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

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POLE POSITION

Why can't we have a bit of F1 stewards consistency?



THESE ARE CRUCIAL TIMES IN THE careers of Lewis Hamilton and Michael Schumacher – two esteemed champions of our sport who are never far from the headlines.

Hamilton's world title bid hangs by a thread after his cruel Singapore Grand Prix exit. He handled his disappointment superbly, and if he wasn't already on maximum attack until the end of the season, he certainly is now.

In contrast, Schumacher has egg on his face. His catastrophic misjudgement, which took out himself and Jean-Eric Vergne, appeared identical to his shunt with Bruno Senna in Barcelona earlier this year. And similar to his collision with Sergio Perez in Singapore last year – in fact, he's hit rivals in every Singapore GP he's ever started. His 10-place grid penalty for the Japanese Grand Prix is warranted, but when you consider Romain Grosjean was banned for his Spa shunt and previous misdemeanours, you have to question the consistency of the stewards' decisions. Had Schuey taken out Fernando Alonso, would that have meant a race ban? Or is it who you are, as much as who you take out, that's important?

Bradley

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BAMBER'S WEEK

I'VE BEEN IN THIS TEAM TOO LONG!
IT'S TIME TO GO!



I'VE BEEN IN THIS SPORT TOO LONG!
IT'S TIME TO GO!



SINGAPORE GRAND PRIX

Schumacher's third Singapore sling

Following clashes with Nick Heidfeld (2010) and Sergio Perez (2011), it was Jean-Eric Vergne's turn to be on the receiving end of Michael Schumacher's wayward Mercedes on Sunday. Schuey claimed his Merc "wouldn't decelerate", but stewards gave him a 10-place grid penalty for Japan. Report, p26.

Pic: Cianflone/Getty Images





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Lauda fires title warning to Ferrari

Legend fears Scuderia could cost Alonso the championship. By EDD STRAW

Ferrari legend Niki Lauda has warned that Fernando Alonso will face a tough task to win this year's Formula 1 World Championship if the team does not raise its game in the development race.

Alonso finished third in last weekend's Singapore Grand Prix, with winner Sebastian Vettel cutting his lead to 29 points. Lauda describes such a margin with six races to go as "comfortable", but fears that the improvement of rivals McLaren and Red Bull could leave the Spaniard with too much to do to stay ahead.

"His drive was very good in Singapore and Fernando always gets the maximum points possible," Lauda told AUTOSPORT. "But if the development of the Ferrari in the next six races stops and McLaren and Red Bull are quicker, he could be in trouble. He could perform better and better, but at the end of the day it's the speed of the car that delivers the points.

"Twenty-nine points is still comfortable so we'll have to see what happens in the next races. He will be strong if the Ferrari performs better on other tracks than in Singapore."

There remain question marks over whether Ferrari's understanding of the F2012 is deep enough to guarantee further progress. A Singapore-specification rear wing, which featured complex detailing towards the bottom, was tried and discarded last weekend (see illustrations).

Other more effective tweaks, including a modified front wing and new front-brake ducts, were

successfully raced, but Alonso was disappointed with the car's pace in Singapore. He qualified fifth, 0.854s off Hamilton, a time deficit similar to that in the recent races in Hungary and Belgium (last time out at Monza he was hobbled by a roll-bar problem). While he recovered to third in the race, it is clear that the Ferrari, judged over a wide range of circuits, is at best the third-fastest car.

Alonso tried to put a brave face on it after the race, but again called on his team to get more out of the car.

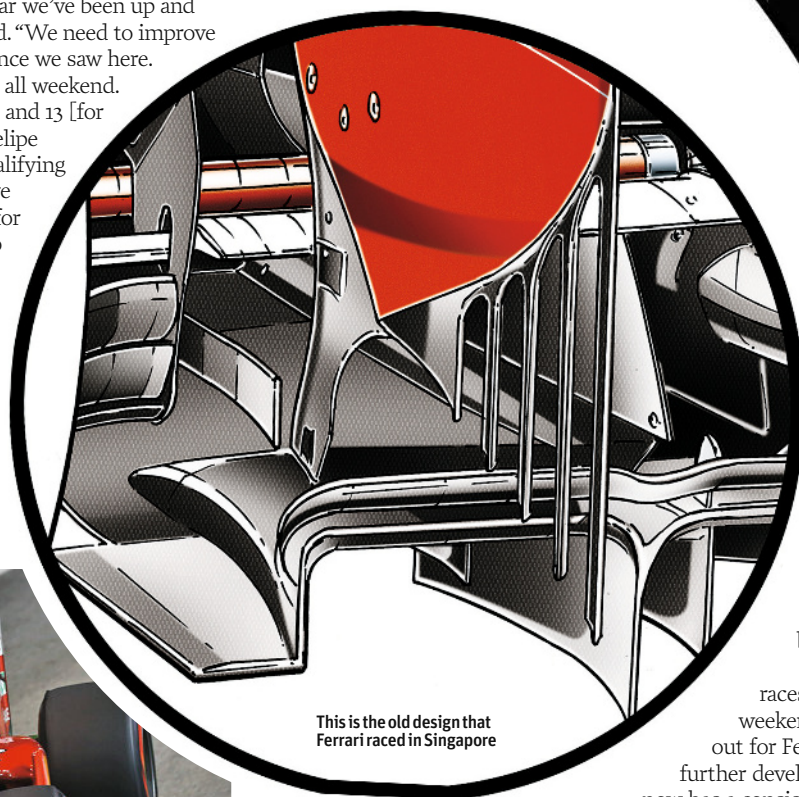
"All this year we've been up and down," he said. "We need to improve the performance we saw here.

We struggled all weekend. Positions five and 13 [for team-mate Felipe Massa] in qualifying is not what we were hoping for so we need to be in a better position at Suzuka [scene of the next race].

"Maybe Silverstone is similar to Suzuka and we were quite OK

"All this year we've been up and down. We need to improve the performance"

Fernando Alonso



This is the old design that Ferrari raced in Singapore

Alonso could only take third on Sunday



advantage could be further cut.

With the final six races held over eight weekends, time is running out for Ferrari to introduce further developments. McLaren now has a consistently fast car, which has set the pace on both high and low-downforce tracks in recent races.

Red Bull is sporadically faster, while Lotus plans a major upgrade for Suzuka that could potentially make Kimi Raikkonen and Romain Grosjean serious factors again.

The scenario that Alonso will most fear is one whereby Williams, Force

there, so hopefully we can repeat that kind of performance."

But at Silverstone Alonso flattered the performance of the car in wet qualifying. Red Bull had the fastest car there, and if that pattern is repeated at Suzuka his championship



AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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Realistically, Lewis Hamilton is going to find it near-impossible to overcome a 52-point gap to Fernando Alonso in the final six races. But he does have the perfect weapon to do so – the best car. McLaren has taken the past four pole positions and would have a full set of wins in those races had Hamilton's gearbox not failed in Singapore. That's reason enough for Alonso to take the Hamilton threat very seriously.

While Sebastian Vettel is closer in the standings, just 29 points off Alonso, the Red Bull has been only a sporadic contender for victory, and the Ferrari driver's staggering consistency has every chance of keeping him behind. Unless, of course, Red Bull has genuinely taken a step forward, something that we'll know once we get to the end of the Japanese Grand Prix. But if Hamilton gets on a roll, that 52-point gap could yet come down.

Will Hamilton win all six races? It's possible, but extremely unlikely. But if McLaren can be reliable and Jenson Button continues to back him up strongly, then he could at least stay in the



Hamilton has the car to catch Alonso

hunt. With a strong Red Bull, the possibility of a Lotus revival and wild cards in the forms of Williams, Force India and Mercedes, chances are that Alonso could have to wait until the season finale in Brazil to clinch the crown. Then anything could happen.

Alonso probably wouldn't trade places with any of his rivals, but his rallying cry to Ferrari to improve is proof he's far from comfortable, no matter how brilliantly he continues to drive.



Lauda fears for Alonso

Ferrari's failed update

Ferrari pinned its Singapore hopes on a new high-downforce rear wing, featuring a big upper element and complex lower-endplate design (main image). It was tried but discarded by Fernando Alonso.

GARY ANDERSON: The upper part of this wing is a high-downforce assembly with the endplates running further into the flap. It's a more efficient package and the horizontal slats in the endplate help the efficiency further. But incorporating that into something so close to the ground seems odd. The lower part is trying to turn the airflow around the back of the rear tyre, to make the back of the car work three-dimensionally so that the airflow around the rear tyre is linked better with that around the diffuser. They don't do it with the end of their diffuser and are trying to do it with these parts instead. It's unfortunate they tried to combine the new upper wing with the lower changes because I'd suspect the upper wing will work well as there's nothing too complex about it. But the package is not working because of complications with what they're trying to do with a complex airflow regime in the lower area, which is sensitive to the ground, rotating wheels and blowing exhausts.

India and Mercedes consistently threaten to take further points off him, but he believes it could just be problems specific to Singapore's Marina Bay track that held him back at last weekend's race.

"We were not happy with the performance of the car this weekend," he said. "We were expecting much more and to be fighting close with the top teams. We were too slow from the start of practice. But we faced the same problems here last year, so maybe it's the part of the characteristics of the car that mean we are not at the top in these traction-[dependent] corners."

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Hamilton will make up his mind soon



Hamilton close to decision for 2013

McLaren star is on the verge of making the decision to stay put or defect to Mercedes from next year

Lewis Hamilton is rapidly approaching a decision between racing for McLaren or Mercedes-Benz for the 2013 Formula 1 season.

AUTOSPORT understands that during the gap between the Italian and Singapore Grand Prix weekends, McLaren raised its financial offer significantly. Having spent several months talking about a pay cut, it is now believed to have offered a basic retainer worth between \$18 and \$20 million per year (£11-12.3m), plus bonuses.

This matches, or even eclipses the Mercedes offer, although a full

house of bonus payments from the Stuttgart firm could net Hamilton as much as £20m in a season.

As a result, the two primary considerations in his decision will be which team he believes will provide the most competitive car in the long-term and the commercial freedoms that he and management XIX Entertainment are determined to exploit. McLaren has several restrictions because of current sponsors, for example Hugo Boss, which restricts Hamilton's options in the clothing market.

Hamilton dodged questions



Leading for McLaren in Singapore GP

PICS: HONE, TEE, ETHERINGTON, DUNBAR/LAT. THOMPSON/GETTY

about his future during the Singapore Grand Prix weekend. McLaren team principal Martin Whitmarsh also refused to comment. But despite his world championship bid lying in tatters after a gearbox failure while leading the race, Hamilton appears to be leaning towards remaining at his current team. It is not clear how big an influence XIX Entertainment will have over Hamilton, as it is likely to prefer the greater commercial freedoms that would be on offer at Mercedes.

The other factor complicating the decision is the question mark over Mercedes's long-term future in F1. AUTOSPORT understands that the Mercedes board was impressed by the vision laid out for the team to put maximum effort into 2014, when the new engine formula will be introduced. It is believed the company is close to signing up to the new Concorde Agreement, which will govern the sport from 2013 onwards.

Mercedes motorsport boss Norbert Haug declined to comment on what he called "speculation" in Singapore, and it is believed that there will be a final decision this week about the long-term strategy for the team. This followed presentations to the board after the

"Sources close to Mercedes suggest they put their chances of landing Lewis Hamilton at one in three"

Italian Grand Prix. Sources have suggested that team principal Ross Brawn could step aside as part of a restructuring, although the chances of that have diminished in recent weeks thanks to his impressive presentation to the board.

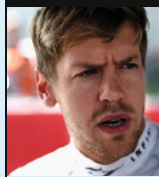
Sources close to Mercedes suggest that they put their chances of landing Hamilton for next year at around one in three. Because Hamilton would almost certainly have to write off any hope of winning the 2013 championship, they fear that staying at McLaren will prove more attractive to him.

Hamilton's decision will also affect Michael Schumacher's future. If Hamilton joins, Schumacher, who is keen to continue, will face encouragement to retire and take up an ambassadorial role with the team. Regardless, some at Mercedes would like to see a younger driver such as Paul di Resta take over his seat.

DRIVER MARKET STATE OF PLAY

Mercedes and McLaren aren't the only ones waiting on Lewis Hamilton's decision, as until his deal is done, the rest of the driver market is in stasis. AUTOSPORT runs the rule over the other players in F1 2013's musical chairs

OFFICIALLY CONFIRMED DRIVERS FOR 2013



Sebastian Vettel
(Red Bull)



Mark Webber
(Red Bull)



Jenson Button
(McLaren)



Fernando Alonso
(Ferrari)



Nico Rosberg
(Mercedes)



Pedro de la Rosa
(HRT)



Timo Glock
(Marussia)



FELIPE MASSA
Looks increasingly likely to hang on to his Ferrari seat, although no deal has yet been finalised.



MICHAEL SCHUMACHER
He wants to continue, but there are those at Mercedes who don't want him to.



KIMI RAIKKONEN
Lotus has an option on him thanks to hitting performance targets and will retain him.



ROMAIN GROSJEAN
Set to remain with Lotus next season and is seen as a fine long-term prospect.



PAUL DI RESTA
Will remain at Force India if nothing opens up for him at either McLaren or Mercedes.



NICO HULKENBERG
On the radar at several big teams, but otherwise will remain at Force India for a second year.



KAMUI KOBAYASHI
On shaky ground at Sauber and likely facing the door in favour of a fast driver with funding.



DANIEL RICCIARDO
Has had the edge over his Toro Rosso team-mate in '12 and Red Bull has no reason to drop him.



JEAN-ERIC VERGNE
Despite being thumped by Daniel Ricciardo in qualifying, set to have a second STR season.



SERGIO PEREZ
Sauber's star linked to Massa's Ferrari seat, but Scuderia appears likely to make him wait.



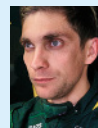
PASTOR MALDONADO
As long as PDVSA stays with Williams, the Spanish GP winner is certain to remain.



BRUNO SENNA
Williams far from certain to retain him, but Caterham is a possible destination if it doesn't.



HEIKKI KOVALAINEN
Interest from a few bigger teams, but close to agreeing new long-term Caterham deal.



VITALY PETROV
Faces the exit door after three years in Formula 1 as his Russian roubles appear to have dried up.



NARAIN KARTHIKEYAN
Improving form and Tata support could well keep him in F1 next year, not necessarily with HRT.



CHARLES PIC
Fast, well-funded and has had serious chats with Caterham. Should stay on the grid.



VALTTERI BOTTAS
Faster than Maldonado? Some Williams folk think so. Despite little funding, likely to be promoted.



DAVIDE VALSECCI
GP2 champion has some sponsorship on the horizon, but HRT looks the only possible berth.



GIEDO VAN DER GARDE
Said to be very well-funded, but it was the same last year. Caterham contender.



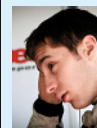
RODOLFO GONZALEZ
Well-funded and keen to graduate, but poor GP2 record means he's very unlikely to step up.



JAIME ALGUERSUARI
Good budget and kept sharp with Pirelli tests. Sauber most likely, but Force India also possible.



JULES BIANCHI
Hasn't made a strong case for promotion at Force India and is in danger of dropping off the radar.



ROBIN FRIJNS
The Formula Renault 3.5 title favourite deserves an F1 graduation, but only hope is a test role.



LUIZ RAZIA
GP2 runner-up working on a budget for Brazilian GP, but hard to see where he goes after that.



ESTEBAN GUTIERREZ
GP2 season not entirely convincing, but has a chance if Telmex wants another Mexican in F1.



SAM BIRD
Well regarded as Merc test driver, but can't match big spenders. Long-shot for 2013.



JEROME D'AMBROSIO
Lotus stand-in can raise funds but is likely to spend another year on the sidelines.



**P12 BRITAIN'S
NEXT F1 DRIVER**



Chilton set to become Britain's next F1 racer

Singapore GP2 race winner expected to graduate to F1 with Marussia in 2013

Max Chilton, who finished fourth in GP2 this year, is set to become the fourth British driver on the Formula 1 grid next season.

The 21-year-old was confirmed as a Marussia reserve driver for the final six races of this season in Singapore and is likely to make his grand prix-weekend debut in Friday practice in Abu Dhabi. While nothing has been announced for next year, AUTOSPORT understands that a \$15 million (£9.25m) deal is close to being completed.

Chilton has experience of working with the team, after driving the MR01 at the Silverstone young-driver test.

AUTOSPORT: Do you feel that you are ready to race in Formula 1 now?

Chilton: I feel that I've learned everything that I can in GP2. I haven't shown it every time, but after getting a second win in Singapore, I feel it is the right time to step up. Whether that's into a race seat or a reserve seat in F1 I don't know. We finished this year on a high and I feel that I can really get to grips with an F1 car with a bit more time in one.

You stepped into Formula 3 when you were 16 and you were probably too inexperienced. Do you feel that always running at a high level so young means

that people haven't always taken notice of you?

I definitely did a different route to most people. We believed that you are always better off learning against the best rather than beating the best in the category below. I went straight into F3 and I probably wasn't ready because I hadn't raced single-seaters before. But by my third year, it was a good thing that I had the experience. GP2 was the same. The first year was difficult, but I've developed as a driver. I didn't stand out like the ones who win Formula BMW, then F3 and come up, but now I'm at the high end of it [the single-seater ladder] those

titles against your name don't make any difference. I feel I'm just as good as anyone who has won a title.

Marussia is far from the strongest team in F1. Do you feel this is the best place to learn?

It's the right route to come in. Marussia has the biggest potential to move up the grid of anyone. It's a good team that can easily move into the midfield – it's a good place to learn. It's the normal route for most drivers to start with a team like this.

You've already driven for Force India, in last year's Abu Dhabi rookie test, and for Marussia at Silverstone in July. How big an advantage is that?

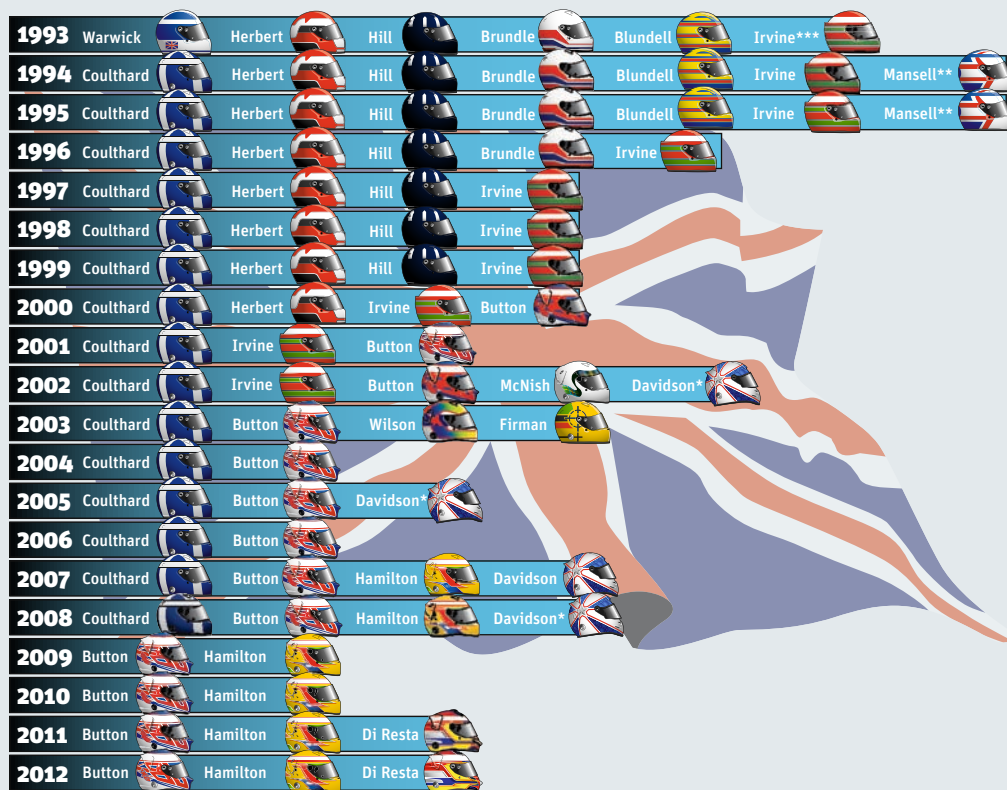
I don't think it makes me an experienced F1 driver, but I'll be more relaxed next time knowing that I have had the opportunity to drive two different cars.

It's well-known that there is a fair bit of money behind you, so are you confident that F1 is a long-term project and you can have a good run at it?

Chilton has tested for Marussia at Silverstone

Number of Brits on the grid in F1

How British involvement has ebbed and flowed over the past 20 years (helmet design changes not taken into account!)



*Anthony Davidson started four races for Super Aguri in 2008, one race for BAR in 2005, two for Minardi in 2002.

** Nigel Mansell started two races for McLaren in 1995 and four for Williams in 1994.

*** Eddie Irvine started two races for Jordan in 1993



MAX CHILTON CV

Age: 21 (April 21, 1991)
2005 Car racing debut in T Cars
2006 Wins T Cars championship (7 wins)
2007 British F3 with Arena Motorsport (best finish 11th), one start in LMS and Star Mazda
2008 10th in British F3 with Hitech Racing (2 podiums)
2009 4th in British F3 with Carlin Motorsport (1 win), 18th in 2009/2010 GP2 Asia with Addax and Ocean Racing Technology
2010 25th in GP2 with Ocean Racing Technology (best finish 5th)
2011 20th in GP2 with Carlin (best finish 6th), contests GP2 Asia
2012 4th in GP2 with Carlin (2 wins)

EXPERT VIEW

TREVOR CARLIN CHILTON'S GP2 BOSS



Max is absolutely ready for Formula 1. The current GP2 is just about as quick as a back-of-the-grid F1 car and with powersteering the F1 car is probably easier to drive. I think he'll do very, very well.

I've been watching Max for the past six years, since he started F3 when he was 16. We saw him do his first-ever F3 race, which was incredible, this tiny little lad.

He's done three seasons with Carlin, one in F3 where he was incredibly fast, had a bit of bad luck and a few incidents in races. But he was outqualifying Daniel Ricciardo, so that's no bad thing.

Max's GP2 career has gone from strength to strength. His qualifying is absolutely outstanding, that's his real strong point. We've done some analysis and he's the second-best qualifier of the year behind champion Davide Valsecchi and now his racecraft is getting there. His starts are better and, as we saw in Singapore and Hungary, he doesn't crumble under pressure anymore.

I've got my father, but we haven't got enough for him to pay for it. He has got to work hard to find the money. Everyone keeps on saying it's coming from his back pocket, but he hasn't got enough to do that. I'm the same as any other driver, you have to bring talent and money now. If we have a good year next year, it might be easier to get a big sponsor to move up.

Is it frustrating to be labelled as a pay driver?

I like to ignore it, but you can't because it gets brought up. But that's the way motor racing is. Not many people on the F1 grid would have started racing if they didn't have a wealthy backer to start with.

So what do you expect to be doing in 2013: racing for Marussia?

At the moment it's about the rest of 2012. We'll see how this year goes but I'm a racer and I'd love to get behind the wheel [to race]. But if that's not to be, I'd love some mileage as a reserve.



*Car shown is a Dacia Duster Lauréate dCi 110 4x2 at £12,995 with optional front chrome bar at £235 and optional metallic paint at £470. Prices correct at time of print.

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THIS WEEK IN F1



WATKINS TRIBUTE

A minute's silence was held before the start of the Singapore GP in memory of Professor Sid Watkins. The FIA also placed a book of remembrance next to a bronze bust of 'Prof' in the paddock (pictured).

SINGAPORE GP ON TO 2017



Singapore Grand Prix organisers have secured a new deal for the race to continue for another five years. Sunday's race was the final one of the original contract, with the new agreement, put in place at a reduced fee, finalised during last weekend's Marina Bay event.

NEW CEO FOR CATERHAM

Cyril Abiteboul, currently the deputy managing director of Renault Sport F1, has been appointed as the CEO of the Caterham team. He will dovetail the two roles until January.

Mike Sparken 1930-2012

MIKE SPARKEN, WHOSE real surname was Poberejsky, died last week at the age of 82. The Frenchman started one world championship grand prix, the 1955 British Grand Prix driving a Gordini, finishing seventh. Sparken was also a gentleman sportscar racer.



500



Number of Formula 1 World Championship races the partnership between Ferrari and Shell has been in place for. Their first race together was the 1950 Monaco Grand Prix (pictured above).

PIRELLI KEEN ON KUBICA TESTING

Pirelli motorsport director Paul Hembery has admitted that Robert Kubica testing for the tyre company next year "might be a possibility". Kubica is some way off being able to drive a single-seater because of the cramped cockpit layout.

PIC'S UNIQUE PENALTY

Marussia driver Charles Pic became the first F1 driver to be hit with a pre-race time penalty in Singapore. He was given with a 20-second penalty for overtaking under red flags at the end of Free Practice 3.

CALENDAR FOR 2013 REVEALED

A draft 2013 Formula 1 calendar was revealed in Singapore. It features 20 races, with a second US race replacing Valencia's European Grand Prix.

2013 F1 CALENDAR

March 17 – Australia
March 24 – Malaysia
April 14 – China
April 21 – Bahrain
May 12 – Spain
May 26 – Monaco
June 9 – Canada
June 16 – America* (New Jersey)
June 30 – Britain
July 21 – Germany
July 28 – Hungary
September 1 – Belgium
September 8 – Italy
September 22 – Singapore
October 6 – Japan
October 13 – Korea*
October 27 – India
November 3 – Abu Dhabi
November 17 – United States (Austin)
November 24 – Brazil

*Provisional

Castrol GRAND PRIX EDGE PREDICTOR

Bacardi Colas topped the 14th round of the Castrol EDGE Grand Prix Predictor with a massive 145-point total at Singapore, constructed largely by selecting Lewis Hamilton for pole and Sebastian Vettel, Jenson Button and Fernando Alonso for the podium. Further perfect forecasts of Nico Rosberg for fifth and Felipe Massa for eighth carried Bacardi Colas to the top on a week in which 690 players scored perfect podium predictions.



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MARK HUGHES

GRAND PRIX EDITOR

There are some very powerful interests in F1 hoping for a Hamilton move to Mercedes. But in the midst of the maelstrom around his future, his performance for McLaren in Singapore was exquisite

Last weekend in Singapore, Lewis Hamilton's future continued to be the lynchpin upon which the whole driver market turned – or didn't. If Lewis were to make the move to Mercedes, the ripple effect elsewhere would be considerable. If he didn't, then everything would stay much the same and Bernie Ecclestone, as promoter, would have much less of a 2013 story to sell.

From a purist sporting viewpoint, we currently have the best drivers in the fastest cars and it's fantastically poised. But F1 is also showbiz, and in the marketplace competing against other sports it always needs a story – and that's very

much Bernie's department.

Sometimes these just happen of their own accord and the ringmaster doesn't need to get involved, other than occasionally as a facilitator. So into 2012 we had the return of Kimi Raikkonen and the first-ever season with six past or current world champions on the grid. Into 2010 there was a triple-hit story: 1) the return of the legend that is Michael Schumacher; 2) the world champion, Jenson Button, leaving the team he'd just won the title with to enter the lion's den of Hamilton at McLaren; and 3) Fernando Alonso aligning with Ferrari.

Such storylines sell the sport to the viewers, TV companies and circuits and, in an economic downturn – with Bernie facing pressure to adjust hosting fees downwards while the teams are clambering for a greater share of profits – it's more important than ever to keep interest in F1 bubbling. But Lewis staying put at McLaren and no line-up changes at Mercedes, Ferrari, Red Bull or Lotus wouldn't really cut it.

So the head-spinning pressures being put upon Hamilton at the moment can only be imagined. The plausibility and power of Mercedes' pitch to him can easily be pictured: cost controls will not be enshrined into the regulations until 2014, so leaving the team free to invest heavily into the '14 car.

Remember also, '14 will be the start of a new engine-dominated formula and Merc will be king at that. McLaren will be a customer, but in that first year engine and systems development is going to be so fast that Merc will have to provide its customers with frozen-

spec engines while it develops. Engines and the associated electronics and hybrid systems will dominate this formula – and this is where you need to be long-term.

Meanwhile, a management company keen to make Hamilton a bigger global brand in his own right, and even keener to profit from that, is said to favour the Mercedes deal and will doubtless have been telling him so. Then there will be conflicting advice of family and friends – and whatever Bernie might have said in the way of influencing him.

Given that backdrop, just how might he have reacted to a disastrous retirement from the lead in Singapore? Beautifully, actually. In contrast to the whirlwind surrounding him, his focus and calm have impressed the team's Sam Michael enormously. "Lewis was in a really good frame of mind after the race," he said, "which is really encouraging. He came before he left the track and just said, 'I'm going to win in Japan,' and that's the type of mentality he has at the moment. He intends to win them all.

"Lewis at the moment is on a real wave. You see it in everything he's doing. His driving on track is extra special, but his integration and work with the team over the last three races has just been exceptional. He's gone onto another plateau. He knows how quick he was today and believes he can do that in Japan. It's a pleasure to see him do well; I have a lot of respect for him and the way he's carrying himself at the moment."

Does this really sound like a driver on the verge of going elsewhere for 2013? ☹

PICTURE: LAT



Hamilton stayed focused on his job in Singapore

“Lewis staying at McLaren wouldn't cut it for Bernie”



McLaren F1 GTR won on Le Mans debut in '95

LE MANS

McLaren plans Le Mans return

Legendary British constructor to build GTE version of MP4-12C Supercar for 2013 season. By GARY WATKINS

McLaren has revealed that the GTE version of its MP4-12C will run next year and has not ruled out racing the car at the Le Mans 24 Hours in June.

The existence of the GTE project has never been officially confirmed before, but McLaren boss Martin Whitmarsh and new McLaren GT operations director Andrew Bailey, former head of vehicle design at the Formula 1 team, are now talking openly about the car. They say that the second race version of the MP4-12C (after the GT3 contender) will undertake a development season in 2013 ahead of the delivery of customer cars for '14.

Bailey told AUTOSPORT: "We will be developing the GTE next year. Most of the design work is done and the engine is in development. We may do some races at the end of next year; we are still at the stage where we are weighing up our options."

Asked specifically about Le Mans, Whitmarsh said: "Certainly we won't be there with customers, but we might be there as a development project."

It is understood that it has yet to

be decided whether the development car will be raced by an in-house McLaren team or if the company would forge a partnership with one of its existing customers.

Both Whitmarsh and Bailey stressed that McLaren GT's focus for 2013 would remain on GT3. Whitmarsh said that the priority was to create "the best possible customer experience" for the owners of the car.

McLaren has come in for criticism from its customers on a number of fronts this season. There have been complaints about reliability and the level of customer support.

Whitmarsh said: "We overstretched ourselves a year ago making 25 GT3 cars [for 2012]. I don't know if we underestimated the task, maybe just the level of expectation."

The McLaren GT project, which is a joint venture with the CRS squad run by 1997 McLaren AUTOSPORT BRDC Award winner Andrew Kirkaldy, is relocating from the team's base in Leicestershire to the old McLaren F1 factory in Woking over the next month.

"We are swinging the GT group under the F1 team and we will see



GT3-spec MP4-12C is to get a big brother

more integration between the two," said Bailey, who explained that his appointment in an operational role would allow Kirkaldy to focus on working with McLaren's customers. "We want to bring a bit of F1 sparkle to the GT programme."

McLaren forged the joint venture with CRS to develop the MP4-12C GT3 because it did not have the

resources to do it itself, and said that the arrangement had a finite life. Whitmarsh stated that a change in the relationship was not one of his priorities.

A run of an additional 15 MP4-12C GT3s is envisaged for next year.

 P60 GT1 NURBURGRING

V8 SUPERCARS

Engel eyes Australian Merc future

FORMER MERCEDES DTM DRIVER

Maro Engel is eyeing a switch to V8 Supercars next year after starring on his Australian motorsport debut at Phillip Island last weekend.

It was confirmed last week that Mercedes will be represented on a customer basis in the series in 2013 with its AMG E-class. Stone Brothers Racing, which won three drivers' titles with Marcos Ambrose and Russell Ingall during the last decade, will end its 14-year association with Ford and merge with frontrunning Australian GT Championship squad Erebus Motorsport to run three cars.

Engel, who has been an AMG driver since losing his DTM seat at the end of 2011, impressed Erebus team boss Betty Klimenko by driving one of its Mercedes SLS GT3 cars to pole position at Phillip Island. He then finished second behind V8 Supercar legend Craig Lowndes's Audi R8 LMS in race one, before winning the following day.

AUTOSPORT understands that the new team wishes to run Engel as its



Erebus owner Klimenko (l) with SBR's Ross Stone

"international" driver at next year's Gold Coast 600, and could offer him a test in the E-class during the winter with a view to a full-time drive.

Although Engel would not confirm this, the 27-year-old German told AUTOSPORT: "I've really enjoyed it out here and I've been able to speak to the team and to Craig about V8 Supercars, which looks like a really

big championship in terms of the coverage it gets here. But it's far too early to say anything on that front."

AMG's roster of official drivers currently includes Bernd Schneider, Karl Wendlinger and Thomas Jäger as well as Engel. Erebus will field an AMG racer in each of the final two Australian GT rounds alongside team regular Peter Hackett.



Busch is switching teams

NASCAR SPRINT CUP

Busch given RCR support

KURT BUSCH'S 2013 NASCAR SPRINT

Cup campaign with Furniture Row Racing will receive significant support from Chevy superteam Richard Childress Racing.

Busch, the 2004 Cup champion, confirmed on Tuesday that he will leave Phoenix Racing and replace the departing Regan Smith at the one-car squad.

Childress will supply engines for the team's Chevrolet Impala as well as providing additional engineering support. Chevrolet backs the team on the aerodynamic front.

Furniture Row general manager Joe Garone: "We've made big strides as a single-car team, but we're still not where we want to be. That's led to the difficult decision of making a driver change to move us forwards. Kurt is exceptional and his talent can take the team to another level."

P50 NASCAR ACTION

AUTOSPORT SAYS..

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



It's not unexpected news, but it's brilliant news all the same. McLaren's confirmation of its plan to return to the Le Mans 24 Hours with a GTE version of its MP4-12C is a further boost to a category already overflowing with manufacturers. But the good news doesn't stop there. The reshuffle of the McLaren GT programme and its move to Woking shows that the group is getting serious about customer sportscar racing again.

McLaren's diversification into sportscars with the F1 GTR produced one of the most amazing stories in my time in the paddock — an overall victory for the F1 GTR on its Le Mans debut in 1995. McLaren didn't want the F1 to go to Le Mans that year, but it bowed to customer pressure and began a rushed test

programme to turn a four-hour racer into a 24-hour one.

I'm sure there's going to be no rush this time around, which is why we shouldn't expect to see an MP4-12C at Le Mans until 2014. And that's good for me, because I like the idea of a McLaren with a chance of reprising its debut victory with the F1.

There'll be no overall victory, of course, but triumphing over Chevrolet, Ferrari, Porsche, Aston Martin and, probably, Chrysler would be no less of an achievement.

McLaren badge back at Le Mans



BTCC

Gilham aims for NGTC assault on 2013 season

BRITISH TOURING CAR TEAM

Tony Gilham Racing is planning a multi-car NGTC attack on the series next season.

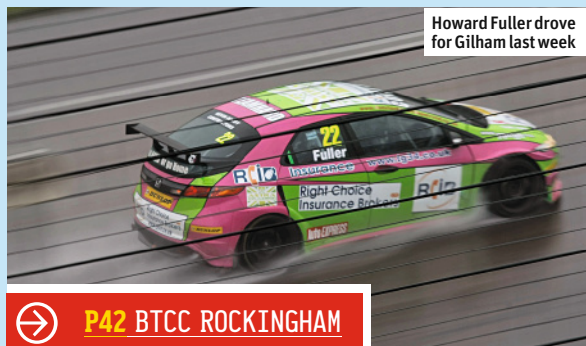
Owner/driver Gilham started his second BTCC season this year in his own team's S2000 Honda Civic, but has run other drivers in the car during the second half of 2012. He hopes to return to driving and plans to run at least two NGTC entries.

"We'll definitely have two NGTCs, potentially four," he said, "with two existing cars and two new-builds.

"The BTCC is where we want to be. It's exciting and we need to move quickly, but we need to make sure we do it properly and not get too carried away."

Gilham could run a mix of experienced and young drivers in the NGTC cars, the makes and models of which have yet to be confirmed. "We're talking to a potential big name and some young guys," he added.

● Gilham has put his Touring Car Legends idea (AUTOSPORT, August 16) on hold. "We want to get it right first time," he said.



Howard Fuller drove for Gilham last week

P42 BTCC ROCKINGHAM

REMEMBER WHEN...

JUNE 6-7 1998



...McLaren last raced at Le Mans? The F1 GTR project had come to an end in 1997, but GTC fielded two cars in '98 and came away with fourth place thanks to Tim Sugden/Steve O'Rourke/Bill Auberlen.



GP2

OH DEAR, LUCA..

Comeback king Luca Filippi took pole for Scuderia Coloni's final weekend in GP2 in Singapore, but was unable to start the team's 167th race in the series after crashing in race one and damaging his car beyond repair. Full report, p40

INDYCAR

Vasser to help Zanardi Indy bid

IndyCar team boss pledges to help his former team-mate return to single-seater action at The Brickyard

Former CART champion Jimmy Vasser is determined to help Paralympic gold medallist Alex Zanardi realise his ambition of racing in the Indianapolis 500.

Zanardi, 45, caused a media storm at the recent London Paralympic Games when he spoke of his desire to return to American single-seater racing for a one-off after winning two gold medals and one silver in handbike racing.

Vasser, who was team-mate to the Italian at Chip Ganassi Racing from 1996-98, told AUTOSPORT that while Zanardi's claims that the two were working on a deal for Indy were wide of the mark, he wants to help the two-time CART champion.

"I talked to him before his first [Paralympic] race," said Vasser, co-owner of IndyCar squad KV Racing Technology. "And he said, 'If I win, you go and fix me a car for Indy.' I said, 'You go and win a gold medal and we'll talk about it.'

"So he wins the gold medal, I'm still sleeping in California, and he says in the press conference that I promised him a ride at the Indy 500! And my phone starts blowing up at 6.30 in the morning with



Vasser (l) and Zanardi were Ganassi team-mates in '90s

people telling me what he's said. Typical Zanardi, right? Always stretching the truth!"

SERIOUS BID

Vasser added that he believes Zanardi is genuine about wanting to make a comeback, using a modified

Dallara DW12 IndyCar fitted with hand controls.

"I think it's pretty serious," he said. "I've learned one thing, and that's if Alex says he's going to do something, don't bet against it. If he's going to do it, then get on board or get out of the way. I'm not

one to be a spectator; I'd rather be part of it to help him and make sure it's done properly, as safe as it can be, as fast as it can be.

"If he wants to do it, he can do it. The car is virtually there now – we've got a hand clutch and paddle shift [already]."

GANASSI CONCERNS

A potential Zanardi comeback has naturally also been linked to the Ganassi squad, after their partnership yielded two titles and 15 wins in the 1990s. Vasser admitted that while he is keen to help, "Chip should do it – it should be a red car with a yellow lightning bolt."

Ganassi said that he has warned Zanardi about the risks of a comeback, but he would not rule it out.

"It would be a dream come true to bring him back," he said. "But in one conversation that we had years ago, I asked, 'Do you really want to go back? Is it the smart thing to do?' When you go back and try to recreate magic, there are more stories of duds than heroes. It would be huge to have him there, but you have to be careful."

EUROPEAN F3

Euro Series name could vanish in '13

THE F3 EURO SERIES COULD MORPH

into the new standalone FIA European Formula 3 Championship next season. The FIA has invited tenders for the new championship and AUTOSPORT understands that Formel 3 Vermarktungs GmbH, which runs the Euro Series on the DTM support bill, is about to make a bid to become the promoter from next season. If successful, it would almost certainly mean the end of a separate Euro Series.

The news comes at the same time as Stephane Ratel, who runs the British Formula 3 International Series, ruled himself out of the running. The SRO chief had previously stated that he would be talking to the FIA about the European championship in 2013.

"I would love to have done it, but after my difficult experiences of the past three years [with the FIA GT1 World Championship] we are not in a position to undertake any risky activities," Ratel told AUTOSPORT. "We couldn't apply for financial reasons; there are costs built into running an



European championship has gathered momentum in '12

FIA championship that we cannot afford." Jesus Pareja, who runs European F3 Open, has also said he is not interested in promoting the new championship, citing the global economic situation and a lack of engines built to the new-for-2013 regulations. World Touring Car Championship boss Marcello Lotti

has also denied any interest.

The FIA European Formula 3 Championship title was revived for 2012. The crown will be awarded on the basis of the results of the two full-distance races at each Euro Series round and the Pau and Spa British F3 events. Daniel Juncadella currently leads the standings.

IN BRIEF



Schumacher's back

SCHUMACHER READY TO ROC

Michael Schumacher will take part in the Race of Champions again this year. The seven-time Formula 1 world champion will drive in the individual event in Bangkok on December 15-16 and partner Sebastian Vettel in the Nations' Cup.

EDMONTON LOSES INDYCAR RACE

IndyCar will not race at Edmonton in 2013 after the Canadian event's promoter, Octane Motorsports, ended its contract a year early, claiming that the event is no longer financially viable.

SCHLEGELMILCH TO F2

Formula 3 Euro Series race winner Harald Schlegelmilch is to race a single-seater for the first time in three years. The Latvian will make his Formula 2 debut at Monza this weekend.

SIGNATURE RULES OUT MACAU

The French Signature team has ruled out making a return to Formula 3 in November's Macau Grand Prix. Team boss Philippe Sinault said that he was still evaluating a category comeback in 2013.

LLOYD BACK TO BRITISH F3

British Formula 3 veteran Hywel Lloyd will return to the series for this weekend's final round at Donington Park. The Welshman will drive his family CF Racing team's National Class Dallara.

CARLIN APPEAL THIS WEEK

The Carlin team's appeal into Jack Harvey's 30-second time penalty from the British F3 round at Silverstone was due to be heard yesterday (Wednesday). If it succeeds, Harvey will enter the Donington finale just six points adrift of points-leading team-mate Jazeman Jaafar.

DAVID LORING 1951-2012

David Loring, who won the IMSA GTU title in 1992 in a works Nissan, died last week aged 61. Significantly, Loring won four Formula Ford titles in North America in 1971 and finished second in the category's inaugural Festival.



Loring died last week

INDYCAR

Mann aims for Indy 500 return next year



Mann drove for Campos in Sonoma

BRITISH SOMETIME INDYCAR RACER

Pippa Mann is working on a deal to race in next year's Indianapolis 500.

Mann, 29, took a pair of top-10 finishes in Auto GP at Sonoma last weekend. It was her first race start since suffering burns to her right hand in the tragic IndyCar crash that led to the death of Dan Wheldon.

The multi-car Las Vegas accident last year has not dissuaded Mann from continuing her career.

"Having competed at Indy, I'd struggle to turn my back on driving if I thought

there was a chance of getting in a car again," said Mann.

"Indy didn't materialise this year because of the engine-supply situation. The idea is to do the whole season in IndyCar next year. I am trying hard on that front. I plan to be on the grid for Indy, but hopefully do lots more races too.

"The cut-off date I've set is December, because with the engine situation you need to have the Indy funds in place by March. This year I had it by May 1, a bit late."



BMW's will race for themselves

DTM

No team orders, says BMW

BMW WILL NOT USE TEAM ORDERS in this weekend's Valencia DTM round, even if it means jeopardising Bruno Spengler's title bid.

Schnitzer driver Spengler trails championship leader Gary Paffett by just 11 points with 50 remaining from the final two races, and will take the title if he wins them both.

BMW motorsport director Jens Marquardt, who has confirmed that the manufacturer's two extra cars in 2013 will be run by ex-Toro Rosso F1 engine man Ernest Knors'

new MTEK squad, said: "It's not the way titles should be decided.

"You can gamble on supporting one driver in a race, compromising strategies of other drivers, and then a long pitstop ruins it for everybody. It's not our policy to do it this way. We prefer to have every driver driving his own race."

Mercedes, which has Paffett's HWA team-mate Jamie Green also in the title hunt, will not use team orders either, according to its motorsport chief Norbert Haug.

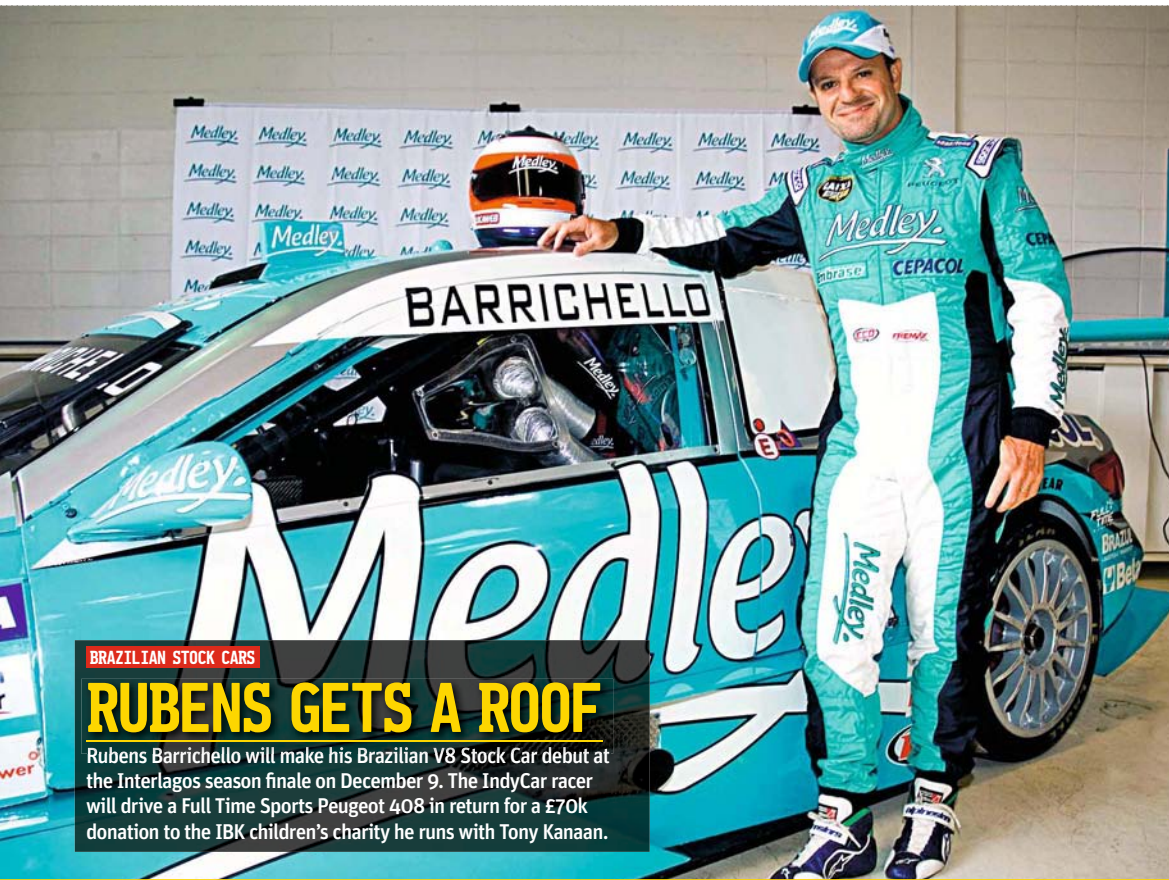
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BRAZILIAN STOCK CARS

RUBENS GETS A ROOF

Rubens Barrichello will make his Brazilian V8 Stock Car debut at the Interlagos season finale on December 9. The IndyCar racer will drive a Full Time Sports Peugeot 408 in return for a £70k donation to the IBK children's charity he runs with Tony Kanaan.

WORLD GT1

Carroll lands GT1 deal

Former A1GP, GP2 and IndyCar ace to join WRT for Donington World GT1 finale

Former A1GP star Adam Carroll will race in this weekend's FIA GT1 World Championship finale at Donington Park with the WRT Audi squad.

Carroll, who took Team Ireland to the 2008-09 A1GP title, has been called up to race one of the factory-supported R8 LMS ultras in place of Stephane Ortelli. The drive alongside Laurens Vanthoor has resulted from Audi France's insistence that Ortelli races with

WRT in the penultimate round of the French GT Championship at Le Mans.

Carroll, 29, who raced a Kolles-run Audi in five rounds of the DTM in 2007, told AUTOSPORT: "The call was a bit out of the blue. I'd never actually spoken to WRT, but I'd sent them my CV a little while ago, so I'm grateful that someone took the time to read it.

"I haven't set any targets for this weekend. Stephane is a Le Mans 24 Hours winner so I've got pretty big boots to fill. I just want to do as professional a job as I can."

The deal follows a successful one-off in the Blancpain Endurance Series at Silverstone in June with the Vita4One BMW squad. He topped the times in second qualifying before finishing ninth

in the rain-affected race.

WRT sporting director Pierre Dieudonne said: "Adam was someone who has been on our list for a while and we have been keeping an eye on him. He showed his pace when he was quick straight away in the BMW Z4 at Silverstone. He's a good choice for us because he knows Donington well."

Five-time GP2 race winner Carroll has admitted that he's looking to a future in sportscars.

"It's probably the direction I'm trying to push my career in now," he said. "I'm a professional driver and I want to make a living out of it for a long time yet. There are some good opportunities in GTs."



Carroll will make GT1 bow

➔ P60 NURBURGRING GT1

IN BRIEF



Kimber-Smith returns

TK-S BACK TO STARWORKS

Three-time Le Mans class winner Tom Kimber-Smith will return to the Starworks HPD team at this weekend's Bahrain FIA World Endurance Championship round. The Brit replaces Ryan Dalziel, who is on Grand-Am duty for the team at Lime Rock.

BRUNI SKIPPING BAHRAIN

AF Corse driver Gianmaria Bruni will miss this weekend's Sakhir WEC round in Bahrain in favour of racing at Monza in the International GT Open, which he can still win. Toni Vilander will replace him, with Marco Cioci taking the Finn's seat for the clashing FIA GT1 Donington round.

NEVE LEAVES CHEVROLET

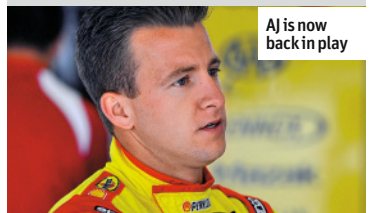
Eric Neve has quit his role as Chevrolet Motorsport Europe boss and will join HWA on October 1 to oversee Mercedes' DTM and F3 activities. Chevrolet Europe communications boss Vijay Iyer will fill in for the rest of the season.

US RACER MAKES WTCC DEBUT

Rob Holland made his World Touring Car debut with Bamboo Engineering at Sonoma in place of the still unfit Pasquale di Sabatino. Felice Tedeschi was denied his series debut after damaging his Proteam BMW heavily in pre-event testing.

ALLMENDINGER REINSTATED

AJ Allmendinger has been reinstated by NASCAR after completing its drug rehabilitation programme. He was suspended on July 7 after twice testing positive for a banned substance.



AJ is now back in play

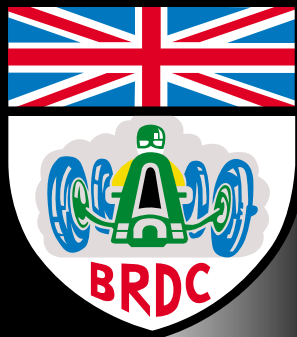
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F4

CHAMPIONSHIP

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The BRDC Formula 4 Championship, launching in 2013, will provide a much needed modern low cost series aimed at those starting single seater racing. The British Racing Drivers' Club (BRDC) will partner organisers MSV in its development.

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- 8" and 10" wheels with Yokohama slick and wet tyres
- Cosworth engine management system controlling 2 litre Ford Duratec engine producing 175bhp
- Sadev 6 speed paddle shift sealed gearbox
- Cars to be operated by teams and private individuals
- Event format: 20 minute qualifying and three 20 minute races
- 24 races across eight events
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- Excellent value parts prices
- Television coverage for all races
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WWW.FORMULA4.COM



WRC

NEW PUG REVEALED

Peugeot's 208 R5 was launched in Paris today (Thursday). The car will be seen in action for the first time next year, when R5 regulations come into play.



Critical week for WRC

Paris announcements key to the future of the championship. By DAVID EVANS

The future direction of the World Rally Championship will be decided by a series of announcements in Paris this week.

The World Motor Sport Council meets in the French capital on Friday with those involved in the WRC awaiting key decisions promised by the governing body of world motorsport. The most important announcement concerns the promoter of the series, with Red Bull set to be announced as the successor to North One Sport.

Decisions are also likely to come regarding the future of the WRC Academy and the sport's timing and tracking systems.

M-Sport and Renault are the two most likely firms to run next year's Academy. M-Sport has run the series since its inception in 2011, while Renault could apply the

experience gained with its Formula Renault race structure in rallying.

But it's the potential announcement of a multi-million pound promoter that has raised expectation in the series, with speculation of manufacturers walking away from the WRC if the WMSC doesn't deliver.

A senior rally source told AUTOSPORT: "If there's no news this week, that would probably be the end of the game for some teams. It's almost October – we still don't officially know the dates of the rallies next year and we don't know anything about who is promoting the series. It's unbelievable and this is the last throw of the dice."

While Hyundai will unveil its first World Rally Car since 2003 at the city's motor show today (Thursday), there has also been

speculation that Citroen will reveal its plans – including news on Sebastien Loeb's programme.

Citroen is in discussions with Abu Dhabi over a long-term agreement, which would work in the same way as its association with Qatar and Nasser Al-Attiyah.

Ford's Malcolm Wilson has called for a common-sense approach to a potential timing and tracking agreement – with the Briton pointing to the incumbent firm, Stage One Technology, as the best-placed providers for the series.

Wilson said: "There are many great things about the WRC and Stage One is something that we need to preserve. Stage One is geared-up for the future."

The full calendar for next year's WRC will also be delivered by WMSC tomorrow.

IN BRIEF



M-Sport's new R5

M-SPORT BUILDING NEW FIESTA

M-Sport expects its new Fiesta R5 to be tested before the end of the year and homologated early in 2013. The four-wheel-drive, 1600cc turbocharged car is a simplified version of the World Rally Car and is tipped to take over from the Super 2000 formula.

NO GRONHOLM RETURN YET

Marcus Gronholm's Ford Fiesta will be driven by his OMSE team boss Andreas Eriksson at this weekend's Global Rallycross round in Las Vegas. Gronholm will undergo further medical checks early next month, after crashing heavily at the X Games in July and could return for the GRC finale back in Nevada on October 30.

NEW DAKAR CAR FOR NASSER

Nasser Al-Attiyah will contest next year's Dakar in a V8-engined buggy built by his own team. The 2011 winner will also drive in the FIA Cross-Country Cup, limiting him to four WRC rounds next year. Al-Attiyah will test his Dakar machine for the first time in the USA on October 15.

HIRVONEN WINS FRENCH RALLY

Mikko Hirvonen claimed his maiden win in a Citroen on last weekend's Rally Vosgien. The Finn, who was using the event as preparation for next month's Rally de France, beat Mads Ostberg by 22s. Daniel Elena's protegee Sebastien Chardonnet was third on his Citroen DS3 WRC debut.

WRC

VW juniors set to start 2013 in S2000 Skodas

VOLKSWAGEN JUNIOR DRIVERS

Andreas Mikkelsen and Kevin Abbring have both been offered deals to remain with the German firm in 2013, the pair potentially starting the year in Skodas.

VW has used Fabia S2000s in the WRC this year in an effort to maintain Sebastien Ogier's competitive edge, while also giving Mikkelsen and Abbring experience of the series. That intra-VW Group alliance is set to continue next season.

A VW source told AUTOSPORT: "It's cheaper to run these cars [Skodas] than Polo R WRCs. And the drivers will still be getting good experience of the rallies. Nothing is sure, but it looks like we'll have one or two Fabias next season."

Mikkelsen looks set to leave Skoda UK Motorsport after two seasons to take up a VW deal offering most WRC rounds.

The source added: "The offer is with Andreas now and it's likely he would be in a third Polo from Portugal [round



VW has run S2000 Skodas this year

four] onwards. It looks like Kevin will stay as well, but we're not sure exactly what his programme will be yet."

**SINGAPORE GP**

Marina Bay,
September 23

ROUND 14/20**LAPS** 59**WINNER**

Sebastian Vettel
2h00m26.144s

POLE POSITION

Lewis Hamilton
1m46.362s

FASTEST LAP

Nico Hulkenberg
1m51.033s

RACE RATING

★★★★☆

Night race is always
spectacular, but it
wasn't a thriller

DRIVERS STANDINGS

Alonso	194pts
Vettel	165pts
Raikkonen	149pts

MILESTONES

- Fourth is best F1 result for di Resta
- Vettel's 23rd GP win moves him level with Nelson Piquet, 10th on all-time list



JOHNNIE

LG

VETTEL SMOKES BUTTON AS HAMILTON SMOKES TO A HALT

An untimely gearbox failure puts the McLaren star out, letting Red Bull's man in for victory. MARK HUGHES reports

QUALIFYING

Brilliant Hamilton is unstoppable on the streets of Singapore

➤ With the circuit topography moving back into Red Bull high-downforce territory after Spa and Monza, it was always going to be interesting to see how the RB8 would compare with the revitalised McLaren.

The Marina Bay circuit's demands are quite similar to those of Valencia, where the Red Bull had been dynamite, the McLaren mediocre. But since then the MP4-27 has been significantly reconfigured, the development war has moved on and the high Valencia track temperatures that the McLaren reacted badly to do not feature around the Singapore streets – if only because qualifying doesn't even begin until 9pm. All of which left things very interestingly poised, given that the acrobatics the place demands of the driver are perfect territory for both Lewis Hamilton and Sebastian Vettel.

Right from the start of qualifying, the battle for pole looked set to be the exclusive preserve of these two former Singapore polesitters and winners. With the walls there to be shaved, each had a comfortable few tenths advantage over their respective team-mates and, with the Ferrari responding disappointingly to its latest swathe of upgrades and thereby leaving Fernando Alonso out of the fight, Vettel and Hamilton were separated by less than half a tenth in Q1 as fastest of those not to use super-softs, 0.5s clear of the others.

Into Q2, and with both on the super-softs, Hamilton was marginally fastest – by 0.126s. Their margin over the others was by now out to 0.7s. Through practice and now during the qualifying sessions they'd each been searching for more from themselves. It's a track where audacity and acrobatics pay back in chunks of laptime, but with the walls there to suck in those less skilled in the art.

But into Q3 it all went wrong for Vettel. Red Bull habitually leaves it late to send Vettel out in Q3, to derive more benefit from any ramping-up of the track grip. But on this occasion being sent out behind the two McLarens for his first Q3 run hurt: the McLarens needed very slow out-laps so as not to overwork their tyres; the Red Bull

Ron Dennis: "Now tell me you're keen on going to Merc"



ideally needed a much faster one, such is the different way it works its tyres. So, bunched up behind Hamilton for the out-lap and then having to back off to make space for himself, Vettel began his flying lap with brakes and tyres not fully up to temperature. His first sector was 0.3s down on his best from Q2, his lap over 1s slower than Hamilton, who'd continued beautifully into his groove to trim a further 0.3s off his best time.

There was still time for another run, and this time Red Bull ensured it got Seb turned round quickly enough to get out ahead of the McLarens. But his groove had been disturbed now and the lap was good only for third, over 0.5s away from Hamilton's first Q3 run. This was a lap that even Lewis himself couldn't match on his second attempt, getting just a little too greedy in the first couple of turns to the tune of 0.2s.

Listening to each of them recount their Q3 session afterwards was a fascinating study in the fine-honed feel and the building levels of confidence necessary for this level of performance around here. Hamilton: "The car's feeling fantastic this weekend... No

lap's perfect, there's always room to improve. But it was a 98 per cent lap, maybe another tenth available. To improve, you take half a metre more in the braking everywhere, come off the brakes a little bit earlier everywhere, even just a quarter metre everywhere and it'll add up."

Vettel: "It's hard to say what happened in Q3. I was happy until the end of Q2, but in Q3 I couldn't feel the grip so well and convert it to laptime. I just couldn't do that last step."

Slotting between them was another driver who positively thrives whenever the track runs between walls: Pastor Maldonado. The Williams needed to be fine-tuned through the sessions to give him exactly what he needed, but the Venezuelan knocked a full 0.8s off even his impressive Q2 lap to put himself on the front row of a grand prix for the second time.

Jenson Button had much the same sort of Singapore qualifying he always does, struggling to keep the option tyre alive over a lap, and it took a big improvement on his final run just to get within 0.6s of his team-mate to go fourth. "I was getting very high degradation on the lap, so I'd start the lap with understeer but by halfway through I'd be getting rear deg," he said. "I just haven't found a set-up that works for me."

Ferrari pinned much of its Singapore hopes on a new high-downforce rear wing, but it didn't work as expected and was not used for qualifying, leaving Alonso struggling with a car that felt much like last year's around here: OK on full tanks but sorely lacking traction in qualifying trim. At 0.9s away from pole he lined up fifth.

Alonso was only marginally faster than

Paul di Resta, who did a great job in the Force India. "I was very happy with the balance of the car on Friday," he reported, "but struggled this afternoon during final practice and we seemed to lose our way. So we went back to basics and built up our speed again during qualifying and managed to deliver the laptime when it mattered during Q3 – in fact, it was my best lap of the weekend."

Mark Webber was struggling in the Red Bull, as he often does around here, just not falling into the rhythm of the place and 0.5s away even from team-mate Vettel's compromised Q3 time. This put him back in seventh. "We didn't have the rear grip," he explained. "Normally the super-soft tyres give us a certain balance, but it was difficult to chase it in that session."

Romain Grosjean in the only Lotus to make it through to Q3 had just one set of super-softs left, and made a lairy run on them to go eighth. He should have been fourth had he put his best bits together, and he was consistently faster than team-mate Kimi Raikkonen.

The two Mercedes of Michael Schumacher and Nico Rosberg rounded out the top 10, neither completing a Q3 lap. The team was still in the early stages of understanding the aerodynamics around the new Coander exhaust system.

Spectacular Maldonado put Williams in second



P36 RESULTS
All those vital stats





Hamilton leads as Webber and Rosberg run wide



RACE CONDITIONS

A warm and humid evening for the F1 brigade under the lights, with track temperature up to 31C

There was something a little less emphatic than usual about Sebastian Vettel's one-finger victory

celebration as he walked from his Red Bull to the podium in the Singapore night. His gesture normally flourishes an irresistible superiority of performance, an emphatic 'take that'. This one was more self-conscious, like he felt obliged to do it only for form's sake.

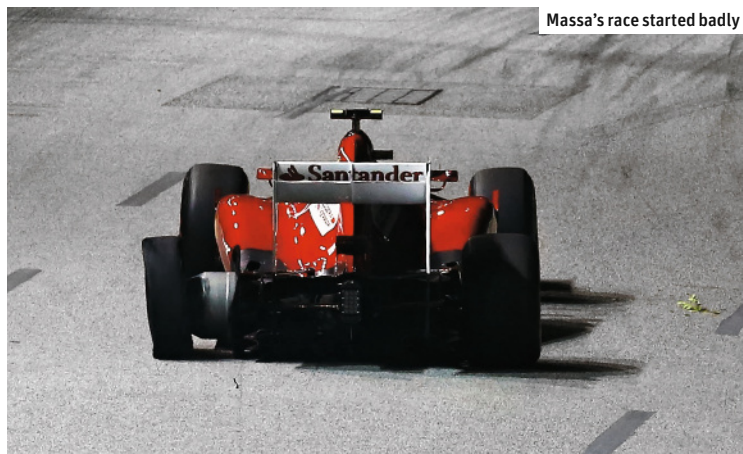
Yes, he'd been within about 1.6s of Lewis Hamilton when the McLaren ground to a halt on the 22nd lap with a broken transmission, but he'd not felt like he was in a position to press home any threat. It was the Red Bull's tyres that had wilted first as they'd approached the stops, the McLaren that was able to comfortably run a couple of laps longer and still emerge ahead, pocketing that two-lap advantage that would only have snowballed as the race went on, always able to run its tyres longer yet retain track position, and thereby have much the faster tyres in the final stages.

In this race, where two-stopping was going to be a lot faster than a

three-stop – so long as you could keep the tyres in shape – Lewis was cruising, going only as fast as needed to maintain track position. He knew he could take advantage of his car's gentler tyre use to pull away at the next stops, or even to stay on a two-stop as Vettel inevitably drifted towards a three. "Yeah, we probably didn't have the fastest package this weekend," allowed Seb in the victory chair afterwards, "but still..." Yes, that's exactly what his uncommitted finger gesture had looked like.

Brilliant though Vettel is around this place, as well-suited to this track as the Red Bull RB8 is, the Hamilton-McLaren combination was both faster and easier on the rubber. McLaren (plus Force India and Lotus) went into this race pretty sure they could do the faster two-stop strategy and thereby save them from the devastating extra 28s pitstop loss derived from the long pitlane and 37.5mph speed limit. Red Bull, Ferrari and Mercedes were fairly resigned to having to three-stop, such was their rear-tyre degradation. Hamilton's diff/gearbox failure was one of the reasons it didn't play out that way and the inevitable safety car interruptions was the other. The way those random events played out relative to track positioning and timing jumbled up the results, and gave get-out-of-jail-free cards to those resigned to three-stopping.

Ten laps at safety car speeds allowed Vettel to convert to a two-stop, thereby preventing



Massa's race started badly

McLaren from having Jenson Button attempt to beat the Red Bull by making one stop fewer.

Unlike Hamilton, JB wasn't going to do it on raw pace, but he maybe could have won it on strategy and tyre use once Lewis had retired. Instead he took a solid second.

Fernando Alonso's conversion to a two-stop likewise saved him from defeat to the final podium place by Force India's Paul di Resta, in brilliant form all weekend in a car that's being developed very fruitfully and which had a better combination of pace and tyre use than the Ferrari. Even Nico Rosberg was able to get the notoriously tyre-heavy Mercedes through on a two-stop thanks to those safety car periods, allowing him to take a tenacious fifth when otherwise he would almost certainly have been beaten by the Lotuses of

Kimi Raikkonen and Romain Grosjean, who instead finished directly behind him.

Vettel had been helped in taking the fight to Hamilton right at the start, when Pastor Maldonado's front-row Williams ran wide to the outside of Turn 1, its front tyres not fully up to temperature, and the Red Bull ducked by inside. Maldonado was then held out wide and passed through Turns 2 and 3 by Button.

After mad jostling during the first couple of laps, there were precious few overtakes thereafter. There just isn't a long enough straight around here even for DRS to facilitate passing, but the spectacle of the madly accelerative and agile projectiles racing beneath the floodlights, shaving the walls and bouncing over the kerbs between the neon-lit skyscrapers was as ▶

◀ insanely dramatic as ever.

Those floodlights were picking out red stripes around the tyres of most cars, with only seven mid and lower-order cars on the soft rather than the super-soft. But this wasn't going to be like Monza, where the harder prime was the quicker race tyre in the early laps. The softer option retained its performance advantage for a long way into the first stint, and the trick was going to be to get it to go far enough to allow a two-stop.

In these early laps Hamilton and Vettel took up where they'd left off in Q1 and Q2 as the class of the field, Button preferring to play himself in, take it easy on the tyres when loaded with 160kg of fuel. He was 5s behind Vettel by the fifth lap as Hamilton just paced himself back to the Red Bull. Even they were lapping around 10s slower than their qualifying times as they quickly pulled away from the field, with only about 6s of that being down to the fuel load. The rest was about keeping that fuel load from taking too much too early from the life of the tyres.

Vettel was taking care not to push onto the McLaren's tail, for the turbulence that wreaks havoc with the aerodynamics just eats up the tyres yet faster. But even trying to maintain the same pace from a couple of seconds back was taking its toll. "He was never very happy on



Rosberg fights wild Kobayashi

that set of tyres," reported Red Bull team boss Christian Horner. "He hadn't been happy with them when he'd qualified on them either." After just half a dozen laps Seb could feel the rears beginning to go away and, as he slackened the pace, so in response did Lewis. Button closed on them both and that earlier 5s

deficit was swiftly halved.

Vettel kept going as long as he could, but on the ninth lap those rear tyres got so hot their core simply could no longer support the forces acting upon them, and he dropped a whole two seconds. He was brought in at the end of the following lap before any further damage was done. It was surely going to be problematic doing a two-stop from so early a first stop and, even though he was now on a fresh set of the more durable primes and generally happier with the car's balance, the early stop meant he hadn't cleared the midfield traffic and he came out back in 10th, restricted to their pace for a few laps until they pitted out of his way.

This was all going beautifully for McLaren. The loose plan was to pit Hamilton after around 14 laps, Button a lap later. Jensen's earlier

nursing of the rubber now began to pay off as he cruised to within 2.7s of his team-mate. Lewis didn't get to stay out for as long as planned though. "I'm getting a funny feeling from the right-rear," he radioed in not long after Vettel's stop. He was brought in as a precaution at the end of the 12th lap. "It turned out to be tyre degradation," confirmed the team's Sam Michael, "but bringing him in early wasn't really penalising, because he was easily able to get out still ahead of Vettel and we were confident we were still going to be able to do a two-stop from there." But with Button going until lap 14, doing his second stint on younger tyres than either Hamilton or Vettel meant he could be in a position to leapfrog one or possibly even both of them at the second stops.

The identity of the three podium



Safety car played into Vettel's hands

DRIVER BY DRIVER by Edd Straw

1  **9/10**
Event rating

SEBASTIAN VETTEL
Red Bull-Renault RB8-04
Start: 3rd. Finish: 1st
Vettel was fast in Singapore, but there was an element of fortune to his win. Qualifying was disappointing thanks to a loss of grip, but in the race he was piling the pressure on Hamilton when the McLaren retired. Despite the caveats, it was still a strong weekend's work.

2  **6/10**
Event rating

MARK WEBBER
Red Bull-Renault RB8-03
Start: 7th. Finish: 11th
Couldn't match Vettel for pace, clouting the Turn 18 barrier in FP3 and qualifying over 0.5s back with the same baffling grip problems. That meant a combative afternoon in the upper-midfield, but he should have been wise to the risk of a track-limits penalty that robbed him of a point.

3  **8/10**
Event rating

JENSON BUTTON
McLaren-Mercedes MP4-27-03
Start: 4th. Finish: 2nd
Struggled for balance in practice, but right there in the race and it would have been fascinating to see how things panned out without the safety cars. Made all the right moves, although never able to get close enough to Vettel to challenge... save for alarming moment under the safety car.

4  **10/10**
Event rating

LEWIS HAMILTON
McLaren-Mercedes MP4-27-04
Start: 1st. DNF
Hard to fault Hamilton, banging in the lap in qualifying and leading until the gearbox gave out. It would be easy to say that he would have won had he survived – he was certainly looking good on tyres. Either way, his championship hopes are in tatters thanks to his DNF.

5  **10/10**
Event rating

FERNANDO ALONSO
Ferrari F2012-295
Start: 5th. Finish: 3rd
Ferrari was underwhelming on the streets, but Alonso as usual maximised his machinery, which was no Red Bull or McLaren beater here. Qualifying lap was decent but not extraordinary. In the race he made the passes when he needed to take another podium.

6  **6/10**
Event rating

FELIPE MASSA
Ferrari F2012-294
Start: 13th. Finish: 8th
Ragged style proved too much for the super-softs and he found his rears going off in final sector, ruining qualifying. Lost a heap of time at the start when Petrov gave him a left-rear puncture, but recovered well and his aggression allowed him to capitalise on super-soft pace.



was happier with the Red Bull's balance and he got himself back to within 1.5s of Hamilton. "I was just cruising," claimed Hamilton later, and there was little reason to doubt him. "I was just managing the gap and the tyres. There was a lot of pace still in the car."

But Hamilton's heady evening was about to take a turn for the worse. It started around lap 19. "I began having problems with the diff," he reported. "Then the gearshifts. We have this thing called e-shift, which is a smooth seamless shift. I lost that and it became quite an aggressive shift. They told me they were monitoring it and that it would be OK, that it should get to the end of the race. Then it kept going into

"I was cruising, just managing the gap and the tyres. There was a lot of pace in the car"

Lewis Hamilton

places seemed set, as Maldonado in a lonely fourth was already 5s or so adrift of Button after the first stops had played out, with most of the field now on the more durable prime tyre.

The Williams was already showing signs of heavy brake wear, great plumes of black carbon dust erupting from the car in the braking zones. Alonso was hanging on a few seconds back, but the Ferrari was a long way from its best here. As the fuel load lowered, so its traction got progressively worse. Had the intended high-downforce wing worked, then probably this shortfall could have been minimised, but it hadn't, so the car was essentially running with a smaller rear wing than ideal. There'd been complications with how the bigger one had performed during practice, and di Resta's Force India was giving

Hamilton's race ended with gearbox failure



nothing away to the Ferrari and likely to do one stop fewer.

Seventh early on was Webber, who had prevailed in a four-into-one moment with Grosjean and the two Mercedes at the first corner. Red Bull had committed him to a three-stop, bringing him as early as lap eight.

Behind him, Mercedes got a lucky

break two laps after it had brought Rosberg in. Grosjean had been comfortably ahead of him and set to do one stop fewer, but when the Lotus pitted a sticking nut on the right-front meant he came out behind the Merc — and that would snowball into the scuppering of his race.

Now on the prime tyres, Vettel

neutral and I'd put it back. Then I lost third gear. Then I had no gears." He pulled off on the 22nd lap, his world title hopes seriously dented. "I have absolutely no doubt we would have won it," he surmised.

Vettel assumed the lead, the gap over Button at around 3s, Jenson less happy on these tyres than on the super-softs of the first stint. "The balance was moving towards oversteer on them, and the degradation was reasonably high," he explained. At this rate the advantage of his newer tyres over Vettel was going to be nullified: "I was initially thinking I might be able jump him at the second stops, but as the stint went on my pace began to fall away."

Maldonado's pace was holding up better, and the gap between the McLaren and Williams began to close until Pastor was within sniffing ▶

7 **4/10**
Event rating

MICHAEL SCHUMACHER
Mercedes F1 W03-09
Start: 9th. DNF
Outpaced Rosberg in Q2 before both opted not to do a Q3 lap. Race was fine, but he should have anticipated the unfolding Perez/Vergne situation and not launched himself over the Frenchman. This kind of misjudgement has caught out Schumacher 2.0 too many times.

8 **9/10**
Event rating

NICO ROSBERG
Mercedes F1 W03-07
Start: 10th. Finish: 5th
Outdone by Schumacher in qualifying (on Q2 pace as both didn't set a time in Q3), but drove an extremely accomplished race, managing his tyres well. It's hard to see he could have finished much higher. A less-precise drive could easily have left him behind both of the Lotuses.

9 **7/10**
Event rating

KIMI RAIKKONEN
Lotus-Renault E20-05
Start: 12th. Finish: 6th
Once again, qualifying was a letdown as Grosjean showed him the way. After a quiet start to the race, gained ground with a quietly effective drive, although arguably had he been more incisive at key moments he could have finished ahead of Rosberg. A workmanlike drive.

10 **7/10**
Event rating

ROMAIN GROSJEAN
Lotus-Renault E20-03
Start: 8th. Finish: 7th
Anyone thinking he was going to return from his one-race ban conservatively only needed to watch his over-aggressive final qualifying lap, which cost him some places. Like Raikkonen, had chance to finish ahead of Rosberg, so it was a good race rather than a great one.

11 **10/10**
Event rating

PAUL DI RESTA
Force India-Merc VJM05-02
Start: 6th. Finish: 4th
Force India was flattered by di Resta, who turned in a superb weekend's work that should remind any big teams that may have a vacancy that he and his team-mate should be at the front of the queue. Unflustered throughout the race and kept Alonso honest in the closing stages.

12 **7/10**
Event rating

NICO HULKENBERG
Force India-Merc VJM05-03
Start: 11th. Finish: 14th
On paper, not a great weekend. Qualifying was underwhelming, but on Sunday he was better than result suggested. Ran long on his second set of tyres, a strategy that didn't work through the safety cars. Has to carry some blame for clipping Kobayashi's wing late on.

◀ distance. But no sooner had he arrived there than the rear tyres began to give out. He was brought in for his second stop on the 29th lap and fitted with a set of options, in an attempt at using their briefly greater grip to leapfrog Button.

Ferrari responded, brought Alonso in from a couple of seconds back and fitted him with another set of primes. The Ferrari stop was a good chunk quicker than the Williams one, bringing Fernando briefly close as they rejoined. Already three-stopping, Webber had been in and on the 32nd lap Lotus pitted Raikkonen, who was trapped behind three-stopping Schumacher. "It was just to get Kimi into clear air," said rueful Lotus engineer Alan Permane afterwards of a call that was about

"It was as if Michael simply didn't allow for how much faster he'd arrive at the scene as he locked up"

to be instantly doomed by Narain Karthikeyan losing control into the tight Turn 18. Smacking the wall hard and bending back the front wheel, the HRT wasn't going anywhere and the safety car was deployed. Raikkonen, meanwhile, had to follow the safety car while all those yet to stop needed only to slow for part of the lap before pitting.

Vettel, Button, di Resta, Rosberg, Grosjean and Schumacher all dived for the pits, getting their second stops for free. Surprisingly, Maldonado was back in too just four laps after his last stop. The car's leaking hydraulics were repressurised in a vain attempt at keeping it going – but Pastor would be forced to bring it in for good a few laps later, a terribly disappointing finish to a sometimes brilliantly promising

Schumacher smashes into back of Vergne...



weekend. So Alonso was gifted a place – and the news just kept getting better for him, because six laps at safety car speeds while the accident scene was cleared allowed planned three-stoppers such as Alonso to think seriously about stopping just twice. He was driving beautifully though, the Ferrari lively beneath him, rear end increasingly skittish, but the rhythm maintained regardless.

Vettel, Button, Alonso and di Resta headed the queue. Just behind the Scot was the other Force India of Nico Hulkenberg – the safety car triggered his necessary stop to options (having been one of the few to have started on primes) earlier than ideal. This had jumped him up the order but left him consigned to a very long stint on the super-softs.



Di Resta had a superb run to take fourth

DRIVER BY DRIVER by Edd Straw

14  **5/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-04
Start: 17th. Finish: 13th
When a driver like Kobayashi claims that the rear of the car is too unstable, you can take him at his word. But while he never really had the pace, he did what he could in the race and was in the mix to salvage a point when he clashed with Hulkenberg late on. But not his most convincing weekend.

15  **6/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C31-03
Start: 14th. Finish: 10th
All things considered, to come out of a pretty troubled weekend for Sauber with a point was not a bad return. But he had to work very hard for it. Had the safety car not intervened, his ability to eke life out of the tyres could have left him well-placed late in the race, but it wasn't to be.

16  **8/10**
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-04
Start: 15th. Finish: 9th
The Australian continues to boss team-mate Vergne in qualifying but agreed that he could have picked up another place or two with a perfect lap. Safety car played into his hands in race, but he still had to cover some quicker cars behind him and two points was reward for a tidy drive.

17  **6/10**
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-03
Start: 16th. DNF
Took time to get on top of an unfamiliar track, a process not helped by neck pain after his flight at Monza. Rightly pleased to be within 0.1s of Ricciardo in qualifying. Safety car helped him into points contention until assaulted by Schumacher. Deserves credit for his mature reaction.

18  **9/10**
Event rating

PASTOR MALDONADO
Williams-Renault FW34-04
Start: 2nd. DNF
Of all the criticisms you could level at him, not being seriously fast over a single lap isn't one of them. Quality performance was stunning but the real challenge was to convert it into a result. Was on course with a feisty, but clean, drive when a hydraulics problem cruelly denied him.

19  **5/10**
Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start: 22nd. Finish: 18th
Looked brisk in practice but overdrove in qualifying and clouted the wall in Q2. That ripped the driveshaft out of the gearbox, giving him a five-place grid penalty. From that self-inflicted bad start he gave a good account of himself and deserved a point, but a series of car problems did for him.



Right behind him was the similarly-shod and similarly-compromised Webber. "It was very awkward timing for Mark," explained Horner. "We elected to leave him out on the options he'd just changed onto, thinking he'd make good progress and that there were a few guys ahead who would be marginal at the end."

The safety car prepared to come in at the end of the 38th lap, and race leader Vettel began to prepare for his restart. At Turn 16 he was braking just as Button behind him was accelerating, and Jenson came within an ace of clobbering the back of the Red Bull and taking them both out, locking up the front tyres then jinking sharply left. Back at racing speed, Vettel headed the pack onto the main straight, cars dodging this way and that but the order remaining static. Through Turn 5 onto Raffles Avenue Webber got on the power and KERS plenty early to get a run going on Hulkenberg up the back straight, the pair thrillingly wheel-to-wheel through the kink of T6, with Mark just grinding ahead.

There was lots of jostling behind too; into Turn 8 Jean-Eric Vergne was side-by-side with Sergio Perez, neither having stopped and both on old tyres. Bearing down fast on both of them was Schumacher on his fresh, grippier rubber. It appeared as if Michael simply didn't allow for how much faster he'd be arriving at the scene as he locked up and launched the Mercedes over the back of the Toro Rosso, making them instant retirements. It was an accident with certain parallels to Schumacher's clash with Perez here last year, and for the second time this season he has been awarded a 10-place grid penalty for the following race.

So the safety car returned to the track just a couple of minutes after it had come in, and this time it

circulated for four laps. It was disastrous timing for Webber in particular, obliging him to come in for his switch to primes, but without having been able to take advantage of his fresh options. He'd rejoin way down the field, fight his way back up to 10th, but then take a penalty for passing Kamui Kobayashi's Sauber with all four wheels off the track at Turn 9.

The second safety car had made things easier for the marginal two-stoppers, and in the remaining time Vettel gradually put distance on Button, the pair quickly leaving the struggling Alonso well behind.

Di Resta briefly got himself within DRS range of the Ferrari, but didn't have quite enough straightline speed to pull off a move. His team-mate Hulkenberg had dropped like a stone, his options unable to complete the distance, obliging a third stop that dropped him well out the points.

In sixth, Grosjean made way for Raikkonen in deference to Kimi's championship position, but the Lotus remained trapped behind Rosberg's fifth-placed Mercedes.

Behind them was Felipe Massa. He punctured one of his Ferrari's tyres against Petrov's endplate on the opening lap, the resultant stop dropping him to last. On his way back up the field he performed perhaps the wildest tank-slapping passing move ever seen in getting past Bruno Senna's Williams as he went on to take a spirited eighth place. Next up was Daniel Ricciardo's Toro Rosso, with Sauber man Perez the single-point beneficiary of Webber's penalty.

The race timed out at two hours, as befitting its marathon reputation, two laps short of the allocated 61-lap distance. It had been a hard, hard race for everyone around such a physical circuit in such humidity. But it had been a desperately hard break for Hamilton. ❧

20  **6/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-03
Start: 19th. Finish: 15th
Didn't have the best time of it and never seemed to get on top of the machinery, ending 0.3s off Petrov in qualifying. Race performance was fine, although a combination of the safety car and strategic missteps meant he lost out to Glock, which could prove key in constructors' fight for 10th.

21  **5/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-02
Start: 18th. Finish: 19th
Outqualified Kovalainen for only the third time this season after probably his best lap of the year - despite a needless shunt late in FP3. Race was a disaster. Suffered front-wing damage at the start when he clipped Massa, and then a wheelnut problem at a pitstop cost him two laps.

22  **6/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 24th. Finish: 17th
On a hiding to nothing in qualifying as he had a five-place grid penalty, which relegated him from 24th to... 24th after he failed to find a gap in traffic. Did what he could in race, battling cooling problems and hanging with quicker cars thanks to safety car before his tyres faded.

23  **6/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-03
Start: 23rd. DNF
Outqualified de la Rosa for second time in a row on his first visit to Singapore despite sitting out FP1 for Ma Qing Hua. Kept his veteran team-mate in sight despite having to short-shift from the start, but blotted his copybook by crashing at Turn 18 at around half-distance.

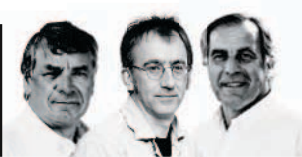
24  **9/10**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-01
Start: 20th. Finish: 12th
With his second in Singapore in 2009 an increasingly distant memory, Glock had his sights set on little more than beating the Caterhams. Looked like the car was strong enough to be closer than 0.5s to them in qualifying, but he drove an excellent race to take the team's best finish yet.

25  **5/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start: 21st. Finish: 16th
Biggest achievement in Singapore was picking up the first pre-race time penalty in F1-20s for overtaking under red flags in FP3. Unable to match track specialist Glock's raw pace, fading to around 20s behind his team-mate in the final part of the race even before his penalty was added.

Drawing board



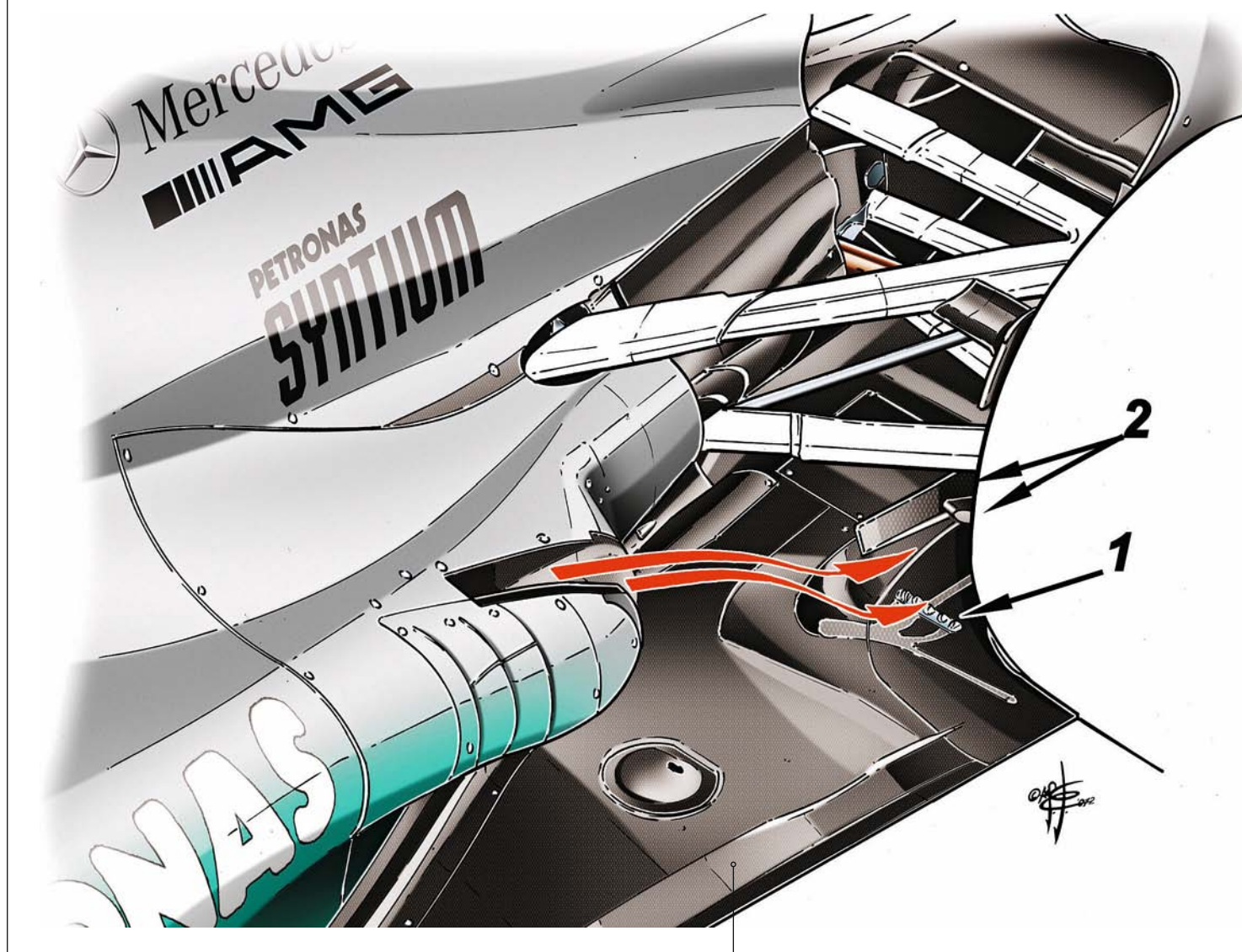
Gary Anderson, Mark Hughes and Giorgio Piola reveal details of some of the changes made to the McLaren MP4-27, Mercedes F1 W03, Red Bull RB8 and Williams FW34 for the Singapore streets

MERCEDES COMES ROUND TO THE COANDER EFFECT

→ Mercedes introduced its version of the Coander exhaust, as pioneered pre-season by Ferrari, McLaren, Sauber and Red Bull. It uses the Coander effect to take the exhaust flow down over the rear brake ducts (1) and around the side of the diffuser, helping to aerodynamically seal that diffuser by reducing leakage from the gap between it and the track. The exhaust exits into an unusual square-sided body cut-out. There are small vortex generators (2) ahead of the rear tyre, fashioned in aluminium. There was also a twisted-cascade outboard flap on the front-wing endplate.

GARY ANDERSON: This exhaust layout is more like Ferrari's than McLaren's, in that the exhaust bodywork housing itself is bulkier and higher up, but allows more of the Coke-bottle profile of the lower body to be retained. Where it differs from any of them is in having a square-edged outlet through which the exhaust pokes –

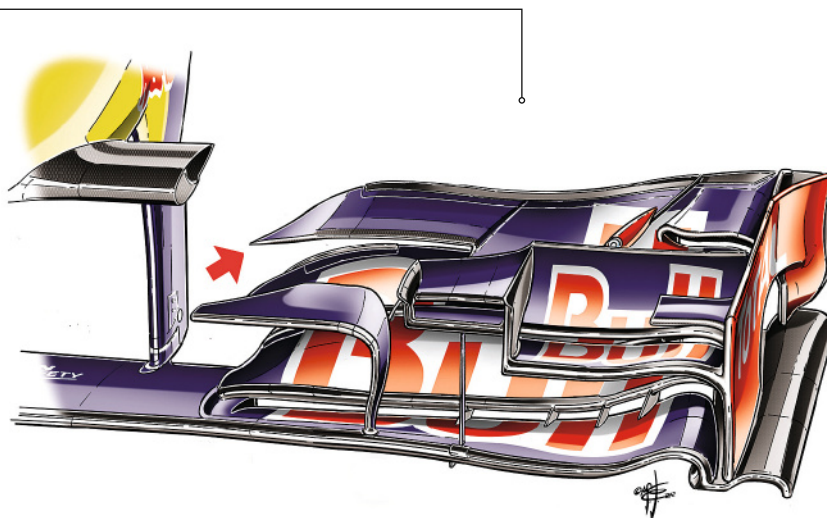
and the underside of that outlet, where it meets with the Coke-bottle lower body, actually goes to a blade. It's a tidy, neat solution. However, the exhaust plume through a circle isn't a constant flow, but fast pulses – and this causes that plume to rotate. When you then enclose the pipe in a square-edged section like this the plume can no longer rotate – and that takes energy out of it. So I'd doubt if the effect is as powerful as it could be. The Mercedes has perhaps the most intricate and aerodynamically sophisticated rear brake ducts of any of this season's cars, with a sliding skirt connecting them to the bodywork and a shape that underneath turns and twists around the tyre. They will be very powerful anyway and it could be that adding exhaust flow to them won't dramatically multiply the effect. The improvised vortex generators will just be helping to divert more energy into that part of the floor.



RED BULL CAUGHT ON CAMERA

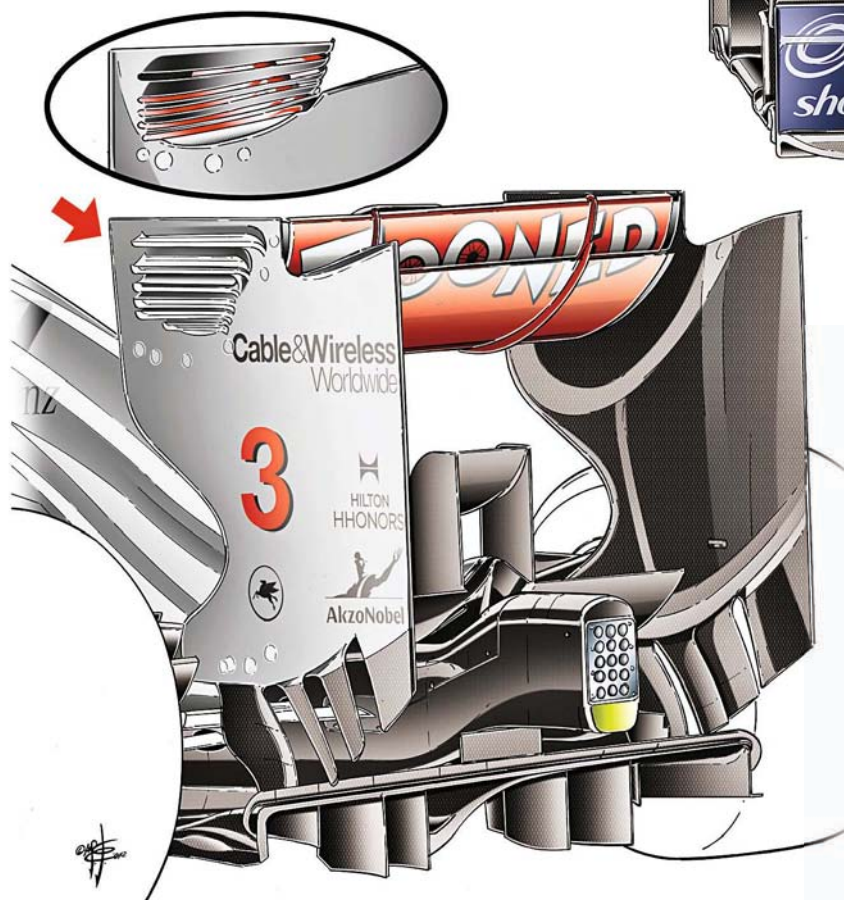
→ The RB8 was fitted with a new front wing from Saturday onwards, the new parts being flown out on Friday evening. The cameras were moved back to their previous location on the side of the nose rather than between the wing pillars and the rear flap (red arrow) had a different profile.

GARY ANDERSON: The old package had the cameras between the wing pillars and behind the FIA bit, creating a bit of front downforce. Red Bull has de-cambered the inboard part of the rear flap with less twist in it. So, in effect, from the second flap to the third the slot gap gets bigger as you move inboard, all of which works to give better airflow to the rest of the car.



WILLIAMS GOES BELLY UP

→ Williams appeared with a Lotus-like 'pregnant' nose. **GARY ANDERSON:** Having the belly pan area beneath the wing pillars accelerates air between the pillars and actually generates a little bit of downforce from the FIA-defined neutral centre section of wing by introducing a differential in the air speed in that area.



McLAREN GOES FOR MORE GILLS

→ McLaren's alternative rear wing featured extra gills in the endplate. After being backed-to-backed with the standard wing on Friday, both drivers chose this one for qualifying/race.

GARY ANDERSON: The gills are there to increase the efficiency of what is a high-downforce wing. More downforce brings with it more drag and the idea is to get rid of some of that with these gills. The higher-downforce flap means there's a taller endplate associated with it and that gives the team the space to introduce more gills. There's very low pressure underneath the wing and high pressure on top of it, while at the outer edges you get free-stream pressure – and that all creates vortices as they meet up at the corners. The gills leak some of that high pressure on top, thereby releasing some of the vortex.

SINGAPORE GP RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	VETTEL	1m50.566s
2	HAMILTON	1m50.615s
3	BUTTON	1m51.459s
4	ALONSO	1m51.525s
5	MALDONADO	1m51.576s
6	WEBBER	1m51.655s
7	HULKENBERG	1m51.658s
8	DI RESTA	1m51.943s
9	RICCIARDO	1m52.275s
10	PEREZ	1m52.296s
11	SENNA	1m52.629s
12	RAIKKONEN	1m52.716s
13	KOBAYASHI	1m52.839s
14	SCHUMACHER	1m52.986s
15	GROSJEAN	1m53.028s
16	MASSA	1m53.080s
17	VERGNE	1m53.189s
18	ROSBERG	1m53.227s
19	GLOCK	1m54.908s
20	KOVALAINEN	1m55.091s
21	PIC	1m55.335s
22	PETROV	1m55.760s
23	DE LA ROSA	1m56.656s
24	MA	1m58.053s

Weather: damp then dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m48.340s
2	BUTTON	1m48.651s
3	ALONSO	1m48.896s
4	WEBBER	1m48.964s
5	HAMILTON	1m49.086s
6	DI RESTA	1m49.300s
7	HULKENBERG	1m49.339s
8	ROSBERG	1m49.790s
9	MASSA	1m50.039s
10	GROSJEAN	1m50.161s
11	SCHUMACHER	1m50.263s
12	RAIKKONEN	1m50.345s
13	MALDONADO	1m50.636s
14	RICCIARDO	1m50.791s
15	PEREZ	1m51.122s
16	KOBAYASHI	1m51.450s
17	SENNA	1m51.452s
18	VERGNE	1m52.009s
19	GLOCK	1m52.218s
20	KOVALAINEN	1m52.576s
21	PIC	1m52.863s
22	PETROV	1m52.936s
23	DE LA ROSA	1m54.448s
24	KARTHIKEYAN	1m54.514s

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m47.947s
2	HAMILTON	1m48.272s
3	ALONSO	1m48.623s
4	HULKENBERG	1m48.859s
5	RAIKKONEN	1m48.865s
6	MASSA	1m49.458s
7	DI RESTA	1m49.684s
8	ROSBERG	1m49.699s
9	SENNA	1m49.715s
10	SCHUMACHER	1m49.981s
11	WEBBER	1m50.110s
12	BUTTON	1m50.524s
13	RICCIARDO	1m50.664s
14	KOBAYASHI	1m50.777s
15	GROSJEAN	1m50.840s
16	MALDONADO	1m51.012s
17	VERGNE	1m51.059s
18	PEREZ	1m51.272s
19	PIC	1m52.290s
20	PETROV	1m53.781s
21	KOVALAINEN	1m54.326s
22	KARTHIKEYAN	1m54.421s
23	GLOCK	1m54.630s
24	DE LA ROSA	1m54.875s

Weather: dry

FRIDAY TESTERS



1 MA QING HUA

HRT 1m58.053s



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m48.285s (5)	1m46.665s (1)	1m46.362s
2	MALDONADO	1m49.494s (12)	1m47.602s (6)	1m46.804s
3	VETTEL	1m48.240s (4)	1m46.791s (2)	1m46.905s
4	BUTTON	1m49.381s (9)	1m47.661s (7)	1m46.939s
5	ALONSO	1m49.391s (10)	1m47.567s (5)	1m47.216s
6	DI RESTA	1m48.028s (2)	1m47.667s (8)	1m47.241s
7	WEBBER	1m48.717s (6)	1m48.513s (3)	1m47.475s
8	GROSJEAN	1m47.688s (1)	1m47.529s (4)	1m47.788s
9	SCHUMACHER	1m49.546s (13)	1m47.823s (9)	no time
10	ROSBERG	1m50.033s (16)	1m47.943s (10)	no time
11	HULKENBERG	1m49.547s (14)	1m47.975s	-
12	RAIKKONEN	1m48.169s (3)	1m48.261s	-
13	MASSA	1m49.767s (16)	1m48.344s	-
14	PEREZ	1m49.055s (8)	1m48.505s	-
15	RICCIARDO	1m49.023s (7)	1m48.774s	-
16	VERGNE	1m49.564s (15)	1m48.849s	-
17	SENNA	1m49.809s (17)	no time	-
18	KOBAYASHI	1m49.933s	-	-
19	PETROV	1m50.846s	-	-
20	KOVALAINEN	1m51.137s	-	-
21	GLOCK	1m51.370s	-	-
22	PIC	1m51.762s	-	-
23	KARTHIKEYAN	1m52.372s	-	-
24	DE LA ROSA	1m53.335s	-	-

Weather: dry

QUALIFYING STATISTICS

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



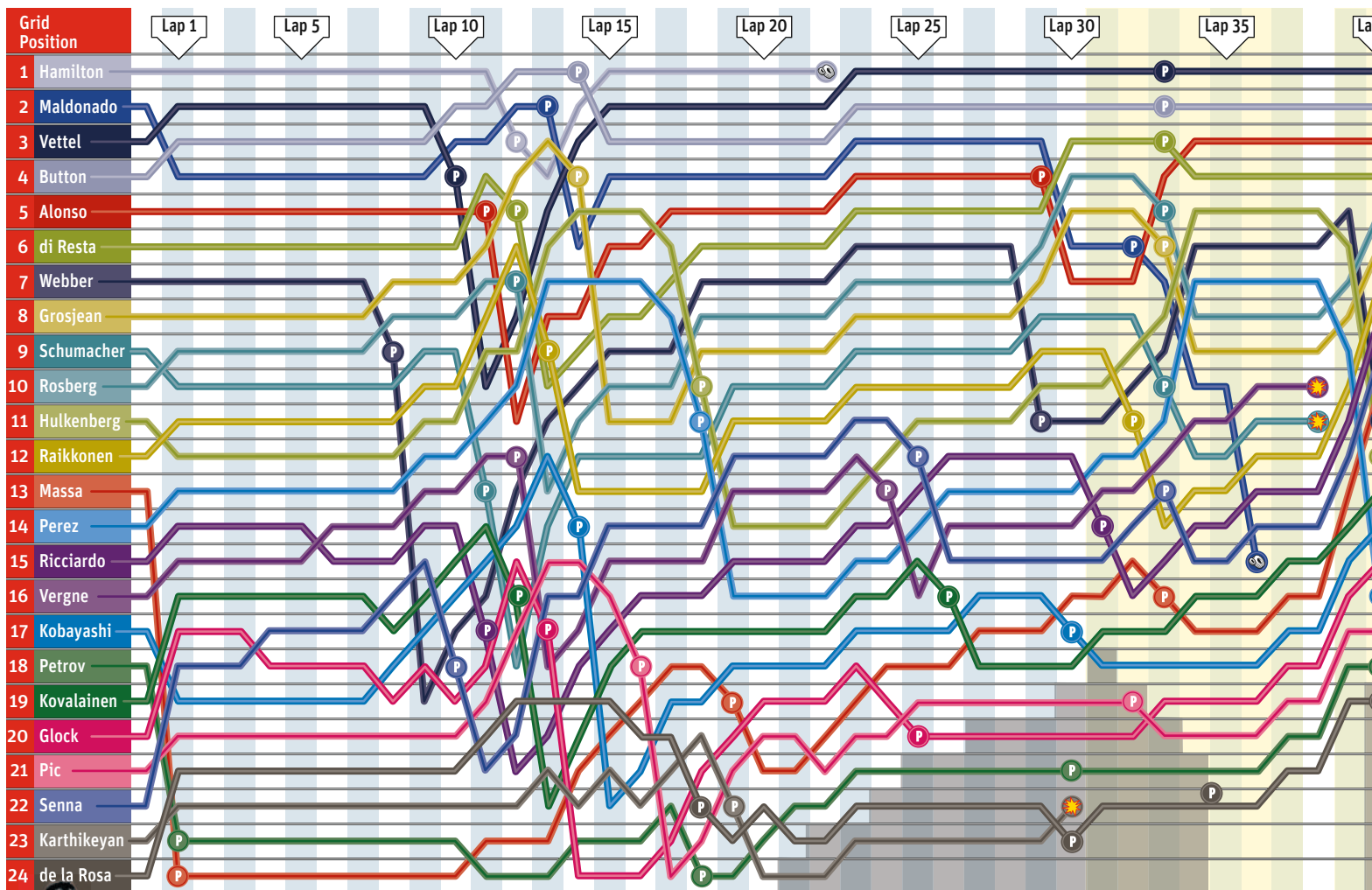
THE GRID

	1 HAMILTON	McLaren	1m46.362s	Supersoft
	2 MALDONADO	Williams	1m46.804s	Supersoft
	3 VETTEL	Red Bull	1m46.905s	Supersoft
	4 BUTTON	McLaren	1m46.939s	Supersoft
	5 ALONSO	Ferrari	1m47.216s	Supersoft
	6 DI RESTA	Force India	1m47.241s	Supersoft
	7 WEBBER	Red Bull	1m47.475s	Supersoft
	8 GROSJEAN	Lotus	1m47.788s	Supersoft
	9 SCHUMACHER	Mercedes	no time	Supersoft
	10 ROSBERG	Mercedes	no time	Supersoft
	11 HULKENBERG	Force India	1m47.975s	Soft
	12 RAIKKONEN	Lotus	1m48.261s	Supersoft
	13 MASSA	Ferrari	1m48.344s	Supersoft
	14 PEREZ	Sauber	1m48.505s	Soft
	15 RICCIARDO	Toro Rosso	1m48.774s	Supersoft
	16 VERGNE	Toro Rosso	1m48.849s	Soft
	17 KOBAYASHI	Sauber	1m49.933s	Soft
	18 PETROV	Caterham	1m50.846s	Supersoft
	19 KOVALAINEN	Caterham	1m51.137s	Supersoft
	20 GLOCK	Marusia	1m51.370s	Soft
	21 PIC	Marusia	1m51.762s	Soft
	22 SENNA	Williams	no time*	Supersoft
	23 KARTHIKEYAN	HRT	1m52.372s	Supersoft
	24 DE LA ROSA	HRT	1m53.355s*	Soft

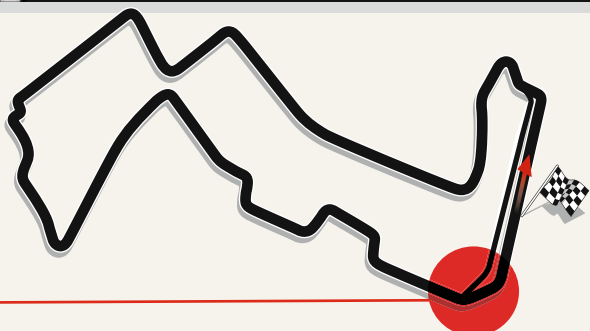
*5-PLACE GRID PENALTY

SINGAPORE GP THE FINAL WORDS

THE RACE: LAP BY LAP



TRACKSIDE VIEW MARK HUGHES GRAND PRIX EDITOR



Evaporation is in the air from the recent cloudburst as inters-shod cars take to the track. The last embers of daylight are dying, floodlights glint off polished bodywork. Romain Grosjean is attacking the fast double-apex corner onto the pit straight and the Lotus is allowing him liberties, the car twitching as the tyres unload on the low-grip patches, but with enough compliance that it remains driveable, allowing him to keep his foot buried in fourth, a flare of mild wheelspin echoing off the walls as he leaves our sight, his passage marked by two lines of rubber. Fernando Alonso is less flamboyant

through here in the Ferrari, more precise. Move further back down the track, see them under second-gear acceleration out of Turn 21, under the Pirelli bridge, and Williams pair Pastor Maldonado and Bruno Senna are struggling to get the power down, busy on the steering with powerslides as the laptime leaks away. Timo Glock's got the opposite problem, the Marussia understeering from the apex, Timo reckoning the front will have gripped before he gets to the wall and staying hard on it. It grips just in time as he shaves the wall, the engine note punctuated by stutters over the exit kerb serrations.

THURSDAY

0400 @SChecoPerez: "3:58am just finish a nice run around the circuit with my brothers and physio!"



1556 The FIA confirms that a pre-race tribute will be held before Sunday's race in memory of Professor Sid Watkins.

1808 Sergio Perez responds to speculation linking him to a move to a bigger team by saying that no approaches have been made.



1945 World championship leader Fernando Alonso describes the next three races, starting with Singapore, as key to his title hopes.

1947 "I just think it's great, I love reading it," says Jenson Button of the driver-market silly season.

1959 Lewis Hamilton sits down for his press briefing and makes it clear he won't be fielding any questions about his future beyond this weekend.

2003 Renault's Rene Taffin admits that the company has yet to get to the bottom of the alternator problems it suffered at Monza.

2248 @pastormaldo: "Just back from the track walk, is very hot but last year was even more..."

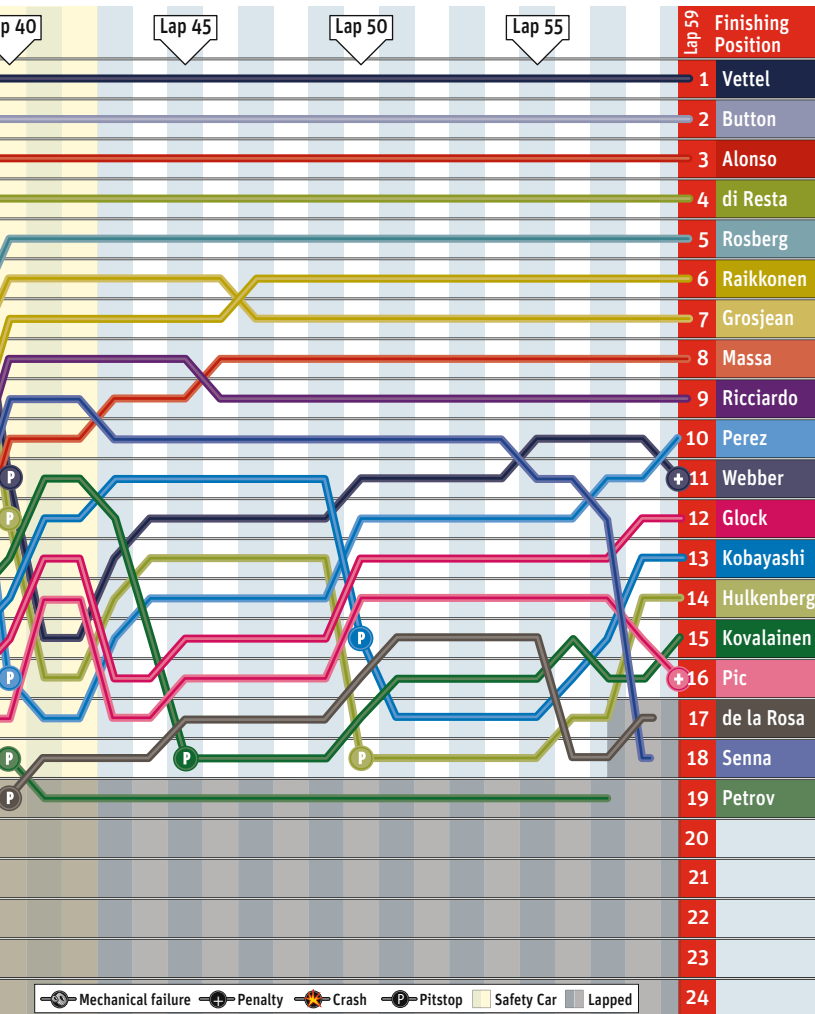


2305 Michael Schumacher says that he expects an instant benefit from Mercedes' new exhaust package, although it'll take time to extract its full potential.



GRAND PRIX DIGEST

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



SATURDAY

1827 Timo Glock's Marussia locks up and slides to a halt at Turn 20 in FP3 after suffering a throttle sensor issue.



1842 Mark Webber tags the wall at Turn 18 with his Red Bull's right-rear.

1845 Di Resta complains: "There's no grip, no support in the car whatsoever. I cannot do anything with the car the way it is."



1856 Vitaly Petrov clouts the wall exiting Turn 21 and spins into the pit-entry with severe right-rear damage to his Caterham. Red flags.

1901 Charles Pic is chastised for practice pitstop: "Charles! You hit the cone, you ran it over. You've hurt one of my men. I'm not happy."



2026 Pic gets 20s race penalty for overtaking under red flags in FP3. He and his engineer must also do a day of community service for the FIA road safety campaign.

2103 Kimi Raikkonen takes to the escape road at Turn 10 in Q1.

2122 Grosjean half-spins at T14 in Q2, hits the wall, but recovers to the pits.

2130 Senna hits the wall at T17 in Q2, wrecking his right-rear corner.

2201 Alonso's engineer: "Given the problems that we have, fifth is a good position. Three tenths would make a big difference. We know what we need to work on from our side. Great job from your side."



0006 Webber is given a reprimand for having "left the track twice on the in-lap at the end of Q3". He also escapes penalty for impeding Glock in Q1.



SUNDAY



1622 Senna is hit with a five-place grid penalty for a gearbox change thanks to damage from his Q2 shunt.

2049 Hamilton's engineer: "Lewis, we can confirm we have a gearbox failure. Really sorry about that. We did everything we could yesterday."



2111 Button after near-miss under safety car: "For Charlie's info, that was very, very stop/start from Sebastian. When someone goes, they go."



2140 Grosjean gets team order: "Kimi is quicker, do not hold him up"



2158 Senna's engineer: "Stop the car, stop the car! Look for a fire hydrant. Get out of the car quickly, it could be a KERS problem. Jump!"



2204 Glock claims Marussia's best F1 result in 51 starts with 12th, moving the team into the all-important 10th place in the constructors' championship.

0015 McLaren sporting director Sam Michael says he's almost certain that Hamilton's gearbox failure was not a result of brushing the wall during Q3.

0020 Schumacher hit with a 10-place grid penalty for rear-ending Vergne after the first safety car period.



0051 Stewards decide to take no action against Sebastian Vettel for alleged erratic driving under the safety car shortly before the first restart.

0107 Webber hit with a 20s penalty in lieu of a drive-through for leaving the track and gaining an advantage when passing Kobayashi.

FRIDAY

1316 @RGrosjean: "1pm time for...breakfast! Yes, we are in Singapore GP"



1848 Bruno Senna straightlines the chicane during FP1, soon followed suit by Jean-Eric Vergne, Nico Rosberg, Romain Grosjean, Senna again, Schumacher and Pastor Maldonado.

1901 Perez clobbers the kerb at the chicane: "We need to check the car because I jumped quite badly into the chicane on the right side."



1916 Maldonado locks up and has to use the escape road at Turn 9.

2146 Paul di Resta on the crowded pitlane: "Somebody needs to make an effort to get these people out of the way. Whether it's photographers or team people, I don't know, but they need to be out of the way."



2203 Senna crashes, bringing out the red flags. Race engineer Tom McCullough: "Can you get the car back?" Senna: "There's no drive."

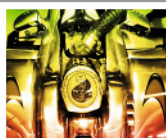


2250 Perez overcooks it into Turn 14, but keeps his Sauber out of the wall and three-point-turns his way back onto the track.

2300 Kamui Kobayashi has a quick spin at the end of the session.

2303 Di Resta debriefs, then adds: "I'm going to get out - it's damn hot in here!"

0020 @LewisHamilton: "This car is a bad ass mother!!! Who won't take no crap off of nobody!!" Later, he clarifies: "That's from [the film] cool running's"



MARINA BAY

SINGAPORE
September 22-23
GP2 Series
Round 12/12



AT A GLANCE

- Race 1 Max Chilton
- Race 2 Giedo van der Garde
- Pole Luca Filippi
- FLs N Berthon/Filippi



Caterham's van der Garde finished year with Sprint-race victory

Relaxed Max keeps rivals at Bay

The British Carlin racer made the most of his front-row start on the Marina Bay street circuit and a 'fantastic' car to stay ahead and secure a second series win



Chilton's win was assured by late safety car period

IT WAS ONLY A MOMENT'S

hesitation, but it was enough to give Max Chilton hope as he vacated the front row for his formation lap. "I saw Luca falter," he said. "And I had a feeling he might struggle come the start proper. And if I could reach the first turn ahead, I was pretty sure I could stay there..."

The Luca in question was Signor Filippi, architect of a second straight GP2 pole – although Nigel Melker gave him a helping hand. The Dutchman crashed towards the end of qualifying, triggering a red flag that ruined many a lap on the supersoft Pirelli and ensured that Filippi's 1m59.444s could not be matched.

That guaranteed the Coloni team prime spot in its final meeting as a GP2 entrant, but Filippi then bodged his start. Chilton and Esteban Gutierrez led away, with Jolyon Palmer third from Fabio Leimer, points leader Davide Valsecchi, Johnny Cecotto, Filippi and title outsider Luiz Razia.

The race was neutralised almost immediately – with Rene Binder spinning at Turn 7 and coming to rest on the racing line – but resumed at the end of lap three, with Chilton able to absorb as much pressure as Gutierrez could muster.

Tyre strategy isn't always the determining pivot in GP2, but it played a significant part last weekend. Filippi and many others started on the supersoft, which had looked potentially brittle, and the Italian was in for a set of softs by lap six. In clear air he immediately began lapping several tenths quicker than the front two – both of whom had opted to do the whole distance on the harder tyre.

Chilton and Gutierrez came in on lap nine, swapping rear tyres only, and rejoined just ahead of the flying Filippi. The Italian was able to match the pacesetters for a while, but on lap 14 he dropped away by 1s – and his margin of inferiority increased as his car began to

slide ever more, his rear tyres wilting in tandem. Palmer, who ran fourth behind Filippi after the stops, faced the same problem. "I was quite surprised," the iSport driver said, "because the car felt OK for a while, but once the rears started to go there wasn't much I could do."

Leimer and Valsecchi passed him on lap 18 and soon after the Briton stopped when he lost his gears.

By that stage Filippi was lapping three or more seconds off the leaders' pace, although it took Leimer until lap 22 to shift him, with title rivals Valsecchi and Razia

following through in swift succession (Cecotto crashed on lap 10 after crossing the pit-exit line prematurely and earning a three-place grid penalty for the Sprint).

Filippi stopped again (for replacement rears only) on lap 23, then crashed twice within five corners soon after rejoining: the first impact left him with a mildly damaged front wing, which broke as he came onto the pitstraight, putting him into the wall and out of the following afternoon's race, such was the chassis damage.

It ended an expensive few minutes for Coloni, because

second driver Fabio Onidi had crashed moments beforehand: having started with a grid penalty for causing a shunt at Monza, the Italian picked up another for hitting Jake Rosenzweig.

The Coloni twins' collective efforts prompted a safety car and the race finished at a relative crawl, Chilton having completed 28 of the 34 scheduled laps when the one-hour limit expired. Race-long shadow Gutierrez had no option but to follow him across the line.

"I always felt I was in control," Chilton said. "I struggled for grip during the first few laps, but the car then came to me and felt fantastic. It wasn't sliding so I was confident the tyres would hold. I felt relaxed."

Leimer took third, while Valsecchi's sober, but sensible, run to fourth was enough to make him the eighth GP2 champion. "I knew what I had to do," he said. "But there were a few tricky moments. I spent one lap behind Filippi just before



Valsecchi and DAMS took drivers' and teams' titles

RACE RATING

★★★★☆

An effervescent blend of solid race management and, erm, Rodolfo Gonzalez

MILESTONE

Final GP2 race for Coloni, seven years after its first - at Imola in 2005



REPORT GP2 SINGAPORE

SIMON ARRON
reports



his second stop and he was defending pretty hard, so it was important to stay calm."

He did, but that has been a hallmark of his season.

Razia took fifth, with Felipe Nasr, Marcus Ericsson, Giedo van der Garde, Rio Haryanto and Nathanael Berthon scoring too.

James Calado was among those whose fastest qualifying laps were nixed by the errant Melker – and a nasty dose of food poisoning then knocked him for six. He started 15th and worked his way up to eighth, but the physical effort proved too much and – after a second tyre stop – he put common sense before competitive instinct and opted to park.

"It got to the stage that I thought I'd be sick every time I braked," he said.

Unlike Filippi's car, he'd be fit for Sunday.

The Sprint was relatively straightforward for van der Garde, who led all the way from pole. His rhythm was interrupted only by a brief safety car interlude, between laps nine and 12 (the cause, once again, was Binder, who this time spun at the final corner and stalled, broadside, on the racing line), but the Dutchman was able to build a small safety buffer to keep

Ericsson at bay until the end. This time, the race lasted for 21 of the 24 laps rather than optimistically scheduled.

Razia ran third almost all the way, repelling a fierce challenge from Leimer through the first few corners, but the Swiss driver was in a persistent frame of mind and wrestled third on the final lap.

Valsecchi ran fifth all the way to help DAMS become champion team, while Gutierrez coaxed a set of supersofts all the way to take P6. Saturday winner Chilton had no such fortune, the Englishman dropping towards the field's tail as his rubber wilted during the race's second half.


Palmer was nudged off by Cecotto, who received a drive-through. The safety car negated that and the Venezuelan staged stormed through to ninth, behind Nasr and Stefano Coletti but just ahead of Calado.

Spaniard Sergio Canamasas was on course for his best GP2 result, having sprinted from 16th to seventh during the first two laps, but his crew had overstayed its welcome on the grid. He was handed a drive-through, which he failed to serve, and was black-flagged. ❄



Singapore provided a popular GP2 finale

Singapore outclasses Birmingham

 The scene was familiar to anybody sufficiently ancient (the author in particular) to have inhabited the Birmingham F3000 paddock of the late 1980s – an urban car park converted for the temporary accommodation of racing teams. It's just that temperatures were a little more oppressive than any ever recorded in the West Midlands.

GP2 teams are accustomed to compromise: it's the nature of the beast. While Monaco's car park paddock nestles adjacent to a Mediterranean breeze, however, the Singaporean equivalent provided no such refreshment:

it blended ambient and human heat with the sound of the Pitstop Practice Philharmonic.

"They've had to accommodate us within an existing infrastructure," said iSport team principal Paul Jackson. "And in the circumstances I think they've done a pretty good job. It's probably a bit hotter than most of us want, but there's not much you can do about that. It's a good track with a fantastic atmosphere, so it's nice to be able to race here."

Only two GP2 drivers had previous Singapore racing experience – Felipe Nasr and Rio Haryanto, both from Formula BMW – but

most newcomers loved it.

"I think it's brilliant," said Jolyon Palmer, who was challenging for pole until a late red flag – triggered by Nigel Melker, who failed to bear left when required at Turn 18 – spiked his final run. "I've only driven a racing car at night once before – a Radical, in Abu Dhabi – and it adds an extra element. It feels quite special heading along a corridor of light when all around is dark."

It was in keeping with GP2's sometimes capricious nature that floodlit qualifying should precede two daylight races... and that both were scheduled for more laps than possible within the permitted time.

RESULTS

GP2 Series, round 12 of 12, Marina Bay (SGP), September 22-23

RACE 1 GRID
1 FILIPPI
2 CHILTON
3 GUTIERREZ
4 PALMER
5 LEIMER
6 VALSECCHI
7 CECOTTO
8 COLETTI
9 RAZIA
10 CANAMASAS
11 RICHELMI
12 BERTHON
13 NASR
14 VAN DER GARDE
15 CALADO
16 HARYANTO
17 ERICSSON
18 MELKER
19 LEAL
20 TRUMMER
21 GUERTIN
22 GONZALEZ
23 BINDER
24 ROSENZWEIG
25 TEIXEIRA
26 ONIDI

RACE 1 - 28 LAPS, 88.262 MILES				
POS	NAME	TEAM	TIME	GRID
1	Max Chilton (GB)	Carlin	1h01m48.095s	2
2	Esteban Gutierrez (MEX)	Lotus GP (ART)	+1.363s	3
3	Fabio Leimer (CH)	Racing Engineering	+4.894s	5
4	Davide Valsecchi (I)	DAMS	+5.945s	6
5	Luiz Razia (BR)	Arden International	+6.295s	9
6	Felipe Nasr (BR)	DAMS	+8.798s	13
7	Marcus Ericsson (S)	iSport International	+14.229s	17
8	Giedo van der Garde (NL)	Caterham Racing	+15.147s	14
9	Rio Haryanto (RI)	Carlin	+48.855s	16
10	Nathanael Berthon (F)	Racing Engineering	+49.445s	12
11	Julian Leal (CO)	Trident Racing	+51.466s	19
12	Nigel Melker (NL)	Ocean Racing Technology	+52.099s	18
13	Stefano Coletti (MC)	Rapax	+52.839s	8
14	Stephane Richelmi (MC)	Trident Racing	+1m04.038s	11
15	Jake Rosenzweig (USA)	Addax Team	+1m04.314s	24
16	Sergio Canamasas (E)	GP Lazarus	+1m04.378s	10
17	Ricardo Teixeira (AO)	Rapax	+1m05.013s	25
R	Luca Filippi (I)	Scuderia Coloni	24 laps-accident	1
R	Fabio Onidi (I)	Scuderia Coloni	24 laps-accident	26
R	James Calado (GB)	Lotus GP (ART)	23 laps-driver unwell	15
R	Jolyon Palmer (GB)	iSport International	19 laps-gearbox	4
R	Johnny Cecotto Jr (YV)	Addax Team	9 laps-accident	7
R	Rodolfo Gonzalez (YV)	Caterham Racing	7 laps-steering	22
R	Simon Trummer (CH)	Arden International	5 laps-accident	20
R	Victor Guerin (BR)	Ocean Racing Technology	0 laps-accident	21
R	Rene Binder (A)	GP Lazarus	0 laps-spun off	23

RACE 2 - 21 LAPS, 66.196 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	van der Garde	46m36.606s	1	
2	Ericsson	+1.719s	2	
3	Leimer	+5.684s	6	
4	Razia	+7.393s	4	
5	Valsecchi	+7.942s	5	
6	Gutierrez	+8.562s	7	
7	Nasr	+8.718s	3	
8	Coletti	+15.394s	13	
9	Cecotto	+18.981s	24*	
10	Calado	+21.964s	18	
11	Haryanto	+29.223s	9	
12	Melker	+38.159s	12	
13	Guerin	+42.593s	22	
14	Trummer	+43.366s	21	
15	Berthon	+44.482s	10	
16	Leal	+49.242s	11	
17	Rosenzweig	+50.553s	15	
18	Gonzalez	+1m02.226s	20	
19	Chilton	+1m06.565s	8	
20	Onidi	+1m07.175s	23**	
21	Teixeira	+1m07.288s	17	
22	Richelmi	-2 laps	14	
R	Canamasas	14 laps-black flagged	16	
R	Binder	8 laps-spun off	25	
R	Palmer	2 laps-accident	19	
NS	Filippi	Feature race damage		

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Valsecchi	247
2	Razia	222
3	Gutierrez	176
4	Chilton	169
5	Calado	160
6	van der Garde	160
7	Leimer	152
8	Ericsson	124
9	Cecotto	104
10	Nasr	95
POS	TEAM	PTS
1	DAMS	342
2	Lotus	336
3	Arden	226
4	Racing Engineering	212
5	Carlin	207
6	iSport	202

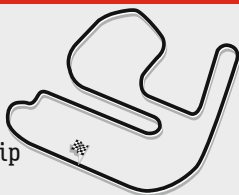
All drivers in Dallara-Mecachrome GP2/11. *3-place grid penalty, **5 places, ***10 places.
Race 1 Winner's average speed: 85.61mph. Fastest lap: Filippi, 2m03.657s, 91.77mph.
Race 2 Winner's average speed: 85.10mph. Fastest lap: Berthon, 2m02.833s, 92.38mph.

ROCKINGHAM

🇬🇧 GREAT BRITAIN

September 22-23

British Touring Car Championship
Round 8/10



AT A GLANCE RACE 1

- Winner Jason Plato
- Pole Plato
- FL Plato



Shedden has huge moment behind Jordan

Shedden steals Plato's thunder

Jason Plato and MG looked set to control the weekend at Rockingham until the rain arrived. In stepped Gordon Shedden to take the lead in the championship fight



THE ROCKINGHAM WEEKEND could have been all about Jason Plato and his renewed British Touring Car title charge, but instead Gordon Shedden stole the show – and the lead in the championship battle.

Matt Neal came into the event topping the table, but suffering a hand injury thanks to a road accident on his motorbike. Plato, meanwhile, had an MG6 that liked the Northamptonshire circuit, so it looked like he could cut chunks out of the 36-point deficit to his rival.

But appalling weather hit Rockingham after the first race last Sunday, and on a wet track the MG6 is still not a match for the Honda Civic. Shedden took his seventh win of the season in race two, heroic team-mate

Neal chasing him home, and the duo did it again in the reversed-grid finale.

Despite being well down in the speed traps, ahead of only the NGTC Civics, the MG was the car to have when the track was dry. Plato took pole, more than 0.6s clear of the field with just one run, while team-mate Andy Neate qualified fifth and reckoned he could have been on the front row but for a mistake.

Plato put the performance down to the work done during the summer break, and a Donington Park test earlier in the month.

“The summer break was very good for us,” he said after qualifying. “At Knockhill the turbo-performance difference meant it wasn’t the place

to show it. Here there are proper corners.

“We’ve got a car that has really good grip – it’s good mid-corner and has strong traction. The Achilles’ heel is that it’s difficult to drive, but we’ve made some inroads into that so it’s easier to do the laptime.

“Honda did have the best chassis, but we’re starting to understand this car.”

“We were saved by the wet. I struggled a bit in race one, but the car felt unbelievable in race two”

Shedden was glad the weather turned nasty

The former champion also conceded his experience of the track, where he took pole and won with the underpowered Chevrolet Cruze last year, also helped. “I’ve always

liked this place and we film a lot with *Fifth Gear* here,” he admitted. “You do pick up some things...”

It certainly looked like it in race one. After a mediocre start, Plato set the fastest

This was as close as anyone got to Plato's MG in the dry



RACE RATING

★★★★☆

Interesting reversed-grid encounter made up for tame earlier races

MILESTONES

BTCC debut for Howard Fuller (right); Shedden's wins move him into eighth in the all-time rankings



REPORT BTCC ROCKINGHAM

KEVIN TURNER
reports



Double victory gave Shedden title lead



Plato and Neal kept it clean at Rockingham

Shedden stormed through the gloom to win twice

lap second time through, by which time he was two seconds clear. He built a lead of over four seconds over the chasing Hondas of Andrew Jordan and Shedden before cruising home to BTCC career win number 72.

Shedden took third, Neal sixth, so Plato needed to repeat the feat again to really make the most of his edge. But then the rain arrived.

The Hondas simply blitzed the field on the slippery track, Shedden even having time to back off and allow Neal the extra point for leading a lap before resuming ahead.

"We were saved by the rain," admitted Shedden. "I struggled a bit in race one, but the car felt unbelievable in the wet in race two.

"The wet is a great

leveller. It takes the difference in engine power [due to the turbo-boost equalisation in the series] out of it. This shows how good our chassis is."

For his part, Plato took third – five seconds down on Neal but well clear of the rest – and was happy to admit he and Triple Eight are still learning about what the MG needs when the track gets slippery.

"We wanted to try our dry set-up in the wet," he said. "At Thruxton [when it rained] we did what we thought was right for the wet and it was terrible, so we thought we'd try it. We now know it doesn't work!

"I couldn't commit – we had no rear-end grip. To start with I thought it might just be tyre temperature, but

I soon realised it wasn't so I let Matt go.

"We'll change everything for race three."

That set up the closest fight of the meeting, with all three starting in the lower reaches of the top 10 and the MG far closer to the Civic's pace. A sensational opening lap from Neal got him up to second, chasing Aron Smith's Motorbase Ford, but Plato and Shedden were soon with him.

Shedden overtook Plato at Chapman Curve, just before Neal found a way by Smith. Shedden (with a more nervous car now that he had 45kg of success ballast onboard) and Plato followed in short order.

Now we were given an insight into the intra-team battle at Honda: with ▶

MG and Honda move clear come rain or shine

➤ JASON PLATO TOOK one of the most dominant wins of the season in the first dry race before Gordon Shedden made the wet encounters his own.

Plato's MG6 started from pole and was only briefly threatened by the fast-starting Motorbase NGTC Ford Focus of Mat Jackson before driving into the distance.

Andrew Jordan's Eurotech Honda Civic and the works example of Shedden shuffled Jackson down to fourth at Yentwood and ran together for much of the race. Only in the closing stages did Shedden fall away from Jordan.

A long way behind Jackson came Rob Collard's WSR BMW. He had battled past Matt Neal's Civic and Andy Neate's MG, but almost fell back into the clutches of Neal in the closing stages.

Neal had already had to fight off the attentions of Rob Austin's rapid Audi, which eventually finished ninth after spinning in its efforts to get by. "He blatantly brake-tested me on the run to Yentwood," said an angry Austin. "Then I went up the inside at Pif-Paf and he turned in."

Neal was unrepentant: "I got fed up being hit from behind. Don't just try and bash the crap out of my car."

Plato was immediately attacked by Jordan and Collard in the wet second race. Jordan took the lead, then Collard forced his way past Plato at Yentwood and Shedden followed. The Honda dealt

with the BMW at Tarzan, just before an off from Neate brought out the safety car.

Jordan made a great restart, only to throw it all away with a mistake at Deene that dropped him to 11th.

Shedden was left with an ever-increasing margin over Plato, who had retaken a struggling Collard. The MG was nevertheless powerless to stop Neal going by to secure a Honda one-two.

Despite an early off and window wipers that didn't work, Jackson came through to fourth, while Frank Wrathall (Dynojet Toyota Avenis) took fifth after starting on row six.

Adam Morgan's Speedworks Toyota started the reversed-grid finale from pole and got as far as Chapman Curve before falling off. That briefly left Aron Smith leading a Ford one-two, until Jackson made a mistake at Pif-Paf.

Smith led for 10 laps, by which time he had Neal, Shedden and Plato on his tail.

All three made it through before Shedden took the lead of the race and the title fight from Neal. And that was despite an earlier moment at Turn 1 that Shedden described as "the biggest accident I've never had".

Jordan overcame the struggling Smith in the closing stages, while Jackson recovered to sixth.

Tom Onslow-Cole's WSR BMW stormed from row seven to seventh after a spirited late tussle with the AmD VW Golf of Ollie Jackson.



Smith came under huge pressure in race three



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

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

This year's competition will take place at Buckmore Park, Chatham, Kent on **Wednesday 24 October** 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:

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- 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@henrysurteesfoundation.com



hillspeed



AT A GLANCE RACE 2

- Winner **Gordon Shedden**
- Pole **Jason Plato**
- FL **Shedden**

AT A GLANCE RACE 3

- Winner **Shedden**
- Pole **Adam Morgan**
- FL **Shedden**

◀ Plato more competitive, Shedden knew he needed to use the extra pace he had over Neal. And quickly.

At two-thirds distance he got a great run out onto the banked section to get down the inside of Neal into the high-speed Turn 1, but the reigning champion hung on around the outside and the two Civics headed towards Deene side-by-side. Only there was Neal finally forced to concede.

"Jason was far too close and it was good to get going and get some clean air," said Shedden after pulling away to record his 29th BTCC win.

"There are plenty of things that haven't gone my way this year, so it's nice to have a clean run."

Despite losing the points lead to Shedden, Neal also had reasons to be cheerful. He hadn't been sure he would even be able to race until the Thursday before – Dynamics putting former champ Fabrizio Giovanardi on standby – so to come away with a sixth and two seconds was a fine effort.

"I'd have taken that before

the weekend – I've seen five specialists in 14 days," said Neal of his metacarpal fracture and dislocated thumb on his right hand.

"It was really hurting on Saturday, then I got different painkillers and better strapping and it was better for the races.

"Through the hairpin [at Tarzan], I had to do it one-handed, even in the wet. In the dry it was difficult to catch slides; it was more progressive in the wet.

"I'm glad to get to the end of it where we are [in the table]. The championship is still wide open."

The three main protagonists shone on a day when most others were caught out in the difficult conditions. Andrew Jordan was putting together a great weekend until he made a crucial error while leading race two, and Mat Jackson had a couple of offs as he got to grips with Motorbase's new NGTC Ford Focus in the wet.

Knockhill dominator Rob Collard also got into a couple of scrapes and was

beaten by both WSR team-mates Tom Onslow-Cole and Nick Foster in the finale, while Dave Newsham struggled in ES Racing's Vauxhall Vectra. The fact that Aron Smith's wet-weather efforts were enough to make him the sixth-highest scorer over the weekend demonstrates how much the field struggled to match the top three.

Plato has now moved from being 36 points behind Neal to 29, but is 32 behind leader Shedden. He is the only man who can realistically stop a Honda driver taking the title, though all three may struggle at Silverstone with limited boost on a track where straightline speed is all-important.

That should set up a tense Brands Hatch GP finale, with the Hondas taking a points edge.

"We don't mind who wins out of our boys," added Honda team boss Steve Neal. But with as many wins as Plato and Neal Jr combined, Shedden must surely be feeling his time has finally come. ☼

Ollie Jackson's weekend finished on a high...



"It was really hurting in qualifying and I had to do the hairpin one-handed"

Neal fought through the pain barrier to score points

...but Jeff Smith's ended in the wall



➔ **P47 RESULTS & STATS**



Title contenders Plato, Shedden and Neal all starred

PICS: EBREY/LAT



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9	21st Oct	Rye House, Herts	Raceway Circuit
10	18th Nov	Daytona Sandown Park	Alternate



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Morgan had a tough meeting

NEXT ROUND SILVERSTONE October 7



REPORT BTCC ROCKINGHAM

DRIVER BY DRIVER

Matt Neal (6/2/2)



Fought valiantly with hand injury to stay right in title hunt.

Gordon Shedden (3/1/1)



Brilliant. Had a clear weekend and made the most of the Honda chassis.

Jason Plato (1/3/3)



Fourth pole of 2012 and looked in control in dry. MG more tricky in the wet.

Andy Neate (7/R/14)



Good quality effort and solid seventh in R1, but R2 off in wet spoiled day.

Mat Jackson (4/4/6)



Another promising weekend with the NGTC Focus, now with proper suspension.

Aron Smith (R/6/5)



Taken off by Jeff Smith in R1, but showed fine form to lead wet R3.

Rob Collard (5/11/13)



Struggled a little in the wet. BMWs not as strong as at Knockhill.

Tom Onslow-Cole (8/14/7)



Anonymous until charge through the field in the wet reversed-grid finale.

Nick Foster (10/10/9)



A little off in dry, but showed team-mates way in wet. Pity about R3 error.

Andrew Jordan (2/7/4)



Good R1, great R2 restart, but mistake cost win. Still indie favourite.

Jeff Smith (R/13/R)



R1 error put Aron S off; R2 slip put Jeff out; R3 ended in huge oval smash.

Frank Wrathall (11/5/12)



Mixed weekend; R2 charge to fifth was highlight. Puncture hampered R3.

Chris James (13/18/R)



One to forget. Spun behind R1 safety car, and no lights in R3.

Dave Newsham (12/15/R)



Very un-Newsham. Could not get Vectra on pace and made several errors.

Adam Morgan (NC/9/11)



Certain inevitability about R3 mistake while leading. Needs clean run.

Tony Hughes (15/17/17)



Still at back, but arguably one of his better efforts, with less boost on return.

Rob Austin (9/16/10)



"Disappointed" with Neal in R1. NGTC A4 was less happy in the rain.

Will Bratt (NC/R/15)



Power-steering issue, crashed in R2 and spun behind safety car in R3.



Foster passes WSR team-mate Collard

Howard Fuller (14/12/16)



Practice and R3 errors aside, a pretty solid effort on his BTCC debut and enjoyed himself.

Ollie Jackson (NC/8/8)



Car glitches looked like spoiling weekend, but was one of the stars when the rain arrived for R2 and R3.



Austin's Audi was quick on a dry circuit

RESULTS

British Touring Car Championship, round 8 of 10, Rockingham (GB), September 23

GRID	DRIVER	TIME
1	PLATO	1:22.448
2	SHEDDEN	1:23.084
3	JORDAN	1:23.098
4	M JACKSON	1:23.178
5	NEATE	1:23.300
6	NEAL	1:23.336
7	WRATHALL	1:23.394
8	COLLARD	1:23.498
9	J SMITH	1:23.653
10	MORGAN	1:23.686
11	O-COLE	1:23.718
12	AUSTIN	1:23.763
13	NEWSHAM	1:23.927
14	FULLER	1:24.008
15	FOSTER	1:24.126
16	A SMITH	1:24.354
17	O JACKSON	1:24.920
18	BRATT	1:25.146
19	HUGHES	1:25.736
20	JAMES	1:25.829

RACE 1 - 16 LAPS, 31.04 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Jason Plato (GB)	MG KX (Triple 8)	MG6	22m38.296s	1
2	Andrew Jordan (GB)	Eurotech Racing	Honda Civic	+3.323s	3
3	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+6.710s	2
4	Mat Jackson (GB)	Motorbase Performance	Ford Focus	+6.890s	4
5	Rob Collard (GB)	WSR	BMW 320si	+19.974s	8
6	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+20.254s	6
7	Andy Neate (GB)	MG KX (Triple 8)	MG6	+26.102s	5
8	Tom Onslow-Cole (GB)	WSR	BMW 320si	+26.445s	11
9	Rob Austin (GB)	Rob Austin Racing	Audi A4	+26.993s	12
10	Nick Foster (GB)	WSR	BMW 320si	+33.041s	15
11	Frank Wrathall (GB)	Dynojet	Toyota Avensis	+34.547s	7
12	Dave Newsham (GB)	Team ES Racing	Vauxhall Vectra	+34.820s	13
13	Chris James (GB)	Team ES Racing	Vauxhall Vectra	+51.918s	20
14	Howard Fuller (GB)	Gilham Racing	Honda Civic	+53.338s	14
15	Tony Hughes (GB)	Speedworks Motorsport	Toyota Avensis	+53.952s	19
NC	Will Bratt (GB)	Rob Austin Racing	Audi A4	-2 laps	18
R	Jeff Smith (GB)	Eurotech Racing	Honda Civic	12 laps-accident	9
NC	Adam Morgan (GB)	Speedworks Motorsport	Toyota Avensis	-4 laps	10
NC	Ollie Jackson (GB)	Amd Tuning	Volkswagen Golf	-6 laps	17
R	Aron Smith (IRL)	Motorbase Performance	Ford Focus	6 laps-accident	16

DRIVERS' CHAMPIONSHIP		
POS	DRIVER	PTS
1	Shedden	336
2	Neal	333
3	Plato	304
4	Jordan	287
5	Collard	247
6	Onslow-Cole	228
7	M Jackson	223
8	Newsham	151
9	Wrathall	138
10	Foster	128

RACE 2 - 18 LAPS, 34.92 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Shedden	30m28.745s	3
2	Neal	+0.966s	6
3	Plato	+6.115s	1
4	M Jackson	+9.215s	4
5	Wrathall	+12.323s	11
6	A Smith	+26.859s	20
7	Jordan	+27.697s	2
8	O Jackson	+39.196s	19
9	Morgan	+40.198s	18
10	Foster	+45.280s	10
11	Collard	+47.736s	5
12	Fuller	+48.220s	14
13	J Smith	+58.245s	17
14	Onslow-Cole	+59.070s	8
15	Newsham	+1m00.401s	12
16	Austin	+1m00.763s	9
17	Hughes	+1m09.835s	15
18	James	+1m41.878s	13
R	Bratt	15 laps-accident	16
R	Neate	0 laps-accident	7

RACE 3 - 19 LAPS, 36.86 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Shedden	33m28.324s	9
2	Neal	+3.423s	8
3	Plato	+3.671s	7
4	Jordan	+13.439s	3
5	A Smith	+15.728s	4
6	M Jackson	+19.810s	6
7	Onslow-Cole	+22.229s	14
8	O Jackson	+22.685s	2
9	Foster	+29.635s	10
10	Austin	+30.747s	16
11	Morgan	+33.204s	1
12	Wrathall	+36.223s	5
13	Collard	+44.385s	11
14	Neate	+45.067s	20
15	Bratt	+47.662s	19
16	Fuller	+55.443s	12
17	Hughes	+1m04.343s	17
R	Newsham	11 laps-acc damage	15
R	James	4 laps-lights	18
R	J Smith	2 laps-accident	13

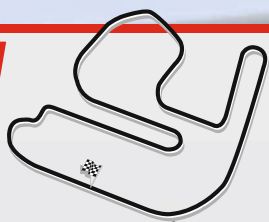
Race 1 Winner's average: 82.26mph. Fastest lap: Plato, 1m23.255s, 83.88mph.
Race 2 Winner's average: 68.74mph. Fastest lap: Shedden, 1m34.935s, 73.56mph.
Race 3 Winner's average: 66.07mph. Fastest lap: Shedden, 1m37.011s, 71.99mph.

P48
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September 22-23
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CLIO CUP AT A GLANCE

- Race 1 Paul Rivett
- Race 2 Rivett
- Points lead Jack Goff



Josh Cook impressed with two fourths



Rivett has now won four in a row in Clios

RENAULT CLIO & PORSCHE CARRERA CUPS ROCKINGHAM, SEPTEMBER 22-23

Rivett displays his touring car credentials

PAUL RIVETT STRETCHED HIS unbeaten streak to four in the Clio Cup, once again reminding everyone of the class that would put him on the BTCC grid in a meritocratic world.

Points leader Jack Goff looked like the man to beat after topping qualifying, but Rivett was only fractions slower and felt he should have been fastest but for a timid approach to the middle of Brook chicane.

"I wasn't aggressive

enough," he admitted afterwards. "It's always been a weakness of mine at this track." But Rivett was sure his Colin Stancombe-run car would be stronger in race trim than Goff's Pyro machine. "We know our tyres work better than theirs," said Stancombe.

Goff failed to convert either of his poles into wins at Snetterton last time out so was determined to make amends. He controlled the first half of race one, while

Rivett gave chase after jumping Goff's wheel-spinning team-mate Josh Files at the start.

As Rivett closed onto the tail of his rival Goff took increasingly defensive lines in a bid to hang on. After a few failed attempts at going round the outside in the hairpins, Rivett used a 'Matt Neal nudge' to squeeze down the inside on the final run through Deene.

"I was so much faster and he knew that too," said Rivett. "I was always coming through!" Goff conceded defeat magnanimously on the podium but changed his mind later on – describing the lack of action over the incident as "a total joke".

TCR's James Dixon held a watching brief in third, while former Stock Hatch champion Josh Cook took advantage of early incidents for James Colburn and Files to climb to fourth.

Stefan Hodgetts (who qualified outside the top 10 but was back on the pace after an ECU swap) and Ant Whorton-Eales ended their race in the barriers after hitting each other on the final run through Deene, promoting privateer Mike Bushell into the top six.

Recently crowned jetski champion Rivett slashed Goff's points lead to just 15 in the wet second race, which started behind the safety car. Rivett passed Goff with a clean move at Deene and romped away at more than a second a lap over the final four tours.

Dixon took his third podium in four races, while Cook held off a charging Files to claim fourth before both crashed on the banking after the finish.

Like Rivett in the Clios, Ben Barker is also now unbeaten in four straight races and is fast asserting himself as the emerging star of the Porsche Carrera Cup.

For the second round running Barker nailed pole for both races and he converted twice (once in the dry and again in the wet) to rise to second in the points.

"There's a lot in the brake bias in these cars and I'm getting more confident in getting the car to stop the way I want," he said. "I've also started to understand how to heat the tyres up and make the best of them."

Jonas Gelzinis gave vain chase in the first race, but struggled in the wet later on and fell to eighth after

breaking his front splitter with an off at Brook.

Ex-Scottish Formula Ford champion Rory Butcher was Barker's bridesmaid this time, well clear of Michael Meadows, who hasn't won for eight straight races but is closing in on the title after standing on six of the past seven podiums.

● Ben Anderson

RESULTS

Renault Clio Cup (14 laps) 1 Paul Rivett; 2 Jack Goff +0.366s; 3 James Dixon; 4 Josh Cook; 5 Adam Bonham; 6 Mike Bushell. **Fastest lap Rivett** 1m30.602s (77.08mph).

Race 2 (13 laps) 1 Rivett; 2 Goff +5.856s; 3 Dixon; 4 Cook; 5 Josh Files; 6 James Colburn. **FL Rivett** 1m41.843s (68.57mph).

Points 1 Goff, 311; 2 Rivett, 296; 3 Dixon, 242; 4 Bonham, 219; 5 Files, 209; 6 Cook, 176.

Porsche Carrera Cup GB (19 laps)

1 Ben Barker; 2 Jonas Gelzinis +2.930s; 3 Michael Meadows; 4 Andy Meyrick; 5 Rory Butcher; 6 Richard Plant. **FL Barker** 1m20.580s (86.67mph) **record.**

Race 2 (16 laps) 1 Barker; 2 Butcher +1.098s; 3 Meadows; 4 Sam Tordoff; 5 James Sutton; 6 Plant. **FL Tordoff** 1m31.942s (75.96mph). **Points 1 Meadows, 271;** 2 Barker, 217; 3 Tordoff, 215; 4 Gelzinis, 210; 5 Butcher, 196; 6 Daniel Lloyd, 168.



Barker was Carrera star

GINETTA JUNIOR AT A GLANCE

- Race 1 **Ollie Chadwick**
- Race 2 **Sennan Fielding**
- Leader **Charlie Robertson**

“To turn it round after what happened at Knockhill is fantastic. Work is needed on my starts though!”

Tom Ingram was back on form



REPORT TOCA ROCKINGHAM

GINETTA BTCC SUPPORTS ROCKINGHAM, SEPTEMBER 22-23

Chadwick's first win as title rivals clash

OLLIE CHADWICK CLAIMED an outstanding maiden victory – and debut podium to boot – in the first Ginetta Junior encounter at Rockingham – marking a breakthrough weekend for the 16-year-old in which he added third place in race two.

While the JHR driver was particularly impressive in race one on Saturday, all eyes were on the intense battle involving points leader Charlie Robertson and Sennan Fielding, which threatened to boil over.

Chadwick made a terrific start and grabbed the lead at Deene Hairpin, slicing his way past poleman Robertson and Fielding as they duelled into the braking zone. From that point on he was able to control things from the front and although HHC racer Robertson did close him down markedly during the final stages, Chadwick had enough in hand to clinch a memorable maiden win.

“It was fantastic”, said the victor. “Third was a good place to start for the banked first corner, I haven’t had the best of starts recently but I changed my approach a little bit and it worked.

“I got a fantastic start and was able to get a good run

that really set me up for the race.”

The flashpoint in Robertson’s and Fielding’s battle came on lap two at the exit of Tarzan when dicing over third with Harry Woodhead.

The title rivals tangled, which resulted in Fielding making contact with the barriers and Robertson dropping to sixth.

While Robertson was able to continue and mount a great recovery to second, also posting a new lap record, Fielding required a pitstop to remove his damaged bonnet before finishing 13th and last.

Unsurprisingly, each driver had a different view of events...

In addition to Chadwick taking his first win, Irishman Keith Donegan – back racing with Beacon after a brief mid-season spell at Hillspeed – secured his maiden podium with a terrific drive to third.

Robertson led initially from pole in race two on Sunday but on the third tour Fielding made his move at the first hairpin, which Robertson didn’t fight.

On the exit, Fielding leant heavily on his rival’s G40 but, thankfully, sparks didn’t fly. Fielding went on



Chadwick held off the pack for maiden win

to win by just 0.3 seconds with Chadwick third.

Ginetta GT Supercup points leader Tom Sharp was relatively powerless to stop his once monumental series advantage being slashed to a mere 15 points during Rockingham’s two races, with JHR’s Tom Ingram claiming two excellent wins to cap an outstanding weekend for the team.

Carl Breeze made as perfect a start as possible to surge into the lead of race

one, as polesitter Ingram, back in action with a rebuilt G55 after recovering from his horrifying startline shunt at Knockhill four weeks ago, struggled to get away cleanly.

Sharp too made an impressively rapid getaway to leap from sixth on the grid into fourth, but he didn’t have the pace to live with the leaders and his race ended in the gravel at Brook on lap six after a tangle with Jamie Orton.

Following the required safety car period, Ingram started his charge and after passing Andrew Richardson for second he took the lead from Breeze into the final lap. Richardson, meanwhile, lost third post-race after being penalised for contact with Jake Hill, so Colin White inherited the spot.

Ingram added another victory in a rain-affected second race, again having to battle through from a sluggish getaway, this time winning from Richardson with Breeze third.

Breeze is now looming large in Sharp’s mirrors in terms of the points race

with five races still to go. In the G50 Cup, Mark Davies won race one in fourth overall while Rob Gaffney won the sequel.

● Marc Orme

RESULTS

Ginetta Junior (10 laps) 1 Ollie Chadwick; 2 Charlie Robertson +0.332s; 3 Keith Donegan; 4 Pepe Massot; 5 Harry Woodhead; 6 Niall Murray. **FL** Robertson 1m33.807s (74.45mph) **record. Race 2 (8 laps)**

1 Sennan Fielding; 2 Robertson +0.329s; 3 Chadwick; 4 Murray; 5 Massot; 6 Woodhead. **FL** Fielding 1m34.088s (74.22mph).

Points 1 Robertson, 432;

2 Fielding, 409; 3 Murray, 405; 4 Massot, 297; 5 Woodhead, 279; 6 Andrew Watson, 258.

Ginetta GT Supercup (17 laps)

1 Tom Ingram (G55); 2 Carl Breeze (G55) +1.766s; 3 Colin White (G55); 4 Mark Davies (G50); 5 Rob Gaffney (G50); 6 Jake Hill (G55). **CW** Davies. **FL** Ingram 1m22.598s (84.55mph)

record. Race 2 (15 laps) 1 Ingram; 2 Andrew Richardson (G55)

+1.565s; 3 Breeze; 4 Hill; 5 White; 6 Tom Sharp (G55). **CW** Gaffney. **FL** Richardson 1m32.765s (75.28mph).

Points 1 Sharp, 605; 2 Breeze, 590; 3 Ingram, 545; 4 Richardson, 357; 5 White, 338; 6 Hunter Abbott (G55), 316.

Ingram charged to a G55 double



NASCAR SPRINT CUP NEW HAMPSHIRE (USA), SEPTEMBER 23, RD 28/36

Hamlin dominates to take Chase advantage

DENNY HAMLIN CAUSED

a small storm after Chicagoland when he proclaimed that he would win at New Hampshire. After his display at the 'Magic Mile', his rivals will be hoping he stays quiet for the next few weeks.

For 300 laps Hamlin stamped his authority on the second round of the Chase, enjoying that rare sensation when, in his own words, he was simply "untouchable".

Able to run deeper, stay tighter and exit each turn faster than anyone else – particularly the third, where he pulled off a string of passes on a circuit not known for easy overtaking – he made light of a lowly qualifying slot to hand Joe Gibbs Racing its 100th Sprint Cup victory in dominant style.

He had hinted at such a performance throughout the weekend, topping every practice session. He qualified only 32nd, later attributing it to having his tyre pressures set at race levels. Even starting so low down, his rivals remained wary.

"I don't think [qualifying] will be much of an issue for Denny," poleman Jeff Gordon said. "Those guys are good; their car is really strong. He drove from something like 16th to second last time..."

Hamlin had more than just his podium finish last time out at Loudon as precedent for his comeback. Only twice in the past three editions of the Chase has a driver won from outside



Hamlin was in a class of his own

the top 30, and Hamlin has been responsible for both. He would repeat the feat with almost nonchalant ease at New Hampshire: within 40 laps he was 12th; within 94 his charge was complete as he moved into a lead he would only relinquish as the pitstops cycled through. "Once we started working our way to sixth, I knew that we had the winning car," Hamlin said. "Not finding a way to lose was the nerve-wracking part."

The only real opportunity for him to do so came 27 laps from the finish, when the final caution eroded a seven-second advantage and allowed Gordon's Hendrick Chevrolet team-mate Jimmie Johnson and the rest of the field to close back in.

Johnson too had climbed the order after starting 20th, but was able to do little in

the way of attacking Hamlin at the restart.

"I had a bit of hope for a quarter of a lap there," he reflected. "If I could have pinned him down I might have had a chance to get by, but the #11 seemed to have everyone covered today."

Second was nevertheless enough to lift Johnson above

Penske's Brad Keselowski (sixth) and into a one-point series lead – ominous given that the next round is at Dover, where Johnson boasts four Chase wins and seven in total.

Hamlin's victory moved him within seven points of Johnson, with Tony Stewart – who led early on but

faded to seventh at the flag – a further five points down the road in fourth.

Gordon, meanwhile, rebounded from his Chicagoland crash to claim third, but remains 12th and in need of a "miracle" in the Chase. ● Sam Tremayne

DILLON WINS AGAIN IN NATIONWIDE AT KENTUCKY

Austin Dillon took his second Nationwide Series win of 2012 at Kentucky. His RCR Chevy team-mate Elliott Sadler retook the points lead from Ricky Stenhouse Jr.



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

Denny Hamlin rocketed nine places to his highest spot for two years (11th) after his New Hampshire win. Only Cup rivals Jimmie Johnson (8) and Tony Stewart (10) head him. Brad Keselowski fell back two spots to 20th in the rankings on the back of his sixth-placed finish.

To see the full list, visit castroldriverrankings.com

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Congratulations to Richard Abra, Mark Poole, Clint Bardwell and Michael Symons, who took their first Britcar 24hr win with their MP Motorsport BMW M3 GTR – crossing the line a full four laps ahead of their closest rivals



Overall and class 2 winners
Richard Abra, Mark Poole,
Clint Bardwell, Michael Symons
MP Motorsport – BMW M3 GTR

"We never thought an outright win would be possible given the competition and only started to believe it in the last 4 hours! It's a fantastic feeling and the biggest win of my career. I couldn't have done it without my teammates and we are really thankful to all the guys in the team who made it possible."
Richard Abra, MP Motorsport



Silverstone 2012

Britcar
24 HR
SILVERSTONE 21st - 23rd Sept.
2012



Class 1 winners & 2nd overall

Jamie Wall, Dave West, Mike Brown,
Paul Cripps

Aston Martin Racing – Aston Martin
DB Vantage



Class 3 winners & 3rd overall

Kim Holmgard, Kaspar Jensen, Mikkel
Johansson, Michael Klostermann

Perfection Racing Europe – Aston Martin
GT4



Class 4 winners & 4th overall

Ivo Breukers, Henk Thijssen, Bert de
Heus.

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INTERNATIONAL RACES & RESULTS

AUTO GP

Sonoma (USA), Rd 7/7

QUICK RESULTS

- Race 1 **Pal Varhaug**
- Race 2 **Sergey Sirotkin**
- Pole **Adrian Quaife-Hobbs**
- FLs **Daniel de Jong x2**

RACE RATING Both races were entertaining, rather than thrilling
★★★★☆☆

REPORTS WORLD OF SPORT

AUTO GP SONOMA (USA), SEPTEMBER 22-23, RD 7/7

Varhaug's Virtuosi performance seals runner-up spot

PAL VARHAUG SCORED HIS third win in the Auto GP World Series to secure second place in the drivers' championship at last weekend's season finale at Sonoma.

The Virtuosi UK driver took a commanding victory in the first of two races at the Californian circuit after some early-race shenanigans in front of him removed a number of pre-race favourites.

Recently-crowned champion Adrian Quaife-Hobbs denied Sergey Sirotkin pole for race one, and in doing so registered his sixth Auto GP top qualifying spot in seven attempts. But the Briton's Super Nova car was T-boned out of the lead on the opening lap when former grand prix driver Antonio Pizzonia lost control on the entry to Turn 2. Pizzonia, who switched to Zele Racing for the US event, cut his hand on a sharp edge in the cockpit, requiring stitches, and sustained

a minor fracture.

The surviving cars pitted under caution at the opening of the pit window on lap five.

Front-row starter Sirotkin had been delayed taking avoiding action during the first-lap shunt and dropped to fourth, but a quick turnaround by the Euronova crew lifted the Russian to his eventual finishing position of third.

Daniel de Jong also gained ground in the stops and rejoined the safety car queue behind race leader Varhaug. After the restart, the Manor MP driver was unable to threaten for the lead, conceding 1.5s at the chequered flag.

Ombra's Antonio Spavone led the reversed-grid race from pole, hustled by the fast-starting second Zele entry of Sergio Campana. Last year's Italian F3 champion Campana lost ground in an early mandatory pit call on lap five. Sirotkin came in for service on the same tour, but delivered a



Pizzonia (l) is about to hit Quaife-Hobbs; Varhaug (blue) observes

stunning out-lap to take the lead at the end of the pitstop sequence.

Once out front, Sirotkin enjoyed a slender pace advantage over Quaife-Hobbs to win for the second time this season. Campana produced several fine overtaking manoeuvres during an impressive recovery drive to third.

Varhaug, whom Sirotkin

needed to retire in order to overhaul him for second in the points, produced a mature drive and astutely avoided engaging in any unnecessary scraps to finish fifth and complete the job.

● Peter Mills

RESULTS

Points 1 Pal Varhaug, 21 laps in 35m20.704s; 2 Daniel de Jong, +1.481s; 3 Sergey Sirotkin; 4 Sergio

Campana; 5 Giacomo Ricci; 6 Giancarlo Serenelli; 7 Kotaro Sakurai; 8 Antonio Spavone; 9 Pippa Mann; 10 Michele la Rosa.

Race 2 1 Sirotkin, 21 laps in 33m12.879s; 2 Adrian Quaife-Hobbs, +3.272s; 3 Campana; 4 Spavone; 5 Varhaug; 6 de Jong; 7 Max Snegirev; 8 Mann; 9 Francesco Dracone; 10 la Rosa **Points** 1 Quaife-Hobbs, 221; 2 Varhaug, 183; 3 Sirotkin, 175; 4 Chris van der Drift, 127; 5 de Jong, 104; 6 Campana, 90.

BLANCPAIN ENDURANCE SERIES NURBURGRING (D), SEPTEMBER 23, RD 5/6

Flying Bleekemolen beaten by Belgian Porsche

JEROEN BLEEKEMOLEN

could close down race leader Marc Goossens by a second a lap, yet when the Black Falcon Mercedes SLS AMG arrived on the rear bumper of the latter's ProSpeed

Porsche, his progress came to an abrupt halt. Goossens used all his experience to keep the lead of the penultimate round of the Blancpain Endurance Series over the final 22 minutes

and somehow survived until the finish to take victory for himself, Marc Hennerici and Xavier Maassen.

A successful defence by Goossens appeared implausible when Bleekemolen, who shared the Mercedes with Congfu Cheng and Mike Parisy, caught the Porsche. But the 911 GT3-R's one advantage over the SLS was in straightline speed. The understeer with which Bleekemolen was struggling was also exacerbated when he arrived in Goossens' wake.

Bleekemolen would have been ahead after taking over from Parisy had not the Mercedes got hemmed in at

its second and final pitstop. That turned a lead of eight seconds into a deficit of 14s.

Fourth place for the WRT Audi R8 LMS ultra shared by Stephane Ortelli, Christopher Haase and Christopher Mies closed them to within three points of the championship lead when the Marc VDS Racing BMW Z4 was crashed out by Markus Palttala after he appeared to get a tap from behind by the Sainteloc Audi driven by Dino Lunardi.

Palttala, who shared the car with pole-winner Maxime Martin and Bas Leinders, was not happy, especially since he had been playing the long

game in pursuit of the title. ● Gary Watkins

RESULTS

1 Marc Goossens/Xavier Maassen/Marc Hennerici (Porsche 911 GT3 R), 86 laps in 3h01m00.965s; 2 Congfu Cheng/Mike Parisy/Jeroen Bleekemolen (Mercedes SLS AMG GT3), +0.521s; 3 Greg Franchi/Mathias Lauda/Frank Kechele (BMW Z4); 4 Christopher Haase/Christopher Mies/Stephane Ortelli (Audi R8 LMS ultra); 5 Jonathan Hirschi/Gregory Guilvert/Dino Lunardi (Audi); 6 Oliver Morley/Steve Jans/Sean Edwards (Mercedes). **Points** 1 Maxime Martin/Bas Leinders/Markus Palttala, 99; 2 Haase/Mies/Ortelli, 96; 3 Goossens/Maassen/Hennerici, 62; 4 Andrea Piccini, 62; 5 Edward Sandstrom/Laurens Vanthoor, 59; 6 Franchi/Kechele, 53.

Bleekemolen's charge could not deny Goossens



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INTERNATIONAL RACES & RESULTS
FORMULA NIPPON
Sugo (J),
Rd 6/7

QUICK RESULTS
→ Winner **Takuya Izawa**
→ Pole **Izawa**
→ Fastest Lap **Loic Duval**
→ Points leader **Kazuki Nakajima**

RACE RATING Not the greatest wet race, but a new winner and some good fights
★★★★☆

REPORTS
WORLD OF SPORT

FORMULA NIPPON SUGO (J), SEPTEMBER 23, RD 6/7

Izawa victory sets-up five-way title battle

TAKUYA IZAWA ENDED A five-year wait for his maiden Formula Nippon victory in appalling weather conditions at Sugo last weekend, and moved himself into championship contention in the process.

The Dandelion Racing driver started from pole position for the first time in 2012 and had the benefit of a clear track ahead of him when the safety car pulled in after four laps of leading the pack around.

Izawa came under extreme pressure from his team-mate Kodai Tsukakoshi early in the race, but was able to pull clear once he'd found his rhythm and Tsukakoshi had twice run off the road.

Tsugio Matsuda started third on the grid and ran there during the opening stint of the race. After losing the final podium spot to Loic Duval due to a slow pitstop, he then lost fourth position

when his Impul car's right-rear wheel departed 11 laps from the finish, putting him just off the track at the final corner and necessitating another safety car.

Duval finished third in his Team Le Mans machine ahead of Kazuya Oshima and Kazuki Nakajima.

Nakajima had a scary moment after the safety car pitted with five laps remaining. After banging wheels twice with TOM'S team-mate Andre Lotterer, the championship leader was then tagged from behind by the German. While he managed to retain control, Lotterer spun backwards into the gravel and was narrowly avoided by a gaggle of cars, including debutant Takuma Sato, who had to take to the gravel himself in avoidance.

Joao Paulo de Oliveira completed the top six with Sato and Lotterer recovering to ninth and 10th.



Izawa (r) and Tsukakoshi finished one-two at Sugo

De Oliveira is now fifth in the points, but only seven points adrift of Nakajima, with Tsukakoshi, Lotterer and Izawa also in with a chance of the title at the Suzuka finale in November.
● Jiro Takahashi

RESULTS
1 Takuya Izawa (Swift

FN09-Honda), 68 laps in 1h42m45.648s; 2 Kodai Tsukakoshi (SH), +1.277s; 3 Loic Duval (S-Toyota); 4 Kazuya Oshima (ST); 5 Kazuki Nakajima (ST); 6 Joao Paulo de Oliveira (ST); 7 Toshihiro Kaneishi (SH); 8 Kohei Hirate (ST); 9 Takuma Sato (SH); 10 Andre Lotterer (ST).

Points 1 Nakajima, 38; 2 Tsukakoshi, 37; 3 Lotterer, 33; 4 Izawa, 32; 5 de Oliveira, 31; 6 Oshima, 20.

SCANDINAVIAN TOURING CARS SOLVALLA (S), SEPTEMBER 22, RD 8/8

Kristoffersson takes title as Rydell fails

JOHAN KRISTOFFERSSON snatched the Scandinavian Touring Car Championship from under Rickard Rydell's nose thanks to a dominant double victory at Solvalla last weekend.

Kristoffersson led the first race from start to finish, shadowed all the way by his VW team-mates Johan Stureson and Patrik Olsson. Behind the Kristoffersson Motorsport trio, Rydell could do no better than fourth for Chevrolet Motorsport Sweden, meaning he over if his rival won again. With the 0.8-mile

circuit (which usually hosts equine trotting) dominated by slow turns, the handling advantage of the Chevrolet Cruze was overshadowed by the added torque of the turbocharged engines in the Sciroccos, leaving Rydell with almost no hope of progress.

This became evident when Kristoffersson led home Stureson again in the final race of the season to snatch a title that eluded his father Tommy during his decade in touring cars.

Rydell looked set for third spot until he was demoted by a charging Tomas Engstrom. The Honda owner/driver had his qualifying times



Kristoffersson on cloud nine

disallowed after his car refused to fire-up during post-session checks and flew in race two to take the final podium spot.

Michel Nykjaer, who entered the weekend nine points behind Rydell and ahead of Kristoffersson, was never at the races. He was given a drive-through penalty in race one for pushing Olsson onto the grass, and took P8 later on.
● Tege Tornvall

RESULTS
Race 1 1 Johan Kristoffersson (Volkswagen Scirocco), 24 laps in 21m39.810s; 2 Johan Stureson (VW), +0.853s; 3 Patrik Olsson (VW); 4 Rickard Rydell (Chevrolet Cruze); 5 Tomas Engstrom (Honda Civic); 6 Jordi Gene (VW). **Race 2** 1 Kristoffersson, 24 laps in 21m51.457s; 2 Stureson, +1.120s; 3 Engstrom; 4 Rydell; 5 Olsson; 6 Gene. **Points** 1 Kristoffersson, 264; 2 Rydell, 258; 3 Michel Nykjaer, 231; 4 Olsson, 183; 5 Engstrom, 178; 6 Stureson, 167.

IN BRIEF

Nakayama: three wins



JAPANESE F3

RSS driver Ryo Hirakawa sealed the title with a solitary third place at Sugo. TOM'S driver Yuichi Nakayama won all three races with his British team-mate Richard Bradley second twice.

AUSTRALIAN GT

Maro Engel won on his debut weekend at Phillip Island, leading his Erebus Mercedes team-mate Peter Hackett in race two, Hackett increasing his series lead. Craig Lowndes won race one in MPC's Audi R8 LMS, from Engel.

AUSTRALIAN F3

Britain's James Winslow ended his title-winning season with his 12th win of the year at Phillip Island. The R-Tek driver was beaten by owner/driver Chris Gilmour in race one while BF's Hayden Cooper won race two.

SUD-AM F3

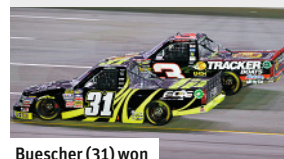
Rodrigo Gonzalez took his maiden series win at Velopark for Cesario Formula, while Leonardo de Souza – third in race one – gave Kemba Racing victory later on. Fernando Resende was not present, but still leads the points.

FORMULA RENAULT NEC

MP Motorsport team-mates Jordan King and Steijn Schothorst, plus Fortec's Josh Hill, took wins at Zandvoort. Jake Dennis took two podiums and only needs a 16th place in either of the final two races to become champion.

NASCAR TRUCKS

Turner Motorsport's James Buescher took his fourth win of 2012 at Kentucky to close to within four points of Ty Dillon – third for RCR – at the top of the standings. Parker Kligerman was second.



Buescher (31) won

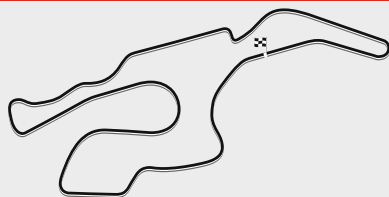
SONOMA

USA

September 22-23

WTCC

Round 9/12



AT A GLANCE

- Race 1 Yvan Muller
- Race 2 Rob Huff
- Pole Alain Menu
- Fastest laps Muller x 2



Tarquini qualified on front row and took a pair of top-four finishes in his SEAT

Chevys hit and run in California car chase

Yvan Muller could have won a double on the WTCC's first visit to the US, but a penalty for contact played into the hands of team-mate Rob Huff



Huff holds station as Muller spins Engstler out of lead

THE POTENTIAL FOR AN indifferent reaction to the collision between European and American racing cultures provoked some anxiety ahead of the World Touring Car Championship's maiden visit to the United States. But such concerns subsided when a healthy turnout of curious Americans greeted the series at Sonoma.

The onlookers were given a representative round of the 2012 WTCC season — namely, one featuring races won by factory Chevrolets. It mattered little that fans were unable to buy street versions of the SEAT Leons on show, or that they adopted the occasional novel pronunciation to the manufacturer's name.

Beyond the familiarity of the faces on the top step of

the podium, the intra-team Chevy battle had provided much drama. Restraint from Rob Huff on the testing but universally-praised 'long' circuit rewarded the Briton with the joint lead in the drivers' standings.

Sharp gradient changes, equating to six storeys in height, and the circuit's trait of collecting dust contributed to a number of incidents. But Huff's team-mate Yvan Muller had only himself to blame for attracting a drive-through penalty. The triple world champion had tapped Franz Engstler into a spin and out of the lead in race two, and the punishment denied Muller the chance to add to the points haul from his race one victory.

"Yvan is unhappy with his penalty, but he'd be first to

go to the stewards if he was knocked out of the lead," said Huff after a mature win in Sunday's second race.

Alain Menu promised much in the third RML-run Cruze after taking pole, but was ruled out of contention in race one through a scary dose of power-steering failure. Whether Menu's troubles were a legacy of wheelbanging Gabriele Tarquini on the opening lap was hard to determine.

From the outside of the front row, a fast-starting Tarquini drew alongside Menu into Turn 2, only to be squeezed offroad as Menu fought to maintain his lead.

Tarquini cut across the parched infield and, on rejoining the paved surface, fired through a slender gap between Menu and Muller.

The SEAT racer escaped with minor damage to a wheel and dropped to fifth.

Almost immediately, Menu's steering began playing up. "Straight away, I was losing fluid," said Menu. "The steering just locked for maybe a tenth or two before freeing up. The first lap was not too bad, as it was only happening in certain corners. But on the next lap it happened in them all and I could not keep Rob and

Yvan behind. It was very dangerous. I'd already decided to come in when it went solid for a second or so into Turn 8. I was just a passenger and went straight on."

Menu pitted at the end of lap four, promoting independent leader Norbert Michelisz to third. The Zengo BMW man produced a strong drive, but fell short of joining the lead fight.

Tarquini took several laps to acclimatise to his

Bennani threw away race-two lead



RACE RATING

★★★★☆

A successful debut in the United States for the WTCC set up a thrilling title run-in

MILESTONE

Robb Holland becomes first American to race in WTCC



REPORT WTCC SONOMA

PETER MILLS
reports



Huff held off Michelisz to win second race

modified handling, but soon consolidated fourth position ahead of a feisty Alex MacDowall's Bamboo Cruze.

Toms Coronel and Boardman made storming progress from the rear of the grid to take top-10 finishes.

Stefano D'Aste picked up reversed-grid pole, ahead of the similar BMWs of Mehdi Bennani and Engstler. Post-qualifying there had been much intrigue over how race two would pan out, given the propensity of the BMW men to spin on the tricky surface in practice.

Sadly, D'Aste suffered another first-lap pirouette. Bennani assumed the lead, only to throw the race away in a spectacular series of '360s' on lap four.

"Too much kerb," stated the Moroccan, "that's why I

lost the lead. It is not an easy track for the BMWs because it's too slippery."

Moments after Muller clouted Engstler off at the Carousel, the safety car was called out to allow Bennani's stranded car to be cleared.

"Certain drivers see white and blue behind and panic," offered Huff in support of his team-mate. "Bennani spun out of the lead all by himself, which was a shame. That's inexperience. Franz holds it together better, but I think he was looking in his mirrors too much rather than focusing on what was ahead."

Muller admitted his mistake, but couldn't resist questioning the consistency of the race officials.

"I touched Franz and it was my fault," said Muller. "I am a bit stupid in this case,

as I gave the stewards an opportunity to give me a drive-through. What's unfair is Bennani pushed D'Aste out of the lead and there was no penalty for him."

Michelisz hounded Huff to the flag, but the Hungaroring victor was unable to stage a move for the lead.

Coronel repeated his race-one attack from the back, and passed Tiago Monteiro for sixth on the last lap. Monteiro has made 131 WTCC starts for SEAT, but will switch to Honda next time out. Given Huff's and Muller's points parity, in some respects the series reboots in Japan.

"I have to go maximum attack," said Huff. "I've come second in this and third twice, so I will go for broke and do my best to win it."

Ford v Chevy? Not quite...

Series promoter Marcello Lotti declared the WTCC's first visit to the US a qualified success. "It was good for a first time," said Lotti, who couldn't foresee any key changes to the event's date or support package.

"We have a three-year agreement signed, and we want to keep this date.

"This event is a little bit different, and the big question mark was always on attendance. IndyCar attracts 20-22,000 here. We are very happy with our local promotion and my perception is around 15-16,000 people have turned up."

The Arena Fords featured prominently on race posters and programmes. James Nash boosted his profile with a raft of TV interviews ahead of the

weekend, but sadly the European take on the US's traditional Ford-v-Chevrolet scrap failed to materialise.

"I think our performance potential is between ninth and 12th, and we got 13th and 17th," said team-mate Tom Chilton, who felt a red flag in qualifying prevented him from making Q2.

"We've done a lot of work since Brazil and have 39 new items on the car, but we still need the fresh-air engine system the other cars have. We use an old-fashioned way that gives what a driver wants, but we're firing a lot of fuel into the back of the exhausts to keep the turbos going. We have no turbo lag, but the problem is we're keeping everything at 1000 degrees and losing power. We know what we need."



Lotti was happy with the turnout

RESULTS

FIA World Touring Car Championship, round 9 of 12, Sonoma (USA), September 22-23

GRID RACE 1

1 MENU 1:45.232	2 TARQUINI 1:45.468
3 MULLER 1:45.539	4 HUFF 1:45.572
5 MICHELISZ 1:46.558	6 MACDOWALL 1:46.578
7 MONTEIRO 1:46.594	8 ENGSTLER 1:46.761
9 BENNANI 1:47.004	10 D'ASTE 1:47.263
11 CERQUI 1:47.851	12 DUDUKALO no time
13 NASH 1:47.000	14 NG 1:47.050
15 MONJE 1:47.149	16 O'YOUNG 1:47.167
17 CHILTON 1:47.380	18 ORIOLO 1:47.434
19 BOARDMAN 1:47.436	20 CORONEL 1:47.546
21 HOLLAND 1:48.179	

RACE 1 - 13 LAPS, 32.570 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	23m34.369s	3
2	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+0.564s	4
3	Norbert Michelisz (H)	Zengo Motorsport	BMW 320 TC	+5.444s	5
4	Gabriele Tarquini (I)	Lukoil Racing Team	SEAT Leon WTCC	+8.847s	2
5	Alex MacDowall (GB)	Bamboo Engineering	Chevrolet Cruze 1.6T	+11.803s	6
6	Tiago Monteiro (P)	SUNRED Engineering	SEAT Leon 1.6T	+12.422s	7
7	Franz Engstler (D)	Team Engstler	BMW 320 TC	+15.707s	8
8	Tom Coronel (NL)	ROAL Motorsport	BMW 320 TC	+16.341s	20
9	Stefano D'Aste (I)	Wiechers-Sport	BMW 320 TC	+17.304s	10
10	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon WTCC	+25.823s	19
11	Mehdi Bennani (MA)	Proteam Racing	BMW 320 TC	+30.314s	9
12	Tom Chilton (GB)	Arena Motorsport	Ford Focus S2000 TC	+34.388s	17
13	Robb Holland (USA)	Bamboo Engineering	Chevrolet Cruze 1.6T	+40.092s	21
14	Darryl O'Young (PRC)	Special Tuning Racing	SEAT Leon WTCC	+46.184s	16
15	Charles Ng (PRC)	Team Engstler	BMW 320 TC	+47.864s	14
16	Pepe Oriola (E)	SUNRED Engineering	SEAT Leon WTCC	10 laps-acc dam	18
17	James Nash (GB)	Arena Motorsport	Ford Focus S2000 TC	9 laps-o/heating	13
18	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	-4 laps	1
NC	Fernando Monje (E)	SUNRED Engineering	SEAT Leon WTCC	-6 laps	15
R	Alberto Cerqui (I)	ROAL Motorsport	BMW 320 TC	1 lap-acc dam	11
R	Aleksei Dudukalo (RUS)	Lukoil Racing Team	SEAT Leon WTCC	0 laps-gearbox	12
NS	Felice Tedeschi (I)	Proteam Racing	BMW 320 TC	test accident	

RACE 2 - 15 LAPS, 37.580 MILES

POS	DRIVER	TIME	GRID
1	Huff	29m19.176s	7
2	Michelisz	+0.320s	6
3	Tarquini	+1.199s	9
4	Menu	+3.718s	10
5	Coronel	+7.571s	18
6	Monteiro	+8.207s	4
7	MacDowall	+12.682s	5
8	Boardman	+13.847s	17
9	D'Aste	+14.220s	1
10	Engstler	+15.643s	3
11	Oriola	+18.811s	21
12	O'Young	+21.656s	15
13	Cerqui	+21.997s	11
14	Muller	+23.467s	8
15	Chilton	+24.319s	16
16	Holland	+25.184s	19
17	Nash	+30.630s	20
18	Dudukalo	+41.557s	12
EX	Ng	-5 laps	13
R	Bennani	3 laps-accident	2
R	Monje	1 lap-acc damage	14
NS	Tedeschi		

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Muller	315
2	Huff	315
3	Menu	267
4	Tarquini	193
5	Coronel	164
6	Michelisz	152
7	Oriola	107
8	D'Aste	88
9	Monteiro	63
10	MacDowall	52

INDEPENDENTS' TROPHY

POS	DRIVER	PTS
1	Michelisz	134
2	Oriola	109
3	D'Aste	85

MANUFACTURERS

POS	MANUFACTURER	PTS
1	Chevrolet	761
2	BMW Customer	486
3	SEAT Customer	472

Race 1 Winner's average: 82.90mph. Fastest lap: Muller, 1m48.088s, 83.44mph. Race 2 Winner's average: 76.90mph. Fastest lap: Muller, 1m47.732s, 83.72mph.

NURBURGRING

GERMANY

September 22-23

FIA GT1 World Championship
Round 8/9



AT A GLANCE

- **Winners** Vilander/
Salaquarda
- **Qual race** Rosina/Kox
- **Pole** Makowiecki



Ferrari duo triumphed in main race

Munnich gear festival

The German squad has blended pace with perfect reliability and, thanks to points finishes in every race this year, heads to the season finale with a one-point series lead



Basseng/Winkelhock took lead in standings

THE GERMAN MUNNICH Motorsport squad looks like a mirror image of its 2011 self this season. It had the fastest car in last year's FIA GT1 World Championship and racked up the race wins, but couldn't string together a title challenge courtesy of the disastrous reliability of the Lamborghini Murcielago.

A year on, and drivers Marc Basseng and Markus Winkelhock leapfrogged into a narrow points lead at the Nurburgring last weekend with one event remaining courtesy of everything they were missing last season.

Consistency, reliability and super-fast pitstops have been the hallmarks of the team's season with the Mercedes-Benz SLS AMG,

and in particular the car driven by team boss Basseng and Winkelhock. Perhaps only once this year have they had the fastest car, at the Algarve circuit in Portugal back in July, but they have been pretty strong everywhere.

That has resulted in a remarkable finishing record. They have been in the points

every time out – in both the Qualifying and Championship races – and, after a third and then a second at the 'Ring last weekend, Basseng and Winkelhock now have 10 podiums from 16 starts this season. No matter that they have only won once, and in a Qualifier, that's the kind of form that wins titles.



Makowiecki put the Hexis McLaren on pole

"We now go into a race knowing that we are going to finish," said Winkelhock. "Last year, we were always crossing our fingers that the gearbox would last and that we wouldn't have some other kind of problem."

But there's another reason why Basseng and Winkelhock travel to Donington Park for this weekend's hastily-arranged world championship finale in the lead of the points – phenomenal starts. And it's this that has gone a long way to making up for the Merc's lack of outright pace, particularly in qualifying.

Basseng could only qualify eighth at the Nurburgring, yet Winkelhock was fifth after the first corner of the

Qualifying Race. Time and time again this year, the German pairing has made up places by the handful away from the line.

Basseng insisted that this hasn't been just good fortune and it has been more about "making the right decisions". There was nothing fortunate about their performance in last weekend's races, though.

Basseng's defence of third position from Vita4One BMW driver Yelmer Buurman in the Qualifying Race was resolute. Winkelhock's efforts to keep Stefan Rosina behind in the Reiter Lamborghini in the Championship Race would better be described as robust – they touched at least twice while the German got up to



RACE RATING

★★★★☆

Battle between title rivals made up for easy AF Corse and Reiter wins

“Thanks to the Reiter guys: this was our first decent pitstop of the season”

Peter Kox explains the key to victory in the Qualifying Race

REPORT WORLD GT1 NURBURGRING

GARY WATKINS
reports



Kox/Rosina took qualifying race

speed after his pitstop.

If there was any element of good fortune in Munnich's Nurburgring weekend, it was the bad luck of one of their rivals for the championship, the Heico Racing McLaren pairing of Frederic Makowiecki and Stef Dusseldorp. The McLaren MP4-12C was the fastest thing in the place last weekend, but two retirements for Makowiecki and Dusseldorp means they travel to Donington with a championship chance that's firmly in the realms of the mathematical.

That and the fact that the two races were won by pairings not in the fight for the championship: the Reiter Lamborghini Gallardo driven by Peter Kox and Stefan Rosina and the AF Corse Ferrari 458 Italia shared by Toni Vilander and Filip Salaquarda.

The battle for what is presumably final FIA GT1 World Championship drivers' title has now come down to a straight fight between the Munnich pairing and long-time points leaders Buurman and Michael Bartels in the lead

Vita4One BMW Z4. The gap is just one point, which may partly explain the Munnich camp's lack of confidence.

“Normally you have to win races to win a championship; we are going to a gunfight armed with a knife,” said Winkelhock. “We are just too slow.”

Yet Donington may be perfect territory for the Mercedes. The British track's short straights and fast corners may play into the hands of a car that lacks power but makes up for it with downforce and speed through the corners. ❄

Teens take GT3 title

Victory in the Qualifying Race, or race one for the GT3 boys, was enough to give Dominik Baumann and Maximilian Buhk the European title. The Heico Gravity-Charouz Mercedes duo then won again in race two, but they also made a statement at the Nurburgring.

The combined grid of the GT3 and FIA GT1 World Championship gave the teenagers the chance to prove that they have big futures in GT racing, though it almost proved their undoing.

Buhk's pole time would have put him second on the

grid had not the GT3 field started behind the GT1 pack. Baumann ran fifth in race two and was holding up championship challenger Frederic Makowiecki when he spun after the lightest of taps from the Heico McLaren.

Hexis wasn't happy, but then Baumann merely suggested that he was under no obligation to give up his position.

The spin meant that Buhk had to make up ground to come back to pass the AF Corse Ferrari driven by Gaetano Ardagna Perez, but their victory was never really in doubt.



Baumann/Buhk won the GT3 title

RESULTS

FIA GT1 World Championship, round 8/9,
FIA GT3 European Championship, round 6/6, Nurburgring (D), September 22-23

31 LAPS, 98.951 MILES

POS	DRIVERS (NAT)	TEAM	CAR	TIME
1	Toni Vilander (FIN)/Filip Salaquarda (CZ)	AF Corse	Ferrari 458 Italia GT3	1h01m51.376s
2	Marc Basseng (D)/Markus Winkelhock (D)	All-inkl.com Munnich	Mercedes-Benz SLS AMG GT3	+6.437s
3	Peter Kox (NL)/Stefan Rosina (SK)	Reiter Engineering	Lamborghini Gallardo LP560	+9.932s
4	Yeimer Buurman (NL)/Michael Bartels (D)	Vita4One Racing Team	BMW Z4 GT3	+19.071s
5	Mathias Lauda (A)/Nikolaus Mayr-Melnhof (A)	Vita4One Racing Team	BMW Z4 GT3	+33.481s
6	*Dominik Baumann (A)/Maximilian Buhk (D)	Heico Gravity-Charouz Team	Mercedes-Benz SLS AMG GT3	+48.842s
7	Laurens Vanthoor (B)/Stephane Ortelli (MC)	Belgian Audi Club Team WRT	Audi R8 LMS ultra	+51.272s
8	*Hari Proczyk (A)/David Mengesdorf (D)	Leipert Motorsport	Lamborghini Gallardo LP600	+1m18.226s
9	Enzo Ide (B)/Francesco Castellacci (I)	AF Corse	Ferrari 458 Italia GT3	+1m20.846s
10	*Cesar Campanico (P)/Ni Amorim (P)	Team Novadrivier	Audi R8 LMS ultra	+1m30.273s
11	*Stefano Gai (I)/Michael Lyons (GB)	AF Corse	Ferrari 458 Italia GT3	+1m33.911s
12	*Dino Lunardi (F)/Jerome Demay (F)	Sainteloc Racing	Audi R8 LMS ultra	+1m36.213s
13	*Kirill Ladygin (RUS)/Vyacheslav Maleev (RUS)	Russian Bears Motorsport	Ferrari 458 Italia GT3	+1m54.569s
14	*Sergey Ryabov (RUS)/Miguel Toril (E)	Russian Bears Motorsport	Ferrari 458 Italia GT3	-1 lap
15	Thomas Jager (D)/Nicky Pastorelli (NL)	All-inkl.com Munnich	Mercedes-Benz SLS AMG GT3	-1 lap
16	*Mika Vahamaki (FIN)/Max Nilsson (S)	Heico Gravity-Charouz Team	Mercedes-Benz SLS AMG GT3	-1 lap
17	*Alexei Vasiliev (RUS)/Natalia Freidina (RUS)	Team Novadrivier	Audi R8 LMS ultra	-2 laps
R	Mike Parisy (F)/Jeroen Bleekemolen (NL)	Reiter Engineering	Lamborghini Gallardo LP560	26 laps-driveshaft
R	Frederic Makowiecki (F)/Stef Dusseldorp (NL)	Hexis Racing	McLaren MP4-12C GT3	23 laps-gearbox
R	Benjamin Lariche (F)/Laurent Groppi (F)	SUNRED	Ford GT	2 laps-accident
R	*Marko Vahamaki (FIN)/Eduard Leganov (CZ)	Leipert Motorsport	Lamborghini Gallardo LP600	2 laps-accident
R	Oliver Jarvis (GB)/Frank Stippler (D)	Belgian Audi Club Team WRT	Audi R8 LMS ultra	0 laps-accident
R	Gregoire Demoustier (F)/Alvaro Parente (P)	Hexis Racing	McLaren MP4-12C GT3	0 laps-accident
EX	*Giuseppe Ciro (I)/Gaetano Ardagna Perez (VV)	AF Corse	Ferrari 458 Italia GT3	+1m00.823s

GRID

2 VANTHOOR 1:55.390	1 MAKOWIECKI 1:55.024
4 JAGER 1:55.811	3 JARVIS 1:55.574
6 PARISY 1:56.263	5 KOX 1:55.922
8 BASSENG 1:56.587	7 DEMOUSTIER 1:56.370
10 BARTELS 1:56.280	9 CASTELLACCI 1:56.187
12 N-MELNHOF 1:56.343	11 SALAQUARDA 1:56.305
14 BUHK 1:55.204	13 GROPPI 1:57.151
16 NILSSON 1:56.811	15 MENGESDORF 1:56.664
18 PEREZ 1:57.902	17 LYONS 1:56.834
20 TORIL 1:58.432	19 AMORIM 1:57.978
22 MALEEV 1:59.428	21 DEMAY 1:59.189
24 FREIDINA 2:13.184	23 LEGANOV 2:00.076

QUAL RACE: 28 LAPS, 89.375 MILES

POS	DRIVERS	TIME
1	Rosina/Kox	1h00m53.948s
2	Ortelli/Vanthoor	+2.525s
3	Winkelhock/Basseng	+8.512s
4	Bartels/Buurman	+8.964s
5	Parente/Demoustier	+12.507s
6	Pastorelli/Jager	+14.013s
7	Stippler/Jarvis	+15.869s
8	Salaquarda/Vilander	+17.669s
9	Mayr-Melnhof/Lauda	+24.495s
10	Castellacci/Ide	+26.994s
11	*Buhk/Baumann	+37.291s
12	*Lyons/Gai	+38.717s
13	*Nilsson/Mi Vahamaki	+42.955s
14	*Maleev/Ladygin	+44.691s
15	*Demay/Lunardi	+45.311s
16	Groppi/Lariche	+1m10.638s
17	*Mengesdorf/Proczyk	+1m15.801s
18	*Amorim/Campanico	+1m16.307s
19	*Leganov/Ma Vahamaki	+1m27.397s
20	Toril/Ryabov	-1 lap
21	*Freidina/Vasiliev	-1 lap
R	Dusseldorp/Makowiecki	8 laps-wishbone
R	Bleekemolen/Parisy	1 lap-accident
R	*Ardagna Perez/Ciro	1 lap-accident

CHAMPIONSHIP TABLE

POS	DRIVERS	PTS	POS	DRIVER	PTS
1	Winkelhock/Basseng	143	6	Vilander/Salaquarda	80
2	Bartels/Buurman	142	7	Jarvis/Stippler	75
3	Dusseldorp/Makowiecki	110	8	Kox	57
4	Ortelli/Vanthoor	102	9	Mayr-Melnhof/Lauda	56
5	Jager/Pastorelli	87	10	Demoustier/Parente	46

Winners' average: 95.98mph. Fastest lap: Ortelli, 1m56.682s, 98.48mph. Qualification race winners' average: 88.06mph. Fastest lap: Buurman, 1m56.578s, 98.57mph. 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.

*competitor in European GT3. All competitors started behind World GT1 on the grid. Each race counted for full points. GT3 also had qualifying for championship race, for which they ended in this order: 14 Baumann, 1:55.375; 15 Ciro, 1:55.624; 16 Lunardi, 1:55.729; 17 Mi Vahamaki, 1:55.817; 18 Proczyk, 1:56.123; 19 Ladygin, 1:56.142; 20 Campanico, 1:56.279; 21 Gai, 1:56.319; 22 Ryabov, 1:58.141; 23 Ma Vahamaki, 1:58.446; 24 Vasiliev, 1:58.503. Final GT3 points: 1 Buhk/Baumann, 214; 2 Lyons/Gai, 158; 3 Mengesdorf/Proczyk, 153; 4 Campanico/Amorim, 135; 5 Ciro/Ardagna Perez, 125; 6 Nilsson/Mi Vahamaki, 111.

Last-ditch for Mitch

He was a deserving champion, but it was an agonising wait. By *SIMON ARRON*



Evans in Monaco: no time for shopping

Throughout its short history, the GP3 Series has always concluded at Monza and the title has never been settled beforehand. This year, though, its destiny remained in doubt until the campaign's final lap... and long-time championship favourite **Mitch Evans** was powerless to influence the outcome.

The tension was absolute, and the same could be said for Evans's sense of relief when the chequered flag fell.

The Kiwi wasn't the only driver who could rightfully have claimed the crown, but in the end he was the most deserving. He took only three wins from 16 starts, but 10 drivers shared victories and nobody scored more. For a better barometer of his consistency, look to four poles from eight qualifying sessions, and the fact that he never started the main race from lower than fourth. Between the highlights, he also suffered some rotten luck.

HOW IT WAS WON

Evans started the year with victory in the first Barcelona race... and a puncture in the second, a microcosm of the season to come. Challengers to the MW Arden racer came and went during the following four months. **Aaro Vainio** long seemed set to be Evans's main opposition, but **Antonio Felix da Costa** (in particular) and **Daniel Abt** became more threatening as the season went on.

Evans's speed was punctuated by failures to score and, although he had a solid points lead prior to the finale, Carlin man da Costa and Lotus/ART pair Abt and Vainio were still in touch. Evans damaged his car at the opening corner of Monza's first race, da Costa became stuck in gear for a couple of laps and Vainio was penalised for a daft mistake (ignoring yellow flags) at the final corner.

That left Abt needing to win race two and hope Evans failed to score from the back of the

grid: both drove brilliantly, but having risen to eighth Evans suffered yet another puncture – inflicted by Vainio – and had to rely on favours from elsewhere. Abt became immersed in a thrilling slipstreaming contest with **Tio Ellinas** and the Cypriot went on to score his maiden GP3 win. Evans, meanwhile, celebrated a bigger prize.

STANDOUT PERFORMERS

Evans, obviously. Speed apart, he has a tremendous awareness of what's happening

“Everything Evans does is measured and he is blessed with great peripheral awareness”

around him – you see him backing off for waved yellows, for instance, and sacrificing a good qualifying lap because he knows there are a few minutes remaining to cool his tyres and try again. Everything he does is measured and he is blessed with a level of peripheral awareness some F1 drivers lack (morning, Pastor). He has raced single-seaters since his early teens and it shows.

For all Abt's late-season flair, da Costa was Evans's toughest rival on raw pace. The Portuguese is a wonderfully committed racer, and adding Formula Renault 3.5 to his palette (Red Bull recruited him mid-season, to replace the hastily and unjustly axed **Lewis Williamson**) didn't dilute his focus. If anything, he simply became more effective.

Abt's stature grew during the season and there were engaging cameos from such as **Marlon Stockinger**, Vainio, **Patric**



Abt came mighty close to title at Monza

Da Costa (centre) took Hungary double



Niederhauser, Conor Daly, Ellinas, Giovanni Venturini (who did only the second half of the season) and Will Buller. Of the other UK racers, Alex Brundle took a fine podium in a wet-dry race at the Hungaroring and Alice Powell collected her maiden point in the Monza swansong, while Williamson showed expected flashes of promise when he returned to GP3 from Hockenheim. Irishman Robert Cregan stepped across from sports and touring cars, meanwhile, but failed to score.

SOMETHING TO REMEMBER

The final few laps of the second Monza race stick in the mind, as does da Costa's fantastic Sunday drive at the Hungaroring. Having won the first race, he pitted for slicks at the perfect time to repeat the feat in the second – the only time all season that any driver managed a weekend double.

Abt deserves credit, too, for his conduct at Monza. He hadn't expected to challenge for the title, but then to come so close... He handled the moment with great dignity.

SOMETHING TO FORGET

Hockenheim, mainly. The weather was bad and some of the driving even worse. The two races were supposed to last a total of 36 laps, but the field was unleashed for just seven and a bit. Safety car driver Bernd Maylander was gainfully occupied, though.

ANY OTHER BUSINESS

Only that there are still far too many bloody championships on the sport's nursery slopes. GP3 produced some fantastic racing in 2012, but given the clutter it's hard to assess drivers accurately in any category.

WHERE NEXT?

After three seasons, 280bhp, four-cylinder turbo engines are to be dropped in favour of 400bhp, naturally-aspirated V6s (bolted to the same Dallara monocoques, albeit with upgraded aero packages). Such close, combative racing merits the superior soundtrack it will now get.

THE CHAMP
IN HIS OWN WORDS
MITCH EVANS



"Overall it's obviously been a very good season, although things haven't always gone totally smoothly. There have been many positives, though, and not just winning the championship. I never qualified lower than fourth and my average grid position for the eight Saturday races was about second, which is probably a better reflection of my competitiveness than some of the race results.

"In the end the title came down to factors beyond my control, but I'd like to think the team and I had done enough to prove we deserved it.

"We've capitalised on most opportunities that came our way and I scored some good wins at important moments, which was essential because I also had more than my fair share of bad luck. I suffered three punctures when I was in a strong position, for instance, including the one in the final race of the year at Monza. Oddly enough, I think they were all caused by Lotus drivers!"

OUR TOP 10 DRIVER RATINGS

1 MITCH EVANS
Has oodles of natural speed and a wonderful racing brain – the complete package.

2 ANTONIO FELIX DA COSTA
See left. Had his car not jammed in sixth gear during race one at Monza...

3 DANIEL ABT
Not short of experience, but new to GP3 and became ever more impressive as the year went on.

4 TIO ELLINAS
Significantly quick in everything he's ever raced – and seems to get better by the lap.

5 MATIAS LAINE
Cast aside previously patchy form to emerge as a title contender, if he stays in 2013.

6 AARO VAINIO
Abt's year in reverse: things looked fantastically promising initially, then rather wilted.

7 CONOR DALY
Speed was there, consistently so, but for a variety of reasons his results didn't match.

8 PATRIC NIEDERHAUSER
Terrific in the wet, which bodes well. Possibly GP3's only qualified electronics engineer.

9 WILL BULLER
Silverstone gamble – slicks in wet – conjured win that was possibly the year's finest.

10 MARLON STOCKINGER
Potential title challenge faded with a mid-season dip, but most of the basics are in place.

2012 GP3 SERIES

POS	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	POINTS
1	MITCH EVANS (NZ)	MW ARDEN	1/20	5/4	**1*/6	**2/11	8/1*	3/21	**3/15	**R/20	151.5
2	DANIEL ABT (D)	LOTUS GP (ART)	13/7	6/3	6/2	4/R	**7/2	2/11	1/5	1/2	149.5
3	ANTONIO FELIX DA COSTA (P)	CARLIN	**14/6	7/2	R/8*	1*/6	R/R	1*/1*	2*/2*	15/5	132
4	AARO VAINIO (FIN)	LOTUS GP (ART)	3/4	**1/7	2/7	3/R	5/6	**5/7	6/14	11/14	123
5	MATIAS LAINE (FIN)	MW ARDEN	5/3	21/16	5/3	9/18	4/5	7/6	5/1	3/6*	111
6	CONOR DALY (USA)	LOTUS GP (ART)	6/1	23/R	11/R	5/2	2/3	6/9	7/3	4/11	106
7	PATRIC NIEDERHAUSER (CH)	JENZER MOTORSPORT	4*/5	R/15	8/1	10/3	1/9	16/2	11/6	5/R	101
8	TIO ELLINAS (CY)	MARUSSIA MANOR RACING	7/15	9/8	4/5	6/4*	10*/7	13/4	4/R	2*/1	99
9	KEVIN CECCON (I)	OCEAN RACING TECHNOLOGY	R/10*	3*/6	7/4	8/7	17/15	4/8	12/20	13/9	56
10	MARLON STOCKINGER (RF)	STATUS GRAND PRIX	2/19	8/1*	19/11	16/R	16/11	9/13	14/16	7/4	55

11 David Fumanelli (I), MW Arden, 47; 12 Tamas Pal Kiss (H), Atech CRS Grand Prix, 38; 13 Giovanni Venturini (I), Trident Racing, 31; 14 Robert Visoiu (RO), Jenzer Motorsport, 24; 15 Will Buller (GB), Carlin, 20; 16 Alex Brundle (GB), Carlin, 19; 17 Lewis Williamson (GB), Status Grand Prix, 11; 18 Alex Fontana (CH), Jenzer Motorsport, 8.5; 19 Alice Powell (GB), Status Grand Prix, 1; 20 Fabio Gamberini (BR), Atech CRS Grand Prix, 1.
TEAMS CHAMPIONSHIP: 1 Lotus GP, 378.5; 2 MW Arden, 309.5; 3 Carlin, 171;

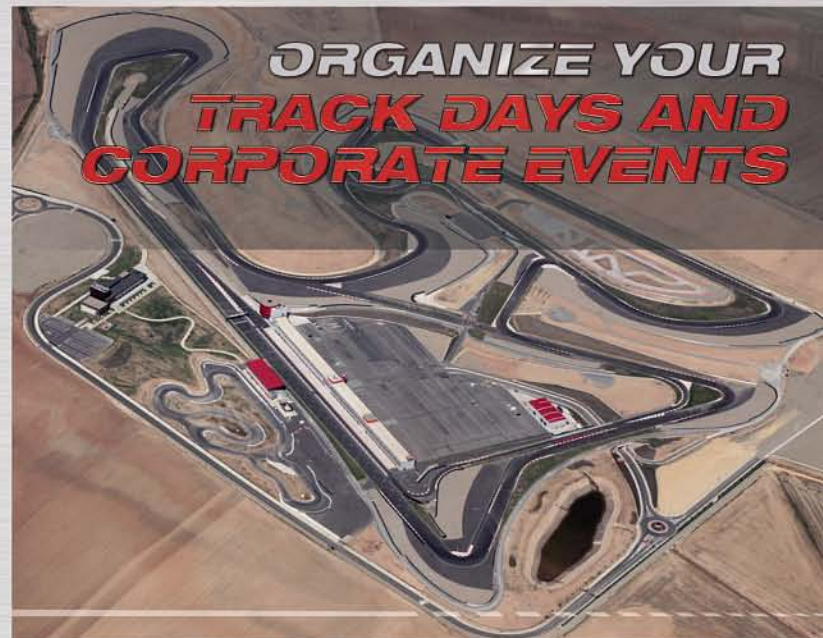
4 Jenzer Motorsport, 133.5; 5 Marussia Manor Racing, 99; 6 Status Grand Prix, 67; 7 Ocean Racing Technology, 56; 8 Atech CRS Grand Prix, 39; 9 Trident Racing, 31.
RACES: 1 Barcelona, May 12/13; 2 Monte Carlo, May 25/26; 3 Valencia, June 23/24; 4 Silverstone, July 7/8; 5 Hockenheim, July 21/22; 6 Hungaroring, July 28/29; 7 Spa, September 1/2; 8 Monza, September 8/9.
POINTS SYSTEM: On each weekend, first race: 25-18-15-12-10-8-6-4-2-1; second race: 15-12-10-8-6-4-2-1. Pole position: 4 (denoted by **). Fastest lap of top-10 finishers: 2 (denoted by *). First race at Spa was half-points.

PICS: DUNBAR, KALISZ, STALEY/LAT

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INTRODUCING Matheo Tuscher

The 15-year-old Swiss schoolboy who's already a race winner in Formula 2



"It was my 15th birthday and I got a call saying come to Barcelona as we are testing F2. They just wanted to test me in a fast car"

Kids usually ride skateboards, not a 425bhp Williams-Audi

Too much, too young seemed like the obvious refrain when the 15-year-old Matheo Tuscher opted for a season of racing 425bhp-plus Formula 2 cars this year. But a stunning pole position on his debut at Silverstone and a confident maiden win at Paul Ricard in round six have helped him become one of the hottest young properties in the sport.

It's an amazing achievement by a Swiss schoolboy who took the unprecedented step of ditching karting at just 14 to spend a year with Jenzer Welch Asia Racing in the Formula Pilota China series for Formula Abarth cars.

CHAMPION TRAVELLER

While his friends were just starting their GCSE-level courses, Tuscher and his father were making regular trips to China. "While competing in Asia, I was

travelling back to Switzerland as I was still at school, and I am still at school!" says Tuscher, who had to strike a deal with the Czech ASN to get a licence to compete. "It was quite strange, not the same civilisation as here, and I wanted to come back to Europe." Victory in the championship justified all the travelling and schooling on the road.

FORMULA 2 SWITCH

Having decided to further his career in a European series, a move to F2 wasn't even on the radar. "I was in Valencia," he recalls. "It was my birthday, and I got a call from Jan [Cantryn, his manager] saying to come to Barcelona as we are testing Formula 2! They just wanted to show me a fast car to test me a bit."

An offer was on the table from Jenzer Motorsport to race in GP3, but funds

were tight and the lack of track time in GP3 meant his management was worried Tuscher's lack of experience would be exposed. So the decision was taken to race in F2, and ex-Formula 1 racer Martin Donnelly was brought in to offer some expert advice.

BIG IMPRESSION

Any concerns about letting such a young driver loose in a car that's a considerable way up the motorsport ladder were erased when he bagged a sensational pole for his debut at Silverstone. "I didn't expect it," he says. "In practice we were in P5, P8, then in qualifying we just put everything together and it worked!"

Pole was squandered by a slowish start and a mistake on the opening lap, but Tuscher proved it was no fluke by qualifying fastest again in the Algarve and at Paul Ricard, keeping his head at the French circuit to score his first win.

WHAT'S NEXT?

"Formula 1!" he laughs, although a second year in F2 seems the most realistic option. His management team is hoping his stellar F2 showings will catch the eye of one of the junior-driver schemes, and naturally they'll determine the next course of action. But given that he won't be 16 until December, he's got plenty of time on his side. ☘

TUSCHER CV

Born December 12 1996

From Noville, Switzerland

2012 Currently 2nd in FIA Formula 2 championship (1 win)



2011 Formula Pilota China champion (8 wins)

2009-10 Bridgestone Cup KF3 Karting champion

2009 Swiss KF3 Karting champion

A win came his way at Ricard



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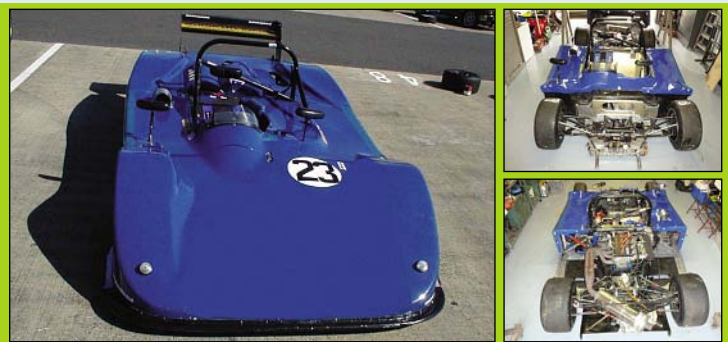
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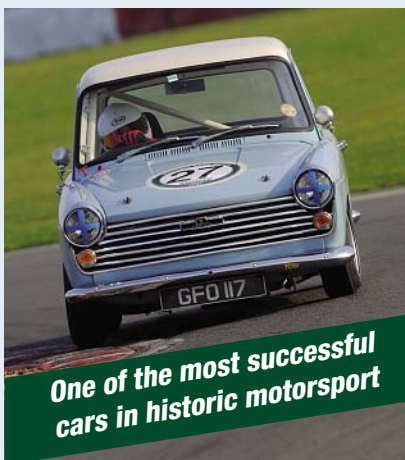
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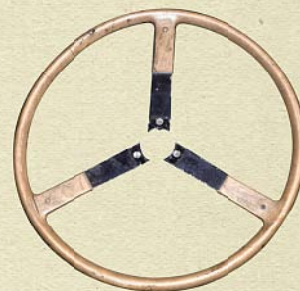
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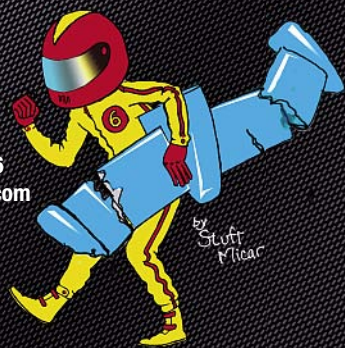
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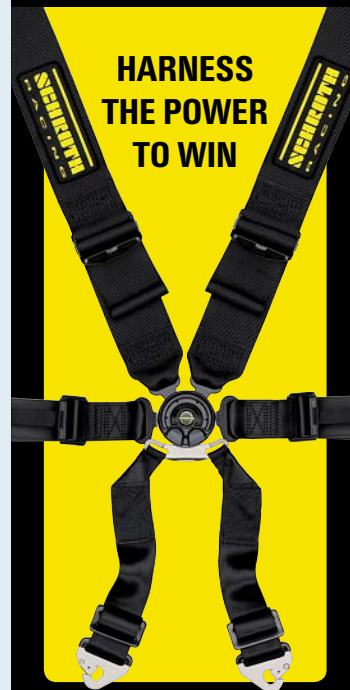


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No TOCA return for Renault

French marque rules out single-seater comeback for 2013

Formula Renault UK will not be back in '13

» **FORMULA RENAULT UK** will not return to the TOCA race package in 2013.

The French manufacturer, in conjunction with its UK arm, cancelled this year's championship on the eve of the season after just six drivers signed up to compete (see AUTOSPORT, March 22).

The organisers made the decision with the intention of "diverting all efforts to returning it to full health in 2013". They had until this month to take up an option to continue on the TOCA package, but have decided against doing so.

Renault UK's communications director, Jeremy Townsend, said there were a "whole host" of reasons why it was impossible for the series to return.

"We have tried, but the teams are off doing other things now and we could never get back to the numbers needed to have a significant grid," he said.

"Cost is a big thing; it's not a good economic environment and there are other options out there. There are a whole host of things, but it's cost principally."

Although Renault will not return to the TOCA package with its 2.0 series in 2013,

it hasn't ruled out the possibility of creating a new category elsewhere in the UK in future. AUTOSPORT understands discussions have taken place about creating a 1.6-litre version of Formula Renault, but those talks have not progressed further.

The decision to end Formula Renault UK brings down the final curtain on a series that ran continuously in Britain from 1989 until the end of 2011 – with a number of Formula 1 drivers, including world champions Lewis Hamilton and Kimi Raikkonen, racing in the championship early in their careers.

The announcement clears the way for a replacement series to join TOCA for 2013. British Formula Ford, which has evaluated adding wings to its new-for-2012 EcoBoost car for next year, is understood to be in the running to take up the slot. Neither British FFord bosses nor TOCA boss Alan Gow were prepared to comment on the Ford matter.

Gow said: "Formula Renault has been a core component of the TOCA package since we started and an integral part of British motorsport. It's a great shame to

FORMULA RENAULT UK CHAMPIONS

1989	Neil Riddiford
1990	Tommy Erdos
1991	Bobby Verdon-Roe
1992	Pedro de La Rosa
1993	Ivan Arias
1994	James Matthews
1995	Guy Smith
1996	David Cook
1997	Marc Hynes
1998	Aluizio Coelho
1999	Antonio Pizzonia
2000	Kimi Raikkonen
2001	Carl Breeze
2002	Danny Watts
2003	Lewis Hamilton
2004	Mike Conway
2005	Oliver Jarvis
2006	Sebastian Hohenthal
2007	Duncan Tappy
2008	Adam Christodoulou
2009	Dean Smith
2010	Tom Blomqvist
2011	Alex Lynn

see it disappear, but it was an entirely sensible decision and we look forward to continuing our long and great association with Renault UK through the Clio Cup."

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com



THE BRAND OF SINGLE-MAKE, slicks-and-wings motor racing epitomised by Formula Renault over the past decade is not to everyone's taste, but it's impossible to deny the strength of its impact on the sport.

Renault established itself as a multi-make category during a time when Formula Ford had long been the place to begin a single-seater career, and it battled with Formula Vauxhall for supremacy in the UK's slicks-and-wings market in the '90s.

When that disappeared at the end of the decade, Formula Renault UK went single-make and became the dominant force in junior single-seater racing. The Tatuus FR2000 chassis that marked that change of emphasis served the category superbly in the first decade of the century – to the point where nearly half the current F1 grid count themselves as Formula Renault 2.0 graduates, and so do the majority fighting it out on the rungs below.

All things come to an end, though, and Renault has made the right decision not to resurrect its UK series. That it would take up its option on the TOCA package for 2013 always looked unlikely without a radical overhaul – for which there simply hasn't been the appetite.

Renault hasn't ruled out returning with a new concept at some point, but for now it has called time on an era, and presented old rival Formula Ford – and the new BRDC Formula 4 championship – with the chance to re-map the single-seater landscape.

Extra contact details

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PICTURE: EBREVLAT





British GT

Team WFR withdraws from GT3

Squad unlikely to return to British GT in 2013 due to ongoing issues with Ginetta's G55

WFR has not been happy with G55

TEAM WFR IS UNLIKELY to remain in the British GT Championship in 2013, despite winning the GT4 title with Ginetta this season.

The team made the revelation after withdrawing its GT3-class Ginetta G55, driven by Jody Firth and Riki Christodoulou, from the 2012 series finale at Donington Park this weekend. It stated that it would not run either the GT3 or the G50 GT4 car – which will race this weekend

with champions Warren Hughes and Jody Fannin – in 2013 unless paying drivers can be found.

WFR managing director Myles Schofield said: "We don't expect to be running the Ginetta or any other car in British GT next year. Our sponsors feel they are not getting value for money with Ginetta and we don't have the money for new cars.

"The relationship was not what we were hoping for. We feel the GT3 car was a disappointment. We threw a

lot of resources at the car to make it fast and reliable, but unfortunately we only made it fast."

Schofield revealed that he had approached Ginetta about becoming a funded works team to develop the G55 but his offer was declined.

WFR had previously skipped the Snetterton round in August to focus on development of its own car.

Ginetta boss Lawrence Tomlinson said: "Long-lead-time components have led to frustration for not just

WFR but all our teams. Ginetta apologises for this, but we are there now. The G55 GT3 will be great value, competitive and reliable in 2013."

A total of 26 cars are entered for Donington this weekend. Peter Kox will drive a Reiter Lamborghini Gallardo with Nico Pronk, while Alvaro Parente shares a second United Autosports McLaren MP4-12C with team owner Zak Brown. Stephen Jelley returns to Motorbase's Porsche squad alongside Steve Parish.

Renault Clio Cup

Herbert aims for Vittoria Clio seat

NEWLY-CROWNED MA5DA MX5 CUP champion Luke Herbert is hoping to make his planned graduation to the Renault Clio Cup with Scuderia Vittoria after testing with the squad at Donington Park last week.

Herbert, 22, who clinched the Ma5da Mk3 Cup title at Croft earlier this month, hopes to secure funding from the KX Akademy to make the move.

SV team boss Danny Buxton expects Herbert to be an immediate frontrunner if he can find the budget to step up.

Buxton said: "He was really fast. He'd never driven a Clio before but matched



Herbert hopes to get KX funding for Clio drive

the pole time from earlier this year.

"I thought he'd be quite good – you don't win a championship and beat the likes of Chrissy Palmer if you're not talented – but he was really awesome.

"He'll be at the front straight away next year."

Renault Clio Cup

Morgan targets return in tin-tops

EX-FORMULA RENAULT RACER Alex Morgan is planning to return to racing in next year's Renault Clio Cup.

Morgan, 25, who finished ninth in FR UK in 2007, has not raced since contesting the 2008 Formula Renault Eurocup and then taking time out to complete a law degree.

He drove on a track day with leading squad Team Pyro at Snetterton recently and plans to take in the final official pre-race test of the season at Brands Hatch in October.

"Clios will be a good start to get back into racing and see where it goes," said Morgan. "The budget is

not ridiculous and it's got good coverage with the touring cars.

"I thought about doing the last race [of 2012] at Brands, but better to do the winter testing and come into it with a bang next year."

Morgan last competed in single-seaters



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KX Akademy

KX Akademy picks its finalists for funding chance next year

THE 2013 KX AKADEMY FINALISTS have been announced.

British GT drivers Matt Bell and Joe Osborne, Lotus Elise Trophy race winner Rob Boston, former Porsche Carrera Cup racer Tom Bradshaw, Renault Clio Cup aces Josh Cook, Jack Goff and Anthony Whorton-Eales, Ginetta GT Supercup frontrunner Jake Hill, Porsche racers Daniel Lloyd, David Pittard and Sam Tordoff, and Ma5da MX5 Mk3 Cup champion Luke Herbert will all be interviewed by the judging panel next month.



Ingram could keep his KX support for 2013

Motorbike racers Tommy Bridwell and Luke Jones have also been shortlisted, while 2012 Akademy members Tom Ingram and Stefan Hodgetts are both still eligible to have their funding continued to next year.

Around 100 applications were received. The six winners will get financial support, as well as media, financial and mental-fitness training (see AUTOSPORT, June 14).

Double British Touring Car champion Jason Plato, who heads the KX Energy Drink-funded scheme, said: "I was thrilled with not only the volume of applications but the effort that people had gone to.

"The judging panel spent a long time reviewing all the applications individually until we came to a consensus on who to invite to interview.

"There are so many worthy candidates who, with a bit more experience under their belts, will stand a better chance in seasons to come."



Pearson exercises a Porsche legend around Spa

Historic ace Gary Pearson gave Carlos Monteverde's Porsche 917 a run in the Masters Sports Cars practice session at Spa last weekend, but the iconic German car left the racing to McLaren and Lola machinery.

Ginetta Junior

Fielding anger at Robertson clash

GINETTA JUNIOR FRONTRUNNER

Sennan Fielding hit out at rival Charlie Robertson after a collision during the first race at Rockingham last weekend dented his title hopes.

Robertson hit Harry Woodhead twice as he tried to pass for third at Tarzan on the second lap. Fielding tried to cut underneath Robertson on the exit, but contact spun Fielding's JHR machine left across the front of Robertson's HHC car and into the barrier.

Robertson charged back to second and extended his points lead as Fielding finished 13th and last after pitting to have his damaged bonnet removed.

Fielding said: "He exceeded the track limits and came [back] on and hit my

car, you can see the wheel marks on it. Robertson was off the track in the [race-school] pitlane exit and as he rejoined he tapped me and spun me. That might have wrecked my championship."

Robertson, who finished second to Fielding in Sunday's second race, countered: "Sennan was alongside on the exit but ran me out of road and clipped my wheel."

Clash has hurt Fielding's title tilt



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Ludwig and Barth were just two of the stars at Spa

The 20th edition of the Spa Six Hours - the 16th consecutive one I've reported on, and I competed simultaneously in 1997 too - turned into a breathless sprint with a sting in its tail. This historic racing business has long been taken seriously, but now the grandes are bringing in Le Mans winners and Formula 1 testers in their bids to dethrone the establishment. They didn't quite manage it!

Emanuele Pirro, Klaus Ludwig and Jurgen Barth were in Ford GT40s on Saturday, as was Mercedes-Benz's eager New Zealander Brendon Hartley, but the iconic cars must be treated respectfully to go the distance on a punishing circuit. At the end of the evening the balanced pace, experience and guile of Simon Hadfield (for the fourth time, in a third different car) and Leo Voyazides trumped them all after Roger Wills's second gearbox of the weekend gave out.

Instructors make the most of good gigs too. James Littlejohn qualified Swede Georg Kjallgren's freshly-rebuilt continuation GT40 on pole for the big race. Starting the car would be American Charles Nearburg, owner of the World Land Speed Record for single-piston-engined cars at a mindboggling 414.5mph. Fortunately there was no danger of him being hit by a Triumph TR4 on

the hallowed Bonneville salt flats.

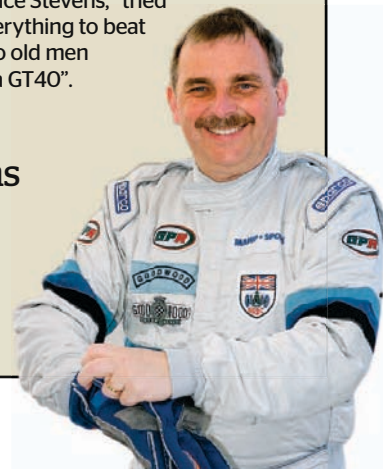
Hotfoot from Goodwood, race tutors Peter Snowdon (who anchored Martin Melling's Jaguar E-type to seventh) and the vastly-experienced Nigel Greensall (10th in Karsten Le Blanc's Austin-Healey) were among those celebrating into the night.

Among too many other great efforts to detail in my report (see page 84), Joe Ward - overall winner in 1995 and '96, in different TVR Griffiths, when the event was in its infancy - and Richard Bull did brilliantly to win GTS11 against the odds in a Grantura.

That the marathon continues to be fully subscribed in a global recession is testament to Spa's enduring popularity and the generosity of the event's godfathers, Alain Defalle and Vincent Collard of Roadbook. Entries across the supporting classes may have been six per cent down, but what was great about this year's meeting was that a larger audience stayed until the climax of Saturday's classic.

A more relaxed atmosphere pervaded the wider paddock too, although it was as frenetic as ever in the F1 garages and charismatic downhill pits. Particularly in those where superstars and hotshoes, in the words of Voyazides' crew chief Bruce Stevens, "tried everything to beat two old men in a GT40".

Now people are bringing in Le Mans winners and F1 testers in their bids to win the Spa Six Hours"



A huge thank you from the Mission Motorsport team



To the organisers, sponsors, suppliers and fellow competitors at the Britcar 24hr race, we would just like to say a heartfelt **thank you** for making our Britcar 24hr race possible, and for making the entire team so welcome.



Thanks in particular to **Nissan, RJN, Dunlop, Autotel and Silverstone**, but we've come a long way in a very short period of time thanks to the kindness of many more. We hope that we did you proud. See you next year!

**MISSION
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NISSAN





BRDC Formula 4

Two more teams to Formula 4

MTECH Lite and Lanan Racing to run two-car squads in new junior category

LEADING F3 CUP TEAM LANAN

Racing and Formula Renault BARC squad MTECH Lite are both planning to run two cars in the inaugural BRDC Formula 4 championship in 2013.

Lanan has won several races with different drivers in the F3 Cup this season, while MTECH Lite has been running four drivers in FR BARC.

MTECH Lite team manager Les Jones said: "With the backing of both the BRDC and MSV, BRDC Formula 4 promises to be something very special.

"We'll be racing on some of the best circuits and supporting some top meetings too and I'm very pleased that we are to be a part of it from the start."

MSV has already sold nine cars since launching the new single-seater series on September 12. Ginetta Junior title favourite Charlie Robertson has already announced his participation for 2013 as part of HHC Motorsport's two-car team, while 750 Motor Club F4 race winner Falco Wauer will also enter.

Lanan and MTECH Lite takes the total

number of teams signed up to three.

Lanan boss Graham Johnson said: "Until now there hasn't really been anywhere for aspiring single-seater drivers to go fresh out of karting, but F4 fills this gap perfectly, and being a new series, it means teams like us can come in on a level playing field."

Formula 1 team McLaren will also support the new championship by offering the top six drivers at the midway point of the season a prize tour of its Technology Centre in Woking.

Britcar

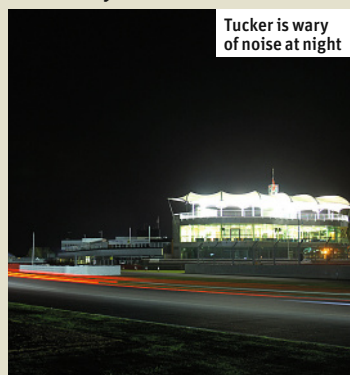
Noise crackdown is key for Britcar

BRITCAR BOSS JAMES TUCKER has vowed to persist with strict noise limits at the annual Silverstone 24 Hours after several squads fell foul of his stringent rules at last weekend's event.

Tucker has run the 24 Hours at a 102 decibel drive-by noise limit since its inception in 2005, but reduced that to 100dB following complaints from local residents ahead of last weekend's running.

Two cars - the Welch Motorsport SEAT Supercopa and the Synchro Motorsport Honda Jazz - were excluded for exceeding the limit, while the second-placed MB Motorsport Aston Martin Vantage GT3 lost time in the pits packing its silencer to stay within the rules.

Tucker said it was important the event kept to tight regulations on noise to maintain good relations with the local community in the surrounding villages.



Tucker is wary of noise at night

"When you have an event that goes past 6.30 at night, and/or you have a circuit that's particularly close to towns or villages, I think you should respect them," Tucker said.

"Up until last year the limit was 102dB but we had complaints and on the basis of those complaints we made an effort to [further] reduce the noise level."

Ginetta Challenge

GT4 duo to race in Ginetta GT5

FORMER BRITISH GT4 TEAM-MATES

Dan Denis and David McDonald will contest the Ginetta GT5 Challenge finale at Donington Park this weekend.

The pair won three races and finished second in the British GT4 title race last season driving a Scuderia Vittoria Ginetta G50. Denis has sat on the sidelines since, while McDonald has contested the opening round of British GT3 in an Optimum Motorsport Ginetta G55 and one Blancpain Endurance event in SV's Ferrari 458 Italia.

They will now race for the squad's G40 arm at Donington, replacing regular drivers Ben Constanduros and Diego Guggiari.

Team director Piers Masarati said: "They were both really good last year, just a bit unlucky, but they're both quick so I'd be surprised if they're not strong.

"We're looking for a decent result because we'd like to run two cars again next year."

IN BRIEF



T103s raced at Spa

TWO TROJAN T103s RACED

together for the first time in the Grand Prix Masters race at Spa last Saturday. Frenchman Philippe Bonny is pictured leading Belgian veteran Paul Grant, who crashed heavily at Raidillon on lap three. Grant underwent surgery for a broken leg in Verviers hospital that evening, but is expected to make a full recovery.

THE EUROPEAN AND UK LOTUS

Cups shared the support bill at the FIA European Truck Grand Prix at Zolder last weekend. John Walker beat Gregory Rasse in the first European Cup race, before crashing out as Rasse's Evora won race two. Jean-Baptiste Meusnier lost out to Rob Fenn after an hour-long battle for UK Cup honours, with Rob Boston again winning the Production class.

MARK CHILTON'S NEW PORSCHE

Cayman Turbo made its debut in the Porsche Club races at Silverstone last weekend. The car, which is believed to be the first racing Cayman Turbo in the UK, took almost two years to complete and uses the engine and gearbox from his old Porsche 993 GT2. It seized its engine in the first race, but showed promise by setting fastest lap.

SINGLE-SEATER RACER SEAN

Walkinshaw tested a Walkinshaw Racing V8 Ute at Calder Park Raceway in Australia last week. It marked the first time a member of the Walkinshaw family had driven one of their own cars 'Down Under' since Sean's late father Tom raced a Holden Commodore at Bathurst in 1988.

TIME ATTACK ATTRACTED MORE

than 40 cars to Snetterton's Modified Live event last weekend. Richard Marshall's late burst put his Nissan GTR on top in Saturday's Club Class final, with Ben Shimmin's Subaru Impreza mastering the wet to go fastest on Sunday. Despite his best time being disallowed for going off-track, Simon Scuffham's Lotus Exige headed the Pro classes on Saturday. Gavin Renshaw's Mitsubishi Evo won in Scuffham's absence on Sunday.



Scuffham's Exige won



Gentlemen GT victory fell to Cobra of le Blanc/Greensall



ROADBOOK SPA, SEPTEMBER 21-23

Hadfield 4 Voyazides 1

Voyazides/Hadfield took last-gasp victory

RUNNERS-UP FOR the past two years, Leo Voyazides and Simon Hadfield won a sensational Spa Six Hours in the Greek's Ford GT40 when gearbox failure halted Roger Wills's version in the 20th Anniversary race's dying embers. The victory was Voyazides' first in the world's greatest historic enduro and Hadfield's fourth, adding to his 1997, '98 and 2005 crowns.

Kiwis Wills and Brendon Hartley led 64 of the 114 laps, but Hadfield was closing relentlessly on the green ex-Peter Sutcliffe car after the final stops when Wills (whose crew had changed the ZF 'box after qualifying) started to lose gears. Hadfield swept ahead on lap 108 of 114; Wills crawled into the pits two tours later and was classified fifth.

As celebrations kicked off in the relieved Voyazides Plan B Motorsport pit ("Simon drove the race of his life," said Leo), Shaun Lynn brought his 2006 and '09-winning GT40 – in which quintuple Le Mans winner Emanuele Pirro had

set fastest lap – home second, a lap down. "We were too easy on the car early on," smiled Shaun.

Michiel Campagne's Chevrolet Corvette Grand Sport clone, in which Dutch compatriot Allard Kalff seized the lead from Hadfield on lap two and stayed there for an hour and three quarters, was thirstier than the GT40s.

The Tachyon team was overjoyed with third ahead of the top GT, the Jaguar E-type of Scots John and Chris Clark/Alasdair McCaig. "I had a tough time with Sean McInerney's TVR Griffith but I ran him out of brakes," beamed John.

Another GT40, with Le Mans winners Klaus Ludwig and Jurgen Barth as the stars, finished sixth.

Fords also claimed the Touring Car prize with Belgians Christian Dumoulin/Christophe van Riet/Stephan Meyers (Mustang) beating Frenchmen Didier Gruau/Claude Boissy (Falcon) by a lap. They were only four seconds ahead of Brits David Smith/David Thomas/Henry Mann

(Mustang) at the flag.

After an unruly start, which included various Lola T70s in the wars, Brendon Hartley/Roger Wills seemed to have found some consolation for Saturday's despair by winning the Masters Sports Cars race. With team-mates Peter Hardman/Gregor Fisker second in a sister McLaren M1C, the on-the-road result was a triumph for WDK Motorsport's John Felstead, who engineered them. Then the victors were handed a 45-second penalty for overtaking under yellows, dropping Wills/Hartley to third.

Martin Stretton returned

David Coplowe's T70 to the podium after another of his spectacular catch-ups and inherited second.

The Dutch national anthem rang out after the Gentlemen Drivers' mini-enduro, to the delight of Karsten le Blanc, whose newly acquired AC Cobra was planted on pole by Nigel Greensall. After Healey racer le Blanc's solid stint, Greensall was trying to negate Hadfield's 45-second advantage when he saw the Voyazides-owned Cobra conked out after Les Combes.

The sleek ex-works 1957 Lotus 11 of Philip Walker/Danny Wright thus moved up to second – its first

GD podium with a 1500cc twin-cam Climax FPF engine – ahead of the rorty 26R-spec Lotus Elan of Graham Wilson/Andy Wolfe and Greek Theodore Edipidis' TVR Griffith.

A demon handling tweak discovered by accident enabled Jason Minshaw to win both HGPCA races in his ex-Bib Stillwell Brabham BT4, but Rod Jolley (Cooper T45/51) hounded him relentlessly on Saturday. Peter Horsman (Lotus 18/21) and German Max Brees (Brabham BT7A) made it a Tasman Series 1-2-3 on day two.

Tony Wood (TecMec Maserati) topped the front-engined brigade,

Hartley/Wills lost out again after Masters Sports Cars penalty



“Second gear went, then others. I’m devastated”

Roger Wills felt robbed of Spa Six Hours victory thanks to gearbox woes



Alfa beat Cortinas in U2TC



Minshaw won both HGPCA races in Brabham BT4

while Michael Gans evoked poignant memories of Richard Seaman with his gung-ho style in the pre-war Brit's ERA R1B.

Helped by co-driver Bernd Hahne not being penalised for using the La Source pit exit – instead of the one at Eau Rouge – Alex Furiani's Alfa Romeo GTA topped the U2TC counter. BMW duo Richard Shaw/Jackie Oliver finished 73 seconds behind, with Hadfield closing in Voyazides' Lotus Cortina, which started at the back following ignition dramas.

The Mini battles were epic, Brendon Hartley/Roger Wills beating Peter Baldwin/Graham Churchill to 15th overall by 0.199s, with Robert and Josh Beebe next home, 0.019s clear of Richard Meins/Chris Lillingstone-Price.

A 10-car accident at Fagnes, triggered when the

engine in second-placed Ant Scragg's Broadspeed Jaguar XJ12C blew, flooding the track with oil, stopped the Top Hat Masters race. Mark Bates (Porsche 911 RSR) was clear as his closest pursuers careered off. John Bussell sustained a facial injury when his Aston Martin DB5 was walloped in the gravel.

After dynamo failure halted the McIntyre brothers' similar Lotus 15, Philip Walker and Danny Wright outran the Maserati of Alan and Jason Minshaw and the Lister-Jaguar of Pirro/Lynn in the MRL Stirling Moss Trophy '50s sportscars set.

The concurrent Woodcote Trophy race was closer, Carlos Monteverde/Gary Pearson (Jaguar D-type) beating Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar) by

just three seconds.

David Mercer's class showed as he dominated the Masters Prototype challenge, his superb Fedco Spice leaving Christophe d'Ansembourg's Porsche 962 way behind. Behind four Group C invitees, Hadfield won the Lola-DFV battle in Voyazides' car, having overhauled Gary Pearson, who soloed in Carlos Monteverde's.

Formula Junior pugilists Dave Methley and Jon Milicevic took a victory apiece after splendid scraps. Methley won in damp and foggy conditions on Saturday, but pulled up on Sunday. “I saw vapour coming from his engine,” reported Milicevic, for whom British and Croatian flags were flown.

John Fyda and Mark Pangborn (his first FJ podium) were next home.

● Marcus Pye

GP MASTERS SPA, SEPTEMBER 21-23

No catching fish at Spa

ENGINE FAILURE AT Zandvoort three weeks previously became history last Saturday as Simon Fish bagged a maiden GP Masters victory in his Mirage Motorsport-run Ensign N180. He doubled up on Sunday, again withstanding immense pressure from Belgian veteran Jean-Michel Martin (Fittipaldi F8).

Radical graduate Fish scooped pole, his 2m15.979s (115.22mph) charge heading off Richard Meins (Williams FW07D), Martin and Christophe d'Ansembourg (Williams FW07C) in the fine 24-car field.

Martin was 11th at the end of Saturday's opening lap having spun at La Source, but was fifth when the safety car came out for the rescue of Paul Grant, who crashed his Trojan T103 at Raidillon. Unfortunately Grant had

suffered a broken leg.

At the green, Martin picked off Alain Plasch's Fittipaldi F5A, Italian Mauro Pane's brilliantly driven Lola T370 and Meins to shadow Fish.

Martin was never out of Fish's mirrors on Sunday. “He made me sweat for that,” said the elated victor as Nico Bindels (Lotus 87B) joined them on the podium.

RESULTS (12 LAPS) 1 Simon Fish (Ensign N180); 2 Jean-Michel Martin (Fittipaldi F8) +0.306s; 3 Mauro Pane (Lola T370); 4 Richard Meins (Williams FW07D-16); 5 Nico Bindels (Lotus 87B-3); 6 Alain Plasch (Fittipaldi F5A). CW Pane; Plasch; Mike Wrigley (March 711). FL Martin 2m17.822s (113.67mph).

RACE 2 (9 LAPS) 1 Fish; 2 Martin +0.502s; 3 Bindels; 4 Pane; 5 Meins; 6 Christophe d'Ansembourg (McLaren M26). CW Pane; d'Ansembourg; Wrigley. FL Martin 2m17.241s (114.16mph).



Fish pipped Martin in both encounters

20th SPA SIX HOURS (14 LAPS)

1 Simon Hadfield/Leo Voyazides (Ford GT40 P/1005); 2 Shaun Lynn/Emanuele Pirro (GT40 P/1025) -1 lap; 3 Allard Kaliff/Michel Campagne (Chevrolet Corvette Grand Sport); 4 John Clark/Chris Clark/Alasdair McCaig (Jaguar E-type); 5 Roger Wills/Brendon Hartley (GT40 P/1009); 6 Chris Stahl/Klaus Ludwig/Jurgen Barth (GT40); 7 Martin Melling/Rob Hall/Peter Snowdon (E-type low-drag coupe); 8 Michiel Smits/Ton Kuiper (Ford Mustang GT350); 9 Eric de Doncker/Pascal Gaudard (GT40); 10 Christiaan van Lanschoot/Karsten le Blanc/Nigel Greensall (Austin-Healey 3000 MkII). **GTS Clark/Clark/McCaig**

Touring Cars Christian Dumoulin/Christophe van Riet/Stephan Meyers (Ford Mustang). **Eau Rouge Trophy** Billy Bellingier/Nils Christian/Keith Ahlers (Morgan +8). **Fastest lap** Pirro 2m45.342s (94.75mph).

MASTERS SPORTS CARS (22 LAPS)

1 Peter Hardman/Gregor Fiskens (McLaren MIC); 2 David Coplowe/Martin Stretton (Lola T70 Mk3B/C) +13.566s; 3 Hartley/Wills (MIC) 4 Richard Meins/Chris Lillingstone-Price (T70 Mk3B);

5 David Hart/Alex van der Lof (T70 Mk3B); 6 Manfredo Rossi di Montelera (Abarth-Osella PAI). FL Hartley 2m31.142s (103.66mph).

MASTERS GENTLEMEN DRIVERS (30 LAPS)

1 le Blanc/Greensall (AC Cobra); 2 Philip Walker/Danny Wright (Lotus II Le Mans) +35.595s; 3 Graham Wilson/Andy Wolfe (Lotus Elan 26R); 4 Theodore Edipidis (TVR Griffith); 5 Ian Cox/Dave Methley (Marcos 1800GT); 6 Georg Nolte/Frank Stippler (E-type). FL Greensall 2m53.608s (90.25mph).

HGPCA (10 LAPS) 1 Jason Minshaw (Brabham BT4); 2 Rod Jolley (Cooper T45/51) +0.640s; 3 Peter Horsman (Lotus 18/21); 4 Wills (TS1); 5 Andy Middlehurst (Lotus 25); 6 Max Blees (Brabham BT7A).

Class winners Middlehurst; Miles Griffiths (T45); Tony Wood (TecMec Maserati); Michael Gans (ERA R1B); Peter Studer (Lotus 24); Paul Grant (Cooper-Bristol Mk2). FL Jolley 2m55.326s (89.36mph).

RACE 2 (9 LAPS) 1 Minshaw; 2 Horsman +3.944s; 3 Blees; 4 Jolley; 5 Middlehurst; 6 Wills. CW Middlehurst; Andrew Beaumont (LDS 3); Wood; Gans; Malcolm Cook (T43); Will Nuthall (Cooper-Bristol T40). FL Minshaw 2m44.848s (95.04mph).

U2TC (20 LAPS) 1 Alex Furiani/Bernd Hahne (Alfa Romeo GTA); 2 Richard Shaw/Jackie Oliver (BMW 1800T) +1m13.435s; 3 Voyazides/Hadfield (Ford Lotus Cortina); 4 Dominik Roschmann (GTA); 5 Gans/Jason Wright (GTA); 6 Sean McInerney/John Griffiths (Cortina). CW Shaw/Oliver; Hartley/Wills (Austin Cooper S). FL Furiani 3m01.188s (86.47mph).

TOP HAT MASTERS (44 LAPS)

1 Mark Bates (Porsche 911 RSR); 2 Voyazides (Ford Falcon) +2m23.533s; 3 Jim McLoughlin (Ford Capri 30S); 4 Ant Scragg/Mark Wright (E-type); 5 Graham Scarborough (Ford Capri); 6 Henry Mann (Ford Mustang). FL Chris Scragg (Jaguar XJ12C) 2m47.857s (93.33mph).

MRL STIRLING MOSS TROPHY (19 LAPS)

1 Philip Walker/Danny Wright (Lotus 15); 2 Alan & Jason Minshaw (Maserati T61 Birdcage) +16.457s; 3 Lynn/Pirro (Lister-Jaguar 'Knobbly'); 4 Hartley/Wills (Lotus 15); 5 Paul Woolley/Shaw (Cooper Monaco T49); 6 Wood/McCaig (Lister-Jaguar 'Knobbly'). FL Wright 2m51.706s (92.48mph).

MRL WOODCOTE TROPHY (8 LAPS)

1 Carlos Monteverde/Gary Pearson

(Jaguar D-type); 2 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38) +3.270s; 3 Robin Ward/Nick Adams (D-type); 4 Patrick Watts (Allard-Cadillac J2 BBI); 5 John Clark/Nick Finburgh (Jaguar C-type); 6 John Ure/Nick Wigley (Cooper-Bristol T24/25). FL Pearson 2m58.359s (87.84mph).

MASTERS PROTOTYPE CHALLENGE (14 LAPS)

1 David Mercer (Spice-Cosworth SE90C); 2 Christophe d'Ansembourg (Porsche 962) +49.575s; 3 Peter Meyrick (SE88C); 4 Steve Tandy (962C); 5 Voyazides/Hadfield (Lola-DFV T280); 6 Pearson (Lola-DFV T292). CW Voyazides/Hadfield; Andy Newall (McLaren-Chevrolet M8F); Werner Frenz (Osella-BMW PA5); Greg Audi (Lola-FVC T210). FL Mercer 2m37.471s (99.49mph).

FJHRA FORMULA JUNIOR (BOTH 7 LAPS)

1 David Methley (Brabham BT6); 2 Jon Milicevic (Cooper T59) +3.482s; 3 Jonathan Hughes (BT6); 4 John Fyda (Lotus 22); 5 Mark Pangborn (Lotus 20B); 6 Pete Morton (Lightning Envoyette). CW Chris Chilcott (Lotus 20); Robert Barrie (Lotus 18); Andrew Tart (Bondi); Michael Renavand (Tecno); Michael Ashley-Brown (Volpini). FL Methley

3m28.378s (75.18mph).

RACE 2 1 Milicevic; 2 Fyda +48.463s; 3 Pangborn; 4 Andrew Hibberd (Lotus 22); 5 Chilcott; 6 Hughes. CW Chilcott; Barrie; Tart; Pat Barford (EFAC-Stanguellini); Mauro Paponcini (Cooper T76). FL Methley 2m48.305s (93.08mph).

HSCC (11 LAPS)

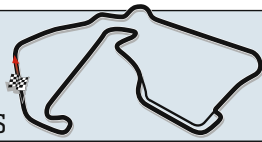
1 Charles Allison (Chevron B8); 2 Sandy Watson (B8) +0.444s; 3 Hugh Colman (B8); 4 Philip Nelson (B8); 5 Piers Ward (B8); 6 John Dickson (Corvette). CW Dickson; Julian Barter (TVR 3000M); Paul Tooms (Lotus Elan S1). FL Watson 2m44.775s (95.09mph).

RACE 2 (9 LAPS)

1 Martin O'Connell (B8); 2 Allison +47.226s; 3 Nelson; 4 Mark Colman (B8); 5 Ward; 6 Andre Bailly (E-type). CW Bailly; Tooms.

BRITISH SPORTS GT & SALOON CHALLENGE (20 LAPS)

1 Laki Christoforou (Ford Escort RS1600); 2 Jeremy Knight (Morgan +8) +4.667s; 3 Russell McCarthy (MGB GTV8); 4 Ian McCallum/John Bussell (Aston Martin DB5); 5 Andy Pike/Tony Paxman (Ford Escort); 6 Scarborough (Ford Capri). FL Dickson (AC Cobra) 2m47.223s (93.69mph).



QUICK RESULTS

- Winner **Geoff Steel Racing**
- Pole **Team LNT**
- Fastest lap **Adam Sharpe**



Brown's Vantage GT3 had noise troubles but was second

SILVERSTONE 24 BRSCC/BRITCAR, SEPTEMBER 22-23

Abracadabra! BMW foursome surge to victory

IN CLASSIC 24-HOUR racing style, it was not the fastest car in the race that won last weekend's Britcar endurance at Silverstone, but the one that was consistent and stayed out of trouble.

MP Motorsport's BMW, run by Geoff Steel Racing and driven by Richard Abra, Mark Poole, Clint Bardwell and Michael Symons, was unable to match the Team LNT Ginetta G55 or Neil Garner Motorsport Mosler MT900R for pace. But, crucially, it ran and ran.

During the opening hour, Mike Simpson stormed clear in the Ginetta and Javier Morcillo latched onto his tail in the Mosler, with the rest of the field falling away. Yet life isn't often as simple as that and woes were to strike, slow them, and jolly nearly stop them.

After an hour in glorious autumn sunshine they were a lap clear, with the Mike Brown-entered Aston Martin Vantage having fought its way past a pair of fast-starting Class 2 Marcos Mantises to run third.

Already some of the 33-car field were in trouble, with the Mac G Racing Ultima requiring the welding of a bolt into its crankshaft even before the start and Cor Euser Racing's Lotus Evora coming in for repairs after a wishbone joint had pulled out, but conditions were perfect.

The first tilting of the race's axis came in the second hour when the Mosler went ahead as Ginetta boss Lawrence Tomlinson limped back to the pits with debris having wrapped itself around the front-left brake caliper. Tomlinson was later back in with a left-rear puncture.

Moments later, after a strong stint from Adam Sharpe, it was the Mosler

having problems, the mechanics struggling to shut its doors.

By this point the BMW was best of the rest, lapping quickly and consistently enough to move ahead of the MB Racing Aston.

The Marcos duo had their races unfold when Ben Beighton shunted terminally at Maggotts, put off by another car rejoining after its own moment at Copse. The Top Cats Mantis lasted until midway through the sixth hour when leaking fluids indicated that it was time for an engine change. Commendably, this was achieved in under two hours, but sadly the car was not to reach the finish, spinning broadside across the track after leaving the pits in the night to be collected by Major James Cameron in the Mission Motorsport Nissan 370Z.

The Mosler had its first big stumble when it endured an 18-minute pitstop while a driveshaft was replaced. Then, at just past one in the morning, the LNT Ginetta shed its right-rear wheel after a driveshaft failed, giving Richard Dean a bumpy ride and then a wait for a flatbed truck. Rumour had it that Dean was so anxious to get the car back to the pits that he drove the flatbed...

Sadly, not long after dawn, it happened again at Farm, this time with Tomlinson at the wheel. The car got airborne but came back down flat rather than digging in. Repairs were made, dropping the crew to seventh. Tomlinson was as upbeat as ever, aware the incident hadn't been his fault but sad that the battle with the Mosler had been spoiled. Sportingly, Morcillo came across to sympathise.



Quick and consistent run to victory for GSR BMW E46

What was becoming clear was that the fastest car that might benefit from these troubles was the MB Racing Aston, especially when 1990s British Touring Car privateer Jamie Wall was at the wheel, but the MP Motorsport BMW crew were being super-consistent and running without problems, and notably running many more laps between stops than the Aston.

Furthermore, Bardwell

enthused about how easy the BMW was to drive and it simply ran and ran.

After a few hours, a few cars started to be pulled in for exceeding the 100dB noise limit and this was something that would delay the Aston on the Sunday morning, adding to the MP Motorsport BMW's lead while more baffling was added to the Aston's exhaust silencer.

The LNT Ginetta then

went into freefall when more driveshaft problems struck on Sunday morning and the car was parked.

Then, with endurance racing aficionados working out whether the Mosler could catch and pass the runaway BMW, the muscle car's left-rear wheel refused to budge. It was sent out again, old tyre still in place, but at the following pitstop every tool from the toolbox was used. The

Ginetta G55 and Mosler made the early running



QUICK RESULTS

- Class 1 MB Racing
- Class 3 Perfection Racing
- Class 4 Red Camel Racing



GT4 Aston made the podium



Red Camel SEAT took Class 4 spoils in fourth



wheel still failed to budge, so the wheel had to be cut off. It wasn't race over for the Mosler, as it would go out again after this two-hour delay, only to suffer another driveshaft failure. But it was out of the reckoning and the MP Motorsport crew could start to believe.

Rain blew in with three and a half hours to go and, with the Mosler stuck in the pits and the Aston Martin crew unable to take enough time back from the MP Motorsport BMW, the result was settled.

Running an almost flawless race, save from having to replace a battery in the night, third place and Class 3 honours went to the Danish Perfection Racing crew with their GT4 Aston.

Dutchman Ivo Breukers led the attack for the Red Camel Racing SEAT team to overhaul the Brunswick Racing BMW M3 in the final four hours and top Class 4.

● Bruce Jones

SILVERSTONE 24 BRITCAR, SEPTEMBER 22-23

Men on a Mission at Silverstone



Mission Motorsport soldiered on in 370Z

MISSION MOTORSPORT is an extraordinary story. This team of "24 broken blokes, including three in the car" – as dubbed by project head Major James Cameron – was a shining example of endeavour, teamwork and speed in racing to 17th overall in its second Britcar 24.

Manned by a hand-selected crew of injured soldiers empowered by the motto "race, retrain, recover", the team entered a Class 4 Nissan 370Z for Cameron, Jimmy Gillborn, Gary Dunning and Martyn Copleston plus regular racer Chris Ward, who trained them.

Starting 24th, they rose as high as 11th, but then Cameron crashed trying to avoid a spinning Marcos and the Nissan sustained considerable front damage. It took two hours to repair, using a front wing from RJN boss Bob Neville's

roadgoing 370Z.

Later, Cameron had another spin and Dunning suffered a vibration, but they worked together, kept pressing on and their achievement in finishing in atrocious conditions was augmented when Gillborn was named driver of the race, which wasn't bad for a man who had only competed in six races previously and has no lower right leg.

Cameron said: "The Paralympics have changed the way that people think, making people see ability not disability. There's no disabled class in motorsport and you certainly don't get into the top half of the field without ability."

This is still early days, but already Mission Motorsport is offering forces veterans some inspiration and the application for a new life.

RESULTS Britcar 24 Hours, September 22-23

564 LAPS, 2064.52 MILES

Pos	Drivers	Team	Car	Result	Grid
1	Richard Abra/Clint Bardwell/Mark Poole/Michael Symons	Geoff Steel Racing	BMW E46 GTR	24h01m07.807s	6
2	Mike Brown/Paul Cripps/Jamie Wall/Dave West	MB Racing	Aston Martin Vantage GT3	560 laps	3
3	Kim Holmgaard/Kasper Jensen/Mikkel Johanson/Michael Klostermann/Paul Spires	Perfection Racing	Aston Martin GT4	527 laps	12
4	Ivo Breukers/Bert de Heus/Henk Thijssen	Red Camel Racing	SEAT FR20 TDI	522 laps	18
5	Danny Cassar/Carey Lewis/Frank Pettitt/Gavin Spencer	MMC Motorsport	SEAT Supercopa	517 laps	17
6	Manuel Cintrano/Javier Morcillo/Adam Sharpe/Paul White	Neil Garner Motorsport	Mosler MT900	513 laps	2
7	David Forsbrey/Willie Green/Mark Griffiths/Bill Kirkpatrick	Brunswick Automotive	BMW M3 E46	513 laps	19
8	Chris Hodgetts/Stefan Hodgetts/Richard Meaden/Neil Primrose	Toyota GB with GPRM	Toyota GT86	512 laps	25
9	Darron Anley/Bradley Ellis/Chris Hyman/David Joseph	Corum Sport	Chevron GR8	510 laps	10
10	Clive Death/Harvey Death/Martin Short	Rollcentre Racing	Toyota GT86	504 laps	33
11	Ricky Coomber/Ian Curley/Tom Gannon/William Gannon/Joe Giovannini/Matthew Potter	TG Motorsport	Honda Civic	501 laps	26
12	Chris Bialan/Rory Bryant/Simon Mason/Ryan Ratcliffe	Piranha Motorsport	Ginetta G40	496 laps	21

CLASS WINNERS Class 1 Brown/Cripps/Wall/West Class 3 Holmgaard/Jensen/Johanson/Klostermann/Spires Class 4 Breukers/de Heus/Thijssen
Winner's average speed 85.95mph. Fastest lap Sharpe 2m05.297s (105.17mph).

- Race 1 Tom Roche
- Race 2 Roche
- Race 3 Roche

“He was just waiting for a mistake”

Morris held off McAleer in Porsches



Khani won again in the F3 Cup

BRITCAR SUPPORTS SILVERSTONE, SEPTEMBER 21-22

Roche back to front for Mazda victories

TOM ROCHE WON ALL three of the BRSCC Mazda MX5 Autumn Challenge races from the back of the grid at Silverstone.

In race one Roche had to start from the pitlane, after pulling in to investigate a warm-up lap vibration. “I thought a wheel was loose or something,” he said. Luckily, there was nothing wrong with the car and Roche set about carving his way through the field. He took the lead from Mark Litherland on lap five and was never headed.

The second outing was a reversed-grid race, and Roche once again scythed through the field with ease to lead by lap four. He went on to win by over four seconds. In the third and final encounter, Roche once again charged through from the back, hitting the front in just three laps.

Gary Marsh bagged an easy hat-trick in the Porsche races, but Peter Morris and Mark McAleer were thrashing it out for Club Championship honours behind him. McAleer was glued to Morris’s bumper in the first race, but could never quite get close enough to make a move. The duo finished second and third overall respectively, after Dave Whelan’s 993 RSR lost a cylinder thanks to a broken rocker.

McAleer found a way past his rival at Stowe on the first lap of race two, but

Morris’s car was slightly quicker coming out of Luffield, and he got the position back when he bravely dived up the inside at Copse on lap three. McAleer harried Morris to the finish. “I didn’t quite have enough to challenge him”, he said.

McAleer was even closer to winning the final round, but didn’t quite do it. He took advantage when Morris ran wide onto the grass at Copse on lap seven of 11, but the Tamworth man responded, finding a way back through with another demon move at the same corner one lap later.

Mike Jenvey won an intense Sports 2000 race. The poleman was jumped at the start by Patrick Sherrington, and slipped to third when Rob Oldershaw found a way through. “It takes ages for my car to warm up, so I wasn’t too worried”, said Jenvey.

The top three ran at close quarters for many laps. On lap four, they were covered by just half a second. Oldershaw led at the end of the fifth orbit, but he was challenged by Jenvey at The Loop. This allowed Sherrington to close in, and outbrake them both at Brooklands to seize the initiative. His lead was short-lived, however. Jenvey dived up the inside at Woodcote on lap eight and held on, with Sherrington less than a second in arrears.



Roche could not be stopped in Mazdas



Marsh leads split grid Porsche race

Iranian F2 racer Kourosh Khani was twice a winner in the F3 Cup. Khani jumped poleman Jay Bridger at the start of Friday’s race. Bridger was within touching distance, but got baulked by traffic at Maggotts and Becketts and lost several seconds. “I’m still a bit race-rusty”, admitted the 2008 British F3 National Class champ. Khani also found the traffic a challenge: “I was treating every lap as a qualifying lap”, he said.

In race two Bridger very

briefly jumped ahead of Khani at the start, but lost the lead at Copse. This time Bridger was much closer, closing the gap to just 0.8s on lap six. But,

just as he was about to mount a challenge, he once again got held up by slower cars at Maggotts/Becketts, losing seven seconds.

● Matt Upton



Jenvey topped a tense \$2000 race

BRSCC MAZDA AUTUMN CHALLENGE (8 LAPS)

1 Tom Roche: 2 Alexander Preston +0.345s; 3 Mark Litherland; 4 Dan Mitchell; 5 Andy Coombs; 6 Matt Robinson. **Fastest lap** Roche 2m41.769s (81.46mph).

RACE 2 (8 LAPS) **1 Roche:** 2 Preston +4.439s; 3 Coombs; 4 Robinson; 5 Wolfgang Reip; 6 Peter Pzyzera. **FL Roche** 2m42.767s (80.96mph).

RACE 3 (8 LAPS) **1 Roche:** 2 Preston +2.272s; 3 Reip; 4 Robinson; 5 Litherland; 6 Mark Schulzhitskiy. **FL Roche** 2m44.967s (79.88mph).

PORSCHE CLUB (10 LAPS) **1 Gary Marsh (997 GT3 Cup):** 2 Peter Morris (996 C2) +18.689s; 3 Mark McAleer (996 C2); 4 Rich Ellis (996 C2); 5 Mark Proctor (993 C2); 6 Ben Demetriou (Boxter S).

CW Morris; Alex Eacock (968 CS). **FL Mark Chilton (Cayman Turbo)** 2m25.082s (87.93mph). **RACE 2 (10 LAPS)** **1 Marsh:** 2 Morris +61.03s; 3 McAleer; 4 Proctor; 5 Marcus Carniel (Boxter S); 6 Demetriou. **CW Morris;** Eacock. **FL Marsh** 2m23.539s (91.80mph). **RACE 3 (11 LAPS)** **1 Marsh:** 2 Morris +1m05.340s; 3 McAleer; 4 Dave Whelan (993 RSR Cup); 5 Carniel; 6 Demetriou. **CW Morris;** Eacock. **FL Marsh** 2m22.590s (92.41mph).

SPORTS 2000 (14 LAPS) **1 Mike Jenvey (Jenvey-Gunn TS6):** 2 Patrick

Sherrington (MCR) +0.900s; 3 Robert Oldershaw (Gunn TS11); 4 David Houghton (Van Diemen); 5 Nick Bates (Lola B07/90); 6 Craig Mitchell (Gunn TS11). **CW Paul Martin (MCR);** Paul Streat (Swift DB2); Peter Needham (Tiga SC82); Mike Fry (Lola T86/90); John Taylor (Crossle 9F). **FL Jenvey** 2m09.011s (102.14mph).

F3 CUP/MONOPOSTO TROPHY (10 LAPS)

1 Kourosh Khani (Dallara F302/4 Mugen Honda): 2 Jay Bridger (Dallara F306 Toyota) +12.659s; 3 Louis Hamilton-Smith (Dallara F304 Renault Sodemo); 4 Gino Ussi (Dallara F307 Mercedes HWA); 5 Chris Dittmann (Dallara F301 Renault Sodemo); 6 Chris Needham (Dallara F302 Opel Speiss). **Class winners** Dittmann; Dan Clowes (Jedi Mk6 Suzuki); Richard Purcell (Dallara F301 Toyota 3SGE); Dave Karaskas (Dallara F398); Jim Blockley (Ralt RT3 Vauxhall); John Whitbourn (Ray GRS02 Ford Zetec Scholar); Geoff Fern (F. Vauxhall Junior). **FL Khani** 2m01.143s (108.77mph).

RACE 2 (10 LAPS) **1 Khani:** 2 Bridger +4.761s; 3 Hamilton-Smith; 4 Ussi; 5 Tristan Cliffe (Dallara F307 Toyota SXE10); 6 Dittmann. **CW Dittmann;** Clowes; Purcell; Mike Hatton (F. Vauxhall Lotus); Whitbourn; Fern; Karaskas. **FL Khani** 2m00.006s (109.8mph).

EUROPEAN RALLYCROSS KOUVOLA, SEPTEMBER 23

‘Ice cold’ Russian wins Euro Rallycross crown

IN A YEAR WHEN HE’S been as ruthless on track as you might expect from an ice cold Russian, Timur Timerzyanov appeared to be struggling a little in the penultimate round of 2012.

He made it to the front row of the A final, but did so with fourth, third and fourth fastest times; not what we have come to expect from the man who had won five events this year and made a habit of topping the time sheets.

The A final grid spot was enough to assure him the title, and then he opened up: “I did not feel any pressure here and I’ve enjoyed driving the car, I was laughing inside the car, having fun,” he said before the A final.

Timerzyanov’s relaxed

mood mattered little to Tanner Foust, the last remaining challenger for the title. Fastest on Saturday, Foust knew he was in trouble if the forecasted rain arrived. Sunday wasn’t just wet, it was horrendous. The rain did not ease at all, making a tough track tougher still.

A puncture wrecked Foust’s second heat and when the wipers failed in the third he had no option but to stop. The B final beckoned and Timerzyanov was already champion.

Then there was Timmy Hansen. Both parents have European titles to their name, and his debut came in perhaps the hardest event of the year. Taught some lessons in the heats, the kid found himself in



Timerzyanov mastered atrocious conditions

the C final but then raced like a master to win that and the following B final, where he beat Foust, to go to the main event.

From the back row Michael De Keersmaecker led to turn one of the A final, where he went off the road and broke up the pack. The race dropped into Timerzyanov’s lap and he broke free for his sixth win. Liam Doran passed

Hedstrom for second and his best finish in a troubled year. Hedstrom and Mats Lysen were next up with Hansen rising to fifth.

The Super1600 and TouringCar titles were also settled with a round to go, Andreas Bakkerud retaining the former while Anton Marklund took the rear-drive class in his first full season.

● Tim Whittington

RESULTS SUPERCAR A FINAL

(5 LAPS) 1 Timur Timerzyanov (Citroen DS3) +3.4s; 3 Peter Hedstrom (Skoda Fabia II); 4 Mats Lysen (Renault Clio III); 5 Timmy Hansen (Citroen DS3); 6 Tanner Foust (Ford Fiesta VII); 7 Michael De Keersmaecker (Ford Focus II); 8 Davy Jeanney (Citroen C4).
POINTS 1 Timerzyanov, 148; 2 Foust, 100; 3 Doran, 84; 4= Jeanney & De Keersmaecker, 83; 6 Alexander Hvaal (Citroen C4), 82.

HONDA CIVIC CUP SNETTERTON, SEPTEMBER 22-23

Winstanley wins three on two different circuits

CIVIC CUP DOMINATOR

Danny Winstanley faced a rare threat at Snetterton from the Integra of Stewart Hutchinson in race one.

As an invitation entry, Hutchinson started from the back, but scythed through to depose leader Winstanley as they swept into lap five. But a sticking throttle on the last lap ended his charge, handing Winstanley victory.

With gearbox problems forcing Winstanley out on the warm-up lap of race two, and Hutchinson’s meeting ended by a suspected driveshaft failure, Rich Hockley took a win.

Winstanley bounced back to dominate race three from James Cartwright, before winning a sodden finale by more than a minute.

● Oliver Timson

RESULTS (9 LAPS OF 300 CIRCUIT)

1 Danny Winstanley; 2 Rich Hockley +20.863s; 3 Peter Isherwood; 4 Brook Pitchford; 5 Tim Evans; 6 Mike Hamlett. **FL** Stewart Hutchinson 2m15.298s (78.99mph). **RACE 2 (9 LAPS)**

1 Rich Hockley; 2 Evans +8.659s; 3 Pitchford; 4 Mike Woods; 5 Isherwood; 6 Nathan Burrell. **FL** Burnett 2m19.790s (76.45mph). **RACE 3 (14 LAPS OF 200 CIRCUIT)**

1 Winstanley; 2 James Cartwright +16.181s; 3 Woods; 4 Hockley; 5 Nick Chatburn; 6 Isherwood. **FL** Burnett 1m27.792s (81.35mph). **RACE 4 (12 LAPS)**

1 Winstanley; 2 Pitchford +1m08.135s; 3 Hockley; 4 Isherwood; 5 Evans; 6 Woods. **FL** Winstanley 1m38.611s (72.43mph).



Winstanley won thrice

PICKUPS SNETTERTON 200, SEPTEMBER 23

Pickups Dance to Steve’s tune

WITH THE TOP 10 from qualifying reversed to form the grid for race one, Charlie Weaver and Antony Hawkins headed the 15-strong Pickup field for the rolling start.

Weaver’s tenure at the top didn’t last beyond Montreal when he was clipped from behind and spun round. By the time he resumed, the field had streamed past, with Hawkins leading before locking his brakes at Montreal next time round and tumbling to the back.

Four-time champion Steve Dance gratefully grabbed the initiative, with points leader Nic Grindrod and Carl Boardley filling his mirrors. Despite unrelenting pressure from behind and strengthening rain from above, Dance held on to claim his fifth win this year.

Boardley briefly edged ahead of Grindrod for

second at the Bombhole on lap 14, only to slither off as they swept side-by-side into Riches. He recovered in time to salvage a podium.

Rain also marred the finale, which developed into a tense battle between Grindrod and Dance for the lead. Dance made his move in the closing minutes, sweeping alongside as the pair sped into Riches for the 12th time. They made contact and both hit the tyres, with Dance recovering

in time to hold the lead, while Grindrod retired.

With the race red-flagged, Dance secured victory and the championship lead.

● Oliver Timson

RESULTS (15 LAPS) 1 Steve Dance;

2 Nic Grindrod +2.802s; 3 Carl Boardley; 4 Michael Smith; 5 Dave Longhurst; 6 Paul Tompkins. **FL** Grindrod 1m21.266s (87.89mph).

RACE 2 (12 LAPS) 1 Dance; 2 Smith +0.292s; 3 Tompkins; 4 Longhurst; 5 Paul White; 6 Anthony Hawkins. **FL** Boardley 1m32.525s (77.19mph).



Dance took double win in Pickups after contact

QUICK RESULTS

- Historic Tourers **Godfrey**
- Historic FF1600 **West**
- Historic F3 **Forward**

“Warren and Dan didn’t make it too hard”

Godfrey found his rivals helpful



Shaw did Nelson Piquet impression with win

HSCC BRANDS HATCH, SEPTEMBER 23

Mini man Godfrey beats the Fords

ROGER GODFREY TOOK advantage of an offshoot of Hurricane Nadine to forge his way through the Historic Touring Car field and take his Mini to victory during a horribly wet and disjointed ByBox Race Day at Brands Hatch.

The treacherous conditions played into the hands of Godfrey, although he dropped back from his second-row starting position to sixth at the end of lap one. Champion Dan Cox pulled away in his Ford Lotus Cortina, with the chasing pack headed by David Heale’s Hillman Imp until Warren Briggs (Ford Mustang) took second at Paddock Hill Bend on lap seven of 17.

By this time Godfrey was up to fourth, and he relegated Heale at Paddock within another lap. Having cleared the traffic, Godfrey set the fastest lap as he rapidly narrowed the gap to the Mustang, getting a better run through Paddock on the 10th lap to snatch second approaching Druids.

Three laps later, Godfrey seized on Cox’s mistake as he understeered at Druids and took the lead before pressing home his advantage. Behind Cox, Briggs and Heale, Richard Dutton brought his Mustang home fifth, having finally got past the rather

wide Cortina of Tim Davies.

The Historic Formula Ford contingent competed for the Norman Greenway Trophy. Rookie Josh West (Merlyn Mk20a) had the race well under control until he hit traffic, whereupon champion Callum Grant slashed his advantage. Having slowed virtually to the pace of the backmarkers, the two Merlyns were nose-to-tail for the final two laps, but West prevailed in his first motor race. “I could see it slipping away; it was just a case of defending until the end,” said the jubilant 20-year-old.

Finn Pertti Kiiveri had made it up to third position despite a couple of offs at Surtees, but a third one put him back to sixth.

Formula 3 was well represented on the programme, but both Historic and Classic races – for cars spanning two decades from 1964 – suffered in the conditions.

The ‘screamers’ lost their second race after a 90-minute delay immediately following their opening contest, with the track ruled unraceable.

Chris Holland made a tremendous start, his Brabham BT21 arriving first at Paddock having lined up fourth. But pole position



Godfrey's Mini (right) beat the Cortina of Cox



West made a sensational FF1600 debut in Merlyn

man Dean Forward, in a similar car, charged up the inside at Druids and grabbed the lead before setting times that were consistently two seconds per lap better than the rest, easing off only when his margin was north of 20s.

Tim Kary started his BT28 from row four and enjoyed the conditions,

grabbing fourth from Jim Chapman’s Lotus 59 on lap three, and overtaking Simon Armer’s March and Stuart Tizzard’s Chevron respectively on the next lap. With two rotations, Tizzard fell back to fourth.

David Shaw (Ralt RT1) dominated the race for post-1970 cars from Paul Smith (Martini Mk31), while David Clark capitalised on FF2000 driver Erik Pagano’s moment at Graham Hill Bend to take third in his Argo. Ian Jones (Lotus 59) recovered to take the concurrent Classic Racing Car honours from Martin Anslow. Earlier, Russell Love had taken his Reynard SF79 to Historic FF2000 victory.

The Roadsports race was halted after Richard Coffey’s Turner spun across the Brabham Straight at the end of the

first lap and was T-boned by Ian Ford’s Sprite. Both drivers stepped out of their wrecked cars.

At the restart, Oliver Ford got his Lotus Europa sideways as he scabbled for grip, but nevertheless defeated John Thomason’s Triumph GT6.

Spencer McCarthy made a brilliant start to the Mallock-dominated Classic Clubmans race, and tried to drive around the outside of pacesetter Mark Charteris at Druids. McCarthy survived and pulled clear, while Charteris had a moment at the hairpin that also delayed John Harrison.

But barely a lap later Charteris hit the front when McCarthy had his own spin at Surtees, and he won comfortably from Harrison. Third overall was veteran Barry Webb, who flew the flag for the less-powerful Class B cars.

● Ian Sowman

HSCC/HRSR TOURING

CARS (17 LAPS) 1 Roger

Godfrey (Austin Cooper S);

2 Dan Cox (Ford Lotus Cortina) +51.02s; 3 Warren Briggs (Ford Mustang); 4 David Heale (Hillman Imp); 5 Richard Dutton (Mustang); 6 Roger Phillips (Cooper S).

Class winners Cox; Briggs; Heale; Phillips; Tim Davies (Lotus Cortina); Neil Brown (Lotus Cortina); Mark Watts (Mustang); Colin Kingsnorth (BMW 1800). **Fastest lap** Godfrey 1m09.618s (62.00mph).

HISTORIC FF1600 (13 LAPS)

1 Josh West (Merlyn Mk20a);

2 Callum Grant (Merlyn Mk20a) +0.641s; 3 Chris Sharples (Palliser WDF1);

4 Stuart Baird (Merlyn Mk11a);

5 James Buckton (Elden Mk8);

6 Pertti Kiiveri (Kvantti Mk1).

FL West 1m08.721s (62.81mph).

HISTORIC F3 (7 LAPS)

1 Dean Forward (Brabham

BT21B); 2 Tim Kary (Brabham

BT28) +27.554s; 3 Simon

Armer (March 703); 4 Stuart

Tizzard (Chevron B15C); 5 Jim

Chapman (Lotus 59); 6 James

Timms (BT21B). **FL** Forward

1m10.001s (61.66mph).

CLASSIC F3/RACING CARS

(15 LAPS) 1 David Shaw (Ralt

RTD); 2 Paul Smith (Martini

Mk31) +11.178s; 3 David Clark

(Argo JM6); 4 Erik Pagano

(Van Diemen RF82); 5 Hugh

Price (Chevron B38); 6 Andy

Jones (Brabham BT38C). **CW**

Pagano; A Jones;

Ian Jones (Lotus 59); Josh

West (Merlyn Mk20a); Leif

Bosson (Brabham BT28).

FL Shaw 1m01.187s (70.54mph).

HISTORIC FF2000 (13 LAPS)

1 Russell Love (Reynard SF79);

2 Andrew Park (Reynard SF81)

+2.978s; 3 Andrew Huxtable

(Lola T580); 4 John

Hayes-Harlow (Royale RP30);

5 Jeremy Main (SF79); 6

Andrew Storer (Royale RP27).

CW Jon Randall (Lola). **FL**

Love 1m01.044s (70.71mph).

HISTORIC AND 70s

ROADSPORTS (10 LAPS)

1 Oliver Ford (Lotus Europa);

2 John Thomason (Triumph

GT6) +0.679s; 3 Larry

Kennedy (Lotus Elan);

4 Andrew Shepherd (Lotus 7);

5 Chris Alford (MG Midget);

6 Will Morton (Alfa Romeo

2000GTV). **CW** Thomason;

Kennedy; Alford; Paul Stafford

(Datsun 240Z); Richard Owen

(Triumph TR2); Tony Davis

(Austin Healey Sprite); Johan

Denekamp (Lancia Beta

Monte Carlo); Julian Bricknell

(MGB). **FL** Kennedy 1m11.613s

(60.26mph).

CLASSIC CLUBMANS

(15 LAPS) 1 Mark Charteris

(Mallock Mk20/21); 2 John

Harrison (Mallock Mk21)

+10.992s; 3 Barry Webb

(Mallock Mk18); 4 Richard

Mallock (Mk21); 5 Mike

Hickson (Mallock Mk20B);

6 Dave Facer (Mallock Mk18).

CW Webb **FL** Spencer

McCarthy (Mk20B) 59.216s

(72.89mph).



Stanley and Briant battle

NORTH WEST SPORTS/SALOONS OULTON PARK, SEPTEMBER 22

Wood wins as title falls to Crompton

DENNIS CROMPTON'S two class wins were enough to crown him 2012 champion, but it was Ric Wood's Opel Astra DTM that dominated overall.

The first race had to be restarted after a three-car shunt at the start. At the second attempt, Steve Owen's Westfield led from pole, with Danny Keenan (MK Indy) losing his early second to Rob Spencer's Locosaki.

Esprit V8 driver Simon Allaway survived a spin at Knickerbrook on the second lap to run fourth, but by half-distance Wood had already climbed to fifth from his pitlane start.

Allaway and Keenan both fell to the charging

Astra on lap six of 10, before Spencer was forced to surrender second as they crested Hilltop two laps later. Owen still had the lead but, as they braked for Old Hall for the penultimate time, Wood shot by to secure his win.

"I didn't bother about the overall; I just wanted to beat Danny," said Spencer.

Owen made a great start again in race two, with Spencer heading Allaway and Nick Cresswell's Caterham for second.

Initially the lead duo started to escape, but by lap four they were being reeled in. "I got brake judder and broke a gearbox mount, so just nursed it home," said Owen.



Wood charged to a double as Crompton (12) clinched crown

Spencer also hit trouble. "I thought the engine had gone," he explained.

Wood carved his way through to third by the end of lap five and went on to take his second win of the day, but Owen had done enough to retain a well-deserved second.

● Peter Scherer

RESULTS (10 LAPS) 1 Ric Wood (Opel Astra DTM); 2 Steve Owen (Westfield SE) +6.316s; 3 Robert Spencer (Stuart Taylor Locosaki);

4 Danny Keenan (MK Indy RR); 5 Peter Davies (Caterham CSR); 6 Alistair Chalmers (Caterham CSR). **CW** Owen; R Spencer; Dennis Crompton (BMW E36 M3); Richard Roundell (Vauxhall Vectra); Paul Ingram (Ford Fiesta). **FL** Wood 1m41.147s (95.81mph). **RACE 2 (13 LAPS) 1 Wood;** 2 Owen +50.986s; 3 Simon Allaway (Lotus Daytona Esprit V8); 4 Davies; 5 Chalmers; 6 Nick Cresswell (Caterham Seven). **CW** Owen; R Spencer; Crompton; Richard Hall (Ginetta G20); Ingram. **FL** Wood 1m40.714s (96.22mph).

OULTON IN BRIEF



Millar beat Jamieson in Cossie clash

PRE-1993 TOURERS

Richard Millar's Ford Sierra Cosworth ousted the fast-starting BMW M3 of Lawrie Dunster on the second lap. Craig Jamieson's Sierra followed four laps later and briefly threatened Millar's lead.

CLASSIC SALOONS & HISTORIC TOURERS

Roger Ebdon's Mini claimed victory after contact with Phil Manser's similar car when they both spun at Knickerbrook on the last lap. Richard Sprigg's Anglia was a solitary third.

CATERHAM MEGA & SIGMA

With up to six cars battling for second, Trevor Carvey was able to make a decisive escape. Nick Frost and Myles Packman swapped and changed for the runner-up spot, but were then split by Nick Haryett. It was Frost who lost out, as Packman claimed second from Haryett and Paul Turley.

CATERHAM SUPER GRADS

Dylan Stanley and Toby Briant went head-to-head for victory, both sharing the lead until Briant went off at Knickerbrook on the last lap and ended up eighth. Stanley was left clear, with Stephen Hiron and Andy Skinner completing the podium.

POST HISTORIC & CLASSIC GROUP 1

Tim Scott Andrews's Rover Vitesse was never headed, as he took a comfortable victory over David Howard's Jaguar XJ12 in a poorly supported encounter.

Rover defeated Jaguar



Biggers closes in on Dobson

CLASSIC THUNDER & BOSS OULTON PARK, SEPTEMBER 22

Dobson hit can't deny the Skyline of Biggers

MARK BIGGERS successfully fought his way back to victory from a first-lap incident that left his Nissan Skyline glancing the Lakeside tyrewall.

Biggers led down the Avenue from the start, as Paul Dobson's Mazda RX7 dived ahead of the BMW M3 of Garrie Whittaker for second into Cascades and immediately tried to challenge Biggers. The Nissan was smacked firmly in the rear and sent over the grass and into the wall.

Dobson held the lead but was covering second-placed Whittaker in oil.

Biggers had recovered to fifth by the end of lap three of 11 and he was back in the lead by the end of lap seven.

● Peter Scherer

RESULTS (11 LAPS) 1 Mark Biggers (Nissan Skyline); 2 Garrie Whittaker (BMW E36 M3) +4.894s; 3 Darren Bly (Skyline); 4 Ilsa Cox (SEAT Leon Cupra); 5 Paul Dobson (Mazda RX7); 6 James Card (BMW E46 M3). CW Dobson; Whittaker; Card; Amanda Ewings (BMW E30 M3 Evo); Darren Fielding (BMW M3); Ashley Bird (Ford Sierra XR4i); Paul Nevill (Ford Escort RS2000); John Edwards-Parton (Ford Fiesta); Brian Long (Fiesta). **FL** Biggers 1m45.534s (91.83mph).

CATERHAM CLASSIC GRADUATES OULTON PARK, SEPTEMBER 22

Black wins Classic clash

THERE WERE THREE different leaders in the first three laps, before Amanda Black took charge.

Poleman Justin Cox led into Old Hall with the fast-starting James Russell second. Black, Graeme Smith and Andrew Outterside all demoted Russell on the opening lap, before Black led for the first time into Old Hall as they started lap two.

Smith hit the front a lap later but, after Black regained the advantage into Old Hall on lap four of 11, the fight for second gradually allowed her to make it decisive.

Black came through to win



The Cox-Smith duel continued with numerous place swaps before the inevitable at Lodge on the last lap. "Justin was better on the brakes, I took the inside, couldn't stop and hit him," Smith admitted.

He still claimed second from Cox, with Russell fourth after Outterside was demoted by a jump-start penalty.

● Peter Scherer

RESULTS (11 LAPS)

1 Amanda Black; 2 Graeme Smith +8.069s; 3 Justin Cox; 4 James Russell; 5 Stuart Thompson; 6 Matthew Gillbanks. **FL** Black 2m05.336s (77.32mph).



SCOTTISH MINI COOPER CUP KNOCKHILL, SEPTEMBER 23

Sleighs deliver presents for everyone in the team

THE FIRST SCOTTISH Motor Racing Club title of 2012 went to David Sleigh as he clinched his second successive Mini Cooper Cup crown.

The ‘Sleigh juggernaut’ has been the dominant force this year, with the team’s cars always in the hunt for race wins. The setback of Tim Sleigh’s huge shunt in August’s meeting, while arguably beneficial to his brother in the hunt for the title, was something the team rallied together to respond to.

Tim Sleigh therefore returned to competition in a hired car, and all of the team’s efforts were focused on getting its drivers to the top spots in the standings. Tim played the

game in last Sunday’s first race at the safety car restart and allowed team-mate Malcolm McNab to take a solid second.

“It was hugely tactical,” explained Tim. “We’re not the only ones playing tactics and at the end of the day we’re wanting to get the best for our team.”

While David Sleigh took the first win, the second went to his brother. “It looked like David maybe missed a gear,” he mused. “Either that or the engine-management light came on, he hit the brakes, or a wheel fell off and I managed to get past,” he said wryly.

Although most observers would recognise the team tactics, the reigning champion continued the



David Sleigh retained his Scottish Mini title

joke by suggesting it was caused by “picking the wrong MP3 song”. “It started playing One Direction and when I bent down to change it, my brother managed to get past,” David joked.

Nonetheless, David’s move helped Tim secure second in the standings and move himself to within a few points of the big prize.

As the reversed top eight entered the first corner in the finale, it was race-two winner Tim Sleigh who slid off-track. A frantic six-car battle raged for the victory although fittingly, after a day of team strategy, Sleigh driver McNab won the race outright with no outside interference, while David came home fifth as champ.

● Jonathan Crawford

RESULTS (ALL 9 LAPS) 1 David Sleigh; 2 Malcolm McNab +0.752s; 3 Tim Sleigh; 4 Steven Brewster; 5 Kyle Reid; 6 Scott Mckenzie.
Fastest lap Shane Stoney 1m03.677s (72.37mph). **RACE 2** 1 T Sleigh; 2 D Sleigh +0.167s; 3 Reid; 4 Ross Wylie; 5 S Brewster; 6 Stoney.
FL McNab 1m03.967s (72.04mph). **RACE 3** 1 McNab; 2 Stoney +0.349s; 3 Reid; 4 Wylie; 5 D Sleigh; 6 Kenneth Brewster. **FL** Reid 1m02.729s (73.46mph).

Dow ended up on top after close races



SCOTTISH FF1600 KNOCKHILL, SEPTEMBER 23

McEwen and Dow share the spoils after brave battling

THE LAST TWO EVENTS have included one-off returns of two of the series’ recent champions, but last weekend there were no external factors to consider. That meant it was a straight fight between the three top men in the championship.

Consequently, the first blow could be awarded to Ross McEwen. Polesitter Ali Dow spun his Ray as he exited the chicane on the second lap, which gifted McEwen the opportunity

to take full points.

While the winner moved into the lead of the title race, it was young Michael Gray who made the headlines with a terrific battle for second. Eventually, Jordan Gronkowski prevailed but the pair swapped places countless times.

With his championship lead gone, Dow entered the second race in a determined mood. The pressure was evidently on McEwen, who headed the four-car train

for the opening four laps until he spun at Clark Corner. Dow retook the championship lead with a brave move around the outside of Gronkowski at the first corner on the penultimate lap.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS)

1 Ross McEwen (Van Diemen RF92); 2 Jordan Gronkowski (Van Diemen) +0.572s; 3 Michael Gray (Vector); 4 Greg Stark (Van Diemen); 5 Alistair Dow (Ray GRS09); 6 Paul Kopec (Ray GR08). **FL** Dow 56.007s (82.28mph). **RACE 2** 1 Dow; 2 Gronkowski +0.803s; 3 McEwen; 4 Stark; 5 Matthew Chisholm (Van Diemen); 6 Andy Paterson (Van Diemen). **FL** Dow 56.193s (82.00mph).

SCOTTISH LEGENDS KNOCKHILL, SEPTEMBER 23

Marshall loses out

THE BATTLE IS NOW set between two former champions for this year’s Scottish Legends title.

Ross Marshall took the opening heat win but spent the rest of last Sunday’s meeting in the mire. He came together with Daniel McKay at Clark Corner on lap four in the second heat, and the resultant suspension damage caused him to pull off a few corners later. In the final he again suffered two spins on his way to a lowly 11th.

By contrast, Marshall’s nearest rival Carol Brown collected solid points with two podiums and a win in the second heat. “I wasn’t really expecting to win,” explained the 2008 champion. Despite a number of off-track moments and comings-together, Brown steered through it cleanly. “I think a few people need to take a deep breath

before they start overtaking,” she said.

The most popular win of the day was earned by Duncan Vincent, who has driven a guest car in recent rounds, in the final. The Knockhill commentator and instructor pulled clear of the incidents in the midfield that delayed the frontrunners to take his first win since 2004.

● Jonathan Crawford

RESULTS HEAT 1 (8 LAPS)

1 Ross Marshall; 2 Duncan Vincent +0.014s; 3 Carol Brown; 4 Gerard McCosh; 5 Ross Mickel; 6 Daniel McKay. **FL** Brown 1m00.510s (76.15mph). **HEAT 2 (8 LAPS)** 1 Brown; 2 Mickel +0.642s; 3 David Newall; 4 Paul O’Brien; 5 David Allan; 6 McCosh. **FL** O’Brien 1m00.888s (75.68mph). **FINAL (10 LAPS)** 1 Vincent; 2 Brown +1.923s; 3 McCosh; 4 Mickel; 5 O’Brien; 6 David Hunter. **FL** Marshall 1m00.638s (75.99mph).



Watson's Westfield twice won easily at Knockhill

SCOTTISH FORD FIESTAS KNOCKHILL, SEPTEMBER 23

Robertson makes it three in title fight



Robertson was the class of the ST pack

SCOTT ROBERTSON moved himself back into contention for the ST Cup with two dominant wins in the Fiesta races.

The East Lothian-based driver missed two races in the summer, which has made his title effort much more difficult. Nonetheless,

he was the man to beat all weekend and neither George Orr's speed nor Dave Colville's consistency could come close. The three men will now go head-to-head in October's final meeting.

At the start of the first race it was the battle for fourth and fifth that proved

the highlight. Ian Donaldson and Blair Murdoch battled for many laps and swapped places a couple of times.

Up at the front, the metronomic pace of Robertson allowed him to pull away lap after lap, and he repeated the performance in race two. He later joked about "apologising to the crowd for a boring race".

Similarly, XR2 driver Peter Cruickshank was in his own rhythm. He was down the road in sixth overall in race one and was untroubled by his nearest XR2 runners; his closest title rival Wayne MacCauley suffered engine problems and was stuck behind Stephen Emslie.

While MacCauley admitted his engine

performed better in the second race, he still could not overcome Cruickshank, who now stands tantalisingly close to his first-ever XR2 title. "I've been at it for 15 years now," he admitted. "It should be easy by now!"

Despite taking six wins in a row this season, the veteran still needs to take a few points in a fortnight to seal the crown.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS)

1 Scott Robertson (ST); 2 George Orr (ST) +4.411s; 3 Dave Colville (ST); 4 Ian Donaldson (ST); 5 Blair Murdoch (ST); 6 Peter Cruickshank (XR2). **FL** Robertson 1m02.757s (73.43mph). **RACE 2 1 Robertson;** 2 Colville +4.077s; 3 Orr; 4 Cruickshank; 5 Murdoch; 6 Wayne MacCauley (XR2). **FL** Robertson 1m03.080s (73.05mph).

IN BRIEF



Smith won again despite problem

SCOTTISH CLASSICS

Andrew Smith won both races at Knockhill, but was lucky to make it to the end of the second with an oil-pressure warning in his Morgan. John Marshall returned to the series with his rally-spec Escort and battled with Raymond Boyd's Porsche.

SCOTTISH SALOONS & SPORTSCARS

Garry Watson admitted he was "glad to turn up" to take two easy Knockhill wins in his Westfield. Alex Dobbie (Mallock Mk20) enjoyed two podiums.

SOUTH EAST CHALLENGE CURFEW RACE

Radical rivals Charles Harvey-Kelly and Aaron Bailey ran close together for much of the Brands Hatch Curfew Race before CH-K secured victory, but the tightest finish featured the Caterhams of Mark Bishop and Jonathan Gibbs, inseparable for many laps in third and fourth.

MERIDIAN 14/16 & BEETLE CHALLENGE

The Meridian 14/16 and Beetle Challenge at last Saturday's SEMSEC meeting was canned due to a lack of entries. Two cars were listed in the raceday programme but only one appeared at Brands.

SEMSEC OPEN SINGLE-SEATERS

Dave Connor and his Jedi won both SEMSEC single-seater events at Brands Hatch last weekend, but Kevan McLurg in an old F3 Dallara made him work very hard for the lead in race two before slipping behind John Lord in another Jedi.

Connor's Jedi won twice at Brands



SEMSEC SPORTS RACING & KIT CARS BRANDS HATCH, SEPTEMBER 22

Roberts double as strap trouble strikes rival

SPENDING MOST OF A lap in the pits tightening his crash-helmet straps might have cost Charles Harvey-Kelly victory in the first Sports Racing & Kit Car race last Saturday.

"It should have been my race," bemoaned the Kemsing man after setting fastest lap on his way back up to ninth, but winner Mike Roberts was more than half a minute up the road by then.

Roberts's ADR and the Harvey-Kelly Radical hotly contested race two, swapping places several times before Roberts hit the front for a final time with

just under two laps to go.

Ian Conibear led the Caterham charge with second place in race one and third at the second attempt.

● Brian Phillips

RESULTS (15 LAPS) 1 Mike Roberts (ADR3); 2 Ian Conibear (Caterham) +4.015s; 3 Mark Bishop (Caterham); 4 Jonathan Gibbs (Caterham); 5 Steve Garner (Westfield Megabusa); 6 Merrick Linnett (Caterham). **CW** Conibear; Gibbs; Linnett. **FL** Charles Harvey-Kelly (Radical SR4) 48.591s (89.49mph).

RACE 2 (18 LAPS) 1 Roberts; 2 Harvey-Kelly +0.549s; 3 Conibear; 4 Bishop; 5 Garner; 6 Gibbs. **CW** Harvey-Kelly; Gibbs; Linnett. **FL** Harvey-Kelly 48.877s (88.97mph).



Simpson was uncatchable

SEMSEC SALOON AND SPORTS CARS BRANDS HATCH, SEPTEMBER 22

Oval ace Simpson on top

MATT SIMPSON'S FIRST races at Brands Hatch, and his first standing starts in any form of motorsport, earned a victory double.

The former hot rod ace, who switched disciplines mid-season, fielded his Vauxhall Tigra silhouette machine in a warm-up for the Quaife Intermarque series races in November.

Simpson was headed into the first corner of race one by Paul Sibley and Thomas Carey, but the MG Midget and Honda CRX collided at that point and fell to the back of the 26-car field.

Simpson charged more than half a minute clear, while the recovering Sibley ran out of time to catch Jason Waterman's Peugeot

for second place.

Race two was less one-sided, Sibley and Carey finishing around 20s behind the Tigra after a torrid duel.

● Brian Phillips

RESULTS (14 LAPS) 1 Matt Simpson (Vauxhall Tigra); 2 Jason Waterman (Peugeot 206) +33.713s; 3 Paul Sibley (MG Midget); 4 Phil Collard (Mazda RX7); 5 Bill Richards (Mini Clubman); 6 James Guest (Rover Mini). **CW** Sibley; Collard; Chris Watkinson (Rover Mini); William Hornsey (Peugeot 106 Rallye). **FL** Simpson 49.831s (87.26mph).

RACE 2 (18 LAPS) 1 Simpson; 2 Sibley +19.927s; 3 Thomas Carey (Honda CRX); 4 Waterman; 5 Nigel Craig (Subaru Impreza); 6 Richards. **CW** Sibley; Craig; Andy McLennan (Suzuki Swift). **FL** Simpson 50.420s (86.24mph).



Roberts twice defeated Harvey-Kelly at Brands



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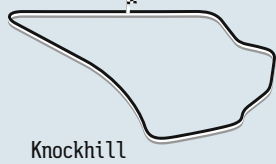
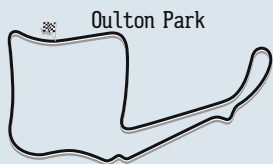
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SPORTS EXTRA RESULTS ROUND-UP



OULTON PARK BARC/CTCRC, SEPTEMBER 22

PRE-1993 TOURING CARS (11 LAPS)

1 Richard Millar (Ford Sierra RS Cosworth); 2 Craig Jamieson (Ford Sierra RS Cosworth) +4.065s; 3 Lawrie Dunster (BMW E36 M3); 4 Graham Myers (Ford Sierra Cosworth); 5 Tim Scott Andrews (Rover Vitesse); 6 Darren Fielding (BMW M3). **Class winners** Andrew Harrison (Jaguar XJS); Amanda Ewings (BMW E30 M3 Evo); Daniel Smoughton (BMW E30 320i); Simon Sheridan (Ford Fiesta XR2); Fielding. **Fastest lap** Jamieson 1m54.853s (84.38mph).

CLASSIC SALOON & HISTORIC TOURING CARS (9 LAPS)

1 Roger Ebdon (Mini Cooper S); 2 Phil Manser (Mini Cooper) +3.988s; 3 Richard Sprigg (Ford Anglia 105E); 4 Julian Crossley (Morris Mini); 5 Tom Andrew (Alfa Romeo Giulia GT); 6 Andy Messham (Austin Mini Seven). **CW** Tom Preston (Morris Minor); Messham; Andrew. **FL** Ebdon 2m08.834s (75.22mph).

CATERHAM MEGA & SIGMA

GRADUATES (12 LAPS) **1 Trevor Carvey**; 2 Myles Packman +10.717s; 3 Nicholas Haryett; 4 Paul Turley; 5 Nick Frost; 6 Glenn Burtenshaw. **CW** Ian Anderson. **FL** Turley 1m55.549s (83.87mph).

CATERHAM SUPER GRADUATES

(11 LAPS) **1 Dylan Stanley**; 2 Stephen Hirons +11.672s; 3 Andy Skinner; 4 Andrew Sagar; 5 Andy Coombs; 6 Martin Kay. **FL** Toby Briant 1m58.376s (81.86mph).

POST HISTORIC AND GROUP 1

TOURING CARS (10 LAPS) **1 Tim Scott Andrews (Rover Vitesse)**; 2 David

Howard (Jaguar XJ12) +9.393s; 3 John Wright (Ford Escort RS); 4 William Jenkins (BMW 3.0 CSL); 5 Neil Bray (Ford Fiesta); 6 Dave Nixon (Mazda RX3). **CW** Howard; Wright; Bray; Nixon. **FL** Scott Andrews 1m59.997s (80.76mph).

KNOCKHILL SMRC, SEPTEMBER 23

SCOTTISH CLASSIC SPORTS AND SALOONS (BOTH 12 LAPS)

1 Andrew Smith (Morgan +8); 2 Shonny Paterson (Triumph TR8) +2.243s; 3 Stan Bernard (Porsche 911); 4 Robert Marshall (Ford Escort RS); 5 Raymond Boyd (911); 6 John Marshall (Escort). **CW** Bernard; R Marshall; Nic Boyes (Mini Cooper); Ian Blacklin (Ford Fiesta). **FL** Smith 58.954s (78.16mph).

RACE 2 1 Smith

2 Bernard +0.835s; 3 R Marshall; 4 Boyd; 5 J Marshall; 6 Alex Montgomery (MGB GT). **CW** Bernard; R Marshall; Boyes; Blacklin. **FL** Smith 59.668s (77.23mph).

SCOTTISH SALOON AND SPORTCARS (BOTH 12 LAPS)

1 Garry Watson (Westfield); 2 Alex Dobbie (Mallock Mk20) +3.6214s; 3 Stewart Whyte (Ford Escort Cosworth); 4 Philip Duncan (Westfield); 5 Alex Bruce (Mitsubishi Evo); 6 Gary Wait (Escort Cosworth). **CW** Whyte; Paul Nevill (Ford Escort RS2000); Alasdair McGowan (Citroen AX); Stuart Haston (Mazda MX5). **FL** Watson 53.247s (86.54mph). **RACE 2 1 Watson**; 2 Duncan +29.920s; 3 Dobbie; 4 Bruce; 5 Nevill; 6 Joe Shuttleton (Subaru Impreza). **CW** Bruce; Nevill; McGowan; Haston. **FL** Watson 52.986s (86.97mph).

BRANDS HATCH SEMSEC, SEPTEMBER 22

SOUTH EAST CHALLENGE CURFEW RACE (24 LAPS)

1 Charles Harvey-Kelly (Radical SR4); 2 Aaron Bailey (Radical SR3) +15.965s; 3 Mark Bishop (Caterham); 4 Jonathan Gibbs (Caterham C400); 5 Steve Garner (Westfield Megabus); 6 Paul Gibb (Caterham HPC). **CW** Bishop; Gibbs; Chris Isaacs (Honda S2000). **FL** Harvey-Kelly 48.998s (88.75mph).

OPEN SINGLE SEATER CHALLENGE

(15 LAPS) **1 Dave Connor (Jedi Mk6)**;

2 Kevan McLurg (Dallara F397) +3.898s; 3 John Lord (Jedi Mk6); 4 Nathan Corridon (Reynard 883); 5 Winston Graham (Dallara 397); 6 Chris Chandler (Jedi Mk6). **CW** McLurg; Matt Green (Mygale SJ02). **FL** Connor 46.412s (93.69mph). **RACE 2 (19 LAPS)**

1 Connor; 2 Lord +4.615s; 3 McLurg; 4 Graham; 5 Daryl Jones (Vauxhall Lotus); 6 Chandler. **CW** McLurg; Jones; Innes Hickman (Van Diemen RF89). **FL** Connor 47.339s (91.86mph).



Ebdon won Oulton Park Mini battle with Manser



Mike Roberts leads SEMSEC pack at Brands



Four-wide in Caterham Super Grads at Oulton

YOUR SAY

What you think of the motorsport news of the past week



Kimi attempts to stifle a yawn. Ditto the viewers

Questions and non-answers

I am really struggling to understand why Sky keeps showing the drivers' and team principals' press conferences. Whenever a question is asked, it's quickly side-stepped. Of course now is a delicate time, with contracts up for renewal, but in Singapore it seemed that not one question was actually answered in full. I know Kimi Raikkonen is not the most talkative driver, but this seems to be rubbing off on the rest.

Paul Buckwell, Sussex

EDITORIAL CONTACT mail@autosport.com

I was disappointed to note the poor coverage of *all* the competitors in the LMP1 class in your WEC race report (September 20, p54).

There were more than three cars in that class, indeed the privateers have their own championship.

It was reported in *Pit & Paddock* that there are proposals to change the equalisation regulations to reduce the performance differentials, but no mention of the cars in your race report.

What encouragement is there for privately funded teams to continue to invest

in the premier sportscar category if they are denied any mention in the UK's premier weekly motorsport magazine? **Andy Kitchin** Silverstone

What is it Ferrari knows about Sergio Perez that belies his form? Three podiums this year, yet too inexperienced to put a red engine cover on his Ferrari motor.

Perhaps the talk of a lack of experience is another way of saying Ferrari isn't interested in its next driver wanting to make a career at Maranello.

Instead he must want to

use the Ferrari name for one more season in the sun before 2014 and some high-profile driver determines they will sit alongside Alonso if it means getting a works turbo engine.

Which of course points to the Silver Baron donning red overalls again. Michael Schumacher won't beat Alonso to the championship, but he might just pick up that all-important 92nd race win.

After that stand-in year, Ferrari will also know if there really is any chance Robert Kubica can return to F1 form.

Paul Irwin Bexleyheath

I was saddened to learn that Baby Bertha had been badly damaged (*SportsExtra* news, September 20, p83).

I built the bodywork for DTV some 38 years ago and on seeing the car at Goodwood a couple of years ago was amazed to find that the body was virtually as I made it all those years before.

I do not know if the moulds are available, but if any assistance is required to rebuild it as per the original I would be pleased to assist whoever owns the car now. **Barry Sheppard** By email

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3. VETTEL STAYS ON TOP IN SECOND PRACTICE
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ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- How is the safety car safe?
- Vettel and Button called to stewards

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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

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Spark's 1:18-scale diecast Porsche Group C model is a replica of the car driven to victory in the 1986 Le Mans 24 Hours by Derek Bell, Hans Stuck and Al Holbert – the only one of the three works cars to finish the race. Don't panic that there's no Rothmans branding. There is – you have to apply it yourself!



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£34.95

autosport.com/shop

A hidden treasure, this collection of irreverent observations from the pen of the late Lotus F1 racer will draw you in at quite some rate. Innes, a man who raced with – and beat – the best of them in the 1950s and '60s, and enjoyed a good party, had a memorable gift of the gab and that's on show here.



SHEENE KIDS' BIKE

£129.99

www.kiddimoto.co.uk

Where was this when Barry Sheene lost the 1979 British Grand Prix to Kenny Roberts? That bike GP wrong could have been righted a day later on this awesome piece of kit. It's not just the colours of this bike that replicate Sheene's Suzuki RG500, but the craftsmanship as well. It's very cool.

HOT ON THE WEB THIS WEEK

YOUTUBE: SID WATKINS RECALLS HIS ARRIVAL IN FORMULA 1



SEARCH FOR: F1 1990 Season FIA Doctor Sid Watkins Interview (5:33)

To complement our tribute last week to the late Professor Sid Watkins, here's an interview with F1's top doc, recorded in 1990, in which he talks about how he came to be involved in motorsport – and F1 – in the 1970s. A class act.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

DONINGTON PARK (WORLD GT1/BRITISH F3/GT)

September 29-30

Admission: £20 each day, £30 weekend ticket

Tel: 01332 810048

Three major titles will be decided here this weekend. In the hastily-arranged FIA World GT1 finale, the Munnich Mercedes SLS of Markus Winkelhock/Marc Basseng is just a point clear of Michael Bartels/Yelmer Buurman in the Vita4One BMW Z4. The British F3 crown should be a three-way fight between Jazeman Jaafar, Felix Serralles and Jack Harvey, while several crews go into the British GT finale with a championship chance. There's also the VW Cup, Ginetta Challenge and Formula Ford.



See an FIA world title, and British crowns, decided in Leicestershire

ANGLESEY (BRSCC)

September 29-30

Admission: £12 each day,

£15 weekend ticket

Tel: 01407 811400

Action from the Northern Formula Ford 1600 Championship, Open Sportscar Championship, Ford XR Challenge, Euro Saloon and Sportscars, Saker Challenge with Enduro Cup, Irish Global GT Lights – and a six-hour Fun Cup race on Saturday afternoon.

CROFT (BARC)

September 29-30

Admission: £12 each day

Tel: 01325 721815

InterSteps, Production Touring Cars, Mini Se7en/Mini Miglia and Legends all feature, along with the local Northern Sports and Saloons and even 250cc karts.

SNETTERTON (AMOC)

September 29

Admission: £13

Tel: 0871 5084722

AMOC Intermarque Championship, Equipe GTS, AMOC '50s Sports Cars incorporating the XK Challenge, Pre-War Team Challenge and AMR GT4 Challenge make up this five-race Saturday programme.

MALLORY PARK (BARC)

September 30

Admission: £13

Tel: 01455 842931

MG Owners' Club Championship, RAFMSA Challenge Race, MaX5 Racing Series and Honda V-Tec Challenge.

SNETTERTON (VSCC)

September 30

Admission: £16

Tel: 0871 5084722

It's the Seaman Memorial Trophies on offer for the club's first-ever visit to the Norfolk track. Races are for Vintage racing cars, Pre-1961 front-engined racing cars, Standard and Modified pre-war sportscars, Special pre-war sportscars, Vintage and PVT racing cars, two short scratch races for pre-war cars, two short handicap races for pre-war cars, 1950s sports-racing cars and 500cc F3.

LOTON PARK (HILLCLIMB)

September 30

top12runoff.co.uk

Trevor Willis and Scott Moran go into the title decider with everything to play for in the British Hillclimb Championship.

WORLD ENDURANCE CHAMPIONSHIP

Rd 6/8

Sakhir, Bahrain

September 29

fiawec.com

Toyota scored a famous victory last time out in Brazil, so expect Audi to be keen to avenge that defeat and restore its domination of the LMP1 ranks.

FORMULA RENAULT 3.5

Rd 8/9

Paul Ricard, France

September 29-30

worldseriesbyrenault.fr

NASCAR SPRINT CUP

Rd 29/36

Dover, Delaware, USA

September 30

nascar.com

DTM

Rd 9/10

Valencia, Spain

September 30

dtm.com

FIA EUROPEAN F3/ F3 EURO SERIES

Rd 9/10 & Rd 7/8

Valencia, Spain

September 29-30

f3euroseries.com

FORMULA 2

Rd 8/8

Monza, Italy

September 29-30

formulatwo.com

INTERNATIONAL GT OPEN

Rd 7/8

Monza, Italy

September 30, gtopen.net



Toyota won last time out in the WEC

SUPER GT

Rd 7/8

Autopolis, Japan

September 30

supergt.net

GRAND-AM

Rd 13/13

Lime Rock, Connecticut, USA

Sept 29, grand-am.com

ADAC GT MASTERS

Rd 8/8

Hockenheim, Germany

September 29-30

adac-gt-masters.de

IRC

Rd 11/13

Sliven Rally, Bulgaria

September 28-30

ircseries.com

Television

THURSDAY SEPTEMBER 27

1035-1240 [Motors TV](#)
Blancpain Endurance: Nurburgring
1100-1230 [ESPN](#)
FR3.5: Hungaroring highlights
1340-1545 [Motors TV](#)
NASCAR Nationwide: Kentucky

FRIDAY SEPTEMBER 28

1900-2000 [ITV4](#)
Goodwood Revival: Review
2000-2100 [Sky Sports F1](#)
The F1 Show

SATURDAY SEPTEMBER 29

0600-0630 [Channel 4](#)
British Formula Ford: Silverstone
0910-1010 [ITV4](#)
Motorsport UK
1055-1330 [Motors TV](#)
ADAC GT Masters: Nurburgring
1330-2015 [Motors TV LIVE](#)
FIA WEC: Bahrain Race
1335-1505 [ITV4](#)
BTCC: Rockingham Highlights
2015-2305 [Motors TV LIVE](#)
Grand-Am: Lime Rock
2100-2200 [Eurosport](#)
FR3.5: Paul Ricard Highlights
2200-2230 [Eurosport](#)
IRC: Bulgaria

SUNDAY SEPTEMBER 30

1130-1630 [Sky Sports F1](#)
Formula 1: Singapore replay
1300-1330 [Motors TV](#)
British F3: Donington Race 1
1445-1430 [Eurosport](#)
FR3.5: Paul Ricard Race 1 replay



British F3 decider is shown on Motors TV

1430-1530 [Eurosport LIVE](#)
FR3.5: Paul Ricard Race 2
1430-1500 [Motors TV](#)
British F3: Donington Race 2
1600-1800 [Motors TV](#)
NASCAR Nationwide: Dover Replay
1800-2300 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Dover
1800-1930 [Motors TV](#)
British GT: Donington Highlights
1930-2030 [Motors TV](#)
British F3: Donington Race 3
2030-2130 [Motors TV](#)
Formula 2: Monza Race 1
2130-2335 [Motors TV](#)
Formula 2: Monza Race 2
2200-2230 [Eurosport](#)
IRC: Bulgaria
0015-0145 [ESPN](#)
FIA World GT1: Donington
0145-0330 [ESPN](#)
DTM: Valencia

MONDAY OCTOBER 1
2200-2300 [Sky Sports 4](#)
NASCAR Sprint Cup: Dover
2205-0010 [Motors TV](#)
International GT Open: Monza

Online

AUTOSPORT+

Coming up in our premium web content this week

Analysis of who was on it and why in Singapore



LAST WORD ON THE SINGAPORE GP

As ever, AUTOSPORT's team brings you the latest fall-out and analysis from events in Singapore last weekend. Plus, Edd Straw assesses Formula 1's 'new' teams and asks why they still haven't been able to fight into the points.

WHY F1 ACES FIND THE DTM TOUGH

Jamie O'Leary looks into why the likes of David Coulthard find it hard to repeat their F1 success in the DTM.



HOW GP3 2012 WAS WON

Our review of how Mitch Evans marked himself out as a star, plus driver top 10.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

It's goodnight from me, and it's goodnight from him



THERE'VE BEEN WEEKS OF speculation. Will he? Won't he? Will he move for the money, grab those extra zeroes on his paycheque, even though that could put him in a far worse situation?

Will he totally risk ruining his hard-earned reputation, or will he stay loyal to the outfit that made him famous – the giant that plucked him from obscurity at an early age? Gave him his big break, allowed him to grow, cosseted his every wish? Well, now I can reveal the big news... Jake Humphrey is leaving the BBC.

What do you mean, you thought I was talking about Lewis Hamilton? And what do you mean, you already knew? Pffffffft.

This is lanky Jake's fourth year of presenting the BBC's Formula 1 coverage, and when it lost its exclusive deal – retaining just half the races live – you always felt that existing contracts would run their course. His moonlighting to the Beeb's Euro 2012 footy and Olympic coverage showed he wasn't exactly dedicated to the cause.

Last week, it was confirmed that Humphrey was off, to front the new BT sports channel to an

audience of, oooh, not many.

One now wonders if David Coulthard and Eddie Jordan will also exit. Both will be on decent salaries and, given their undoubted popularity, surely Sky would be interested in their services... It's a bit of a no-brainer, really.

Jordan did some moonlighting of his own on Sunday, hosting the post-race podium interviews. Personally, I think these are rubbish, and I'd much

prefer a proper journalist asking the questions than, on this occasion, a barking-mad former bank clerk.

Later on, as it so often does, EJ's madness provided some genius. Just as they were about to sign off...

Jake: "Will we ever see you back on the podium, Eddie?"

EJ: "That's like me asking if you'll ever be invited back to the BBC!"
Revved Up

"There've been weeks of speculation. Would he risk everything by quitting the big outfit that made him famous?"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Singapore to Kent (via Tesco)

A RACE THAT FINISHED WITH A BANG

As if there weren't enough fireworks on the track, especially from Michael Schumacher, there were more after the chequered flag



WHAT A WAY TO CONCLUDE AN ERA...

Coloni star Luca Filippi took pole in the team's last-ever GP2 meeting, but this feature-race crash ended their weekend



WHO FANCIES TAKING A BITE OUT OF JASON PLATO?

Confectioners Haribo have a new range of 'Racing Mix' sweets available from Tesco fuel stations. Yummy!



QUICK SILVER FOX GETS BACK BEHIND THE WHEEL

Formula Ford legend Syd Fox returned to the cockpit of his old Macon at Brands Hatch last week, aged 81!

PICS: TEE/LAT; DUNBAR/GP2; SAM BLOXHAM

NEXT WEEK JAPANESE GRAND PRIX PREVIEW

WHY SUZUKA IS F1'S GREATEST TRACK

DON'T MISS IT!

FROM THE ARCHIVE

Bryan Herta, CART World Series, Cleveland 1995



"I shoulda, coulda won if I'd been able to stick that pass on Villeneuve. Second was still a great result, but because I was young I didn't appreciate it"

Herta came close to Cleveland victory

THE DENIZENS OF YOUTUBE DESCRIBE THE END OF THE 1995 CART World Series race at Cleveland as "one of the best CART/Champ Car finishes ever", and they may have a point. For Bryan Herta, it was an experience that he has only learned to appreciate in retrospect.

With a handful of laps to go, Michael Andretti was leading, with the lapped car of Scott Pruett providing a buffer between the American and Gil de Ferran. Jacques Villeneuve and Herta loomed just behind.

De Ferran launched an attack on Andretti, but got tangled up with Pruett before he could complete the move and both were taken out of the race. Herta, meanwhile, had just passed Villeneuve for second, and briefly got past Andretti for the lead before his Chip Ganassi Racing Reynard-Ford fell back to third.

"I had a really good car that day," Herta recalls. "Michael was in front of us, and I was worried he was going to get away. Jacques outbraked me into Turn 1, and I remember being set up to pass him back, and Jacques did something I thought was really smart. He parked it on the apex right in front of me, and stayed on the inside so as I started to come

back and get my run, I had to jump back on the brakes again. He completely screwed me for getting by him."

Villeneuve and Andretti made contact at the start of the final lap, dropping Andretti out of the equation and giving Herta a glimmer of hope of getting Villeneuve again, but there were not enough corners left.

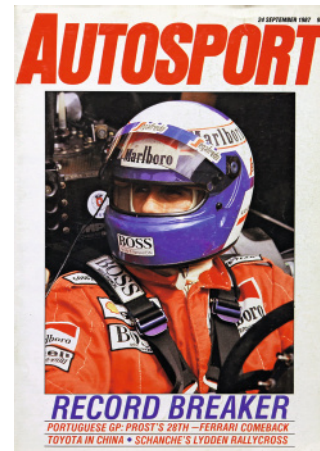
"I shoulda, coulda won if I'd been able to stick that pass on Villeneuve," he says. "Second was still a great result but at that time, because I was young, I wasn't able to appreciate it because I was so desperate to win a race. I remember being really disappointed more than anything."

That podium would be a highlight of an otherwise tough year for Herta, who was still recovering from injuries sustained in a huge crash at Toronto a year earlier.

"I broke my pelvis in seven places, I broke my femur, and I still had a lot of metal in my body," he recalls. "I was still not really well. It took a long time for me to really heal, and I was walking with a big limp. I couldn't brake properly so I really struggled in the car, especially on the street courses."

"But with Cleveland being a flowing track with only one hard braking zone, it was physically a lot easier for me."

THIS WEEK IN...



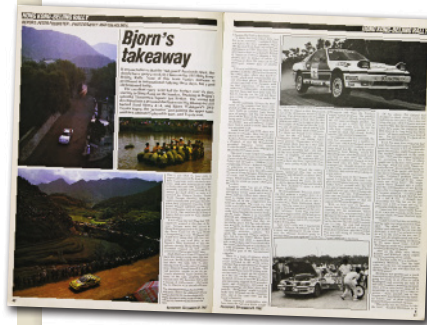
SEPTEMBER 24 1987

ALAIN PROST SURPASSED JACKIE

Stewart's tally of 27 wins to become the most successful driver in grand prix history this week in 1987.

The Frenchman's 28th triumph came at Estoril, his 117th grand prix start. He would go on to eventually claim 51 victories, a record that stood until Michael Schumacher triumphed at Belgium in 2001. Save for the seven-time champion, Prost's tally remains unsurpassed.

As Prost made the headlines in Portugal, across in China more than nine million watched on as the Hong Kong-Beijing Rally boiled down to a personal duel between Stig Blomqvist's Ford Sierra and Bjorn Waldegard's Toyota Supra. Waldegard would ultimately claim the honours at the third time of asking, his cause helped by Blomqvist's late engine failure.



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JACKIE STEWART

■ Italian Grand Prix, Monza ■ September 9, 1973 ■ Tyrrell-Cosworth 006 ■ Fightback to fourth secures third title



JYS powers back up to a title-clinching fourth

WE'D HAD A VERY GOOD

season at Tyrrell and I was leading the world championship going into Monza, which was the last grand prix in Europe. I knew I could secure the title before flying away, but then one of the rear tyres began to deflate during the race...

Although I didn't win the race it meant something to me that was more than just winning because I came from so far back to finish fourth and I broke the lap record many times in that race. I think I had a good day!

I always had my mirrors focused on the rear tyres because in those days we had a lot more punctures, so I saw it looking concave and I came in. It wasn't like today when they do a 2.6- or a 4.6-second pitstop, we were in there for ages changing the tyre. We started with one set of tyres and full tanks and we didn't have the equipment to do any type of fast stop.

Because it was the beginning of the race it meant that we were hugely behind, and I mean properly behind. There was nobody in sight on the longest straight, it must have been about a 30-second pitstop and I lost time on the

"I think Ken Tyrrell thought that from that point on I was going to lose interest. We knew we had a bit of speed and we were catching everybody. He thought I might start getting bored so gave me quite funny pit signals"

in-lap, although the tyre wasn't falling apart as I had caught it early. I think Ken [Tyrrell] thought that from that point on I was going to lose interest. We knew we had a bit of speed and we were catching everybody and I started doing some very good lap times, but I think

he thought I might start getting bored so he started giving me pit signals like '45 Fangio!' It was all quite funny.

I was picking people off lap-by-lap and breaking the lap record time after time, and I kept on passing people. The last person

I passed was my team-mate Francois [Cevert] and I ended up in fourth. I even thought I might get on the podium.

Everyone was jumping up and down when I came in but I wasn't sure if we had won the championship. I said three times 'are you sure?' Then the crowd came flowing in and because I wasn't on the podium they mobbed me. I ended up going into a toilet with my wife Helen and everyone was thrashing at the door so we opened the window and climbed out and into the paddock, but they found us there, too.

My first grand prix win had come at Monza in '65 so it was somewhere I got a huge amount of satisfaction from. The crowd are such aficionados and the PA system is good too, the place is so alive.

The car felt good that day and so did I. It is possible to even win a race sometimes – even if you haven't driven your very best and you know that you've made a few mistakes. Monza '73 was one of those days where I felt really satisfied with my own driving. *Sir Jackie Stewart was talking to Tom Mallett*

IN PROFILE



SIR JOHN YOUNG STEWART won 27 grands prix between 1965-'73 and three F1 drivers' titles, in 1969, '71 and '73, but is also well known for his safety crusade in F1. After retiring on the eve of his 100th start, following the death of his Tyrrell team-mate Francois Cevert, he became a consultant to the Ford Motor Company, which helped with the formation of Stewart Grand Prix for 1997. He sold the team to Jaguar in 2000. JYS, now 73, is still seen in F1 paddocks as a brand ambassador.



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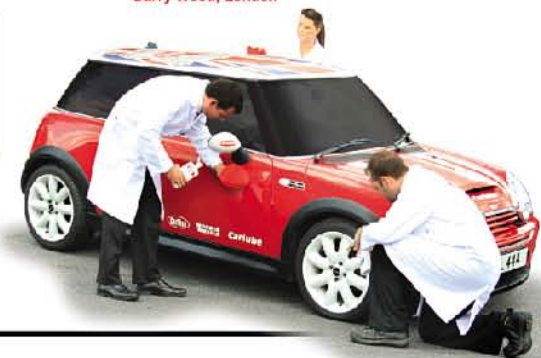
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Phil Taylor, Manchester

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Melissa Wright, Kelly

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Barry Wood, London



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10 out of 10 at 110?

ŠKODA challenges Andreas Mikkelsen to a high speed Q&A, as he prepares for upcoming IRC rallies. Watch it at skoda.co.uk/motorsport

