

# AUTOSPORT

RED BULL'S NEW STAR

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# RICCIARDO

## I CAN BEAT VETTEL

“With the right car under me, I can pull it off”

PLUS

**AMAZING STORY!**  
Barry Sheene's  
Formula 1 tests



PLATO PUSHES  
TO 80<sup>TH</sup> BTCC WIN  
But Jordan moves  
closer to the title







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After more than a decade Porsche is returning to top-level racing in 2014 – to the FIA World Endurance Championship and its highlight, the 24 Hours of Le Mans.

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Come along on our mission at [porsche.co.uk/mission2014](http://porsche.co.uk/mission2014) and watch us develop our prototype first-hand.



**PORSCHE**



**POLE POSITION**

# How will Ricciardo change Red Bull?

**THE RECENT RE-SIGNING OF KIMI RAIKKONEN BY FERRARI** has put the other big Formula 1 2014 driver move – Daniel Ricciardo to Red Bull Racing – somewhat in the shade. But this is the perfect time to analyse what it really means for the dynamic at the reigning world champion team.

Mark Webber's departure means there will be two Helmut Marko proteges in the team, so all that talk of favouritism towards Sebastian Vettel should subside. Whether Ricciardo can rise to operate at Vettel's level is the real key.

As he openly admits in his interview with Edd Straw (page 14), it's one thing to make it to F1, another to graduate to a top team – but to become a champion, and beat Vettel in a team he's made his own, requires another level of conviction. Now the real work begins, Daniel!

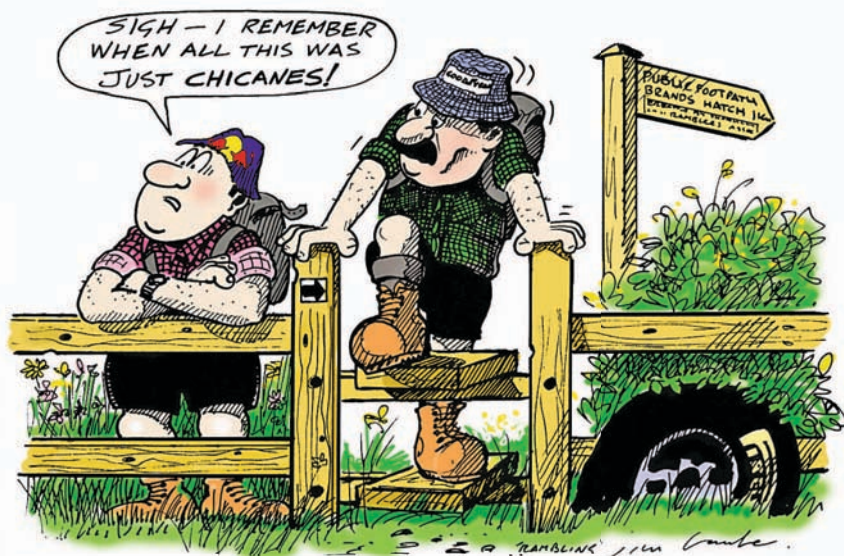
I must also draw your attention to Adam Cooper's remarkable story on Barry Sheene's Formula 1 tests (page 60). 'Bazza' was an icon as a bike racer, a British sporting legend, and I recall watching him race his BTCC Toyota – but this tale of his F1 flirtations was a real eye opener.



*Bradley*

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**BAMBER'S WEEK**



SOAPBOX: GET INTERESTED IN THE DEBATE ABOUT GLOBAL WARMING AS IT MAY AFFECT YOU IN WAYS YOU MIGHT NOT HAVE THOUGHT OF BEFORE

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Main cover image: Thompson/Getty; Insets: Ebrey/LAT; Sheene, Harrison & Surtees pic courtesy of Olivia Harrison

**PIT & PADDOCK**

- 6 **THIS WEEK IN F1**
- 9 **MARK HUGHES: MPH COLUMN**
- 10 **THIS WEEK IN MOTORSPORT**
- 13 **DIETER RENCKEN: F1 POLITICS**
- 22 **KOREAN GRAND PRIX PREVIEW**
- 27 **THE SECRET DRIVER**

**FEATURES**

- 14 **DANIEL RICCIARDO**  
Exclusive interview with Red Bull's new Aussie
- 60 **BARRY SHEENE'S F1 FLIRTATION**  
How late 'bike legend failed to translate his skills
- 64 **OLIVER GAVIN'S CORVETTE YEARS**  
Britain's master of an all-American GT icon
- 69 **15 QUESTIONS...**  
... for NASCAR superstar Jeff Gordon

**DEBRIEF**

- 28 **RED BULL'S JUNIOR PROGRAMME**  
The taskmasters behind F1's hardest school – plus those who thrived, and those who were dumped
- 32 **LOEB'S RALLYING FAREWELL**  
Legend gets set for emotional send-off at home

**RACE CENTRE**

- 36 **BTCC SILVERSTONE**  
Plato stars as Jordan closes on his maiden title
- 40 **SILVERSTONE SUPPORTS**
- 42 **FORMULA RENAULT 3.5 PAUL RICARD**
- 44 **DTM ZANDVOORT**
- 46 **EUROPEAN F3 ZANDVOORT**
- 48 **ELMS PAUL RICARD**
- 50 **FIA GT1 NAVARRA**
- 55 **NASCAR; GRAND-AM; ERC; GT MASTERS; SUPER FORMULA; BRC**
- 58 **SUPERSTARS IMOLA**

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**CLUB AUTOSPORT**

- 83 **MALLORY PARK ON THE SKIDS**  
Britain's 'friendly circuit' files for administration
- 84 **VINTAGE BUGATTI RACER KILLED**  
Steve Jewell tragedy at Snetterton meeting
- 88 **REPORTS**  
Donington Park MSVR; Brands Hatch HSCC; Pembrey rallycross; Loton Park hillclimb; Snetterton VSCC & AMOC; Spa Caterhams; Kirkistown 500MRCI; Anglesey BRSCC; Oulton Park BARC

**THE BACK STRAIGHT**

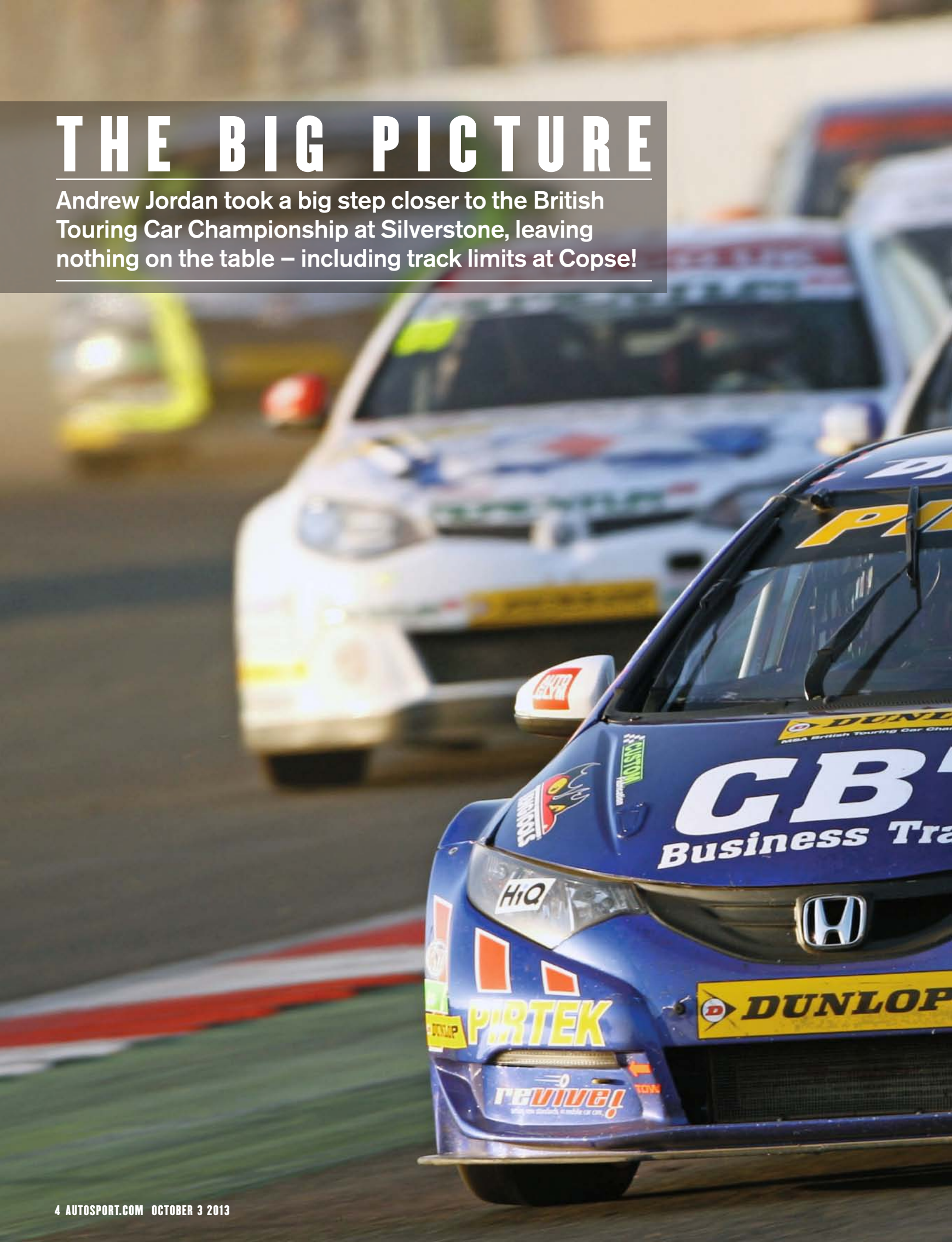
- 98 **THIS WEEK**  
Readers' letters; best pictures; product reviews
- 100 **WHAT'S ON**  
The best track and TV action in the coming week
- 102 **RACE OF MY LIFE GOLD: KAZUYOSHI HOSHINO**





# THE BIG PICTURE

Andrew Jordan took a big step closer to the British Touring Car Championship at Silverstone, leaving nothing on the table – including track limits at Copse!







EBREY/LAT



# This week in F1

## Sirotkin makes Sauber debut

Sergey Sirotkin, who will race for Sauber next year subject to securing a superlicence, had his first run in an F1 car in a demo at Sochi last Friday.

The 18-year-old skipped the first two days of Formula Renault 3.5 at Paul Ricard to drive a 2013 Sauber,

running on demo tyres, on a 700-metre section of the track that will host the Russian GP next year. He is due to continue his preparations for 2014 with a 15-day test programme, which starts in late October. He is likely to drive a 2011 Ferrari.



## New Concorde F1 deal signed

F1's new Concorde agreement has been signed by both Bernie Ecclestone and FIA president Jean

Todt. The new agreement runs from 2013 to 2020 and guarantees the FIA much greater income from F1.

## BIG NUMBER

**7** The new Concorde agreement is the seventh in the history of F1. The first was signed in 1981, with subsequent versions being put together for 1987, 1992, 1997, 1998, 2009 and 2013.

## Prost predicts unreliability

Four-time world champion Alain Prost expects all three engine manufacturers on the 2014 F1 grid to suffer reliability problems early in the season.

The Renault ambassador believes that the major change in engine technology, with 1.6-litre turbocharged V6 units replacing the current 2.4-litre V8s, means there will be teething troubles.

"I can tell you, we are going to have some reliability problems," said Prost. "We will see if it is only in private testing during the winter, but nobody knows at the moment."

COATES/LAT



For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## 22 GRANDS PRIX FOR 2014

The FIA World Motor Sport Council has confirmed a 22-date calendar for the 2014 Formula 1 World Championship.

The schedule features three new races in Russia, Mexico and New Jersey, although the latter two are provisional, as is Korea.

New Jersey's inclusion means the calendar includes an unprecedented triple header as it falls between Monaco and Canada. While paddock sources confirm that this is logistically possible, if very difficult, many expect the races not to happen on three consecutive weekends.

### 2014 F1 CALENDAR

March 16	Australia	Melbourne
March 30	Malaysia	Sepang
April 6	China	Shanghai
April 20	Bahrain	Sakhir
April 27	Korea	Yeongam
May 11	Spain	Barcelona
May 25	Monaco	Monte Carlo
June 1	Americas	New Jersey
June 8	Canada	Montreal
June 22	Austria	Spielberg
July 6	Britain	Silverstone
July 20	Germany	Hockenheim
July 27	Hungary	Hungaroring
August 24	Belgium	Spa
September 7	Italy	Monza
September 21	Singapore	Marina Bay
October 5	Japan	Suzuka
October 19	Russia	Sochi
October 26	Mexico	Mexico City
November 16	USA	Austin
November 30	Brazil	Interlagos

## DID YOU KNOW?

F1 last visited the United States twice in one season in 1984, when both Detroit (below) and Dallas staged GPs



## Caterham in team reshuffle

Caterham has restructured its technical department, with performance director John Iley now overseeing a new advanced projects group. Operations director Jody Egginton has also been promoted to deputy technical director, working under Mark Smith.



## Raikkonen to assess back

Kimi Raikkonen will assess his fitness during Friday practice for the Korean Grand Prix tomorrow (Friday) after suffering back problems in Singapore.

The Finn came close to pulling out of the Singapore weekend prior to qualifying because of the back problem, which has its roots in a testing crash for Sauber at Magny-Cours in 2001. But he opted to drive, finishing third in the race.

He is expected to have no problem driving in Korea, and has confirmed that it is not as bad as it was.

"It's better than it was on Saturday in Singapore, which is when it didn't feel too good," said Raikkonen. "The important thing was that I was able to race and we did a pretty good job with a podium finish."

"It's not the first time I've had a problem, as there have been some issues with my back for a long time. We will have to see how it is when I get out on track on Friday in Korea."

In the unlikely event Raikkonen is unable to drive, GP2 champion Davide Valsecchi will stand in.

## KOVALAINEN COULD RETURN

Heikki Kovalainen is in contention to return to F1 with a race seat at Caterham next year. The Finn, who is a reserve driver for the squad this year, would satisfy team owner Tony Fernandes's desire to run an experienced driver. "It's no secret I'm close to Heikki and I have a lot of time for him, so let's see," said Fernandes.



## Brundle to ASI

Martin Brundle is the latest star name to confirm his attendance at next year's AUTOSPORT International show in Birmingham. The ex-Formula 1 racer-turned commentator will attend the show on January 11-12. "It's always a great way to start the new year," said Brundle. "And there will be plenty to talk about ahead of the new F1 season."

## Pirelli set to continue supply

The FIA World Motor Sport Council has given the go-ahead for Pirelli to continue to supply tyres in F1 next season, subject to certain "technical and safety" standards being met. While the WMSC stated that the new Concorde Agreement insists the FIA runs a tyre tender process for 2015 and beyond, Pirelli is now confident it has a five-year deal to continue to supply F1.

**PIRELLI IN F1** Races: 255; Wins: 96; Poles: 99; Fastest laps: 103; Podiums: 295



## LOTUS DECISION ON HOLD

Lotus will not make a decision on its 2014 driver line-up until it has secured its financial future. A deal with new investors Infinity Racing is close to

completion and if it goes through it is expected to allow the team to field its favoured line-up of Romain Grosjean and Nico Hulkenberg.





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## LANDSLIDE VICTORY FOR NISSAN NISMO TEAM AT BLANCPAIN ENDURANCE SERIES.

When Nissan Nismo decided to turn a Gran Turismo video gamer into a competitive racer, the motorsport world thought they were crazy. But it turns out the gamble paid off. Nismo and its inaugural GT Academy winner, Lucas Ordoñez, have just clinched the Blancpain Endurance Series Pro Am team and drivers championships! Behind the wheel of the incredible GT3 GT-R, Lucas and the Nissan Nismo team taught everybody a lesson, that the gap from virtual to reality has never been closer. Who's crazy now?

Silverstone 1<sup>st</sup> place | Paul Ricard 2<sup>nd</sup> place | Spa 24 Hours 3<sup>rd</sup> place

Find out more about Nissan Nismo on [www.nismo.tv](http://www.nismo.tv)



# Mark Hughes

## MPH



Formula 1's new-spec engines, with their turbos and ERS, will provide a host of variables to give engineers a lot of sleepless nights

**W**ith the beginning of Formula 1's new turbo/ERS 1.6-litre V6 formula now just seven races away, the grapevine is quivering with rumours about how it's all going behind the scenes. And there are a lot of very, very nervous engineers.

Can that 100kg of fuel be made to last for a grand prix that this year requires 150kg? If so, can it be made to last without having to seriously cripple the power unit's performance for big swathes of the race? Can the density of the batteries be made sufficiently high to get anywhere close enough to allow the regulated maximum electrical deployment? If not, the shortfall can't be made up by using more internal combustion power. Getting the turbos working to their maximum efficiency is going to be fantastically challenging – and crucial. Coordinating power pulses with the turning of the blades is going to create the most fantastically complex engine-mapping challenges. Having the battery recharge quickly enough so that it can devote assistance earlier to spooling up the turbos will be a huge asset, as the power boost can then be delivered without having to dip into that fuel reserve.

The technical detail is not going to be easy to get across to the TV viewer, as it's playing out in front of them. But in the early races at least there are surely going to be dramatic developments: breakdowns that alter the shapes of races; a sudden reduction in the performance of the leader's car, perhaps, as the guy in second still has his fuel bang on



This could be a fight for position if Ferrari gets it right next season

necessary to close up the discrepancy between the fastest and slowest engines. There's no way that won't become a political hot potato.

It will probably all equalise over time, but initially the new formula looks set to randomise the competitive shape of F1 and we could be in for a season or two of engine world championships. But is that so bad? We currently have an aerodynamics world championship, with the engines effectively pegged out of the competitive equation. As it's

**“We could have engine championships, but is that bad? It's aero championships we have now”**

schedule; cars coasting over the line on the last lap.

With so many new variables, so much new technology, the odds of all three engine manufacturers coming up with closely-matched performance have got to be long. So if there is a big spread between them, the performance of the 'power unit' (the combined internal-combustion engine and electrical power) is going to dominate over everything else and there may be whole seconds between the best and worst of the three manufacturers.

Imagine if, for example, the Renault power unit turns out to be two seconds per lap faster than the Ferrari: then Caterham would be outperforming the Ferraris and the much-anticipated scrap between Fernando Alonso and Kimi Raikkonen could be for 12th place! Alternatively, imagine if the Ferrari is two seconds per lap faster than the Renault and the Marussias are fighting with the Red Bulls!

There is the potential there for a lot of controversy, particularly if performance 'adjustments' become

currently configured though, the new engine formula is designed to eventually lead us back to that point; once the inevitable equalisations are made, the specs will be nailed down ever more tightly in the interests of cost control.

But then it gets awkward. Because the hybrid-energy technology of the motor industry will be evolving rapidly, F1 could find itself looking like a dinosaur if it freezes its technology at just the time the industry is rapidly developing it.

Which once again brings the sport back to the thorny issue of cost caps. Technology freezes are just band-aid solutions to an underlying problem the sport just isn't addressing. No matter how much F1 collectively tries to manoeuvre around this issue, a way has to be found to impose a limit on costs but to allow technology to flower within that. Working out how to do that is not the work of a moment, but saying it is impossible and leaving it at that is not going to work in the long term. ❧



# This week in motorsport

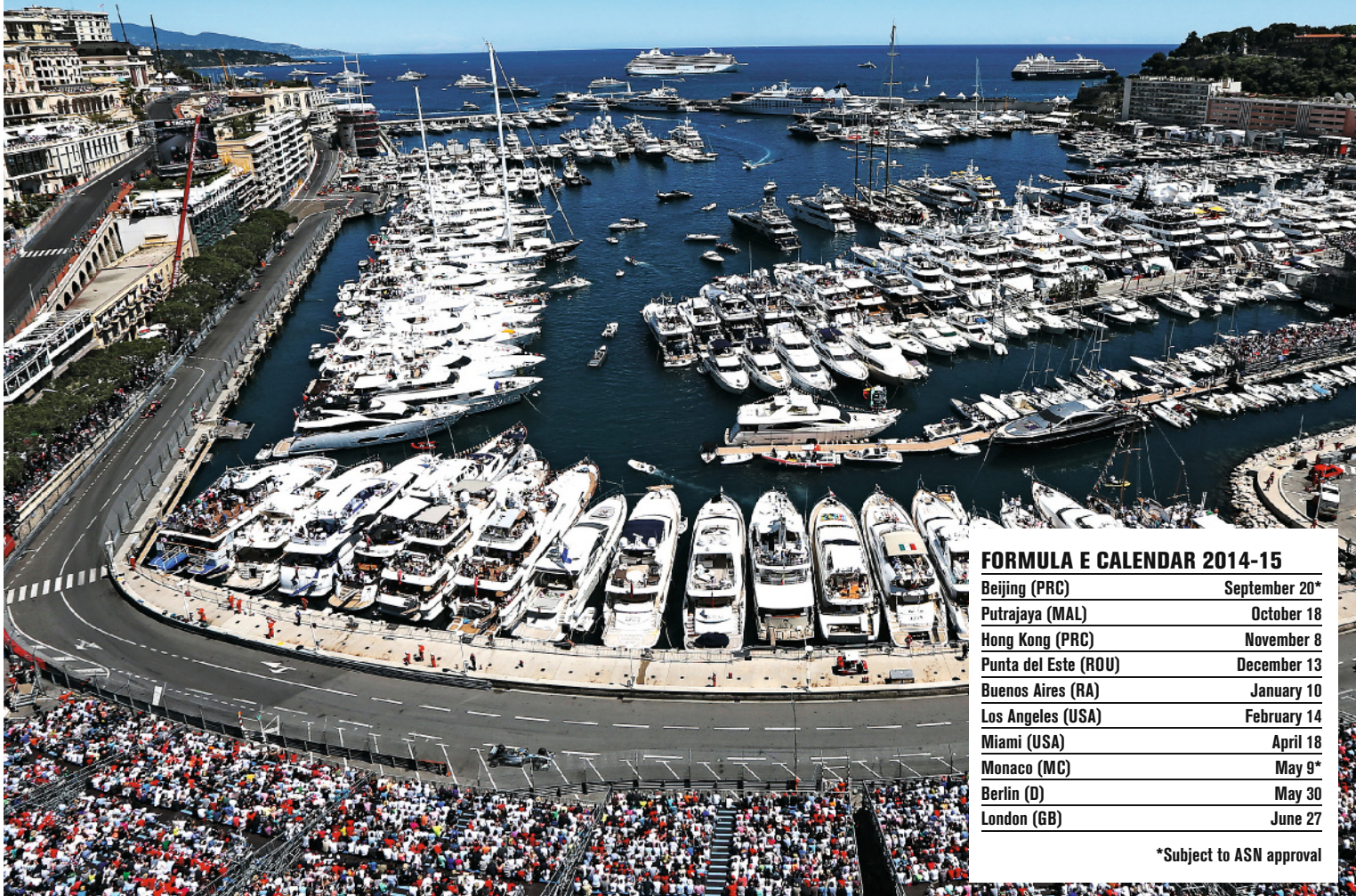
## MONACO FOR FORMULA E

The all-new Formula E Championship for electric single-seaters is to race in Monaco in its inaugural season.

A 10-round calendar of city-based events was unveiled after being approved by the FIA World Motor Sport Council last week. It includes a race in the principality on May 9 2015, as part of the Grand Prix

Historique weekend.

The series is due to start in September 2014 in Beijing, and will continue over the winter before concluding on June 2015. London, which was initially set to kick off the championship, has had its event put back by nine months and will now be the final city visited on the schedule.



### FORMULA E CALENDAR 2014-15

Beijing (PRC)	September 20*
Putrajaya (MAL)	October 18
Hong Kong (PRC)	November 8
Punta del Este (ROU)	December 13
Buenos Aires (RA)	January 10
Los Angeles (USA)	February 14
Miami (USA)	April 18
Monaco (MC)	May 9*
Berlin (D)	May 30
London (GB)	June 27

\*Subject to ASN approval

## Paddon gets Fiesta WRC drive

Hayden Paddon (pictured) and Abdulaziz Al-Kuwari will both step up to Ford Fiesta RS WRCs for the Rally of Spain later this month. Paddon will form part of the Qatar M-Sport team, while WRC2 leader Al-Kuwari drives a private car on the mixed-surface event.



## RYDELL BACK IN WTCC CHEV

Ex-BTCC champion Rickard Rydell will make his World Touring Car comeback at Shanghai next month in the Nika Racing Chevrolet Cruze in which Michel Nykjaer has won three races this year.

The Swede's last WTCC appearance came on a one-off appearance with Nika at Monza in 2012 (right).



## RUSSIAN TIME ADDS GP3 TEAM

Frontrunning GP2 team Russian Time will add a GP3 effort next year after buying Bamboo-Engineering's entry and squad.

Bamboo, which will relinquish control of the team after next month's season finale at Yas Marina, will focus on its World Touring Car Championship programme in 2014. It plans to run a pair of new RML Chevrolet Cruzes, built to the series' revised technical regulations.



For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## Hakkinen seals Merc GT return

Two-time Formula 1 world champion Mika Hakkinen will make a one-off comeback in the Zhuhai round of the GT Asia Series next month. He will share a Mercedes SLS AMG GT3 with 17-year-old Hong Kong single-seater racer Matthew Solomon. The Finn's last race was also at Shanghai, in the 2011 Intercontinental Le Mans Cup event.



## MARCIELLO MAY GO DTM

Ferrari is eyeing the DTM in 2014 for its Formula 3 European Championship-leading protege, Raffaele Marciello.

Ferrari Driver Academy boss Luca Baldisserrri told AUTOSPORT that Marciello could combine a tin-top season with a campaign in GP2 or Formula Renault 3.5.

"For the professional nature of the teams, DTM is closest to F1," said Baldisserrri. "For a young driver, having more rhythm with a really organised and professional team is important."

## Zele back with GP2 ace Kral

Austrian team Zele Racing will return to Auto GP for the final round at Brno this weekend with Tamas Pal Kiss and GP2 race winner Josef Kral driving. Meanwhile, a new team, Puma 3 M-Sport, established by Jaime Pintarel and Orlando Rios, will enter the series next year, possibly to be joined by Formula 3 team EuroInternational.

## ASTON TRIMS WEC ENTRY

Aston Martin Racing will trim its World Endurance Championship squad from five cars to four for the remainder of this season. It is leaving one Vantage GTE in the US to act as a test machine for next year's United SportsCar Championship.

## ACROPOLIS LOOKS TO ERC SLOT

Acropolis Rally officials have said that their event's 60th-anniversary running could be as a European championship round following the loss of its World title status.

Greece has been replaced by Poland on the 2014 World Rally Championship calendar, but rally chiefs are chasing an immediate return to the global series for the following year.

Organiser Pavlos Athanasoulas said: "We tried everything, including getting our prime minister to talk to [FIA president] Jean Todt, but it wasn't enough. We will be back in the WRC."

Colin McRae (right) won the rally a record five times as a WRC event.



MCKLEINDE



### RALLY GB SERVICE PARK

Rally GB's Deeside service park was unveiled last week. More than 13,000 tonnes of crushed stone have been used to create the 34,000m<sup>2</sup> area, which will be used on the November 14-17 event.

## HARTLEY IN PORSCHE FRAME

Kiwi Brendon Hartley has emerged as a firm contender to join Porsche's 2014 World Endurance Championship squad.

Hartley, 23, who won the final round of the European Le Mans Series at Paul Ricard last weekend, is expected to test the German manufacturer's hybrid LMP1 machine this month.

Porsche has Romain Dumas, Timo Bernhard, Mark Webber and Neel Jani confirmed for its LMP programme, with Rebellion WEC driver Nick Heidfeld also strongly linked to a seat.

**P48 ELMS PAUL RICARD**



## Hollamby back on BTCC grid

Amd Tuning team boss Shaun Hollamby will make his BTCC driving comeback in his squad's S2000 Volkswagen Golf at the Brands Hatch finale this month. Amd has run James Kaye in the Golf and a Honda Civic in 2013.

**P36 BTCC SILVERSTONE**

## In brief

### MATSUDA FOR WEC

Two-time Formula Nippon champion Tsugio Matsuda has joined KCMG for this month's Fuji World Endurance Championship round. He will share its Morgan-Nissan LMP2 with Briton Richard Bradley and Kazuhiro Koizumi.

### DEMPSEY SWITCH

Irishman Peter Dempsey has switched from Belardi Auto Racing to rival Indy Lights squad Team Moore Racing and will be partnered by Conor Daly for this weekend's Houston round.

### GEORGE BIGNOTTI

George Bignotti, the most successful mechanic in Indianapolis 500 history, died last week aged 97. Bignotti prepared seven Indy-winning cars for drivers including AJ Foyt and Al Unser (both twice) and Graham Hill.

### SLADE IN FOR INGALL

Retiring V8 Supercar star Russell Ingall will be replaced by Tim Slade at Walkinshaw Racing next year. Slade, 25, is leaving the Erebus Mercedes team to join the Holden squad.

### INDY ROAD RACE

IndyCar last week approved a race on the Indianapolis road course, to be held two weeks before the 2014 Indy 500. It will also split with title sponsor IZOD at the end of this year.



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## SCHEDULE

- Round 1: 25-27 Oct, 2013 (BIC, Delhi, India) (F1 Support Race)
- Round 2: 28-30 Nov, 2013 (BIC, Bahrain) (WEC Support Race)
- Round 3: 19-21 Dec, 2013 (BIC, Bahrain) (Gulf National Racing Festival)
- Round 4: 14-16 Feb, 2014 (MMRT, Chennai, India)

**USD 80,000  
all inclusive -  
flights & hotel**

## FEATURES

- Carbon-fibre F3 safety standard chassis from Dallara
- Renault-Sport 2.0L 210 bhp engine, 6-speed sequential gearbox
- MRF ZLO bespoke racing slick tyres
- Performance levels similar to a current generation F3 car
- 4 weekends - 14 races
- 5 sets of slicks/race weekend
- Round 1 is a support event for F1 Indian GP
- Round 2 is a support race for WEC in Bahrain
- USD 100,000 Prize-Fund for the top-3 series finishers
- All-inclusive "arrive & drive" pricing including flights and hotels
- Top European Race Engineers and mechanics for every car
- National & International media coverage
- On-board cameras on all cars

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EVERYTHING  
BEHIND**







# Dieter Rencken

## F1's political animal

So, F1 finally has its new Concorde Agreement. But things aren't quite as straightforward as they may appear...

**A**s a piece of PR, the press release circulated by the FIA during last Friday's World Motor Sport Council session in Dubrovnik, Croatia, was worth its weight in gold; as an overarching roadmap providing a future direction for Formula 1 for the next 20 years, the value of its (electronic) paper by far exceeded its substance.

Consider the opening paragraph: "The agreement reached by the FIA and the Formula 1 Group in July 2013, setting out the framework for implementation of the Concorde Agreement for the period 2013-2020, has now come into force, following the approval of the respective governing bodies of the signatory parties."

Note that the agreement of teams to what was traditionally an all-inclusive covenant – as per every Concorde since that historic 1981 agreement entered into between teams and governing body – is conspicuous through its absence.

Thus one questions the value an agreement that effectively excludes the sport's major players – and the teams, not governing body nor commercial rights holder, are the stars of the show – from the overall process.

Indeed, according to numerous F1 team bosses they have yet to enjoy sight of the document despite the fact that a subsequent media release, distributed after the conclusion of the WMSC meet, states: "The parties have agreed a strong and stable sporting governance framework which includes the Formula 1 Group, the FIA and participating teams."

What, then, was agreed? In real terms none other than a commercial and regulatory framework which permits

intrinsic value over the 113-year term, for not only will age eventually take its toll on the F1 tsar, but he faces grave legal battles on both sides of the Atlantic. This agreement reduces CVC's dependence on Ecclestone while providing clues as to why he consistently delayed the process.

Appending 'Concorde' to what is primarily a commercial arrangement endows CVC's stock offering with perceived credibility while thwarting awkward questions about Ecclestone. Equally, it provides FIA president Jean Todt, who faces stern opposition from at least one quarter – possibly two – during December's presidential elections, with vital voter fodder for he can (rightfully) claim to having saved the FIA from financial ruin.

Indeed, no sooner had the release headed 'Concorde Agreement' hit intrays than another followed, from, ironically, presidential candidate David Ward, who first hit the FIA radar when he lobbied the EU to pass said Mosley/Ecclestone contract.

The former Mosleyite welcomed the new deal before questioning how Todt intends spending its windfall, calling on him to "explain how he will use the new funds now available to the FIA".

Regardless, Todt had that covered: he successfully proposed the formation of a task force to recommend allocation of such monies (for the FIA and its membership) after the elections.

Where, though, does this leave the teams? FOG previously entered into (inequitable) agreements with 10 of the 11

**“One questions the value of an agreement that effectively excludes the sport's major players”**

FOG to trumpet the continuation of official world championship status for an FIA-owned but FOG-managed (for the next century in terms of an arcane deal entered into by the previous FIA presidency) series regulated by the FIA in return for a healthy fee, believed to be in excess of £120 million over the next eight years.

The deal is crucial for both parties; its timing equally so. On one hand the FIA was vulnerable on two counts – being left severely cash-strapped by the Max Mosley-era deal, and compromised by a lack of clearly cut governance after the 2010-12 Concorde expired – on the other, investment fund CVC Capital Partners, majority owner of FOG after a series of complex deals, plans to cash-out, and thus desperately needs the integrity and stability of official sanction before going to market.

CVC also found itself vulnerable through over-reliance on 82-year-old Bernie Ecclestone, with whom Mosley had struck the original deal that leased F1's commercial rights to his friend of 30 years for less than one per cent of their

participating outfits – Marussia remains in the cold, although it was last month offered a deal not fully on terms with the others – which outlines their obligations in return for a slice of F1's revenues, plus defines a revised governance structure.

In effect Ecclestone holds power-of-attorney over their signatures, although the teams have pushed for greater input into the regulatory process, with success, too: where the agreement originally provided for a restructuring of the Formula 1 Commission as a Strategy Group to the exclusion of half the teams (plus team-friendly sponsors and suppliers), Todt ensured that the Commission and Strategy Group will co-exist.

Still, where Concorde initially referred to a bilateral arrangement between teams and governing body defining the ownership of television rights, then mutated into an all-encompassing tripartite agreement between FIA, FOG and teams, the term now refers to a cosy commercial deal between FIA and FOG to the effective exclusion of the sport's largest player group. ❖



# STEPPING INTO THE LION'S DEN

Red Bull's new signing Daniel Ricciardo says he's ready to show that there is more to his game than just a massive grin when he joins Sebastian Vettel next year. **EDD STRAW** finds out why











*Lanan Racing congratulates*  
**JAKE HUGHES** *on becoming*  
**2013 BRDC**  
**Formula4 Champion**

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**D**aniel Ricciardo grins. A lot. It has become his trademark as a grand prix driver. When Red Bull announced he would be Sebastian Vettel's teammate, many hailed the fact he's a 'great guy, always smiling', and were pleased to see him getting the chance for that reason. But most missed the point. For while the genial 24-year-old from Perth is an affable character, there is a far more significant fact about him that is relevant. Namely, at times he is capable of a stunning turn of speed, which is at the core of his promotion to Red Bull's A-team.

The energy-drinks giant's young-driver programme is infamous for its ruthlessness on its proteges, and did not select Ricciardo for a promotion from Toro Rosso so that he could flash a smile at a TV camera after finishing a minute behind Sebastian Vettel throughout 2014. While team-mate Jean-Eric Vergne's expression is that of the more stereotypical racing driver, Ricciardo is adamant he is not lacking in intensity. The results bear this out.

"On Friday nights, Saturday nights, normally mine and Seb's car's are the last in the parking lot, so in terms of workload, determination and desire, that has shown through," says Ricciardo. "I guess Jean-Eric has got the more intense look about him, but once the helmets are on I'm sure my look would rival his!"

"I come across as the nice guy who is always happy and I guess that's who I am," he adds. "But I will have the chance next year to prove that behind the wheel, I'm a racer. That's what I love doing; I love competing and I'm looking forward

for a chance to do that at the front of the grid. The people who are close to me know that I put in the hard work."

Ricciardo's on-track performance supports his claims. Prodigious speed is rightly the first prerequisite for any driver, but pace alone is useless. Motor-racing history is littered with drivers who could be very quick but who could not harness that pace. One of the other qualities needed is determination, and Ricciardo certainly has that. While his rise to F1 does not quite have the same romanticism of that of compatriot Mark Webber – who didn't have the support of a company like Red Bull to take him through the junior categories into F1, and who performed a miracle in even making the top level – Ricciardo took a remarkably calculating approach to climbing the motorsport ladder.

After karting in Australia, he used to turn laps at Perth's Barbagallo circuit in his Formula Ford after school. "My biggest problem was changing gears," he says. "Once I got into the gear, I was OK through the corner, but it was a struggle at first!"

After a few outings in the state Formula Ford series, it was time to go global. Fellow Western Australian Michael Patrizi, who went on to race in Formula 3 Euro Series before returning home to try to carve out a career in V8 Supercars, suggested Ricciardo move to the Asian Formula BMW series. Ricciardo did so after winning a scholarship, finishing third in the championship. It's a sign of his mentality that he still rues the errors he made that year in a championship he feels he should have won.

But here's the really impressive part. The next logical step was to move to Europe. His family

background made it possible to do so, but he was certainly not a money-no-object racer. You may assume that his Italian ancestry explains his appearance in that country's Formula Renault 2.0 series, but you'd be wrong. In retrospect, he went there in search of Red Bull.

"The main reason I did that championship was that the Red Bull junior team and the Toyota junior team were in it, so there were quite a few 'scouts', so to speak," he explains. "The championship offered good value for money as well, with quite a bit of testing. But the junior teams were the big incentive."

The plan worked. One such scout noted Ricciardo's performances for the unheralded RP Motorsport team. Helmut Marko, boss of the Red Bull junior programme, takes up the story.

"I have a lot of people coming to me telling me they have a better Schumacher or a better Senna," says Marko. "On some I rely more, and there was one guy in Italy who told me about an Australian driver who is really outstanding. I invited him to test. We put him in the car and immediately we could see that he was something special."

The clarity of thinking shown by Ricciardo and his family in placing him in Italy, with a solid but far-from-top team, had paid off. While a certain Jaime Alguersuari won the championship carrying Red Bull's colours, Ricciardo finished sixth and went into the following year as a fully-fledged junior protege of the company. He lost out on the Renault 2.0 Eurocup by just three points to Valtteri Bottas, and also won the competitive West European Cup.

Red Bull moved him into British F3 with Carlin Motorsport in 2009 and he duly won the ▶

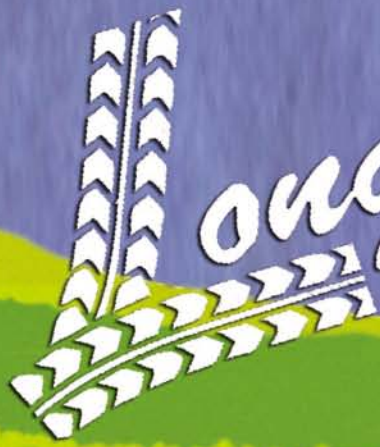


### DANIEL RICCIARDO CV

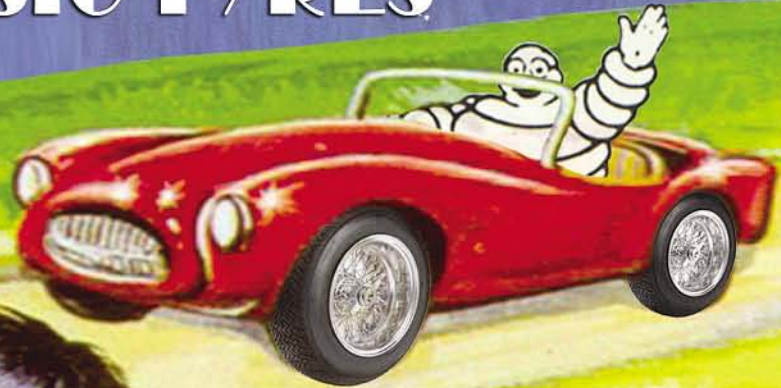
- Age:** 24
- 2013** 14th in F1 world championship (Toro Rosso), 18 points; one test for Red Bull.
- 2012** 18th in F1 world championship (Toro Rosso), 10 points
- 2011** 27th in F1 world championship (HRT), 11 starts; eight F1 Friday practice outings (Toro Rosso); 5th in FRenault 3.5 (ISR).
- 2010** 2nd in FR3.5 (Tech 1); one test for Red Bull F1 team.
- 2009** 1st in British F3 Championship (Carlin); one test for Red Bull F1 team; two starts in FR3.5 (Tech 1).
- 2008** 2nd in FRenault 2.0 Eurocup (SG); 1st in FR 2.0 WEC (SG); two races in F3 Euro Series (SG).
- 2007** 6th in Italian FRenault 2.0 (RP).
- 2006** 3rd in FBMW Asia (Eurasia); two starts in FRenault UK (Motaworld).

"I didn't get this much attention at HRT!" The press pack descends





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THOMPSON/GETTY

If Ricciardo sees a Red Bull in his mirrors next year he'll be doing well!

# “All F1 drivers have great talent to get here – but real champions have extra conviction”

◀ championship. Then came Formula Renault 3.5, where he lost out on the title to Mikhail Aleshin in the final round. In 2011, he stayed in the category but didn't contest all the events, initially dovetailing his races with grand prix Friday outings for Toro Rosso in F1. A full-time step up to the top level in 2012 was likely, but then Ricciardo received a phone call telling him that, a few days later, he would be making his F1 race debut for HRT in the British Grand Prix.

“It was a surprise coming in mid-year; I hadn't heard anything about it until the week before when I got the phone call from Dr Marko,” recalls Ricciardo. “It came as a surprise, but in the back of my mind I had the feeling Red Bull wanted to find a spot for me, but there wasn't anything available. Then the HRT drive came up. They wanted to see how I went in F1.”

In the circumstances, Ricciardo did a good job. Prior to his debut at Silverstone, he'd had five days of testing for Red Bull during young-driver tests at Jerez in November 2009 and Abu Dhabi 11 months later. On top of that, he'd enjoyed eight Friday practice outings in the Toro Rosso in 2011. OK, it was a hell of a lot more preparation than the unfortunate Alguersuari was granted ahead of his mid-season debut in '09, but it was far from exhaustive.

But in his 11 races, he did a decent job and

improved steadily, certainly enough to ensure he landed a Toro Rosso seat the following year. Considering how difficult it was to be thrown in at struggling HRT, a team with the worst car in the field and known for off-track instability, it was a situation in which he could easily have sunk.

“It's one of those things that can make you or break you,” says Ricciardo. “It can become overwhelming and you can throw the towel in. But it forced me to learn quickly and to deal with a situation that wasn't perfect. It was learning the tough way, but it was good to have that experience because Red Bull had set me up with pretty good teams and it was a steep learning curve stepping back and trying to work your way up from scratch. Looking back at it, it was a good thing for me to mature.”

The first half of Ricciardo's 2012 season was patchy. After scoring his first point in a chaotic final lap of his home grand prix, mugging Vergne to do so, Ricciardo didn't score again until after the August break. An astonishing sixth on the grid in Bahrain – surely the qualifying lap of the year – was the first hint of his speed. But after a poor getaway, he reacted badly and ended the first lap down in 16th with a damaged car. Yet, within minutes of getting out of the cockpit, he was able to recognise that it was his mistakes that had put

in that situation, shunning the temptation to blame external circumstances, showing a skill for self-analysis that ensured next time he was so far up the grid, in China this year, he would excel.

After the break, he started to show more consistent encouraging signs. Five points finishes, all ninth or 10th places, were testament to the fact that he had used his time off effectively.

It was at Suzuka, where he held off the faster Michael Schumacher in the closing laps to take 10th, that he made a big impression. It was also a moment when Ricciardo proved to himself that he belonged at the top level.

“Even defending against Schumacher and holding him off, whatever position, was important,” he says. “But because it was for a point, it made it a bit more special. To hold him off when he is in the quicker car just gives you a lot of confidence. I could say to myself I'd looked up to these guys all my life, but I raced with him and held him off.”

“So who was to say I didn't belong here with the best? Those things really propel you forward. All F1 drivers have a great skill, a great talent, to get here, but real champions have that extra belief or conviction. Having battles with these guys just helps flick that switch.”

While Vergne outscored Ricciardo in that first season, there was no question which driver was ▶

19



Battling Bottas (11) in '08 Formula Renault 2.0



Winning British F3 with Carlin in '09



Lost out to Aleshin in FR3.5 in '10





Unlike Webber was, Ricciardo is a Marko protege, just like Vettel

◀ more convincing. Points tallies are a dangerous indicator of relative performance, particularly in teams that score only 25 per cent of the time – as Toro Rosso did in 2012. Once again, this year Ricciardo's season started unconvincingly, but after struggling in Montreal – where Vergne turned in a superb sixth place – it was back to self-analysis. In conference with the team, the conclusion was that a calmer approach to car set-up during the weekend, making fewer changes, would yield more consistent results. And it did.

This could not have come at a better time. With Mark Webber's departure announced on the eve of the British GP, it was crunch time. Red Bull team principal Christian Horner made no bones about the fact that the two Toro Rosso drivers were in a shoot-out with each other and Kimi Raikkonen. Under the most intense pressure, it was Ricciardo who stepped up to the plate. While Vergne can legitimately complain about bad luck – and he has had a huge amount – there was no question which driver was more impressive. Since then, Ricciardo's only real slip was the rather tame way he crashed out last time out in Singapore, the kind of mistake he must eliminate next year.

Fortune also smiled on Ricciardo. The emergency change in tyres allowed teams to run race drivers during the young-driver test. He had tested, impressively, for Red Bull before but this was his chance to seal the deal. Parking it in the gravel early on during his half-day was a blow, but other than that he impressed the team greatly. His pace, once fuel and tyres were taken into



## Horner's opinion of Ricciardo

Red Bull team principal CHRISTIAN HORNER explains why Ricciardo was chosen to partner Sebastian Vettel, despite the option of Kimi Raikkonen

### What was the decision-making process?

Prior to last year, we had a catch-up with Dietrich Mateschitz [Red Bull co-owner] where we discussed young drivers. We talked about the fact that both Daniel and Jean-Eric Vergne looked like they had reasonable talent. Adrian [Newey] suggested we should put both at Toro Rosso for 2012. It was a tough decision, because Sebastien Buemi and Jaime Alguersuari were not without talent but we did not feel they were potential candidates for Red Bull Racing.



Ricciardo and his new team boss

**And when Mark Webber quit F1?** Both Daniel and Jean-Eric were on Red Bull contracts, so we knew

they were options. We wanted to have a look at the other options, so Adrian and I spent a large amount of time discussing the different permutations – whether they were available or not. In the end, we concluded the best option was Daniel. We gave him a test at Silverstone to validate what we thought we knew about him and he acquitted himself very well.

### Did you deliberately put the Toro Rosso drivers under pressure by talking about them as being contenders for the seat?

Both of them knew there was a seat available and how they responded to that was critical.

**Was choosing a Red Bull junior a deliberate decision, knowing that Daniel is**

### unlikely to cause some of the aggravations a more-established driver might have?

Both drivers start with a clean sheet next year, the same chance. Daniel has a great deal of respect for Sebastian and they get on well, but they will be rivals on track. Inevitably, there is always a natural pecking order irrelevant of what contracts may or may not say. He knows what is expected from him and he will get equal opportunity. It's going to be tough because he's up against one of the most successful drivers of all time, but he has the character to deal with that. And, most fundamental, he has tremendous speed. And all the other boxes become less relevant if you can't tick that box.





**Ricciardo got chance  
in Red Bull during  
July Silverstone test**

THOMPSON/GETTY

account, compared very well with Vettel's.

So the drive was his. As only the second driver to climb to the pinnacle of a Red Bull junior programme, the enormity of which is reputed to be equivalent to scaling a near-vertical glass mountain, he has achieved a huge amount. Now the real hard work begins. Any weaknesses will be laid bare against Vettel next year. For a driver who has never finished a grand prix higher than seventh, it's a massive step up.

"It's been really nice that everyone has congratulated me and been excited for me, I appreciate that," he says. "But I've told people that I haven't even won one trophy in F1 yet. This is definitely a step in the right direction, but now is when the real tough work starts. I am very aware that I need to take that next step. I do feel prepared for it, I'm not overwhelmed and I'm ready to put in the hard work."

Ricciardo is also aware of the perception that he has been promoted not as a potential frontliner, but as a support act for Vettel. He has been assured that he will have equal status and, from Red Bull's perspective, the fact that he has been chosen over a more proven, consistent

back-up suggests that his potential to do more than that has been recognised. With Vettel only under lock and key until the end of 2015, it's logical to give Ricciardo the chance to blossom as a long-term alternative.

The odds are that he will not be able to hit Vettel's level, because few do, but if he can continue to show his ability to learn from errors and develop, it's not out of the question that he can harness the remarkable speed he has sporadically shown and do so. If not, there is no disgrace in establishing himself as a stronger support act than Webber has been of late. You certainly wouldn't bet against him laying down a marker with a qualifying special early on and putting himself ahead of Vettel on the grid.

Expectations are sky-high, but Ricciardo, who has a three-year deal – albeit one with plenty of scope for ousting him should he underperform – has set his sights on realistic targets for next year.

"If the car is as competitive as it has been in the last few years, I definitely want to see myself on the top step of the podium at some point," he says. "At this point, I haven't got close to a

## Fresh mental challenge ahead

AUTOSPORT's resident mind coach DON MACPHERSON analyses the task at hand...



BARON/GETTY

Dear Daniel,

Your mind management has been spot-on. You raised your game when it mattered, beat your team-mate in Red Bull's B-team, and earned promotion. But now what?

Things are going to change big time: if you thought it was mentally challenging at Toro Rosso, wait until you feel the weight of Vettel's fan club within Red Bull. 'Beliebers' or 'One Directioners' have nothing on this – I assume 'Webbo' has filled you in...

Have you practised the mental skill of being thick-skinned? Have you developed your own bubble to protect you from any negativity that your future team-mate will throw at you? Are you mentally ready for his incredible speed? What's the monkey in your head saying?

Let's eavesdrop: "Bonza! Well done, mate – we're in. And now we need to stay in. Need a plan... Don't mess up, be too far off Seb or make too many errors. Doc Marko might have been good to you so far, but he's not that patient or too partial to Aussies – he'll have you back to the pavilion faster than our Ashes batsmen."

Daniel, you undoubtedly have the talent to succeed at Red Bull. Recognise that your challenge is to be true to the skills that got you this big chance. Find the sweet spot of your mind management – do your own 'thing'.

Off the track, laugh at Seb's *Little Britain* imitations, know your Beatles tunes, smile when he smiles – then get in your car and remember he is the 'Smiling Assassin'.

Can you become that too?

Yours, Mindbender

podium but, if I've got the material under me, I can pull it off. I'm not going to know until testing how I go against Seb and how good I am, but for now that's what I'm thinking."

For a driver who travelled 9000-odd miles in 2007 in the hope of catching Red Bull's eye, it has been an amazing journey. Whether or not he thrives next year remains to be seen, but there are enough signs to suggest that he merits his promotion and has the ability to make something of it.

"It's remarkable," he says of his journey. "I take myself back to hopping on that plane and getting to Europe – it has literally worked out as I planned, as I envisioned! It has worked flawlessly in that respect.

"I was really fortunate to get that opportunity. People can jump to conclusions and say, 'He was a Red Bull driver from that start, that's why he's in F1'; but that's not really the case. Once you get into Red Bull, you have to get the results.

"There's no bigger pressure than doing it under their name. Hopefully we can keep it going and finish the job." ❄



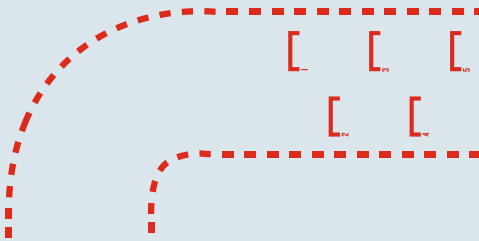


# KOREAN GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS F1 HD**

## FIRST CORNER

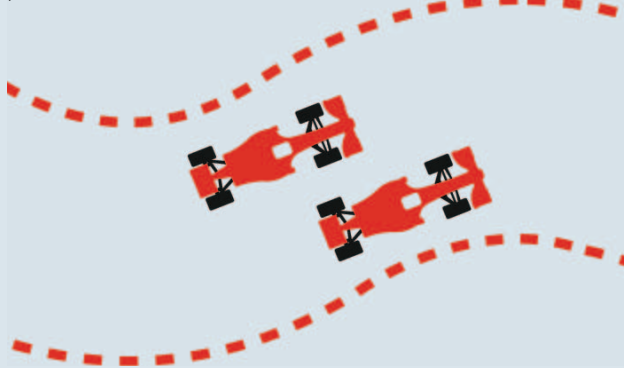
250m



Unlike many new circuits, the distance from pole spot to Turn 1 at Yeongam is short – at just over 250m. It leads into the double apex hairpin that opens onto the first open and flowing sector of the track.

## OVERTAKING STATS

Last season's Korean GP delivered only the 16th highest level of overtaking seen all season – although much of the race was dominated by tyre performance, which perhaps masked the true overtaking potential of the circuit.



## FULL THROTTLE

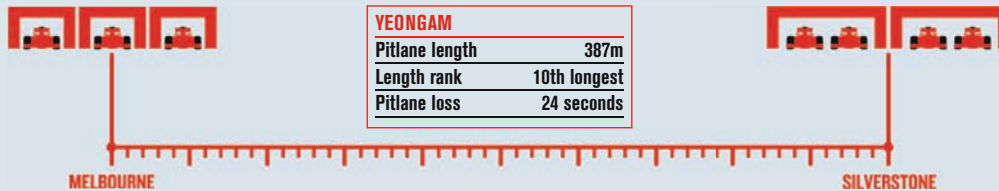


61%

With three distinct sectors – one open and fast, one with high speed corners and the final sector twisty – the full-throttle demand of 61 per cent reflects this blend of characteristics and places Yeongam at the mid-point on the full-throttle track table.

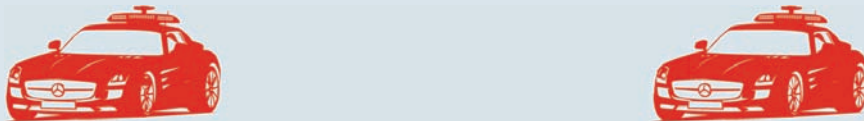
## PITLANE

The Yeongam pitlane is 387m long – the 10th longest on the calendar, but, at 24s, pitlane loss is relatively high.

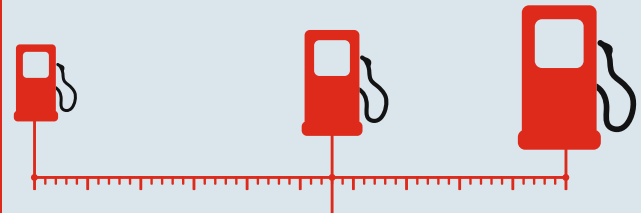


## SAFETY CARS

There have been four safety car interventions in three races in Korea, making the likelihood high, but based on a limited dataset. Current performance, however, suggests 1.3 safety cars per race.



## FUEL PENALTY



A lap of the 3.152-mile South Korean circuit consumes 2.8kg of fuel, ranking the circuit at the very top end of consumption with only the 4.35 miles of Spa demanding more. The fuel penalty is also high, with every 10kg of fuel carried costing the driver 0.4s of lap time.

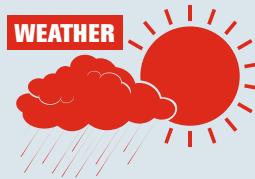
## GEAR CHANGES

Some 54 gear selections are required to complete a lap of the circuit. While this is roughly average for the circuits visited in 2013, the bias is very much towards sectors two and three, which make this part of the track far busier in the cockpit than the opening sector.



YEONGAM	
Circuit Length	3.152 miles
Race Laps	55
Race Distance	192.285 miles
Lap Record	Sebastian Vettel, 1m39.605s (2011)
Corners	18 (11 Left, 7 Right)
Circuit Direction	Anti-clockwise
Corners <62mph	5
Corners >155mph	2

## WEATHER



MONTHLY AVERAGES	
Daily sunshine	8.3hrs
Rainfall	42mm
Min temp	13.80C
Max temp	23.90C

The Yeongam locality is classified as having a humid subtropical climate and is warm and humid with seasonal winds in the summer and early autumn.

COMPLETE COVERAGE OF THE ENTIRE RACE WEEKEND ON **sky SPORTS F1 HD**

### THURSDAY

0700 Sky Sports F1  
LIVE Drivers' Press Conference

### FRIDAY

0145 Sky Sports F1  
LIVE Free Practice 1  
0545 Sky Sports F1  
LIVE Free Practice 2

0800 Sky Sports F1  
LIVE Team Principal Conference  
1000 Sky Sports F1  
LIVE The F1 Show

### SATURDAY

0245 Sky Sports F1  
LIVE Free Practice 3  
0500 Sky Sports F1  
LIVE Qualifying

### SUNDAY

0530 Sky Sports F1  
LIVE Korean GP

### ALL WEEK

Classic Korean GP races shown throughout the week as a build-up to the 2013 race.



100%

## GRAND PRIX SUPERGRID

AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace so far this year. The graphic shows each driver's average over the 13 races run so far in 2013 compared with the theoretical absolute pace, which is expressed as 100.



Vettel 100.268



Rosberg 100.317



Hamilton 100.335



Webber 100.629



Alonso 100.653



Raikkonen 100.806



Grosjean 100.836



Massa 100.894

Nico Rosberg's superiority over teammate Lewis Hamilton in practice – and in the crucial qualifying session – in Singapore has put him ahead in the intra-Mercedes race

101%



Button 101.474



Sutil 101.478



Ricciardo 101.486



Perez 101.671



Di Resta 101.690



Hulkenberg 101.815



Vergne 101.924

Romain Grosjean's P3 qualify in Singapore has edged him away from Felipe Massa and much closer to Kimi Raikkonen

McLaren's Jenson Button has reasserted himself at the head of the midfield pack after outpacing the Force Indias and Toro Rossos on the streets of Singapore

102%



Gutierrez 102.289



Maldonado 102.448



Bottas 102.629

Esteban Gutierrez's seventh-quickest time for Sauber in Q2 in Singapore has pulled him well clear of the Williams pair

103%

## AND THE REST...

The Caterham and Marussia quartet have fallen even further back from the ultimate pace, with Charles Pic continuing to pull away from Jules Bianchi after Singapore

Pic (Caterham)	105.124
Bianchi (Marussia)	105.328
Van der Garde (Caterham)	105.824
Chilton (Marussia)	105.921

Watch the Korean Grand Prix live only on Sky Sports F1 HD – go to [sky.com/F1](http://sky.com/F1) or call 0844 2410826

104%





# KOREAN GP PREVIEW

# Red Bull's aero mastery

World champ excels with its front-wing developments. **GARY ANDERSON** examines how its philosophy keeps it ahead of the opposition, and how it's not just about stacking on downforce

**R**ed Bull and Sebastian Vettel head into the Korean Grand Prix as the favourites after a hat-trick of victories in Belgium, Italy and Singapore. With aerodynamics the key performance differentiator in modern Formula 1, it is no surprise that its recent dominance has coincided with the introduction of ever-more-intricate front-wing design.

There was a time when front wings were, by comparison, incredibly simple. But today, the best car in F1 has what is effectively a seven-element main front-wing assembly plus the other forward upper additions.

This area of the car is critical for several reasons. Firstly, there is a tightly controlled central section of the wing with which the FIA allows no freedom. This means that front-wing development is focused on the outboard areas of the wing.

Secondly, as the front wing is the first part of the car to hit the air, it is integral to the whole aero map. How it influences the airflow affects the whole car.

The final factor to consider is the proximity of the outboard edge of the front wing to the rotating front wheels. Controlling the airflow off the wing, round the tyres with the endplates, and either under or around the car with the surfaces inboard of that, is critical. When it comes to managing the airflow around the tyre, the challenge is made significantly more difficult because

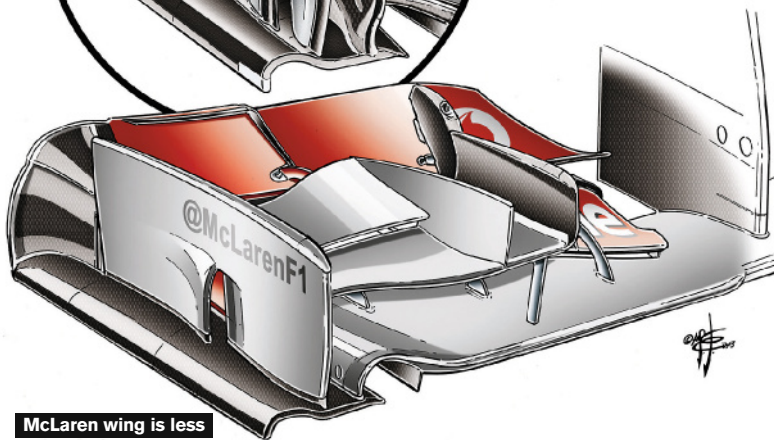
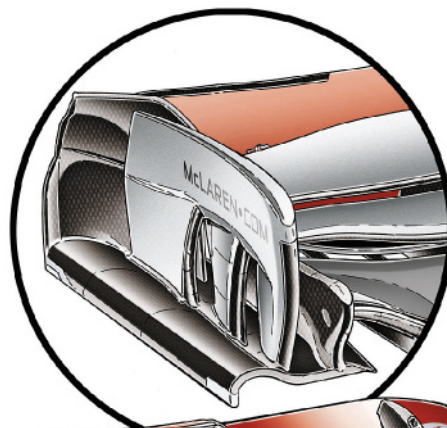
the angle of the wheel varies according to the steering lock applied.

The regulations limit where aerodynamic devices can be placed, tightly restricting how far you can extend the front wing. In terms of peak downforce figures, fewer slot gaps would give you the best results. But in the real world, it's not simply about generating downforce; it's about controlling the consistency of the airflow.

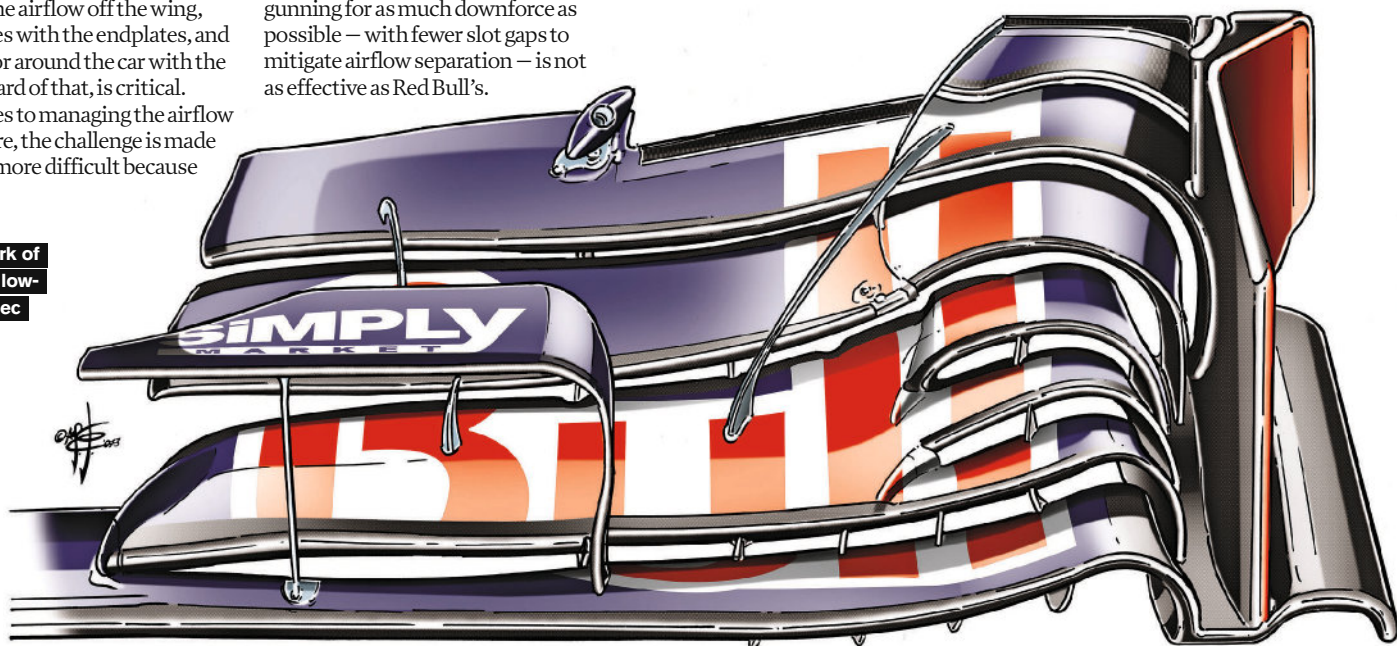
Red Bull's seven-piece front wing (pictured in Monza low-downforce trim) has several benefits. While sacrificing ultimate downforce, it makes the airflow far more controllable. If you get airflow separation on any of the elements, you are losing a far smaller proportion of downforce to the stall. It also allows the airflow off the wing to be controlled more effectively.

Compare Red Bull's approach to the much less complex McLaren front wing, which has far fewer elements, and you can see a completely different philosophy.

While you can't put the overall performance of a car down to one thing, given the significance of the front wing it seems that McLaren's approach of gunning for as much downforce as possible – with fewer slot gaps to mitigate airflow separation – is not as effective as Red Bull's.



McLaren wing is less complex – and has been less effective



Red Bull's work of art, in Monza low-downforce spec



## THE CIRCUIT BRIEF



**SERGIO PEREZ**  
McLaren driver

The Korean GP track is an interesting one. The first half is basically a couple of heavy braking zones and three extremely long straights, and the final part is a long, undulating section with a mix of high and medium-speed corners.

It's somewhat technical, rewarding precision more than it does commitment, so the main challenge comes from dialling the car into the track. It's satisfying when you get it right.

The aim is also to have a car that works well in the principal overtaking areas, into Turns 1 and 3, which means a little compromise to the set-up. That's particularly important because it's very difficult to overtake in the twisty section, as there's really only a single racing line.

Track has two distinct halves



TEEL/LAT

### BEST SEQUENCE

**URNS 7/8**

Approach	170mph
Apex	172mph/175mph
Gear	6/7



DRS Detection 2

DRS Zone 2

DRS Zone 1

DRS Detection 1

### POTENTIAL FLASHPOINT

### THE STORY OF 2012

### PASSING SPOT



Sebastian Vettel moved into the lead of the world championship in South Korea with his third consecutive victory. Vettel took the lead from polesitting team-mate Mark Webber at the start and controlled the race throughout. Fernando Alonso jumped Lewis Hamilton for third at the start, but he had no answer to the Red Bulls ahead.



COATES/LAT

**TURN 3**

Approach	193mph	Braking distance	110m
Apex	41mph	Braking time	1.24s
Gear	2	Braking force	6.14g

**TURN 4**

Approach	188mph
Apex	44mph
Gear	2
Braking distance	103m
Braking time	2.29s
Braking force	5.49g



XPB



# GRAND FINALS RACE DAY

Saturday 5th October 2013



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# The Secret Driver

## Hidden truths from the paddock

Young drivers are under huge pressure – from themselves and their benefactors. Those who go all the way learn how to manage expectations

One of the hardest elements of a young driver's season is managing expectation. Some of that is self-expectation but normally, and more importantly, the expectation of others, in particular those paying the bills. Without these people, whoever they maybe, a young driver simply wouldn't be racing. There's not a day that goes by when you don't think about this, especially if things aren't going as planned.

The latter half of the year is where the pressure really can start to tell, if it hasn't done so already. Motorsport is like most industries: it's easy to have little knowledge from the outside but to really know and understand the sport takes years of experience. Sadly for most young racing drivers, the investors, fathers and/or companies paying the bills tend not to have this lifelong experience and understanding. This is very much to the detriment of the young driver, as not understanding the circumstances that lead to the results means one thing: you are simply judged on where you finish.

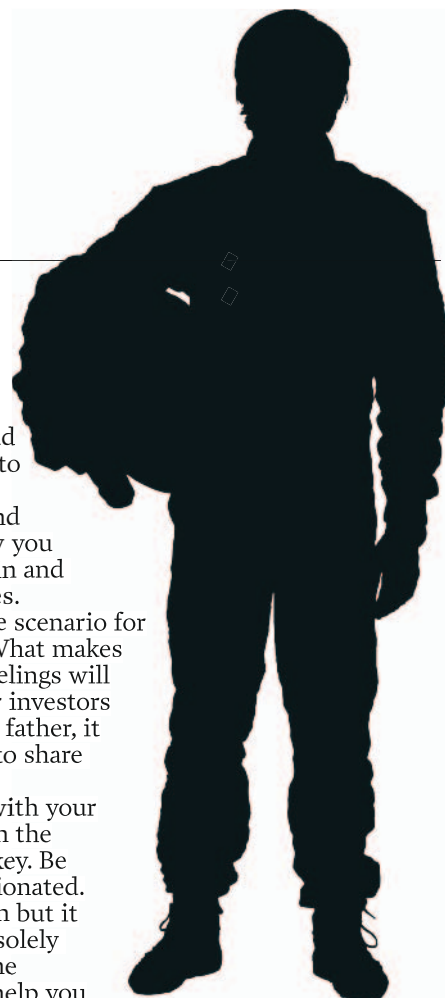
A similar example is seen in football whereby wealthy investors sack managers based on their win record which all sounds very logical but results are circumstantial and results alone don't tell the whole story. Motorsport is very poor at conveying the whole story; it's a results-driven

to see through this situation.

By this stage of the year if you've had a bad season then somehow you have to find the ability to hold it all together. You'll be riddled with fear of failure and there'll be a real anxiety about the way you think. The future will be very uncertain and you'll be under pressure from all angles.

As you can imagine this is not a nice scenario for anyone, never mind a young person. What makes it even worse is these thoughts and feelings will have to be hidden from everyone, your investors and your team. If that investor is your father, it then leaves you with very few people to share your concerns with, if any.

Having the confidence to sit down with your support network/investors and explain the circumstances behind your results is key. Be factual and stay away from being opinionated. This may not save your 2014 campaign but it will give you a better chance to focus solely on the races that lie ahead. Bringing the circumstances out into the open will help you and those around you to be more realistic



**“If results are poor, anxiety over finding a solution that’s not there can be crushing”**

machine with little focus on empathy or understanding.

If the results are poor going into October then the anxiety over finding a solution that's not always there can be crushing. It could be that actually the driver is performing to the maximum of his capabilities and/or the car's capabilities. However, it takes a trained eye to understand this concept. The young driver will not always be afforded that luxury and may not even have the support of the team. The team is fighting for its reputation and wants to attract drivers for the following year. It can't – and won't – admit fault when it comes to shortcomings in the results. Nine times out of 10 the team will try to apportion blame onto the driver.

This tends to further damage the already fragile state of mind of the young driver but also sows the seeds of doubt in the mind of his investors. Only experience and understanding will give an outsider the expertise

with the short-term goals. Suffering in silence and chasing an impossible target will not.

Personally this was not a pressure I dealt with particularly well when I was moving up the junior formulas. I expected a lot from myself and it was natural to worry about what others thought of me. They looked at results and, therefore, so did I. I was not then terribly well equipped when it came to focusing on the present and forgetting about circumstances and so forth. I used to try to control everything and everyone, as I was desperate to succeed. Ultimately I couldn't control what other drivers did on the circuit, or what my investors thought. Just doing your best and focusing on the next day doesn't really seem like you're doing enough when you are in the situation, but I can assure you it's the most powerful and effective way of getting yourself out of the negative spiral. ❖



# Red Bull's search for the X-Factor

The most famous driver programme in motorsport has a reputation for being cut-throat. **EDD STRAW** finds out how the scheme operates



28

STALEVLAT



Marko has guided Ricciardo to the Red Bull summit

FOX/GETTY

**H**elmut Marko is portrayed as something of a pantomime villain in the English-speaking corners of Formula 1 fandom. As Dietrich Mateschitz's eyes and ears, he is seen as a Machiavellian power-behind-the-throne, whose machinations and whims decide the fates of countless Red Bull-affiliated drivers through the junior programme he has long run. While Marko is certainly no diplomat, the caricature is unfair. After all, no one individual has come close to being responsible for as many drivers reaching F1 in recent years than the 70-year-old Austrian.

Next year, Daniel Ricciardo will become only the second driver from the Red Bull junior programme, which has its roots in Marko's own F3000 squad in 1999, to drive for the energy drinks manufacturer's 'A' team. The scheme sets infamously high standards, not only discarding drivers such as Jaime Alguersuari

and Vitantonio Liuzzi after promoting them to F1, but also dropping scores of hopefuls before they even get there.

Often criticised as harsh, the Red Bull scheme has also produced a triple (and soon surely quadruple) world champion in Sebastian Vettel. So Dr (of law) Marko makes no apologies for the ambition of the scheme, which intensified its focus on producing great, not just good, grand prix drivers since Red Bull acquired its own team for 2005.

"When we started our programme, we didn't have a Formula 1 team," explains Marko. "Now we have an F1 team which is winning and another team [Scuderia Toro Rosso] which is on its way up. So the approach changed from supporting drivers to make it into F1 to getting a winning driver in F1.

"If we see a weakness in the driver, yes we stop. So you might say we are harsh. But 90 per cent of the





Vettel is the yardstick for Red Bull juniors

drivers who were with us are racing in the DTM or whatever. These are people who in their normal lives, in a normal profession, would not earn one-tenth of what they are earning there so the benefit is enormous.

"Not everyone can make it to be a winning F1 driver, or even be in F1, because it is tough. And if there are weaknesses, the pressures get more and more [at higher levels]."

While it is easy to be lured into a knee-jerk reaction and conclude that Red Bull has abused the careers of countless drivers, Marko has a point. Professional motorsport is littered with ex-Red Bull pilots. He cited the DTM, in which ex-Red Bull-associated racers Filipe Albuquerque, Daniel Juncadella and Robert Wickens are all earning a living. And while it is perhaps an overstatement to say 90 per cent of Red Bull alumni are earning big money in racing, a good proportion are.

Last week, AUTOSPORT revealed

that another ex-Red Bull racer, Brendon Hartley, who made it to Formula Renault 3.5 and tested for Scuderia Toro Rosso before being axed in 2010, is a strong contender to join Porsche's LMP1 squad next year after starring in the European Le Mans Series.

Immediately after being dropped by Red Bull three years ago, his mature response stood out. He recognised that without the company's funds he was desperately unlikely to have made it as far as he did, an attitude he maintains to this day. And considering his disappointing form in FR 3.5, it was a justified decision to let him go.

"It was tough, maybe life-changing even," says Hartley. "I'd been with Red Bull a long time. But straight away I was thinking about what I was going to do next. It was quite a nice experience because it's something I had never done before.

"I have no hard feelings towards

Red Bull. They looked after me for five seasons and I'm here today because of them. Without them, there would be no way I'd still be racing. They gave me a big chance, and it was a real chance, but it didn't happen for a number of reasons."

Other drivers have been less satisfied with their lot. And there have certainly been some who appear to have been dropped prematurely. For example, Lewis Williamson was axed mid-season in FR3.5 two years ago yet was sufficiently highly-regarded by the Red Bull F1 team to be given a contract as a simulator driver by team principal Christian Horner.

Jaime Alguersuari, promoted to F1 mid-season in 2009 with no testing, feels he was harshly treated after losing a seat he was led to believe was safe after the 2011 season. But as Horner has revealed (page 20), this decision was driven by Red Bull owner Mateschitz and Adrian Newey. ▶

## THE RED BULL JUNIOR TEAM

Red Bull currently has six drivers on its books, all competing in European single-seater categories

**Antonio Felix da Costa (P)** Age: 22  
FR3.5 season hasn't gone to plan, but he is still a strong contender for 2014 promotion to F1 with Toro Rosso.



**Carlos Sainz Jr (E)** Age: 19  
Only ninth in GP3, but has shown well in selected Formula Renault 3.5 outings. Caught the eye on his F1 test debut with STR and Red Bull in July.



**Daniil Kvyat (RUS)** Age: 19  
"The Russian" as Helmut Marko calls him, is increasingly highly-rated by Red Bull. Heads into next month's GP3 finale with a chance of the title.



**Tom Blomqvist (GB)** Age: 19  
The 2010 Formula Renault UK champion sits seventh in the F3 European championship after what's been a taxing season.



**Beitske Visser (NL)** Age: 18  
The first female driver to join the scheme has one win in ADAC Formula Masters in 2013.



**Callan O'Keeffe (ZA)** Age: 17  
In only his second season of car racing, O'Keeffe claimed 13th overall in ADAC Formula Masters.



VAN DER LAAN/LAT

VAN DER LAAN/LAT

STALEY/LAT





► “I scored 26 points with a car that was clearly less competitive than today’s STR,” says Alguersuari, who believes he did more than Ricciardo to earn promotion to Red Bull.

These are just a few examples, but Marko insists drivers are only dropped if they have shown an irresolvable weakness. Red Bull certainly cannot be faulted for the amount of work it does with drivers.

“A good example is our diagnostic institute in Austria,” says Marko. “Don’t ask me how many doctors, psychologists and so on it has. They have regular tests and part of the contract is that if the drivers don’t fulfil the criteria they are asked for, we stop the contract. So physical and mental fitness is one part.

“The other part is we normally put them in top teams. We support them with physios who have experience and if we see a mental weakness, then we help. We also have simulators at Milton Keynes, an important tool. All of the ingredients are there. And we are brave and we make decisions. We have been criticised for taking Ricciardo [for Red Bull’s F1 team] and yes, we took a risk. But looking at the medium term it was Ricciardo who was the best decision and it opens up another seat for a driver. We give drivers chances.”

Approach off-track is as critical as results on it for Marko. He is known to see Vettel, with whom he has what one source describes as a “almost paternal” relationship, as the template for the right mindset. Vettel is hard-working and not afraid to admit his errors within the



**Raikkonen’s work ethic went against him with Red Bull**

team, a quality Ricciardo shares.

Work rate in isolation cannot get a driver through the Red Bull scheme, but it is undoubtedly a prerequisite as far as Marko is concerned. When asked about this, he offers an insight into one of the reasons why Kimi Raikkonen was not signed for 2014.

“I only know one driver who is really competitive in F1 who does not do what a normal rival is doing on fitness and work – Raikkonen,” says Marko. “If he had the life and the approach of Vettel, nobody would see him. But the older you are, the harder it gets. I am a big fan of Kimi’s ‘reaction’ driving. It is unbelievable. But the driver must do everything within their capability

to support what we put in.”

Right now, the driver enduring the most intense scrutiny at Red Bull is Antonio Felix da Costa. He is on pole position to secure the vacant STR seat in 2014, but his Formula Renault 3.5 season has been disappointing. His recent form has been good following talks with Marko during the Austrian round of the championship in July, and he accepts the pressure of the situation.

“They [Red Bull] are understanding, but on the other hand they want more, and that is the right thing,” says da Costa. “The bosses want results, not explanations and it’s my job to fix the problems and give them the results so they have the

reasons to promote me.

“If you have Helmut Marko dealing with us young kids, he cannot be the nicest guy in the world. If we cannot take the pressure now then why would we be able to fight for the world championship in F1? If they give me a hard time, it’s because they want me to do well, it’s not to put me down.”

Marko will continue to hold up Vettel as the template for its junior drivers. He sums up the approach for the future of the programme very simply.

“Basically, it must be a driver capable of winning a grand prix in F1,” he says. “Not necessarily a championship because that depends on so many things. They must have the talent and the commitment if they are to make it in the right team to win a race.

“We have told Ricciardo what we expect: to bring home the necessary points to win the constructors’ championship. After three to five races, we want him to challenge Vettel because Vettel is only a human being. It’s good if someone can push him to the limits, like Mark [Webber] did quite often.”

Inevitably, the standards remain high even at the pinnacle of Red Bull’s ladder. Ricciardo’s job is now to deliver under the most intense pressure with one of the sport’s all-time greats as a yardstick. And contrary to what some critics will claim, armed with the #2 Red Bull he will have the machinery to do so.

When it comes to the Red Bull driver scheme, the pressure only ever increases.





This is the 2013 crop of Red Bull juniors

## DR MARKO: A RACER & TEAM OWNER

Helmut Marko tends to be dismissed today as just another 'failed' racing driver to those familiar only with the bare statistics of his Formula 1 career.

He started nine races, all in BRM machinery, with a best finish of eighth before a stone believed to have been flicked up by Emerson Fittipaldi's Lotus during the 1972 French GP pierced his visor and cost him his left eye.

But there was more to the Austrian, who was only 29 when he suffered his career-ending injury, than just his brief stint on the F1 grid. He won the 1971 Le Mans 24 Hours sharing a Porsche 917 with Gijs van Lennep, setting a distance record that stood for 39 years.

He also starred in the 1972 Targa Florio, finishing a close second driving an Alfa Romeo 33 TT3 after a thrilling chase of Arturo Merzario's Ferrari 312P. Marko chose this race for his AUTOSPORT *Race of My Life* story in 2009.

After retiring from racing, he played a key role in the careers of numerous Austrian drivers, often running them in

his own teams. Helmut Koinigg, who lost his life in the 1974 United States GP, was one of the first to benefit. He was also involved with Gerhard Berger, Markus Hottinger, Volker Weidler, Karl Wendlinger and Jorg Muller, among others. After running in F3000 in 1990-91 with Wendlinger, Marko's team returned to F1's main feeder series in 1996.

The RSM Marko squad won the title with Muller in '96 and ran Juan Pablo Montoya to a trio of wins a year later. In 1999, after a year away, thanks to old school friend Dietrich Mateschitz, RSM Marko became the Red Bull junior team, running Enrique Bernoldi. The team closed at the end of 2003.



## RED BULL'S F1 GRADUATES

Gerhard Berger was the original Red Bull driver, becoming a brand ambassador when already in F1, but in more recent times the energy drinks giant has played a role in 14 drivers reaching F1.

### Enrique Bernoldi

Started 28 races for Arrows in 2001-'02, owing his place at the team to backing from Red Bull.



BONGARTS/GETTY

### Narain Karthikeyan

Red Bull was a backer of the Indian during his 2004 Nissan World Series campaign. A year later, he raced for Jordan in F1.



EBREY/LAT

### Christian Klien

Major investment from Red Bull landed him a Jaguar seat in 2004. When Red Bull bought the team, he stayed on until 2006.



GETTY

### Patrick Friesacher

Raced for Marko's Red Bull Junior F3000 squad in from 2001-2003. Went on to start 11 races for Minardi in 2005.



COATES/LAT

### Robert Doornbos

Raced in F3000 in 2004 with Red Bull-backed Arden and after eight starts for Minardi in 2005, raced three times for Red Bull in 2006.



COATES/LAT

### Vitantonio Liuzzi

Won F3000 with Red Bull support in 2004. Supposed to share the Red Bull seat in '05 with Klien, but started only four races. After two seasons with Toro Rosso, was dropped by Red Bull in 2007.



TEEZ/LAT

### Scott Speed

Put through Formula Renault 2.0, F3 and GP2 before racing for Toro Rosso in F1. Axed mid-2007, he drove for Red Bull's NASCAR squad from 2008-2010.



TEEZ/LAT

### Sebastian Vettel

Picked up while racing in Formula BMW in Germany in 2003. The rest is history.



LAT

### Sebastien Bourdais

Never a Red Bull junior, but raced for Toro Rosso from 2008 until mid-2009 after impressing with a quartet of Champ Car titles.



GETTY

### Sebastien Buemi

Backed by Red Bull during his junior career, raced for Toro Rosso from 2009-2011. Remains on Red Bull's books as its F1 reserve driver.



XPB/LAT

### Jaime Alguersuari

Thrown in at the deep end with Toro Rosso mid-season in 2009 with no testing, he was dropped by Red Bull at the end of 2011.



GETTY

### Karun Chandhok

A Red Bull junior in 2007-'08 in GP2, he went on to start 11 grands prix for HRT and Lotus.



GETTY

### Daniel Ricciardo

On Red Bull's books since late 2007, he was placed with HRT in F1 in 2011, before moving on to STR and, next year, Red Bull Racing.



LAT

### Jean-Eric Vergne

Set to stay on at Toro Rosso for a third season in 2014 after missing out on a Red Bull seat to team-mate Ricciardo.



LAT

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Loeb makes his final WRC start this weekend

32

# Loeb's WRC swansong

This weekend's Rally France marks the final time that Sebastien Loeb will compete in the World Rally Championship. He tells **DAVID EVANS** what is going through his mind right now

**D**espite being away from the cockpit of a Citroën DS3 WRC for five months, Sebastien Loeb's not worried about his pace on this week's Rally de France. Driving a World Rally Car,

he says, is like riding a bike.

Falling from a bike almost cost the nine-time World Rally champion his 2006 crown, although that was a motocross bike.

And his arch rival Sebastien Ogier

– the man standing on the verge of a first world title – laughs off any question regarding the potential speed of the man who has won his home round of the world championship six times from the past seven starts – the man who has won 47 per cent of the WRC rounds he's started... 78 from 167.

This week it's 168 and out. But will the number that matters move to 79?

"I have always tried to do my best to win and this time too," Loeb told AUTOSPORT. "If we don't win it will not change anything. On the other hand I am nominated to score points for the team so I need to try to do a good rally!"

Unusually for the 39-year-old Frenchman, the emotion of the occasion seems to be getting to him.

"When I take the start, I will feel a bit strange because it's the end of an amazing adventure," he said. "And I

will realise that it's my last rally. But it also means that it's the beginning of a new challenge and I can't wait to start it. I do feel emotional about the last rally. I finish my WRC career in my hometown with all my family and friends. It's really symbolic, I think."

On a practical basis, a win will be tough for Loeb if it rains in his backyard this week. Three years ago, in heavy rain, running anywhere other than first on the road completely ruled out any hope of winning, such was the muck-spreading corner-cutting. Loeb was out front in 2010 and won at a canter. This time he starts seventh on the road.

"It's not the best position," Loeb conceded. "But I will try my best to finish my WRC career in the best way possible."

Two years out of the past three, Loeb has stood on the steps of the Haguenau townhall, before tens of



Loeb has two wins from three starts this year



## LOEB v OGIER

How France's two rallying kings have stacked up on home soil and this year

### Rally of France-Alsace head-to-head

<b>3</b>	<b>Starts</b>	<b>3</b>
<b>2</b>	<b>Wins</b>	<b>1</b>
<b>2</b>	<b>Podiums</b>	<b>1</b>
<b>16</b>	<b>Stage wins</b>	<b>11</b>
<b>43</b>	<b>Stages led</b>	<b>14</b>
<b>1</b>	<b>Retirements</b>	<b>0</b>

### 2013 head-to-head (Monte Carlo, Sweden, Argentina)

<b>2</b>	<b>Wins</b>	<b>1</b>
<b>3</b>	<b>Podiums</b>	<b>3</b>
<b>68</b>	<b>Points taken</b>	<b>66</b>
<b>0</b>	<b>Powerstage wins</b>	<b>1</b>
<b>20</b>	<b>Stage wins</b>	<b>18</b>
<b>24</b>	<b>Stages led</b>	<b>28</b>
<b>0</b>	<b>Retirements</b>	<b>0</b>

## LOEB'S STANDOUT WRC MEMORIES AHEAD OF HIS FINAL RALLY...

### Rallye Sanremo 2001 – 2nd

"To be honest, I was hoping for a good result. After the first stage, I was four seconds off the lead pace, despite not having really pushed. That came as quite a surprise."

### Rallye Monte-Carlo 2003 – 1st

"This is probably the whole team's fondest memory. For the start of our first full season in the WRC, we dominated the most famous rally in the world."

### Tour de Corse 2004 – 2nd

"The first title was very special, because we secured it in France. Everyone was there: my family, my friends... I was pleased that I was able to win it for my father."

### Rally New Zealand 2007 – 2nd

"I don't like talking about losing, but this was one of my finest battles with Marcus Gronholm. I won the final stage, but I lost out overall by just three tenths of a second."

### Rally Argentina 2008 – 1st

"On this rally, I had Diego Maradona in the co-driver's seat [at shakedown]. When we set off, he was very excited because he thought that the huge crowds were there for him."

### Rally Finland 2009 – 1st

"Mikko Hirvonen and I both went at it flat-out on this rally. Neither of us made any mistakes and I ended up winning by less than 10 seconds. My Finland wins are among the most prestigious wins I have enjoyed."

### Rally Japan 2008 – 3rd

"We knew that Sapporo wasn't the best place to go out to celebrate the title, so we flew to Tokyo. Suffice to say, the flight back to Paris was very quiet!"

### Rally Norway 2009 – 1st

"Although I had already won Rally Sweden in 2004, it's this winter rally that I feel is the greater achievement. The conditions were perfect and I didn't make any mistakes."



### Acropolis Rally 2009 – DNF (crash)

"Unquestionably, that was our biggest crash! After the accident (above), I went looking for my telephone. The tricky part was finding the door, which was lying somewhere in the field."

### Rally de France 2010 – 1st

"Being crowned champion at home, in Haguenau, was something that I would never have imagined possible. I couldn't help but shed a few tears, and that's not something that happens every day."

### Rally Deutschland 2012 – 1st

"My ninth win in Germany was particularly special. I had beaten my own record for wins in a single rally and it was also the best way of paying tribute to 'Bug' [Philippe Bugalski], who had just died."

### Rallye de France 2012 – 1st

"And what else could I pick for my final choice other than this very special moment? This was my last world championship title – in rallying, at least! I was very emotional."



Loeb and Ogier go head-to-head one last time

thousands of fellow Alsatians, to be crowned world champion. He's pragmatic about the fact that he'll never experience that again.

"Not being world champion is... I think it feels nothing special actually," he said. "I know what we have done and I think we can be proud of it so this feeling is enough for me to feel good."

But there's always room for some more good feeling. And Loeb's only

too well aware that there's a Seb from the south who's out to derail the Strasbourg celebrations in order to ramp up his own Gap gathering.

The WRC wanted Loeb versus Ogier for a season, but in the end it's been a four-part contest. The final quarter starts tonight (Thursday), where one point from the Powerstage will be enough to crown Ogier world champion, allowing the Sebs to get on with the real matter in hand.



# RACE CENTRE

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46 **Euro F3 Zandvoort** Raffaele Marciello threw away his huge championship lead in the Netherlands as Felix Rosenqvist took a maximum score in scintillating style







EBREY/LAT

**36 BTCC Silverstone**  
Plato escapes the chaos to take landmark 80th win



ISHIHARA/LAT

**57 Super Formula Sugo**  
De Oliveira crashes as Duval and Lotterer dispute win



**58 Superstars Imola**  
It was early baths for many as Morbidelli wins in wet

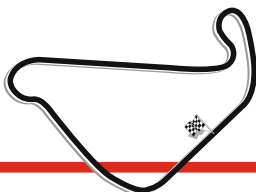




**BTCC  
Silverstone (GB)**

September 29

Round 9/10



**RESULTS**

RACE 1: 25 LAPS, 41.01 MILES

1	JASON PLATO (GB) MG (Triple Eight) MG6	26m58.881s
2	SAM TORDOFF (GB) MG (Triple Eight) MG6	+1.477s
3	MATT NEAL (GB) Honda (Dynamics) Honda Civic	+6.072s
4	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	+6.080s
5	ROB COLLARD (GB) WSR BMW 125i M Sport (S)	+6.453s
6	ANDREW JORDAN (GB) Eurotech Honda Civic	+7.114s
7	ADAM MORGAN (GB) Ciceley Racing Toyota Avensis	+7.511s
8	ARON SMITH (IRL) Motorbase Performance Ford Focus	+8.206s
9	MAT JACKSON (GB) Motorbase Performance Ford Focus	+8.494s
10	DAVE NEWSHAM (GB) Speedworks Motorsport Toyota Avensis	+9.227s
11	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic	+13.243s
12	ROB AUSTIN (GB) Rob Austin Racing Audi A4	+13.398s
13	DANIEL WELCH (GB) Welch Motorsport Proton Gen-2	+14.092s
14	FRANK WRATHALL (GB) Dynojet Toyota Avensis	+14.381s
15	TOM ONSLOW-COLE (GB) Motorbase Ford Focus (S)	+14.732s

Winner's average speed: 91.91mph. Fastest lap: Plato, 58.888s, 100.28mph.  
Pole: Plato, 58.210s, 101.45mph. Jack Sears Trophy: Lea Wood (Vauxhall Vectra).  
(S) = Soft tyre.

RACE 2: 25 LAPS, 41.01 MILES

1	PLATO MG	26m52.786s
2	JORDAN Honda (S)	+0.244s
3	A SMITH Ford (S)	+0.410s
4	TORDOFF MG	+2.064s
5	TURKINGTON BMW	+4.818s
6	NEAL Honda	+7.314s
7	SHEDDEN Honda	+7.525s
8	NEWSHAM Toyota	+7.780s
9	WELCH Proton (S)	+9.626s
10	M JACKSON Ford	+12.553s
11	HOWARD FULLER (GB) Team Hard Volkswagen Passat CC	+17.858s
12	WILL BRATT (GB) Rob Austin Racing Audi A4 (S)	+20.537s
13	NICK FOSTER (GB) WSR BMW 125i M Sport	+21.038s
14	AIDEN MOFFAT (GB) Team Hard Volkswagen Passat CC	+24.925s
15	JACK GOFF (GB) Team Hard Vauxhall Insignia	+29.899s

Winner's average speed: 91.54mph. Fastest lap: Jordan, 59.056s, 100.00mph.  
Pole: Plato. Jack Sears Trophy: Wood. (S) = Soft tyre.

RACE 3: 23 LAPS, 37.73 MILES

1	SHEDDEN Honda (S)	23m07.578s
2	A SMITH Ford	+2.045s
3	NEAL Honda (S)	+3.710s
4	M JACKSON Ford (S)	+4.935s
5	JORDAN Honda	+5.647s
6	NEWSHAM Toyota (S)	+5.920s
7	PLATO MG (S)	+6.412s
8	MORGAN Toyota (S)	+6.737s
9	GOFF Vauxhall	+7.241s
10	WELCH Proton	+7.581s
11	FOSTER BMW (S)	+7.856s
12	COLLARD BMW	+8.009s
13	ONSLow-COLE Ford	+8.378s
14	TORDOFF MG (S)	+11.101s
15	FULLER Vauxhall (S)	+14.761s

Winner's average speed: 97.89mph. FL: Morgan, 58.876s, 100.30mph.  
Pole: Neal. Jack Sears Trophy: Wood. (S) = Soft tyre.

**CHAMPIONSHIP**

1	JORDAN	378	6	TORDOFF	250
2	NEAL	344	7	MORGAN	208
3	SHEDDEN	343	8	M JACKSON	188
4	TURKINGTON	330	9	A SMITH	173
5	PLATO	329	10	AUSTIN	154

**JACK SEARS TROPHY**

1	WOOD	16	3	KAYE	2
2	GRIFFIN	6	4	GIRLING/NYE/HILL	1

**POINTS SYSTEM EXPLAINED**

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers.  
Additional point for being fastest in qualifying, and for leading a lap.  
Jack Sears Trophy table based on number of class wins per driver.

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# Plato's double, but Jordan is the true winner

The BTCC's most successful driver scored win number 80 at Silverstone, but the title race looks settled. By **CHARLES BRADLEY**

Plato beats Jordan and Smith after gripping race two

ANDREW JORDAN LEFT SILVERSTONE WITH ONE HAND on the British Touring Car Championship title. Not even two wins by Jason Plato, and the unlikeliest of victories for reigning champion Gordon Shedden, can deny the fact that Jordan is sitting pretty with a 34-point lead over Matt Neal going into the Brands Hatch decider.

Jordan arrived at Silverstone with a healthy 30-point lead over Shedden and a number in his head. That number was the minimum lead he wanted to take into Brands, and that figure was 15. The fact that what he left with was more than double the figure he'd hoped for was a huge bonus.

"We've come out extending our lead, which was totally unexpected," he smiled. "We're in a good position; you can't lie about that."

The main reason why Jordan is in such good shape was his stunning drive to second in race two, which was a classic BTCC duel. He took the fight to Plato, who had dominated the weekend until that point, as hard as he dared.

Plato's pole position was by the scantest of margins (0.009s over Triple Eight MG team-mate Sam Tordoff) and had been converted into a 1.5s victory in race one. Halfway through race two he looked on his way to doubling up to keep his outside title hopes alive. Then along came Jordan.

After scoring a solid sixth in race one, Jordan's Eurotech Honda squad rolled the dice for race two and opted for the soft-compound tyre that most of his rivals were saving for race three. Early progress was steady: he picked up a spot when fourth-placed



ALL PICS:EBREV/LAT





Rob Collard went out with an engine sensor failure on his WSR BMW, and outbraked Neal's works Honda for fourth at Becketts on lap seven.

Jordan then clung to the coat tails of a great scrap for second between Colin Turkington's BMW and Tordoff's MG, and scrambled past Turkington when Tordoff forced an opening on lap 10. A lap later, Jordan used his Civic's superior grip through Copse to launch a run on Tordoff through Maggotts and into the Becketts braking zone, and second place was his. But Plato was 2s up the road at this point; too far, surely...

No he wasn't. Jordan carved a handful of tenths per lap from the lead, and with nine laps to go was right on Plato's tail. What unfolded was a terrific tin-top battle, with Jordan trying his Copse-run/Maggotts/Becketts-outbraking move on lap 20 of 25. It was almost perfect as he slipped past, but he found Plato at the top of his considerable game and in no mood to give up his 80th series victory.

"I could see he was struggling with the weight," said Jordan of Plato's 45kg success ballast, having jettisoned all of his own after race one. "But I just couldn't quite get it stopped into Becketts when I made my move."

As Jordan ran a matter of inches wide, wily old fox Plato took full advantage of this tiny error, and used his MG's superior speed on the Wellington Straight to just keep his nose level as they got to Brooklands, where Jordan again grabbed the lead. Then, at Luffield, minor contact was made – the first after running side-by-side for much of the lap! – which caused Jordan's right-rear tyre to rub

worryingly on the wheelarch for a few moments.

Plato kept his car wedged firmly inside Jordan's as they streamed through Woodcote, and retook the lead down the inside at Copse. After their titanic clash, both agreed rubbing is racing...

"He got a run on the outside after I'd got him at Becketts," added Jordan. "I saw there was some smoke after the rub and was told over the radio to calm it down. I didn't come out on top, but that was great, hard racing. He knew what he was doing, backing me up at Copse, I was really strong through there. If I had nothing to lose, I'd have tried harder."

Plato purred: "It was a brilliant race – Andy played a great gamble by going for the soft tyres. Our car is good at Luffield, so I knew if I could get inside him there we'd have the position back. It was key to not give in and just keep fighting. A great fight."

And it wasn't over – although they wouldn't swap positions again. Jordan tapped Plato a couple of times, repaying the earlier favour at Luffield on the following lap, and continued with his quick runs through Copse, which forced Plato to totally revise his driving style over the closing tours, as he continually slammed the door shut.

"As soon as he got close to me I realised where he was faster," said Plato. "I couldn't let him get the undercut on the exit [of Copse], so I had to change my strategy. I knew he wouldn't take the risk elsewhere, as it was a fairly risk-free move there."

Aron Smith, who crossed the line right behind Jordan at the finish and was also on the soft tyre, cooed: "I was just watching those two battling, to



Jordan managed to inch his Honda ahead of Plato...



...but the MG man got back in front and enjoyed the battle immensely

be fair!" He was just pleased to be there after a clutch change required his Motorbase squad to pull a late night shift on his Ford Focus.

The second victory of the day was as good as it got for Plato and MG. Despite saving the soft tyre for race three, he just didn't have quite the front-end grip to finish any higher than seventh.

"The car's balance just didn't transpose to the soft," he rued. "We improved in the quick stuff, Copse was much better as we expected, but then I felt the front start to go, and that was it. We're going to have to spend some money and go to the windtunnel ahead of next year."

It could have been even worse, as in race one the two MGs came perilously close to touching at the opening corner when Tordoff lost control of the rear end as he was inside Plato at Copse, causing Jason to take big evasive action over the run-off.

"It got a bit fruity," admitted team boss Ian Harrison, as his drivers' efforts to keep the quicksilver-starting BMW of Turkington at bay almost got the better of them. "The BMW is always good off the line, so we did our best to shut him out. It was close, but it worked out all right."

Harrison was expecting good things from the weekend, as he explained: "We were good here last year, and it's a case of maximising it. We've had two bad weekends, and barrel-rolling at Snett didn't help; it put us on the back foot."

"The more under pressure you get, the more pressure you heap on yourself, then you rush stuff, then you make small mistakes – and we're big enough to hold our hands up to making some."

Pre-event hopes on the other side of the garage wall, in the Team Dynamics Honda squad, were far lower. So to come away with a race win for Shedden, and two podiums for Neal – driving with a broken finger too – were unexpected highs.

Neal, who had qualified ninth, labelled the track "a bloodbath for us" and "I expect to go backwards" before race one – and then promptly did the opposite. He pulled a sequence of stunning outbraking moves on Frank Wrathall's Toyota and the BMWs of Collard and Turkington on his way to the podium. "There was a couple of inches down the inside, and I just shoved my ▶



Neal battled to podium, despite broken finger



◀ Civic in there," he grinned.

His only real scare came when his low-fuel alarm pinged on the final lap. "It coughed at Luffield, then popped and banged again as I approached the finish line," he said. He held the position over Turkington by just 0.008s.

Neal's team-mate Shedden qualified way down in 15th, bemoaning his Honda's deficit in turbo boost compared to its rivals, and suffered a miserable race one, in which he only climbed to 11th.

After that he invented some colourful swearwords to describe his mood, the printable stuff being: "I'm not moaning, but it is frustrating. It's plain for everyone to see. In qualifying we were 7mph slower [than the TOCA-engined cars, that have a 0.08-bar advantage over them] — we're not even in the same race. I passed Mat Jackson twice and he just cruised straight back past me.

"I want to race, but I'm just circulating. I think they should get rid of all the boost [differentiation] — the racing was great in the first three rounds. Before the adjustments came on stream, it was great. But now it's embarrassing. The only people I passed were people who'd fallen off the road, and I was giving it everything."

Some late-race moves lifted him to seventh in race two, but his mood was soured further when series chief Alan Gow picked number six for the reverse-grid draw, which meant he'd start seventh instead of from the front. From there, on the soft tyre, his Civic came alive, and he charged to a spectacular race three victory. "I'm not quite sure where that came from," he admitted. "The ups and downs of motorsport, eh? I could brake so much later on the soft tyre than I could before."

After a good start to pass Plato off the grid, Shedden took full advantage when team-mate Neal clashed with Tordoff on lap two, the MG spinning across Neal's bows after contact on the exit of Luffield (Neal was given penalty points and a reprimand for this). Shedden then outraked Smith for second with ease at Brooklands on lap six, and then benefited from a safety car to retrieve debris that eradicated Turkington's lead. "The safety car really screwed me," rued Turkington later.

At the restart, Shedden zapped past Turkington thanks to superior cornering speed through Copse, and raced away to a 2s victory. Smith followed suit into second, as Turkington fell back into the pack, struggling with his car's balance. Contact with Mat Jackson at Copse would end his race with broken right-rear suspension after a lairy spin — effectively ending his title hopes (see story, right).

With Plato unable to better seventh, he also ruled himself out of the title, and vowed of his Brands finale approach: "Those who are still in the points race better get out of my way there — I'll be taking no prisoners."

But at Silverstone it was Jordan who took that race two risk that reaped the big reward. He takes a big lead over Neal into the final round, with Shedden a point further back in what should be a three-way, all-Honda battle.

Neal then questioned his participation at Brands, as he's due for surgery on his broken finger this week, and Shedden admitted: "Andy's kinda got it sewn up unless he does anything daft. But then I didn't expect to win a race at the National Circuit here, so who knows what might happen in a couple of weeks at Brands?"



Shedden was surprised to win final race

## IN THE PADDOCK

### Charles Bradley



THE LAST TIME I COVERED A BTCC ROUND, Tom Kristensen scored a double victory for Honda, Alain Menu took a second title and the final race (with pitstops) was held in the dark.

A lot has changed since 2000, and while we may look back on the Super Touring era with fond memories, the BTCC of 2013 has a lot going for it. OK, there's one fewer manufacturers involved now, yet there were 11 different types of car on the grid on Sunday. And while manufacturer involvement might have brought us superstar drivers, it also drove up costs and eliminated the chance for privateers to shine on an equal footing.

Of course, you can't please all of the people all of the time: the turbo-boost issue continues to provoke debate. Looking from one side of the fence (Triple Eight's Ian Harrison: "It's one of the best things TOCA has ever done") to the other (WSR's Dick Bennetts pointed out an average deficiency of his BMWs on 0.02 bar to the similarly-boosted MGs of 3.5mph in one speed trap and 2.7mph in another), series chief Alan Gow's argument is quite clear: the boost settings are decided after analysing lap times, not speed-trap figures.

If anything, the straightline speed differentials actually enlivened the racing. For all the grumbling (some things never change!) we were treated to some fantastic sport.

## DRIVER BY DRIVER



**1 GORDON SHEDDEN**

Qualifying: 15 Race: 11/7/1

Mastered a bogey circuit after a slow start to maintain a championship shot. Bemoaned lack of turbo grunt.



**2 MATT NEAL**

Qualifying: 9 Race: 3/6/3

Drove superbly in a car hampered by low boost for two podiums. Only blot was cheeky R3 contact with Tordoff.



**8 ARON SMITH**

Qualifying: 13 Race: 8/3/2

Took R2 gamble on softs and his third place set him up for even better second in R3. Welcome back.



**66 LIAM GRIFFIN**

Qualifying: 25 Race: R/R/NS

Was his usual spectacular self, but machinery let him down in R2 and forced to sit out R3. A big shame.



**14 WILL BRATT**

Qualifying: 17 Race: 22/12/R

Caught up in R1 crash on opening lap and ended day in the gravel in R3 to round off dramatic weekend.



**39 WARREN SCOTT**

Qualifying: 26 Race: 16/R/16

Missed qualifying with a battery issue but showed increased pace. Crash in R2 was a blot, but he's improving.



**44 ANDY NEATE**

Qualifying: 11 Race: R/17/18

Shunted his repaired car in R1 and was in lower reaches of the NGTC cars thereafter. Failed to shine.



**33 ADAM MORGAN**

Qualifying: 7 Race: 7/R/8

Had great pace but stymied by gearbox fault in R2. Seventh and eighth (from the back in R3) were scant reward.



# Turkington, Plato out of title fight

IT MAY WELL BE GOOD PR TO SUGGEST THAT there are five drivers in the hunt for this season's British Touring Car Championship title at Brands Hatch in mid-October but, in truth, there aren't. There are three and they are all in Hondas: Andrew Jordan, Matt Neal and Gordon Shedden.

Triple Eight MG man Jason Plato had written off his title hopes two meetings ago. While then it might have seemed like a cheeky bit of reversed psychology, he is now out of the realistic running. He won twice at Silverstone but, given the damage-limitation job done by the Honda runners, is still 49 points adrift.

"For me, the championship is over, forget it," reiterated Plato. "We are not daft. Winning races is what is important for me now. I am going to Brands Hatch with one thing in my mind – there are people trying to win a championship

but I'm not one of them because I really can't, so I'm going to go there only to win."

But the biggest heartbreak came for Colin Turkington. He was running in fourth place – enough to have kept him well in the title hunt – when his BMW was taken out by Mat Jackson's Ford Focus at Copse late on in race three. Jackson, who apologised, was later fined and given three points on his race licence, but Turkington is now 48 points away from a second BTCC crown.

"It's frustrating when someone who is not in the championship battle ends mine," said the Northern Irishman. "It would have been easier to accept if it had been one of the other four guys that I'm fighting against for the title. Mat had nothing to gain. Whether he passed me or he didn't, it wasn't really going to affect his race or his season. It's hard to take."



Wood finds a Passat too close for comfort

## Wood has little class opposition

THE JACK SEARS TROPHY WAS SUPPOSED to be a season-long swansong for the long-in-the-tooth S2000-spec machines, but they almost caused their own demise at Silverstone.

With the silverware already destined for Lea Wood, only two runners turned up for the penultimate meeting. Alongside the Vauxhall Vectra man, Liam Griffin entered his Motorbase Performance Ford Focus.

Wood had little resistance. Griffin retired twice and didn't even start the final encounter, so Wood took yet another clean sweep and with it his 16th cup of the year.

His only drama came when the field reached Becketts on the opening lap of race two, as cars scattered in a multi-car shunt. Wood's Vectra took a mighty whack in the rear quarter from an NGTC VW Passat, but he survived. "I was pretty nervous after that," said Wood. "I thought the suspension could break at any moment. I was happy to see the flag at the end."



Furious Turkington was knocked out of battle for the title



**99 JASON PLATO**  
Qualifying: 1 Race: 1/1/7  
Near perfect in R1 and R2, even with 45kg. R3 was ruined as he couldn't find front grip. The weekend's star.



**88 SAM TORDOFF**  
Qualifying: 2 Race: 2/4/14  
On the tail of team-mate throughout, but struggled against soft-shod cars in R2. Shunted out of R3 by Neal.



**77 ANDREW JORDAN**  
Qualifying: 10 Race: 6/2/5  
Struggle with pace due to weight and boost. Drove a stormer in R2 for second to set up title march.



**55 JEFF SMITH**  
Qualifying: 18 Race: 18/NS/NS  
Felt unwell on Sunday but bravely drove to 18th in R1 before deciding to sit out the remainder of the meeting.



**8 TOM ONSLOW-COLE**  
Qualifying: 21 Race: 15/R/13  
Lost any meaningful practice running with turbo-boost woe and was guessing at set-ups thereafter.



**7 MAT JACKSON**  
Qualifying: 12 Race: 9/10/4  
Loss of boost in R2 put him down the grid for R3, when he was censured for his role in Copse shunt with Turkington.



**29 COLIN TURKINGTON**  
Qualifying: 4 Race: 4/5/R  
Stunning qualify lap for P4. Fourth in R1 and fifth in R2, but being shunted out of R3 was a real heartbreaker.



**5 ROB COLLARD**  
Qualifying: 8 Race: 5/R/12  
Needs to catch a break. Good pace in R1 but ruled out of R2 with crank-sensor issue. Fought back well in R3.



**18 NICK FOSTER**  
Qualifying: 22 Race: R/13/11  
Innocent victim in R1 shunt that ruined weekend. Worked on set-up and threatened the top 10 in R3.



**17 DAVE NEWSHAM**  
Qualifying: 3 Race: 10/8/6  
Fresh set-up and new optimism. Lined up third, but wild moment in R1 spoilt things. Sixth in R3 was more like it.



**48 DILLIE JACKSON**  
Qualifying: 20 Race: 19/R/R  
Struggled in the midfield in R1. Accident damage and a wonky gearbox ruled him out later on.



**13 ROB AUSTIN**  
Qualifying: 19 Race: 12/R/17  
Gambled on set-up after understeer in qualify. Couldn't nail set-up and was bashed out of R2. Struggled in R3.



**16 AIDEN MOFFAT**  
Qualifying: 23 Race: 21/14/19  
On first weekend in the Passat, the teenager continued to learn well. Raced cleanly to three finishes.



**31 JACK GOFF**  
Qualifying: 6 Race: R/15/9  
Rapid youngster was caught out in early R1 drama, but hung onto the back of the lead pack well thereafter.



**22 HOWARD FULLER**  
Qualifying: 16 Race: 17/11/15  
Impressive again on third BTCC weekend. Roughed up a bit but brought car home in all three races.



**10 DANIEL WELCH**  
Qualifying: 14 Race: 13/9/10  
Strong weekend for Welch who was leading the midfielders. Two top-10 finishes showed signs of real progress.



**43 LEA WOOD**  
Qualifying: 24 Race: 20/16/20  
Took three Jack Sears Trophy wins despite a scare with hefty contact in R2. Needs more rivals though.



**11 FRANK WRATHALL**  
Qualifying: 5 Race: 14/R/NS  
Showed well at the start of R1, but was caught up in R2 melee and damage ruled him out of R3.



**P40**  
ALL THE ACTION FROM THE BTCC SUPPORTS



GINETTA GT SUPERCUP SILVERSTONE (GB), SEPTEMBER 28-29

# Ingram's latest double seals the title

TOM INGRAM SECURED THE GINETTA GT SUPERCUP title in typically dominant fashion at Silverstone, claiming his fifth victory in a row and equalling Tom Sharp's record season win tally in the process.

A second double in succession – his 22nd consecutive podium – made it 11 wins from 24 races this season, leaving his lead unassailable.

"To do the job we've done I think is staggering," a tearful Ingram said after his race-one victory clinched the crown. "More than anything else it's a relief. It's just an absolute weight off."

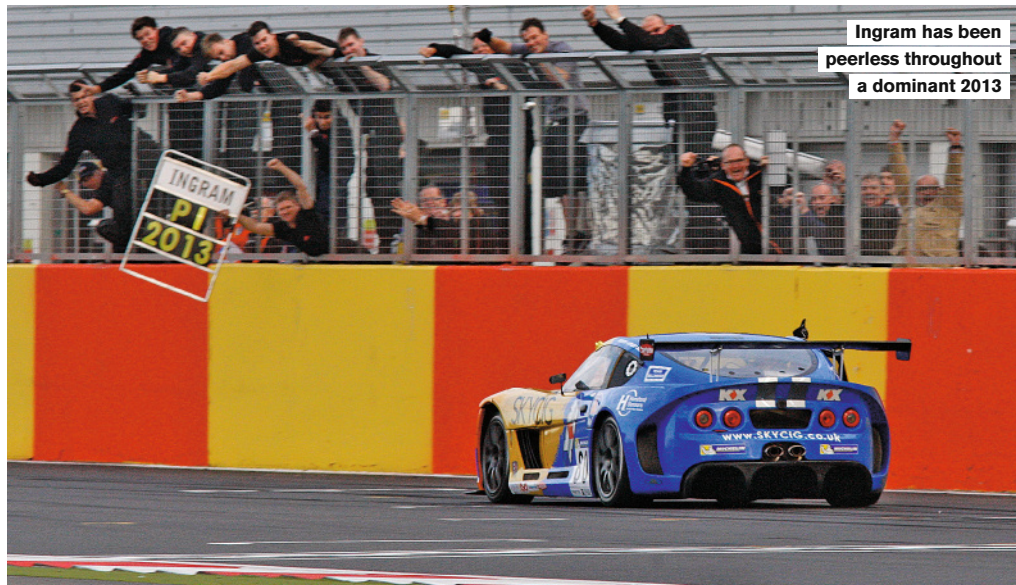
He raced home unchallenged in both encounters, with JHR Developments team-mate Pepe Massot – battling the flu – twice a creditable second.

Massot made good starts to both races, but Ingram held onto the lead on the run to Copse to take control of the opener, which set the tone for the remainder. Rob Boston provided much of the race's excitement, fighting back from a tardy getaway to third at the flag, getting the better of Matt Nicoll-Jones, who also fell behind Orton and Carl Breeze to finish sixth, at two-thirds distance.

The second race followed a similar pattern to the first. Massot challenged Ingram off the line but ceded to the poleman at Copse. A series of fastest laps helped Ingram to a clear lead. He took the flag four seconds clear of his Spanish team-mate.

Breeze passed Orton at the start for fourth and sold Boston a beautiful dummy into Copse to salvage a podium finish from another difficult weekend for the Total Control Racing team. He congratulated Ingram, but the outgoing champion's frustration has been clear to see this season.

"Congratulations to Tom, and JHR – they've done a fantastic job with the car," he said. "It's been



Ingram has been peerless throughout a dominant 2013

EBREV/LAT

fairly easy for him. It's just damage limitation at each round for me, I'm wringing the neck of the car. I'm sure Tom hasn't got blisters on his hands..."

Boston slipped behind Nicoll-Jones for fifth ahead of Sean Huyton, who inherited sixth after Carl Boardley was hit with a five-second penalty for exceeding track limits. Massot's lonely second completed another JHR one-two, following up a podium lockout for the Steven Hunter-run team, which has been the dominant force in 2013.

"It doesn't only mean the world to me, it's them as well," said Ingram. "I don't go racing with my

mechanics I go racing with my best friends. As years go, I think we've had quite a good one."

● Scott Mitchell

**RESULTS (Both 24 laps)** 1 Tom Ingram; 2 Pepe Massot +2.516s;

3 Rob Boston; 4 Jamie Orton; 5 Carl Breeze; 6 Matt Nicoll-Jones.

**Fastest lap** Ingram 58.768s (100.49mph). **Class winners** Louise Richardson; Steffen Feet. **Race 2** 1 Ingram; 2 Massot +4.172s; 3 Breeze; 4 Nicoll-Jones; 5 Boston; 6 Huyton. **CW** Richardson; Feet.

**FL** Ingram 58.992s (100.10mph). **Points** 1 Ingram, 763; 2 Breeze, 564; 3 Nicoll-Jones, 473; 4 Mark Davies, 438; 5 Massot, 427; 6 Boston, 420.

40



Donegan jumped from third in this train to the front

EBREV/LAT

GINETTA JUNIOR SILVERSTONE (GB), SEPTEMBER 28-29

## Donegan edges fraught Junior races

KEITH DONEGAN EDGED NEW CHAMPION HARRY Woodhead in both races at Silverstone to claim a hard-fought Ginetta Junior double.

The Dubliner's third and fourth triumphs of the season mean he has won half of the races since the summer break, and he did well to keep it together for the duration of two highly eventful encounters.

Poleman Ollie Chadwick led a train of seven cars in race one, but Donegan was soon second having started third, and next time round took the lead.

Jack Mitchell and Woodhead also passed Chadwick before mid-distance, Mitchell holding second until the final lap when Woodhead outdragged him on the run to Becketts. Chadwick and Palmer then came to blows at the final corner, elevating Tom Jackson to fourth.

James Kellett burst into the lead of the second race from fourth on the grid, but it was short-lived as Donegan soon hit the front, leading every lap

bar the first en route to his second win.

The order settled at mid-distance, with Donegan leading Woodhead, Kellett, Chadwick, Palmer, Jackson and Mitchell, who had slipped back from pole. The lead trio ran unchanged to the flag, with barely any daylight between the first two.

Chadwick and Palmer made contact once more, and again it was Palmer who was spun down the order. Chadwick continued to fourth, ahead of Ben Pearson and Mitchell.

● Scott Mitchell

**RESULTS (Both 11 laps)** 1 Keith Donegan; 2 Harry Woodhead +0.758s; 3 Jack Mitchell; 4 Tom Jackson; 5 Ollie Chadwick; 6 James Kellett. **FL** Will Palmer 1m12.080s (81.93mph).

**Race 2** 1 Donegan; 2 Woodhead +0.252s; 3 Kellett; 4 Chadwick; 5 Ben Pearson; 6 Mitchell. **FL** Chadwick 1m12.463s (81.49mph).

**Points** 1 Woodhead, 609; 2 Donegan, 449; 3 Palmer, 404; 4 Jackson, 346; 5 Kellett, 342; 6 Chadwick, 322.

FORMULA RENAULT BARC SILVERSTONE (GB), SEPTEMBER 28-29

## Taranov returns in style at Silverstone

IVAN TARANOV CLAIMED HIS FIRST FORMULA Renault BARC wins with a dominant return to the championship after a two-round absence.

The Russian delivered a faultless performance to win from pole in race one, but he was made to work hard for it. Having repassed the fast-starting Sam MacLeod on lap five, he then had to fend off a charging Jake Cook. Weiron Tan finished third.

Below-par driving standards were frighteningly common in both races. In the first, MacLeod was the casualty of an overzealous move from Fortec Motorsports team-mate Shaun Thong, while newly-crowned champion Chris Middlehurst was run off the road into retirement by Hongwei Cao.

Taranov doubled his money in the second race, having been handed the lead by first-lap contact between Middlehurst and Tan, which delayed Tan and forced Middlehurst to retire again.

MacLeod chased Taranov home but fell half a second short. They were well clear of third-placed Cao. Cook was another victim of poor driving, retiring after lap-five contact with Hongli Yee.

● Scott Mitchell

**RESULTS – Race 1 (18 laps)** 1 Ivan Taranov; Jake Cook +1.109s; 3 Weiron Tan; 4 Hongwei Cao; 5 Jorge Cevallos; 6 Pietro Fittipaldi.

**FL** Cook 57.031s (103.55mph). **Race 2 (21 laps)** 1 Taranov; 2 Sam MacLeod +0.554s; 3 Cao; 4 Cevallos; 5 Wei Fung Thong; 6 Fittipaldi. **FL** Thong 57.370s (102.94mph). **Points** 1 Middlehurst, 408; 2 Tan, 331; 3 Cevallos, 307; 4 Cao, 296; 5 Cook, 292; 6 MacLeod, 169.





Scholarship class  
champion Scott won  
the third race

BRITISH FORMULA FORD SILVERSTONE (GB), SEPTEMBER 28-29

## Fords thrill as trio break victory ducks

THE FIRST BRITISH FORMULA FORD ROUND OF THE season without the all-conquering Dan Cammish was always going to produce a new winner, but three different victors was perhaps unexpected.

JTR looked set to continue its domination as the champion's replacement, Max Marshall, took pole for all three races, but it was a different JTR car – Sam Brabham's – that led into Copse for the first time as Marshall fluffed the start.

Brabham eked out a second's advantage but Juan Rosso gradually reeled him in, bringing Jayde Kruger, Harrison Scott and Marshall with him.

A five-car train for the lead threatened trouble, and after Rosso was rebuffed at Luffield he outbraked himself at Copse, hitting and spinning Brabham. Kruger and Marshall were also delayed, while Scott spun in avoidance.

Rosso continued at the front but into second came Camren Kaminsky, who had been sixth at the start of the lap, and he sensed his chance. As they crossed the line to start the 19th of 22 laps, he dived past at Copse. Kruger beat Marshall to third while Brabham recovered to sixth.

"It's been a tough year," said Kaminsky, "but to be the first winner after Dan is mega."

Brabham again got the jump on Marshall in race two. Marshall then ran wide at Becketts and dropped back. Kruger nursed his tyres early on, falling to fourth, but at two-third's distance was challenging for the lead, nipping inside at Luffield. Mirroring Kaminsky in race one, the South African got alongside through Woodcote and took the lead at Copse. "I think the ball's rolling now so hopefully there are more to come, he said."

Rosso demoted Brabham further having earlier passed Scott, who missed out on a podium by just 0.076s after running side-by-side with Brabham through Luffield, Woodcote and over the line.

That duo was at it again in race three, though this time it was for the win. Brabham jumped Marshall for a third time at the start, with Kaminsky and Scott in close attendance before reliability issues struck Marshall yet again.

Scott moved into second on the fifth lap, and needed the first half of the race to get on equal terms with Brabham, but they were nose-to-tail

approaching the final third.

When Brabham ran wide entering Luffield for the 17th time, that was all the invitation Scott needed. Once more they ran wheel-to-wheel, touching slightly as they powered through Woodcote, but Scott made it stick at Copse to take his first win in his maiden year of car racing, as Brabham fought off Kruger for third.

"I can't get too complacent," said Scott. "We've still got things to do. I'm confident, but we need to take these moments and build on them."

● Scott Mitchell

**RESULTS (all 22 laps)** 1 Camren Kaminsky (Mygale M12-SJ); 2 Juan Rosso (M12-SJ) +1.790s; 3 Jayde Kruger (M12-SJ); 4 Max Marshall (M12-SJ); 5 Chang Wing Chung (M13-SJ); 6 Sam Brabham (M13-SJ). **FL** Rosso 56.073s (105.32mph). **Race 2** 1 Kruger; 2 Rosso +0.928s; 3 Brabham; 4 Harrison Scott (M13-SJ); 5 Kaminsky; 6 Chang. **FL** Andy Richardson (M12-SJ) 55.891s (105.66mph). **Race 3** 1 Scott; 2 Brabham +1.547s; 3 Kruger; 4 Rosso; 5 Kaminsky; 6 Chang. **FL** Marshall 55.884s (105.67mph). **Points** 1 Dan Cammish, 739; 2 Scott, 563; 3 Rosso, 499; 4 Nico Maranzana, 448; 5 Brabham, 437; 6 James Abbott, 406.

PORSCHE CARRERA CUP GB SILVERSTONE (GB), SEPTEMBER 28-29

## Stoneman wins, Meadows' lead grows

MICHAEL MEADOWS STRENGTHENED HIS PORSCHE Carrera Cup GB points lead heading into the final round of the season, but shared the Silverstone victory spoils with the returning Dean Stoneman.

A brave move around the outside at Brooklands earned Meadows the lead from the fast-starting Daniel Lloyd and he gradually eased to a 3.4s win.

"I don't intend to start settling for second or third," said Meadows. "I want to win every time."

Stoneman put up a stern defence for third – "It's not very good going round on square tyres," he quipped having flatspotted his front-left – but Rory Butcher finally nailed him at Luffield with just a few laps to go. Having rapidly caught Lloyd, Butcher tried to replicate his earlier move and lofted it up the inside at Luffield on the final lap.

Lloyd planted the throttle and drove around the

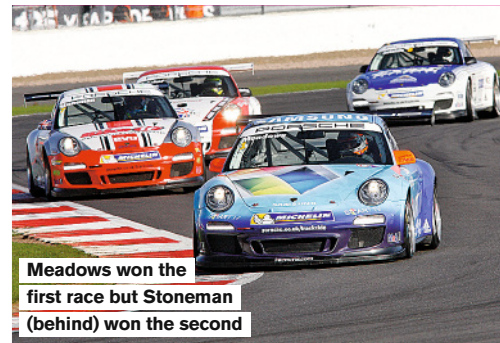
outside through Woodcote, holding on by 0.02s.

Race two was more sedate. Stoneman got the jump on Meadows to lead into Copse and was decisive in late-race traffic, forcing Meadows to do what he'd hoped not to – settle for second.

Jonas Gelzinis completed the podium after a low-key fifth in the opener, and is now 17 points behind Meadows. "The title's still achievable," he said. "A small mistake can make big changes."

In the GT3 Cup Challenge, which joined the grid and boosted the numbers to 17, champion Justin Sherwood won the first race at a canter but was T-boned by Peter Kyle-Henney at the start of the second, allowing Steven Liquorish to lead. But *Emmerdale* star Kelvin Fletcher came through to victory when Liquorish hit trouble.

● Scott Mitchell

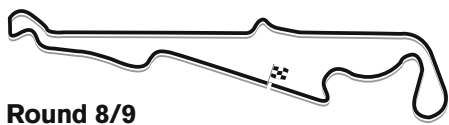


Meadows won the  
first race but Stoneman  
(behind) won the second

**RESULTS (both 28 laps)** 1 Michael Meadows; 2 Daniel Lloyd +3.439s; 3 Rory Butcher; 4 Dean Stoneman; 5 Jonas Gelzinis; 6 Dan de Zille. **CW** Justin Sherwood. **FL** Meadows 57.116s (103.39mph). **Race 2** 1 Stoneman; 2 Meadows +1.478s; 3 Gelzinis; 4 Butcher; 5 Lloyd; 6 James Birch. **CW** Kelvin Fletcher. **FL** Stoneman 57.055s (103.50mph). **Points** 1 Meadows, 297; 2 Gelzinis, 280; 3 Butcher, 230; 4 Lloyd, 214; 5 Stoneman, 211; 6 Victor Jimenez, 182.



## FR3.5 Paul Ricard (F) September 28-29



Round 8/9

### RESULTS

RACE 1: 25 LAPS, 90.751 MILES

1	ANTONIO FELIX DA COSTA (P)*	47m12.900s
Arden Caterham; Grid: 3rd-1m47.121s		
2	STOFFEL VANDOORNE (B)	+1.932s
Fortec Motorsports; Grid: 2nd-1m47.097s		
3	ANDRE NEGRAO (BR)	+4.570s
International Draco Racing; Grid: 7th-1m47.476s		
4	MARCO SORENSEN (DK)	+5.953s
Lotus (Gravity-Charouz); Grid: 6th-1m47.425s		
5	WILL STEVENS (GB)	+7.771s
P1 by Strakka Racing; Grid: 10th-1m47.690s		
6	ARTHUR PIC (F)	+24.180s
AV Formula; Grid: 12th-1m47.863s		
7	NIKOLAY MARTSENKO (RUS)	+25.319s
Pons Racing; Grid: 17th-1m48.055s		
8	WILL BULLER (GB)	+28.788s
Zeta Corse; Grid: 5th-1m47.255s		
9	DANIIL MOVE (RUS)	+29.378s
Comtec Racing; Grid: 14th-1m47.920s		
10	NICO MULLER (CH)	+29.804s
International Draco Racing; Grid: 4th-1m47.173s		

Winner's average speed: 115.326mph.

Fastest lap: Kevin Magnussen, 1m52.177s, 116.507mph.

\* Race winner Magnussen excluded after post-race scrutineering

RACE 2: 25 LAPS, 90.751 MILES

1	KEVIN MAGNUSSEN (DK)	47m24.323s
DAMS; Grid: 1st-1m48.042s		
2	MULLER	+5.550s
Grid: 3rd-1m48.423s		
3	DA COSTA	+9.964s
Grid: 4th-1m48.501s		
4	NIGEL MELKER (NL)	+14.129s
Tech 1 Racing; Grid: 5th-1m48.524s		
5	SOERENSEN	+14.544s
Grid: 2nd-1m48.351s		
6	MIKHAIL ALESHIN (RUS)	+17.813s
Tech 1 Racing; Grid: 12th-1m48.968s		
7	PIC	+23.004s
Grid: 9th-1m48.834s		
8	BULLER	+23.827s
Grid: 8th-1m48.767s		
9	NORMAN NATO (F)	+24.122s
DAMS; Grid: 6th-1m48.620s		
10	MARLON STOCKINGER (RP)	+29.962s
Lotus (Gravity-Charouz); Grid: 10th-1m48.956s		

Winner's average speed: 114.891mph. Fastest lap: da Costa, 1m51.208s, 117.501mph.

### CHAMPIONSHIP

1	MAGNUSSEN	224	6	STEVENS	115
2	VANDOORNE	181	7	SOERENSEN	107
3	DA COSTA	160	8	PIC	74
4	MELKER	132	9	SIROTKIN	61
5	MULLER	131	10	NEGRAO	51

### TEAMS

1	DAMS	247	4	ARDEN CATERHAM	172
2	FORTEC	206	5	TECH 1	165
3	DRACO	182	6	LOTUS	128

### POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

No-one could catch DAMS car



VANDER LAAN/LAT

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Magnussen bounced back from exclusion to win again on Sunday

ROZENDAA/LAT

# Magnussen cancels out DAMS busters

## KEVIN MAGNUSSEN MAY NEVER LET HIS GUARD

down again. After taking himself to the brink of this year's Formula Renault 3.5 crown with victory in race one at Paul Ricard, it was the first time all season that he dared to show some emotion. He knew the title race was effectively over, and so did his chief rival and fellow McLaren junior Stoffel Vandoorne. Magnussen let his smile spread after the podium ceremony, rather than trying to control it. He spoke with a sense of relief in his voice, knowing that he was likely just 24 hours away from being confirmed as champion.

Then, five and a half hours later, he was disqualified. His car's DRS flap had failed post-race scrutineering, and a 46-point lead was cut to 18.

"I was terrified," he admitted at the end of the weekend. "You work so hard to build a gap, and suddenly you don't have it anymore."

As DAMS (and most of the paddock) argued over the specifics of the flap in question, Magnussen got his team together in the garage and galvanised them. There was still another race to go this weekend, and now they all had a point to prove.

The response? Pole position by the same margin as the day before, and a comfortable victory in the race. Magnussen released his emotions as he crossed the line ("It wouldn't be appropriate to write what I was thinking") and again when he got out of the car. But unlike the day before, this was raw passion. Magnussen and DAMS had effectively stuck two fingers up to their doubters, and that championship looked a formality for the second time in as many days.

"I was determined to do well and we nailed it," said the winner. "What happened this weekend was very strange, and I'm happy that we made up for it. But I've learned in the last day that you never know what can happen. The championship is not over until the season is over... apparently."

So what did happen? This was only the second time all season that one of the parts checked on the leading cars post-race was the DRS flap (the other being race two at Aragon). The stewards discovered that the one on Magnussen's car was not curved enough on one side, and when they cut it in half to investigate they discovered a layer of resin under

the fluorescent paint (most teams use stickers, but painting is allowed too). This resin – which DAMS claimed was there to help the paint stick – increased the torsion of the DRS flap, potentially aiding its performance under high load, when the part can flex and become less effective. The estimated gain at top speed was 1-2km/h.

DAMS held its hands up to the fact that it had used the layer of resin, but it claimed that it had tried on several occasions to seek clarification from Renault Sport on the subject. Renault preferred to reiterate what the rules said: simply put, you could paint the DRS flap but not change the shape of it. The DAMS method – which the team claims it has always used – did alter the curvature, so Magnussen was out, and his team was furious.

That handed race one victory to Antonio Felix da Costa, not that he felt like much of a winner after Magnussen had driven away from him on Saturday.

"I knew whatever they did was not giving him three tenths of a second per lap," said the Red Bull junior. "Everything he did would have been the same without it. Kevin has been absolutely magical this weekend, and I'm happy for him that he was able to prove his point in race two."

Da Costa made another podium appearance on Sunday, although this time it was the third step after he was jumped during the pitstops by the in-form Nico Muller/Draco partnership. Once a slow pitstop for Marco Sorensen had freed his pursuers, neither could get on terms with Magnussen. But there was no shame in that last weekend.



Muller beat da Costa for second in race two

VARGOLU/DPPI



## IN THE PADDOCK

## Glenn Freeman



IF A BURGLAR KEPT KNOCKING ON YOUR door asking when you're next going to leave the house, you'd probably get a little bit suspicious.

DAMS has not tried to dispute the fact that its DRS flap fit Renault's reasons for excluding Kevin Magnussen from race one. But the team's main source of frustration was that it has wanted this situation clarified since before the 2013 season even started.

DAMS badgered Renault Sport chiefs over email – a trail of which was presented as evidence to the stewards last weekend and has been seen by AUTOSPORT – asking very specific questions about what was allowed. The team even made the suggestion that painting the DRS flaps should be banned to prevent the use of hardeners – in other words, the very thing Magnussen was excluded for! It also asked to have its solution checked by series technical bosses earlier in the year, and suggested that all cars had their DRS checked early in the season. The car checks were not carried out because dismantling the rear wing is a time-consuming job, so checking 26 cars at once would be impractical.

None of this means that the DAMS DRS was legal, and that – coupled with Magnussen's race two win putting him back on the verge of the title – explains why it has withdrawn its appeal. But it's in racing teams' DNA to look for every little advantage, and it was possibly a little naive to assume there wasn't something suspicious about DAMS's obsession with "clarity" early in the year.



VAN DER LAAN / LAT

## BIG NUMBER

2mm

The discrepancy in the curve on the DRS flap on Kevin Magnussen's car last weekend, leading to his exclusion from race one.

## FORMULA RENAULT EURO CUP RD 6/7

## Wins for France as Rowland recovers

## FRENCH DRIVERS WON BOTH FORMULA

Renault Eurocup races on home soil last weekend, while Oliver Rowland starred in race two to save his title hopes.

Pierre Gasly took the points lead from the Briton on Saturday with a routine win in his Tech 1 Racing car in race one, while Rowland hassled a difficult car from 10th to sixth.

Things got worse on Sunday when he could only qualify on the 10th row of the grid, but a thunderstorm a few hours before the race threw him a lifeline as it left the Eurocup field with a drying track to contend with.

At the front, wet-shod runners Ignazio D'Agosto and Aurelien Panis cleared off in the early laps, while in the pack Rowland picked his way through. His initial target was to get into the top 10 and score points, but that was revised when he could see title rival Gasly in the distance.

Up front, Jake Dennis led the slicks revival as the lead pair faded, but he was outfoxed by Esteban Ocon. The Frenchman adapted his racing lines to the drying track quicker than Dennis, which proved the deciding factor in favour of the ART Junior driver.

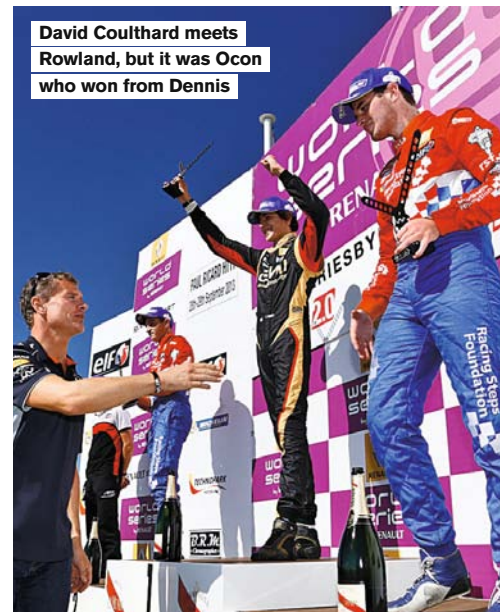
As for Rowland, once he had dealt with Gasly he set off after Panis, beating him to third place by one thousandth of a second in a drag race to the line. The timing screens initially gave the place to Panis, but Rowland was called from parc ferme and told to make his way to the podium.

"Someone was smiling on us today because we just weren't good enough this weekend," said Rowland. "We've had a good car all year but I was getting the most out of it in the dry here and we were nowhere. Race two was about damage limitation but I never expected to get a result like this – I was just hoping to get into the points."

## RESULTS

**Race 1** 1 Pierre Gasly, 13 laps in 28m42.350s; 2 Luca Ghiotto, +0.823s; 3 Nyck de Vries; 4 Jake Dennis; 5 Ignazio D'Agosto; 6 Oliver Rowland. **Race 2** 1 Esteban Ocon, 12 laps in 28m38.398s; 2 Dennis, +0.430s; 3 Rowland; 4 Aurelien Panis; 5 Gasly; 6 Ed Jones. **Points** 1 Gasly, 172; 2 Rowland, 161; 3 Ocon, 128; 4 Dennis, 118; 5 Oscar Tunjo, 91; 6 de Vries, 70.

## David Coulthard meets Rowland, but it was Ocon who won from Dennis



## Vandoorne concedes title

STOFFEL VANDOORNE CONCEDED THE 2013 Formula Renault 3.5 championship twice last weekend.

The Belgian accepted that the title was heading to Kevin Magnussen after the Dane's race one victory took his points lead to 46, but Vandoorne was thrown a lifeline by Magnussen's exclusion from the race. The gap was down to 18, but fuel-pressure problems forced Vandoorne out of race two – where he'd only been scrapping for minor points – and he admitted that the revival of his title dream had been short-lived.

"The situation changed, and 18 points was a little gap," said Vandoorne. "But now, is it over? I think so. Mathematically it can still happen, but the championship belongs to Kevin."

He added that he had not taken much satisfaction from off-track proceedings aiding his cause.

"As a racing driver you don't want to win like that," he said. "I don't really like those situations, but the rules have to be respected. I don't think Kevin is the kind of guy who thinks about cheating; he just wants to get in the car and win races and that's what I want as well."



VARGO/WIPPI



VAN DER LAAN / LAT

## WHITE CAR MIX-UP COSTS LAINE

Matias Laine lost a potential points finish in race one when he was incorrectly given a drive-through penalty for not respecting track limits. The infringement was in fact committed by Oliver Webb, who was given a four-place grid penalty for race two as his punishment.

## NO ELMS TIE-UP FOR 2014

The European Le Mans Series will not feature on the World Series by Renault package in 2014 after it revealed a calendar of standalone events last weekend (see p10-11). A desire from the ELMS to have more track time and increase the size of its field were cited as the primary reasons for not continuing the partnership.

## MEGANE RACE CANCELLED

Mirko Bortolotti was denied a chance to seal the Eurocup Megane Trophy when a heavy thunderstorm on Sunday forced race two to be cancelled. Series officials will run a third race at the Barcelona finale instead. Mike Verschuur beat Bortolotti by 0.6s in race one.

## DA COSTA, VANDOORNE WARNED

Antonio Felix da Costa and Stoffel Vandoorne received written warnings in race one for being too fast under yellow flags early in the race. Both were angry that they had been protested by DAMS post-race.



**DTM**  
Zandvoort (NL)  
September 29



Round 9/10

**RESULTS**

44 LAPS, 117.76 MILES

<b>1</b>	<b>AUGUSTO FARFUS (BR)</b>	<b>1h13m26.294s</b>
	RBM BMW M3; Grid: 2nd-1m30.979s	
<b>2</b>	<b>MIKE ROCKENFELLER (D)</b>	<b>+1.603s</b>
	Phoenix Racing Audi RS5; Grid: 3rd-1m31.325s	
<b>3</b>	<b>TIMO SCHEIDER (D)</b>	<b>+2.149s</b>
	Abt Sportsline Audi RS5; Grid: 4th-1m32.524s	
<b>4</b>	<b>MATTIAS EKSTROM (S)</b>	<b>+3.383s</b>
	Abt Sportsline Audi RS5; Grid: 11th-1m31.382s	
<b>5</b>	<b>MARCO WITTMANN (D)</b>	<b>+3.652s</b>
	MTEK BMW M3; Grid: 1st-1m30.894s	
<b>6</b>	<b>ADRIEN TAMBAY (F)</b>	<b>+3.834s</b>
	Abt Sportsline Audi RS5; Grid: 9th-1m31.621s	
<b>7</b>	<b>JOEY HAND (USA)</b>	<b>+4.444s</b>
	RBM BMW M3; Grid: 5th-1m31.439s	
<b>8</b>	<b>FILIPE ALBUQUERQUE (P)</b>	<b>+5.060s</b>
	Team Rosberg Audi RS5; Grid: 8th-1m31.443s	
<b>9</b>	<b>GARY PAFETT (GB)</b>	<b>+6.795s</b>
	HWA Mercedes C-coupe; Grid: 12th-1m31.414s	
<b>10</b>	<b>MIGUEL MOLINA (E)</b>	<b>+7.023s</b>
	Phoenix Racing Audi RS5; Grid: 10th-1m31.106s	
<b>11</b>	<b>MARTIN TOMCZYK (D)</b>	<b>+7.397s</b>
	RMG BMW M3; Grid: 19th-1m32.088s	
<b>12</b>	<b>PASCAL WEHRLEIN (D)</b>	<b>+7.415s</b>
	RSC Mücke Mercedes C-coupe; Grid: 14th-1m31.445s	
<b>13</b>	<b>JAMIE GREEN (GB)</b>	<b>+8.068s</b>
	Abt Sportsline Audi RS5; Grid: 17th-1m32.067s	
<b>14</b>	<b>EDOARDO MORTARA (I)</b>	<b>+9.992s</b>
	Team Rosberg Audi RS5; Grid: 7th-1m31.460s	
<b>15</b>	<b>CHRISTIAN VIETORIS (D)</b>	<b>+10.596s</b>
	HWA Mercedes C-coupe; Grid: 16th-1m32.055s	
<b>16</b>	<b>ROBERT WICKENS (CDN)</b>	<b>+11.117s</b>
	HWA Mercedes C-coupe; Grid: 21st-1m32.241s	
<b>17</b>	<b>DANIEL JUNCADELLA (E)</b>	<b>+11.558s</b>
	RSC Mücke Mercedes C-coupe; Grid: 20th-1m32.145s	
<b>18</b>	<b>TIMO GLOCK (D)</b>	<b>+12.043s</b>
	MTEK BMW M3; Grid: 8th-1m31.614s	
<b>19</b>	<b>ANDY PRIAULX (GB)</b>	<b>+12.890s</b>
	RMG BMW M3; Grid: 15th-1m31.539s	
<b>20</b>	<b>BRUNO SPENGLER (CDN)</b>	<b>+21.301s</b>
	Schnitzer Motorsport BMW M3; Grid: 18th-1m31.546s*	
<b>21</b>	<b>DIRK WERNER (D)</b>	37 laps-accident
	Schnitzer Motorsport BMW M3; Grid: 13th-1m31.442	
<b>R</b>	<b>ROBERTO MERHI (E)</b>	1 lap-tyre damage
	HWA Mercedes C-coupe; Grid: 22nd-1m32.357s	

Winner's average speed: 96.21mph. Fastest lap: Wittmann, 1m32.296s, 104.39mph.  
\* - two-place grid penalty

**CHAMPIONSHIP**

<b>1</b>	<b>ROCKENFELLER</b>	<b>142</b>	<b>6</b>	<b>PAFETT</b>	<b>67</b>
<b>2</b>	<b>FARFUS</b>	<b>116</b>	<b>7</b>	<b>EKSTROM</b>	<b>56</b>
<b>3</b>	<b>VIETORIS</b>	<b>71</b>	<b>8</b>	<b>WITTMANN</b>	<b>49</b>
<b>4</b>	<b>WICKENS</b>	<b>70</b>	<b>9</b>	<b>SCHEIDER</b>	<b>37</b>
<b>5</b>	<b>SPENGLER</b>	<b>67</b>	<b>10</b>	<b>GREEN</b>	<b>35</b>

**MANUFACTURERS**

<b>1</b>	<b>AUDI</b>	<b>325</b>	<b>3</b>	<b>MERCEDES</b>	<b>239</b>
<b>2</b>	<b>BMW</b>	<b>317</b>			

**POINTS SYSTEM EXPLAINED**

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.



Tambay scored points again

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# Rocky's punch knocks out his rivals' defences



Rockenfeller celebrates his title with team

SEEING A RACE WINNER LOOK ANYTHING LESS THAN jubilant is a strange occurrence, especially in a series as hard-fought as the DTM. But you could forgive Zandvoort victor Augusto Farfus's mood as he stood on the top step of the podium last Sunday afternoon. After all, the man stood next to him, Mike Rockenfeller, had done exactly what was needed to clinch the championship for the first time and cap off a truly remarkable season. He had the race speed, consistency, and that precious factor for which we simply not account: luck. "I think this one's going to take a while to sink in," said Rockenfeller, not fully aware of the scale of his achievement after a race that went according to the script, and was only really ever about two men.

The signs were ominous from the word go. Marco Wittmann, who had taken his first DTM pole position on Saturday with possibly the standout lap of the season, was slow to react to the red lights going out and was passed immediately by front-row starter Farfus.

Rockenfeller looked as if he might follow at Tarzan, but had to cede the spot through the following Gerlacht and Hugenholtz turns. He did make a move stick halfway round the opening lap, but by that point he was already under investigation for a jumped start.

"That got me worried," he said afterwards. "I was certain I'd just got a good start, but when nobody else went at the same time as me I had a lift and that's why I couldn't pass Wittmann at Turn 1."

A swift investigation by race control determined that Rockenfeller's start had simply been a very good one, but by the time he was aware of it, Farfus was already four seconds up the road. All was not well, however...

"But then my tyres started to drop off," said the Brazilian, who had simply gone off too aggressively on the soft-compound 'option' tyres, and was struggling for pace as early as the abrasive nature of the Zandvoort track had taken its toll on the rubber.

Rockenfeller seized the initiative, closing onto

the tail of the RBM BMW by the time Farfus headed for the pits on lap 13 for the harder 'prime' Hankooks. The German's pace immediately improved by almost a second per lap, but Farfus's fresh primes, coupled with him spending a second less in the pits than Rockenfeller, meant that it was the Brazilian who remained ahead once both had been in.

Wittmann, whom BMW motorsport chief Jens Marquardt admitted had been sacrificed strategy-wise to help Farfus's title challenge, was on their tail, having stopped on lap four to take options as the pit window opened, and reduced what had been a deficit of over 6s to Rockenfeller to a smidgeon over 1s.

"Wittmann was a little bit annoying for us," said Rockenfeller. "The plan once Augusto went in was to stay out for maybe five or six more laps on the options, but Wittmann was too fast, so we had to compromise the strategy to stay ahead of him. That's where we lost the race because the car was not fast enough on the primes. I guess it doesn't really matter now."

Farfus, by contrast, was flying on primes and pulled away to the tune of 21s before the safety car came out to allow the mess created by a Jamie Green/Dirk Werner collision to be cleared up.

He was by far and away the top man at Zandvoort, but it's unlikely Rockenfeller – especially once the cigars were brought out at Audi – cared too much about that.



Farfus beat Rockenfeller on track



## IN THE PADDOCK

## Jamie O'Leary



A COUPLE OF TIMES THIS SEASON I'VE FELT the need to raise the subject of rules and regulations in this column, and I'm going to do it again.

This time the thing that's nagging away at my mind is the quite ridiculous 'blue flag' ruling that requires drivers who are out of sequence on pitstops move over.

In a nutshell, if drivers at the front make a pitstop before you, and then find themselves behind as a result, you are ordered to let those drivers past as long as you remain a pitstop behind.

The idea has merit in theory. After all it was conceived to stop the kind of team tactics that can completely manipulate a race result by deliberately leaving cars out for a long time to back-up rivals.

Trouble is, in practice it is totally unworkable. Not only has an element of racing been taken away, but with the advent of option tyres this year, so too has an important strategic element.

The big inconsistency is that drivers who save their best tyres until the end of the race – and are therefore coming from behind those who overtook them earlier – are not afforded the same blue-flag privilege for the simple reason that nobody is off-sequence any longer.

As Jamie Green quite rightly pointed out after the race: "I don't understand why I have to let someone by because they're on better tyres and I haven't stopped, and then later in the race, when I'm on my better tyres, why there are no blue flags for the guy ahead of me."

"On both occasions we're racing for position – it's not like you're getting lapped."



## DID YOU KNOW?

Timo Scheider's third place at Zandvoort marked his return to the podium for the first time in a 25-race run stretching back to Lausitz in June 2011.



## Rosberg admits Formula E interest

## AUDI SQUAD TEAM ROSBERG IS PLANNING

an assault on the inaugural Formula E championship when it begins next Autumn.

Arno Zensen's squad, which has centred its motor-sport activities around the DTM for the past decade, has applied to enter the series for electric vehicles, but is unsure of being granted one of the coveted spots.

"It's no secret that it's something that's very interesting to us," Zensen told AUTOSPORT.

"I was at the launch event – people saw me there – and we have lodged our application to enter the series. To be honest, I don't know if the application will be successful. It's up to the organisers to decide if we're the kind of team they want or not. We should know whether we're in by the end of October, so fingers crossed."

Four teams have been announced for the series so far; IndyCar outfits Andretti Autosport and Dragon Racing, former Le Mans competitor Drayson Racing and a new organisation, China Racing.

Should the squad, which was formed by Keke Rosberg to contest the 1995 DTM and ITC, gain an



entry, it would mark a return to single-seater competition for the first time since the 2005-06 A1GP season, in which it ran Team Austria's Lola-Zytek.

Zensen also denied rumours linking the Rosberg squad to a programme in Formula 4, which is likely to be adopted as a successor to ADAC Formel Masters in Germany in 2015.

"We have enough on our plates right now," he said.

## Mercedes put on back foot

## MERCEDES ENDURED AN AWFUL WEEKEND

at Zandvoort as it slipped out of realistic contention for the manufacturers' championship.

Gary Paffett, Mercedes' best finisher in four of the nine races so far this year, was again the marque's pacesetter in the Netherlands, but could do no better than 12th on the grid and ninth in the race as the C-coupes struggled badly with grip issues.

The problem seemed to stem from the machines of both Paffett's HWA squad and the RSC Mücke team failing to generate sufficient heat in their rear tyres while in qualifying trim.

Paffett said: "It's strange because we don't have this problem everywhere, and we were fine at this track last year – and very quick at Oschersleben.

When asked whether the Mercedes were running too stiff at the rear for circuits like Zandvoort, which are dominated by high-speed corners, he replied: "I can't say for certain because the car feels OK. It's just that the speed isn't there.

"There's usually the trade-off that the Mercedes is the strongest car when you have to run long on the prime tyres – as is the case here, but without DRS (see right) you can get trapped in the midfield and not be able to use your strategy to good effect."

Pascal Wehrlein was the second-best Mercedes driver in 12th spot with former title challengers Christian Vietoris and Robert Wickens 15th and 16th – the latter failing to make it into Q2 after a mistake on new tyres on his fastest lap during the preceding Q1 session.



## EKSTROM CHARGES TO FOURTH

Mattias Ekstrom made up three places on the final lap, having run a 19-lap final stint on option rubber against a swathe of cars struggling on primes. The Swede went from 16th to seventh in nine laps and then, aided by the safety car bunching up the field, took his Abt Audi past Joey Hand, Adrien Tambay and Marco Wittmann on the final tour to snatch fourth.

## GREEN AND WERNER COLLIDE

Dirk Werner was knocked out of the race with five laps to go after his Schnitzer BMW was tagged by Jamie Green's Abt Audi at the Arie Luyekdykbocht with seven laps left. "He came over to the outside to defend and braked about 50 metres earlier than normal. You can't avoid a collision when someone does that," said Green. Werner needed medical assistance after ingesting powder from his car's fire extinguisher, which went off as a result of the impact.

## SCHEIDER BACKS ZANDVOORT

Timo Scheider defended Zandvoort's place on the DTM calendar, amid rumours it will be dropped next year and replaced by either Barcelona or the Hungaroring. He said: "It's old school and it hurts when I hear we might not be coming back. I love this place."

## DRS BANNED IN THE SAND

The use of DRS was prohibited at Zandvoort for safety reasons. With the prime spot for usage being between the Arie Luyekdykbocht and the right-hand kink that follows at the end of the lap, the risk of a major accident was deemed to be too great to consider the system's use during the weekend. No objections were raised.



# EURO F3

## Zandvoort (NL)

September 28-29



Round 8/10

### RESULTS

RACE 1: 20 LAPS, 53.52 MILES

1	DANIIL KVYAT (RUS)	35m35.636s	
	Carlin Dallara-Volkswagen F312; Qualifying: 1st-1m30.653s		
2	FELIX ROSENQVIST (S)	+2.859s	
	Mucke Motorsport Dallara-Mercedes F312; Qualifying: 3rd-1m31.121s		
3	ALEX LYNN (GB)	+3.482s	
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 2nd-1m31.054s		
4	JORDAN KING (GB)	+6.828s	
	Carlin Dallara-Volkswagen F312; Qualifying: 4th-1m31.226s		
5	RAFFAELE MARCIELLO (I)	+7.431s	
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 5th-1m31.302s		
6	HARRY TINCKNELL (GB)	+8.022s	
	Carlin Dallara-Volkswagen F312; Qualifying: 6th-1m31.312s		
7	LUCAS AUER (A)	+8.516s	
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 7th-1m31.312s		
8	NICHOLAS LATIFI (CDN)	+9.559s	
	Carlin Dallara-Volkswagen F312; Qualifying: 15th-1m31.721s		
9	TOM BLOMQVIST (GB)	+10.304s	
	EuroInternational Dallara-Mercedes F312; Qualifying: 9th-1m31.489s		
10	SVEN MULLER (D)	+12.030s	
	Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 10th-1m31.557s		

Winner's average speed: 90.23mph. Fastest lap: Kvyat, 1m32.013s, 104.71mph.

RACE 2: 18 LAPS, 48.17 MILES

1	ROSENQVIST	30m52.010s	
	Qualifying: 1st-1m31.133s		
2	LYNN	+0.723s	
	Qualifying: 3rd-1m31.288s		
3	KVYAT	+5.708s	
	Qualifying: 2nd-1m31.263s		
4	KING	+6.236s	
	Qualifying: 4th-1m31.354s		
5	PIPO DERANI (BR)	+7.046s	
	Fortec Motorsport Dallara-Mercedes F312; Qualifying: 6th-1m31.535s		
6	TINCKNELL	+7.223s	
	Qualifying: 5th-1m31.394s		
7	MULLER	+8.247s	
	Qualifying: 8th-1m31.577s		
8	BLOMQVIST	+9.782s	
	Qualifying: 9th-1m31.677s		
9	MITCHELL GILBERT (AUS)	+10.609s	
	Mucke Motorsport Dallara-Mercedes F312; Qualifying: 10th-1m31.678s		
10	ALEXANDER SIMS (GB)	+11.090s	
	T-Sport Dallara-Nissan F312; Qualifying: 15th-1m32.051s		

Winner's average speed: 93.64mph. Fastest lap: Rosenqvist, 1m31.822s, 104.93mph.

RACE 3: 21 LAPS, 56.20 MILES

1	ROSENQVIST	35m16.663s	
	Qualifying: 1st-1m30.242s		
2	KING	+0.389s	
	Qualifying: 3rd-1m30.721s		
3	LYNN	+1.523s	
	Qualifying: 4th-1m30.755s		
4	KVYAT	+1.997s	
	Qualifying: 2nd-1m30.669s		
5	DERANI	+2.769s	
	Qualifying: 7th-1m31.011s		
6	TINCKNELL	+3.337s	
	Qualifying: 6th-1m30.877s		
7	AUER	+3.819s	
	Qualifying: 11th-1m31.163s		
8	BLOMQVIST	+4.547s	
	Qualifying: 8th-1m31.045s		
9	SIMS	+4.949s	
	Qualifying: 12th-1m31.227s		
10	GILBERT	+5.582s	
	Qualifying: 10th-1m31.148s		

Winner's average speed: 95.59mph. Fastest lap: Rosenqvist, 1m31.884s, 104.85mph.

### CHAMPIONSHIP

1	MARCIELLO	384.5	6	KING	152
2	ROSENQVIST	375	7	BLOMQVIST	138.5
3	LYNN	253.5	8	SERRALLES	104
4	AUER	227	9	DERANI	99
5	TINCKNELL	190	10	MULLER	81

POINTS SYSTEM EXPLAINED In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

FOR IN-DEPTH RESULTS  
forix.autosport.com



Rosenqvist rounds Lynn in race one, as King chases

# Rosenqvist makes it a Dutch house of orange

THERE'S NO QUESTION THAT FELIX ROSENQVIST IS the king of Zandvoort in Formula 3. Coming into the weekend he was already the winner of four F3 races around the Dutch dunes, and he reigned supreme again at the seaside circuit again as his orange Mucke Motorsport Dallara-Mercedes sped to a maximum points score of 75.

It proved a pivotal moment in the title battle, because Raffaele Marciello had a lemon of a weekend. He was 72.5 points clear pre-weekend, and ended it with that buffer slashed to 9.5 after two critical mistakes.

Rosenqvist was the quickest guy at Zandvoort. He missed out on the first of three pole positions, feeling he hadn't made the most of his tyres when they were at their peak. That consigned him to third on the grid behind Daniil Kvyat and Alex Lynn, but a peach of a move on the Englishman at the first of two restarts carried him around the outside at the Tarzanbocht – Lynn proving, unlike late compatriot James Hunt with Mario Andretti in 1977, that you don't have to crash while conceding in such an instance.

That gave Rosenqvist a second-place finish, and top points behind the unregistered Kvyat. He'd selected this race to not use any new tyres, so he felt confident that, with two fresh Hankooks to use in each of the remaining races, he'd be looking even stronger.

So it proved. Rosenqvist has lightning cold-tyre pace anyway, but the Mucke car – especially in

comparison with the Prema Powerteam machine of Lynn in race two – seemed able to switch its rubber on right from the start. In the later stages Rosenqvist, his early leads eroded by safety cars in each of the races, had to keep a wary eye on the chasing Lynn in race two and Jordan King in the finale. The Swede's balance deteriorated relative to the opposition, but around Zandvoort, where it's notoriously difficult to overtake, the work is done at the start.

"Our approach was to go really quickly at the beginning, and I drove quite aggressively," said Rosenqvist. "At every safety car [there were five in total over the three races] my tyres got worse compared with the others and I struggled a bit."

While all this was going on, Marciello managed a best grid position of fifth (although a mid-session red flag denied him a time that would have given him fourth). In race one he unsuccessfully pressured the impressive King and claimed fifth, in race two he stalled at the start and was consigned to losing out in a midfield scrap with Roy Nissany and Dennis van de Laar, and on Sunday he speared off the road while chasing fourth-placed Kvyat and bounced into the barriers, left-front first.

In light of this, team-mate Lynn was justifiably well satisfied to take three podiums. While vainly chasing the ever-stronger King home to take third in race three, he was surprised that, using his old rubber, he was able to keep pace with his fellow Englishman for much of the middle portion of the race, while pulling away from Kvyat behind, even though both the Carlin drivers were on newer tyres.

"I was pleased about that," said Lynn, "but that may indicate why we couldn't qualify as well as we would have liked." The implication was that Prema's cars were not aggressive enough in their set-up, but would have been superb in a 100-lap race...

"It was quite a cold track so the tyres were graining and I had to manage them; I had to push quite a lot all the time," said Rosenqvist. It's that ability to do so without errors that's making the difference in the title race.



Rosenqvist togs up to claim one more 25-point score



## IN THE PADDOCK

## Marcus Simmons



FORMULA 3 CARS WERE MADE FOR TRACKS like Zandvoort. Its fast, flowing corners demand commitment and precision, and also teach the drivers skills in learning to trust the aero capabilities of their cars and manage their tyres – skills that they'll need higher up the ladder.

So it's particularly worrying that the DTM, to which European F3 is umbilically attached, is being strongly tipped to abandon Zandvoort for next season. The rights and wrongs of this regarding the DTM is possibly a subject for my hirsute colleague over on page 44 to discuss at some point, but let's consider here the implications for F3.

Team principals met at Zandvoort to thrash out a few plans for 2014. I understand that we won't see a calendar until the Macau Grand Prix, and F3 people are still kicking around ideas. One of these is one or two fewer events with the DTM. Depending on who you talk to, suggestions include a return to Pau, only one trip to Hockenheim, or possibly Zandvoort without the DTM.

What we do have is a commitment to a rookie title, for drivers who have contested no more than three race weekends in a car of F3-level performance.

Therefore, it looks as though Formula Renault standouts Antonio Fuoco and Esteban Ocon could fight for this crown, although German F3 king Marvin Kirchhofer would have to go straight into the overall mix. All three are tipped to graduate to Euro F3 in 2014, with Ocon and Kirchhofer testing for Prema recently and Ferrari protege Fuoco set to do the same later this month.

The series will keep its existing amount of track time (six hours) across free practice, qualifying and races, and there's lobbying to allow on-board cameras, which are allowed in British F3 as a very useful tool for driver training.

Series officials talk of maintaining current grid levels next year, possibly thanks to a couple of new teams appearing. There is certainly strong momentum in European F3, but it would be nice if we knew we were going to Zandvoort.

## DID YOU KNOW?

If Daniil Kvyat were registered for points, he'd now be up to eighth in the table. It would also close the title battle between Marciello and Rosenqvist yet further, to 6.5 points.



## Kvyat delighted with F3 form

## DANIIL KVYAT RATED HIS POLE POSITION

for the first race as "one of the most important in my life", and he was similarly delighted with the win that followed – although the Milton Keynes-domiciled Bashkortostani was a little bemused that they played the Soviet national anthem instead of the Russian.

Red Bull-backed Kvyat's main programme may be GP3, where he is fighting for the title, but he loves the satisfaction of getting an F3 car right on the limit.

He had already taken F3 poles at the stop-start Hockenheim and Red Bull Ring, but Zandvoort is a classic old-school circuit that rewards good driving more than most. Having missed contesting the Masters of F3 in July, it was Kvyat's first sight of the track since his Formula BMW days in 2010.

Team boss Trevor Carlin attributed at least part of the form to the recent two-day test at Hockenheim – Kvyat's first real chance to delve into learning the F3 car, and with no GP3 running since.

This was a weekend on which Carlin's Dallara-Volkswagens performed exceptionally well. Jordan King had his best European F3 event yet, Harry Tincknell shook off a bed-confining bout of tonsillitis to take a trio of sixth-place finishes, while Nicholas Latifi bounced back from a qualifying crash to make it four Carlin drivers in the top eight in the first race.



Kvyat took maiden F3 win on Saturday



Muller leads from Blomqvist and Gilbert

## MULLER'S NOSE OUT OF JOINT

Sven Muller's switch to Van Amersfoort Racing netted two points-scoring finishes on the Dutch team's home ground, and the German was unlucky to miss out on a third. He dislodged his nose in light contact with Harry Tincknell on the opening lap and was given a black-and-orange flag, although the team felt it was secure enough not to be a risk.

## MA-CON SEEKS NEW DRIVER

Muller's old team Ma-Con is still seeking a driver to join Andre Rudersdorf for the last two rounds, Vallelunga and Hockenheim. "We're working on it," said team boss Otto Schwadtke.

## DERANI MAINTAINS HIS FORM

Pipo Derani carried the momentum of his Nurburgring form forward to take two fifth places. The Brazilian upheld Fortec Motorsport honour as team-mate Felix Serralles suffered three crashes: in first qualifying, race one and race two. Meanwhile, Jonny Kane became the latest of a number of Fortec driver coaches this year – his first visit to Zandvoort since qualifying third for the 1997 Masters of F3.

## CELIS MAKES EURO F3 DEBUT

Fortec F3 newboy Alfonso Celis also went out of two races, but the Mexican took 17th in the second. Celis, a Formula Renault NEC racer, made his F3 debut the previous weekend in the British round at the Nurburgring, scoring a best result of fifth.

## SIMS LEFT MYSTIFIED BY PACE

Alexander Sims and the T-Sport team were mystified by the lack of pace of their ThreeBond/Nissan-engined car, especially after topping day one of the recent Hockenheim test. "It's a head-scratcher," said Sims. "Having been on pole at the Masters of F3 [in 2010] I'd like to think I'm not driving round a second off the pace, but equally I don't think there's a second in the car."

## Prema 'needs to forget' disaster

## PREMA POWERTEAM BOSS

Rene Rosin declared that "we just need to forget this weekend as soon as possible" in the wake of Raffaele Marciello's disastrous performance.

"If he loses, all the team loses," he added. "But if he wins, all the team wins."

Although Prema's Alex Lynn was a frontrunner throughout the Zandvoort event, team-mates Marciello, Lucas Auer and Eddie Cheever were all further down the order than expected.

"In qualify I'm sure we didn't have the best car possible," said Rosin. "We were suffering on some set-up items, and the red flag [halfway through first qualifying] didn't help us. But besides that, it was not a great weekend for 'Lello'."

"He made a mistake," said Rosin after Marciello's race-three crash. He added that the second race was his first stall of the season, although the Ferrari protege



Marciello ended weekend with crash

did do that a few times in 2012.

With the next round at Vallelunga, where Prema has accumulated a lot of testing mileage and which Marciello's title rival Felix Rosenqvist has never seen, this is the Italian camp's chance to strike back in the title race.

XPB/LAT

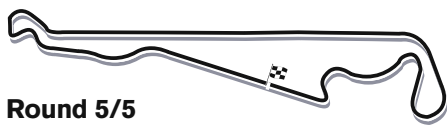
47



# ELMS

## Paul Ricard (F)

September 28



Round 5/5

### RESULTS

93 LAPS, 334.65 MILES

<b>1</b>	<b>JONATHAN HIRSCHI (CH)/BRENDON HARTLEY (NZ)</b>	LMP2 Murphy Prototypes ORECA-Nissan 03 (02-1m48.140s)	<b>3h01m04.351s</b>
<b>2</b>	<b>CHRISTIAN KLIEN (A)/NATACHA GACHNANG (CH)</b>	LMP2 Morand Racing Morgan-Judd LMP2 (05-1m49.148s)	<b>+6.255s</b>
<b>3</b>	<b>OLIVER TURVEY (GB)/SIMON DOLAN (GB)</b>	LMP2 Jota Sport Zytek-Nissan Z11SN (01-1m48.043s)	<b>+21.691s</b>
<b>4</b>	<b>PIERRE RAGUES (F)/NELSON PANCIATICI (F)</b>	LMP2 Signatech Alpine ORECA-Nissan 03 (04-1m49.102s)	<b>+1m24.350s</b>
<b>5</b>	<b>R KUPPENS (B)/A KAPADIA (GB)/J SWIFT (GB)</b>	LMP2 Boutens Ginion Racing ORECA-Nissan 03 (06-1m49.360s)	<b>+1m38.954s</b>
<b>6</b>	<b>MAURIZIO MEDIANI (I)/SERGEY ZLOBIN (RUS)</b>	LMP2 SMP Racing ORECA-Nissan 03 (08-1m51.031s)	<b>-1 lap</b>
<b>7</b>	<b>MICHEL FREY (CH)/MARCELLO MARATEOTTO (CH)</b>	LMP2 Race Performance ORECA-Judd/BMW 03 (07-1m50.918s)	<b>-2 laps</b>
<b>8</b>	<b>ANTHONY PONS (F)/SOHEIL AYARI (F)</b>	LMP2 Team Endurance Challenge ORECA-Chevrolet FLM09 (Q10-1m54.611s)	<b>-3 laps</b>
<b>9</b>	<b>MATT GRIFFIN (IRL)/JOHNNY MOWLEM (GB)</b>	GTE RAM Racing Ferrari 458 Italia (Q11-1m55.374s)	<b>-3 laps</b>
<b>10</b>	<b>JOEL CAMATHIAS (CH)/ANDREA BERTOLINI (I)</b>	GTE JMW Motorsport Ferrari 458 Italia (Q12-1m55.427s)	<b>-4 laps</b>
<b>11</b>	<b>C RIED (D)/N TANDY (GB)/K BACHLER (A)</b>	GTE Proton Competition Porsche 911 GT3-RSR (Q15-1m56.390s)	<b>-4 laps</b>
<b>12</b>	<b>P PERAZZINI (I)/M CIOCI (I)/F LEO (I)</b>	GTE AF Corse Ferrari 458 Italia (Q13-1m56.879s)	<b>-4 laps</b>
<b>13</b>	<b>FRANKIE MONTECALVO (USA)/GUNNAR JEANNETTE (USA)</b>	GTE RAM Racing Ferrari 458 Italia (Q14-1m56.132s)	<b>-5 laps</b>
<b>14</b>	<b>K LADYGIN (RUS)/V SHAITAR (RUS)/F BABINI (I)</b>	GTE SMP Racing Ferrari 458 Italia GT3 (Q17-1m57.038s)	<b>-5 laps</b>
<b>15</b>	<b>A FROLOV (RUS)/D MARKOZOV (RUS)/L PERSIANI (I)</b>	GTE SMP Racing Ferrari 458 Italia GT3 (Q21-1m57.952s)	<b>-6 laps</b>
<b>16</b>	<b>EMMANUEL COLLARD (F)/FRANCOIS PERROD (F)</b>	GTE ProSpeed Competition Porsche 911 GT3-RSR (Q19-1m57.847s)	<b>-6 laps</b>
<b>17</b>	<b>JEAN-KARL VERNAY (F)/PATRICE MILES (F)</b>	GTE Insa Performance Porsche 911 GT3-RSR (Q18-1m57.212s)	<b>-6 laps</b>
<b>18</b>	<b>STEEVE HIESSE (F)/CEDRIC MEZARD (F)</b>	GTE Scuderia Villorba Corse Ferrari 458 Italia GT3 (Q20-1m57.866s)	<b>-6 laps</b>
<b>19</b>	<b>A SMITH (GB)/O MILLROY (GB)/P QUAIFFE (GB)</b>	GTE Ecurie Ecosse (Barwell) BMW Z4 GT3 (Q25-1m58.944s)	<b>-7 laps</b>
<b>20</b>	<b>H BLANK (USA)/Y MALLEGOL (F)/J-M BACHELIER (F)</b>	GTE AF Corse Ferrari 458 Italia (Q24-1m58.381s)	<b>-7 laps</b>

In each car, first-named driver started race and driver in italics set qualifying time. Winners' average speed: 110.89mph. Fastest lap: Hartley, 1m51.134s, 116.56mph; GTE: Griffin, 1m57.925s, 109.85mph; LMPC: Paul-Loup Chatin (ORECA-Chevrolet FLM09), 1m54.827s, 113.01mph; GTC: Mika Salo (Ferrari 458 Italia GT3), 1m59.144s, 108.73mph. There were 26 starters.

### LMP2 CHAMPIONSHIP

<b>1</b>	<b>PANCIATICI/RAGUES</b>	<b>85</b>	<b>5</b>	<b>HARTLEY</b>	<b>64</b>
<b>2</b>	<b>THIRIET</b>	<b>77</b>	<b>6</b>	<b>BECHE</b>	<b>62</b>
<b>3</b>	<b>TURVEY/DOLAN</b>	<b>71</b>	<b>7</b>	<b>GACHNANG</b>	<b>58</b>
<b>4</b>	<b>HIRSCHI</b>	<b>69</b>	<b>8</b>	<b>FREY</b>	<b>46</b>

### LMP2 TEAMS

<b>1</b>	<b>SIGNATECH ALPINE</b>	<b>85</b>	<b>4</b>	<b>MURPHY PROTOTYPES</b>	<b>64</b>
<b>2</b>	<b>THIRIET BY TDS RACING</b>	<b>77</b>	<b>5</b>	<b>MORAND RACING</b>	<b>58</b>
<b>3</b>	<b>JOTA SPORT</b>	<b>71</b>	<b>6</b>	<b>RACE PERFORMANCE</b>	<b>46</b>

### GTE

<b>1</b>	<b>GRIFFIN/MOWLEM</b>	<b>114</b>	<b>4</b>	<b>CIOCI/PERAZZINI/LEO</b>	<b>63</b>
<b>2</b>	<b>RIED</b>	<b>80</b>	<b>5</b>	<b>MONTECALVO/JEANNETTE</b>	<b>63</b>
<b>3</b>	<b>TANDY</b>	<b>70</b>	<b>6</b>	<b>BERTOLINI/CAMATHIAS</b>	<b>61</b>

### LMPC

<b>1</b>	<b>CHATIN/HIRSCH</b>	<b>115</b>	<b>2</b>	<b>PONS/AYARI</b>	<b>98</b>
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### GTC

<b>1</b>	<b>BABINI/LADYGIN/SHAITAR</b>	<b>100</b>	<b>3</b>	<b>SMITH/MILLROY</b>	<b>67</b>
<b>2</b>	<b>RIZZOLI/CASE/GAI</b>	<b>76</b>	<b>4</b>	<b>FROLOV/MARKOZOV</b>	<b>57</b>

### POINTS SYSTEM EXPLAINED

In each class:  
25-18-15-12-10-8-6-4-2-1 to top 10 finishers, plus a point for pole.



# Hartley the star as Irish flag flies in finale

## MURPHY PROTOTYPES HAS MADE A BIG IMPRESSION

since it arrived on the scene last season. Don't forget that the Anglo-Irish team secured a runner-up spot in LMP2 in only its second race when it joined the World Endurance Championship at Spa in May last year. But there was something missing from its resumé and it put that right at Paul Ricard last weekend.

The Brackley-based squad claimed a first victory with its ORECA-Nissan 03 at the 11th time of asking and the sixth as a team in its own right (last year the car was run by the RLR operation). And it was somehow fitting that the star of the show was its talisman driver, Brendon Hartley.

Hartley looked favourite to close down the gap to the silver-rated drivers ahead of him once he took over in third place from Jonathan Hirschi. The Kiwi did what was expected of him and reeled in Natacha Gachnang in the Morand Morgan, who was in turn closing on Simon Dolan in the Jota Zytek that had led the first 90 minutes in the hands of polesitter Oliver Turvey.

Gachnang caught Dolan just before Hartley arrived on her tail early in the third and final hour, and she was briefly ahead in the car started by Christian Klien. Their battled allowed Hartley to pounce and get past each of them in the space of three corners. The race looked done and dusted.

Yet it wasn't quite a simple as that. Hirschi's progress in his second stint had been hampered by a front-left braking problem, which only worsened through Hartley's subsequent double. The New Zealander could deal with the problem when his Dunlops were new, but he was struggling as the tyres lost their bite.

So much so that Gachnang came back at Hartley as the race drew to a close. She closed the gap to two seconds before backing off on the final lap and was left ruing the spin that cost her 12s when she tried to follow Hartley past Dolan.

"That was the toughest race of my life," said Hartley. "By the end, I only had braking on three wheels. I must have locked up 100 times."

The Murphy ORECA wasn't the only P2 car in trouble at Ricard. The Jota Zytek-Nissan Z11SN suffered a sticking throttle that got progressively worse after rearing its head when Turvey was still driving.

The TDS Racing ORECA, in which Pierre Thiriet arrived at Ricard tied for the lead of the championship, dropped out of contention when co-driver Mathias Beche lost the left-rear wheel at Signes on lap 12. The Swiss got it back to the pits, but the time lost to repairs left them eighth in P2 at the finish.

That allowed the Signatech Alpine squad an easy run to the overall ELMS title. Its ORECA-Nissan had been running a place behind Beche in the hands of Pierre Ragues, who opted for a more conservative pace as soon as the extent of TDS's problems became clear.

The only problems for Ragues and co-driver Nelson Panciatici on their run to fourth place and the title were a broken steering wheel and two scares courtesy of spinning cars in front of each driver.

It wasn't a glorious way to clinch the title, but it was mission accomplished for Signatech as it helps Alpine re-establish the once-famous brand. "I think," said team boss Philippe Sinaut, "we can say Alpine is back."





## IN THE PADDOCK

## Gary Watkins



FOUR-HOUR RACES IN THE EUROPEAN LE MANS Series sound like a good idea. It works for the teams, because they will be able to take the three drivers they need to put together a proper budget, and it could work as a spectacle. Which is something that shouldn't be overlooked now that the series has had to walk away from the ready-made crowds of the World Series by Renault package.

Events of four hours have worked in the past. I'm thinking back to the BPR-run Global Endurance GT Series, which was European sportscar racing when I joined AUTOSPORT nearly 20 years ago. The format produced some decent racing and proved popular with spectators. A four-hour race is most definitely an enduro, but a little more fan-friendly than the six-hour duration of regular World Endurance Championship events. Which on many occasions, most definitely, isn't.

I reckon four hours might just be the correct race duration for the ELMS going forward. It's a series that is, after all, meant to be a step below the WEC. But I also think that there would be room for the odd longer race, even as early as next year.

How about an end-of-season six-hour race, with extra points on offer to spice up the championship run-in?

Will crowds be this size next year?



## BIG NUMBER

8

Laps good enough for pole position notched up by Oliver Turvey on the way to topping the qualifying sheets in four out of the five 2013 ELMS races. For the record, the Jota Zytek driver set three laps good for pole at Silverstone, two at Imola, one at Spielberg and two last weekend at Paul Ricard.

## Ferrari Rams home its advantage

## THE RAM RACING TEAM DID EVERYTHING

expected of it at Paul Ricard, just as it has done more or less all through its debut season. The British team's lead pairing of Johnny Mowlem and Matt Griffin wrapped up the European Le Mans Series GTE drivers' title, and in some style. This was its most dominant victory of the season.

A third win of the year for the Anglo-Irish driver line-up was never in doubt. The duo led all the way in the best of the team's Ferrari 458 Italias, and so achieving the title was simple for a pair who only needed to make it to the finish to take season honours, even if their only mathematical rival, Christian Ried in the family Proton Porsche, won the race.

There are those who would say that Ram's lead line-up damn well should have taken the title, because Griffin is without doubt the best silver-rated driver in what is a pro-am class. He's a silver worth his weight in gold, if you like.

There's a hint of controversy to the Irishman's rating, but then again, as Ram boss Dan Shufflebottom pointed out, "anyone could have signed him". That's only partially true, because the majority of teams need paying drivers, whereas the well-funded Ram operation has the



Griffin (right) is silver star

finance to pay a silver.

That should take nothing away from Ram's achievements in 2013, which included taking the teams' title. It has looked every inch the ambitious team that it is.

"The reality is that Ram Racing, not just this weekend but in the whole series, has done an amazing job," said Griffin. "It might look easy from the outside, but every race they have given us a car that is a complete joy to drive."

## ELMS wants steady growth

## EUROPEAN LE MANS SERIES BOSS GERARD

Neveu has promised organic growth over the coming season for a championship that was relaunched for 2013.

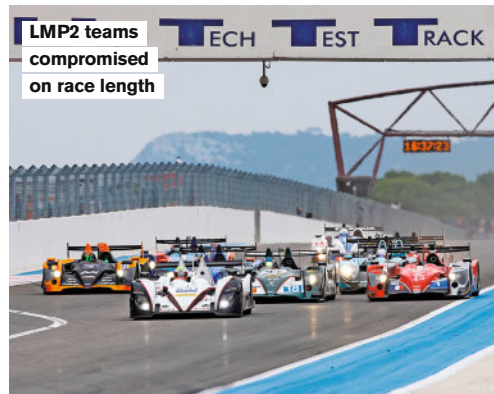
The Frenchman and his team have stuck with five races for next season and increased their duration from three to four hours. A sixth round has not been ruled out for 2015, and nor have longer races.

"We need to move step by step," said Neveu. "It would have been too early to add a sixth race considering the economic situation. We need to find a good base before we start to grow."

"What we shouldn't forget is that the majority of our grid will be at the Le Mans 24 Hours or want to be at Le Mans, so most of them will already be doing six races."

The new four-hour format could change, too, in the future. Four-and-a-half-hour races was one option on the table, and the one favoured by the LMP2 teams. Neveu explained that four hours was "the best compromise based on all the requests we had in the paddock".

Neveu has set only a conservative target for an increase in the size of the grid for 2014. This year's average was 25 and he will only say that he wants 24-30 next year. Another task will be to get the paying public through the gate, now that the longer races and increased free practice have curtailed its arrangement with the World Series by Renault, on whose bill it raced three times this year.



LMP2 teams compromised on race length



#69 Ferrari took title

## RUSSIAN SQUAD WINS GTC TITLE

The Franco-Russian SMP Racing squad claimed the GTC crown and a guaranteed GTE entry for next year's Le Mans 24 Hours by taking a fourth win in as many races with the best of its fleet of GT3-spec Ferrari 458 Italias. Fabio Babini, Kirill Ladygin and Viktor Shaitar dominated the class to notch up victory number four since they joined the series with SMP at Imola in May.

## LMPC TITLE DECIDED

Paul-Loup Chatin and Gary Hirsch wrapped up the LMPC title despite a mid-race wobble that looked like sending the crown the way of their team-mates at the ORECA-run Team Endurance Challenge squad, Anthony Pons and Soheil Ayari. Chatin was a lap up on the sister car when his ORECA-Chevrolet FLM09 wouldn't restart when he handed over to Hirsch. The car ended up four laps down in second after it suddenly re-fired in the wake of much fiddling with the dashboard.

## QUAIFE JOINS BARWELL LINE-UP

McLaren GT test driver Phil Quaife joined the Barwell-run Ecurie Ecosse GTC squad at Paul Ricard. Joe Twyman, who was due to share the BMW Z4 GT3 alongside Ollie Millroy and Andrew Smith, did a deal with Quaife to drive in order to conserve his funds after his shunt at the Hungaroring earlier this month.

## DKR MAKES GT-CLASS MOVE

The Luxembourg DKR Engineering team returned to the ELMS for the first time since Imola in May. Instead of its woefully slow Lola-Judd/BMW B1 1/40, it fielded its BMW Z4 more usually seen in French GTs and the odd Blancpain Endurance Series round.



DKR BMW ran in GTC



Zuber only briefly  
stuck with Loeb

FIA GT SERIES NAVARRA (E), SEPTEMBER 28-29 RD 5/6

# Loeb rallies to Spanish GT victory

JUST LIKE IN HIS RECORD-BREAKING world rallying career, it didn't matter what conditions Sebastien Loeb faced at Navarra as, wet or dry, he and his eponymous team cleaned up.

Along with co-driver Alvaro Parente, the nine-time WRC champion took both wins to claim a maximum points haul for the first time this season. In the previous eight races held in 2013, Loeb and Parente always seemed to shine in the 60-minute qualifying race but were unable to convert their performances in the points-rich main event. That all changed at Navarra last Sunday.

Parente made a perfect start in the wet qualifying race by sprinting from fourth to first by Turn 1. From there

his McLaren was never headed and not even a recalcitrant door refusing to shut during the mandatory pitstop could disrupt their performance as Loeb took the flag with a 10-second cushion over the WRT Audi of Edward Sandstrom/Frank Stippler.

Conditions were dry for the afternoon race with Loeb making a clean get away from pole, which was in stark contrast to the first-corner melee he had been embroiled in at the previous round in Slovakia.

Some early-race pressure from stable mate Andi Zuber – in the sister Loeb-entered McLaren – abated when the unfortunate Austrian suffered a right-rear puncture. After Parente took the wheel from Loeb, their McLaren was

in a race of its own and won by 21s.

For Loeb it was the climax to a perfect weekend and he said: "This result has been coming for some time but at last we put everything together to score a really satisfying team result. Alvaro was great all weekend and I really enjoyed both the wet and dry conditions out there and the challenge it provided us."

A second and a third for Sandstrom/Stippler ensured that the Pro Cup drivers' title will go down to the wire at the re-scheduled Baku World Challenge on November 23-24. The Swede and the German both drove intelligent races, despite brake and tyre concerns, to close the points gap to the drivers of the troubled WRT Audi, Stephane Ortelli and Laurens Vanthoor. An early-race spin and then a brake issue ensured the championship leaders only scored eighth-placed points, and have just five in hand over their team-mates heading to Azerbaijan.

In the Pro-Am class the top two in the series claimed a win apiece with Sergei Afanasiev and Andreas Simonsen taking the main-race points in their HTP Gravity Charouz Mercedes. Title rival – Grasser Lamborghini driver Hari Proczyk (partnered by Gerhard Tweraser as Dominik Baumann was on ADAC GT Masters duty at Hockenheim) – won

the qualifier, but is now 19 points behind the Mercedes duo with just 34 available on the streets of Baku.

The brace of RJN Nissans had another action-packed weekend, showing pace in both races. Last year's gamer graduates Steve Doherty and Wolfgang Reip took a deserved second place in Pro-Am in the main race with both impressing against more experienced drivers. Doherty blotted his copybook slightly by missing his pit entry while dicing with team-mate Alex Buncombe, but both recovered to score some valuable points.

● Leigh Armes

## RESULTS

**Main race 1** Sebastien Loeb/Alvaro Parente (McLaren MP4-12C GT3), 36 laps in 1h01m29.083s; 2 Andi Zuber/Mike Parisy (McLaren), +21.087s; 3 Frank Stippler/Edward Sandstrom (Audi R8 LMS ultra); 4 Andreas Simonsen/Sergey Afanasiev (Mercedes SLS AMG GT3); 5 Oliver Jarvis/Nikolaus Mayr-Melnhof (Audi); 6 Steve Doherty/Wolfgang Reip (Nissan GT-R NISMO GT3). **Qualifying race 1** Loeb/Parente, 33 laps in 1h01m40.027s; 2 Stippler/Sandstrom, +10.387s; 3 Gerhard Tweraser/Hari Proczyk (Lamborghini LP560-4 GT3); 5 Simonsen/Afanasiev; 6 Michael Ammermuller/Cesar Campanico (Audi). **Points** 1 Stephane Ortelli/Laurens Vanthoor, 101; 2 Stippler/Sandstrom, 96; 3 Mayr-Melnhof, 75; 4 Rene Rast, 63; 5 Alon Day, 63; 6 Loeb/Parente, 63.

It wasn't the best of  
weekends for Ortelli



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Transmissions/Differentials

### RACE CAR EQUIPMENT/ACCESSORIES

Seats and harnesses/Roll cages/Fire extinguishers/Lap timers/Camera  
recorders/Instrumentation/Data acquisition/Telematics/Pit-to-vehicle  
comms/Glass/Ventilation/Mirrors/Fuel cells and refuelling systems/  
Lightweight and high-performance materials/Coatings

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Johnson (48) leads the pack on his way to victory

NASCAR SPRINT CUP DOVER (USA), SEPTEMBER 29 RD 29/36

## Johnson has six on the brain

**JIMMIE JOHNSON ENDED MATT Kenseth's unbeaten run in the Chase** by scoring a record eighth win around Dover's 'Monster Mile'.

The five-time champion was in sensational form, holding off Hendrick Motorsports team-mate Dale Earnhardt Jr through the closing stages, despite the #88 machine having four fresh tyres compared with Johnson's two.

Earnhardt was left to rue a costly error when he missed the pitlane during a round of green-flag stops after failing to sufficiently slow his Chevrolet SS.

Having to speed back up and pit on the following lap dropped him from a commanding leading position to being mired in ninth place in the pack. It wasn't until the final restart, when on his new set of Goodyears, that Earnhardt vaulted from fourth to second, that he recovered his place near the front.

Despite Dover's reputation as a miniature superspeedway, there wasn't a single accident. Three of the four caution periods were caused by debris, the fourth for fluid leaked by outgoing champion Brad Keselowski's Penske Ford.

The final of the cautions was a welcome relief for the majority of drivers, who needed a splash of fuel to make it to the end, but was a blow to Michael Waltrip Racing, which reckoned it could have stretched Clint Bowyer's fuel mileage to the chequered flag.

The three leaders – Johnson, Kenseth and Jeff Gordon – took two tyres. The rest of the pack, headed by Earnhardt, changed all four.

Gordon, whose Hendrick car was superb on long runs, but average on short stints, slipped back almost straight away, while Kenseth, who'd run at or near the front all day, suddenly found the balance of his

Joe Gibbs Racing Toyota far from ideal and began to struggle.

None of this fazed Johnson. With two laps to go he caught lapped traffic, but dispatched the cars with ease to claim his 65th NASCAR Cup win and reduce Kenseth's championship lead to eight points.

In the closing stages Kenseth slipped to seventh, while team-mate Kyle Busch, who'd lost crucial track position with a failed two-tyre gamble earlier in the race, was charging through. Busch ultimately finished fifth to keep himself in the title hunt, 12 points behind Kenseth.

Having run anonymously in mid-pack for most of the race, Joey Logano made a fantastic final restart and slotted himself into third for Penske. Gordon took a solid fourth, while Richard Childress Racing's Kevin Harvick stole sixth from Kenseth on the final lap.

In a race of very few retirements a broken left-rear hub consigned Carl Edwards to 35th and all but ended his hopes of securing a first title. Kurt Busch had to pit off-sequence to have a loose wheel examined and came home 21st.

● Connell Sanders Jr

### RESULTS

1 Jimmie Johnson (Chevrolet SS), 400 laps in 3h03m20s; 2 Dale Earnhardt Jr (Chevy), +0.446s; 3 Joey Logano (Ford Fusion); 4 Jeff Gordon (Chevy); 5 Kyle Busch (Toyota Camry); 6 Kevin Harvick (Chevy); 7 Matt Kenseth (Toyota); 8 Ryan Newman (Chevy); 9 Greg Biffle (Ford); 10 Clint Bowyer (Toyota). **Points** 1 Kenseth, 2149; 2 Johnson, 2141; 3 Kyle Busch, 2137; 4 Harvick, 2110; 5 Gordon, 2110; 6 Biffle, 2108; 7 Newman, 2101; 8 Bowyer, 2098; 9 Kurt Busch, 2094; 10 Earnhardt, 2092.



LABOUNTY/LAT

### NASCAR TRUCKS

Timothy Peters benefitted from a terrible final restart by Johnny Sauter to take his second win of the year at Las Vegas in his Red Horse Toyota. Sauter's ThorSport Toyota held off Miguel Paludo's Turner Scott Chevy. Title contenders Matt Crafton and James Buescher were 11th and ninth.

### GERMAN F3 CUP

Marvin Kirchhofer ended his title-winning campaign with his 12th and 13th victories of the year at Hockenheim while Lotus team-mate Artem Markelov defeated Emil Bernstorff for second in the points despite the Brit taking two seconds. Gustavo Menezes won the other race for Van Amersfoort Racing.

### ADAC FORMEL MASTERS

New champion Alessio Picariello equalled Richie Stanaway's series record as a double win at Hockenheim brought him to 12 for the year. The Mucke Motorsport driver was no threat to final-race winner Nicolas Beer, of Neuhauser Racing.

### NASCAR NATIONWIDE

Joey Logano took a fourth-straight Dover victory, the Penske Ford driver dominating the race to win by over 14 seconds from Kyle Larson's Turner Scott Chevrolet. A pitlane speeding penalty for Sam Hornish Jr restricted him to 17th and allowed fourth-placed finisher Austin Dillon to cut his series lead to just four points.

### SUD-AM FORMULA 3

British F3 regular Felipe Guimaraes won twice at Brasilia to further increase his championship lead for Hitech Racing, the second victory coming from sixth on a reversed grid. Argentinian driver Bruno Etman took a pair of seconds for multiple champion team Cesario Formula.

### GERMAN CARRERA CUP

Konrad driver Christian Engelhart held off Robert Lukas (below) to win a Zandvoort opener that was red-flagged for a seven-car pile-up that eliminated series leader Kevin Estre, and then resumed the next morning minus the Frenchman. Title contender Nicki Thiim was second behind Jaap van Lagen in race two, but lost the lead of race one to a drive-through penalty for causing a collision. Brit Sean Edwards was sixth – from a pitlane start – in race two.



Wobbly wheel slowed elder Busch

CZOBAT/LAT





### NZ V8 SUPERTOURERS

V8 Supercar drivers Shane van Gisbergen and Alex Davison claimed the first endurance round of the year at Hampton Downs in their Ford Falcon with consistent placings over the three legs. The wins were shared by Greg Murphy/Jack Perkins (Holden), Lee Holdsworth/Tim Edgell (Holden) and Chaz Mostert/Ant Pedersen (Ford), but each of these pairings also suffered one retirement.

### VLN

Dutchman Nicky Catsburg won on his Nordschleife debut, sharing a Marc VDS BMW Z4 with factory-contracted Maxime Martin. Klaus Abbelen/Sabine Schmitz/Patrick Huisman were second in a Porsche, while Rudi Adams/Arno Klaseen took the first VLN podium for the McLaren MP4-12C.

### ASIA-PACIFIC RALLY

Indian Gaurav Gill moved a step closer to the title with victory on Rally Hokkaido in Japan. The MRF Skoda driver, co-driven by Glenn Macneall, beat Yuya Sumiyama's Subaru by 5m53s. Gill's team-mate Esapekka Lappi retired with a suspension failure.

### EURO NASCAR

Ex-Formula Renault racer Yann Zimmer took his maiden series win at Monza, and gave the OverDrive team its first win in the elite division. Championship leader Ander Vilarino passed Frederic Gabillon for victory in race one. Josh Burdon and Anthony Gandon won an Open-class race apiece.

### BRAZILIAN TOURING

Denis Navarro (Bassani Toyota Corolla) and Vicente Orige (JLM Honda Civic) were the winners at Brasilia, with ex-IndyCar racer Vitor Meira second in the reversed-grid second race in his Amir Nasr Racing Ford Focus. Orige's team-mate Ricardo Mauricio, who is also contention for the V8 Stock Car title, retained his points lead with a third place and a sixth.

### JAPANESE FORMULA 3

Recently-crowned champion Yuichi Nakayama took another pair of wins in his TOM'S Dallara-Toyota at Sugo, each one from pole position as he increased his total for the year to 11 of the 13 races. The Toda-powered cars of B-Max Engineering's Katsumasa Chiyo and Tomoki Nojiri (Toda Racing) shared the second places.



GRAND-AM LIMEROCK (USA), SEPTEMBER 28 RD 12/12

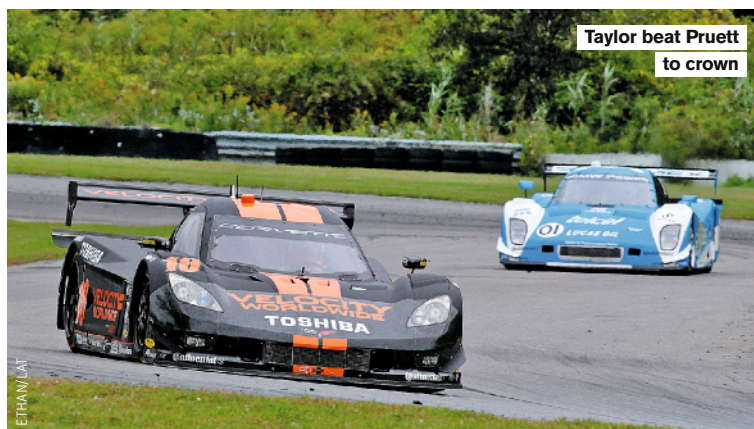
# Taylor stitches up the title

JORDAN TAYLOR CONTINUED HIS imperious form at Lime Rock as he anchored the Dallara Corvette run by his father's Wayne Taylor Racing team to race and title victory with veteran co-driver Max Angelelli.

The 22-year-old American dominated the final hour of the race to extend the team's unbeaten run at the circuit to three years, and land the squad the final Grand-Am title before the series is merged with the American Le Mans Series next year to shepherd in a new era of US racing.

Equally impressive in the early stages was the form of another young American, Dane Cameron, who secured his second pole of the year for the tiny Team Sahlen's operation and quickly pulled away from the chasing pack to lead the first third of the race. Canny pitwork by Michael Shank Racing enabled Gustavo Yacamán to grasp the advantage following the first round of stops after a strong first stint from Justin Wilson.

Taylor took over at the front with just over an hour remaining when Yacamán pitted for fuel. He was more than 18 seconds to the good when an incident triggered by Richard Westbrook took out Patrick Long's Porsche, which had been running



Taylor beat Pruett to crown

second in the GT class. That ensured a full-course caution with less than 10 minutes remaining. Taylor stormed clear to win by 5s and help Angelelli to his first crown since 2005, when his co-driver was Taylor's father Wayne.

An incident on the second lap ended the GT title hopes of John Potter/Andy Lally and effectively handed the crown to Alessandro Balzan (Scuderia Corsa Ferrari 458) who, aided by Leh Keen, cruised to second place behind the Corvette of Lawson Aschenbach/Eric Curran.

● Jeremy Shaw

### RESULTS

**1** Max Angelelli/Jordan Taylor (Dallara Corvette DP), 173 laps in 2h45m22.345s; **2** Justin Wilson/Gustavo Yacamán (Riley-Ford MkXXVI), +5.000s; **3** Memo Rojas/Scott Pruett (Riley-BMW); **4** Dane Cameron/Wayne Nonnamaker (Riley-BMW); **5** Emilio de Guida/Sebastien Bourdais (Coyote Corvette); **6** John Pew/Oswaldo Negri Jr (Riley-Ford). **Points** 1 Angelelli/Taylor, 339; 2 Rojas/Pruett, 326; 3 Jon Fogarty/Alex Gurney, 312; 4= Christian Fittipaldi & Alex Popow/Ryan Dalziel, 308; 6 Joao Barbosa, 306; 7 Richard Westbrook/Ricky Taylor, 279; 8 Brian Frisselle, 276; 9 Burt Frisselle, 274; 10 Cameron/Nonnamaker, 269.

EUROPEAN RALLY CHAMPIONSHIP CROATIA RALLY (HR), SEPTEMBER 26-28 RD 10/12

# Kopeccky crowned with win

JAN KOPECKY PUT THE DESTINY OF the European Rally title beyond doubt with his sixth win from eight starts. But it was far from easy as rain in Croatia made tyre choice a lottery.

The Czech left service on hard-compound Michelin tyres expecting dry weather. But sudden showers left the notoriously slippery asphalt roads void of grip and the Skoda driver struggled against Andreas Aigner in his near-standard-specification Subaru Impreza R4.

What the Austrian's Japanese machine gave away in outright performance was more than countered by the soft-compound Yokohamas he bolted on minutes before Friday's opener got underway. Although the car was wayward at the rear — he'd only packed two softs intended for the third stage of the loop, where he'd been told the deluge was at its peak — he was still able to go 26.6s faster than Kopeccky.

It would get better for Aigner on the next run when he was quickest again. Although Kopeccky hit back on the drying fourth stage, it was Aigner who led at the midday halt by 10.5s. But with drier conditions on Friday afternoon, Kopeccky made his car advantage count and he completed



Kopeccky sealed the championship

day one leading by 52.9s.

As Kopeccky moved clear on Saturday, when rain once again proved a menace, Aigner became embroiled in a battle for second — and the ERC Production Car Cup lead — with Hermann Gassner Jr, who was 0.7s adrift starting the final loop of three stages. But Gassner selected hards for what turned out to be damp stages and took third.

● Graham Lister

### RESULTS

**1** Jan Kopecký/Pavel Dresler (Skoda Fabia S2000), 2h23m11.0s; **2** Andreas Aigner/Barbara Watz (Subaru Impreza R4 STI), +1m55.6s; **3** Hermann Gassner Jr/Ursula Mayrhofer (Mitsubishi Lancer Evolution X R4); **4** Pieter Tsjoen/Bernd Casier (Skoda); **5** Henk Lategan/Barry White (Skoda); **6** Andras Hadik/Krisztian Kertesz (Subaru). **Points** 1 Kopecký, 287; 2 Bryan Bouffier, 129; 3 Craig Breen, 121; 4 Francois Delecour, 75; 5 Aigner, 57; 6 Kajetan Kajetanowicz, 50.





ADAC GT MASTERS HOCKENHEIM (D), SEPTEMBER 28-29 RD 8/8

## Corvette duo clamber back

**CALLAWAY CORVETTE DUO DANIEL** Keilwitz and Diego Alessi clinched the title at Hockenheim as a dramatic eight-way title scrap was played out in front of a sizeable German crowd.

Keilwitz/Alessi led the standings coming into the final round, but saw their advantage eroded to just a handful of points by Maxi Gotz and Maximilian Buhk, who took second

place in race one in their HTP Mercedes. That race ran 20 minutes short of its scheduled time limit due to a red flag caused by a monster crash for Gerd Beisel's Corvette at the start and a dramatic roll for Rahel Frey's Audi just a few corners later.

The Callaway pair were fourth in the opener, just behind the Porsche of Martin Ragginger and

title contender Robert Renauer.

But they looked dead and buried in the final race, when Keilwitz was spun into the pack by Simon Knap's DB BMW at the first corner.

With Jeroen Bleekemolen – in the sister Callaway car – out front early in race two, the title seemed destined for Gotz/Buhk.

But there was a sting in the tail for

the Mercedes men, who suffered a blown engine while lying second at one-third distance and retired.

Keilwitz made steady progress through the field to an eventual sixth place that was more than enough to secure the crown.

Bleekemolen's BMW co-driver Toni Seiler was easy pickings for Frank Kechele, who completed a double win in the Lambda Ford GT he shared with Dominik Schwager.

Seiler retired from second, promoting Rene Rast/Christopher Mies to the place in their Abt Audi. ● Rene de Boer

### RESULTS

**Race 1** Frank Kechele/Dominik Schwager (Ford GT GT3), 24 laps in 1h11m04.302s; 2 Maxi Gotz/Maximilian Buhk (Mercedes SLS AMG GT3), +7.345s; 3 Robert Renauer/Martin Ragginger (Porsche 911 GT3-R); 4 Claudia Hürtgen/Dominik Baumann (BMW Z4 GT3); 5 Diego Alessi/Daniel Keilwitz (Corvette Z06.R); 6 Jeroen den Boer/Simon Knap (BMW). **Race 2** 1 Kechele/Schwager, 35 laps in 1h00m36.967s; 2 Rene Rast/Christopher Mies (Audi R8 LMS ultra), +1.379s; 3 Christer Jons/Markus Winkelhock (Audi); 4 Renauer/Ragginger; 5 Sebastian Asch/Florian Stoll (Audi); 6 Alessi/Keilwitz. **Points** 1 Alessi/Keilwitz, 179; 2 Renauer, 174; 3 Maxi Gotz/Maximilian Buhk, 165; 4 Ragginger, 154; 5 Hürtgen/Baumann, 148; 6 Rast/Mies, 146.



SUPERFORMULA SUGO (J), SEPTEMBER 29 RD 5/6

## Duval wins 'Audi' fight with Lotterer

**LOIC DUVAL SURVIVED A DETERMINED** effort from Audi WEC team-mate Andre Lotterer out of the final corner to end a four-year winless streak.

The Frenchman started his Team Le Mans-run Swift-Toyota from pole, and would probably have dominated the race had it not been for four safety-car periods that jumbled the order once the mandatory pitstops came into play.

Duval dropped to third as a result, but was back in front when Takuya Izawa was spun out of the lead by Takashi Kogure and the Nakajima driver was given a 10-second stop-go penalty for his efforts.

Lotterer used the last of his push-to-pass boosts to try to usurp Duval out of the final turn, but missed out by just 0.041s, with Naoki Yamamoto third.

● Jiro Takahashi

### RESULTS

**1 Loic Duval (Swift-Toyota SF13)**, 68 laps in 1h37m08.879s; 2 Andre Lotterer (ST), +0.041s; 3 Naoki Yamamoto (S-Honda); 4 Yuji Kunimoto (ST); 5 Tsugio Matsuda (ST); 6 Hironobu Yasuda (ST); 7 Daisuke Nakajima (SH); 8 Takashi Kogure (SH); 9 Koki Saga (ST); 10 Hideki Mutoh (SH). **Points** 1 Lotterer, 37; 2 Duval, 31; 3 Yamamoto, 24; 4 Matsuda, 16; 5 Kazuki Nakajima, 16; 6 Joao Paulo de Oliveira, 16.

BRITISH RALLY YORKSHIRE RALLY (GB), SEPTEMBER 27-28 RD 5/6

## Pryce is good value in Yorkshire thriller

**WELSHMAN OSIAN PRYCE TOOK** his second straight victory after triumphing in a titanic fight with Jukka Korhonen in Yorkshire.

Championship leader Korhonen took an early lead, but fellow Citroen driver Pryce fought back on stage two to hold a slender 0.9s lead going into day two.

Saturday proved just as competitive as a three-way battle raged between Pryce, Korhonen and WRC3 regular Alastair Fisher. They were separated by tenths of seconds going into the final stage.

The pressure proved too much for Korhonen, however, as the Finn

stalled on the start line, allowing Pryce to win by 0.9s.

Fisher claimed third place, making it a podium clean sweep for Citroen DS3s. Welshman Tom Cave finished fourth.

● Rachel Cavers

### RESULTS

**1 Osian Pryce/Dale Furniss (Citroen DS3 R3T)**, 1h01m50.3s; 2 Jukka Korhonen/Marko Salminen (Citroen), +9.9s; 3 Alastair Fisher/Gordon Noble (Citroen); 4 Tom Cave/Ieuan Thomas (Citroen); 5 Mark Donnelly/Dai Roberts (Citroen); 6 John MacCrone/Phil Pugh (Citroen). **Points** 1 Korhonen, 94; 2 Fisher, 74; 3 Cave, 74; 4 Jonny Greer, 70; 5 Pryce, 62; 6 Donnelly, 56.

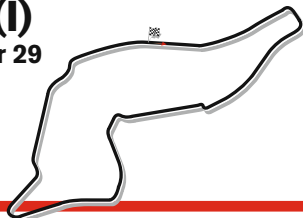




**Superstars**

**Imola (I)**  
September 29

Round 7/8



**RESULTS**

RACE 1: 12 LAPS, 36.60 MILES

<b>1</b>	<b>VITANTONIO LIUZZI (I)</b>	<b>27m58.153s</b>
	Romeo Ferraris Mercedes AMG C63; Grid: 2nd-1m49.317s	
<b>2</b>	<b>GIANNI MORBIDELLI (I)</b>	<b>+2.394s</b>
	Audi Sport Italia Audi RS5; Grid: 8th-1m51.568s	
<b>3</b>	<b>LUIGI FERRARA (I)</b>	<b>+7.695s</b>
	Roma Racing Team Mercedes AMG C63 coupe; Grid: 1st-1m49.206s	
<b>4</b>	<b>DAVIDE DI BENEDETTO (I)</b>	<b>+12.980s</b>
	Audi Sport Italia Audi RS5; Grid: 9th-1m51.723s	
<b>5</b>	<b>GIOVANNI BERTON (I)</b>	<b>+30.132s</b>
	Team Dinamic BMW M3 E92; Grid: 7th-1m50.607s	
<b>6</b>	<b>ANDREA BACCI (I)</b>	<b>+37.610s</b>
	CAAL Racing Mercedes AMG C63; Grid: 4th-1m50.112s	
<b>7</b>	<b>MAX MUGELLI (I)</b>	<b>+38.988s</b>
	Team Dinamic BMW M3 E92; Grid: 5th-1m50.152s	
<b>8</b>	<b>FRANCESCO SINI (I)</b>	<b>+39.315s</b>
	Solaris Motorsport Chevrolet Camaro; Grid: 6th-1m50.240s	
<b>9</b>	<b>GIUSEPPE CIPRIANI (I)</b>	<b>+1m07.822s</b>
	Audi Sport Italia Audi RS5; Grid: 12th-1m53.875s	
<b>10</b>	<b>CAMILO ZURCHER (CO)</b>	<b>+1m15.224s</b>
	Todi Corse BMW 550i; Grid: 13th-1m54.718s	

Winners' average speed: 78.52mph. Fastest lap: Morbidelli, 2m04.115s, 88.48mph.

RACE 2: 13 LAPS, 39.65 MILES

<b>1</b>	<b>MORBIDELLI</b>	<b>28m21.603s</b>
	Audi; Grid: 6th	
<b>2</b>	<b>LIUZZI</b>	<b>+15.518s</b>
	Mercedes; Grid: 7th	
<b>3</b>	<b>SINI</b>	<b>+21.793s</b>
	Chevrolet; Grid: 1st	
<b>4</b>	<b>DI BENEDETTO</b>	<b>+22.468s</b>
	Audi; Grid: 5th	
<b>5</b>	<b>CIPRIANI</b>	<b>+23.352s</b>
	Audi; Grid: 8th	
<b>6</b>	<b>BERTON</b>	<b>+28.185s</b>
	BMW; Grid: 4th	
<b>7</b>	<b>THOMAS BIAGI (I)</b>	<b>+38.674s</b>
	Romeo Ferraris Mercedes AMG C63; Grid: 12th	
<b>8</b>	<b>BACCI</b>	<b>+1m05.460s</b>
	Mercedes; Grid: 3rd	
<b>9</b>	<b>MUGELLI</b>	<b>+1m05.866s</b>
	BMW; Grid: 2nd	
<b>10</b>	<b>ZURCHER</b>	<b>+1m17.689s</b>
	BMW; Grid: 9th	

Winners' average speed: 83.90mph. Fastest lap: Morbidelli, 2m04.640s, 88.10mph.

**CHAMPIONSHIP**

<b>1</b>	<b>MORBIDELLI</b>	<b>212</b>	<b>6</b>	<b>MUGELLI</b>	<b>73</b>
<b>2</b>	<b>BIAGI</b>	<b>179</b>	<b>7</b>	<b>BACCI</b>	<b>64</b>
<b>3</b>	<b>LIUZZI</b>	<b>169</b>	<b>8</b>	<b>SINI</b>	<b>58</b>
<b>4</b>	<b>BERTON</b>	<b>152</b>	<b>9</b>	<b>TRENTIN</b>	<b>49</b>
<b>5</b>	<b>FERRARA</b>	<b>127</b>	<b>10</b>	<b>VANTHOOR</b>	<b>34</b>

**TEAMS**

<b>1</b>	<b>ROMEO FERRARIS</b>	<b>348</b>	<b>4</b>	<b>ROMA RACING TEAM</b>	<b>127</b>
<b>2</b>	<b>AUDI SPORT ITALIA</b>	<b>275</b>	<b>5</b>	<b>CAAL RACING</b>	<b>97</b>
<b>3</b>	<b>TEAM DINAMIC</b>	<b>230</b>	<b>6</b>	<b>SOLARIS MOTORSPORT</b>	<b>66</b>

**POINTS SYSTEM EXPLAINED**

In each race: 20-15-12-10-8-6-4-3-2-1 to top 10. 1 for pole; 1 for fastest lap; 1 for starting



Ferrara fell off fighting Liuzzi

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Morbidelli used four-wheel drive to maximum effect

# Morbidelli's traction puts him clear of the action

**THINGS WERE MEANT TO GO SO DIFFERENTLY** for Thomas Biagi and his Romeo Ferraris Mercedes crew at Imola.

At a circuit that should have suited the powerful C63 AMGs to the ground, this was the meeting where Biagi was supposed to bag the big haul of points that would give him a fighting chance at the Audi-friendly Vallelunga track, where the title will be decided next week.

And in qualifying last Saturday, it seemed like that was exactly what was going to happen. It was a Mercedes 1-2-3, with Morbidelli and his Audi Sport Italia RS5 stranded down in eighth, well off the pace. Perfect.

But things changed rapidly overnight. By Sunday morning a front of steady rain had settled over Imola, and just like that Biagi's time in the sun was, quite literally, over. It was, as Morbidelli posted on Twitter, "quattro time".

Despite the huge advantage of having four-wheel drive, Morbidelli's first race was not a walk in the park. Starting down in eighth, he had plenty of spray to contend with as he picked his way through the field. At the same time Vitantonio Liuzzi was leading a Mercedes trio – the Roma Racing C63 coupe of Luigi Ferrara wedged between the two Romeo Ferraris cars – at the front, pulling away thanks to better visibility.

But once Morbidelli was into fourth, things started to change. He quickly started eating into the seven-second gap by some pretty big margins, and caught Biagi with a lap to go. With Ferrara dropping back with an overheating problem, the scrap quickly came for second place. It was also for the championship lead.

It didn't end well for Biagi. Halfway through the last lap he made the sort of mistake that can so easily cost you a title, beaching himself at Piratella. Morbidelli went on to finish second behind Liuzzi, and the points gap ballooned from zero to 16.

Race two was significantly more predictable. While Morbidelli's starting position was virtually unchanged, he didn't have to worry about the

Mercs pulling a big gap out front while he was stuck in the midfield. This time he had Liuzzi next to him, and Biagi four spots behind.

It took Morbidelli three laps to hit the front. Liuzzi had followed him through, but once clear of traffic the Audi was in a class of its own. Morbidelli eased his way to a sixth win for the season ahead of Liuzzi, while Biagi tiptoed his way around in the midfield, eventually finishing seventh. And the gap went from 16 to 33 points.

"Nothing is done yet," said Morbidelli. "But absolutely, we have some consistency now. People will say I'm lucky because it rained, but that's how it is. And this is our sixth win, which means we've won in all weather conditions."

Liuzzi, meanwhile, was happy in the knowledge that he'd done all he could in the conditions.

"We couldn't do anything more today. Audi was unstoppable," he said. "But I'm very happy with how the car was in the wet. It was well balanced and a lot of fun."

The drive of the second race actually belonged to Francesco Sini. Starting from pole, Sini muscled his heavy Solaris Chevrolet into a handy little lead at the start, and then fended off a fierce challenge by the second Audi of Davide di Benedetto to take his first podium in the new Camaro.

"I took a lot of risks in the first few laps," he said. "But I knew I needed an advantage and it paid off. It was a lot of fun."



Liuzzi won first race



## IN THE PADDOCK

## Andrew van Leeuwen



THAT THE TENSION BETWEEN AUDI SPORT Italia and Romeo Ferraris Mercedes is starting to boil over is something I'm quite excited about.

Following the Donington Park round last month, Audi lodged a technical protest against the C63s. It was subsequently found that the bonnets were non-compliant (from the wrong model C63), and that the front spoiler had some foreign materials stuck to it. The stewards decided it was not performance enhancing, and slapped each car with a 10-place grid penalty for Imola. That led to both parties appealing (one saying too harsh, the other saying not enough), and the penalty was postponed.

It's actually quite boring, and is the sort of thing that will end up being sorted long after the season is over and has (hopefully) been decided on the track.

But on the other hand, in a weird way it's encouraging. Rivalries are what make sport great, and having a genuine one emerge between these two teams could give Superstars the sort of edge that sucks people in. After all, choosing a side is what gets your audience involved. Just ask V8 Supercars.

I'm not suggesting this stewards' room tiff is going to draw a crowd, but it's inevitable that there will at some point be on-track repercussions – and that could well be the case as soon as Vallelunga.



## BIG NUMBER

6

Wins by Gianni Morbidelli this year. He also achieved that in an Audi RS4 in 2007 and in a BMW in '09 (pictured), winning the title each time.



## Solaris aims for more Camaros

## SOLARIS MOTORSPORT OWNER AND DRIVER

Francesco Sini says his team's plan to build and run a second Chevrolet Camaro next season is all about speeding up the development process.

The team debuted its first brand-new Camaro this year, and has been plagued with inconsistency throughout the first seven rounds of the season.

Now the team is close to officially green-lighting its well-documented plan to build a second Camaro, which would run full-time in 2014.

"We are still thinking about it and working on it," Sini told AUTOSPORT. "We're quite sure that we're going to do it; we just have to make sure it's the right move and that we can have a professional driver in the car.

"It would be a huge help in terms of development, because we've only got one car and most of the other teams have more than that.

"We'll be able to try different set-ups in practice and testing and make everything happen twice as fast. And that's why I need to make sure that we can get a professional driver in the second car, because we

Sini drove his Chevy to the podium



need to get good feedback."

The team has already named Domenico Schiattarella as a likely candidate to race the new Camaro, the ex-Simtek Formula 1 driver having driven one of Solaris's old Luminas at Zolder and Donington this year.

## Biagi vows to fight to the wire

## THOMAS BIAGI IS REFUSING TO GIVE UP

on taking a second Superstars title, despite his chances taking a big blow at Imola.

The Romeo Ferraris Mercedes driver went into the penultimate round at his home circuit level on points with Audi driver Gianni Morbidelli. But after a disastrous weekend in wet conditions, which included a race-ending spin in the first outing before a lowly seventh in race two, Biagi is now 33 points adrift of Morbidelli. It means he has fallen off the top spot for the first time since taking over the lead at the second round back in May.

But with 44 points still on the table at Vallelunga, Biagi has vowed to keep pushing until the bitter end.

"Sure, I won't give up," he said.

"If it's dry, then we can fight with Audi. It won't be easy, because all of the hairpins there really suit that car, but we will fight because I won't give up. Anything can happen."

Biagi also accepted full blame for the spin that lost him an almost certain podium finish in race one at Imola.

"It wasn't bad luck – I was trying to do everything possible to keep Gianni behind me," he said.

"With that four-wheel-drive system it's impossible to keep him behind, but I had to try everything. I was desperate not to give him a single point. I had no other option."

Biagi spun off in race one



## KRISTOFFERSSON BACK IN CLOVER

Reigning Superstars champion Johan Kristoffersson returned to the Italian series' package with a double win in the supporting GT Sprint races. He shared Thomas Schoffler's MTM Audi R8 to beat the Team Ukraine Ferrari 458 of Andrii Kruglyk/Raffaele Giammaria each time.

## FERRARA ON POLE AGAIN

Luigi Ferrara's pole position at Imola was his third in a row. The Roma Racing Mercedes man became the first Superstars driver to take a hat-trick of poles since Gianni Morbidelli in 2008.

## REDUCED GRID FOR IMOLA

There were no Jaguars or Porsches on the grid at Imola, with Adria Racing System and Petri Corse both a no-show for the second meeting in a row.

## DI BENEDETTO, CIPRIANI RACE

Ex-F3000 International Masters runner-up Davide di Benedetto made an impressive series debut for Audi Sport Italia, finishing fourth in both races. The team also fielded a car for Auto GP driver Giuseppe Cipriani, who finished fifth in race two despite having never raced a tin-top before.

## ZURCHER RETURNS TO SERIES

Colombian Camilo Zurcher made his first start of the season at Imola, finishing both races 10th in his Todi Corse BMW 550i. Zurcher's last Superstars was with Romeo Ferraris at Vallelunga late last year.



# BARRY SHEENE'S F1 FLIRTATIONS

The motorbike legend tested a hatful of Formula 1 cars, but never felt he was the next John Surtees.

**ADAM COOPER** investigates why he couldn't emulate those who switched from two to four wheels



Hunt and Sheene:  
car and bike heroes,  
and good mates, too

LAT ARCHIVE



**T**hey may have come from very different backgrounds, but the names of James Hunt and Barry Sheene will forever be associated in the minds of the British public. Both men were perceived to be womanising hell-raisers off the track, and both came to prominence by winning their respective world championships in 1976.

It was perhaps inevitable that, for a while at least, they became firm friends. Sheene even turned up at the Japanese GP at Fuji to support his buddy in the showdown with Niki Lauda, his own 500cc programme having

concluded back in August. With time on his hands he ended up talking about Hunt's exploits in the BBC Radio 2 commentary box, alongside Simon Taylor.

But what of Sheene's own aspirations to go motor racing? At one point he was toying with the idea of following the path taken by fellow bike legends John Surtees and Mike Hailwood. However, history relates that when he tried to make the transition to four wheels he found it harder than expected – and his motivation to pursue it suffered accordingly. Ultimately, walking away from the bike world in which he was an established star, and a well-paid one at that, had limited appeal.

Sheene's interest in cars was first mentioned by AUTOSPORT in a comprehensive interview in May 1974, which in essence was an opportunity for him to explain to readers how the two-wheeled sport worked. He noted that he'd been to the British GP and Race of Champions, mainly to see Hailwood in action, and was disappointed to find the car-racing crowd to be less enthusiastic than what he was used to.

That didn't put him off. When asked if he would like to race cars he said: "Oh yes, I would love to, I really would. I haven't got any inclination to race a car as yet, but I would like to drive one just to see what it's like."

He revealed that he was due to test the new Trojan F1 car – then being raced by Tim Schenken – "in the next couple of weeks." That was an entirely logical development given that colourful entrepreneur Peter Agg owned both Trojan and Sheene's works Suzuki GB team. However, it seems that the test never actually took place.

His first chance to sample an F1 car finally came three years later in August 1977, shortly after he had secured his second 500cc World Championship. Accompanied by pal George Harrison he went to Brands Hatch, where he completed some 70 laps of the club circuit in a works Surtees TS19.

"He was not on the pace at all, but then we didn't expect that," says John Surtees. "He drove sensibly, and put it on about the right lines, because he knew the place well. He coped quite well with gearchanges and different techniques. He seemed to be quite pleased to get a chance."

When he'd finished, Sheene persuaded Surtees to let Beatle George have a go, suggesting that the outing was something of a jolly for both men. However, the former team boss believes that for Barry it was a serious attempt to learn about F1.

"We wouldn't have gone to the trouble and



Sheene took his mate George Harrison to Brands for the test

PHOTO COURTESY OF OLIVIA HARRISON

expense of giving him a test if he wasn't seriously considering it. I think at that stage he was, and was putting a toe in the water."

Sheene admitted later: "...the experience, although enjoyable and requiring immense concentration, did not stimulate me to the point where I felt I just had to switch to four wheels."

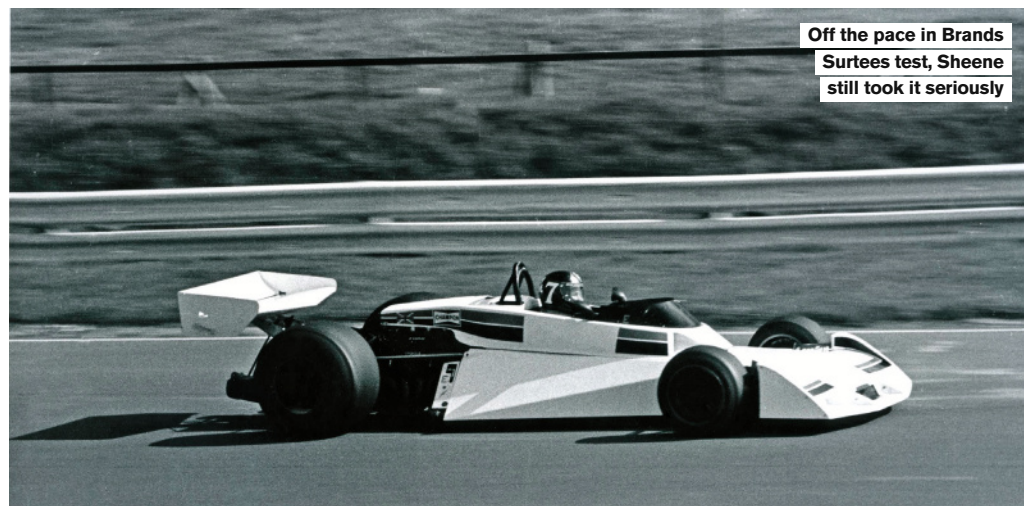
Surtees says he'd have liked to have recreated the partnership he had enjoyed a few years earlier with fellow bike star Hailwood, but despite talk of further tests, they never materialised.

"I said I'd try to pass on a bit of my experience, and we needed to have further outings.

"It has to be something you can put your heart into. And the motive has to be to come together with a piece of machinery, and not just be thinking about extending one's career – for the simple reason that you've got to relate to an entirely different world."

During the course of 1978 Sheene appeared to be getting a little more serious about a move to cars. In August, soon after he was deposed as 500cc world champion by Kenny Roberts, AUTOSPORT reported his interest in the UK-based Aurora F1 series. The suggestion was either that Marlboro might help him source a McLaren, or that he already had a contract to drive a Brabham for former motorcycle dealer Bernie Ecclestone.

On September 18, Sheene had a chance to test an Arrows A1 at Donington Park. Intriguingly team boss Jackie Oliver recalls that he hoped that it would lead not to Barry running in the ▶



Off the pace in Brands Surtees test, Sheene still took it seriously

LAT ARCHIVE



## What Car? Competition

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Brabham test at  
Paul Ricard in '84  
was not a success



LAT ARCHIVE

## "I couldn't fit in the car. I was steering with my knees, unable to change down"

◀ domestic series, but the world championship. He had just turned 28 – certainly not too old in F1 terms in those days – and the timing appeared to be right.

"The motive for me was that he was the right sort of character and he was British," says Oliver. "I thought if he was any good and wanted to do it, there would be some commercial backing for both of us to make it work. But first of all we wanted to find out if it appealed to him. That's why we did the test."

Alas within just a few laps Sheene crashed and wiped a corner off the Arrows, ending the day's activities early.

"He got straight in the car and drove it quickly, wasn't footling around," adds Oliver. "The only thing was when he got to the limit, he had no car-control experience. He certainly had a reaction time that would have done the job, but as the tail stepped out – and he freely admitted this – he was not able to catch the snap as the car got away from him.

"And that's what caused the accident. It wasn't a big one, but he was very upset with himself about damaging the car, it was a big disappointment for him.

"Later he had another go at Silverstone, but I think that experience of damaging the car put him off, and as a consequence he never got within a competitive time, even though he tried all day long, because he was worried about damaging it again. Talking to him about it, I don't think he felt confident that he would be on the pace, and he would be a failure."

Meanwhile, in 1979 Barry's old rival Giacomo Agostini moved into the Aurora series with a Williams, and while the Italian star proved to be competent, he proved to be little more than an also-ran in a competitive field.

Sheene finally made his four-wheeled racing debut in September '79 – in touring cars. He



PHOTO COURTESY OF OLIVIA HARRISON

Surtees advises  
Harrison at Brands  
as Sheene (l) looks on

teamed up with Derek Bell and Richard Lloyd to drive Lloyd's Group 1 VW Golf GTI in the Tourist Trophy at Silverstone, then a round of the European Touring Car Championship.

He had celebrated his birthday into the early hours before he tested the car on the Tuesday before the event, and partied again at Lord Hesketh's house during the TT weekend. He still made a good impression, although mechanical gremlins meant he did few laps come the race.

"It's a totally different situation," he told AUTOSPORT at the time. "Anyone who says it isn't is mad. That's like saying to Tony Jacklin, 'Well you're just like Geoff Boycott really. You've got a bit of stick and you're hitting a ball with it. You could play cricket just as well.' Racing bikes and racing cars are two totally different things."

Sheene would continue on two wheels until finally retiring at the end of 1984. The following season he made his first proper foray into cars with a Toyota Supra in the BTCC, and he also contested the Spa 24 Hours with a Belgian team.

At the end of that year he had his third and final flirtation with F1, the result of a chat with Ecclestone at November's inaugural Australian GP. In December Sheene showed up at Paul Ricard to have a go in a Brabham-BMW BT54, alongside

fellow bike stars Franco Uncini (the recently retired 1982 500cc world champion) and Marco Lucchinelli (the 1981 champ).

"Unfortunately, he was the slowest of the three, which really pissed him off," recalls then Brabham team manager Herbie Blash. "He couldn't get comfortable in the car at all, he was too big."

"Ah, well, I couldn't fit in the car," Sheene said at the time. "I couldn't get there for a proper fitting and the car was set up for Uncini and Lucchinelli. We took the seat out, but it was still not big enough, so in the end I only did seven laps, steering with my knees and unable to change down as my elbows wouldn't fit in the cockpit."

For the now 35-year-old Sheene any single-seater aspirations had long been forgotten, and the test was just a bit of fun. He would continue to dabble with truck racing and touring cars, but thereafter his involvement with F1 was as a hugely popular TV pundit in Australia. In retrospect Fuji 1976 had marked the start of a new career, albeit not as a driver.

"Back in those early days he did want to be another Surtees, but unfortunately it was never going to be," says Blash, who knew him well. "Some can do it, some can't. Can you put your finger on it? Not really.

"He was a little bit like James Hunt, he'd be lazy when it came to something like that. He wouldn't be prepared to work day and night. He did work very hard to become a helicopter pilot, so obviously he could concentrate and get the job done, but I think there were always too many distractions. Mainly girls!"

Intriguingly, Surtees believes it would probably be easier for a bike racer to make the change now.

"When Rossi tested the Ferrari he would have been able to analyse all the data and see exactly what Schumacher did in the same car," he says. "None of that was available then. It was seat-of-the-pants, tips-of-the-fingers, and a stopwatch..."



# TALL STORY OF CORVETTE'S

# KING



Oliver Gavin never made it to Formula 1, but found fame in America with GM giant Chevrolet. **ANDREW VAN BE BURGT** asks him how it happened





Gavin has been winning  
in a yellow Chevy for  
more than 10 years

**O**n the American iconography scale Chevrolet's Corvette is right up there with John Wayne in *True Grit* or the carved heads of Mount Rushmore. Three generations of Americans have grown up dreaming of owning one of GM's apex GTs, and a glance back through the ad campaigns that have accompanied each new model leaves you in no doubt that it's the car they want you to know puts the muscle into muscle car, the sport into sportscar.

Yet despite all the 'Vette's home-spun American charms, the man who's spearheaded the physical manifestation of its advertising claims is an unassuming Brit. Since 2002, Oliver Gavin has been a mainstay of Corvette's American Le Mans Series and Le Mans programmes, and victory in the Sebring 12 Hours earlier this year meant he became the most successful driver in the marque's illustrious history.

But despite the 44 ALMS wins, four titles and four Le Mans wins (including three in a row), Gavin can walk the streets of Northampton unbothered by autograph hunters or picture demands. You could say he's the most successful British driver no-one's heard of.

"I suppose that is somewhat fair," he responds when that's put to him. "I have spent a lot of time in the United States and I have been caught in this situation where I am a Brit driving for an American manufacturer in America, and I only come to Europe to race once a year at Le Mans for an American team who have been racing against one of the biggest British marques in sports car racing in Aston Martin."

The Corvette years have been good to Gavin, the 1995 British F3 champion whose single-seater career stalled after winning the title (see page 67). While ALMS races are still won outright by the thin number of prototypes that enter, since the end of the epic Audi/Porsche LMP battles it's been the GT category – arguably the strongest in the world – that's attracted the manufacturer money, and their halo racing projects.

So how did a Brit end up becoming the lynchpin of probably America's most iconic car brand?

"When I joined the team there were a number of American drivers in it," Gavin recalls. "Ron Fellows – he's Canadian but he's surrogate American – Kelly Collins and Andy Pilgrim [an expat Brit, now a US citizen], and then slowly the team has looked more towards Europe to get their driving talent."

"I was given the reins of the number-four car and that's the car I have always driven. I've just worked well with the guys, I love driving the car and I love the crew. It's a real family atmosphere with Gary and Robin Pratt and the way Doug Louth runs the engineering side. We've got an excellent understanding."

He might have spent more than a decade leading Chevy's fight in America's top sportscar series, but aside from a few forgettable weeks, Gavin and his family have remained based in the UK. Despite the amount of transatlantic travel involved, it's a situation he's happy with.

"In 2004 we had 10 weeks there," says Gavin. "We decided on a spot just outside Boston, and ▶"



# Challenge update

## Lewis goes to the US!

Lewis Plato/Mectech in the Radical Clubman's Cup had a fantastic weekend at Donington Park claiming two poles, two fastest laps and two race wins and as a result wins the Sunoco GRAND-AM Challenge! Over 100 drivers were in contention to win the race seat in the Chevrolet Camaro in the 2.5 hours GRAND-AM 200 race on the Friday before the Rolex 24 At Daytona (25-26th January 2014) but it was Lewis who came out on top.

Also racing for the Mectech, Bradley Smith in the Radical SR3 Challenge, only needs to finish in the top 10 at Snetterton to win the Sunoco Daytona Challenge!



[www.sunoco200challenge.com](http://www.sunoco200challenge.com)



Lewis Plato

1	L Plato	Radical Clubmans S	107.50
2	C Smiley	Mini Challenge	89.75
3	S Burgess	Radical Clubmans S	81.07
4	A Powell	F3CUP	80.47
5	J Westerholm	Radical Clubmans P	79.93



[www.sunocodaytonachallenge.com](http://www.sunocodaytonachallenge.com)



Bradley Smith

1	B Smith	Radical SR3 Challenge	118.75
2	J Abbott	Radical Euro SR3	92.44
3	K Calko	Radical Euro SR8	64.38
4	J Zaruba	Radical Euro SR3	63.25
5	C Noble	Radical Euro SR3	63.06

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**Next eligible races**

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Photographs by Oliver Read

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◀ friend of ours had found a house that we could rent in a lovely part of the world. Right from the very first day we were there it just went wrong..."

A string of unfortunate, occasionally comical incidents (including a fire engine and the police being called to help with his wife's cut finger), not to mention on-going electrical issues at the house, prompted a return to Britain. It clearly had no impact on his relationship with the team and success behind the wheel.

Now the wrong side of 40, Gavin has nothing left to prove in GTs, so what keeps his motivation up?

"Winning Le Mans again has got to be right up there," he fires back instantly. "We weren't going to win this year, but for the previous four years we have had a fast enough car, and been in the

position to win every single time, yet something has tripped us up. That's one of the reasons why I love the race because it's so hard to win it and when you do it is so satisfying."

This year is the last of the ALMS. For 2013 the series has merged/been taken over by Grand-Am to create United SportsCar Racing or USCR. It's not the only significant change as Corvette will be rolling out its new C7 to take on the challenge from Ferrari, BMW, Aston Martin and a new factory Porsche team. Having been the main man in the ALMS, starting the USCR with a bang is also high on Gavin's to-do list.

"I do feel there is so much more left on the table for me," he says. "To go and get some more victories and hopefully achieve that in a C7.

That has to be the ultimate ambition. With the new series coming, being the first champion in that would be a big boxed ticked."

But as his unprecedented call-up to the factory Aston squad as cover for the injured Stefan Mucke at the recent WEC race in Austin showed, there is also a career outside of Corvette. Although for the time being, that outing was very much a one-off.

"I can't see myself moving away from this form of racing really," he says. "You know the grass is always greener when you look at something like DTM or driving a P1 car at Le Mans, whether it's with Toyota or Audi. But I've made my bed and want to lie in it with Corvette and it's where I feel at home. I am now the most successful Corvette driver ever and I want to grow that record if I can." ❧



**Nigel Clyde 'engineered'  
Gavin's profitable move  
to Benetton testing role**

## HOW PACIFIC F1 NIGHTMARE BECAME BENETTON PAY-DAY

**M**any a young racing driver has been seduced by the dream of making it into Formula 1, only to find that the reality is some terrible waking nightmare.

For Oliver Gavin the long road to disappointment began when he signed a deal with Pacific boss Keith Wiggins that was supposed to dovetail testing duties for the nascent F1 team with a race drive in its successful F3000 programme.

The F3000 drive never materialised while F1 testing duties amounted to a shakedown of the ex-Reynard chassis...

"It had F3 suspension on the left side and F1 suspension on the right side," Gavin recalls. "I remember them saying to me, 'just go really, really slowly!' And it was just a PR stunt. I drove the thing round for about 5 laps. It was freezing

cold and that was it – it was the only work that I ever did for Pacific."

Still, Gavin remained the team's nominated test driver and at the end of 1995, having won the British F3 title, he was eligible for a superlicence and pushed Wiggins for a race opportunity.

"Keith said, 'OK, we'll get you in the car for the last race in Australia and repay some of this debt you've put in!'

"Keith said that in between Japan and Australia Bertrand [Gachot] is going to have a jetski accident. He's going to break his leg and not be able to make the race. You are the test driver so we just slide you in the car and off we go."

It all sounds so simple. The presence of a clearly uninjured Gachot in the team's garage in Adelaide should have been the give-away. But with his dad mid-flight, expecting to see his son make his F1 debut, Gavin owed it to himself to

see if there was anything he could do to sort the problem with his superlicence, which Wiggins had told him had scuppered the deal.

"I thought, 'this is just ridiculous, this whole episode has just gone on for too many years and it's just been a complete charade,'" he says. "So I went down to see Bernie [Ecclestone].

"He gave me some time. He said: 'look Oliver, you know Pacific are going out of business, they've got no money, they're not going to be here for much longer. You have never raced in F1 before, you have never raced here before, I'm not sure if you have driven this car that much. The office in Paris is now shut. We can't get you a superlicence!'"

And that was as close as Gavin ever got to racing in F1, but it was far from the end of his F1 career. For a couple of seasons he was one of the safety car

drivers, and this opened up a random testing opportunity.

"I got to know an engineer called Nigel Clyde when I had raced in the International Touring Car championship in '96," says Gavin. "In late 1997 I had literally got back from driving the safety car in Japan and the phone rang, and it was Nigel, who had moved from Mercedes to Benetton."

Clyde offered Gavin the chance to try Benetton's test car, which had been decorated with Fed Ex logos as the team sought to woo a new sponsor.

"I did 10 laps and they said that I was pretty good, let's do the rest of the day. And at the end of that they said let's do two more, so I did 3 days in total. And from then onwards I got to know all the other engineers. I did work for them on-and-off until 2006. I must have done over 200 days. It was great money."

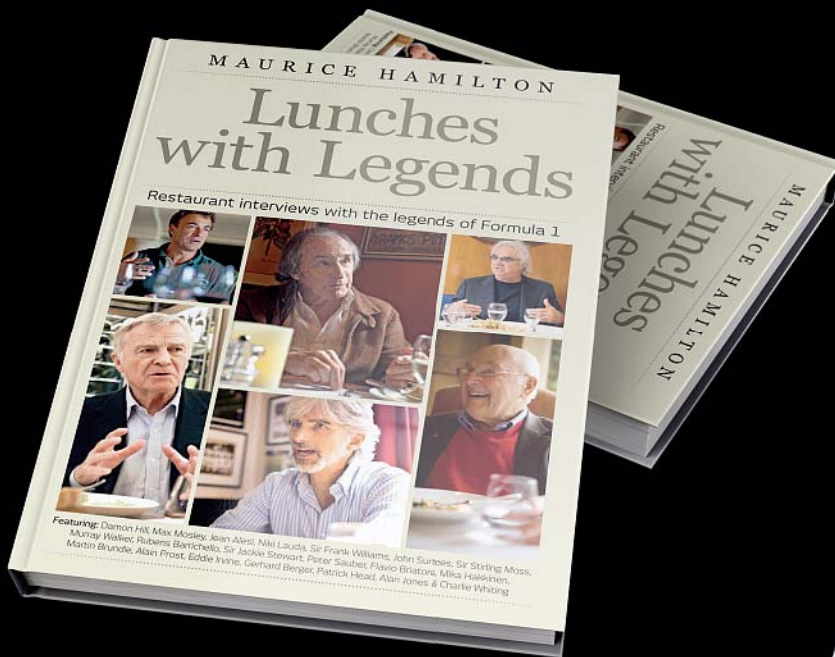


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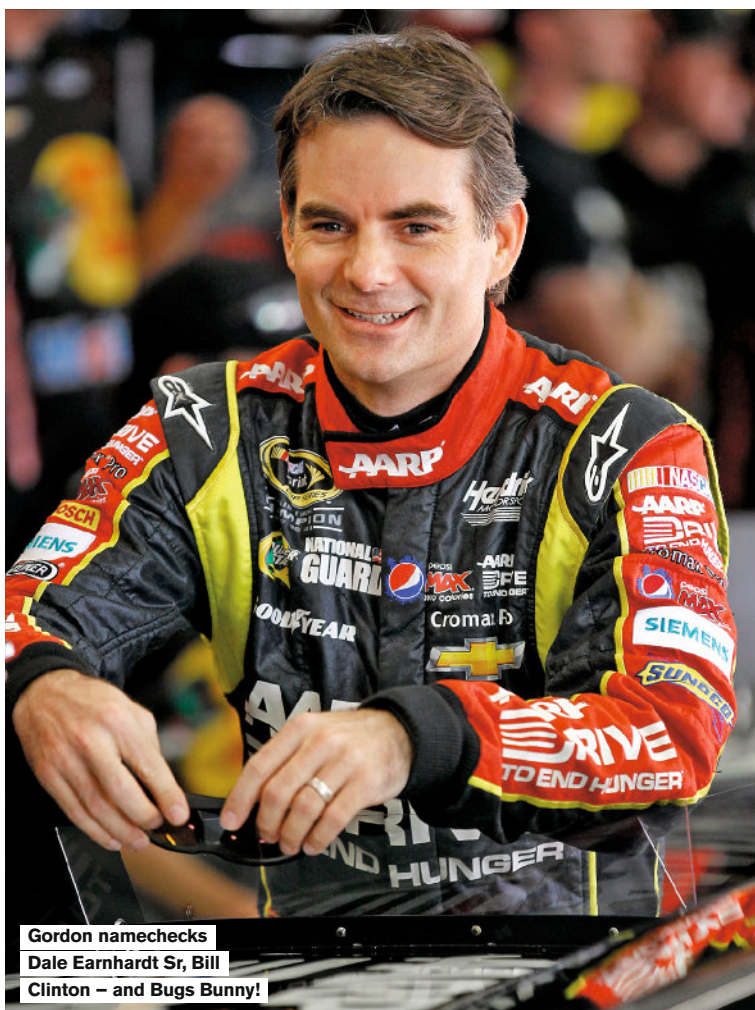




# Fifteen questions for Jeff Gordon

**Q** What would you change about your past?

**A** Dreaming big, I'd have at least one season in F1



Gordon namechecks Dale Earnhardt Sr, Bill Clinton – and Bugs Bunny!



Success feels great, says Gordon, but "it's a huge responsibility"

**Who has been your fiercest rival?**

Dale Earnhardt Sr. The years when I was coming up I looked up to him, but I also knew he was the guy to beat. We fought for the championship in 1995, which was a fierce battle, which I was fortunate enough to come out on top of. The fans looked at the rivalry probably even more so than we did.

**Who was your childhood hero?**

Steve Kinser, the sprint car driver, as well as Rick Mears. I grew up watching sprint car racing and there was nobody better than Steve Kinser in a sprint car.

**When were you happiest?**

Probably the day my daughter was born. That was just an amazing experience that you can never recreate. I'll have to be politically correct and say the day my son was born was next!

**Which living person do you most admire and why?**

Rick Hendrick certainly is somebody that's been like another father to me. As well as his success in races, his success in business and as a father is inspiring. Bill Clinton is also someone I admire. I'm part of the Clinton Global Initiative and the work that he does globally to help those in need.

**What has been your most embarrassing moment?**

We were doing a promotion one year in Richmond. We were doing golf cart races with the other drivers and we had a Looney Tunes character on the back – I had Bugs Bunny. We took off, I went into the first corner and I slid off the seat – and the golf cart carried on with Bugs Bunny hanging off the back. That was pretty embarrassing!

**What is your most treasured possession?**

I have a 49ers helmet with Joe Montana and Jerry Rice on it. I was wearing it around the house last year when the 49ers won the Super Bowl.

**Who would play you in the film of your life?**

Leonardo di Caprio is a pretty

awesome actor. We don't necessarily look alike, but he could pull it off.

**What is your favourite smell?**

Last night I walked out of the bus and smelled the wood burning from the campfire. I love being outdoors and a campfire is always great.

**What is your guiltiest pleasure?**

Rocky Road ice cream.

**To whom would you like to say sorry and why?**

Probably Clint Bowyer. I think I said sorry to him in an alcohol-induced moment, but he might not remember it!

**What does success feel like?**

It's a great feeling because you're accomplishing your goals. But it's also a huge responsibility. Success breeds more success, but it also sets a whole new bar in that you have higher expectations for yourself.

**What has been your biggest disappointment?**

That while we have won four championships, we've never won a Sprint Cup.

**If you could edit your past, what would you change?**

I would have liked a chance to race in the Indy 500 – that would've been pretty cool. If I was dreaming big, I would have said I'd like to have at least one season in Formula 1, but I like to dream with a bit of reality and I don't think that one was that realistic. But the Indy 500 was something I always dreamed about doing as a kid.

**How do you relax?**

When I'm on my plane travelling to a race track, I get on my iPad and I watch a series I've downloaded like *Suits* or *Breaking Bad*. At all other times I keep myself pretty busy.

**When was the last time you cried?**

[Long pause] Probably when my son was born about three years ago – the kids bring it out in me! I haven't had a good cry in a while. ❧



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# HENRY SURTEES CHALLENGE

## CALLING ALL YOUNG AMBITIOUS DRIVERS

**Preparation is well underway for the fast approaching Henry Surtees Challenge, to be held on Wednesday 23 October 2013, at Buckmore Park in Kent.**

The Challenge, now in its third year, has become an essential fixture on the racing calendar for motorsport talent in their 16th year or over. The Henry Surtees Foundation invites kart and car racers going up the motorsport ladder, to compete for a spectacular range of prizes that will accelerate their careers and aid them in their race programme preparation for 2014.

This special annual event, organised by former F1 World Champion, John Surtees OBE, who set up the Foundation in memory of his son, will award the top three drivers with a prestigious Henry 'H' trophy. Drivers will battle it out, using the superb Club100 Birel karts, for the chance to win the best prizes ever offered at a kart meeting! Prizes for fastest lap, the most unlucky driver and a heavyweight prize for 80kg or above will also be awarded.

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**Drivers wishing to take part in the event should contact Sharon Bowness at the Henry Surtees Foundation, Monza House, Fircroft Way, Edenbridge, Kent TN8 6EJ email: [Sharon@henrysurtteesfoundation.com](mailto:Sharon@henrysurtteesfoundation.com) or Tel: 01732 865496**





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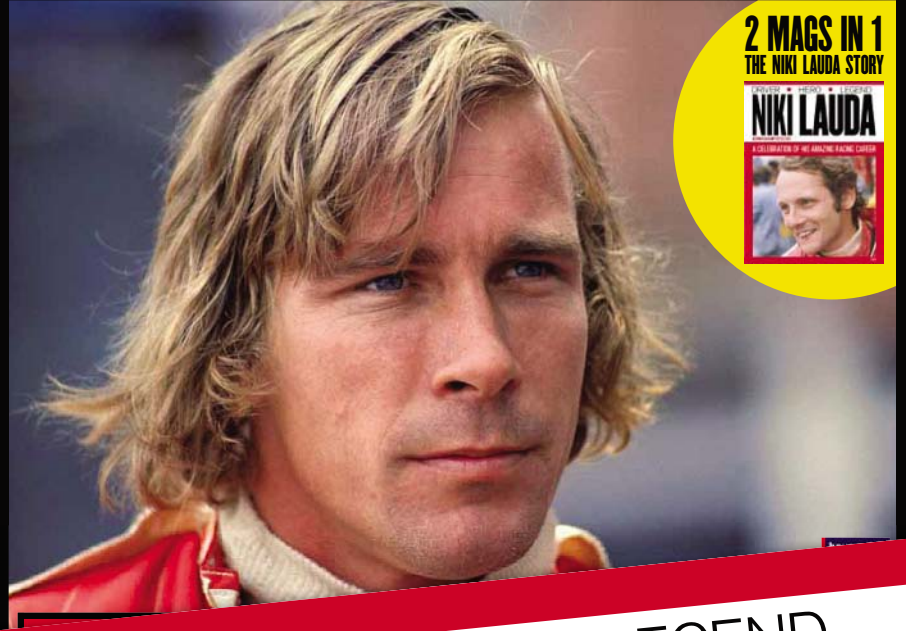




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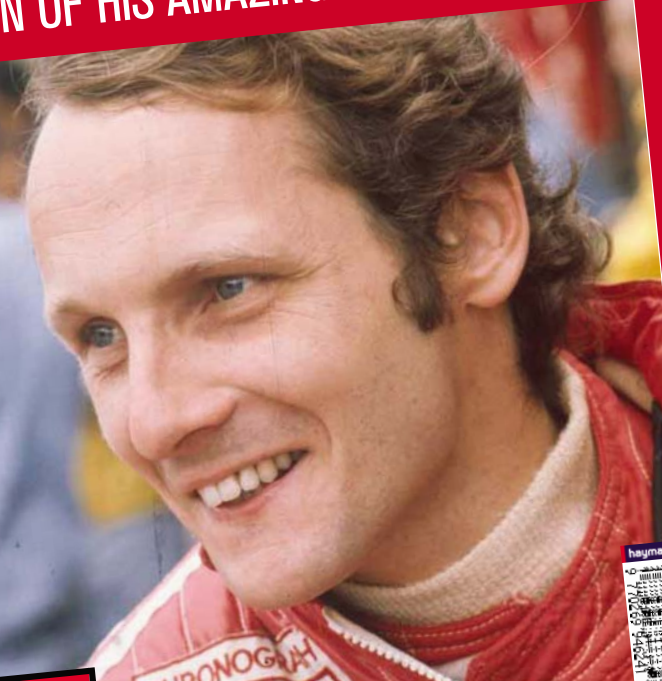
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EBREY



Mallory has called in administrator to save circuit from closure

## Mallory files for administration

BARC hopes move will buy more time in ongoing noise nuisance row

**THE COMPANY THAT OPERATES** Mallory Park went into administration this week, as the ongoing row over noise nuisance with the circuit's local community continues.

Mallory Park Motorsport Limited, which runs the circuit on behalf of the British Automobile Racing Club, has taken the step after failing to agree a viable increase in the number of days per year on which the circuit can operate.

The circuit has been in dispute with its local council over noise, which resulted in MPML being fined in court earlier this year over five breaches of its planning agreement.

That court decision also obliged Mallory Park to adhere to the limits set down in that 1985 agreement. This arrangement permitted a maximum 92 days of racing per year at Mallory, including midweek tests.

Mallory Park subsequently reduced

activities at the circuit to two days per week, but MPML said the resultant loss of track-day income plunged it into financial difficulty.

The BARC and MPML were negotiating with Hinckley and Bosworth Borough Council in an effort to find a compromise that would allow Mallory to operate for more days than allowed by the 1985 agreement.

They simultaneously sought a reduction in the amount of rent payable to land owner Titan Properties (a company owned by former racer and BRDC member Chris Meek), which it claims has risen by 40 per cent over the past eight years.

MPML and the BARC said it had developed a "three-stage recovery plan" for the circuit and that this had received positive feedback from the council, but that it needed lower rent payments to make the scheme viable.

With no compromise forthcoming,

MPML's directors felt they had no option but to place the company into administration, in the hope that an independent mediator may be able to broker an agreement to secure the circuit's future.

Administrator Ian Robert said: "I will be working with all the stakeholders to ensure that Mallory Park will see racing again."

Circuit chairman Peter Chubb told AUTOSPORT that Mallory remained hopeful of getting all parties to agree to its plan to up its allowance to nearer 138 days per year, while also securing a short-term reduction in rent.

"Mallory Park has run out of money," he said. "There was a genuine fear of insolvency, so we've sent the administrator in to keep the business going rather than liquidating it."

"MPML is not blameless in all this – we've made some blunders – but the only way up is to go forwards."

**BEN ANDERSON**  
NATIONAL EDITOR

ben.anderson@haymarket.com

@BenAndersonAuto



**IT'S A CRYING SHAME THAT IT'S**

come to this. We motorsport fans all desperately hope a compromise can be reached, and that Mallory Park can find its way out of the noise-nuisance maelstrom that has swallowed it up over the past 12 months or so.

Mallory landowner Chris Meek recently set tongues wagging with a plan to redesign the circuit on land to the west of the current track, though it transpires he has owned this extra turf for many years and wasn't prepared to fund the development himself...

Nevertheless, he seemed to be casting himself in the role of Mallory's white knight, riding in to save the day (for the second time!). How ironic, then, that his Titan Properties concern (which bought Mallory Park to save it from closure 30 years ago) has now played a role in scuppering plans to secure the circuit's future.

The reason other circuits operating under stringent planning limits (such as Croft) survive is because they have agreed compromises with regard to rent, but it seems Titan wasn't willing to accede to the terms Mallory felt it needed to make the circuit viable.

A reduction in the amount payable to Titan was a key tenet of the recovery plan drawn up by Mallory leaseholder the BARC and its operating company Mallory Park Motorsport Limited (and put to Hinckley and Bosworth Borough Council), which has now hit the skids.

In an effort to get all parties to come back to the negotiating table, MPML was placed into administration earlier this week following the circuit's last big race meeting of the year (for bikes).

We can only hope that Mallory can rise again, like the proverbial phoenix from the flames.

83

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Jewell sadly passed away after crashing his T35B at Snett

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VSCC

# Bugatti racer dies in qualifying crash

VINTAGE SPORTS-CAR CLUB competitor Steve Jewell died from injuries sustained in a qualifying accident at Snetterton last Sunday.

The Pre-1941 Racing Car driver's death cast a shadow over Sunday's Richard Seaman Memorial Trophies meeting at Snetterton.

Jewell's Bugatti T35B collided with Mac Hulbert's ERA R4D as Hulbert was overtaking on the Senna Straight. The Bugatti, on the left of the circuit,

speared into the barrier and Jewell, 63, was thrown out and landed on the grass. His still-fastened crash helmet came off during the incident.

It is believed contact between the Bugatti's front-right wheel and the ERA's left-rear damaged the former's steering. The Bugatti hit the guardrail and veered back into the track before arcing left and coming to rest in the grass adjacent to the barrier in front of the race control building.

Jewell was initially attended to at the scene, then taken to the circuit medical centre with severe multiple injuries to his head, chest and leg. His condition stabilised sufficiently for an ambulance transfer to Norfolk and Norwich University Hospital, 18 miles away, but he passed away shortly after arrival.

Following extensive barrier repairs, and with the blessing of those close to Jewell, the meeting resumed after a

near-three-hour delay, though the last two mixed qualifying sessions were shortened to three laps and racing started more than an hour late.

Mike Stripe, Chief Executive of the VSCC, said: "Stephen was an experienced competitor in many disciplines and well known within the motorsport community. The Club offers its sincere condolences to all of Stephen's family and friends following this tragic incident."

Renault Clio Cup

## Malvern eyes Vittoria tests ahead of 2014 Clio Cup switch

**SINGLE-SEATER REFUGEE SCOTT** Malvern is aiming to compete in the UK Renault Clio Cup when it adopts its new turbocharged model next season.

Malvern is keen for a drive on the BTCC support package having been largely sidelined since his 2012 Formula Renault BARC title triumph.

He will test one of leading team Scuderia Vittoria's new Clios when they arrive, possibly as early as next month.

"My main career focus in 2014 will be on the Clio Cup," said Malvern.

"Single-seater racing is very expensive, and I'm 24 now. I'd love the opportunity to compete in the BTCC or British GT."

Scuderia Vittoria director Danny Buxton confirmed Malvern is an option for 2014, as is ex-Formula Renault BARC



Malvern wants 2014 Clio drive

racer Matt Tiffin, who tested last week.

"I'd love to give Scott a shot, he's a stand-out driver," Buxton said. "Once we get the new car we'll get him out."

"Tiffin was rapid when he tested. His ideal scenario is UK Clio Cup but I've been honest with him about the Clio Cup Series, so he's considering that as well."

Ginetta GT Supercup

## Tough Ginetta Supercup debut for World Touring Car racer

**WORLD TOURING CAR PODIUM**

finisher Alex MacDowall made his Ginetta GT Supercup bow at Silverstone last weekend.

He joined outgoing champion Carl Breeze at Total Control Racing for the two races at Silverstone, but struggled to make a significant impression.

The 2010 UK Clio Cup runner-up finished ninth and eighth, just ahead of the third TCR car of Mark Davies in race two – though both were more than 20s behind race winner Tom Ingram.

"I think Alex has found it a bit difficult," said Breeze. "He's been quick on one lap but he's found the races tougher than World Touring Cars!"

TCR has struggled in the second half of the season, with Breeze and Davies unable to regularly fight for wins.

"It's not a top-six car let alone a top-three car," added Breeze. "It's been a really frustrating end to the season."

We've had a really bad handling problem that's not been sorted. I feel the championship's been lost since then."



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British GT

## Aston factory ace Stanaway to race GT4 Vantage at Donington

### ASTON MARTIN FACTORY DRIVER

Richie Stanaway will race for the British manufacturer in this weekend's British GT championship finale at Donington Park.

Ex-Formula Renault 3.5 racer Stanaway, who has contested three World Endurance Championship events with Aston so far this season, has been brought in to drive a works-run Vantage GT4. The Kiwi will share the car with GT Cup racer Harry Whale, who is parts co-ordinator for Aston Martin Racing's customer programmes.

AMR boss John Gaw said: "Harry said he had a bit of budget from Silverstone Auctions [owned by his father, ex-BTCC racer Nick] to do Donington. We've lent

him Richie, which will help us demonstrate that our GT4 car is competitive."

WEC GTE Pro champion team AF Corse will field a second GT3 Ferrari 458 at Donington for Charlie Hollings and Jacques Duyver, who have previously contested two British GT events this year in a GTC-class Ferrari run by FF Corse. Matt Griffin and Duncan Cameron will miss the race courtesy of their GT Open commitments with the team.

The Belgian WRT squad will be absent after Rembert Berg, who shared one of the team's Audi R8 LMS ultras in the past two events with Warren Hughes, decided against extending his deal.



Stanaway has driven in three WEC races for Aston

EBREVI/LAT

### Porsche Carrera Cup Germany

## Buri targets German Carrera Cup after making debut at Zandvoort

### EX-BRITISH FORMULA FORD

champion Antti Buri aims to contest next season's German Porsche Carrera Cup after making his debut last weekend.

Buri, 24, contested the German Carrera Cup round at Zandvoort with the same car in which he won this year's Finnish Porsche GT3 Trophy, with 10 wins from 12 races. The Finn and his regular mechanic joined the Team 75 Motorsport squad of Timo Bernhard, a Porsche factory team-mate of Buri's 2012 Formula Ford team boss Nick Tandy.

"I tried to enter here and Porsche said no because it was very crowded [the field was 38 strong]," said Buri. "So Nick sorted it out. The Finnish championship is

quite good, with around 18 cars, but we're here because we want to see what the German series is like. It's very competitive and a good series."

Buri qualified 14th, with a best finish of 14th too, although he set the fifth-fastest lap in race one.



Buri was fast on German Carrera Cup debut

### Single-seaters

## Wells gets Shanghai and Macau Formula Masters China outings

### DAN WELLS WILL COMPETE IN THE

Shanghai finale of the Formula Masters China series, as well as the series' end-of-season Macau Grand Prix.

British expat Wells has been based in

Hong Kong since 2012, when he finished runner-up in FMC's previous guise as Formula Pilota China.

He has spent 2013 on the sidelines, but formed his own company to aid a planned 2014 campaign in Japanese Formula 3, and also joined the management stable of Ian Phillips, the former commercial director of the Jordan Formula 1 team.

"I heard of Dan as a result of a chance meeting between his father and an associate of mine in Hong Kong," said Phillips. "He has the raw driver talent and the determination, courage and commitment required to utilise it."



Wells is set to go racing again

## HUMBLE PYE

# The voice of club racing

Jewell and B48 in full flight circa '88



## Stephen Jewell: 1950-2013

There has been little good news this week, at least where I've been standing. Steve Jewell's death, following a dreadful accident at Snetterton last Sunday morning, cast a cloud over what in all other respects was a great weekend of nostalgia in Norfolk. Wonderful cars, strong crowds and glorious weather is normally a winning combination.

I met Steve in the late 1980s, when we shared mutual friend Barry Groombridge's ex-Ken MacMaster Modus M4H in speed events. Steve subsequently acquired two F2 Chevron-Hart B48s, and campaigned the ex-Bobby Rahal chassis 1 in British Sprint Championship rounds from '88-'94. With best run-off results of fourth at Coleme in '92 and '93, he was a two-litre class force, but never ran a full season. His top series finish was 12th in '91.

The Cheltenham printing business boss also enjoyed rallying, but I remember Jewell for his generosity elsewhere. Apart from being a fun guy socially, in 1994 he lent me his Formula Vauxhall to contest Knockhill's BTCC-support round. Many years later, he threw me the keys to his Audi R8 – my dream car – to explore Silverstone's GP circuit on a wet track day. I've not driven one since, alas.

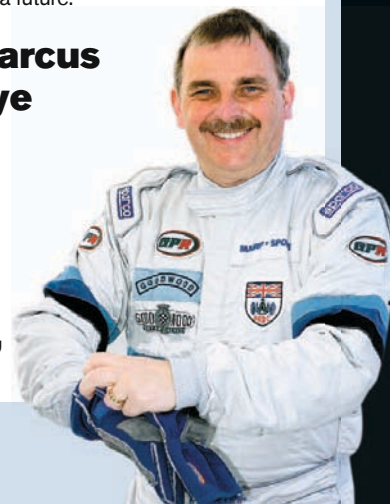
This year Steve and partner Ros were out more with the Tim Dutton-built Bugatti. I enjoyed their

company at Cadwell Park in June and July's Silverstone Classic, when he raced in the HGPCA Pre-'61 set. We breakfasted together at Snett and having reminisced about family and friends, and proposed projects for 2014, he went out – a happy and fulfilled man – to qualify an hour or so later.

My heart goes out to Ros, Steve's sons Robert and Russell, his daughter Emma and to his great buddy and business associate Nick Upton – my dear fellow VSCC commentator – who was at the circuit, and did all he could in the aftermath of the tragedy.

● Following one shock, I was dismayed (but not surprised) to learn on Monday that Mallory Park Motorsport Ltd had gone into administration. The circuit has been a personal favourite since '76 – I won a race in a Chevron B19 at its 'final' event in October '82 (before Chris Meek rescued it) and tested Steve Jewell's B48 there ironically. But I share the belief that a different business model could make it viable on 92 noisy days per year, with commensurate rent. BARC's Thruxton HQ does on 16, so let's hope that 'The Friendly Circuit' has a future.

## Marcus Pye



**"He was a class force in the British Sprint Championship, but I remember him for his generosity elsewhere"**



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WALKER

Palmer wants more time over potential FIA F4 bid

FIA Formula 4

# Palmer questions MSA over F4 tender process

**BRDC F4 BOSS JONATHAN PALMER** has questioned the MSA's tender process for the new-for-2015 FIA F4 series, saying it doesn't give prospective promoters time to put together proper proposals.

The MSA recently sanctioned a British FIA Formula 4 championship to begin in 2015 (see AUTOSPORT, September 26) and invited organisers to submit tenders to operate the new series by an October 25 deadline. MotorSport Vision boss Palmer has written to MSA chief executive Nick

Bunting, seeking a delay to the process.

He is concerned about the MSA asking for tenders six months before the final FIA deadline for approving car manufacturers. He argues it is impossible to tender properly for a championship before you know exactly what cars are available, and how much they will cost. He said the lack of finalised technical regulations for FIA F4 added a further complication.

He reckons a mid-2014 deadline would be more appropriate.

Palmer said: "It's putting the cart before the horse. How can you tender for a championship [by October 25 2013] when you don't know what the car will be, how much it will cost, and what the spares prices will be?"

"We would be interested in working with the FIA and the MSA, because MSV has a great history in single-seaters, but it has to be done systematically and logically."

The MSA declined to comment when contacted by AUTOSPORT.



## Porsche picks Gelzinis

Porsche Carrera Cup GB scholar Daniel Lloyd (above left) and title protagonist Jonas Gelzinis will contest Porsche's international scholarship scheme, which provides a chunk of the budget required for a 2014 Supercup campaign. Lloyd has been put forward by the British championship, while Gelzinis has been chosen by Porsche as a wildcard.

## Files title bid dented

Renault Clio Cup UK points leader Josh Files's bid for the Eurocup title took a blow last weekend after he was taken out of the second race at Paul Ricard. Files finished second in race one, ahead of points leader Massimiliano Pedala, but his second race was ended by another driver while he battled for the lead. He is now 23 points off the lead heading into the final round at Barcelona.

## Geddies on top again

Former British GT champions Glynn and Jim Geddies extended their lead in the Dutch Supercar Championship with victory at Spa last weekend. The duo eased to victory in their United Autosports-run McLaren MP4-12C. Meanwhile, Hunter Abbott finished second in the Benelux Porsche GT3 Cup Challenge, after a win and third place in the final round at Zandvoort.

## ERC aces to Croft GP

European Rallycross front-runner Anton Marklund will contest the British Rallycross Grand Prix at Croft later this month in his VW Polo R Supercar. The Swede will use the event to develop his car. Fellow ERC racers Andy Scott (Peugeot 208) and Jos Jansen (Ford Focus MkII) will also make the trip to Croft.

## Edwards wins Trackrod

Matt Edwards and co-driver Elliott Edmondson took Edwards' first win in the R.A.C. Rally Championship finale, the Trackrod Historic Cup in Yorkshire last weekend. After a season of mixed fortunes, the Ford Escort Mk2 driver (below) performed superbly in the Yorkshire forests to beat local legend Steve Bannister.



LAWRENCE



Doran will loan her car to Birrel

Scottish Compact Cup

# Amputee to race at Knockhill

**A DOUBLE AMPUTEE EX-SOLDIER** will make his racing debut in the Scottish BMW Compact Cup this weekend.

Davie Birrel lost both his legs when an bomb exploded while he was serving with the Black Watch in Afghanistan in 2010. The 27-year-old reached the final eight of this year's Want2Race competition and impressed the scheme's official partner, Ginetta, which paid for Birrel's ARDS test last week and also provided a free raceluit.

Now Scottish Compact Cup racer Christie Doran has loaned her car to

Birrel for the final round of the Compact championship at Knockhill.

Birrel said: "I was totally overwhelmed when I heard about Christie's gesture. It must have been hard for her to give up her chance to drive. I can't thank everyone enough for making it all happen."

Doran added: "I was stunned when I read about what Davie had done in Afghanistan and what he had gone through. I thought this was just a small effort to help him make his racing ambition come true."

MSA Academy

# Drivers get drugs lecture from MSA

**YOUNG DRIVERS COMPETING ON** the British Touring Car support package were educated about doping in motorsport at Silverstone last weekend.

The Motor Sports Association gave British Formula Ford and Ginetta Junior racers a seminar on the pitfalls of performance-enhancing drugs. The talks covered a range of topics, from how easy it is to accidentally take banned substances, to how drivers can be tested.

Formula Ford driver Sam Brabham said: "It was really interesting, I learned a lot. I'd never really heard of people doing it, but you don't want to get caught out by buying the wrong medicine."

Greg Symes, the MSA Academy co-ordinator, said ignorance was not an excuse, despite the lack of any high-profile cases of doping in motorsport.

"It's important to know this stuff regardless," he said. "If they get caught with something in their system, whether it's performance-enhancing or over-the-counter medicine, the penalty is the same."

Historics

# Hillclimb ace to make race debut

**HILLCLIMB ACE ALEX SUMMERS** will make his racing debut at the HSCC's championship finals meeting at Silverstone on October 19, having passed his ARDS test last week.

Summers, 22, finished fourth in the British Hillclimb championship this season, winning both recent Doune rounds and the first of last Sunday's pair at Loton Park's

finale in his supercharged 1300cc DJ Firehawk single-seater.

By trading the high-downforce motorcycle-engined car for father Richard's Formula 5000 Lola-Chevrolet T140 in the season's last Derek Bell Trophy event, he will also become a third-generation racer, grandfather Bill having competed in historic grand prix Maseratis.



WALKER

Summers will race his father's Lola T140



# Hughes takes title as Robertson stars

JAKE HUGHES CLINCHED THE INAUGURAL BRDC F4 title at Donington Park, and most in the paddock agreed he was a worthy champion. The Lanar Racing driver has consistently been among the fastest in the series, taking more poles and wins than any of his rivals.

Hughes effectively sealed the deal on Saturday, grabbing his sixth pole and converting that into his fourth win with a measured drive as SWR's Matt Graham (whose weekend fell apart on Sunday) gave vain chase.

Hillspeed's Seb Morris clung to an outside chance of nicking the crown by finishing third (subject to an appeal against his exclusion from victory at Snetterton last time out), but Hughes made that academic by coming through to sixth in race two on Sunday and putting his own points tally out of reach regardless.

Charlie Robertson has also been one of F4's quickest drivers (clocking more fastest laps than anyone), but his HHC team feels he's been one of the unluckiest too. He was on a lap good enough for the front row in qualifying when he saw red flags on

the Melbourne loop, consigning him to a row-three start for race one. But he starred in the races to rise from fifth to second in the points.

He was visibly better on the brakes than rivals as he worked through to fourth in race one and then victory in race two. From fifth on the partially reversed grid in the second race he picked off Morris (round the outside!), James Greenway and Gustavo Lima on consecutive laps at the Melbourne Hairpin, before hunting down poleman Struan Moore and grabbing the lead on the penultimate run through McLeans.

Morris felt he could have been third in that race, but deflated his left-rear tyre battling Greenway. Gustavo Lima (HHC) thus took his maiden podium (then later got involved in a road traffic accident in Loughborough) as Morris slumped to eighth.

Robertson sealed the deal for second in the points by leading from lights to flag in the final race of the year. Early-season leader Dalton recovered fifth in the title race by stealing second back from Matt



Hughes fend off Graham at the start of the first race

Mason (MGR) with a late lunge at the Melbourne Hairpin on the final lap.

Hughes completed his campaign with a fine climb from 11th on the grid to fourth, helped by Morris and SWR's Jack Barlow (who slumped from second to sixth in the standings with his worst weekend of the campaign) colliding on the first lap.

"The whole season has been a crazy blur," said the champion, who claimed a £25,000 cash prize and a Formula 3 test with Carlin. "This championship is the best at this level, so to come out on top is brilliant."

● Ben Anderson

## RESULTS (ALL 12 LAPS)

**RACE 1** 1 Jake Hughes; 2 Matthew Graham +2.154s; 3 Seb Morris; 4 Charlie Robertson; 5 James Greenway; 6 James Fletcher.

**Fastest lap** Robertson 1m31.970s (97.36mph).

**RACE 2** 1 Robertson; 2 Struan Moore +0.745s; 3 Gustavo Lima; 4 Greenway; 5 Jake Dalton; 6 Hughes. **FL** Robertson 1m31.603s (97.75mph).

**RACE 3** 1 Robertson; 2 Dalton +6.517s; 3 Matt Mason; 4 Hughes; 5 Raoul Hyman; 6 Greenway. **FL** Mason 1m31.755s (97.59mph).

**FINAL POINTS (TOTAL AFTER DROPPED SCORES IN BRACKETS)** 1 Hughes, 460 (450);

2 Robertson, 398 (398); 3 Morris, 388 (380); 4 Graham, 376 (376); 5 Dalton, 371 (371); 6 Jack Barlow, 367 (362).

# Smith crowned champion after yet another double

BRADLEY SMITH WAS CROWNED champion after another double win.

He led the first half of race one from Matt Bell, but had to chase down Paddy McClughan after the pitstops to claim victory.

"I didn't realise he was that far ahead," said Smith. The pair swapped the lead before Smith made a decisive move into McLeans.

Graham Ridgeway completed the podium, with Jethro Bovingdon fourth after Timothy Lyons went off at Coppice followed by Matt Allison in avoidance.

British GT ace Phil Keen set the pace in race two, leaving Smith in pursuit. The gap only closed as the pitstop window approached. Peter

Belshaw retained the lead for a couple of laps after taking over from Keen, before giving best to Smith.

Although McClughan finished strongly, he ran out time in his pursuit of Belshaw and had to settle for third, while Tom Jordan pipped Andy Cummings for fourth on the last lap.

● Peter Scherer

**RESULTS (BOTH 26 LAPS)** 1 Bradley Smith; 2 Paddy McClughan +2.577s; 3 Graham Ridgeway; 4 Jethro Bovingdon; 5 Andy Cummings/Bradley Ellis; 6 Tom Jordan/Stuart Moseley. **FL** Smith 1m30.125s (99.35mph). **RACE 2** 1 Smith; 2 Peter Belshaw/Phil Keen +17.144s; 3 McClughan; 4 Jordan/Moseley; 5 Cummings/Ellis; 6 Ridgeway. **FL** Smith 1m29.971s (99.52mph).



Soloist Smith has been the dominant force in Radical SR3s



Craven scored crucial double in VW-powered Dallara F307 chassis

# Two wins for Craven takes title race down to the wire

A DOUBLE WIN FOR ALEX CRAVEN makes sure the championship race will go all the way this year.

Fellow title challenger Tristan Cliffe secured pole for the first race but was only third into Redgate behind Craven and Alice Powell. Louis Hamilton-Smith made it an early four-car break.

As Craven's lead began to grow, Cliffe piled pressure on Powell. He eventually dived by into Goddards on lap six and went clear, as Powell came under further attack.

Craven cruised home, but Cliffe spun exiting Coppice and handed second back to Powell.

Hamilton-Smith was edging away in race two when he spun at the Esses on lap three and rejoined

third behind Craven and Cliffe. Craven was unable to shake off Cliffe, who got alongside into the Melbourne Hairpin on lap eight.

But all three held station, with Powell fourth but penalised to fifth for starting out of position.

● Peter Scherer

**RESULTS (14 LAPS)** 1 Alex Craven (Dallara F307); 2 Alice Powell (F307) +6.389s; 3 Louis Hamilton-Smith (Dallara F304); 4 Mark Harrison (Dallara F308); 5 Dave Karaskas (Dallara F301); 6 Tony Bishop (Dallara F306). **Class winner** Karaskas. **FL** Hamilton-Smith 1m28.427s (101.26mph).

**RACE 2 (9 LAPS)** 1 Craven; 2 Tristan Cliffe (F307) +1.405s; 3 Hamilton-Smith; 4 Harrison; 5 Powell; 6 Olly Rae (F301).

**CW** Rae. **FL** Craven 1m27.930s (101.83mph).





Smith hassled  
Smiley in Mini  
Challenge fight

**MINI CHALLENGE DONINGTON PARK GP, SEPTEMBER 28-29 MSVR**

# Smiley is champion as Brown breaks duck

TWO MORE WINS WERE ENOUGH FOR Chris Smiley to secure the title, but there were also celebrations for Jono Brown, who took his maiden victory in the final race of the season.

Smiley just had the edge over Chris Smith into Redgate at the start of race one. Smith stayed with Smiley at first, but after five laps the gap began to grow. Meanwhile, Lee Allen powered ahead of Jake Packun for third.

While Smiley cruised home with well over two seconds in hand, Smith retained second but had Allen closing. Packun held onto fourth, despite losing power. Victory for

Shane Stoney gave him the Cooper class title, although Ricky Page was close at the end.

It was similar pattern in the second race as Smith stayed with Smiley for the first few laps, followed by Packun, while Allen and Caudle enjoyed an early battle for fourth.

Smiley led throughout, but Smith reduced the gap slightly under lappery, while Packun and Allen held station. Josh Gollin took the Cooper class with Hamish Brandon and Ollie Walker almost tied for second.

Brown took a lights-to-flag win in the safety car-interrupted finale from

Smith and the unrelated Rob Smith. Lawrence Davey secured fourth after Allen crashed heavily at Redgate.

● Peter Scherer

**RESULTS (12 LAPS)** 1 Chris Smiley; 2 Chris Smith +2.627s; 3 Lee Allen; 4 Jake Packun; 5 Luke Caudle; 6 Stewart Calder. **CW** Shane Stoney. **FL** Smith 1m45.549s (84.83mph). **RACE 2 (12 LAPS)** 1 Smiley; 2 C Smith +1.264s; 3 Packun; 4 Allen; 5 Lawrence Davey; 6 Rob Smith. **CW** Josh Gollin. **FL** Smiley 1m45.937s (84.52mph). **RACE 3 (11 LAPS)** 1 Jono Brown; 2 C Smith +1.853s; 3 R Smith; 4 Davey; 5 Packun; 6 Calder. **CW** Ollie Walker. **FL** C Smith 1m45.795s (84.63mph).



## Lotus Elise Trophy

Andrew Bentley escaped from a three-way dice (above) to take the win in the first race at Donington, after Luigi Mazza (leading) and Adam Gore (second) tangled in the pit straight. Mazza recovered to retain second from Dave Carr, but Gore got his revenge in race two by heading home Mazza and Bentley at a somewhat safer distance.

## Radical Clubman's Cup

Lewis Plato was a double winner at Donington. The early part of race one ran behind the safety car, after Oskar Kruger tipped Steve Burgess into a spin at Redgate. Plato chased Kruger for eight laps after the restart, and got him at Melbourne Hairpin. It was lights-to-flag in race two, though, with Kruger and Jesper Westerholm making the podium again.

## Racing Saloons

Matt Seldon's BMW led race one at Donington from the opening lap, as father Peter battled with Karl Cattliff for second in their similar BMWs. After a couple of swaps, Cattliff secured the place. Seldon Jr pitted from the lead of race two with his brakes alight, so his dad was victorious with Cattliff behind.

## Production BMW

No one could match Matt Parkes's supremacy as he secured another double win at Donington. The squabbles behind went right to the flag, however, with Alan Wileman eventually securing second in both races and finishing considerably closer to the victorious Parkes in race two. Matt Smith completed the race one podium, after Harry Goodman spun and retired, and Stuart Waite completed the top three in race two.

## Lotus Cup UK

The first few laps at Donington were run behind the safety car after Tom Chatterway's 2-Eleven crashed out heavily at the start (below). Marcus Jewell led initially, but was soon overcome by Steve Train, who along with Ken Savage soon pulled well clear early into the race. They stayed relatively close to each other, but Train took the win, with Simon Deacon 51 seconds back in third.



Johnston starred in  
race two before his  
G55 caught fire

**GT CUP DONINGTON PARK GP, SEPTEMBER 28-29 MSVR**

# Porsche and BMW win attritional races

IAIN DOCKERILL AND MARCO ATTARD shared the victory spoils but gained their wins after rivals had problems.

Chevron driver Jordan Witt had a 9s lead by lap seven of race one, after poleman Kevin Riley spun his Mosler out of the lead on the first lap. But transmission problems slowed Witt and he retired after 10 laps. Iain Dockerill (Porsche 911 RSR) inherited the lead, and his cushion increased when Tim Hood's TVR Sagaris pulled out too with mechanical maladies.

The BMW Z4 of Ron Johnson kept Dockerill honest over the remaining

laps, while Peter Jennings (Ferrari 458 Challenge) secured third over Jaques Duyver's GT3 Ferrari and Riley.

Hood set the pace from the start of race two, but the TVR only lasted three laps, putting Attard's BMW into the lead from Dockerill.

The Ginetta G55 of Derek Johnston charged from the back to third by the end of lap six. He picked off Dockerill on lap 10 and led two laps later, but was forced to pit with a fire. After it was extinguished he resumed to take seventh, but Attard was in the clear.

● Peter Scherer

## RESULTS (BOTH 16 LAPS)

**RACE 1** 1 Iain Dockerill (Porsche 911 RSR); 2 Ron Johnson (BMW Z4) +1.884s; 3 Peter Jennings (Ferrari 458 Challenge); 4 Jacques Duyver (Ferrari 458 GT3); 5 Kevin Riley (Mosler MT900GT); 6 Shamus Jennings (Ferrari 458 Challenge). **CW** P Jennings; Andy Ruhan (Porsche 997 GT3); Jeff Wyatt (BMW M3). **FL** Duyver 1m33.176s (96.10mph). **RACE 2** 1 Marco Attard (BMW Z4); 2 I Dockerill +21.129s; 3 Jordan Witt (Chevron GT3); 4 Chris Dockerill (Ferrari 430 Scuderia); 5 P Jennings; 6 Duyver. **CW** P Jennings; Ruhan; Bradley Ellis (Ginetta G50). **FL** Derek Johnston (Ginetta G55) 1m31.970s (97.36mph).







**Mitchell recovered from opening-lap contact to win**

HAWKINS

**HSCC BRANDS HATCH, SEPTEMBER 28**

# Mitchell fights to Ford crown

**SAM MITCHELL CLINCHED THE HISTORIC Formula Ford title in style with his sixth victory of the year at Brands Hatch last Saturday, but it could have been a very different story.**

When the fast-starting Josh West lost it at Druids on the opening lap, Mitchell's Merlyn was left with nowhere to go and ran straight into him. "I thought it was over – I couldn't change direction quickly enough", said a relieved Mitchell.

The Cheltenham driver recovered quickly, passing Maxim Bartell for third and relieving Simon Toyne of second on lap seven. David Wild's Lola was looking comfortable out front but, as the rain began to fall and conditions worsened, Mitchell reeled him in, taking the lead at Paddock with three laps to go.

Andrew Hibberd (Lotus 22) drove superbly in challenging conditions in the race for rear-engined Historic Formula Juniors, holding firm under the intense pressure being applied by the rapid James Claridge.

Shortly after Claridge wrestled second from Richard Smeeton at Paddock on lap four, his Lola rotated at Graham Hill Bend, gifting Hibberd

a significant advantage. Claridge recovered, and got back on terms with Hibberd's Lotus when he spun a second time. Claridge once more closed up to Hibberd, but was unable to get by. The bout for front-engined machinery was led from lights to flag by William Mitcham's U2 Mk2.

Championship rivals Julian Barter (TVR 3000M) and Oliver Ford (Lotus Europa) were having a terrific scrap for 70s Road Sports honours before mechanical misfortune befell the Lotus. The pair swapped positions several times until Ford was forced to drop out at two-thirds distance with a broken throttle cable. Barter went on to win unchallenged.

New Classic Formula 3 champion Graham Fennimore scored another win at Brands. His closest rival in qualifying, Ben Simms (March 803B), failed to make it to the grid because of a clutch failure. The ex-Martin Brundle Ralt looked set for an easy victory but, in the closing stages, Greg Caton mounted a challenge in his March 803B. Caton came very close to stealing the lead, only to be blocked by a backmarker.

Tim Davies was victorious in

Historic Touring Cars. His Lotus Cortina was hassled on lap one by Andy Jones's Singer Chamois, Jones coming from fifth on the grid to challenge for the lead at Clearways only to run wide and drop back down the order. Simon Benoy's Hillman Imp also ran wide while attacking Davies on lap four, allowing Neil Brown (Lotus Cortina) into second. Roger Cope's BMW 1800 further demoted Benoy for third.

Andrew Storer (Royale) jumped poleman Benjamin Tusting at the start of the Historic FF2000 race to take the initiative. He didn't have the pace to keep Tusting behind him though, with Tusting's Reynard getting back in front on lap seven.

Andy Shepherd's Lotus Seven S2 came through to win the Historic Road Sports encounter. Shepherd took the lead from Peter Shaw's Elan on lap four, with Justin Murphy following suit in his Ginetta at Paddock shortly afterwards. The leader kept Murphy at bay until his pursuer went off into the gravel at Druids with eight laps to go.

Ian Jones and his Lotus 59 were out front for the duration of the Classic Racing Cars contest. Nicholas Ball (Chevron B14) recovered from a terrible start to take third spot. John Harrison (Mallock Mk21) was in a class of his own in Classic Clubmans, leading the race from start to finish.

● Matt Upton



**Claridge chased Hibberd for the Formula Junior win**

HAWKINS

**HISTORIC FORMULA FORD (18 LAPS)** 1 Sam Mitchell (Merlyn Mk20); 2 David Wild (Lola T200) +2.484s; 3 Maxim Bartell (Merlyn Mk20A); 4 James Buckton (Elden Mk8); 5 Christopher Sharples (Palliser WDF1); 6 Simon Toyne (Lola T200). **Class winner** James Lovett (Lola T200). **Fastest lap** Wild 57.716s (75.35mph).

**HISTORIC FORMULA JUNIOR REAR ENGINED (17 LAPS)** 1 Andrew Hibberd (Lotus 22); 2 James Claridge (Lola Mk5A) +0.421s; 3 Jack Woodhouse (Lotus 20/22); 4 Richard Smeeton (Wainer); 5 John Chisholm (Gemini Mk3a); 6 Andrew Wilkinson (Lynx T3). **CW** Chisholm; Andrew Taylor (Cooper T56); David Hall (BMC Mk2). **FL** Smeeton 1m07.233s (64.68mph).

**HISTORIC FORMULA JUNIOR FRONT ENGINED (21 LAPS)** 1 William Mitcham (U2 Mk2); 2 Richard Ellingworth (Gemini MkII) +32.787s; 3 Justin Fleming (Lola Mk2); 4 Stephen Barlow (BMC Mk1); 5 Michael Fowler (Gemini MkII); 6 John Arnold (Elva 100). **CW** Arnold; Martin Sheppard (Stanguellini); Sue Spence (Elva 200). **FL** Mitcham 56.089s (77.53mph).

**70s ROAD SPORTS (21 LAPS)** 1 Julian Barter (TVR 3000M); 2 James Dean (Lotus Europa) +26.488s; 3 Sarah Bennett-Baggs (Porsche 911); 4 John Hall (Datsun 260Z); 5 Robert Barter (Jensen Healey); 6 Mark Leverett (Porsche 911 SC). **CW** Dean; Hall; Barter; Chris Alford (MG Midget). **FL** Barter 57.028s (76.25mph).

**CLASSIC FORMULA 3 (25 LAPS)** 1 Graham Fennimore (Ralt RT3); 2 Greg Caton (March 803B) +0.312s; 3 David Shaw (Ralt RT1); 4 Hugh Price (Chevron B38); 5 Heinrich Langfermann (Ralt RT3); 6 Paul Dibden (Ralt RT1). **CW** Tony Sinclair (Brabham BT41). **FL** Shaw 48.098s (90.41mph).

**HISTORIC TOURING CARS (19 LAPS)** 1 Tim Davies (Ford Lotus Cortina); 2 Neil Brown (Ford Lotus Cortina) +3.364s; 3 Roger Cope (BMW 1800); 4 Simon Benoy (Hillman Imp);

5 Andy Jones (Singer Chamois); 6 Robyn Slater (Ford Anglia). **CW** Brown; Benoy; Slater; Colin McKay (Jaguar S-type); David Owen (Ford Anglia); Richard Owen (Ford Galaxie); Colin Kingsnorth (BMW 1800 Tisa). **FL** Davies 57.643s (75.44mph).

**HISTORIC FORMULA FORD 2000 (18 LAPS)** 1 Benjamin Tusting (Reynard SF79); 2 Andrew Storer (Royale RP27) +2.942s; 3 John Hayes-Harlow (Royale RP30); 4 Colin Wright (Reynard SF79); 5 Ben Atkinson-Willes (Reynard SF79); 6 Fraser Collins (Reynard SF78). **Class winners** Jon Randall (Lola T324); Thomas White (Crossle 33F). **Fastest lap** Tusting 50.519s (86.08mph).

**HISTORIC ROAD SPORTS (21 LAPS)** 1 Andy Shepherd (Lotus Seven S2); 2 Roger Waite (Lotus Elan S1) +15.286s; 3 Peter Shaw (Lotus Elan S1); 4 Simon Houghton (Lotus 7); 5 Simon Eddin (Ginetta G4); 6 Patrick Ward-Booth (Ginetta G4). **CW** Chris Keen (Marcos 1800 GT); Antony Ross (Alfa Romeo Spyder 1750); Nick Savage (Chevrolet Camaro); Ian Burford (MG Lenham Le Mans); Richard Owen (Triumph TR2). **FL** Shepherd 56.832s (76.52mph).

**CLASSIC RACING CARS (23 LAPS)** 1 Ian Jones (Lotus 59); 2 Andy Jarvis (Palliser WDB2) +22.267s; 3 Nicholas Ball (Chevron B14); 4 Michael Scott (Brabham BT28); 5 John Brown (Merlyn Mk9); 6 Simon Armer (March 703). **CW** Armer; Josh West (Merlyn Mk20A); David Brown (Brabham BT23C); Lincoln Small (Brabham BT10). **FL** Jones 50.705s (85.76mph).

**CLASSIC CLUBMANS (25 LAPS)** 1 John Harrison (Mallock Mk21); 2 Mike Lane (Mallock Mk18) +25.598s; 3 Mark Charteris (Mallock Mk20/21); 4 Steven Chaplin (Phantom P79); 5 Michael Guy Hickson (Mallock Mk20B); 6 Bob Crozier (Mallock Mk21). **CW** Adam Patterson (Mallock Mk18); Rod Player (Mallock Mk23). **FL** Harrison 47.638s (91.29mph).



**BRITISH RALLYCROSS**  
PEMBREY, SEPTEMBER 29

# Doran wins as Godfrey spins to title

**PAT DORAN USED SON LIAM'S** European championship Citroen DS3 Supercar to win the penultimate round of the British Rallycross Championship at Pembrey.

Doran only led the final for a matter of yards, but it was when it mattered, seizing the initiative as race-long leader Julian Godfrey's Ford Fiesta spun in the final corners.

"It's been a great day's racing, and nice to win finally this year," said Doran. "Liam's European season is finished now so I used his car before it gets stripped for the winter. It's been good to drive it and see what it's like."

While Doran took the event win, second place was more than enough for Godfrey to secure his third British championship crown and become the first driver to win three titles in a row.

"I had a good lead, but coming off the loose on the last lap I ran wide and onto the grass, and the car spun around 360 degrees," said Godfrey. "I was banging it down the gears but it bogged down when I tried to pull away and Pat [Doran] got past,



Doran drove his son's European-spec DS3 at Pembrey

otherwise I might have still won, but it's wonderful to win three championships in a row."

Andy Grant was the third driver on the front row for the final but made a poor start and got passed by Mark Watson. Grant attempted to repass but ran wide on the loose, allowing Steve Harris momentarily into fourth. Grant retook the place, leaving Harris to fend off the attentions of Jon B Hrolfsson and Steve Mundy. In a frenetic battle,

Hrolfsson eventually came out on top in fourth ahead of Watson, who crossed the line just one tenth of a second ahead of Harris.

Ashley Simpson took victory in the SuperNational category to win the championship, ahead of Mike Howlin and Gary Dixon. Steve Cozens ran third until a spin midway through the race put him out. Stuart Emery retired on the first lap with electrical problems.

Graham Rodemark took the win

in the Swift Sport category to seal the championship, as did his young team-mate Kevin Hansen, who mirrored the performance in Juniors.

● Hal Ridge

**SUPERCAR A FINAL (4 LAPS) 1 Pat Doran**

(Citroen DS3); 2 Julian Godfrey (Ford Fiesta) +3.2s; 3 Andy Grant (Ford Focus); 4 Jon B Hrolfsson (Subaru Impreza); 5 Mark Watson (Citroen Xsara); 6 Steve Harris (Ford Focus).

**Points 1 Godfrey, 129;** 2 Doran, 101; 3 Hrolfsson, 76; 4 Watson, 71; 5 Grant, 69; 6 Harris, 63.

Summers's win in the first run-off clinched fourth overall



**BRITISH HILLCLIMB CHAMPIONSHIP LOTON PARK, SEPTEMBER 28-29**

# Summers and Willis share spoils at finale

**THE BRITISH HILLCLIMB SEASON** ended with Alex Summers taking another run-off win, while his two-litre class win earned him the Leaders crown, his first title win.

Trevor Willis may have already surrendered his status as reigning British champion, but he took the final run-off win of 2013.

Summers qualified quickest for the penultimate shoot-out, carrying greater speed through the slow sections to defeat the bigger cars.

He watched the clock as 11 other usual top-10 suspects gave it their best shot, then rocketed to the top in what would become second-best time of the day.

After wrapping up fourth overall, Summers said: "This has been a hell of a year. Last season we could barely finish a run without problems and stoppages.

"Andy Smith and the team have worked some magic and packaging the bigger supercharger has clearly

done the trick. But without funding from mum and dad it would not have happened."

Numbers three and four will be carried by DJ cars next year as Wallace Menzies was already safe in his career-best third position.

New champion Scott Moran, who ended his title-winning season with a fourth and a third, was ambushed with buckets of water at the end of the day. Pointing at the pranksters, a dripping Moran warned: "Dad and I

**ROUND 33 1 Alex Summers (1.3s DJ-Suzuki Firehawk) 44.07s;** 2 Trevor Willis (3.2 OMS-Powertec 28) 44.37s; 3 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 44.97s; 4 Scott Moran (3.5 Gould-NME GR61X) 45.18s; 5 Roger Moran (3.5 Gould-NME GR61X) 45.41s; 6 Jos Goodyear (1.6 GWR Raptor Extreme) 45.80s; 7 Tom New (4.0 Gould-Judd GR55) 45.98s; 8 Paul Haines (1.3t Gould-Suzuki GR59) 46.06s; 9 Will Hall (3.5 Force-Nissan WH) 46.19s; 10 John Bradburn (3.5 Gould-Cosworth HB GR55) 47.04s; 11 Alastair Crawford (2.8 Gould-NME GR55) 47.59s; Deryk Young (4.0 Gould-Judd GR51B) DNS.

**ROUND 34 1 Willis 44.05s BTD;** 2 Menzies 44.49s; 3 S Moran 44.77s; 4 Summers 44.91s; 5 R Moran 45.26s; 6 Young 45.71s; 7 Hall 45.89s; 8 Haines 46.69s; 9 Bradburn 46.95s; 10 New 47.08s; 11 David Uren (1.6 Force-Suzuki PC) 47.20s; 12 Crawford 47.59s.

**CW Tony Adams (1.8 Lotus Elise S1) 60.19s;** Nigel Burke (2.0t Subaru Impreza) 59.10s; Allan Warburton (2.4 Caterham-Duratec) 54.43s; Andrew Russell (1.1 Ginetta G15) 60.33s; Ralph Pinder (2.0 Peugeot 205 GTi) 58.09s; Mike Turpin (2.2s Vauxhall VX220) 53.52s **record;** Les Mutch (2.5 Dax-Rover KV6) 52.39s; Graham Wynn (1.3t Force-Suzuki LM001) 48.81s **record;** Rob Stevens (1.4s Force-Suzuki SR4) 48.96s; Gary Hill (0.6 OMS Hornet) 53.91s; Adam Steel (1.0 Martlet-Suzuki AS1) 48.58s; Andrew Henson (1.6 Van Diemen-Ford RF91) 57.88s; Goodyear 45.93s; Summers 44.84s **record;** S Moran 45.03s.

**POINTS 1 S Moran, 258;** 2 Willis, 246; 3 Menzies, 204; 4 Summers, 177; 5 R Moran, 170; 6 Hall, 128; 7 Bradburn, 115; 8 Goodyear, 101; 9 New, 60; 10 Young, 57.

will be making improvements to the car for next year to fend off this lot."

Moran's father Roger ended the year fifth overall having finished in the position twice at Loton Park, his first time outside the top four seeds since 1997. Career-bests for Will Hall, John Bradburn and Jos Goodyear meant they overcame torrid seasons to retain a 'number'.

The last two seeded places went to Tom New and Deryk Young.

● Eddie Walder





Lockie saddled  
6CM Maseri to  
Pre-'41 glory

VSCC SNETTERTON 200, SEPTEMBER 29

# Lockie king of sad Snetterton

CALUM LOCKIE'S FRANKIE DETTORI-esque flying dismount from Sean and Laura Danaher's Maserati 6CM may have been more Newmarket races than Snetterton, but his consummate Pre-1941 Racing Car feature victory was a highlight of a muted VSCC seasonal finale, blackened by the death of Bugatti racer Steve Jewell following an incident in morning practice (see page 84).

Versatile Scot Lockie – a star of the previous day's Aston Martin GT4 enduro here – mastered the ex-'Raph' (Raphael Berthenod de las Casas) machine that he first raced at Donington in May, and sizzled away from the ERAs of Nick Topliss and American Charles McCabe after David Morris had pulled R11B up with a vexing misfire.

Earlier in the afternoon, Lockie had finished a sound fourth, behind Morris, in the annual Historic Seaman Trophy staple, in which Philip Walker retained the Pre-'61 Flockhart Trophy after an interesting first lap. Fred Harper charged his Kurtis-Offy round Walker's Lotus 16

at Riches, only to "get a bit excited" and go straight on at the 'Searpin'.

While Harper, who resumed well down the order, picked himself up to growl back past Morris for second in a photo finish, David stylishly landed his ninth Seaman Trophy in 'Humphrey', which won at the circuit's opening event in 1951. "I'm only one behind dad [the late Martin Morris] now – he was the master," said the ex-Team Lotus mechanic, who had Jim Clark's fabled spannerman Bob Dance helping in the pits.

A fabulous 500cc F3 race provided the afternoon's closest finish. Four drivers led, but Martin pilots Simon Frost and Roy Hunt were just 0.16s apart at the flag, with local man George Shackleton's black Cooper a scant 0.05s adrift to their right.

'Chain Ganger' Charles Gillett (Frazer Nash Super Sports) won the Redgate Mug opener – part of John Guyatt's wondrous Owner Driver Mechanic series – while Californian Fred Wakeman (acclimatising quickly to the 200 circuit having debuted on the 300 layout on Saturday) wriggled



Mahany's HRG won  
Spero Trophy for the  
ninth year in a row!

his similar car past the speedy HRGs of Andrew Mitchell and William Mahany for second.

Mitchell and Caribbean-domiciled Mahany each tasted victory later, Mahany having removed his Le Mans Model's cycle wings to win the Spero Trophy for 1100cc cars – for the ninth successive year! – from Paul Lawrence's hard-worked Austin 7 Ulster Special, the Voiturette victor.

The Vintage Seaman Trophy race was clear-cut for Justin Maeers in his thudding GN Parker hybrid,

as Stephen Gentry (fresh from a fine run in Neil Perkins's Maserati 6CM) saddled Bo Williams's Bugatti T35 to second, with Duncan Wood's Morgan Super Aero in close company.

After the quick Listers of Darren McWhirter and Simon Ham retired, aviator Tony Bianchi's dragster-like Farrallac disposed of the '50s Sports Car pack – without Mercedes F1 engineer Robin Tuluie in Julian Majzub's Sadler-Chevy – with Steve Hart chasing hard in his self-made Maserati 300S clone.

Andrew Kellock's gorgeous Scuderia Bongtree Fiat AC took a short Pre-War scratch race gold, while the supercharged Rileys of Robert Cobden and Pete Candy (the latter's 'Super Rat' with earlier misfire eradicated) sandwiched Eddie Gibbs's swift Frazer Nash monoposto in the Donington Mug race.

Lad and dad George and William Elbourn (in Riley Special and Bentley Le Mans respectively) beat the handicappers for a one-two in the final race. The enthusiastic newcomers will have to try harder now they are on the radar!

● Marcus Pye

**PRE-1941 RACING CARS (10 LAPS)** 1 Calum Lockie (Maserati 6CM); 2 Nick Topliss (ERA R4A) +23.17s; 3 Charles McCabe (ERA R5B 'Remus'); 4 Sean Danaher (Maserati 8CM); 5 Paul Jaye (Alta); 6 Stephen Gentry (Maserati 6CM). **Fastest lap** Lockie 1m27.53s (81.50mph).  
**HISTORIC SEAMAN & FLOCKHART TROPHIES: PRE-1961 RACING CARS (11 LAPS)** 1 Philip Walker (Lotus 16); 2 Fred Harper (Kurtis Indy Roadster) +17.28s; 3 David Morris (ERA R11B); 4 Lockie; 5 Tom Dark (Bugatti T73C); 6 Topliss. **FL** Walker 1m25.74s (83.30mph).  
**500CC F3 (5 LAPS)** 1 Simon Frost (Martin-Norton); 2 Roy Hunt (Martin-Norton) +0.16s; 3 George Shackleton (Cooper-Norton Mk11); 4 Mike Fowler (Cooper-Norton Mk5); 5 Gordon Russell (Mackson-Norton); 6 David Kingsland (Staride-Norton). **Class winner** Hunt. **FL** Hunt 1m40.41s (71.13mph).  
**REDGATE MUG: STANDARD & MODIFIED PRE-WAR SPORTSCARS (7 LAPS)** 1 Charles Gillett (Frazer Nash Super Sports); 2 Fred Wakeman (FN Super Sports) +7.02s; 3 Andrew Mitchell (HRG 1½-litre); 4 William Mahany

(HRG Le Mans Model); 5 James Knapp (Frazer Nash Sportop); 6 Adam Painter (Maserati 4CS). **FL** Gillett 1m40.16s (71.31mph).  
**PRE-WAR HANDICAP (5 LAPS)** 1 Mitchell; 2 Paul Waine (Frazer Nash TT Replica) +6.87s; 3 David Pryke (Riley 12/4 Special); 4 Richard Reay-Smith (Lagonda LG45); 5 Mark Brett (Ballamy-Ford V8 Spl); 6 Tom McWhirter (SS100 Jaguar). **FL** McWhirter 1m41.96s (70.05mph).  
**SPERO & VOITURETTE TROPHY RACE: VINTAGE & PVT CARS UP TO 1100CC (4 LAPS)** 1 Mahany; 2 Paul Lawrence (Austin 7 Ulster Spl) +15.34s; 3 Mike Painter (MG Kayne Spl); 4 Mark Elder (Austin 7 Sports Spl); 5 Barry Foster (MG C-type Monthlery); 6 John Clayton (Rapier 2 Str). **FL** Mahany 1m42.66s (69.57mph).  
**VINTAGE SEAMAN TROPHY: VINTAGE RACING CARS (10 LAPS)** 1 Justin Maeers (GN Parker); 2 Gentry +7.69s; 3 Duncan Wood (Morgan Super Aero); 4 Wakeman; 5 Knapp; 6 David Wylie (FN AC). **FL** Gillett 1m34.66s (75.45mph).  
**'50S SPORTS-CARS (8 LAPS)** 1 Tony Bianchi

(Allard-Caddillac Farrallac); 2 Steve Hart (Maserati 300S/r) +6.48s; 3 James Paterson (Lotus 11); 4 Matt Grist (HWM-Jaguar); 5 John Burton (Jaguar XK120); 6 Bruce Riches (Elva Mk5). **CW** Grist. **FL** Bianchi 1m28.71s (80.51mph).  
**PRE-WAR SCRATCH (3 LAPS)** 1 Andrew Kellock (Fiat AC); 2 James Potter (Riley 9 Brooklands) +2.71s; 3 Garry Whyte (Riley 12/4 Spl); 4 Mark Groves (Austin 7 Ulster); 5 Martin Halusa (Bugatti T35C); 6 Stuart Roper-Marshall (Austin 7 Spl). **FL** Kellock 1m49.71s (65.10mph).  
**DONINGTON MUG RACE: SPECIAL PRE-WAR SPORTS CARS (6 LAPS)** 1 Robert Cobden (Riley Falcon Spl); 2 Eddie Gibbs (FN S/S) +1.83s; 3 Pete Candy (Riley 'Super Rat'); 4 Tom McWhirter (SS100 Jaguar); 5 Simon Stokes (Riley Treen); 6 Ewen Getley (Bentley 3/4½). **FL** Cobden 1m32.04s (77.60mph).  
**PRE-WAR HANDICAP (4 LAPS)** 1 George Elbourn (Riley 12/4 Spl); 2 William Elbourn (Bentley Le Mans) +9.01s; 3 Dennis Johnson (FN Colmore); 4 Ian Fyfe (Alvis 12/70 Spl); 5 Andrew Croysdill (Riley 12/4 Spl); 6 Stuart Rose (Austin 7 Ulster). **FL** G Elbourn 1m57.46s (60.81mph).



AMR GT4 CHALLENGE SNETTERTON  
300, SEPTEMBER 28 AMOC

# Dolby relays Jarman to the GT4 title

STARTING HIS FIRST RACE IN MORE than a year, ex-Superleague Formula ace Craig Dolby demonstrated his woefully-underused skill set by qualifying one of the locally-based Stratton Motorsport cars on pole and relaying its regular pilot Andy Jarman to the fourth AMR GT4 Challenge of Great Britain crown.

Jarman, 32, who took a sabbatical after three seasons in Formula Renault BARC, came back with guns blazing in the 445bhp Aston Martins. He took over after his partner – “who I knew from our karting days” – had established a lead of more than 30 seconds in 25 laps, then calmly closed on his goal in the seventh and final 100-minute race of the marque’s centenary year.

“I’d only done six laps in the GT4 before my stint, but love the car,” enthused Dolby. “Because I didn’t know the tyres or the fuel situation I wasn’t sure how hard to push.” Having seen Roger Bennington’s



Dolby (leading) starred on his GT4 debut

crew add 25 litres he watched nervously as Jarman retook the lead from Adrian Johnson – last to stop before installing wife Clare – and took the chequered flag.

Tim Eakin led the pursuit, before Richard Taffinder took over the Hills Racing machine to protect a solid second. Adrian Johnson held third until he was squeezed off by Tom Black (later penalised for his misdemeanour), but Black’s Vantage Racing co-driver Chris Kemp was chased down and passed in the late stages by Calum Lockie, who wailed Kevin Norville’s Track-club.com car back from ninth.

A lap down on the leaders, Mike Brown and Andy Cripps claimed fifth in the former’s MB Racing entry, while Clare Johnson slipped to sixth ahead of the car she started – the last original 4.3-litre machine among the 4.7s – in which Joe Bradley’s co-commentator Peter Snowdon clawed his way back to within 8.5s of unlapping himself.

● Marcus Pye

**RESULT (45 LAPS) 1** Craig Dolby/Andy Jarman; 2 Tim Eakin/Richard Taffinder +41.414s; 3 Kevin Norville/Calum Lockie; 4 Tom Black/Chris Kemp; 5 Mike Brown/Andy Cripps; 6 Adrian & Clare Johnson. **FL** Lockie 2m02.817s (87.02mph).

CATERHAM GRADUATES SPA, SEPTEMBER 28-29 CGRC

# Webb wins twice as season ends in style

THE CATERHAM GRADUATES RACING Club ran two races at Spa for their final event of the season, with all five classes on the same grid.

Having already won the Sigma crown, Amanda Black was racing for class victories and ended up with two more winner’s trophies, while Dylan Stanley, who wrapped up the Super title at Cadwell recently, did not travel to Spa. Attention therefore focussed on the Classic, Sigmax and Mega championships.

Sixty-two Caterhams took to the grid for race one. Poleman Jamie Ellwood was beaten at the start by Jeremy Webb, who pulled out an impressive lead over a great four-car battle for second, securing the

Sigmax title in the process.

At the flag, just over a second separated second-placed Adrian Russell from Mike Rowland, Tom Overton and Mick Whitehead. Missing was Ellwood, who hit Neil Shinner at Pouhon when rain arrived, as Shinner avoided a spinning car.

Among the Classics, Graham Smith initially managed to break away from Graeme Smith, Stuart Higgins and Andrew Outterside, but these three worked together to tow each other back into contention. But the traffic worked in Graham’s favour and he pulled away again to win the class and seal the crown.

In a generous sporting gesture,

Martin Gee withdrew to lend his car to Ellwood, who would have to start from the back of the 57-car grid for race two. Webb won the race comfortably in the dry, while Ellwood passed 49 cars to finish eighth overall and beat Russell to the Mega title by a single point.

● Mark Carter

**RESULTS (12 LAPS) 1** Jeremy Webb; 2 Adrian Russell +21.399s; 3 Mike Rowland; 4 Tom Overton; 5 Mick Whitehead; 6 Ian Anderson. **CW** Graham Smith; Amanda Black; Toby Briant; Russell. **FL** Webb 2m52.072s (91.56mph).

**RACE 2 (14 LAPS) 1** Webb; 2 Whitehead +30.054s; 3 Anderson; 4 Oliver Gibson; 5 Rowland; 6 Russell. **CW** Smith; Black; Kenny Young; Gibson. **FL** Webb 2m50.608s (92.37mph).



## HRDC Touring Greats

Early stopper Peter Burton (above) won an entertaining race at Snett, but clipped debutant Tom Butterfield’s similar Jaguar Mk1 (put ahead by Pete Dorlin) en route, sending it into a hairy 720-degree spin into Riches. After Mark Daniel’s fast Austin A40 broke, Matthew Moore (A40) beat Matthew Wrigley (A35) to third.

## AMOC Intermarque

Such was his Sunbeam Tiger’s pace that a stop/go for overtaking before the timing line as the safety car pitted did not deny William Smallridge the race or the driver’s element of the championship at Snett. Porsche won the team title, Rob Hollyman (964) ninth, one place shy of joint drivers’ honours. Chris Scragg/Boysie Thurtle (V8) finished second, the latter having mistaken Smallridge’s number on the penalty board and stopped in sympathy.

## Equipe GTS

Poleman John Andon’s Triumph TR4 had a little more poke than Pete Foster’s, but Foster couldn’t quite make up in the corners what he lost on the straights in a gripping duel, as Andon beat him 3-2 in the series finale at Snett.

## Pre-War Team Challenge

James Knapp (Frazer Nash Sportop) claimed his first scratch race victory at Snett, after American team-mate Fred Wakeman’s 2-litre Super Sports derivative popped an oil union while leading on the penultimate lap. Bentley won the team prize, Duncan Wiltshire (3-litre) pipping Knapp for handicap honours.

## '50s Sportscars/Jag XK

Darren McWhirter (Lister-Jaguar Costin, below) powered clear of a '50s miscellany at Snett, chased by Patrick Blakeney-Edwards until his Healey 3000’s diff seal split. Chris Keith-Lucas led the XK battle before gearbox problems intervened, then John Burton’s shed a water hose – anti-freeze from which sent Fred Wakeman’s Cooper-Jaguar spinning out of second overall – leaving Ian Mills on top.



A monster grid of Caterham Graduates piles into La Source

36





O'Hara battled Dunne for his MDT success

DEMPSTER

**MARTIN DONNELLY TROPHY FF1600 KIRKISTOWN, SEPTEMBER 28 500MRCI**

# O'Hara lifts Trophy after demon drive

KEVIN O'HARA FINALLY OVERCAME HIS start demons at Kirkistown to take a convincing win in the Martin Donnelly Trophy.

For the first half of the race poleman O'Hara found himself in the midst of a hectic dogfight. Every man and his dog took turns in front over the first few laps, with the lead group arriving at the Hairpin four and five wide, but eventually Noel Dunne and O'Hara managed to pull out a couple of lengths over Jonny McMullan and Ivor McCullough

who had Neville Smyth, Niall Murray, Patrick McKenna and Ollie White climbing all over them.

But it couldn't last. McCullough and White both retired, while a spin from Dunne pushed him back and suddenly O'Hara was alone out front. He stayed there to the finish, while McMullan kept Murray in his mirrors to claim second.

Earlier, O'Hara had taken the first heat from Dunne and McMullan. John Ferguson's Ray was launched skywards in the midfield of heat

two, bringing out red flags.

At the restart Ivor McCullough strode away to win from Smyth and Murray.

● Richard Young

**FINAL (21 LAPS) 1 Kevin O'Hara (Van Diemen DP09); 2 Jonny McMullan (Mondiale M89S) +9.523s; 3 Niall Murray (Van Diemen RF99); 4 Neville Smyth (Ray GR09); 5 David McCullough (Van Diemen RF01); 6 Patrick McKenna (Van Diemen RF00). Class winners James Graham (Mondiale M88S); Jake Byrne (Van Diemen RF90); Mike Todd (Mondiale M84S); Ryan**

Templeton (Crossle 32F). **Fastest lap** O'Hara 1m01.189s (88.95mph). **LAST CHANCE (13 LAPS) 1 Ryan Campbell (Swift SC95K); 2 David Nicholl (Reynard 89FF) +14.632s; 3 Paul McMorran (32F); 4 Graham; 5 Brendan Duggan (Van Diemen RF84); 6 David Black (32F). FL Campbell 1m03.430s (85.81mph). HEAT 1 (11 LAPS) 1 O'Hara; 2 Noel Dunne (RF01) +0.274s; 3 McMullan; 4 D McCullough; 5 McKenna; 6 Byrne. FL McMullan 1m01.200s (88.94mph). HEAT 2 (13 LAPS) 1 Ivor McCullough (RF01); 2 Smyth +7.980s; 3 Murray; 4 Oliver White (RF01); 5 Tom O'Connor (RF90); 6 Todd. FL I McCullough 1m01.593s (88.37mph).**

94



Newsome (32) took the win but Blackburn claimed the B Vee title

DEMPSTER

**FORMULA VEE KIRKISTOWN, SEPTEMBER 28 500MRCI**

# Newsome beats Blackburn by a nose at Kirkistown

THE OPENING RACE TO DECIDE THE 'B' and 'C' titles provided plenty of action, and the outcome remained in doubt until the final few yards.

At the finish it was Sean Newsome who crossed the line half a nosecone ahead to claim victory from Colm Blackburn with Morgan McCourt in attendance.

Blackburn had done enough, though, to clinch the 'B' title, while the 'C' crown went to fourth-placed Jack Byrne, who finished just ahead of title rival Justin Costello.

The 'A' title was decided at Mondello two weeks ago, but new champion Adam Macauley kept up the pressure to claim the runner-up

spot in the main race, behind a dominant Kevin Grogan. Dave O'Brien took the final podium spot ahead of Dan Polley.

● Richard Young

**RESULTS 'B' & 'C' RACE (13 LAPS) 1 Sean Newsome (Sheane FV94); 2 Colm Blackburn (Leastone JH004) +0.062s; 3 Morgan McCourt (Leastone JH004); 4 Jack Byrne (Sheane FV03); 5 Justin Costello (Leastone JH002); 6 Ger Byrne (Sheane FV97). FL Newsome 1m06.064 (82.39mph). 'A' RACE (15 LAPS) 1 Kevin Grogan (Leastone JH002); 2 Adam Macauley (Sheane FV01) +8.295s; 3 David O'Brien (Sheane FV98); 4 Dan Polley (Sheane FV99); 5 Stephen Morrin (Leastone JH004); 6 Blackburn. FL Grogan 1m06.320s (82.07mph).**

**ROADSPORTS KIRKISTOWN, SEPTEMBER 28 500MRCI**

# Larkham fend off Conn after Donnelly drops out

STEPHEN DONNELLY TOOK THE opening race at a canter with his immaculate Honda S2000-powered S&D, well clear of Jim Larkham's Radical.

Retirement for Donnelly in race two, though, meant Larkham emerged victorious, although in the latter stages he came under severe pressure from the uprated Crossle S2000 of Paul Conn, who was just 0.577s behind at the flag — his strongest showing to date.

None of the 'Sevens' runners had any answer to Alan Davidson, who took his usual brace of class victories with his one-litre GMS, taking fourth and third overall in the two races to underline his domination of the class this year.

A small field of Legends gave variety among the sportscars. Ex-F3 pilot Wayne Boyd took a win in the first race, before Ivor Greenwood won the second.

● Richard Young

**RESULTS (16 LAPS) 1 Stephen Donnelly (2.0 S&D Honda); 2 Jim Larkham (1.3 Radical PR6) +9.05s; 3 Paul Conn (2.0 Crossle 47S); 4 Alan Davidson (1.0 GMS Honda); 5 Trevor Allen (1.0 Striker Honda); 6 Wesley McCreary (1.0 MK Indy Honda). CW Davidson; Larkham; Wayne Boyd (1.2 Ford Legend). FL Larkham 1m00.172s (90.46mph). RACE 2 (14 LAPS) 1 Larkham; 2 Conn +0.577s; 3 Davidson; 4 John Benson (2.0 Crossle 37S); 5 Allen; 6 McCreary. CW Davidson; Ivor Greenwood (1.2 Ford Legend). FL Larkham 1m01.654s (88.28mph).**



Larkham's PR6 Radical won the second race

DEMPSTER



**FUN CUP ANGLESEY, SEPTEMBER 28-29 BRSCC**

# Greensall is the star in Fun Cup duel

A PAIR OF THREE-HOUR FUN CUP races provided plenty of drama.

In the first race, Nigel Greensall in the RaceLogic car had a fabulous battle with Jordan Albert (Team O'BR) during the first hour when they regularly indulged in a game of 'dare' heading into the braking area for Rocket. Teenager Albert showed excellent maturity in this duel against a very experienced rival.

Following a slow second stint for RaceLogic by novice racer David Denyer, Team O'BR and Nimbus Data Racing took control out front.

Later, with Julian Thomas at the wheel, RaceLogic began to close in on the frontrunners, before a stop-and-go penalty for overtaking under yellows put them 30s behind the leaders. They spun out a backmarker as they recovered the lost ground.

A late-race safety car period nullified the delay from the earlier penalty, and when the green flags waved with 13 minutes to go they charged from fourth to first.



Fun Cup racers enjoyed two Welsh thrillers

Greensall was again at the helm and secured victory with two laps to go when he passed Bram De Groot (Nimbus Data) at the Corkscrew.

RaceLogic had to start Sunday's round at the rear of the 19-car grid, but by lap 17 another thrilling first stint by Greensall had the car up to second, albeit 18s behind Nimbus Data, who would later drop out of the running with a blown engine.

After many fluctuations in fortune, RaceLogic were lying second after another safety car intervention in the closing stages, but drafted past the Team O'BR car to complete a double.

● David Williams

## RESULTS

### RACE 1 (120 LAPS) 1 JPR/RaceLogic:

Julian Thomas/David Denyer/Nigel Greensall; 2 Nimbus Data Racing: Bram De Groot/Scott Kavanagh/Steve Johansen +1.436s; 3 Team O'BR: Mark Burton/Jordan Albert/Graham Pattle; 4 Paul Abraham: Paul Abraham/Charlie Burt; 5 Team OBR: Simon Bonham/Martin Harris/Adam Bonham/Rob Thomas; 6 Team Holden: Andrew Holden/Rod Barrett/Jay Shepard/Jan Persson. FL Greensall 1m20.520s (69.30mph).

### RACE 2 (123 LAPS) 1 JPR/RaceLogic;

2 Team O'BR +2.798s; 3 Paul Abraham; 4 Peter Flynn: Peter Flynn/Russell Long/Ollie Long/Stuart Ramsay; 5 Team OBR; 6 Team Honeywell: Neil Plimmer/Geoff Fawcett/Tim Wheeldon. FL Albert 1m20.258s (69.52 mph).

**MG OWNERS' CLUB OULTON PARK, SEPTEMBER 28 BARC**

# Palmer doubles up but Kendrick is crowned

BEN PALMER DID EVERYTHING HE could to try to snatch the MGOC crown, but ultimately it went the way of Simon Kendrick, despite an ignominious end to his season.

Palmer (ZR) led from pole in race one, but Andrew Rogerson (ZR) – from the inside of the second row – snuck ahead of front-row man Fergus Campbell to grab second at Old Hall. Meanwhile, Kendrick ran wide there to allow Paul Wisbey into the lead of the MGF class.

Up front, Palmer stretched out a lead over Rogerson and Campbell, who were never far apart. Palmer eased off on the final lap and the

margin was just 2s at the end, while Rogerson and Campbell were nose to tail for second over the line.

James Perry took fourth in his ZR, with Wisbey hanging on for the class win from Kendrick.

The second race proved to be more entertaining, although Palmer was always out front. Rogerson struggled through the gears and had to fight back up the order. James Perry (on his first outing for six years) took second back from him at the Avenue, and Rogerson lost third to Campbell on the final lap.

Wisbey and Kendrick made contact as they tried to go side-by-

side into Old Hall at the start of lap two. Wisbey's car hit the barriers and both retired. Fortunately for Kendrick, the title had been wrapped up earlier in the afternoon.

● Ian Sowman

## RESULTS (BOTH 10 LAPS) 1 Ben Palmer (ZR);

2 Andrew Rogerson (ZR) +2.208s; 3 Fergus Campbell (ZR); 4 James Perry (ZR); 5 Paul Wisbey (F); 6 Simon Kendrick (F). CW Wisbey; Jim Baynam (B); Jeremy Rivers-Fletcher (ZS). FL Palmer 2m03.810s (78.27mph).

RACE 2 1 Palmer; 2 Perry +7.494s; 3 Campbell; 4 Rogerson; 5 Harjinder Bhambra (ZS); 6 Ian Evans (ZR). CW Mark Baker (F); Baynam; Rivers-Fletcher. FL Palmer 2m03.887s (78.22mph).



Palmer's ZR leads but he wouldn't win the title



## XR Challenge

Michael Heath and Steve Poole were closely matched at Anglesey. Poole even pushed Heath into a half spin at Rocket in race one. Heath (above left) took two hard-fought wins while Poole comfortably won the third race after Heath spun at Church.

## Formula Ford 1600

Double Anglesey winner Austin Kimberly (Ray GR08) sealed the Post-'89 National title with third in the finale, which Skylar Robinson (Ray GR08) won from Luke Cooper (Swift SC92F). Chris Hodgen's Van Diemen RF89 took two of the three Pre-'90 races but Jaap Blijleven's Reynard denied him a hat-trick.

## Fiesta Zetec Cup

James Turkington completed an unbeaten season at Kirkistown, easing away from an entertaining squabble between Ryan Campbell and Andrew Blair, which eventually went to Blair. Former 500 Club Chairman Donal O'Neill battled up to fourth in Richard Livingston's car.

## NW Sports Saloons

Joe Spencer (Stuart Taylor Locosaki) made the best start at Oulton, but Simon Allaway soon hit the front in his Lotus Esprit. Ric Wood (DTM Astra) charged from the pits to second. Allaway netted the title with a win in race two, which was halted after Wood hit the barriers at Hill Top.

## MR2/Hyundai

Arron Pullan narrowly won race one from poleman Paul Corbridge at Oulton. Peter Higon dropped from second to fifth, but failed to retrieve third from David Hemingway at Old Hall on the last lap. Corbridge briefly took the lead at Hizzy's on lap five of race two, but Pullan won again.

## Nippon Challenge

Martin Price (Subaru Impreza, below) headed James Janicki by a fraction in the first race at Oulton, while the Saxo of Paul Moss – third overall – clearly topped the French Trophy. It was roles reversed in the second race, with Janicki getting the jump into Old Hall and staying out front.



96



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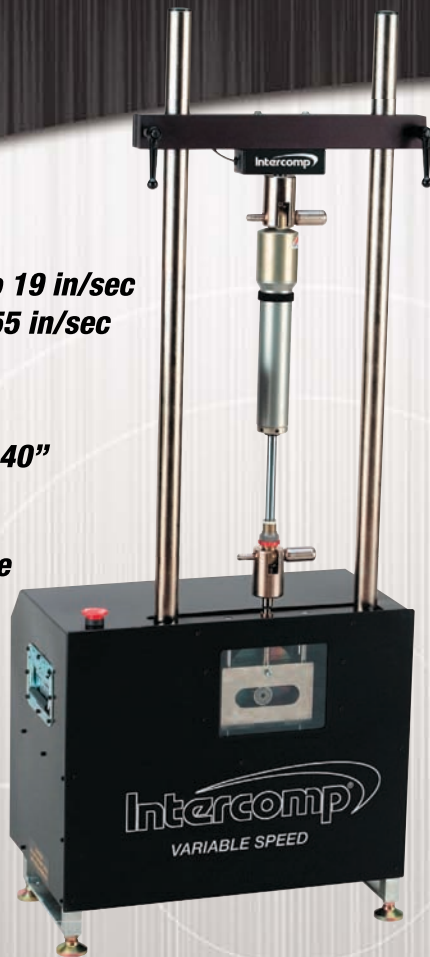
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# NATIONAL RESULTS ROUND-UP

## DONINGTON PARK MSVR, SEPTEMBER 28-29



**LOTUS ELISE TROPHY (BOTH 11 LAPS)** 1 Andrew Bentley; 2 Luigi Mazza +2.374s; 3 Dave Carr; 4 Martin Wills; 5 Craig Denman; 6 Adam Knight.  
**Fastest lap** Adam Gore 1m48.480s (82.54mph).  
**RACE 2** 1 Gore; 2 Mazza +7.931s; 3 Bentley; 4 Wills; 5 Denman; 6 Knight. **FL** Gore 1m47.922s (82.97mph).  
**RADICAL CLUBMANS CUP (11 LAPS)** 1 Lewis Plato (SR3); 2 Oskar Kruger (PR6) +1.324s; 3 Jesper Westerholm (PR6); 4 Tom Jordan (SR3); 5 Graham Ridgeway (SR3); 6 Ben Dimmack (PR6). **Class winner** Kruger. **FL** Plato 1m31.484s (97.88mph).  
**RACE 2 (14 LAPS)** 1 Plato; 2 Kruger +8.659s; 3 Westerholm; 4 Steve Burgess (SR3); 5 Ridgeway; 6 Craig Butterworth (SR3). **CW** Kruger. **FL** Plato 1m30.666s (98.76mph).  
**RACING SALOONS (11 LAPS)** 1 Matt Seldon (BMW E36 M3); 2 Karl Cattliff (BMW E36 M3) +2.100s; 3 Peter Seldon (BMW E36 M3); 4 Stephen Pearson (BMW E36 M3); 5 Marcos Burnett (BMW M3); 6 Dave Griffin (BMW M3). **CW** Barnaby Davies (Toyota Starlet); Eliot Dunmore (BMW 323i); Chris Palmer (Jaguar XJS); Matt Smith (BMW E30 320i); William Hornsey (Peugeot 106 Rallye). **FL** M Seldon 1m47.517s (83.28mph).  
**RACE 2 (9 LAPS)** 1 P Seldon; 2 Cattliff +0.620s; 3 Davies; 4 Pearson; 5 Dan Roberts-Jefferson (VW Golf); 6 Reece Jones (Honda Civic Type R). **CW** Davies; Roberts-Jefferson; Palmer; Smith; Hornsey. **FL** Cattliff 1m46.658s (83.95mph).  
**PRODUCTION BMW (8 LAPS)** 1 Matt Parkes; 2 Alan Wileman +4.108s; 3 Matt Smith; 4 Stuart Waite; 5 Liam Crilly; 6 Jack Gabriel. **FL** Crilly 1m59.631s (74.85mph).  
**RACE 2 (10 LAPS)** 1 Parkes; 2 Wileman +0.287s; 3 Waite; 4 Gabriel; 5 Alex Green; 6 Matthew Swaffar. **FL** Wileman 1m59.398s (74.99mph).  
**LOTUS CUP UK (32 LAPS)** 1 Steve Train (2-Eleven); 2 Ken Savage (2-Eleven) +2.701s; 3 Simon Deacon (2-Eleven); 4 Marcus Jewell (2-Eleven); 5 Jeff Mileham/Steve Guglielmi (Exige); 6 David Harvey (340R). **CW** Mileham/Guglielmi; Adam Gore (Elise); Jamie Stanley (Exige). **FL** Savage 1m40.374s (89.21mph).

## SNETTERTON AMOC, SEPTEMBER 28



**HRDC TOURING GREATS (18 LAPS)** 1 Peter Burton (Jaguar Mk1); 2 Pete Dorlin/Tom Butterfield (Jaguar Mk1)

+5.942s; 3 Matthew Moore (Austin A40); 4 Matthew Wrigley (Austin A35); 5 Desmond Smail/Richard Meins (Austin A40); 6 Alistair Dyson (Ford Zephyr Mk2). **CW** Moore; Dyson; Max Cawthorn (Wolseley 1500); Andrew Cross/Andy Grimm (Morris Minor 1000). **FL** Dorlin 2m29.534s (71.47mph).  
**AMOC INTERMARQUE (19 LAPS)** 1 William Smallridge (Sunbeam Tiger); 2 Chris Scragg/Boysie Thurtle (Aston Martin DBS V8) +52.451s; 3 Alec Hammond (Chevrolet Camaro); 4 Paul Brooks/Vance Kearney (Ferrari 456GT); 5 Tim Mogridge (Ferrari 355 Challenge); 6 Kevin Norville (Aston Martin GT4). **CW** Scragg/Thurtle. **FL** Smallridge 2m06.873s (84.24mph).  
**EQUIPE GTS (13 LAPS)** 1 John Andon (Triumph TR4); 2 Pete Foster (Triumph TR4) +0.442s; 3 Peter Edney (MGB); 4 Gordon Elwell (Austin-Healey Sebring Sprite); 5 John Yea (MGB); 6 Mark Hoble (Morgan +4). **CW** Edney; Elwell. **FL** Andon 2m23.424s (74.52mph).  
**PRE-WAR TEAM CHALLENGE (11 LAPS)** 1 James Knapp (Frazer Nash Sportopt); 2 Tom McWhirter (SS100 Jaguar) +13.778s; 3 Clive Morley (Bentley 3/4½); 4 Patrick Blakeney-Edwards (Frazer Nash 'Owlet'); 5 Peter Dubsy (Aston Martin 15/98 2-seater); 6 Chris Hudson (Bentley 3/4½). **CW** McWhirter; Morley; Dubsy; Richard Reay-Smith (Lagonda LG45). **FL** Frederic Wakeman (Frazer Nash Super Sports) 2m39.038s (67.20mph).  
**AMOC '50S SPORTS CARS (13 LAPS)** 1 Darren McWhirter (Lister-Jaguar Costin); 2 James Paterson (Lotus 11) +11.532s; 3 Steve Hart (Maserati 300S/r); 4 Gordon McCullough (Maserati 200Si); 5 Mark Hoble (Morgan +4); 6 David Reed (Aston Martin DB2). **CW** Hoble; Ian Mills (Jaguar XK150S); Graham Love (Jaguar Mk7). **FL** McWhirter 2m22.071s (75.23mph).

## KIRKISTOWN

500MRCI, SEPTEMBER 28



**FIESTA ZETEC CUP (13 LAPS)** 1 James Turkington; 2 Andrew Blair +8.581s; 3 Ryan Campbell; 4 Donal O'Neill; 5 Paul Magill; 6 James Hanna. **FL** Turkington 1m17.235s (70.47mph).  
**SALOONS & GT (BOTH 16 LAPS)** 1 Jim Hutchinson (2.0 SHP Escort GM); 2 David Beatty (3.5 Ginetta G50) +0.388s; 3 Gerard McVeigh (2.0t Mitsubishi Evo); 4 Stephen Traub (2.3 Honda Integra); 5 Tony Traub (2.3 Honda Integra); 6 Rob Savage (1.8 Honda Integra). **CW** McVeigh; Andrew Armstrong (1.6 Honda Civic). **FL** Beatty 1m00.623s (89.79mph). **RACE 2** 1 Beatty; 2 Hutchinson +4.331s; 3 Martin Tracey (Mitsubishi Evo); 4 Philip Shields (2.0t SEAT

Supercopa); 5 Dean Reilly (1.8 Honda Civic); 6 Mark Nangle (2.0t Subaru Impreza). **CW** Tracey; Aidan Vance (1.6 Honda Civic). **FL** Beatty 1m00.592s (89.83mph).



Rob Brown shunted his MR2 at Oulton

## ANGLESEY

BRSCC, SEPTEMBER 28-29



**XR CHALLENGE (ALL 15 LAPS)** 1 Michael Heath (XR2); 2 Steve Poole (XR2) +1.518s; 3 Ralph Fernihough (XR2); 4 Tony Rudd (XR2); 5 Steve Clapton (XR2); 6 Lee Shropshire (XR2). **CW** Jonathan Wells (XR3i). **FL** Poole 1m22.639s (67.52mph).  
**RACE 2** 1 Heath; 2 Poole +0.477s; 3 Lee Bowron (XR3i); 4 Fernihough; 5 Peter Lancaster (XR2); 6 Rudd. **CW** Bowron. **FL** Heath 1m22.151s (67.92mph).  
**RACE 3** 1 Poole; 2 Fernihough +15.124s; 3 Bowron; 4 Jack Minshaw (XR2); 5 Heath; 6 Lancaster. **CW** Bowron. **FL** Poole 1m22.362s (67.75mph).  
**FF1600 POST-'89 (ALL 17 LAPS)** 1 Austin Kimberly (Ray GR08); 2 Skylar Robinson (Ray GR08) +0.849s; 3 James Raven (Swift SC10); 4 Luke Cooper (Swift SC92F); 5 David McArthur (Van Diemen LA10); 6 Scott Moakes (Van Diemen RF99). **CW** Cooper. **FL** Robinson 1m11.906s (77.60mph).  
**RACE 2** 1 Kimberly; 2 Robinson +0.743s; 3 Raven; 4 Cooper; 5 McArthur; 6 Moakes. **CW** Cooper. **FL** Robinson 1m11.481s (78.06mph).  
**RACE 3** 1 Robinson; 2 Cooper +0.503s; 3 Kimberly; 4 Raven; 5 McArthur; 6 Martin Short (Van Diemen JL012K). **CW** Cooper. **FL** Cooper 1m11.526s (78.01mph).  
**FF1600 PRE-'90 (16 LAPS)** 1 Chris Hodgen (Van Diemen RF89); 2 Jaap Blijleven (Reynard 88FF) +8.874s; 3 Jamie Jardine (Reynard 84FF); 4 Christopher Stones (Van Diemen RF88); 5 Andrew Thomas (Reynard 89SF); 6 David Murphy (Van Diemen RF85). **CW** Jardine; John Farrell (Merlyn). **FL** Hodgen 1m13.291s (76.13mph).  
**RACE 2 (17 LAPS)** 1 Blijleven; 2 Hodgen +0.891s; 3 Jardine; 4 Stones; 5 Mario Sarchet (Reynard 85FF); 6 Thomas. **CW** Jardine; Phil Nelson (Hawke DL2B). **FL** Blijleven 1m13.053s (76.38mph).

**RACE 3 (15 LAPS)** 1 Hodgen; 2 Blijleven +3.698s; 3 Jardine; 4 Sarchet; 5 Thomas; 6 Stones. **CW** Jardine. **FL** Hodgen 1m12.807s (76.64mph).

## OULTON PARK

BARC, SEPTEMBER 28



**NORTH WEST SPORTS/SALOONS (13 LAPS)** 1 Simon Allaway (Lotus Daytona Esprit); 2 Ric Wood (Opel Astra DTM) +19.185s; 3 Joe Spencer (Stuart Taylor Locosaki); 4 Graham Tilley (Caterham CSR); 5 Alastair Chalmers (Caterham CSR); 6 Philip Duncan (Westfield SE1). **CW** Spencer; Tilley; Ilsa Cox (SEAT Cupra); Steven Hibbert (Lotus Elise); Helen Allen (Ford Fiesta XR2i). **FL** Wood 1m41.523s (95.45mph).  
**RACE 2 (9 LAPS)** 1 Allaway; 2 Tilley +33.368s; 3 Duncan; 4 Chalmers; 5 Nick Cresswell (Caterham 7); 6 Iain Gorrie (Ultima GTR). **CW** Tilley; Cox; Hibbert; Spencer; Mike Nash (Peugeot 106). **FL** Allaway 1m43.948s (93.23mph).  
**MR2 RACE SERIES/HYUNDAI COUPE CUP (BOTH 7 LAPS)** 1 Arron Pullan (MR2); 2 Paul Corbridge (MR2) +0.236s; 3 David Hemingway (MR2); 4 Peter Highton (MR2); 5 Jon Winter (Hyundai Coupe); 6 Jason Jesse (MR2). **CW** Winter. **FL** Corbridge 2m09.435s (74.87mph).  
**RACE 2** 1 Pullan; 2 Hemingway +0.791s; 3 Jesse; 4 Winter; 5 Corbridge; 6 Nathan Harrison (MR2). **CW** Winter. **FL** Corbridge 2m09.616s (74.76mph).  
**NIPPON CHALLENGE/FRENCH TROPHY (BOTH 8 LAPS)** 1 Martin Price (Subaru Impreza); 2 James Janicki (Nissan Skyline) +0.306s; 3 Paul Moss (Citroen Saxo); 4 Ian Collins (Renault Clio); 5 Russell Thompson (Renault Clio); 6 Adam Lockwood (Nissan 200SX). **CW** Moss; Collins; Lockwood; David Brown (Honda Civic); Rob Jeffries (Toyota MR2); Matthew Spencer (Peugeot 205); Craig Rankine (Toyota MR2). **FL** Janicki 1m55.232s (84.10mph).  
**RACE 2** 1 Janicki; 2 Price +1.630s; 3 Moss; 4 Thompson; 5 Lockwood; 6 Collins. **CW** Moss; Thompson; Lockwood; Brown; Jeffries; Spencer; Philip O'Halloran (MR2). **FL** Price 1m56.842s (82.94mph).  
**125 SUPERKARTS (BOTH 9 LAPS)** 1 Lee Harpham (F1); 2 Danny Edwards (F1) +0.322s; 3 Matt Isherwood (Anderson); 4 Kevin Waring (Anderson); 5 Andrew Gulliford (Apex); 6 Julian Davies (Anderson). **CW** Gulliford. **FL** Sam Moss (Anderson) 1m43.579s (93.56mph).  
**RACE 2** 1 Harpham; 2 Edwards +0.127s; 3 Kirk Cattermole (Raider); 4 Waring; 5 Kevin Gray (F1); 6 Ben Wilshire (Anderson). **CW** Catherine Foster (Anderson). **FL** Moss 1m42.742s (94.32mph).



Ric Wood crashed his Opel Astra chasing Simon Allaway's Lotus at Oulton

JONES



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# THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

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



Perez prepares to make his move on Hulkenberg

## The wrong driver was penalised

Nico Hulkenberg's comments in relation to Sergio Perez's move on him at the Singapore GP (September 26) are, in my opinion, entirely justified.

Like Martin Brundle (national treasure) said at the time, the stewards got it wrong. If Hulkenberg was forced to exceed the track limits, then this was directly attributable to the ambitions of Perez.

The opportunist driver attempting to send it up the inside in a case such as

this does so with full knowledge that by forcing his rival ahead to take evasive action (and thereby 'exceed track limits') he will incur a penalty and thus be ordered to cede the position. Job done!

I thought Nico showed great awareness and that it was Perez who should receive a penalty. A calculated decision that results in a fellow competitor leaving the track must be actively discouraged.

**Andrew Rhodes, Harrogate**

**I have figured out why I am so ambivalent about seeing *Rush*, which has just opened in the US. It's because it reminds me of that terrible time.**

Every race, I would dread hearing or reading about another hero killed. I was a corner marshal at Watkins Glen on the day when Francois Cevert was killed. I saw Helmuth Koinigg crash.

It scares me when Niki Lauda says F1 is safe now. These are still open-cockpit cars. We have had several near-misses in the past few years, any of which could have been fatal.

**Bruce Merchant, Carmel, California**

**To say that *Rush* is a lazily researched, chronologically inaccurate travesty of reality with no attention to detail, is a gross understatement.** Pundits who praised this abomination must have seen a different film to the agonising 25

minutes that was all I could endure.

**Nicky Samengo-Turner, Suffolk**

**Jonathan Palmer is missing the point (Sep 19), so I need to clarify. I do understand that from 2014 the proposed rules will mean all four wheels must remain within either the white lines or the outer edge of kerbs, and this is the problem.**

You seem to think the only place a racer will go over a white line is in a corner where there is a kerb. There are many parts of many circuits where the white line is consistently crossed with two wheels and where there is no kerb.

Please watch on-board footage from any category and you will see this. If this rule goes ahead then most racers will either be penalised or their driving and enjoyment heavily compromised.

The current rule of allowing two wheels to run outside the white line or outer edge

of the kerb works well. MSV tracks are well known for vigilant policing of track limits; look at a few results sheets to see how many penalties are issued. This is accepted, but from '14 competitors and officials alike face an almost impossible task.

Jonathan, I am not alone in my views, please speak to the racers who spend their hard-earned income at your lovely tracks. I still see no evidence of anyone canvassing the opinion of those that will be affected (the MSA licence holders).

**Ed Moore, by email**

**Loved the taxi-ride montage last week – I remember vividly Mansell giving Senna a lift at Silverstone in 1991.**

I hear there's a photo doing the rounds on Twitter featuring a certain Singapore steward taxiing home on the sidepod of a Ferrari back in the '80s...

**Darren Timms, Hinckley, Leics**





# In pictures

Exciting images from around the globe, from France to Japan, via New York



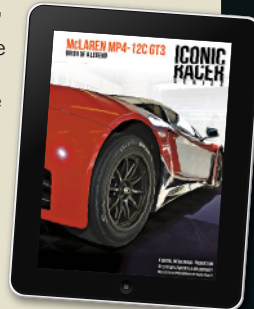
**A SMALL DAB OF OPPO'**  
Audi prototype racers Loic Duval and Andre Lotterer had a great Super Formula race at Sugo last weekend. Duval shows how hard he was trying

## In the shops

Desirable new releases

### McLAREN iBOOK FOR iPad

£5.49 – Apple iTunes

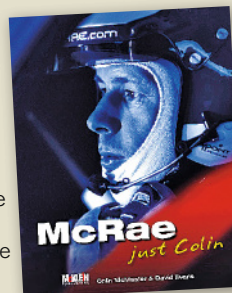


'Birth of a Legend' is a fully interactive journey through the creation of the McLaren MP4-12C GT3 racer, including the design, build and testing, as well as the racing programme up to the end of 2012.

All the customer teams, cars, drivers, tracks and race history are here, as is the extensive use of graphics, imagery and video that complements the content. It's an intuitive and cost-effective way to get McLaren and GT racing fans fully under the skin of the project.

### 'McRAE - JUST COLIN' BOOK

£39.99 – mcraebook.com



This is what Colin McRae fans have been waiting for: a frank and emotional appraisal of the late world rally legend by those closest to him – including the Scot's friends, family, team members and fellow competitors – all compiled by AUTOSPORT rallies editor David Evans and laced with over 300 images from the fabulous McKlein archive, many of which have been kept under lock and key until now. Copies signed by McRae's long-time co-driver Nicky Grist are also available at the Welshman's website nickygrist.com.

### MOTOGP 13 GAME FOR XBOX

£22 – amazon.com

The latest instalment in the MotoGP computer game series looks spectacular and has a career mode (featuring wild card rides, Moto 2 and Moto 3) that puts the Formula 1 titles to shame. Unfortunately the amazing graphics occasionally come with the cost of a lowered frame rate. That, and the failure to make the bikes in the top class feel anything but heavy, could be enough to put off those who are unsure if they want to buy this one.

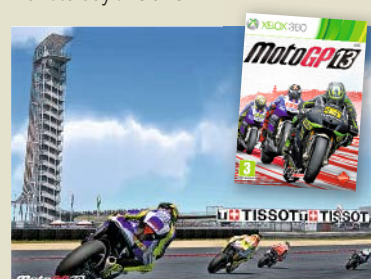


**UNFLAPPABLE, KEV**  
Kevin Magnussen is normally quite good at containing his emotion but after the DRS-flap controversy on Saturday, he let his hair down on Sunday

**LOOK AT THE STATE OF THEM**  
Grand-Am Daytona Prototype champions Jordan Taylor (left) and Max Angelelli visited New York, and couldn't resist this old tourist fave snapshot



**ATTENTION PADDOCK! ATTENTION PADDOCK!**  
The vultures were quite literally circling the FIA GT paddock in Navarra – and one landed!





# WHAT'S ON

## ON TRACK IN THE UK



EBREY/LAT

**Aston Martin racer Howard tops GT points prior to series finale**



EBREY/LAT

**Like your FF1600? Then head to Castle Combe on Saturday**

### DONINGTON PARK

**British GT**  
**October 5-6**  
[donington-park.co.uk](http://donington-park.co.uk)  
Donington hosts a British GT title decider for the second season in a row this weekend. Aston Martin racer Andrew Howard leads the way by just half a point heading into this Sunday's two-hour finale, and six crews are still in with a mathematical shout of lifting the crown. The GT4 title

race is also finely poised after a controversial recent round at Zandvoort. If you're not heading to the circuit then you can catch all the action live on Motors TV. Last year's showdown made for great TV, so it's well worth tuning in if you can. Support comes from the Ginetta GT5 Challenge, VW Racing Cup, the Mazda MX5 Autumn Challenge and the HRDC Allstars historic tin tops (which race on Saturday only).

### CASTLE COMBE

**CCRC**  
**October 5-6**  
[castlecombecircuit.co.uk](http://castlecombecircuit.co.uk)  
A mammoth two-day programme completes Castle Combe's 2013 season. The final rounds of the resident Formula Ford 1600, Saloon and Sports & GT championships take place on Saturday, which also features the annual FF1600 Carnival, Pre-82 Classic Formula Ford

and two races each for the Quaife Intermarque League and Production BMW. Sunday's bill is for historics and features seven races for Aston Martins, Jaguars, Austin Healeys, VSCC Pre-war sportcars, FISCAR sportscars and Formula Junior.

BCV8s), MG Trophy, Midget & Sprite Challenge, Ecurie GTS and Throughbred Sportscars. There are five more races on Sunday, when the Metro Cup and annual four-hour relay race follow second outings for Midgets, GTS and the Peter Best Challenge.

### SNETTERTON

**MGCC**  
**October 5-6**  
[snetterton.co.uk](http://snetterton.co.uk)  
The MG Car Club's season finale features 14 races across two days. There are nine races on Saturday, when the Morgan Challenge and Porsche Club championships join the regular Peter Best Challenge (including

### KNOCKHILL

**SMRC**  
**October 6**  
[knockhill.com](http://knockhill.com)  
Scotland will crown its 2013 champions this Sunday, with Formula Ford, Legends, Minis, Fiestas, BMW Compacts, Mazda MX5s, Classics and Sports Saloons all on the bill.

## ON TRACK AROUND THE WORLD

### KOREAN GRAND PRIX

**Formula 1 World Championship**  
**Rd 14/19**  
**Yeongam, South Korea**  
**October 6**  
[formula1.com](http://formula1.com)



ABBOTT/LAT

**Castroneves leads IndyCar points into Houston**

### RALLY OF FRANCE

**World Rally Championship**  
**Rd 11/13**  
**Strasbourg, France**  
**October 3-6**  
[wrc.com](http://wrc.com)

### INDY LIGHTS

**Rd 11/12**  
**Houston, USA**  
**October 5**  
[indycar.com/roadtoindy](http://indycar.com/roadtoindy)

### AMERICAN LE MANS SERIES

**Rd 9/10**  
**Virginia International Raceway, USA**  
**October 5, alms.com**

### INDYCAR SERIES

**Rd 15/16**  
**Houston, Texas, USA**  
**October 5-6**  
[indycar.com](http://indycar.com)

### NASCAR SPRINT CUP

**Rd 30/36**  
**Kansas Speedway, USA**  
**October 6**  
[nascar.com](http://nascar.com)

### SUPER GT

**Rd 7/8**  
**Autopolis, Japan**  
**October 6**  
[supergt.net](http://supergt.net)

### AUTO GP

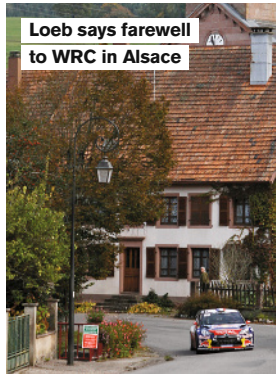
**Rd 8/8**  
**Brno, Czech Republic**  
**October 5-6**  
[autogp.net](http://autogp.net)

### EUROPEAN F3 OPEN

**Rd 7/8**  
**Monza, Italy**  
**October 5-6**  
[f3open.net](http://f3open.net)

### EUROPEAN TOURING CAR CUP

**Rd 5/5**  
**Brno, Czech Republic**  
**October 6**  
[fiaetcc.com](http://fiaetcc.com)



**Loeb says farewell to WRC in Alsace**

MCKLEIN



Your guide to the best events taking place in the UK and around the world – plus TV and online

**ON TELEVISION**

**THURSDAY OCTOBER 3**

0300-0415 **ITV**  
 BTCC: Silverstone Highlights  
 0700-0745 **Sky Sports F1 LIVE**  
 F1 Korean GP: Drivers' Press Conference  
 1000-1100 **ESPN**  
 DTM: Zandvoort Review

**FRIDAY OCTOBER 4**

0145-0345 **Sky Sports F1 LIVE**  
 F1 Korean GP: Free Practice 1  
 0545-0745 **Sky Sports F1 LIVE**  
 F1 Korean GP: Free Practice 2  
 0700-0745 **Sky Sports F1 LIVE**  
 F1 Korean GP: Team Principals' Press Conference  
 0900-0930, 1330-1400 **ESPN**  
 NASCAR Now  
 1000-1100 **Sky Sports F1 LIVE**  
 The F1 Show  
 1800-2000 **Sky Sports F1**  
 F1 Classics: Korean GP 2010

**SATURDAY OCTOBER 5**

0010-0215 **Motors TV**  
 FIA GT: Navarra Highlights  
 0245-0415 **Sky Sports F1 LIVE**  
 F1 Korean GP: Free Practice 3  
 0355-0420 **Channel 5**  
 Motorsport Mundial  
 0500-0745 **Sky Sports F1 LIVE**  
 F1 Korean GP: Qualifying  
 0940-1040 **ITV4**  
 Motorsport UK  
 1040-1110 **ITV4**  
 DTM: Zandvoort Highlights  
 1200-1445-1600-1845 **Sky Sports F1**  
 F1 Korean GP: Qualifying Replay  
 1300-1400 **Eurosport 2**  
 Auto GP: Brno Race 1

**1315-1430 BBC1**

F1 Korean GP: Qualifying  
 1350-1450 **Motors TV LIVE**  
 Euro F3 Open: Monza Race 1  
 1450-1620 **Motors TV LIVE**  
 GT Open: Monza Race 1  
 2000-2300 **BT Sport2 LIVE**  
 IndyCar: Houston Race 1  
 2030-2335 **Motors TV LIVE**  
 NASCAR Nationwide: Kansas

**SUNDAY OCTOBER 6**

0530-1015 **Sky Sports F1 LIVE**  
 F1 Korean Grand Prix  
 1050-1205 **Motors TV LIVE**  
 GT Open: Monza Race 2  
 1130-1615 **Sky Sports F1**  
 F1 Korean GP Replay  
 1205-1305 **Motors TV LIVE**  
 Euro F3 Open: Monza Race 2  
 1305-1520 **Motors TV LIVE**  
 British GT: Donington Park  
 1400-1600 **BBC1**  
 F1 Korean Grand Prix  
 1430-1520 **Eurosport**  
 Auto GP: Brno Race 2  
 1800-2300 **Premier Sports LIVE**  
 NASCAR Sprint Cup: Kansas  
 1800-1900, 2015-2115 **Sky Sports F1**  
 F1 Korean GP: Highlights  
 1800-2100 **ESPN LIVE**  
 IndyCar: Houston Race 2  
 1800-2005 **Motors TV**  
 ALMS: Virginia

**MONDAY OCTOBER 7**

0845-1045 **ESPN**  
 IndyCar: Houston Highlights  
 1700-1800 **ESPN**  
 NASCAR Sprint Cup: Kansas  
 2305-0105 **Motors TV**  
 ALMS: Virginia Highlights

**ONLINE**

**HOT ON THE WEB THIS WEEK**

**YouTube** HOW AUDI SCORED ITS 12TH LE MANS 24 HOURS SUCCESS



**SEARCH FOR:** "24 Hours: A Matter of Seconds": Michelin x Audi at Le Mans (15:00)  
 French tyre giant Michelin has released this slick highlights film of Audi's recent Le Mans 24 Hours win – its 12th in 14 attempts. Interviews with drivers, team bosses and engineers are interspersed with superb all-angle footage from the 90th anniversary event.

**AUTOSPORT+**

Exclusive content coming up in our premium website this week

**Reliving WRC king Loeb's greatest hits**

Ahead of nine-time world rally champion Sebastien Loeb's farewell event on home soil this weekend, David Evans sits down with the Frenchman to relive his personal highlights from a meteoric career that includes 78 wins. That's only 48 more than the next-best guy!

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**Revved up over what's on the box**



**A DAY IN REVVED UP'S LIFE...**

I watched the race today, oh boy,  
 About a lucky a man who made the grade,  
 And though the race was rather poor,  
 Well I just had to laugh,  
 I have his autograph,  
 He beat his rivals in a car,  
 He moved the fastest when the lights had changed,  
 A crowd of people sat and watched,  
 They'd seen his face before,  
 Nobody was really sure if he was once in Formula Ford,

I watched a race today, oh boy,  
 The British Touring Cars at Silverstone,  
 A crowd of people stood and stared,  
 And I just had to watch,  
 Because that's my job,  
 I had to turn it on,

Woke up, feeling glad,  
 Watched the GTs on my iPad,  
 Found my way downstairs turned on Eurosport,  
 Saw the EPG, no FR3.5,  
 Switched to Motors,  
 Watched Superstars,  
 Heard the awful commentary,

And I went into a dream,  
 Ah... Ah-haaaah... Ah-haaaaaah...  
 Ah... haaaaah... Ah-haaaaaah...

I watched the race today, oh boy,  
 400 laps round Dover, Delaware,  
 And though the laps were rather small,  
 I had to watch them all,  
 Now I know how many laps it takes to make me really bored,  
 I had to turn it on.

\*orchestral crescendo ends on E-major\*

**Revved Up**



# Kazuyoshi Hoshino

“I was going 4-5s quicker than the others – and lapped everyone!”

■ Fuji 1000Km ■ October 6, 1985 ■ March 85G-Nissan ■ First world championship win for Japan



Hoshino celebrates with Matsumoto and Hagiwara, who didn't get to drive

**NOW, THIS IS A RACE I WILL** never forget: the famous occasion when it rained so hard at Fuji that the major teams that had come from Europe all withdrew before the start.

But it has special significance for me: it was the one in which I become the first Japanese driver to win a world championship event.

At the time we were having some problems with the V6 engine in the March-Nissan, so we sent it to Electramotive Engineering in the USA to work on. I went, too, to test the engine, then bring it back to Japan.

I remember the car went really well in practice, so much so that I went straight out and set the fastest time, well ahead of the rest. We wanted to prove that the Japanese could compete with the works Porsches. Getting pole would do just that.

We had some special Bridgestone qualifiers made for the race and these, together with the big, 1.8bar practice boost – giving us nearly 1000bhp – certainly made the difference.

On the Thursday we had a turbo fire and some accident damage to

mend, but neither was serious; we had enough parts to mend everything.

Our quick qualifying time was good, but it would have been even better if the organisers had let us use our special undertray to create extra downforce. In the end, I was third on the grid behind the two Rothmans Porsches. All the time, though, we had Porsche's vast race experience at the back of our minds; we knew

that would be an advantage.

Come race day the heavens opened. The downpour was so heavy that the start was delayed. The track was flooded, but I was still prepared to go out and race. I thought it would be to my advantage. I was probably alone in wanting the rain to stay!

In the end we all went out behind the pace car to see what it was like. There was so much water on the

course, but by now I didn't care.

When the pace car pulled off, I was determined to go for it, simple as that, although by then the foreign teams had pulled out.

I had no race plan as such; I simply drove as fast as I could. The car was fine but the weather was appalling – I had more than one scary moment. Yet I still found myself lapping some 4-5 seconds faster than other cars and, despite a spin at the hairpin, eventually lapped everyone else.

I remember at one point when I came in for what should have been a scheduled driver change, Yasuharu Nanba, the team manager, told me to stay in the car. I had the right experience for the conditions, he said.

Towards the end it was getting really bad. The light was fading and the fog was coming in. I was finding it difficult to deal with the spray from other cars. And still it kept raining...

Eventually they stopped the race and I had won. But I didn't really get a feeling of satisfaction until about two or three days later. ☘

First published on October 5, 1989

## PROFILE



**KAZUYOSHI HOSHINO BEGAN** in motocross, but switched to cars in 1969. He went on to win numerous national touring car, Formula 2, F3000, Grand Champion, Group C and Super GT races and titles, as well as competing in the Japanese GP in 1976 and '77 in a Tyrrell and Kojima respectively. Now 66, he retired in 2002 to run his own multiple title-winning Super GT team and Nissan parts firm Impul.



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SEAT recommends Castrol EDGE Professional