

10-PAGE JAPANESE GP **PREVIEW**

AUTOSPORT

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BIG STORY OF F1 2012

LEWIS AT MERC

McLAREN BREAK-UP
Mark Hughes on
what went wrong

BRAWN EXCLUSIVE
He's targeting
2013 title bid

SERGIO PEREZ
Why he's right
for McLaren

SCHUEY'S FUTURE
What he does next



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"Lewis is not a new guy for us. He is already a member of the Mercedes family, via McLaren"
MERCEDES MOTORSPORT BOSS NORBERT HAUG EXPECTS CONTINUITY

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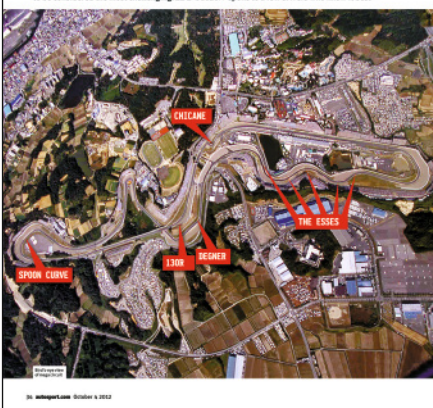
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Suzuka: F1's greatest track

Ask the majority of grand prix drivers about their standout tracks, and most will cite Spa and Suzuka. But with the Japanese circuit largely unchanged since it joined the calendar in 1987, the venue has to be considered the most challenging. EDD STRAW spoke to a few drivers who know it best



130R, Spoon Curve, Dealer, The Esses, Chicane

THE CHALLENGE OF SUZUKA

It's a track that's been around since the start of the track, the corner combinations, the speed, the challenge. It's something that you can't do with the modern cars. It's a challenge. We've always been a fan of it. It's a track that's been around since the start of the track, the corner combinations, the speed, the challenge. It's something that you can't do with the modern cars. It's a challenge. We've always been a fan of it.

THE ESSES (CHINA 3-7)

The Esses are the most challenging part of the track. It's a corner combination that's been around since the start of the track, the corner combinations, the speed, the challenge. It's something that you can't do with the modern cars. It's a challenge. We've always been a fan of it.

SPoon CURVE

Spoon Curve is a corner that's been around since the start of the track, the corner combinations, the speed, the challenge. It's something that you can't do with the modern cars. It's a challenge. We've always been a fan of it.

CHICANE

Chicane is a corner that's been around since the start of the track, the corner combinations, the speed, the challenge. It's something that you can't do with the modern cars. It's a challenge. We've always been a fan of it.

DEALER

Dealer is a corner that's been around since the start of the track, the corner combinations, the speed, the challenge. It's something that you can't do with the modern cars. It's a challenge. We've always been a fan of it.

130R

130R is a corner that's been around since the start of the track, the corner combinations, the speed, the challenge. It's something that you can't do with the modern cars. It's a challenge. We've always been a fan of it.

COVER STORY

HAMILTON AND McLAREN

Where did it all go wrong?

Top driver, top team – on the surface, it was a marriage made in heaven, but McLaren and Lewis Hamilton always seemed destined to split, says MARK HUGHES

It's a story that has been told many times over. Lewis Hamilton and McLaren – a partnership that was supposed to be the greatest of all time. But it didn't work out. Not even close. It's a story that has been told many times over. Lewis Hamilton and McLaren – a partnership that was supposed to be the greatest of all time. But it didn't work out. Not even close.



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NATIONAL RACES & RESULTS

WORLD RALLY - 2012 Rallye de France
BRITISH RALLY - 2012 British Rally

REPORTS SPORTS EXTRA

Humphrey's heroic homecoming

It's a story that has been told many times over. Humphrey's heroic homecoming. It's a story that has been told many times over. Humphrey's heroic homecoming. It's a story that has been told many times over.

Doran ends 2012 on a high with victory

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NATIONAL RACES & RESULTS

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Williams defeats Moran to take his first Hillclimb title

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Wales defeats Moran to take his first Hillclimb title

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POLE POSITION

How can McLaren support Hamilton's title push now?



LEWIS HAMILTON'S THREE-YEAR DEAL to drive for Mercedes-Benz creates a fascinating new dynamic to Formula 1.

I'm not just talking about next year and beyond, because it means that Hamilton's slender chance of stealing the 2012 world championship from clear favourites Fernando Alonso and Sebastian Vettel just got even smaller. Despite McLaren's rhetoric of being "absolutely committed to fighting" for his title bid, just imagine the bitter-sweet feeling of him taking that number-1 plate to Mercedes... No, I can't see it happening either.

This week's issue investigates every aspect of the deal's fallout, from what Ross Brawn has planned for Lewis to how Sergio Perez will fit as his replacement at McLaren. Mark Hughes gives his razor-sharp inside line by dissecting why the Hamilton/McLaren relationship broke down, and also poses the next big question for F1 2013: where does Michael Schumacher go?

Also, it's intriguing to read our no-nonsense columnist David Coulthard say that – after almost a decade at McLaren – he still feels a stranger when he visits Woking. How will Lewis feel when he walks into his garage at Suzuka this week?

Bradley

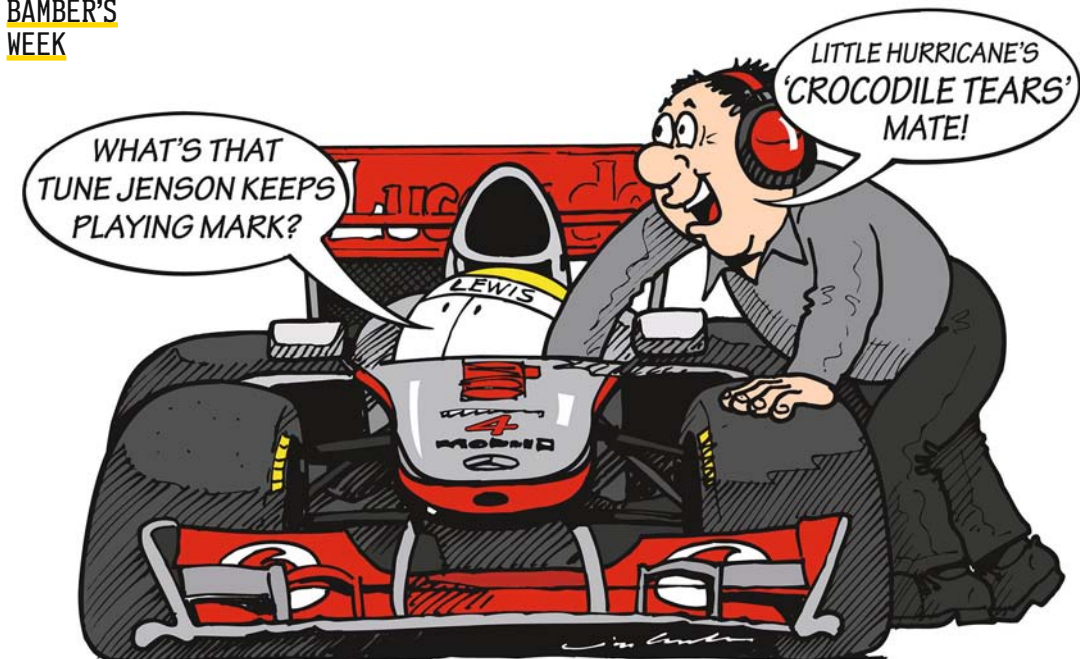
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WORLD GT1

Donington disaster for BMW squad

The Vita4One BMW Z4 outfit suffered two huge crashes in separate incidents at the top of the Craner Curves on Sunday. This is Nikolaus Mayr-Melnhof (17), who clipped Laurent Groppi's Ford GT, sending both into the barriers. In a later shunt, its title-challenging car was taken out too. Report, p44.

Pic: Ebrey/LAT



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Mercedes won't make Lewis wait for title shot

Ross Brawn tells AUTOSPORT talk of writing off 2013 is wide of the mark. By EDD STRAW



Lewis Hamilton has not sacrificed fighting for the 2013 world championship by joining Mercedes, according to his new team principal Ross Brawn.

The potential of Mercedes in 2014, when it will benefit from being one of only three works teams on the grid when the new V6 turbocharged engine formula comes in, was central to Hamilton's decision to sign a three-year deal. But despite the team's disappointing 2012 season,

Brawn insists that next year is not a write-off. AUTOSPORT understands that work on the 2013 car is already very well-advanced, partly to allow full resources to be switched onto the following year's machine at the earliest opportunity.

"Lewis is joining us with a view on the long-term, but that's not to sacrifice the short-term," Brawn told AUTOSPORT. "We're certainly not giving up on next year. We know the challenges that are laid out in front of us and we know the step we've got to try to make next year. It's a challenging step, but we're putting a massive effort into next year.

"We are trying to make sure that we're not taking anything away from 2014. One of the benefits of the strengthening of the technical group that we undertook last year is that we are able to do that. Aldo Costa is doing the 2013 car and Geoff [Willis] is focused on the 2014 car at the moment. We're certainly not taking our foot off the pedal for 2013."

Hamilton has said little since it was confirmed that he was turning

Schumacher sounding out teams

Michael Schumacher's Formula 1 career is not necessarily over, with the seven-time world champion believed to be exploring opportunities with other teams.

The 43-year-old has lost his 2013 seat to Lewis Hamilton after failing to recapture past glories during his three-year comeback. But AUTOSPORT understands that there is tentative interest from the likes of Sauber and Williams in the seven-time world champion, although any potential deal would be driven by commercial considerations. Peter Sauber confirmed in Singapore last week

that he was open to re-signing Schumacher, who raced for him in the World Sportscar Championship.

But while Schumacher recognises that he has often underachieved, admitting that his three seasons "unfortunately did not go as well as we all would have wanted on the sport side" he has not yet made a decision on his future.

"I think we've got to leave that to Michael for a while," Mercedes team principal Ross Brawn said of Schumacher's next move. "He has been undecided for some time as to what to do and as a great supporter

his back on McLaren, but did say that he is confident that he "can help steer the Silver Arrows to the top and achieve our joint ambitions of winning the world championships".

Brawn believes that being able to sign a driver of Hamilton's calibre is validation that the team's ambitions

are realistic and he expects him to play a central role. This has echoes of the relationship between Brawn and Michael Schumacher that was vital to Ferrari's emergence as the dominant force during the early noughties.

"It's a huge bonus for the team," said Brawn. "We've been convinced



Brawn wants push for 2013 and 2014



Hamilton joins Rosberg at Merc

AUTOSPORT SAYS...

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The numbers suggest that there was no argument. Mercedes (nee Brawn, nee Honda, nee BAR), has started 239 races and won 11 of them since joining the grid at the start of the 1999 season. In the same period, McLaren has started 241 and won 64. Lewis Hamilton said at Monza a few weeks ago that winning was the priority. If that is the case, he has joined Mercedes in spite of, not because of, the historical data.

Let's set aside the myriad motivations that played their part in Hamilton's decision and examine the key premise – that Mercedes will set aside years mostly of underachievement. On paper, the team has the budget, the facilities, the senior technical personnel and the leadership to do that. As Geoff Willis and Aldo Costa only joined the team 12 months ago to work under Bob Bell, a technical director of proven quality, it's fair to give the team some more time to bed in. But there is one serious concern.

Mercedes started the season with a very quick car and has faded badly. With the technologies available, teams understand a far greater percentage of what makes a car work now than they used to, yet Mercedes seems to be fumbling in the dark. It's not a question of a certain individual not being good enough, it's about whether the culture of the way a team operates is conducive to success.

Whatever happens, it'll be fascinating to see what the Hamilton/Mercedes alliance achieves. And that can only be good for F1.



Merc started as BAR

in the midfield

of the team, he would probably have been there if we needed him.

"He's going to take the time now over the next few months to decide what he's going to do and we will be discussing his future role in the next few months. We don't want to speculate on what he's going to do."

Mercedes motorsport boss Norbert Haug left the door open for an ambassadorial role with the team, admitting that "perhaps it's something that can happen". But he also confirmed that there have been no talks with Schumacher about a potential move into the DTM touring-car series.



Schuey wants to carry on

and committed [to achieving our objectives] but we haven't got there as quickly as we hoped. We've been able to demonstrate to Lewis how we are going to achieve our ambitions and he has been convinced. That's why he agreed to join the team.

"He's excited about being on this

path and we expect the drivers to be part of the process. That doesn't just involve driving; it's their whole involvement with the team. We're not complete in the sense that we haven't achieved what we want to achieve, and Lewis is excited by the challenge and being part of ▶

P19
MARK HUGHES
ON SCHUEY

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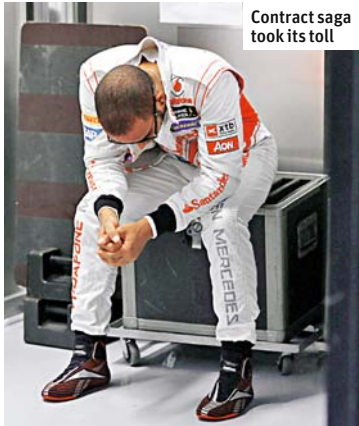
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Contract saga took its toll

◀ that path rather than just turning up for a race. He's going to have to contribute a lot to helping us get to a complete car. That's part of the excitement for him."

AUTOSPORT understands that despite the appeal of joining a team with tremendous unfulfilled potential, Hamilton found the final decision difficult. While he has been keen to leave McLaren for some time, once talks with Mercedes became more intense – at around the time of the Belgian Grand Prix as a result of management XIX Entertainment's

"Lewis is going to have to contribute a lot. That's part of the excitement"

Ross Brawn

frustration at the lack of movement from McLaren – he was still unconvinced. During the Singapore GP weekend, he was still undecided.

He had a lengthy discussion with three-time world champion Niki Lauda, who has now been appointed non-executive chairman of the Mercedes team board, the night before the race. This played a big part in convincing Hamilton to agree to the switch at the start of last week, although so finely balanced was the decision that had he not lost victory in Singapore with a gearbox failure, he might have accepted McLaren's improved offer during the frantic round of negotiations



in the 36 hours after the race.

McLaren team principal Martin Whitmarsh said that a "good offer" was made to Hamilton to keep him on. Discussions with his management after Singapore were intense, but no decision would be made. Speaking to Sky Sports News, Whitmarsh suggested that he feels Hamilton has made a mistake leaving the team.

"It's for Lewis to make the decisions in his life," said Whitmarsh. "McLaren is a winning team and whether you measure us over the past four races, the past four years or the past 40 years, we're a great team. Any driver who wants to win in F1 should be at McLaren. Perhaps I'm a little partisan, but the statistics and our record support that view."

It's clear that Hamilton's desire to fly the McLaren nest played a big part in his decision. As a result, he took a keen interest in understanding Mercedes's ambitions and impressed Brawn with his approach. Brawn hinted that Hamilton's technical knowledge is better than the 2008 world champion's reputation would suggest. He also dismissed any

Lauda signing won't affect Brawn's team boss role

Ross Brawn does not expect his role as Mercedes team principal to be affected by three-time world champion Niki Lauda joining as a non-executive chairman of the board of directors.

Lauda played a key role in convincing Hamilton to join Mercedes and acted as a go-between for Bernie Ecclestone and Daimler chairman Dieter Zetsche on Concorde Agreement

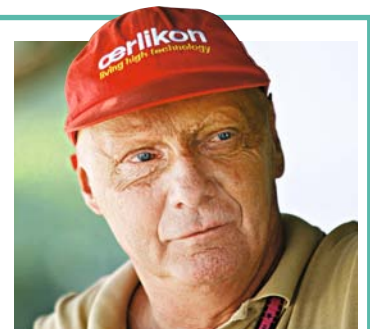
negotiations. This led to him being given the new position.

"Niki's role doesn't change my responsibilities within the team," Brawn told AUTOSPORT. "Perhaps there will be a little less weight on my shoulders in terms of working with the board because Niki will be there. We see it as easing my load a little bit and giving me

more time to focus on the team.

"He is joining as a non-executive chairman of the board, which meets four times a year and discusses proposals from the company and its objectives and direction."

Lauda has previously held team roles in F1, running the Jaguar outfit from 2001-2002. He also held a long-time advisory role at Ferrari.



Lauda was key in talks with Lewis and Bernie



Merc has slipped back since China

 **P12 WHY LEWIS WAS DESTINED TO LEAVE**



HULKENBERG v MASSA

AT FERRARI

Nico Hulkenberg has emerged as Felipe Massa's biggest rival for a seat at Ferrari in 2013.

With Lewis Hamilton's deal to join Mercedes set to trigger driver deals in the midfield, AUTOSPORT understands that Ferrari has been in contact with Force India driver Hulkenberg following a meeting at Maranello about its driver line-up last week. Massa remains a strong contender, with his performance being closely monitored, and several sources confirm that he is in pole position for the seat despite strong support for Hulkenberg among senior technical personnel.

Ex-Scuderia Toro Rosso driver Jaime Alguersuari, who had been linked strongly with Force India, is well-placed for a Sauber deal. He has put together a strong budget and is well-regarded by the Swiss outfit. Force India sources in Singapore were confident of keeping both Hulkenberg and Paul di Resta but would be keen on a funded driver if an opening appeared.

concerns about Hamilton's off-track lifestyle impinging on his driving.

"It's interesting because of course you get an impression from the outside of a driver's technical ability or knowledge," said Brawn. "I've been really impressed with the questions and the views that he holds. They are very much aligned with our own."

"I don't think that he has a very extreme lifestyle. He has quite a quiet lifestyle... these things always get a bit exaggerated. I don't think his lifestyle has ever affected his performance as a racing driver and that is all we expect. People have their lives to live and in many ways, having a relaxed lifestyle is great as a base for performing as a racing driver. You can often add a positive side to your performance by doing the things you enjoy doing. It's just finding that balance."

Brawn's confidence in Hamilton also comes from the way that the 27-year-old bounced back from a



Hamilton and Rosberg are close off-track

troubled 2011 season. Hamilton has won three races this year and there has been no repeat of the spate of blunders that ruined his previous campaign.

"Everyone in F1 gains strength

from their difficult periods," said Brawn. "You never succeed all the time and you learn much more from your difficult periods than your successful ones. Lewis is of a strong enough character that he's

used those periods to learn about what he needs to do and how to approach things. It's not easy to find all of the right solutions and he's doing a very good job.

"We've always rated him highly as a driver and we're even more encouraged with what we've seen from him this year."

From Mercedes's perspective, Hamilton is arguably the missing piece in its ambitions of emerging as a world championship-winning force. Since returning to F1 as a works team after buying the Brawn team, it has won just one race. One of the major questions has been over its driver line-up of Michael Schumacher and Nico Rosberg. But in Hamilton, Mercedes has a driver who is a proven, consistent winner.

Even though he has not been promised number-one status in the team, if he fails to win races then only the car can be blamed.

HAMILTON AND McLAREN

Where did it all go wrong?

Top driver, top team – on the surface, it was a marriage made in heaven, but McLaren and Lewis Hamilton always seemed destined to split, says *MARK HUGHES*

The fairy tale that began with a 10-year-old karting sensation asking a Formula 1 team principal for an autograph at the AUTOSPORT Awards evening of 1995 comes to an end when the Interlagos chequered flag falls seven weeks from now.

Lewis Hamilton and McLaren thereafter go their separate ways. To many it seems almost unthinkable it should have come to this. However, the lingering hangover of the power-play between Ron Dennis and the young Hamilton on that evening has never entirely disappeared, even with Ron no longer running the F1 team and Lewis now a 27-year-old former world champion. That uneasy dynamic – Hamilton dependent but resentful of the control exerted over him, Dennis proud of his part in his protege's rise, but still feeling the need to

point out that Hamilton is an employee – has played its part in the driver finally flying the nest.

At the simplest level, Hamilton has despaired of what he sees as a repeating cycle at McLaren, one that invariably ends with another year having passed without him having added to his single world title. But because he feels he cannot break that cycle from within, history has played its part in locking the two parties in their set roles of rebellious child and firm-handed parent.

There has always been a spiky brittleness to the relationship between McLaren and Hamilton. Mutual success might normally have been expected to anneal that, to have removed all the stresses and ambiguities. But the respective personalities of driver and team have ultimately made that impossible.

Lewis is mercurial, shape-shifting from one persona to

another, one opinion to a contradictory one – sometimes even denying himself within the same sentence. He's about as predictable and settled as a cat in a bath – and that energy is part of what makes things happen for him, in the car and out. It's just what flows through him, and he has little control over it. But within that is a total self-belief.

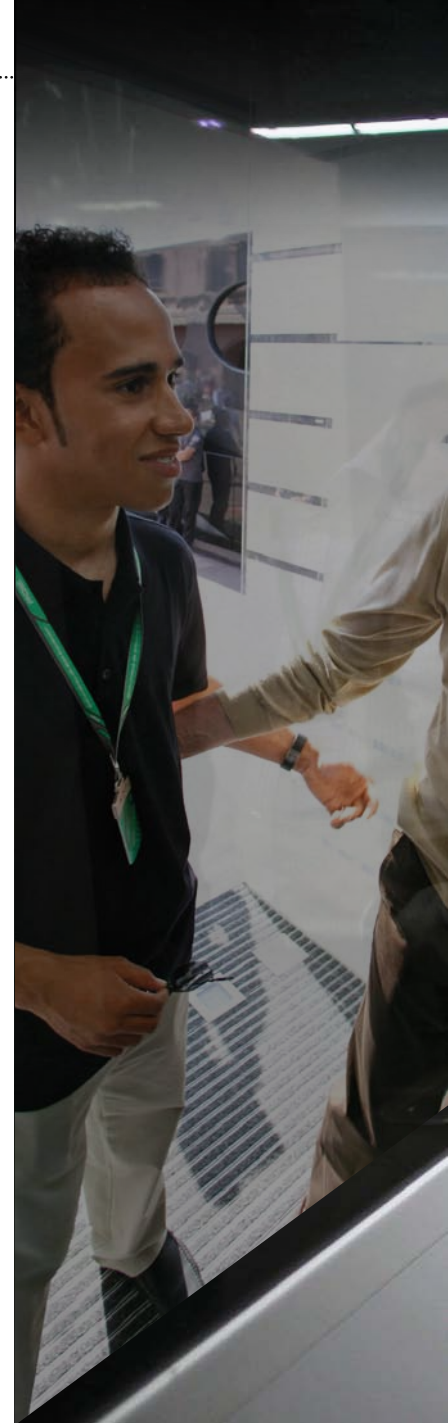
He *knows* that he's the world's fastest driver. That combination of fabulous talent, confidence, volatile temperament and a certain naive immaturity in believing that's all he needs – that success

“There's always been a spiky brittleness to the relationship between McLaren and Hamilton”

will surely follow – makes for a combustible package.

As the team with the deepest resources and facilities, McLaren is systems-driven, structured, scientific and unbending. The resignation of Dennis from the F1 team early in 2009 – under controversial circumstances that had much to do with the uneasy relationship between the team principal and the Hamiltons – gave the Martin Whitmarsh-directed team a looser, warmer ambience. But there have remained key bones of contention between the two parties, such as the number of corporate days expected of Hamilton and the team's policy of retaining all victory trophies.

That fizzing combination took the F1 world apart in Hamilton's first two years, culminating in a suitably dramatic title clincher in the last two corners of the final grand prix of 2008. The expected





Hamilton and Dennis have had an uneasy relationship

'Hamilton era', however, did not then materialise. McLaren came up with a dog of a car in '09, followed by two models that were competitive but lagging behind the gold standard set by Adrian Newey's Red Bulls.

The fact that Sebastian Vettel used those Red Bulls to take the records Hamilton believes would have been his, given equal equipment, did not sit easily with him, and what was always a delicate point of equilibrium was disturbed.

There were side issues during this time, too – the threat to Hamilton represented by the arrival at the team of Jenson Button, his personal life and the turmoil of dispensing with his father's managerial services. The net result has left him unsettled.

Hamilton has gambled on the possible success of Mercedes rather the relative certainty of McLaren competitiveness –



LH with XIX's Simon Fuller and girlfriend Nicole Scherzinger

and that must be a measure of the flaws in the relationship.

Despite the Briton's success – 20 GP victories and a world title has to count as success, however far short he feels it falls of his true potential – he does not operate as the galvanizing force at McLaren. It's as if he feels himself just a cog

in a machine. He doesn't take charge of situations, but awaits instructions – examples are China 2007, and his waiting to be told when to pit with his tyre on the canvas rather than simply telling the team he was coming in; or Hungary 2011 when he obeyed instructions to pit for intermediate

tyres on a day when Button was prepared to override what his crew was telling him when it didn't match up to what he was feeling out on track. This is what the world sees from the outside and it tells the tale of the whole dynamic between team and driver.

It's a difficult one for Hamilton. On the one hand, the team is armed with all the data and has evolved its systems based on long experience. But there are also days when any system can be wrong. It's then down to the driver to counter those calls – with an air of authority. Hamilton has never had that authority within McLaren. The reasons for that are something both sides might reflect on. Even as a world champion and multiple race winner, he does not have the team buzzing to his frequency.

Given that situation, when he finds himself in what he sees as a repeating cycle at McLaren, he ▶

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China 2007: a costly error from both sides

“Many of the greats have taken charge of the environment in which they perform. Hamilton is not wired in this way”

◀ feels trapped in it, rather than being a potentially integral part in changing it. Many of the greats – Jackie Stewart, Niki Lauda, Alain Prost, Michael Schumacher and Fernando Alonso – have taken charge of the environment in which they perform, have been intrinsic in moulding it to their needs.

Hamilton is not wired up in this way. He arrives with the inner certainty that he's the fastest driver and if the team does its job properly, he will win. If he doesn't, he believes there's something wrong with the team – and he's powerless to do anything about that. It's a simplistic notion of how a delicate and complex relationship works – and he seems not to be seeing this important dimension of leadership.

For Hamilton, the only way of breaking the cycle he perceives is to get out and try again somewhere else. He'd loved to have climbed into the Red Bull alongside Vettel – or even the Ferrari alongside Alonso. He'd like nothing more than to bet on his talent against those challenges. But despite his management company, XIX, having



Lewis has eyed Vettel success with envy

renewed earlier advances to both those teams in recent weeks on behalf of its client, the response was the same. Hamilton would upset the equilibrium of those teams – each of which has been moulded by their respective lead drivers – and they politely declined.

Exacerbating the situation, McLaren is the team probably least temperamentally suited to having a driver set the tone. The guy who flourished best there in the modern era was Mika Hakkinen, not a driver who ever aspired to control his environment. He was happy just to take the benefits this superteam offered him. But his slow-burn temperament was such that when things beyond his grip went awry, he didn't react with emotion, didn't let his moods show, didn't lash out with criticism of the team. He was the ideal McLaren driver: laid-back enough not to demand to be in charge, but

disciplined enough to let the team come to him, relying on his gift, responding to his needs even while he happily continued to operate ostensibly as just a cog.

Hamilton at McLaren has seemed trapped in the middle: both the proud champion and the grateful protege. His attempts at breaking out of that latter role have been rebellious rather than structured, and have tried the patience of the team hierarchy – possibly even to the extent of them not trying as hard as they might have to retain him.

However, their conflict has not been helped by Dennis's continued input from outside the formal structure of the team. Standing in his victory shirt after Hamilton's brilliant Montreal drive this year, Dennis said: “Last time I checked, we employed him, not the other way around.” It's the sort of heavy-handed explicit control



Hamilton will rejoin Mercedes boss Haug

that any driver, free-spirited by nature, is hard-wired to rail against.

The driver – and not the team – is the focal point for F1 fans, and therefore there is a feeling from the outside that the team is there only to serve the driver. From the inside, it is not like that. The driver is an employee, one of several hundred. Market forces determine that he is by far the highest paid member of staff, but that's as far as it goes – the team certainly doesn't buy into its being there only to serve him.

Most drivers get that. They see how the reality inside is different from the perception outside, and that much of the sport's appeal relies upon that false perception.

Hamilton, though, has rebelled against the reality, and sees himself in the same role as he saw – as a fan – his hero Ayrton Senna. To pull that off, however, requires an understanding of human dynamics that he's yet to acquire. ☼



Consistency can make Perez a title contender

McLaren wants to make sure its new man delivers on a regular basis from 2013

Sergio Perez's consistency in Formula 1 will be under the spotlight next season, with both his new team McLaren and Ferrari understood to view it as a weakness at the moment.

The Mexican has finished on the podium three times for Sauber this year, but 77 per cent of his points this season have come from those three results. AUTOSPORT understands that McLaren has no doubts about the standard of his performances when at his best, but realises that it must help the 22-year-old to deliver week-in, week-out, particularly in qualifying.

Perez has been part of the Ferrari Driver Academy for two years, during which his progress has been tracked closely. However, despite Perez's impressive performances, Ferrari did have reservations about the Mexican's consistency and was unwilling to replace the

underperforming Felipe Massa with him.

McLaren team principal Martin Whitmarsh is enthusiastic about Perez's potential, and said last week that he is "intelligent, charming, he's humble but deeply hungry. He's coming here with the aim of winning the world championship next year."

While Perez's quality played a big role in him being signed, there is a commercial angle to the deal, too. AUTOSPORT understands that the deal to bring him to McLaren is worth around £2.5 million a year and was not put together until Hamilton had informed Whitmarsh by telephone on Tuesday last week that he had opted to sign a three-year deal with Mercedes.

There had already been contact between McLaren and Telmex, to whom Perez is contracted, and the ground-work had been laid for such a deal. Carlos Slim Jr, responsible for Telmex's involvement in F1, is

Dicing with new team-mate Button



believed to have pushed hard for Perez to be promoted by Ferrari in a deal that would have led to Telmex becoming a Ferrari partner. But he was frustrated by the Italian team's

unwillingness to replace Felipe Massa with Perez for 2013, and then became keen to strike a deal with McLaren.

When Ferrari president Luca di Montezemolo claimed earlier this

Perez has three F1 podium finishes

PEREZ'S F1 CAREER SO FAR

Starts: 31
Best finish: 2nd
Best qualifying: 4th
Podiums: 3



Qualifying v Kobayashi: 17-15

Despite Ferrari chief Luca di Montezemolo's infamous quote that "next season is too early" for Sergio Perez, his Formula 1 career to date has featured enough high points to suggest that he is ready for the big-time.

AUSTRALIA 2011
Start: **13th** Finish: **DQ**
Perez finishes seventh on the road on his debut after being the only driver to pull off a one-stop strategy. He is later disqualified for a rear-wing technical infringement.



CANADA 2012
Start: **15th** Finish: **3rd**
A late charge on fresh rubber as others hit trouble nets Perez third place, just over five seconds behind race-winner Lewis Hamilton.



MONACO 2011
Start: **DNS** Finish: **DNS**
Perez's pace around the streets of the principality catches the eye, but a heavy crash at the chicane in qualifying means that he sits out the race, and the following Canadian Grand Prix.



BRITAIN 2011
Start: **12th** Finish: **7th**
Takes the best result of his maiden season in F1 at Silverstone with seventh place just two races into his comeback and still suffering the after-effects of his crash.

MALAYSIA 2012
Start: **9th** Finish: **2nd**
Comes close to claiming his first grand prix victory in a wet/dry race at Sepang. Only a brief off-track moment after getting caught out on a wet kerb stops him from passing Fernando Alonso.

ITALY 2012
Start: **12th** Finish: **2nd**
After a characteristically long stint on hard tyres from the start of the race, Perez flies on the medium rubber and passes both Ferraris on his way to second.

TOP 6 McLaren drivers

In terms of victories, Lewis Hamilton is one of McLaren's most successful drivers.

1 AYRTON SENNA

Won 35 races and three world championships with McLaren from 1988-1993, making him statistically the team's greatest driver. On top of that, there were 46 pole positions.



2 ALAIN PROST

The Frenchman made his F1 debut for McLaren in 1980, finishing sixth in Argentina. But it wasn't until he returned in 1984 after three seasons with Renault that the good times came. He won 30 races and three world championships.



3 MIKA HAKKINEN

The Finn outqualified Senna on his McLaren debut at Estoril in 1993. The first win didn't come until Jerez 1997, but that opened the floodgates. He went on to win 20 races and take back-to-back world titles in '98-'99.

4 LEWIS HAMILTON

Nurtured by McLaren from his karting days, he was an instant hit when he made his debut in 2007. After a difficult season alongside Fernando Alonso and a near-miss in the championship, he won the title a year later. Since then, he has notched up 20 victories.

5 DAVID COULTHARD

A McLaren stalwart, starting more races for the team – 150 – than any other driver. He joined in 1996, ending its three-season win drought at Australia in 1997. It was the first of 12 wins, with his second place in the 2001 standings the peak.

6 JAMES HUNT

After winning the 1975 Dutch GP for Hesketh, Hunt was picked up by McLaren to replace Emerson Fittipaldi, who had left to join his brother's all-Brazilian team. Hunt won nine races for McLaren and the 1976 world championship after a famous battle with Niki Lauda.



month that "next season is too early" for Perez, it was already clear that a McLaren move was possible if Hamilton switched to Mercedes. While it would seem logical for Ferrari to have taken Perez on a one-season trial basis, thus keeping its options open for 2014, this would not have sat well with Telmex as it wanted a longer-term deal.

McLaren had evaluated other options, but it's believed that the commercial considerations, allied to the fact that the team did not rate the potential of Paul di Resta or Nico Hulkenberg as dramatically greater than Perez, tipped the balance in favour of the Mexican.

Whitmarsh referred to Perez's "string of giant-killing performances" as being one of the major reasons for bringing him in. There's no question that his showings in Malaysia, Canada and Italy have demonstrated him to be ready to win. While he

"Sergio is intelligent, charming and humble - and deeply hungry"

Martin Whitmarsh

threw away a likely victory with a mistake while pressuring Alonso at Sepang, Perez has no doubts that when presented with an opportunity to win, he will be ready for it.

"I'm sure that if I went back to that race now, with the experience I have, I would certainly win it," Perez told AUTOSPORT earlier this year.

But the question is whether he can find his one-lap form next year. Given that Hamilton's qualifying performance has been consistently superior to Jenson Button's over the past three seasons, winning the head-to-head 39-13, this has to be McLaren's priority. Qualifying pace remains key to fighting for wins and



Ferrari tested Perez last year

McLaren has always had Hamilton's sheer one-lap speed to rely on.

The team is expected to work with Perez in the simulator during the build-up to next season to prepare him, with only three pre-season tests for driver and team to acclimatise to working together.

P21 COULTHARD'S VIEW

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MARK HUGHES

GRAND PRIX EDITOR

Michael Schumacher most likely wants to stay in F1, but Lewis Hamilton's headline-grabbing transfer to Mercedes has left him with precious few options

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON
AUTOSPORT+

The fact that Michael Schumacher's future has been left hanging awkwardly in the air amid the furor of Lewis Hamilton taking his place at Mercedes suggests that Michael really doesn't want to stop.

Unless there is a change of heart at Ferrari, there is no place for him there; it would be just too awkward after all they've achieved together in the past and would be less than respectful to Fernando Alonso, the one guy they want to keep happy at all costs. "Really, the chances of that are so remote it doesn't even register," said a team insider recently. If Ferrari doesn't renew with Massa, think Hulkenberg, not Schumacher.

Lotus – with a bit of a shove of encouragement from Bernie Ecclestone to make an all-champion line-up in the black cars? Possible, but remotely so when the team principal manages Romain Grosjean, the driver who would have to stand down to make way.

PIC: COATES/LAT



Should have signed that new Merc deal back in the summer, Michael

Sauber? Esteban Gutierrez is tipped to replace the departing Sergio Perez, courtesy of the Mexican Telmex connection. But that still leaves the seat currently occupied by Kamui Kobayashi, out of contract at the end of the season. Would Sauber take Michael in preference to Kamui? Kobayashi probably wouldn't be Bernie's ideal sacrifice to keep Michael in play, given the importance of the Japanese market, but his influence on driver selection goes only so far. Michael and Peter Sauber go back a long way – to pre-F1 days and their time together winning sportscar races with cars badged as Mercedes but fielded by Sauber.

Peter is incredibly honest in assessing his own ability as a talent spotter. "I was part of the panel that picked Michael as one of the Mercedes junior drivers," he explained a few years ago. "But don't let anyone kid you that they saw what he became. We picked the top three from that year's German F3 championship and Michael had finished third. If he'd finished fourth, we'd have picked someone else!"

But Sauber was quick to understand what he'd got on his hands with the young Schumacher once he got behind the wheel. It was a similar situation a few years later when Dave Robertson, through sheer perseverance and a salesman's patter, finally got Peter to give a test to Formula Renault driver Kimi Raikkonen. "I'd never heard of this kid and to this day I don't know how I was talked into the test by this 'carpet salesman' Robertson, but I was. In that test it was very obvious that Kimi's potential was off the scale.

He was a very special driver."

Earlier this year we asked Sauber how he assessed his current drivers Perez and Kobayashi against a scale set by the young versions of Schumacher and Raikkonen. He was very polite and non-committal and didn't give a direct answer. But when he went on to compare Perez to Sauber-era Felipe Massa, then allowed that Kobayashi probably wasn't quite as quick as Perez, it said something.

Whether one agrees with his assessment or not isn't really relevant. Nor is the fact that Schumacher 2012 is almost certainly slower than Schumacher '89. The salient point is that there is currently a Sauber seat occupied by a driver that no longer brings finance with him and, solid performer though he is, clearly hasn't inspired the team. Schumacher has outqualified his Mercedes teammate Nico Rosberg five times in the last six races, is still quick enough to have set pole at Monaco – and might have done so again at Silverstone had he not initially been on the wrong tyres in Q3. He still has an enormous following, he seems still to want to do it.

So, what is there to stop this deal from happening? Probably only Michael himself. His indecision about his future during the summer months when Mercedes would have been prepared to renew his deal, had he been willing to recommit, is what opened the window for the Hamilton negotiations. Good though his recent performances have been, he's less than he was. The arrow of time is pointing only one way and it's probably a question of whether Michael can live with that. ❄

**“What’s to stop the Sauber deal?
Probably only Michael himself”**



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STRAIGHT TALK DAVID COULTHARD

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

Lewis Hamilton will turn his back on McLaren after six seasons in F1 – and it's not really a surprise. The team could do more to nurture its driver relationships

So it's finally happened. Lewis Hamilton is leaving McLaren at the end of the year, and I'm not in the least bit surprised. Relationships can be difficult to manage, and some don't last especially long. Not that a short relationship can't be a fulfilling or successful one, in fact I think it was Bruce McLaren himself who said that life isn't measured in years, but by what you do during yours.

I've heard a few comments from people slating Lewis for being disloyal to McLaren by leaving. Well sorry to those guys, but if teams want loyalty from their drivers, they should sign them up on 10 or 20-year contracts, and they don't.

I still can't work out why McLaren, with all its experience, would have allowed Lewis to enter the final year of his contract without having sorted something out for the future. You're inviting rivals to come along and have a chat when you fail to take decisive

action. Perhaps, after the Twitter fiasco at Spa – or perhaps before – it didn't think that Lewis was indispensable any more.

McLaren's a strange team in some respects. It has all the passion and history of Ferrari, but there's often a disconnect between the senior management and drivers. I spent nine seasons there and I still feel like a stranger every time I go back to Woking. If anyone should feel welcome, it's a driver who was there for nine years, so you have to wonder whether Lewis is experiencing the same thing.

HAMILTON'S REPLACEMENT

I wasn't particularly surprised to see Sergio Perez get the vacant McLaren seat. It looks to me like the team has shaken the British tree commercially with Jenson Button and Lewis and decided to take the talent and financial opportunity of Perez, which leaves Paul di Resta with fewer opportunities. Perhaps

Ferrari for the Scottish-Italian?

What it does mean is that Jenson has to step up to be the undisputed team leader, because if Sergio beats him regularly, it will be a much bigger hit on his reputation than when Lewis does. With McLaren looking like it will be Jenson's last team in F1 he will now have a different pressure to deal with.

There is an unknown with Sergio though, and it's that he's never raced for a top team in F1. Some guys have looked outstanding lower down and never moved on a step to be a world championship contender. Heinz-Harald Frentzen was a perfect example of that when he left Sauber for Williams, and probably Jan Magnussen too when he reached F1.

Jan was just about the fastest driver I've ever seen in a kart or an F3 car, but when he became McLaren test driver he suddenly developed a smoking habit and just seemed to not realise the wonderful opportunity passing him by.

Unlike Jan, I don't see a motivation problem with Sergio, but the jury will still be out on him until probably halfway into next season.

WHAT NEXT FOR MICHAEL SCHUMACHER?

I'd never have said it before now, but I think Michael has to stop now. Mercedes was a perfect fit for him on his return to F1, but I don't think Sauber or Williams – which I've heard are possible destinations – would be. Neither would complete the Michael Schumacher legacy in the right manner.

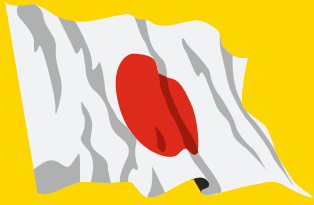
Personally, I think when Michael stops F1 he will stop racing. A drive with Mercedes in the DTM or in GTs will probably be offered to him, but I doubt he'd take either. ❄



Did Lewis no longer feel welcome within McLaren?

PIC: TEE/LAT

“Lewis is leaving McLaren and I'm not in the least bit surprised”



JAPANESE GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Suzuka should suit Red Bull and McLaren

Suzuka: a great test of man and machine

This weekend's Japanese GP will sort the men from the boys in the cockpit – and test the aerodynamic departments

Suzuka is arguably the greatest track on the Formula 1 calendar and unquestionably a huge test of driver ability. But what is often overlooked is just how big a challenge it is for the cars themselves.

Traditionally, Suzuka is second only to Barcelona in demands put on a car's aerodynamic package. Generally speaking, if you have the quickest car at Suzuka, you can be pretty sure you have the best downforce. This means that what happens in this weekend's Japanese Grand Prix will give a pretty clear indication of how big a challenge Fernando Alonso has to hold on to

his championship lead, not to mention likely confirming that the McLaren is now the best car.

But Suzuka is more about downforce consistency than peak. If your car is able to carry speed through long-load turns in the Esses, as well as through short, sharp high-speed ones like the first Degner, it's a sign that your aero department is doing a fine job.

Add to that mix the fact that, if you go off in certain places, you're likely to find the wall, and you have probably the sternest test of both man and machine on the grand prix calendar.

➔ P24

TRACK GUIDE AND GARY ANDERSON'S AUTOSPORT SUPERGRID

Ferrari fans – eastern style

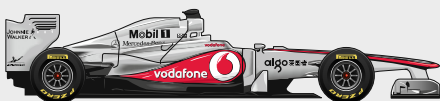


Button won the race last year



Most Suzuka team wins

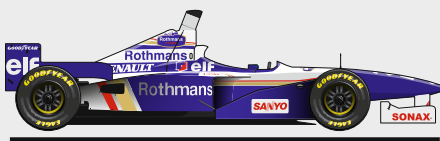
McLaren 7



Ferrari 7



Williams 3



Benetton 3



Red Bull 2



6 MICHAEL SCHUMACHER



2 AYRTON SENNA



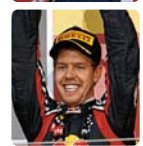
2 GERHARD BERGER



2 MIKA HAKKINEN



2 DAMON HILL



2 SEBASTIAN VETTEL

Winning drivers

Alessandro Nannini 1; Nelson Piquet 1; Riccardo Patrese 1; Rubens Barrichello 1; Kimi Raikkonen 1; Fernando Alonso 1; Jenson Button 1

Races at Suzuka: 23

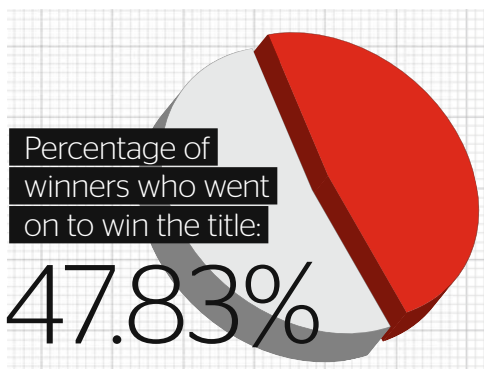


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0155-0330 Free Practice 1 **LIVE** (BBC Radio 5 live sports extra)
0545-0800 Free Practice 2 **LIVE** (Sky Sports F1)
0555-0730 Free Practice 2 **LIVE** (BBC Radio 5 live sports extra)

SATURDAY OCTOBER 6

0245-0410 Free Practice 3 **LIVE** (Sky Sports F1)
0255-0400 Free Practice 3 **LIVE** (BBC Radio 5 live sports extra)
0500-0745 Qualifying **LIVE** (Sky Sports F1)
0555-0700 Qualifying **LIVE** (BBC Radio 5 live sports extra)
1300-1415 Qualifying Highlights (BBC1)

SUNDAY OCTOBER 7

0530-1015 Grand Prix **LIVE** (Sky Sports F1)
0655-0900 Grand Prix **LIVE** (BBC Radio 5 live)
1405-1605 Grand Prix Highlights (BBC1)

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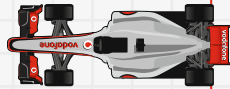
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GARY ANDERSON'S SUPERGRID

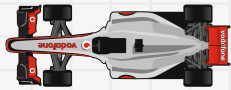
AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average after 14 races compared with the theoretical absolute pace, expressed as 100.

100%

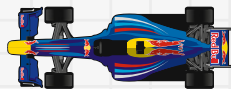


Hamilton 100.242

Lewis Hamilton was out of luck in Singapore, but his pace there means that he maintains his advantage at the front. Meanwhile, Jenson Button and Sebastian Vettel vie for second position.



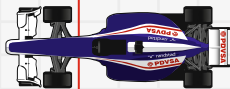
Button 100.619



Vettel 100.621



Raikkonen 100.891



Maldonado 100.907



Schumacher 100.962

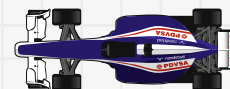
Pastor Maldonado has split the Lotus of Kimi Raikkonen and the Mercedes of Michael Schumacher. While Maldonado qualified on the front row in Singapore, Schumacher continued his torrid run.



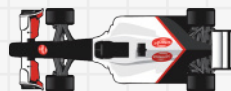
d'Ambrosio 101.664



Ricciardo 101.711



Senna 101.715



Perez 101.199

Paul di Resta's starring role in Singapore means that he has leapt above Kamui Kobayashi. Felipe Massa had another weekend eclipsed by Fernando Alonso but at least he fought well in the second half of the race.



di Resta 101.221



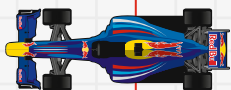
Alonso 100.737



Grosjean 100.757



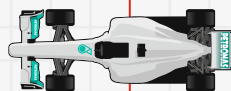
Kobayashi 101.299



Webber 100.837



Hulkenberg 101.314



Rosberg 100.848



Massa 101.354

A more reserved weekend from Romain Grosjean in Singapore means that Fernando Alonso has crept ahead of him, while Mark Webber has usurped Nico Rosberg.

FLASHBACK

BUTTON WINS RACE BUT VETTEL TAKES TITLE

Although it was Jenson Button who won the race, it was Sebastian Vettel who took the headlines as a third-place finish secured him his second Formula 1 World Championship. Vettel led early on, but Button jumped him during the second round of pitstops and went on to take his first win for McLaren in fully dry conditions, while Fernando Alonso worked his way into second late on.

2011 JAPANESE GP RESULTS

POS	DRIVER
1	Jenson Button (McLaren)
2	Fernando Alonso (Ferrari)
3	Sebastian Vettel (Red Bull)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

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SOFT



MEDIUM



HARD



Bruno Senna found it tough in Singapore, collecting the wall more than once. Daniel Ricciardo outperformed Jean-Eric Vergne again, although the French driver was unfortunate to be collected by Michael Schumacher in the race.



Vergne 102.180

P34 FIVE-PAGE SUZUKA SPECIAL - THE GREAT TRACK'S FINEST MOMENTS

Suzuka: F1's greatest track

It's the quality of speed that sets Suzuka apart from other tracks, and it's the way it's used that makes it so special. With the precision of a clockwork mechanism, the track is designed to be a test of a driver's skill and a team's strategy. It's a track that has seen some of the most memorable moments in F1 history, and it's one that will continue to do so for years to come.

THE CHALLENGE OF SUZUKA

Suzuka is a track that is known for its precision and its challenge. It's a track that is designed to be a test of a driver's skill and a team's strategy. It's a track that has seen some of the most memorable moments in F1 history, and it's one that will continue to do so for years to come.

THE SUZUKA SPECIAL

This special features five pages of content that explore the track's history, its challenges, and its moments. It's a special that is designed to be a test of a driver's skill and a team's strategy. It's a special that has seen some of the most memorable moments in F1 history, and it's one that will continue to do so for years to come.

AND AS FOR THE REST
 Not only did Timo Glock finish 12th in Singapore, but he has dipped below the 105 per cent barrier for the first time. Charles Pic is still respectably close to his more experienced team-mate.

- Glock 104.968
- Pic 105.238
- De la Rosa 105.852
- Karthikeyan 106.357



Petrov 103.685

2%

103%

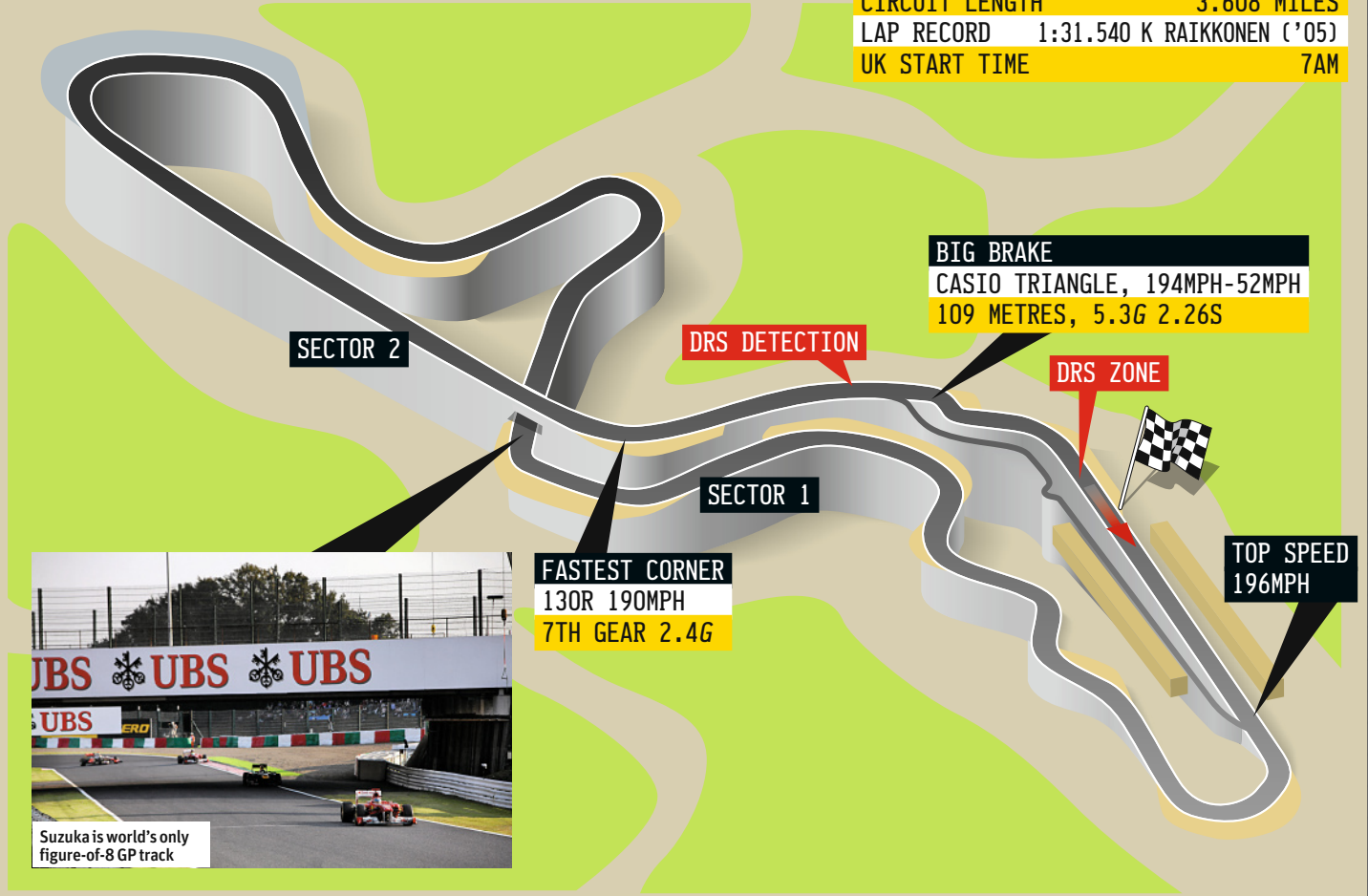


Kovalainen 103.239

104%

TRACK GUIDE

SUZUKA	
NUMBER OF LAPS	53
CIRCUIT LENGTH	3.608 MILES
LAP RECORD	1:31.540 K RAIKKONEN ('05)
UK START TIME	7AM



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THIS WEEK IN F1

PROST BACK IN ACTION



Four-time world champion Alain Prost drove a contemporary Formula 1 car for the first time in 16 years when he drove the 2010 title-winning Red Bull

RB6 at Paul Ricard last weekend. Prost, a Renault ambassador, was joined on track by current Lotus F1 driver Romain Grosjean, and tried a Renault R30.



F1 CALENDAR RATIFIED

The FIA has confirmed the 2013 Formula 1 calendar, with only June's inaugural race in New York still listed as provisional. The calendar features several tweaks to the provisional version (AUTOSPORT, September 27).

2013 CALENDAR

Date	Grand Prix
March 17	Australia
March 24	Malaysia
April 14	China
April 21	Bahrain
May 12	Spain
May 26	Monaco
June 9	Canada
June 16	New Jersey*
June 30	Britain
July 14	Germany
July 28	Hungary
August 25	Belgium
September 8	Italy
September 22	Singapore
October 6	Japan
October 13	Korea
October 27	India
November 3	Abu Dhabi
November 17	United States
November 24	Brazil

*Provisional



STEPPED-NOSE FIX FOR 2013

The FIA World Motor Sport Council has ratified a change to the rules that will allow a screen to be placed over the ugly step in the nose. Article 3.7.9 of the technical rules dictates the parameters for "an optional, single piece, non-structural fairing of prescribed laminate".

57



Years since a British driver has won a grand prix for Mercedes - Stirling Moss at Aintree in 1955

CONCORDE AGREEMENT CLOSING



The FIA has revealed that it expects the new Concorde Agreement to be finalised by the end of next month. Mercedes is the latest team to agree terms, with an eight-year deal confirming its commitment to F1, which had been wavering.

THAI GP ON THE CARDS

Thailand has forged an agreement with Bernie Ecclestone to host a grand prix from 2014 onwards. Red Bull has played a key role in the discussions to hold a night race on a street circuit in Bangkok.

RAIKKONEN OPTION TO BE TAKEN UP

Lotus is set to confirm that it has re-signed 2007 world champion Kimi Raikkonen imminently. The team held an option on the Finn, subject to certain performance clauses being met on both sides, and is understood to have taken up its option since the Singapore Grand Prix.



WORLD GT1

DONINGTON DRAMA

Yelmer Buurman was hospitalised with concussion after crashing with GT1 World Championship title rival Markus Winkelhock at Donington. Despite Winkelhock's exclusion, it cost Buurman his shot at the world title. Full report, p44

WORLD ENDURANCE CHAMPIONSHIP

Audi targets one last Sebring

German marque set for ALMS opener despite its removal from WEC calendar. By GARY WATKINS

Audi expects to be on the grid for next year's Sebring 12 Hours, despite the historic US fixture's absence from the FIA World Endurance Championship calendar.

The US round of the world championship will take place at the new Circuit of The Americas facility near Austin in Texas next September instead of Sebring in March, but the calendar has been set up to allow WEC teams to take part in Sebring's American Le Mans Series opener.

Audi is planning to take advantage of that possibility, according to its head of racing commitments, Dieter Gass.

"We hope to be able to go and we are planning to go at this stage, but the final decision has not been made," he said. "It is a very good preparation for the Le Mans 24 Hours."

Audi has traditionally used Sebring as a Le Mans warm-up and continued to compete in the event after the make withdrew from the ALMS at the end of 2008. It has missed the



Audi took Sebring one-two this year

race only once, in 2010, since the start of its prototype programme in 1999 and has notched up 10 victories.

Gass said that Audi's participation would be "a kind of a farewell" to an event that will be out of bounds when LMP1 machinery disappears from domestic US racing with Grand-Am's takeover of the ALMS in 2014.

"It would be a nice thing to do after all those years," he said.

Sebring, which is part of ALMS founder Don Panoz's organisation, is confident that it will continue to attract a number of WEC regulars for next year's event on March 16.

Sebring general manager Tres Stephenson said: "We are very encouraged about 2013. We have already received inquiries from WEC teams who wish to compete in next year's Sebring endurance classic."

WEC boss Gerard Neveu said that leaving a window for his series' teams to take part at Sebring had been one of his prime considerations when scheduling next year's calendar. He said problems accommodating the WEC and ALMS at Sebring, which is limited to 64 pit places, a desire for the WEC to create its own identity and cost reduction had been behind the move of the US fixture to Austin.

Next year's WEC will begin at Silverstone on April 14 as a double-header with the relaunched European Le Mans Series. The six-hour WEC event will take place on Sunday, the day after the ELMS round.

The following rounds are: Spa (May 4); Le Mans 24 Hours (June 22-23); Interlagos (August 31); Austin (September 22); Fuji (October 20); Shanghai (November 10); Sakhir (November 30).



P40 BAHRAIN REPORT

AUDI'S SEBRING HIGH POINTS

2000

All-new R8 sweeps to one-two result on debut. Team reverts to updated R8R for two rounds before R8 returns at Le Mans.



2006

The R10, the first purpose-designed diesel racer, wins on debut. Car goes on to score Le Mans victory.

2009

Allan McNish stars as new R15 TDI comes from behind to beat Peugeot in thrilling fight through the night.



2012

Returns to the top step of the podium after two years away to take a 10th victory, this time with the R18 TDI.

BLANCPAIN ENDURANCE SERIES

Bentley aims for Blancpain in '14

BENTLEY WILL RETURN TO

motorsport next season as it develops a new GT3 contender based on the Continental GT Speed ahead of a full factory programme in 2014.

The British manufacturer, which will make its racing comeback 10 years after winning the Le Mans 24 Hours with the Speed 8, revealed its plans on the unveiling of a Continental GT3 concept car at the Paris motor show last week. It intends to take part in selected races at the end of next season ahead of a championship assault in 2014, most likely on the Blancpain Endurance Series.

Bentley chassis-and-powertrain director Brian Gush, whose responsibilities include motorsport, said: "We will probably do some test races at the end of 2013 so that we are up and running for the BES, which we have targeted for 2014. We will run two works cars and, when we are ready, there will be customer cars."

The GT3 project, first revealed in



Concept car was revealed in Paris

AUTOSPORT on April 26, was given the green light during the run-up to the Paris show. Bentley stressed that the car on display was very much a show car.

Gush revealed that a decision has yet to be made on whether the definitive racer will use the W12 or

the V8 from the Continental range.

The show car was produced in conjunction with Ray Mallock Limited, which could be involved in the build of the GT3 racers. Malcolm Wilson's M-Sport rallying organisation has also been linked to a role in the programme.

Moscow has hosted FR3.5



DTM

DTM set for Moscow track

THE DTM IS SET TO VISIT RUSSIA

for the first time next year at Moscow Raceway as part of an expanded 11-round calendar.

Series organiser the ITR will reveal the 2013 schedule during the build-up to the Hockenheim season finale later this month. The calendar is also expected to include a switch from Valencia to Barcelona for its Spanish round.

Moscow's new track opened in July and has so far hosted a World Series by Renault event and the FIA GT1 World Championship.

ITR chairman Hans-Werner Aufrecht would not confirm the Moscow deal, but did tell AUTOSPORT: "Russia is a very big market for our three manufacturers [Mercedes, Audi and BMW] and that is why we would like to go there."

WTCC

Customer team to join works Honda squad

HONDA'S FACTORY ASSAULT on next year's World Touring Car Championship will be bolstered by a two-car customer team.

The Japanese manufacturer, which joins the WTCC at next month's Suzuka round, has decided that the factory JAS-run team will field two rather than three Civic S2000s. That means it has the capacity to supply two cars to a customer for the start of next season.

Honda Motor Europe motorsport boss William de Braekeleer said: "We want to

help the championship by having more cars out there, and also having a second team will help us chase the manufacturers' title.

"We have been in contact with many teams. Some are already involved in the WTCC and some, which are also of a very high profile, are not involved at the moment."

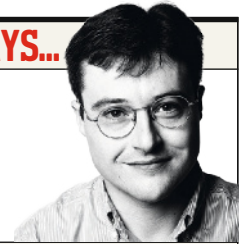
De Braekeleer said that the selection process was likely to be finalised in the next three weeks, but any announcement would be made by the team selected to run the Civics.



Four new Civics will race in '13

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



My first reaction to Grand-Am's takeover of the American Le Mans Series? Shock. Sebring is somehow not Sebring without Audi. At least that's how it seems to someone who only reported on the 12 Hours once prior to the American Le Mans Series era. The German marque has made the race its own over the past 14 years, so it's fitting that it wants to go back next March for one last time.

The Sebring 12 Hours won't be on the FIA World Endurance Championship schedule, but Audi knows the value of the race. That's value in terms of preparation for the Le Mans 24 Hours and marketing return – it's a massive event that will dwarf anything that takes place at the Circuit of The Americas in September. We shouldn't forget that even Peugeot, which didn't even sell cars in the US, saw the worth of going to a bumpy airfield in the middle of nowhere.

There's no word from Toyota yet on whether it has any intention of going to Sebring and I'm not optimistic, but as someone with an unhealthy interest in non-championship Formula 1 races of the 1970s and early '80s, I quite like the idea of the big guns of the WEC doing battle when there are no points at stake.

Toyota may already be a winner in the WEC, but I reckon it could learn a lot for Le Mans on the concrete of the Sebring International Raceway.

Toyota should go to Sebring too



REMEMBER WHEN...

JUNE 14-15 2003



Bentley last ran a sportscar? When the GT3 makes its debut, a decade will have passed since Bentley's last event, a victory at Le Mans in 2003 with Dindo Capello/Tom Kristensen/Guy Smith in the Speed 8.



Harvey and Jaafar celebrate Carlin 1-2

BRITISH F3/MACAU GP

Harvey nets Macau GP deal...

...and the new British Formula 3 champion wants to make the step up to GP3 next year. By MARCUS SIMMONS

Newly-crowned British Formula 3 champion Jack Harvey has won a late place on the entry list for the Macau Grand Prix in November.

Harvey, 19, will contest the November 18 event in his regular Carlin Dallara-Volkswagen after his backer, the Racing Steps Foundation, committed to the race.

Harvey was told during last weekend's British F3 finale at Donington Park that he would be heading to Macau.

"I'm mega-excited about Macau,"

he said. "This gives me another goal to work towards and we'll see how we get on."

It is believed that Carlin could run up to six cars in Macau, with the team's regular drivers Harvey and Carlos Sainz Jr joined by GP2 ace Felipe Nasr and GP3/Formula Renault 3.5 star Antonio Felix da Costa (see AUTOSPORT, September 13) plus two others.

Eight of the top nine drivers in this year's British F3 points will race in Macau. Fortec Motorsport trio

Felix Serralles, Alex Lynn and Pipo Derani will stay with the team and will be joined by Harry Tincknell, who returns to the squad he drove for in 2011 after a season at Carlin.

Tincknell, who is mentored by Audi sportscar racer Allan McNish, said: "Allan wanted me to go for the experience, and told me he became a better driver for it. I know Fortec very well and we've always stayed in very close contact."

British F3 runner-up Jazeman Jaafar will also switch from Carlin for the event. The Malaysian's personal team would not reveal which squad he would race with, but sources indicate that he will line up with leading Japanese Toyota team TOM'S.

Fortec's Hannes van Asseldonk will also move elsewhere. The Dutchman is switching to champion Euro Series team Prema Powerteam, for which he raced in Formula Abarth in 2010.

Carlin racer Pietro Fantin is the only one of the top nine not to be competing in Macau after running out of time to secure a deal. He will concentrate instead on testing in FR3.5, where he aims to race in 2013.

CHAMP EYES GP3 MOVE

Harvey is looking likely to graduate to the GP3 Series in 2013 and will test one of the outgoing first-generation cars (2010-2012) this month. If he competes in GP3, he will follow in the footsteps of fellow Racing Steps protege James Calado, who finished runner-up in 2011 with ART Grand Prix.

RSF's Derek Walters said: "It's GP3 or FR3.5 for Jack. We'll explore options with the new GP3 car – it looks like a sensible upgrade and a new challenge for a driver moving on from F3."



Harvey defeated Serralles, Jaafar

P46 DONINGTON REPORT

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F3 EURO SERIES/EUROPEAN F3

Fortec evaluating '13 Euro assault

LEADING BRITISH FORMULA 3

team Fortec Motorsport is to contest the Euro Series finale at Hockenheim this month with the trio that could form its FIA European F3 line-up in 2013.

British F3 race winners Felix Serralles, Alex Lynn and Pipo Derani will all race at the German event, which doubles up as the final round of this year's FIA European F3 Championship.

Fortec team manager Mick Kourou confirmed that Puerto Rican Serralles and Brazilian Derani are already signed up for 2013. He said their preference is the FIA championship, although whether this will be a standalone series or combined with the Euro Series or British series – or a mixture of both – has yet to be confirmed.

Kourou added that he wants Lynn to stay on for an attack on the FIA championship as well.

Fortec cars in action at the Norisring this year



"We could run up to eight cars in F3 next year, with four in Europe and four in Britain," said Kourou. "I've already got four new people talking to me about British F3 for next season."

Lynn could remain in British F3 with Fortec, and if so he will be the favourite

for the 2013 title, according to newly-crowned champion Jack Harvey. "He's my tip for next year if he stays," Harvey said.

➔ P57 VALENCIA F3

F3 EURO SERIES/EUROPEAN F3

Van Amersfoort back in top-level F3

TOP DUTCH TEAM VAN AMERSFOORT

Racing is returning to the top echelon of Formula 3 with immediate effect, with the nephew of ex-Formula 1 star Gerhard Berger driving.

VAR, one of the leading teams in the German F3 Cup, will run a pair of Dallara-Volkswagens for Austrian Lucas Auer and Dutchman Dennis van de Laar in the Euro Series finale at Hockenheim and then the Macau Grand Prix in November.

It means that Auer, 18, will visit Macau 29 years after his uncle finished third in the 1983 grand prix, behind

Ayrton Senna and Roberto Guerrero. Auer was runner-up – and top rookie – in German F3 this season with two race victories.

Team principal Frits van Amersfoort explained that he will run two or three cars in Euro F3 next season.

"We must be realistic – we are behind in our understanding of the new Dallara F312," he said of the latest-generation machine.

"We have a hell of a lot of work to do and it won't be an easy task. But this is a sign to the outside world that we are around in that environment."

Auer was second in German F3 this year



IN BRIEF

SGP won't be at Petit



STATUS SAYS NO TO PETIT

Status Grand Prix has withdrawn its LMP2-spec Lola-Judd/BMW B12/80 from Petit Le Mans later this month. It will instead focus on its preparations for the 2013 season.

ALMS RESISTS GTE AM

The American Le Mans Series has abandoned plans to introduce a GTE Am class following the announcement of its

merger with Grand-Am for 2014. The ALMS will have an unchanged class structure next season.

RATEL SERIES TAKING SHAPE

Stephane Ratel has named nine teams with which he is in negotiation to contest his new-for-2013 Sprint Series, which takes over from the FIA GT1 World Championship. He is aiming for a 24-car grid.

US SPORTSCAR SUPER EVENT

Grand-Am and the ALMS, which will merge for 2014, will join up for a double-header weekend at Road America next August. The Grand-Am race will be on Saturday, August 10 and the ALMS event on the Sunday.

V8 CHAIRMAN QUILTS

Tony Cochrane will step down as executive chairman of V8 Supercars at the end of the season. Cochrane has held his current role since 1996.

FISICHELLA TO SUPERSTARS

Giancarlo Fisichella will make his Superstars debut at Vallelunga this weekend in a Swiss Team-run Maserati Quattroporte.

Fisi will drive Maserati



60 SECONDS WITH

TAKUMA SATO

Sportscar rookie



Takuma Sato talks to AUTOSPORT about his first steps in sportscar racing aboard OAK Racing's HPD-powered OAK-Pescarolo LMP1 in the final two rounds of the FIA World Endurance Championship.

How did the approach from OAK happen?

It came as a pleasant surprise when I was contacted because sportscar racing and the Le Mans 24 Hours are things I've always been interested in. I have known Sebastien Philippe, OAK's team principal, for a long time, and he wanted an Asian driver for the Fuji and Shanghai WEC races. The IndyCar season has finished, so there was no time reason to prevent me taking this opportunity.

What were your first impressions of an LMP1 prototype after testing one at Magny-Cours last week?

It was completely new for me because my only previous experience in a sportscar was driving a Honda Super GT car around a Tokyo car park at a demonstration event. My first impression was that an LMP1 car is huge, but it's basically a formula car with bodywork that generates a lot of downforce.

What are your hopes for Fuji and Shanghai?

We're not going to fight with the factory cars, but I hope with this new package Bertrand Baguette, Dominik Kraihamer and I can offer a serious challenge to the other privateers

Will we see you back in a sportscar next year?

My ultimate goal is to win the IndyCar title, but driving for OAK definitely expands my possibilities for the future. Hopefully my schedule will allow me some more opportunities next year.

What about racing at Le Mans?

I don't think Le Mans is realistic for next year, but it's definitely a race I want to do in the future.



Takuma Sato was talking to AUTOSPORT international editor-at-large Gary Watkins



Sato will race OAK's LMP1 car in the WEC



WRC

NEW WRC HYUNDAI

Hyundai confirmed its World Rally Championship return for 2014 with the new i20 WRC at last week's Paris motor show. The car could be tested on events next year.

WTCC

Citroen could revitalise WTCC

French manufacturer's plans to bring rally legend Loeb to touring cars excites series boss Marcello Lotti

Citroen could join a revitalised World Touring Car Championship boasting at least five makes in 2014, according to series boss Marcello Lotti.

The French car maker could line up alongside Honda, Lada, SEAT, Ford and BMW should it press the green light on plans outlined at last week's Paris motor show. It said it was evaluating a WTCC entry together with eight-time world rally champion Sebastien Loeb, who is stepping down from full-time rallying next season.

Lotti said: "We expect to have multiple manufacturers in addition to Honda and Lada [which are both joining the WTCC full-time next year after preparatory races in 2012]. We expect SEAT to continue to be involved, and why not a bigger involvement from Ford and BMW?"

Lotti stressed the importance of the interest of a car maker such

as Citroen in the WTCC.

"It is good that a company like Citroen with so much motorsport heritage looks at different categories," he said. "In the past they have competed in rally raids, then the WRC and now they are considering the WTCC."

He stressed that the number of manufacturers involved in the series was not critical.

"More important is what each manufacturer puts behind the championship in terms of promotion and marketing support," he said. "I think we could expect Citroen to really get behind the WTCC."

Honda Motor Europe motorsport boss William De Braekeleer also welcomed Citroen's statement.

"They would be good for the series," he said. "Not only because they have such a strong pedigree, but because they would come with a big name in Sebastien Loeb."

EXPERT VIEW

DAVID EVANS AUTOSPORT RALLIES EDITOR

Just an hour after winning the 2005 Rally of Turkey, Loeb was off to France to qualify for his first Le Mans.

Loeb's first taste of LMP racing ended when Soheil Ayari put their car off the road. A year later, he returned and, along with Eric Helary and Franck Montagny, amazingly finished second.

That 2006 season was incredible for Loeb. Driving a Kronos Racing-tended Citroen (not the factory car) he was

first or second in every WRC event he started. Then he fell off his mountain bike and missed the last four rallies, but still won the title by a point.

But it's the Le Mans result that's the lasting memory from that season.

Loeb's car control is exquisite and his ability and desire to translate that from stage to track could carry him to a 10th world title in 2014. Still in a Citroen, still understated, still the best.

Yves Matton, Citroen Racing's team principal, said: "The WTCC would enable us to showcase Creative Technologie [the company's slogan] in markets like China and Brazil. The final decision regarding this programme is linked to changes

in FIA regulations and, obviously, the determination of our current and future partners to support us."

It is understood that Citroen is evaluating both its DS4 and DS5 models as the base for its S2000 WTCC challenger.

IN BRIEF



Meeke's back in action

MEEKE'S CITROEN TEST

Kris Meeke will be carrying out development work for the Citroen World Rally Team this

week. The former IRC champion remained tight-lipped about his work with the DS3 WRC, but sources in the Versailles team confirmed he will be in the car for two days in France.

NEW WRC STRUCTURE RATIFIED

Last week's WMSC meeting confirmed a new structure for the WRC, with WRC2 replacing the SWRC and PWRC, and WRC3 running for two-wheel drive R1, R2 and R3-spec cars. The WRC Academy has been renamed the Junior

WRC Championship and is expected to comprise Ford Fiastas or Citroen DS3s.

LAPPI WINS RALLY POLAND

Esapekka Lappi marked his debut for Skoda Motorsport with a win on last weekend's Rally Poland. After winning every round of his domestic championship in a Fiesta S2000, the Finn switched to the Fabia S2000 and continued his winning run in the European Rally Championship. Lappi has been linked

to a junior programme with Volkswagen for next season.

RALLY GB GETS WINTER DATE BACK

Rally GB will return to its traditional November date for next season (14-17). The Cardiff-based event will be the final rally of the 13-round calendar, which starts with Monte Carlo on January 15. The only other change to the calendar is New Zealand's replacement with Australia in September.



Trio says this won't be repeated this weekend

BTCC

Title rivals fear BTCC turbo turmoil

BRITISH TOURING CAR TITLE

contenders Gordon Shedden, Matt Neal and Jason Plato all fear the boost restrictions in the series will render them off the pace at Silverstone this weekend.

The works NGTC Honda Civics of Shedden and Neal head the points, but have run at their minimum turbo boost levels all season and are usually at the bottom of the straightline speed traps.

Plato's MG has also been pegged back, to the point where it joined the four Civics in the bottom seven at the startline

speed trap at Rockingham last time out.

The Silverstone event is on the National circuit, which comprises three long straights. All three fear a struggle.

Shedden, who is concerned the situation could lead to clashes with non-title contenders, said: "With the boost they've got, the S2000s will just drive past us. I think this will be the hardest weekend for us. It's a critical part of the season, so I'm a little worried."

Neal, who is three points behind Shedden, added: "I think we could

struggle to get into the top 10.

"I'm most worried about Jason. The MG isn't slow in a straight line and Jason's closest to us in the championship."

But Plato, whose underpowered Chevrolet Cruze was slow at Silverstone last year, thinks he will struggle too.

"It's a big concern," said Plato, who is 32 points behind Shedden. "I've had first-hand experience of being at Silverstone in a title fight with a power disadvantage. The chances of me scoring big points and catching up are limited."

IRC/ERC

New ERC set for 'big' year

NEXT YEAR'S EUROPEAN RALLY

Championship is expected to be one of the most competitive in the series' history following the FIA's decision to merge it with the Intercontinental Rally Challenge.

The IRC, introduced by Eurosport in 2007, will cease to exist after last week's World Motor Sport Council meeting granted the company promotion rights to the European series for 10 years.

IRC manager Jean-Pierre Nicolas said the move was a major step forward for the European series, and that the onset of the new R5 category, allied to Eurosport promotion, would only be a good thing for the ERC.

"Many more new teams will come to the championship," he said. "There will be lots of cars. There will be a good level of price for privateers [with R5]. Next year there is no more IRC, it is going to be the European Rally Championship."

Nicolas confirmed that a 12-round calendar – expected to be a mix of current IRC and ERC events – for 2013 would be formalised this month.

WRC

Teams want promoter power

MANUFACTURERS IN THE WORLD Rally Championship have urged the FIA to empower the series' new promoter Red Bull with the tools to do the job of restoring the WRC to its former glories.

As predicted by AUTOSPORT in August, last week's meeting of the World Motor Sport Council confirmed that Red Bull Media House and Sportsman Media will join forces to create a new company taking on the role of the WRC's global promoter.

Ford motorsport director Gerard Quinn said: "This is very good news.



Quinn wants Red Bull to have power

The FIA asked us for time to get this sorted. We have been patient, but I believe it's been worthwhile. Equally, we need to see the FIA giving the new promoter the tools to do the job and not restricting or constraining the promoter in the way they did with [previous promoter] North One Sport – that was not helpful."

The new promoters take control from January 1, 2013, with a 10-year deal in place that will be reviewed after six years.

Since NOS went into receivership at the end of last year, the FIA has struggled to meet its own deadlines to install a replacement promoter and with just three months before the start of 2013, there is a desire to see a rapid response.

Prodrive business director Richard Taylor said: "We need a clear plan with good engagement from the incoming promoter with the rest of the stakeholders. Clearly the companies involved are very professional organisations, but we have to remember we're in October already."

IN BRIEF



Stockton will drive Insignia

STOCKTON MAKES BTCC RETURN

Chris Stockton will end a four-year British Touring Car lay-off when he drives Thorney Motorsport's Vauxhall Insignia at Silverstone this weekend. Liam Griffin and Lea Wood will return to the series, while Tony Gilham Racing will field debutant Aaron Williamson at Brands Hatch.

BUSCH TO MAKE EARLY SWITCH

Kurt Busch has brought forward his move to Furniture Row Racing to next weekend's Charlotte NASCAR Sprint Cup race. His current team, Phoenix Racing, has yet to name a replacement for Busch.

WTCC HEADS TO RUSSIA

Moscow Raceway will host a World Touring Car Championship round next year. A 13-date calendar, which did not include 2012 venues Marrakech or Valencia, was revealed last week. The Algarve circuit will, as usual, rotate its round with Porto.

DOUBLE RACES FOR INDYCAR

IndyCar will run three double-header meetings next year at the Houston, Detroit and Toronto street tracks. The Pocono oval returns to the schedule as part of a 15-round calendar announced this week.

GODDARD FOR GRADUATION

New British Formula 3 National Class champion Spike Goddard looks set to step up to the top division in 2013 and remain with T-Sport. The Australian will test T-Sport's Dallara-Nissan at Anglesey next week.

GILBERT JOINS MUCKE

German F3 frontrunner Mitchell Gilbert will compete at the Macau Grand Prix with Mucke Motorsport in November. The 18-year-old Australian will also race for the squad in next year's Euro Series.

OCEAN OUT OF GP3

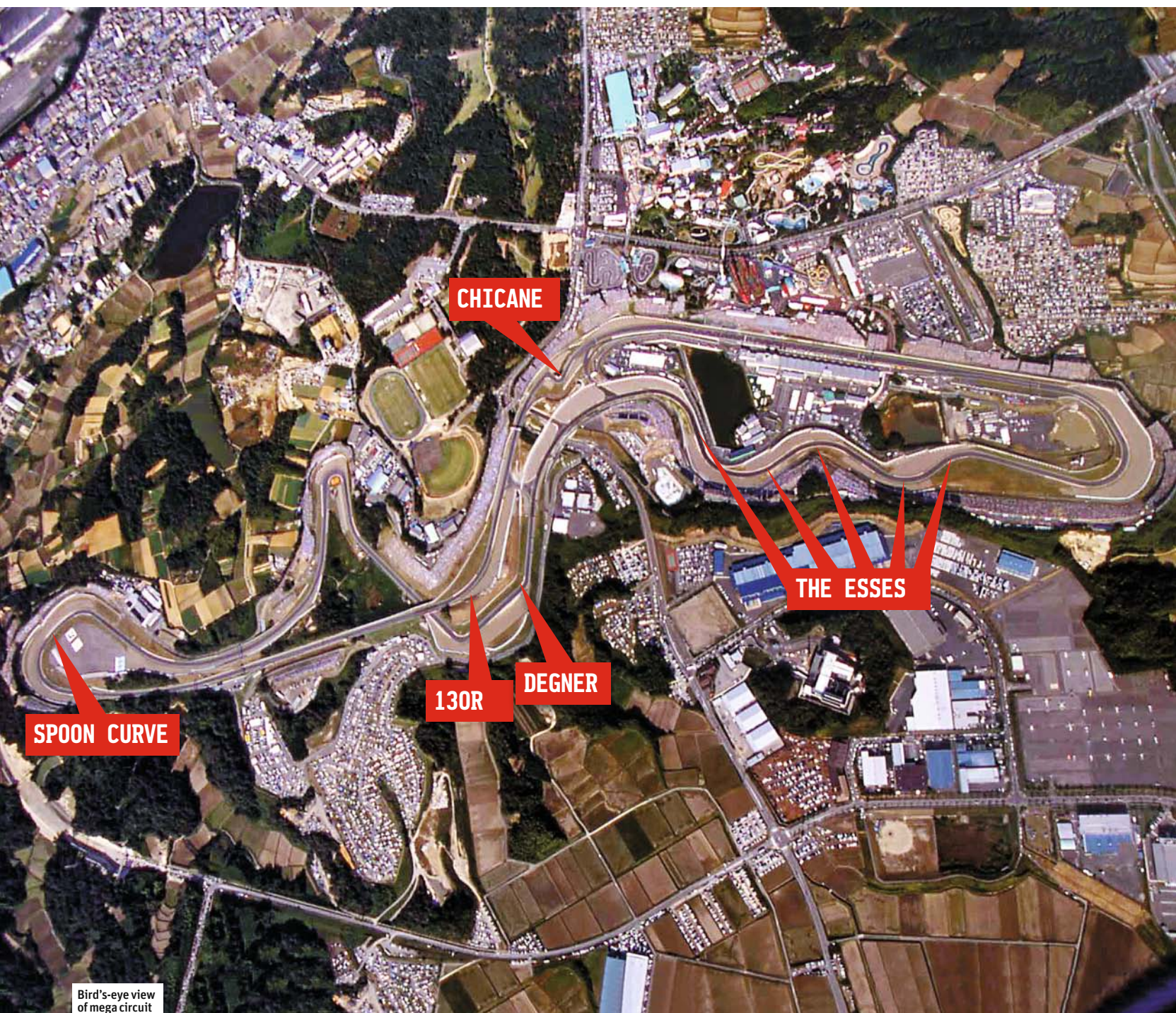
Tiago Monteiro's Ocean Racing Technology squad has left the GP3 Series with immediate effect. Its place will be taken in next year's series by top Formula Renault team Koiranen Motorsport.



Ocean's last GP3 race

Suzuka: F1's greatest track

Ask the majority of grand prix drivers about their standout tracks, and most will cite Spa and Suzuka. But with the Japanese circuit largely unchanged since it joined the calendar in 1987, the venue has to be considered the most challenging. *EDD STRAW* spoke to a few drivers who know it best



Bird's-eye view of mega circuit



THE CHALLENGE OF SUZUKA

Michael Schumacher: It certainly achieves 10 out of 10 because of the nature of the track, the corner combinations, the speed, the challenge. It has everything that you look for. Even with the modern cars, it remains challenging. We've recently been at Spa, which is one of my most loved tracks, but with modern F1 cars in certain areas it's too easy compared to what it used to be. Suzuka remains that kind of challenge because it's not flat-out in all areas.

Jenson Button: I definitely rate it as one of the best on the calendar. It's like Spa without the run-off areas. It's a very

“Suzuka is a fantastic track to drive - it's just mega. But you need to have good downforce”

Lewis Hamilton

tight, twisty circuit, but it's fast and twisty. It's a track that has everything and in terms of the layout, I love it. The question of what's the best corner is impossible to answer.

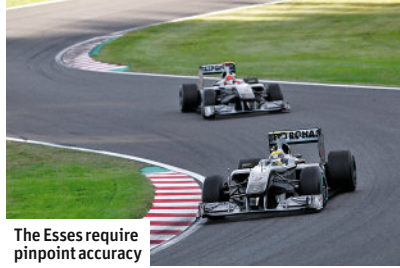
Lewis Hamilton: I don't know whether it's the best track on the calendar, but it's definitely one of the best. It's a fantastic track to drive and it's a circuit with a great history of title deciders. It's just mega to drive. But you need to have really good downforce here.

Mark Webber: It's caught out the best of them, that's for sure. It's touch and go in places [in terms of safety] but it's a great track, a sensational circuit. It's up there with Spa and Silverstone and, I suppose Monaco, in a different way. You can really let the cars go around there and I've certainly enjoyed driving around there in the simulator in the past few days.

Nico Rosberg: It's a great track. The special thing about an F1 car is in the high-speed corners and Spa and Suzuka are the best examples of where that high-speed F1 grip comes into play. Suzuka is more difficult than Spa, which makes it even more of an adrenalin kick, especially on a qualifying lap.

Fernando Alonso: We all love to drive here. First, because of the layout. The second thing is the atmosphere with all of the fans enjoying F1 so much. In the good years, the bad years, for qualifying, practice and the race, the grandstands are full of people. The track is very special.

Pedro de la Rosa: It's the best track. Some drivers prefer Spa, but I think Suzuka is more difficult. It's narrower, it's very fast and a lot of the corners have blind entries. I rate it as the most technical of them all.



The Esses require pinpoint accuracy

THE ESSES (TURNS 3-7)

The sequence of left and right handers is one of the most challenging in F1. As McLaren sporting director Sam Michael explains, "being able to deliver a strong sector time in the Esses is one of the best indicators of a driver's ability".

Button: "The Esses is a section that I love. It's very tricky, especially in the race when the tyres are going away. When I went there in 2000, I struggled massively on Friday and then on Saturday I sorted myself out and was quickest in that section in qualifying."

Schumacher: "The corner combinations here are the big challenge."

De la Rosa: "It's like doing a slalom in skiing. There are gravel run-offs and if you make a small mistake you are in the wall or the gravel trap. In this respect, it's an old-fashioned track."



Gravel and walls catch out Webber

DEGNER

The fifth-gear right-hander is seriously fast and with little margin for error. In 2009, for example, Mark Webber was one of many to shunt here in practice, destroying his chassis.

Webber: "It's hard to recover the car, especially in the Degners. Degner 1 is a corner where it's hard for us to get the car in some sort of order before we make contact with the barrier."



Spoon exit vital for next straight

SPOON CURVE

De la Rosa: "Spoon is quite challenging because you can end up wide if you carry too much speed going in. The moment you put two wheels over the

first exit kerb, it's difficult to make it back. It's also very much affected by the wind. The most important thing in the second Spoon is to have full throttle on the apex and use all of the exit kerb, which is quite flat. There is also some concrete you can use on the exit. A good exit is important because the straight is very long."



130R is now easily flat-out

130R

The famous right-hander was remodelled after Allan McNish's massive Toyota crash in 2002. Now, what was once Suzuka's trademark corner is now nothing more than a kink, with the evil bump mid-corner that once caught out drivers a thing of the past. As Narain Karthikeyan, driver of the worst car in the field puts it, "130R is easy now and our car will be flat with the DRS open".

Schumacher: "130R is not a big challenge now. Fifteen years ago, it was but the track has changed. The corner was more narrow. You could still just go flat out. I had a big accident there in 1991, so it wasn't quite flat-out then!"

Rosberg: "130R in qualifying is easy flat, so it's a little bit like Eau Rouge. At Suzuka, there are many corners that are more challenging."



Chicane crucial for good laptime

CHICANE

Most famous for McLaren team-mates Alain Prost and Ayrton Senna colliding in 1989, the chicane is the best overtaking opportunity and a key corner for laptime.

Hamilton: "When you arrive at the last chicane, you think of footage of Ayrton crashing. That was when I just started watching and I remember it from when I was young. Then we saw the Senna film and it brought it into even more perspective."

Button: "You could have a blinding lap, get round to the chicane and undo it all just by locking a wheel under braking, or braking a bit early." ❄



Senna on his way to his first title, in 1988



Senna's McLaren smashed Prost's Ferrari off in 1990



Hill conquered the mountain to claim world title in 1996



Crash injury in 1987 put paid to Mansell's hopes

1994, Schuey and Hill: "Just wait until Adelaide, Englander"



Suzuka's greatest hits

It's one of the most spectacular tracks in F1, it's arguably the most challenging – and it usually falls in the closing stages of the season. No wonder Suzuka has provided so many unforgettable memories since it joined the grand prix calendar in 1987. *EDD STRAW* relives some of the standout moments

1987: MANSELL LOSES THE TITLE... AGAIN

Nigel Mansell headed into Suzuka's first world championship race in 1987 12 points behind Williams-Honda team-mate Nelson Piquet, with 18 to play for. But his championship hopes ended in qualifying, when he ran fractionally wide at the exit of Turn 6, lost the rear of the car and backed it into the wall. The impact launched the car, spinning, into the air, and on landing Mansell suffered bruising to the spine that meant he was unable to race. It meant that with just one round remaining, Piquet was uncatchable.

1988: SENNA'S FIRST TITLE

Ayrton Senna clinched his first world championship crown by winning the 1988 Japanese Grand Prix for McLaren following a great charge after a poor start.

1989: SENNA v PROST PART 1

The moment when Alain Prost turned in on Ayrton Senna at the chicane on the 47th lap of the 1989 race is one of the most famous in F1. The pair's McLaren-Hondas collided, Prost retired and Senna recovered to the pits. After a change of front wing, the Brazilian caught and passed Benetton driver Alessandro Nannini in the remaining six laps to win. He was later disqualified for short-cutting the track, handing Prost the title.

1990: SENNA v PROST PART 2

The Senna-v-Prost rivalry came to its peak in the 1990 race, when Senna's McLaren piled flat-out into Prost's Ferrari at the first corner, putting both off the track and out of the race. The Brazilian had his second title and everyone was fortunate to escape unscathed.

1994: HILL'S GREATEST WIN

When Damon Hill was interviewed for *Race of My Life* in *AUTOSPORT*, he chose the 1994 Japanese Grand Prix. It was a race hit by torrential rain that led to a plethora of crashes before it was red-flagged, with Martin Brundle hitting a marshal, who suffered a broken leg. Hill's Williams prevailed in the tense aggregate race, winning by 3.365 seconds from the Benetton of Michael Schumacher to take the title race down to the wire – and a notorious finale in Australia...

1996: WORLD TITLE FOR HILL

Williams-Renault pairing Jacques Villeneuve and Damon Hill both went into the 1996 season finale with a shot at the title. But when the Canadian's car lost a wheel on the 37th lap the title was Hill's – and Murray Walker famously got a lump in his throat.



Jubilant for McLaren as Hakkinen is champ, 1998



1998: HAKKINEN ENDS McLAREN DROUGHT

McLaren had endured some difficult years since Senna had won the 1991 world title. When Schumacher stalled and had to start at the back, the way was clear for Mika Hakkinen. The Finn was crowned when the recovering Schumacher retired with a puncture.

2002: ALLAN McNISH CRASHES BADLY AT 130R

The Toyota driver escaped serious injury in a massive crash at over 160mph in qualifying. He missed the race with swelling in his knee, and his crash heralded changes to the daunting 130R right-handed kink.

"Before it was reprofiled thanks to me and other drivers, there was very little run-off area and a barrier," says McNish. "So you knew that if anything at all went wrong, you didn't just run wide and then came back on, you knew it would be a big shunt and a quick trip to the medical centre."

"It was a 185mph corner in the days I had my shunt and there was a little

bump in the middle of it. It was nearly flat-out in top gear, but certainly not flat in the 2002 Toyota. When they reprofiled it, they didn't do that much to the actual corner, but they gave it a big runoff area and that made it a bit easier, and they moved the corner so it started a bit earlier to create that run-off. It was still quick – easy flat.

"My crash happened because I lost it on the bump. I was seven tenths up on my last qualify run and I had lifted a little in the previous one. I thought that seven tenths might as well be nine tenths and kept my toe in. On the bump it squatted and danced, and when it did that it put me wide onto the dirty kerb. Then it started to fishtail and I was into a tankslapper.

"I knew it was going to be a rough ride but I didn't expect it to punch a hole in the barrier when I hit it backwards. I was winded and must have been a little bit out of it because when Sid [Professor Watkins] arrived and checked me over I was walking along and saw the hole in the barrier, making a mental note to speak to



SUZUKA SPECIAL
FINEST MOMENTS



2005: Fisichella is about to capitulate to Raikkonen



Heavy McNish crash in 2002 heralded 130R emasculation

Charlie Whiting about it because it was a ridiculous place to have a hole, not realising that I'd just made it!" McNish was talking to Gary Watkins

2005: SUZUKA'S GREATEST RACE

A topsy-turvy grid laid the foundations for one of the great races of all time. It's best remembered for Kimi Raikkonen passing Giancarlo Fisichella at Turn 1 on the last lap to win, but even more spectacular was world champion Fernando Alonso's pass on Michael Schumacher around the outside of 130R.

2009: TRULLI'S FINEST HOUR

"People always remember Monaco [where he won in 2004] but my best race was at Suzuka in 2009," said Jarno Trulli. The Italian was a sublime driver who didn't always get the best out of himself, but his stunning drive to second for Toyota in 2009 was worthy of the greats as he was close to 100 per cent every lap. Sebastian Vettel's Red Bull was a class apart, but Trulli would have merited the win had it expired. ☘

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Berger would win for Ferrari

Suzuka 1987: success first time

Japan had experienced a mixed – and brief – time hosting F1 before the 1980s. Then, in '87, a switch to Suzuka helped cement the country's place on the grand prix calendar. *By MIKE DOODSON*

After the first two editions of the Japanese Grand Prix in 1976 and 1977, at the grandly named and seriously dangerous Fuji International Speedway, it would be 10 years before Formula 1 returned to the Eastern Kingdom.

Although the first of those two GPs at Fuji had been the ultra-dramatic confrontation between James Hunt and Niki Lauda, the second had been a tragic affair that claimed the lives of a marshal and a local photographer, struck down when Gilles Villeneuve's Ferrari rode over the back of Ronnie Peterson's Tyrrell and crashed into a restricted-access area. Restricted it may have been, but it was only a few feet from a public enclosure.

Race winner James Hunt refused to take part in the post-race presentations on the pretext that he had been denied a police escort back to the distant airport in Tokyo. Runner-up Carlos Reutemann also legged it, leaving Patrick Depailler to share the podium with a cheerful (and slightly chubby) technician from Magneti-Marelli in greasy overalls.

This was not the sort of F1 glamour that the local promoters had been led to expect. With dark rumours circulating of financial shenanigans involving certain European 'facilitators' of the event, that was the end of F1 in Japan for a decade.

By 1987, Japanese taste for the sport was booming once again thanks to the

technical mastery of Honda and the arrival of the country's first full-time F1 driver, Satoru Nakajima. A bad-tempered duel for the drivers' title was being waged by Williams-Honda drivers Nigel Mansell and Nelson Piquet, who had accumulated nine wins between them going into the penultimate round. For Mansell, who had won six times, it would be an early departure following an unnecessary crash in practice that resulted in a painful back injury. He would be out of action both for Suzuka and the season-ending round in Australia.

It did no harm at all to the event that the venue for the race, Suzuka, was also the home of a theme park owned by Honda, complete with big dippers and scary rides. Indeed, so great was the demand for race tickets that the organisers were obliged to allocate them by means of a lottery. To accommodate so many people overnight, space was allocated for them to lay out their sleeping bags under the stars.

In that first year, the fact that the circuit hotel's facilities were open to the public offered a glorious

“Drivers immediately recognised Suzuka as one of the finest circuits on which they could hope to compete”

opportunity for fans and drivers (most of whom were staying there) to mix freely. The foundations were being laid for Japanese spectators to become knowledgeable about the sport, and it did no harm that the drivers immediately recognised Suzuka as one of the finest circuits on which they could hope to compete.

Piquet retired with engine trouble (only his second Honda failure of the year) in 1987, but he had enough points to take what would be a subdued title. The race winner was Ferrari's Gerhard Berger, who repeated the performance in Adelaide two weeks later.

Ferrari chief engineer Harvey Postlethwaite would later declare what a mistake it had been for the Scuderia to have humiliated Honda at home, because the Japanese company's boffins were stung into creating an engine of such superiority for 1988 that it won all but one of the races.

That was just one of the reasons why the Japanese Grand Prix, and Suzuka, earned their honoured place in the hearts of F1 fans everywhere.

Oh, and there would not be a repeat of drivers desperately trying to catch the first plane out of Japan, because a tradition was instantly created for entire teams to celebrate into the night at the Log Cabin bar in the grounds of the circuit hotel. It wasn't just good memories that visitors took away, but also some monumental hangovers. ☹

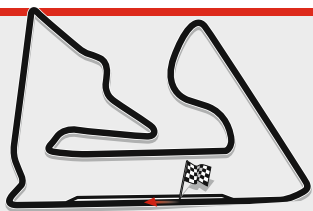
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AT A GLANCE

- **Winners Lotterer/Fassler/Treluyer**
- **Pole position Allan McNish**
- **Fastest lap Nicolas Lapierre**



The victors were pretty pleased with themselves

Audi rides its luck for desert victory

Toyota's hybrid was slowed by problems, allowing the German marque to take a fortunate one-two



THE FORTUNES OF AUDI AND Toyota changed with the desert wind last weekend. The German manufacturer's pair of R18 e-tron quattros had the edge in practice and qualifying in Bahrain, only for the Japanese marque's TS030 Hybrid to take off and disappear early on. However, the Toyota's luck then ran out, allowing its rival to sweep to a fifth FIA World Endurance Championship victory with Marcel Fassler, Andre Lotterer and Benoit Treluyer.

Toyota arrived as the clear favourite following its maiden WEC win with Nicolas Lapierre and Alex

Wurz at Interlagos, which is why Audi seemed genuinely surprised when its cars secured the front row of the grid. The German marque and the Joest team were even more surprised come the race when the TS030 then ran away from its pair of R18 e-tron quattros.

There was the suggestion that the super-capacitor energy storage system that provides the TS030's hybrid punch was not working so efficiently in temperatures nudging 40C. Toyota Motorsport technical director Pascal Vasselon said there were no "special concerns" in this respect,

while conceding that all the car's systems – including the driver – were "operating near the limit" in the desert heat.

Yet that doesn't explain why the Toyota suddenly came alive on Saturday, especially since its advantage was at its greatest before darkness fell in this day/night race.

Wurz braked at the last possible moment to overtake Fassler into Turn 1 straight after the start and almost seven laps later produced a similar manoeuvre to take the lead from Allan McNish into the final corner. Five laps later, and Wurz was more than eight seconds up

the road and that gap had increased to more than 20s by the time the first round of pitstops began. It looked like Interlagos all over again.

It was perplexing, as Audi admitted. "We thought they had a temperature problem," said Joest technical director Ralf Juttner. "It looked like they had been running reduced power in practice and qualifying, because they were getting similar fuel mileage to us."

Vasselon's explanation was simple: he put the Toyota's new-found pace down to his team's focus on perfecting race set-up during practice.

"Today was satisfying because we have been working exclusively towards a good race pace and it paid off" he said.

What's more, Vasselon believed the team's fuel consumption disadvantage, which had already narrowed between the Silverstone and Interlagos WEC rounds, would have all but disappeared. "We would have done the same number of stops as the Audi," he said.

Toyota didn't look quite so dominant in the second half of a double stint from Lotterer. The German emerged on fresh Michelins (single stints on the tyres

LMP1 RACE RATING

★★★★☆

This might have been a thriller, but Toyota hit problems before we could find out

“I don't really think it was the right place, because they could have safely passed on the straight”

Strakka driver Jonny Kane on the incident that lost Toyota third place and gave his team a podium

REPORT
WEC SAKHIR

GARY WATKINS
reports



Lone Toyota needed to pit for repair work



were the order of the day in the Bahrain heat) nearly half a minute behind Wurz, who was back in for Lapierre. That gap dropped to fewer than 13s in the space of 15 laps. The battle looked on.

Toyota put its lack of pace at this stage down to a series of traffic-interrupted laps and reckoned a reversal of fortunes with slower cars resulted in the gap going back out to 20s before Wurz stopped. Lotterer, meanwhile, admitted to struggling physically over his final laps.

The truth will have to remain untold. The battle was brought to an abrupt end when the Toyota was pulled back into its garage. The mandatory illuminated

number panels on the sides of the car had failed and the TMG squad was required to effect repairs.

Seven minutes were lost while sidepods were changed, and with them went any chance of a repeat victory for the TSO30.

The race had yet to hit half distance, but Treluyer resumed with an advantage of more than a lap over the delayed sister car shared by McNish and Tom Kristensen.

Toyota had little doubt that it would have won, although Vasselon was not claiming any moral victory. “There is only one winner, the car that crosses the line first,” he said. Yet Audi was

convinced it would have at least made a race of it.

“We had a chance to beat them,” said Juttner. “It would have been close for sure.”

It would have been a two-horse race, however. McNish and Kristensen again fell short of their team-mates. The Scot had taken pole and held the advantage over Fassler for the first 12 laps, but a rear brake problem stymied his performance over the second half of the opening stint.

The rear brakes were overheating and the car pitted for a thorough clean of ducting and a good old squirt of compressed air. The nose section was also replaced after a front light went out

— a procedure that had to be repeated twice more.

Despite the delays, McNish and Kristensen looked to have enough in hand over the recovering Toyota, which quickly moved back to third ahead of the privateers. The TSO30 would not make the finish, though. An impatient Lapierre made contact with Jonny Kane's Strakka HPD while lapping it and pulled off immediately with damaged suspension.

The Bahrain 6 Hours raised as many questions as it answered. The only certainty is that Fassler, Lotterer and Treluyer have now eked out breathing space in the race to become world champions. ❁



Hybrid Audis finished on top

Strakka finishes third overall

⌚ The LMP1 privateers have been lobbying for a performance break to move them closer to Audi and Toyota, but instead they were given the sop of their own post-race podium at Bahrain. Ironic, therefore, that one of their number should make it onto the podium proper, the honour falling to the British Strakka Racing team.

The Strakka trio of Jonny Kane, Nick Leventis and Danny Watts brought their

HPD ARX-03a through to a distant third behind the Audis in what was an easy win in the unofficial privateer class. They led home the best of the Rebellion Racing Lola-Toyota B12/60s by a lap.

Neel Jani, who had been best privateer qualifier in the lead Rebellion entry, pulled away from Kane at the start and then increased his lead on old tyres after Leventis got into the Strakka car.

The Strakka HPD was delayed when a cramp-ridden

Leventis came in early to hand over to Watts, but the car subsequently came back at the Rebellion entry as Nicolas Prost struggled on old tyres over the second half of his double stint. Yet any chance of a real race for the best privateer disappeared when the Rebellion car was forced to pit to ‘do a Toyota’ in the fourth hour to fix one of its illuminated race numbers.

Jani and Prost came back to fourth place overall when their sister car, shared by



Strakka made the podium proper

Andrea Belicchi and Harold Primat, had to stop for the same repair.

It was plain sailing for Strakka after that, apart from Kane's clash with Nicolas Lapierre in the Toyota. No

blame was attributed to the HPD driver for the incident, which sent Kane to the pits with a puncture, but it ultimately resulted in the team coming away with that third place overall.

GTE

FIA WEC
Sakhir
Round 6/8

AT A GLANCE

- **Winners Giancarlo Fisichella/
Toni Vilander**
- **Pole position Stefan Mucke**
- **Fastest lap Mucke**



Porsche trio won GTE Am easily



AF Corse's Ferrari held out for the win in Bahrain

Ferrari's safety first over Aston

The Vantage GTE outpaced the 458 Italia, but lost out in safety car period

ASTON MARTIN EDGED EVER closer to GTE Pro victory last weekend. The factory Aston Vantage GTE was undoubtedly the fastest car around the Bahrain International Circuit.

The fuel consumption advantage of the Ferrari was as good as removed with a tweak of the regulations,

but the British car ultimately finished second behind the AF Corse Ferrari 458 Italia shared by Giancarlo Fisichella and Toni Vilander, courtesy of a double dose of bad luck.

The Aston Martin Racing entry, in which Stefan Mucke had qualified on pole, led the early going,

Darren Turner building up a handy lead over Fisichella. A tactical early stop for the Ferrari to change from the tyres on which it had qualified put Vilander ahead of Mucke after the first pitstop cycle was completed, but such was the advantage of the Aston that the German was soon able to retake the lead.

Aston's first slice of misfortune occurred late in Mucke's stint. An exhaust silencer split, its innards belching out in a shower of sparks. The problem brought Mucke in early, not for performance reasons but because fumes were seeping into the cockpit.

An early and slightly longer stop, while the exhaust was attended to, handed the advantage back to the Ferrari, but the Aston wasn't out of it yet.

Turner almost halved a 26s deficit early in the fifth

hour when the safety cars came out. WEC rules call for two safety vehicles, and the Aston was caught behind the second of these. The Ferrari's 15s lead turned into more than a minute, and with victory for Fisichella and Vilander, the Prancing Horse sealed the GTE Manufacturers' World Cup and AF Corse the teams' points.

Aston still left Bahrain in positive mood. It might have qualified on pole position and led at Interlagos, but it was always going to need luck to win. The Ferrari was as quick, if not quicker, in Brazil and the superior consumption of its direct-injection V8 engine ensured that the Italian car could forego the need for the late splash of fuel stop required by its rivals.

That situation changed last weekend. The torquey

Aston was quicker around a circuit punctuated by a series of slow corners, and the Ferrari's trump card had been removed by a five-litre reduction in fuel capacity, which has been devised to level the pitstop playing field in GTE Pro.

The 15kg that the Ferrari received in recompense appeared to make little difference, although it should be remembered that Fisichella's regular team-mate and AF Corse's talisman driver, Gianmaria Bruni, was absent from the action last weekend.

"Today was a bit frustrating, especially the safety car," said Turner. "If we'd have been in the same queue, it would have been all square and a straight fight to the flag. But we're getting closer. It's all boding well for the future."

Porsche hinted that it, too, can challenge the Ferrari hegemony in GTE Pro. Richard Lietz qualified second in the solo Pro Felbermayr-Proton 911 GT3-RSR and was quick – quicker than the Ferrari – when the temperatures dropped with the sun. ☼



Aston showed great pace again

GTE RACE RATING

★★★★☆

Aston's problems made life easy for the AF Corse Ferrari duo

MILESTONE

This was the AF Corse-run Pecom squad's first P2 win after 14 attempts in all competitions



REPORT WEC SAKHIR

Pecom inherits top spot when main rival hits trouble

The AF Corse-run Pecom squad finally delivered on the promise it has shown since swapping to the ORECA-Nissan combination ahead of this season. Pecom drivers Nicolas Minassian, Pierre Kaffer and Luis Perez Compagnon were in the LMP2 mix from the second hour, but ultimately came out on top when their major rival over the six hours hit trouble in the final hour.

Minassian was trying to close down former Peugeot team-mate Stephane Sarrazin in the Starworks HPD ARX-03b. Starworks, whose entry was shared by team returnee Tom Kimber-Smith and Enzo Potolicchio, appeared to have victory in the bag

The Pecom squad was anchored by Minassian



until the final stop with 45 minutes to go when the car wouldn't restart.

That handed Pecom a two-lap lead and a maiden prototype win for a team that has had to tend a car that has been a magnet for trouble so far this season.

The Signatech ORECA-Nissan squad of Franck

Mailleux, Jordan Tresson and Olivier Lombard inherited second ahead of the delayed HPD. However, the team might have been battling with Starworks and Pecom for victory at the end with its second entry. The car shared by Nelson Panciatici, Pierre Ragues and Roman Rusinov had briefly led the class

before pitting to fix an extinguished race number.

The Kodewa-run Lotus LMP2 squad had its most competitive weekend of the season, James Rossiter, Vitantonio Liuzzi and Kevin Weeda finishing just half a minute behind the HPD.

The ADR-Delta squad lost ground to Starworks in the

P2 championship race.

Its ORECA-Nissan O3 sustained a broken wishbone early on, but the team was able to effect repairs in enough time for the car driven John Martin and Tor Graves to achieve the minimum distance requirement on the way to a distant eighth in class.

RESULTS

FIA World Endurance Championship, round 6 of 8, Sakhir (BRN), September 29

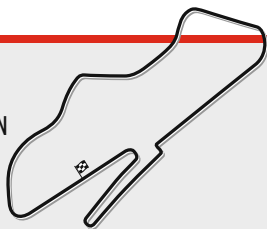
GRID		191 LAPS, 642.305 MILES					
POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID	
1	Marcel Fassler (CH)/Benoit Treuyer (F)/Andre Lotterer (D)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	6h00m56.244s	2	
2	Allan McNish (GB)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-1 lap	1	
3	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-03a	LMP1	-6 laps	5	
4	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-7 laps	4	
5	Harold Primat (CH)/Andrea Belicchi (I)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-10 laps	28	
6	Nicolas Minassian (F)/Pierre Kaffer (D)/Luis Perez Compagnon (RA)	Pecom Racing (AF)	ORECA-Nissan O3	LMP2	-12 laps	11	
7	Jordan Tresson (F)/Franck Mailleux (D)/Olivier Lombard (F)	Signatech Nissan	ORECA-Nissan O3	LMP2	-14 laps	15	
8	Stephane Sarrazin (F)/Tom Kimber-Smith (GB)/Enzo Potolicchio (YV)	Starworks Motorsports	HPD-Honda ARX-03b	LMP2	-14 laps	7	
9	James Rossiter (GB)/Vitantonio Liuzzi (I)/Kevin Weeda (USA)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	-14 laps	12	
10	Roman Rusinov (RUS)/Nelson Panciatici (F)/Pierre Ragues (F)	Signatech Nissan	ORECA-Nissan O3	LMP2	-15 laps	13	
11	Olivier Pla (F)/Matthieu Lahaye (F)/Jacques Nicolet (F)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	-19 laps	9	
12	Christian Zuegel (D)/Elton Julian (USA)/Ricardo Gonzalez (MEX)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-21 laps	17	
13	Giancarlo Fisichella (I)/Toni Vilander (FIN)	AF Corse	Ferrari 458 Italia	GTE P	-21 laps	20	
14	Darren Turner (GB)/Stefan Mucke (D)	Aston Martin Racing (Prodrive)	Aston Martin Vantage	GTE P	-22 laps	18	
15	Richard Lietz (A)/Marc Lieb (D)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE P	-22 laps	19	
16	Olivier Beretta (MC)*/Andrea Bertolini (I)	AF Corse	Ferrari 458 Italia	GTE P	-22 laps	21	
17	Paolo Ruberti (I)/Christian Ried (D)/Gianluca Roda (I)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE A	-26 laps	24	
18	Rui Aguas (P)/Brian Vickers (USA)/Robert Kauffman (USA)	AF Corse-Waltrip	Ferrari 458 Italia	GTE A	-27 laps	22	
19	Tracy Krohn (USA)/Michele Rugolo (I)/Nic Jonsson (S)	Krohn Racing	Ferrari 458 Italia	GTE A	-29 laps	27	
20	John Martin (AUS)/Tor Graves (GB)	ADR-Delta	ORECA-Nissan O3	LMP2	-30 laps	8	
21	Fernando Rees (BR)/Julien Canal (F)/Patrick Bornhauser (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-34 laps	23	
22	Christophe Bourret (F)/Jean-Philippe Belloc (F)/Pascal Gibon (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-38 laps	25	
23	Joel Camathias (CH)/Allan Simonsen (DK)/Paul Daniels (GB)	JWA-Avila	Porsche 911 GT3-RSR	GTE A	-41 laps	26	
R	Alexander Murz (A)/Nicolas Lapierre (F)	Toyota Racing	Toyota TS030 HYBRID	LMP1	144 laps-suspension	3	
R	Thomas Holzer (D)/Luca Moro (I)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	103 laps-suspension	14	
R	Fabien Giroix (F)/Jean-Denis Deletraz (CH)/Keiko Ihara (J)	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	97 laps-lost wheel	16	
R	Karun Chandhok (IND)/Peter Dumbreck (GB)/David Brabham (AUS)	JRM	HPD ARX-03a	LMP1	61 laps-electronics/w'drawn	6	
R	Dominik Kraihamer (A)/Bertrand Baguette (B)/Alex Brundle (GB)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	14 laps-suspension	10	

Winners' average: 106.773mph. Fastest lap: Lapierre, 1m47.128s, 113.008mph. LMP2: Martin, 1m53.349s, 106.805mph. GTE Pro: Mucke, 2m02.297s, 98.991mph. GTE Am: Belloc, 2m03.887s, 97.720mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race. * Beretta excluded but car keeps position.

POINTS - DRIVERS			LMP1 MANUFACTURERS			LMP1 PRIVATE TEAMS			LMP2 TEAMS			GTE MANUFACTURERS			GTE PRO TEAMS		
POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS
1	Lott/Treul/Fass	139.5	1	Audi	173	1	Rebellion	155	1	Starworks	140	1	Ferrari	277	1	AF Corse	168
2	McNish/Kris'en	126	2	Toyota	44	2	Strakka	118	2	Pecom	117	2	Porsche	162	2	Aston Martin	101
3	Capello	77				3	JRM	87	3	ADR-Delta	104	3	Corvette	104	3	Felbermayr-Proton	89
4	Jani/Prost	74.5				4	Pescarolo	25	4	Greaves	85				4	Luxury	53

DONINGTON

 GREAT BRITAIN
September 29-30
World GT1
Round 9/9



AT A GLANCE

- Qual Race **Dusseldorp/Makowiecki**
- Main Race **Dusseldorp/Makowiecki**
- FLs **Makowiecki/Makowiecki**
- Champions **Basseng/Winkelhock**



Hexis lead duo (centre) swept to two race wins

World title decided by technical knockout

Markus Winkelhock (quite literally) lands the crucial blow on Yelmer Buurman - and stewards rule it was below the belt



Buurman's BMW was a sorry sight

THE CURTAIN CAME DOWN ON the third (and final) FIA GT1 World Championship at Donington Park, and it did so over a heap of smouldering wreckage that formed the defining image of a controversial title decider.

Inside his Vita4One BMW Z4, Yelmer Buurman was slumped behind the wheel, throttle jammed open and rear wheels spinning furiously – the remainder of the back end of his car demolished. Also flattened was the concrete block he'd struck, which literally exploded as his car backed into it, consequence of two collisions with title rival Markus Winkelhock.

What had promised to be

an epic conclusion to a thrilling season concluded in violent and unsatisfactory fashion, with Buurman taking a trip to hospital, Winkelhock an audience with the stewards – but not before Buurman's father went for him at the medical centre!

To set the stage for this dramatic conclusion, you

need the back story: the Munnich Motorsport Mercedes SLS of Winkelhock and Marc Basseng came to Donington with a one-point advantage over the BMW of Buurman/Michael Bartels.

The BMW was well suited to Donington's sweeps, but what it gained in the fast, flowing first half of the lap, the Merc's sheer grunt – and

epic torque – came into play on the stop/start Grand Prix loop. Vita4One also opted to switch its driving order: at the Nurburgring, it missed progressing to Q3, so this time Bartels would drive in Q1 and Q3, and the faster Buurman would be in for Q2, to ensure Q3 progression.

That plan looked clever when rival Winkelhock failed to make it out of Q2. He spun on three separate occasions, his third rotation at the Old Hairpin a dizzying 1080-degree affair. "I had so much turn-in oversteer, it felt like someone was hitting me from behind," he sighed.

Bartels was only seventh fastest in Q3, so the BMW would start three spots

ahead of its adversary for Saturday's Qualifying Race.

In that, Winkelhock made his trademark flying start, leaping from 10th to fifth at Redgate as Buurman got boxed in: "Markus came around the outside, he was good, really aggressive. He was half a car ahead, so I had to lift or I'd have hit him."

After two laps spent battling his way past Marco Cioci's Ferrari, Buurman was back on Winkelhock's tail. Not for long: the sister Munnich Merc of Thomas Jager allowed Winkelhock past at the Melbourne Hairpin on lap five, and then slammed the door shut; an effective tailgunner – 1400 kilos worth of



Clash at Hollywood put both cars out of the race

RACE RATING

★★★★☆

Some great racing, but the ending left a sour taste in the mouth

MILESTONE

Last-ever FIA GT1 World Championship event, ending its three-year run that began in 2010



REPORT WORLD GT1 DONINGTON

CHARLES BRADLEY
reports



Pastorelli keeps Bartels at bay



Stuttgart's finest.

Buurman just couldn't get past it: "We're lighter and faster, but they're quicker on the straights and have so much more torque."

Buurman pitted at the first opportunity, an attempt to leapfrog either of the Mercs, but achieved neither. With these heavy cars on cold tyres, the out-lap costs a heap of time relative to those that stay out.

A lap later, Nicky Pastorelli (in for Jager) rejoined ahead of Basseng (in for Winkelhock), so the switch was required again between the Munnich Mercs. Bartels then found himself in the situation that Buurman had earlier and, when he tried an ambitious lunge on Pastorelli at Melbourne with a couple of laps to go, Bartels came off second best with a buckled wheelrim after contact that sent him pitwards.

With Winkelhock/Basseng finishing fifth,

despite a lack of brakes in the closing stages, they extended their lead to three points, and would start the Championship Race four places ahead of the BMW.

"It's going to be tough," predicted Buurman. "We've got one chance... the last chance."

Vita4One lost its second BMW almost immediately, when the wayward Nikolaus Mayr-Melnhof collected the Ford GT of Laurent Groppi on the opening lap exiting Redgate, pulverising the tyre wall at Hollywood and causing a red flag.

At the restart, Basseng lost a couple of places in his opening stint. He brought the Merc into the pits in seventh place to hand it to Winkelhock, in response to ninth-placed Bartels pitting for Buurman a lap earlier.

The Merc rejoined – and it was in Buurman's sights. The Dutchman was on warmer rubber and – fired

up after a brave move around the outside of Frank Stippler's Audi at Schwantz Curve on his out-lap – homed in on his opponent.

Within a lap he was right with Winkelhock. Buurman first tried the outside at Melbourne: no room. Then the outside of Goddards: no room. Then he tried a switchback move at Redgate, pulling to the inside at the exit and drawing level with Winkelhock...

Winkelhock claimed Buurman overshot his move, causing their collision. Most observers thought the opposite: that Winkelhock provoked contact by steering right into the BMW. After that first collision, a second firmer hit quickly followed.

In Winkelhock's favour, his Merc was clearly damaged, and perhaps this second contact was unavoidable. But the first wasn't. He then swerved into a spin, nudging into the tyre wall. Buurman was fired off sharp left by the second contact, spinning rearwards into the concrete wall with sickening force.

Race stewards found Winkelhock guilty of causing the crash, but exclusion from this race had no bearing on the title outcome. "Not a nice way to win it," he admitted.

Not quite Senna/Prost. Not quite Schumacher/Villeneuve. But not far off. ❄

McLaren dominates

Despite winning both races, the Hexis McLaren MP4-12C line-up of Fred Makowiecki and Stef Dusseldorp fell out of the title reckoning, although their maximum score from the weekend did elevate them to the runner-up spot. Under the watchful gaze of McLaren Formula 1 chief Martin Whitmarsh, the Hexis duo didn't have things all their own way. Laurens Vanthoor took pole in the WRT Audi, despite a worrying crack in its fuel tank, but team-mate Adam Carroll couldn't keep a charging Stefan Rosina (Reiter Lamborghini) at bay in the Qualifying Race.

With two cars in the gravel, Reiter called Rosina in to hand over to Peter Kox, but the safety car bizarrely didn't appear for another five laps. Carroll and Dusseldorp stayed out longer, and their cars

rejoined ahead of Kox. As the top two pitted, Makowiecki beat Vanthoor out to take the lead, and the charging Kox was forcefully repelled by Vanthoor – the two banging doors on the Craner Curves.

The safety car played into the hands of the second Hexis McLaren of Alvaro Parente. From seventh, he charged to third with a sequence of superb passing moves.

A poor start – as Kox muscled past him – dropped Parente to fifth in the Championship Race. He passed Nicky Pastorelli (Munnich Merc) and Vanthoor to regain third as Makowiecki dominated again out front, well clear of Kox.

After the red flag for the Buurman/Winkelhock crash it was a Hexis 1-3, with the Reiter Lambo the filling in the sandwich and Vanthoor coming home in fourth.



RESULTS

FIA GT1 World Championship, round 9/9, Donington Park (GB), September 29-30

27 LAPS, 67.157 MILES

POS	DRIVERS (NAT)	TEAM	CAR	TIME
1	Frederic Makowiecki (F)/Stef Dusseldorp (NL)	Hexis Racing	McLaren GT MP4-12C GT3	1h27m00.879s
2	Peter Kox (NL)/Stefan Rosina (SK)	Reiter Engineering	Lamborghini Gallardo LP560	+1.091s
3	Alvaro Parente (P)/Gregoire Demoustier (F)	Hexis Racing	McLaren GT MP4-12C GT3	+1.682s
4	Laurens Vanthoor (B)/Adam Carroll (GB)	Belgian Audi Club Team WRT	Audi R8 LMS ultra	+2.185s
5	Enzo Ide (B)/Francesco Castellacci (I)	AF Corse	Ferrari 458 Italia GT3	+3.172s
6	Nicky Pastorelli (I)/Thomas Jager (D)	All-inkl.com Munnich	Mercedes-Benz SLS AMG GT3	+4.529s
7	Oliver Jarvis (GB)/Frank Stippler (D)	Belgian Audi Club Team WRT	Audi R8 LMS ultra	+5.609s
8	Filip Salaquarda (CZ)/Marco Cioci (I)	AF Corse	Ferrari 458 Italia GT3	+6.887s
EX	Marc Basseng (D)/Markus Winkelhock (D)	All-inkl.com Munnich	Mercedes-Benz SLS AMG GT3	18 laps-accident
X	Michael Bartels (D)/Yeimer Buurman (NL)	Vita4One Racing Team	BMW Z4 GT3	18 laps-accident
R	Nikolaus Mayr-Melnhof (A)/Mathias Lauda (A)	Vita4One Racing Team	BMW Z4 GT3	0 laps-accident
R	Laurent Groppi (F)/Benjamin Lariche (F)	SUNRED	Ford GT	0 laps-accident

GRID

2 MAKOWIECKI 1:27.870	1 VANTHOOR 1:27.746
4 SALAQUARDA 1:28.326	3 KOX 1:27.970
6 M-MELNHOF 1:28.506	5 PASTORELLI 1:28.358
8 IDE 1:28.729	7 BARTELS 1:28.529
10 WINKELHOCK 1:28.660	9 STIPPLER 1:28.461
12 LARICHE 1:29.611	11 DEMOUSTIER 1:29.574

QUAL RACE: 39 LAPS, 97.005 MILES

POS	DRIVERS	TIME
1	Dusseldorp/Makowiecki	1h00m03.851s
2	Carroll/Vanthoor	+2.461s
3	Demoustier/Parente	+4.844s
4	Rosina/Kox	+7.878s
5	Winkelhock/Basseng	+16.940s
6	Jager/Pastorelli	+17.622s
7	Castellacci/Ide	+18.746s
8	Lauda/Mayr-Melnhof	+29.164s
9	Buurman/Bartels	+1m24.728s
10	Lariche/Groppi	38 laps-driveshaft
R	Stippler/Jarvis	18 laps-accident
R	Salaquarda/Cioci	18 laps-accident

DRIVERS' CHAMPIONSHIP

POS	DRIVERS	PTS	POS	DRIVER	PTS
1	Winkelhock/Basseng	145	6	Jager/Pastorelli	100
2	Dusseldorp/Makowiecki	144	7	Salaquarda	84
3	Bartels/Buurman	144	8	Jarvis/Stippler	81
4	Vanthoor	122	9	Vilander	80
5	Stephane Ortelli	104	10	Kox	78

TEAMS' CHAMPIONSHIP

POS	DRIVERS	PTS
1	Munnich Motorsport	245
2	Hexis Racing	209
3	Team WRT	203
4	Vita4One Racing Team	200
5	AF Corse	126

Winners' average: 46.307mph. Fastest lap: Makowiecki, 1m28.071s, 101.671mph.

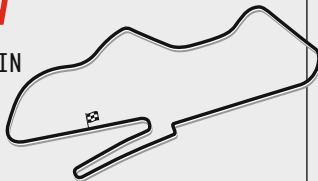
Qualification race winners' average: 96.901mph.

Fastest lap: Makowiecki, 1m28.023s, 101.727mph.

Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Finishing order of qualification race determined grid for main race.

DONINGTON

 GREAT BRITAIN
September 29-30
British Formula 3
Round 10/10



AT A GLANCE

- Wins **Jack Harvey/Harry Tincknell/Harvey**
- Pole positions **Harvey x 2**
- Fastest laps **Lynn x 2/Fantin**



Serralles tried, but fell short

Double win makes Jack the lad for F3 title

Harvey leaps from third to first in the points to claim British crown



After 28 races, Harvey is finally champion

IT WAS GETTING ON FOR seven o'clock, and a cold, windy, drizzly dusk was falling when the celebrations finally kicked off. The release of emotions was the culmination of what has been a tricky season for Jack Harvey. While it's usually naive to ascribe sporting outcomes to luck, there have certainly been occasions in 2012 when he hasn't had the rub of the green.

The final race weekend – and the few days leading up to it – certainly remedied

what had gone before for Harvey, but even so he had to sweat for his British Formula 3 title until the moment the #1 Carlin Dallara-Volkswagen swept across the line at Donington Park for its seventh win of the season.

The Lincolnshire man had already grabbed 14 points back on the Wednesday before Donington by winning his appeal against his time penalty at Silverstone, putting him just six behind team-mate

Jazeman Jaafar and three adrift of Felix Serralles.

The momentum stayed with Harvey when he set three laps good enough for pole position in an ultra-close qualifying session, although arguably it could perhaps have been the Fortec Motorsport Dallara-Mercedes pairing of Serralles and Alex Lynn in front.

Serralles was fastest in the opening two sectors – full of the high-speed, sweeping bends he loves – but was losing time overdriving the Esses. Meanwhile, Lynn was two-tenths off his personal best in the final sector on his best lap, and lost pole by just 0.085 seconds. He would lose further opportunities to go fastest by running wide at McLeans and damaging the floor.

Armed with his gift of two poles, Harvey set a searing pace in the opening race, pulling out an advantage over Jaafar and Lynn, but

“He braked so early for the hairpin I had to lock up down the inside”

In trying not to hit Harvey, Lynn passed him

never backing off as he sought the potentially critical extra point for fastest lap. That went Lynn's way, and Harvey had a scare on the penultimate lap when he locked up and ran wide while trying to grab it back. “So after that it was, ‘OK, let's get the car home.’ That A Lynn bloke is too fast,” he said. Then, as his friend Lynn walked into earshot, he cheekily continued: “I'd like to thank him for not putting his sectors together in qualifying!”

Jaafar, who nodded his admiration of Harvey's pace on cold tyres at the start of the race, now had an advantage of just one point, and his biggest blow was just

around the corner: contact as he passed Lynn at the beginning of the reversed-grid race led to disaster at the Old Hairpin. Lynn had no idea that he'd sustained a puncture until “the left rear compressed and the right front lifted up” at the Old Hairpin. The car went into a spin and Jaafar, on the outside, was clipped up onto two wheels in an incident that put both out of the race.

With Harvey seemingly unable to do anything about progressing from sixth, attention turned to Serralles. He'd taken fourth in race one, and was looking typically feisty as he tried to pass Fortec team-mate Pipo Derani for second – a move that, if it came off, would give the Puerto Rican the championship lead. To mitigate the downforce loss in the long corners he tried a very tight line at Coppice, “but I ran a bit too much

Night falls: (l-r) Jaafar, Harvey, Lynn



RACE RATING

★★★★☆

Close, clean and tense - this was the title decider we wanted

MILESTONE

Triple National Class winner Lloyd sets new British F3 starts record: 104!



REPORT BRITISH F3 DONINGTON

MARCUS SIMMONS
reports



All goes wrong for Jaafar (22) in clash with Lynn

kerb and it unsettled the rear. I almost went off”.

Instead of passing Derani, he was attacked by Pietro Fantin, who skimmed two wheels on the grass as he pushed Serralles down to fourth into the Esses.

Now Harvey led in the points, heading Serralles by three and Jaafar by five. More important, it was time for him to prove he could cope with the pressure.

As it turned out, it was arguably as much pressure as anyone has ever faced in a British F3 race. Harvey had done a very short stint on his first set of Cooper tyres in qualifying, and had saved that fresher set for the final race. He gloomily pointed out that this ploy probably wouldn't work, as everyone expected rain, but he got another break when, against expectations, it stayed dry, save for a few spots late on.

Even so, Harvey mysteriously lacked speed,

and his pacing of the race was very slow. At half-distance, the top 10 were still within 10 seconds of each other. Whereas the tail-end A-class cars were 1.5 seconds off Harvey's pace in qualifying, now they were within 0.3s.

“The wind got a lot stronger,” said Harvey, “and I wasn't very fast. It was a general lack of grip - that was surprising [on his fresher set]. I was pushing as hard as I could.”

With Lynn looking speedy behind, and he in turn under pressure from Jaafar, this was a long 40 minutes for Harvey. Lynn had no intention of doing any physical damage to either's hopes, but clearly wanted to get a second British F3 win. His (half-) chance arrived when Harvey got sideways in the Esses on the 11th lap. “Then he braked so early for the next hairpin it threw me off guard and I had to lock up down the inside,” said Lynn.

As he gathered the moment, he slotted back in between Harvey and Jaafar, and - now on flat-spotted tyres - would never get such a good opportunity again.

Jaafar faded as the track got a little slippery in the closing laps, while Serralles lost out to Fantin at the start and understeered off the road at Coppice while chasing the Brazilian. To add insult to injury, when Fantin bounced back on track at the Old Hairpin after his own off-track moment, Serralles had to spin in avoidance.

Jaafar did a slightly better job of masking his disappointment than Serralles, but both can be proud of the efforts they've put in this season. At the end of a day in which GT titles had been sorted by blokes beating seven shades of brown stuff out of each other, they were beaten by a young fella who put in a proper champion's performance. ☘

Chasers close on leaders

Jack Harvey has been really terrible at one thing this year: the reversed-grid draw that the winner of race one on any British F3 weekend has to make. But at Donington this was yet another thing that went his way: from the 8-12 lottery, he pulled out the number '8'.

This set up the standard Harry Tincknell-Pipo Derani-Pietro Fantin reversed-grid podium. But, joking aside, this was a weekend on which this trio closed on the lead group.

Tincknell briefly took pole position as the drivers got down to it on their second sets of tyres in qualifying, but on the next lap he ran wide at the Old Hairpin, damaged the floor and dropped down the order. What it did give him was a great view of the all-Brazilian fight for sixth in race one between Fantin and Derani, in which

Curitiba (Fantin) finally beat Sao Paulo (Derani).

They were all at it again in the final race. As Jazeman Jaafar lost pace in the last few laps, Fantin tried a move at the Melbourne hairpin. That slowed him, and Tincknell set up a breathtaking move around the outside of the Craner Curves to pass Fantin for fourth. As Fantin ran off the road at the Old Hairpin, Derani - who races much better than he qualifies - also slipped by.

While Tincknell, who has taken four reversed-grid wins in style, has played the system to perfection, it's easy to sympathise with Hannes van Asseldonk, the best man not to win a race this year. Quick enough to chase the leading group home in fifth place in race one, the resultant fourth on the grid was - again - never going to give him a chance.



Fantin (leading) and Tincknell fought it out

RESULTS

British Formula 3 International Series, round 10 of 10, Donington Park (GB), September 29-30

GRID		RACE 1 - 21 LAPS, 52.233 MILES					RACE 2 - 13 LAPS, 32.335 MILES					GRID		RACE 3 - 28 LAPS, 69.644 MILES				
POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	
1	HARVEY		DVW F312	29m07.724s	1	1	Tincknell		DVW F312	20m12.362s	1	1	HARVEY		DVW F312	39m29.398s	1	
2	JAAFAR		DVW F312	+3.911s	2	2	Derani		DVW F312	+1.718s	2	2	Lynn		DVW F312	+0.682s	2	
3	SERRALLES		DMB F312	+5.044s	3	3	Fantin		DMB F312	+3.344s	3	3	Jaafar		DMB F312	+4.712s	3	
4	LYNN		DMB F312	+7.846s	4	4	Serralles		DMB F312	+4.064s	5	4	Tincknell		DMB F312	+5.889s	6	
5	FANTIN		DMB F312	+9.521s	6	5	van Asseldonk		DMB F312	+5.786s	4	5	Derani		DMB F312	+6.894s	8	
6	ASSELDONK		DVW F312	+22.173s	5	6	Harvey		DVW F312	+6.852s	8	6	Fantin		DVW F312	+7.506s	5	
7	DERANI		DMB F312	+26.799s	7	7	Svendsen-Cook		DMB F312	+9.248s	9	7	van Asseldonk		DMB F312	+8.135s	7	
8	TINCKNELL		DVW F312	+27.591s	8	8	McBride		DVW F312	+11.218s	10	8	Serralles		DVW F312	+14.086s	4	
9	MCBRIDE		DMB F312	+38.638s	10	9	Uhrhane		DMB F312	+11.624s	11	9	Svendsen-Cook		DMB F312	+15.476s	10	
10	S-COOK		DN F312	+39.468s	9	10	Lloyd		DN F312	+18.504s	12	10	McBride		DN F312	+15.947s	9	
11	UHRHANE		DMB F312	+39.903s	11	11	Goddard		DMB F312	+18.928s	14	11	Uhrhane		DMB F312	+16.382s	11	
12	LLOYD		DMH F308	+53.274s	12	12	Calbimonte		DMH F308	+23.582s	13	12	Lloyd		DMH F308	+1m05.612s	12	
13	GODDARD		DMH F308	+57.965s	14	13	Padayachee		DMH F308	+32.346s	15	13	Calbimonte		DMH F308	+1m06.410s	14	
14	CALBIMONTE		DMH F308	+1m17.753s	13	R	Jaafar		DMH F308	0 laps-accident	7	14	Padayachee		DMH F308	+1m23.355s	15	
15	PAD'CHEE		DMH F308	-1 lap	15	R	Lynn		DMH F308	0 laps-accident	6	15	Goddard		DMH F308	+1m24.613s	13	

CHAMPIONSHIP

POS	DRIVER	PTS
1	Harvey	319
2	Jaafar	306
3	Serralles	299
4	Lynn	253

POS	DRIVER	PTS
5	Tincknell	226
6	Sainz	224
7	Fantin	195
8	Derani	146
9	van Asseldonk	132
10	McBride	85

CHAMPIONSHIP (NATIONAL CLASS)

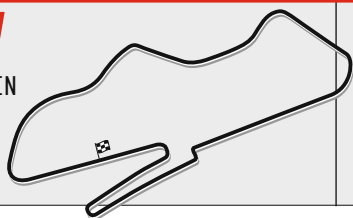
POS	DRIVER	PTS
1	Goddard	427
2	Padayachee	377
3	Fong	161
4	Calbimonte	124

D-Dal'ara; VW-Volkswagen/Spless; MB-Mercedes-Benz/HWA; MH-Mugen Honda/Brown; N-Nissan/ThreeBond.

Race 1 Winner's average: 107.59mph. Fastest lap: Lynn, 1m22.600s, 108.40mph.
Race 2 Winner's average: 96.01mph. Fastest lap: Fantin, 1m23.248s, 107.56mph.
Race 3 Winner's average: 105.81mph. Fastest lap: Lynn, 1m23.766s, 106.89mph.

DONINGTON

 GREAT BRITAIN
September 29-30
British GT
Round 7/7



AT A GLANCE

- Winners Parente/Brown
- Pole Peter Kox
- FL Alvaro Parente
- Champions Perfetti/Caine



Parente/Brown McLaren won the race...



BRITISH GT DONINGTON PARK, SEPTEMBER 29-30

Porsche secures title in thrilling finale

... as Perfetti/Caine Porsche took the title

MOTORBASE PORSCHE pair Daniele Perfetti and Michael Caine became British GT champions after a tense and controversial title decider at Donington Park.

Seven crews headed into the final race of the year with a mathematical shot at the title, and any one of five could win it regardless of other results by taking maximum points. Of those five outfits, four had one hand on the champions' trophy at some point during the race, which made for captivating viewing live on Motors TV.

At half-distance, it looked as though the glory would go to the RJN Nissan pairing of Alex Buncombe and Jann Mardenborough. The car started 14th after gearbox problems in free practice and intercooler issues in qualifying, but Buncombe

charged through to lead inside three laps. Team-mate Mardenborough emerged from the mandatory pitstops with a 7.2-second lead over the Mercedes AMG SLS of David and Godfrey Jones, which had raced up to third from 15th on the grid in David's hands.

On lap 41 of 76, however, a left-rear damper failed as Mardenborough came through the Old Hairpin, sending his title hopes up in a cloud of Avon tyre smoke.

"It was a straightforward failure, but a bit of a mystery," said team boss Bob Neville. "They do break from time to time, but hopefully not when you're trying to win a championship!"

That put the MTECH Ferrari of Duncan Cameron and Matt Griffin back in control. The duo came

to Donington holding a half-point lead over the Ecurie Ecosse BMW of Alasdair McCaig, who was reunited with regular co-driver Oliver Bryant after the latter had spent two races on the sidelines following a track-day crash at Spa.

Having taken over from Cameron, Griffin was lying fifth (fourth of the scorers due to eventual winners Alvaro Parente/Zak Brown not counting for points in their United Autosports McLaren MP4-12C) when the Chevrolet Corvette of Ron Johnson/Piers Johnson became stranded in the gravel at McLeans and brought out the safety car.

This set up a thrilling conclusion. The Jones Merc led for six more laps before the UA McLarens (headed by former British F3 champ Parente and chased by title outsider Matt Bell) forced their way past Caine's Porsche and demoted the Merc to go one-two.

Godfrey slowly succumbed to pressure from quicker drivers, and the concertina effect of the Merc losing ground led to the flashpoint of the race. Griffin had just forged ahead of the Mercedes when Bryant – desperate to stick with the Ferrari,

knowing he needed to pass it to take the title for McCaig – dived past Jones on the brakes into Goddards. The BMW ran into the Ferrari ahead, broke its rear diffuser and spun Griffin back to 10th.

"I'd started to gap Ollie and thought I could hang on," said Griffin. "I don't believe he tried to take me off on purpose – it was just sheer stupidity. If it was the last corner of the last lap, then I could understand it; I'd have been annoyed, but I could understand it."

That put the Barwell Motorsport-run BMW on top of the points pile, but a penalty was inevitable, and a stop-go handed the initiative to the Perfetti/Caine Porsche.

"I think we would have won it anyway," said Barwell team manager Mark Lemmer. "Griffin's tyres were finished, and there was a long way to go. But, when you're in a championship decider, you've got to take it on the chin."

As Parente crossed the line to win the race from fellow GT1 ace Peter Kox (Reiter Lamborghini) and team-mate Bell (who took maximum points for the second race in a row in the car he shares with Charles Bateman), Caine came home fourth to clinch the title for Motorbase.

"We knew we had a chance, so we just tried to keep it clean," said Caine's co-driver Perfetti, who put in arguably his best drive of the season in the opening stint. "Standing for one hour in that pit was harder than driving!"

"It was a big decision to come back to GTs from the Carrera Cup," added team boss David Bartrum. "But it's been vindicated totally."

● Ben Anderson

RESULTS (2 hours: 76 laps)

1 Zak Brown/Alvaro Parente (McLaren MP4-12C); 2 Nico Pronk/Peter Kox (Lamborghini LP560-4) +3.802s; 3 Charles Bateman/Matt Bell (McLaren); 4 Daniele Perfetti/Michael Caine (Porsche 997 GT3-R); 5 David Ashburn/Phil Keen (Porsche); 6 David & Godfrey Jones (Mercedes AMG SLS GT3); 7 Steve Parish/Stephen Jelley (Porsche); 8 Steve Tandy/Joel Osborne (Porsche); 9 Lawrence Tomlinson/Mike Simpson (Ginetta G55); 10 Duncan Cameron/Matt Griffin (Ferrari 458 Italia). **GT4 winners** Jody Fannin/Warren Hughes (Ginetta G50). **Fastest lap** Parente 1m29.679s (99.85mph). **GT3 Points** **1 Perfetti/Caine, 130.5**; 2 Ashburn, 127; 3 Bateman/Bell, 121; 4 Cameron/Griffin, 119; 5 Alasdair McCaig (BMW Z4 GT3), 6 Alex Buncombe/Jann Mardenborough (Nissan GTR GT3), 108.5. **GT4 1 Fannin/Hughes, 224.5**; 2 Zoe Wenham (G50), 145.5; 3 Dominic Evans (G50), 118.5.



Heartbreak for Nissan after damper failure

MILESTONES

First British GT title for Motorbase. Perfetti is first Swiss Brit GT champ. Buri is first Finn since Valle Makela to win British Formula Ford championship.

FORMULA FORD AT A GLANCE

- Race 1 **Eric Lichtenstein**
- Race 2 **Jake Cook**
- Race 3 **Abandoned**
- **Champion Antti Buri**

REPORTS DONINGTON SUPPORTS

F3/GT SUPPORTS DONINGTON PARK, SEPTEMBER 29-30

Buri cruises to collect his crown



Buri practises placing Ford crown on his head

FIFTH PLACE IN THE first British Formula Ford race of the weekend was all Antti Buri needed to claim the 2012 championship. He also made history as the first EcoBoost champion and helped JTR bring to an end Jamun's seven-year streak of title victories.

Eric Lichtenstein, who has shown Buri the way in the second half of 2012, took win number 11 of his season in race one, but had to work hard early on to fend off Jamun team-mate Luke Williams. Mechanical woe accounted for Williams on lap two, so Lichtenstein was then able to dominate, heading home Jake Cook and Julio Moreno.

Lichtenstein and Williams featured again at

the front in race two, but a hotly-contested scrap for the lead ended in tears on lap two as they tangled at Goddards. It resulted in instant retirement for Williams and an eventual non-finish for Lichtenstein.

Buri, with the title pressure now off, harried new leader Cook, but there was more drama at McLeans on lap seven when they made contact rounding the right-hander. Cook was able to continue and claim a clear win over Cavan Corcoran and Ryan Cullen, while Buri was forced to retire – not the way he wanted to end his last race in the series.

Due to vagaries of the 'dropped score' points system, Matt Rao was

able to steal the Duratec crown from under the nose of Fabian Welter. In the end, Welter's 13 wins and greater overall points total counted for nothing, although he did take one of the Donington wins, the second going to George Blundell.

Race three was scrapped by officials due to earlier delays to the timetable.

Like Formula Ford, the Ginetta GT5 Challenge was affected by the timetable delay and also lost its final race. This didn't have a bearing on the outcome of the series, however, Sean Huyton securing the title with fourth in Saturday's breathless opening race.

Mike Robinson dominated qualifying and

led the opener until a costly spin on lap four at the exit of Fogarty Esses. The battle for the lead then became a four-way fight between Ryan Ratcliffe, William Burns, Huyton and Luke Davenport. Ratcliffe took the lead on lap six and went on to win, ahead of Burns and Davenport as Huyton settled for fourth.

The champion blotted his copybook in the second race, though, after being disqualified for contact with Robinson at the Melbourne hairpin on lap six while disputing second. Robinson had again led away from pole, but lost the lead to Ratcliffe under waved yellows at Goddards at the end of lap five.

Ratcliffe pressed on to take the chequered flag, but he too was later disqualified, meaning Brad Bailey bagged his maiden win by a mere 0.1 seconds from Rick Parfitt, with Andy O'Brien rounding out an unusual podium. In the G20 class, Matt Flowers clinched the title in the final race with victory. Stuart Pearson had earlier seen off Flowers for the win in race one.

With two podium finishes at Donington, James Walker made sure of

the Volkswagen Racing Cup title and, with it, claimed a fully-funded prize drive in the last round of the European VW Scirocco R-Cup at Hockenheim.

The weekend had started with a circuit power cut, leading to the cancellation of Saturday's VW series qualifying. Aaron Mason dominated the racing with two excellent wins in his Golf Mk5 GTI. He edged out Mike Neuhoff's Mk6 Golf in the rain-hit opener, but took a more controlled success in race two. Walker improved on third in race one with second later in the day, ahead of dad Richard.

● Marc Orme

RESULTS

British Formula Ford (both 12 laps)

1 Eric Lichtenstein (Mygale M12-SJ); 2 Jake Cook (M12-SJ); +7.047s; 3 Julio Moreno (M12-SJ); 4 Cavan Corcoran (M12-SJ); 5 Antti Buri (M12-SJ); 6 Ryan Cullen (M12-SJ). **Duratec winner** Fabian Welter (Mygale SJ08). **Fastest lap** Lichtenstein 1m31.790s (97.55mph).

Race 2 1 Cook; 2 Corcoran +6.142s; 3 Cullen; 4 Moreno; 5 George Blundell (Mygale SJ08); 6 Welter. **DW** Blundell. **FL** Buri 1m31.773s (97.57mph) **record**.

Points 1 Buri, 556; 2 Cook, 490; 3 Lichtenstein, 484; 4 Moreno, 416; 5 Corcoran, 372; 6 Cullen, 324.

Ginetta GT5 Challenge (12 laps)

1 Ryan Ratcliffe (G40); 2 William Burns (G40) +0.383s; 3 Luke Davenport (G40); 4 Sean Huyton (G40); 5 Mike Robinson (G40); 6 Rick Parfitt (G40). **CW** Stuart Pearson (G20). **FL** Robinson 1m46.224s (84.29mph).

Race 2 (8 laps) 1 Brad Bailey (G40); 2 Parfitt +0.144s; 3 Andy O'Brien (G40); 4 Dan Denis (G40); 5 Burns; 6 David Barker (G40). **CW** Matt Flowers (G20). **FL** Burns 1m47.190s (83.53mph).

Volkswagen Racing Cup (11 laps)

1 Aaron Mason (Golf Mk5 GTI); 2 Mike Neuhoff (Golf Mk5 GTI) +0.618s; 3 James Walker (Scirocco R); 4 Jim Cartwright (Golf Mk5 GTI); 5 Chris Levett (Golf Mk5 GTI); 6 Joe Fulbrook (Bora 1.8T). **FL** Neuhoff 1m54.068s (78.50mph).

Race 2 (10 laps) 1 Mason; 2 J Walker +3.033s; 3 Richard Walker (Golf Mk6 GTI); 4 Levett; 5 Neuhoff; 6 Stewart Lines (Golf Mk5 GTI). **FL** R Walker 1m46.751s (83.88mph).

Ratcliffe leads G40 bunfight in race one



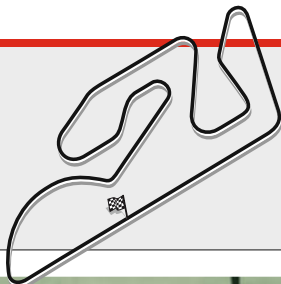
VALENCIA

Spain

September 29-30

DTM

Round 9/10



AT A GLANCE

- Winner **Augusto Farfus**
- Pole **Farfus**
- FL **Bruno Spengler**
- Points leader **G Paffett**



Frey took a fine seventh place

Farfus was never challenged by Mortara and the Audis



Farfus sinks Audi's Spanish armada

BMW rookie heads Audi fleet home, while Spengler's title chase profits from Paffett's Mercedes wobble

TO THOSE LOOKING ON, LAST weekend's DTM event in Valencia may have seemed to represent a changing of the guard at the head of the field.

Don't be fooled. Yes, BMW rookie Augusto Farfus was at his sensational best, securing pole on three-lap-old tyres against a trio of ultra-quick Audis on fresher Hankooks, and then blitzing the race in a manner more befitting of series superstars Gary Paffett and Mattias Ekstrom to claim his and the RBM team's maiden DTM win.

And, yes, Adrien Tambay secured his first podium after another impressive youngster – Edoardo Mortara – had retired with a late propshaft failure.

However, the fight for the championship remains



Paffett and Merc had an awful weekend

firmly in the hands of the experienced drivers. Bruno Spengler mounted a sterling recovery from a lowly grid slot and a jumped-start penalty to reduce Paffett's series lead to just three points heading to the Hockenheim season finale

in two and a half weeks. Mercedes, meantime, well and truly dropped the ball. Paffett failed to finish and fellow title contender Jamie Green was the team's best finisher in 10th.

The poker faces appeared to be on at HWA on Friday

as its four C-coupes set wet times near the bottom of the standings. But when six of the Mercs (two HWA, two Mucke and two Persson) were dumped out during Saturday's dry first section of qualifying, it became clear this was no bluff. Mercedes was in it up to its neck.

"We don't know what the problem is, and that makes it very hard to fix," said motorsport chief Norbert Haug after qualifying.

One theory proffered by Mercedes's top qualifier, Robert Wickens, was that the C-coupe could not find a window in which its tyres worked well on the recently resurfaced Ricardo Tormo Circuit. Right or not, things were little better on Sunday.

Paffett's race started badly from 16th on the grid when

he turned Joey Hand's BMW around at Turn 2 and was given a two-second stop-go penalty for his efforts. His car was already damaged and lapping off the pace, so this was not what he needed.

"I was pretty shocked to get the penalty," he said. "Bruno was ahead of me. Joey braked about 300m before the corner to let him by, and left a pretty big gap. I had to brake really hard to try to miss him, and he just turned in on me. I've seen worse incidents than that go unpunished this season.

"It's even more astonishing as my splitter was totally broken, and I had no grip, while Joey's car seemed pretty OK."

Title on the line or not, Paffett pulled his car out of the race just past

RACE RATING

★★★★☆

Valencia has never, and will never again, produce such action

MILESTONE

Farfus is the first South American DTM winner since Johnny Cecotto at Brno, 1992



REPORT DTM VALENCIA

JAMIE O'LEARY
reports



half-distance, at which point he was already a lap down. It was no surprise post-race to hear Haug saying, "I'm just glad it's over."

Green at least scored a point. However, his race had been eventful, too – HWA's other Englishman receiving an even stranger drive-through on his way to 10th place.

"We had a ruling in the drivers' briefing that if you go off the track when you leave the pits, it's a drive-through," he said. "And when I came out after my first stop I misjudged the level of grip available on cold tyres and went wide. I had to lift off, so I lost time rather than gained it – but that gets you a penalty. What's strange is that if you deliberately go off track on a normal lap, you get a warning first. Very frustrating."

BMW had no such problems with pace. Spengler's 12th spot on the grid came as he missed a Q3 spot by just 0.006s in qualifying (he usually sneaks into Q3 by little more than that, before hammering in his customary banzai lap in the third session).

Such was his pace relative to Paffett that he was still ahead of the black Mercedes even after serving his own jumped-start penalty.

The retirements of Audi trio Mortara, Timo Scheider and Miguel Molina ahead of Spengler – all thanks to failures of DTM-supplied spec parts – promoted him to ninth. He then despatched his Schnitzer team-mate Dirk Werner (who was nursing his brakes) before taking RBM's Andy Priaulx

(nursing his tyres) and Audi's impressive Rahel Frey in one go for sixth.

"I think that's about as much as we could have expected after qualify," said the Canadian. "After the penalty, I thought the race was basically over. But my car was amazing. No problems with the tyres or brakes, so I could push to the end. We've really done a good job here."

Paffett saw things a little bit differently.

"We had a bad race as a team, so I could only maybe have score a point anyway," he said. "But Bruno had another BMW driver win, so he's the one who's not performed as well as he should have."

"I'm still leading this championship, and he's got to beat me at Hockenheim, which won't be easy. I'm ready for a fight." ☼

Audi topples Merc in makes' standings

Augusto Farfus has a pretty good record at Valencia. He took his maiden tin-top pole there in 2004 (in World Touring Cars) and was a cut above at the Ricardo Tormo Circuit last weekend. Pole and victory was well deserved as he and the RBM team led the way.

Audi may not have won, but by filling positions two to five, it did at least take over at the head of the manufacturers' standings from Mercedes.

The best of Audi's Spanish armada, once a proshaft failure had denied Team Rosberg's Edoardo Mortara an easy second place, was Abt rookie Adrien Tambay. Third went to Mattias Ekstrom, who made up spots at each of his

pitstops thanks to some quick thinking by his crew.

Filipe Albuquerque ran third early on, but lost a spot at each stop – first to Tambay and then to Ekstrom – while Mike Rockenfeller rounded out the top five in his Phoenix A5.

Andy Priaulx and Rahel Frey got into a tussle as Bruno Spengler was passing both for sixth with a handful of laps left. The pair scraped doors for two corners before Priaulx edged past at Turn 11.

"You can do this in the WTCC, but it's not what I want to see in the DTM," was head of Audi Sport Wolfgang Ullrich's reaction to the squabble. Both Priaulx and Frey agreed that it was a racing incident, although the three-time touring car

world champion was ordered to let the Swiss back past on the next lap.

Abt driver Frey, who was magnificent all weekend on her way to a career-best seventh place, was followed home by Priaulx, Dirk Werner and Jamie Green, who passed David Coulthard's Mücke car on the final lap.

A soft tap from Robert Wickens sent Martin Tomczyk spinning at the first corner of the race, and when Roberto Merhi – busy trying to avoid the RMG BMW – gave Tomczyk a hard whack, both were eliminated. Wickens crashed hard at the same corner two laps later when his front-right tyre – punctured by the earlier contact – gave away.



Merhi (foreground) and Tomczyk were eliminated on the first lap

RESULTS

DTM, round 9 of 10, Valencia (E), September 30

GRID	DRIVER	TIME
1	FARFUS	1:26.446
2	MORTARA	1:26.756
3	ALBUQUERQUE	1:26.894
4	TAMBAY	1:26.981
5	ROCKENFELLER	1:26.789
6	PRIAULX	1:26.824
7	SCHEIDER	1:26.849
8	EKSTROM	1:26.936
9	WERNER	1:27.039
10	MOLINA	1:27.040
11	TOMCZYK	1:26.813
12	SPENGLER	1:26.818
13	HAND	1:26.977
14	WICKENS	1:27.128
15	FREY	1:27.260
16	PAFFETT	1:27.288
17	MERHI	1:27.377
18	GREEN	1:27.380
19	VICTORIS	1:27.454
20	WOLFF	1:27.533
21	COULTHARD	1:28.012
22	SCHUMACHER	1:28.090

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Augusto Farfus (BR)	RBM	BMW M3	1h08m22.522s	1
2	Adrien Tambay (F)	Abt Sportsline	Audi A5	+8.406s	4
3	Mattias Ekstrom (S)	Abt Sportsline	Audi A5	+8.967s	8
4	Filipe Albuquerque (P)	Team Rosberg	Audi A5	+23.967s	3
5	Mike Rockenfeller (D)	Phoenix Racing	Audi A5	+28.066s	5
6	Bruno Spengler (CDN)	Schnitzer Motorsport	BMW M3	+39.831s	12
7	Rahel Frey (CH)	Abt Sportsline	Audi A5	+48.318s	15
8	Andy Priaulx (GB)	RBM	BMW M3	+49.562s	6
9	Dirk Werner (D)	Schnitzer Motorsport	BMW M3	+58.327s	9
10	Jamie Green (GB)	HWA	Mercedes C-coupe	+1m10.596s	18
11	David Coulthard (GB)	Mücke Motorsport	Mercedes C-coupe	+1m12.228s	21
12	Christian Vietoris (D)	HWA	Mercedes C-coupe	+1m20.388s	19
13	Susie Wolff (GB)	Persson Motorsport	Mercedes C-coupe	-1 lap	20
14	Ralf Schumacher (D)	HWA	Mercedes C-coupe	-4 laps	22
15	Joey Hand (USA)	RMG	BMW M3	43 laps-acc damage	13
16	Edoardo Mortara (I)	Team Rosberg	Audi A5	40 laps-no gears	2
R	Timo Scheider (D)	Abt Sportsline	Audi A5	36 laps-driveshaft	7
R	Gary Paffett (GB)	HWA	Mercedes C-coupe	27 laps-acc damage	16
R	Miguel Molina (E)	Phoenix Racing	Audi A5	25 laps-brakes	10
R	Robert Wickens (CDN)	Mücke Motorsport	Mercedes C-coupe	3 laps-accident	14
R	Roberto Merhi (E)	Persson Motorsport	Mercedes C-coupe	0 laps-acc damage	17
R	Martin Tomczyk (D)	RMG	BMW M3	0 laps-accident	11

POS	DRIVER	PTS
1	Paffett	127
2	Spengler	124
3	Green	109
4	Rockenfeller	85
5	Ekstrom	81
6	Mortara	74
7	Tomczyk	69
8	Farfus	54
9	Tambay	28
10	Albuquerque	26

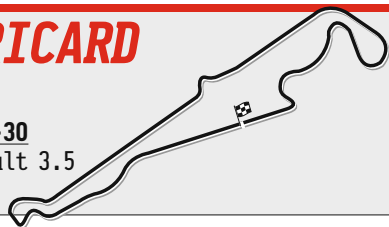
Winner's average: 100.453mph. Fastest lap: Spengler, 1m17.116s, 102.839mph.

PAUL RICARD

FRANCE

September 29-30

Formula Renault 3.5
Round 8/9



AT A GLANCE

- Race 1 Antonio Felix da Costa
- Race 2 Jules Bianchi
- Poles Nick Yelloly/Bianchi
- FLs Alexander Rossi/da Costa



Da Costa made it back-to-back wins with race one triumph



Bianchi goes to number 1

A win in the wet on home ground promotes the Frenchman to the series lead

Bianchi took win on Sunday

JULES BIANCHI APPEARED TO have thrown away his best chance to make a big dent in Robin Frijns's championship lead at Paul Ricard last weekend. But when he was presented with an even better chance a day later, he made sure he didn't let it slip.

For the first time all year Frijns didn't have a car that was capable of fighting at the front. His Fortec team put that down to gambling on a wet track drying out in race one (he had a dry set-up). But even with a full wet set-up for race two the Dutchman was powerless to stop car after car cruising past him.

Bianchi, who went into the weekend 24 points behind the championship leader, only cut that lead by six on Saturday as he spun twice. It could still prove costly in the final reckoning, but the Tech 1 Racing man at least made sure he capitalised properly on the opportunity in race two. After slithering wide and allowing race one winner Antonio Felix da Costa into

the lead, Bianchi adjusted his style, matched the pace of the Red Bull junior, and then jumped him in the pits. With Frijns having an even worse race (ninth on Sunday after seventh on Saturday), it resulted in a massive championship swing, and Bianchi now leads by five.

"Race one was really disappointing," said Bianchi. "I was leading and I made mistakes. But it was not too bad considering Robin and Sam [Bird] were still behind me. Then everything went well on Sunday. It feels really good to win my home race and to be leading the

championship, but we must try not to think about the title too much. We cannot forget about Robin – he has had a difficult weekend but he is usually very consistent and he will be back."

For Frijns, the confusion surrounding his lack of pace in the wet was almost as infuriating as losing the championship lead he has held since the Moscow Raceway event in July.

"If I know what the problem is I can live with it, but right now we don't," he shrugged. "We have to work out what the hell has happened here. The team is

very emotional, I'm very emotional. We're all unhappy. It's so frustrating after we've been leading for so long."

Bird, who was relegated to the title outsider in this three-way fight after his ISR team dropped the ball last time out in Hungary, also failed to capitalise on Frijns struggling on Saturday.

Having started down the field, Bird was tagged into a spin at the start, and from there could only recover to 10th and a single point. Dry qualifying on Sunday enabled him to get on the front row alongside Bianchi, but another wet race meant he had his

work cut out and he had to settle for a distant third.

"We've not been unlucky, we just weren't fast enough in the wet," the Briton admitted. "That's disappointing, because normally we are fast. I actually wanted it to rain this weekend but it turns out we were quicker in the dry!"

Bird sits 24 points behind Bianchi with 50 still on the table, and he conceded that he still has a tough job to spring a surprise in the finale.

"The championship is still on, but it's going to be difficult," he said. "I have two of the class acts in the field in front of me, but I'm going to try my best."

While the title contenders were all getting it wrong on Saturday, it cleared the stage for some of the supporting cast to fight for glory.

Once Bianchi had spun himself out of contention, and shock early leader Andre Negrão had followed him off the road, wet-weather master Nick Yelloly was leading from

Frijns (l) couldn't fight with Bianchi



RACE RATING

★★★★☆

Good track, tricky weather conditions and a surprise in the championship fight

MILESTONE

First Formula Renault 3.5 start for Davide Rigon since Monza in October 2005



REPORT FR3.5 PAUL RICARD

GLENN FREEMAN
reports



'Crazy' Move got a podium



da Costa. The two had an eventful fight for the lead, with Yelloly battling against fading tyres. He twice cut the chicane on the Mistral straight, and both times the Comtec racer sensibly handed the lead to da Costa to avoid any chance of a penalty. After "throwing it up the inside and hoping for the best" Yelloly got the place back the first time, but da Costa was too fast by the time they swapped places again. Had Bianchi not jumped him in race two, the Arden Caterham Red Bull star could have made it three wins in a row.

"It's another impressive weekend," da Costa said after coming home second in race two. "We've been working hard and we are showing that with our speed now. Every time we are improving, but now comes the hardest step.

We came from seconds behind, but now we need those last two tenths and they are the most difficult."

In among all the chaos of race one, category veteran Daniil Move put most of the bigger names on the grid in the shade with a tremendous charge through to third place.

"To be racing these guys was a pleasure after the season we've had," said the Russian, who last stepped on the podium at the 2011 finale. "I made a bad start [from 10th] and just decided that if I wanted to get something from this race I had to go crazy! Every lap I was catching guys and it was a fantastic feeling."

Frijns will need to find that same feeling again before the season's finale if he is to salvage the title from Bianchi's grasp. ☘

FORMULA RENAULT EURO CUP

One each for Vandoorne, Kvyat



Stoffel Vandoorne and Daniil Kvyat made no progress against one another in the Formula Renault Eurocup title race last weekend, as they shared the top two positions in both races.

Points leader Vandoorne appeared to have made a decisive move in the title hunt when he managed to slip past surprise polesitter Javier Tarancon in race one. But as Kvyat tried to also pass the Spaniard into the next corner, Tarancon slid off track and rejoined ahead of them both.

Nearly a lap later Tarancon let Vandoorne by but stayed ahead of Kvyat, and the stewards decided that wasn't

good enough. He was handed a time penalty, which would drop him out of the points. It was heartbreaking for Tarancon, who has had a year to forget after grabbing a win in the Eurocup and the overall ALPS FRenault crown last season.

With Vandoorne clearing off in the distance, Kvyat took no risks and settled for second.

The Red Bull-backed Russian seemed to get his reward for that sensible approach when Vandoorne spun while chasing him on the opening lap of race two. The Belgian dropped to 17th, but remarkably fought his way back to second to mean that his points lead is still 11, just as it was before the weekend.

"That mistake was the worst

thing I could do," said the Josef Kaufmann Racing man. "But in the end I think this was one of the best races I've ever driven."

Koiranen Motorsport-run Kvyat had his work cut out keeping Paul-Loup Chatin at bay until the Frenchman also spun. Although he wouldn't admit it, he must have been dismayed to see Vandoorne negate any potential damage in the title race with his recovery.

Behind the top two, there were maiden podium finishes for Guilherme Silva and Esteban Ocon, and charging drives through the pack from Oliver Rowland, even if a time penalty from the stewards cost him fifth place in race one.

RESULTS

Race 1 Stoffel Vandoorne, 13 laps in 28m18.367s; 2 Daniil Kvyat, +4.682s; 3 Guilherme Silva; 4 Oscar Tunjo; 5 Andrea Pizzitola; 6 Stefan Wackerbauer. **Race 2** Kvyat, 12 laps in 28m22.552s; 2 Vandoorne, +8.165s; 3 Esteban Ocon; 4 Paul-Loup Chatin; 5 William Vermont; 6 Oliver Rowland. **Points** 1 Vandoorne, 226; 2 Kvyat, 215; 3 Norman Nato, 96; 4 Nyck de Vries, 78; 5 Rowland, 74; 6 Chatin, 69.



Title rivals Kvyat (I) and Vandoorne fight it out

RESULTS

Formula Renault 3.5 Series, Paul Ricard (F), September 29-30, round 8 of 9

RACE 1 GRID
1 YELLOLY 2:09.593
2 FRIJNS 2:09.715
3 DA COSTA 2:09.990
4 BIANCHI 2:10.006
5 NEGRAO 2:10.225
6 ROSSI 2:10.307
7 SORENSEN 2:10.307
8 PIC 2:10.384
9 ALESHIN 2:10.410
10 MOVE 2:10.472
11 GHIRELLI 2:10.646
12 MULLER 2:10.726
13 MAGNUSSEN 2:10.891
14 HUERTAS 2:10.906
15 KORJUS 2:11.050
16 BIRD 2:11.118
17 GRUBMULLER 2:11.274
18 STEVENS 2:11.297
19 ROSENZWEIG 2:11.528
20 ABT 2:11.629
21 RIGON 2:11.609
22 FORESTI 2:11.896
23 MARTSENKO 2:12.235
24 VAINIO 2:12.241
25 AMBERG 2:12.447
26 CUNHA 2:12.640

RACE 1 - 21 LAPS, 76.231 MILES
1 Antonio Felix da Costa (P) Arden Caterham 47m07.036s 3
2 Nick Yelloly (GB) Comtec Racing +1.958s 1
3 Daniil Move (RUS) P1 Motorsport +22.690s 10
4 Jules Bianchi (F) Tech 1 Racing +23.955s 4
5 Marco Sorensen (DK) Lotus (Gravity-Charouz) +26.742s 7
6 Kevin Magnussen (DK) Carlin +28.581s 13
7 Robin Frijns (NL) Fortec Motorsports +34.672s 2
8 Nico Muller (CH) International Draco Racing +35.170s 12
9 Kevin Korjus (EE) Lotus (Gravity-Charouz) +36.372s 15
10 Sam Bird (GB) ISR +38.100s 16
11 Will Stevens (GB) Carlin +41.306s 18
12 Mikhail Aleshin (RUS) Team RFR +42.693s 9
13 Walter Grubmuller (A) P1 Motorsport +43.089s 17
14 Lucas Foresti (BR) DAMS +44.396s 22
15 Carlos Huertas (CO) Fortec Motorsports +45.857s 14
16 Aaro Vainio (FIN) Team RFR +48.632s 27
17 Vittorio Ghirelli (I) Comtec Racing +51.172s 11
18 Zoel Amberg (CH) Pons Racing +54.273s 25
19 Davide Rigon (I) BVM Target +59.214s 21
20 Jake Rosenzweig (USA) ISR +1m06.359s 19
21 Yann Cunha (BR) Pons Racing +1m09.693s 26
22 Alexander Rossi (USA) Arden Caterham +1m15.455s 6
23 Nicolay Martsenko (RUS) BVM Target -1 lap 23
R Andre Negrao (BR) International Draco Racing 17 laps-electrical 5
R Daniel Abt (D) Tech 1 Racing 3 laps-acc damage 20
R Arthur Pic (F) DAMS 0 laps-accident 8

RACE 2 GRID
1 BIANCHI 1:48.103
2 BIRD 1:48.240
3 MULLER 1:48.295
4 MAGNUSSEN 1:48.335
5 ROSSI 1:48.386
6 PIC 1:48.541
7 DA COSTA 1:48.547
8 FRIJNS 1:48.565
9 YELLOLY 1:48.709
10 ABT 1:48.766
11 VAINIO 1:49.145
12 FORESTI 1:49.205
13 ALESHIN 1:49.251
14 AMBERG 1:49.362
15 NEGRAO 1:49.390
17 GRUBMULLER 1:49.502
18 HUERTAS 1:49.519
19 SORENSEN 1:49.779
20 MOVE 1:49.829
21 STEVENS 1:49.944
22 ROSENZWEIG 1:50.107
23 CUNHA 1:50.546
24 RIGON 1:50.569
25 MARTSENKO 1:50.608
26 KORJUS 1:51.281**

RACE 2 - 21 LAPS, 76.231 MILES
1 Bianchi 46m48.147s 1
2 da Costa +5.046s 7
3 Bird +20.979s 2
4 Yelloly +28.811s 9
5 Sorensen +33.743s 19
6 Vainio +34.130s 11
7 Muller +40.480s 3
8 Korjus +45.436s 26
9 Frijns +48.660s 8
10 Foresti +51.703s 12
11 Stevens +58.890s 21
12 Grubmuller +1m01.309s 17
13 Rigon +1m01.523s 24
14 Pic +1m02.497s 6
15 Huertas +1m11.138s 18
16 Rossi +1m12.616s 5
17 Aleshin +1m19.746s 13
18 Abt +1m43.544s*** 10
19 Cunha +1m49.989s*** 23
20 Rosenzweig -1 lap 22
21 Martsenko -1 lap 25
22 Negrao -1 lap 15
23 Ghirelli -1 lap 16
24 Magnussen 19 laps-spin 4
25 Move 19 laps-spin*** 20
R Amberg 0 laps-damage 14

CHAMPIONSHIP TABLES
1 Bianchi 179
2 Frijns 174
3 Bird 155
4 Yelloly 122
5 Sorensen 121
6 da Costa 116
7 Pic 94
8 Magnussen 84
9 Muller 78
10 Korjus 61
1 Tech 1 Racing 228
2 Fortec Motorsports 209
3 Arden Caterham 169
4 ISR 163
5 Lotus 156
6 Carlin 129

*5-place grid penalty; **best lap deleted; ***10s penalty added to race time

Race 1 Winner's average speed: 97.074mph. Fastest lap: Rossi, 2m11.551s, 99.339mph.

Race 2 Winner's average speed: 97.727mph. Fastest lap: da Costa, 2m09.935s, 100.575mph.

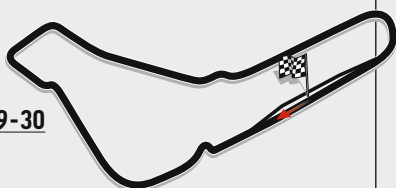
MONZA

ITALY

September 29-30

Formula 2

Round 8/8



AT A GLANCE

- Race 1 Matheo Tuscher
- Race 2 Christopher Zanella
- Poles Tuscher/Pommer
- FLs Zanella/Bacheta



Zanella and Pommer wheel to wheel

'O sole mio' for Luciano

Only one man was going to take the F2 title at the Italian finale, but Briton Bacheta had to endure a nervous wait before he was crowned



ON A SUNNY SATURDAY AT Silverstone in April, Luciano Bacheta won the opening round of the 2012 FIA Formula 2 Championship. Fifteen races later, having led the standings all the way, he finally secured the title in the final race of the year at Monza last weekend.

As he has done all season, the Briton kept smiling, got on with his driving and secured the title with assuredness. This was especially impressive, as Bacheta had slipped back from a title-winning position in Saturday's race, forcing him to work hard for his reward 24 hours later.

After the decider, a delighted and drained Bacheta said: "It's still sinking in! The first feeling was just relief and then happiness, and then every emotion. In the race I felt in control and just thought, 'Let's have a good race.' It felt like a fitting way to win the title."

Matheo Tuscher kept the title fight alive with a win in Saturday's thrilling race, but he still needed a victory and a lowly finish from Bacheta to snatch the crown.

Meanwhile, Tuscher's fellow Swiss Christopher Zanella sealed third in the standings with a powerhouse victory in Sunday's race, a fine reward for a strong performance all weekend.

Saturday's race was arguably the finest in the four years of modern-era Formula 2, as the combination of the wet track and a low-downforce set-up ensured lively handling and close running.

Polesitter Tuscher made a poor start and was passed by Bacheta as the pack sped down to the Rettifilo, Kevin Mirocha also taking the opportunity to slip into second. Mirocha then made that first as he capitalised on a strong exit from the opening sequence to pass

Bacheta before they reached the second chicane.

A frantic early pace allowed the lead pack of Mirocha, Bacheta, Tuscher and a spritely Zanella to break away. It became apparent that Mirocha was backing up the pace and Bacheta, despite being in a title-winning position, gambled all with a brave move to the outside at the Ascari chicane. The pair made contact and

Bacheta was forced across the gravel, somehow still emerging in second.

The race then entered its most frenetic period, with multiple position changes as fortunes fluctuated from corner to corner. Bacheta slipped out of the leading pack when he outraked himself at the second chicane.

This released Tuscher to take the fight to Mirocha, with Zanella in close

attendance. An almost-three-abreast move into the Parabolica saw 15-year-old Tuscher emerge in the lead.

Thereafter Tuscher pulled away from Mirocha, who was demoted by Zanella just after half-distance. As the track dried and tyres faded Zanella homed in on Tuscher but couldn't engage him in battle, leaving his compatriot to claim his second victory of the season.

Zanella flew all weekend



RACE RATING

★★★★☆

Saturday's frenetic action set the scene for a tense title decider

MILESTONE

Harald Schlegelmilch makes F2 debut - and is first Latvian to compete in the series



REPORT F2 MONZA

BEN EVANS
reports



Bacheta celebrates F2 title success...



Tuscher won for second time in 2012

Mirocha dropped back in the closing laps but still took third from Bacheta. The Essex man held onto fourth in the face of a spirited challenge from Mihai Marinescu, which ended with a trip through the gravel for the Romanian that allowed series newcomer Harald Schlegelmilch to pass him for fifth.

So it came down to the title decider.

Markus Pommer was on pole, while Tuscher and Bacheta were on the third and fourth rows respectively. At the lights Zanella got the jump from second to lead at the first chicane, from where he kept the lead to the flag.

Pommer also lost out to Mirocha at the first complex, before his race was ruined as his tyre exploded just before the second chicane. Mirocha held second throughout but was consistently pressurised

by Bacheta, whose best attempt to pass through Curva Grande was well parried by Mirocha, who was thereafter untroubled.

Bacheta took the title with a strong third, building on a good start with some assertive passing moves, particularly on Alex Fontana. He was challenged late in the race once again by Marinescu but withstood the attack, just as he had on Saturday.

Running with this group was Tuscher, whose poor start dropped him to 10th by the first turn. He did well to recover to fifth, but his title chances were over within 500 metres of the start.

The class of 2012 signed off with a flourish at Monza. It produced a classic race, boosted by a collective upturn in performance with impressive individual drives.

Luciano's luck? He didn't need any. ☼

Monza qualifying thrillers

As good as the racing was at Monza, the qualifying periods were even better.

Both sessions turned into electrifying shootouts on a rapidly drying track, soundtrack by an enthusiastic circuit commentator whose 10-second shouts of 'pooooo' every time the order shuffled added to the occasion.

Saturday's period turned into a three-lap sprint after a Max Snegirev-inspired red flag. It involved 10 drivers in contention for pole as the whole pack made a late switch to slicks.

Perhaps fittingly, it was Matheo Tuscher who just snatched the top spot from Luciano Bacheta. The prospect of the title contenders sharing the front row was certainly tantalising, although post-session Tuscher's delight was tempered with the frustration that his best lap had been ruined by a weaving Mihai Marinescu.

Sunday was equally

dramatic. This time around slicks were the right choice from the green flag, but the track was at its fastest on the final lap. Once again it all came down to the last moments of the session, where Markus Pommer read the traffic best to snatch pole. He could count himself lucky as second-placed Christopher Zanella had not been able to use his boost and felt he could have gone quicker.

Kevin Mirocha read the conditions most consistently to give himself two third places, but others were unlucky. Dino Zamparelli and Axcil Jefferies were both poised for front-row starts on Saturday, having read the conditions and managed their tyres better than the others. But the red flag enabled the rest of the pack to regroup, shuffling Zamparelli and Jefferies down the order.

Alex Fontana was also disappointed. He lives minutes away from the circuit gates, but the 500 supporters cheering him on each day were not enough to inspire a repeat of his Hungaroring form.



...and tastes the silverware on podium



Pommer took pole for race two

RESULTS

FIA Formula 2 Championship, Monza (I), September 29-30, round 8 of 8

GRID	
1 TUSCHER 1:45.536	2 BACHETA 1:45.732
3 MIROCHA 1:45.984	4 ZANELLA 1:46.035
5 ZAMPARELLI 1:46.173	6 FONTANA 1:46.232
7 MARINESCU 1:46.269	8 JEFFERIES 1:46.473
9 SCHLEG*CH 1:46.970	10 POMMER 1:47.159
11 HURST 1:47.639	12 MCKENZIE 1:48.311
13 ZHU 1:48.749	14 SNEGIREV 1:51.577
15 KRALIV 1:51.616	

RACE 1 - 21 LAPS, 75.592 MILES				
POS	NAME	TIME	GRID	
1	Matheo Tuscher (CH)	41m36.553s	1	
2	Christopher Zanella (CH)	+2.827s	4	
3	Kevin Mirocha (PL)	+15.712s	3	
4	Luciano Bacheta (GB)	+17.676s	2	
5	Harald Schlegelmilch (LV)	+25.932s	9	
6	Mihai Marinescu (RO)	+26.447s	7	
7	Dino Zamparelli (GB)	+32.113s	5	
8	Markus Pommer (D)	+36.188s	10	
9	Alex Fontana (CH)	+41.745s	6	
10	Axcil Jefferies (ZW)	+49.825s	8	
11	Daniel McKenzie (GB)	+50.507s	12	
12	David Zhu (PRC)	+1m07.983s	13	
13	Plamen Kraliev (BG)	+1m15.227s	15	
14	Max Snegirev (RUS)	+1m22.055s	14	
R	Hector Hurst (GB)	2 laps-spin	11	

GRID	
1 POMMER 1:40.256	2 ZANELLA 1:40.411
3 MIROCHA 1:40.413	4 FONTANA 1:40.872
5 SCHLEG*CH 1:40.899	6 TUSCHER 1:41.035
7 BACHETA 1:41.160	8 ZAMPARELLI 1:41.267
9 MCKENZIE 1:41.701	10 MARINESCU 1:42.044
11 JEFFERIES 1:42.510	12 HURST 1:42.666
13 ZHU 1:43.176	14 SNEGIREV 1:43.301
15 KRALIV 1:45.938	

RACE 2 - 21 LAPS, 75.592 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Zanella	35m20.423s	2	
2	Mirocha	+4.780s	3	
3	Bacheta	+6.366s	7	
4	Marinescu	+6.957s	10	
5	Tuscher	+7.030s	6	
6	Fontana	+12.867s	4	
7	Zamparelli	+16.007s	8	
8	Jefferies	+18.338s	11	
9	Schlegelmilch	+21.016s	5	
10	McKenzie	+24.803s	9	
11	Zhu	+28.260s	13	
12	Snegirev	+29.732s	14	
13	Kraliev	+39.624s	15	
14	Pommer	-1 lap	1	
R	Hurst	6 laps-accident	12	

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Bacheta	231.5
2	Tuscher	210
3	Zanella	196
4	Pommer	169
5	Marinescu	161
6	Mirocha	159.5
7	Fontana	115
8	Zamparelli	106.5
9	McKenzie	95
10	Hurst	27

Race 1 Winner's average speed: 109.003mph. Fastest lap: Zanella, 1m56.510s, 111.223mph. Race 2 Winner's average speed: 128.338mph. Fastest lap: Bacheta, 1m40.227s, 129.292mph.

NASCAR SPRINT CUP DOVER (USA), SEPTEMBER 30, RD 29/36

Keselowski plays fuel game to win

BRAD KESELOWSKI SCORED his second win of the Chase for the NASCAR Sprint Cup after the dominant Joe Gibbs Racing cars of Kyle Busch and Denny Hamlin were forced to make late stops for extra fuel.

Polesitter Hamlin led the early stages in his Toyota before being reeled in and passed by team-mate Busch. The pair was the class of the field and comfortably pulled away from the rest.

The turning point in the race came when JJ Yeley suffered a spectacular blowout, scattering debris across the track and bringing out a full-course caution. With green-flag pitstops in full flow, all but eight cars were knocked off the lead lap – indeed, most of the fancied runners now found themselves two laps down.

Busch and Hamlin

continued to dominate the race, with only five-time champion Jimmie Johnson able to offer any threat in his Hendrick Motorsports Chevrolet. Johnson took the lead courtesy of some fleet pit work when Matt Kenseth caused a caution after a broken track bar slowed his Roush Fenway Ford.

The timing of this caution made it touch-and-go as to whether the leaders would be able to make it to the flag. Johnson's crew opted to go heavy on the fuel-saving, so much so that he was warned for not making the minimum lap speed at one point.

The Gibbs camp admitted defeat with 10 laps to go and brought Busch in for a splash-and-dash. Hamlin followed a lap later. This sent Keselowski to the front for the first time. With



Keselowski conquered Dover's Monster Mile

no real fuel concerns he stroked the Penske Dodge home for his ninth Cup win, and a place at the head of the points.

"We were a top-five car all weekend," he said. "My guys just kept us there. When you're in the top five, you're in a good position for things to happen."

After his disastrous 35th place last time out at New Hampshire Speedway, second place for Jeff Gordon kept his title hopes alive,

while Mark Martin drove a strong race to third. Johnson coasted home in fourth, while Busch and Hamlin took seventh and eighth – a lap behind the winner.

It was a terrible race for Chaser Kenseth, who crashed again after the track bar was repaired and was classified 35th.

RESULTS

1 Brad Keselowski (Dodge Charger), 400 laps in 3h11m53s;

2 Jeff Gordon (Chevrolet Impala), +1.078s; 3 Mark Martin (Toyota Camry); 4 Jimmie Johnson (Chevy); 5 Carl Edwards (Ford Fusion); 6 Martin Truex Jr (Toyota); 7 Kyle Busch (Toyota); 8 Denny Hamlin (Toyota); 9 Clint Bowyer (Toyota); 10 Joey Logano (Toyota). **Points** 1 Keselowski, 2142; 2 Johnson, 2137; 3 Hamlin, 2126; 4 Bowyer, 2117; 5 Tony Stewart, 2110; 6 Kasey Kahne, 2110; 7 Dale Earnhardt Jr, 2103; 8 Truex, 2100; 9 Kevin Harvick, 2096; 10 Gordon, 2094; 11 Greg Biffle, 2091; 12 Matt Kenseth, 2070.

BRITISH RALLY CHAMPIONSHIP YORKSHIRE RALLY (GB), SEPTEMBER 28-29, RD 6/6

Cronin's triple crown

KEITH CRONIN WAS NO MATCH for Tom Cave or Osian Pryce on Rally Yorkshire, but a comfortable third place secured the Irishman's third British Rally Championship crown in four years.

Cronin, whose previous titles came in Mitsubishi and Subaru machinery, was this time in a Citroen DS3, and said this title was just as special as his others.

"I didn't need to win, but

I was still aware I couldn't make any mistakes," he said. "It just feels fantastic."

Ahead of him, fellow Citroen men Cave and Pryce ended the opening stage just 0.1 seconds apart, and were rarely separated by much more as they tackled the 66 competitive stage miles.

With two stages left Pryce trailed Cave by 5.4s, but blitzed through Dalby Forest to emerge 8.8s ahead.



Cronin took third title

Cave was quicker by the same margin on the final stage, meaning that the pair ended up with equal times for the rally. Cave was given the win because he had been the faster of the two on the

event's opening stage.

Jonny Greer, the only other man capable of winning the title in Yorkshire, was dealt a cruel blow when a wheel fell off his Citroen after the axle

studs sheared on the opening day. He was able to resume well down the order under Supere Rally rules the next day.

● Rachel Cavers

RESULTS

1 Tom Cave/Craig Parry (Citroen DS3 R3), 1h06m21.4s; 2 Osian Pryce/Iestyn Williams (Citroen) +0s; 3 Keith Cronin/Marshall Clarke (Citroen); 4 Desi Henry/Barry McNulty (Citroen); 5 Jukka Korhonen/Marko Salminen (Skoda Fabia R2); 6 Callum Black/Paul Wakely (Citroen). **Points** 1 Cronin 102; 2 Cave 94; 3 Pryce 87; 4 Elfyn Evans 78; 5 Jonny Greer 65; 6 Matthew Cathcart, 61.



CURRENT STANDINGS

- 1 **Sebastian Vettel** ◇ 22,650
- 2 **Fernando Alonso** ◇ 19,450
- 3 **Lewis Hamilton** ◇ 19,032
- 4 **Jenson Button** ◇ 18,510
- 5 **Mark Webber** ◇ 18,397

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Brad Keselowski is closing on his all-time best Castrol EDGE Ranking as his Dover victory vaults him four spots to 16th. He is seven places back from the series' top-ranked driver Jimmie Johnson (9), who slides a spot. Denny Hamlin jumps to a two-year high of 10th.

To see the full list, visit castroldriverrankings.com

INTERNATIONAL RACES & RESULTS

GRAND-AM

Lime Rock (USA), Rd 13/13

QUICK RESULTS

- Winners **Taylor/Angelelli**
- Pole **Richard Westbrook**
- Fastest Lap **Westbrook**
- Champions **Pruett/Rojas**

RACE RATING

★★★★☆

A thrilling way to round out a closely-fought season

REPORTS

WORLD OF SPORT

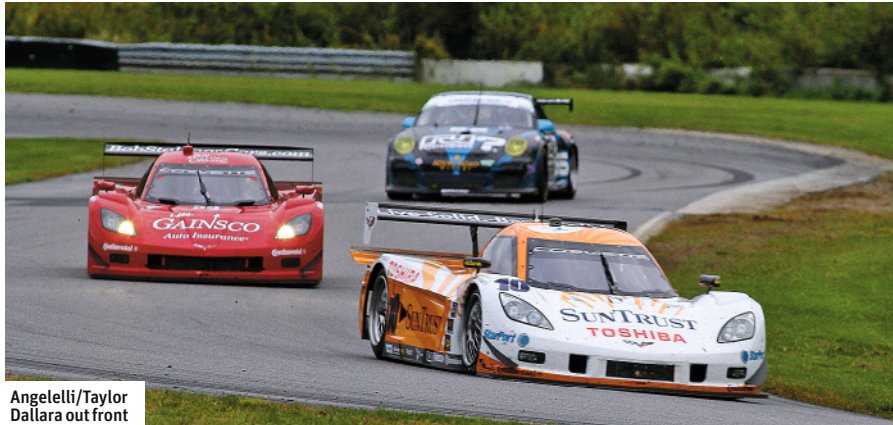
GRAND-AM LIME ROCK (USA), SEPTEMBER 29, RD 13/13

Taylor's luck turns as Ganassi duo takes title

RICKY TAYLOR HAS ENDURED more than his fair share of ups and downs this season.

Driving for his father's Wayne Taylor Racing squad, the 23-year-old American was in contention for the title after winning two of the first four races with veteran co-driver Max Angelelli, only for a series of mistakes to derail his hopes. There could have been no better way to rebound than by guiding his Dallara Corvette DP to victory on the tight, unforgiving Lime Rock Park road course last weekend.

The race began with a flurry of four full-course cautions inside the first hour, then ran clean and green until a large piece of debris brought out the yellows midway through Taylor's final stint. Antonio Garcia was on his tail with 24 minutes remaining, aboard the fleet Spirit of Daytona Corvette DP that



Angelelli/Taylor Dallara out front

Richard Westbrook had qualified on pole, but Taylor never put a wheel wrong as he wove through almost constant traffic to score a narrow and emotional win.

Scott Pruett and Memo Rojas secured their third straight championship with a conservative run to seventh in Chip Ganassi Racing's Riley-BMW.

GT leader Andy Lally's

Magnus Porsche ran out of fuel just two minutes from the end, allowing Robin Liddell and John Edwards to triumph in their Stevenson Camaro. Dion von Moltke/Jim Norman were second in the APR Audi R8.

● Jeremy Shaw

RESULTS

1 Max Angelelli/Ricky Taylor (Dallara Corvette DP), 167 laps

in 2h45m34.285s; 2 Richard Westbrook/Antonio Garcia (Coyote Corvette), +0.344s; 3 Jon Fogarty/Alex Gurney (Riley Corvette); 4 Brian Frisselle/David Donohue (Coyote Corvette); 5 Darren Law/Joao Barbosa (Coyote Corvette); 6 Alex Popow/Ryan Dalziel (Riley-Ford MkXXVI). **Points** 1 Scott Pruett/Memo Rojas, 379; 2 Dalziel, 367; 3 Law, 355; 4 Donohue, 348; 5 Popow, 346; 6 Angelelli/Taylor, 343.

INTERNATIONAL GT OPEN MONZA (I), SEPTEMBER 29-30, RD 7/8

Pilet stars as Bruni Ferrari ekes out lead

WITH TWO RACES TO GO THE International GT Open could hardly be closer after both title-chasing pairs – AF Corse's Gianmaria Bruni and Federico Leo and Manthey Racing's Nick Tandy and Marco Holzer – produced strong if not winning weekends at Monza.

Saturday's 70-minute race threw changeable weather at the drivers as it started wet, dried out and then featured a massive late-race shower. Through the murk came Patrick Pilet to deliver his best drive of the season and take the spoils in the Imsa Porsche he shared with Raymond Narac.

Behind runners-up Raffaele Giammaria/Miguel Ramos in the latter's Corvette, Tandy benefited from a late spin on a slippery kerb from Leo's Ferrari to nab third.

Tandy and Holzer lost their points lead on Sunday however, as Bruni/Leo came home second in a dry race behind the winning Villois Aston Martin of Alvaro Barba and Matteo Malucelli.

The Tandy/Holzer Manthey Porsche won an intense fight with Philipp Peter's Kessel Racing Ferrari when the Austrian spun at Parabolica late on.

Brit Archie Hamilton recovered from a huge



Pilet's pace helped Porsche to victory

practice crash at Ascari to lead the GTs class in both races, but the Porsche he shared with Marco Mapelli was thwarted by punctures.

● Ben Evans

RESULTS

Race 1 1 Patrick Pilet/Raymond Narac (Porsche 911 GT3-RSR), 34 laps in 1h10m24.578s; 2 Miguel Ramos/Raffaele Giammaria (Chevrolet Corvette C6.R), +23.096s; 3 Nick Tandy/Marco Holzer (Porsche); 4 Gianmaria

Bruni/Federico Leo (Ferrari 458 Italia); 5 Andrea Montermini/Juan Manuel Lopez (Ferrari); 6 Emanuele Moncini/Diederich Sijthoff (Corvette). **Race 2 1 Alvaro Barba/Matteo Malucelli (Aston Martin Vantage)**, 27 laps in 50m52.490s; 2 Bruni/Leo, +6.062s; 3 Montermini/Lopez; 4 Ramos/Giammaria; 5 Tandy/Holzer; 6 Pilet/Narac. **Points** 1 Bruni/Leo, 177; 2 Tandy/Holzer, 170; 3 Barba/Malucelli, 155; 4 Montermini/Lopez, 135; 5 Ramos/Giammaria, 129; 6 Pilet/Narac, 124.

IN BRIEF

Piquet won again



NASCAR TRUCKS

Nelson Piquet Jr passed Matt Crafton on the last lap to win at Las Vegas in his Turner Chevrolet. James Buescher finished sixth to reduce Ty Dillon's series lead to one point.

NASCAR NATIONWIDE

Joey Logano took his seventh win of the year by leading all but 16 laps at Dover. Behind the Joe Gibbs Racing Toyota driver came Paul Menard (Chevy), Michael Annett (Ford) and points leader Elliott Sadler (Chevy).

EUROPEAN F3 OPEN

Italian Niccolo Schiro took a Monza double in wildly different weather, winning race two after a bold move on RP Motorsport team-mate Gianmarco Raimondo. He's now only 15 points behind Raimondo with a round to go.

SUPER TC2000

Ex-GP2 racer Ricardo Risatti took his and Honda's first series win at Rio Cuarto. Some late team orders from Renault allowed Emiliano Spataro to pass Guillermo Ortelli and Leonel Pernia for second.

V8 STOCK CARS

RCM Peugeot driver Thiago Camilo took his first win of the year at Taruma in Brazil, leading home Chevy men Atila Abreu and Daniel Serra. Points leader Caca Bueno was fifth, one place behind title rival Ricardo Mauricio.

EUROCUP MEGANE TROPHY

Oregon Team driver Albert Costa won twice at Paul Ricard to snatch the points lead from Bas Schothorst for the first time in 2012. Schothorst was second and fourth for the TDS squad.

Costa did the double



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Pictures: Formula Two

INTERNATIONAL RACES & RESULTS
EURO SERIES/FIA F3
Valencia (E),
Rd 7/8 & Rd 9/10

QUICK RESULTS

- Race 1 **Raffaele Marciello**
- Race 2 **Michael Lewis**
- Race 3 **Felix Rosenqvist**
- Poles **Marciello/Daniel Juncadella**

RACE RATING Exceeded track forecast, until race three
★★★★☆

REPORTS
WORLD OF SPORT

F3 EURO SERIES & FIA EUROPEAN F3 CHAMPIONSHIP VALENCIA (E), SEPTEMBER 29-30, RD 7/8 & 9/10

Rosenqvist finishes well after bad start

FELIX ROSENQVIST MADE UP for a disastrous opener at Valencia to dominate race three, while some mature drives from Daniel Juncadella netted two podiums and made the Spaniard a clear favourite to take the F3 Euro Series title.

From second on the grid, Rosenqvist outdragged polesitter Raffaele Marciello to lead the first race, but was instantly given a drive-through penalty for lining up ahead of his grid position at the start. Later on he spun Andrea Roda and was handed another penalty.

With only an eighth-placed finish in the reversed-grid race to show for all his Valencia speed, the Mücke Motorsport driver was extra careful to line up correctly for race three, and followed that up with another lightning getaway to pass Juncadella's

Prema car into the first corner and pull away to a five-second victory.

"Saturday was my mistake," said the Swede. "We put tape on the pitwall for my reference. Instead of looking out of my right eye to gauge my place, I did it with my left. The difference was maybe a metre."

Rosenqvist's penalty handed the win to Marciello, with Juncadella second and Ma-con's Tom Blomqvist – who put in the best drives of his F3 career with a trio of top fives – in third.

Pascal Wehrlein retained second in the points with second, fourth and fifth places, but the other realistic title contender, Carlin's Will Buller, has only a slim chance now after claiming a best result of fifth.

Michael Lewis took his maiden series win in the reversed-grid race, ahead of



Rosenqvist heads for win

Prema team-mate Sven Muller. Marciello retired early on when he ran wide at and broke his left-rear suspension bumping off the kerb at the exit of Turn 12.

● Jamie O'Leary

RESULTS

Race 1 1 Raffaele Marciello (Dallara-Mercedes F312), 27 laps in 39m31.289s; 2 Daniel Juncadella (DM), +0.471s; 3 Tom Blomqvist (D-Volkswagen); 4 Emil Bernstorff (DV); 5 Pascal Wehrlein (DM); 6 Will

Buller (DV). **Race 2 1 Michael Lewis (DM)**, 14 laps in 20m30.518s; 2 Sven Muller (DM), +0.643s; 3 Wehrlein; 4 Blomqvist; 5 Buller; 6 Bernstorff.

Race 3 1 Felix Rosenqvist (DM), 27 laps in 39m07.352s; 2 Juncadella, +5.472s; 3 Marciello; 4 Wehrlein; 5 Blomqvist; 6 Carlos Sainz Jr (DV).

Points Euro Series 1 Juncadella, 225; 2 Wehrlein, 190; 3 Marciello, 188.5; 4 Buller, 169.5; 5 Rosenqvist, 160.5; 6 Muller, 140. **FIA** 1 Juncadella, 240; 2 Marciello, 209.5; 3 Sainz, 161; 4 Wehrlein, 145; 5 Rosenqvist, 142; 6 Buller, 129.

SUPER GT AUTOPOLIS (J), SEPTEMBER 30, RD 7/8

Mola duo wins title



Mola Nissan out front

RONNIE QUINTARELLI AND Masataka Yanagida made it back-to-back Super GT titles with a dramatic last-lap victory at Autopolis.

The Mola Nissan crew started 10th on the grid. But, supplied with Michelin rain tyres that performed better in the conditions than the Bridgestones on many rival cars, Quintarelli climbed to third. Co-driver Yanagida then emerged from the pits in second thanks to slick work by the team.

Yanagida caught the leading Nakajima Honda of Ryo Michigami/Yuki

Nakayama with seven laps to go and got alongside on the final lap. After running side-by-side for four corners, Nakayama ran wide at the hairpin and allowed his rival past, Yanagida pushing the Honda onto the grass and into a spin that confined him to second.

● Jiro Takahashi

RESULTS

1 Ronnie Quintarelli/Masataka Yanagida (Nissan GT-R), 65 laps in 2h09m45.269s; 2 Ryo Michigami/Yuki Nakayama (Honda HSV-010), +7.581s; 3 Andre Couto/Seiji Ara (Lexus SC430); 4 Bjorn Wirdheim/Hironobu Yasuda (Nissan); 5 Hiroaki Ishiura/Juichi Wakisaka (Lexus); 6 Kohei Hirate/Yuji Tachikawa (Lexus). **Points** 1 Quintarelli/Yanagida, 78; 2 Hirate/Tachikawa, 54; 3 Ishiura/Wakisaka, 49; 4 Joao Paulo de Oliveira/Tsugio Matsuda, 44; 5 Takuya Izawa/Naoki Yamamoto, 41; 6 Kazuki Nakajima, 37.

TTA GOTHENBURG ARENA (S), SEPTEMBER 29, RD 8/8

Not so quiet for Bjork

THED BJORK DOMINATED the final round of the inaugural TTA season at Gothenburg Arena last weekend, while fourth spot for Fredrik Ekblom was enough to give the veteran the title.

Bjork pulled away from pole position in his Polestar Volvo, but Richard Goransson's mid-distance crash wiped that out as the safety car was deployed.

When racing resumed he was able to pull clear again of Linus Ohlsson, who had to win to stand any chance

of landing the title. Ohlsson was even denied second when Daniel Haglof slotted the sister Team Tido Saab past with a handful of laps left. Ekblom was just half a second behind Ohlsson come the chequered flag.

It was an especially good day for Ekblom as his result also helped make Polestar Racing and Volvo the champion team and manufacturer of 2012 too.

● Carl Svensson

RESULTS

1 Thed Bjork (Volvo S60), 43 laps in 35m33.832s; 2 Daniel Haglof (Saab 9-3), +2.751s; 3 Linus Ohlsson (Saab); 4 Fredrik Ekblom (Volvo); 5 Robert Dahlgren (Volvo); 6 Martin Ohlin (BMW SR). **Points** 1 Ekblom, 151; 2 Ohlsson, 126; 3 Bjork, 121; 4 Fredrik Larsson, 85; 5 Dahlgren, 69; 6 Richard Goransson, 58.



Bjork leads the pack

IN BRIEF



Iliev won at home

IRC

Bulgarian privateer Dimitar Iliev (Skoda) won a poorly-contested Rally Sliven by 11.2s from Petar Gyochev (Peugeot). Krum Donchev was third in another 207.

FRENCH GT

Ex-grand prix winner Olivier Panis and Eric Debard won race one at Le Mans in their Sofrev Ferrari. They led the second home too, but a penalty for a collision handed the spoils to ART McLaren pair Laurent Pasquali/Ulric Amado.

VLN

Bernd Schneider and Jeroen Bleekemolen won in their Black Falcon Mercedes, 47 seconds ahead of the Manthey Porsche of Romain Dumas/Timo Bernhard/Jochen Krumbach.

GERMAN F3

It was smiles for the Motopark-run Lotus team at Hockenheim. Jimmy Eriksson won two races and became champion, while Artem Markelov took the reversed-grid race. Lucas Auer (Van Amersfoort Racing) was second in points and rookie champ.

ADAC FORMEL MASTERS

Another Motopark/Lotus man, Marvin Kirchhofer, took the title with a triple win at Hockenheim. Neuhauser driver Gustav Malja, who led coming into the weekend, was on the podium each time.

ADAC GT MASTERS

MS Mercedes duo Sebastian Asch/Maxi Goetz took the title by winning the Hockenheim finale from the Schutz Porsche of Sean Edwards and main title rival Christian Engelhart. Dominik Schwager/Claudia Hurgten (Schubert BMW) won race one.



Mercc pair took title

MY SEASON JACK HAWKSWORTH

The British racer's move to the US has paid off with a series win in Star Mazda



"I didn't know what to expect from ovals. It looks really easy on TV, but when you get out there you realise it's a bit more difficult"

Hawksworth has taken Star Mazda by storm

The first part of Jack Hawksworth's story is familiar. Moving from karts to Formula Renault UK in 2010 (first in the Winter Cup, then the full series in 2011) confirmed he had raw talent enough to pursue a career in racing. But the financial barriers to taking the next step posed a problem.

Luckily for the 21-year-old Bradford native, his manager Chris Arfield had a solution: move his charge to the US and get him on the Road to Indy ladder, where champions in each series – USF2000, Star Mazda and Indy Lights – win a scholarship towards the next series up. Hawksworth duly signed for Team Pelfrey in Star Mazda.

"[Star Mazda] was a bit of a risk," Hawksworth admits. "But it paid off."

Quite. By end of the year, he'd broken the championship records for victories (eight), pole positions (five) and fastest laps (11) to see off pre-season title favourites Connor De Phillippi and Sage Karam, and claim the title at Laguna Seca with one round still remaining.

Explaining the reasoning behind his move to the States, Hawksworth says, "I'd followed IndyCar for a while, and racing in the USA was something I'd always been fond of. And with so many British drivers such as Dan Wheldon and Dario Franchitti doing well, US racing was already well known in the UK.

"The greatest appeal of Star Mazda was that there was a guarantee in place that if you did your job right, then

there'd be something behind you for the following season."

The main concern for every foreign driver arriving in the US is learning how to race on ovals. Hawksworth faced two in his first season in the States – IRP and Iowa – and while he admits it was a shock to the system, he showed some signs of progress. He qualified and ran in the midfield at IRP, but managed to get himself onto the front row of the grid at Iowa before crashing out of the race.

"I didn't know what to expect from ovals," he says. "Obviously it looks really easy when you watch it on TV, but when you get out there you realise it's a bit more difficult. Even after the Iowa race I still felt like a complete rookie, so I'm sure there are a few years of learning left in me regarding that part of the game. But it was fun."

Hawksworth is viewing his US campaign as a long-term project in the hope of carving himself a career in IndyCar, and the linear Road to Indy system (coupled with his scholarship for winning in Star Mazda) means that the Brit's winter will be spent lining up a place on the 2013 Indy Lights grid, and trying to win the McLaren AUTOSPORT BRDC Award. 🏆

HAWKSWORTH CV

Age 21
Born Bradford, UK
2012 1st in American Star Mazda (8 wins)
2011 4th in Formula Renault UK (1 win)
2010 3rd in Formula Renault Winter Cup
2004-2010 karting

America has proved a smart move for the Brit



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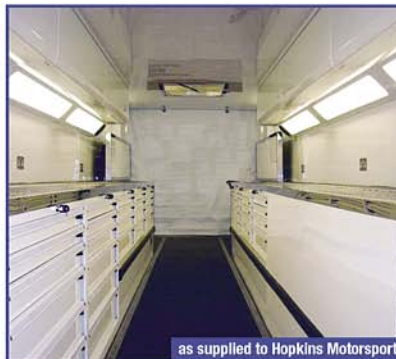


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Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP

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Lotus F1 Team	Control Systems Track Support Engineer	4 October 2012
Mercedes Petronas AMG Formula One Team	Model Designer	4 October 2012
Simpson Race Exhausts	Race Car Exhaust Fabrication welder	4 October 2012
Williams F1	Aerodynamic Test Facilities Development Engineer	4 October 2012

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**SENIOR SIMULATION ENGINEER
REF: CF1/SSIME/130/12**

The Simulation Group of Caterham F1 Team are looking to recruit an experienced software developer to develop and maintain the Group's custom simulation tools. Candidates must have demonstrable knowledge of:

- Race car vehicle modelling techniques, including quasi-static lap time simulation
- At least 3 years of commercial experience in .Net software development using C#, although some VB.NET would be useful. C++ would be an advantage.
- Analysis, design and support of software systems to meet user requirements
- Experience with SQL Server 2008 R2, OOP and Unit testing
- Experience with WPF would be beneficial
- A solid understanding of vehicle dynamics. Experience of data analysis methods will also be an advantage.

**AERO GROUP LEADER – SPECIAL PROJECTS
REF: CF1/AGLSP/120/12**

The Simulation Group of Caterham F1 Team are looking to recruit a software developer to help maintain and update the Group's custom software applications. Candidates must have demonstrable knowledge of:

- At least 3 years of commercial experience in .Net software development using C#, although some VB.NET would be useful.
- Experience with SQL Server 2008 R2, OOP and Unit testing
- Experience with WPF would be beneficial
- Analysis, design and support of software systems to meet user requirements
- Enthusiasm, self-motivation and the ability to work under pressure
- The ability to work well within a team and to tight deadlines
- Understanding of physics and mechanical engineering fundamentals would be an advantage working processes.

COMPOSITES LAMINATORS & COMPOSITES ASSEMBLY TECHNICIANS - REF: CF1/COMP/132/12

Due to expansion, Caterham F1 is looking for full-time Composites Laminators and Composites Assembly Technicians to join their F1 effort.

The ability to work well within a team, whilst also requiring minimal supervision is a necessity, along with a flexible approach to working hours.

The successful candidates will be expected to produce high quality components to tight deadlines, working from supplied drawings and work instructions.

Previous F1 experience is preferred.

**ADVANCED PROJECTS DESIGNERS
REF: CF1/ADVPROJ/133/12**

We have established a requirement to increase our ability to take on long-term projects whose scope extends beyond any current season, through the formation of an Advanced Projects Group. Working for the Chief Designer, you will undertake work on a variety of large full-size projects. Awareness of the whole car performance and your influence upon it via your designs is expected. You currently operate at a senior level in an established team, and have a minimum of 5 years experience in such a role. An excellent working knowledge of CATIA V5 and the ability to fully design and carry out relevant calculations on complex systems from brief project specifications are a must.

FABRICATOR/WELDER – REF: CF1/FAB/134/12

If you wish to be considered for this post, please email hr@caterhamf1.com quoting the reference number, Attaching an up to date CV and indicating your salary expectations. Closing date for applications: 18th October 2012



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It is essential for the successful applicant to have strong leadership and organisational skills, with the ability to work closely with other team members, and enjoy the challenge of working in a high pressured, time sensitive environment. As a requirement for this position you will need previous experience in a Motorsport (ideally Formula One) build environment, with a BTEC NC in Electrical or Electronic Engineering (or equivalent).

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We currently have an exciting opportunity within our Aerodynamics Department for a Mechanical Design Engineer.

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The successful applicant will be highly motivated, a good communicator, and be able to work to tight deadlines. We are seeking a candidate with a flexible approach to hours and location, as this role will be required to work across all of Red Bull Technology's sites. An Engineering background is preferable in either the Automotive or Aerospace Industries. Engineering Graduates are also encouraged to apply.

To apply, please email recruitment@redbullracing.com quoting the reference number and attaching your CV and covering letter. Please also detail where you have seen the role advertised and your current salary details.

CLOSING DATE FOR APPLICATIONS: 18TH OCTOBER 2012

For details of available opportunities at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.redbullracing.com

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Award finalists revealed

Six drivers will battle for the 24th McLaren AUTOSPORT BRDC Award



Award winner will get McLaren F1 test chance

THE SIX FINALISTS FOR THE 2012 McLaren AUTOSPORT BRDC Award were announced at the end of last week.

The selected drivers are Formula Renault NEC frontrunners Jake Dennis, Josh Hill and Jordan King, Star Mazda champion Jack Hawksworth, Formula Renault Eurocup podium finisher Melville McKee and Formula Renault BARC title contender Josh Webster.

All six are debut Award finalists and will be assessed in Formula 2, Mercedes DTM and McLaren GT cars at Silverstone in November by a panel of judges.

The panel includes ex-Formula 1 racer and BRDC president Derek Warwick, two-time BTCC champion Jason Plato, DTM ace Jamie Green, McLaren head of vehicle engineering Mark Williams, experienced circuit commentator Ian Titchmarsh, and AUTOSPORT's Kevin Turner and Marcus Pye.

The winner, who will be revealed at the AUTOSPORT Awards in London in December, will receive £100,000, a McLaren F1 test drive, full BRDC membership and a TW Steel watch.

THE CHOSEN SIX

The Britons fighting for £100,000 and an F1 test



JAKE DENNIS Age 17
Leading Formula Renault NEC with Fortec Motorsport
"I knew I had a good chance, but to make it in is a big achievement. It'd be nice to do the RSF double after Oliver Rowland won it last year."

JACK HAWKSWORTH 21
Star Mazda champion with Team Pelfrey
"It's a big prize. It's nice people have been watching me in the States. It was a gamble to go, but there weren't really any other options."

JOSH HILL 21
Third in Formula Renault NEC with Fortec Motorsport
"It's always been on my mind this season. We've been careful with what I've raced to stay eligible. It'll be an invaluable experience."

JORDAN KING 18
Second in Formula Renault NEC with Manor MP
"I hadn't thought about it at all - I'm shocked. The DTM is the F1 of touring cars. I've never driven anything with a roof."

MELVILLE MCKEE 18
Seventh in Formula Renault Eurocup with Interwetten
"My grandfather [Michael] is a member of the BRDC. The season didn't start as well as hoped, so we've had to make up ground."

JOSH WEBSTER 18
Second in Formula Renault BARC with MGR
"Getting selected is a massive boost. You have to adapt quickly to the cars so I have to do my homework. It's going to be tough so I have to be ready."

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com



LAST WEEKEND'S BRITISH GT

finale at Donington Park was probably the best race I have reported on for AUTOSPORT.

The championship's first event on live television produced two hours of fantastic wheel-to-wheel racing and a five-way title shootout that had audiences gripped.

Four crews staked a claim to the crown at different points in the race before the Motorbase Porsche of Daniele Perfetti and Michael Caine emerged victorious, making this the second consecutive season in which the overall British GT champions have failed to win a race.

No matter. It was epic viewing that lent yet more weight to the argument that British GT is the UK's premier championship right now.

The trouble is, not enough people know about it. The prime-time terrestrial TV exposure afforded to the BTCC means most paying punters probably have no idea British GT even exists.

That's a shame, because GT racing is on a massive upward trajectory, featuring heavyweight manufacturers such as Aston Martin, Ferrari, Porsche, BMW, Lamborghini, Mercedes, Nissan, Chevrolet, Audi and McLaren.

Martin Whitmarsh dropped in to Donington as MP4-12Cs took a clean sweep of GT1 and GT3 race wins, and (if he stuck around to see it) can't fail to have been impressed by the sheer quality of British GT's final race of 2012. Let's hope 2013 is even better.

Extra contact details

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





RENAULT CLIO CUP

NEW CLIO ON TRACK

The new 1.6-litre turbocharged Renault Clio Cup car made its circuit debut at Paul Ricard's World Series event last weekend. The car will race in Europe next season before joining domestic series such as the Clio Cup UK in 2014.

SPEED EuroSeries

Ex-F1 squad to go SPEED racing

OSELLA IS THE LATEST TEAM with Formula 1 pedigree to sign up for the SPEED EuroSeries.

The Italian squad, which raced in F1 from 1980-90, will go up against Ligier and Wolf machinery in this weekend's Barcelona event in a link-up with the reformed Ermini sportscar marque.

They will field a Honda-engined version of Osella's successful PA21 hillclimb chassis, fitted with parts designed for the new Ermini 686 due to be unveiled next year.

Ermini managing director Giovanni del Vecchio, whose group bought the rights to the Ermini brand in 2007, said: "The Ermini 686 builds on the success of the PA21. We have some evolutions that we want to test in competition,



Osella will use SPEED to develop Ermini parts

which is why we are doing Barcelona.

"The plan is to go further in racing with the Ermini brand, but so far we have made no decisions about 2013."

Fabio Francia, whose father Giorgio failed to qualify an Osella for the 1981 Spanish Grand Prix, and Davide Uboldi will race the PA21 EVO this weekend.

The Ligier marque was restarted by ex-Formula 1 boss Guy Ligier in 2004 when he took over Automobiles Martini. The Italian Avelon squad has built the Wolf on behalf of the company that owns the Wolf Racing trademark.

InterSteps

InterSteps champ to Euro Renault

NEWLY CROWNED INTERSTEPS champion Matt Parry will graduate to Formula Renault next season with Fortec Motorsport.

Former British Formula Ford racer Parry, 18, switched to the InterSteps championship for ex-Formula BMW cars this year and clinched the title with his 13th win of the season at Croft last weekend.

Parry will stick with Richard Dutton's Fortec squad for next year and plans to begin testing soon ahead of a campaign in either the Formula Renault NEC or Eurocup.

"I knew coming into the weekend that I just needed to keep my head and rack up the points needed to make sure of the title," said Parry.

"Three podium finishes were good

enough, and helped maintain my record of being in the top three in every race I've finished [in 2012].

"I've enjoyed an excellent rapport with Fortec and it seems only right to move forward with the team next year. Winning the InterSteps title has given me even more belief that I can be successful and I can't wait to get started on next season."

Parry clinched InterSteps title at Croft



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Formula Renault Eurocup

Prema targets comeback in 2013 Formula Renault Eurocup

LEADING EUROPEAN FORMULA 3 squad Prema Powerteam is planning to return to the Formula Renault Eurocup next season.

Renault is updating its current two-litre single-seater for next year, in conjunction with Italian constructor Tatuus, and will re-select the teams that will take part in the Eurocup.

The team will run Italian Luca Ghiotto and Brazilian Bruno Bonifacio – second and third respectively with Prema in European Formula Abarth this season – in FRenault ALPS and NEC this autumn, and is confident of securing

a Eurocup entry for 2013.

Prema boss Rene Rosin, whose team won the 2001 Italian FRenault title with Ryan Briscoe and claimed a Eurocup and Italian double with Sauber F1 driver Kamui Kobayashi in '05, said: "Formula Renault is the only series at that level with a good level of competition. We've been doing Abarth, but with only 10 to 11 cars it's hard to convince drivers to put in good budgets.

"We stopped Formula Renault before because it was at a point in the cycle where it wasn't right for us, but now is definitely the time to come back."

Ex-Superleague Formula champion Adrian Valles has founded his own Formula Renault team, which will make its race debut in the penultimate round of the ALPS series at Mugello this weekend. FRenault 3.5 squad BVM also returns at the same meeting.



Tatuus will update FR2.0 for 2013

SPEED EuroSeries

Travis drummer to race a Wolf

VERSATILE RACER NEIL PRIMROSE is joining the SPEED EuroSeries with a Wolf chassis.

Primrose, who competes in historics, the VLN series on the Nurburgring Nordschleife, and the FunCup, will give his new Wolf-Honda GBO8 Group CN chassis its SPEED debut at Barcelona this weekend ahead of a full season in 2013. The car, to be co-driven in Spain by Radical racer James Swift, will be run by Greg Caton's G-Cat squad with factory assistance.

Primrose, who is the drummer for Scottish band Travis, said: "I tried the Wolf at Brands Hatch and I've never driven something that



Primrose will race SPEED Wolf at Barcelona

felt so rock-solid and reliable. This is part of a programme building up to the Le Mans 24 Hours."

Primrose plans to contest as many SPEED races next year as he can fit around Travis's recording commitments. He will be co-driven by an experienced sportscar racer and the car will still compete when Primrose is not available.

National Motorsport Week

Motorsport Week dates revealed

THE DATES FOR NATIONAL

Motorsport Week 2013 have been confirmed.

The initiative, run jointly by the Motor Sports Association and Motorsport Industry Association, aims to celebrate UK motorsport and encourage more people to get involved.

Next year's event will again centre on the British Grand Prix at Silverstone, and will run from June 29 to July 7.

MSA chief executive Colin Hilton said: "This year delivered even greater media coverage, thanks to the likes of David

Coulthard and Nick Fry lending their enthusiastic support, so the challenge is to keep the momentum going.

"I would urge all motor clubs to start thinking about how they might be able to recruit new members."



DC helped out in 2012

MARCUS PYE

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The voice of club motor racing



VSCC racers enjoyed their first Snett visit

Snetterton's delights have sometimes been well hidden across its 61 years. Under Jonathan Palmer's MotorSport Vision regime, however, the podunk dump it acquired post-Octagon has been transformed into a vibrant and attractive place to go racing, with excellent viewing, catering and family-friendly facilities.

While it can't boast sister circuit Oulton Park's scenery or topography, 'Snett's' airfield roots are now well concealed. Both tracks, the demanding Scalextric-like 300 and high-speed 200 configurations, welcomed historic sport last weekend. Each drew rave reviews from competitors.

In many ways, a racetrack reflects its staff and their passion for the place. Snetterton's compact team is unfailingly helpful, which gave Aston Martin Owners Club Racing (Saturday) and Vintage Sports-Car Club (Sunday) customers head starts. Unbelievably, while it placed a grid on an HSCC bill in 1984, the VSCC (founded in '34) had not previously hosted a meeting there.

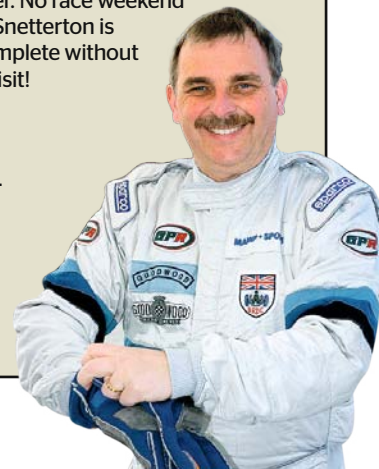
Its turnout of 200 drivers – close to Silverstone's Spring Start's in April – had a ball, filling the extended paddock with a magical array of cars, the sight, sound and aroma of which imbued it with a very special ambience. They raced hard too, exploring grip (and track) limits in entertaining an exceptional gallery of spectators. So taken were

local sages with a different type of event to the norm that they declared the VSCC Seaman Memorial Trophies bill "meeting of the year".

Having witnessed the triumphant return of ERA R11B, which won Snetterton's inaugural sprint in 1951, a mesmeric '50s sportscar race, a mighty aero-engined special victorious in a leading F1 engineer's hands, and hordes of glorious thoroughbreds and specials doing battle, everybody had their money's worth. Circuit management, club, competitors and customers all want it to happen again in 2013, preferably as the seasonal finale – so please prioritise the slot.

As well as fabulous sport, my weekend was made by Norfolk racing legend Jack Sears – who, at 82, had also attended events at Boulder (USA), Goodwood, Silverstone, and Spa in September! – presenting the Historic Seaman & Flockhart Trophy awards. And by a fine evening discussing Snetterton's illustrious past with AUTOSPORT's long-time resident photographer Richard Styles and artist/historian Andy Kitson at fabled nearby eatery Nick's Diner, to which I was introduced by former Team Lotus and McLaren F1 engineering guru Steve Hallam. Established more than 25 years, it's now better than ever. No race weekend at Snetterton is complete without a visit!

“Snetterton has been transformed into a vibrant and attractive place to go racing”



GDS ENGINEERING LTD IS PROUD AND EXCITED TO ANNOUNCE THE APPOINTMENT OF ALISTAIR FRARY.



Alistair will join the Brackley team as World Wide Technical Director as of 1st October 2012. Bringing 38 years worth of experience with him, his knowledge and acumen will be invaluable and something that cannot be found in the recruitment market place. Alistair is synonymous with seeing the transformation of motorsport garages from cold, damp miserable places, to 'high tech' showroom areas with practical and productive, yet smart and professional facilities. Turning his attention to motorsport in the mid nineties from a long and distinguished career in exhibition design and production, Alistair has become globally known throughout the industry and his appointment will be a major thrust for the future rapid expansion of GDS.

'I'm very excited about joining GDS. I have had very many messages of support and best wishes from so many good friends in motorsport that I am extremely proud. To begin with, I will be working on expanding the production side of the business, but in a few months, the portfolio of innovations will be greatly expanded.' reported Alistair. GDS have enjoyed an excellent year of growth, and have been working hard on developing new walling products that will be launched at the Professional Motorsport World Expo in Cologne in November this year. With the expansion of our fabrication department and new products in this field also, Alistair's involvement will clearly benefit all parties in being able to bring these new products to the market place far sooner than we could have ever have expected, we are truly delighted and excited by the future prospects.

For further information or enquiries please contact
Guy Lees-Milne, Operations Director, GDS Engineering Ltd, guylm@granddesignsystems.co.uk

CONGRATULATIONS **JOSH WEST**



Winner HFF race Brands Hatch September 23rd. – Pole position – Fastest lap

Speedsport Historic Race engineering | 01327 858167 | www.speedsport.co.uk



R600 REVEALED

Caterham has unveiled the slick-shod racer that will form the basis of its new R600 Superlight series in 2013. The new car will feature a supercharged engine capable of making 275bhp.

Formula Renault BARC

Team USA drive for Brabham

Grandson of triple F1 champion to join Formula Renault field at Silverstone

MATTHEW BRABHAM, GRANDSON of three-time Formula 1 world champion Jack, will make his Formula Renault BARC debut at Silverstone this weekend, after winning one of this year's three Team USA Scholarships.

Recently crowned USF2000 champion Brabham, 18, will make his UK race debut in this weekend's 32-car FR BARC finale with Cliff Dempsey

Racing. He will also contest the two-round Winter Series with the team.

Brabham said: "My grandfather, dad [Geoff] and uncles [David and Gary Brabham] all raced in the UK and I've heard all the stories of those times so it's always been one of my aims to come to Silverstone to race.

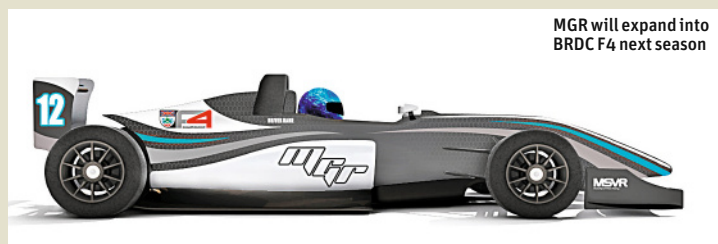
"I've watched some of the racing on YouTube and it looks fantastic

so I can't wait to get out there."

Fellow Scholarship winners Jack Mitchell Jr (a frontrunner in Skip Barber and the Canada-based F1600 series) and Tristan Nunez (the IMSA Prototype Lites points leader) will join up with CDR to do the Formula Ford 1600 Festival at Brands Hatch later this month, and November's Walter Hayes Trophy event at Silverstone, as their prize.

BRDC F4

MGR and CDR join new F4 series



MGR will expand into BRDC F4 next season

TOP FORMULA RENAULT BARC outfit MGR and F3 Cup squad Chris Dittmann Racing will be on the first BRDC Formula 4 grid in 2013.

The two teams join Lanan Racing, MTECH Lite, and HHC Motorsport in committing to the new series.

MGR boss Mark Godwin said: "This year has been very successful for us, having four drivers in the top eight in FR BARC and narrowly missing out on winning InterSteps at the first attempt with Matt Mason, so hopefully we can continue this success into F4 in 2013."

Dittmann added: "The concept is exactly what British motorsport needs at the minute and it will be an excellent way for young karters to progress up the single-seater ladder. It's great for our team to expand."

BRDC F4 will also award a Privateers' Cup, aimed at 'lads and dads' entries, for its inaugural season with a prize of £5000.

The initiative is backed by the Yoozoom Telecom concern of Alex Deighton - the 1994 Formula First champion and a former McLaren AUTOSPORT BRDC Award finalist.

HSCC

Forward to Dijon for Britain

HISTORIC ACE DEAN FORWARD will represent Britain in the Historic F3 European Nations Cup competition at Dijon-Prenois this weekend.

Teams from France, Germany, Monaco, Switzerland and Sweden will take on two squads from the UK at the event, promoted by pere-et-fils Patrick and Louis Quiniou.

The British squads of Forward, Jim Timms (Brabhams) and Keith Messer (Vesey), and Stuart Tizzard (Chevron), Jim Chapman (Lotus) and Tim Kary (Brabham), plus reserves Jon Waggitt and Andrew Thorpe, start favourites.

German quartet Roland Fischer, Robert Retzlaff, Max Blees and Klaus Bergs looks strong but, like the home side of Francois Derossi and Maurice Slotine, could do with an extra runner to be at full strength, as only two per team score. Leif Bosson, Juerg Tobler and Mark Linstone head the Swedish, Swiss and Monegasque challenges.

IN BRIEF

Smith tested SR3 at Donington



RADICAL CLUBMAN'S CUP POINTS

leader Bradley Smith will make his debut in the European Masters/UK Cup rounds at Donington Park this weekend, sharing a works SR3 with James Abbott. Richard Sykes and Charlie Kemp will also make their series debuts in an HHC-run SR8.

SIX YOUNG BRITISH DRIVERS WILL

appear in a new series entitled *Britain's Next F1 Star* on the Sky Sports F1 channel over the next two months. The six drivers are Seb Morris (to be first aired today, October 4), Jordan King (Oct 11), Josh Hill (Oct 25), Alice Powell (November 1), Dean Smith (Nov 15) and Alex Brundle (Nov 22).

BRITISH HILLCLIMB FRONTRUNNER

and GWR Raptor pioneer Lee Adams announced he is quitting the sport at the 2012 Loton Park finale last weekend. Adams, who has taken seven wins in three seasons in the British series, cited costs, travel from his Peterhead base, and loss of working time as the reasons.

INTERSTEPS RACER LIAM VENTER

was a spectator for the final rounds at Croft last weekend, but will be making his Renault NEC debut with Falcon Motorsport at Spa later this month.

ONE HUNDRED TEAMS OF

schoolchildren will contest the annual Greenpower National Finals race event at Goodwood on October 14. The four-hour race for custom-made, battery-powered cars, which aims to inspire children into engineering, is free to the public.

RACE DEBUTANT BEN GULLIVER

finished seventh in the Aston Martin GT4 Challenge at Snetterton last Saturday, sharing a BGC car with Dan Shepherd. The banker, his wife and young family duly emigrated to Australia the following morning, but Gulliver plans to continue racing having "loved every second".

GINETTA GT SUPERCUP RACER

Declan Jones, 17, last week tested sponsor Peter McLaughlin's Chevron B16 at Aintree, where designer Derek Bennett shook down the prototype in 1969.



Jones drove B16 at Aintree



Grist's Alfa was a Snett winner

VSCC SNETTERTON, SEPTEMBER 30

Humphrey's heroic homecoming

KEN WHARTON'S BEST

Time of the Day in ERA R11B 'Humphrey' at an AMOC-run sprint in October 1951 presaged motor racing at Snetterton. Cheered on by spectators six-deep at Murrays, the 1936 car pulled 140mph in David Morris's hands to win last Sunday's Historic Seaman Trophy race at the Vintage Sports-Car Club's first meeting at the venue.

Morris's job was eased when principal rival James Baxter stalled his 3.5-litre Frazer Nash at the start, but the former Team Lotus mechanic held a brilliant second overall behind the post-war Flockhart Trophy-contending Lotus 16 of Philip Walker until Michael Steele (Connaught) and Fred Harper (Kurtis-Offy Indy Roadster) belted past.

Morris's triumph, his eighth in the annual competition, equalled his late father Martin's total in R11B, which now sits five clear of R5B 'Remus' on the VSCC's roll of honour. Sean Danaher's Maserati 6CM and Robert Cobden's potent Riley Falcon Special were next up in the Seaman section. "It wasn't me, it was the car," said Morris.

Walker topped his Flockhart success by winning a stupendous Hawthorn Memorial Trophy sportscar battle aboard his Lotus 15. The freight logistics king cornered on the limit to outrun the thundering 160mph V8 beasts of Julian Majzub (Sadler-Chevrolet) and Tony Bianchi (Allard-Cadillac) as they darted through traffic. "I needed to gain 200 yards in the corners to stay ahead of Julian on the straights," beamed Walker.

Majzub – whose car raced at Snetterton in 1957 with Canadian constructor Bill Sadler up – reckoned

he'd been "a bit too complacent" as he acknowledged his rival's brilliant drive.

Mercedes-Benz F1 engineer Dr Robin Tuluie wrestled his wonderful self-built Menasco aero-engined Riley special to a second successive Vintage Seaman Trophy, leaving the Bugatti T35B of Chris Hudson and the Morgan Super Aero of Sue Darbyshire in his wake. "It is a handful; it always wants to go sideways," said Tuluie. "I've not been to Snetterton before, but it's a lovely track."

Will Mahany commuted from the Bahamas to land his eighth successive Spero Trophy (for 1100cc unsupercharged or 750cc blown cars) in his HRG. Pursuer Christian Pedersen (Austin 7 Monoposto) headed off Matt Johnson's attractive Austin/MG LA Special, as Paul Lawrence (A7 Ulster) reclaimed Voiturette Trophy honours.

Fast-starter Nigel Ashman built just sufficient lead in the superb 500cc Formula 3 race to win after "a couple of mistakes" enabled poleman Simon Frost to reel him in.

Star of the show, though, was Simon Brown, who started his Cooper Mk4 on row 13 following magneto problems in qualifying and



Morris and 'Humphrey' were on fine form



Walker's Lotus 15 beat the V8 brutes

hurtled through to an establishment-shaking third.

Matt Grist growled his magnificent Alfa Romeo Tipo B to Redgate Mug victory, but it was a pity that Neil Twyman's 8C Muleta (restyled per a 1932 Targa Florio car) stopped with a misfire. Mahany's HRG and John Guyatt's Talbot Lago chased Grist in, while Ian Standing (Riley) won Guyatt's popular Owner-

Driver-Mechanic's series with a solid 11th place.

Ewen Getley split the Rileys in his boldly-conducted Bentley in the Donington Mug finale, but David Pryke just stayed ahead after a fine early tussle with Tim Kneller.

The splendid Amilcar Rapier of Julian Grimwade and Robert Cobden's Riley Falcon Special took the two short, sharp scratch races. Tony Seber (Wolseley

Hornet Special) and Andrew Kellock's gorgeous Fiat AC chased Grimwade, while Pete Candy's misfiring Riley Super Rat and Eddie Gibbs' swift single-seater Frazer Nash kept Cobden focused.

Andrew Mitchell (HRG) pipped Alastair Pugh's Frazer Nash/BMW 328 in the opening handicap and there was no stopping Tony Stephens in the second.

● Marcus Pye

HISTORIC SEAMAN & FLOCKHART TROPHIES (12 LAPS) 1 Philip Walker (Lotus 16); 2 Michael Steele (Connaught C-type) +24.39s; 3 Fred Harper (Kurtis Indy Roadster); 4 David Morris (ERA R11B); 5 Simon Diffe (Connaught B-type); 6 Sean Danaher (Maserati 6CM). **Fastest lap** Walker 1m27.38s (80.42mph). **HAWTHORN TROPHY FOR 1950s SPORTS RACING CARS (10 LAPS)** 1 Philip Walker (Lotus 15); 2 Julian Majzub (Sadler-Chevrolet Mk2) +0.28s; 3 Tony Bianchi (Allard-Cadillac Farrelac); 4 Peter Rutt (Lola Mk1); 5 Steve Hart (Maserati 300S/c); 6 Matt Grist (HWM-Jaguar). **FL** Walker 1m25.49s (82.20mph). **VINTAGE SEAMAN TROPHY (10 LAPS)** 1 Robin Tuluie (Riley

Menasco Pirate); 2 Chris Hudson (Bugatti T35B) +22.99s; 3 Sue Darbyshire (Morgan Super Aero); 4 Clive Morley (Bentley 3/4½); 5 Nicholas Topliss (GN Gnome); 6 James Knapp (Frazer Nash Sportop). **FL** Tuluie 1m36.79s (72.60mph). **50th ANNIVERSARY SPERO & VOITURETTE TROPHIES (6 LAPS)** 1 William Mahany (HRG Le Mans); 2 Christian Pedersen (Austin 7 Monoposto) +10.35s; 3 Matt Johnson (Austin/MG LA Special); 4 Paul Lawrence (Austin 7 Ulster Spl); 5 Mark Elder (Austin 7 Sports Spl); 6 Barry Foster (MG C-type Montlhery). **FL** Mahany 1m43.43s (67.94mph). **500cc F3 (6 LAPS)** 1 Nigel Ashman (Cooper-Norton Mk11); 2 Simon Frost (Martin-Norton

+1.84s; 3 Simon Brown (Cooper-JAP Mk4 1100); 4 Mike Fowler (Cooper-Norton Mk5); 5 Roy Hunt (Martin-Norton); 6 Nigel Challis (Cooper-Norton Mk8). **Class winners** Brown; Richard Bishop-Miller (Revis-JAP). **FL** Brown 1m39.57s (70.58mph). **REDGATE MUG STANDARD & MODIFIED PRE-WAR SPORTSCARS (8 LAPS)** 1 Matt Grist (Alfa Romeo P3 Tipo B); 2 William Mahany (HRG Le Mans) +6.16s; 3 John Guyatt (Talbot Lago T150C); 4 Mark Brett (Ballamy-Ford V8); 5 James Knapp (Frazer-Nash Sportop); 6 Nicholas Pellett (Talbot AV105). **FL** Grist 1m42.29s (68.70mph). **DONINGTON MUG SPECIAL SPORTSCARS (8 LAPS)** 1 David Pryke (Riley 12/4 TT Sprite Rep);

2 Ewen Getley (Bentley 3/4½) +0.94s; 3 Tim Kneller (Riley 12/4 Spl); 4 Richard Iliffe (Riley Kestrel 12/4 Spl); 5 Justin Hart (Riley Big Four Spl); 6 Durward Lawson (Riley Spl). **FL** Pryke 1m43.20s (68.09mph). **PRE-WAR SCRATCH (6 LAPS)** 1 Julian Grimwade (Amilcar Rapier); 2 Tony Seber (Wolseley Hornet Spl) +2.98s; 3 Andrew Kellock (Fiat AC); 4 Matt Johnston (Austin/MG LA Spl); 5 Geoff Toms (Fiat 508S); 6 Peter Butler (Bentley 3/4½). **FL** Grimwade 1m40.61s (69.85mph). **RACE 2 (5 LAPS)** 1 Robert Cobden (Riley Falcon Special); 2 Pete Candy (Riley Super Rat) +1.59s; 3 Eddie Gibbs (Frazer Nash SS); 4 Julian Grimwade (Amilcar Rapier); 5 Nicholas

Topliss (GN Gnome); 6 Simon Stokes (Riley Treen). **FL** Candy 1m33.03s (75.54mph). **PRE-WAR HANDICAP (5 LAPS)** 1 Andrew Mitchell (HRG 1½-litre); 2 Alastair Pugh (Frazer Nash/BMW 328) +2.32s; 3 David Pryke (Riley 12/4 TT Sprite Rep); 4 Simon Stokes (Riley Treen); 5 Tim Kneller (Riley 12/4 Spl); 6 John Clayton (Lagonda Rapier 2-seater). **FL** Rodney Seber (Wolseley Hornet Spl) 1m41.40s (69.30mph). **RACE 2 (5 LAPS)** 1 Tony Stephens (Vauxhall A/D-type); 2 Oliver Richardson (MGC-type Montlhery) +3.31s; 3 Fred Boothby (MG J2); 4 Garry White (Riley 12/4 Spl); 5 Stuart Rose (Austin 7 Ulster); 6 Stephen Walley (Alvis Firebird). **FL** Boothby 1m55.54s (60.82mph).



Moran (left) lost his hillclimb crown to Willis

EUROPEAN RALLYCROSS ESTERING, SEPTEMBER 30

Doran ends 2012 on a high with victory

LIAM DORAN WON THE final round of the European Rallycross Championship and clinched the runner-up spot in the series at the end of an arduous event run in mixed conditions on the Estering near Hamburg.

Going to Germany on the back of second place and a consistently strong performance in Finland the previous weekend, Doran hit the ground running and topped practice. The qualifying heats were good, but not spectacular, and the Englishman went to the A final grid in fourth place.

With the title already in the pocket of Russian Timur Timerzyanov (who raced here but played things steady and slipped to the back of the B final when a puncture slowed his Citroen DS3), interest was

in the battle for second in the standings. Tanner Foust held the spot but opted for Global Rallycross in Las Vegas over Hamburg, which left the prospect of a Doran-Davy Jeanney duel.

While Doran was there or thereabouts in the heats, Jeanney bagged pole. Fastest in the first heat, the Frenchman was second in both of Sunday's races, in which fastest times were set by Belgian Michael De Keersmaecker and Swede Peter Hedstrom.

A clash between Hedstrom and Pavel Koutny's Ford Fiesta caused a red flag in the A final, and the second start gave Doran the chance to adjust his start strategy. This time the DS3 flew from the grid, zipped between Jeanney and Hedstrom and hit Turn 1



Doran defeated Jeanney to secure second in the points

one a length or so ahead.

Jeanney closed the gap a little and it became apparent that this would be down to the Joker Lap. Doran dived in at the end of the penultimate lap, leaving Jeanney with the last tour in which to try to build a winning gap.

Cresting the gravel hill that leads to the Joker Lap entry, Jeanney ran wide and clipped the banking. It cost a second, perhaps two. Doran was there and retook the lead before Jeanney even got to the Joker Lap.

"I needed that, the whole team needed it," said an emotional Doran after the race. "We've established a new team and built and developed a new car while we've raced this year.

"We've been fast enough to win a few times, but this is the only race where it's all come together. A win and second in the championship is a great way to end, and lay a marker for 2013."

Fellow Brit Andy Scott won through to the main event from the B final, but damaged the suspension on

his Ford Focus and toured to the end in fifth place.

● Tim Whittington

RESULTS SUPERCAR A FINAL

(6 LAPS) 1 Liam Doran (Citroen DS3); 2 Davy Jeanney (C4) +2.3s; 3 Stig-Olov Walfridson (Renault Clio III); 4 Morten Bermingrud (C4); 5 Andy Scott (Ford Focus II); 6 Michael De Keersmaecker (Focus II); 7 Peter Hedstrom (Skoda Fabia II); 8 Pavel Koutny (Ford Fiesta VII). **FINAL POINTS** 1 Timur Timerzyanov (DS3), 148; 2 Doran, 104; 3 Tanner Foust (Fiesta), 100; 4 Jeanney, 100; 5 De Keersmaecker, 85; 6 Mats Lysen (Clio III), 83.



Willis secured his first title with a win

BRITISH HILLCLIMB CHAMPIONSHIP LOTON PARK, SEPTEMBER 30

Willis defeats Moran to take his first hillclimb title

TREVOR WILLIS TOOK his first British Hillclimb title, and the first for the OMS marque, with victory in the initial run-off at Loton Park last weekend.

Willis pipped chief rival and reigning champion Scott Moran with a time that would stand as the best of the day. That meant the

result of the final, rain-affected, shootout was academic as far as the destiny of the crown was concerned.

As it was, Willis took second and Moran spun at Triangle, while Will Hall emerged as the surprise winner of the 2012 finale. It was the Force-Nissan

driver's first victory since moving up to single-seaters four years ago.

It was also the first for an Ian Dayson-built Force, and one of his sportscars also finished third in the hands of UK road safety guru Graham Wynn.

Willis expressed quiet relief at gaining the title.

"This has been the culmination of so many years of effort for me and the rest of the small OMS team to whom this is dedicated," he said.

Moran was as

magnanimous as ever: "I am so pleased that Trevor has done this today. He has been such a great competitor and deserves it."

The final positions in the top-10 were settled by Hall's victory, with him taking seventh overall.

Roger Moran finished third overall, and has not been out of the top four since his 1997 championship win.

Jos Goodyear's fourth place is the highest yet for one of the modern multi-cylinder motorcycle-engined cars.

This season's outstanding improver, Goodyear also sealed his first national title by winning the class-based MSA Leaders Championship with a class win on the day, ahead of his GWR Raptor co-driver Lee Adams, who took sixth in the BHC table. ● Eddie Walder

ROUND 33 1 Trevor Willis (3.2 OMS-Powertec) 44.29s **BTD**. 2 Scott Moran (3.5 Gould-NME GR61X) 44.45s; 3 Jos Goodyear (1.6 GWR Raptor Extreme) 44.76s; 4 Roger Moran (GR61X) 44.90s; 5 Tom New (4.0 Gould-Judd GR55) 45.72s; 6 John Bradburn (3.5 Gould-Cosworth GR55) 45.94s; 7 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 46.14s; 8 Will Hall (3.5 Force-Nissan WH) 46.22s; 9 Lee Adams (Raptor Extreme) 46.56s; 10 Richard Spedding (1.6 Force-Suzuki PC) 47.52s; 11 Morgan Jenkins (2.0 Pilbeam-Vauxhall MP87) 48.45s; Alex Summers (1.3s DJ-Suzuki Firehawk) Fail.
ROUND 34 1 Hall 49.86s; 2 Willis 52.34s; 3 Graham Wynn OBE (1.6 Force-Suzuki LM001) 52.50s; 4 Menzies 52.88s; 5 Eynon Price (1.6 Force-Suzuki PC) 52.94s; 6 Spedding 53.38s; 7 Adams 53.62s; 8 Summers 54.40s; 9 Lynn Owen (1.6 OMS-Suzuki 25) 56.90s; 10 Simon Fidoe (1.1 Empire-Suzuki 002)

60.82s; Steve Marr (1.1 PCD-Suzuki Saxon) 62.47s; S Moran Fail.
Class winners Robert Lancaster-Gaye (3.6 Porsche Carrera) 59.47s; Dave Wilson (2.0 Caterham-Vauxhall) 54.57s; Simon Jenks (2.3 Caterham-Duratec CSR) 56.58s; Andrew Russell (1.2 Ginetta G15) 60.85s; Ralph Pindur (2.0 Peugeot 205) 58.26s; Tim Edwards (2.0 Ford-Cosworth Sierra RS) 58.29s; Mike Turpin (2.1t Vauxhall VX220) 55.49s; Andy Dunbar (2.0 Westfield-Vauxhall Sei) 53.42s; Ben Johnson (1.7 Mallock Mk20X) 54.11s; Wynn 51.38s; Terry Clifford (2.5 Pilbeam-Hart MP43) 52.55s; Dave Kimberley (0.6 Empire-Yamaha DS) 53.02s; Adam Steel (1.1 Martlet-Suzuki ASI) 49.43s; Andrew Henson (1.6 Van Diemen RF91) 58.76s; Goodyear 46.22s; Summers 45.60s **record**; Willis 44.71s.
FINAL POINTS 1 Willis, 261; 2 S Moran, 247; 3 R Moran, 205; 4 Goodyear, 194; 5 Menzies, 167; 6 Adams, 134; 7 Hall, 118; 8 New, 101; 9 Bradburn, 100; Spedding, 74.



AMR GT4 CHALLENGE SNETTERTON, SEPTEMBER 29

Full house for Frenchmen in Aston GT4 Challenge

AS THE SUN SET beautifully on the AMOC Racing season over Riches corner, and the full moon rose majestically over Coram, Frenchmen Olivier Bouche and Pierre Mantello maintained their unbeaten record in the AMR GT4 Challenge with a narrow victory over Stuart Hall and Chris Kemp.

Only Zandvoort, next weekend, stands between the Immun'age Osato crew and a 2012 clean sweep.

Ex-works Aston driver Hall was in a different class, though, his 1m59.855s pole time almost three seconds quicker than Bouche's best effort. The Pescarolo Le Mans teamster opened a minute's lead over Bouche before relaying Kemp in

the year's longest race, a mandatory three-stopper.

An intriguing tactical battle ensued as Kemp was overhauled by Mantello, whose lap times are getting closer to his team-mate's. Pursuer Alan Bonner (in Tom Black's car) also closed in, with Mike Brown, Mark Walker and Paul Whight (clawing ground back after Sid Sadique's early spin) chasing hard.

The race's pivotal point came on lap 53 when Black lapped Adrian Johnson at Coram, slid over the kerb and nosedived back into Johnson. "I should have waited," said the gutted Black, whose crippled machine was recovered under a safety car.

Having failed by four



Hall/Kemp (left) led but Bouche/Mantello (right) won

seconds to rejoin before the safety car passed, Hall's misfortune was to lose a lap. He drove like the chilly wind thereafter, cutting another sub-two-minute lap to cross the line 37s behind Bouche. That co-ordinator Jamie Wall imposed a 40s first stop penalty on Hall (on top of the obligatory two minutes) demonstrated astute thinking.

Two laps adrift, Dave West finished Mike Brown's car third ahead of Sadique/Whight (who served a drive-through for an unsafe pit release), with the next four two further circuits behind. The fight for sixth was captivating, the experienced Des Smail (in an early 4.3-litre car to his rivals' 4.7s) staving off Ben Gulliver who spun

at Hamilton in an outstanding race debut.

● Marcus Pye

RESULTS (82 LAPS) 1 Olivier Bouche/Pierre Mantello; 2 Stuart Hall/Chris Kemp +37.522s; 3 Paul Cripps/Mike Brown/Dave West; 4 Sid Sadique/Paul Whight; 5 Paul Bartley/Mark Walker/Stuart Patterson; 6 Desmond Smail/Julian Reddyhough. **Fastest lap** Hall 1m59.926s (89.12mph).



Smallridge's Tiger "ran out of revs" at 160mph

AMOC INTERMARQUE SNETTERTON, SEPTEMBER 29

Tiger, Tiger burning bright at long last for Smallridge

“THAT'S THE FIRST race it's finished, so I'm surprised but delighted to have won,” said William Smallridge having alighted from his awesome Sunbeam Tiger en route to the top step of the podium.

Recalcitrant on infrequent outings over the past two seasons, the former MG Midget champion's 500bhp monster pulled 7000rpm down the Bentley Straight (“I ran out of revs at around

160mph”) and lapped all bar Arthur and Boysie Thurtle's Chevrolet Camaro.

Greek Angelos Metaxa growled his modern Aston Martin GT4 past the Ferraris of Wayne Marrs (F355) and Paul Unsworth (550 Maranello), leaving Mike Johnson (Porsche 911SC) to engage them in a battle for third.

Johnson, with no pit crew to time him, did not know when his mandatory minute

stop had elapsed, thus fell behind Marrs – who finally took the title from triple champ Tristan Bradfield (Sunbeam Tiger) – and Tim Mogridge's F355.

Red flags flew when Metaxa's car conked out, promoting second Camaro crew John Shoesmith/Ray Barrow to the podium.

● Marcus Pye

RESULTS (19 LAPS) 1 William Smallridge (Sunbeam Tiger); 2 Arthur & Boysie Thurtle (Chevrolet Camaro) +1m01.564s; 3 John Shoesmith/Ray Barrow (Chevrolet Camaro); 4 Wayne Marrs (Ferrari F355); 5 Tim Mogridge (Ferrari F355); 6 Mike Johnson (Porsche 911SC). **FL** Smallridge 2m05.057s (85.46mph).

EQUIPE GTS SNETTERTON, SEPTEMBER 29

Andon trumps Foster

REIGNING THEIR battle in April's Equipe GTS season-opener at Silverstone, John Andon won a thrilling duel with Pete Foster in which their Triumph TR4As were split by less than a second over half an hour of racing.

Aston Martin DB4 stalwart Foster managed to engineer a way around ex-AC Cobra racer Andon by tracking him through Coram and diving left into Murrays two laps from home, only to be gobbled up again on the corner's exit.

Andon rubbed salt in his old pal's wounds with fastest lap next time round, but the wily retired airline pilot did not let him off the hook until the chequered flag had fallen.

Behind them, northern raider Colin Elstrop (TVR Grantura) shook off useful novice Will Linley

(MGB) to take third. Once he'd repelled Nick Smith (MGB), ex-MGA racer Richard McKoen was a lonely fifth in his TR4A.

Smith duly became embroiled in a tussle with Robert Rawe (Austin-Healey 100M) and Steve Winter (Porsche 911).

Winter got to the front of the trio, only to be caught and overtaken for sixth by fellow marque specialist Peter Tognola who had wriggled his 911 up from 11th on the opening lap.

● Marcus Pye

RESULTS (13 LAPS) 1 John Andon (Triumph TR4A); 2 Pete Foster (Triumph TR4A) +0.578s; 3 Colin Elstrop (TVR Grantura); 4 Will Linley (MGB); 5 Richard McKoen (Triumph TR4A); 6 Peter Tognola (Porsche 911). **Class winners** Elstrop; David Reed (Aston Martin DB2); David Beatty (Triumph Spitfire). **FL** Andon 2m25.613s (73.40mph).



Rutt's Mk1 Lola won Snett's 1950s Sports Car thrash

FORD XR CHALLENGE ANGLESEY, SEPTEMBER 29-30

Jones, Ellis and Brookfield share glory



Incongruous ST took an XR win

LOCAL KNOWLEDGE played into the hands of John-Ifan Jones as he won the initial Ford XR Challenge encounter.

The first man in trouble after a spin at the banking was Jason Hennefer, who dropped to the back of the pack having started on the front row.

Steve Poole took the flag in second, while Craig Brookfield was made to

work hard for the final podium place, as Michael Ellis's Fiesta ST pressured him hard before the race was curtailed due to Robert Clapton barrel-rolling out of the final corner, which wrecked the car.

Michael Heath kept tabs on championship frontrunner Brookfield with a fifth.

Andrew Lennie was the surprise package in race

two, adapting well to the wet conditions as he stormed over the field in his XR3, passing Brookfield and Poole. But he didn't quite have enough to claw past Jones for a podium spot.

This time round Heath managed to claim back valuable points in the championship as he took second overall and class honours, ahead of Brookfield in fifth.

But it was Ellis who managed to overhaul the older XRs to take the flag in his Fiesta ST.

The worst conditions of the day occurred in race three, where Brookfield made a storming start and proved uncatchable.

The battle between Poole and Ellis for second raged for 20 minutes, as Ellis tried every move in the

book to find a way past, but just couldn't.

Jones failed to carry his fast pace through to the end of the weekend and finished the final race in sixth.

● Matt Suckling

RESULTS (ALL 13 LAPS) 1 John-Ifan Jones (Ford Escort XR3i); 2 Steve Poole (Ford Fiesta XR2) +1.920s; 3 Craig Brookfield (XR2); 4 Michael Ellis (Ford Fiesta ST); 5 Michael Heath (XR2); 6 Steven McMurrugh (XR2). **CW** Poole; **ELLIS**. **FL** Jones 1m22.627s (67.53mph).

RACE 2 1 Ellis; 2 Heath +3.377s; 3 Jones; 4 Andrew Lennie (XR3i); 5 Brookfield; 6 Ralph Fernihough (XR2). **CW** Heath; Jones. **FL** Lennie 1m31.986s (60.66mph).

RACE 3 1 Brookfield; 2 Poole +1.440s; 3 Ellis; 4 Heath; 5 Fernihough; 6 Jones. **CW** Ellis; Jones. **FL** Ellis 1m32.110s (60.58mph).

IN BRIEF



Piper's Aston had sufficient credit

PRE-WAR HANDICAP

Aston Martin drivers scored a 1-2-3 as nobody could negate Keith Piper's two credit laps. Top qualifier Nick Pellett (Alta) was too sluggish, but Christian Pedersen (Austin 7 monoposto) lapped 10s quicker than practice and had Piper's International in sight when he spun and pitted with a slipping clutch.

1950s SPORTSCARS

Following a safety car period, Peter Rutt (Lola Mk1) repassed James Paterson (Lotus 11) to win. "I wouldn't show Peter the way round in practice so he followed me and learned too well," grinned local farmer Patterson. Steve Hart (Maserati 300S replica) chased them in.

FUN CUP

Team Spirit Fitness looked set for victory after leading for the best part of four hours, but a charging Team Racelogic, in the hands of Nigel Greensall, overhauled them to take victory.

FF1600 PRE-90

Stuart Jones (Reynard SF89) fought his way past David Murphy's Van Diemen RF85 to take the spoils in race one, along with the Star of Anglesey crown. Jones was then absent from race two, in which the win went to Murphy.

FF1600 POST-89

Luke Cooper (Swift SC10) got the initial jump in race one, before John Murphy's Van Diemen RF90 came through to win. David McArthur (Van Diemen LA10) showed the rest the way on Sunday as he carved up the field to take a comfortable win over Neil Winn's similar car and Team USA Scholarship finalist Jake Eidson (Ray GR08).

McArthur passes Murphy to lead



EURO SALOONS ANGLESEY, SEPTEMBER 29-30

Double Espresso for Rose as Cappuccino is denied

PAUL ROSE BROUGHT his Saker home to take top honours in both races as Wayne Schofield showed good speed in his little Suzuki Cappuccino.

Schofield picked his way through more powerful cars to snatch second in race one, ahead of Gary Prebble's Mitsubishi Evo.

Prebble ended race two on a charge and took 5s out of Rose, but ran out of time to get the job done.

Paul Spencer's Proport adapted well to a greasy track to grab third.

● Matt Suckling

RESULTS (14 LAPS) 1 Paul Rose (Saker); 2 Wayne Schofield (Suzuki Cappuccino) +1.987s; 3 Gary Prebble (Mitsubishi Evo RS); 4 Paul Spencer (Proport LM3000); 5 Andy Robinson (Ford Falcon); 6 Dave Cockell (Ford Escort Cosworth). **CW** Schofield; Prebble; Ilsa Cox (SEAT Leon Cupra); Nick Hayes (SEAT Leon Cupra); Chris Boon (Honda Civic Type R).

FL Rose 1m10.440s (79.21mph). **RACE 2 (17 LAPS)** 1 Rose; 2 Prebble +1.320s; 3 Spencer; 4 Schofield; 5 Tim Wheeldon (Saker GT); 6 Robinson. **CW** Prebble; Schofield; Derek Palmer (Nissan Primera); Hayes; Boon. **FL** Rose 1m11.366s (78.18mph).



Rose's Saker leads Prebble's Evo RS



Drennan (8) and Braden go at it

IRISH GLOBAL GT LIGHTS ANGLESEY, SEPTEMBER 29-30

Little Lights glow bright

SMALL AND MIGHTY the Global Lights certainly are, and plenty of action was seen across four races.

The man who came out on top in the qualification race was Peter Drennan, who managed to fend off half the field. Alan Byrne, who had swapped the lead with Drennan several times, came home in second spot.

Behind him it was a photo-finish for third as Mark Twomey snatched it on the last lap by 0.006s from Mark Braden.

Sunday's races provided more action as Jake Byrne held off the pack for race-two spoils, Drennan took another win in race

three, and Richard Finlay kept a five-car train at bay to take the finale.

● Matt Suckling

RESULTS (12 LAPS) 1 Peter Drennan; 2 Alan Byrne +1.252s; 3 Mark Twomey; 4 Mark Braden; 5 Ivor Miller; 6 Richard Finlay. **FL** Drennan 1m11.823s (77.69mph). **RACE 2 (10 LAPS)** 1 Jake Byrne; 2 Drennan +0.375s; 3 Braden; 4 Twomey; 5 Finlay; 6 A Byrne. **FL** Drennan 1m27.668s (63.64mph). **RACE 3 (11 LAPS)** 1 Drennan; 2 Braden +0.676s; 3 A Byrne; 4 Finlay; 5 Twomey; no other finishers. **FL** Drennan 1m21.476s (68.48mph). **RACE 4 (11 LAPS)** 1 Finlay; 2 Twomey +0.347s; 3 A Byrne; 4 Drennan; 5 Braden; no other finishers. **FL** Drennan 1m22.400s (67.71mph).



MINI SE7ENS CROFT, SEPTEMBER 29-30

Spark extinguishes his rivals' hopes with double

PAUL SPARK SECURED his third successive title in the best possible way, with a double win to round off the season.

Gareth Hunt made the best start in race one, but could only hold on until the chicane on the opening lap, where Spark took charge.

While Spark made good his escape from Hunt, Darren Thomas and Andrew Deviny enjoyed a good battle for third, as Nathan Burge tried to follow.

On the fifth lap of 10, Deviny went wide at Tower and Thomas was back in third, but Burge dropped out of the race.

The safety car then came out for two laps before battle recommenced. Spark eased clear again from the

green flag and won by well over three seconds. "I think I held them back a bit at the restart," he admitted.

Hunt had held onto second, but on the last lap the duelling Thomas and Deviny caught him.

"It jumped out of gear and I spun," said Hunt after dropping to fourth at the Complex.

"We had a bit of rubbing," Deviny admitted after finally clinching second from Thomas.

Spark and Deviny managed to break away at the start of race two, after Hunt had spun out of third at the chicane. Burge soon slid down the order from his third place, which promoted Kieren McDonald.

Up front it was win



Spark was too quick for his Mini rivals

number two for Spark, who in doing so claimed another Mini Se7en title.

Deviny made sure of another second place, but headway was being made into his advantage in the late stages by Ash Davies.

Davies and Thomas had indulged in a couple of

doorhandle-crunching moments at the Complex early on, before Davies reeled in McDonald, passing him into Clervaux.

McDonald held onto fourth from the closing Damon Astin, as Thomas faded to take seventh.

● Peter Scherer

RESULTS (BOTH 10 LAPS)

1 Paul Spark; 2 Andrew Deviny +3.697s; 3 Darren Thomas; 4 Gareth Hunt; 5 Tristen Knight; 6 Damon Astin. **Fastest lap** Spark 1m46.920s (71.54mph).

RACE 2 1 Spark; 2 Deviny +2.157s; 3 Ash Davies; 4 Kieren McDonald; 5 Astin; 6 James Coulson.

FL Astin 1m57.394s (65.16mph).



Fastres won wet finale

LEGENDS CROFT, SEPTEMBER 29-30

Davey dominates before rain mixes up Legends

CHANGING CONDITIONS brought a mixture of results in the Legends races at Croft.

Championship leader Lawrence Davey won both of Saturday's heats and led the final from Sunny on lap two, as John Mickel fended off James Holman and Ben Power for second.

Then Holman spun at the Complex and Davey found that oil from a leak had covered his front tyres, "I just went straight on at Sunny, no steering," he said.

Mickel then survived Power's attack to take the

win, with Davey third.

Dean Brace escaped for a dominant win in Sunday's opening heat. Matthew Pape successfully duelled with Holman for second, after Mickel spun exiting the Hairpin, forcing Davey onto the grass in avoidance.

It was looking good again for Brace in heat two before he "lost concentration a bit" and spun exiting the chicane. Richard Pocklington picked up the win, ahead of Brace and Guy Fastres.

After a safety car period there was a six-car break in

Sunday's wet final.

Fastres surged ahead into Clervaux and eased himself clear over the remaining laps to secure victory.

Early leader Brace secured a solitary second, with Mickel, Power and Pocklington in close formation behind.

● Peter Scherer

RESULTS SATURDAY FINAL

(10 LAPS) 1 John Mickel; 2 Ben Power +0.288s; 3 Lawrence Davey; 4 James Holman; 5 Dean Brace; 6 Guy Fastres. **FL** Power 1m37.756s (78.25mph).

HEAT 1 (ALL HEATS 8 LAPS) 1 Davey; 2 Power +3.517s; 3 Holman; 4 D Brace; 5 Mickel; 6 Richard Pocklington. **FL** Power 1m38.012s (78.05mph).

HEAT 2 1 Davey; 2 Power +0.366s; 3 Mickel; 4 Holman; 5 D Brace; 6 Nick Brace. **FL** Davey 1m37.594s (78.38mph) **record.**

SUNDAY FINAL (12 LAPS) 1 Fastres; 2 D Brace +4.789s; 3 Mickel; 4 Power; 5 Pocklington; 6 Matthew Pape. **FL** Pocklington 1m42.178s (74.87mph).

HEAT 1 1 D Brace; 2 Pape +12.168s; 3 Holman; 4 Fastres; 5 Mickel; 6 Pocklington. **FL** D Brace 1m59.006s (64.28mph).

HEAT 2 1 Pocklington; 2 D Brace +3.497s; 3 Fastres; 4 Pape; 5 Davey; 6 Power. **FL** Pape 1m51.824s (68.41mph).

NORTHERN SALOONS & SPORTSCARS CROFT, SEPTEMBER 29-30

Addison takes title

BILL ADDISON clinched the 2012 title with only a start needed in the second race after he came home victorious in a first-race thriller.

Poleman Colin Simpson was slow away in his "heavy" Marcos Mantis, which gave Addison an early break. But Simpson was third into Tower and second at the Hairpin, before closing on the leading Caterham.

After one aborted move into Tower on lap five, Simpson attacked again two tours later. But he rode over the rear wheel of Addison's Caterham and took the mudguard off. They both survived, with Addison ahead.

Simpson was dominant

in race two, with Addison coming home fourth.

● Peter Scherer

RESULTS (11 LAPS) 1 Bill Addison

(Caterham R400 Superlight); 2 Colin Simpson (Marcos Mantis) +0.651s; 3 David Brewis (Lotus Elan); 4 Michael Cutt (BMW M3); 5 Mike Williamson (Mitsubishi Evo 4); 6 David Botterill (Porsche 944 T).

Class winners Simpson; Brewis; Cutt; David Cox (Peugeot 205 GTi); Paul Moss (Citroen Saxo); Alan McPherson (Ford Formula 27); Malcolm Dearnley (Morgan 4/4). **FL** Simpson 1m29.085s (85.87mph).

RACE 2 (10 LAPS) 1 Simpson; 2 Brewis +30.866s; 3 Neil Claxton (Suzuki SC100); 4 B Addison; 5 Botterill; 6 Ken Hall (MG Metro 6R4). **CW** Brewis; Hall; Cox; Martin Addison (Peugeot 106 Rallye); B Addison; McPherson; Dearnley. **FL** Simpson 1m38.391s (77.75mph).



Addison fought hard for title



Parry secured the InterSteps Championship at Croft

INTERSTEPS CROFT, SEPTEMBER 29-30

Wins shared but Parry is the only wearer of the crown



Aitken leads the field at Croft

THERE WERE THREE different winners in the season finale, but victory in the second race of the weekend secured the title for Matt Parry.

Jack Aitken led the first race from Matt Mason and Parry until the safety car came out after Nikita Miliakov lost fourth place

at Tower with a hit from Cameron Twynham.

From the green flag, Mason got the jump into Clervaux to steal the victory, but Aitken retained second from Parry.

It was Aitken to the fore again in the second race with Parry chasing, as Mason started to fall back

with damaged steering after first-lap contact.

Parry was able to secure victory when Aitken overshot Sunny on lap six of 14. "I was playing safe, but after Jack went wide I went for the win," said Parry. Matteo Ferrer was fourth after a terrific duel with Mason.

There was a dramatic start to the final race, when Miliakov was launched over the back of Twynham into Clervaux.

Parry led for the most of the race, but Aitken nosed ahead twice before falling off. He came back strongly to lead from lap nine, while Sean Walkinshaw snatched second from Parry into the Hairpin on the last lap.

● Peter Scherer

RESULTS (13 LAPS) 1 Matt Mason; 2 Jack Aitken +4.071s; 3 Matt Parry; 4 Sean Walkinshaw; 5 Cameron Twynham; 6 Matteo Ferrer.

RACE 2 (14 LAPS) 1 Parry; 2 Aitken +3.708s; 3 Twynham; 4 Ferrer; 5 Mason; 6 Walkinshaw.

FL Aitken 1m30.685s (84.35mph).

RACE 3 (12 LAPS) 1 Aitken; 2 Walkinshaw +2.399s; 3 Parry; 4 Ferrer; 5 Twynham; 6 Mason. **FL** Twynham 1m26.207s (88.74mph).

BARC IN BRIEF



Giddings was unstoppable at Croft

PRODUCTION TOURERS

Jake Giddings's Vauxhall Astra VXR won all three Production Touring Car Trophy races at Croft, but two seconds were enough to secure the title in favour of SEAT Leon driver Gary Duckman over team-mate Luke Caudle.



Veteran Baldwin took crown and a win

MINI MIGLIA

Newly-crowned champion Peter Baldwin won the first Croft race, helped by his rivals falling over each other. Niven Burge beat Colin Peacock to second, while Kane Astin dominated race two from Rupert Deeth and Baldwin.



Halliwell was a double MX5 victor

MAX5 MAZDAS

Early leader Jonathan Cryer hit the wall as Clive Bussey tried to forge a way through at the Esses in the first Mallory race, but he had already been relegated to third by Jonathan Halliwell and Anthony Nield. Halliwell won and then controlled the second encounter.



Clark's Civic won both V-TEC battles

HONDA V-TEC

Richard Voaden (Integra) and Michael Clark (Civic) had a great scrap for the lead at Mallory, although Voaden's penalty for creeping at the start made it academic. Clark won race two despite becoming wayward.

RAFMSA MALLORY PARK, SEPTEMBER 30

Westfield beats Radical in sportscar thriller

DARREN BERRIS overturned the formbook to take his V8-engined Westfield to victory over the Radical SR3 of Paul Martin-Jones.

Berris made the best start with Martin-Jones dropping back to third before making short work of Ian Fletcher's Hornet. Martin-Jones grabbed the lead into the Esses on lap six of 18, promptly lost out, then retook it as he and Berris lapped Si Frowen's Kitten.

But Berris was superb through the traffic and took the lead once more at Gerard's. The Radical then fought back to lead again, only for Martin-Jones to spin away his chances.

Fletcher and Ken Paton's D-type replica were a long way back, so Martin-Jones held onto second.

Despite another poor start, Martin-Jones took an easy win second time around.

● Ian Sowman

RESULTS (BOTH 18 LAPS)

1 Darren Berris (Westfield V8); 2 Paul Martin-Jones (Radical SR3) +1.647s; 3 Ian Fletcher (Fletcher Hornet Mk4); 4 Ken Paton (Jaguar D-type replica); 5 Matt Preston (Stuart Taylor Locoblade); 6 Ed Fuller (Tiger Super Six). **FL** Martin-Jones 49.273s (98.63mph).

RACE 2 1 Martin-Jones; 2 Berris +18.065s; 3 Fletcher; 4 Preston; 5 Paton; 6 Chris Slater (Peugeot 306). **FL** Martin-Jones 49.585s (98.01mph).



Berris (1) won frantic opening race



Eclectic MG pack put on two good races

MGOC MALLORY PARK, SEPTEMBER 30

Wins for Baker and Pain

JUST HALF A SECOND separated the top six qualifiers, so the slow start made by poleman David Mellor's ZR proved costly.

He dropped to seventh by the end of lap one, but later passed two cars within a lap to get to fourth.

Up front, Mark Baker was chased by fellow MGF driver Sam Smith, but no sooner had Smith caught the leader than he had a moment at the Esses.

Vince Pain's ZR was promoted to second by a last-lap spin for Smith, with Mellor third.

Pain led throughout race two, and although Mellor was up to second within

a lap he was unable to mount an attack.

Baker took third and the class lead from Peter Highton at Gerard's on lap six, then Smith drove around Highton at the Esses to bag fourth.

● Ian Sowman

RESULTS (BOTH 16 LAPS)

1 Mark Baker (F); 2 Vince Pain (ZR) +3.227s; 3 David Mellor (ZR); 4 Nick Golhar (ZR); 5 Peter Highton (F); 6 Sam Smith (F). **CW** Pain; Jim Baynam (B); Jeremy Rivers-Fletcher (ZS). **FL** Smith 55.322s (87.84mph).

RACE 2 1 Pain; 2 Mellor +0.679s; 3 Baker; 4 Smith; 5 Highton; 6 Simon Kendrick (F). **CW** Baker; Baynam; Rivers-Fletcher. **FL** Mellor 55.730s (87.20mph).



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

Kent Surrey Sussex



Air Ambulance
A Charity That Saves Lives

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

This year's competition will take place at Buckmore Park, Chatham, Kent on **Wednesday 24 October** again using the superb Club100 Birel karts and is seeking to attract drivers from all classes of motorsport who are in their 16th year and over.

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

- Formula Renault Euro Cup Test donated by Manor competition.
- Visit to Red Bull Racing in Milton Keynes with simulator time and evaluation by an F1 race engineer - donated by Christian Horner
- Simulator pre-test in the UK plus GP3 test with Carlin Motorsport in Portugal
- InterSteps Championship test with Falcon motorsport (for drivers in their 16th year)
- National B Formula Renault BARC test with Hillspeed Racing
- A full kit of Puma race clothing - 1 suit, 3 pairs of gloves, 2 pairs of shoes and 3 pairs of lifestyle shoes for the winner - donated by Puma SE
- 2 pairs of lifestyle shoes for second place - donated by Puma SE
- 1 pair of lifestyle shoes for third place - donated by Puma SE
- An Arai GP6S helmet prepared and painted to drivers own design donated by Arai
- Shell Pilota Experience at Ferrari, Maranello, Italy – driving on their Fiorano test track plus visit to the F1 facility - donated by Shell. Travel arrangements made and donated by Travel Places
- A pair of VIP F1 tickets including Paddock entry - donated by Bernie Ecclestone
- A supply of Teng Tools to the value of £1,000.00 - donated by IQ Supplies (Teamwise Limited)
- Motorsport custom-fit Driver Communication Earpieces, valued at £500, together with Hearing Healthcare Package - donated by Hearing Electronics Limited
- A session on a simulator at iZone - donated by Andy Priaulx
- A pair of tickets to the Autosport Awards, December 2012 - donated by Haymarket Publications
- A magnum of Mumm champagne for 1st, 2nd and 3rd place winners

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

An entry for the meeting costs £500 and will showcase a broad spectrum of motorsport talent. Drivers from single-seater formulas, touring, sportscar classes, karting and motorcycling will share the track in the allcomers event. Drivers must hold an MSA licence, be a member of Club 100 Premier & Clubman Spirit members or a Buckmore Park Elite driver.

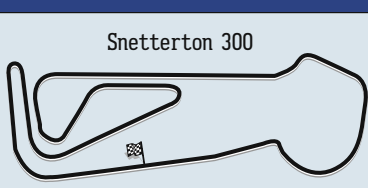
Drivers wishing to take part in the event should contact **Buckmore Park Circuit, Maidstone Road Chatham, Kent, ME5 9QG** on 01634 201562. or Sharon Bowness sharon@henrysurtreesfoundation.com



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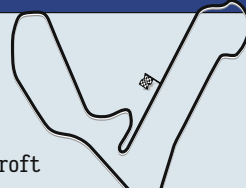
SPORTS EXTRA RESULTS ROUND-UP



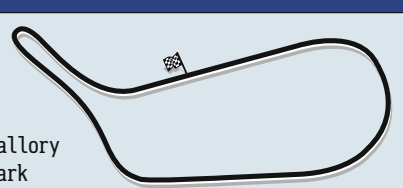
Snetterton 300



Anglesey Coastal



Croft



Mallory Park

SNETTERTON 300 AMOC, SEPTEMBER 29

PRE-WAR SPORTSCAR HANDICAP

(11 LAPS) 1 Keith Piper (Aston Martin International); 2 Peter Dubsky (Aston Martin 15/98) +40.889s; 3 Jane Varley (Aston Martin Speed Model); 4 Richard Hudson (Bentley 3/4); 5 Gegan Thruston (Austin 7 Special); 6 Clive Morley (Bentley 3/4). **Fastest lap** Christian Pedersen (A7 Single-Seater) 2m37.661s (67.79mph).

1950s SPORTS CARS (12 LAPS)

1 Peter Rutt (Lola-Climax Mk2); 2 James Paterson (Lotus-Climax 11) +8.195s; 3 Steve Hart (Maserati 300S/C); 4 John Burton (Jaguar XK120); 5 Robert Rawe (Austin-Healey 100M); 6 Mark Hoble (Morgan +4). **FL** Rutt 2m21.733s (75.40mph).

ANGLESEY COASTAL BRSCC, SEPTEMBER 29-30

FUN CUP (254 LAPS) 1 Julian Thomas/Nigel Greensall/Jochim Ritter; 2 Mark Burton/Eugene O'Brien/Graham Pattle +11.466s; 3 Abraham de Groot/Stephen Johansen; 4 Lawrence Howlett/Damian Hudes/Ronny Brown; 5 Peter Belshaw/Marcus Clutton; 6 Ben Gill/Andrew Beverley. **Class winner** Paul Abraham/Tom Mills/Jason Simon. **FL** Clutton 1m20.611s (69.22mph).

FORMULA FORD 1600 PRE-1990 (16 LAPS) 1 Stuart Jones (Reynard SF89); 2 David Murphy (Van Diemen RF85) +3.373s; 3 Christopher Stones (Van Diemen RF89); 4 Andrew Thomas (Reynard SF87); 5 Bruce Evans (Reynard FF84); 6 Andrew MacGregor (Van Diemen RF86). **CW** Murphy; Roy MacGregor (Van Diemen VO82FF). **FL** Jones 1m13.635s (75.77mph). **RACE 2 (4 LAPS)** 1 Murphy; 2 Evans +1.412s; 3 A MacGregor; 4 Stuart Dix (Cooper Chinook); 5 Thomas; 6 Stones.

CW Dix; Thomas. **FL** Murphy 1m28.574s (62.99mph). **FORMULA FORD 1600 POST-1989 (17 LAPS)** 1 John Murphy (Van Diemen RF90); 2 Luke Cooper (Swift.SC10) +0.851s; 3 David McArthur (Van Diemen LA10); 4 Neil Winn (Van Diemen LA10); 5 Jake Eidson (Ray GR08); 6 Martin Short (Van Diemen JL012K). **CW** Cooper. **FL** Murphy 1m12.103s (77.38mph).

RACE 2 (4 LAPS) 1 McArthur; 2 Winn +4.122s; 3 Eidson; 4 Short; 5 Daniel Headlam (Van Diemen JL012K); 6 Murphy. **CW** Murphy. **FL** McArthur 1m24.733s (65.85mph).

SAKER CHALLENGE WITH ENDURO

CUP (15 LAPS) 1 Paul Rose (Saker); 2 Tim Wheelton (Saker GT) +0.463; 3 Paul Spencer (Prosport LM3000); 4 Alistair Stenhouse (BMW E36 M3 Evo); 5 Nigel Greensall (Fun Cup); 6 Julian Thomas (Fun Cup). **CW** Spencer. **FL** Spencer 1m20.262s (69.52mph). **RACE 2 (5 LAPS)** 1 Rose; 2 Wheelton +0.744s; 3 Stenhouse; 4 Thomas; 5 Greensall; no other finishers. **CW** Stenhouse. **FL** Rose 1m20.114s (69.65mph).

CROFT BARC, SEPTEMBER 29-30

PRODUCTION TOURING CAR TROPHY (13 LAPS)

1 Jake Giddings (Vauxhall Astra VXR); 2 Gary Duckman (SEAT Leon) +13.032s; 3 Luke Caudle (Leon); 4 John Robins (Leon); 5 Stewart Calder (Astra VXR); 6 Antony Williams (Renault Megane). **Fastest lap** Caudle 1m34.038s (81.35mph).

RACE 2 (12 LAPS) 1 Giddings; 2 Duckman +6.816s; 3 Caudle; 4 Calder; 5 Robins; 6 Williams. **FL** Giddings 1m40.673s (75.98mph). **RACE 3 (13 LAPS)** 1 Giddings; 2 Caudle +3.916s; 3 Duckman; 4 Calder; 5 Williams; 6 Robins. **FL** Giddings 1m33.894s (81.47mph).

MINI MIGLIA (40 LAPS) 1 Peter Baldwin; 2 Niven Burge +7.014s; 3 Colin Peacock; 4 Kane Astin; 5 Paul Thompson; 6 Rupert Deeth. **FL** Baldwin 1m37.284s (78.63mph).

RACE 2 (10 LAPS) 1 Astin; 2 Deeth +9.667s; 3 Baldwin; 4 Thompson; 5 Dave Drew; 6 Phil Harvey. **FL** Astin 1m44.214s (73.40mph).

MALLORY PARK BARC, SEPTEMBER 30

MAXS (22 LAPS)

1 Jonathan Halliwell; 2 Anthony Nield +5.627s; 3 Paul Roddison; 4 Clive Bussey; 5 Jeremy Shipley; 6 Ian Loversidge. **CW** Robert Chicott. **FL** 54.780s (88.71mph).

RACE 2 1 Halliwell; 2 Roddison +11.276s; 3 Nield; 4 Shipley; 5 Loversidge; 6 Matthew Tidmarsh. **CW** Chicott.

FL Halliwell 54.763s (88.74mph). **HONDA V-TEC (17 LAPS)** 1 Michael Clark (Civic); 2 Stewart Hutchinson (Integra) +0.559s; 3 Richard Voaden (Integra); 4 Robert Williams (Civic); 5 Mark Chese (Civic); 6 Mark Bennett (S2000). **CW** Williams; James Hammett (Civic). **FL** Clark 51.552s (94.27mph). **RACE 2 (18 LAPS)** 1 Clark; 2 Voaden +4.035s; 3 Hutchinson; 4 Williams; 5 Chese; 6 Bennett. **CW** Williams; Hammett. **FL** Clark 51.638s (94.11mph).



Giddings leads new Production tin-top champ Duckman at Croft



Fun Cup field battles it out at Anglesey



Eidson presses on in post-1989 FF1600 at Anglesey

YOUR SAY

What you think of the motorsport news of the past week



Brit GTs lock horns at Donington Park

Delight as Donington delivers

I'm sure the letter of the week will cover some intense views regarding the wisdom, or otherwise, of Lewis Hamilton's move to Mercedes [*pleased to prove you incorrect – ed*], but wasn't it great to have such good racing at Donington at the weekend?

Hats off to Christopher Tate, Kevin Wheatcroft and their loyal and hard-working band for bringing Donington back to life – did we dare to dream two years ago it would bounce back as well as it has?

James Turner, by email

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WHAT NOW FOR SCHUMACHER?

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WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Reader Jeff Groom pointed out a mistake in last week's *Drawing Board*: we should have referred to the Coanda effect – not Coander – in our description of Mercedes' new exhaust. It's named after Romanian aerodynamics pioneer Henri Coanda (although house style dictates we drop the inverted circumflex on the second a).

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

EDITORIAL CONTACT mail@autosport.com

So Lewis Hamilton has

chosen to walk away from the team that helped to fund and develop his racing career.

Does money mean more to him than on-track success? His chances of ever taking a second drivers' title would surely be better served at McLaren than Mercedes.

Is his career set to follow the Jacques Villeneuve route?

Graham Read

By email

The times have long gone

when your hero raced for the glory. Today they race for brand awareness; how else

can you explain a decision to go from a race team with championships and wins behind it to a manufacturer that's having to try just a little too hard?

Sean Wallace

Leighton Buzzard, Beds

Got to say your man Edd

Straw nails it in his opinion piece on your website: in order to grow as a man and as a driver, Lewis Hamilton simply had to cut those apron strings and leave 'home'. It'll be the making of him.

Frances Stewart

London

McLaren continues to

pursue its investment in young and upcoming drivers by recruiting Sergio Perez.

History has shown that other major teams have been unwilling to trust unproven talent at such an early stage in their careers.

McLaren's policy has reaped longer-term rewards through employing the likes of Lewis Hamilton and Kimi Raikkonen and has made the sport more exciting as a result.

Good luck to Sergio; I hope McLaren's faith is rewarded.

Adrian King

Rushden, Northants

Reading the tributes to Sid

Watkins (September 20), a couple of things struck me:

1. Like him or not, you have to give Bernie Ecclestone credit for (a) hiring the Prof in the first place, and (b) for backing his every request.

2. How difficult it must have been for Watkins to attend an accident of a driver who'd become a close friend. I'm sure he dealt with it with his customary dignity and professionalism, but how hard must that have been?

A man of true substance.

Andy Maclean

Churchill, Oxon

THE LATEST GEAR

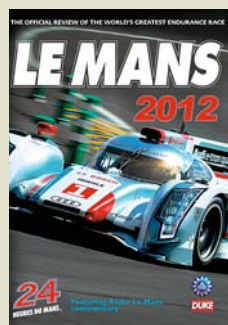
Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



F1 TEAM MUGS

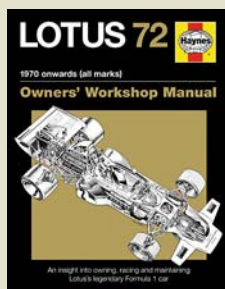
From £8.45
autosport.com/shop

Tea- and coffee-drinking F1 fans rejoice: you can now enjoy your favourite hot-liquid refreshment in a branded mug. Here's a selection of the most popular designs (clockwise from far left): McLaren (£8.45), Caterham (£9.99), Lotus (£14.99), Red Bull (£12.99), Mercedes (£10.99). Check the website for other teams, in Formula 1 and elsewhere. Cheers!



LE MANS 2012 DVD
£16.99 (240mins)
dukevideo.com

The official review of the world's greatest endurance race, the Le Mans 24 Hours, is out and packs four hours of race action, interviews and stunning camera work – inside and outside the cars. In addition, cameras venture inside the pre-race drivers' briefing to witness race director Eduardo Freitas calling the shots.



LOTUS 72 MANUAL
£21.99 (978 0857 331 274)
haynes.co.uk

Technical writer Ian Wagstaff gets under the skin of the innovative Lotus 72 to reveal the secrets of building and running this world-beating F1 racer. With archive material and technical drawings, as well as contemporary imagery from historic racers, this is the definitive work on what made the 72 tick.

HARIBO RACING MIX
£0.99p
www2.haribo.com

To help promote its tie-up with British Touring Car star Jason Plato and his Triple 8 MG team, chewy-sweet firm Haribo has produced this Racing Mix. They're available only in Tesco filling stations around the UK, thanks to the supermarket giant's backing of the team via its Momentum 99 fuel brand.

HOT ON THE WEB THIS WEEK

YOUTUBE: LAP OF SUZUKA IN 1989 WITH AYRTON SENNA



SEARCH FOR: Ayrton Senna Onboard Lap Suzuka 1989 with James Hunt (2:01) Ride around one of the greatest circuits (see page 34 if you're in any doubt) with Ayrton Senna in the McLaren-Honda MP4-5 as he chases down team-mate Alain Prost. As an extra treat, velvety-voiced former champion James Hunt is your guide.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

CASTLE COMBE (CCRC)

October 6-7

Admission: £12 each day

Tel: 01249 782417

Saturday features the Autumn Classic, with racing from Pre-War Sports Cars, Pre-1966 Jaguars, Historic Aston Martins, Big Healeys, 1950s Intermarque, HVRA V8s and a 'Twilight Challenge' for Pre-70 Classics. Then on Sunday it's the Grand Finals Race Day, which features the final rounds of the resident championships for FF1600, Saloons and Sports & GTs, plus HVRA V8s (back out for another race), Alfa Romeos, Classic Sports and Saloons, Classic Formula Ford, Monoposto Trophy, GT Academy Invitation Saloon v Sports Car Challenge and the Formula Ford Carnival.

DONINGTON PARK (MSVR)

October 6-7

Admission: £15 each day

Tel: 01332 810048

The Radical European Masters/UK Cup (featuring separate races for SR8 and SR3 models), Racing Saloons, Production BMWs, Mini Challenge, Lotus Elise Trophy and the Lotus UK Cup all fight it out on Donington's Grand Prix circuit.

OULTON PARK (CSCC)

October 6

Admission: £13

Tel: 01829 760301

The meeting includes action from Swinging Sixties, Tin Tops, Future Classics, Magnificent Sevens, Deutsche Marque, JEC Powered by Jaguar Series and the Jaguar XJS/XK8 Championship.

ROCKINGHAM (BRSCC)

October 6-7

Admission: £15 (in advance)

each day

Tel: 01536 500500

The 'Caterham Festival' includes the marque's Roadsport, Supersport, Tracksport, Superlight R300 and Academy series, plus the Intermarque League, Tin Tops, an enduro race and Production Golf GTIs.

SILVERSTONE (TOCA)

October 6-7

Admission: in advance:

£17 (Saturday), £29

(Sunday), £36 (weekend)

Tel: 0844 3728200

Gordon Shedden has snatched the lead in the BTCC after a strong weekend at Rockingham, but his lead over teammate Matt Neal is just three points. The regular support bill of Clio Cup, Porsche Carrera Cup and Ginettas is joined by the Porsche GT3 Challenge and the final round for Formula Renault BARC.



BTCC penultimate round will thrill the Silverstone hordes

MALLORY PARK (HRDC)

October 7

Admission: £13

Tel: 01455 842931

Julius Thurgood's own brand of historic racing arrives with action from Touring Greats, Grand Touring Greats and MGB50, TC63, plus an HRDC allcomers race in conjunction with GTS65.

SNETTERTON (750MC)

October 7

Admission: £13

Tel: 01953 887303

The 750MC brings its series for Formula 4, Bike-sports, Stock Hatch, Classic Stock Hatch and Locosts to Norfolk, as well as the burgeoning BMW Compact Cup.

KNOCKHILL (SMRC)

October 7

Admission: £12

Tel: 01383 723337

It's the final round of the Scottish championships, including Formula Ford, Legends, Mini Cooper Cup, Classic Sports and Saloons, Sports and Saloons and the Fiesta XR2/ST series.

KIRKISTOWN (500MRCI)

October 6

Admission: £12

Tel: 01383 723337

The Martin Donnelly Trophy for Formula Ford 1600 is the main event, supported by Formula Libre, Formula Sheane, Roadsports, Ford Fiestas, Historics, and Saloons and GTs.



Alonso v Vettel at Suzuka

JAPANESE GRAND PRIX

Formula 1 World Championship
Rd 15/20

Suzuka, Japan, October 7
formula1.com

After his victory in Singapore, Sebastian Vettel will be looking to capitalise by taking another bite out of Fernando Alonso's world championship lead

around the majestic sweeps of Suzuka. But on recent form it's McLaren that has had the most consistently quick car, and Jenson Button defeated

Vettel here last year. All eyes will be on Lewis Hamilton of course, in his first race since his 2013 transfer to Mercedes was confirmed.

RALLYE DE FRANCE

World Rally Championship
Rd 11/13

Strasbourg, France
October 4-7, wrc.com

BATHURST 1000

V8 Supercar Championship
Rd 11/15

Mount Panorama, Australia
October 7
v8supercars.com.au

NASCAR SPRINT CUP

Rd 30/36
Talladega, Alabama, USA
October 7
nascar.com

SUPERSTARS

Rd 7/9
Vallelunga, Italy
October 7
superstars.it

Television

THURSDAY OCTOBER 4

0700-0745 [Sky Sports F1 LIVE](#)
Formula 1: Drivers' Press Conference
1005-1210 [Motors TV](#)
World Endurance Championship:
Bahrain Highlights
1210-1415 [Motors TV](#)
International GT Open:
Monza Highlights
1900-2000 [Sky Sports 3](#)
Racemax
2235-2305 [Motors TV](#)
WRC: France Preview
2245-2315 [Sky Sports F1](#)
Britain's Next F1 Star
Profile of Ginetta champion-turned-
Formula Renault BARC ace Seb Morris.

FRIDAY OCTOBER 5

0145-0350 [Sky Sports F1 LIVE](#)
Formula 1: Suzuka Free Practice 1
0545-0800 [Sky Sports F1 LIVE](#)
Formula 1: Suzuka Free Practice 2
0800-0845 [Sky Sports F1 Live](#)
F1: Team Principals' Press Conference
1135-1210 [Motors TV](#)
The Grid
2000-2300 [Sky Sports F1](#)
The F1 Show
2030-2100 [Motors TV](#)
Inside Grand Prix: Japan
2235-2305 [Motors TV](#)
WRC: France Day 1 Highlights

SATURDAY OCTOBER 6

0245-0410 [Sky Sports F1 LIVE](#)
Formula 1: Suzuka Free Practice 3
0500-0745 [Sky Sports F1 LIVE](#)
Formula 1: Suzuka Qualifying

0630-0655 Channel 4

British F3: Donington Highlights
1300-1415 [BBC1](#)
F1: Suzuka Qualifying Highlights
1650-1750 [Motors TV](#)
British F3: Donington Highlights
2000-2130 [Motors TV](#)
Britcar 24 Hours Highlights
2235-2305 [Motors TV](#)
WRC: France Day 2 Highlights

SUNDAY OCTOBER 7

0530-1015 [Sky Sports F1 LIVE](#)
Formula 1: Japanese Grand Prix
0755-0900 [Motors TV LIVE](#)
Superstars GT Sprint: Vallelunga Race 1
0900-1005 [Motors TV LIVE](#)
Ferrari Challenge Coppa Shell:
Vallelunga Race 1
1005-1110 [Motors TV LIVE](#)
Superstars International Series:
Vallelunga Race 1
1130-1615 [Sky Sports F1](#)
Formula 1: Japanese GP Replay
1300-1400 [Motors TV LIVE](#)
Superstars GT Sprint: Vallelunga Race 2
1400-1600 [BBC1](#)
Formula 1: Japanese GP Highlights
1510-1620 [Motors TV LIVE](#)
Superstars International Series:
Vallelunga Race 2
1800-2330 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Talladega
2235-2305 [Motors TV](#)
WRC: France Day 3 Highlights

MONDAY OCTOBER 8

2130-2230 [Sky Sports 2](#)
NASCAR Sprint Cup: Talladega

Online

AUTOSPORT+

Coming up in our premium web content this week

Can Red Bull win again in Japan?



WHO WILL BE ON TOP AT SUZUKA?

AUTOSPORT's expert team brings you the latest from the F1 paddock during the build-up to the Japanese Grand Prix. Plus Mark Hughes analyses the practice sessions to see who is likely to be celebrating come Sunday afternoon.

CAN ROSBERG LIVE WITH LEWIS?

Rosberg's had Michael Schumacher as a team-mate, now he's got Hamilton. Edd Straw asks if he can thrive.



WHEN NARAIN STARRED IN F3

Marcus Simmons looks back to when Narain Karthikeyan was a rising star.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Hakkinen and Barrichello proved their worth in F3

OUTSIDE OF FORMULA 1 there's only one other true 'formula' – a series where you can build a chassis or engine to the rules and race it in championships across the globe.

From Emerson Fittipaldi to Sebastian Vettel and just about every star in between, Formula 3 has been the place where junior drivers have learned their craft, refined their technical skills and made their name.

Yet despite this heritage, finding F3 on the telly is no easy task. C4 shows highlights from the British series at some ungodly hour on Saturday mornings

(0630 this week! – ed), but it's a far cry from the glory days when Murray Walker introduced us to Damon Hill and Mika Hakkinen on BBC *Grandstand's* prime Saturday afternoon slot.

This changed last weekend when Motors TV suddenly found the will/budget/space on the schedule to air the triple-header of this year's British F3 Donington finale.

I was once told that watching an F3 race is like spectating at a test – and this was supposed to be a good thing! – but with mic duties entrusted to the up-and-coming Jack Nicholls, who's

spent the past two years covering F2, a processional single-seater race was familiar territory for him.

With World GT1s sharing the bill, there was a healthy amount of cameras placed around the track, which ensured the desperation of the four-abreast opening laps was captured in full.

In the final race, young British star Jack Harvey needed to win from pole to secure the title, which he

did in style to add his name to a list that features Nelson Piquet and Ayrton Senna.

It wasn't exciting, but that's not the point. In fact it was like F1 before DRS and Pirelli came in, and overtaking was something that took place in the pits rather than on track. Now all we need is for Motors to show the greatest F3 race of them all: the Macau GP. Go on, you know you want to! *Revved Up*

"British F3 coverage is a far cry from when Murray Walker introduced us to Hill and Hakkinen on *Grandstand*"

THE WEEK IN PICTURES

Our lensmen pounding

the beat, from the USA to Bahrain

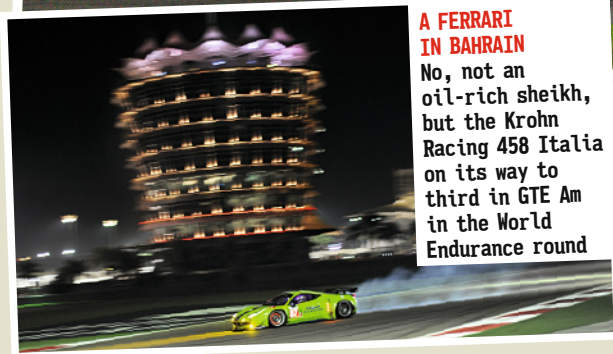


HOW AMERICAN CAN YOU GET?
NASCAR? Check. Stars and Stripes? Check. Being called Brad? Check. Here's Dover winner Keselowski, now top of the points

MEANWHILE, OVER IN LAS VEGAS...
Here's Johnny Sauter (13) giving Justin Lofton a 'pick-up' in Trucks



A FERRARI IN BAHRAIN
No, not an oil-rich sheikh, but the Krohn Racing 458 Italia on its way to third in GTE Am in the World Endurance round



ROTARY CLUBBING IN THE GRAND-AM FINALE
Flameout for the Mazda RX-8 of brothers Wayne and Will Nonnamaker and their dad Joe at Lime Rock



PICS: ETHAN MILLER, EBREY/LAT

NEXT WEEK JAPANESE GRAND PRIX REPORT
ALL EYES ON LEWIS AT SUZUKA **DON'T MISS IT!**

FROM THE ARCHIVE

Jim Walsh, 1970s Formula Ford 1600 hero



“I was looking to move up to F3, but I had a big accident in testing at Snetterton. I crushed both ankles, and broke a leg and two vertebrae”

Walsh gets his pot from James Hunt

THE LATE 1970S WAS A CLASSIC TIME FOR FORMULA Ford, with massive grids and fierce racing complemented by a litany of future stars cutting their teeth in the category.

Jim Walsh was among those making his name. In two years he went from novice to BRDC FF1600 champion; within seven he had won the crown three times, received trophies from James Hunt and Sir Jackie Stewart, and beaten drivers such as Geoff Lees, Jonathan Palmer and future Marussia team principal John Booth.

F3 was naturally the next step, and in his first forays he found himself sharing the track with a young Ayrton Senna. For Walsh, it would be as close as he got to the top. A heavy testing crash combined with budget issues and ever-present external responsibilities, and he decided to retire.

“Formula Ford was the way to go back then – there was no better way to prove yourself,” Walsh says. “I had an odd career in some ways. I only started in 1974, at the age of 24, but in ’75 I was second in the championship to Lees, one year later I won it, and then the following season I couldn’t get the budget together.

“We managed to get back out again in 1978 though, and took the title again in ’79 and ’80. I remember in particular

Donington Park in May ’79, when Cameron Binnie – who was Scottish champion – and I were nose to tail throughout. Conditions were atrocious and we kept swapping positions. We even went off together, but at the last corner he overcooked it and I won.

“I was looking to move up into F3, and we were testing at Snetterton at the same time as Senna was – and yes, you could tell he was quick! I had a big accident though: my steering bracket broke into Riches, and in the resulting 120mph crash I ended up crushing both ankles, breaking my leg and two vertebrae. It was at a time when my sponsor, an Iranian backer, was refused entry by the RAC, and I was also married and running a company. I couldn’t do the next step, so I retired.

“You accept the hand you’re dealt, but there is a slight regret that I missed out on F3 and F2 – and that I missed racing Nigel Mansell, who won the series when I was absent in ’77. That’s why I am so pleased to watch my young nephew Macaulay competing in Formula Renault BARC this year. He’s very gifted, you could see that from a young age. I just hope he enjoys every moment, because you never know how things are going to pan out.” ❄

THIS WEEK IN...



OCTOBER 4 1973

FORMULA 3 AND FORMULA ATLANTIC

played a starring role at a cold Brands Hatch this week in 1973. Brian Henton dominated the John Player F3 round – he won his heat and the final in his Ensign, his cause aided by a neck injury for points leader Alan Jones. In the Atlantics, David Purley’s March held off the attentions of a six-car lead train to claim victory.

The conditions also proved an obstacle across in Holland, where future F1 winner John Watson’s Trojan captured Formula 5000 pole at a rain-soaked Zandvoort.

Watson crashed out after just four laps. That handed the initiative to Guy Edwards, who had to resist a fantastic late charge from Tony Dean, but the Lola driver hung on to claim his breakthrough victory in the series.



PICT: LAT ARCHIVE



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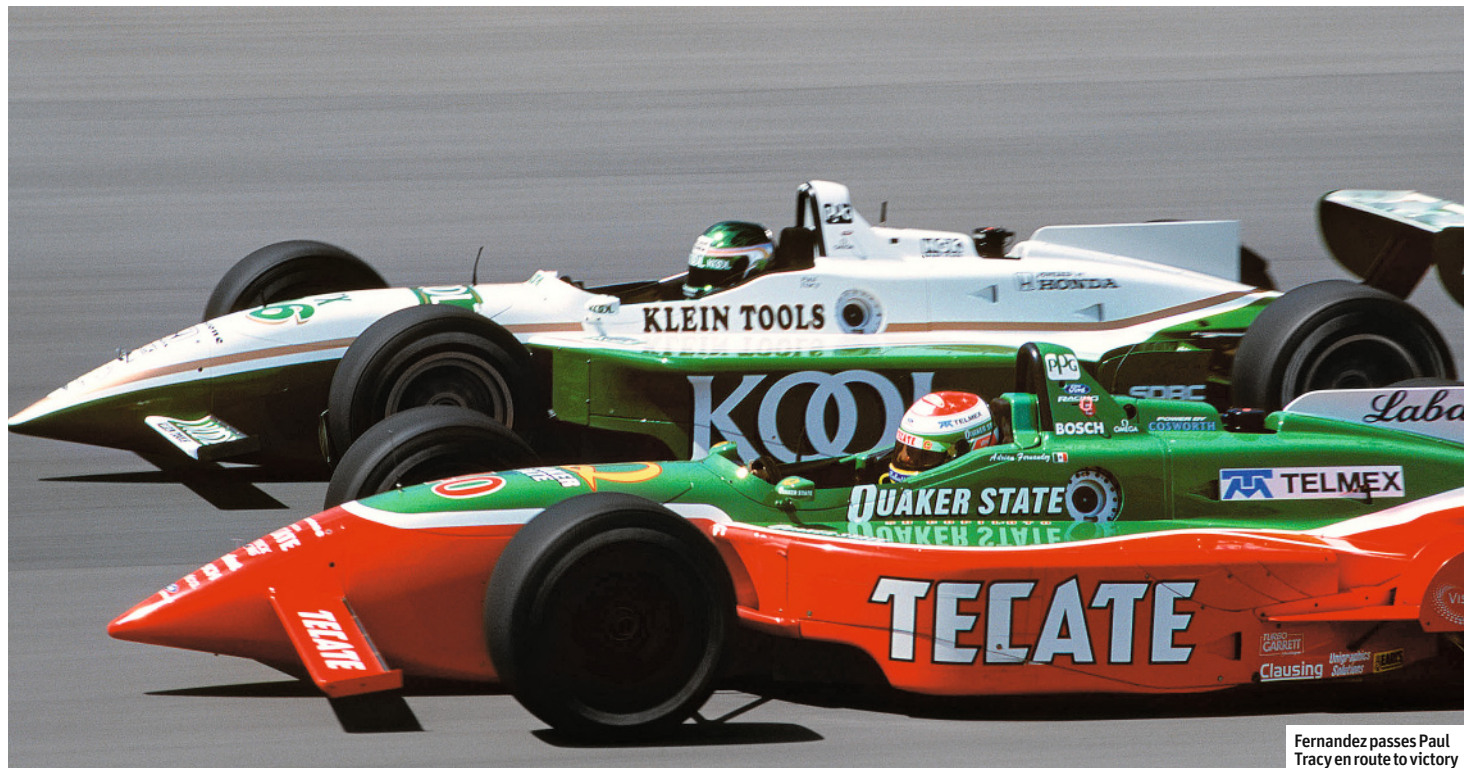


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ADRIAN FERNANDEZ

■ Motegi CART ■ April 10, 1999 ■ Reynard-Ford 971 ■ Victory in an old car nicknamed 'Frankenstein'



Fernandez passes Paul Tracy en route to victory

WE'D HAD A SHOCKER IN Spring Training at the start of 1999. My team, Patrick Racing, like our rivals Newman-Haas, planned to switch to the new Swift chassis for the season. But during testing at Miami Homestead we just couldn't get it working. I mean it was really bad.

Finally, there was one more day of testing left and I said to Pat Patrick, 'I'm not going to go through another year like 1997 [with the Tasman Motorsports Group Lola that had cost me a lot of career momentum after getting my breakthrough win in '96].'

I said to Pat, 'Get me last year's Reynard [which was in the truck]. Let me try it'. We did a shakedown in the Reynard-Ford 981 and then recorded six consecutive laps faster than anybody had done in pre-season testing — and all with a one-year old car! So I started the season with it.

John Ward, who became my engineer at Patrick and stayed with me afterwards, was hugely instrumental in making it competitive. I should have won the opening race at Homestead, but we had an oil leak which then led to an engine failure, which in turn put

"The team fitted 1998 sidepods and wings and 1999 suspension and then painted it Quaker State green. The boys then nicknamed it 'Frankenstein'"

me in the wall, severely damaging the car. So when we got to Motegi for the next race, we had to use an old Reynard 971 chassis that was being used as a show car! The team fitted 1998 sidepods and wings and 1999 suspension and then painted it Quaker State green — the boys then nicknamed it 'Frankenstein'.

I qualified fourth but was a little

disappointed about that because we'd been quickest in every practice session. The race turned out to be a fuel-saving thing. We were very strong and took the lead at the first stops. After that we were saving gas as Juan Pablo Montoya charged hard to catch me.

My read-out was saying -8 and the team told me that I had to hold

off Montoya. I'm working the traffic, moving up and down the line, coming off the throttle on the straights, and still they said I had to hold Montoya. In the end I said, 'If you want me to hold him, you have to give me some help.'

But just then Montoya helped me instead! He actually ran out of fuel — with 60 laps to go. That felt great to have outsmarted Ganassi. Towards the end of the race we had it all over again with Greg Moore and Michael Andretti. Greg spun and Michael had to make a splash-and-dash. Our patience and fuel conservation had paid off.

It was my second consecutive win in Japan, but most importantly we were winning with an old car — that I'd insisted on us racing. We stayed with the car after that, but eventually lost touch with the other guys, because the new car development really took over. I was in title contention, but I broke my wrists in a shunt in Detroit and that took me out of the hunt.

I won another race that year, at Fontana, when my good friend Greg Moore was killed. That was an incredibly sad day for me. *Adrian Fernandez was talking to Simon Strang*

IN PROFILE

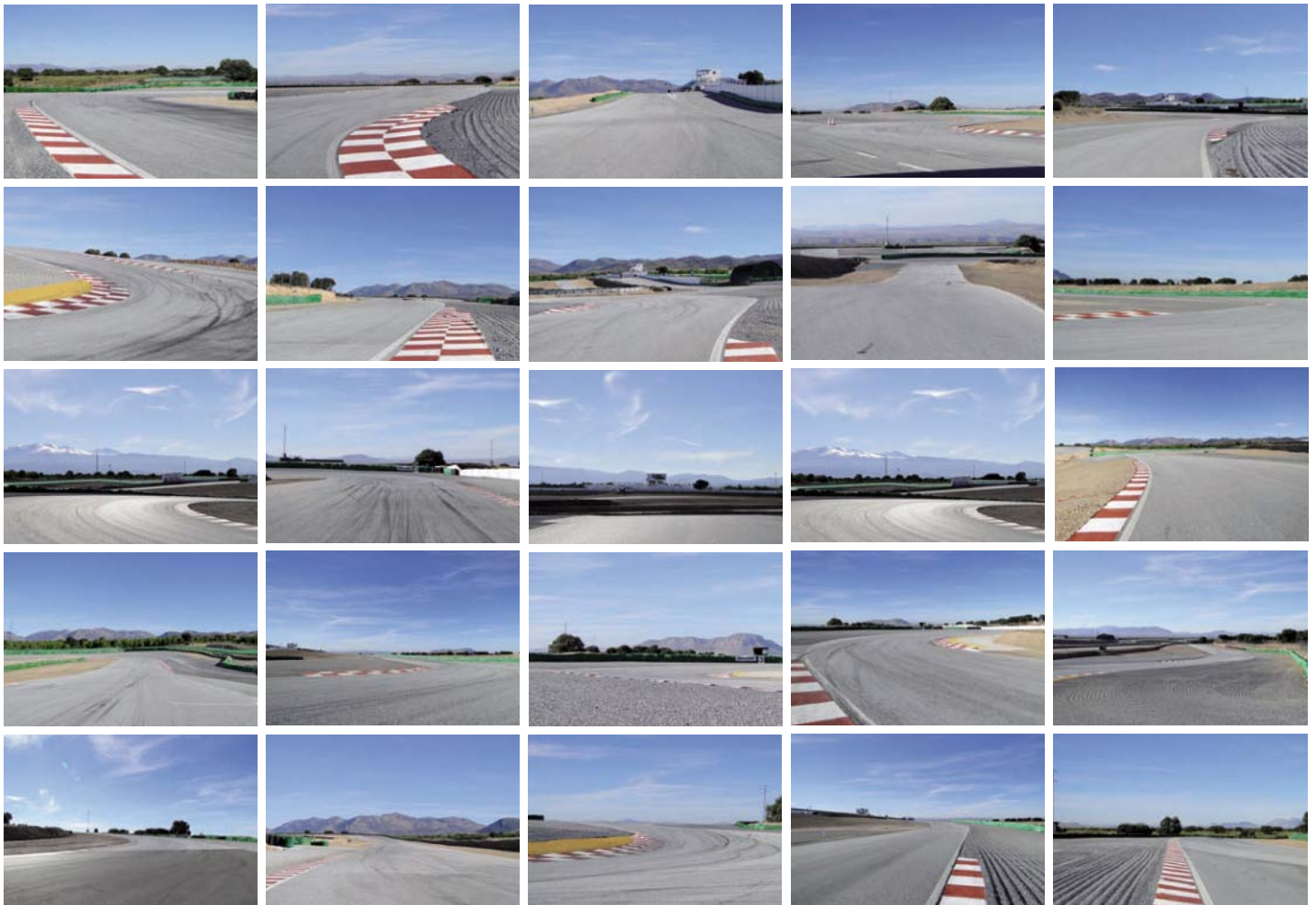


ADRIAN FERNANDEZ WAS A STAR IN Champ Cars from 1993-2003 and was the first Mexican to win in the series (at Toronto in 1996). He finished second in the 2000 standings with Patrick Racing, prior to starting his own team the year after. He moved to IndyCars in '04, winning three races, before switching to sportscars — in which he still races. For the past three years, the 47-year-old has been a factory Aston Martin driver. Earlier this year, he was third in the GTE class at Le Mans.

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