

JAPANESE GRAND PRIX REPORT

AUTOSPORT

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Red Bull's secret to success



SCHUMACHER 'FORCED OUT'

How he underestimated Lewis's threat

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AUTOSPORT, ISSN number 0269946X,

is published weekly by Haymarket Media

Group, Teddington Studios, Broom

Road, Teddington TW11 9BE, United

Kingdom. The US annual subscription

price is \$235. Airfreight and mailing in

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POLE POSITION

Schumacher calls it a day, while Vettel makes hay



IT'S HARD TO SAY WHICH TREMOR CAUSED the biggest quake on Formula 1's Richter Scale this week: Michael Schumacher's second retirement, Fernando Alonso's first-corner exit in Japan or Sebastian Vettel's largest winning margin of the season. For me, Schumacher's announcement felt more like Sir Stirling Moss's retirement from racing for fun in 2011, compared with Schu's first in 2006 (or 1963 in Stirl's case). Michael's comeback will be judged a failure, despite tidy drives like on Sunday afternoon: 23rd to 11th, including a splendid pass on Paul di Resta at Turn 2.

We'll remember aberrations in Barcelona and Singapore (and the Barrichello/pitwall outrage in Hungary 2010) rather than the Monaco pole lap, or Valencia podium or Canadian GP charge. His first coming, however morally suspect, was the majestic talent we should recall.

Alonso's rare error, playing chicken with Kimi Raikkonen, meant he lost more than he had to gain. With Vettel in peerless form, and a recently installed double DRS taking the draggy edge off the downforce-laden RB8, the momentum is his. The title is there for the taking; the 'new Schu' is the real king in town.

Bradley

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AUTOSPORT PODCAST



BAMBER'S WEEK

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BATHURST 1000

Ripper through the Dipper, mate!

The Australian V8 Supercar pack thunders through the stomach-churning Esses and Dipper early in the six-hour Bathurst 1000 enduro at Mount Panorama. The Coopers banner claims 'Mild 3.5%' but ought to say 'Wild 100%!' Bathurst 1000 report, p58.

Pic: Cianflone/Getty Images



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MILD
3.5%



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Schumacher 'forced' to retire

Seven-time champion only chose to quit after Mercedes signed Lewis Hamilton. By EDD STRAW



Michael Schumacher believes that his second retirement from Formula 1 was forced by Mercedes, with his decision coming only after the manufacturer had signed Lewis Hamilton for 2013.

In a saga that echoes Schumacher's enforced retirement from Ferrari at the end of 2006, sources close to the seven-time world champion indicate that he is unhappy with his treatment by Mercedes.

Schumacher, 43, was made aware of Mercedes' interest in Hamilton during negotiations, but it was not until around the time of last month's Singapore Grand Prix that he took the possibility of a deal being struck with the Briton seriously.

While Schumacher had privately decided that he wanted to continue,

his vacillation over whether to commit to two more years rather than just a single season was crucial to Mercedes. The Brackley-based team was keen not to have a change of personnel coincide with the introduction of F1's new technical regulations in 2014, and this gave the impetus to snap up Hamilton.

This also allowed Mercedes to dodge any accusations that it was ousting a German racing legend as it could cite his uncertainty as a reason.

Schumacher did not realise how insecure his position really was, with one source close to Mercedes referring to his "arrogance" in overestimating the level of security over his drive after three difficult seasons. By the time he did so, he was powerless to save his seat. Even then,

he was surprised when Hamilton agreed his Mercedes deal.

In public, Schumacher insists that he was kept fully informed about the talks between Hamilton and Mercedes and put his decision to retire down to not having the energy to continue.

"We had a three-year agreement and it was hard work for me to keep the motivation and keep the energy and always go forward," he said at last weekend's Japanese GP. "With all that I have achieved, it is natural that you think about it a little, but more than when you are young. So, in a way, how things have developed I am actually very pleased with.

"I have always been informed by the team, so I knew what was going on. I am quite happy that things have developed in this direction and I am free to get back the freedom I had here."

Despite his positive public statements, Schumacher refused to be drawn on the exact timing of his retirement decision. He declined to confirm that it came after Hamilton had signed his deal, although team principal Ross Brawn suggested that this was the case.

"There is no point in getting into any details," said Schumacher. "It's a process that you go through. I don't feel that I have to say anything."

Schumacher did confirm that he

had been in contact with other teams with a view to remaining in F1, saying: "If I wanted, I had options to stay." His retirement announcement last Thursday at Suzuka surprised several teams, including Sauber, to which he had been linked.

AUTOSPORT understands that there had been no serious negotiations with anyone, although Schumacher is believed also to have sounded out Ferrari indirectly about the possibility of a drive there.

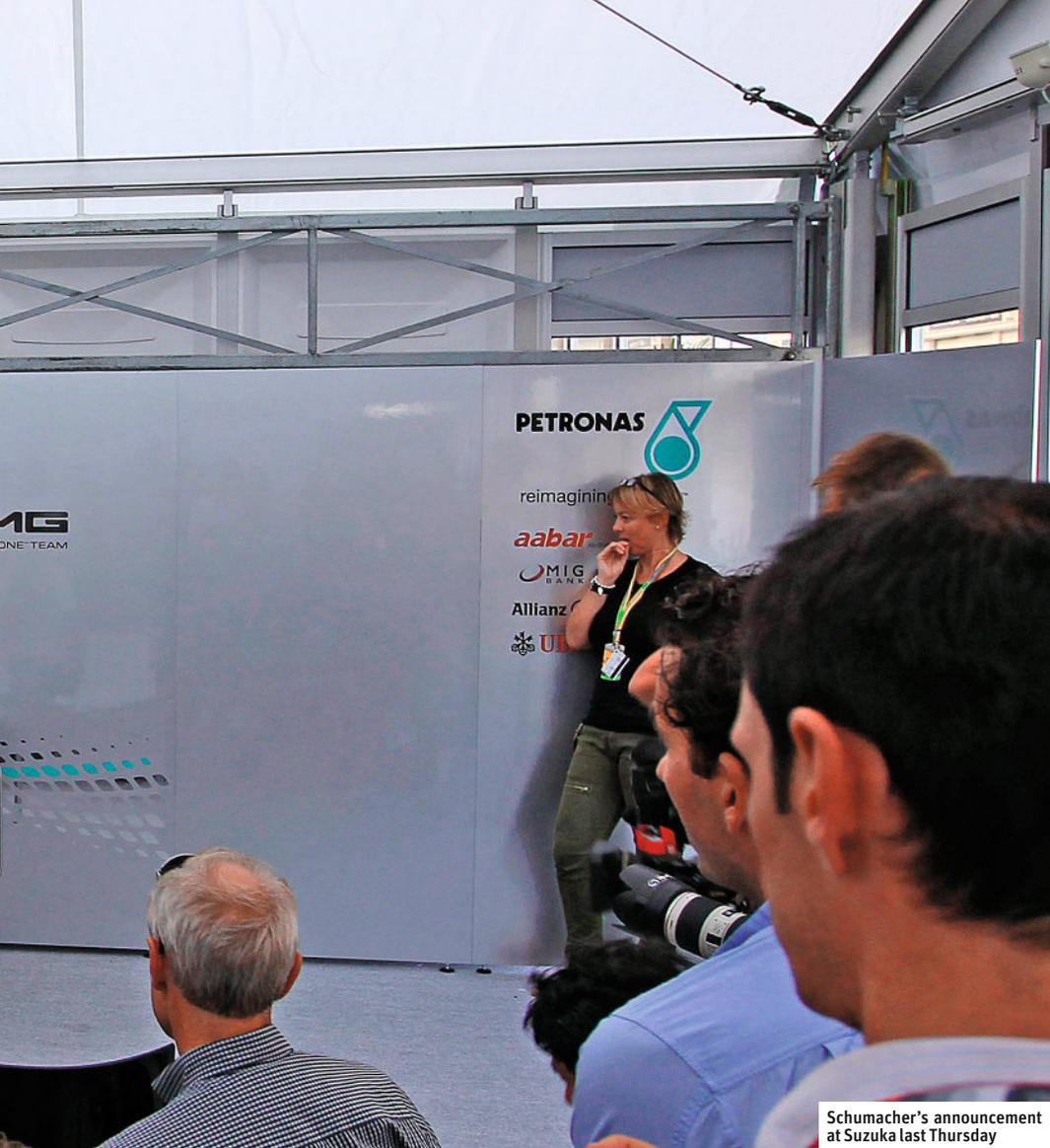
It appears that Schumacher was not interested in scrambling around for a seat and opted to turn his back on F1, with the appearance of leaving on his own terms.

Mercedes has stated that it is open to Schumacher taking an ambassadorial role with the manufacturer. But he is unlikely to do so given his disappointment at the way that he feels he has been treated during this process. It is believed that he could make public his feelings after the end of the season, but for now he will say nothing more on the matter. ▶



His first retirement in '06, and his replacement





Schumacher's announcement at Suzuka last Thursday

AUTOSPORT SAYS...

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So what did Mercedes get out of Michael Schumacher's comeback? It certainly didn't get the great Schumacher of 1991-2006, but Ross Brawn was quick to hail his contribution.

"Michael brought a lot to the team in this second period that people don't see," said Brawn, as he sat alongside Schumacher a few minutes after the retirement speech. "What we achieve in the future, Michael will have made a contribution to it."

We can take the commercial benefit of Schumacher's return to the team as a given. But when it comes to the development of the team itself, we enter a far more nebulous realm. Pressed to elaborate on this contribution, Brawn focused on Schumacher's feedback and his ability to isolate the problems with the car. And the three Mercedes cars that Schumacher has raced in his second career certainly gave him plenty of problems to offer feedback on.

But it's difficult to see that

Mercedes got real value for money out of its star signing, and the team was right to take Lewis Hamilton in his place, even if Schumacher does feel slighted. It's not Schumacher's fault that, while he was once great, he is now only a middle-aged, middle-ranking grand prix driver, so perhaps the perceived failure of his comeback should be more accurately ascribed to the team?

With Hamilton on board, Mercedes has no excuses. It may prove that Schumacher's greatest contribution to the team over the past three years was to divert attention from its own shortcomings.

Lewis replaces Michael



WHAT THE PADDOCK SAYS ABOUT SCHUMACHER

He is the greatest racing driver of this century. I was very privileged to work with Michael from the very beginning and we had some fantastic times. Tough times too, but also very successful times.



Mercedes team principal Ross Brawn

We've all been wondering and watching to see what happened in his second career and it wasn't like the first one. But it proves how amazing the first one was because he hasn't done badly. It is a loss for the sport. He feels that it's the right time to leave and good luck to him.



Jenson Button, who first raced against Schumacher in 2000

I hope there will be a place for him within the sport that will consume him without him having to drive cars. I would not like to see him do DTM or another form of motorsport. He needs to remove himself from participation behind the wheel in a complete way. He retired before, but obviously missed the sport hugely and there wasn't anything in his life to stimulate him in the way F1 racing had done.



Three-time F1 world champion Jackie Stewart

There were two different careers: one phenomenal one and then in the next one, the car and everything together didn't get close to what he had in the past. That's how sensitive Formula 1 can be. We saw some flash points of what he's capable of but, as he knows himself, he's had some flash points as well. It is the right time for him to stop.



Red Bull driver Mark Webber

It's a loss for Formula 1. It was good fun to have him around, to race against him and joke with him, so I will miss that. But you can understand his decision.



World champion Sebastian Vettel

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Suzuka, Thursday 4 October

I have decided to retire by the end of the year.

Although I am still able and capable to compete with the best drivers that are around, at some point it is good to say goodbye and that is what I am doing this season. This time it might even be forever.

During the past month, I was not sure if I still had the motivation and energy which is necessary to go on. It is not my style to do something that I am not 100 per cent feeling for. With today's decision, I feel released from those doubts and in the end my ambition to fight for victories and the pleasure of driving is nourished by competitiveness.

It is without doubt that we did not achieve our goals to develop a world championship fighting car. But it is also very clear that I can still be very happy about my overall achievements in the whole time of my career. In the past six years I have learned a lot about myself. For example, that you can open yourself without losing focus. That losing can be both more difficult and more instructive than winning. Sometimes I lost sight of this in the early years. But you appreciate to be able to do what you love to do. That you should live your convictions and I was able to do so.

I would obviously like to thank Daimler, Mercedes-Benz, the team, the engineers, and all my mechanics for all the trust that they put in those years in to myself. But I would also like to thank all of my friends, partners and companions who over many years in motor sport supported myself. But most of all I would like to thank Corinna, and my family for standing always by my side, giving me the freedom to live my conviction and share my joy. That is very special.

I would like now to concentrate until the end of the season for the last races, and enjoy them together with you. Let's have fun.

Thank you.

Michael Schumacher

THE VITAL STATISTICS



NICO ROSBERG

POINTS: 324
BEST FINISH: 1st
BEST QUALIFYING: 1st
PODIUMS: 5
FASTEST LAPS: 2
CLASSIFIED FINISHES: 47

MICHAEL SCHUMACHER

POINTS: 191
BEST FINISH: 3rd
BEST QUALIFYING: 1st
PODIUMS: 1
FASTEST LAPS: 1
CLASSIFIED FINISHES: 39

◀ ROSBERG VERSUS SCHUMACHER

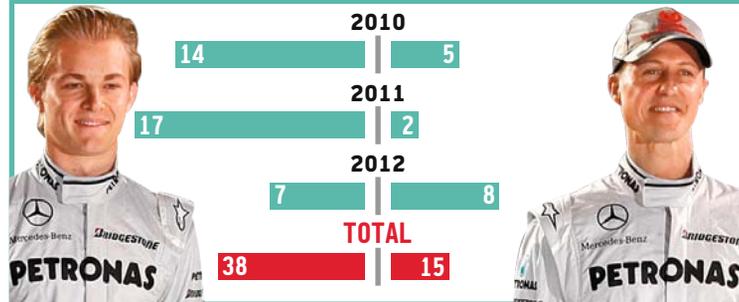
By every relevant metric, Nico Rosberg has eclipsed Schumacher during their 53 races together at Mercedes. But the trend during that period shows that Schumacher has been getting closer to him.

QUALIFYING RECORD

Rosberg has destroyed Schumacher in qualifying, beating him 38-15, a success rate of 68 per cent. Michael's one-lap pace is not what it was.

But the average deficit to Rosberg, calculated by taking the gap between the pair in the latest segment of qualifying in which they both set representative times (and disregarding anomalies, such as Schumacher's wheel coming off at Spa last year and Rosberg's failure to complete a lap in Japan a few races later), has been just 0.163s. So, he's not fast enough on a flying lap to cut it with the best, Schumacher is far from slow.

HEAD-TO-HEAD QUALIFYING RECORD VERSUS NICO ROSBERG



RACE PERFORMANCE

During their first 18 months together, Schumacher's race performances were generally inferior to Rosberg's. The pair have both been classified finishers in the same race 34 times, with Rosberg ahead in 20 of those. But again there is a trend showing Schumacher's improvement, as only once this season has Rosberg been ahead in the races both have finished

compared with Schumacher's six.

MISTAKES

This is the flip-side of the coin when it comes to Schumacher's race performances, for he has been the architect of his own downfall far more often than Rosberg. This year, he retired in Spain and Singapore after contact with Bruno Senna and Jean-Eric Vergne respectively. In 2011,

THE GOOD SCHUMACHER..



BAHRAIN 2010

Start: **7th** Finish: **6th**

Amid question marks over his ability, Schumacher (background) has a decent race on his comeback, finishing sixth in Bahrain, four seconds behind team-mate Nico Rosberg.



MONACO 2012

Start: **6th** Finish: **DNF**

The record books don't recognise it, but Michael takes his 69th pole at Monaco this year by out-pacing Mark Webber by 0.08s. A five-place grid penalty carried over from Spain drops him back.



EUROPE 2012

Start: **12th** Finish: **3rd**

At Valencia Schumacher stands on the F1 podium for the 155th time, and the first since winning the 2006 Chinese GP. On fresh rubber he charges from eighth to third in the final six laps.



...AND THE BAD SCHUMACHER



HUNGARY 2010

Start: **14th** Finish: **11th**

Schumacher forces old Ferrari team-mate Rubens Barrichello towards the pitwall as the pair battle for the final point late on. Barrichello gets by, but Schumacher gets a 10-place penalty for Spa.



HUNGARY 2012

Start: **17th** Finish: **DNF**

Schumacher has arguably the worst weekend of his 20-year F1 career with a litany of errors. After a Friday crash, he parks in the wrong place on the grid and then switches his engine off. Also cops a 10-place grid penalty for pitlane speeding.



SINGAPORE 2012

Start: **9th** Finish: **DNF**

Gets another 10-place grid penalty for rear-ending Jean-Eric Vergne's Toro Rosso. Schumacher locks up trying to avoid the Frenchman's car as it runs side-by-side with Sergio Perez's Sauber.



P21
DC SAYS
WHY IT
WAS THE
RIGHT
TIME
TO QUIT



he failed to finish in Singapore after hitting Sergio Perez, while a year earlier he spun on the first lap in the Abu Dhabi GP and was collected by Vitantonio Luzzi. There have been many other collisions with drivers that haven't resulted in his retirement, while this season he has proved to be crash-prone, shunting in free practice three times in the past six races.

EXPERT VIEW

MARK HUGHES GRAND PRIX EDITOR ON SCHUMACHER'S SECOND COMING

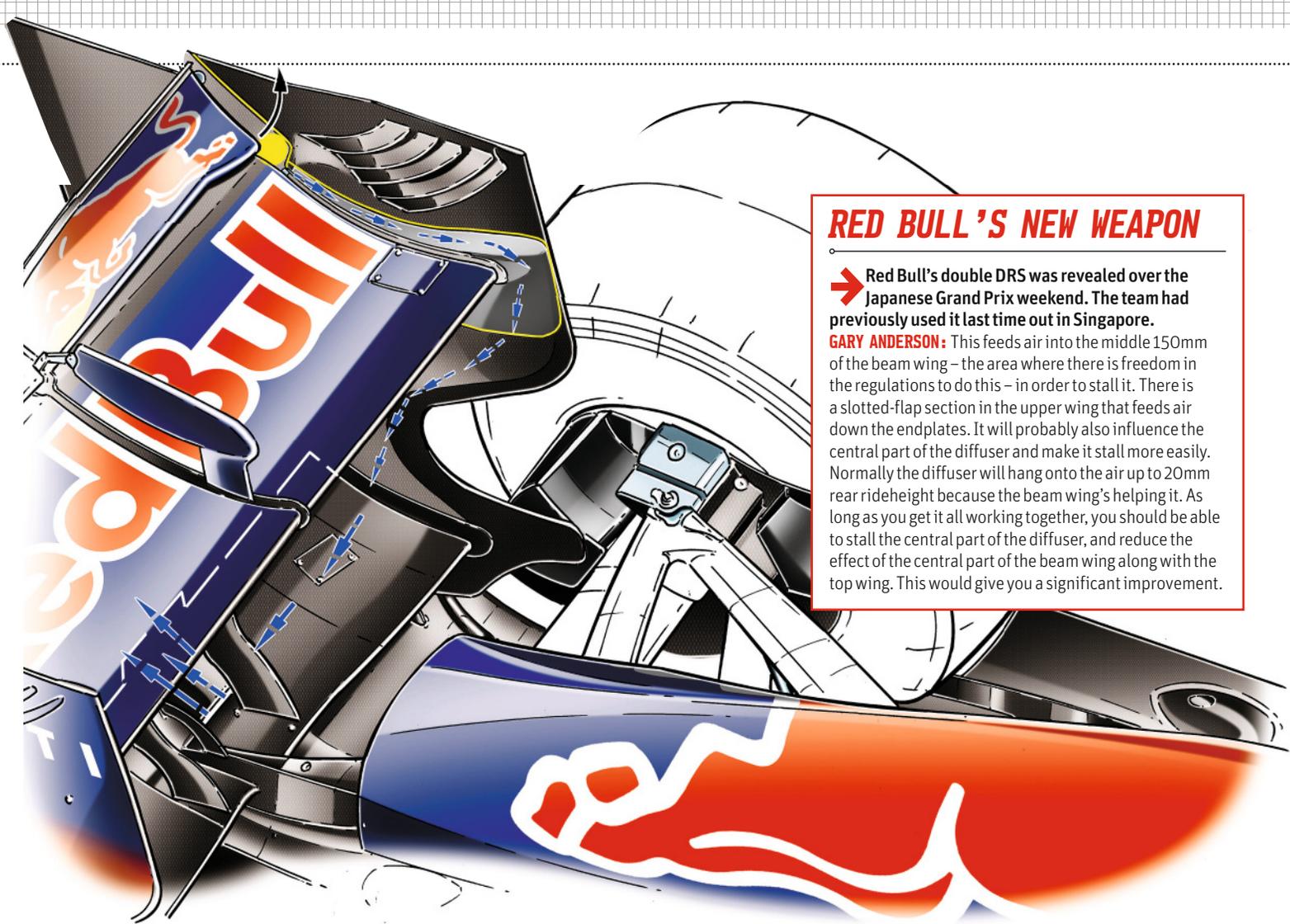
Michael was as brave and committed on track in his comeback as he ever was first time around. But the last little bit of feel – the thing that used to allow him to sit the car and the tyres on the absolute edge from early in the braking zone and into the turn – appeared to be missing. Instead, he had to rely on reacting to what the car was doing once he'd committed rather than feeling what it was about to do. To see him hustling through a corner on a light-fuel run was actually more



Schumacher's first lap after announcement

spectacular than before, as the car would get more out of shape. That was all it took to bleed those vital few tenths away – and they never really

came back. The missing few tenths were enough to take him from the fastest guy on the grid to one of many pretty good drivers.



RED BULL'S NEW WEAPON

➔ Red Bull's double DRS was revealed over the Japanese Grand Prix weekend. The team had previously used it last time out in Singapore.

GARY ANDERSON: This feeds air into the middle 150mm of the beam wing – the area where there is freedom in the regulations to do this – in order to stall it. There is a slotted-flap section in the upper wing that feeds air down the endplates. It will probably also influence the central part of the diffuser and make it stall more easily. Normally the diffuser will hang onto the air up to 20mm rear rideheight because the beam wing's helping it. As long as you get it all working together, you should be able to stall the central part of the diffuser, and reduce the effect of the central part of the beam wing along with the top wing. This would give you a significant improvement.

McLaren unfazed by Red Bull's Japan domination

Tech chief Paddy Lowe says upcoming circuits will not suit the RB8 as much as Suzuka

Mclaren technical director Paddy Lowe has dismissed fears that Red Bull has taken a decisive step forwards in Formula 1's development war in the wake of Sebastian Vettel's dominant win in last weekend's Japanese Grand Prix.

While Vettel won from pole to slash his points deficit to Ferrari's Fernando Alonso to just four, McLaren drivers Jenson Button and Lewis Hamilton took fourth and fifth. Red Bull debuted a new front wing in Japan and revealed that it is now using a double-DRS device that stalls a section of the beam wing (see illustrations above).

Lowe, whose McLaren team also introduced successful updates to the 'tea-tray' area of the floor and used modified sidepod-mounted winglets, believes it was simply the nature of the Suzuka track that was well-suited to the Red Bull RB8. He admitted that

McLaren did not get the best out of its car, while a grid penalty for Button and a yellow flag during Hamilton's Q3 lap also held the team back.

Lowe believes that these factors mean that this weekend's Korean Grand Prix will be a different story.

"I don't think they've completely transformed their car and that we need to respond to that," Lowe told AUTOSPORT. "They have just been strong at this circuit, particularly with Vettel. Korea may well be different.

"Vettel was very strong all weekend [at Suzuka]. If things had gone a bit better then we may have been able to challenge Mark Webber for a front-row position on the grid. That would have potentially put us in a position to compete with at least one of the Red Bulls in the race."

Although Vettel proved dominant in Japan, Red Bull only widened its advantage over McLaren in the constructors' championship by five points thanks to Webber being tipped

into a spin at the first corner. With Webber recovering only to ninth place, it means the margin between Red Bull and McLaren is pegged at 41 points.

But some F1 insiders do believe that the momentum has clearly swung in favour of Red Bull and Vettel, as the German chases his third successive drivers' championship.

Most worrying for Red Bull's rivals is that the RB8 looked superb at Suzuka, its overall downforce levels and traction proved by Vettel's qualifying lap. After struggling for consistency for most of the season, the car's on-track poise resembled its all-conquering predecessor, the RB7.

With Vettel becoming the first driver to achieve back-to-back wins in 2012, the pressure is also on Ferrari. Its much-publicised troubles with its windtunnel have led to question marks over its ability to match the

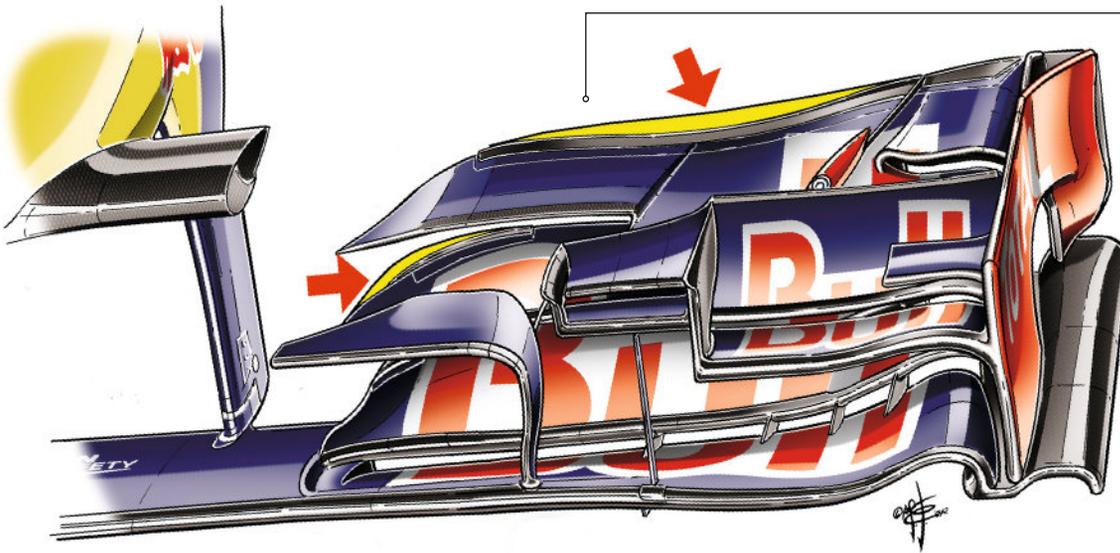
Updated Red Bull dominated in Japan



WINGS GET CLIPPED

➔ Red Bull bolted on a new front wing on Saturday morning in Japan, which immediately produced the anticipated results.

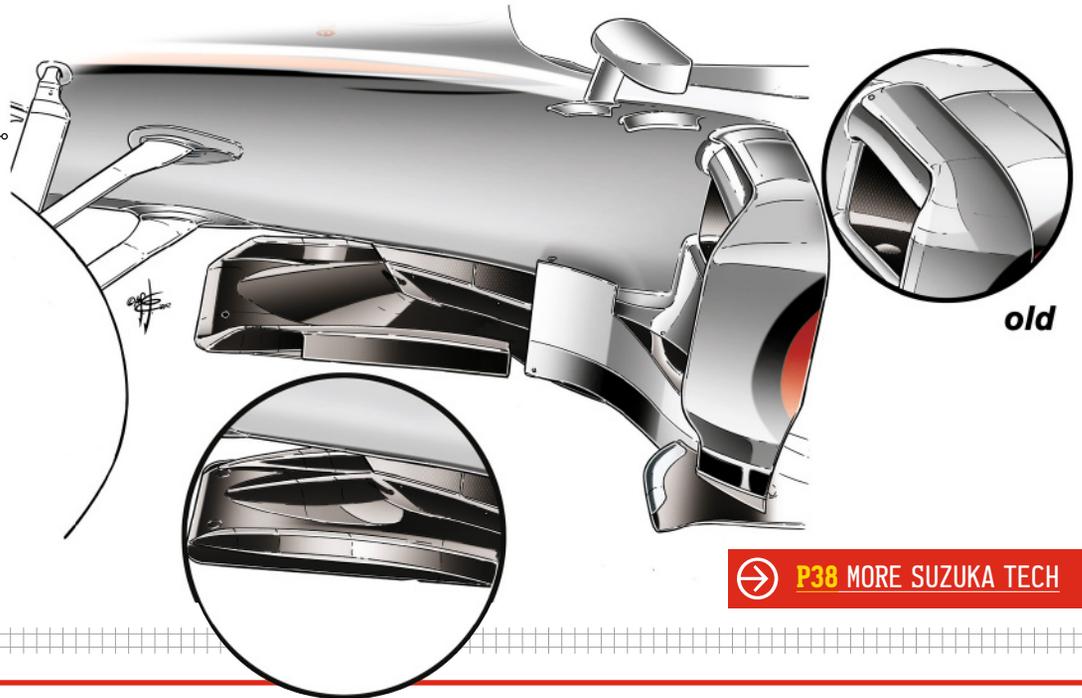
GARY ANDERSON: The new wing Red Bull took to Singapore separated the inner flaps and moved the cameras to the nose, which was extended for that purpose. That was aimed at getting better airflow to the underfloor while still producing the required downforce. The Suzuka wing featured trimmed flaps, as shown, because the fast corners cause you to generate more downforce. If you adjust the flap angle too much, you change the wake a lot, so it's better to cut a bit off to get the same sort of flow. This allows everything behind the wing to work as before aerodynamically. On the inner forward winglet, a small gurney flap has been added to keep the flow attached to the flap behind.



McLAREN 'TEA TRAY' UPDATE IS SERVED

➔ McLaren's Suzuka update comprised a reprofiled leading edge of the floor and sidepod winglets. The inset pictured is the old arrangement. The winglet is shorter and higher than before, while the 'tea-tray' section is now squared off.

GARY ANDERSON: "The 'tea tray' now has an inlet hole on the outside, with the floor sucking on that piece to get as much air as possible through the front wheels and to the rear. The sidepod winglet accelerates the flow over the top of the sidepod to reduce lift on its upper surface. The old one matched the sidepod profile, with the slot gap parallel. The new one doesn't have a constant slot gap, so they are being more targeted in how they direct the flow."



➔ **P38 MORE SUZUKA TECH**

development rate of McLaren and Red Bull. In qualifying at Suzuka the car was further from pole position than it has been at any race since the season-opening Australian Grand Prix. But Felipe Massa showed McLaren-beating race pace and Alonso would likely have been quicker had he survived the first corner.

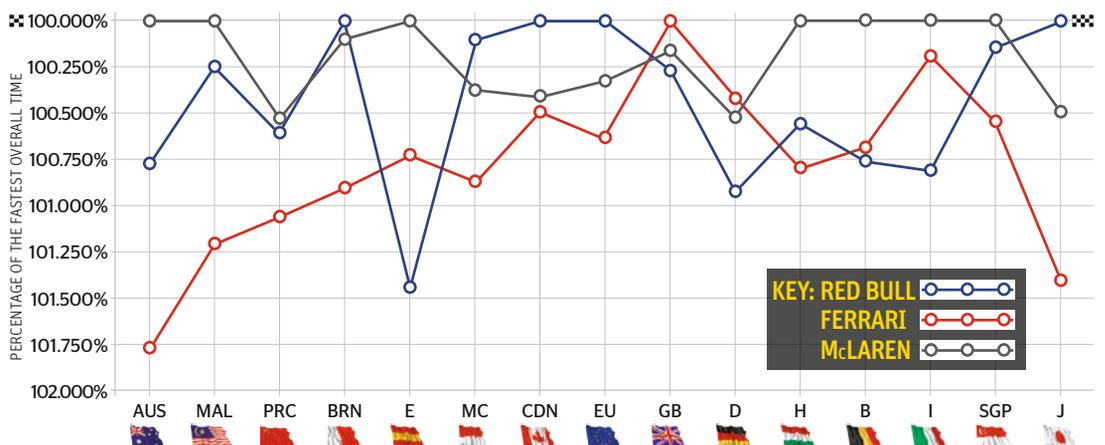
Alonso remains upbeat in public about the prospects of developing the car. But he also suggested that it is still possible to fight for the title, even with a slower car.

"We would like to be a bit faster, but we are not so slow that we need to improve," he said. "Red Bull were more than one second faster than us in 2010 and we were leading the championship. Now, they are 0.8s-1s faster than us and we are leading."

"We are used to the situation of being one second slower and fighting for the championship."

McLAREN v RED BULL v FERRARI PERFORMANCE DATA

Red Bull's upturn in form over the past two races is ominous for McLaren, which had largely had the fastest car since the August break. Even more worried will be Ferrari, which was at its least competitive on one-lap pace since the opening race of the season.



Data generated by taking each make of car's fastest lap from every GP weekend, expressed as a percentage of the fastest overall time

THIS WEEK IN F1

LOCAL HERO RIDES AGAIN



Twenty-two years after becoming the first Japanese driver to finish on the podium in his home F1 grand prix, a feat equalled later that day by Kamui Kobayashi, Aguri Suzuki demonstrated a 1990 Larrousse Lola-Lamborghini LC90 at Suzuka last Sunday. Also appearing were Satoru Nakajima in a Lotus-Judd 101 and Shinji Nakano in a Ferrari F2003GA.

I'm not even expecting that [race wins in 2013]. It's long-term. It's 2014 and 2015 when I anticipate we will have most success

Lewis Hamilton has steered himself for a first winless season in F1 when he switches to Mercedes next year.



PROST IN AT LOTUS

Nicolas Prost, son of four-time world champion Alain Prost, will test for Lotus at Yas Marina. Prost, 31, is part of the Gravity Sports Management programme run by Lotus team owner Genii Capital.

VAN DER GARDE RETURNS



GP2 racewinner Giedo van der Garde returned to Friday action with Caterham at Suzuka for the first time since the Chinese Grand Prix. The Dutchman is a contender for a 2013 race seat and is believed to be discussing a package worth €7million to the team.

LOTUS 'DOUBLE DRS' GETS ANOTHER RUN

Lotus tried its drag reducing 'device' - dubbed in some quarters a double DRS - in Japan. Kimi Raikkonen, whose car was equipped with it, said that there was a small benefit, but it was removed after Friday practice. Mercedes also tried its version during Friday-morning practice and will run it again in Korea this weekend.



34

Number of F1 pole positions scored by Sebastian Vettel. Only Michael Schumacher (68) and Ayrton Senna (65) have more.



Castrol GRAND PRIX EDGE PREDICTOR

Nobody correctly predicted last weekend's podium, so 95 points allowed Alan Beck to top the 15th round of the Castrol EDGE Grand Prix Predictor in Japan. His Chopper525 team correctly predicted finishing places for Hamilton and Maldonado.

TELMEX TO REMAIN WITH SAUBER IN '13

Sauber has confirmed that Telmex will continue its support of the team next season. GP2 racewinner Esteban Gutierrez is in contention for a drive, but AUTOSPORT understands there are question marks over whether he is ready to step up after an erratic season. A third-driver role is favoured by the team.

FLEXI-WING TEST MODIFIED IN JAPAN

The FIA modified its flexible-bodywork test ahead of the Japanese Grand Prix amid suggestions that McLaren and Red Bull were both running wings that rotated on their axis under high load for aerodynamic gain. The new test introduced an off-set to where the front wing load test is applied, moving it from 790mm forward of the front-wheel centre line to 675mm forward of it.



1

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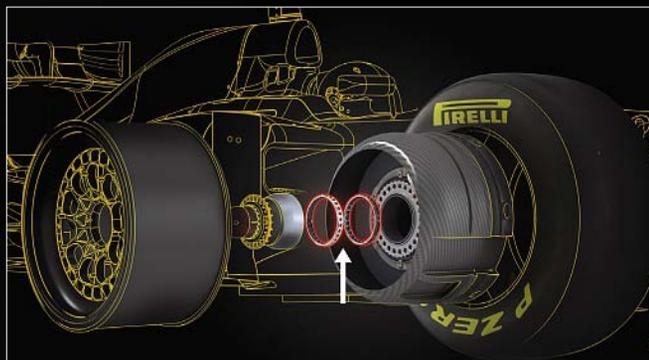
Conditions on the racetrack are some of the most extreme on earth — and even beyond the earth. When a Grand Prix driver approaches a turn and applies the brakes, the process generates forces up to five times greater than gravity. That's more than an astronaut feels when rocketing into space. At the same time, the grease in the car's wheel bearings is under an incredible 15,000 times more pressure than in the vehicle's tyres. These are the conditions the winning Vodafone McLaren Mercedes team performs in every time they are behind the wheel.

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300 and counting. The Vodafone McLaren Mercedes team has relied on the technology of Mobil wheel-bearing grease for more than 300 Grands Prix races, winning one in four races it has ever entered. Despite the extreme challenges of competing on the grid, the team has not experienced a

single wheel-bearing failure in more than 18 years of racing and partnering with the Mobil 1 technology team. This same track-proven technology is used to safeguard vehicles and machinery used in some of the world's most demanding environments, including mining sites, steel mills, paper plants and, of course, the street.

For more information on Mobil-branded greases and lubricants including Mobil 1, the world's leading synthetic engine oil brand, visit mobil1.com



Above: An in-depth view of a Vodafone McLaren Mercedes MP4-27 wheel bearing. Despite extreme conditions, Mobilith SHC 220 grease protects against wear, friction and unforgiving heat.



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KOREAN GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Yeongam track not too bad by modern F1 standards

Korea: a GP with little eastern promise

Korea has hung on to its GP for a third installment but, sadly, few people in the Asian country will care what happens

When Formula 1 first visited the industrial town of Mokpo in the south of the Republic of Korea, there was a sense of novelty to visiting a barely-finished circuit in a part of the country about as distant from its heart in Seoul. But when the sport returned for the second time, it discovered that the unfinished track had basically lain untouched since 2010, with teams complain of rotting food still in the fridges and champagne corks left on the podium.

After enjoying a great reception in Japan, with a near-capacity crowd sent into a frenzy by Kamui Kobayashi's podium, this weekend

we will see the flipside of the sport's expansion into Asia, which was started by that first Japanese GP in 1976. In Korea, there will be few fans and most of the country won't care a great deal about who wins.

It's a shame, because the track is pretty good by modern standards. It's a Frankenstein's Monster of a circuit, with bits of overtaking-friendly Tilke-drome, mini-Suzuka and street circuit.

The city that was due to sprout up around the track, not to mention the Marina, will be about as obvious as the circuit's future when F1 arrives for the third time this week.

➔ P18

TRACK GUIDE AND GARY ANDERSON'S AUTOSPORT SUPERGRID

Vettel was #1 in the 2011 GP



Korean marshals: nothing if not keen





Yeongam team wins

Red Bull 1



Ferrari 1



1 FERNANDO ALONSO



1 SEBASTIAN VETTEL

Winning drivers

Races at Yeongam: 2



AVERAGE NUMBER OF FINISHERS

18.00

Average winning margin: 13.509s

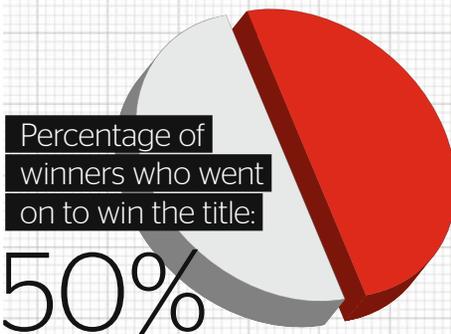
Biggest: 14.999s (2010); smallest: 12.019s (2011)



Can Vettel make it three wins in a row?



Red Bull took a 1-3 in last year's race



SAFETY CARS **4**



KOREAN GP TV AND RADIO LISTINGS

FRIDAY OCTOBER 12

0145-0350 Free Practice 1 LIVE (Sky Sports F1)
0155-0330 Free Practice 1 LIVE (BBC Radio 5 live sports extra and Red Button)
0545-0800 Free Practice 2 LIVE (Sky Sports F1)
0555-0730 Free Practice 2 LIVE (BBC Radio 5 live sports extra and Red Button)

SATURDAY OCTOBER 13

0245-0410 Free Practice 3 LIVE (Sky Sports F1)
0255-0400 Free Practice 3 LIVE (BBC Radio 5 live sports extra)
0500-0745 Qualifying LIVE (Sky Sports F1)
0500-0730 Qualifying LIVE (BBC1)
0555-0700 Qualifying LIVE (BBC Radio 5 live sports extra)

SUNDAY OCTOBER 14

0530-1015 Race LIVE (Sky Sports F1)
0600-0915 Race LIVE (BBC1)
0655-0900 Race LIVE (Radio 5 live)
0915-1015 Post-race forum LIVE (BBC Red Button)

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

100%

Rosberg 100.922

d'Ambrosio 101.664

Maldonado 100.969

Ricciardo 101.752

Schumacher 101.018

Senna 101.789

Vettel 100.580

Hamilton 100.320

Button 100.611

Perez 101.206

Lewis Hamilton has dropped back after struggling for pace in qualifying and the race at Suzuka. A better set-up choice on Saturday morning has allowed Jenson Button to close on Hamilton, but it's Sebastian Vettel who moves into second position.

Alonso 100.761

di Resta 101.249

Kamui Kobayashi has closed on Paul di Resta after the Japanese driver had a superb weekend on home ground. Nico Hulkenberg also improved slightly after his impressive drive.

Grosjean 100.784

Kobayashi 101.276

Webber 100.837

Hulkenberg 101.331

Mark Webber was not far behind his German team-mate in the speed stakes at Suzuka. He has closed on Romain Grosjean and there is now clear air between him and his nearest challenger, Kimi Raikkonen.

Raikkonen 100.904

Massa 101.371

FLASHBACK

VETTEL TAKES 10TH WIN OF THE SEASON
Newly crowned world champion Sebastian Vettel cruised to his 10th victory of the season, his win securing back-to-back constructors' world championship titles for Red Bull. Vettel took the lead on the first lap and led throughout, with polesitter Lewis Hamilton just overcoming Mark Webber in a fierce battle for second. Jenson Button held off the Ferraris for fourth spot.

2011 KOREAN GP RESULTS

POS	DRIVER
1	Sebastian Vettel (Red Bull)
2	Lewis Hamilton (McLaren)
3	Mark Webber (Red Bull)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

- SUPER-SOFT**
- SOFT**
- MEDIUM**
- HARD**





AND THE REST...

Timo Glock and Charles Pic stay relatively stagnant in their relative positions either side of the 105 per cent mark. The only real improver in the bottom four is Pedro de la Rosa, who has gained some pace, although not enough to make a real difference.

- Glock 104.957
- Pic 105.225
- de la Rosa 105.795
- Karthikeyan 106.359



Vergne 102.220

After progress in recent times for the Caterham squad, Vitaly Petrov has dropped off the page again. The performance drop is not confined to the Russian, with Heikki Kovalainen also going backwards.



Petrov 103.776



Kovalainen 103.303

2%

103%

104%

TRACK GUIDE

FASTEST CORNER
TURN 8 173MPH
6TH GEAR 3.5G

KOREA INTERNATIONAL CIRCUIT	
NUMBER OF LAPS	55
CIRCUIT LENGTH	3.489 MILES
LAP RECORD	1m39.605s S VETTEL ('11)
UK START TIME	7AM

BIG BRAKE
TURN 3, 195MPH-41MPH
113 METRES, 5.16G 2.49S

TOP SPEED
195MPH

SECTOR 2

SECTOR 1



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Official government fuel consumption figures in MPG (litres per 100km) for new A-Class range: urban 33.6 (8.4) - 62.8 (4.5), extra urban 55.4 (5.1) - 85.6 (3.3), combined 44.1 (6.4) - 74.3 (3.8) CO₂ emissions: 148-98 g/km. Model shown is an A180 CDI BlueEFFICIENCY AMG Sport at £25,010.00 on-the-road including optional Night Package at £995.00 and metallic paint at £570.00. Some combinations of features/options may not be available. Please contact your Mercedes-Benz Retailer for availability. Price correct at time of going to print.



STRAIGHT TALK DAVID COULTHARD

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

Michael Schumacher has made the right decision to retire – again. He won't go down without a fight in the remainder of F1 2012 and his legacy will remain firmly intact

Whatever the circumstances that led to Michael Schumacher's second retirement from Formula 1, it's the right time to make the decision to go. Nobody's power is eternal. That is just the reality of life and in sport it is proved constantly. It's an inescapable truth, even for the most powerful people, that things always come to an end eventually.

At the peak of his career, in a good car, Michael was unbeatable. Now, while he's not as good as he was, he's certainly not as bad as some make out. The perfect way to go would've been the fairytale ending in a title-winning car, but it wasn't to be so this is the memory we'll be left with.

We've seen a lot of incidents for Michael during his three-year comeback that we didn't see first time around. But he never spent

much time in the pack and was usually at the front, so we could never really judge his racing ability. We knew that he was incredibly quick, that he was an outstanding team leader and he could galvanise a team but he was always close to the edge when it came to wheel-to-wheel racing. When you put that type of racer into the middle of the pack, he comes unstuck. So, we've seen a different side to Michael. But, as far as I'm concerned, it doesn't take anything at all away from his incredible legacy.

Michael has said that he's fully motivated for the final races of his career, so you can be certain that he'll approach them in the same professional way that he always does.

After I announced my retirement at the British Grand Prix in 2008, I didn't have any problem with going to circuits for the last time. The only time that I felt anything like that – and thought about it at all – was when I was going to the grid for my last race in Brazil. I did three or four laps through the pits because the car felt good and I was revelling in having that feeling for the final time. I didn't know then that I was going to crash at the first corner!

But I was mentally ready for retirement and completely focused. I knew that it was time to move on and Michael probably feels the same.

WATCH OUT FOR ALONSO...

Never, ever underestimate the skills of Fernando Alonso and Ferrari. Just when they seem to be on the ropes, such as at the start of the year when nothing about that car seemed to indicate that it would be a winner, they are able to hit back. The momentum is now clearly with

Red Bull and Sebastian Vettel as the team has taken a step forward in performance, but it's still way too early to write off Fernando, who still leads the championship by four points.

After all, we didn't see a clear picture in the Japanese GP. Sebastian had a 20-second gap and he was utterly dominant. But we were missing Alonso and some of the other guys who you'd normally expect to be there. Sebastian was always going to win this race but there is still some fight in Ferrari yet. Over 15 grands prix, the Scuderia has been the most consistent and now it's a straightforward five-race battle for the title.

...AND FOR ROMAIN GROSJEAN

It was clear that with Romain Grosjean fourth on the grid there was a potential flashpoint at the start. Mark Webber was his latest victim and there are too many incidents to say that the Frenchman is simply unlucky. He's done very well to get away with only a 10-second stop/go penalty considering that he was banned for causing a crash at the start three races ago. None of us want to beat up on one individual and he's a nice guy who is seriously fast, but if you find yourself getting involved in lots of incidents, it's evidence that you are making errors of judgement.

It's clear that Romain's not made for close combat but instead for single-car driving. He has a lot of ability, but right now he is not a good racing driver. But he can still turn it around. Lots of people do things when they are young that they grow out of. He just needs to do that while keeping the speed. ☘

PIG: HONE/LAT



Alonso may be down, but he's far from out

“Michael is fully motivated for the final races of his career”



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 Wednesday 21 November
 Thursday 22 November
 Thursday 6 December
 Friday 7 December



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MARK HUGHES GRAND PRIX EDITOR

Unlike when he first took his leave of F1, this time around Michael Schumacher seems at peace with the knowledge that his glory days are now behind him

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON
AUTOSPORT+

At the Spanish Grand Prix this year, Bruno Senna made a slight, almost imperceptible, feint to the right into Turn 1 as Michael Schumacher bore down fast upon him, the Merc on fresher, grippier rubber than the Williams. To senses highly attuned to any movement of line from the car he was trying to pass, Schumacher took that shimmy of Senna's as a cue to go for the outside – only to then find to his dismay that Senna was not, after all, moving to the inside. It had just been a dummy.

Too late to do anything now, the Mercedes ploughed hard into the back of the Williams, taking them both out the race. The stewards, including eight-time Le Mans winner Tom Kristensen, saw the incident as the German's fault and he was awarded a five-place grid penalty for the following race.

Had it not been for that, Schumacher would have started from pole at Monaco two weeks later. The Mercedes was in great

form around there, its excellent mechanical grip really paying back. The circuit's short, slow corners didn't put the car's vulnerable rear tyres under load for very long, and Michael was close enough to his peak to make the combination fastest. Had he not had the penalty – and had his car not suffered the fuel pressure problem it did – there's every reason to suppose he would have won the race. That would have cast a much more positive light on his second career. That's how close to making it work he's been this year – ever-so-slightly off, just failing to grab onto the back of opportunity, running to catch a bus that forever just edges out of the grasp of his fingertips.

And that's the whole problem with Schumacher's return. He may be no more than a few tenths off his great days when he bestrode the sport like no other has done, but such is the savage intensity of Formula 1 that it is all it takes to dump you in the desperate pack with everyone else. Yes, the cars Mercedes has given him during his three-year comeback are the least competitive he's ever had in F1 – with the possible exception of the '96 Ferrari – but they've been close enough that the old Schuey could have done something special with them on the odd day of opportunity. Those missing few tenths are all that separate greatness from run of the mill in F1.

Schumacher has not quite been buzzing at F1 frequency, and the sport's relentlessly savage, unbending pace in everything – in its whole ethos – has played its part in the unceremonious, undignified way in which his time there has been brought to a close. Just a few

weeks ago, he was made an offer that would have secured his place in the team for at least the next couple of seasons. However, not sure if he wanted to commit that long, he hesitated. In a moment, the game changed. He'd no more been expecting Lewis Hamilton to be interested in moving than had Mercedes. Hamilton was, however, and that opportunity had to be grasped by the team. It happened so fast that Michael was left out in the cold. It's the law of the jungle.

Some saw Schumacher as being deposed as the king of the pride when Fernando Alonso went around his outside at 208mph through 130R during the 2005 Japanese GP. It was a symbolic moment, and although Michael then slugged it out with Alonso in 2006, it seemed apt that it should again be the Spaniard who prevailed – and that Schumacher should slink then into retirement, out of sight of the pack he once ruled.

Schumacher had changed by the time he came back – older, wiser, less intense, the smile coming easier despite the greater difficulties on track. “In the past six years, I have learned a lot about myself,” he says, “and I am thankful for it. I have learned, for example, that you can open yourself up without losing focus, that losing can be both more difficult and more instructive than winning – something I had lost sight of sometimes in earlier years – that you have to appreciate being able to do what you love, that you have to live your convictions. I have opened my horizon, and I am at ease with myself.”

That's a different frequency – and hopefully a happy ending. ☘

PIC: MASON/GETTY



Michael is leaving F1 again older, wiser – and happier

“Schumacher has not quite been buzzing at F1 frequency”



BRITISH F3
HILL'S F3 TEST

McLaren AUTOSPORT BRDC Award finalist Josh Hill made his F3 test debut at Snetterton on Tuesday in Fortec's National Class Dallara-Mugen Honda. Hill, the son of 1996 world champion Damon, wants to step up from Formula Renault next year.

FORMULA 3

Abt joins stellar Macau grid

GP3 frontrunner completes Carlin's superstar line-up as stars from FR3.5 also sign up. **By MARCUS SIMMONS**

GP3 Series runner-up Daniel Abt has joined top British Formula 3 team Carlin in an unprecedented six-car line-up for the squad in next month's Macau Grand Prix.

The German joins GP3 title rival Antonio Felix da Costa and GP2 racer Felipe Nasr (see AUTOSPORT, September 13), winner of the 2011 British F3 title with the team. Carlin regulars Jack Harvey (the new British F3 champion), Carlos Sainz Jr and Will Buller complete the squad's line-up of Dallara-Volkswagens.

It represents a return to F3 for 19-year-old Abt, who has twice raced at Macau but is yet to finish the final.

With only 29 new-spec cars racing full-time in FIA-rules F3 competition worldwide this season, and 30 grid slots to fill in Macau, team boss Trevor Carlin wanted to field his entire stable of cars.

"It was more important than ever to support the event with a strong line-up to allow it to continue as a highlight of junior motorsport," he said. "Our 2012 team is one of our best line-ups ever."

He confirmed that Nasr will contest the Euro Series finale at Hockenheim next weekend to ensure his eligibility for Macau. "It will be



Abt will join six-car superteam at Carlin

interesting to get his views on the set-up," said Carlin. "It's a development exercise really."

Abt has already qualified after standing in for Tom Blomqvist in a German F3 round this year.

Meanwhile, da Costa and Double R Racing recruit Kevin Korjus will contest a club F3 race at Snetterton later this month (see p76).

Formula Renault 3.5 racer Korjus joins German F3 champion Jimmy Eriksson in the Double R Dallara-Mercedes squad.

Team boss Anthony 'Boyo' Hieatt said: "Kevin did four days' testing with us in 2010 and I thought he was a superstar. I've been trying to get

him to do an F3 race ever since then.

"Jimmy knows the track from last year and has done superbly well this season. It's a good line-up for us."

T-Sport, meanwhile, will field sportscar racer Alexander Sims for his Macau return — the Briton contested a Euro Series round with the squad in August.

The entry also contains Japanese champion Ryo Hirakawa with his regular RSS Dallara-Toyota, plus his main rivals from 2012.

Race coordinator Barry Bland said: "I wasn't overly optimistic of getting a full grid when I started working on it at the beginning of the year, but it's much better than I expected."

MACAU GRAND PRIX ENTRY LIST

TEAM	DRIVER
Prema Powerteam	Daniel Juncadella
	Raffaele Marciello
	Sven Muller
	Hannes van Asseldonk
Carlin	Felipe Nasr
	Daniel Abt
	Antonio Felix da Costa
	Carlos Sainz Jr
Fortec Motorsport	Will Buller
	Jack Harvey
	Ryo Hirakawa
RSS	Felix Serralles
	Alex Lynn
	Harry Tincknell
TOM'S	Pipo Derani
	Jazeman Jaafar
Double R Racing	Yuichi Nakayama
	Kevin Korjus
B-Max Engineering	Jimmy Eriksson
	Hideki Yamauchi
Mucke Motorsport	Felix Rosenqvist
	Pascal Wehrlein
Jo Zeller Racing	Mitchell Gilbert
	Andrea Roda
Angola Racing Team	Luis Sa Silva
T-Sport	Alexander Sims
Van Amersfoort	Lucas Auer
	Dennis van de Laar
EuroInternational	Tom Blomqvist
URD Rennsport	Lucas Wolf

GT3

Stars queue up for Macau GT race

AUDI DTM STAR EDOARDO

Mortara will be joined on the grid for the GT Cup event in Macau next month by Romain Dumas, Lucas di Grassi and Danny Watts as he bids for a fourth consecutive victory on the street circuit.

Mortara, who won the Formula 3 Grand Prix in 2009-10, will again drive for Audi Customer Racing China as he looks to repeat his 2011 victory in the event for GT3 machinery on the F3/World Touring Car Championship undercard. The 25-year-old Italian, who drives an Audi R8 LMS ultra, will line up against 2010 Le Mans 24 Hours winner Dumas in a Porsche 911 GT3-R, ex-Virgin Formula 1 driver di Grassi in a Ferrari 458 Italia and Watts in a McLaren MP4-12C.

Mortara, who is the only driver to have taken a race win for Audi in the DTM for over a year, said: "The stronger the competition, the better it is for me."

"Plus I love Macau. It's like a second home for me, and I have a lot



Mortara (66) won last year's GT3 race

of momentum going there after three wins in three years. My hope is that I will be able to test the R8 before I go, because it's very different to my DTM A5, but we'll see what happens."

Porsche factory driver Dumas will compete for Absolute Racing, a

frontrunner in the GT Asia Series this year. Meanwhile, di Grassi's Ferrari will be fielded by the works-supported AF Corse team and Watts races for United Autosports for the third straight year at the revered street circuit.

AUTOSPORT SAYS...

MARCUS SIMMONS
CHIEF SUB-EDITOR

marcus.simmons
@haymarket.com



The last (and, to date, only) time I went to the Macau Grand Prix was 1996. Ralph Firman won, Jarno Trulli felt robbed, and Nick Heidfeld, Juan Pablo Montoya, Tom Coronel, Soheil Ayari, Max Angelelli and Pedro de la Rosa all played cameo roles.

I'm going again this year, and can't wait for mid-November. Look at that Carlin line-up – it's saying something when, out of the team's six drivers, it's no less than British F3 champion Jack Harvey who will have the biggest mountain to climb when they head up the sinuous Guia circuit's inclines on their outlaps at the beginning of free practice.

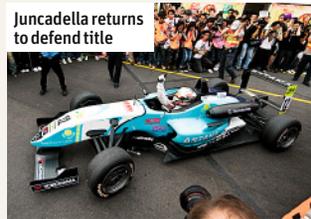
After all, Felipe Nasr, Daniel Abt and Antonio Felix da Costa have been drafted in as star drivers, while Carlos Sainz Jr and Will Buller have both already been to Macau, unlike event virgin Harvey.

The quality runs throughout the entry. Last year's winner Daniel Juncadella returns with Prema, likely as the new FIA European and Euro Series double champion, while Jazeman Jaafar (with TOM'S) and Alexander Sims (T-Sport) are dark horses on a track they know well – and with potent Japanese power, from Toyota and Nissan respectively.

Juncadella's team-mate Raffaele Marciello and Mucke's Pascal Wehrlein have shown stunning form this year on their first taste of street circuits at Pau and Norisring, and there's the intrigue of a rookie Fortec line-up.

It's not only as good as 1996, but arguably a match for anything from the past 30 years.

Juncadella returns to defend title



INDYCAR

Herta ready to run two cars

BRYAN HERTA'S INDYCAR TEAM HAS A

'better than fifty-fifty chance' of expanding to a two-car line-up for next year's IndyCar Series, according to its team boss.

Herta, whose Bryan Herta Autosport outfit has run a single car for Alex Tagliani this year, told AUTOSPORT that his team's engine partner, Honda, will support the plans if they come to fruition.

"I can't say for certain whether it's going to happen, but Honda has encouraged us to grow to two cars and they've made the opportunity available if we want to do it," said Herta.

BHA initially ran cars in conjunction with Vision Racing and then Sam Schmidt Motorsports in Indy Lights and IndyCar, but struck out on its own for 2012. He ruled out the possibility of making a similar arrangement for next year.

"Those partnerships helped us grow, but we're ready to expand on our own now," he added.



Herta wants a pair

IN BRIEF



Hunter-Reay joins ROC

HUNTER-REAY TO ROC

New IndyCar champion Ryan Hunter-Reay will make his Race of Champions debut this year. He will represent Team America in the Nations' Cup as well as competing in the individual event in Bangkok.

INDYCAR CUTS TESTING

IndyCar is reducing teams' private test days from six to two until the end of 2013. Engine suppliers, who had unlimited testing this year, have been given six days each, and cannot use any one team for more than two. New entrants will have two bonus days each.

CHRIS ECONOMAKI

Legendary US motorsport journalist Chris Economaki died last week, aged 91. The 'Dean of American Motorsports' began writing for *National Speed Sport News* aged 14 and later owned and edited the publication.

GP2 TESTS FOR AQ-H

Auto GP champion Adrian Quaife-Hobbs will make his GP2 test debut with Addax at Barcelona on October 30-31. He will then get a run with Arden at Jerez in November. Fellow Auto GP racer Facu Regalia will drive for iSport and Racing Engineering at Barcelona.

ROOKIES TEST F2 CARS

InterSteps racer Cameron Twynham and Formula Renault BARC driver Ivan Taranov sampled Formula 2 machinery at Snetterton last week. Tom Gladdis, who began 2012 in the series, also drove.

O'YOUNG BACK TO BAMBOO

Darryl O'Young will race a Bamboo Engineering Chevrolet Cruze for the remainder of the World Touring Car Championship. The Hong Kong driver drove for Bamboo last year before switching to the Special Tuning SEAT squad for 2012.



O'Young switches

REMEMBER WHEN...

JUNE 4 1989



Josh Hill's dad last raced an F3 car? After finishing third in British F3 in 1988, Damon returned for a few outings in an Intersport Reynard-Toyota 893 the next year. He retired at Silverstone, his last race with the team.



NASCAR SPRINT CUP

BISH BASH BUSCH

Kurt Busch was parked by NASCAR during last weekend's Talladega Sprint Cup race for driving away from a safety crew that was trying to help him after he ran out of fuel while leading and was spun into the wall. Report, p62

BTCC

Neal will help Shedden to title

Reigning champion vows to help Honda team-mate defeat MG man Plato in title battle. By KEVIN TURNER

Reigning British Touring Car Champion Matt Neal will throw his weight behind Honda team-mate Gordon Shedden's 2012 title bid after a disastrous Silverstone meeting last weekend.

Neal came in to the event just three points behind Shedden and 29 ahead of Honda's MG rival Jason Plato. But turbo problems, a fire, and contact meant the triple champion scored no points at a BTCC meeting for the first time since Rockingham in 2009.

He left Northamptonshire 16 behind Plato and 31 behind Shedden with just the Brands Hatch finale still to go.

The 45-year-old, who narrowly pipped Shedden to the 2011 crown, is now willing to help the Scot take his first BTCC crown. "I'm 30-odd points back," said Neal. "We've got to be careful in case Gordon has a weekend like I've had, but 'Flash' has got to be a primary focus.

"We've always said we want one of us to win it and that it didn't matter which one, and I stand by that."

Shedden, who has scored eight wins so far this year to Plato's six and Neal's four, believes the Civic should suit the Brands GP circuit and allow him to fight for the title.

"We've got to carry the maximum ballast, but I like the GP circuit," he said. "One bad result – it could easily strike me like it has Matt, but we'll do our best to avoid that."

Plato, who took two victories at Silverstone, will not change his approach as a result of the Honda co-operation.

"I've seen it from Matt before and I know he'll try something," he said. "We just need to focus on what we're doing.

"It's set up for a good showdown."

 **P46 SILVERSTONE REPORT**



2012 BTCC DRIVERS' CHAMPIONSHIP STANDINGS

POS	DRIVER (CAR)	POINTS	WINS	POLES	FASTEST LAPS
1	Gordon Shedden (Honda Civic)	364	8	0	7
2	Jason Plato (MG6)	349	6	5	7
3	Matt Neal (Honda Civic)	333	4	1	0

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DTM
DTM pit window could be scrapped

THE DTM COULD SCRAP ITS PIT

window rule when it introduces Formula 1-style option tyres next year.

Currently drivers must stop twice between 25 and 75 per cent distance of a race, with four Hankook tyres being changed each time. The banning of refuelling for this year, however, has reduced the number of strategy options available to teams. Hankook is known to be pushing for a change in the sporting regulations that would allow teams complete freedom to choose when it wants to pit its drivers during a race.

A number of leading drivers told AUTOSPORT after the DTM's mid-season test at Magny-Cours in July that the prototype Hankook options did not degrade rapidly enough to make them significantly different from the single construction currently used.

Development work has been ongoing ever since, with the revised rubber given its final 2012 test at Valencia earlier this month.

Hans-Werner Aufrecht, chairman of series

DTM currently operates a pit window in races



organiser the ITR, told AUTOSPORT that a final decision on scrapping the window would only be made once he was convinced of the option tyres' performance.

"Once we know what the performance levels will be, then we will know what's going on. And then we will make a decision," he

said. "We've been discussing this since last year and it's very positive to have a tyre partner that likes to talk about these things.

"We hope it will open up the possibility for the teams to have some new tactics with the new tyres, and we always want our spectators to enjoy the racing."

IN BRIEF

Gilham raced Insignia



STOCKTON DENIED BTCC RETURN

Chris Stockton had to abandon his British Touring Car comeback last weekend after waking up ill on race morning. Tony Gilham took over the Thorney Motorsport Vauxhall Insignia and started the first race from the back of the grid as a result.

BERTON JOINS SUPERSTARS

Giovanni Berton marked his debut Superstars weekend with a race-two podium at Vallelunga last weekend. The 2007 Italian GT champion replaced Jeff Smith in Team Dinamic's second BMW M3.

DONINGTON TO BE REVAMPED

Donington Park will gain new spectator banking at the Old Hairpin, Starkeys and McLeans by 2014 as part of a multi-million pound project to repair the damage caused by work intended to ready the track to stage the British Grand Prix.

LOLA CEASES TRADING

Lola Cars International ceased trading last Friday after four months in administration. A statement from the administrators said that 'a going-concern sale of the business was not going to be possible'. All Lola's remaining staff have been made redundant.

BUNCOMBE JOINS GREAVES

British GT frontrunner Alex Buncombe will make his prototype debut at Petit Le Mans. He will drive the Greaves Zytec-Nissan with Alex Brundle and Tom Kimber-Smith in place of Lucas Ordenez, who is racing the Nissan-powered DeltaWing.

TANDY NETS PETIT DRIVE

Nick Tandy will join the factory-supported Flying Lizard Motorsports Porsche squad for Petit. He will share the team's second 911 GT3-RSR with Marco Holzer and Seth Neiman.

CHENG JOINS THE REBELLION

Ex-DTM driver Congfu Cheng will share the second Rebellion Racing LMP1 Lola-Toyota with Andrea Belicchi and Harold Primat at the Shanghai FIA World Endurance Championship finale later this month.



Cheng will race Lola

GRAND-AM

Donohue ends spell with Action Express



Donohue has left

US SPORTSCAR STALWART DAVID

Donohue has left the team with which he won the 2009 Daytona 24 Hours after 10 seasons together.

Donohue said he is leaving Action Express Racing, which grew out of Brumos Racing through 2010 and '11, in order to seek a new challenge.

"I've got to the point where I don't have anything to prove with the team and nobody is thinking about me [for

other drives], so it was time to seek a fresh challenge," said the son of US racing legend Mark Donohue. "It is a bit of a gamble, but the time was right.

"I don't have anything lined up at this moment, but I have been talking to a lot of people over the past couple of months. I'm looking at everything right now; I went to the Baltimore American Le Mans Series race and I'm going to Petit Le Mans too."

WEC/ALMS

Strakka eyes ALMS switch for 2013

SPORTSCAR SQUAD STRAKKA RACING is evaluating a switch from the FIA World Endurance Championship to the American Le Mans Series next season.

Team boss Nick Leventis told AUTOSPORT that the team, which runs an HPD in the WEC, was committed to LMP1 for 2013, but stressed that he wants to race against the highest level of privateer opposition.

"We've learnt a lot about this car and need the right arena to showcase it," he said. "We can't compete with the factories, so we will go where the best competition is in terms of privateers.

"The ALMS is a good option and there are interesting things happening in the US, so it could be a good way

Strakka runs LMP1 HPD in FIA WEC



to dip a toe in the water."

Leventis also revealed expansion plans for the team. He explained that increasing to two LMP1 cars and a move into single-seaters were both possibilities.

The team is looking at Formula Renault 3.5 following the creation of Strakka Performance, which allows drivers to test old-spec FR3.5 cars.

"Renault 3.5 is something we are looking at for 2014," said Leventis.



Sordo drove for Citroën from 2007-10

WRC

Citroen targets Sordo, Solberg

Citroen seeks top-line driver to fill in for part-time world champion Sebastien Loeb in 2013. By DAVID EVANS

Dani Sordo could return to Citroën for next year's World Rally Championship, according to team boss Yves Matton.

Matton said that the Prodrive Mini man and Ford's Petter Solberg are the only two drivers in contention to campaign Sebastien Loeb's DS3 WRC on the events that the Frenchman will not drive.

Loeb, who clinched his ninth title on Rallye de France last weekend, announced earlier this month that he will scale back his WRC programme next year. Matton is desperate to sign a front-line driver to deputise for Loeb in order to boost the manufacturer's hopes of adding to its five straight manufacturers' world titles.

Belgian Thierry Neuville, who was understood to be the favourite to drive Loeb's car on the seven or eight rallies the world champion will miss, will instead remain with the Citroën

junior team, where he will be partnered by Khalid Al-Qassimi.

Matton told AUTOSPORT that he is only interested in signing Sordo or 2003 champion Solberg.

"My first choice is between Petter and Dani," said Matton. "There is nobody else with the experience. For the moment, I can't say if I prefer to take one of these drivers more than the other – until I have had my discussion I cannot say."

Matton has already spoken at length with Sordo and met with Solberg on Tuesday. Both drivers have enjoyed time in a Citroën, but Sordo has greater experience of the factory squad, spending four years with the Versailles firm.

Matton and Ford's Malcolm Wilson will have to fight for the services of the two drivers, as the Blue Oval's team boss is equally keen on one or both of them for 2013.

AUTOSPORT understands Wilson

has upped his offer to try to stop his number-one driver Jari-Matti Latvala going to Volkswagen, although the Finn's deal is believed to have been signed with the German firm in the summer.

Wilson said: "Jari-Matti has a great, great chance of being champion next year and I've told him that and he knows that chance to be world champion is with us. We'll see what happens"

If Latvala does jump ship, Wilson's strongest team would be Solberg and Sordo – and the Ford team's ability to offer the Spaniard a full season would appeal to him. Sordo deputised for the injured Latvala at Ford in Argentina and struck up a good working relationship with Wilson immediately.

Citroën would likely offer all 13 rounds to Sordo, but it would be faced with running three frontline drivers when Loeb appears on as

Solberg is also on Citroën list



many as five rallies next season.

Matton said that Britain's Kris Meeke, who tested for Citroën last week, would not be joining the team. "He is a very good driver, but I said that I wanted the driver with the experience and he doesn't have so much from the World Rally Championship," he said.

[P52 FRANCE REPORT](#)



Evans won WRC Academy title

WRC

Ford boss hints at WRC future for Evans

FORD TEAM PRINCIPAL Malcolm Wilson believes that WRC Academy winner Elfyn Evans could form part of his long-term plans after the Welshman's dominance of this year's world championship feeder series.

Evans, 23, won the Academy title with a round to spare on Rallye de France last weekend, collecting his fourth straight win in the series for R2 Ford Fiestas. Wilson was impressed with what he saw.

"It's very early days, but I really like what I see with Elfyn,"

said Wilson. "I have been surprised by the consistency, the speed and most importantly rally management. He is the brightest prospect we've had in Britain for a while."

Evans will have to decide whether he wants to tackle the whole WRC series in an R2 Fiesta or a five-round programme in either a Fiesta S2000 or Fiesta R5 next year.

"I have to sit down and think about things," said Evans. "Nothing has sunk in yet – but the lure of the four-wheel-drive car might just be a bit too strong for me next season!"



Loeb didn't like what he saw in Los Angeles

WRC/X GAMES

Gronholm injuries prompted Loeb to quit

NINE-TIME WORLD RALLY CHAMPION

Sebastien Loeb has admitted the injuries sustained by Marcus Gronholm at this summer's X Games helped convince him to scale back his rally commitments.

Loeb, who sealed the 2012 title on Rallye de France last weekend, will contest five WRC rounds next year, while simultaneously developing Citroën's World Touring Car Championship car for 2014. The Frenchman said that if the decision had been entirely his, he would have walked away from WRC completely.

Loeb said: "Next year is just a transition to prepare for 2014 and I'm only doing rallies because we can't go straight away into the circuit campaign. If I'd had the choice, you wouldn't see me in the WRC next year, but the [race] car's not going to fall out of the sky and be ready to go in two months. I am coming back to WRC because it's convenient for everyone – it keeps me in touch with competition."

Gronholm suffered concussion and head injuries when his Ford Fiesta slammed into a concrete pole in Los Angeles.

That shunt has played heavily on Loeb's mind.

He added: "Marcus's accident certainly contributed to me thinking that way. In rallying to be competitive you have to be prepared to give everything on the road and sometimes you get some really big moments – there's danger everywhere."

"As time goes on, I realise I no longer have anything to prove, that I'd achieved everything I could possible dream of. So what's the point of something stupid happening? Obviously, none."

IN BRIEF



Loeb was mobbed

LOEB GETS A RALLY ESCORT

Sebastien Loeb's Citroën DS3 WRC was given a police escort throughout last weekend's Rallye de France, such was the size of the crowd. The event winner's car had six motorcycle outriders at all times.

M-SPORT SET FOR ERC

M-Sport looks increasingly likely to become the first major team to commit to the all-new European Rally Championship next year. The British firm is set to field a Ford Fiesta R5-based squad on the 12-round series.

HANNINEN CLOSE TO MINI DEAL

Skoda driver Juho Hanninen has been linked with a switch to WRC Team Mini Portugal next season. The Finn, who won the 2010 IRC title, could be partnered by current incumbent Chris Atkinson and one other driver in the Prodrive-built Mini WRC machines.

PRaise FOR FRENCH EVENT

Citroën team boss Yves Matton believes Rallye de France is now 'in the top three in the world' after a reported 500,000 fans turned out to watch last weekend's Alsace-based event. An entry of 74 cars also made it Europe's best-supported WRC rally of the year. Officials from rival teams also praised the event's organisation.

FANS INJURED IN FRANCE

Two spectators were injured when Nasser Al-Attiyah crashed his Qatar Team Citroën on the second morning of Rallye de France. Citroën reported that one suffered a broken arm while the other broke a leg. Neither Al-Attiyah nor his Italian co-driver Giovanni Bernacchini were hurt in the incident.

MULLER IMPRESSES PRODRIVE

Prodrive wants to run world touring car champion Yvan Muller on another WRC event in the future after he finished 14th on Rallye de France on his debut in the Mini WRC. Prodrive's David Lapworth said: "We saw his natural ability in the car. He was excellent."



Muller took 14th

ERC

Ireland makes ERC return

THE CIRCUIT OF IRELAND WILL

next year return to the European Rally Championship for the first time since 1983 after the Armagh-based event landed a slot in the series' all-new 12-round schedule.

AUTOSPORT can reveal the first ERC calendar since Eurosport took over as its promoter – and it blends rallies from the soon-to-be defunct Intercontinental Rally Challenge and the ERC.

Starting with the traditional ERC opener, Austria's Jänner Rally, the series remains in the snow for the Winter Rally in Latvia. The Azores hosts round three, followed by the visit to Ireland. The remaining events are: Tour de Corse, Croatia Rally, Ypres Rally, Rally San Marino, Sibiu Rally, Rally Zlin, Rally Poland and Cyprus Rally.

Circuit of Ireland director Bobby Willis admitted he would like to be part of the ERC, but will not confirm the rally's future until the calendar is announced.

He said: "It would be fantastic to be a European Rally Championship round. What Eurosport is doing is very, very exciting and we are talking to them."



Skoda UK will scale back in '13

IRC

Skoda UK cans IRC campaign

SKODA UK MOTORSPORT'S SUPER-successful motorsport programme will be significantly downsized next season – with the firm canning its participation in the Intercontinental Rally Challenge when it merges with the European Rally Championship.

Skoda UK's Andreas Mikkelsen is homing in on a second successive IRC title and with the factory believed to be focusing its efforts on the development of the Fabia R5, the British importer has elected not to run a season-long effort. It will remain fully active on – and continue to support – the domestic British scene

(including the Goodwood Festival of Speed), but not with a competing car.

Skoda UK's Cathie Sleigh denied any decision had been taken yet, saying: "We at Skoda UK are still reviewing our plans and budgets for our 2013 overall activities and will finalise our plans in the near future."

Mikkelsen will leave Skoda UK at the end of 2012, bound for a full-time Volkswagen Motorsport contract. He has contested the majority of WRC rounds with VW in a Fabia this season. The Skoda factory team is expected to scale down all European competition while it works on the new R5 car.



JAPANESE GP

Suzuka, October 7

ROUND 15/20

LAPS 53

WINNER

Sebastian Vettel
1h28m56.242s

POLE POSITION

Sebastian Vettel
1m30.839s

FASTEST LAP

Sebastian Vettel
1m35.774s

RACE RATING

★★★★☆

If you're reading this and you're Japanese, obviously it's a five

DRIVERS STANDINGS

Alonso	194pts
Vettel	190pts
Raikkonen	157pts

MILESTONES

- Vettel's 34th pole puts him ahead of Clark/Prost, third in all-time list
- Kobayashi is the third Japanese to finish on F1 podium

THE WHEEL SPINS IN SEB'S FAVOUR

With his Red Bull dominant at Suzuka, the reigning champion got a free ride to victory as title rival Alonso crashed out. MARK HUGHES reports





QUALIFYING

Vettel uses Red Bull 'DNA' to claim his customary Japanese GP pole

“It’s in the DNA of the car,” answered Mark Webber on just where Red Bull’s evident Suzuka advantage was coming from. He didn’t mention the new double-DRS system introduced last time out in Singapore.

The Red Bull has always been a high-downforce but high-drag, car and around Suzuka the downforce buys relatively more time than the drag loses, so yes, it’s a good track for the car’s DNA. But it’s also a place where a key trick is balancing wing levels between the conflicting demands of qualifying and race. The RB8 was coming onto the straights faster than anything else but the extra drag-stalling of the new system – first raced in Singapore – enabled it still to be in the middle of the speed-trap readings by the end of them, rather than near the bottom where it’s usually been.

In addition to this there was a slightly modified front wing and more-aero-efficient front-brake ducts. Furthermore, the new front-wing-stiffness test – whereby the 100Nm load is now applied 115mm further back on the wing – may have impacted more on other cars than on the Red Bull, which has its wing forward of the wing pillar rather than in-line, as on most cars, including the McLaren. It was an irresistible combination and the Red Bulls swept the front row.

The development war in these closing stages of the season, as Red Bull and McLaren seek to erode Fernando Alonso’s points cushion, is intense. Matching the RB8’s updates was a new package on the MP4-27, centering around modified sidepod winglets and ‘tea-tray’ floor section. By contrast, the new parts brought by Ferrari – two different new rear wings – were not used after inconclusive results in practice.

Even without the late-session interruption of yellow flags at Spoon for Kimi Raikkonen’s spin, the only driver likely to have challenged Vettel’s first Q3 run time was going to be his team-mate Mark Webber. With both obliged to slow on their second runs, the order was locked at Vettel-Webber. But even without that, it was going to be an all-Red Bull front row. On the second run, before encountering the yellow, Vettel had knocked 0.2s off his previous sector one best, slightly bettering Webber’s best through there in the process, but it was close enough that it would all have been still to play for in the remainder of the lap. The



Vettel joy as AUTOSPORT tech wizard Giorgio Piola (right) ponders RB8 pace

margins were small between them, but rather bigger behind.

Jenson Button was their closest challenger, his McLaren third fastest, almost 0.5s slower than Vettel, but his five-place gearbox-change penalty left him starting eighth. This was still ahead of team-mate Lewis Hamilton, who was struggling with understeer, having gone the wrong way on set-up. Using two sets of options in Q2 left him doing his banker Q3 lap on scrubbed tyres, and this was over 1s slower than Button. Hamilton’s new-tyre run was spoilt by the Raikkonen yellows, leaving him relying on the first run. It was a disappointing outcome for someone who the day before had reckoned his car to be the best he’d ever driven around Suzuka.

The immediate beneficiary of Button’s penalty was Sauber’s Kamui Kobayashi. Having used up two of his three sets of option tyres (softs) in getting through to Q3, he was assigned just one run. This came right at the end, meaning he was caught up in the yellow flags. He slowed and did not then use his DRS or KERS down the following straight, but this was still good enough for fourth fastest time. He was significantly quicker than team-mate Sergio

Perez throughout qualifying, with the Mexican going sixth in Q3. The car sported an aero upgrade and required a lot of set-up changes through practice, all of which had paid off well by the time qualifying began.

Romain Grosjean split the Saubers in his Lotus, a couple of tenths off Kobayashi, a tenth quicker than Perez. The ‘double-DRS’ device had again been tried in practice and again discarded for qualifying on account of difficulties in precisely controlling the speed at which the rear wing stalls. Grosjean was another to make just a single new-tyre Q3 run and it was a little scrappy through the Esses. Raikkonen did a scrubbed-tyre banker lap that ended up being his grid time, eighth fastest. He spun on his new-tyred lap after rejoining from the Spoon run-off area.

Ferrari’s upgrade was less than successful and both Alonso and Felipe Massa reverted to the standard car for qualifying, but the car was much quicker than the grid positions – Alonso seventh quickest, Massa 11th – suggested. Massa was on a set of front tyres that refused to come up to temperature during the lap. Alonso had just one set of options left and made a single late run. It was shaping up into a terrific lap that might have been good for fourth, within sniffing distance of Button, but then he encountered Raikkonen’s yellows. He then encountered Vettel, trailing back to the pits having abandoned his lap, with Fernando still obliged to complete his. This cost a further 0.15s, for which Vettel was reprimanded. The delay behind the Red Bull would have made the difference of one grid place.

The Force Indias were a little off their

recent form, with Nico Hulkenberg only just scraping into Q3, which he then sat out. Half a tenth slower, unable because of traffic to get a good out-lap, Paul di Resta failed to get through and was 12th. Both had been in the barriers during practice as they sought to squeeze lap time from the car that ultimately wasn’t quite there. Hulkenberg damaged his race gearbox with his Saturday morning off at Degner 2, its replacement dropping him five places.

Michael Schumacher’s Mercedes would probably have edged Hulkenberg out of Q3 had he not encountered Hamilton at an awkward place. Instead Michael was 13th on his final Suzuka appearance, two tenths and a couple of places better than team-mate Nico Rosberg. The circuit’s long, fast corners were overheating the car’s rear tyres. The Williams was not its usual speedy self over one lap here, set up very much with the race – and getting the potentially faster option tyre to do two stints – very much in mind. It was all Pastor Maldonado could do to go 16th, while Bruno Senna didn’t even make it out of Q1, though partly that was down to him being baulked – for which Jean-Eric Vergne was penalised three places.

Kobayashi put Sauber onto the second row



P40 RESULTS
All those vital stats





As Vettel leads, Kimi is about to clip Alonso



RACE CONDITIONS

Warm and sunny, with track temperatures reaching 32C. Perfect conditions for the huge and enthusiastic crowd.

Fernando Alonso's attempted intimidation on Kimi Raikkonen at the start of the Japanese GP, while perfectly legitimate in a

racing sense, seemed an unusual choice for a guy with a good points lead with this race and five others to go, and a car that's not the fastest.

With the Ferrari strangely recalcitrant and the Red Bull dynamite-fast, securing points would have seemed the order of the day – not the sort of no-compromise heroics you need from 11th on the grid mid-season in Valencia. And Alonso is usually very strategic about when he chances his luck.

From the dirty and shaded side of his sixth-position grid slot, his getaway wasn't great. With the fast right-hander of Turn 1 coming up fast, Raikkonen's Lotus was coming level with him to the left. Alonso moved across on it before it got fully alongside, but Raikkonen simply kept his foot in. A second intimidatory move was no more successful, the Finn's left-rear kicking up the dirt at the track's edge but Kimi still not backing down. Then the Lotus's front-right-wing endplate punctured the Ferrari's left-rear tyre,

pre-booking Alonso for a lurid ride that left him beached in the run-off area as the pack surged by.

What was the worst compounding thing that could have happened to Alonso's title hopes from there? A Sebastian Vettel victory, of course – and that had looked inevitable since the cars started running on Friday and Red Bull locked into a great Suzuka groove, double DRS and revised front wing working just fine.

Already Vettel was away and gone, untroubled from pole and leaving behind the dust, not just from the Alonso incident but also a separate one through Turn 2. Here, Romain Grosjean again messed up in the opening seconds of a race, so intent on preventing Sergio Perez's Sauber coming around his outside for fourth that he failed to notice the Red Bull of Mark Webber braking in front of him – as it would be with a corner looming. The quick-starting Nico Rosberg could see it all unfolding in front of him and braked the Mercedes hard, only to be collected and spun by Bruno Senna, who had bounced the Williams over a kerb and been unable to brake when in mid-air.

Alonso and Rosberg out, Grosjean, Senna and Webber trailing to the pits for new noses, safety car deployed. In a line behind it were Vettel, Kamui Kobayashi's Sauber (which from the clean side had outaccelerated Webber off the line even before the shunt), Jenson Button's McLaren, Felipe Massa's Ferrari, Raikkonen, Perez, the McLaren of Lewis Hamilton (who had



Rosberg pushed off by Senna

lifted as Alonso spun, leading him to be zapped by Massa), Nico Hulkenberg's Force India and Pastor Maldonado's Williams.

So the structure of what was going to be a fairly simple race was now planted. There was no-one to challenge Vettel, his 29-point deficit to Alonso looking near-certain to be reduced to just four. There were get-out-of-jail-free cards for Button and Massa, their poor grid slots instantly neutralised. And it became a two-stop race rather than three for pretty much everyone, the tyres eased past their heaviest loads by circulating at safety-car speeds. There had been a concern about blistering – of fronts and rears – coming into the race and the shoulder wear of the left-front around these long, high-speed bends defined the stint lengths at around 15 laps (including the qualifying laps) for the

soft, 25 for the hard. The soft was substantially quicker, but if you couldn't get the necessary stint length from it you were going to be squeezed onto the slower three-stop strategy.

Vettel's luck just kept getting better, for on the restart at the end of lap two, as he accelerated away between 130R and the chicane, Kobayashi's car was briefly stuck in first gear, obliging everyone else to line up behind. Only after braking for the chicane did the Sauber 'box free itself, by which time Seb was long gone. It would only get better. "When you dream at night, you dream about being able to race a car like that," he would later say. "The balance was fantastic and I was enjoying every lap." Four laps after the resumption of racing he was 3.5s clear and counting.

Kobayashi, Button and Massa ran behind as a high-speed trio. ▶

◀ Raikkonen was not quite able to join them, his aero balance not ideal, with a chunk of his front-wing endplate last seen flying high in the air during the Alonso incident. Also, his soft tyres were six laps old before the race had even begun, for he'd had to start on the set with which he'd set his banker Q3 lap, which was already used even then.

Perez had got within passing range of Raikkonen down the pit straight on the restart and naively tried hanging on around the Lotus's outside into Turn 1, thinking he might intimidate him into backing off into Turn 2. Predictably, Kimi stayed right where he was and Perez was forced to take to the asphalt run-off, Hamilton nipping by him for fifth before he could rejoin. A lap later Perez put an impressive, wheel-locking pass on Hamilton from a long way back into the hairpin – needing a bit of apex kerb to slow him further – to get the place back. Lewis was struggling, his set-up change into qualifying continuing to hurt him, the McLaren reluctant to nose into an apex.

The team's other car was stuck between a strategic rock and a hard place. Following Kobayashi but finding it impossible to pass, Button also had Massa right on his tail and making things difficult for him. With Felipe having not made it to Q3, his tyres had been brand-new when the race had started, and it looked for all the world as though the Ferrari was being held up by Button. It was therefore going to be

tricky for McLaren to try undercutting Kobayashi without then being vulnerable to being passed by Massa. Complicating matters even further was the fact that they were not yet far enough clear of the traffic to have a handy gap to drop into with the first set of tyres coming to the end of their natural life, thanks to the safety car

having closed the field up.

"We took a gamble by bringing him in a bit early," admitted McLaren boss Martin Whitmarsh of Button's stop at the end of lap 13, "and it didn't really work." The thinking was that, with the tyres beginning to wilt, Kobayashi starting to pull away, and Button looking sure to be jumped by Massa on his newer tyres anyway, they may as well try to undercut Kobayashi. The stop for fresh, hard prime tyres went OK, but he exited behind the yet-to-stop Toro Rosso of Daniel Ricciardo.

Raikkonen pitted on the same lap, his old soft tyres totally out of grip, losing him a big chunk of time. He exited 10s behind Button and continued his struggle with understeer on the fresh, hard rubber. Button thought his race was about to end at this point with the all-too-familiar feeling of the gearbox

selecting neutral as he tried to downshift. "The limiter was doing weird things too when I upshifted," he reported. The rear brakes had got very hot at the stop, and it was suspected that heat from the wheelhubs had played havoc with the sensors – and it was this that was giving the gearbox glitches. After three laps or so the



Alonso's race lasted only a few seconds



Kimi caught behind Vergne's Toro Rosso



Perez part one: botched move on Raikkonen

DRIVER BY DRIVER by Edd Straw

1  **9/10**
Event rating

SEBASTIAN VETTEL
Red Bull-Renault RB8-04
Start: 1st. Finish: 1st
A dream weekend for Vettel, although such was Red Bull's advantage around Suzuka it wasn't the hardest-fought victory he'll ever take. His task was made easier when neither Alonso nor Webber survived the start unscathed, and from there it was just a case of controlling the race.

2  **7/10**
Event rating

MARK WEBBER
Red Bull-Renault RB8-03
Start: 2nd. Finish: 9th
Given Red Bull's dominance, it was only a question of which front-row slot Webber would end up in and it was no surprise to see him pipped to pole by O.151s. Amid his fury at Grosjean for booting him into a spin, pulled off a decent recovery, which included some neat passing moves.

3  **8/10**
Event rating

JENSON BUTTON
McLaren-Mercedes MP4-27-03
Start: 8th. Finish: 4th
Had a five-place grid penalty looming for a gearbox change, and the McLaren wasn't as strong as expected, so did a decent job to take fourth. He outdid his struggling teammate as well, although arguably with a perfect race run he would have been able to make the podium.

4  **6/10**
Event rating

LEWIS HAMILTON
McLaren-Mercedes MP4-27-04
Start: 9th. Finish: 5th
Had a slice of bad luck in qualifying with the timing of Raikkonen's spin, and was far from happy with the car after a set-up misjudgement. "We just made a mistake and now we're stuck with it," he said. That certainly held true in the race, which proved solid but unspectacular.

5  **4/10**
Event rating

FERNANDO ALONSO
Ferrari F2012-295
Start: 6th. DNF
If Alonso doesn't win a third world title this year, Suzuka is likely to go down as the race he lost it. The second of two small jinks to the left carried him into Raikkonen's Lotus, sending him spinning with a left-rear puncture and out of the race. A small mistake, but a costly one.

6  **9/10**
Event rating

FELIPE MASSA
Ferrari F2012-294
Start: 10th. Finish: 2nd
Having looked a genuine threat to Alonso in practice, he blamed the ever-convenient bad set of tyres for failing to make Q3. He emerged from the start shenanigans fourth and showed a lively turn of pace in the race, effortlessly jumping Kobayashi and Button in the first stops. An excellent drive.



had plenty in hand. Kobayashi continued to delight the crowd, just a couple of seconds back from the Ferrari and initially just out of reach of Button. Then it was Raikkonen from Hamilton, Hulkenberg and Maldonado, the Williams being the only car on a second set of softs.

Perez had gone. On the 19th lap he'd pushed hard through the kink of Turn 10, trying to get another run going on Hamilton into the hairpin. Hamilton placed himself defensively in the middle of the track on the exit, leaving Perez arriving too fast on a line to oblivion, crossed up and on the marbles – and from there into the gravel trap. McLaren's new signing had just had his wildest, least-convincing race of the season.

“Massa was driving well, locked into a fast groove with none of the familiar desperation”

problem would go away, only to briefly reappear after the second stops.

As McLaren had hoped, Sauber responded to Button's stop by bringing in Kobayashi on the next lap. Although his in-lap and stop were slower than Button's, his earlier gap ensured he got out still just ahead, with both of them now stuck at the pace of Ricciardo's old-tyred Toro Rosso for the next few laps. "I've no idea why he was staying out on tyres that were so gripless," said Button in frustration at being trapped there. Massa, in clear air for the first time, was able to step up the pace, banging in three hard laps that built up enough of a gap that would leapfrog him past both Button and Kobayashi.

Perez pitted from a couple of seconds ahead of Hamilton at the end of the 15th lap, but a ragged in-lap on fronts that were surrendering lost him



Perez part two: great move to pass Hamilton

3s. When Hamilton responded with his stop on the next lap, he was able to get out back ahead of the Sauber.

Vettel and Massa, separated by 11s, pitted from first and second on the 17th lap. The Ferrari's race pace was more than a match for anyone other than Vettel, suggesting the sort of race that Alonso could have had. Felipe

was driving well, locked into a fast groove with none of the familiar desperation. It was almost like watching the driver of 2008.

With the leading group all having made their first stops, Vettel's lead was apparently impregnable. Massa was cutting the odd couple of tenths into it, but it was very clear that Seb

Further back, the compromised Michael Schumacher, who'd started his Mercedes from 23rd, was making good progress through the lower midfield while Mark Webber – who had still been 17s behind the tail of the pack after his pitstop when the safety car came in – was effectively on a one-stop strategy, having switched to primes when his nose assembly was replaced on lap one. There's no regulation saying so, but the safety car does usually wait until the pack is together before coming in, and it made Webber's task yet harder.

Into the second stint Kobayashi had tried hard to hang onto Massa, and would soon suffer for it. The tyres began to wilt after seven laps, the deficit to Massa ballooned from 3s to 8s over the next few laps and Button moved back onto the Sauber's tail, but could still find no way past. ▶

7  **6/10**
Event rating

MICHAEL SCHUMACHER
Mercedes F1 W03-09
Start: 23rd. Finish: 11th
A 10-place penalty forced him to save tyres in qualifying in the knowledge that even with a fair wind he was unlikely to start higher than the 10th row. Scraped into Q2 after a good lap on hard tyres and did best to haul his recalcitrant Merc towards top 10, but couldn't unlock Ricciardo's defences.

8  **5/10**
Event rating

NICO ROSBERG
Mercedes F1 W03-07
Start: 13th. DNF
A weekend to forget. While the Mercedes was all over the place at Suzuka, the fact that Schumacher was 0.156s faster than him in qualifying proved he underdelivered. His race lasted only seconds as he was tagged by Senna in the Turn 2 melee, so he had no chance to redeem himself.

9  **7/10**
Event rating

KIMI RAIKKONEN
Lotus-Renault E20-05
Start: 7th. Finish: 6th
His qualifying performance was underwhelming, once again ending up behind his team-mate after a spin at Spoon Curve late in Q3. In the race the Lotus didn't show a remarkable turn of speed, but after surviving the moment with Alonso on the first lap the Finn had a solid race.

10  **4/10**
Event rating

ROMAIN GROSJEAN
Lotus-Renault E20-03
Start: 4th. Finish: 19th
When you're two races into your comeback after a ban for causing a start shunt, you need to be squeaky clean. Qualifying was strong, but he was too busy watching Perez to anticipate the fact that Webber was in the firing line. That one misjudgement defined his entire weekend.

11  **5/10**
Event rating

PAUL DI RESTA
Force India-Merc VJM05-02
Start: 11th. Finish: 12th
Shunt on Friday after dropping a wheel onto the grass at the entry to Spoon Curve was unnecessary, and set him back for the weekend. Clutch problem meant that he made a slow start and was up against it. Ended up cast adrift from the points contenders despite flashes of pace.

12  **8/10**
Event rating

NICO HULKENBERG
Force India-Merc VJM05-03
Start: 15th. Finish: 7th
Outpaced di Resta in qualifying but got a five-place grid penalty for gearbox change after shunting in FP3. Rose from 15th to an impressive seventh in the race. Reported that his car felt strong throughout, and was able to chase Raikkonen and Hamilton to the flag.

◀ Sauber was now going to have to try a strategic solution to the problems Kobayashi's iffy tyre management had brought, to try to not lose more time in the middle of the race yet not have too long a final stint.

Hamilton and his understeering McLaren initially fell away even from the struggling Raikkonen early in the second stint. "There was something very, very, very strange going on with my car," reported Hamilton post-race. "The amazing understeer I had through qualifying was still there at first, and with the set-up we had it should never have been understeering that much. Then in the second stint coming through Spoon I felt a big thud from the rear. Suddenly it was like something was released from the car

"I had the car where I could control the race and push as hard as I wanted"

Sebastian Vettel

and all of a sudden it could turn. I then had a really good balance and was able to catch Kimi quite quickly. I've never experienced anything like that before."

A look at the lap times certainly backs up Hamilton's feelings: the thud came on lap 24, prior to which he'd been lapping in the mid-1m40s, around 1s slower than his teammate. Thereafter he was in the low-1m39s. It really was a sudden night-and-day difference.

As Hamilton's pace improved, so Hulkenberg fell away and his focus shifted to Maldonado behind. The Williams had been set up very much with tyre preservation in mind, this partly explaining its qualifying shortfall. The idea was to enable an option/option/prime combination rather than the more commonplace and safer option/prime/prime. The option was a faster tyre and Williams

Perez part three: bad move on Hamilton...



was trying to be on it longer without falling into a three-stop strategy, and for the first 10 laps of the second stint Pastor had shown great discipline as he drove 4s or so behind the Force India, but to a delta time. When let off the leash on the 28th lap, he found a whole second, as fast as Vettel was going at the time (on the hard tyres).

With Hamilton gaining fast, Lotus brought Raikkonen in for his second stop on the 30th lap, before it was too late. He was stationary for around 4s. "Although we hadn't intended to stop this early," said Whitmarsh, "we realised that if we could do a 2.5s stop



...that ended in a gravel-rashed Sauber

DRIVER BY DRIVER by Edd Straw

14  **10/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-04
Start: 3rd. Finish: 3rd
To claim his maiden podium under the pressure of the home crowd, with his future at Sauber in doubt and Button closing in on him, required a drive of the highest calibre. The car was strong and Perez showed potentially better race pace before going off, but Kobayashi was rock solid.

15  **4/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C31-03
Start: 5th. DNF
Prodigious promise, but showed why McLaren has taken a risk signing him. Was behind Kobayashi by 0.3s in qualifying and his moves on Raikkonen and Hamilton showed that he still makes mistakes. On the plus side, his late-braking to pass Hamilton early in the race was excellent.

16  **10/10**
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-04
Start: 14th. Finish: 10th
As usual he outqualified Vergne, but it was in the race that he really distinguished himself. Held his own against Webber and co in battle but most impressive was his final stint. Kept Schumacher at bay brilliantly to take a point that owed more to driver's performance than car's.

17  **4/10**
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-03
Start: 19th. Finish: 13th
Found a new way to be unimpressive in qualifying: combined being outqualified by Ricciardo for the 12th time with getting in way of Senna, among others. The result was a three-place grid penalty. This put him on the back foot, and an alternative strategy, and he never recovered.

18  **8/10**
Event rating

PASTOR MALDONADO
Williams-Renault FW34-04
Start: 12th. Finish: 8th
The Williams didn't prove particularly strong on single-lap pace, but he capitalised on the start chaos to jump to ninth and hung around in much the same position all race. Mixed it well in battle and seemed to get more competitive as the race went on, keeping Webber at bay.

19  **5/10**
Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start: 16th. Finish: 14th
Pace was pretty good after he pitted for a new front wing and served a drive-through penalty – but good pace after mishaps is of limited use. Team was a little surprised at penalty for hitting Rosberg, and Senna could blame Vergne for missing Q2, but there's a worrying pattern emerging.



Two careers saved?
Kobayashi and Massa



Hulkenberg held off Maldonado



Hamilton squeaked ahead of Raikkonen after stops

on the next lap, then we'd get out ahead. That puts a lot of pressure on the crew, but they did it – and it enabled Lewis to get out just in front.”

As they went through Turn 1, with Raikkonen on the outside but with more momentum, it looked like Kimi had done enough to retain the place. But as he hung on there, wheel-to-wheel, so Hamilton was able to just squeak ahead into Turn 2. “Kimi’s a fantastic driver,” said Lewis, “totally clean yet very hard, and I knew I could race like that with him.”

A few seconds back Force India found itself in a similar position to Lotus. With the Williams gaining quickly, Hulkenberg was brought in for his second stop before it was too late. Maldonado ran another three laps before the tyres finally began to wilt and he was brought in, exiting only just behind. “Unfortunately a lot of our speed was in sector one, where you can’t pass,” observed the team’s Mark Gillan, “and not in sector three, where you can.”

Meanwhile, Vettel continued serenely out front. So serene, in fact, that he found himself having to focus. “I was trying not to drop too much time,” he recalled, “because with the sun coming down quite low and a couple of tricky corners, especially Degner 2 and the entry to Spoon, it’s easy to get carried away and think about the corner after the present corner. You start to lose focus and do a little mistake. I tried to stay in the moment and until the end it was fantastic, because I had the car where I could control the race and push as hard as I wanted and take care of the tyres.”

Kobayashi pitted from third on the 31st lap from a couple of seconds ahead of Button. Jenson stayed out a while longer, losing a few tenths each lap to the new tyres of the Sauber, but planning to attack on fresher tyres into the last few laps. He finally came in on the 35th, losing himself a bit of time by overshooting his marks,

but quickly closing down the Sauber as he came back out, giving the crowd an anxious time. Was the home hero going to be denied a podium at the end?

Massa and Vettel were in for the last time on laps 36 and 37 respectively, the Red Bull now around 18s in front and still edging away. Kobayashi was back to within 4s of the Ferrari, with Button closing him down a few tenths at a time. The laps were running out and Button badly needed to get himself within 1s at the DRS-detection point just after the chicane. “But every time I tried to do this I’d just lock the front brakes,” he explained. “He was really managing his tyres well in that final stint and I couldn’t quite find a way through.”

It was only as he began the final lap without Button in the DRS zone behind him that Kobayashi, his Sauber now oversteering heavily, finally believed he was going to be on the podium for his home race. The relief of his team on the pit wall was plain to see, but perhaps even more relieved was Vettel’s race engineer ‘Rocky’ Rocquelin as Vettel completed the last lap fairly conservatively, having pumped in a stunning 1m35.774s on the penultimate time around, the alarm on the radio no doubt causing some amusement in the cockpit. But perhaps the most relieved man in the whole place was Massa – a podium at a critical time.

Hamilton’s curious slow/fast race netted him fifth place, 20s behind his team-mate, with Raikkonen, Hulkenberg, Maldonado and Webber next before a quick and tenacious Ricciardo, fending off serious late pressure from Schumacher for the final point.

As Vettel recalled his tale of low sun, focus and dream-like car, Alonso was long gone. There’s a lot still to play out but the title fight has just turned. Will this go down as the Alonso equivalent of Webber’s 2010 Korea? ☹

20  **7/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-3
Start: 17th. Finish: 15th
Other than amusing himself battling with the lower-midfield cars early in the race, it was a regulation weekend for the Finn. Went about as quick as a Caterham should be going, tried a one-stopper, and still had a comfortable gap to Glock. Accomplished, but not a great deal to race for.

21  **4/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-2
Start: 22nd. Finish: 17th
Far from his best weekend of the season. Big mistake on his qualifying lap put him 0.8s behind Kovalainen. Didn’t have a great race, although KERS loss largely explained pace deficit. Perhaps a lack of interest was to blame for him being hit with a drive-through penalty for missing blue flags.

22  **7/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 20th. Finish: 18th
Flew in qualifying, coming close to getting ahead of both Marussias rather than just Pic. Reckoned he could have found another 0.15s but was optimistic of being able to race the Marussias. Didn’t prove to be the case, but wasn’t far off defeating the hobbled Petrov.

23  **5/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-03
Start: 24th. DNF
Was lacking a few tenths to de la Rosa in raw pace, but condemned himself to a weekend at the back by going off at Degner 1 on Saturday morning and damaging his latest-spec floor, forcing a switch to the old one. Kept de la Rosa in sight before retiring with a loose floor stay.

24  **8/10**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-01
Start: 18th. Finish: 16th
Standard weekend for Glock, whose Marussia didn’t have the pace to bother a well-driven Caterham but was fast enough to keep the HRTs at bay. Made a pretty good fist of taking on Kovalainen though, ending up just eight seconds behind. But he did overrun his pitbox at his final stop.

25  **6/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start: 21st. DNF
Gap of a couple of tenths to Glock in qualifying was very respectable on his Suzuka debut. Raced solidly but was hit by engine problem. Gained a black mark in free practice for impeding Hamilton, although the team shared the blame in that and was hit with a fine.

Drawing board

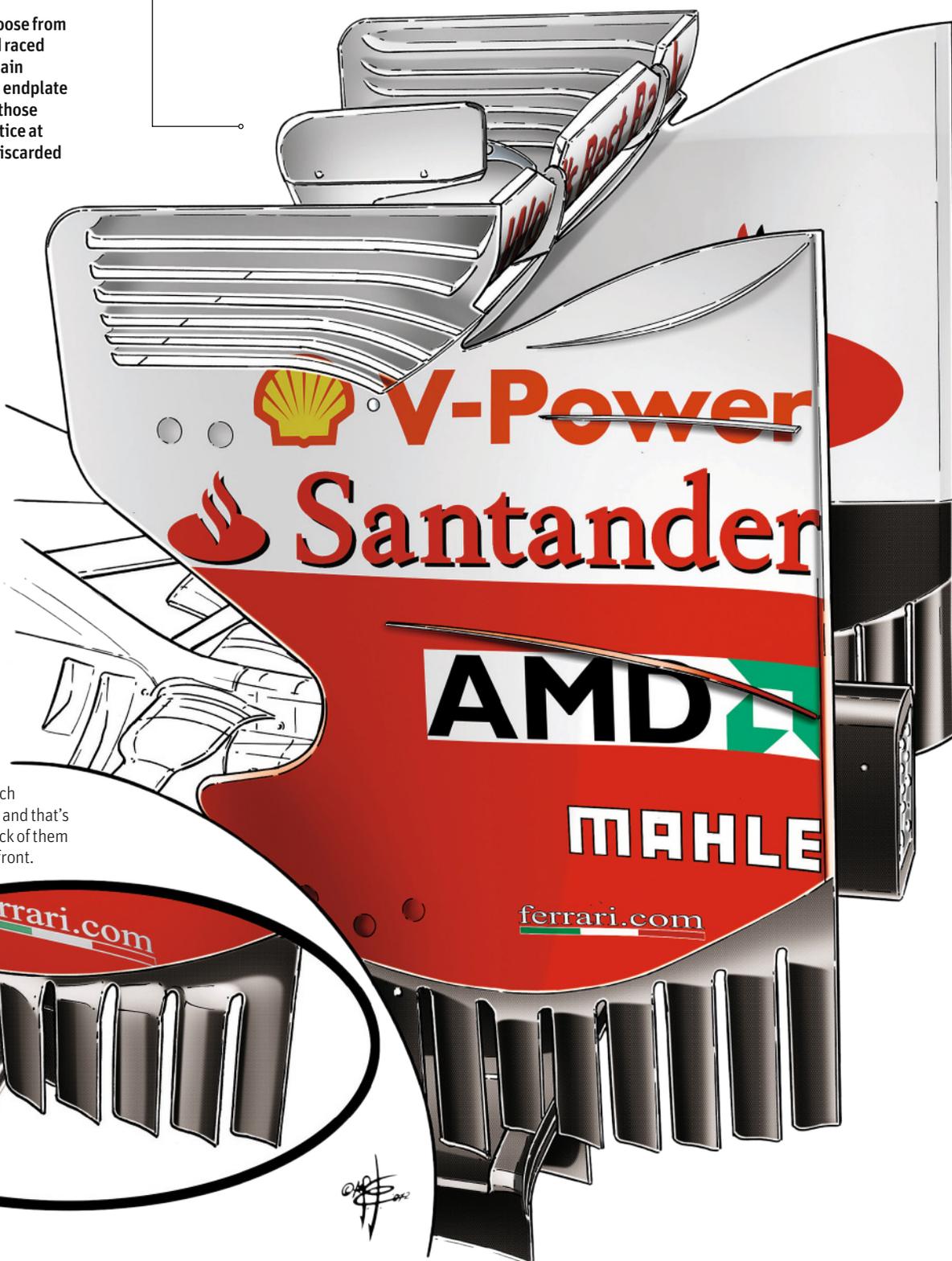


Gary Anderson, Mark Hughes and Giorgio Piola outline some of the technical developments tried out by Ferrari, Lotus, Toro Rosso and Williams during the Japanese Grand Prix weekend

FERRARI MAKES VANE ATTEMPT

➔ Ferrari had three rear wings to choose from at Suzuka. Both cars qualified and raced with the standard component. In the main picture is a short main plane/extended endplate version with different lower gills from those seen on the wing that appeared in practice at Singapore (inset). This was tried and discarded by Fernando Alonso in Japan. Felipe Massa tried and rejected a further upgrade of the development wing used but not raced in Singapore.

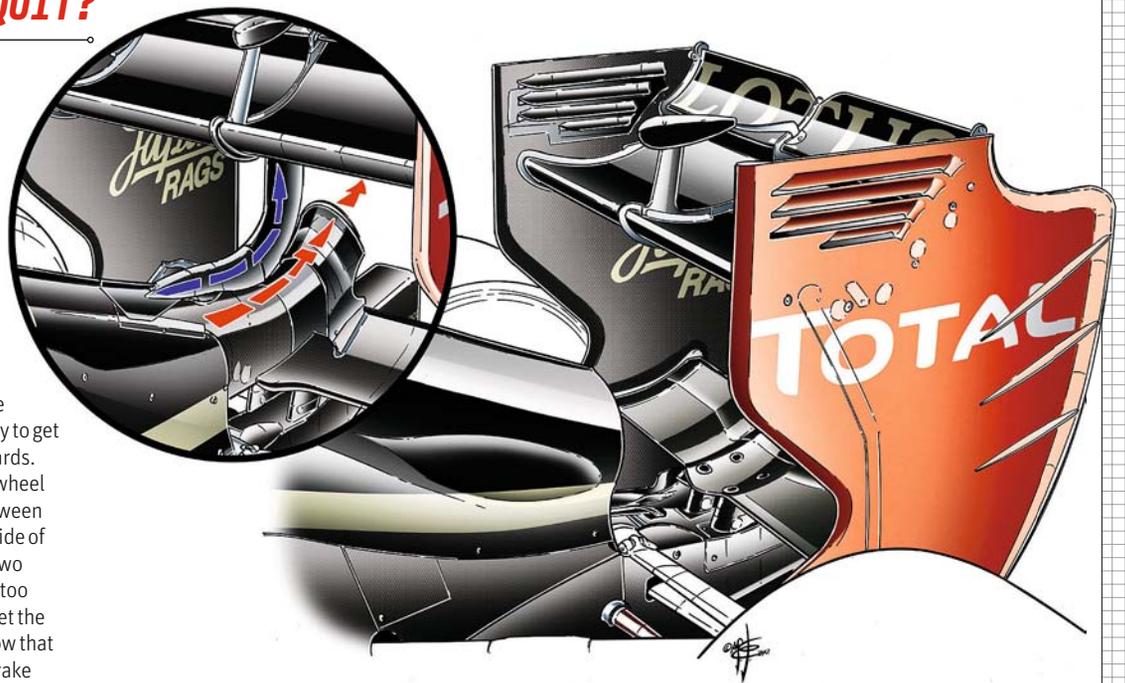
GARY ANDERSON: The turning vanes on the outside of the endplate appear to be working against each other and are going in the opposite direction from those on the Lotus. If two wakes are working against each other, when they meet they create a vortex, which produces drag. At Suzuka, Ferrari had a Singapore race wing, a modified Singapore development wing and a totally new wing. The new one is pictured here. Ferrari is trying to wrap the endplate and the back of the flap together to reduce the vortex, but this will give away a bit of downforce in the process. There's a small step where the main plane cuts back onto the flap a little earlier, trying to get better efficiency. At the bottom, these vanes are trying to get the airflow around the back of the tyre, where the low pressure is, reducing drag and increasing aero efficiency. Ferrari's diffuser, unlike many, doesn't try to do this. The team is trying to do it all with these vanes. The angles between each vane look quite similar from front to rear, and that's quite puzzling because the flow at the back of them needs to be turned more than that at the front.



LOTUS: DOUBLE OR QUIT?

→ Lotus again tried but did not race the double DRS device (inset with arrows showing the two alternative air flows, which are changed according to a fluidic air pressure switch). The more conventional wing (right) used for both qualifying and the race had new turning vanes on the endplates.

GARY ANDERSON: The vanes look as though they are taking air flow coming from the wake of the rear brake ducts, which have got a lot of wing section on them to create downforce directly onto the wheel. The brake ducts help the diffuser work as well, so you try to get a big turning moment on the flow going upwards. You're trying to manage the air between the wheel and the outside of the endplate, and also between the beam wing and the upper wing on the inside of the endplate. You're also trying to get those two flows to meet up efficiently without creating too much in the way of drag-inducing vortices. Get the flow more efficient in this way, and it will allow that which occurs over the downforce-creating brake ducts to be faster and therefore more powerful.



TORO ROSSO FILLS GAP

→ Toro Rosso introduced new Williams-like front brake ducts with the inner faces formed by the tyre sidewall.

GARY ANDERSON: With the front wing and brake duct together, you try to create a pod around the tyre, getting the flow to turn around the tyre rather than into it, and going behind it to the low-pressure area just behind the contact patch. Because of the tyre moving laterally on the rim under cornering, you create a gap, and you might as well use that gap for the brake duct inlet, as opposed to having a separate gap. It makes the whole package a bit narrower, and allows you a nice big surface to put all your aero devices on.

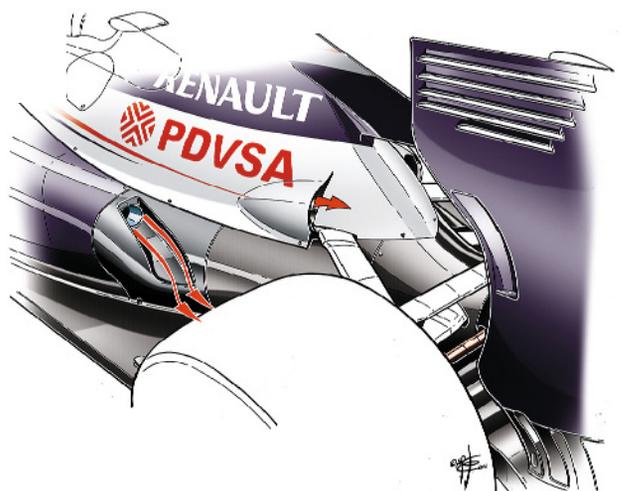


WILLIAMS EXHAUSTS POSSIBILITIES

→ Williams tried the Coanda-style exhaust during practice, but did not race it. This was a further tweaked version of the system that first appeared during Mugello testing in the early season, but which has yet to be raced.

GARY ANDERSON: Williams feels that it is losing more from engine performance than it is gaining from aero efficiency with this development. Last year, there were huge benefits to be had from

getting the exhaust flow down there. This year, the benefits are much smaller because of the regulations. So teams such as Williams and Lotus that started out without the Coanda exhaust have pointed it over the brake ducts and ended up developing them more. When they then try to apply a Coanda exhaust, there's probably less gain to be found.



JAPANESE GP RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	BUTTON	1m34.507s
2	HAMILTON	1m34.740s
3	WEBBER	1m34.856s
4	ROSBERG	1m35.059s
5	SCHUMACHER	1m35.112s
6	KOBAYASHI	1m35.199s
7	MASSA	1m35.283s
8	DI RESTA	1m35.299s
9	HULKENBERG	1m35.474s
10	MALDONADO	1m35.478s
11	ALONSO	1m35.484s
12	PEREZ	1m35.584s
13	RAIKKONEN	1m35.691s
14	GROSJEAN	1m35.724s
15	RICCIARDO	1m36.123s
16	VERGNE	1m36.222s
17	VETTEL	1m36.366s
18	BOTTAS	1m36.389s
19	GLOCK	1m37.716s
20	PETROV	1m38.295s
21	PIC	1m38.616s
22	KARTHIKEYAN	1m39.043s
23	VAN DER GARDE	1m39.374s
24	DE LA ROSA	1m39.688s

Weather: dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	WEBBER	1m32.493s
2	HAMILTON	1m32.707s
3	VETTEL	1m32.836s
4	HULKENBERG	1m32.987s
5	ALONSO	1m33.093s
6	GROSJEAN	1m33.107s
7	BUTTON	1m33.349s
8	SENNA	1m33.499s
9	MASSA	1m33.614s
10	SCHUMACHER	1m33.750s
11	ROSBERG	1m33.866s
12	PEREZ	1m33.903s
13	KOBAYASHI	1m33.943s
14	RAIKKONEN	1m34.291s
15	MALDONADO	1m34.300s
16	RICCIARDO	1m34.863s
17	VERGNE	1m35.080s
18	KOVALAINEN	1m35.711s
19	PETROV	1m35.870s
20	GLOCK	1m36.194s
21	PIC	1m36.636s
22	DE LA ROSA	1m37.342s
23	KARTHIKEYAN	1m37.701s
24	DI RESTA	no time

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m32.136s
2	WEBBER	1m32.371s
3	MASSA	1m32.824s
4	SCHUMACHER	1m32.918s
5	PEREZ	1m32.920s
6	KOBAYASHI	1m32.924s
7	GROSJEAN	1m33.008s
8	BUTTON	1m33.025s
9	DI RESTA	1m33.094s
10	MALDONADO	1m33.160s
11	ALONSO	1m33.184s
12	RAIKKONEN	1m33.224s
13	HAMILTON	1m33.564s
14	VERGNE	1m33.722s
15	ROSBERG	1m33.899s
16	SENNA	1m33.984s
17	RICCIARDO	1m34.023s
18	HULKENBERG	1m34.369s
19	KOVALAINEN	1m35.568s
20	PETROV	1m36.355s
21	GLOCK	1m36.389s
22	PIC	1m36.517s
23	KARTHIKEYAN	1m36.649s
24	DE LA ROSA	1m36.875s

Weather: dry

FRIDAY TESTERS

1 VALTTERI BOTTAS

WILLIAMS 1m36.389s

2 GIEDO VAN DER GARDE

CATERHAM 1m39.374s



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m32.608s (6)	1m31.501s (1)	1m30.839s
2	WEBBER	1m32.951s (11)	1m31.950s (6)	1m31.090s
3	BUTTON	1m33.077s (15)	1m31.772s (2)	1m31.290s
4	KOBAYASHI	1m32.042s (2)	1m31.886s (5)	1m31.700s
5	GROSJEAN	1m32.029s (1)	1m31.988s (7)	1m31.898s
6	PEREZ	1m32.147s (3)	1m32.169s (9)	1m32.022s
7	ALONSO	1m32.459s (5)	1m31.833s (4)	1m32.114s
8	RAIKKONEN	1m32.221s (4)	1m31.826s (3)	1m32.208s
9	HAMILTON	1m33.061s (17)	1m32.121s (8)	1m32.327s
10	HULKENBERG	1m32.828s (4)	1m32.272s (10)	no time
11	MASSA	1m32.946s (10)	1m32.293s	-
12	DI RESTA	1m32.898s (9)	1m32.327s	-
13	SCHUMACHER	1m33.349s (16)	1m32.469s	-
14	MALDONADO	1m32.834s (8)	1m32.512s	-
15	ROSBERG	1m33.015s (12)	1m32.625s	-
16	RICCIARDO	1m33.059s (13)	1m32.954s	-
17	VERGNE	1m33.370s (17)	1m33.368s	-
18	SENNA	1m33.405s	-	-
19	KOVALAINEN	1m34.657s	-	-
20	GLOCK	1m35.213s	-	-
21	DE LA ROSA	1m35.385s	-	-
22	PIC	1m35.429s	-	-
23	PETROV	1m35.432s	-	-
24	KARTHIKEYAN	1m36.734s	-	-

Weather: dry

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	9	6	WEBBER
BUTTON	4	11	HAMILTON
ALONSO	14	1	MASSA
SCHUMACHER	9	6	ROSBERG
RAIKKONEN	6	9	GROSJEAN/D'AMB
DI RESTA	8	7	HULKENBERG
KOBAYASHI	10	5	PEREZ
RICCIARDO	12	3	VERGNE
MALDONADO	13	2	SENNA
KOVALAINEN	13	2	PETROV
DE LA ROSA	14	1	KARTHIKEYAN
GLOCK	10	4	PIC



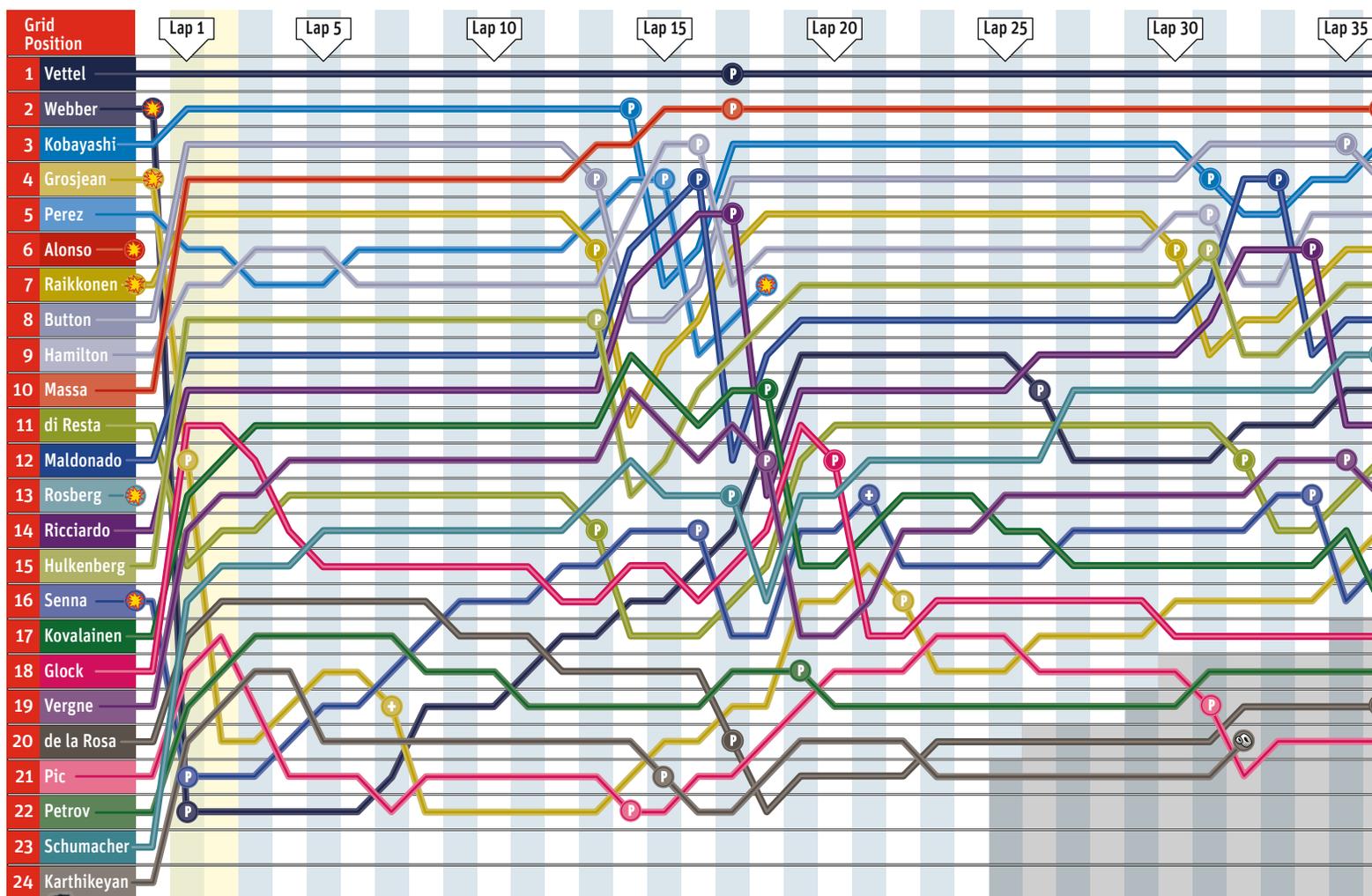
THE GRID

1 VETTEL RED BULL 1m30.839s Soft	2 WEBBER RED BULL 1m31.090s Soft
3 KOBAYASHI SAUBER 1m31.700s Soft	4 GROSJEAN LOTUS 1m31.898s Soft
5 PEREZ SAUBER 1m32.022s Soft	6 ALONSO FERRARI 1m32.114s Soft
7 RAIKKONEN LOTUS 1m32.208s Soft	8 BUTTON MCLAREN 1m31.290s** Soft
9 HAMILTON MCLAREN 1m32.327s Soft	10 MASSA FERRARI 1m32.293s Soft
11 DI RESTA FORCE INDIA 1m33.272s Soft	12 MALDONADO WILLIAMS 1m32.512s Soft
13 ROSBERG MERCEDES 1m32.625s Soft	14 RICCIARDO TORO ROSSO 1m32.954s Soft
15 HULKENBERG FORCE INDIA no time** Soft	16 SENNA WILLIAMS 1m33.405s Soft
17 KOVALAINEN CATERHAM 1m34.657s Soft	18 GLOCK MARRUSSIA 1m35.213s Soft
19 VERGNE TORO ROSSO 1m33.368s* Hard	20 DE LA ROSA HRT 1m35.385s Soft
21 PIC MARRUSSIA 1m35.429s Hard	22 PETROV CATERHAM 1m35.432s Soft
23 SCHUMACHER MERCEDES 1m32.469s*** Hard	24 KARTHIKEYAN HRT 1m36.734s Soft

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

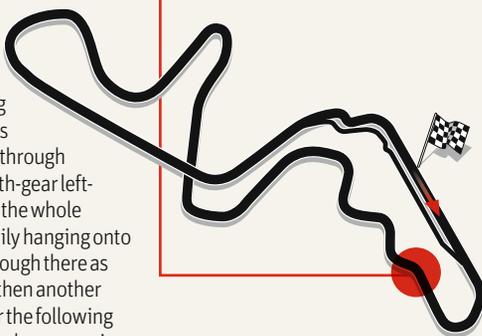
JAPANESE GP THE FINAL WORDS

THE RACE: LAP BY LAP



TRACKSIDE VIEW **MARK HUGHES** GRAND PRIX EDITOR

It's a racing driver's dream: Suzuka on a blue-sky day, the flowing uphill ribbon of the Esses ahead. How the car gets through Turn 3, a 70-degree fourth-gear left-hander, sets the tone for the whole sequence, drivers greedily hanging onto as much momentum through there as they can get away with, then another blink-brief downshift for the following switchback. Precision and response is everything here, defining how much of that precious momentum you can keep in the bank. Michael Schumacher has the smooth, practised groove of an old hand, Felipe Massa has a nicely coordinated business, right foot modulating in perfect synch to the varying grip, where Valterri Bottas, acquainting himself with the place for the first time, gets a twitch of oversteer exiting T3 that saps away the momentum he can carry into 4, but he's soon enough adapted and is hustling the Williams impressively by the end, by



which time the tyres have given their best. A black line of rubber forms on the exit of T4, fading out at about the place the cars change back up, but the Red Bull's left-rear is well inside there, with enough downforce to get earlier over to the right to line up better for the long, tightening kink of T5 further up the hill. Into here a Caterham or a Mercedes is onto four-cylinder cut-out, such is the size of throttle lift they demand, whereas the McLaren and Red Bull drivers are able just to go through on constant throttle.

THURSDAY

1334 Pastor Maldonado says he is not certain to remain with Williams next year: "I hope to be in the best place I can."



1402 Nico Hulkenberg stays tight-lipped on a move to Ferrari, but admits: "With the movement that there has been last week, things happened."

1412 Heikki Kovalainen says he's hopeful of completing a new Caterham deal by the end of the season: "I haven't had serious talks with anyone else."



1437 Kimi Raikkonen talks down his world title hopes. "At the moment, it doesn't look very good," he says.

1442 Romain Grosjean confirms that he is happy to support Kimi Raikkonen's push for the drivers' championship.

1507 Lewis Hamilton, in his first full-scale press conference since signing for Mercedes, says: "I'm not really here to talk about that this weekend."

1510 Sergio Perez says that moving to Ferrari in 2013 was "never an option".

1605 Nico Rosberg insists that he's "not worried" by taking on Lewis Hamilton at Mercedes next year.

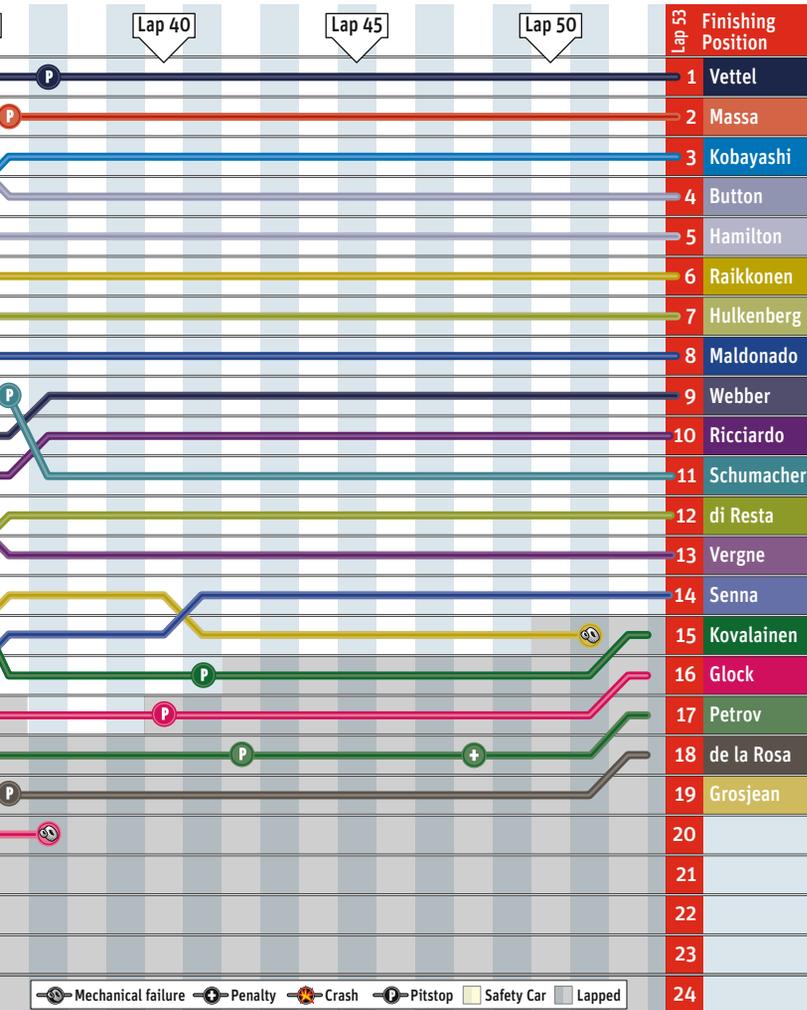
1645 Michael Schumacher announces his F1 retirement in a packed press conference: "It was hard work for me to keep the motivation... I felt it is time for freedom again."



1940 @realTimoGlock: "New helmet for this weekend"

GRAND PRIX DIGEST

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



SATURDAY

- 1117** Narain Karthikeyan goes off at Turn 9 in FP3, damaging his new-spec floor.
- 1121** **Hamilton:** "I want to put the car back to what it was yesterday. I want to disconnect the front roll bar."  
- 1139** Hulkenberg loses the rear end and crashes at Degner 2. He damages his gearbox, earning his Force India a five-place grid penalty.
- 1158** **Hamilton is furious at Charles Pic for backing off excessively:** "You need to let Charlie [Whiting] know how dangerous that was." 
- 1304** Pic reprimanded and Marussia fined €5000 for impeding Hamilton.
- 1419** Bruno Senna furious with dithering Jean-Eric Vergne. Senna misses out on Q2 and Vergne is later bumped back three places on the grid. 
- 1500** Raikkonen ruins the end of Q3 by spinning into the gravel at Spoon.
- 1501** **Jenson Button after his Q3 run:** "I couldn't find any more, guys, they're just too quick the Red Bulls." 
- 1508** Lewis Hamilton puts his disappointing qualifying performance down to "a huge mistake with set-up".
- 1807** Stewards reprimand Sebastian Vettel for impeding Fernando Alonso in Q3. He escapes a grid penalty.
- 1835** **@AussieGrit [pic, right]:** "Japanese fans still at the track at 18:30 in the dark!! Full grandstand, they love it!"  

SUNDAY

- 1456** **@realTimoGlock:** "Today's race strategy is only based on Schumachers car to keep him behind. Told him already." 
- 1514** Romain Grosjean hit with a 10-second stop/go penalty for hitting Mark Webber at the second corner.
- 1520** Fernando Alonso declares the final five races of the season a "mini championship" after spinning out on lap one. 
- 1532** **Button reports:** "I've got a problem with the gearbox." **He later adds:** "It keeps missing gears and going into neutral." 
- 1539** Senna given a drivethrough penalty for hitting Rosberg at Turn 2.
- 1633** Kamui Kobayashi becomes the first Japanese driver to finish on the podium in his home grand prix since Aguri Suzuki in 1990.
- 1649** **@alo_oficial:** "5 great races coming! If the enemy thinks in the mountains, attack by sea, if they think in the sea, attack by the mountains." 
- 1650** Mark Webber storms into the Lotus offices to make his feelings clear to opening-lap assailant Grosjean. 
- 1825** McLaren insists that no thought was given to ordering Jenson Button to let title hope Lewis Hamilton past in the closing stages.
- 2027** **@SChecoPerez:** "I feel Sorry for my team,happy for @kamui_kobayashi great podium!Well done!Will come back in Korea" 

FRIDAY

- 1006** Raikkonen speeds in the pitlane at 71km/h in FP1, earning a €2200 fine. 
- 1034** Caterham Friday driver Giedo van der Garde is clocked at 61.9km/h in the pits. He is later hit with a fine of €400.
- 1128** Rosberg's Mercedes stops at the Esses after an oil-pressure alarm goes off.
- 1232** **@realTimoGlock:** "Strange 1st session. Felt like I was all over the place and slow but didn't look like on time sheet. Hope stays like this." 
- 1305** McLaren technical director Paddy Lowe insists that he has no concerns about gearbox reliability after both cars hit problems last time out in Singapore.
- 1405** **Paul di Resta crashes at Spoon Curve after dropping a wheel onto the grass. Asked if he's OK, he replies:** "Yeah... obviously that's finished." 
- 1418** **Kimi Raikkonen is told to pit with a KERS problem:** "We have to treat the car as unsafe." **He is warned to take care as he gets out.** 
- 1516** Michael Schumacher tags the grass on the entry to Spoon Curve and, like di Resta, hits the wall: "I was already concentrating too much on the corner ahead of me."
- 1530** **Vitaly Petrov's Caterham goes off at Turn 1:** "I lost the rear wing completely on the straight!" 
- 1637** Raikkonen reveals that Lotus will not run its double DRS for the rest of the weekend despite getting some benefit from it in practice (left). 

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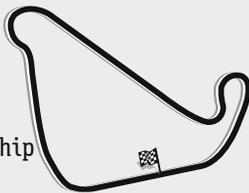


SILVERSTONE

 GREAT BRITAIN

October 6-7

British Touring Car Championship
Round 9/10



AT A GLANCE RACE 1

→ Winner **Jason Plato**

→ Pole **Plato**

→ FL **Mat Jackson**



Plato and MG are in the title hunt



BTCC goes back to front

Jason Plato and Mat Jackson clawed through the field to take amazing wins as the Hondas struggled for pace. It's now brewing up nicely for the finale...

BRITISH TOURING CAR Championship boss Alan Gow couldn't have scripted the Silverstone round better if he'd tried. Not only did the title battle hot up, ready for the Brands Hatch finale later this month, but the newest NGTC machine took its first victory.

As expected, the Honda Civics, still running with their minimum boost allowance due to the equalisation system in the series, struggled on the National circuit. With a premium on straightline speed and a lack of corners, the layout was always going to be tough for championship leaders Gordon Shedden and Matt Neal, and so it proved.

Jason Plato's MG6 has also lacked straightline speed of late, but whereas

the Hondas tend to get their laptime from corner entry and maintaining momentum through fast bends, the MG has great traction out of tighter ones. That, combined with an improved set-up from Triple Eight, meant that Plato was right on the pace all weekend.

In fact, the only man capable of worrying the double champion was Mat Jackson. With Motorbase's NGTC Ford Focus ever-improving – courtesy of ace tin-top engineer David Potter – and its status as the fastest car in a straight line, Jackson was on fine form. He and Plato were out of reach of the rest.

Plato looked too fast for everyone after qualifying. No fewer than eight of his times were good enough for pole and his 0.253s

advantage over Jackson was massive considering the next 20 cars were covered by one second.

Plato, who came into the round 32 points behind Shedden, reckoned Triple Eight had finally found the holy grail of keeping the MG6's inherent brilliant traction while alleviating the rear-end nervousness that has been its weakness.

"The car's good off both

"I think we had the pace to catch him, and Jason's in the championship battle, so he'd have been foolish to fight"

Jackson reckoned he'd have beaten Plato in race two

hairpins and we've gone some way to curing our rear-end stability – I can attack the corners now," said Plato of the damper changes.

"Now we've got a car that's still moving but that I can feel more. The rate

of yaw is more progressive. We've found something key."

Plato's extra confidence was demonstrated by his 0.2s advantage in the final, complex-dominated sector of the lap.

Nevertheless, come the

Shedden (52) battled on despite attacks from Fuller and others



RACE RATING

★★★★☆

Better racing than of late and fine drives, but enforced lack of Honda pace was daft

MILESTONES

First win for Motorbase's NGTC Ford Focus; first BTCC podium for Aron Smith (right)



REPORT BTCC SILVERSTONE

KEVIN TURNER
reports



Jackson and Plato were in a different league



Jackson took his first win in an NGTC machine



Neal's hopes go up in flames

Ford, MG burn from the stern; Honda just burns

JASON PLATO AND Mat Jackson took the wins as they held a significant advantage over their rivals at Silverstone.

Plato's works MG narrowly led the first race from pole from a fast-starting Rob Collard (WSR BMW). Jackson's Motorbase Ford Focus slotted in behind, but their battle had barely started when separate incidents (Chris James and Howard Fuller at Copse, and Andrew Jordan and Andy Neate at Becketts) brought out the safety car.

Collard pressured Plato for a lap after the restart, only to allow Jackson to drag past him exiting Copse a lap later.

As Collard got shuffled back, the leading duo pulled away and Jackson dived by the MG into Brooklands. He eked out a small gap and looked set to win until an electrical problem left him with no throttle and he pulled off.

Plato swept by to win, well clear of Dave Newsham's ES Racing Vauxhall Vectra, which finished ahead of Aron Smith's S2000 Focus.

Collard took fourth, while Rob Austin benefited from a late Frank Wrathall-Adam Morgan clash to secure fifth.

It was Jackson's turn to benefit from a car failure in race two, but only after a fine charge from row nine.

Plato once again led Collard from pole while Jackson made his way through the pack. The MG was three seconds ahead when Matt Neal's works Honda caught fire and brought out the safety car.

By now, Jackson was fifth. Team-mate Smith didn't make life too difficult after the restart and the NGTC Focus then dived by Newsham for third at Brooklands and homed in on Collard.

Just as Jackson got to the rear of the BMW, Plato pulled off with an electrical problem of his own. Collard briefly took the lead, but Jackson was unstoppable and he went on to win by nearly two seconds.

Newsham narrowly held off Smith for another podium, while Dan Welch started by bringing his Proton through to eighth after starting on row 10.

Nick Foster's WSR BMW led the reversed-grid finale confidently from pole while battles raged behind. Welch and Austin were the first to work their way by the Hondas of Gordon Shedden and Jordan, but immediately clashed at Copse (and would meet again later in the race), helping Collard into second.

By then, Jackson was already sixth and Plato – up from 20th – was ninth. With Jordan and Shedden defending from Newsham, Plato was able to slip by Jackson on lap six of 22.

The MG was able to hold a tight line out of Becketts and Luffield and Plato soon came through and caught Foster. He went ahead after half-distance.

Jackson followed five laps later, but could not match Plato's pace, while Collard overcame Foster's fine defence in the closing stages to head a train of three WSR BMWs in third, fourth and fifth.



Collard (right) was a threat in the early stages

races, Jackson's Mountune-engined Focus provided a stern test. He passed Plato in race one and was edging away when an electronic throttle issue forced him out, then came storming through the field in the second encounter.

The Ford man reckoned he could have won even if Plato hadn't suffered his own electrical issue while leading, gifting Jackson his third victory of the year.

"I think we had the pace to catch him and he's in a championship battle so he'd have been foolish to fight," said Jackson.

"We've had many good races through the field, but the big thing with this is it's the first win for the car. It's payback for all the sleepless nights the guys have put in and the

investment by David [team boss Bartrum].

"We're making progress and trying different things. This is the first of many."

The Focus was less wieldy in the reversed-grid race, but still Jackson was able to charge from 10th to second.

Only Plato's victory from row 10 overshadowed the performance. "I didn't think I could win – I thought Mat would – but we made improvements and my car was sensational," admitted Plato. "We've now got a brilliant racecar."

While Plato and Jackson dominated the podium, the Hondas struggled. Not only were they slow on the straights, they were not particularly quick through the complex either. Neal, the fastest of them in qualifying, was only eighth

best through the sector.

Things got a lot worse for Neal on Sunday. A wastegate problem and then a fire, caused by the exhaust being damaged in contact, accounted for his first two races. A clash with Lea Wood in the finale made his weekend, literally, pointless.

"I got hit by so many cars," rued Neal. "They just want a piece of a Honda."

"Exiting Luffield [in race two] I started to smell something, then I saw the exhaust was smoking and got on the radio. As I turned into Copse they said 'Get out, it's on fire.'"

Shedden, no stranger himself to fire this season, looked in even worse shape after he qualified 19th but, after an engine change, he dug deep in the races.

Two sevenths and a ▶

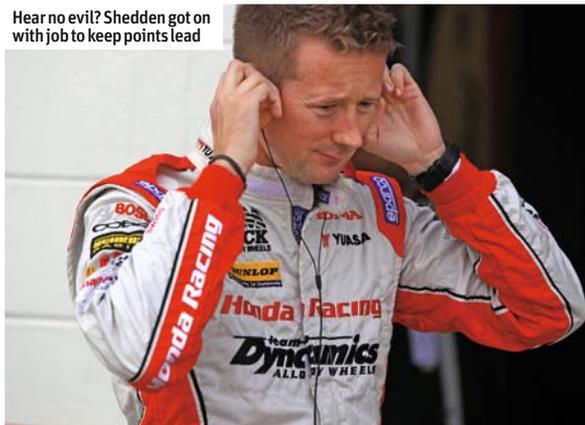
AT A GLANCE RACE 2

- Winner **Mat Jackson**
- Pole **Jason Plato**
- FL **Jackson**

AT A GLANCE RACE 3

- Winner **Jason Plato**
- Pole **Nick Foster**
- FL **Plato**

Hear no evil? Shedden got on with job to keep points lead



“I think I worked harder for those sevenths than I have for some of my wins!”
Shedden managed to get some points from a tough event



Newsham's Vectra returned to form

◀ sixth may not sound like much, and certainly didn't impress him, but grinding out results on a bad day is the sort of thing that wins championships.

“We changed the engine because we had to cover all the bases,” he said. “We were so far back it was a case of throwing everything at it. Did it make a difference? I'm not sure – the only way I passed people was when they fell off.

“I wasn't racing to go forward, I was just trying to stop people coming by. I think I worked harder for those sevenths than I have for some of my wins! There's not really anything else I could have done.”

Despite the fact that Honda clinched the manufacturers' crown, the team left Silverstone hoping that – for the first time this season – it may actually get an increase in boost for the next round.

“Everyone else has been so fast there'll be a bit of a turnaround for Brands,” added Shedden. “We might actually get some boost – and we need a lot!”

There was a similar feel to the battle in the Independent Trophy. Andrew Jordan came into the weekend with a mathematical chance of clinching the crown, but the Eurotech Honda Civic driver was expecting to lose ground thanks to the Honda's boost restriction.

Jordan duly qualified 11th, just behind Neal and seven places behind main rival Rob Collard's WSR BMW. And then contact with Andy Neate's MG approaching Becketts on the first lap of race one dumped Jordan in the gravel.

“Today was going to be about going round and getting points...” said an unimpressed Jordan, who could only watch as Collard finished as third Independent in fourth overall.

Jordan's ninth and seventh in the remaining races didn't compare well with Collard's second and a third either. He left Northamptonshire with a reduced 28-point lead.

But the big fight is now really on for the overall crown. Although Plato has been a factor all season –

and has taken five poles in nine rounds – his attitude so far has been one of looking to the future, when the MG package is fully honed. After Silverstone, however, he has the air of someone with a genuine sniff of the 2012 title.

“Our gameplan was to work on our car this year with a view to 2013, but we're now in a position where the fight is there,” he said. “We've made a massive leap forward since Rockingham.

“It's started to come alive for me now in the championship. We've got a real chance.

“The MG is the best chassis on the grid in the dry and I'm really looking forward to Brands. We've not won races because we've got more boost; we've won because we've got a better car. We'll be the car to beat.”

With Neal now ready to throw his assistance behind a hungry Shedden, and Plato smelling blood, it looks like the BTCC will have a new driver or a new car taking the title this season. Just as Gow would have wanted. ☘

Jordan had to watch his Independents' lead shrink





WSR BMWs had a good weekend

NEXT ROUND
BRANDS HATCH
October 21



REPORT
BTCC SILVERSTONE

DRIVER BY DRIVER

<p>Matt Neal (R/R/R)</p> <p>Has he had a worse BTCC weekend? Lack of boost and contact hurt a lot.</p>	<p>Gordon Shedden (7/7/6)</p> <p>Dogged effort in trying circumstances that may get him his first title.</p>	<p>Jason Plato (1/R/1)</p> <p>Game on, as he likes to say. Only NGTC spec part denied him the title lead.</p>	<p>Andy Neate (12/18/R)</p> <p>Found going tough in the close racing that the National circuit brings.</p>	<p>Mat Jackson (R/1/2)</p> <p>Brilliant. Had a car advantage but used it well. Unlucky in R1.</p>	<p>Aron Smith (3/4/9)</p> <p>Another good weekend. Seeing him near the front is no longer a surprise.</p>
<p>Liam Griffin (R/13/R)</p> <p>Happy to be back, though clashes marred his event.</p>	<p>Rob Collard (4/2/3)</p> <p>On the case throughout. Arguably best of rest after Plato/Jackson.</p>	<p>Tom Onslow-Cole (10/6/5)</p> <p>Recovered well from driveshaft failure before R1 start.</p>	<p>Nick Foster (6/10/4)</p> <p>Good weekend and looked unflustered leading reversed-grid race.</p>	<p>Andrew Jordan (R/9/7)</p> <p>Not amused by R1 Neate hit. Damage limitation after that.</p>	<p>Jeff Smith (8/11/10)</p> <p>Quiet weekend, which was probably a good idea. Scored points.</p>
<p>Chris James (R/15/12)</p> <p>Bad crash in R1, but recovered to score points in other two.</p>	<p>Dave Newsham (2/3/R)</p> <p>Strong meeting, until clash with Wrathall in R3 put him out.</p>	<p>Adam Morgan (16/14/8)</p> <p>Good pace, but the magnets were on again. Should have scored more.</p>	<p>Tony Hughes (15/17/17)</p> <p>Only just lost out to Ollie Jackson in R1. Not so close thereafter.</p>	<p>Rob Austin (5/5/EX)</p> <p>Good, solid runs in first two. R3 battle with Welch got daft; he was excluded.</p>	<p>Will Bratt (13/R/13)</p> <p>Better than Rockingham, but that wasn't a hard target to reach.</p>
<p>Lea Wood (9/16/15)</p> <p>Got into more scrapes than usual.</p>	<p>Tony Gilham (R/R/R)</p> <p>Stepped in at last minute to replace Chris Stockton.</p>	<p>Frank Wrathall (R/12/R)</p> <p>Clashes in R1 and R3 spoiled decent speed.</p>	<p>Howard Fuller (11/NC/11)</p> <p>Feisty weekend. Driveshaft issue in R2.</p>	<p>Ollie Jackson (14/NC/16)</p> <p>Car didn't suit track so team experimented.</p>	<p>Dan Welch (R/8/14)</p> <p>Collisions prevented results pace deserved.</p>

RESULTS

British Touring Car Championship, round 9 of 10, Silverstone (GB), October 6-7

GRID

1 PLATO	2 M JACKSON
59.717	59.970
3 WRATHALL	4 COLLARD
59.059	59.121
5 NEWSHAM	6 WELCH
59.132	59.155
7 A SMITH	8 O-COLE
59.225	59.267
9 MORGAN	10 NEAL
59.267	59.283
11 JORDAN	12 NEATE
59.306	59.326
13 FOSTER	14 JAMES
59.350	59.455
15 FULLER	16 GRIFFIN
59.489	59.527
17 AUSTIN	18 WOOD
59.609	59.629
19 SHEDDEN	20 J SMITH
59.682	59.733
21 BRATT	22 HUGHES
1:00.044	1:00.422
23 O JACKSON	24 GILHAM
1:00.856	no time*

RACE 1 - 25 LAPS, 41.010 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Jason Plato (GB)	MG KX (Triple 8)	MG6	27m03.052s	1
2	Dave Newsham (GB)	Team ES Racing	Vauxhall Vectra	+2.434s	5
3	Aron Smith (IRL)	Motorbase Performance	Ford Focus	+3.292s	7
4	Rob Collard (GB)	WSR	BMW 320si	+4.127s	4
5	Rob Austin (GB)	Rob Austin Racing	Audi A4	+15.472s	17
6	Nick Foster (GB)	WSR	BMW 320si	+15.795s	13
7	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+17.167s	19
8	Jeff Smith (GB)	Eurotech Racing	Honda Civic	+18.020s	20
9	Lea Wood (GB)	Team Wood Racing	Vauxhall Vectra	+18.956s	18
10	Tom Onslow-Cole (GB)	WSR	BMW 320si	+19.184s	8
11	Howard Fuller (GB)	Team HARD	Honda Civic	+21.062s	15
12	Andy Neate (GB)	MG KX (Triple 8)	MG6	+22.035s	12
13	Will Bratt (GB)	Rob Austin Racing	Audi A4	+23.907s	21
14	Ollie Jackson (GB)	AMD Tuning	Volkswagen Golf	+42.205s	23
15	Tony Hughes (GB)	Speedworks Motorsport	Toyota Avensis	+42.367s	22
16	Adam Morgan (GB)	Speedworks Motorsport	Toyota Avensis	-1 lap	9
R	Mat Jackson (GB)	Motorbase Performance	Ford Focus	21 laps-electronics	2
R	Frank Wrathall (GB)	Dynojet	Toyota Avensis	20 laps-acc damage	3
R	Daniel Welch (GB)	Welch Motorsport	Proton Persona	13 laps-acc dam/susp	6
R	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	13 laps-turbo	10
R	Tony Gilham (GB)	Thorney Motorsport	Vauxhall Insignia	2 laps-accident	24
R	Andrew Jordan (GB)	Eurotech Racing	Honda Civic	1 lap-accident	11
R	Chris James (GB)	Team ES Racing	Vauxhall Vectra	1 lap-accident	14
R	Liam Griffin (GB)	Motorbase Performance	Ford Focus	1 lap-acc damage	16

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS
1	Shedden	364
2	Plato	349
3	Neal	333
4	Jordan	303
5	Collard	293
6	M Jackson	264
7	Onslow-Cole	255
8	Newsham	183
9	A Smith	159
10	Foster	158

RACE 2 - 25 LAPS, 41.010 MILES

POS	DRIVER	TIME/REASON	GRID
1	M Jackson	26m14.885s	17
2	Collard	+1.796s	4
3	Newsham	+4.116s	2
4	A Smith	+4.581s	3
5	Austin	+5.276s	5
6	Onslow-Cole	+9.361s	10
7	Shedden	+10.452s	7
8	Welch	+10.718s	19
9	Jordan	+11.353s	22
10	Foster	+11.496s	6
11	J Smith	+11.777s	8
12	Wrathall	+12.431s	18
13	Griffin	+18.504s	24
14	Morgan	+18.822s	16
15	James	+21.642s	23
16	Wood	+26.681s	9
17	Hughes	+29.190s	15
18	Neate	-1 lap	12
R	Gilham	23 laps-overheating	21
R	Plato	19 laps-electrics	1
NC	O Jackson	-8 laps	14
R	Neal	11 laps-exhaust/fire	20
R	Bratt	8 laps-accident	13
NC	Fuller	-18 laps	11

RACE 1 Winner's average: 90.96mph.
Fastest lap: M Jackson, 59.147s, 99.84mph.
RACE 2 Winner's average: 93.74mph.
Fastest lap: M Jackson, 59.056s, 99.99mph.
RACE 3 Winner's average: 98.23mph.
Fastest lap: Plato, 59.225s, 99.71mph.
* car qualified by Chris Stockton (GB): 59.931

RACE 3 - 22 LAPS, 36.089 MILES

POS	DRIVER	TIME/REASON	GRID
1	Plato	22m02.547s	20
2	M Jackson	+3.378s	10
3	Collard	+5.268s	9
4	Foster	+5.965s	1
5	Onslow-Cole	+6.206s	5
6	Shedden	+6.732s	4
7	Jordan	+9.405s	2
8	Morgan	+9.795s	14
9	A Smith	+14.495s	7
10	J Smith	+15.704s	11
11	Fuller	+15.835s	24
12	James	+20.529s	15
13	Bratt	+21.392s	23
14	Welch	+33.579s	3
15	Wood	+36.143s	16
16	O Jackson	+37.012s	21
17	Hughes	+44.881s	17
EX	Austin	+12.355s	6
R	Griffin	16 laps-engine	13
R	Newsham	11 laps-acc damage	8
R	Wrathall	10 laps-accident	12
R	Gilham	10 laps-misfire	19
R	Neal	5 laps-accident	22
R	Neate	2 laps-accident	18

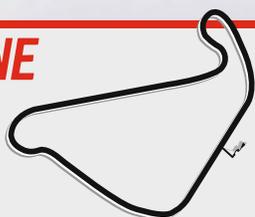
P50
Support races



SILVERSTONE

Great Britain

October 6-7
TOCA supports
Round 9/10



FR BARC AT A GLANCE

- Race 1 Seb Morris
- Race 2 Morris
- Champion Scott Malvern



Malvern clinched title with two podiums



Morris was class of strong FR BARC field

FORMULA RENAULT BARC & RENAULT CLIO CUP SILVERSTONE, OCTOBER 6-7

Morris dances to victory as Malvern seals title

IT WAS A PLEASURE TO SEE single-seaters on the TOCA support package again as no fewer than 32 of the cost-effective Tatuus-built cars arrived for the final rounds of the Formula Renault BARC championship.

Despite large entries for each race, just four drivers have been winners this season – Scott Malvern, Josh Webster, David Wagner and Seb Morris. Multiple Formula Ford champion and 2011 Festival

winner Malvern, and last year's runner up (to Dino Zamparelli) Webster were the only two who could take the title, but they were roundly eclipsed in qualifying by 2011 Ginetta Junior champion Morris, who annexed pole position for both races.

Morris was never headed in either race, driving with great pace and intelligence throughout to keep his nearest opposition at bay. In race one that was principally

championship aspirant Webster, who was grappling with excessive understeer at Becketts. This gave him a moment two laps from the end, allowing Malvern on to his tail and taking the pressure off Morris.

Michael Epps drove his best race of the year to finish fourth after qualifying third, with Chris Middlehurst fifth ahead of Team USA scholar and 2012 USF2000 champion Matthew Brabham, grandson of Sir Jack.

Webster only started seventh for race two, while Malvern this time led the pursuit of the dominant Morris. Webster tangled with Middlehurst and Macaulay Walsh (10th from 32nd on the grid in race one) at Brooklands on lap eight, which delayed him so much that his already slim championship chance was irretrievably lost.

With the pressure off, Malvern set about trying to pass Morris, but had to settle for a close second and a new lap record as he added yet another title to his impressive collection.

Becketts was also the graveyard of Paul Rivett's hopes of a fifth straight win

in the first Clio Cup encounter, where he ran wide while leading from pole on lap one.

This opened the door for Josh Cook, who sneaked by to lead from a fast-starting Stefan Hodgetts, up from the fourth row. Driving immaculately, Cook never wavered, while Hodgetts worked overtime to fend off Ant Whorton-Eales.

Less than half a second covered all three at the flag, with James Dixon, Adam Bonham and Josh Files in line astern behind.

As for Rivett, his charge back through the pack was temporarily delayed by a clash with points leader Jack Goff, but he pressed on to finish seventh with Goff dropping to 11th.

As if his first Clio Cup win was not enough, Cook immediately set about earning his second with a great start from row two in the second race. He passed poleman Rivett to lead all the way despite the best efforts of the multiple Clio champ, who was relentlessly latched to Cook's tailgate.

The leading line included most of the same faces as before, but in a reshuffled order. This also included

Goff, whose fourth kept him three points ahead of Rivett in the title chase.

The day ended disappointingly for Hodgetts who, after a nudging match with Dixon, ran wide of his own accord at Luffield and grass-tracked down the order to eighth.

● Ian Titchmarsh

RESULTS

Formula Renault BARC (18 laps)

1 Seb Morris; 2 Josh Webster +2.609s; 3 Scott Malvern; 4 Michael Epps; 5 Chris Middlehurst; 6 Matthew Brabham.

Fastest lap Morris 56.429s (104.65mph). **Race 2 (21 laps)**

1 Morris; 2 Malvern +0.741s; 3 Kieran Vernon; 4 Ivan Taranov; 5 David Wagner; 6 Jack Dex. **FL** Malvern 56.302s (104.88mph) **record. Final points 1 Malvern, 368;** 2 Webster, 337; 3 Morris, 274; 4 Wagner, 243; 5 Vernon, 236; 6 Macaulay Walsh, 214.

Renault Clio Cup (18 laps) 1 Josh Cook; 2 Stefan Hodgetts +0.209s; 3 Ant Whorton-Eales; 4 James Dixon; 5 Adam Bonham; 6 Josh Files. **FL** Bonham 1m05.124s (90.68mph).

Race 2 (18 laps) 1 Cook; 2 Rivett +0.234s; 3 Dixon; 4 Jack Goff; 5 Bonham; 6 Whorton-Eales. **FL** Files 1m05.114s (90.69mph) **record. Points 1 Goff, 343;** 2 Rivett, 340; 3 Dixon, 289; 4 Bonham, 261; 5 Cook, 240; 6 Files, 240.

Cook won two Clio races by a total margin of less than 0.5s!



CARRERA CUP AT A GLANCE

- Race 1 Ben Barker
- Race 2 Michael Meadows
- Champion Meadows

"I wanted to come here and show that I hadn't just settled for finishing fourth. I wanted to win"

Meadows sealed the title in style



REPORTS TOCA SILVERSTONE

PORSCHE CARRERA CUP & GINETTA BTCC SUPPORTS SILVERSTONE, OCTOBER 6-7

Champion Meadows has his field day

IT IS NO MEAN FEAT TO WIN a series as competitive as the Porsche Carrera Cup GB before the final two races, but that is what Michael Meadows has pulled off.

Meadows did so in the best possible manner by dominating the second race from pole. It was also a red-letter day for his team, Redline Racing, which took its second successive teams' title, and its fifth in the series' 10-year history.

The first race produced a fifth successive win for coming man Ben Barker, ahead of recently returned 2011 champion James Sutton, with Meadows fourth behind Rory Butcher. Unfortunately for Barker, his second-best qualifying time left him sixth on the grid for race two, from where he could only progress to fourth by the flag, too far adrift of Meadows on points to keep his slim championship chances alive.

Sutton retired from race two with engine problems, while Butcher closed in on Meadows towards the end only to pick up a 5s penalty for running too wide at Copse too often, which relegated him to seventh.

For Redline Racing there was triple delight as Oman's

Ahmad Al Harthy took his ProAm 1 tally to 12 wins and wrapped up the class title.

The final rounds of the 'guesting' GT3 Cup Challenge attracted a modest 12-car entry. Former F3 racer Justin Sherwood took a convincing win as ex-European Formula Vee champion James Birch became series winner by finishing second. Birch drove away to win race two comfortably from newcomer Harry Whale, as Sherwood spun down to fifth.

The Porsche championships may be sorted, but this is far from the case in Ginetta. Recent races have not been too good for season-long GT Supercup leader Tom Sharp, whose 100-plus points lead has been eroded by the impressive form of Carl Breeze, who has the wind behind him now.

In the first race in particular, Andy Richardson and Jake Hill mixed things up by fighting for the lead, which Richardson retrieved shortly before half-distance to go on and take his first G55 victory.

Hill was passed by Breeze, but just managed to stave off the Toms Ingram and Sharp. Richardson's happiness at his first win



Barker was fourth in race two after taking fifth win in a row in race one

was compounded by Mark Davies securing the G50 Cup crown and by Richardson Racing taking the teams' title.

Breeze outmanoeuvred Richardson at Copse at the start of race two, which fired up Sharp to charge from fifth on the grid to relieve Richardson of second by lap seven — but Breeze was already out of reach.

Richardson fell back to fifth behind Hill and Ingram, but Ingram picked up a 5s penalty that gave fourth back to Richardson.

Davies also incurred a penalty, which lost him the G50 Cup class to first-time winner Declan Jones.

Emotions ran high among the Ginetta Juniors. There

were tears of happiness for 2011 Irish Junior champion Andrew Watson as he took his first win in the UK, catching and then just holding off championship leader Charlie Robertson on the line.

There was frustration for Robertson in race two, when he was tipped into the gravel at Becketts by Freddie Lee, and could only stand and watch a brilliant multi-car lead battle from which Spanish rookie Pepe Massot emerged to take his second win of the year, with Watson third.

Will Palmer had his best weekend yet, qualifying second to Robertson and charging through to snatch third on the line in race two. He went sideways in a classic Silverstone finish, only to lose his deserved podium place when it emerged that he had picked up a dreaded 5s penalty.

● Ian Titchmarsh

RESULTS

Porsche Carrera Cup GB (28 laps)

1 Ben Barker; 2 James Sutton +0.765s; 3 Rory Butcher; 4 Michael Meadows; 5 Andy Meyrick; 6 Richard Plant. **Class winners** Ahmad Al Harthy; Richard Denny. **Fastest lap** Jonas Gelzinis 56.813s (103.94mph) **record. Race 2 (28 laps)** 1 Meadows; 2 Plant +2.056s; 3 Gelzinis; 4 Barker; 5 Sam Tordoff; 6 Meyrick. **CW** Al Harthy; Will Goff.

FL Butcher 56.953s (103.69mph). **Points** 1 Meadows, 306; 2 Barker, 252; 3 Tordoff, 236; 4 Gelzinis, 230; 5 Butcher, 222; 6 Daniel Lloyd, 175.

Porsche GT3 Cup Challenge GB (19 laps) 1 Justin Sherwood; 2 James Birch +4.337s; 3 Harry Whale; 4 Pete Smallwood; 5 John Ferguson; 6 Steven Liguorish. **CW** Tom Hallissey. FL Sherwood 58.031s (101.76mph) **record. Race 2 (21 laps)** 1 Birch; 2 Whale +5.692s; 3 Smallwood; 4 Liguorish; 5 Sherwood; 6 Ferguson. **CW** Hallissey. FL Birch 58.110s (101.62mph).

Ginetta GT Supercup (24 laps) 1 Andy Richardson (G55); 2 Carl Breeze (G55); 3 Jake Hill (G55); 4 Tom Ingram (G55); 5 Tom Sharp (G55); 6 Hunter Abbott (G55). **CW** Mark Davies (G50). FL Richardson 58.541s (100.87mph) **record. Race 2 (24 laps)** 1 Breeze; 2 Sharp +1.625s; 3 Hill; 4 Richardson; 5 Ingram; 6 Colin White (G55). **CW** Declan Jones (G50). FL Richardson 58.569s (100.82mph). **Points** 1 Sharp, 639; 2 Breeze, 637; 3 Ingram, 587; 4 Richardson, 417; 5 White, 372; 6 Abbott, 348.

Ginetta Junior (14 laps) 1 Andrew Watson; 2 Charlie Robertson +0.078s; 3 Harry Woodhead; 4 Keith Donegan; 5 Niall Murray; 6 Sennan Fielding. FL Watson 1m08.360s (86.38mph) **record. Race 2 (11 laps)** 1 Pepe Massot; 2 Watson; 3 Murray; 4 Fielding; 5 Oli Basey-Fisher; 6 Donegan. Massot. FL Fielding 1m08.554s (86.14mph). **Points** 1 Robertson, 453; 2 Fielding, 428; 3 Murray, 413; 4 Massot, 342; 5 Watson, 324; 6 Woodhead, 305.

Watson hunted down Robertson





RALLYE DE FRANCE

Alsace

ROUND 11/13

WINNER

Loeb 3h32m53.0s

QUALIFYING STAGE

Thierry Neuville

POWERSTAGE WINNER

Ott Tanak

RALLY RATING

★★★★★

Hundreds of thousands came to see one man deliver rally history

DRIVERS' STANDINGS

Loeb	244pts
Hirvonen	173pts
Latvala	131pts

MILESTONES

● Sebastien Loeb takes WRC win #75 and his ninth world title; Elfyn Evans claims WRC Academy Cup

DAVID EVANS reports



Loeb 'neufs' his rivals aside for glory at home

The unstoppable Citroen superstar chose his home rally to secure his 75th career win and his ninth consecutive championship title



ELTON JOHN, LENNY KRAVITZ and Sebastien Loeb. What have they got in common?

They have all played the Strasbourg Zenith. But Loeb played the rocket man better than anyone in France last week – and the question of anybody going his way was answered long and loud by those filling the 12,079 seats in the venue at the finish celebrations on Sunday evening. Before the start, Loeb insisted he didn't have to win. But he did anyway.

Jari-Matti Latvala looked briefly ready to ruin the party, but an off in Pays d'Ormont – the place where Loeb's engine lunched itself last year – ensured he would stay second. And Loeb's 75th post-WRC win party would last a little longer than usual. Nine times longer...

LEG ONE (90.83 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 14-23C

It was just like the old days as crowds of thousands lined the route for the recce of Thursday night's superspecial through the centre of Strasbourg. It poured with rain, but massed ranks of Loeb fans didn't feel a drop. And then came the moment – and Thierry Neuville binned the script and went fastest.

It would be easy to say the two-mile loosener didn't matter, but with a turn out like that, every metre *really* mattered.

Seventh overnight might have raised an eyebrow among his supporters, but Loeb wasn't in the slightest bit bothered. It was Friday

morning that mattered and that's when he got on with the job in hand.

Unusually for Loeb, there was a moment of indecision in service. His mechanics had bolted four hard Michelins onto the Citroen and were ready to slide a spare in the back when Loeb changed his mind: two softs in the back, just in case any of the damp remained from

the Thursday downpours.

The number-one Citroen ran first on the road and tore through the first stage proper, fastest, new leader. The dry road had been perfect for the harder covers.

Mikko Hirvonen couldn't hide his delight at traversing 18 miles just 3.5 seconds slower than his team-mate.

Happy Hirvonen arrived at the stage end. "That was

good," he grinned. "Now I've got to keep it up."

Ford's Jari-Matti Latvala was third and more pragmatic than happy. He and Petter Solberg had gone soft for the morning loop.

They dropped 7.6s and 12.8s respectively. Latvala smiled thinly and said: "We're thinking about more than just the first stage."

Both drivers hotly denied the suggestion that they had taken a softer compound to supplement confidence in the car and the conditions. Undoubtedly, their choice would have offered immediate grip from the first corner, but their times indicated the Citroen choice was racier out of the box.

The nature of the stages changed slightly as the route headed for the hills and the



Second-placed Latvala was the best of the rest



... led to scenes like this at the finish ceremony

Win #75 and title #9 for Sebastien Loeb...

Neuville took a career-best P4



forested slopes of the Vosges mountains. The next two stages were where the brakes and tyres would be worked hardest, with the road climbing above 1000 metres before the long, long descent to the finish where top-gear straights led into brake-bursting, boot-boiling hairpins.

Loeb slotted his soft tyres onto the back of the DS3 WRC and went fastest again.

The damp patches near the end of the stage played to the strength of Ford's choice, allowing Latvala to move past Hirvonen and into second place. There was more to come as the Finn went fastest on SS4 and 11.6s up on Hirvonen.

"We made the right choice," said Latvala, 7.5s off the lead at mid-day service.

"Maybe the first stage was a bit drier than we expected,

but this is good. I just want to stay with him."

Him was the leader, the master. Loeb reckoned there was nothing in the morning's tyre gamble.

"I don't think anybody won from the morning," he said. "I'm just driving as I feel. Don't forget, I don't have to win, just to stay ahead of Mikko."

Hirvonen was third, but his good mood was fast disappearing.

"I can't find the confidence on the downhill sections," he said. "It's not so nice, so quick and into these tight corners which are really damp. It's tough."

Hirvonen's fellow number two Solberg was also struggling – but he was sixth and unable to find the feeling he needed. The

Norwegian improved his place through the afternoon's second run through the stages, ending the day fourth – but in the thick of a fascinating four-way tussle with Dani Sordo, Neuville and Mads Ostberg. Just 27 separated third from seventh at the end of the day.

Early leader Neuville was suffering similar confidence issues to fellow Citroen driver Hirvonen. The Belgian was fastest to the top of the hill in SS4, but couldn't maintain that commitment on the way down.

Autumn sunshine beamed down on the stages close to the German border, ensuring the universal selection of hard tyres for the afternoon. And, with the whole field having passed through the stages, chopping through the corners and hauling dirt across the apex, everybody was in the same boat.

Loeb was at his brilliant best again in Hohlandsbourg, skipping the Citroen through the muddy sections with the magic touch of a man waiting for title number nine. Latvala pushed as well, but a brief dalliance with a ditch rattled him. Loeb's lead was very nearly doubled.

The Ford man hit back on the afternoon's second test, but where Loeb was hauling chunks from Latvala, the Fiesta driver was nibbling. With more mud in SS7, the leader's Midas touch was omnipresent as he moved 15.6s clear. But he remained focused on the season's bigger picture.

"If I get into a second-for-second fight with Latvala, then I won't risk it," Loeb admitted.

He demonstrated that policy by shrugging off the

loss of 2.5s on the crowd-pleasing dash through the middle of Mulhouse.

Latvala was pretty chuffed with his day's work. Last time he'd raced on these roads he was quickest on five of six day-three stages in 2011 and on day one in 2012 he set three scratch times.

"I think this is my best day ever on asphalt," he said.

"OK, we have been a little bit up and down, but we are in the fight and we have to stay there to keep the pressure on Loeb."

Hirvonen might have been half a minute off the lead, but he was more positive than the morning – despite being put off slightly when some of the roadside posts had been shifted in SS5.

There was no respite for the second DS3, however, with Solberg seven tenths behind in fourth and a queue of Sordo, Neuville and Ostberg all installing the Finn in their day-two sights.

Sordo's hopes of a repeat run to second last year were dashed by brake and set-up issues on his Prodrive Mini. Neuville suffered an afternoon spin, while Ostberg was forced to start the final stage in Mulhouse after an electronic glitch within his Fiesta.

Ott Tanak and Evgeny Novikov were holding eighth and ninth, with Sebastien Chardonnet impressing on his first full WRC day in a World Rally Car by ending the leg 10th. ▶

POSITIONS AFTER DAY ONE

1 Loeb/Elena	1h17m32.6s
2 Latvala/Anttila	+13.1s
3 Hirvonen/Lehtinen	+32.6s
4 Solberg/Patterson	+33.3s
5 Sordo/del Barrio	+48.8s
6 Neuville/Gilsoul	+55.4s

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Estonian Tanak took Powerstage victory

STAGE TIMES

SS1 STRASBOURG (2.25 MILES) Fastest: Neuville 2m44.7s Leader: Neuville	SS12 KLEVENER 1 (6.68 MILES) Cancelled
SS2 HOHLANDSBOURG-FIRSTPLAN 1 (17.81 MILES) Fastest: Loeb 14m36.1s Leader: Loeb	SS13 MASSIF DES GRANDS CRUS-UNGERSBERG 2 (11.28 MILES) Fastest: Hirvonen/Latvala 10m53.8s Leader: Loeb
SS3 VALLEE DE MUNSTER 1 (13.77 MILES) Fastest: Loeb 11m18.8s Leader: Loeb	SS14 PAYS D'ORMONT 2 (26.99 MILES) Fastest: Loeb 23m09.9s Leader: Loeb
SS4 SOULTZEREN-PAYS WELCHE 1 (12.38 MILES) Fastest: Latvala 9m49.2s Leader: Loeb	SS15 PAYS DE LA HAUTE BRUCHE 2 (14.93 MILES) Fastest: Loeb 11m10.8s Leader: Loeb
SS5 HOHLANDSBOURG-FIRSTPLAN 2 (17.81 MILES) Fastest: Loeb 14m28.9s Leader: Loeb	SS16 KLEVENER 2 (6.68 MILES) Fastest: Latvala 6m08.4s Leader: Loeb
SS6 VALLEE DE MUNSTER 2 (13.77 MILES) Fastest: Latvala 11m07.0s Leader: Loeb	SS17 VIGNOLE DE CLEBOURG 1 (10.61 MILES) Fastest: Neuville 10m11.7s Leader: Loeb
SS7 SOULTZEREN-PAYS WELCHE 2 (12.38 MILES) Fastest: Loeb 9m44.6s Leader: Loeb	SS18 BISCHWILLER-GRIES 1 (4.94 MILES) Fastest: Neuville 4m19.2s Leader: Loeb
SS8 MULHOUSE (2.88 MILES) Fastest: Latvala 3m37.7s Leader: Loeb	SS19 HAGUENAU 1 (3.38 MILES) Fastest: Neuville 4m16.2s Leader: Loeb
SS9 MASSIF DES GRANDS CRUS-UNGERSBERG 1 (11.28 MILES) Fastest: Loeb 10m58.0s Leader: Loeb	SS20 VIGNOLE DE CLEBOURG 2 (10.61 MILES) Fastest: Tanak 10m24.0s Leader: Loeb
SS10 PAYS D'ORMONT 1 (26.99 MILES) Fastest: Loeb 23m20.0s Leader: Loeb	SS21 BISCHWILLER-GRIES 2 (4.94 MILES) Fastest: Neuville 4m16.8s Leader: Loeb
SS11 PAYS DE LA HAUTE BRUCHE 1 (14.93 MILES) Fastest: Latvala 11m13.1s Leader: Loeb	SS22 HAGUENAU 2 (3.38 MILES) Fastest: Neuville 4m03.7s Leader: Loeb

LEG TWO (119.80 miles)

OVERCAST - AMBIENT TEMPERATURE RANGE ON STAGES 13-19C

The lack of overnight rain combined with these being the two longest loops of the event (a loop that included the longest stage of the rally) meant hard tyres were the order of the day.

The stages might not have reached the heights they managed on day one, but the roads did plunge just as deep into the woods. And deep in those woods, the conditions were just as changeable. Especially in the opening stage, where the road was dirty and bumpy.

Dirty and bumpy or not, Loeb was fastest.

At around the time the leader was crossing the line and celebrating another stage win, Solberg was forcibly denying some residents surrounding the village of Nothalten of power. In his efforts to move his Ford into a podium spot, the 2003 world champion had gone fastest in the stage's first split, but when he ran wide braking from top gear into a medium-speed left-hander the vineyards beckoned. Solberg kept his foot in, crushed some grapes and levelled an electricity pole.

Onlookers were mystified after the Fiesta shot out of one set of vines, across the stage and into the next set, where the right-front suspension met its maker.

"We came too fast and went off to the right," said Solberg. "I kept the throttle in to pull us through the vines - because I knew the

road came back around. But I couldn't see very well because of the leaves and foliage all over the windscreen. I didn't know we were across the road - I was expecting to see a much more wide-open area when we went over [the road]. And then we went straight to the pole."

That five-way fight for the final podium spot was a man down immediately. And a stage later, there was more bad news for Ford. Latvala dropped his Fiesta under braking for a slow right-hander and smacked a bank. Fifteen seconds might not have sounded like a lot, but it doubled Loeb's lead, and effectively signalled the end of the Blue Oval's challenge of red rule in Alsace.

"The road was damp," said Latvala, "I couldn't slow down. I was pushing, but I wasn't going crazy. The car locked up and I went off the road. I hit the bank and got back on, but there was so much mud in the front [left] wheel, the vibration was just terrible. I am really disappointed. We are second now and the only way we can change this is if the rain comes and we can make some gamble."

Latvala bounced back with quickest time in SS11, but with a 33-second buffer, Loeb was fully in control. The final stage of the morning was cancelled due to the number of spectators.

"The morning has gone well," smiled Loeb, "but I can't relax."

From his position, draped across the bonnet of his

DS3, he couldn't have looked more relaxed.

"Latvala is still fast," he said, "and we have to go through the long stage again and this is not easy. I can afford to lose some seconds, but it's not finished."

Both drivers returned to the stages on hard tyres, but Latvala took a couple of softs with him in the vague hope the weather doing the decent thing and relighting the fire in the fight at the front.

It didn't. The weather remained gloriously and consistently pro-Loeb all afternoon, to allow him to maintain his advantage.

The afternoon brought good news for Citroen as Loeb's successor Hirvonen found more speed from his DS3 - he was fastest on SS13 (jointly with Latvala) to move further clear of those chasing his third place. Ironically, as his pace improved, his health deteriorated.

"I've just got no energy," croaked the flu-ridden Finn. By the close of play on Saturday night, Hirvonen was 52.4s clear of fourth-placed Ostberg. Sordo had run in that place for much of the day, but was forced to give best to the charging Fiesta. The Mini driver admitted he was at a loss to explain his inability to challenge on an event he was so close to winning 12 months ago.

"I am giving everything this car has got," he said with a steely stare at the timesheets that revealed a 4.1s deficit to Ostberg.

Ostberg wasn't exactly chipper either. He felt his car was down on power and reflected that his grip on fourth would be strengthened if all remaining competition was run downhill.

Neuville was 3.9s behind Sordo, but 12 seconds clear in fourth on the road. His co-driver Nicolas Gilsoul had booked them into the start of SS11 early and the crew were immediately handed a 20-second penalty.

Tanak and Novikov both drove sensible and consistent Saturdays to remain seventh and eighth and just about in touch with the battle ahead should any of the protagonists hit trouble. ▶



Poorly Hirvonen hung onto his podium place



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Solberg did not shine after crazy accident

POSITIONS AFTER DAY TWO

1	Loeb/Elena	2h54m33.4ss
2	Latvala/Anttila	+29.7s
3	Hirvonen/Lehtinen	+54.0s
4	Ostberg/Andersson	+1m46.4s
5	Sordo/del Barrio	+1m50.5s
6	Neuville/Gilsoul	+1m54.4s

LEG THREE (38.24 miles)

RAIN THEN OVERCAST - AMBIENT
TEMPERATURE RANGE ON STAGES 11-17C

On paper, Sunday looked straightforward. Heavy rain overnight and into the morning ensured it would be anything but. The one thing the changing weather did make easier was tyre choice, with everybody going soft.

Regardless of the weather, Loeb followed Latvala's splits all day, mirroring the Finn's speed on his roads. Hirvonen's pace continued to improve, but he was unwilling to risk losing a podium finish in what would likely be a fruitless pursuit of second. One-two-three remained unchanged.

The same could not be said in the fight for fourth.

Neuville set his stall out from the first stage of the day, whipping 4.5s and fifth place from under the nose of Sordo. In his efforts to respond, Sordo smacked the bottom of his Mini hard in SS18, damaging the engine mounts and subsequently the powersteering pump. The unit would fail altogether in the next test.

Neuville was unbeaten all morning, easing his way past Ostberg as well.

"I can't do anything," said the Rallye de Portugal winner. "He's too quick."

The Belgian's pace was exceptional in the ever-changing conditions, where mud and standing water seemed to be waiting around every corner.

"It's going well," smiled the Citroen man. And it continued to go well as he added two more scratch times in the afternoon; quickest on five from six, Neuville was rewarded with his best WRC finish to date. And he'd earned it.

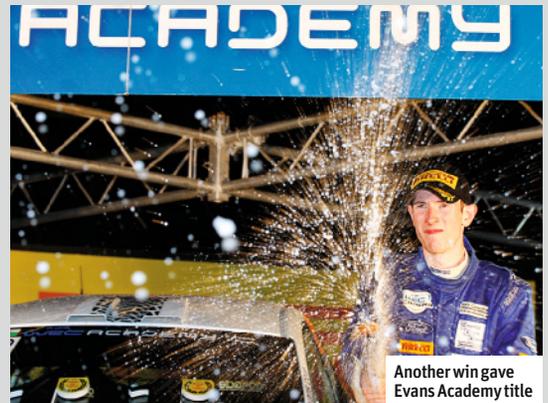
Ostberg was only 9.1s

behind, in fifth, while Tanak overcame a final-day spin to claim a credible sixth - landing his first Powerstage victory at the same time.

His M-Sport team-mate Novikov endured a more difficult day. He went off the road on SS18, dropping three minutes, but still managing to finish ahead of Chris Atkinson's Mini. Martin Prokop was ninth, with Sebastien Chardonnet claiming a point on his WRC debut in a World Rally Car with 10th.

But this rally was all about another Sebastien. Not last year's winner Ogier (he was a brilliant 11th in his Skoda S2000), but Loeb - the one the world came to see.

Loeb's only problem through the final day was almost being late out of service - because he wanted to watch the start of the Japanese Grand Prix at Suzuka. And that just about summed up his event. And his year. Actually, his career. Brilliant just got better. ☼



Another win gave Evans Academy title

WRC ACADEMY/PWRC

Evans's Academy glory; Breen edges ever closer

Elfyn Evans' fourth straight win in the WRC Academy was enough to land him the title in France last week.

The 23-year-old drove an impeccable event and was only headed by fellow Brit Alastair Fisher on the opening stage. When Fisher hit engine trouble in SS3, his rally - along with his title tilt - was over.

The only other driver capable of stopping Evans' march to season-long glory was Brendan Reeves, but a second-stage puncture for the Australian signalled the end of his challenge.

From then on, it was all about Evans maintaining his focus and with the super-experienced Phil Pugh alongside, he was able to do just that, delivering win #4 and his first title.

"I can't believe it," smiled Evans. "We've had no problems during the event at

all and four wins on the trot is fantastic. It was a tough start to the year, but it's just got better and better since."

Pugh added: "Four wins from four rallies - that sounds a bit like one of Sebastien Loeb's performances..."

Jose Suarez was second, with John MacCrone third after losing second gear for much of the first day.

Outgoing Academy champion Craig Breen took his second consecutive SWRC win of the season with a hugely impressive drive in a sometime two-wheel-drive Fiesta. The Irishman moves into the championship lead, but admitted he had struggled to keep pace with long-time rally leader Hayden Paddon who dropped his Skoda with three stages to run.

Fiesta RRC driver Yazeed Al-Rajhi was second, while Per-Gunnar Andersson was third for Proton.

RESULTS

Rallye de France, Strasbourg, October 4-7

22 SPECIAL STAGES, 251.604 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	3h32m53.0s
2	3	Jari-Matti Latvala/Mikka Anttila	Ford Fiesta RS WRC	+15.5s
3	2	Mikko Hirvonen/Jarmo Lehtinen	Citroen DS3 WRC	+44.1s
4	8	Thierry Neuville/Nicolas Gilsoul	Citroen DS3 WRC	+1m07.3s
5	10	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+1m16.4s
6	5	Ott Tanak/Kuldar Sikk	Ford Fiesta RS WRC	+2m27.9s
7	6	Evgeny Novikov/Ilika Minor	Ford Fiesta RS WRC	+5m51.6s
8	12	Chris Atkinson/Glenn Macneal	Mini John Cooper WRC	+6m42.4s
9	21	Martin Prokop/Zdenek Hruza	Ford Fiesta RS WRC	+8m46.8s
10	52	Sebastien Chardonnet/Thibault de la Haye	Citroen DS3 WRC	+8m59.7s

OTHERS

11	22	Sebastien Ogier/Julien Ingrassia	Skoda Fabia S2000	+9m03.6s
12	23	Andreas Mikkelsen/Ola Floene	Skoda Fabia S2000	+11m19.4s
14	68	Yvan Muller/Guy Leneveu	Mini John Cooper WRC	+14m14.1s
26	4	Petter Solberg/Chris Patterson	Ford Fiesta RS WRC	+35m29.3s

Starters/finishers: 74/45
Leaders: SS1 Neuville; SS2-22 Loeb

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	244
2	Mikko Hirvonen	173
3	Jari-Matti Latvala	131
4	Mads Ostberg	125
5	Petter Solberg	119
6	Evgeny Novikov	69
7	Thierry Neuville	52
8	Martin Prokop	42
9	Ott Tanak	37
10	Dani Sordo	31

MANUFACTURERS' POINTS

1	Citroen Total WRT	388
2	Ford WRT	259
3	M-Sport Ford WRT	137



Breen moved into SWRC points lead

SWRC - Round 7 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Craig Breen/Paul Nagle	Ford Fiesta S2000	3h50m11.3s
2	Yazeed Al-Rajhi/Michael Orr	Ford Fiesta S2000	+37.6s
3	P-G Andersson/Emil Axelsson	Proton Satria S2000	+15m42.8s

BASED ONCE AGAIN in Strasbourg, France's round of the WRC ran through the Alsace region. There was a new stage through the middle of Strasbourg and one new test south-west of the host city. The event ended in Sebastien Loeb's hometown of Haguenau after two runs around the town.

MOUNT PANORAMA

AUSTRALIA

October 4-7
V8 Supercars
Round 11/15

AT A GLANCE RESULTS

- **Winners Jamie Whincup/
Paul Dumbrell**
- **Pole Will Davison**
- **FL Shane van Gisbergen**



Whincup (l) and Dumbrell held on for Holden

Whincup resisted stiff pressure from Reynolds late in the race



Holden pips Ford in final all-Oz duel

The Whincup/Dumbrell Commodore edged the Reynolds/Canto Falcon by a whisker in what was the last all-Aussie-metal showdown on the legendary Mountain

THE 2012 EDITION OF THE Bathurst 1000 – the 50th tin-top enduro on the famous Mountain – came down to a classic Holden versus Ford super-scrap.

The margin of victory was just 0.3s, after 161 gripping laps. But after two Holdens fought out the 2011 race, somewhat fittingly the last Bathurst classic to be an exclusive Commodore versus Falcon battle featured one car from each marque battling for the win.

For the final 26 laps Jamie Whincup held the lead. But, driving to a fuel number, he could only watch his mirrors as the opposition got closer. Whincup was challenged first by James Courtney and then David Reynolds, but ultimately, everyone had to manage their fuel consumption.

Whincup did it best of

all, taking his fourth win (and his first without Craig Lowndes as co-driver) on the Mountain by a narrow margin and giving his co-driver and good friend Paul Dumbrell his maiden win in the event.

Dumbrell quit his full-time Ford ride (to be replaced by Reynolds) a year ago, so it was ironic

that he finished in front of his replacement, particularly as his automotive company is a sponsor.

“This could be up there with the highlight of my career,” Whincup said after victory in the 50th year of touring car endurance races at Mount Panorama.

“I massively enjoyed my previous Bathurst wins and

my championships, but this has been a massive event.”

Dumbrell added: “To stand on the top step of the podium in the 50th year is unbelievably special.”

But the race was not without its dramas for the winners. In the first stint, the #1 Holden’s driver-side window popped out, requiring a replacement to

be cable-tied in its place. Then a tyre failed.

In a Falcon running a one-off livery to commemorate the first V8-engined car to win the race in 1967, Reynolds looked every inch Whincup’s equal in the battle, while veteran co-driver Dean Canto was one of the most impressive of the ‘twice-a-year’ racers.

Third were Lowndes and Warren Luff, the veteran typically charging over the final laps in a car reliveried in the 1980s colours of his mentor, Peter Brock.

It was a race fraught with problems for many of the teams. The Bathurst track’s long, fast corners place greater demands on a V8 Supercar than any other track and, sure enough, a number of drivers found their tyres delaminating

Huge crowds again packed the Mountain



RACE RATING

★★★★★

Underdogs, overdogs, drama and a close finish. A Mount Panorama classic

MILESTONE

Cameron Waters (20) and Jesse Dixon (18) become youngest pairing in Bathurst history



REPORT BATHURST 1000

PHIL BRANAGAN
reports

— some within 10 laps. The drivers that didn't have dramas were deliberately avoiding the kerbs, which seemed to help their cause.

Whincup suffered a problem early enough in the race to allow him to recover, but Reynolds and Canto avoided the pitfalls.

Fourth was the Holden Racing Team entry of Courtney/Cameron McConville, ahead of the Garry Rogers Holden of Michael Caruso/Greg Ritter and Tekno Autosport's Commodore driven by Jonathan Webb and star rookie Scott McLaughlin. Courtney looked to be Whincup's closest

challenger at one point late in the race, but fell back, despite having an advantage of one lap's extra fuel over his Holden rival.

The well-fancied Ford Performance Racing team had a nightmare race. After Will Davison qualified on pole position, the team looked like contenders, but three errors by his co-driver John McIntyre in his first stint dropped them down the pack. Davison later suffered brake failure — at 180mph — at the Chase. Their team-mates Mark Winterbottom/Steven Richards never quite had the speed required over the weekend, and it was



Lowndes/Luff took P3 in 'Brock' Commodore

Davison/McIntyre started first, but hit major dramas



somewhat mystifying to see both the factory FPR cars suffer tyre problems while the identical Reynolds satellite car did not.

"It's frustrating, but that's Bathurst," was all Winterbottom could say.

Last year's winners Garth Tander/Nick Percat saw their weekend go bad when Percat crashed the car early in his stint. Shane van Gisbergen looked good for a result, but when a safety car came out one lap before his co-driver Luke Youlden had completed the minimum number of laps required

for each driver, they found themselves trapped outside the top 10. Youlden later served a penalty for tapping McIntyre into a spin.

Christian Klien was the best of the enduro's international drivers. After having learned the track in a Lotus in February's 12 Hour race for GT3 cars, the Austrian finished ninth in the Holden he shared with veteran Russell Ingall.

The result continues the 2012 winning records of Triple 8 and FPR, the two teams having won between them all 21 races run so far

this year. The win also continues the Bathurst dominance of Triple 8 and HRT; it has been eight years since any other team has tasted victory in Australia's biggest race.

Next year, there will be four Nissans and three Mercedes joining the Australian makes on the Bathurst grid. The teams that fought out the 2012 race will have new cars, but they will be of the same make. The newcomers will have their work cut out to get into a fight as good as this one. ❖

RESULTS

Bathurst 1000, Mount Panorama (AUS), October 7, V8 Supercars, round 11 of 15

GRID	
1 W DAVISON 2:08.0693	2 WHINCUP 2:08.1008
3 V GISBERGEN 2:08.1791	4 W'BOTTOM 2:08.1963
5 COULTHARD 2:08.3385	6 TANDER 2:08.4755
7 SLADE 2:08.5995	8 REYNOLDS 2:08.8866
9 LOWNDES 2:09.0997	10 OWEN 2:10.0723
11 WEBB 2:08.3040	12 BRIGHT 2:08.3571
13 R KELLY 2:08.3925	14 COURTNEY 2:08.4692
15 HOLDSWORTH 2:08.5379	16 CARUSO 2:08.5409
17 HOFFAT 2:08.5849	18 JOHNSON 2:08.6011
19 T KELLY 2:08.8235	20 PATRIZI 2:08.8240
21 FIORE 2:08.8253	22 WALL 2:08.9091
23 MURPHY 2:08.9327	24 D'ALBERTO 2:08.9341
25 INGALL 2:08.9822	26 PERKINS 2:09.1725
27 DOUGLAS 2:09.2376	28 REINDLER 2:09.3767

161 LAPS, 621.552 MILES

POS	DRIVERS (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Paul Dumbrell (AUS)/Jamie Whincup (AUS)	Triple 8 Australia	Holden Commodore VE2	6h16m01.3304s	2
2	David Reynolds (AUS)/Dean Canto (AUS)	Rod Nash Racing/FPR	Ford Falcon FG	+0.3129s	8
3	Warren Luff (AUS)/Craig Lowndes (AUS)	Triple 8 Australia	Holden Commodore VE2	+8.7885s	9
4	James Courtney (AUS)/Cameron McConville (AUS)	Holden Racing Team	Holden Commodore VE2	+9.5041s	14
5	Greg Ritter (AUS)/Michael Caruso (AUS)	Garry Rogers Motorsport	Holden Commodore VE2	+11.1028s	16
6	Jonathon Webb (AUS)/Scott McLaughlin (NZ)	Tekno Autosports	Holden Commodore VE2	+18.1852s	11
7	Tim Slade (AUS)/Andrew Thompson (AUS)	James Rosenberg Racing/SBR	Holden Commodore VE2	+21.0434s	7
8	Lee Holdsworth (AUS)/Craig Baird (NZ)	Stone Brothers Racing	Ford Falcon FG	+27.6754s	15
9	Russell Ingall (AUS)/Christian Klien (A)	Walkinshaw Racing/HRT	Holden Commodore VE2	+42.0565s	25
10	James Moffat (AUS)/Alex Davison (AUS)	Dick Johnson Racing	Ford Falcon FG	+44.7775s	17
11	Mark Winterbottom (AUS)/Steven Richards (AUS)	Ford Performance Racing	Ford Falcon FG	+54.9502s	4
12	Shane van Gisbergen (NZ)/Luke Youlden (AUS)	Stone Brothers Racing	Ford Falcon FG	+57.2911s	3
13	Greg Murphy (NZ)/Owen Kelly (AUS)	Kelly Racing	Holden Commodore VE2	+1m00.2811s	23
14	David Wall (AUS)/Chris Pither (NZ)	Britek Motorsport/BJR	Holden Commodore VE2	+1m15.7062s	22
15	Rick Kelly (AUS)/David Russell (AUS)	Kelly Racing	Holden Commodore VE2	+1m24.2523s	13
16	Jack Perkins (AUS)/Alexandre Premat (F)	Garry Rogers Motorsport	Holden Commodore VE2	+1m34.3122s	26
17	Steven Johnson (AUS)/Allan Simonsen (DK)	Dick Johnson Racing	Ford Falcon FG	+1m34.5334s	18
18	Todd Kelly (AUS)/Tim Blanchard (AUS)	Kelly Racing	Holden Commodore VE2	+1m46.2692s	19
19	Karl Reindler (AUS)/Daniel Gaunt (NZ)	Kelly Racing	Holden Commodore VE2	+1m46.8905s	28
20	Cameron Waters (AUS)/Jesse Dixon (AUS)	Kelly Racing	Holden Commodore VE2	-3 laps	29
21	Jason Bright (AUS)/Andrew Jones (AUS)	Brad Jones Racing	Holden Commodore VE2	-8 laps	12
22	Dean Fiore (AUS)/Matt Halliday (NZ)	Triple F Racing/DJR	Ford Falcon FG	-14 laps	21
23	Fabian Coulthard (NZ)/David Besnard (AUS)	Brad Jones Racing	Holden Commodore VE2	-14 laps	5
24	Will Davison (AUS)/John McIntyre (NZ)	Ford Performance Racing	Ford Falcon FG	-18 laps	1
25	Garth Tander (AUS)/Nick Percat (AUS)	Holden Racing Team	Holden Commodore VE2	-22 laps	6
R	Tony d'Alberto (AUS)/Dale Wood (AUS)	Tony d'Alberto Racing	Ford Falcon FG	122 laps-steering	24
R	Scott Pye (AUS)/Taz Douglas (AUS)	Lucas Dumbrell Motorsport	Holden Commodore VE2	97 laps-engine	27
R	Steve Owen (AUS)/Paul Morris (AUS)	Paul Morris Motorsport/DJR	Ford Falcon FG	53 laps-accident	10
R	Jonny Reid (NZ)/Michael Patrizi (AUS)	Tekno Autosports	Holden Commodore VE2	19 laps-driveshaft	20

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Whincup	2772
2	Lowndes	2611
3	Winterbottom	2584
4	Davison	2302
5	van Gisbergen	2020
6	Slade	1854
7	Tander	1824
8	Reynolds	1680
9	Holdsworth	1629
10	Coulthard	1613

Winner's average: 99.18mph.
Fastest lap: van Gisbergen,
2m09.5962s, 107.24mph.
Qualifying: shootout decided
top 10 places on the grid.
Driver who qualified each
car is listed on grid. Starting
driver is first named.



Valsecchi leads Razia: 10 seasons of GP2 between them

IF YOU DON'T SUCCEED...

...then just keep trying, as Davide Valsecchi proved in 2012. By *SIMON ARRON*

Some thought it a sign of malaise that the top four GP2 drivers had collectively accumulated 14 full seasons at this level by the campaign's end, but it could also be perceived as strength in depth. Either way, Formula 1's recognised ante-chamber was its customarily combustible self in 2012, with a cocktail of wonderful racing and clueless optimism that created queues several miles long outside the stewards' room door.

Some feel that veteran (well, he's 25) **Davide Valsecchi** should have moved on before now, but it's not widely known that he created quite an impression when he tested Astromega F3000 cars as a teenager. At the time, the Belgian team thought he'd shown similar flair to another raw youngster the squad had run in 2000 – a kid by the name of Fernando Alonso.

It's probably now too late for Valsecchi to morph into such a star, but there is more to his success than longevity. It took Pastor Maldonado four attempts to win the GP2 title and everyone now considers him to be mustard (or, at least, well-heeled, erratic

mustard) – and he was always with strong teams, which Valsecchi conspicuously wasn't during his first two seasons.

It would help the sport enormously if there weren't two almost-parallel Renault-powered championships in F1's slipstream. If you pitched the top 12 Formula Renault 3.5

“As a teenager, Valsecchi showed similar flair to a raw youngster by the name of Alonso”

drivers against their counterparts in GP2, you'd instantly create the world's most competitive feeder series and the champion would rightly be lauded.

As it is, Valsecchi had accumulated a reasonable slice of an F1 budget by the end of the season, but didn't know whether or where he'd be able to spend it.

HOW IT WAS WON

Valsecchi began his fifth GP2 campaign with pole position in Malaysia and sealed the title with third place in the Singapore feature race. One day later, his fifth place helped DAMS clinch the championship for teams. Between times, he scored four race victories – three of them in Bahrain, where GP2 Asia experience helped – and was rarely anything other than fast. Even at Silverstone, where he was sent to the back of the feature grid for not having enough fuel in his tank post-qualifying, he came away with strong points finishes. There was a brief mid-season slump, but he was quick when it most mattered.

Luiz Razia won the opening race, added three sprint victories to his tally and led the points table for most of the summer, but his hitherto unerring consistency failed him in the penultimate meeting at Monza – where he crashed out of the first race, the trigger for his only pointless weekend of the year – and Valsecchi seized the initiative.

Lotus GP team-mates **James Calado** and **Esteban Gutierrez** were title outsiders for much of the year. The Englishman's relative inexperience never showed: the GP3 graduate took two feature race poles (the same as Valsecchi and two more than Razia), but his victories were both in sprints. That was down to some outrageous bad luck (a dreadful pit call by the team in Valencia, gearbox failure at Silverstone) and his mostly stellar year petered out fairly quietly, with a poor set-up at Monza and a nasty bout of food poisoning in Singapore.

Calado was a star but desperately unlucky





STANDOUT PERFORMERS

Calado, on balance, although the top two played their part in a title duel that blended fierce competition with mutual respect. Max Chilton came on in leaps and bounds – and was prepared to make bold tyre calls, sacrificing his chances in Sunday sprints to optimise his prospects in feature races. That worked beautifully in Hungary and Singapore. And Jolyon Palmer proved he was much more than simply the son of a well-known father. He was unlucky early on, when his car kept melting, but was habitually quick – and a feisty overtaker.

SOMETHING TO REMEMBER

The final few minutes of the Valencia sprint. Razia saved his tyres from the start and went

from fifth to third on the penultimate lap, then third to first a few corners from home, passing Calado and Fabio Leimer as their lead tussle carried them beyond the circuit boundaries. If this was to be the Spanish street circuit's swansong, there could have been no finer farewell.

SOMETHING TO FORGET

The standard of driving at the back of the field – and, sometimes, a little farther up (yes, Rodolfo Gonzalez, this means you) – and the Friday morning Silverstone traffic, which almost caused several GP2 drivers to miss free practice.

ANY OTHER BUSINESS

The incorporation of GP2 Asia within the main GP2 Series gave the calendar a cosmopolitan, balanced feel – but there's still no excuse for racing in Bahrain twice. The second meeting, the only one of the year not to support a grand prix, attracted about 17 spectators.

WHERE NEXT?

More of the same, but without Coloni: the Italian team is leaving the series following a dispute with the organisers, a matter all parties were reluctant to discuss on the record. ❄

THE CHAMP
IN HIS OWN WORDS



DAVIDE VALSECCHI

"It's fantastic to have taken the title and I think the results speak for themselves; I took four wins, 10 podium finishes, six fastest laps and always qualified in the top seven – except at Silverstone, where I ran out of fuel before the weight check, but even there I was seventh before they threw me to the back!

"The statistics prove we did the best job and I have to thank DAMS for giving me such a good car. Without that, you cannot be a hero. There were some difficult moments and Luiz Razia led the points table for quite some time, but when it most mattered, during the final few races, we were consistently strong. I have to compliment Luiz, too, because he has been a fantastic adversary – hard, but fair.

"I was actually quite sorry when the season ended – I'd have been happy to keep going until December. It's such a pleasure knowing you'll be fighting at the front every weekend: it feels like you're always going on holiday."

OUR TOP 10 DRIVER RATINGS

1 JAMES CALADO
Probably the campaign's most consistently impressive driver – and a rookie at that – but also one of the least fortunate.

2 DAVIDE VALSECCHI
Huge experience, but some of that was acquired with new (or else skint) teams. Speed and racecraft beyond question.

3 LUIZ RAZIA
People are deterred because he's been doing GP2 forever, but still only 23 – and getting better by the season.

4 ESTEBAN GUTIERREZ
As quick as always, but let himself down with a few too many errors. May not stop him landing a Sauber drive...

5 MAX CHILTON
The speed has always been apparent, but this season he blended it with racing maturity.

6 JOLYON PALMER
Impressed iSport from start with committed approach... and improved thereafter.

7 FABIO LEIMER
Almost always at sharp end, but perhaps lacking a little bite: 12 top-six finishes, no wins.

8 MARCUS ERICSSON
Disappointing overall, because more expected, but borderline unbeatable on his day, like Spa.

9 FELIPE NASR
All sorts of problems, but adversity often gave us chance to appreciate his fighting spirit.

10 JOHNNY CECOTTO JR
Edges van der Garde by dint of more adventurous approach, although could get into trouble.

2012 GP2 SERIES

POS	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	9	10	11	12	POINTS
1	DAVIDE VALSECCHI (I)	DAMS	**2*/R	**1*/1	1*/3	4/3	4/R	18/10	7/2	13/7	2*/4	3/R	6/1*	4/5	247
2	LUIZ RAZIA (BR)	DAMS INTERNATIONAL	1/5	2/4	4/2*	8/1*	15/6*	3/1	5/1	7/10	3/3	6/20	R/16	5/4	222
3	ESTEBAN GUTIERREZ (MEX)	LOTUS GP (ART)	7/2	3/2	10/4	10*/7	23/8	*1/R	1*/4	10/5	8/1*	11/13	9/R	2*/6	176
4	MAX CHILTON (GB)	CARLIN	3/7	4/5	5/13	7/5	5/2	7/4	9/19	14/R	**1/11	12/22	**4/6	1/19	169
5	JAMES CALADO (GB)	LOTUS GP (ART)	8/1	5/3	16/12	**2/4	7/R	**8/2	R/20	8/1*	4/6	2/3	12/14	R/10	160
6	GIEDO VAN DER GARDE (NL)	CATERHAM RACING	9/4	R/9*	**3/19	1/6	3/3	11/6	8/21	**5/2	5/10	5*/21	R/10	8/1	160
7	FABIO LEIMER (CH)	RACING ENGINEERING	4/6	7/12	2/8	12/11	18/R	4/3*	**14/9	2/4	9/14	R/5	5*/2	3/3	152
8	MARCUS ERICSSON (S)	ISPORT INTERNATIONAL	13/R	13/16	7/7	13/22	2/4	2/R	21/7*	11/15	18/R	1/4	3/7	7/2	124
9	JOHNNY CECOTTO JR (YV)	ADDAX TEAM	R/22	R/22	9/R	18/13	**1/R	EX/R	2/18	1*/6	R/R	17/R	2/5	R/9	104
10	FELIPE NASR (BR)	DAMS	6/3	R/6	11/5	11/9	17/R	R/14	6/3	4/3	25/8	8/2	R/21	6/7	95

11 Jolyon Palmer (GB), iSport International, 78; 12 Nathanael Berthon (F), Racing Engineering, 60; 13 Stefano Coletti (MC), Scuderia Coloni/Rapax, 50; 14 Rio Haryanto (RI), Carlin, 38; 15 Tom Dillmann (F), Rapax, 29; 16 Luca Filippi (I), Scuderia Coloni, 29; 17 Josef Kral (CZ), Addax Team, 27; 18 Stephane Richelmi (MC), Trident Racing, 25; 19 Nigel Melker (NL), Ocean Racing Technology, 25; 20 Fabio Onidi (I), Scuderia Coloni, 13; 21 Julian Leal (CO), Trident Racing, 9; 22 Rodolfo Gonzalez (YV), Caterham Racing, 6; 23 Simon Trummer (CH), Arden International, 4; 24 Fabrizio Crestani (I), GP Lazarus, 1; 25 Brendon Hartley (NZ), Ocean Racing Technology, 1. **TEAMS CHAMPIONSHIP:** 1 DAMS, 342; 2 Lotus GP,

336; 3 Arden International, 226; 4 Racing Engineering, 212; 5 Carlin, 207; 6 iSport International, 90; 7 Caterham Racing, 166; 8 Addax Team, 131; 9 Rapax, 44; 10 Trident Racing, 34; 11 Ocean Racing Technology, 26; 12 GP Lazarus, 1. **RACES:** 1 Sepang, March 24/25; 2 Sakhir, April 21/22; 3 Sakhir, April 27/28; 4 Barcelona, May 12/13; 5 Monte Carlo, May 25/26; 6 Valencia, June 23/24; 7 Silverstone, July 7/8; 8 Hockenheim, July 21/22; 9 Hungaroring, July 28/29; 10 Spa, September 1/2; 11 Monza, September 8/9; 12 Marina Bay, September 22/23. **POINTS SYSTEM:** On each weekend, first race: 25-18-15-12-10-8-6-4-2-1; second race: 15-12-10-8-6-4-2-1. Pole position: 4 (denoted by **). Fastest lap of top-10 finishers: 2 (denoted by *).

NASCAR SPRINT CUP TALLADEGA (USA), OCTOBER 7, RD 30/36

Kenseth escapes 25-car pile-up to win at 'Dega

AS MATT KENSETH WAS crossing the finish line at Talladega to breathe life into his slim title hopes, the rest of the field was involved in an enormous pile-up that threw the finishing order into chaos.

After a relatively quiet 490-odd miles around the unique 2.66-mile superspeedway, the luckless Jamie McMurray was tapped into a spin that brought out the caution flags and set up a green-white-chequered finish.

With the entire field running as one huge pack – four-wide in some cases – a crash seemed inevitable. Yet they managed to complete the first of the two-lap dash to the flag without incident, so the man at the front of the next lap would be declared the winner.

Heading into the final corner, reigning NASCAR Sprint Cup champion Tony Stewart held the lead and



Kenseth flees the 'big one'

the middle line, with Kenseth on his outside and a gap underneath him. Coming up fast on the inside line was Michael Waltrip, who was being pushed by Casey Mears.

Part-time racer Waltrip was heading into the lead until, too late, Stewart decided to block the line. As he moved down on Waltrip, there was a slight touch, but it was enough to turn Stewart broadside into the oncoming pack. His Stewart-Haas Chevrolet was sent flying into the air as the field ploughed into him, causing utter confusion as cars wrecked left, right and centre.

Kenseth's Roush Fenway Ford was just far enough alongside Stewart to escape any contact and he duly claimed his 23rd Cup win. "We've been so strong at the restrictor-plate races, so I'm so pleased to win here for my guys," he said afterwards. Only five other cars

managed to pick their way through the melee. Hendrick Chevrolet driver Jeff Gordon stole second, while Kyle Busch – who'd fought his way back from a lap down courtesy of a pitlane speeding penalty – was third in his Joe Gibbs Racing Toyota.

David Ragan, Regan Smith and Greg Biffle were the only other drivers to make it across the line, causing the timekeepers an enormous headache in determining the final result.

Stewart, who was finally classified 22nd, accepted that the crash was his fault. "I just screwed up," he said. "It was my fault blocking, trying to stay where I was at. I was trying to win the

race. Michael had a great run and I turned down on him. A mistake on my part, but it caused a lot of people a bad day because of it."

● Connell Sanders Jr

RESULTS

1 Matt Kenseth (Ford Fusion), 189 laps in 2h56m12s; 2 Jeff Gordon (Chevrolet Impala); 3 Kyle Busch (Toyota Camry); 4 David Ragan (Ford); 5 Regan Smith (Chevy); 6 Greg Biffle (Ford); 7 Brad Keselowski (Dodge Charger); 8 Travis Kvapil (Toyota); 9 Ryan Newman (Chevy); 10 Jeff Burton (Chevy). **Points** 1 Keselowski, 2179; 2 Jimmie Johnson, 2165; 3 Denny Hamlin, 2156; 4 Kasey Kahne, 2143; 5 Clint Bowyer, 2139; 6 Gordon, 2137; 7 Tony Stewart, 2133; 8 Martin Truex Jr, 2131; 9 Biffle, 2130; 10 Kevin Harvick, 2130; 11 Dale Earnhardt Jr, 2128; 12 Kenseth, 2117.

KLIGERMAN BREAKS DUCK IN TALLADEGA SLIPSTREAMER
Red Horse Toyota driver Parker Kligerman (7) took his first NASCAR Truck Series win at Talladega, followed by Johnny Sauter (13) and James Buescher.



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- 4 Fernando Alonso ▼ 18,830
- 5 Mark Webber ◇ 18,097

Ranking the world's best drivers.....

WHAT HAPPENED THIS WEEK

Johan Kristoffersson breaks into the top 100 for the first time thanks to his Vallenlunga Superstars double. The Swede vaults 20 places to 94th in the Rankings. Ex-F1 men Vitantonio Liuzzi (134) and Giancarlo Fisichella (293) gain two and 61 spots respectively.

To see the full list, visit castroldriverrankings.com

INTERNATIONAL RACES & RESULTS
SUPERSTARS
Vallelunga (I),
Rd 7/9

QUICK RESULTS
→ Race 1 **Johan Kristoffersson**
→ Race 2 **Kristoffersson**
→ Pole **Kristoffersson**
→ Fastest lap **Kristoffersson x 2**

RACE RATING Kristoffersson's
★★★★☆ emergence as a
genuine talent
is good to watch

REPORTS
WORLD OF SPORT



Audis dominated at Vallelunga

INTERNATIONAL SUPERSTARS SERIES VALLELUNGA (I), OCTOBER 7, RD 7/9

Kristoffersson leads the convoy in Italy

JOHAN KRISTOFFERSSON turned a 19-point deficit into a 10-point advantage in his title battle with Vitantonio Liuzzi courtesy of a double victory at Vallelunga.

With the business end of the season fast approaching, the KMS Audi driver made sure he took advantage of his RS5's superior four-wheel-drive grip to leave the rest of the field in his wake in both races. He also took pole in qualifying and set two fastest race laps, highlighting just how fast

he and the Audi were.

"It was a perfect weekend," he said. "I wanted to be on pole, and I wanted to take maximum points, and we were able to do that. The car was handling perfectly; this circuit suited it so well."

The first race was close to being an Audi 1-2-3, with Thomas Schoffler taking second in the MTM entry. But a late drive-through penalty for Audi Sport Italia's Gianni Morbidelli, a result of a forceful pass on Liuzzi, allowed Dinamic

BMW driver Thomas Biagi to sneak on to the podium.

Things got even worse for Morbidelli after serving the penalty – while making a concerted effort to finish eighth (which would have given him pole for race two), he smacked a kerb and broke a shock absorber, which led to his retirement.

In the second race, Biagi's team-mate Giovanni Berton was the star. Making his Superstars debut, Berton finished a stunning second, the only time throughout the weekend that a two-wheel-drive car was in the top two.

For title contender Liuzzi it was an unusual weekend. The CAAL Racing Mercedes driver briefly led race one, only to be dumped to fourth by Biagi late in the running, having already been swallowed by the Audis. Then in race two he looked on for a podium, only to run out of grip several laps before the end and fall back to seventh. It was enough to cost him the series lead. Giancarlo Fisichella was

the high-profile driver put in charge of the #1 Swiss Team Maserati for the weekend, and after finishing eighth in race one he found himself on pole for race two. It proved to be a baptism of fire, the ex-F1 driver hitting Camilo Zurcher (Romeo Ferraris Mercedes) during a frantic first lap before slipping back to eighth position.

● Andrew van Leeuwen

RESULTS

Race 1 1 Johan Kristoffersson (Audi RS5), 16 laps in 27m35.276s; 2 Thomas Schoffler (Audi), +0.514s; 3 Thomas Biagi (BMW M3); 4 Vitantonio Liuzzi (Mercedes C63 AMG); 5 Camilo Zurcher (Mercedes); 6 Max Mugelli (BMW); 7 Giovanni Berton (BMW); 8 Giancarlo Fisichella (Maserati Quattroporte); 9 Paolo Meloni (BMW); 10 Mauro Cesari (Maserati). **Race 2 1 Kristoffersson**, 16 laps in 27m40.277s; 2 Berton, +3.655s; 3 Mugelli; 4 Schoffler; 5 Gianni Morbidelli (Audi); 6 Biagi; 7 Liuzzi; 8 Andrea Bacci (Mercedes); 9 Andrea Larini (Mercedes); 10 Domenico Ferlito (Jaguar XF). **Points** 1 Kristoffersson, 175; 2 Liuzzi, 165; 3 Biagi, 147; 4 Morbidelli, 120; 5 Larini, 85; 6 Stefano Gabellini, 75.

NEW MASERATI TAKES MAIDEN SUPERSTARS GT SPRINT WIN
Swiss Team's Alessandro Pier Guidi gave the brand-new Maserati GT-MC3 its first win at Vallelunga. Champion Andrea Palma won race two in his Black Team Ferrari.



IN BRIEF

Percat took a double



V8 DEVELOPMENT SERIES

Last year's Bathurst 1000 winner Nick Percat was untouchable at the track in the second-tier series at Mount Panorama. The Walkinshaw Holden driver won both races ahead of points leader Chaz Mostert (Ford Performance Racing) and Scott Pye (Triple 8 Holden).

SPEED EUROSERIES

Italian Ivan Bellarosa rounded off his title-winning season with a double win in his Avelon Wolf at Barcelona. Enrique Bernoldi took a double pole for his series debut and led race two in the JD Motorsport Tatuus until crashing. Another ex-F1 man, Philippe Alliot, was second in race one in a Ligier with Philippe Plaisance.

CARRERA CUP AUSTRALIA

A treble win at Bathurst left Craig Baird on the verge of his fourth title. Guest driver Jeroen Bleekemolen was second twice, while series regulars Jonny Reid and Alex Davison both made it to the podium over the course of the weekend.

FERRARI CHALLENGE

Ferrari Moscow's Alexandr Skryabin and Motor Piacenza's Lorenzo Case split the wins at Vallelunga. Daniele di Amato (CDP) and Francisco Guedes (Motor Piacenza) won the Coppa Shell races for gentlemen drivers.

FORMULA RENAULT ALPS

A double win for Koiranen Motorsport's Daniil Kvyat at Mugello moved the Red Bull-backed driver to within three points of series leader Norman Nato, who was second twice for RC Formula. Paul-Loup Chatin (Tech 1) was third both times.

Kvyat won twice



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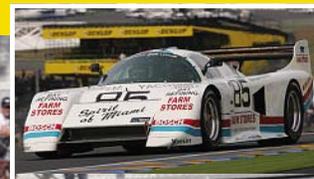
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In October at Donington Park Pat finished the season off with a first in class, which resulted in winning the pre '85 championship, and gaining fifth overall in the Group C championship, finishing ahead of some of the mighty Porsche, Nissan and Jaguar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

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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
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- 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.**



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No Festival for EcoBoost

Not enough top-level Formula Ford cars, so Duratecs headline at Brands



Duratec Formula Fords will take centre stage once more

» **ECOBOOST FORMULA FORDS** will not be part of the category's Festival at Brands Hatch in 2012.

The 1.6-litre turbocharged engine was introduced into British Formula Ford this season, but grids have yet to take off. AUTOSPORT understands that teams would like extra time to prepare their cars to the 2013 specification, enabling them to get drivers out testing earlier.

Organisers have therefore decided to make the top class of the Festival, which takes place on October 27/28, solely open to Duratec-engined cars. These are more abundant and also run in the Benelux and Scandinavian series. Support races will be run for Zetec and Kent cars.

The BRSCC's Drew Furlong said: "We don't think the demand for the EcoBoost is out there yet so it seems unfair to make it the main class. With the plans Ford have in place for 2013, however, we expect this all to change next year.

"For this year only we will better off concentrating on the Duratecs and I think it will encourage more people out if they know they can win the Festival outright."

Ford's Mike Norton added: "We have some exciting plans for 2013, which we will announce soon, and teams want more time to get their EcoBoosts updated for next year. There are still plenty of Duratecs out there and we think making them the top class at the Festival will guarantee good grids and close racing."

Some EcoBoost teams have not ruled out running Duratecs at the 41st Festival. AUTOSPORT understands Jamun Racing, which won the event last year with Scott Malvern, is considering running EcoBoost ace Eric Lichtenstein at Brands.

EURO DURATEC SERIES

Meanwhile, a new European Formula Ford contest for non-EcoBoost cars will launch next season and visit Britain.

The Formula Ford International North Sea Series will replace the Dutch championship and cater for 1600cc Duratec and 1800cc Zetec machines.

Between five and seven meetings are planned, and Brands Hatch, Spa, Zolder and Zandvoort are among the likely venues for the events.

Most are expected to be triple-headers and run with local Formula Ford championships where possible.

Series organiser Nelson Valkenburg said: "We are working hard with our Danish, Belgian, French and British counterparts. In Holland we are struggling – we don't have enough drivers or circuits – but there is definitely a market for a well-run European series for Duratecs.

"The interest we've had is immense, so I think we can get 12 to 16 Duratecs for all the races," Valkenburg added. "We can do it at a very good price."

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
EDITOR

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EXCLUDING ECOBOOST CARS

from this year's Formula Ford Festival is a sensible, pragmatic step.

The formula hasn't taken off as hoped this year. And although the move breaks with the tradition of the top class of British Formula Ford racing for overall Festival honours, it at least avoids the potentially embarrassing prospect of only a handful of cars turning out for the category's biggest event of the year.

Even before EcoBoost teams (of which there aren't many) decided they'd rather divert attention to preparing cars for next year, the Festival faced a potential backlash from Duratec runners who didn't fancy being a grid-filling sideshow to the main event.

The parts of Europe that still embrace Formula Ford (principally Scandinavia and the Netherlands) are still a Duratec movement and were unlikely to make the annual pilgrimage to Kent if they couldn't fight for outright glory.

By making the main Festival for Duratecs again, entrants across the board will be much happier, and the organisers will hopefully have an event worth turning up to.

The big winner from this compromise will only be Formula Ford itself. The Festival may not be the powerhouse of junior racing it once was, but at least the 2012 edition should now have a better chance of avoiding becoming a nadir for what has always been one of UK motorsport's seasonal highlights.

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com





F3 Cup

Da Costa and Korjus to F3 Cup

Top teams Carlin and Double R to use club series as warm-up for Macau Grand Prix

F3 Cup regulars will face Red Bull Junior

FORMULA RENAULT 3.5 aces Antonio Felix da Costa and Kevin Korjus will contest the F3 Cup races at Snetterton at the end of this month.

World Series race winners da Costa and Korjus will drive with British F3 squads Carlin and Double R Racing in order to make themselves eligible for the Macau Grand Prix.

To race at Macau, drivers must have competed in an F3 race during the same calendar year. Previously

they had to contest an FIA-rules race, but with a lack of cars built for the current regulations, organisers have relaxed that requirement.

Additionally, clashes between the FR3.5 and F3 calendars have forced da Costa and Korjus to race at Snetterton on October 27-28.

Portuguese da Costa, who was also a GP3 title contender this season, will race the Dallara-Volkswagen F308 campaigned by Jazeman Jaafar in the 2011 British

F3 Championship. Korjus will drive the Dallara-Mugen Honda raced by Duvashen Padayachee in this year's British F3 National Class.

They will run to F3 Cup rules on tyres, ride height and fuel, although they will compete in an invitation class as the series only usually allows cars built up to 2007.

Both teams have pledged not to upset the title battle.

Double R boss Anthony Hieatt said: "We've promised not to

interfere with anything."

F3 Cup coordinator Simon Davey added: "We're always pleased to welcome higher-profile entries to the F3 Cup and we're looking forward to having them at Snetterton.

"It should provide a fantastic benchmark for our regular teams and drivers. We just have to be careful that it doesn't inadvertently upset the results, because we have a number of title battles going down to the wire."

Formula Renault BARC

Jamun targets more BARC

LEADING BRITISH FORMULA FORD squad Jamun Racing will contest the Formula Renault Winter Cup and hopes to run three cars in the main BARC series next year.

Jamun, along with experienced FR engineer Sarah Shaw, helped run Scott Malvern to the main FR BARC title this season.

It now plans to run Formula Ford graduate Ryan Cullen and another driver in the winter series.

Team boss James Mundy, who was at the FR BARC finale at Silverstone last weekend, said: "I am convinced it will be



Jamun helped run Malvern to the FR BARC title

strong next year - you can see from the weekend grid of over 30 cars.

"It's a more sure bet than anything else. I've been really impressed and we think we can run three drivers next year."

Cullen made his FR debut at Silverstone, qualifying 25th and 30th for the two races. He then finished 17th and 23rd.

Formula Renault NEC

JTR expands into Formula Renault

TOP BRITISH FORMULA FORD squad JTR will expand into the Formula Renault North European Cup in 2013.

Nick Tandy's squad, which took the inaugural EcoBoost Formula Ford title this season with Finnish driver Antti Buri, will help Buri's Ecuadorian team-mate Julio Moreno graduate from Formula Ford and hopes to run two more cars.

The team will undergo what Tandy described as "an intensive winter testing programme" with a single example of the current two-litre car, before upgrading to

the new Tatuus design in readiness for next year's championship.

Tandy said: "European single-seaters is thriving at the moment - it seems to be where all the drivers want to be, and as a team we want to be there as well."

Moreno will graduate to FR NEC with JTR



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British Rallycross

Godfrey takes charge of title race after beating Doran at Pembrey

JULIAN GODFREY CLAIMED victory in the penultimate round of the British Rallycross Championship at Pembrey last weekend.

The reigning champion headed to Wales having seen his points lead cut to three at Lydden in August.

He headed back to England not just with the win but a maximum-points score from the event, and an eight-point lead to take into the final round at Croft in three weeks.

Godfrey started the day well, setting

fastest time in practice to grab an early point, but Pat Doran then set the pace.

Doran went fastest in the first two qualifiers to take pole for the A final, but lost another point to Godfrey when the points leader set the fastest time of the day on a drying track in the third heat.

Godfrey took a winning lead in the final, after Doran's Citroen DS3 bogged down at the start. "The starts had been good all day and in the final it almost died on me," said Doran, who chased as best he could but had no answer

to Godfrey's Fiesta. "Julian was gone and there was nothing I could do."

"It makes it interesting for the final round," added Godfrey, who celebrated his second win of the year. "It will be a straight race [for the title]."



Godfrey was top scorer in Wales

MARCUS PYE

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The voice of club motor racing



Di Claudio starred at Combe's 2012 finale

The blend of cars ancient and modern at Castle Combe's season closer over the weekend worked a treat. Saturday's inaugural Autumn Classic showed considerable promise. As well as providing some very different racing to the norm, it attracted a strong spectator attendance and a field full of cherished cars to bolster the Bristol Motor Club's Essence of Dyrham display.

I was encouraged when I happened upon a pair of pristine Austin-Healeys in Shaftesbury en route. Later in my early journey up from the south coast, several more classics and a lovely pre-war MG engendered more than a passing interest among occupants of dull, but wonderfully competent (and, let's face it, warm) 21st century boxes on the damp roads.

The Vintage Sports-Car Club, Healey Driver International and HVRA V8 races in particular entertained a sizeable audience at Quarry Corner during Saturday afternoon. "It was a bit experimental for us, but they loved it. Reaction on the banks and in the paddock afterwards was very positive. We'll do it again," said Combe marketing chief Rodney Gooch as the sun set and competitors started to arrive for Sunday's Grand Finals raceday. There was plenty of fine racing

there too, none better than in the well-supported resident National Mobile Windscreens Saloon Car Championship, which has long been a crowd favourite.

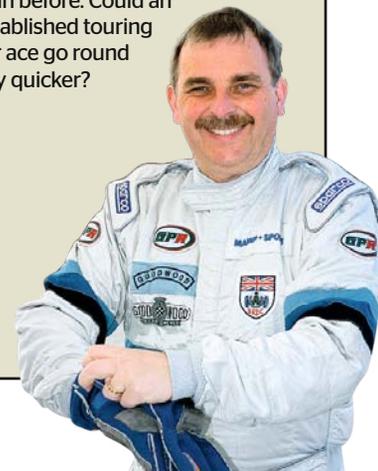
I can't fault their judgement, for the standard of car preparation in the splendidly varied pack - which showcased 11 marques this time - has never been higher.

Some of the driving is sensational too. Earlier in the season you may recall seeing Will di Claudio's brilliant giant-killing drive in the Motors TV live raceday. The local man had clinched the overall title in his parakeet green 1600cc Peugeot 106 GTi before the final round but raced harder than ever in his efforts to land another outright win.

Having screamed from fourth on the grid into the lead at the typically frenetic start, di Claudio had a minor excursion on cold tyres, which left him at the back of the 29-car pack. His recovery drive to third showed superb control and total commitment - his hallmarks. I'd love to see this considerable ability rewarded with a BTCC test.

A pity Will's engine went bang in the extra fun race, for which he'd fitted slicks and lapped in the low 1m14s - almost two seconds quicker than before. Could an established touring car ace go round any quicker?

"I'd love to see Will di Claudio's considerable ability rewarded with a BTCC test"



Blancpain Endurance

Fannin steps up to GT3 in Ferrari

NEWLY CROWNED BRITISH GT4 champion Jody Fannin will graduate to GT3 this weekend, when he races a Scuderia Vittoria Ferrari 458 in the final round of Blancpain Endurance at Navarra.

Fannin, 19, will share the car with 2011 British GT4 runner-up David McDonald and Paraguayan racer Danny Candia, who has experience of South American Super Touring from the late 1990s. The trio all tested the car together for half a day at Donington Park last week.

Scuderia Vittoria co-director Tom Ferrier said: "We're really positive about the combination - they all got 20 laps each at

Fannin will share SV Ferrari 458 at Navarra



Donington and did a good job.

"We finished 15th in Pro-Am at Silverstone (with Jay Palmer, Alessandro Bonetti and McDonald driving) and I think this new driver line-up is three-seconds per lap quicker, so we should have a better chance."

BRDC Formula 4

Douglas in single-seater expansion

GINETTA JUNIORSQUAD DOUGLAS Motorsport will expand into the new BRDC Formula 4 championship in 2013.

The team, run by 1995 Formula Vauxhall champion and McLaren AUTOSPORT BRDC Award finalist Wayne Douglas, will run two cars, alongside its Ginetta team and driver development operation.

"We've always run karters and had the links for years, but I didn't want to get involved with four-car teams in Formula Renault so we just passed the drivers on," Douglas said. "With Formula

Renault UK gone there's a hole there."

Douglas plans to run a karting graduate in one car and test "five or six" more experienced drivers in a shootout for the second seat.



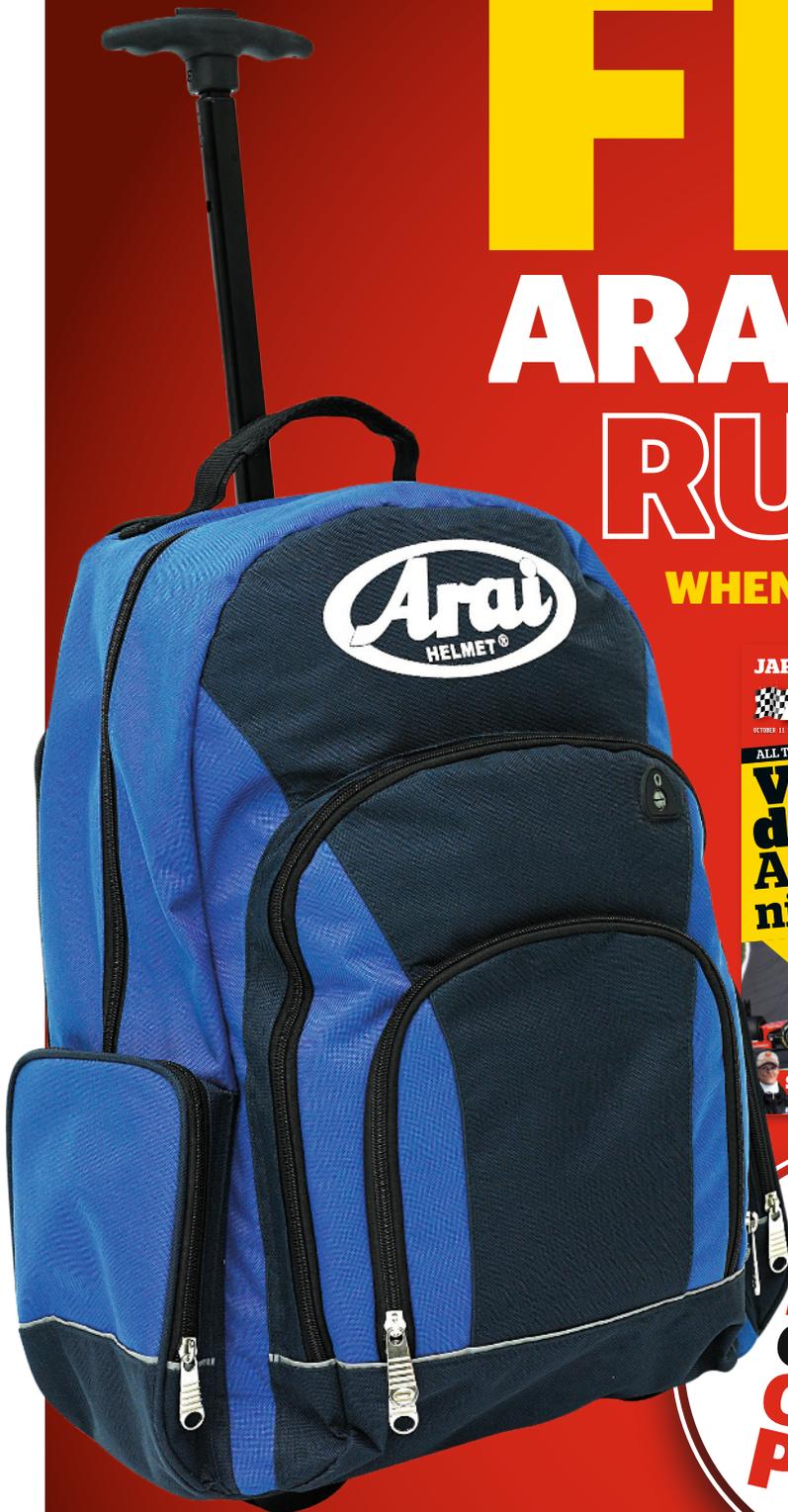
Douglas is branching out from Ginetta Junior

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Osborne starred at Paul Ricard in RC90

Historics

Osborne wins on Group C bow

British GT race winner guides Steve Tandy's Nissan RC90 to glory in France

BRITISH GT RACE WINNER JOE

Osborne co-drove Trackspeed Porsche team-mate Steve Tandy's CGA-run Group C Nissan R90CK to victory on his historic race debut at Paul Ricard.

Tandy chased Gareth Evans' Mercedes C11 in last Sunday's race before relaying Osborne, who went ahead when Bob Berridge retired the Sauber-built car with gearbox dramas.

Osborne said: "I was apprehensive about the race. I didn't know the Paul Ricard track, but Steve told me just to have fun. At 220mph on the Mistral Straight that twin-turbo V8 was still pulling like a freight train."

British veteran David Franklin and American Steven Read (Ferrari 512M)

won the Classic Endurance Racing 1 event, after Carlos Monteverde/Gary Pearson (Porsche 917) were one of six crews penalised two laps for stopping outside of the pit window.

The FIA Historic F1 series hit a new nadir with Joaquin Folch (Brabham BT49) beating Richard Eyre (Williams FW08) and Terry Sayles (Osella FA1D) in Saturday's six-car field. Folch could not stay for Sunday's leg, in which Eyre, Sayles and Michel Baudouin (Hesketh) were the only finishers.

Meanwhile, Great Britain's 'A' team comprising Dean Forward (Brabham BT21B), Keith Messer (Vesey VF3) and Jim Timms (Brabham BT21A) won the inaugural 1000cc Formula 3 Nations

Cup retrospective at Dijon, beating squads from France and Switzerland into second and third places.

Engine woes put Robert Simac and Roland Wiltschegg out of the Historic F2 title race. Tim Barrington's 1600cc class double clinched it after Philip Harper (Ralt-BMW RT1) denied Martin Stretton (March-BDG 742) a double win.

Stretton was leading Dijon's three-hour enduro by five laps when he crashed David Coplew's Lola T70 at the last turn a few minutes from home.

David Gathercole (Lola-FVC T212/c) and Michele Liguori (Lola-BMW T296) won the HSCC Martini Trophy rounds, but Frenchman Vincent Rivet (Chevron B19) got between them on Saturday.

Formula Junior

Tonetti recovers for Junior title

ITALY'S PIERRE TONETTI LIFTED the 2012 FIA Lurani Trophy Formula Junior championship at Mugello's finale last weekend.

Despite a huge crash at Dijon in June, the Brabham BT6 driver was one of three remaining title aspirants, with series co-ordinator Duncan Rabagliati and defending champion John Delane still able to deny him.

When Rabagliati missed qualifying with clutch problems on his borrowed Lola Mk2, then a throttle linkage pin sheared in American Delane's Lotus 18 in race one, winner Tonetti was set fair.

But Tonetti anticipated Sunday's confused start and was handed a stop-go penalty. In a heroic recovery drive, he caught and passed Philipp Buhofner (Lola), Manfredo Rossi (Brabham) and leader Urs Eberhardt (Lotus 27) to pip Delane by two points.

BMW Compact Cup

Compact Cup to Scotland in 2013

THE BMW COMPACT CUP WILL expand into Scotland next season.

The Scottish BMW Compact Cup, for the E36 318 Compact Ti BMW, will run as a class within the Scottish Sports and Saloons Championship in 2013, ahead of a planned standalone series at Knockhill in 2014.

The English category, founded in 2011, will continue to race with the 750 Motor Club next year, while the Scottish equivalent will be run by Scottish Fiesta coordinator Stephen Emslie, for the Scottish Motor Racing Club, to the same regulations.

Compact Cup frontrunner Steve Roberts will enter his car into the Scottish Sports and Saloons race at Knockhill's KMSC meeting on October 28, to demonstrate its relative performance. This meeting will be the first run on Knockhill's reversed layout.



Roberts will demo his car at Knockhill

SMRC competitions secretary Graham Brunton said: "With the introduction of the BMW Compact Cup to our Sports and Saloons Championship we will have an excellent entry-level category of racing. The build costs are comparable with a typical track-day driver's budget.

"The BMW Compact Cup is already established in England and we look forward to seeing the same level of interest here in Scotland."

IN BRIEF



Hill got a flavour of his father's BRM days

DAMON HILL DROVE ONE OF HIS

late father Graham's period F1 cars through the streets of Lincolnshire town Bourne last Sunday. The 1996 champion demonstrated the BRM P57 in which his dad took the 1962 crown as part of BRM Celebration Day 2012.

TRIPLE INDY 500 WINNER DARIO

Franchitti visited the SMRC's final meeting of 2012 at Knockhill last weekend. The Scot gave passenger laps to marshals and displayed his 1999 Reynard Champ Car in the paddock. "I'd love to come back and have a race here," he said. "I'd probably buy a Porsche 962 to go trophy stealing!"

CATERHAM R300 FRONTRUNNER

Paul Fleury became the first person to commit to the new R600 championship at the public unveiling of the new car at Rockingham last weekend. The SPY Motorsport driver was quickly followed by Fauldsport rivals James Sharrock, Flick Haigh and Adam Balon all placing orders.

GT ACE MARTIN SHORT IS SET TO

make his Radical European Masters debut in the final round at Catalunya. He tested a works SR3 at Donington Park last Thursday and briefly considered taking part in last weekend's race.

EX-FORMULA RENAULT BARC

champion Ollie Hancock returned to the scene of his British GT debut earlier this year to race in the Lotus Cup UK at Donington. He shared a production Elise with Paul Davies to fourth in class.

CHEVRON RACER DAVID WITT HAS

taken over Chevron Racing Cars Ltd, which is responsible for the marque's modern GR8 and GR8 GT3 cars. Witt will run the project from a new workshop in Crewe under the Jordan Racing banner.

JULIAN REYNOLDS AND PATRICK

Walsh are the 2012 British Historic Rally champions after another Category 2 win on the final round, last Saturday's Colin McRae Stages in Scotland. Nick Elliott and Dave Price (Escort Mk2) won the event overall and took the Category 3 title.



Reynolds/Walsh Escort clinched rally title



Woodgate took DB3 to Aston victory



CCRC CASTLE COMBE, OCTOBER 6-7

Norton notches Combe double

Norton clinched title, then won the Carnival

LAST SATURDAY'S inaugural Autumn Classic dovetailed perfectly with Sunday's Grand Finals to wrap up Castle Combe's 2012 season.

Two of the three resident titles went to the wire, Gary Prebble beating Simon Tilling to Sports & GT honours, while Ben Norton duplicated his 2009 Formula Ford title win despite being pipped by Rob Hall in a thrilling race. The Wiltshire College Motorsport Spectrum driver subsequently aced his second Combe FF1600 Carnival.

Five times a winner in nine rounds, and with the other races shared four ways, Norton needed just an eighth place in his Checkpoint Tyres car to cement the championship. He preferred to try to win the decider from pole position, though. He might well have succeeded had he not left an inviting gap into Tower on the penultimate lap, through which Rob Hall (Mygale) eagerly dived.

"It was a difficult one, but I knew Ben wouldn't

risk taking a wheel off," said the victorious Hall.

Steven Jensen, who came with an outside chance of robbing Norton, was pipped for third by Nathan Ward, while Luke Cooper bested Roger Orgee for fifth. James Raven starred in class B as Glen Finn earned C honours.

Norton drove away from Hall in the standalone Carnival race, again breaking the 1m 11s barrier. Orgee's staggering start took him from sixth to third, but he had his work cut out keeping it, with Oliver White all over him.

The race was stopped when 16-year-old Will Goodhew, running 12th, hit the tyres exiting Camp. White had just demoted Orgee, and Richard Higgins had passed Oliver Bull for the class B lead, but both lost out on countback.

Once past runaway champion Stuart Kestenbaum, Steve Bell was untouchable in Pre-'82 Classic FF1600. Colin Williams set fastest lap in the chase, with Nigel Lingwood grabbing third place from Kestenbaum.

Tony Hutchings' Audi TT arrived on the Combe Saloons grid with 30 seconds to spare after exhaust manifold repairs, but – following a scrape that put Adam Prebble's Rover Tomcat out – saw off Mark Wyatt's Vauxhall Astra to win.

Champion Will di Claudio hurtled his Peugeot 106GTi from fourth to lead by Quarry, but overcooked it at the Esses and resumed last. His charge back to third, helped by Rob Ballard (SEAT Leon turbo) and Tony Dolley (Peugeot 206GTi) falling, was the talk of paddock pundits. David Rose (VW Lupo)

won class C for the first time, having shaken off Russell Akers (Astra).

Despite his road-tyred 147 GTA being up against slick-shod opposition, Alfa Romeo championship leader Roger Evans burst the Peak Alfa machine through from row four to win the first leg, which was red-flagged to retrieve damaged cars.

Guy Hale (147 GTA) and Barry McMahon – who spun his ex-Swedish TCC 156 from first to last, then rebounded to fourth in the opener – retaliated later, beating Evans into third. Neil Smith's class double ensured Donington Park's finale will decide the title.

Geoff Fern screamed his JKS to Monoposto double victory over Ralt RT3 veterans Jim Blockley and David Cox. Nigel Davers' Jedi was on Cox's tail when its engine grenaded crossing the finish line.

Steve Putt's Mazda RX7 ran away with the PlayStation Gran Turismo Challenge in which storming starter Dylan Popovic's winged Marlin led the chase most of the way. Will di Claudio shot his now slick-shod Pug past Popovic in traffic, only for a conrod to ventilate its engine. Russian GT Challenge winner Mark Shulzhitskiy (Nissan 370Z) and Tony Hutchings' Audi



Healey race attracted an international field

"I tried to shut the door, but not hard enough"

Norton lost out to Hall late on, but still took the Combe FF1600 title



Haddon's Capri was a double winner

**REPORTS
SPORTS EXTRA**



McWhirter's Jaguar SS100 topped Pre-War contest

(from 24th, on slicks) also ambushed Popovic.

Watched by past-master John Chatham, competitors came from continental Europe to contest the Healey Driver International event in memory of another 3000 legend, John Gott. A safety car interlude gifted Swede Anders Schildt almost a lap's lead over Dutchman Jaap Sinke after David Smithies/Richard Knight were left with only third gear and overdrive in the former's latest racer, completed on Thursday.

Scot Tom McWhirter's wonderfully menacing ex-works Jaguar SS100, on twin rear wheels, edged out Andrew Mitchell's spiritedly driven HRG in a splendid VSCC Pre-War sportscar miscellany, which embraced 14 great marques. Patrick Blakeney-Edwards' extraordinary Frazer Nash

'Owlet' saloon wowed the crowd in third place.

Former BTCC star Anthony Reid stroked Nigel Webb's semi-lightweight E-type to JEC Pre-'66 Jaguar victory, but allowed pursuer Graham Bull the odd glimpse of red. The Dorlins provided stirring saloon action, Peter (Mk1) shading Richard (Mk2) after they had oversteered wildly through Camp abreast.

Webb and Reid (Jaguar C-type) teamed up to win the FISCAR '50s Inter-Marque enduro, but Nigel Bancroft (Lotus Elite) never stopped chasing.

The DB3 of Chris Woodgate was the class of the Historic Aston Martin field, but Nicholas Ruddell (DB2/4) chased him hard. Tim Stamper (DB2/4) won an absorbing tussle for third with feisty Anne Reed (DB2), who rose from 10th.

John Wilson repelled Andrew Haddon's Ford Capri Perana in the HVRA V8 feature until his MGB GTV8 expired smokily, presaging Haddon's debut win. Bernie Chodosh's 1957 Chevrolet Corvette looked destined for second with John 'Twinkletoes' Young up, but steering failure sent co-driver Mark Wright harpooning into the barrier at Camp. Haddon doubled up on Sunday, charging from the back, with Alec Hammond's Chevron B8, (substituted for his broken Camaro) a close second.

Tim Pearce headed a Bristol 1-2-3 in Saturday's thin Twilight Challenge, the first event his Morgan +8 had finished. Sunday's Classic race had six takers, but Dan Summerhayes' efforts to oust Eric Woolley's Ford Escort were heroic until his Mini died.

● Marcus Pye

CASTLE COMBE SPORTS & GT CASTLE COMBE, OCTOBER 7

Prebble's special feat

ONLY SIMON TILLING could stop Gary Prebble from becoming Combe's first champion in two disciplines. But the Radical turbo driver needed maximum points and Prebble's Mitsubishi Evo to falter in class to thwart the 2002 saloon king.

Poleman Tilling's long-g geared SR3 was swamped at the start, where the four-wheel-drive saloons of Prebble and Barry Squibb were rocketships. Having dropped outside the top 10, Tilling split the Evos at Quarry, and was sixth at the end of lap one.

Andrew Shanley was already a Usain Bolt-like three seconds clear, and the Radical Prosport was 10.9s ahead when Tilling hit second.

Squibb's car wilted, but Prebble thought it

was all over on lap three. "I changed to third and nothing was there, but found fourth, ran on the rev limiter and cornered as fast as I could," he explained. Fortuitously, it held together.

Drama came for Tilling as he clipped George Michael's Toyota MR2 while closing on Shanley.

"My steering was way out - I thought the wheel was coming off," he said.

Tilling limped home in second, but was first to congratulate Prebble on his unique feat.

RESULTS (15 LAPS) 1 Andrew Shanley (Radical-RPE Prosport); 2 Simon Tilling (Radical SR3 turbo) +7.234s; 3 Darcy Smith (Radical SR4); 4 Norman Lackford (Radical Prosport); 5 Guy Parr (Nemesis-Vauxhall); 6 Josh Smith (Radical PR6). **CW** Josh Smith; Gary Prebble (Mitsubishi Lancer Evo). **FL** Tilling 1m03.493s (104.89mph).



Prebble held on despite problem

CASTLE COMBE FF1600 (15 LAPS)

1 Rob Hall (Mygale S12000); 2 Ben Norton (Spectrum 010b) +0.245s; 3 Nathan Ward (Spectrum 011c); 4 Steven Jensen (Spectrum 011b); 5 Luke Cooper (Swift SC10); 6 Roger Orgee (Van Diemen RFOO). **Class winners** James Raven (Swift SC85); Glen Finn (Van Diemen RF89). **Fastest lap** Norton 1m10.990s (93.81mph).

FF1600 CARNIVAL (12 LAPS) 1 Norton; 2 Hall +2.806s; 3 Orgee; 4 Oliver White (Van Diemen RFO1); 5 Jensen; 6 Cooper. **CW** Oliver Bull (Swift SC92F); Finn. **FL** Norton 1m10.903s (93.93mph).

PRE-1982 CLASSIC FF1600 (15 LAPS)

1 Steve Bell (Royale RP29); 2 Colin Williams (PRS RH01) +2.146s; 3 Nigel Lingwood (Van Diemen RF80); 4 Stuart Kestenbaum (Van Diemen RF79); 5 Liam McShane (Crosle 45F); 6 Kevin Mansell (Crosle 32F). **CW** Alan Fairbrother (Merlyn Mk20). **FL** Williams 1m18.391s (88.33mph).

CASTLE COMBE SALOONS (15 LAPS)

1 Tony Hutchings (Audi TT turbo); 2 Mark Wyatt (Vauxhall Astra) +3.881s; 3 William di Claudio (Peugeot 106GT1); 4 Mark

Funnell (Mini Cooper S); 5 Guy Parr (Ford Fiesta); 6 Matthew Paul (Vauxhall Astra GSi turbo). **CW** di Claudio; David Rose (VW Lupo). **FL** Wyatt 1m16.169s (87.43mph).

ALFA ROMEOS (6 LAPS)

1 Roger Evans (147 GTA); 2 Clive Hodgkin (75) +1.080s; 3 Guy Hale (147 GTA); 4 Barry McMahon (156); 5 Neil Smith (147 TwinSpark); 6 Anthony George (75). **CW** Hodgkin; Hale; Smith. **FL** Evans 1m20.511s (82.72mph). **RACE 2 (15 LAPS)**

1 Hale

2 McMahon +2.992s; 3 Evans; 4 Hodgkin; 5 George; 6 John Griffiths. **CW** Evans; Hodgkin; Smith. **FL** Hale 1m17.52s (86.32mph).

MONOPOSTO (12 LAPS)

1 Geoff Fern (JKS TRF-9); 2 Jim Blockley (Ralt RT3) +7.053s; 3 David Cox (Ralt RT3); 4 Nigel Davers (Jedi Mk6); 5 Francis Phillips (Reynard 923); 6 Dan Levy (Jedi Mk4). **CW** Blockley; Richard Evans (Ray 07); Peter Bassill (Ray 97Z). **FL** Fern 1m06.591s (100.01mph).

GT ACADEMY CHALLENGE (10 LAPS)

1 Steve Punt (Mazda RX7); 2 Mark Shulzhitskiy (Nissan 370Z) +25.869s; 3 Tony Hutchings (Audi TT); 4 Dylan

Popovic (Marlin EX1); 5 Angus Gorringe (BMW Z3M); 6 Dan Mitchell (Nissan 370Z). **CW** Shulzhitskiy; Hutchings; Andy Thompson (SEAT Leon 1.8 Turbo).

FL Putt 1m13.871s (90.40mph).

HEALEY DRIVER INTERNATIONAL (29 LAPS)

1 Anders Schildt (3000); 2 Jaap Sinke (3000) +1m19.594s; 3 David Smithies/Richard Knight (3000); 4 Bruce & Ian Montgomery (100S); 5 David Grace/Tony Bianchi (3000); 6 Bill Rawles/Mark Potter (3000). **CW** Montgomery/Montgomery. **FL** Dan Cox (3000) 1m20.512s (82.72mph).

VSCC PRE-WAR SPORTSCARS (12 LAPS)

1 Tom McWhirter (Jaguar SS100); 2 Andrew Mitchell (HRG 11/2-litre) +2.967s; 3 Patrick Blakeney-Edwards (Frazer Nash 'Owlet'); 4 Sue Darbyshire (Morgan Super Aero); 5 Paul Chase-Gardener (Aston Martin Speed Model); 6 Peter Dubsky (Aston Martin 15/98). **CW** Mitchell; Chase-Gardener; Anthony Hancock (Jaguar SS100); Barry Foster (MG C-type Montlhery). **FL** Mitchell 1m34.012s (70.84mph).

JEC PRE-1966 JAGUARS (22 LAPS)

1 Anthony Reid (E-type); 2 Graham Bull

(E-type FHC) +7.792s; 3 Mark Russell (E-type FHC); 4 Andy Dee-Crowne (E-type); 5 John Burton (XK120); 6 Peter Dorlin (Mk1). **CW** Burton; Dorlin. **FL** Reid 1m17.991s (85.39mph).

FISCAR '50s INTER-MARQUE (24 LAPS)

1 Nigel Webb/Anthony Reid (Jaguar C-type); 2 Nigel Bancroft (Lotus Elite) +29.680s; 3 Mike Thorne/Johnny Todd (Austin-Healey 100M); 4 Andy Shepherd/Anthony Hancock (AC Ace-Bristol); 5 David Reed (Aston Martin DB2); 6 Nicholas Ruddell (Aston Martin DB2/4). **FL** Reid 1m22.417s (80.80mph).

ASTON MARTINS (17 LAPS)

1 Chris Woodgate (DB3); 2 Nicholas Ruddell (DB2/4) +33.026s; 3 Tim Stamper (DB2/4); 4 Anne Reed (DB2); 5 Chris Guest (RGS Atalanta-AM); 6 Jon Gross (DB MkIII). **CW** Ruddell; Stamper; Paul Chase-Gardener (Speed Model); Mark Middleley (Ulster). **FL** Woodgate 1m27.973s (75.70mph).

HVRA V8s (25 LAPS)

1 Andrew Haddon (Ford Capri Perana); 2 Craig Davies (Shelby Mustang GT350) -1lap; 3 Alec Hammond (Chevron B8/c); 4 Simon Lane

(Chevrolet Camaro); 5 Jan Schippers (Chevrolet Camaro); 6 Wayne Langridge (Ford Mustang). **CW** Langridge; Julian Bailey-Watts/John Bussell (Ford Falcon). **FL** John Wilson (MGB GTV8) 1m14.475s (89.42mph).

RACE 2 (16 LAPS)

1 Haddon; 2 Hammond +0.329s; 3 Lane; 4 Bert Smeets (Dodge Challenger); 5 Bob Searles (Aston Martin DB5); 6 Schippers. **CW** Langridge. **FL** Hammond 1m15.547s (88.15mph).

INTER-MARQUE TWILIGHT CHALLENGE (17 LAPS)

1 Tim Pearce (Morgan +8); 2 Ted Williams/Chris Clarkson (Ford Falcon) +26.716s; 3 David Smithies/Richard Knight (A-H 3000); 4 Nils-Fredrik Nyblaeus/Jeremy Welch (A-H 3000); 5 Bill Rawles/Mark Potter (A-H 3000); 6 Paul Crew (MGB). **FL** Pearce 1m23.949s (79.33mph).

CLASSIC SPORTS & SALOONS (15 LAPS)

1 Eric Woolley (Ford Escort RS); 2 Max Whitehouse (MG Midget) +1m00.970s; 3 Crispin Thomas (Alfa Romeo Giulia Sprint GT); 4 Paul Crew (MGB); 5 Neil Jones (Mini Cooper S); no other finishers. **FL** Dan Summerhayes (Mini Cooper S) 1m22.534s (80.69mph).



RADICAL UK CUP & EUROPEAN MASTERS SR3 DONINGTON PARK, OCTOBER 6-7

Cummings/Ellis reign supreme in Radicals

ANDY CUMMINGS AND Bradley Ellis converted their double pole to a double victory, having led all but three laps all weekend.

Cummings and Konstantins Calko made a break on the first lap of race one, after James Abbott and Gary Kane made contact at Redgate and spun. Abbott continued but Kane was out, leaving Colin Noble heading the chase.

Calko made a serious challenge for the lead and was side by side with Cummings through Melbourne to Goddards on the second lap. Cummings defended and started to gradually increase his advantage, as Henk Thuis, Phil Abbott and Roger Bromiley disputed fourth.

Abbott made it by into McLeans on lap six and Bromiley followed a lap later, as Abbott Jr's recovery brought him into the top six by lap 10. The top six then held station until the stops.

Ellis and Calko both restored their places and were over 18s apart as Ellis took the flag.

The battle for third fell to Noble's hands – eventually, but Bradley Smith and Ben Anderson, having taken over from Abbotts Jr and Sr respectively, gave him a hard time. Smith claimed fourth from Anderson into Redgate on lap 24, but was unable to breach Noble's “robust” defence of a podium spot.

Rob Wheldon completed the top five after pipping Anderson into the Esses



Cummings leads SR3 field into Redgate

on the last lap.

It was side by side until the Old Hairpin before Ellis took charge from Wheldon in race two. Anthony Dunn slotted into third, but soon moved up after Wheldon scythed off through the Coppice gravel on lap two.

“We had a wheelbearing fail so had to stay off the

kerbs,” said Ellis, after Cummings took over with 13s in hand over Timothy Lyons in the Dunn car.

Abbott Jr took Lyons into Redgate with six laps to go.

RESULTS (BOTH 26 LAPS)

1 Andy Cummings/Bradley Ellis;
2 Konstantins Calko +18.451s;

3 Colin Noble; 4 James Abbott/Bradley Smith; 5 David Thorburn/Rob Wheldon; 6 Phil Abbott/Ben Anderson. **Fastest lap** Ellis 1m29.327s (100.24mph).

RACE 2 1 Ellis/Cummings;
2 Smith/J Abbott +7.514s; 3 Anthony Dunn/Timothy Lyons; 4 Anderson/P Abbott; 5 Noble; 6 Miki Esposito/Roger Bromiley. **FL** Wheldon 1m29.637s (99.89mph).



Allen led Pattison to the flag twice

MINI CHALLENGE DONINGTON PARK, OCTOBER 6-7

Allen and Pattison score draw as Lees dominate

WITH TWO WINS EACH in the Mini Challenge, Lee Allen and Lee Pattison finished all square, but it was Allen who took the JCW title.

Allen and Pattison spent virtually the whole of the first race nose to tail, with Allen in command after they broke clear early on.

Arthur Forster held a solitary third throughout and Chris Smith ousted Jason Richardson from

fourth on lap four, with Chris Smiley following.

Allen made the best start in race two, but Pattison was ahead into Coppice. Smith had taken Forster for third at McLeans on the first lap, and they swapped places regularly before Forster made it stick.

The safety car intervened when Patrick Mortimer inverted, but Pattison had it under control. Forster made the podium again, with

Smiley pipping Smith for fourth on the last lap.

Forster managed to split Pattison and Allen at the start of race three, but it only lasted to the Esses, where he thumped a kerb and went into limp mode.

Allen took the final win after contact with Pattison left his rival with a rear puncture. Smith was second with Chris Panayiotou and Smiley nose to tail for third.

Two wins out of four in the Club Class made Henry Gilbert the overall champion.

RESULTS (11 LAPS) 1 Lee Allen;

2 Lee Pattison +0.869s; 3 Arthur Forster; 4 Chris Smith; 5 Chris Smiley; 6 Jason Richardson. **CW** Max Leaver. **FL** Allen 1m47.834s (83.03mph). **RACE 2 (10 LAPS)**

1 Pattison; 2 Allen +0.341s;

3 Forster; 4 Smiley; 5 Smith; 6 Shaun King. **CW** Henry Gilbert. **FL** Allen 1m47.787s (83.07mph).

RACE 3 (12 LAPS) 1 Pattison;

2 Allen +3.656s; 3 Smith; 4 Smiley; 5 Sam Osborne; 6 Stewart Lines. **CW** Gilbert. **FL** Pattison 1m47.262s (83.48mph). **RACE 4 (12 LAPS)**

1 Allen; 2 Smith +5.116s; 3 Chris Panayiotou; 4 Smiley; 5 Osborne;

6 Pattison. **CW** Jono Brown. **FL** Allen 1m47.502s (83.29mph).

LOTUS CUP UK DONINGTON PARK, OCTOBER 6-7

Elation for Wilcox/Fenn

ADAM WILCOX AND Robb Fenn managed to put at least a lap on their rivals as their Elise led from lights to flag in the 90-minute enduro at Donington Park.

Adrian Hall's Exige was always the closest threat and survived a pre-stop scare when he lost coolant and second place.

But luck was on his side as Steve Train's 2-Eleven was forced to surrender the place in the closing laps.

“I just lost all the gears,” Train explained.

Hall therefore reclaimed second, but the

real action was behind.

Marcus Jewell's 2-Eleven had run third for much of the race, but he was swamped by a duel between Jamie Stanley's Exige and Chris Randall's Europa at the end.

● Peter Scherer

RESULTS (51 LAPS) 1 Adam Wilcox/Robb Fenn (Elise);

2 Adrian Hall (Exige) -1 lap; 3 Glenn Sherwood/Jamie Stanley (Exige); 4 Campbell Cassidy/Chris Randall (Europa); 5 Marcus Jewell (2-Eleven); 6 David Harvey/Brian Watts (S4OR). **CW** Sherwood/Stanley; Liz Halliday (2-Eleven); Stuart Plotnek (Elise). **FL** Wilcox 1m41.413s (88.29mph).

Winning Elise was never headed





Winrow (5) and Tovey were the class of Production BMW

RADICAL UK CUP & EUROPEAN MASTERS SR8 DONINGTON PARK, OCTOBER 6-7

Wells atones for his error by clinging on for victory



Littlejohn set Wells up to win

TONY WELLS MADE UP for an off in race one by taking a win in race two, having been well set up by co-driver James Littlejohn. Christian Kronegard handed a good lead to Victor Correa in race one, but a sudden loss of gears after the change put them out of contention.

Terrence Woodward crashed heavily at the Old Hairpin and Wells speared off into the Coppice gravel on lap nine, so Manhal Allos led the chase, but was usurped by Zac Chapman during the pitstops. "The safest place to pass," said the former 750 Motor Club Toyota

MR2 ace, who went on to take the race-one spoils after a determined drive. Allos retained a solid second, with a delighted Peter Bamford completing the podium. Littlejohn sprinted away from Ross Kaiser in race two, but with Woodward racing through the pain

barrier after taking over from Kaiser he was unable to defend from the James Abbott/Shawn Balfe car. Wells (in for Littlejohn) held onto his reducing advantage as Chapman completed the podium, gaining the break after Allos stalled in the pitlane. "I felt very nervous but just did enough to win," Wells admitted. ● Peter Scherer

RESULTS (24 LAPS) 1 Zac Chapman; 2 Manhal Allos +1.566s; 3 Peter Bamford; 4 Mike Cantillon; 5 Chris Hyman/Alex Mortimer; 6 Richard Sykes/Charlie Kemp. **FL Victor Correa** 1m26.623s (103.37mph). **RACE 2 (27 LAPS) 1 James Littlejohn/Tony Wells;** 2 Shaun Balfe/James Abbott +1.339s; 3 Chapman; 4 Allos; 5 Ross Kaiser/Terrence Woodward; 6 Mortimer/Hyman. **FL Littlejohn** 1m25.735s (104.44mph).

IN BRIEF



Bentley topped the Lotus Elise field

LOTUS ELISE TROPHY
Andrew Bentley won both Elise Trophy races at a canter at Donington, but only after Rob Boston had retired from the lead of race one when a failed sensor cut his power. Andy Dolan shook off Ken Savage to complete the podium. Boston beat John Lamaster to second in race two.

GT CUP
Jordan Witt's Chevron GT3 just drove away from the rest of the small GT Cup field to take three dominant wins at Donington. Derek Johnston's Ferrari 458 was never seriously troubled either as he took a trio of seconds.

RACING SALOONS
There was a double win for Peter Seldon at Donington. His BMW M3 led from Redgate at the start of lap two in race one and was never headed. John Willcocks snatched a late second after Karl Cattliff had oil leak onto his M3's clutch. It was lights to flag in race two for Seldon, from Cattliff and Michael Dugdale (BMW M3).

PRODUCTION BMW
There was a duel between the incoming and outgoing champs in Donington's Production BMW races. Ben Winrow and Mike Tovey ran nose-to-tail throughout both races, but it was Winrow who kept his nose ahead for two wins and the title. Harry Goodman emerged from the pack to secure third both times.

MGB50/GT GREATS
Andy Newall recovered from a poor start to win the MGB50s at Mallory, while Ian Hulett banked Grand Touring Greats spoils in the combined outing. A sluggish getaway left polesitter Newall's MGB Roadster third before his inspired drive to victory.



Newall had to charge after a poor start

HRDC TOURING GREATS MALLORY PARK, OCTOBER 7

Shaw's superb charge means BMW beats Jaguar

AN IMMEDIATE RED flag meant the HRDC Touring Greats were put on hold at Mallory Park, after Andrew Young's Austin A35 was sent into a startline incident before landing on its roof.

After taking to the grid for a full restart, Jackie Oliver powered his BMW 700 into control, as Jaguar Mk1 drivers Nigel Webb and Richard Butterfield absorbed themselves in battle behind. Butterfield soon found some welcome space, when a loose water pump on the shared Webb/Anthony Reid Jag forced an early exit.

Disarmed by a mandatory pitstop and driver change, Oliver's team-mate Richard Shaw swiftly devoured a gap of more than one lap to beat Butterfield's Jag co-driver Peter Dorlin to the flag. ● Leanne Fahy

RESULTS (44 LAPS) 1 Richard Shaw/Jackie Oliver (BMW 700 CS); 2 Richard Butterfield/Peter Dorlin (Jaguar Mk1) +12.622s; 3 Neil Brown/Richard Dutton (Austin A35); 4 James Turner (Ford Zodiac Mk2); 5 Stephen Miles (Austin A40); 6 Brian Arculus (Hillman Minx). **CW Butterfield/Dorlin; Turner; Arculus; Geoff Turrall/Stef Proietti (Fiat Abarth 1000TC).** **FL Oliver** 58.173s (83.54mph).



Allenby-Byrne's Cortina leads into Gerard's

HRDC TC63 MALLORY PARK, OCTOBER 7

Cortina also defeats Jag

JOE ALLENBY-BYRNE exerted his authority as others faded in the HRDC TC63 race at Mallory Park. Allenby-Byrne dictated the early pace, as Richard Butterfield and Peter Dorlin's Jaguar Mk2 also edged out the similar machine of polesitters Nigel Webb/Anthony Reid. Reid leapt to the fore after Webb's early stop, as the pit sequence disrupted Allenby-Byrne's rhythm, but an assertive drive was cancelled out when a left-rear puncture blocked Reid's path to victory. In the absence of Webb

and Reid, Dorlin and Butterfield looked set to lap up the laurels, until Allenby-Byrne's Cortina snatched victory with moments to go. ● Leanne Fahy

RESULTS (45 LAPS) 1 Joe Allenby-Byrne (Ford Cortina GT Mk1); 2 Peter Dorlin/Richard Butterfield (Jaguar Mk2) +7.013s; 3 Peter Burton (Jaguar Mk2); 4 Geoff Turrall/Stef Proietti (Alfa Romeo Giulia Sprint GT); 5 Mark Bevington (Isuzu Bellett); 6 Stephen Chase (Ford Anglia 105E). **CW Dorlin/Butterfield; Mike Dowsett (Hillman Rallye Imp).** **FL Anthony Reid (Jaguar Mk2)** 57.723s (84.19mph).



Shaw's BMW reels in the Dorlin Jag



STOCK HATCH SNETTERTON, OCTOBER 7

Ferguson clinches crown in Stock Hatch nailbiters

HAVING SECURED victory in seven of this season's 12 Stock Hatch races between them, Joe Ferguson and Matt Digby went into the decider focused on securing the title. But with Tom Bell – overall points leader before dropped scores were removed – among the other contenders, the final double-header was always going to be tight.

It proved a little too tight in the opener, when Bell and Ferguson came together as they battled for the lead into Nelson on the opening lap. Bell continued to lead despite losing his front bumper, while Ferguson took to the grass before rejoining towards the back of the 29-strong field.

Bell's tenure at the top proved short-lived, when a charging Digby overhauled him at the same corner two laps later. Despite as many as half a dozen cars lining up in his mirrors, a stoic Digby held on for his fourth win of the year ahead of Matt Fincham, whose late charge got him ahead of Bell for second, equalling his best finish of the year.

Meanwhile, a chastened Ferguson put in a noteworthy recovery to finish fifth and keep his championship hopes alive. An inspired Rob Drake went one better, storming from 25th to fourth.

Bell made the early running again in the decisive second race, holding on for seven



Farndon won finale as Ferguson (third) took title

laps before both Farndon and a reinvigorated Ferguson demoted him in quick succession with moves at Brundle and Coram respectively.

While Farndon went on to secure his third win of the year, the runner-up spot secured a relieved Ferguson the title. "It feels amazing – we've worked so

hard to get everything perfect for this weekend," he said. "We've taken the gearbox out three times! I'm so glad it's worked."

Digby's title hopes had all but disappeared after a moment on lap one. After recovering from 15th to seventh, he had to settle for third in the points table.

RESULTS (BOTH 10 LAPS)

1 Matt Digby (Citroen Saxo VTR); 2 Matt Fincham (Saxo) +0.84s; 3 Tom Bell (Saxo); 4 Rob Drake (Saxo); 5 Joe Ferguson (Saxo); 6 Jake Farndon (Saxo). **Fastest lap** Shayne Deegan (Saxo) 1m29.60s (79.72mph). **RACE 2 1 Farndon;** 2 Ferguson +1.18s; 3 Bell; 4 Martin Ward (Saxo); 5 Patrick Fletcher (Saxo); 6 Fincham. **FL** Drake 1m29.20s (80.08mph) **record.**



New champ Comber took another victory

LOCOST SNETTERTON, OCTOBER 7

Fog clears for Comber on road to Locost laurels

WITH LINGERING FOG delaying the start of racing and reducing the Locost triple-header to a double, the field was split into two groups with one race each.

That strengthened points leader Michael Comber's position ahead of closest challenger Stuart Sellars, and he wrapped up the title with a hard-fought seventh win of the year.

Comber had his hands full from the start, as a five-way scrap developed

between himself, Alastair Garratt, Matt Cherrington, Nick Selby and Lee Bankhurst. Garratt appearing to have timed his charge perfectly by surging from third to first as they sped into Nelson for the final time. But after leading out of the final corner, he couldn't stop an irrepressible Comber towing past to steal the laurels.

Sellars completed his season in the Group B race, scrapping with Sam Bradley,

who'd catapulted from 11th to second inside four laps. Bradley slipstreamed into the lead down Bentley Straight to depose Sellars and claim an impressive win.

Behind, Steven Wells and James McAllister proved inseparable as they finished side-by-side for third.

RESULTS (BOTH 10 LAPS) GROUP A
1 Michael Comber; 2 Alastair Garratt +0.06s; 3 Matt Cherrington; 4 Nick Selby; 5 Lee Bankhurst; 6 Shaun Brame. **CW** Cherrington. **FL** Cherrington 1m30.72s (78.73mph). **GROUP B 1 Sam Bradley;** 2 Stuart Sellars +0.17s; 3 Steven Wells; 4 James McAllister; 5 Tom Kidd; 6 Dave Berry. **CW** Sellars. **FL** Bradley 1m30.61s (78.83mph).

CLASSIC STOCK HATCH SNETTERTON, OCTOBER 7

Cottrell pips Rozier

WITH EIGHT WINNERS from 10 races going into Sunday's finale, and just a handful of points separating four drivers at the top of the table, Classic Stock Hatch promised a dramatic 2012 decider.

Championship leader by a narrow margin was Matt Rozier. But the Peugeot 205 man had a tough opening race in tricky conditions with persistent mist, slipping to fifth.

His main title rival Damian Cottrell held off Lee Scott to take second behind the Fiesta XR2 of runaway winner Martin Cayzer, leaving Rozier and Vauxhall Nova driver Cottrell almost tied at the top of the table going into the decider, each knowing victory would secure them the title.

A mid-race spin by Rozier at Murrays looked to have scuppered his

chances, but he battled back onto Cottrell's bootlid, only to fall agonisingly short on the sprint to the flag.

"I gave it everything I could – it just wasn't enough," he admitted after losing out by 0.22s.

"What an amazing day – Matt was really strong, but I made it count," said the celebrating Cottrell.

Another strong drive from Cayzer secured him the final podium spot.

● Oliver Timson
RESULTS (9 LAPS)

1 Martin Cayzer (Ford Fiesta XR2); 2 Damian Cottrell (Vauxhall Nova GTE) +7.58s; 3 Lee Scott (Fiesta XR2i); 4 Andy Philpotts (Fiesta XR2i); 5 Matt Rozier (Peugeot 205 GTi); 6 Derek Rozier (205 GTi). **FL** D Rozier 1m32.10s (77.55mph). **RACE 2 (10 LAPS) 1 Cottrell;** 2 M Rozier +0.22s; 3 Cayzer; 4 Philpotts; 5 Paul Thorpe (Fiesta XR2i); 6 Edward Cooper (Vauxhall Nova GTE). **FL** M Rozier 1m31.82s (77.79mph) **record.**



Last 750MC F4 champ Watts finished second at Snett

TIN TOPS OULTON PARK, OCTOBER 6

Taylor leaves it late for 2012 success



Taylor drove solo to win in his Civic

THE EXPERIENCED

Simon Taylor only qualified sixth on the grid, but he pedaled his Honda Civic Type R to his first victory of the season in the last round of 2012, despite the outcome being far from clear-cut for much of the race.

Polesitter Danny Cassar made a great start in his Renault Clio to lead the

eclectic field into Old Hall for the first time, whereas fellow front-row man Richard Woods suffered plenty of wheelspin.

Come the end of a thrilling opening lap it was Nigel Tongue who had nipped into the lead in his Peugeot 306 at Lodge. Tongue then maintained his advantage ahead of the

recovering Woods and Cassar before making his compulsory pitstop.

Woods also then pitted, but Cassar stayed out, delaying his pitstop until the end of the 11th lap, when he dived into the pitlane from the lead.

This proved to be the decisive moment as Cassar's pitstop allowed Taylor to hit the front of the field, ahead of the James Ashton/Howard Hunt Clio, Russell Hird's MG ZR160 and Ashley Collins, who had replaced Cassar in their Clio.

At this stage Tongue was a man on a mission and absolutely flying, reeling in those ahead of him, and he swept past Hird for second at Deer Leap at the end of lap 15 of 20.

The fun was about to end

though as Tongue's 306 suffered a dreadful headfire and slowed before heading to the pits, his challenge for the lead and the victory spoils over. That took the pressure off Taylor, who cruised home without direct threat, leaving third-placed Collins to constantly harry Hird for the runner-up position to no avail.

● Graham Read

RESULTS (20 LAPS) 1 Simon Taylor (Honda Civic Type R); 2 Russell Hird (MG ZR160) +11.213s; 3 Danny Cassar/Ashley Collins (Renault Clio); 4 James Payne/Tony Hunter (Clio); 5 Chris Boon/Nick Boon (Civic Type R); 6 Richard Woods (Ford Focus). **CW** Hird; Lee Reynolds (Citroen Saxo VTS); Owen Hunter (Saxo VTR). **FL** Nigel Tongue (Peugeot 306) 1m58.297s (81.92mph).

IN BRIEF



Voyce came to the fore at Snetterton

BMW COMPACT CUP

Having enjoyed several top-four finishes but no victories in the Compact Cup, Stuart Voyce finally broke his duck with a double at Snetterton. He won race one after leader Stephen Roberts suffered engine failure, and led throughout in race two.

BIKE-SPORTS

James Breakell clinched the Bike-Sports title with victory in the opening race at Snetterton, having overcome Richard Stables to lead on lap four. He won on the road in race two but a jump-start penalty handed victory to Stables.

FORMULA 4

Formula 4 made its swansong as a 750MC series at Snetterton, with champion Robbie Watts celebrating his title with second in race one behind Falco Wauer, who romped to his seventh victory. Watts sat out the sequel, while Wauer secured another dominant win.

SPORTS V SALOONS

No-one could live with the pace of Grahame Tilly's Caterham CSR as the Desford-based driver claimed his first win at Oulton Park since 1980.

JAGUAR SALOONS/XJS

Patrick Doyle, James Ramm and Lawrence Coppock dominated at Oulton Park before Ramm dropped out. It was Doyle who finished a solid season with another victory at Oulton Park.

FUTURE CLASSICS

Early leader Nicholas Olson suffered not only a 90s success penalty but also a two-lap demotion for missing the pitstop window at Oulton. That left Christopher Compton Goddard and ex-FF1600 star Dave Coyne to take the honours in their Ferrari 308 GTB.

Coyne was part of winning squad



SWINGING SIXTIES OULTON PARK, OCTOBER 6

Muirhead unbeatable despite pitstop delay

DESPITE HAVING A

30-second success penalty added to his compulsory pitstop, John Muirhead was in a class of his own in his immaculate Lotus Seven and took his second victory of the season after his earlier success at Anglesey.

"It felt like two minutes rather than 30 seconds!" he quipped afterwards.

David Holroyd proved to be the best of the rest in his Lotus Elan, but, having pitted three laps earlier than Muirhead, he hadn't done enough to gain track position on his rival and Muirhead then proceeded to extend his lead to 55 seconds by the flag.

To their rear, Chris Edwards brought his Lotus Seven S4 home in third.

● Graham Read

RESULTS (20 LAPS) 1 John Muirhead (Lotus Seven); 2 David Holroyd (Lotus Elan) +55.457s; 3 Chris Edwards (Seven); 4 Matthew Sanders/Trevor Farrington (Reliant Scimitar SE5 GTE); 5 Jean-Pierre Frottier/Howard Hunt (Aston Martin DB4); 6 Richard Skinner (Marcos 1800 GT). **CW** Sanders/Farrington; Frottier/Hunt; Tim Cairns (Austin Healey Frogeye Sprite); Philip Britten (Triumph TR4); Rob Perkins/Jason Burgess (Austin Mini Cooper); Richard McKoen (Triumph TR4); Norman Davidson-Kelly (Jaguar E-type). **FL** Muirhead 1m56.219s (83.38mph).



Morris needed some luck to defeat BMWs

DEUTSCHE MARQUE OULTON PARK, OCTOBER 6

Morris beats the BMWs

PETER MORRIS CLAIMED the spoils after dominating qualifying in his Porsche 996, but the race did not go all his own way.

At the start, the Tamworth driver took an early lead ahead of the BMW M3 of Kevin Maxted and the similar car of David Ball. At quarter-distance, Ball moved to second and two laps later he usurped Morris for the lead, while the Mark Smith/Arran Moulton-Smith M3 ran third ahead of Maxted.

As the compulsory pitstops began to take place Ball stayed out, but he was soon to hit problems and exit the fray.

That left Morris to reach

the chequered flag over a minute clear of the M3 of Allan and Andrew Davies, the latter having claimed the runner-up spot on the penultimate tour from the Maxted M3 in the hands of Nick Starkey.

● Graham Read

RESULTS (15 LAPS) 1 Peter Morris (Porsche 996); 2 Allan Davies/Andrew Davies (BMW M3 E36) +1m05.419s; 3 Kevin Maxted/Nick Starkey (M3 E36); 4 Arran Moulton-Smith/Mark Smith (M3 E36); 5 Tim Bates/Ian White (Porsche 911 SC); 6 David Whelan (Porsche 993 RSR). **CW** Davies/Davies; Maxted/Starkey; Bates/White; Wayne Poole/Guy Parr (BMW Mini Cooper S). **FL** David Ball (BMW M3 E36) 1m55.185s (84.13mph).



Muirhead's Seven dominated at Oulton



MARTIN DONNELLY TROPHY FF1600 KIRKISTOWN, OCTOBER 6

Clashes help McCullough to second Donnelly win

WITH HEAT WINNERS Ivor McCullough and Noel Robinson occupying the front row, the seventh Martin Donnelly Trophy seemed set for an epic battle. But Robert Barrable’s charge from the second row changed all that. His Swift tagged Robinson’s Van Diemen JL012K on the run down to Colonial, putting both cars out on the spot, and giving the Van Diemen RFO0 of McCullough some useful breathing space.

It was all Ivor needed and he made good use of it. Three laps later he was handed another bonus when Patrick McKenna (Van Diemen DPO8) and Neville Smyth’s Ray, who were enjoying a major argument over second place with

Jonny McMullan, got tangled up at the Hairpin and left the scene.

This left McMullan’s Mondiale leading the chase, already well ahead of FF returnee Mark McKenna (RF91), Formula Vee graduate Garry Newsome (soon to retire his Mygale with mechanical problems) and Tom O’Connor (RF90).

It was left to David McCullough, Ivor’s younger brother, to provide the interest. He had started his RFO0 at the back after missing his heat, but lap after lap he made up places to emerge in third spot on the final tour. During his mighty drive, McCullough had picked up 13 places without hitting anybody!



McCullough was left with an easy victory

Victory, however, was assured for big brother, who broke the short-lived FF lap record – set by Robinson in his heat earlier – on his way to a lonely win, his second in the ‘Donnelly’, which he first won back in 2006.

“It was almost boring,” he said afterwards. “Everybody else seemed to disappear...”

● Richard Young

RESULTS (16 LAPS)

1 Ivor McCullough (Van Diemen RFO0); 2 Jonny McMullan (Mondiale M89S) +12.163s; 3 David McCullough (RFO0); 4 Mark McKenna (RF91); 5 Tom O’Connor (RF90); 6 Andrew Noble (Reynard 89FF). **Class winners** McMullan; John Stewart (Reynard 83FF); David Black (Crosle 32F). **Fastest lap** I McCullough 1m00.719s (89.64mph) **record.**

HEAT 1 (10 LAPS) 1 I McCullough;

2 Neville Smyth (Ray GR09) +2.461s; 3 McMullan; 4 Garry Newsome (Mygale SJ08); 5 M McKenna; 6 David Nicholl (Reynard 89FF). **FL** McCullough 1m01.152s (89.15mph).

HEAT 2 (10 LAPS) 1 Noel Robinson

(VD JL012K); 2 Robert Barrable (Swift SC92F) +2.101s; 3 Patrick McKenna (VD DPO9); 4 Noble; 5 Henry Campbell (83FF); 6 O’Connor. **FL** Robinson 1m00.841s (89.46mph).



Ex-GP2 Dallara broke Kirkistown lap record

FORMULA LIBRE KIRKISTOWN, OCTOBER 6

Shields disarms rivals with new lap record

PHILIP SHIELDS WAS on pole with his GP2 Dallara so the two ‘Libre’ races – final rounds of the Magic Bullet Championship – were probably a foregone conclusion. However, the rest did their best.

A slightly chaotic start in race one helped Eamon Matheson lead briefly, but before the end of lap one Shields was in front and he got the hammer down as soon as everything was up to temperature. He built a sizeable gap, lowering Dan

Daly’s outright record in the process to leave it at 51.105s.

Behind him, Eugene Heary led the pack in his AJP-powered F3000 Reynard, with the cheeky one-litre Jedi of Mark Crawford in his wake.

Matheson’s charge faded in mid-race and he eventually placed fifth, sandwiched by the Tatuus Formula Renaults of Martin Daly and Fergus Faherty.

Matheson got a flyer in race two to lead for a little longer, but once again

Shields quickly made his way to the front and stayed there, with Heary’s Reynard leading the pursuers.

Heary slowed towards the end and only just beat Crawford’s Jedi and Daly’s Tatuus to the line.

● Richard Young

RESULTS (12 LAPS)

1 Philip Shields (4.0 Dallara GP2); 2 Eugene Heary (4.5 Reynard AJP) +25.673s; 3 Mark Crawford (1.0 Jedi Suzuki); 4 Martin Daly (2.0 Tatuus Renault); 5 Eamon Matheson (1.3t E5); 6 Fergus Faherty (2.0 Tatuus Renault). **FL** Shields 51.105s (106.51mph) **record.** **RACE 2 (18 LAPS) 1 Shields;** 2 Heary +35.356s; 3 Crawford; 4 Daly; 5 Jim Hutchinson (2.0 Westfield GM); 6 Matheson. **FL** Shields 52.267s (104.14mph).

ROADSPORTS KIRKISTOWN, OCTOBER 6

Johnston battles home

MIKE JOHNSTON’S unique Opel Tigra and Colin Reid’s one-off Reis Aero resumed the battle they had enjoyed at the last meeting with no quarter asked or given.

It lasted until lap seven of nine, when things went wrong at the Hairpin. The Aero was grounded, while the tattered Tigra went on to win.

The excitement behind was in Class B, where Ryan Magennis and Alan Davidson (GMS Locosts) set about each other like a pair of pit bulls.

Eventually both spun at Debtors and resumed,

but not before Graham Moore’s Westfield had been removed at Colonial. The pair then set about each other again, Davidson getting the upper hand. The class, though, went to Jack Boal with his Locost Honda.

● Richard Young

RESULTS (9 LAPS)

1 Mike Johnston (2.0 Opel Tigra); 2 Ian Trevor (2.0 Westfield GM) +2.916s; 3 Jim Larkham (1.3 Radical PRO6); 4 Bill Gowdy (2.0 Crosle 9S); 5 Jack Boal (1.0 Locost Honda); 6 Trevor Allen (1.0 Striker Honda). **CW** Larkham; Boal. **FL** Johnston 1m00.599s (89.82mph).



Johnston’s battle-scarred Tigra heads to success



George Orr won the first Fiesta ST encounter at Knockhill

SCOTTISH LEGENDS KNOCKHILL, OCTOBER 7

Brown snatches title after epic battle of the Legends



Brown dug deep for win and title

A THRILLING CLIMAX to the Scottish Legends championship rewarded Falkirk's Carol Brown with her second championship. Having both taken a win and a second in the heats, the former champion duo of Brown and Ross Marshall made a speedy ascent to

the front in the final. While Brown made it to the lead by half-distance, this would normally be a hard spot to retain given the nature of Legends racing. But Brown was determined to make the most of it. On lap eight the pair ran side-by-side through the

difficult Duffus Dip, but Marshall could not find a way past. He tried a similar manoeuvre on the final lap, but this time ran wide at the following Scotsman Corner. Ross Mickel seized second and thus Marshall could not gain enough points to take the title.

Brown summed up the epic battle best. "Considering how many points are available in a season – 6000 – to come down to a few points is unbelievable," she said. Despite not taking the title, Marshall achieved an incredible tally of 17 wins in one of the most closely contested championships. ● Jonathan Crawford

RESULTS (8 LAPS) 1 Carol Brown; 2 Ross Marshall +3.828s; 3 Daniel McKay; 4 Paul O'Brien; 5 Ross Mickel; 6 Gerard McCosh.
FL Marshall 1m00.645s (75.98mph).
RACE 2 (8 LAPS) 1 Marshall; 2 Brown +0.280s; 3 David Hunter; 4 O'Brien; 5 David Allan; 6 Kieran Murray. **FL** Brown 1m00.300s (76.42mph). **FINAL (10 LAPS)** 1 Brown; 2 Mickel +0.347s; 3 Marshall; 4 McCosh; 5 Murray; 6 O'Brien. **FL** Marshall 1m00.699s (75.92mph).

IN BRIEF



Traub's Honda took a last-gasp victory

IRISH SALOONS

Gerry McVeigh's Mitsubishi Evo led all but one lap from pole at Kirkistown. But the crucial lap was the last one, when he stopped suddenly and slowed the following Ralph Jess (BMW M3) so much that Stephen Traub was able to slip through to take victory.

FORMULA SHEANE

Robbie Allen emerged victorious after 13 hectic laps at Kirkistown, during which frontrunner Brian Hearty lost much of his bodywork in a moment at Debtors Dip and Keith Hogg narrowly defeated Kevin Sheane for second.

IRISH FORD FIESTAS

Another victory for James Turkington – his seventh of the year – underlined his superiority, but behind him there was action with Ryan Campbell leading Andrew Blair across the line. Campbell was later excluded for a technical infringement.

SCOTTISH CLASSICS

Andrew Smith and Robert Marshall look set to share the overall Scottish Classic Sports and Saloons title after finishing equal on points after a thrilling final meeting at Knockhill.

SCOTTISH MINI COOPERS

A superb final Knockhill Mini race gave Malcolm McNab victory to take him to third in the overall standings and secure him the Newcomers' crown. Champion David Sleight supported his team-mate and played a staunch defensive role in second.

SCOTTISH SALOON/SPORTS

Garry Watson clinched his third title with two dominant Knockhill wins in his Westfield. Nearest rival Stewart Whyte has suffered engine problems in recent races and could not make it past lap one of the second race.



Watson's Westfield won yet again

SCOTTISH FORD FIESTAS KNOCKHILL, OCTOBER 7

Veteran Cruickshank takes Fiesta XR2 glory at last

THE SCOTTISH MOTOR racing fraternity was delighted to welcome Peter Cruickshank to their roll of honour as the stalwart finally took the XR2 title after an arduous 15 years. Although Cruickshank has always been a leading contender, he has battled reliability problems and young rivals who have left him disappointed. While the names of Mortimer and Sleight have come and gone, Cruickshank has been enthusiastic and committed to the category. "It's been my curse for the last eight years and this year has been no different," Cruickshank

explained in deference to his rival Wayne MacCauley. Another series veteran, Dave Colville, may have turned his attention to the newer STs, but he resisted competition from Scott Robertson to take his title. ● Jonathan Crawford

RESULTS (BOTH 12 LAPS)

1 George Orr (ST); 2 Scott Robertson (ST) +1.932s; 3 Dave Colville (ST); 4 Ian Donaldson (ST); 5 Peter Cruickshank (XR2); 6 Wayne MacCauley (XR2). **XR2** Cruickshank. **FL** Robertson 1m02.874s (73.29mph). **RACE 2** 1 Robertson; 2 Orr +1.602s; 3 Colville; 4 Blair Murdoch (ST); 5 Donaldson; 6 MacCauley. **XR2** MacCauley. **FL** Orr 1m02.732s (73.46mph).



Will McEwen (leading) or Dow end up as champion?

SCOTTISH FF1600 KNOCKHILL, OCTOBER 7

Doubt over FF1600 title

ALISTAIR DOW LOOKS set to be crowned Scottish Formula Ford champion after a season-long fight with Ross McEwen. But the controversy of McEwen's exclusion from September's meeting has left the leading figures in the series in limbo. McEwen's race-winning car was found to have exhausts that were deemed illegal. He has appealed the decision, although no date has been set for when this will be heard. Nonetheless, McEwen did his talking on the track with two wins last weekend. Dow's Ray

pushed the Van Diemen driver hard in race one, but had a dreadful start in the second and spent most of the bout recovering. He clinched fifth to help him provisionally win the title by four points. ● Jonathan Crawford

RESULTS (12 LAPS) 1 Ross McEwen (Van Diemen RF92); 2 Alistair Dow (Ray GRS09) +0.207s; 3 Ian Munro (Van Diemen); 4 Craig Brunton (Ray GRO8); 5 Jordan Gronkowski (Van Diemen); 6 Michael Gray (Vector). **FL** McEwen 55.710s (82.70mph). **RACE 2 (9 LAPS)** 1 McEwen; 2 Brunton +3.398s; 3 Gray; 4 Munro; 5 Dow; 6 Gronkowski. **FL** Gronkowski 55.868s (82.48mph).



The veteran finally got his XR2 crown



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RACING

CATERHAM ROADSPORT ROCKINGHAM, OCTOBER 6-7

Cool Smith calmly clinches the crown

BRAD SMITH HELD his nerve to clinch the Caterham Roadsport title.

The Tamworth man didn't have the best of starts from pole in race one, though, and dropped to sixth by the end of lap one. His title rival, Elliott Norris, took full advantage and slotted into second, behind Rob Smith.

But while Norris played it safe following Rob Smith at the front, Brad Smith was charging back through the order. He had a cracking battle for fourth with Mark Lewis, diving down the inside into Turn 1 to gain the place.

Smith then caught Paul Hawthorne, before taking third at Gracelands.

The key moment – in championship terms – came on lap nine of 12. Norris, who had seen his rival quickly closing in, attempted a move on Rob Smith at Tarzan. He caught some mud on the inside of the circuit and slid off, allowing Brad Smith ahead.

Rob Smith went on to take his first win, as second for Brad Smith inched him closer to the crown. But, as Norris pointed out, it was "still all to play for".

Brad Smith played it safe in race two, while Norris and Rob Smith battled for victory. "I was never going to attempt to overtake anybody," Brad said later.

On track, Rob Smith and Norris tangled at Deene on



Brad Smith (8) kept out of trouble to win

the final lap. Rob Smith managed to recover to take the flag, with Brad Smith coming through the chaos in second. After the race, though, Rob Smith was handed a five-second penalty for his contact with Norris, giving victory to the champion, while Norris was also penalised for not respecting the track limits, promoting AUTOSPORT's

Glenn Freeman from fourth to second place.

● Matt Upton

RESULTS (BOTH 12 LAPS) 1 Robert Smith; 2 Brad Smith +0.329s; 3 Elliott Norris; 4 Glenn Freeman; 5 Mark Lewis; 6 Paul Hawthorne. **Fastest lap** Smith 1m42.305s (72.19mph). **RACE 2** 1 B Smith; 2 Freeman +4.674s; 3 R Smith; 4 Norris; 5 Lewis; 6 Hawthorne. **FL** R Smith 1m42.468s (72.08mph).

CATERHAM TRACKSPORT ROCKINGHAM, OCTOBER 6-7

Robinson takes the title

DAVID ROBINSON edged out title rival Terry Langley to win the Caterham Tracksport crown at Rockingham.

Robinson had to scrap with Langley and Kurt Brady to win the first race. Brady managed to pass both Langley and Robinson for the lead on lap four, only to be pushed back to third at the same corner a lap later.

Robinson got the lead from Langley at Tarzan and resolutely defended to the flag. Langley secured second after Brady ran wide at Gracelands.

Robinson and Langley were out in front in the next race, battling for the win and the championship. On lap seven, their duel suddenly came to an end

when Robinson clipped the back of Langley's car and ended up in the gravel.

This allowed Andrew West to come through and take his first-ever race win.

Robinson – despite protests from Langley – was declared the champion, as Langley's seventh-place finish was not enough to prevent his rival from taking the title.

● Matt Upton

RESULTS (18 LAPS) 1 David Robinson; 2 Terry Langley +0.667s; 3 Kurt Brady; 4 Jonathan Mortimer; 5 Andrew West; 6 Rowan Williams. **FL** Brady 1m41.067s (73.08mph). **RACE 2 (16 LAPS)** 1 West; 2 Mike Hart +0.204s; 3 Brady; 4 Lee Furness; 5 Mortimer; 6 William Scully. **FL** Mortimer 1m41.170s (73.00mph).



Mitchell's Pug won race two

CANNONS TIN TOPS ROCKINGHAM, OCTOBER 6-7

Butler's mistake allows Mitchell to even the score

IAN BUTLER AND Curtis Mitchell took a win apiece at Rockingham.

In race one, Butler's Focus was out in front by the time they got to Chapman Curve and couldn't be caught.

Steve Rothery was second, but this became fourth when Mitchell and Craig both found a way through at Deene. Craig then chased Mitchell for second, using the extra grunt of his Escort to pass the little 205 at Turn 1.

Life was much more difficult for Butler in the second outing. He led from the start, but this time Mitchell was right on his tail. The pressure eventually

told when Butler ran wide at Deene, allowing Mitchell and Craig to get through.

Mitchell resisted intense pressure from Craig to win.

● Matt Upton

RESULTS (BOTH 9 LAPS) 1 Ian Butler (Ford Focus RS); 2 Nigel Craig (Ford Escort RS2000) +6.460s; 3 Curtis Mitchell (Peugeot 205); 4 Chris Whiteman (Honda Civic Type R); 5 Steve Rothery (Renault Clio); 6 Richard Johnson (Honda Civic). **CW** Craig; Mitchell; Rothery; Johnson. **FL** Butler 1m42.579s (72.00mph). **RACE 2** 1 Mitchell; 2 Craig +0.327s; 3 Butler; 4 Whiteman; 5 Rothery; 6 Johnson. **CW** Craig; Butler; Rothery; Johnson. **FL** Mitchell 1m43.078s (71.65mph).

BRSCC IN BRIEF



PRODUCTION GOLF GTI

John Mawdsley took a fairly straightforward victory in race one, leading from lights to flag. Martyn Walsh won race two, while Simon Hill finished in a fine second after starting from the back of the pack. Mawdsley took third, and with it the title.

CATERHAM R300

Paul Wilson clinched the title with second in the first race. He followed the victorious Mark Shaw to the flag. Shaw led much of race two, before Ian Payne found a way past at Deene in the closing stages.

CATERHAM SUPERSPORT

Craig Currie was dominant in the first encounter, snatching the lead from Carlton Brown on the opening tour and pulling away while his rivals argued over second. Race two was much closer, with Lee Wiggins passing Currie at Deene on the final lap for the victory.

CATERHAM ACADEMY

Matt Dyer was embroiled in an intense battle for the lead in the early stages of the Group 1 race with Scott Lawrence, allowing Alexander Gurr to close up on the pair. Gurr passed Lawrence at Yentwood on the penultimate lap, but could do little to catch Dyer. Danny Killeen pulled off a demon move at Deene on lap two to go by both Stephen Nuttall and Max Robinson to triumph in the Group 2 race.

QUAIFE INTERMARQUE

Vauxhall Tigra drivers Matt Simpson and Chris Brockhurst each won. Simpson dominated race one, while Brockhurst battled with Dan Smith for second. Brockhurst jumped Simpson at the start of race two and went on to win easily.

Simpson won race one



West took his maiden win as title rivals clashed

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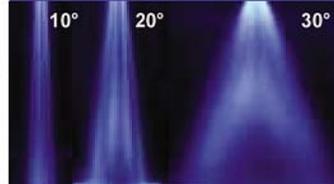
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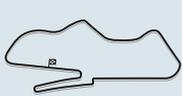
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SPORTS EXTRA RESULTS ROUND-UP

Donnington Park GP



Mallory Park

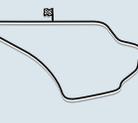
Snetterton 200



Kirkistown



Oulton Park International



Knockhill

Rockingham Long



Pembrey

DONNINGTON PARK MSVR, OCTOBER 6-7

LOTUS ELISE TROPHY (11 LAPS)

1 **Andrew Bentley**; 2 Andy Dolan +19.938s; 3 Ken Savage; 4 Adam Knight; 5 Martin Wills; 6 Warren Scott. **Fastest lap** Rob Boston 1m47.697s (83.14mph).

RACE 2 (12 LAPS) 1 Bentley;

2 Boston +5.433s; 3 John Lamaster; 4 Clive Wills; 5 Mike Vase; 6 Neil Stothert. **FL** Boston 1m47.288s (83.46mph).

GT CUP (17 LAPS) 1 Jordan Witt (Chevron

GT3); 2 Derek Johnston (Ferrari 458 Challenge) +13.71s; 3 Lee Mowle (Ginetta GT3); 4 Kevin Riley (Mosler MT900GT); 5 Peter Seldon (BMW E46 M3); 6 Don Grice (BMW M3). **Class winners** Seldon; Colin Broster (Porsche 996). **FL** Witt 1m31.554s (97.80mph). **RACE 2 (17 LAPS) 1 Witt;**

2 Johnston +29.318s; 3 Riley; 4 Mowle; 5 Grice; 6 Broster. **CW** Grice; Broster. **FL** Witt 1m30.810s (98.60mph).

RACE 3 (17 LAPS) 1 Witt; 2 Johnston

+17.397s; 3 Mowle; 4 Riley; 5 Grice; 6 David Barker (Ginetta G50). **CW** Grice; Barker. **FL** Witt 1m30.471s (98.97mph).

RACING SALOONS (5 LAPS) 1 Peter

Seldon (BMW E36 M3); 2 John Willcocks (BMW E30 M3) +1.621s; 3 Roger Kneebone (BMW M5); 4 Stephen Primett (Ford Escort); 5 Karl Cattliff (BMW E36 M3); 6 Don Hughes (Peugeot 306 S16).

CW Chris Palmer (Jaguar XJS); Willcocks; Primett; Paul Brookes (BMW E30). **FL** Cattliff 1m48.524s (82.51mph).

RACE 2 (9 LAPS) 1 Seldon; 2 Cattliff

+3.210s; 3 Mike Dugdale (BMW E36 M3); 4 Willcocks; 5 Kneebone; 6 Hughes. **CW** Palmer; Willcocks; Hughes; Brookes. **FL** Cattliff 1m47.639s (83.18mph).

PRODUCTION BMW (8 LAPS)

1 **Ben Winrow**; 2 Mike Tovey +0.633s; 3 Harry Goodman; 4 Liam Crilly; 5 Stuart Waite; 6 Jack Gabriel. **FL** Tovey 1m58.592s (75.50mph). **RACE 2 (8 LAPS) 1 Winrow;**

2 Tovey +0.568s; 3 Goodman; 4 Tim Wilson; 5 Gabriel; 6 Crilly. **FL** Waite 1m58.592s (75.50mph).

MALLORY PARK HRDC, OCTOBER 7

HRDC MGB50 & GRAND TOURING

GREATS (31 LAPS) 1 Andy Newall (MGB

Roadster Works); 2 Ian Hulett (WSM Sprite Sprint) +10.047s; 3 Gordon Elwell (Austin Healey Sebring Sprite); 4 Adam Gittings (MG Ashley Midget); 5 Oliver Eaton (MGB Roadster); 6 Paul Tarry (Austin Healey Sebring Sprite). **CW** Hulett; John Hilbery (Lotus Elite); Tim Patchett (MG TA).

FL Newall 56.746s (85.64mph).

HRDC ALLCOMERS & GTSGS

(48 LAPS) 1 Mike Whitaker/Michael

Whitaker (TVR Griffith); 2 Andrew Smith (Marcos 1800GT) +5.005s; 3 Simon Hadfield (Elva Courier); 4 Paul Tarry/Mike Youles (Austin Healey Sebring Sprite); 5 Jon Sandilands (MGB Roadster); 6 Richard Frankel (Alfa Romeo Giulietta Berlina). **CW** Smith; Hadfield; Tarry; Youles; Mark Jordan (Reliant Sabre 6).

FL Whitaker/Whitaker 53.922s (90.12mph).

2007

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2032

SNETTERTON 200 750MC, OCTOBER 7

BMW COMPACT CUP (BOTH 10 LAPS)

1 **Stuart Voyce**; 2 Ryan Bensley +6.28s; 3 Andrew Tsang; 4 Kevin Denwood; 5 Mark Hales; 6 Martin Gambling. **FL** Voyce 1m30.37s (79.04mph).

RACE 2 (11 LAPS) 1 Voyce; 2 Bensley +5.59s; 3 Tsang;

4 Dave Mountain; 5 Hales; 6 Gambling. **FL** Voyce 1m30.26s (79.14mph). **record.**

BIKE-SPORTS (16 LAPS) 1 James

Breakell (Radical PR6); 2 Richard Stables (PR6) +2.66s; 3 Mike Field (Stohr DSR); 4 Paul Hitchon (Radical SR3); 5 Shane Porter (PR6); 6 Richard Wise (Radical SR4). **CW** Wise; Edward Ives (Elite Delta).

RACE 2 (13 LAPS) 1 Stables; 2 Breakell

+6.57s; 3 Field; 4 Hitchon; 5 Aaron Bailey (Radical SR3 RS); 6 Richard Chamberlain (CTR Arachnid). **CW** Chamberlain. **FL** Hitchon 1m12.41s (98.64mph).

FORMULA 4 (16 LAPS) 1 Falco Wauer

(Mygale US FF2000); 2 Robbie Watts (Van Diemen RAW 01) +23.80s; 3 Atte Lentonen (Juno F4); 4 Ben Cater (Van Diemen RF99); 5 Erwin Smiech (Reynard SF84); 6 Paul Presgraves (Van Diemen RF98). **CW** Smiech. **FL** Wauer 1m12.38s (98.68mph).

record. RACE 2 (11 LAPS) 1 Wauer;

2 Smiech +3.166s; 3 Lentonen; 4 Shane Kelly (Tatuus FR); 5 Damon Bland (Van Diemen RF98); 6 Presgraves. **CW** Smiech. **FL** Wauer 1m12.96s (97.90mph).

OULTON PARK INTERNATIONAL CSCC, OCTOBER 6

SPORTS CAR V SALOON

CHALLENGE/POWERED BY JAGUAR

(8 LAPS) 1 Grahame Tilley (Caterham

CSR); 2 Brian Small (Westfield SE) +53.059s; 3 Russell Hird (MG ZR160); 4 Leigh Shardlow (Caterham RSA); 5 Patrick G Doyle (Jaguar XJS); 6 Kevin Doyle (Jaguar XJ12). **CW** Small; Shardlow; P Doyle; K Doyle; Stuart Tranter (Ford Sierra Cosworth); Tim Marrant (Jaguar XJ6); Alasdair McGregor (Jaguar X300); Steve Winnifrieth (Mini A Series).

JAGUAR SALOON/XJS (11 LAPS)

1 **Patrick G Doyle (XJS)**; 2 Lawrence Coppock (XJS) +3.691s; 3 Alistair Dyson (XJ40); 4 Gail Hill (XJ40); 5 Thomas Barclay (Coupe); 6 Roger Webster (XJS). **CW** Coppock; Hill; Barclay; Webster; Chris Pizzala (XJS). **FL** Doyle 2m03.844s (78.25mph).

FUTURE CLASSICS (18 LAPS)

1 **Christopher Compton Goddard/David Coyne (Ferrari 308 GTB)**; 2 Stuart Jefcoate (Porsche 911 Carrera) +4.565s; 3 John Hammersley/Simon Taylor (Vauxhall Astra GTE); 4 Alan Price (Triumph TR7); 5 Tim Bates/Ian White (Porsche 911 SC); 6 Darren Smith (TVR Tuscan). **CW** Jefcoate; Hammersley/Taylor; Smith; Paul Sheard/Anthony Nield (Mazda MX5). **FL** Compton Goddard/Coyne 1m56.196s (83.40mph).

MAGNIFICENT SEVENS (22 LAPS)

1 David Walley (Caterham CSR);

2 Grahame Tilley (CSR) +44.976s;

3 Pascal Green (Caterham C400); 4 Keith

Dunn (C400); 5 Jonathan Gibbs (C400);

6 Barney Pryor (C400). **CW** Green; Dunn;

Hugh Coulter (Caterham R400); Leigh

Shardlow (Caterham RSA); Brian Small

(Westfield SE); Stuart Farrell (Westfield

Aeroracer). **FL** Walley 1m45.535s

(91.83mph).

KIRKISTOWN

500MRCI, OCTOBER 6

IRISH SALOONS/GTS (12 LAPS)

1 **Stephen Traub (2.3 Honda Integra)**; 2 Ralph Jess (4.0s BMW M3 Compact) +0.186s; 3 Philip Shields (2.0t SEAT Supercopa); 4 Martin McDonnell (2.0t SEAT Leon); 5 Tony Traub (2.3 Honda Integra); 6 Robert Patton (2.0 Honda Integra). **CW** Aidan Vance (16 Honda Civic); Connair Finn (3.5 Ginetta G50).

FL Shields 1m03.607s (85.57mph)/Finn 1m00.599s (89.95mph).

FORMULA SHEANE (13 LAPS)

1 **Robbie Allen**; 2 Keith Hogg +4.322s; 3 Kevin Sheane; 4 Dan Mulligan; 5 Tim Swail; 6 Brian Hearty. **FL** Sheane 1m01.362s (88.70mph).

FORD FIESTAS/MAZDA MX5s

(11 LAPS) 1 **James Turkington**; 2 Andrew Blair +11.804s; 3 Alistair Robinson; 4 Andy McShane; 5 Glenn Campbell; 6 James Hagan. **MX5** James Hanna. **FL** Robinson 1m16.353s (71.47mph). **record.**

HRCA HISTORIC SPORTS CARS

(10 LAPS) 1 Jackie Cochrane

(47 Sunbeam Tiger); 2 Bernard Foley (3.9 MGB GT V8) +19.783s; 3 Michael Doyle (2.0 Chevron B8); 4 Billy Crosbie (1.6 Lotus 754); 5 David Moloney (1.3 MG Midget); 6 Noel Kavanagh (2.0 MGB).

FL Cochrane 1m02.850s (86.60mph).

RACE 2 (12 LAPS) 1 Cochrane; 2 Foley

+5.372s; 3 Doyle; 4 Crosbie; 5 Moloney; 6 Kavanagh. **FL** Cochrane 1m04.392s (84.53mph).

ROCKINGHAM

BRSCC, OCTOBER 6-7

PRODUCTION GTI (BOTH 11 LAPS)

1 **John Mawdsley**; 2 Martyn Walsh +1.406s; 3 Darren Bedford; 4 James Colbourne; 5 Christopher Skipp; 6 Chris Webb. **CW** Craig Roberts. **FL** Webb 1m48.276s (68.21mph).

RACE 2 1 Walsh; 2 Simon Hill +2.176s;

3 Mawdsley; 4 Colbourne; 5 Webb;

6 David Parris. **CW** Roberts. **FL** Hill

1m47.629s (68.62mph).

CATERHAM R300 SUPERLIGHT

(19 LAPS) 1 **Mark Shaw**; 2 Paul Wilson +0.896s; 3 Ian Payne; 4 Paul Fleury; 5 Flick Haigh; 6 James Sharrock. **FL** Shaw 1m34.929s (77.80mph). **RACE 2 (18 LAPS)**

1 **Payne**; 2 Shaw +0.247s; 3 Aaron Head;

4 Haigh; 5 Sharrock; 6 Fleury. **FL** Head 1m35.096s (77.67mph).

CATERHAM SUPERSPORT

(BOTH 19 LAPS) 1 Craig Currie; 2 Lee

Wiggins +3.71s; 3 Jeremy Webb; 4 John

Saunders; 5 Carlton Brown; 6 Steve Day.

FL Wiggins 1m38.944s (74.65mph).

RACE 2 1 Wiggins; 2 Currie +1.146s;

3 Webb; 4 Ben Gower; 5 Day; 6 Saunders.

FL Wiggins 1m38.559s (74.94mph).

CATERHAM ACADEMY GROUP 1

(9 LAPS) 1 Matt Dyer; 2 Alexander Gurr

+1.289s; 3 Scott Lawrence; 4 Nigel Board;

5 Tony Mingoa; 6 Jason Gale.

FL Gurr 1m45.480s (70.02mph).

GROUP 2 (9 LAPS) 1 Danny Killeen;

2 Max Robinson +0.239s; 3 Stephen

Nuttall; 4 Nick Portlock; 5 Richard

Noordhof; 6 Pete Fortune. **FL** Killeen

1m45.015s (70.33mph).

QUAIFE INTERMARQUE LEAGUE

(BOTH 10 LAPS) 1 Matt Simpson

(Vauxhall Tigra); 2 Chris Brockhurst

(Tigra) +7.388s; 3 Daniel Smith (Peugeot

206); 4 Chris Ayling (Volkswagen Corrado

GT); 5 Jeff Simpson (Tigra); 6 Mark Fuller

(Mercedes SLK). **CW** Brockhurst; John

Chasey (Caterham 7). **FL** M Simpson

1m33.927s (78.63mph).

RACE 2 1 Brockhurst; 2 M Simpson

+2.002s; 3 Smith; 4 Jonathan Hoggarth

(Pontiac Grand Prix); 5 Colin Gomm

(Mercedes SLK); 6 Fuller.

CW M Simpson; Hoggarth; Chasey.

FL Brockhurst 1m33.160s (79.28mph).

PEMBREY

BRC, OCTOBER 7

SUPERCAR A FINAL (4 LAPS) 1 Julian

Godfrey (Ford Fiesta V12); 2 Pat Doran

(Citroen DS3) +1.6s; 3 Andy Grant (Ford

Focus); 4 Gary Pusey (Subaru Impreza);

5 Simon Horton (Subaru Impreza);

6 Greg Kallineck (Lancia Delta Integrale).

POINTS 1 Godfrey, 106; 2 Doran, 98;

3 Pusey, 56; 4 Grant, 55; 5 Horton, 47;

6 Ollie O'Donovan (Ford Focus), 47.

Alistair Dyson presses on in the Jag race at Oulton



2 Grahame Tilley (CSR) +44.976s;

3 Pascal Green (Caterham C400); 4 Keith Dunn (C400); 5 Jonathan Gibbs (C400); 6 Barney Pryor (C400). **CW** Green; Dunn; Hugh Coulter (Caterham R400); Leigh Shardlow (Caterham RSA); Brian Small (Westfield SE); Stuart Farrell (Westfield Aeroracer). **FL** Walley 1m45.535s (91.83mph).

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RACE 2 (12 LAPS) 1 Cochrane; 2 Foley

+5.372s;

YOUR SAY

What you think of the motorsport news of the past week



Shame about the comeback, but Schuey's still a giant of the sport

Farewell to a champion

So Michael Schumacher has called time on his career. I've been a fan of his since the age of six (I'm 21 now) and had the pleasure of meeting him outside the paddock at Silverstone in 2002 and got his autograph.

It's fair to say Formula 1 won't be the same without him and despite his comeback being on the whole a disappointment, this shouldn't damage the legacy of arguably the greatest racing driver the world has ever seen. Thank you, Michael.

Rob Manifold, Devon

EDITORIAL CONTACT mail@autosport.com

I have just got back from

Silverstone. I feel conned to have watched something that looks more fixed than American wrestling.

I wonder why I waste my time. It is so apparent that the aim is to have a finale with lots of drivers competing for the championship.

If that's what they want, then rather than waste time having a full season, just hold a one-off annual meeting.

Time for a massive rethink for the BTCC before the entries and crowds start decreasing at a

far more noticeable rate.

I haven't missed a meeting for three years, but can't see that run continuing.

Brian Collins
Chelmsford

Lewis has chosen to move to Jenson's old team. It would be a fabulous start for him to take to Brawn/Mercedes the No1 as Jenson did to McLaren. Go Lewis!

Keith Lerwill
By email

Lewis Hamilton's switch to Mercedes is the rational choice because the team

principal is the dominant winner in recent F1 history, with Benetton, Ferrari and Brawn.

Ross Brawn also knows that Hamilton is quicker than Jenson Button, so getting Hamilton advances the team. Mercedes will outperform McLaren for the next three years.

Johnnie Crean
Kamuela, Hawaii

While we all fume over yet another Grosjean F1 startline faux pas in Japan, let us not ignore Alonso.

He executed a cross-track

move on Raikkonen, forcing him off the edge of the track, and hence brought about his own demise.

Etiquette on the circuit at the start is something both experts and novices on the grid need to observe!

Graham R Brown
Amphill, Bedford

You can tell how much F1

drivers like the pre-race press conferences. When told it was over, the drivers at Suzuka reminded me of kids hearing the bell for the end school.

Roy Paglia
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **BUTTON TO GET GEARBOX-CHANGE PENALTY**
2. **FERRARI TO CLOSE WINDTUNNEL FOR TESTS**
3. **'NO SURPRISE' HAMILTON JOINED MERCEDES**
4. **WEBBER GOES QUICKEST IN SECOND PRACTICE**
5. **GREECE UNBLOCKS €30M FOR F1 CIRCUIT**

AUTOSPORT+

TOP STORY ONLINE

WHO WILL REPLACE MASSA AT FERRARI?

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

- Thiago Camilo drives an RCM Chevrolet, not a Peugeot (*World of Sport*, October 4, p57).
- In last week's *Race of My Life* (p90), we said that Adrian Fernandez was the first Mexican to win in Champ Car at Toronto in 1996. He wasn't. Hector Rebaque had won at Road America 14 years earlier. Thanks to Rolando Diaz from Guadalajara for pointing that out.

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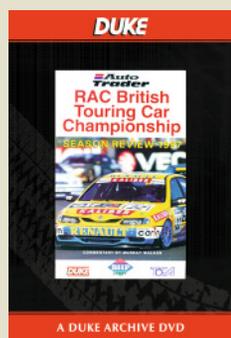


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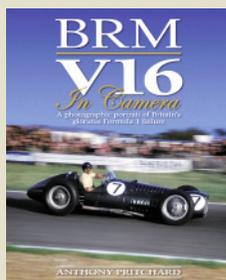
The 2011-spec Audi R18 TDI in which Marcel Fassler, Benoit Treluyer and Andre Lotterer gave the German marque its 10th Le Mans 24 Hours victory in 12 years is now available in large scale (1:18) from Spark. The detail – inside and out – on this exact copy of the car that beat Peugeot by just 13.8 seconds (the fourth-closest finish in Le Mans history) is typical Spark: highly realistic.



DUKE VIDEO DOWNLOADS

EVaries - check website dukevideo.com

If you can't wait for the latest motorsport DVDs to arrive in the post, you can now download them straight to your computer from Duke's website. The 1997 BTCC highlights film – all three hours of it – shown above is available for just £6.99. Check out dukevideo.com for the full range of downloads.



BRM V16 IN CAMERA

£60
haynes.co.uk

If it had gone as well as it looked and sounded, BRM's extraordinary 1.5-litre V16 racer would surely have joined the pantheon of iconic '50s racers. In this passionately researched and presented – if a little pricey – photo tome, the sorry tale is brought to life. Never has failure offered such visual and aural treats.

MERCEDES F1 T-SHIRT

£29.99
autosport.com/shop

Part of the official 2012 Mercedes GP range, this fan T-shirt is among the most subtle items of F1 team clobber, with a small logo about the chest. That may change next year, of course, when Lewis Hamilton settles in at the Brackley squad, so grab a bit of bubbling-under gear while you can.

HOT ON THE WEB THIS WEEK

YOUTUBE: PETTER SOLBERG CRUSHES HIS OWN GRAPES!



SEARCH FOR: PETTER SOLBERG CRASH RALLY FRANCE 2012 SS9 (1:40)
Factory Ford duo Petter Solberg and Chris Patterson misjudge a vineyard-lined left-hander during last weekend's Rally de France. Undeterred, the 2003 champ keeps his foot in and would have been OK without that pesky power cable pole...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

DONINGTON PARK (MASTERS)

October 13-14

Admission: £15 per day, £25 weekend ticket

Tel: 01332 810048

The Masters organisation takes its group of series to Donington for its historic festival. Grand Prix cars of the 1970s are joined by World Sportscar Masters, Gentlemen Drivers, Pre-1966 Touring Cars, Sports Racing Masters, CanAm Interserie Challenge and the Masters 70s Celebration.



Masters action should entertain at Donington

SNETTERTON (MGCC)

October 13-14

Admission: £13 per day,

£16 weekend ticket

Tel: 01953 887303

It's a busy Saturday with the MG Trophy, Peter Best Insurance Challenge, MG Midget/AH Sprites, Thoroughbred Sportscars, MG Metro Cup, MGBCV8s, Ecurie GTS and Morgan Challenge. There are three races on Sunday morning before a Four Hour Relay in the afternoon.

MALLORY PARK (750MC)

October 14

Admission: £13

Tel: 01455 842931

750 Formula, 750 Trophy, Sport Specials/SR>, Formula Vee, RGB and Toyota MR2s are on the bill.

THRUXTON (BARC)

October 14

Admission: £14

Tel: 01264 882200

BMW's, Classic FF2000, MGOC and Clubmans Cup and Classic divisions all descend on Britain's fastest non-oval track.

OULTON PARK (BRSCC)

October 13

Admission: £13

Tel: 01829 760301

The Fun Cup headlines with an enduro. Get there early to see two races each for the Ford XR Challenge and the TVR Challenge.

PEMBREY (BARC)

October 13-14

Admission: £12 per day

Tel: 01554 891042

Pembrey hosts the Legends Cars Championship, the Group 1 Touring Car Championship, Classic Thunder, Pre '93 Touring Cars and the Classic Saloon and Historic Touring Car Championship.

MONDELLO PARK

October 14

Admission: €10

Tel: +353 45 860200

A non-championship mix of single-seaters and sportscars, with an endurance race and a points-counting round of the Pre '55 Historics.

FIA WORLD ENDURANCE CHAMPIONSHIP

Rd 7/8

Fuji, Japan

October 14

fiawec.com

Audi takes on Toyota on the track that's owned by the Japanese marque.

JAPANESE FORMULA 3

Rd 7/7

Fuji, Japan

October 13-14

j-formula3.com

BLANCPAIN ENDURANCE SERIES

Rd 6/6

Navarra, Spain

October 14

blanpain-endurance-series.com

NASCAR SPRINT CUP

Rd 31/36

Charlotte, N Carolina,

USA, October 13

nascar.com

INTERCONTINENTAL RALLY CHALLENGE

Rd 12/13

Sanremo Rally, Italy

October 12-13

ircseries.com

SUPER TC2000

Rd 10/12

Santa Fe, Argentina

October 13-14

super-tc2000.com.ar

FORMULA RENAULT NEC

Rd 8/8

Spa, Belgium

October 14, necup.com

KOREAN GRAND PRIX

Formula 1 World Championship

Rd 16/20

Yeongam, South Korea

October 14

formula1.com

The first corner at Suzuka virtually wiped out Fernando Alonso's carefully-crafted points lead over Sebastian Vettel. Ferrari's team leader is going to need all his guile to protect his four-point advantage.



Television

THURSDAY OCTOBER 11

0700-0745 [Sky Sports F1 LIVE](#)
F1: Korea Drivers' Press Conference
0800-0900, 1400-1500 [Sky Sports 4](#)
F3 Euro Series: Valencia
1130-1300 [ESPN](#)
FR3.5: Paul Ricard Highlights
1930-2000 [Sky Sports F1](#)
Britain's Next F1 Star

FRIDAY OCTOBER 12

0145-0350 [Sky Sports F1 LIVE](#)
Formula 1: Korea Free Practice 1
0155-0335 [BBC Red Button LIVE](#)
Formula 1: Korea Free Practice 1
0545-0800 [Sky Sports F1 LIVE](#)
Formula 1: Korea Free Practice 2
0555-0735 [BBC Red Button LIVE](#)
Formula 1: Korea Free Practice 2
0800-0845 [Sky Sports F1 LIVE](#)
F1: Team Bosses' Press Conference
1000-1100, 2000-2100 [Sky Sports F1](#)
The F1 Show
1825-2000 [Motors TV](#)
Superstars International Series
2300-2330 [Eurosport](#)
IRC: Sanremo Day 1

SATURDAY OCTOBER 13

0245-0410 [Sky Sports F1 LIVE](#)
Formula 1: Free Practice 3
0255-0405 [BBC Red Button](#)
Formula 1: Korea Free Practice 3
0500-0745 [Sky Sports F1 LIVE](#)
Formula 1: Korea Qualifying
0500-0730 [BBC1 LIVE](#)
Formula 1: Korea Qualifying
0615-0705 [Channel 4](#)
World GT1: Donington Highlights



Fuji WEC is on Motors

0705-0735 Channel 4

British GT: Donington Highlights
1300-1430 [BBC1](#)
Formula 1: Korea Qualifying Repeat
2000-2235 [Motors TV](#)
NASCAR Nationwide: Charlotte
2300-2330 [Eurosport](#)
IRC: Sanremo Day 2
0000-0500 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Charlotte

SUNDAY OCTOBER 14

0230-0935 [Motors TV LIVE](#)
World Endurance Championship: Fuji
0530-1015 [Sky Sports F1 LIVE](#)
Formula 1: Korean Grand Prix
0600-0915 [BBC1 LIVE](#)
Formula 1: Korean Grand Prix
0730-0855 [Eurosport 2 LIVE](#)
World Endurance Championship: Fuji
0915-1015 [BBC Red Button LIVE](#)
Formula 1: Korean GP post-race forum
1405-1605 [BBC1](#)
Formula 1: Korean Grand Prix Replay
1535-1910 [Motors TV](#)
Blancpain Endurance Series: Navarra

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Alonso and Ferrari need a strong result in Korea

CAN FERRARI STRIKE BACK IN KOREA?

After the disaster in Japan, Fernando Alonso's championship lead has been slashed and Red Bull has the momentum. AUTOSPORT's team jumps from Japan to Korea to bring you paddock and on-track developments as they unfold.

GOOD ENOUGH FOR RED BULL?

Daniel Ricciardo has put in a fine season so far and his performance at Suzuka was special, reckons Edd Straw.



WHY F1 DRIVERS STRUGGLE IN DTM

Jamie O'Leary looks at what Schuey needs to watch out for if he goes to the DTM.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Hey Motors, why don't you show this? Ya flamin' galahs!



I ENDED LAST WEEK'S column imploring Motors TV to show the Macau GP, but little did I know that another one of the world's classic races had slipped off its schedule.

While the superficial fans, whose interest in motorsport starts with an 'F' and ends with a '1', were getting some shut-eye ahead of the Japanese GP, in Australia probably the greatest touring car race on the planet was taking place. Yet unless you were living Down Under, there'd be no mention of the Bathurst 1000 in your TV listings. While the subtleties of

the Ford-v-Holden rivalry may be lost on a global audience, you need just a drop of petroleum in your bloodstream to get the appeal of watching fire-spitting V8s racing across a mountain.

I don't know why the race wasn't on Motors as it had been for the past few years, but I do know that V8 Supercars craves greater global recognition. I'm sure they don't need telling that the first step on that road is getting the series in front of European TV viewers.

You could watch the race live, though. It was streamed on YouTube.

This may well be the future, but until the world is linked by fibre-optic high-speed cables, and I have a 42-inch laptop, it'll never be a medium I choose to watch.

I stayed up to watch the start, and there were streaming problems. The picture sometimes froze, but when it worked it was good quality and the Aussie comms team left you in doubt about the importance of the event.

I returned in time for the final 20 laps and what a cracking finish it was! Is there a better sequence of corners than those that follow once the cars crest the top of the mountain? Watching Jamie Whincup nail it through there, while trying to save fuel at the same time, was simply amazing.

What a pity the rest of the world wasn't watching with me. *Revved Up*

"You need just a drop of petroleum in your bloodstream to get the appeal of V8 Supercars racing across a mountain"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Alabama to Silverstone via Japan



STEWART TRIGGERS AN ALABAMA SLAMMER
The NASCAR Sprint Cup boys managed 498 miles of relative crash-free action at Talladega on Sunday. This is mile 499...



KOBAYASHI SAVOURS HIS FINEST HOUR
Just like Aguri Suzuki and Takuma Sato before him, Sauber's Kamui Kobayashi was the toast of Suzuka following his fine Japanese GP effort

'BUT WHERE'S MATT NEAL?' ASKS SHEDS
Gordon Shedden's Honda BTCC team-mate is nowhere to be seen at the remote control car track after a fiery day at Silverstone



A MESSAGE FROM HIS SPONSOR
Bobby Labonte's Toyota is backed by one of America's biggest barbecue makers!

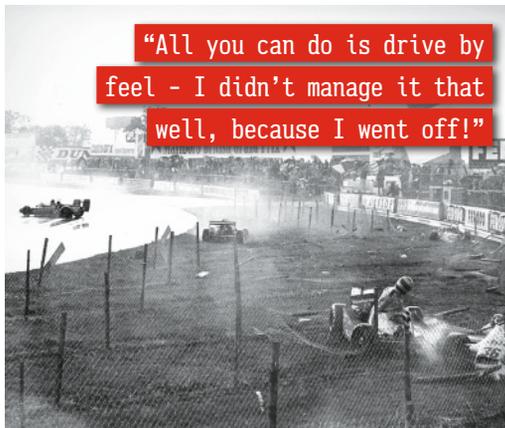


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NEXT WEEK KOREAN GRAND PRIX REPORT
CAN VETTEL SCORE THREE IN A ROW? **DON'T MISS IT!**

FROM THE ARCHIVE

Stefan Johansson's first British Formula 3 win, Silverstone 1979



Roberto Guerrero (getting out) joins Eliseo Salazar (right) and Eddie Jordan (middle car in pic to right) and others in the fence at Silverstone

STEFAN JOHANSSON NEVER GOT TO SEE THE CHEQUERED flag when he scored his first British Formula 3 win. In fact, he wasn't even on track when the race ended. He wasn't alone, however. A torrential mid-race downpour caused havoc in the penultimate race of 1979 at Silverstone, culminating in a massive pile-up at Woodcote. The race was abandoned, the results taken from the lap before the red flags appeared, and Johansson had a breakthrough victory.

It wasn't underserved. Having flown in pre-event testing, Johansson's Derek McMahon Racing March suffered a cracked gearbox casing early in the weekend, yet still managed to qualify on the front row in third. A rocket start then handed him the lead by Copse, and he set about pulling away from the field, even when the rain began to fall.

He even survived one spin at Woodcote – which itself was mirrored by several in the lead pack – before, on lap 13, he was an almost helpless passenger as his car speared off at the same corner. This time he was joined by virtually the entire field, and the ensuing pile-up was crucial to his win.

"My starts were phenomenal that year for whatever reason, and I jumped from third to first before Copse Corner and then pulled away quite a decent lead," Johansson

recalls. "And then the rain came. It began as a bit of drizzle, and the track was getting a tiny bit damp, but when we next came around the sky opened. It was just torrential. One lap it was dry through Woodcote, the next there was a stream in the road, inches of water.

"Of course I was the first one on the scene so I was discovering it. All you can do is drive by feel really – because you don't have a yardstick, you just have to try and find the limit of the grip. As it was I didn't manage it that well, because I went off!

"We had the catchfence poles those days and I got whacked on the head pretty hard. I don't know who joined me, but as I started climbing out of the car I looked over and one car after another was piling in. I figured it was best to hop back in the car and wait it out that way!

"At the time I thought I'd blown it, but then I realised everyone had. Gerry Amato should have been the winner as he was the only one left – he was going too slowly to fall off!

"It wasn't necessarily the ideal way to win your first, and it would have been nicer to win it on the road, but I was pretty sure I had everyone covered that day. The car was so dialled in and I knew I was quickest." ❄

THIS WEEK IN...



OCTOBER 17 1958

JOHN LAWRY, TOMMY SOPWITH

and Graham Hill ran out winners at Snetterton this week in 1958, as the AUTOSPORT Series-Production Sportscar Championship concluded with the Snetterton Three Hours – at the time Britain's only night race.

Lawry won the showpiece event, having held third until fellow Lotus Elite driver Ian Walker and Dick Protheroe (Austin-Healey) retired in quick succession. Turner, meanwhile, won the Team Challenge Trophy as its trio of BMC-powered cars flourished.

On the support bill, Sopwith claimed the honours in the GT and saloon class in his Jaguar 3.4 in what was his final race before retirement. Hill, meanwhile, closed down early leader Bruce Halford to hand Lotus victory in the 10-lap sportscar sprint race.



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AL HOLBERT

■ IMSA Camel GT ■ Wentzville ■ July 20, 1975 ■ Porsche Carrera RSR ■ Beating hero and mentor Peter Gregg



Holbert (14) took victory in both heats

THERE ARE A LOT OF RACES

I could recall. The Le Mans thing in 1983 is interesting, where the Porsche 956 I was sharing with Vern Schuppan and Hurley Haywood only just made it to the finish line ahead of our team-mates Derek Bell and Jacky Ickx. And there's another one in St Louis, racing Peter Gregg in the RSRs...

That had to be '75 and the race was in Wentzville, Missouri, about 35 miles outside St Louis – Mid-America they used to call it. For me probably the Wentzville race was a better achievement, because I was at that point still trying to make a name for myself. I mean, Peter Gregg was 'King of the Hill' in Porsches.

I was still inexperienced, although first time I raced against Peter I outqualified him. But he showed me more than one or two things in the race and he beat me.

Usually in those days we had a two-heat contest; you would take the combination of the two-heat finishing order to determine who won overall.

What I remember about that race is that it was so hot, about 105F. Everybody else was

"I ended up winning both parts of that race, after Peter and I had traded places a number of times - it was like Formula Ford racing! Peter Gregg was 'King of the Hill' in Porsches so it was a real confidence-builder for me"

struggling, but my car felt good to me and I had no problem with it.

It was my first time at Wentzville, a very bumpy course and difficult to set up for, but very interesting. It was pretty dangerous, actually, with trees right adjacent to the road.

It had a real sharp corner at the end of the straightaway, a right-hander with a huge, probably 25-foot high bank at the end of it. That's where most overtaking took place. Peter passed me into it and I passed him out of it – it was like Formula Ford racing!

IN PROFILE



THE SON OF ACCOMPLISHED RACER

Bob Holbert, Al Holbert started racing in 1971 and became the most successful driver in IMSA history, winning five GT titles. He also won 10 Can-Am sportscar races, finished runner-up in the '73 Trans-Am series and finished fourth in the 1984 Indy 500. He's perhaps best known for his three Le Mans 24 hour wins – in 1983, '86 and '87 aboard factory Porsche Group C cars. He died, aged 41, in a plane crash in Ohio in September '88.

Hurley was involved in the race, and so was Carl Schafer with his Chevy Camaro – a big brute. He could blow us off on the straightaway – until he faded, which was normal for the big cars. They would lose power and brakes.

I learned a lot from that race, and from Peter. One of the things I learned from him is that motor racing is a cerebral sport. There's no doubt about that. He used to try to mess with my mind, and I recall Mark [Donohue] saying to me, 'Just stay away from these guys.' And I would say, 'Well, Peter says...' But Mark was persistent: 'Just stay away from those guys!'

You know that on the racetrack you can't stay away, unless you're quick enough to get away.

I ended up winning both parts of that race, after Peter and I had traded places a number of times, mainly at that first corner. But that was an accomplishment in so far as it was my first full year of IMSA. It was good, wheel-to-wheel racing and with a lot of thinking. I mean, Peter was a real strategist. I felt very proud. It was just a real confidence-builder on my part. ♣
First published on November 3, 1988



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Porsche GT3 Cup Challenge GB

James Birch is the 2012 Porsche GT3 Cup Challenge GB champion following the final two races of the season at Silverstone (6/7 October). Birch clinched the title in the penultimate race of the schedule then underlined his position as the top driver of the year by winning the final race in front of a bumper BTCC crowd.

The Silverstone weekend was the culmination of an excellent season of racing and an action-packed final race was played out live on ITV4. Birch, who raced with IN2 Racing and GT Marques during the season, won the title over Steven Liquorish and Justin Sherwood (Team Parker Racing), with Sherwood winning the penultimate race at Silverstone.

John Ferguson (ASK Racing), Mark Cowne and Peter Smallwood (Parr Motorsport) all claimed top six places in the final standings, while Tom Hallissey (ASK Racing) secured the Class 2 title. Harry Whale (IN2 Racing) joined the grid for the final two races and took two podium finishes.

The team at Porsche Cars GB would like to congratulate the 2012 winners and thank everyone who was involved in helping to make it a successful season of racing for the 911 GT3 Cup cars. The planning for 2013 is already underway.

Final 2012 driver championship points positions

1	James Birch	222
2	Steven Liquorish	191
3	Justin Sherwood	142
4	John Ferguson	119
5	Mark Cowne	117
6	Peter Smallwood	113
7	Mark Flaherty	68
8	Neil Houston	67
9	Tom Hallissey	41
10	Guy Riall	39

Class 2

1	Tom Hallissey	52
2	Mark Cowne	28

For more information on the Porsche GT3 Cup Challenge GB please call 0118 916 5012 or email gt3cupchallengegb@porsche.co.uk

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