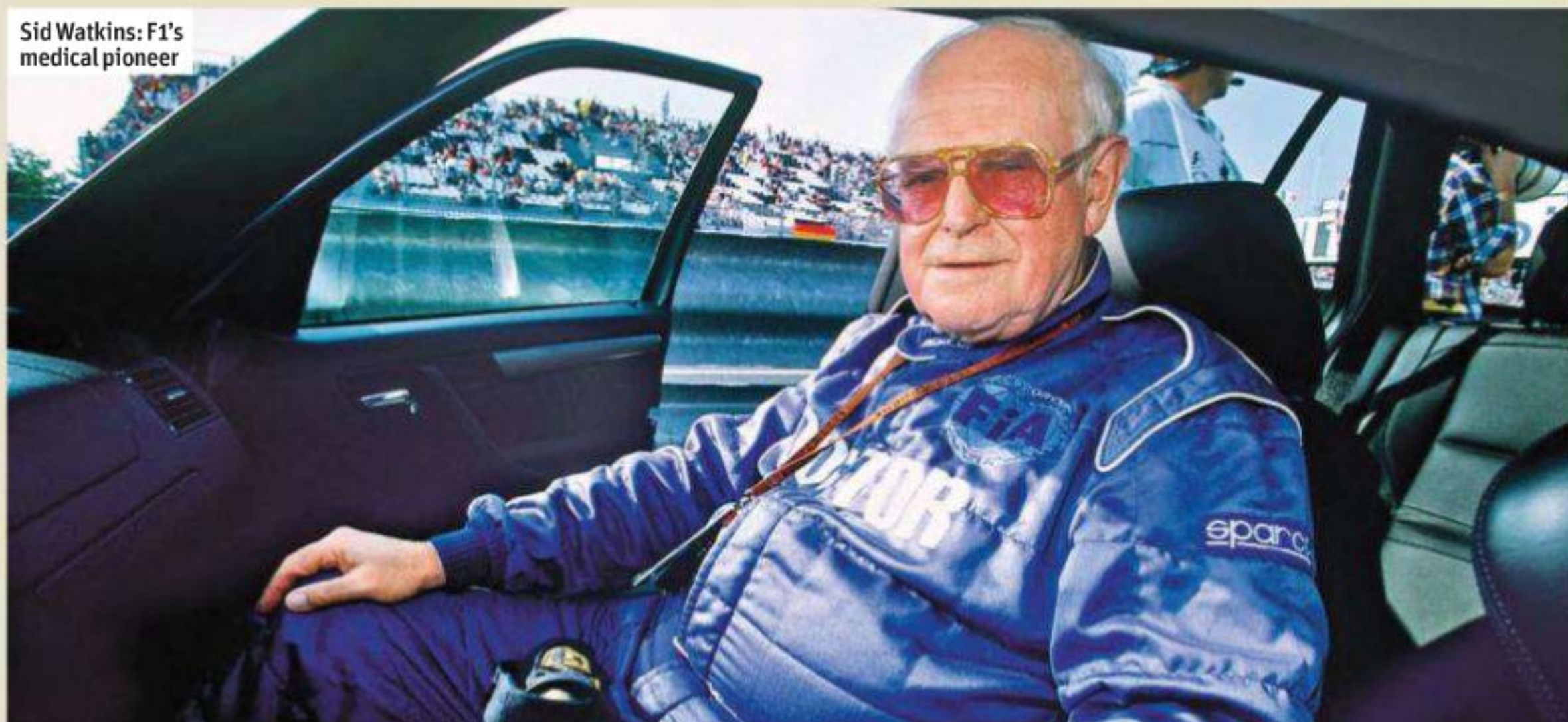
...while Special Saloons diced at Donington



## YOUR SAY

What you think of the motorsport news of the past week

Sid Watkins: F1's medical pioneer



### Remembering Sid Watkins

I was deeply saddened to learn of the death of Professor Sid Watkins. To work in Formula 1 alongside his full-time job is commendable, but to do it for 26 years demonstrates a level of dedication that is rare.

Saving drivers' lives is what will be included in Sid's epitaph, but just as important is every race he attended which passed without incident. I hope his life and his achievements will be honoured at the forthcoming Singapore Grand Prix. Thanks Sid.

**Alistair Darken**, Saffron Walden, Essex

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**On hearing Jackie Stewart's** call for a permanent tribute to Sid Watkins, I think it would be fitting if the medical centre at Silverstone be renamed 'The Prof Watkins Medical Centre', with a bronze statue of him stood in his race suit outside the front doors.

I'm sure contributions for the statue would pour in from fans, drivers and team bosses, and of course BRDC members.  
**Scott Stringfellow**  
BTCC safety car driver

**Last weekend's Wales**  
Rally GB marked the 80th anniversary of the UK's

premier rally. It delivered a popular winner in Jari-Matti Latvala, while close battles through the field provided plenty of excitement for the thousands of fans lining the iconic stages.

We offer our sincere gratitude to all those involved, from the organising team, councils, emergency services and landowners to the volunteers, officials and fans, and to the Welsh government for its continued support.

**Colin Hilton**, chief executive Motor Sports Association  
**Andrew Coe**, chief executive International Motor Sports

**Martin Whitmarsh is quoted** as saying he "hasn't given Plan B any thought" should Lewis decide to jump ship.

Likewise, Plan B himself gave no hint that he was considering a career switch when he appeared on *The Jonathan Ross Show* recently.

If Lewis does move on, then I could think of lesser folk to plug the hip hop and rap gap in MW's driver line-up!  
**Andrew Rhodes**  
Harrogate

**Fear not, this is not the** customary *Private Eye* cancelling-my-subscription

email. I love the magazine, and have been a subscriber for many years, but I have to say that I think publishing Mark Hughes' column of September 13 was a serious error of judgement.

At best it was an exercise in mocking the young, urban lumpenproletariat, but at worst it could be interpreted as having a racist undertone.

You can of course sail close to the wind – if you're funny. This wasn't. It had the feel of the worst of the 'gin and tonics' at the golf club 19th hole.

**Chris Exall**  
By email

AUTOSPORT.COM

### TOP FIVE ON OUR WEBSITE

1. ALONSO'S CAR DAMAGED IN VETTEL CLASH
2. FERRARI WARY OF RAIKKONEN THREAT
3. MERCEDES TRIALS COANDA-STYLE EXHAUST
4. PEREZ 'NOT READY' FOR FERRARI SWITCH
5. PIRELLI TEST CAR HIT BY ALTERNATOR ISSUE

AUTOSPORT+

### TOP STORY ONLINE

WHY F1 STILL NEEDS ROBERT KUBICA

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://autosport.com/plus) and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com). Please ensure that your full address is included on all correspondence.

FROM THE FORUM - [forums.autosport.com](http://forums.autosport.com)

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- Vettel off to Ferrari in 2014?
- If Hamilton goes, who will replace him?

### 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](mailto:autosport.editorial@haynet.com)



# THE LATEST GEAR

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



**EDOX WRC WATCHES**  
From £1285  
edox.ch

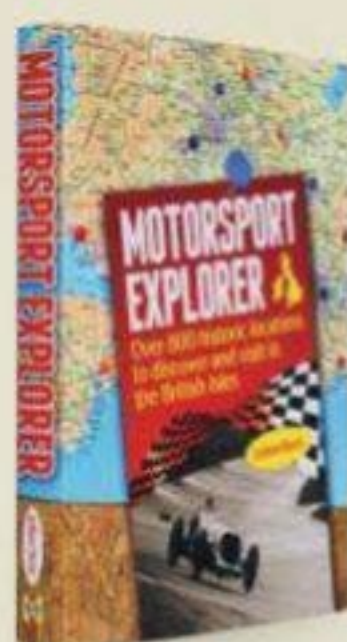
Swiss timepiece firm Edox has a long association with motorsport stretching back to the early 1980s, and to celebrate it's launched this range of World Rally Championship-branded watches. The collection includes the limited-edition (to 500 examples worldwide) Quartz Chronograph (pictured inset), that's individually numbered and certificated.



## MCLAREN BABY BIBS

£8.49  
autosport.com/shop

You're never too young to start your motorsport love affair – in fact, the sooner the better. This McLaren baby bib set caters for the very youngest fans in the family. The 'over tired' and 're-fuel' bibs come with official team branding and corporate silver piping. Crucially, they will also withstand 60C washes.



## MOTORSPORT EXPLORER

£35 (978 1844 2563 41)  
haynes.co.uk

Julian Hunt's fascinating labour-of-love work charts over 800 motorsport locations – many of them defunct – in the British Isles. Circuits and hillclimb/sprint venues are included with many period images and details. Keep it in the car – you never know what you might stumble across on a trip...



## ESCORT RS1800 MODEL

£61.99  
autosport.com/shop

Sun Star's latest rally-inspired, large-scale diecast model is a 1:18-scale replica of the Ford Escort RS1800 driven to victory by the late Pentti Airikkala on the 1981 Manx International. UYY 256S comes with opening doors, bonnet and boot and the usual high level of Sun Star interior detail.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: LATVALA WINS SECOND STRAIGHT RALLY GB**



**SEARCH FOR:** Ford WRC GB 2012 (7:58)

Missed last weekend's Rally GB and Ford's first win since Sweden in February? Check out the factory M-Sport team's official YouTube channel for highlights of Jari-Matti Latvala's second straight win and Petter Solberg's third-place finish.



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

BTCC: time to choose unusual lines into Turn 1



## ROCKINGHAM (TOURING CARS)

September 22-23

Admission: £15 (Saturday), £30 (Sunday), £40 (weekend)

Tel: 01536 500500

With three rounds to go the BTCC arrives at Rockingham with Matt Neal leading Honda team-mate Gordon Shedden by 10 points, and Jason Plato in third snapping at their heels. As ever, the Touring Cars are supported by the Ginetta Junior Championship, Ginetta GT Supercup, Renault Clio Cup and the Porsche Carrera Cup, which this weekend welcomes back former champion James Sutton.

## SILVERSTONE (BRSCC)

September 21-23

Admission: £35 (Saturday),

£15 (Sunday),

£45 (three-day ticket)

Tel: 0844 3728200

The Britcar 24 Hours returns to Silverstone. Support includes the combined F3 Cup/Monoposto Trophy, Porsche Club and Sports 2000, which each race on Friday and Saturday.

## BRANDS HATCH (SEMSEC)

September 22

Admission: £13

Tel: 01474 872331

The club heads up Kent from its spiritual home of Lydden, taking its mix of championships and trophy races for Saloon and Sports Cars, Sports Racing Cars, Single-Seaters, VW Beetles and Kit Cars.

## OULTON PARK (BARC)

September 22

Admission: £13

Tel: 01829 760301

The local Sports Saloons series is joined by the three Caterham Graduate classes, along with Classic Saloon/Historic Touring Cars, Post Historic/Classic Group 1 Touring/Alfa Romeos,

Pre-'93 Touring Cars and Classic Thunder/Blue Oval Saloons.

## BRANDS HATCH (HSCC)

September 23

Admission: £13

Tel: 01474 872331

Nostalgia from Historic/70s Road Sports, Historic Touring Cars, Historic Formula Ford, Classic Racing Cars, Classic Formula 3, Historic F3, Historic Formula Ford 2000 and Classic Clubmans.

## SNETTERTON (BRSCC)

September 22-23

Admission: £22 (per day),

£30 (advance weekend ticket)

Tel: 01953 887303

Pickup racing is in support of the Modified Live festival with entertainment in the form of Time Attack and drifting.

## KNOCKHILL (SMRC)

September 23

Admission: £12

Tel: 01383 723337

The penultimate weekend in the Scottish championship season brings Formula Ford, Legends, Mini Cooper Cup, Classic Sports and Saloons, Sports and Saloons and Ford Fiestas out for action.

## GP2 SERIES

Rd 12/12

Marina Bay, Singapore

September 22-23

gp2series.com

## WORLD TOURING CAR CHAMPIONSHIP

Rd 9/12

Sears Point, California, USA

September 23

fiawtcc.com

## AUTO GP

Rd 7/7

Sears Point, California, USA

September 22-23

autogp.org

## NASCAR SPRINT CUP

Rd 28/36

Loudon, New Hampshire, USA

September 23

nascar.com

## GT1 WORLD CHAMPIONSHIP

Rd 8/9

Nurburgring, Germany

September 22-23

gt1world.com

## BLANCPAIN ENDURANCE SERIES

Rd 5/6

Nurburgring, Germany

September 23

blancpain-endurance-series.com

## FORMULA NIPPON

Rd 6/7

Sugo, Japan

September 23

f-nippon.co.jp

## SCANDINAVIAN TOURING CARS

Rd 8/8

Sollvalla, Sweden

September 22

stcc.se



F1 visits the world's biggest 'figure-8' track

## SINGAPORE GRAND PRIX

Formula 1 World

Championship, Rd 14/20

Marina Bay, Singapore

September 23, formula1.com

Red Bull's Sebastian Vettel won in Singapore last year and he'll need a similar result this weekend if he is to keep up the pressure in the title race.

A win at Monza has moved Lewis Hamilton into second place, but he is still 37 points behind Ferrari star Fernando Alonso with seven races to go.



## Television

### THURSDAY SEPTEMBER 20

1015-1145 **ESPN**

FR3.5: Hungaroring Highlights

1100-1145 **Sky Sports F1 LIVE**

Formula 1: Drivers' Press Conference

1130-1200 **Eurosport**

FR3.5: Hungaroring Highlights

1210-1415 **Motors TV**

WEC: Interlagos Highlights

### FRIDAY SEPTEMBER 21

1045-1255 **Sky Sports F1 LIVE**

Formula 1: Singapore Free Practice 1

1055-1235 **BBC Red Button**

Formula 1: Singapore Free Practice 1

1255-1345 **Sky Sports F1 LIVE**

GP2: Singapore Qualifying

1415-1615 **Sky Sports F1 LIVE**

Formula 1: Singapore Free Practice 2

1455-1635 **BBC Red Button LIVE**

Formula 1: Singapore Free Practice 2

1615-1700 **Sky Sports F1 LIVE**

Formula 1: Team bosses' press conf

1830-1930 **Sky Sports F1**

The F1 Show

### SATURDAY SEPTEMBER 22

0855-1025 **Sky Sports F1 LIVE**

GP2: Singapore Feature Race

1005-1105 **Motors TV**

WRC: Rally GB Highlights

1045-1210 **Sky Sports F1 LIVE**

Formula 1: Singapore Free Practice 3

1055-1205 **BBC Red Button LIVE**

Formula 1: Singapore Free Practice 3

1300-1545 **Sky Sports F1 LIVE**

Formula 1: Singapore Qualifying

1300-1530 **BBC1 LIVE**

Formula 1: Singapore Qualifying

1445-1650 **Motors TV**

V8 Supercars: Sandown

2100-2200 **Eurosport LIVE**

Auto GP: Sears Point Race 1

2215-2300 **Eurosport LIVE**

WTCC: Sears Point Qualifying

### SUNDAY SEPTEMBER 23

1005-1110 **Sky Sports F1 LIVE**

GP2: Singapore Sprint Race

1025-1100 **ITV4**

DTM: Oschersleben Highlights

1130-1300 **ESPN LIVE**

FIA World GT1: Nurburgring

1100-1800 **ITV4 LIVE**

BTCC & supports: Rockingham

1130-1615 **Sky Sports F1 LIVE**

Formula 1: Singapore GP

1210-1520 **BBC1 LIVE**

Formula 1: Singapore GP

1600-1800 **Motors TV**

NASCAR Nationwide Series: Kentucky

1800-2135 **Motors TV**

Blancpain Series: Nurburgring

1800-2300 **Premier Sports TV LIVE**

NASCAR Sprint Cup: Loudon

1900-2000 **BBC3**

Formula 1: Singapore GP Highlights

2000-2100 **Eurosport LIVE**

WTCC: Sears Point Race 1

2100-2215 **Eurosport LIVE**

WTCC: Sears Point Race 2

2215-2315 **Eurosport LIVE**

Auto GP: Sears Point Race 2

### MONDAY SEPTEMBER 24

1210-1310 **Motors TV**

WRC: Rally GB Highlights

2200-2300 **Sky Sports 2**

NASCAR Sprint Cup: Loudon

## Online

## AUTOSPORT+

Coming up in our premium web content this week



### THE INSIDE STORY FROM SINGAPORE

The F1 title fight moves to Singapore, with McLaren, Lotus and Red Bull striving to close the points gap opened up by Ferrari's Fernando Alonso. As ever, AUTOSPORT's team will be there to find out what's going on behind the scenes.

### F1 ACCORDING TO MIKA

AUTOSPORT's Jonathan Noble catches up with double F1 world champ Mika Hakkinen to see what he makes of 2012.



### SO HOW DO YOU GET AN F1 LICENCE?

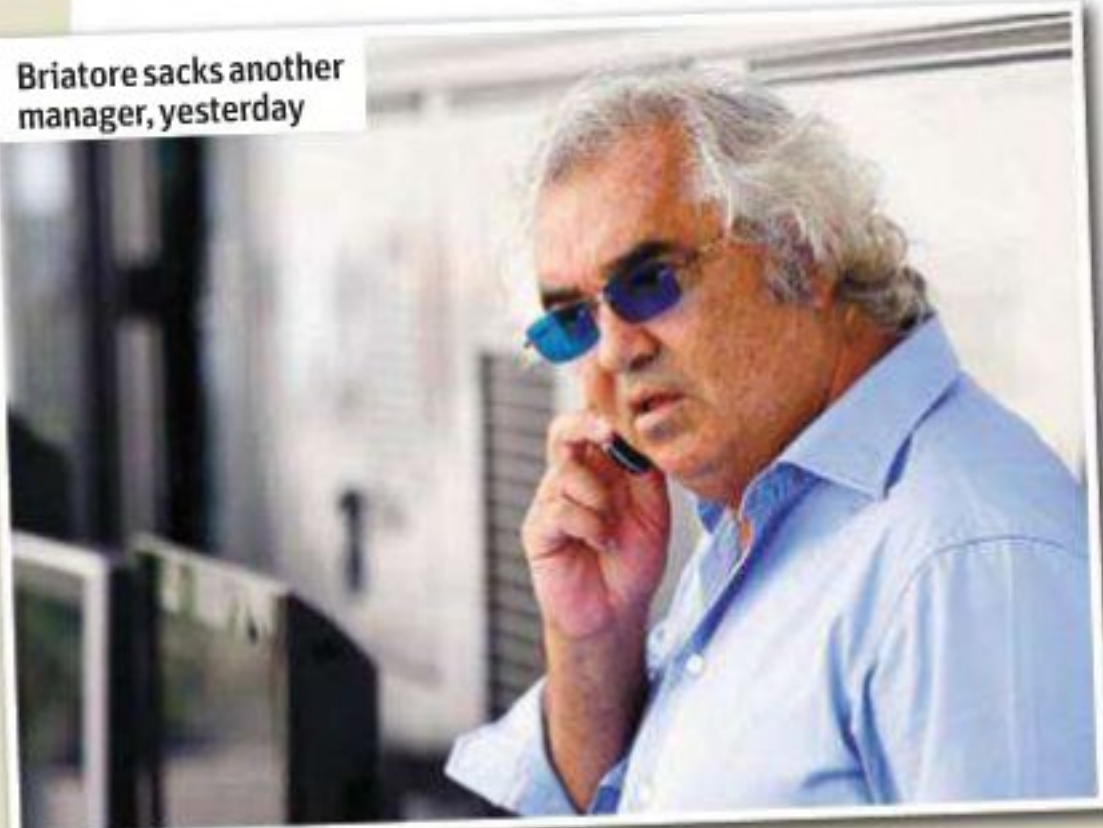
Superlicences can be acquired even with a poor record. Edd Straw asks why



## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Briatore sacks another manager, yesterday



**I HATE BEING TOLD WHAT** to do. Predictive text, targeted advertising and, worst of all, 'If you liked X you'll also like Y'. Ye Gods, do people have no imagination these days?

So when *QPR: The Four Year Plan* appeared on my lovefilm.com suggestions, I snorted like a reindeer. But, as my finger hovered over 'delete', I realised this was a fly-on-the-wall, warts-and-all documentary about the football club owned by Flavio Briatore and Bernie Ecclestone. A must-see!

Football docs rarely reflect well on their subjects: think Graham

Taylor in Channel 4's *Cutting Edge* about his tenure as England manager. But this took it to another level, as Briatore and co first save the club from financial ruin – "I see QPR as a disaster," Flav declares at the start – and then turns a disaster into a shambles.

It's unusual for a documentary not to require narration but the owners behave like actors, forming a script you couldn't make up. Example: "That prick in the dugout, if he loses this game, I'm getting rid of him," rants Briatore. Right-hand man Alejandro Agag (boss of GP2 team Addax)

laughs: "We'll end up with Flavio in the dugout soon!"

The scene where they devise ways of getting instructions to the latest poor manager, to affect player substitutions, is priceless. Amid the havoc the club descends into, the fans rightly bemoan the club as "a circus" and begin a collective chant of "Bri-a-tore is a wanker!"

Flavio confronts a group of them: "I want the names

of who is booing me, or I sell the club – you decide."

Wisely, Ecclestone has only one line in the entire film: "Flavio, we need to cut down on this expenditure," he says, fingering the water bottles in the dressing room.

It's hard to see what anyone got out of this vanity project. If only they'd followed Briatore's F1 team behind the scenes at Singapore in 2008 too. *Revved Up*

**"Briatore declares: 'I see QPR as a disaster.' Along with his co-owners, they turn a disaster into a shambles"**



# THE WEEK IN PICTURES

Our lensmen pounding the beat, from California to Sussex via an east German zoo



## SILVER IN SUSSEX

The display of 1930s Mercedes-Benz and Auto Union 'Silver Arrows' was a high spot of last weekend's Goodwood Revival

## PLAYTIME AT GOODWOOD

The Settrington Cup was fought out by the kids in Austin J40 pedal cars



## AUDI AREN'T CHEETAHS!

Latest cheesy DTM shot: Mike Rockenfeller and Filipe Albuquerque at Magdeburg Zoo



## THE SUN SETS ON ANOTHER INDYCAR SEASON

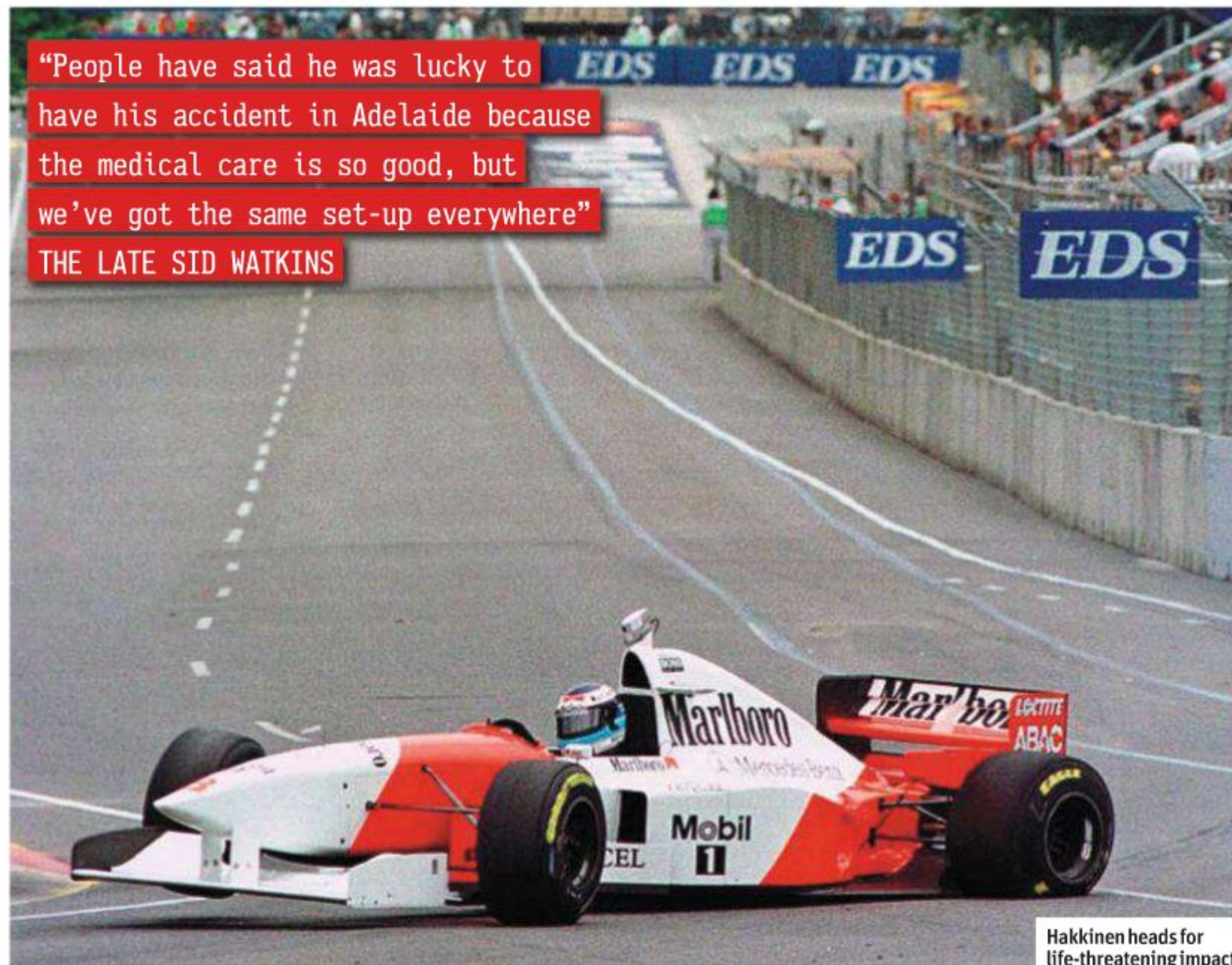
They entered the twilight zone at Fontana on Saturday, as this mass pitstop under caution shows

**NEXT WEEK** SINGAPORE GRAND PRIX REPORT  
WHO TAMED ITS STREETS AT NIGHT? **DON'T MISS IT!**



# FROM THE ARCHIVE

Mika Hakkinen's life is saved by doctors after he crashes at Adelaide, 1995



Hakkinen heads for life-threatening impact

**"I REMEMBER SITTING THERE IN THE CAR AND NOT** being able to see anything. I was feeling pain, and I couldn't move, but I understood what was going on – I understood I was hurt quite badly. It was difficult to breathe, and getting more difficult... then I lost consciousness. After that, I remember nothing until being in the hospital and looking up at Sid Watkins."

When Mika Hakkinen crashed at massive speed and suffered life-threatening injuries at Adelaide, Sid Watkins – widely known throughout motor racing as 'The Prof' – had already held the role of Formula 1 medical delegate for almost two decades.

In that time his effort, devotion and concern had played a massive role in improving safety standards and medical facilities at circuits worldwide, and in doing so had helped save the lives of a number of drivers. In Hakkinen's crash, the importance of his role was displayed in visceral, brutal reality.

The Finn had crashed when his left-rear tyre suddenly deflated as he turned into the fourth-gear right-hander onto the Adelaide circuit's back straight. Now helpless, Hakkinen spun across the circuit and hit the tyre barrier hard, his head hitting the steering column and breaking his skull.

Initial signs were not good, and doctors – assisted by Watkins – had to perform an emergency tracheotomy due to the amount of blood that had seeped into his lungs. After half

an hour of trackside treatment, Hakkinen was flown to Royal Adelaide Hospital and taken into intensive care. Twenty-four hours later, he was lucid and answering questions.

Watkins's significance was felt not simply in his medical brilliance, but also in his complete overhaul of safety measures and standards, not just within F1 but throughout motorsport.

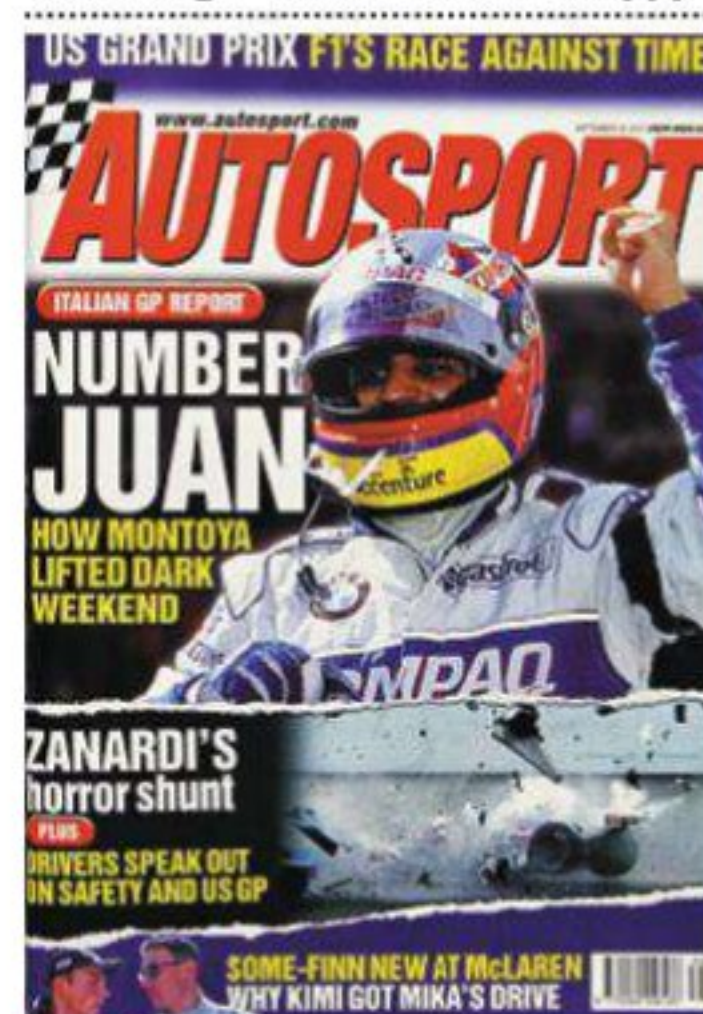
"People have said Hakkinen was lucky to have his accident in Adelaide because the medical care was so good. I would resist this claim. We've got the same set-up everywhere," was Prof's verdict.

"Rapid response times and high-tech kit means that we now take the machinery to the accident not the victim to the machines. There are all sorts of problems with having a dedicated F1 team of doctors: [they] would not be licensed in the country they are practising; they would not have hospital privileges.

"What's more, a team dedicated to F1 would do nothing to improve safety at the other race meetings. It would be impractical and immoral in the sense that it would neglect the other forms of motor racing. The knock-on effect of getting the [circuit] medical team up to scratch is that it's there forever..."

"I have seen a number of accidents but never such a disciplined procedure. The doctors who attended Mika saved his life."

## THIS WEEK IN...



**SEPTEMBER 20 2001**

### JUAN PABLO MONTOYA CLAIMED HIS

first Formula 1 grand prix victory this week in 2001 amid a sombre and mournful mood, the product of the September 11 terrorist attack and subsequent news of Alex Zanardi's horrific accident at the Lausitzring.

Having sealed pole at Monza, Montoya's Williams swapped the lead with Rubens Barrichello – running in a Ferrari shorn of sponsors and with a black nose in tribute – as the pitstops cycled through, before grabbing the advantage in the final 10 laps.

Zanardi, meanwhile, was left fighting for his life after suffering horrendous injuries which would eventually lead to him losing both legs. Barely 24 hours earlier he had given a poignant interview, saying: "Deep inside, you know what you are doing is very dangerous."



PIC: RONDEAU/GETTY



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# BRUNO GIACOMELLI

■ United States Grand Prix ■ October 5 1980 ■ Alfa Romeo 179 ■ Grand prix win goes begging



Streaking away from Piquet, Reutemann and de Angelis

**AFTER ALL THE PROBLEMS** we had during the year, it all seemed to be coming good. We'd had bad reliability, a car that was too soft for most of the circuits, and then we lost Patrick Depailler... We needed something to lift us up.

At Watkins Glen in the US Grand Prix we got it. Almost.

It was a fantastic circuit with lots of long-radius, fast corners and lots of ups and downs. Because our car was so soft, but had immense ground effect, it suited the circuit. Plus we'd found some solutions to the problems we'd been having and they totally transformed the car. The engine, in particular, was so useable; the power delivery was far less aggressive than it had been earlier in the year.

From the first lap I could make the car do whatever I wanted. It was fast on the straights, handled neutrally in every single corner and had fantastic traction and braking.

It was the best car I ever drove in Formula 1; so fast through the long corners that I managed to wear out a set of qualifying tyres in less than a lap – so I had to qualify on race tyres instead. And I was still able to take the last corner in fourth gear

**"Some people say that when they're dominating a race like that they feel invincible. But to be honest, we'd had so many reliability problems in 1980 that I was just waiting for the car to stop"**

on my pole lap – the rest were doing it in third. That showed that the Alfa was probably the equal of the Williams in terms of the ground effect.

I knew on the morning of the race that we were in good shape,

but there was a concern over the brakes because at the start of the race we had to carry 50 litres more fuel than the Cosworth cars as our V12 engine was so thirsty. They talk about a kilo of fuel making a big difference now,

but we were giving away 35 kilos!

Because of that, I never really pushed hard in the race. I was being careful with the brakes, the tyres, the shifting; I was shifting up 500rpm under the limit and still pulling away from Jones, Reutemann, Piquet...

Some people say that when they're in a race like that they feel invincible. But to be honest, we'd had so many reliability problems in 1980 that I was just waiting for the car to stop. Sure enough, an electrical coil burned out and that was my race over. It wasn't a huge surprise.

I was pissed off, but it wasn't anything worth crying about. Anyway, we'd tested the new car at Mugello before we went to North America and it was fantastic; different chassis, different weight distribution, but the same aero, and I went under the lap record on the first day. I knew we could do very well in 1981. Then FISA banned the skirts, Goodyear pulled out of Formula 1 and we had to start from zero. It's a shame the way things turn out sometimes. *Bruno Giacomelli was talking to Jamie O'Leary*

## IN PROFILE



**BRUNO GIACOMELLI SHOT TO** prominence in 1976 by winning the Monaco Formula 3 race and the Shellsport title in the UK, and followed it up with a record-breaking European F2 crown two years later. He started 69 F1 grands prix from 1977-83 with McLaren, Alfa Romeo and Toleman, taking one podium, one pole position and 14 points. After brief forays into Indycar and sportscar racing, he returned to F1 with Life in '90, but failed to even pre-qualify for a race.

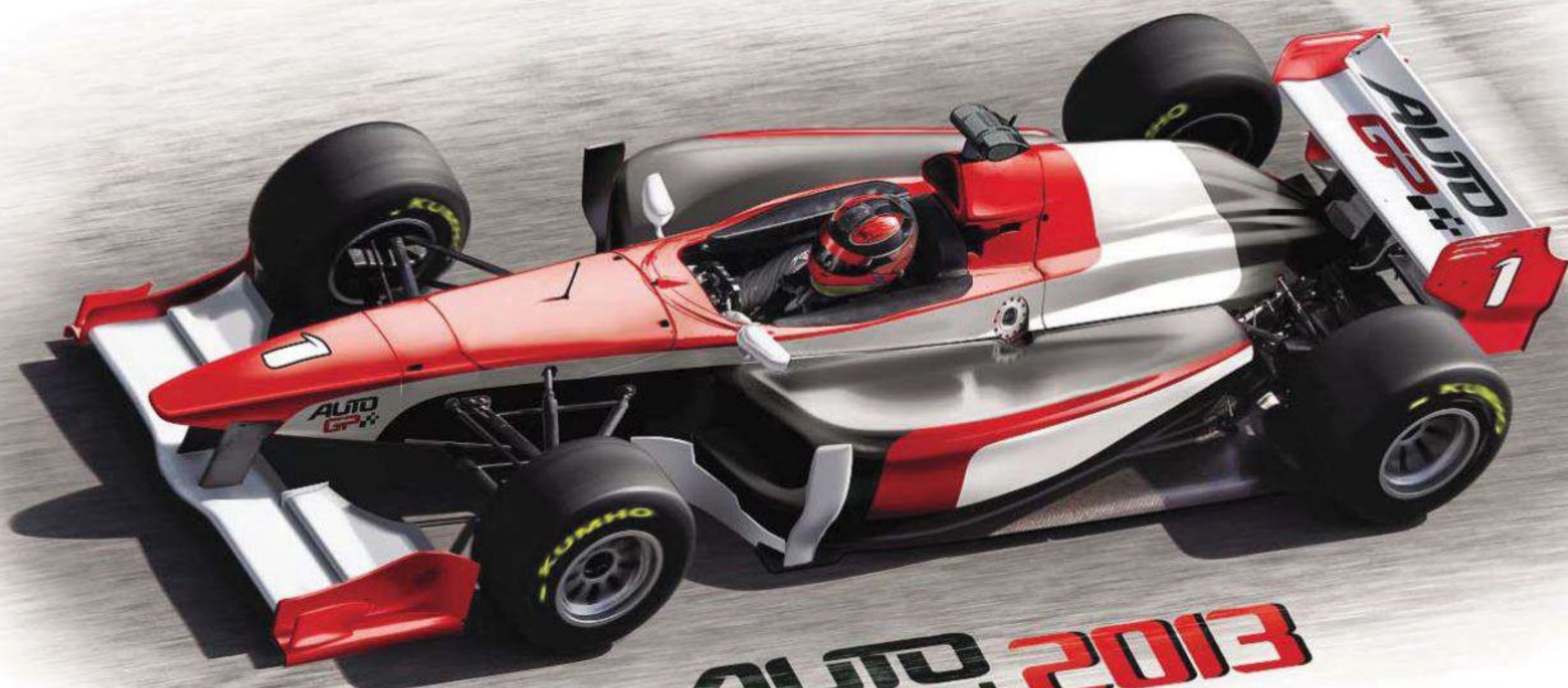


# 2013 AUTO GP



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OVERBOOST SYSTEM FOR MORE OVERTAKING**



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**MANDATORY PIT-STOP IN RACE 1 AND RACE 2**

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# WALES RALLY GB. YOU CAN'T CONTROL THE ELEMENTS, BUT YOU CAN WIN THE RALLY.



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