



The Lotus timebomb

Naming war threatens to derail return to glory days



Di Resta's DTM hat-trick

F1 hopeful on brink of touring car title

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WEBBER v VETTEL

How Red Bull is keeping its title chargers under control



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 - **8 wins**
 - **2 DNF's**
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Thanks to Marc Haynes at Bute Motorsport, Belinda, Hannah, Jock and the rest of the supporting team for all their work throughout the year. Thanks to all the drivers and teams for a competitive and enjoyable season.

Special thanks to Team OMG/Damax for preparing a championship winning car, and to Mum (Tania) and Dad (Lee), Danielle and Sofia for their continued support throughout the season.

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CONTENTS

October 21 2010 – vol 202 no 3



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COVER IMAGES:
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NEWS

10 Lotus to flower in 2011

Team claims off-track strife won't harm on-track progress

12 Red Bull up for Korea

Vettel and Webber will set pace at new race, says team

14 Russia in for 2014

Bernie does dealski for GP around Olympic village

17 David Coulthard column

18 Korean GP preview

24 DTM rules to go global

More regions, more manufacturers expected

26 McLaren supercar deal

British squad CRS to develop MP4-12C for GT racing

29 Ganassi sticks at two

Team boss rules out Rahal

31 Danica's hand-holding

IndyCar star leans on Mark Martin to help her in NASCAR

32 Gow: support Scotland

MSA boss calls for more entries on British IRC round



F1 will be 'Koreaing' round here P18

KOREA GP

REPORTS

40 Rally of Scotland

It's Wilks, then Meeke, then Wilks... before champion Hanninen beats UK boys

44 World of Sport

NASCAR; European Touring Car Cup; European F3 Open; Formula Nippon

55 Euro F3 Hockenheim

Mortara wins again; Bottas fails to nab second in series

56 DTM Hockenheim

Di Resta takes series lead after third win in a row



Hanninen wins for Skoda in Scotland P40

SUBSCRIBE...

to AUTOSPORT magazine and get a free Williams F1 T-shirt. P64



“The government have wasted a fortune on the Olympics. They could have supported Silverstone, and made sure the British GP is there forever”

BERNIE ECCLESTONE ON TRENCHANT FORM IN *THE GUARDIAN*

12

Number of 2010 champions, or series leaders, who were set to have prize Formula Renault 3.5 tests at Motorland Aragon this week.

Mortara (who's one of them) wins again, p55

Vettel and Webber: who is #1? P34



COVER STORY

FEATURES

34 Webber versus Vettel

Analysing the strengths and weaknesses of Red Bull duo as we get set for title run-in

47 AUTOSPORT Awards

Cameron? Clegg? Brown? Forget the General Election: this is *the* poll of 2010

59 IndyCar: Frantastic year

Getting the lowdown from Dario Franchitti on his third title, and Indy 500 victory

62 IndyCar: Power points

It was close, but not quite enough for the king-of-the-roads Queenslander

SPORTS EXTRA

79 Great & British desertion

Mini and Radical series up sticks from BARC flagship

80 New racers for Brit GT

Merc SLS and Ferrari 458 could join series expansion

84 Reports

Formula Ford Festival and supports; Thruxton BARC; Donington British GT and supports; Pembrey BARC; Silverstone MSVR; Snetterton CSCC; Mallory Park 750MC; Knockhill SMRC; Oulton Park BRSCC; Algarve Classic Festival

British GT finale at Donington P88



All the Ford Festival action at Brands P84

REGULARS

7 From the editor

8 Snapshot

23 Mark Hughes

64 Subscribe

And get a free Williams F1 T-shirt

96 Final drive

Letters and reviews

98 On track/on screen

The best motorsport action over the next seven days

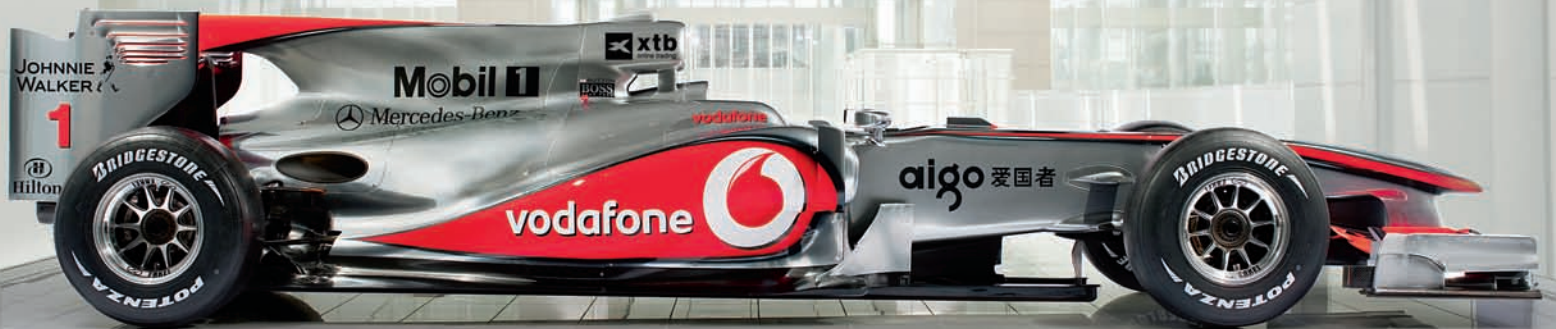
101 Photo finish

Martin Brundle, Michigan IROC, 1990 (below)

102 Race of my life

Buddy Baker, 1980 Daytona 500





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Let's hope this one has a distinguished Korea



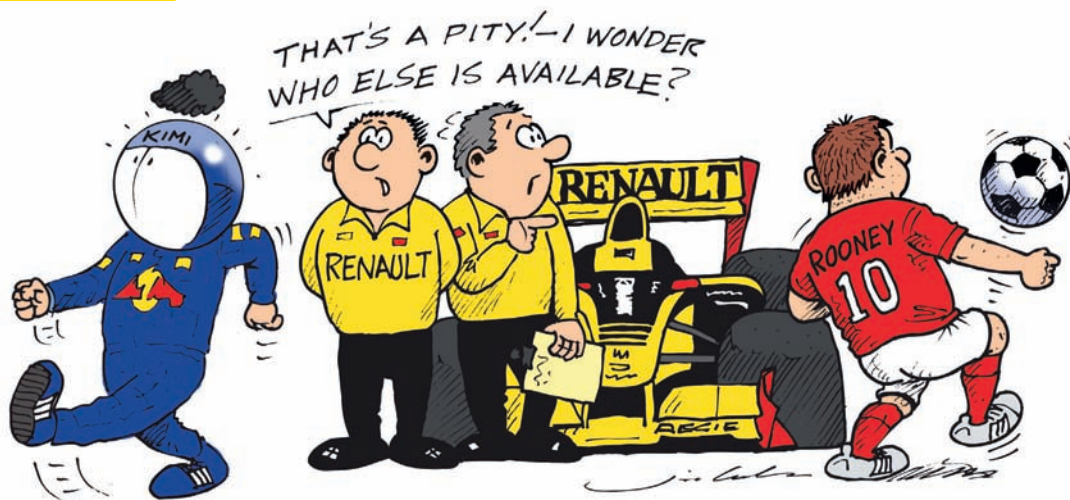
WHAT POWER Formula 1 has, ending one of the longest and most bitter divisions in global politics! Uniting the disparate factions of the Korean peninsula is surely worthy of a Nobel prize for Bernie Ecclestone. Or should we be calling the race this weekend the South Korean GP? Either way, this is a crucial race for McLaren and its British pairing of Lewis Hamilton and Jenson Button. The two super-long straights of Hermann Tilke's latest offering should give them ample chance to stretch their MP4-25s' long legs. Anything short of a podium finish for the Brits is likely to result in their removal from the title fight.

It's been a frantic build-up to the race, with doubts hanging over it until last week. There are still concerns over how the recently laid track surface is going to cope with the brutal punishment a full grid of F1 cars is going to dish out.

But the unknown is what makes F1 exciting. Drivers having to deal with deteriorating track conditions made the Canadian GP a cracker earlier this year. Hopefully we can expect much more of the same this weekend.

Andrew van de Burgt, editor

BAMBER'S WEEK





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IRC

Do you think they herd him coming?

Nagle: "50, six-right; 200
over crest, narrows. Oh shi...!"
Meeke: "What's the beef, mate?"

Peugeot UK duo Kris Meeke
and Paul Nagle have had plenty
of unwelcome surprises during
their trying title-defence season,
but this unusual stage blockage
probably tops the lot.
Rally of Scotland report, p40

Legal row won't hold Lotus back

Team is adamant that dispute over its name will have no impact on its bid to move up the order with Red Bull tie-up next year. By EDD STRAW



Lotus racing towards the 2011 season

DUNBAR/LAT

Lotus chief technical officer Mike Gascoyne is adamant that the ongoing legal battle over the use of the Team Lotus name in 2011 will not damage the squad's long-term prospects.

The team's recently-announced Red Bull gearbox/hydraulics deal, along with its yet-to-be-confirmed Renault engine supply, should give it a realistic chance of achieving

team principal Tony Fernandes's target of fighting for seventh in the constructors' championship next season after emerging as the strongest new team in 2010.

But there are fears that Fernandes could lose lucrative sponsorship deals should Group Lotus – the car company that allowed Fernandes a one-year licence to operate his team under the Lotus Racing

banner – prevent him from using any Lotus identity from 2011 onwards.

The row was sparked when Fernandes announced at last month's Singapore Grand Prix that he had acquired the rights to the Team Lotus name from ex-Formula 3 racer David Hunt, who had owned it

since November 1994 (see panel, above right).

Even if Group Lotus's legal action is unsuccessful, there are concerns that a protracted court battle could divert resources away from the Norfolk-based race team and hinder

“Nothing sporting is being compromised because of this. Tony will handle it”

Kovalainen has faith in boss Fernandes

the building blocks in place for next year. We're bullish about 2011.”

Heikki Kovalainen, who is expected to continue as a Lotus driver next year, is also confident that Fernandes will insulate the team from the debilitating effects of the legal process.

“It's purely political,” Kovalainen told AUTOSPORT. “Nothing sporting is being compromised because of this and they will find a solution. The team will handle it; Tony will handle it.”

WHO OWNS LOTUS?

Central to Group Lotus parent company Proton's claim is that Hunt has never traded as Lotus – although this appears to be at odds with his assertion that he ran the team for the final two races of the 1994 season.

Hunt also did a deal with the defunct Pacific team to carry Lotus

Gascoyne says team is still focused



WHAT HAPPENED TO TEAM LOTUS?

TEAM LOTUS went into administration on September 12 1994, the day after that year's Italian Grand Prix. Under the control of directors Peter Collins and Peter Wright, who had taken over the team in 1991, it remained in administration until October 28 when David Hunt, along with Kenny Wapshot, completed a takeover, reportedly paying £500,000 for the Team Lotus name.

Originally, he had the backing of a consortium of Far-Eastern businessmen, although ultimately they took sole ownership. Team Lotus saw out the final two races of the season thanks to the cash influx from new driver Mika Salo.

"We did two races – Japan and Australia – but because sorting out the mess was the most important thing I didn't travel and sat in England doing stuff behind a desk," said Hunt. Hopes of keeping the team on



the grid in 1995 were sunk when Salo, who had major backing from Finnish mobile phone company Nokia, switched to Tyrrell despite Lotus taking the case to the F1 contract recognitions board. A deal was

done with Pacific to keep the Team Lotus brand in the sport, although attempts to revive the team thereafter came to naught. On September 14 2010, Tony Fernandes bought full control of Team Lotus ventures.

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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The public airing of the Lotus versus Lotus dirty laundry drew ridicule the world over. It was almost Pythonesque in its absurdity ("I'm Lotus, and so is my wife..."), particularly given that neither can truly lay claim to being the house that Colin Chapman built. But despite the embarrassment, it's arguably the best news in Formula 1 for years. Why? Because we have a car manufacturer that actively wants to be in F1.

It has been over a decade since Lotus Cars had the faintest interest in motorsport, but suddenly, thanks to the efforts of Tony Fernandes and Mike Gascoyne, it can't get enough of F1. The media attention lavished on the team has been huge, and Lotus Cars realises the potential of the platform.

Granted, Lotus is not a major producer on the BMW or Toyota scale, but its interest in F1 makes the sport feel loved by the automobile manufacturer industry for the first time since before the economic collapse.

Perhaps that's a sign that there is more to come, that the smaller manufacturers and ones with less-illustrious names have the most to gain from F1. As we head to South Korea, Hyundai and Kia have made negative noises about F1 – but perhaps it's just the platform they need to move their brands up a level.



WHOSE BADGE IS IT ANYWAY?

Three badges at the heart of the Lotus-vs-Lotus wrangle



Lotus Cars is part of Proton-owned Group Lotus...



...which licensed the Lotus name to the current F1 team...



...but it now has the rights to Team Lotus for the 2011 season

badges during the 1995 F1 season, and Fernandes was quick to underline that he regards Lotus Cars and Team Lotus to have been separate entities historically, even though they both existed simultaneously under the Group Lotus umbrella.

When quizzed on the situation during a press conference in Singapore, Fernandes referred to the separate pools of goodwill of Lotus Cars and Team Lotus. 'Goodwill' is a legal term pertaining to the use of a trade name, and British law is explicit in the fact that a company that originated such goodwill has no claim to it if it is a separate legal entity.

Proton claims that Fernandes has no claim to the pool of goodwill and that the only company allowed to use the Lotus name in F1 beyond this year is Lotus Cars, the car-making division of Group Lotus.

TWO LOTUS TEAMS

If the courts uphold Fernandes's right to use the Team Lotus name, there is still the possibility that Group Lotus could push on with its Formula 1 plans.

Last month, it announced a deal whereby GP2 superteam ART Grand Prix will be rebranded as Lotus ART. The French team was in pole position to secure the final slot on the F1 grid for the 2011 season before withdrawing its bid, but is believed to be looking at another attempt in 2013.

Some sources suggest that ART's Lotus deal could be for as long as five years, meaning that a Lotus ART squad could take on Team Lotus in F1 in the future.

It is not clear how the FIA would view such a move, as there is no precedent for two teams using the same brand competing in F1.

The case continues.

P13
LOTUS AND THE FIGHT FOR 10th

BIG NUMBER



The number of races that it took Lotus as a constructor to claim its first grand prix win, in the 1960 Monaco Grand Prix

NEW-SURFACE WORRY FOR DRIVERS

DRIVERS HAVE questioned whether the newly laid track surface will be up to standard during this weekend's inaugural Korean Grand Prix.

The asphalt laying was only completed two weeks ago, just prior to the FIA's Charlie Whiting visiting the track and declaring it "satisfactory".

Sauber driver Nick Heidfeld is among the drivers to have expressed concerns.

"The most important thing is that the Tarmac lasts," said Heidfeld. "If the final layer is laid a short time before, it is generally understood it can be oily which, of course, would be

extremely problematic."

Despite fears of the track surface breaking up, it is understood that the asphalt is of a high enough grade to take the stresses. More realistic are concerns that the grip levels will fluctuate should oils leak out of the freshly laid surface.



➔ P17 DC ON NEW TRACKS

GETTY

Red Bull: Korea will suit us

Sebastian Vettel and Mark Webber won't enjoy Suzuka-like dominance, but Red Bull should still set the pace

Red Bull is expected to have an advantage in this weekend's inaugural Korean Grand Prix despite the Yeongam track featuring the longest straight in Formula 1.

Team principal Christian Horner has regularly complained that the team's Renault engines are at a disadvantage in terms of peak

power, meaning that Red Bull was less competitive on the long straights of Monza and the high-speed Spa circuit. But despite the first part of the track through to Turn 4 including slow corners and a 0.74-mile straight, the rest of the track is expected to require a high-downforce set-up.

Although Red Bull is not

expected to enjoy the same level of supremacy that it achieved at Suzuka two weeks ago, where the RB6 qualified almost four-tenths of a second faster than its nearest challenger, the Milton Keynes team is expected to have the edge.

"There are areas where we will be weak," said Horner. "It has one of the season's longest straights, followed by a very twisty section. Sector one is not going to be great for us, but hopefully sectors two and three will be our territory."

INTO THE UNKNOWN

Although teams have had details of the configuration of the track since the start of the season, the lack of available data on the recently laid track surface makes it difficult to predict the set-up requirements.

Some teams forecast that it will be one of the highest downforce tracks of the year, although until they have experience of the overall

grip level, and how easy it is to ride the kerbs, they are in the dark.

Renault's Robert Kubica said: "A lot will depend on the level of grip that the asphalt has. If the grip is high, then some of the corners will be easy flat. If it's low, they will be a big challenge."

THE KOREAN RESPONSE

Tickets have been on sale since March, with reports of around 30,000 having been sold pre-event. AUTOSPORT understands that the vast majority of sales have been on the domestic market as uncertainty over whether the race would take place has made tourists wary of travelling to Korea.

Despite fears that the temporary grandstands would not be ready for the race, it is thought that there will be no worries accommodating the crowd. Expanded spectator facilities should be completed in time for the 2011 grand prix.



Red Bull expects to stay out front

DUNBAR/LAT

Lotus feeling secure in battle for 10th

LOTUS CHIEF technical officer Mike Gascoyne believes that the team is on the brink of securing the lucrative 10th place in the constructors' championship after Heikki Kovalainen's strong result in the Japanese Grand Prix.

Although none of the three new teams has scored a point this season, Lotus is ahead on countback because of the Finn's

12th-placed finish at Suzuka.

"It makes it really difficult because someone is going to have to get 11th or better now," Gascoyne told AUTOSPORT. "If you look at the other new teams, the chances of that are remote."

Gascoyne added he was pleased that his team was almost a second a lap faster than Virgin in Japan.

"They've been bringing updates

and we effectively stopped in July," he said. "If you look at it, we started three months later than them and finished three months later, so to go to Suzuka and comprehensively outperform them was pleasing."

HRT is currently 11th in the table – ahead of Virgin – thanks to the results from Karun Chandhok in the first half of the season.



Lotus is set to win battle of new teams

Force India hands top tech job to Green

FORCE INDIA will promote engineering director Andy Green to the role of technical director for the 2011 season.

Current incumbent Mark Smith has agreed to join Lotus, although according to the terms of his departure he remains contracted to Force India until April 2011. Smith is expected to leave at the end of this year, with ex-Red Bull man Green taking over his role.

Force India has lost two major technical personnel over the past season, with James Key leaving for Sauber before Smith decided to move. The team has decided against recruiting a big name, preferring instead to promote from within.

Team CEO Otmar Szafnauer said: "Although Andy is not a big name, he has been around a long time, knows the team well and is a good competent designer/engineer – so the ideal man to lead the team in the right direction."

Green faces a tough challenge at Force India, as Smith is internally credited with being one of the prime movers behind it emerging as a regular points scoring team.

Vettel avoids Japan jump-start penalty

SEBASTIAN VETTEL is believed to have escaped a jump-start penalty for moving before the red lights went out in last week's Japanese Grand Prix because he stopped again within his grid slot.

AUTOSPORT understands that Vettel's start was brought to the attention of the stewards, and Renault driver Robert Kubica complained about it over the radio. But no action was taken.

As the incident was looked at, it is likely that Vettel was not hit

with a drive-through penalty for jumping the start because after making the initial move while the red lights were still on, he then stopped. Because he had not moved outside of his allocated pole position grid box, he would not be considered to have gained any unfair advantage.

Vettel went on to win the race. Any penalty would likely have cost him a place on the podium and could have effectively have ended his world championship hopes.



Vettel's start was legal

THE PADDOCK'S VIEW

The inaugural Korean GP has been surrounded by doubts all season, so how are the teams feeling ahead of this weekend?

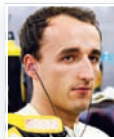
RUBENS BARRICHELLO

"It may be the infrastructure is going to be bad, but if the FIA has approved the race, it's because it's safe to do so. I don't have a problem."



ROBERT KUBICA

"To be honest, the first installation lap gives you more information than most of the preparation you can do with videos, simulations and track walks."



JAMES KEY (SAUBER)

"You don't know how bumpy the track is, the grip levels, how the tyres will degrade and so on. You can't prepare for these unknown factors."



JARNO TRULLI

"I usually find my way by running a few laps of the track when I arrive. After a couple of laps in the car I'll know my way around."



SAM MICHAEL (WILLIAMS)

"We have done a simple lap-time simulation based on a track map. This allows us to determine wing levels and gear ratios."



NEW TRACK
Russia



SOCHI F1 TRACK
LENGTH 3.417miles
CORNERS 17
FIRST GP 2014

Russian GP for 2014

Deal signed for Vitaly Petrov's home country to join the Formula 1 calendar

Russia is set to host its first world championship grand prix in 2014 at a new circuit built around that year's Winter Olympic village in the city of Sochi.

F1 supremo Bernie Ecclestone visited Sochi last week to sign the deal to hold the race, which has the blessing of Russian prime minister Vladimir Putin. Originally, organisers planned to create a permanent circuit after discussions in the summer of 2009, but once the government became involved in the project it was decided to build a semi-permanent venue around the Olympic Village to save on

infrastructure costs.

Just under half of the 5.5km track will be built as a permanent track suitable for hosting national-level races. The remaining 3km of the Hermann Tilke-designed track will use public road. Tilke is believed to have been put in charge of the construction project and is already well-advanced with preparation and design work.

The organisers have already brought in significant support from Russian companies, including Lukoil, Megafon, aluminium producer and exporter Basic Element and state-owned RosTechnology. They have all signed a "cooperation agreement" for the project, which could cost as much as €300 million.

The project was first conceived after Sochi businessman Andrey Kraynik invested in the Renault F1 team under the banner of Russian telecommunications company Megafon. Plans to create a Monaco-style marina track stumbled when infrastructure problems became apparent in the preparations for a

mooted Renault F1 roadshow in the city, which has a population of around 400,000. The roadshow event, which would have featured a run behind the wheel of an F1 car for Putin, was dropped amid concerns that the FIA would deem the facilities to be below par. The location of the 2014 race around the Olympic Village has allayed any such concerns.

Plans have been on the table for various grands prix projects since ideas for a Soviet Grand Prix were discussed for the 1983 season. Since then, there have been other stillborn projects, including several based in and around Moscow. After three decades of failed bids, the Sochi project now has a seven-year deal to host the race from 2014-2020. It is believed that growing interest in the sport fuelled by Renault racer Vitaly Petrov's arrival in F1 has sparked government and commercial interest in the event.

The Russian Grand Prix has been staged twice, taking place in St Petersburg in 1913-1914.

EXPERT VIEW

GREGORY GOLYSHEV
RUSSIAN CORRESPONDENT

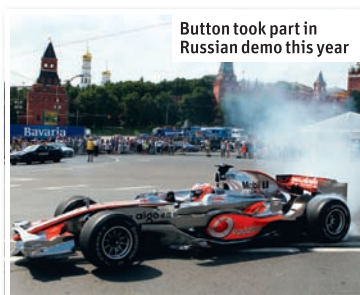
It's not easy to talk about the Russian GP as too many times hopes for a race have gone sour.

But we can be confident about the 2014 race following the signing of the contract in the presence of prime minister Vladimir Putin because he would not get involved in a project doomed to failure.

Although 2014 isn't exactly around the corner, the time is right, with Vitaly Petrov's debut season boosting the popularity of F1 in Russia.

We aren't sure where Vitaly will race next year, but he will be a stronger performer in his second year. And the presence of Mikhail Aleshin and Sergey Afanasiev in the feeder formulas show that the time is right for a Russian GP.

The race is very welcome, but I'll only believe it when I see a car leaving pitlane at Sochi Raceway, or whatever it is named.



McLaren running out of time

THE KOREAN Grand Prix is a make-or-break race for McLaren's world championship chances, with both Lewis Hamilton and Jenson Button at risk of slipping out of contention.

The British racers are 28 and 31 points behind world championship leader Mark Webber in the drivers' standings. If the Australian wins and Hamilton finishes outside of the top eight, the 2008 champion would no longer be able to win the title. Button would need to finish in the top six to stay in the hunt in similar circumstances.

Hamilton has vowed not to give up on the championship, invoking Kimi Raikkonen's remarkable turnaround at the end of the 2007 season.

"It's getting more difficult," Hamilton said. "But in a situation like this, I always look back at the 2007 season and what happened in those last two or three races. Kimi was 17 points behind with two races remaining, but he still

managed to win. The title isn't won until the very last gasp."

McLaren could fall out of contention for the constructors' championship in Korea. Red Bull is 45 points clear of McLaren, which hasn't won that crown since 1998.

McLaren will take a package of minor upgrades to Korea, and also plans to race with its latest-specification rear wing for the first

time. The team tried the design at Suzuka, but dropped it for qualifying because of a lack of track time.

"We will have the new front wing, the new rear wing if we get enough track time," said team principal Martin Whitmarsh. "We will be throwing everything at the remaining three races. Until it can't be done, you keep pushing."



Jenson and Lewis need to pull their fingers out

Teams will recover downforce quickly

THE BAN on double diffusers will not reduce overall downforce levels in Formula 1 next season, according to Williams technical director Sam Michael.

As part of a raft of technical changes agreed by the sport earlier in the year, double diffusers and f-ducts will be outlawed. But Michael is adamant that any losses in performance will be clawed back by the time the 2011 season starts

in Bahrain on March 13.

"By the start of next season, everyone will have recovered the downforce," said the Australian. "There won't be any loss of downforce for the start of the year."

The new skinny aerodynamic regulations introduced for 2009 were expected to slash downforce, but it was not long before teams had eclipsed the levels achieved by 2008 cars.

Diffusers will change in 2011



SILVERSTONE PITS ON SCHEDULE

Silverstone is on target to complete work on its new pit complex in May, ahead of the 2011 British Grand Prix on July 10. The complex is located on the new start/finish straight, on the run out of Club Corner



EBREY/SILVERSTONE

THIS WEEK IN F1



McLAREN Lewis Hamilton expects the Yeongam circuit in Korea to be suited to McLaren's MP4-25. "The first sector is all about good top speed and strong performance under braking, both key characteristics of our car," he said.



MERCEDES The ex-Brawn team is now almost certain of finishing fourth in the constructors' championship, according to Eric Boullier, boss of its closest rival in the points. Renault is 43 points behind Mercedes with three races to go.



RED BULL Championship leader Mark Webber believes that he needs at least one more win if he is to be crowned world champion. "I need to win again in the future, and I am confident I can do that," he said.



FERRARI Felipe Massa has vowed to put in "110% effort" in the final three grands prix of the season in support of Fernando Alonso's championship push. He has also thanked Ferrari president Luca di Montezemolo for his public support after the Japanese Grand Prix.



WILLIAMS The Grove-based team used one of its allotted four days of straightline testing on October 13. The time was used to try out components planned for its 2011 car.



RENAULT Vitaly Petrov heads into the Korean Grand Prix weekend carrying a five-place grid penalty. He received the punishment for crashing into Nico Hulkenberg at the start of the Japanese Grand Prix.



FORCE INDIA Vitantonio Liuzzi believes that making the Q3 top-10 qualifying shoot-out is now a tough ask for the team. "We have to be a bit more realistic," he told AUTOSPORT, adding that tyre warm-up problems have held the team back in qualifying.



TORO ROSSO The Toro Rosso STR5 is set to race with its f-duct design for the first time this season. The team ran the system in practice for both the Italian and Japanese grands prix.



LOTUS Jarno Trulli believes that the team's deal to run Red Bull gearboxes and hydraulics in 2011 will broaden its design options. "Having a certain type of gearbox allows you to develop the car in a certain way aerodynamically and mechanically," he told AUTOSPORT.



HRT Sauber refugee Pedro de la Rosa is in contact with the Spanish team for 2011. "If the project is interesting and ambitious, I would be glad to be with them," he said.



SAUBER The Swiss team has confirmed that Esteban Gutierrez will be its test and reserve driver in 2011. The GP3 champion was already a Sauber junior driver.



VIRGIN Technical director Nick Wirth has turned his full attention to designing the team's 2011 challenger. Virgin claims to be well advanced in the design process.

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UNCOMMON ROADHOLDING
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Straight talk David Coulthard

Still Britain's all-time leading F1 points scorer

This weekend's inaugural race at Yeongam is a step into the unknown – but not for our resident Scottish columnist, who'll be stepping into Woking (McLaren HQ, to be precise) for a BBC feature

Nobody really knows what to expect from the Korean Grand Prix this weekend, and to a degree we're all guessing. From what I've seen simulation-wise, and from the filming and photographs, it looks Valencia-esque, with close barriers, long straights and some fast sections. Valencia was Red Bull territory, but we can't freeze time and the competitive order has shifted around a few times since then.

There's always an extra bit of excitement for the drivers when you arrive at a new track. It's a bit like when you go to Monaco, and

instance. The drivers will have been in the simulators, but the reality is that even if they haven't they will be able to deliver a representative lap time after about 10 laps in free practice.

When you don't have any data to call on, it does make a difference to the teams. I remember we all went to 'new' Fuji for the first time towards the end of 2007, and there were a few people who completely screwed up with their simulations as to what would be the fastest way round the lap. Clearly you needed top speed on that long straight, but you had to perform on the infield sections as well, and some people went with Monza levels of downforce so they were losing too much time in the corners. If anyone gets it wrong, it could provide an interesting twist in the title fight.

RED BULL BATTLE TO INTENSIFY

We've been saying all season that this is a development race between the teams, and that remains the case. Red Bull has kept its rate of development up well over the season, and you'd have to say it is in pole position for this fight.

Mark Webber left Suzuka with his championship lead intact, and I think his qualifying performance there was fantastic. Sebastian Vettel had appeared to have the edge over him, but in the end there was nothing to choose between them. So Mark knows that he only needs it to go in his favour by a tenth of a second and then he'll be quick enough to stay ahead. It's going to

be remarkable to see how the team and drivers handle that, because the pressure is really mounting. But Mark is a fighter, and he knows what he has to do. He's prepared to get stuck in, and that will be a real asset for him when, literally, push comes to shove.

Ferrari is close behind Red Bull, but team boss Stefano Domenicali has been very honest in saying that it doesn't have anything major to come, so maybe the Scuderia has run out of steam now.

McLAREN NEEDS A BIG RESULT

I don't think McLaren is out of it, but it has been on the back foot for some time. I know Jenson Button was very close to pulling off a win at Monza, but McLaren hasn't really shown dominant form in the way that Red Bull or even Ferrari have at different points. So that has to be a worry. McLaren had some upgrades for Suzuka that were taken off the car in the end, so maybe they will be back on for Korea and can unleash some much-needed performance. Lewis Hamilton and Jenson are the outsiders, but Kimi Raikkonen came from a long way back in 2007 so you can't write them off just yet.

On the subject of McLaren, I'll be broadcasting from Woking this weekend as part of the BBC TV coverage. A lot of people don't realise how much is going on at the factory during a GP, and I'll be in the team's operation room, which should make for a good feature. I'll be getting up in the early hours like the rest of you! ❧

Hopefully these stands will fill for Korean gripper



you know that one small mistake from the start of the weekend can cost you a lot. You get a nervousness from that first-time feeling on Friday morning that you wouldn't get at Monza, for

“There is extra excitement when you drive a new track”

TRACK GUIDE



Barrichello's inside line

EXCLUSIVE



Rubens has no idea what to expect when he arrives in Korea for the first GP, but he's looking forward to it

I've never been to Korea before, so I don't know what to expect from the country's first grand prix. But I'm looking forward to getting there and seeing what the country is made of and what it can bring to F1. I'm very open minded

heading out there. I've seen the track on YouTube, but I can't remember if it turns left or right! I'm in Brazil between Japan and Korea so won't drive the simulator – it might take me one or two laps to learn it but it's not a problem.



GOING IN BLIND

You can see from how my team-mate, Nico Hulkenberg, performed in Suzuka that you can become very familiar with a track on the simulator. But back in the 1990s there was no preparation when you went to a new track – you just went there and got used to things. You know how to drive a Formula 1 car and what it takes to go fast, so you can look at a corner and you already understand how you need to drive it.



LONGEST STRAIGHT IN F1
0.74 miles

DID YOU KNOW?
KOREA'S YEONGAM CIRCUIT IS THE 69TH TO HOLD A GRAND PRIX IN THE 60-YEAR HISTORY OF THE FORMULA 1 WORLD CHAMPIONSHIP

SIMULATING THE UNKNOWN

The simulator now won't be as sharp in real life because there's no time to prepare it fully for the track. There should be some data about the roughness from the circuit, so the team can work out a baseline set-up using that.



KOREA WEATHER	
	22C FRIDAY SUNNY
	22C SATURDAY SUNNY
	23C SUNDAY SUNNY

TYRE CHOICE			
Super-Soft	Soft	Medium	Hard
Unused	Option	Unused	Prime

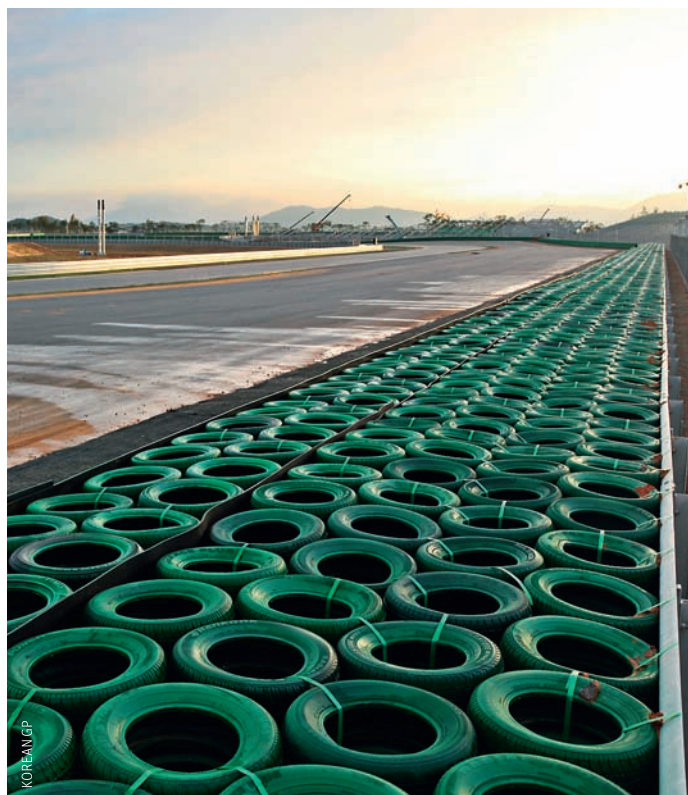
HOW TO APPROACH IT

I will get to Korea a day early and use that time to prepare. I'll do a lap on foot and then maybe a lap on a moped, and I'll talk with the engineers to see what they have to say and that's it. It's the same for everyone so I don't consider the track to be a problem. Getting to the track and getting my eye in is the most important thing.



SAFETY

If the FIA has decided the track is safe, then I go there expecting it to be safe. We are in good hands with the FIA. Maybe some of the infrastructure won't be perfect, but I if the FIA approves the race to go ahead then it will be safe.



TRACK GUIDE

NUMBER OF LAPS	55	CIRCUIT LENGTH	3.492m	RACE DISTANCE	192.108m
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KOREAN GP PREVIEW



MARK HUGHES



It's into the unknown on Formula 1's first visit to Korea, although it's clearly an f-duct circuit

The Yeongam circuit looks well suited to the f-duct and although everyone now has one, there's clearly some variation in how effective they are. It used to be that McLaren's worked best, naturally so given that the team had a head start with it. But as the others have caught up, so McLaren has been trying to squeeze more from the feature, as was seen by its attempt at Suzuka to use the duct to 'blow' the rear wing's main plane rather than just its flap. It needed further fine tuning and wasn't used, whereas Red Bull made the same change and retained it for the race.

Renault, Williams and Force India all directed air flow onto the main plane right from the start of their f-duct programmes. There's potentially a bigger stall to get from the main plane than the flap, as you're introducing the changed flow earlier in the wing's length, but it seemingly makes for a more complex flow that's trickier to fine-tune and less flexible to adjustments in flap angle. Suzuka required a downforce level that sat awkwardly between two McLaren wing choices. The smaller one surrendered more in downforce than it gained in reduced drag.

With increased angle, the wing was running

at less than its optimum efficiency – in that it gave the downforce increase but at a more than proportional cost in drag! The flap-directed f-duct helped but as soon as you made that wing-angle change, it was less effective than it might have been. In the windtunnel, changing to a main plane f-duct seemed to bring the boost required. But at the track its effect was less consistent than anticipated.

It remains to be seen whether the South Korean track's mix of straights and curves allows full advantage to be taken of the new duct. McLaren badly needs to be back in the mix on raw performance here, especially so given that it apparently surrendered a chance of beating Ferrari on performance in Japan.

Even with all that f-duct uncertainty, Jenson Button might have beaten Fernando Alonso had he not made his tyre-choice gamble. It was as if the team and Button were not confident they could out-pace Ferrari, whereas hindsight showed they would have been closely matched.

This track should pare back some of the Red Bull advantage shown in Japan, so making it even more obvious that – with the points table the way it is – McLaren needs to be in full-attack mode. There's nothing to lose.

Key questions

What the Korean GP will tell us

■ Who has the best f-duct set-up for the longest straight in F1?

■ Will McLaren opt for all-out attack to get back in the hunt?

■ Can Red Bull overcome its straightline weakness?

Red Bull won't enjoy its previous advantage



FERRAROLI

Button needs a Red Bull-beating result in Korean GP



COATES/JAT

GARY ANDERSON

TECHNICAL CONSULTANT



SET-UP GUIDE

This track will be more of a challenge than usual because it probably won't be finished until five minutes before free practice! As the surface was only laid just over two weeks ago, getting meaningful simulation data will be difficult. It looks like a high-downforce track, requiring good front-end mechanical grip and traction for the slow corners. Brake cooling and wear will also need to be optimised as there are some big stops.

TV AND RADIO LISTINGS

FRIDAY OCTOBER 22

0155-0335 Free practice 1 LIVE (BBC red button and online)

0555-0735 Free practice 2 LIVE (BBC red button and online)

SATURDAY OCTOBER 23

0255-0405 Free practice 3 LIVE (BBC red button and online)

0500-0730 Qualifying LIVE (BBC1 & Radio 5 Live Sport Extra)

SUNDAY OCTOBER 24

0600-0915 Grand Prix LIVE (BBC1 & Radio 5 Live)

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. Most believe that a Red Bull win is on the cards, although Jonathan Noble thinks Hamilton has a chance.



Hamilton: 5/1 for the victory



JONATHAN NOBLE
GROUP F1 EDITOR
£5 each way on Hamilton 5/1

CURRENT TALLY
£54



EDD STRAW
F1 EDITOR
£10 Hulkenberg points finish 2/1

CURRENT TALLY
-£61



ANDREW VAN DE BURGT
EDITOR
£10 Vettel for pole 7/4

CURRENT TALLY
-£1



MARK GLENDEENING
DEPUTY F1 EDITOR
£5 Webber to win 10/3

CURRENT TALLY
£109

RACE ODDS

Driver	Odds
Vettel	2/1
Alonso	11/4
Webber	10/3
Hamilton	5/1
Button	12/1
Kubica	25/1
Massa	25/1
Rosberg	66/1
Sutil	100/1
Schumacher	100/1
Barrichello	150/1
Kobayashi	150/1
Hulkenberg	200/1
Petrov	200/1
Liuzzi	250/1
Heidfeld	250/1
Buemi	500/1
Alguersuari	500/1
Kovalainen	1000/1
Trulli	1000/1
Glock	1500/1
Yamamoto	2500/1
Senna	2500/1
Di Grassi	2500/1

Odds supplied by William Hill

RECENT NEW-TRACK FORM

2009 ABU DHABI GP

POS	DRIVER	TEAM
1	Sebastian VETTEL	Red Bull-Renault
2	Mark WEBBER	Red Bull-Renault
3	Jenson BUTTON	Brawn-Mercedes
4	Rubens BARRICHELLO	Brawn-Mercedes
5	Nick HEIDFELD	BMW Sauber
6	Kamui KOBAYASHI	Toyota
7	Jarno TRULLI	Toyota
8	Sebastien BUEMI	Toro Rosso-Ferrari

POLE Lewis HAMILTON (McLaren) Im40.948s

Lewis Hamilton claims pole but retires on lap 19 with brake problems. Button and Webber enjoy a thrilling battle to the flag for second place.

2008 SINGAPORE GP

POS	DRIVER	TEAM
1	Fernando ALONSO	Renault
2	Nico ROSBERG	Williams-Toyota
3	Lewis HAMILTON	McLaren-Mercedes
4	Timo GLOCK	Toyota
5	Sebastian VETTEL	Toro Rosso-Ferrari
6	Nick HEIDFELD	BMW Sauber
7	David COULTHARD	Red Bull-Renault
8	Kazuki NAKAJIMA	Williams-Toyota

POLE Felipe MASSA (Ferrari) Im44.801s

Fernando Alonso claims one of the most controversial wins in Formula 1 history after team-mate Nelson Piquet crashes deliberately to bring out the safety car.

2008 EUROPEAN GP (VALENCIA)

POS	DRIVER	TEAM
1	Felipe MASSA	Ferrari
2	Lewis HAMILTON	McLaren-Mercedes
3	Robert KUBICA	BMW Sauber
4	Heikki KOVALAINEN	McLaren-Mercedes
5	Jarno TRULLI	Toyota
6	Sebastian VETTEL	Toro Rosso-Ferrari
7	Timo GLOCK	Toyota
8	Nico ROSBERG	Williams-Toyota

POLE Felipe MASSA (Ferrari) Im38.989s

The top three finish in qualifying order in the first grand prix on the streets of Valencia. Felipe Massa takes his fourth win of the year to keep up his title tilt.

2007 JAPANESE GP (FUJI)

POS	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Heikki KOVALAINEN	Renault
3	Kimi RAIKKONEN	Ferrari
4	David COULTHARD	Red Bull-Renault
5	Giancarlo FISICHELLA	Renault
6	Felipe MASSA	Ferrari
7	Robert KUBICA	BMW Sauber
8	Adrian SUTIL	Spyker-Ferrari

POLE Lewis HAMILTON (McLaren) Im25.368s

A return to Fuji after a 30-year absence and rookie Hamilton fights through atrocious conditions to take the fourth victory of his maiden F1 season.

2005 TURKISH GP

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	McLaren-Mercedes
2	Fernando ALONSO	Renault
3	Juan Pablo MONTOYA	McLaren-Mercedes
4	Giancarlo FISICHELLA	Renault
5	Jenson BUTTON	BAR-Honda
6	Jarno TRULLI	Toyota
7	David COULTHARD	Red Bull-Cosworth
8	Christian KLIEN	Red Bull-Cosworth

POLE Ralf SCHUMACHER (Toyota) Im46.106s

Kimi Raikkonen takes victory to chip away at the points advantage Alonso had built up with his blistering early-season performances for Renault.

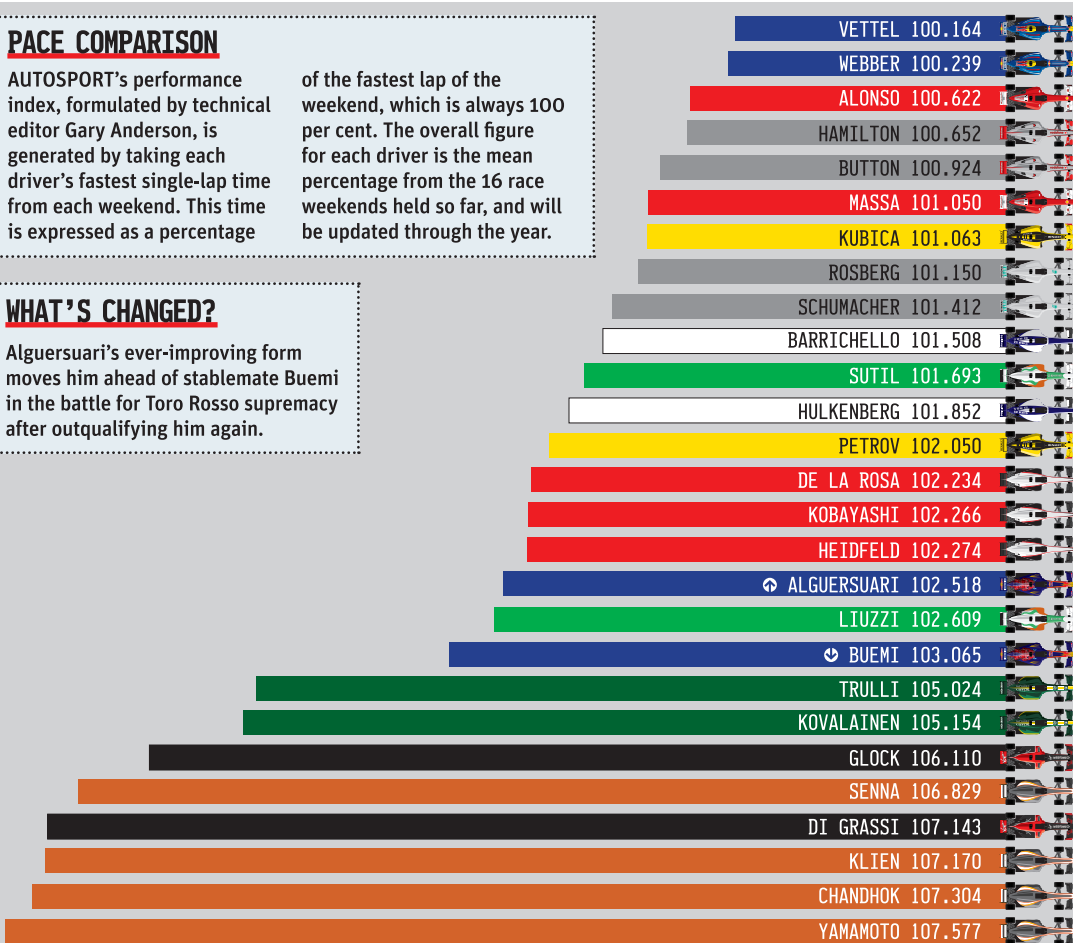
PACE COMPARISON

AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the 16 race weekends held so far, and will be updated through the year.

WHAT'S CHANGED?

Alguersuari's ever-improving form moves him ahead of stablemate Buemi in the battle for Toro Rosso supremacy after outqualifying him again.





Porsche and Trackspeed win British GT title

Congratulations to David Ashburn and the Trackspeed team on winning the 2010 Avon Tyres British GT Championship

At the wheel of the latest Porsche 911GT3R, David Ashburn has added his name to the illustrious list of British GT champions. Ashburn clinched his first major motor racing crown at the penultimate race weekend of the season, seeing off strong opposition from Ferrari, Aston Martin, Chrysler and Mosler in the process.

The team mounted an exemplary campaign to put Porsche at the top of British GT racing and the tremendous pace of young charger Glynn Geddie was the perfect partnership for Ashburn's experience. By dovetailing his Porsche Carrera Cup GB programme with a British GT campaign, Geddie underlined his status as one of the rising stars of sports and GT racing.

Across the season, Trackspeed scored four race wins and Ashburn was rightly jubilant to have achieved such a significant victory. As well as Geddie, Siso Cunill and Richard Westbrook also played a supporting role for Ashburn.



PORSCHE



MPH Mark Hughes

AUTOSPORT grand prix editor

Ross Brawn is refreshingly candid about the reasons for the decline in form of the Mercedes team, and makes it clear that 2011 is set to be a different story

One of the more puzzling stories of this season has been the relatively poor performance of the team that won last year's world championship, back when it was called Brawn rather than Mercedes.

A lot of theories have been put forward to explain it: that last year was just a blip created by the specific circumstances of the Brawn BGP 001's creation, in that it had a longer gestation period than any other car, had more windtunnel hours devoted to its design – and into the bargain received the 11th-hour gift of F1's best engine. Then there's

perspective of most of the season to look back upon, he's remarkably up-front in his assessment of Mercedes' season.

"I think if you look at the normal process of car development, somewhere there is a core of an idea of what sort of a car you want to create," he says, "and then all the various departments contribute to achieving that vision. I think during 2008 because the regs were very different, we got the '09 vision very easily but in '09 we didn't have enough clarity about what we wanted to do. So the car became a bit of a compromise in all sorts of areas – and that was largely down to me. We changed the team quite a lot at the start of '09 and I hadn't put in place a robust enough engineering strategy to give the clarity that was needed to design the car, so we ended up with not a bad car but not a great car. The difference between an average car and a great one is half a second or so and that's what we've been trailing by all year."

In his defence, the robust engineering strategy he feels was lacking was a very difficult thing to put in place when a great swathe of key engineering staff had been made redundant in the early part of 2009. Once the build, the tests and the first races of the Brawn were completed, 40 percent of the 700 staff were made redundant. As an independent team it could not continue to carry boom-time manufacturer levels of staffing.

"In the interests of fairness, we simply said that every department had to lose 40 percent," says Brawn, somewhat regretfully.

"It was as crude as that. We had no other mechanism to go through the company and say, two from here, five from there."

A lot of good people were lost in that cull, not necessarily big names, but engineers that were a crucial part of forming a team's backbone, that helped ensure their departments could run with a certain degree of autonomy. The group that was left was not only shellshocked by the cull and the loss of several key working relationships, but had to establish a whole new dynamic. Into that mix throw in the departure of a senior member of the engineering staff – Jorg Zander, who left early last year – and it's not really so surprising in hindsight that the car was a little unadventurous. Its gearbox, for example, was too short to make really aggressive use of the twin diffuser.

But now that all this has been recognised, Ross sounds extremely upbeat about 2011's prospects. "The engineering group has been reorganised," he says, "and I now feel we've got a vision of what we want to do. There's a much better structure there. What I'm seeing now from our group is much more aggressive solutions which are well engineered so there's no compromise in what we want to achieve. So I think next year we've been pretty bold on what sort of car we want to create and we've got a good enough engineering structure now to support the ideas, whereas this time last year we couldn't have done those ideas."

So a return to race-winning form for the Brackley team in 2011? ☒



Brawn says team has taken steps for better structure

the line that so preoccupied was the management with overseeing the team's change of ownership at the end of last year that the car's gestation rather got overlooked.

The best person to ask for a definitive take on the matter is surely Ross Brawn, and with the

“What we see now is aggressive solutions well engineered”



DTM

Merc and Audi will race BMW, and possibly others

DTM

DTM expects more new manufacturers

Series bosses optimistic that international plans will convince more marques to follow BMW into the series

DTM bosses are exuding confidence that more manufacturers will join the series in the near future, as tie-ups with series in the US and Japan are close to being finalised.

BMW finally confirmed last week that it will join the DTM in 2012. Hans Werner Aufrecht, boss of series promoter ITR, then revealed that discussions were at an advanced stage with senior figures from the Japanese Super GT Championship and US Grand-Am Series.

The plans, which have yet to be signed off, would lead to Super GT's top class adopting the DTM's next-generation rules from 2013, while in the US a series for DTM cars would run alongside Grand-Am.

"With these new regulations there is a wide basis for a lot of manufacturers to come in," Aufrecht told AUTOSPORT. "At the moment the door is open, and we will see what happens. But I am very confident that more will come. We will become an international

community, and that is a great thing."

The internationalisation of the DTM was key to BMW's decision to rejoin the series, as it did not want to build a car that could only race in one championship.

The tie-up with Japan is likely to lead to Japanese presence on the DTM grid, as Honda, Toyota and Nissan will have to build cars to DTM regulations to continue racing in their native series.

BMW motorsport boss Mario Theissen said he was satisfied with the progress being made with Japan and the US.

"It all looks very exciting," he said. "This was the most important thing for us. Our touring car philosophy has always been founded on the idea of developing a car that can be raced all over the world. With the prospect of these cars racing in Japan, then our Asian competitors have the same

opportunity to come to Europe."

BMW is expected to have a high factory involvement in all three regions, while current DTM entrants Mercedes and Audi are likely to offer works support to teams rather than field their own fully-fledged entries.

Audi Sport boss Wolfgang Ullrich said: "The professional teams should decide the [European] DTM championship. Maybe we will have works-supported teams in the other series, and it should be possible to put these cars in the hands of strong teams that can finance themselves."

Mercedes sports boss Norbert Haug echoed Ullrich's views but also urged caution. "We should not get over-excited," he said, "but there is potential. One year ago the potential was that everything would die, but now it looks positive."

Japanese and US representatives declined to comment in detail.

DTM

Merc and Audi test Hankooks as Koreans bid for tyre deal



Mercedes and Audi ran a car each at test

SOUTH KOREAN tyre manufacturer Hankook tested a range of potential DTM tyres at Hockenheim on Monday.

Former champions Gary Paffett and Mattias Ekstrom represented Mercedes and Audi respectively at the test, where Hankook tried five different compounds for the first time on DTM cars.

The championship's deal with current tyre supplier Dunlop expires

at the end of this year. As the series is still contracted to Dunlop, Hankook arrived in the Hockenheim paddock with no branding on its trucks or tyres.

Paffett was impressed with the outing, which took place in cold, dry conditions.

"I expected more problems but all of the compounds were pretty good," he told AUTOSPORT. "The grip was fine, and the balance was pretty

similar to what we have at the moment. That's important, because we have a development freeze for next year as well so we can't have a big change in the tyres.

"The consistency was also there already, and we did some pretty hefty runs on the softest tyre, which held up fine. It's not easy to make a tyre for these cars, but we could race with what they have already."

WTCC

Turkington secures two-round return

COLIN TURKINGTON will return to World Touring Car Championship action at Okayama in Japan at the end of this month.

The 2009 British Touring Car Champion will drive a lone WSR-run BMW 320si in the final two rounds of the series, which culminates in Macau. The car will be entered under the Aviva Cofco banner in deference to the squad's new sponsor.

Turkington, 28, has raced only sporadically since taking last year's BTCC crown with WSR, but still managed three podium finishes in six races during the middle of the WTCC season.

WSR team principal Dick Bennetts said that the confirmation of the deal was a "big relief" for the team.

"We thought that after the way we went in the three rounds during the middle of the year [Algarve, Brands Hatch and Brno] that finding

backing for the Asian races would be relatively straightforward," he told AUTOSPORT.

"It's not been the case and we've had to work bloody hard to get the deal done and we're very happy about that. Now it's complete, we're ready to go."

Bennetts said that no decision had been taken yet on whether to run the BMW, a 2007 model, in a current or 'old' specification.

Current-spec BMWs will have a base weight 60kg heavier than old machines at Okayama.



WSR had Aviva backing for Macau in 2007

GRIFFITHS/LAT

IN BRIEF

BRIT SHINES IN FR3.5

GP3 frontrunner Adrian Quaife-Hobbs was fastest in Monday's opening day of Formula Renault 3.5 testing at Motorland Aragon. Former Red Bull junior Brendon Hartley topped last week's two-day test at Barcelona for P1 Motorsport, where Italian Formula 3 Championship-winning team BVM Target made its first appearance.



Underwood's career also took in stints with Williams, BRM, Parnelli and McLaren.

EURO SERIES TYRE TEST

Former British F3 and Euro Series race winner Renger van der Zande has been chosen by Kumho to help test potential new tyre compounds for the Euro Series. The Dutchman was chosen because of his experience of Kumho, Cooper and Yokohama F3 tyres.

HOWARD GETS INDY DEAL

Jay Howard has chosen a one-off deal for the Indianapolis 500 with an undisclosed team for next year. "I would choose this over what I had this year [five races with Sarah Fisher's team] all day long," he said.

MIKE UNDERWOOD

Former Lotus mechanic Mike Underwood has died after a long illness. Underwood was a key member of Jim Clark's 1965 Indianapolis 500-winning crew, and he became chief mechanic for the company's Indycar efforts in 1967.

PREMAT IN TROUBLE

Alexandre Premat was fined €1500 for reversing in the pitlane when he came in to retire from last Sunday's DTM race at Hockenheim.

NASCAR GOES GREEN!

The NASCAR Sprint Cup, Nationwide and Truck Series will switch to 15 per cent ethanol fuel next year.

MULLER TESTS NEW CHEVY

World Touring Car Championship leader Yvan Muller had his first test of the 2011-spec Chevrolet Cruze at Jerez last week. "We still have a lot of work to do, but we have a very good base to build upon," he said.

SCANDINAVIAN CALENDAR

The calendar for the first Scandinavian Touring Car Championship next year has been unveiled. Seven rounds will take place in Sweden and two in Denmark.

BTCC

BTCC boss dismisses Plato claim

BRITISH TOURING Car Championship boss Alan Gow has rubbished suggestions from new champion Jason Plato that a change is needed to the rules that govern track limits.

BTCC debutant Sam Tordoff was given a drive-through penalty at the Brands Hatch finale for putting all four wheels onto the asphalt run-off area exiting Paddock Hill Bend three times.

"The problem is that observers report these offences, sometimes incorrectly," Plato told AUTOSPORT. "What we need is a sensor in the car that records how many times you go off, which can then be reviewed after the race, not during."

Gow dismissed this as "pure nonsense. In a perfect world there would be all sorts of sensors embedded around race circuits to help officials. In reality there isn't and nor do I know who would pay for it. Inevitably it would be from all competitors' pockets."



Paddock run-off is a hot topic in BTCC

AUTOSPORT SAYS...

GLENN FREEMAN
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The champagne toasting at Hockenheim last Friday after BMW confirmed its return to the DTM was a bit much. But perhaps those involved were also raising a glass to their plans for world domination, which are looking in good shape at the moment.

Regarding the tie-ups with Super GT and Grand-Am, the mood in the DTM camp was one of such confidence last weekend that it all seems very close to being completed. The plans look fantastic. But the ghosts of the mid-1990s ITC collapse will never go away, and that had many of us trying to work out ways that it could still all go wrong. Our conclusion was that it would take a pretty monumental effort to screw it up from here. But that doesn't mean it's not possible.

The Japanese deal in particular is a masterstroke. The manufacturers over there have no choice but to build DTM-spec cars now. So with the development costs spent, it's a no-brainer to bring their cars to Europe to take on the three German powerhouses.

A sprint-race series alongside Grand-Am will be a hard sell in the US, where everything outside of NASCAR struggles. But a series with major manufacturer involvement puts it ahead of IndyCar already.



STREAKS

AUDI'S RECORD RUN OF DTM TITLES COMES TO AN END

Audi was eliminated from contention for the DTM title at Hockenheim last weekend. It means that a Mercedes driver will win the title for the first time since 2006. Audi's run of three straight titles from 2007-09 had never been achieved before in the history of the German-based championship.

Schneider was the last man to beat Audi in '06





BLOKHAW/LAT

Lewis Hamilton drove McLaren's MP4-12C road car at Goodwood

SPORTCARS

CRS set to land McLaren GT deal

British sportscar outfit is favourite to be entrusted with developing McLaren's MP4-12C for racing purposes

Mclaren is set to announce a partnership with the British CRS squad to develop its new MP4-12C supercar for competition.

CRS, which has raced GT Ferraris for the past three seasons, is known to be in the advanced stages of negotiation with McLaren Automotive to take a major role in the production of racing MP4-12Cs. A GT3 version is said to be planned for 2012, with a car developed to Le Mans GT Endurance and FIA GT2 rules following in time for the 2013 season.

AUTOSPORT understands that design of the GT3 is already underway at the McLaren Technology Centre in Surrey and, if a deal is concluded, that the V8-engined MP4-12Cs will be turned into racers at CRS's workshops near Donington Park.

A run of 15 GT3-spec McLarens

is believed to be planned for 2012, with the first development cars likely to take part in some races at the end of next season. A smaller run is planned for the high-specification MP4-12C racer.

The way has been cleared for this car by changes to the rules by both the FIA and the Automobile Club de l'Ouest. Both organisations have decided to allow in carbon-chassis cars such as the MP4-12C.

The tie-up between McLaren and CRS is understood to involve the setting up of a joint-venture company. Chris Goodwin, who has taken a lead role in test and development of the MP4-12C road car and has raced for CRS in the FIA GT3 European Championship, is expected to have a stake in the new organisation.

The new venture is a departure for CRS, which has entered GT2

and GT3 Ferrari 430s in FIA and Le Mans-rules series over the past three years. However, its aspirations were made clear when it recruited Mark Busfield from RML as managing director last autumn. He said that CRS "would be much more than a race team in the future".

CRS offered no comment on the likely tie-up with McLaren.

A McLaren Automotive

spokesman would not talk about the deal, but re-iterated the company's motorsport aspirations for the first of what will be a range of new sportscars.

"Historically sportscar racing worked well for us on the F1 road car programme [in the 1990s]," he said. "We've made it clear that we are very keen to look at the possibility of going racing again."

CRS currently runs Ferrari 430s



GRIFFITHS/LAT

ALMS

HVM plans sportscar programme

THE HVM IndyCar team has revealed its intention to expand into the American Le Mans Series next season.

HVM boss Keith Wiggins explained that his team is planning to field a solo LMP2 prototype in the US series next season. He suggested that the new cost-capped P2 class could be a

stepping-stone to the LMP1 category in the future.

Wiggins said: "We will remain in IndyCar next year, but it's important from a business point of view that we don't have all our eggs in one basket. We want to do this and have interest in it from drivers and

a dialogue with [engine] suppliers."

Wiggins would not reveal which engine suppliers he was talking to, but he did admit that his long-standing links with Lola, for whom he worked as sales director in the 1990s, would likely lead to a deal with the Huntingdon-based constructor.

HVM runs single IndyCar entry



LEVITT/LAT

IN BRIEF



WATTS JOINS AUDI GT LINE-UP

Le Mans Series race winner Danny Watts will return to the GT ranks with the United Autosports Audi squad at next month's Zhuhai 1000Km. The 30-year-old (above), who raced a Panoz GT car in the LMS in '07, will share one of the Anglo-American team's R8 LMS GT3s with amateur racers Richard Meins and Frank Yu.

BOBBI BACK IN WORLD GT1

Former FIA GT champion Matteo Bobbi is returning to the GT1 World Championship with the Marc VDS Ford team. The Italian, who started the season in a Hegersport Maserati MC12, will complete the year alongside Markus Palttala.

DAYTONA WINNER EXPANDS

The Daytona 24 Hours-winning Action Express squad will expand to run two Porsche V8-powered Riley chassis in next year's Grand-Am series. The team is taking over the second car, which will continue to be raced by David Donohue and Darren Law, from sister team Brumos Racing.

ARMINDO REPLACES PROST

Nicolas Prost has been replaced in the Matech Ford line-up by German Porsche Carrera Cup champion Nicolas Armindo for this weekend's Navarra FIA GT1 World Championship round.

ZYTEK IN ADMINISTRATION

Zytek Motorsport has been placed in administration after a deal for its largest shareholder, Lawrence Tomlinson, to take full ownership of the engine and chassis builder fell through. Company founder Bill Gibson said the move was a "means to alleviate shareholder disagreement".

MORE STARS FOR TC2000 RACE

Ex-Ferrari GP driver Stefan Johansson (below) will compete in the TC2000 endurance at Buenos Aires in November, sharing a works Fiat with Leandro Carducci. Peugeot sports car ace Nicolas Minassian will share a 307 with Juan Cruz Alvarez. WTCC stars Gabriele Tarquini, Alain Menu and Yvan Muller are already signed up.



LMP1
Mansell sportscar team shut down

THE TEAM that carried the name of the Mansell family at the Le Mans 24 Hours this year has closed its doors. Beechdean Mansell

Motorsport, which fielded an LMP1 Ginetta-Zytek GZ095 at the 24 Hours and in three Le Mans Series rounds, was wound up on Monday. All its

permanent staff, including team manager and engineer Hans Muhlbauer, have been laid off and the Ginetta-Zytek put up for sale.

No comment was forthcoming from either Nigel Mansell or Beechdean boss Andrew Howard, who were 50-50 partners.



Mansell's Ginetta-Zytek is now for sale

LE MANS
Audi and Peugeot not happy



Audi and Peugeot have engine worries

AUDI AND PEUGEOT have hit out at new rules that could result in significant changes to the balance between petrol and diesel-powered prototypes ahead of the Le Mans 24 Hours.

Their criticism follows statements from the Automobile Club de l'Ouest that it is looking to invoke a new article in its rulebook to make changes between "different fuel types" on the evidence of the cars' performance at the Sebring 12 Hours and the opening two Le Mans Series rounds. It has insisted there will be a level playing field for the 2011 24 Hours.

Audi Sport boss Wolfgang Ullrich said: "We produce our engines for Le Mans in March and April. If something is decided after that, we cannot react."

Peugeot Sport technical director Bruno Famin suggested that the policy could result in sandbagging.

"If the regulations are changed after three races," he said, "everything that happens before could be fake."

LE MANS
Pescarolo makes return



Pescarolo (centre) will be back in 2011

LE MANS legend Henri Pescarolo's squad is on course to return to the race track in 2011 after he was handed back the assets of his team.

Two Pescarolo O1 LMP1 chassis and all the team's equipment were purchased by OAK Racing boss Jacques Nicolet and Joel Riviere, the owner of the Prestige Racing driving club, when they were auctioned by the administrator last week. Everything was immediately handed over to Pescarolo, who has been trying to put a team back together since the summer.

Pescarolo, who ceded ownership of his team to the Sora composites group in late 2008, said: "I went to the auction thinking everything in the workshop was going to disappear, but I ended

up being given the keys.

"I have been loaned everything for a year, so now I have the tools to restart my team. It is up to me to find the budget, which I know is not going to be easy."

The four-time Le Mans winner is relaunching his operation under the Pescarolo Team banner and aims to field two cars in the Le Mans 24 Hours. He also hopes to take part in either the Intercontinental Le Mans Cup or the Le Mans Series in Europe.

"I am more interested in the ILMC, but it will depend on the budget and the equivalence," he said. "It looks like the diesels are going to have a big advantage again."

The Pescarolo P1 chassis are likely to be converted to run Judd's 3.4-litre V8 powerplant.



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Dixon and Franchitti have won five titles



INDYCAR

Ganassi rules out running Rahal

Championship-winning team won't expand two-car line-up, but team boss would consider junior team

Top IndyCar team boss Chip Ganassi has dismissed suggestions that his team could expand to three cars in 2011.

The team, which took Dario Franchitti to a second consecutive IndyCar title this year, had been linked to running a third car for Graham Rahal, who has a sponsor in place for next season. Rahal's management admitted that discussions between the two parties had taken place (see

AUTOSPORT, October 7), but Ganassi has confirmed that he will not run a third car alongside Franchitti and Scott Dixon.

"I wouldn't think a third car is on the cards," Ganassi said last week. "I doubt very much that I would do anything to dilute our team."

"There are some great free agents out there. None, I think, as great as the drivers I have, so I'm perfectly happy with that."

But Ganassi expressed an interest

in setting up a junior team, which he believes could become a frontrunning squad.

"I would be perfectly happy to have a well-funded development team of some younger guys who are on their way up and have potential," he added. "Not necessarily under the roof of Chip Ganassi Racing, but I think that in terms of a development team, we could easily compete with a lot of teams out there."

"If it was done right, that could

add something to the team three or four years down the road. But it's not something that's going to make or break our organisation. If we still look the same a year from now it won't bother me one bit."

Ganassi signed Briton Alex Lloyd to a development deal after he won the 2007 Indy Lights title. Lloyd made two starts in the Indianapolis 500 in conjunction with other teams, before he decided to cut his ties in 2009.



Ganassi would like development team

GP3

Scot stars in GP3 test

Williamson was on the pace for Atech



GIBSON/GP3

FORMULA RENAULT UK runner-up Lewis Williamson starred at last week's three-day GP3 Series test at Estoril.

The 20-year-old Scot, a McLaren AUTOSPORT BRDC Award finalist, was called up at the last minute by Atech CRS GP. He missed the first day, but he was quickest on the second day and topped the final afternoon of running.

Only Adrien Tambay, a race winner in

GP3 and Auto GP this season, lapped quicker, setting the fastest overall time on the final morning of the test.

Atech boss David Hayle said: "It was really impressive, and we'd like it to lead to a contract."

Other British drivers at the test included F3 race winners James Calado, Oli Webb and Rupert Svendsen-Cook, GP3 regular Dean Smith and F Renault UK race winner Nick Yelloly.

GP3 TESTING, ESTORIL, OCTOBER 13-15

POS	DRIVER (TEAM)	TIME
1	Adrien Tambay (Manor)	1m30.973s
2	Lewis Williamson (Atech CRS)	1m31.098s
3	Nigel Melker (Mucke)	1m31.122s
4	Pedro Nunes (ART)	1m31.122s
5	Gabby Chaves (ART)	1m31.224s
6	Robin Frijns (MW Arden)	1m31.236s

BRITISH F3

F3 retains MSV rounds

BRITISH FORMULA 3 will return to Brands Hatch, Oulton Park and Snetterton next season after appearing to resolve issues with the MotorSport Vision venues.

British F3 explored the possibility of drafting a calendar that excluded MSV tracks, after raising a number of problems with them earlier this year (see AUTOSPORT, August 12). But series promoter SRO's provisional schedule for 2011 includes the MSV venues.

MSV is looking to install CCTV at Oulton, improve run-off and add an extra set of start lights during the winter, while Snetterton is set to undergo a major redevelopment (see AUTOSPORT, September 23), which MSV boss Jonathan Palmer said was "designed with F3 in mind".

"We've always been very committed to

British F3," said Palmer. "Putting in CCTV cameras at Oulton is complicated because we need to put power around the whole circuit. It's nice to have feedback from the teams. If there are any issues, we can address them over the winter."

Teams' spokesman Peter Briggs said the planned improvements were important to the professionalism of British F3. "We never said we were not going to MSV circuits," said Briggs. "What we said was we'd like to see certain improvements."

"It's not the calendar we were hoping for. It's an SRO decision."

● The F3 Euro Series confirmed last weekend that it will adopt British F3's three-race format for next year. It will visit Silverstone for the first time, supporting the Le Mans Series.



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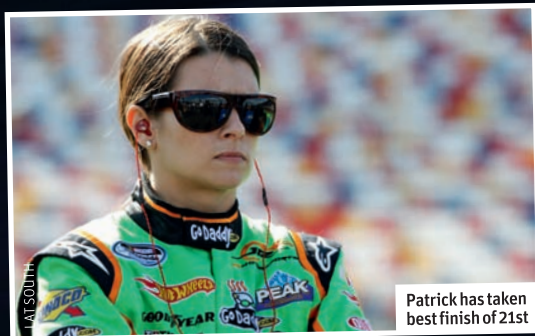
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NASCAR

Martin helps get Patrick on the pace



Patrick has taken best finish of 21st



Go (gran)daddy: NASCAR stalwart Martin helped Patrick

IndyCar racer works with 40-time NASCAR Cup race winner in a bid to improve her stock car competitiveness

Danicica Patrick has called on NASCAR veteran Mark Martin to help her to get up to speed in stock car racing.

The IndyCar race winner has started nine races in the second-tier Nationwide Series this year, but she has crashed out three times and took a best finish of 21st last weekend at Charlotte.

Martin, who shares a major sponsor with Patrick and is a team-mate to her team owner Dale Earnhardt Jr in the Cup

series, spent a day testing the car with her at Charlotte last week.

"You need somebody to get in the car and say, 'this is the set-up, go drive it,'" said Patrick. "It's one thing to be told which line to try, but when you don't have the car that can do that it's just words.

"Mark hopped in the car and drove it, then he hopped out, and I didn't go as fast as him – to my disappointment, but not to my shock. We worked on the car all day and it was nice to have

a reference and a baseline. It feels like I'm starting to pick things up, like what makes a race car good over a long run."

Martin believes that Patrick has joined the Nationwide Series at a disadvantage to other rookies because she has so little experience of stock cars.

"When she competes against other newcomers that have extensive stock car backgrounds, it's not fair," said Martin. "It's like she's got one hand tied behind her

back. Let's get her all the race car she can get and let her adapt to that, not adapt to a slower car. If you make the car comfortable and easy to drive, then when it's time to go faster, you can't."

Martin admitted that his approach to the day with Patrick was to set up the car as if he was preparing to race it.

"It was a good exercise," he said. "We feel the car is competitive, and she's capable of so much more than we've seen so far."

BTCC

First team signs up to run NGTC car

SPEEDWORKS MOTORSPORT has become the first team to commit to running a Next Generation Touring Car in the British Touring Car Championship next year.

Successful club and GT racer Christian Dick's squad, which won the British GT Championship's G4 title this season, is entering the 2011 BTCC with at least one Toyota Avensis powered by the

Swindon-built TOCA engine.

Tony Hughes, who won the Chairman's Cup section of the Ginetta G50 Cup in a Speedworks car this year, will drive the Avensis. However Dick said that he intended to run a second car for "someone quick" if the budget can be found.

"We hope this is part of a multi-year attack," said Dick, who was impressed by the speed of the

GPR Motorsport-built prototype Avensis driven by James Thompson at Brands Hatch earlier this month. The two-time BTCC champion was just one second off the pace around the Indy circuit.

"Tony will be stepping up, but he'll have guys to race against on the big stage," added Dick. "And we want to look at a second car for someone who can run near the front."

NGTC racer ran at Brands Hatch



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MSA boss: support Scotland

Alan Gow calls on rallying fraternity to get behind beleaguered event after poor entry and financial losses

MSA chairman Alan Gow has called for British motorsport to embrace the Rally of Scotland after the Intercontinental Rally Challenge round suffered another poor entry and faces huge financial loss for the second straight year.

Last weekend's event featured just 21 cars in the international element – 15 fewer than last season. The 2009 rally lost £400,000 and there are concerns this year's losses will be similar. While the event struggles from a commercial perspective, it remains popular with competitors.

Gow said: "The MSA supports and invests a lot of money in British motorsport and we need the rallying community to get behind this event and to embrace it. We've seen

British importers such as Skoda and Peugeot getting behind it – we need everybody else to do the same."

Despite the low turnout and the balance sheet, clerk of the course Iain Campbell said the event would remain on the IRC next season.

"We have our date on the calendar," he said. "We have a three-year deal with Event Scotland, the Perth and Kinross Council and Stirling Council. As far as I'm concerned we need to be here, but we need this event to be a round of the British Rally Championship as well."

BRC manager Mark Taylor was in Scotland and said: "We need events that demonstrate sustainability, this event's not doing that yet."

But Campbell countered: "This event won't be sustainable until the BRC comes. Look at the BRC calendar next year: the Manx Rally has moved to late October, which means people are unlikely to do this event in case they damage their car and miss the Manx. And, they're also unlikely to do our WRC round, Rally GB because of any damage on the Manx, be unable to make GB and lose their entry fee. So, moving one rally has done nothing to help Britain's two international events. We have 15 hours of television on Eurosport for one event, that's more than a season for the BRC."

Peugeot driver Kris Meeke admitted he was mystified at the lack of competitors. He said: "This

is one of the best rallies in the world. The roads are fantastic. The event should be in the BRC and if it's not, the drivers should be here to have a pop at the likes of Guy [Wilks] and myself – that's how you prove yourself."



Rally of Scotland interest needs boost



HUMPHREY PASSES HIS CO-DRIVER'S TEST

BBC Formula 1 anchorman Jake Humphrey made a great start to his co-driving career alongside Tony Jardine, finishing Saturday's Cambrian Rally 41st overall and second in class in a Ford Fiesta ST

Meeke pays tribute to Peugeot

KRIS MEEKE has paid tribute to Peugeot UK for enabling him to realise his dream of landing a WRC drive.

Meeke bade farewell to Peugeot and the IRC on last weekend's Rally of Scotland. He drives for Mini next season and will conduct his second test of the Countryman-based WRC in Spain next week.

"This has been an incredible chapter in my career," said Meeke. "Without a doubt, I wouldn't be going where I am without Peugeot and I'll always be hugely grateful for that.

It was quite emotional saying goodbye for the last time."

After testing the Prodrive-built Mini last month, Meeke is already upbeat about his future.

"It's hard to draw much from the first test," he said. "The car was just a prototype, we had no aero package, no anti-lag on the engine and it was good on a rough stretch of road. Prodrive has done its homework for 18 months and it's paid off. There's huge potential and I can't wait to get stuck into the programme."



Meeke credits Peugeot with his world-stage move

WRC
Solberg closes on Citroen deal for 2011

FORMER WORLD Rally Champion Petter Solberg is set to remain a Citroen driver next season after meeting with the French manufacturer last week.

Solberg's meeting with Citroen Racing team principal Olivier Quesnel in Paris resulted in the Norwegian receiving a offer of a deal for 2011.

Solberg has spent the past two years as a Citroen privateer, but next season he looks likely to have exactly the same DS3 WRC as seven-time champion Sebastien Loeb.

"It was a good meeting," said Solberg. "I'm quite sure that



Solberg will continue with Citroen in 2011

I would have every chance with Citroen now. I'm very happy. There are still details to sort out, and nothing is signed with Citroen – I still have some talking to do."

One of the key points

still under discussion is whether Solberg forms part of the Citroen Junior Team or sticks with his own Petter Solberg World Rally Team.

"Everything is open on that front," said

Solberg. "The main thing is that we're very close to the deal to make sure we're out there."

The 2003 world champion is known to still be in discussions with other parties about a drive for next season.

IN BRIEF



DE MEVIUS WINS MOROCCO

Former Group N World Rally Champion Gregoire de Mevius won last week's International Rally du Maroc. After six days and 12 hours of competition, the Belgian went into the final day just 34 seconds behind fellow Porsche 911 driver Michele Mouton, but in the end the four-time world rally winner was outpaced by de Mevius on the last day.

McRAE TROPHY FOR WILKS

Guy Wilks might have missed out on winning last weekend's Rally of Scotland but the Darlington driver was awarded the Colin McRae IRC Flat Out Trophy for his efforts in winning five of the 12 stages on what was his final rally of the year.

LOEB FEARS SORDO PACE

Sebastien Loeb has tipped his Citroen team-mate Dani Sordo as the man to beat on this week's Catalunya Rally. Loeb said: "If it's dry, I will sweep the road. Dani's running fifth on the road and he could have a 30-second lead – he will be bloody hard to beat."

TOUGH DEBUT FOR CRONIN

Double British Rally Champion Keith Cronin suffered a tough gravel debut with the Proton team on the Rally of Scotland. After a puncture and intercom problem, he retired after his co-driver dropped his timecards while investigating a mid-stage steering problem. Team-mate Alister McRae retired with an alternator problem.

FORD BOYS TRY FIESTA

Ford drivers Mikko Hirvonen and Jari-Matti Latvala tested the Fiesta RS WRC for the first time last week. The Finns completed 750 miles between them in the seven-day test. They will drive the complete car – with the definitive 2011 1.6-litre turbocharged engine – on asphalt in Spain next week.

TURKISH WOMAN SCORES

Turkish driver Burcu Cetinkaya (pictured) became the first woman to score an Intercontinental Rally Challenge point, when she finished eighth overall on last weekend's Rally of Scotland.



IRC
Wilks linked to Peugeot IRC switch



Wilks could move from Skoda to Peugeot

GUY WILKS is said to have moved into pole position for next year's Peugeot UK drive in the IRC.

The double British champion heads a list of potential replacements for Kris Meeke – who leaves to drive for Mini in the WRC – which includes Adam Gould, Mark Higgins, Martin McCormack, Alister McRae and Niall McShea.

Peugeot refused to be drawn on its plans, but it is expected the Coventry-based firm will run an 11-round IRC programme next year. A Skoda UK spokeswoman said: "We would love to keep Guy with us in 2011, but at the moment we have nothing signed for a programme. We have got huge value from IRC this year and we want to continue. We expect a decision by the end of the year."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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On Friday, I could see both sides of the argument. But, by the end of Rally of Scotland, I absolutely couldn't. On Friday, I had talked to BRC manager Mark Taylor about why the Perth event wasn't included in his calendar. He talked of needing long-term commitments and worrying about too many rallies on an already congested British rallying calendar.

Then another stunning Rally of Scotland happened. And Taylor's argument went down the toilet. Britain has one of the best events in the world on its hands and nobody cares.

What is it about Rally of Scotland that competitors don't get? Yes, it's a bit more cash to enter, but look at what you're entering – some of the best roads outside Finland or New Zealand. And look who else enters. Forget BRC and other domestic stuff, these boys are the best of the IRC.

Go to Brazil or the Canaries and the locals have massive pride in their round of the IRC. Wild horses wouldn't keep them away. Yet here there's nothing but apathy. And, to add insult to injury, the new event in the BRC next season is Rallye Sunseeker. Sunseeker is a brilliant event and probably the best marketed rally in the country, but the stages on England's south coast simply don't bear comparison with the likes of Scotland's Loch Ard and Drummond Hill.

Why the apathy towards Scotland?



WRC PREVIEW

Event	Rally Catalunya
Date	October 21-24
Based	Salou
Stages	16
Surface	gravel/asphalt
Distance	220 miles
Last year's winner	Sebastien Loeb
WRC leader	Sebastien Loeb



ANALYSIS
RED BULL RIVALRY

WEBBER



PICS: ETHERINGTON & DUNBAR/LAT



VETTEL

Sixty-eight thousandths of a second after one lap of the 3.6-mile Suzuka circuit. That was all that separated Sebastian Vettel and Mark Webber in qualifying for last week's Japanese Grand Prix... and it was effectively the margin by which the German

won the race. In the final reckoning, 0.068s may even decide the championship. The battle between the two has been one of the most fascinating teammate clashes in F1 history. This is not about a hungry rising star with everything to prove taking

on a multi-titled old hand – like Senna versus Prost or Hamilton versus Alonso – this is a fight of unprecedented ferocity between two world championship virgins. *EDD STRAW* analyses the Red Bull heavyweight contest that is set to go the full 19 rounds. ►

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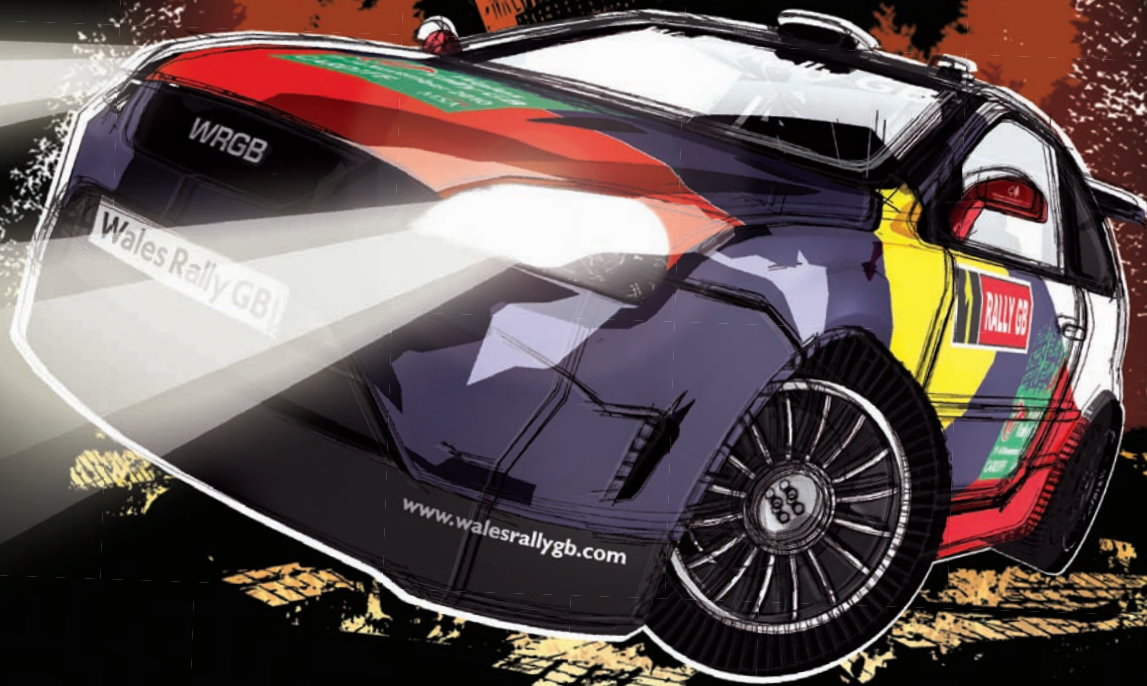


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Michael Schumacher once said: "In F1 there can be no real relationships or friendships, except maybe between a frontrunner and a backmarker." There lies an eternal truth; only in extraordinary circumstances can team-mates achieve a rapport that transcends the professional. But in the case of Mark Webber and Sebastian Vettel, there is more to it than mere rivalry. From the start, it was inevitable that the pair would clash, creating the conditions for the most intriguing sub-plot of this classic grand prix season.

In 2009, the rivalry didn't flare, as the Australian, still silently struggling with the after-effects of his leg-breaking mountain-bike shunt, was often shaded by Vettel. This year, things are different. Little has separated them on pace and they are just 14 points apart in the championship. The destiny of the most closely fought drivers' title in Formula 1 history could be decided by the dynamic between the duo, which will be central to everything that happens in Korea, Brazil and Abu Dhabi. It's a fascinating, ball-out grand prix rivalry every bit as gripping as any of those that have come before, a rivalry that could yet make or break the title dream of both men – not to mention Red Bull.

THE VETTEL/WEBBER RELATIONSHIP

"I have declared war. I will do my own thing in the future. It's war. Absolute war." The words of the late Gilles Villeneuve after Ferrari team-mate Didier Pironi, in the French-Canadian's eyes, stole the 1982 San Marino Grand Prix from him. It could have gone that way for Webber

and Vettel after their collision in Turkey in May. Red Bull motorsport advisor Helmut Marko fanned the flames by blaming the Australian for the crash that, on a physical level at least, was triggered by Vettel but was arguably caused largely by the team not controlling the situation. The drivers, however, kept a lid on it. This is no shooting war, it's a cold war that ebbs and flows and in which both participants flirt with mutual annihilation. Like the United States and Russia, they talk to each other, but there are fundamental reasons why, ideologically, they are too different not to clash.

Put yourself in Webber's shoes. He's a grafter, a guy with the talent to make it in F1 but without the funding behind him to make climbing the slippery slope easy. When he was 21,

"The way the drivers are working is fantastic. We will continue to back them both equally"
Christian Horner

the same age as Vettel in their first season together at Red Bull, Webber was coming off the back of a Formula 3 season in which he had struggled to raise the funds to complete the campaign. In 2009, he had finally got into a grand prix-winning car and in waltzes Vettel. Backed to the hilt by Red Bull since he was 16 and also with BMW patronage, he had been fast-tracked to F1. A grafter couldn't fail but regard him as a golden boy who had it easy. It's human nature.

Then look at it from Vettel's perspective. Promoted to Red Bull because of his impressive results for Scuderia Toro Rosso, he'd done well to

retain Red Bull support at a time when drivers were recruited and dropped on a near-monthly basis. He deserved to be there, and at just 21 years of age he started the 2009 season up against a driver with a reputation for crushing team-mates both with searing speed and mind games. Remember the highly rated Antonio Pizzonia, who was destroyed at the start of the 2003 season by Webber, who had allowed him to set the pace in winter testing before landing the killer blow in the season-opener in Melbourne. Welcome to F1's top table, Sebastian, and an education in what it's really like psychologically at the peak of the sport.

Just like the cold war, most of the clashes between the pair have been in restricted theatres of combat with small victories celebrated by both sides. For example, Vettel diving past Webber at the start in Malaysia and Webber winning at Silverstone after losing 'his' front wing after practice. Both men are well aware of the significance of every blow.

Fortunately for Red Bull, both are also pragmatists. Fears of a schism in the team have been averted and a repeat of the destructive Nigel Mansell/Nelson Piquet Williams relationship of the 1980s has been averted. For all the friction – and it's best to describe what exists between the pair as that rather than the hatred that some sensationalists would have you believe – they realise that they can't allow their rivalry to hold back the team. ▶

1. Webber and Vettel: this close for most of '10
2. Helmut Marko is a Vettel fan
3. Christian Horner has got close to Webber

1



2



3



ALL PICS: THOMPSON/GGETTY

1

1. Webber leads Vettel to Monaco one-two
2. Keeping an eye on rival McLaren MP4-25
3. Newey (right) trusts drivers "to be good..."
4. Front wing caused British GP controversy
5. Vettel acknowledges Webber Silverstone win
6. Post-race hi-jinks after Monaco dominance
7. Both drivers have played the team game



Webber v Vettel: braking down the differences

THERE'S MORE that's similar than different about the driving styles of the two Red Bull drivers, none of the diametrically opposed approaches between the two McLaren drivers, for example. But the differences there are come mainly in the braking-to-corner-entry phase of a corner. Mark Webber has a great feel for longitudinal grip and can very accurately match how hard he stands on the pedal to what braking grip is available. This is a key skill in that as the downforce is on the car at the beginning of the braking phase, you can stand much harder on the pedal without locking the wheels than when the speed comes down.

A driver therefore has to modulate pedal pressure throughout the braking phase and the closer you can match the tyre's potential without

exceeding it, the better. Upon corner entry, Webber likes the car to be stable at the rear so he can commit hard and early on the throttle. Sebastian Vettel isn't quite so extreme in the pedal pressures he generates and sometimes gives a little bit away there at the beginning of a high-speed braking zone but the differences are small. Where he scores over Webber is in his ease with a rear end that can be lively on corner entry. He's quite relaxed about how the rear will settle down, especially in the power-on phase and is confident enough to be unperturbed by any wayward transient state between the two phases of the car's behaviour.

Adrian Newey thinks these traits – and Webber's more complete recovery from his injury – have played a large part in why Webber's qualifying has much more closely matched Vettel's this year than last. "The front tyre is less powerful this year and that's made the car a bit less nervous on corner

Vettel is more relaxed about a lively rear end



entry and so possibly that helps Mark's side more than Sebastian's. I'm also pretty sure, much as Mark put a brave face on it last year, he was not fully up to speed after his cycling accident."

● **Mark Hughes**

2010 season score after 16 grands prix

Keeping tabs on the Red Bull driver rivalry after 16 of the season's 19 races

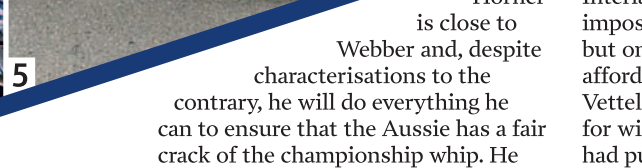
● **Vettel 3-0 Webber**

Webber takes pole with an inspired decision to run intermediate tyres in Q3. Vettel, from third, makes a superb start and dives past into Turn 1, setting up victory.

● **Vettel 4-1 Webber**

Vettel has it his own way in the first four races, but Webber ignites his season with pole and a dominant win, following it up a week later with a repeat performance in Monaco. The battle is on.





4

THE TEAM'S ROLE

There are two sides to Red Bull – the race team and the energy drinks giant that owns it. And there is also a dynamic between them. Webber was very much team boss Christian Horner's choice to join the team, while Vettel has long since been young-driver programme chief Helmut Marko's favourite son.

Team owner Dietrich Mateschitz has made it clear that he doesn't care which driver wins provided he drives a Red Bull, and although what happened in Turkey was a dark day for the team, it actually allowed the racing side to consolidate its autonomy. Much of the fall-out was down to what Marko said about Webber after the race. With the exception of the Silverstone front-wing controversy, during which no-one seemed to realise how the decision to give what was seen as Webber's wing to Vettel would cause a flare-up, the team has been scrupulously fair since then.

● **Vettel 4-3 Webber**
Webber controls the race until lap 40, when Vettel attempts to pass and edges over on him. They collide, Vettel is out and Webber recovers to third. Both deny responsibility but Helmut Marko blames the Aussie.

● **Vettel 6-4 Webber**
Red Bull's sole remaining upgraded front wing is switched from Webber's car to Vettel's before qualifying. Vettel takes pole, but Webber leads from the start to win, as Vettel's race is ruined by a puncture.

SV 6-3 MW



SV 7-4 MW

SV 7-5 MW

SV 7-6 MW

SV 8-6 MW

SV 9-6 MW

SV 10-6 MW

EUROPE

GREAT BRITAIN

GERMANY

HUNGARY

BELGIUM

ITALY

SINGAPORE

JAPAN

Horner is close to Webber and, despite characterisations to the contrary, he will do everything he can to ensure that the Aussie has a fair crack of the championship whip. He has preached equal treatment for the past 18 months, and he means it.

"The way the drivers are working is fantastic," says Horner. "They are both working in a transparent and open way. They are competing for the biggest prize in motorsport, so that brings additional pressures. As a team, we're doing our best to support both equally

"Last time I said the drivers were good and responsible was Turkey so I probably shouldn't say anything!"

Adrian Newey

and both are still very much in this championship. We will continue to back both drivers equally."

THE TITLE RUN-IN

Webber and Vettel are on a collision course at the top of the championship table and few doubt that, whatever happens in the run-in, the intra-Red Bull battle will be one of the defining

– if not the defining – storylines of 2010.

Korea is an unknown for both, but last year Webber won at Interlagos and Vettel in Abu Dhabi. It's impossible to choose between the pair, but one thing is clear: Webber cannot afford to continue to finish behind Vettel. You wouldn't blame the team for wishing that one driver or the other had pulled out a decent gap over the other, a 25-plus point advantage would make it easy to back one over the other. That Webber has let slip such an advantage since Spa will haunt him forever if he fails to win the title.

With the best car in the field, the championship is Red Bull's to lose. But behind them, Fernando Alonso, Lewis Hamilton and Jenson Button all know that there's always a chance of a repeat of Turkey's Red Bull-ageddon. After all, there will come a point where one is behind the other and can't afford to stay there.

You fear for the nerves of Adrian Newey, the man behind one of the best grand prix cars ever built. Could human frailty really cost the title? He professes not to be concerned.

"We just try to play a straight bat with both drivers," he said. "Last time I said that they were good and responsible was just before the start of Turkey so I probably shouldn't say anything!"

He was joking, of course. Or was there a hint of nervous laughter? ☹



IRC

Rally of Scotland
October 15-17

ROUND 11/12

WINNERS

Juho Hanninen/
Mikko Markkula

POINTS LEADER

Juho Hanninen

RALLY RATING

★★★★★

RALLY SUMMARY

Fantastic rally,
just a shame the
top Brits fell by
the wayside



David Evans
reports



CHAMPION'S FINAL HIGHLA

He was champion-elect, but Juho Hanninen rubbed it in with victory in Scotland after



Hanninen made most of quick Brits' woes

Juho Hanninen celebrated his securing of the Intercontinental Rally Challenge crown with a third victory of the year on last week's Rally of Scotland.

The Finn had been forced to give best to the British contingent early on, with Guy Wilks and Kris Meeke leading the event on day one. Pulling on his Peugeot overalls for one final time, Meeke was determined to make an impression and add to his sole IRC win of 2010 before he handed back the keys to his 207 S2000.

Meeke went into the first stage proper just 1.7 seconds behind Wilks. The Skoda UK driver was fastest on the first run through Thursday night's Scone Palace test, before the pair set identical times at the second attempt. But the first stage on Saturday morning was where it was really at. The pre-dawn run up the A9 on Friday gave Meeke some thinking time; he knew the first gravel stage well and knew he needed to make that knowledge count. While others let the dark and Craiginvean's almost uniquely slippery and changeable surface get the better of them, Meeke hit the front.

Wilks was second, just

5.7sec down after feeling he'd over-driven the stage, but Hanninen could only manage fourth quickest – 18.3sec off Meeke's pace. Waiting at the end of the stage, Hanninen wandered over to Meeke's car and leaned in the window.

"I think I might go home," said the Skoda factory driver. "I had a moment at the start and it lasted for the whole stage. The time was complete shit."

After SS3, Meeke and Wilks were split by four seconds, with the others already beginning to fade. One stage later, Wilks had a wobble; two stages later and Meeke was effectively out of contention.

Wilks's moment was by far the most spectacular of the morning. His Skoda got out of shape as he was slowing for a left-hander, the front of the Fabia slamming into a rock face.

"Lucky," said Wilks, "it was a glancing blow. But it was a very heavy glance! We were at 90 degrees to the road. I thought it was over."

It wasn't. With damage to the near-side front of the Fabia, the pair were back on the road. For once, Wilks's luck appeared to be with him. The impact had come in just the right place, missing the radiator on one side and all the important suspension bits on the ▶

Meeke and Wilks: mighty effort leads to misery

⌚ TS Eliot didn't know Kris Meeke. If he had, you'd have sworn his "Not with a bang, but a whimper" line was written about the outgoing IRC champion's final event with Peugeot.

It fits perfectly.

Not bad in the literary stakes himself, Meeke penned his own last line at the finish of the final test on Sunday: "Bad stage, bad rally, bad season."

Equally fitting. This year has been a horror for Meeke. He won in Brazil, but otherwise he's been swimming against the tide. On the upside, for us, the brake problem that finally ended his hopes of victory in Drummond Hill, ensured



Puncture also hit Meeke's brakes

some of the best rally TV in rallying history: Meeke onboard through Errochty 2. If you haven't seen it, check it out on YouTube – it's insane.

With hardly any front brakes and no rears, Meeke slashed his way through the Scottish scenery, hacking a new path into the foliage that

lined the more traditional path through the stage.

The good news is that Guy Wilks is staying and his efforts were just as merit-worthy. The result might not have suited us (sorry Juho, but AUTOSPORT is British), but our boys certainly turned it on in Scotland last weekend.

ND FLING

problems for the top Brits



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Mikkelsen took S2000 Fiesta to superb second

David Bogie was top Scot in fourth place



Wilks returned on the second day and flew



◀ other. Incredibly, Wilks contained the time loss to 17.8sec, despite the bonnet flapping up and starting to obscure his vision. Even with that, he was still second.

After Errochty, he was leading; Meeke's advantage of 19.8sec at the front of the field was lost to a right-rear puncture.

"We were about a kilometre in," said Meeke. "We came out of one corner a little bit wide, with the back of the car dropping off the road a little bit. I didn't think anything about it, but then a bit further up the road we were braking for a hairpin and the car started fish-tailing. We dropped a minute or something like

that. I hate having to rely on the others, but that's where we're at now."

Where Meeke and co-driver Paul Nagle were exactly was fourth. After an astonishing morning, there was a moment for breath to be caught at service back in Perth. Wilks led, five up on Hanninen with Andreas Mikkelsen's Fiesta running a strong third.

Riding his luck, Wilks was in bullish mood before the afternoon stages. "I've got to be sensible," he said. "I know I can do it. Okay, we could have had a big lead without the problem, but, equally, we could have been out of the rally."

One stage later, and he

was out.

The transfer box on the Fabia broke near the end of SS6, leaving the car with only front-wheel drive.

"I felt something on the long uphill section," said Wilks. "There was a noise and then in a hairpin further into the stage, there was a bang and we lost the drive. That's it."

Meeke had thrown everything at that second run through Craigvinean in an effort to narrow the gap to leader Hanninen, but the Finn was two tenths faster. Meeke's expression said it all at the end of the stage: exasperation didn't cut it.

That frustration escalated a stage later when his

Peugeot lost all its brakes. A legacy of the morning puncture had been damage to the pipe going into the calliper. Meeke managed to get some front brakes for Errochty by blocking the fluid going to the rears, but it was all over for him. Going into day two, he was 16sec behind third-placed Thierry Neuville, but the bottom step of the podium was as good as it would get.

"This event is our season in a nutshell," said Meeke, who did capture third after Neuville rolled in Loch Ard.

Ahead of Meeke, Hanninen controlled proceedings through Sunday. Second for Mikkelsen was an

exceptional drive for him and a great result for his Hankook tyre-shod Ford; the Norwegian didn't put a foot wrong in 12 extremely challenging stages.

Double Scottish Champion David Bogie collected a deserved fourth despite a puncture and exhaust problem in his Lancer. Euan Thorburn, Tom Cave and Jonny Greer had all held fourth before hitting trouble.

Once again, the organisers put on a stunning event – finally getting the weather under control – and victory for champion-elect Hanninen was a fitting result that reflected his dominance this season. ☒

RESULTS

Rally of Scotland, October 15-17, Intercontinental Rally Challenge, round 11 of 12

12 SPECIAL STAGES, 120 MILES					CHAMPIONSHIP TABLE		
POS	NO	DRIVER/NAVIGATOR	CAR	TIME	POS	DRIVER	PTS
1	1	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	2h01m07.4s	1	Juho Hanninen	80
2	4	Andreas Mikkelsen/Ola Floene	Ford Fiesta S2000	+25.5s	2	Jan Kopecky	50
3	2	Kris Meeke/Paul Nagle	Peugeot 207 S2000	+3m24.2s	3	Kris Meeke	39
4	11	David Bogie/Kevin Rae	Mitsubishi Lancer E9	+12m01.3s	4	Freddy Loix	36
5	21	Karl Kruda/Martin Jarveoja	Suzuki Swift S1600	+14m07.6s	5	Bruno Magalhães	30
6	22	Siim Plangi/Marek Sarapu	Honda Civic Type R	+14m39.0s	6	Guy Wilks	27
7	15	Edmond Boland/Michael Morrissey	Mitsubishi Lancer E10	+16m38.8s	7	Andreas Mikkelsen	21
8	17	Burcu Cetinkaya/Cicek Guney	Peugeot 207 S2000	+16m56.1s	8	Paulo Andreucci	18
9	23	Harry Hunt/Sebastian Marshall	Ford Fiesta R2	+21m39.5s	9	Thierry Neuville	12
10	12	Daniel Barry/Martin Brady	Mitsubishi Lancer E9	+23m46.5s	10	Mikko Hirvonen	10
OTHERS					MANUFACTURERS' POINTS		
R	7	Keith Cronin/Barry McNulty	Proton Satria S2000	SS6-bonnet	1	Skoda	120
R	3	Guy Wilks/Phil Pugh	Skoda Fabia S2000	SS6-trans	2	Peugeot	87
R	5	Alister McRae/Bill Hayes	Proton Satria S2000	SS5-elec	3	Ford	40

CLASS WINNERS IRC: Hanninen/Markkula; Group N: Bogie/Rae; IRC2WD: Plangi/Sarapu. Leaders: SS1-2 Wilks; SS3-4 Meeke; SS5 Wilks; SS6-12 Hanninen

Meeke Peugeot and Wilks Skoda starred



QUICK RESULTS

- Winner **Jamie McMurray**
- Pole position **Jeff Gordon**
- Most laps led **Kyle Busch**

RACE RATING

★★★★★

Close fighting throughout, including a great late-race battle for second

NASCAR SPRINT CUP CHARLOTTE (USA), OCTOBER 16, RD 31/36

McMurray's big night

Jamie McMurray didn't make the NASCAR's Chase for the Cup, but the Earnhardt Ganassi Racing Chevrolet driver has developed a canny knack of producing the goods at the major races.

The Daytona 500 and Brickyard 400 winner added victory in the Charlotte night race to his impressive 2010 CV. McMurray didn't have the fastest car for most of the race – the Joe Gibbs Racing Toyota of Kyle Busch held that honour – but he did have it when it mattered. Following the final full-course caution period, he outdragged Busch to take the lead at the restart and simply drove away from the field to win.

"It has been an unbelievable year," he said. "I certainly can't thank Chip [Ganassi] and everybody enough. We've had a really good season and we've been blessed to have really good runs in some bigger races."

Busch overcame a sticking throttle to comfortably lead most laps, but he lacked the pace when it mattered most and spent the final stage of the race defending second from points leader Jimmie Johnson, who produced a brilliant recovery drive.

The Hendrick Chevy driver had spun while running in midfield early on. He came within five seconds of going a lap down as he fell to 37th, but from there on he was a man on a mission, carving his way through the pack. Johnson



McMurray (left) duels with Harvick

tried every trick up his sleeve to create a gap, but couldn't find a chink in Busch's armour.

"That was good racing," said Johnson. "I have to give him [Busch] a lot of credit. He ran his line, didn't start mirror-driving me or blocking me. He ran as hard as he could in his lane and I was searching for a new lane to try and get by him."

Busch's team-mate Denny Hamlin was never really a victory contender, but fourth place restricts Johnson's points lead to 41, with five races still to go. Greg Biffle was the best-placed Ford, taking fifth, just ahead of Roush team-mate Matt Kenseth.

Kasey Kahne crashed his Petty Ford early on, taking the Penske Dodge of Sam Hornish with him. Feeling

unwell, Kahne handed over his car to JJ Yeley, who brought it home 38th. ● Connell Sanders Jr

RESULTS

- 1 Jamie McMurray (Chevrolet Impala)**, 334 laps in 3h34m07s;
2 Kyle Busch (Toyota Camry), +1.866s; 3 Jimmie Johnson (Chevy); 4 Denny Hamlin (Toyota); 5 Greg Biffle

(Ford Fusion); 6 Matt Kenseth (Ford); 7 Joey Logano (Toyota); 8 Kevin Harvick (Chevy); 9 David Reutimann (Toyota); 10 David Ragan (Ford).

- Points** 1 Johnson, 5843; 2 Hamlin, 5802; 3 Harvick, 5766; 4 Jeff Gordon, 5687; 5 Kyle Busch, 5666; 6 Tony Stewart, 5666; 7 Carl Edwards, 5643; 8 Biffle, 5618; 9 Kurt Busch, 5606; 10 Jeff Burton, 5604; 11 Kenseth, 5587; 12 Clint Bowyer, 5543.

Victory was sweet for EGR's McMurray



GETTY IMAGES

IN BRIEF

SOUTH AMERICAN F3

British F3 aspirant Yann Cunha has moved into a narrow series lead after winning one of the three races at Londrina in Brazil. The Bassan Motorsport driver won the wet opening race, before Leonardo de Souza and Fabiano Machado triumphed.

GT4 EUROPEAN CUP

Champion Paul Meijer's Aston Martin held off a late charge from the Nissan 370Z of Alex Buncombe to win the opening race at Magny-Cours. Michael Mallock, third in race one after a spin, won Sunday's race in his Aston from Dutchman Meijer.

FRENCH GT

Larbre Porsche pairing Laurent Groppi and Patrick Bornhauser whipped the title from under the noses of Graff Corvette crew Renaud Derlot and Arnaud Peyroles, who had led the points all season. The Porsche won the first race at Magny-Cours, with the Corvette third. In race two Derlot clashed with Clivio Piccione's Aston Martin, causing exhaust damage that put him out. Bornhauser chased home the winning Lamborghini of Julien Briche and Jean-Claude Lagniez.

NASCAR NATIONWIDE

As if he hasn't got a big enough lead in the series, Brad Keselowski (below) won at Charlotte in his Dodge to stretch his advantage over Carl Edwards to 450 points. Keselowski stayed out on 'old' tyres during the final yellow to defeat Martin Truex Jr.



LEVITT/AT



CURRENT STANDINGS

- | | | | |
|---|-------------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 24,243 |
| 2 | Mark Webber | ◇ | 23,139 |
| 3 | Sebastien Loeb | ◇ | 21,292 |
| 4 | Fernando Alonso | ◇ | 18,505 |
| 5 | Lewis Hamilton | ◇ | 18,390 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Jamie McMurray's Charlotte win promoted him three places to 24th while Juan Pablo Montoya (34) continued EGR's good day as his 11th place brought him up four spots. Jimmie Johnson's (7) failure to repeat his 2009 win there dropped him a spot behind Will Power.

To see the full list, visit castroldriverrankings.com

QUICK RESULTS

→ Race 1 winner **Nykjaer**
→ Race 2 winner **Nykjaer**
→ Pole position **Thompson**

RACE RATING

★★★★★
Needed more Super 2000 cars, but charging Nykjaer kept interest up

IN BRIEF

Saga (left) benefits to lead



JAPANESE F3

After 104 races and nearly six winless seasons, Koki Saga finally took his first victory at Autopolis – and then he added a second when Hideki Yamauchi and champion Yuji Kunimoto went off at Turn 1.

GERMAN CARRERA CUP

Britain's Nick Tandy was eliminated from the finale on the opening lap after a collision with compatriot Sean Edwards, leaving Frenchman Nicolas Armindo to claim the title. Christian Engelhart scored his maiden win after heavy pressure from Jeroen Bleekemolen.

GERMAN SCIROCCO CUP

British folk hero Johnny Herbert took pole at Hockenheim but narrowly lost out in the race to ex-DTM battler Daniel la Rosa. Ex-world rally king Juha Kankkunen finished 15th.

FORMULA RENAULT NEC

Invading Eurocuppers Daniel de Jong and Karl Oscar Liiv took a one-two for MP Motorsport in race one at the Nurburgring, before Kevin Mirocha won race two for SL Formula. Belgian Ludwig Ghidi claimed the title.

VLN

Thomas Jager and Christopher Haase supplied the maiden win for the new Mercedes SLS AMG (below), run by the Black Falcon team, on the Nurburgring Nordschleife. The sister car was qualified on pole by Merc legend Bernd Schneider, but went out when Chris Mamerow collided with an Audi. Second was the Manthey Porsche of Lucas Luhr, Timo Bernhard and Arno Klases, with the BMW Z4 of Jorg Muller and Dirk Adorf taking third.



EUROPEAN TOURING CAR CUP FRANCIAORTA (I), OCTOBER 17, RD 3/3

Thompson is champ as Nykjaer wins the races

James Thompson claimed his second successive European Touring Car crown, but it was Britcar 24 Hours runner-up Michel Nykjaer who claimed victory in both races at the series finale.

The stop/start Franciacorta circuit was never expected to favour the Honda Accord, so Thompson was in points-collecting mode all weekend.

Even so, Thompson claimed pole, but Nykjaer passed the Briton on the outside of the first corner.

On a wet track, Danish racer Nykjaer sped to victory in his SUNRED SEAT Leon TDI, while Thompson put the pressure on Swede Tomas Engstrom, who had slipped his Honda

into second on lap one.

Engstrom then consolidated second after half-distance, as Thompson completed the podium.

Turkish BMW driver Ibrahim Okyay led the reversed-grid second race before Engstrom went by on lap two.

Nykjaer spun after a clash with Okyay's team-mate Aytac Biter, but stormed back up the order. At one-third distance he went past Thompson, and then he hunted down Engstrom on a drying track.

On the penultimate lap, Nykjaer made the most of lapped traffic to zip past Engstrom, who launched a failed last-lap bid to repass the SEAT.

Thompson claimed third,



Thompson and Nykjaer lead as field gets ready

and was delighted to deliver another European title to the Hartmann Racing team. "I came here to retain the title and adopted a very conservative driving style," he said. "Today, with this weather, it would have been easy to jeopardise the job done by taking risks."

"I knew that with the ballast I had it was impossible to beat Nykjaer." ● Marco Simoni

RESULTS

Race 1 1 Michel Nykjaer (SEAT Leon TDI), 20 laps in 29m20.063s; 2 Tomas Engstrom (Honda Accord Euro R), +2.215s; 3 James Thompson (Honda); 4 Wolfgang Tremel (Honda); 5 Ibrahim Okyay (BMW 320si); 6 Peter Rikli (Honda Civic). **Race 2 1 Nykjaer**, 20 laps in 29m23.296s; 2 Engstrom, +0.691s; 3 Thompson; 4 Rikli; 5 Okyay; 6 Tremel. **Points 1 Thompson, 44**; 2 Nykjaer, 40; 3 Engstrom, 38; 4 Okyay, 22; 5 Tremel, 18; 6 Cesar Campanico, 15.

EUROPEAN F3 OPEN JEREZ (E), OCTOBER 16/17, RD 7/8

MacLeod wins and loses

Britain's Callum MacLeod took a race win, but could do nothing to prevent Marco Barba, who was sitting behind him on the road, from wrapping up the title with one round to spare.

MacLeod, who tests for Carlin's GP3 team this week, inherited the reversed-grid pole when electrical problems struck in race one and relegated the West-Tec Dallara from fourth to sixth.

MacLeod made a good start, while Barba – helped by a fluffed gear change from F3 debutant Carlos Sainz Jr – came through to second and drove to the title in his Black Motorsport Dallara.

The opening race had been won by David Fumanelli, the Italian leading home compatriot Kevin Ceccon for an RP Motorsport one-two, with Barba in third.

RESULTS

Race 1 1 David Fumanelli (Dallara F308), 17 laps in 28m50.921s; 2 Kevin Ceccon (D F308), +6.886s; 3 Marco Barba (D F308); 4 Aaron Filgueira (D F306); 5 Carlos Sainz Jr (D F308); 6 Callum MacLeod (D F308). **Race 2 1 MacLeod**, 16 laps in 27m11.125s; 2 Barba, +0.768s; 3 Pedro Quesada (D F308); 4 Fumanelli; 5 Luis Villalba (D F306); 6 Noel Jammal (D F306). **Points 1 Barba, 152**; 2 MacLeod, 112; 3 Fumanelli, 88; 4 Tono Fernandez, 71; 5 Ceccon, 68; 6 Jose Luis Abadin, 43.



Barba of Seville (yes, it's true) took the title

FORMULA NIPPON AUTOPOLIS (J), OCTOBER 17, RD 6/7

Lotterer level at the top

Le Mans 24 Hours runner-up Andre Lotterer took his first Formula Nippon victory of the season – and the German moved level on points with Joao Paulo de Oliveira at the top of the table with one round to go.

De Oliveira was leading the race in his Team Impul Swift-Toyota but took four tyres at his mandatory stop, whereas the TOM'S team gave the similar machine of Lotterer only two. That leapfrogged him ahead of the Brazilian.

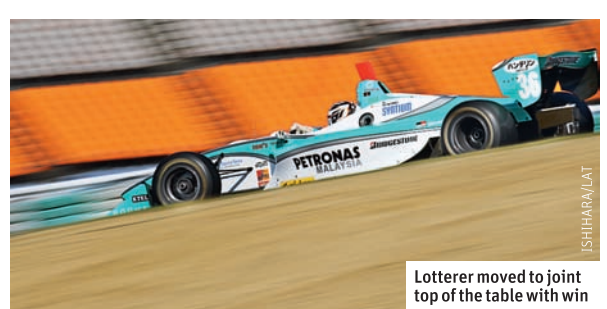
In a chaotic start, poleman Kazuya Oshima was slow away and was spun around by Loic Duval, who had

touched Hiroaki Ishiura. The stranded Oshima was crashed into by Yuji Ide and Takuya Izawa. Meanwhile, Ishiura continued to claim third in his Team Le Mans Swift-Toyota.

● Jiro Takahashi

RESULTS

1 Andre Lotterer (Swift-Toyota), 50 laps in 1h26m07.759s; 2 Joao Paulo de Oliveira (ST), +1.498s; 3 Hiroaki Ishiura (ST); 4 Kei Cozzolino (ST); 5 Naoki Yamamoto (Swift-Honda); 6 Takuto Iguchi (ST); 7 Katsuyuki Hiranaka (ST); 8 Kohei Hirate (ST); no other finishers. **Points 1 de Oliveira, 36**; 2 Lotterer, 36; 3 Takashi Kogure, 31; 4 Loic Duval, 28; 5 Hirate, 24; 6 Kazuya Oshima, 21.



Lotterer moved to joint top of the table with win

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Take your pick

These are just some of the candidates for this year's honours – feel free to add in your own suggestions

It's arguably been the greatest Formula 1 season of all time. Five world-class drivers in the three best cars going at each other with no quarter given. And it's still far too close to call.

In rallying Sebastien Loeb continued his record-breaking ways with a seventh title, while in IndyCar Dario Franchitti staged an amazing comeback to snatch his third crown. It was another action-packed year in BTCC, with Jason Plato finally claiming a second title.

We've outlined some of the stand-out performers, but you can choose whoever you like. Just make sure your vote is in before November 15.

The winners will be revealed at the AUTOSPORT Awards ceremony on December 5.



To vote for your Rookie of the Year, log on to www.autosport.com

International Racing Driver of the Year

Open to all professional racing drivers competing at an international level



Mark Webber
Fully recovered from his biking injuries, Webber has taken four commanding wins and is best-placed for the title.



Fernando Alonso
Controversial as ever, but still a brilliant F1 driver. Alonso has built Ferrari around him and put it back in the title hunt.



Lewis Hamilton
Hamilton has once again been F1's great entertainer, producing some charging drives. But there have been crashes too.



Jenson Button
Showed his guile to steal two early-season wins for his new team. Drove faultlessly at Monza to amaze Alonso.

ALSO

Dario Franchitti
Indy 500 and IndyCar glory for the Scot
Will Power
IndyCar's road-course racer of the year
Pastor Maldonado
Destroyed his rivals to dominate GP2
Robert Kubica
Some sterling performances for Renault
Sebastian Vettel
The F1 pole position king of the season

Roll of Honour

1982 Keke Rosberg	1996 Damon Hill
1983 Nelson Piquet	1997 Jacques Villeneuve
1984 Niki Lauda	1998 Mika Hakkinen
1985 Alain Prost	1999 Mika Hakkinen
1986 Nigel Mansell	2000 Michael Schumacher
1987 Nigel Mansell	2001 Michael Schumacher
1988 Ayrton Senna	2002 Michael Schumacher
1989 Jean Alesi	2003 Juan Pablo Montoya
1990 Ayrton Senna	2004 Jenson Button
1991 Ayrton Senna	2005 Kimi Raikkonen
1992 Nigel Mansell	2006 Fernando Alonso
1993 Nigel Mansell	2007 Lewis Hamilton
1994 Damon Hill	2008 Lewis Hamilton
1995 M Schumacher	2009 Jenson Button

Racing Car of the Year

Open to cars competing in any class of circuit racing



Red Bull RB6

Adrian Newey again delivered fastest car on the Formula 1 grid. Eleven poles so far.



Ferrari F10

Radical engine installation made latest stunner from Maranello an instant winner.



Audi R15 TDI plus

Revamped diesel monster took Audi to its ninth Le Mans win in the past 11 years.



McLaren MP4-25

Introduced the f-duct to an unsuspecting paddock. Stunning top speed followed.

ALSO

Peugeot 908 HDi
Still the fastest sports-prototype out there
Mercedes C-class DTM
Trounced Audi in the battle of V8 saloons
Chevrolet Cruze
A winner in BTCC and WTCC this year
Panoz DPO9B
Superleague racer produces exciting races
Lotus T127
Famous name returns. Best of new teams

Roll of Honour

1982 Porsche 956	1996 Williams FW18
1983 Brabham BT52	1997 Williams FW19
1984 McLaren MP4/2	1998 McLaren MP4-13
1985 Williams FW10B	1999 McLaren MP4-14
1986 Williams FW11	2000 Ferrari F1-2000
1987 Jaguar XJR8	2001 Ferrari F1-2001
1988 McLaren MP4-4	2002 Ferrari F2002
1989 Sauber C9/88	2003 Bentley Speed 8
1990 Tyrrell 019	2004 Ferrari F2004
1991 Jordan 191	2005 McLaren MP4-20
1992 Williams FW14B	2006 Renault R26
1993 Williams FW15C	2007 McLaren MP4-22
1994 Benetton B194	2008 McLaren MP4-23
1995 Williams FW17	2009 Brawn BGP001

International Rally Driver of the Year

Open to professional or semi-professional drivers in international events



Sebastien Loeb
A seventh-straight world title for the Frenchman, who finally sealed his record-breaking crown in front of his home crowd.



Sebastien Ogier
Beat Loeb in a straight fight to earn place in the Citroen top team. Earmarked himself as the next big thing in WRC.



Petter Solberg
Came close to winning an event outright in a private entry. Showed he still has the speed that made him champ.



Juho Hanninen
Skoda's man main did exactly what he had to do to claim the IRC title. Was a man to beat on gravel, and quick on asphalt.

ALSO

Keith Cronin
Another stellar job in defending BRC title
Carlos Sainz
Spanish legend rules in rally-raid events
Jari-Matti Latvala
Fewer crashes and more points for the Finn
Mikko Hirvonen
Monte Carlo and Sweden wins for Ford ace
Ken Block
American rookie did a solid job for Ford

Roll of Honour

1982 Michele Mouton	1996 Tommi Makinen
1983 Stig Blomqvist	1997 T Makinen/C McRae
1984 Ari Vatanen	1998 Tommi Makinen
1985 Timo Salonen	1999 Tommi Makinen
1986 Juha Kankkunen	2000 Richard Burns
1987 Juha Kankkunen	2001 Richard Burns
1988 Markku Alen	2002 Marcus Gronholm
1989 Massimo Biasion	2003 Petter Solberg
1990 Carlos Sainz	2004 Sebastien Loeb
1991 Carlos Sainz	2005 Sebastien Loeb
1992 Didier Auriol	2006 Sebastien Loeb
1993 Juha Kankkunen	2007 Marcus Gronholm
1994 Colin McRae	2008 Sebastien Loeb
1995 Colin McRae	2009 Mikko Hirvonen

Our suggestions

Remember, you can vote for anyone who's eligible in each category

Rally Car of the Year

Open to any car competing in rallying – from international to national level



Citroen C4 WRC

Again the benchmark WRC machine, with eight wins from 11 starts so far this year.



Ford Focus WRC 09

Wins in Sweden, Finland and New Zealand proved venerable Focus's top-level pace.



Volkswagen Touareg TDI

Diesel-powered desert stormer took its second straight Dakar Rally win in January.



Skoda Fabia S2000

Top dog among IRC screamers, delivering drivers' and manufacturers' title success.

ALSO

Ford Fiesta S2000

IRC winner is the future for Ford in WRC

Peugeot 207 S2000

Three IRC wins against class-apart Skoda

Mitsubishi Lancer Evo X

Group N benchmark in Britain and WRC

Subaru Impreza WRX

Winner on national and international scene

Suzuki Swift S1600

Still setting pace in Junior world rallying

Roll of Honour

1982 Audi Quattro	1996 Subaru Impreza 555
1983 Audi Quattro	1997 Subaru Impreza WRC
1984 Peugeot 205 T16	1998 Mitsubishi Lancer Evo V
1985 MG Metro 6R4	1999 Toyota Corolla WRC
1986 Peugeot 205 T16	2000 Ford Focus WRC
1987 Lancia Delta HF Turbo	2001 Ford Focus WRC
1988 Lancia Delta HF Integrale	2002 Peugeot 206 WRC
1989 Lancia Delta HF Integrale	2003 Citroen Xsara WRC
1990 Toyota Celica GT-Four	2004 Citroen Xsara WRC
1991 Lancia Delta HF Integrale	2005 Citroen Xsara WRC
1992 Subaru Legacy RS	2006 Ford Focus WRC
1993 Ford Escort RS Cosworth	2007 Ford Focus WRC
1994 Subaru Impreza 555	2008 Citroen C4 WRC
1995 Subaru Impreza 555	2009 Citroen C4 WRC

British Competition Driver of the Year

Open to British drivers in any class at international level, from F1 to F3



Lewis Hamilton

Is there anyone better at hassling a car to the peak of its performance? Always a joy to watch in action.



Dario Franchitti

Another amazing season for Dario. Never gave up despite trailing Power for most of the year and reaped the reward.



Jenson Button

As smart and calculating a driver as there has ever been. Brilliant at making the best out of any wild cards being dealt.



Paul di Resta

Paired charging DTM form with Friday F1 practice duties. Surely deserving of a proper Formula 1 opportunity.

ALSO

Sam Bird

The star rookie in GP2 this year

Rob Huff

Another great season in WTCC Chevy

Allan McNish

Added another Le Mans to his collection

Andy Priaulx

Still a major force in BMW's WTCC team

Justin Wilson

More great underdog IndyCar showings

Roll of Honour

1982 John Watson	1996 Damon Hill
1983 Jonathan Palmer	1997 Mark Blundell
1984 Derek Bell	1998 Dario Franchitti
1985 Nigel Mansell	1999 Eddie Irvine
1986 Nigel Mansell	2000 David Coulthard
1987 Jonathan Palmer	2001 David Coulthard
1988 Martin Brundle	2002 David Coulthard
1989 Nigel Mansell	2003 Jenson Button
1990 Martin Brundle	2004 Andy Priaulx
1991 Nigel Mansell	2005 Dan Wheldon
1992 Derek Warwick	2006 Jenson Button
1993 Damon Hill	2007 Lewis Hamilton
1994 David Coulthard	2008 Allan McNish
1995 Damon Hill	2009 Jenson Button

National Driver of the Year

Open to any driver racing in British F3 or BTCC or equivalent national series, and BRC



Jason Plato

At last he's won the second BTCC title he's been so close to so many times. A great racer who never gives up.



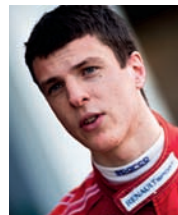
Jean-Eric Vergne

Became the first Frenchman to win the British F3 title with a series of exceptional performances for Carlin.



Matt Neal

Another BTCC veteran still operating at the very top of his game. Tough and uncompromising as ever too.



James Calado

Vergne's closest rival in British F3, he showed stunning wet-weather pace, especially when on slick tyres!

ALSO

Keith Cronin

Strong BRC form against tough rivals

Oli Webb

Three wins in a good rookie F3 season

Gordon Shedden

Showed great consistency to match speed

Tom Onslow-Cole

Finally came of age as a top-line BTCC racer

Colin Turkington

Superb cameo performances in WTCC

Roll of Honour

1983 M Brundle/D Weidner	1996 F Biela/G Evans
1984 J Dufries/D Llewellyn	1997 A Menu/M Higgins
1985 A Rouse/M Lovell	1998 R Rydell/M Rowe
1986 A Wallace/K Wood	1999 L Aiello/T Laukkanen
1987 J Herbert/	2000 A Pizzonia/M Higgins
L Aitken-Walker	2001 T Sato/J Dale
1988 J Lehto/M Wilson	2002 R Kerr/J Dale
1989 A McNish/D Llewellyn	2003 N Piquet Jr/M Rowe
1990 R Gravett/D Llewellyn	2004 J Thompson/G Wilks
1991 D Coulthard/C McRae	2005 M Neal/M Higgins
1992 T Harvey/C McRae	2006 M Conway/M Higgins
1993 K Burt/R Burns	2007 J Plato/M Higgins
1994 G Tarquini/M Wilson	2008 Oliver Turvey
1995 J Cleland/A McRae	2009 Colin Turkington

British Club Driver of the Year

British drivers competing in any class of TOCA supports or equivalent or below



Tom Blomqvist

Stunning rookie season in Formula Renault UK culminated in Tom becoming the youngest-ever FR UK champion.



Jack Harvey

Driving for Fortec Motorsport and with Racing Steps backing, Harvey just missed out on taking the Formula BMW Europe title.



Scott Malvern

Top Brit in the British Formula Ford Championship took fight to Jamun Mygale-mounted Australian Scott Pye with his Ray.



Lewis Williamson

Manor Competition ace fought Fortec's Blomqvist all year and took five wins to finish as runner-up in Formula Renault UK.

ALSO

Luciano Bacheta

Top Brit in Formula Renault Eurocup

Tim Harvey

Ex-BTCC ace took second Carrera Cup crown

Tom Ingram

Beat Jake Hill to first Ginetta G40 Junior title

Nigel Moore

Won Palmer Audi championship as a rookie

Frank Wrathall

Topped hard-fought Ginetta G50 season

Roll of Honour

1982 Martin Bolsover	1996 Peter Dumbreck
1983 Martin Bolsover	1997 Doug Bell
1984 Rod Birley	1998 Richard Lyons
1985 Chris Cramer	1999 Andy Priaulx
1986 Paul Warwick	2000 Michael Caine
1987 Eddie Irvine	2001 Mike Jordan
1988 Allan McNish	2002 Danny Watts
1989 David Coulthard	2003 Lewis Hamilton
1990 Warren Hughes	2004 James Pickford
1991 Kelvin Burt	2005 Andrew Kirkaldy
1992 Oliver Gavin	2006 Sam Bird
1993 Dario Franchitti	2007 Duncan Tappy
1994 James Matthews	2008 A Christodoulou
1995 Guy Smith	2009 Sarah Moore

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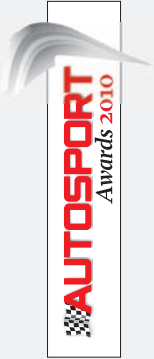
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My votes are...

International Racing Driver of the Year My vote is _____

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International Rally Driver of the Year My vote is _____

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Time to vote and make a difference

Rally Car of the Year My vote is _____

British Competition Driver of the Year My vote is _____

National Driver of the Year My vote is _____

British Club Driver of the Year My vote is _____





Congratulations Tim Harvey

2010 Porsche Carrera Cup GB Champion

Tim Harvey said that he has driven better than ever to win the overall title in the Porsche Carrera Cup GB and has pledged to defend his crown in 2011. Harvey clinched his second Carrera Cup title in the final weekend of the season at Brands Hatch (9/10 October) and finished the season with 11 wins and seven seconds for Red Line Racing.

It's been the best year I've had in Carrera Cup in terms of wins and I think my driving has been better than ever, said Harvey. We have a great working system within the team and very loyal sponsorship and support.

Harvey says that scoring strong results on the days when things don't go entirely to plan are vital in the course of the 20-race season. In a level of competition this high, in no campaign can you be faultless all the way through, but when it hasn't been perfect for us at places like Silverstone and Knockhill, we've still managed to get the best result out of it. Those are the days when the championship is won.

Harvey acknowledged the strength of challenge from Michael Caine, who scored seven wins on his way to the runner-up position. Michael has been a worthy adversary all year and we've had to dig deep and come back and find something more, said Harvey. It's been a really good effort from everyone in the team and it has been very satisfying because of that.

Tim's success will earn him £15,000 in prize money at the end of season awards dinner, as well as the use of a road-going Porsche 911 for a year.

PORSCHE

**CARRERA
CUP**
GREAT BRITAIN





Congratulations Oli Jackson

2010 Porsche Carrera Cup GB Pro-Am1 Champion

Ollie Jackson hopes to graduate into the pro category of the Porsche Carrera Cup GB next season after winning the pro-am1 title.

Jackson enjoyed another superb season with Motorbase Performance, winning pro-am1 in 11 of the 20 races and finishing as high as fourth overall as he saw off the challenge of Jonas Gelzinis and Tony Gilham to take the category title.

It's been a fantastic year and I've really enjoyed every minute of it, said Jackson. It was my dream to be a racing driver and to be here, and to be a champion, is just fantastic.

Jackson has an unrivalled record across his Carrera Cup career to date, having finished in the points in each of the 40 races since he joined the championship at the start of the 2009 season.

Ollie's success will earn him £7,000 in prize money at the end of season awards dinner, as well as the use of a road-going Porsche 911 for a year.

Congratulations Motorbase Performance

2010 Porsche Carrera Cup GB Team Champions

Motorbase Performance has won the team award in the 2010 Porsche Carrera Cup GB.

Kent-based Motorbase Performance, headed by David Bartrum, has a superb record in the Carrera Cup GB and scored points through the 2010 season with lead drivers Michael Caine and Charlie Bateman. This marks the first team title for Motorbase.

This means a great deal for me, said Bartrum. Winning the team championship is a reward for every member of the Motorbase squad. The whole team has worked superbly well in 2010 and we're delighted to have been part of a fabulous year for the Carrera Cup GB.

Success in the teams' championship will earn the squad £7,000 in prize money at the end of season awards dinner, while Bartrum will also have the use of a road-going Porsche 911 for a year.



PORSCHE

**CARRERA
CUP
GREAT BRITAIN**



Congratulations Glenn McMenemy **2010 Porsche Carrera Cup GB Pro-Am2 Champion**

Glenn McMenemy retained the pro-am2 title in the Porsche Carrera Cup GB during the final race week-end of the season at Brands Hatch.

McMenemy had a superb season with Red Line Racing, winning pro-am2 in six of the 20 races and fending off a tremendous challenge from George Brewster, George Richardson and Mark Hazell to take the category title.

McMenemy says that the 2010 season was tougher than the previous year, when he won pro-am2 in his first season of racing. With so many new people coming into pro-am2, from the first couple of races I knew I had my work cut out and it wasn't going to be as easy as the previous season, he said. Across the 20 races, seven drivers took pro-am2 wins and just 11 points covered the top four in the final reckoning.

Glenn's success will earn him £5,000 in prize money at the end of season awards dinner.



Thank You

Porsche Cars GB would like to thank to all drivers, teams and sponsors involved in making 2010 the best year yet for the Porsche Carrera Cup GB. In particular, we would like to acknowledge the support of championship sponsors Michelin, Mobil1, Keep Moving, Piper Heidsieck, Technogym, Adidas, Sacred, Amlin and gomotorsport.com

In addition, our thanks go to all those involved in making BTCC race weekends such a success, including the marshals and officials and all the fans who came along to give the season such a great atmosphere.

For more information on the Porsche Carrera Cup GB visit www.porsche.com

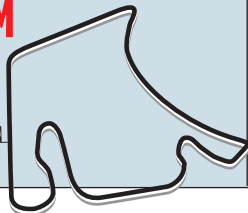
PORSCHE

**CARRERA
CUP**
GREAT BRITAIN



HOCKENHEIM

 GERMANY
October 15-17
F3 Euro Series
Round 9/9



AT A GLANCE

- Race 1 **Edoardo Mortara**
- Race 2 **Daniel Juncadella**
- Pole position **Mortara**
- Fastest laps **Bottas/Juncadella**

RACE RATING

★★★★★
Wet race one was entertaining, but dry race two was very dull on shortened track layout

Bottas falls short in bid for second

Edoardo Mortara won the title a while ago, but the scrap for the runner-up spot raged on in the Hockenheim finale

Mortara won 2010's penultimate race



Bottas didn't quite land P2 in the points

The final weekend of the F3 Euro Series season was all about the battle for best of the rest behind Edoardo Mortara. It was up to Valtteri Bottas to salvage some pride for ART Grand Prix by at least taking the runner-up spot in the championship, to prevent a Signature one-two in the standings. The Finn gave it a good go, but incidents in both races left him falling agonisingly short to Marco Wittmann, who finished the year with a lacklustre weekend.

Bottas was the star of race one, in which he set about hunting down race leader

Mortara (who else on a Saturday?) in wet conditions. Mortara had been able to build up a lead in the early laps while a ragged Roberto Merhi kept Bottas at bay. So when the Spaniard took an inevitable trip through the gravel, Bottas had nearly six seconds to make up in 10 laps. He chopped away at the margin, and was nearly on the Signature car's tail at the start of the penultimate lap. Then, blinded by Mortara's spray, Bottas missed his braking point for the new Turn 4 on the backstraight and went sailing past the corner. Fortunately, Mortara had

locked his inside wheel and didn't make the apex. If he had, Bottas would have clattered into him.

"I wasn't trying to overtake him there, I wanted to get closer before I attacked," said Bottas. "But I couldn't see the brake marker boards because of his spray. The first one I saw was '50 metres' so there was no way I was going to make the corner."

Mortara's version of events referred to "this red and white rocket" that shot past him on the inside, leaving him to cruise to a seventh win of the season. Behind, Wittmann's distant third place left Bottas needing to win the reversed-grid race, in the hope that his German rival wouldn't score. Wittmann obliged with that as he struggled from the start, and Bottas went from seventh to fourth on the first lap. He then spent a long time behind third-placed Laurens Vanthoor, which allowed the lead pair of Daniel Juncadella –

heading for a maiden victory and a bizarre spin just after taking the chequered flag – and Merhi to get away. Just as all looked lost for Bottas, Vanthoor locked up at Turn 2 only seven laps from home. Bottas attacked down the outside into Turn 4, and cut across the Signature driver. Vanthoor then bumped him up the rear, sending the ART man into the gravel.

"I braked later than him, so there was no reason that he couldn't have stopped," said a despondent Bottas. "I moved across because I was fully ahead, so I had the corner."

Vanthoor, who was struggling because his steering kept locking during the race, saw things differently: "When he dived across the front of me there was nowhere for me to go. I didn't do it on purpose – it damaged my car as well. It was stupid."

Bottas rejoined the race in fifth, as Mortara had got through while he negotiated

the gravel trap. But the new champion then retired on the final lap, out of fuel.

Vanthoor was excluded later for not having the required one litre of fuel for a scrutineering sample, so Bottas had third. If he'd beaten Mortara in race one, it would have been enough for second in the title race. ● Glenn Freeman

RESULTS

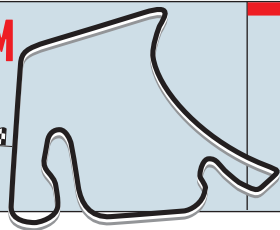
RACE 1 Edoardo Mortara (Dallara-Volkswagen), 17 laps in 31m16.386; 2 Valtteri Bottas (Dallara-Mercedes), +1.790s; 3 Marco Wittmann (D-V); 4 Alexander Sims (D-M); 5 Roberto Merhi (D-M); 6 Laurens Vanthoor (D-V); 7 Christopher Zanella (D-V); 8 Daniel Juncadella (D-M); 9 Antonio Felix da Costa (D-V); 10 Matias Laine (D-V). **RACE 2 Juncadella**, 30 laps in 40m15.720; 2 Merhi +4.027s; 3 Bottas; 4 da Costa; 5 Sims; 6 Carlos Munoz (D-M); 7 Wittmann; 8 Nicolas Marroc (D-M); 9 Laine; 10 Sandro Zeller (D-M). **POINTS 1 Mortara, 101**; 2 Wittmann, 76; 3 Bottas, 74; 4 Sims, 63; 5 Merhi, 56; 6 Vanthoor, 42; 7 da Costa, 40; 8 Juncadella, 35; 9 Munoz, 18; 10 Jim Pla, 13.



Juncadella broke series duck in final race of year

HOCKENHEIM

GERMANY
October 15-17
DTM
Round 9/11



AT A GLANCE

- Winner Paul di Resta
- Pole position Timo Scheider
- Fastest lap di Resta

Hat-trick and the points lead for di Resta. Cheers!



Di Resta shows 'em the way – again!

A third straight win for Paul di Resta - and a shocker for title rival Bruno Spengler - has given the Scot the points lead with two to go



Di Resta made the most of Spengler's poor run

QUALIFYING

Scheider runs rings round rivals

🔍 **Timo Scheider's lap at the start of Q4 tricked those drivers running after him into thinking that the damp track had improved a lot from Q3. It hadn't – the outgoing champion's lap was just something special.**

Mike Rockenfeller did a good job to keep Gary Paffett off the front row, while Alexandre Premat went for broke and was left with fourth after a messy lap.

The major casualties during the session were points leader Bruno Spengler and Mattias Ekstrom. Spengler was eliminated in Q2 – he was only 11th – while Ekstrom lacked pace from the off in Q1 and was bumped by David Coulthard.



Scheider (l) and Audi team-mate Rockenfeller

There's a familiar sound that can be heard after DTM races these days: 17 of the 18 drivers in the series saying that Paul di Resta "was in a different world" to everybody else. For the third race on the trot the Mercedes driver was the class of the field, and thanks to a nightmare weekend for Bruno Spengler, the title race has been turned on its head.

A third win on the bounce seemed unlikely when di Resta missed out on making the top-four pole-position shootout on Saturday. But yet again he proved unstoppable in the race. He got his elbows out on the first lap to barge past Alexandre Premat for fourth, and then unleashed

a relentless pace when the three cars ahead of him – Timo Scheider, Mike Rockenfeller and Gary Paffett – all pitted. As Audi Sport boss Wolfgang Ullrich put it: "It didn't matter what strategy we used today, there was no stopping Paul."

Di Resta, who rejoined in second behind Scheider after a late first stop, wouldn't go as far as saying he was surprised by his performance. But he hadn't expected to be so much faster than the rest of the field once he got some clear track.

"When the other guys stopped my lap times dropped dramatically, and I could sit at that pace for another 10-12 laps," said the winner. "We thought we were racing Rockenfeller for second, and then I

started catching Timo as well. Everything was just incredible today. When I had clear track I could really get my head down and go for it."

But di Resta was unaware of how close he came to being taken out on the first lap, by Spengler of all people. The man who has led the championship for most of the year was trying to make up ground from 10th on the grid, but got his braking completely wrong for the new Turn 4 halfway down the backstraight. In an attempt to avoid hitting anyone and causing what would have been an enormous impact, Spengler aimed for a gap between di Resta and Miguel Molina. He missed the rear of his team-mate, but did clip the Audi driver on his way

RACE RATING

★★★★★

Incident-packed race spiced up the title fight, and there were some interesting fights at the front

“Three points is nothing. I know I can be as fast as Paul so I can still win this”

Bruno Spengler is in fighting mood after losing points lead

REPORT DTM HOCKENHEIM



Glenn Freeman reports

KEY MOMENTS

LAP 1 Spengler misses his braking point, triggers eight-car shunt

LAP 20 Spengler slows with rear-suspension problem, then retires

LAP 35 di Resta emerges from pits ahead of former leader Scheider

towards the escape road. Molina was then collected as he tried to retake the racing line, triggering a pile-up that involved eight cars. Six were out on the spot, while Mattias Ekstrom lasted until lap seven, and Maro Engel somehow hobbled round to the finish.

“I had to take a risk,” said Spengler. “I was on the inside, and there was space for me to overtake some people so I braked a little bit later. But my brakes were cold, so they didn’t respond straight away.”

Spengler appeared to have got away with his part in the chaos, and he set about working his way into the points. But while running

an effective ninth behind the Audis of Martin Tomczyk and Oliver Jarvis, he slowed with a problem at the rear of the car – a possible legacy of his earlier contact with Molina.

“The car started jumping at the rear,” said Spengler, who tried to keep going as only 10 cars were still running. “It was impossible to control it so we had to stop. It is a shame to lose the championship lead, but we had a good performance today and there are still two races to go.”

Out front, di Resta left Scheider for dead after he rejoined ahead of the German following the second round of pitstops.



Scheider leads as Spengler preps for eight-car smash

‘Rocky’ held off Paffett for strong podium slot



At the end, Scheider could only shrug in response to the Mercedes driver’s pace.

“We had an alright race, but we showed our maximum today and Paul was just quicker,” he said. “It’s disappointing after starting on pole, but at least we are showing good pace compared with everybody else.”

Rockefeller completed the podium with a performance that will aid his bid for a promotion to a top-spec car for next year. The German had run second to Scheider early on, and kept Paffett at bay. In the end, Rocky had an easy run to the flag, as Paffett ran into handling problems.

“In the first stint things

were looking good,” said Paffett. “But then as the race went on I just started struggling with oversteer and my pace disappeared. I think we just missed the set-up here because we didn’t have much dry track time. Towards the end it was undrivable.”

Paffett finished the race with Tomczyk, Jarvis, Susie Stoddart and Jamie Green on his tail. Fortunately for him, the Audis at the head of the queue had briefly fought among themselves when they first caught him, much to Tomczyk irritation.

“We were so much faster than Gary that myself and Olly could have easily passed him and then had our own race,” said

Tomczyk, who had swapped places with his British team-mate at both rounds of stops. “But when I attacked Gary, Olly attacked me and we both got pick-up on our tyres. Once that happens, the tyres never clean up again so we could do nothing.”

Stoddart set an impressive pace on her way to catching the group ahead, while an angry Green was also flying in the closing stages. He had been battling Alexandre Premat for fifth early in the race, but was given a drive-through penalty when he was released into the path of the Frenchman in the pits. Premat thought he’d broken his suspension when he went off in the stadium on his outlap, so he came in to retire. As it turned out, damage to his right-front wheel had caused part of the tyre to come off the rim under high load. A simple wheel change would have allowed him to continue.

Fortunately for Spengler, last weekend was the first time since 1987 that Hockenheim has not held the DTM finale (remember, it was the ITC in 1996). The Canadian will be thanking his lucky stars for that. ☘

RESULTS

DTM, Hockenheim (D), October 15-17, round 9 of 11

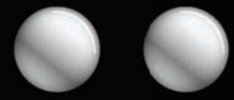
POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	SCHIEDER			1:37.399	
2	R'FFELLER			1:37.856	
3	PAFFETT			1:37.982	
4	PREMAT			1:40.202	
5	DI RESTA			1:38.719	
6	W'ELHOCK			1:38.484	
7	MOLINA			1:38.804	
8	JARVIS			1:39.286	
9	GREEN			1:39.432	
10	SPENGLER			1:39.987	
11	TOMCZYK			1:38.263*	
12	ENGEL			1:40.088	
13	S'WACHER			1:40.567	
14	COULTHARD			1:40.780	
15	EKSTROM			1:41.725	
16	LEGGE			1:41.740	
17	STODDART			1:42.330	
18	CHENG			1:42.847	

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Paul di Resta (GB)	HWA	Mercedes C-class (2009)	1h07m27.578s	5
2	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+10.532s	1
3	Mike Rockefeller (D)	Team Phoenix	Audi A4 (2008)	+14.702s	2
4	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+19.541s	3
5	Martin Tomczyk (D)	Abt Sportsline	Audi A4 (2009)	+20.006s	11
6	Oliver Jarvis	Abt Sportsline	Audi A4 (2009)	+20.337s	8
7	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+20.946s	17
8	Jamie Green (GB)	Persson Motorsport	Mercedes C-class (2008)	+21.276s	9
9	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+1 lap	12
R	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	23 laps - suspension	10
R	Alexandre Premat (F)	Team Phoenix	Audi A4 (2008)	14 laps - suspension	4
R	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	7 laps - suspension	15
R	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	1 lap - accident damage	14
R	Franky Cheng (PRC)	Mucke Motorsport	Mercedes C-class (2008)	1 lap - accident damage	18
R	Markus Winkelhock (D)	Team Rosberg	Audi A4 (2008)	0 laps - accident	6
R	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	0 laps - accident	7
R	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	0 laps - accident	13
R	Katherine Legge (GB)	Team Rosberg	Audi A4 (2008)	0 laps - accident	16

POS	DRIVER	PTS
1	di Resta	63
2	Spengler	60
3	Paffett	49
4	Scheider	37
5	Ekstrom	34
6	Green	29
7	Rockefeller	22
8	Jarvis	14
9	Premat	12
10	Tomczyk	12

KEY R=Retired
Winner's average: 97.042mph.
Fastest lap: di Resta, 1m20.120s, 104.308mph.

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Dario was on target for his third title

A second Indy 500 win and a third title for Dario. He tells all to CHARLES BRADLEY

Sometimes, by losing one battle, you'll think of a new way to win the war. Dario Franchitti played second fiddle to Will Power on the IndyCar Series' road courses but, in its all-oval endgame, he worked like a Trojan to surge ahead and clinch the title at final round as Power's challenge ended against the wall.

It was his third IndyCar crown, to go with his second Indianapolis 500 victory in May – a race he led for 77 per cent of its duration in a stark display of domination. Yet Franchitti is humble about his achievements, saying: "You dream about winning one IndyCar championship, or one Indy 500, so to have multiples in both gives me huge satisfaction and a lot of pride."

He shrugs off talk of 'joining the Indy legends' or comparisons with his hero, Jim Clark: "I don't feel part of that. I just feel I'm a driver who has been lucky enough to drive some great equipment and gotten the job done."

Team boss Chip Ganassi believes Franchitti drives with "his left eye on the race, but he's got his right eye on the goalpost at the end of the year."

That wasn't always the case. Until four years ago, Franchitti was always a regular race winner in all the disciplines he raced in, but seemed title-averse – he hadn't claimed a championship since his Formula Vauxhall Lotus days.

Only since 2007 has he become this ruthless, title-winning machine. In the

past four years he's won every IndyCar Series he has contested (he spent '08 racing in NASCAR) – so what changed?

"From 2007, it's all just clicked," he says. "I think when you figure out how to win one of these things, you've got that knowledge to fall back on. I get a lot of motivation out of winning, and out of challenging for wins. It's been a terrific time of my life."

"I don't go into every race weekend expecting to win, but I believe we have the potential to win every week. But we have to work very hard for it. It doesn't work well for me to show up overconfident; I show up ready for a battle every week and know that I'm going to have to fight for it."

Mental strength and preparation are Franchitti's strongest suits; he's one of racing's greatest thinkers. Another is his calmness in the cockpit – his radio banter in that intense Homestead finale was frighteningly serene.

"In my head I'm always thinking, 'How am I going to win this?' – I never take anything for granted," he reveals. "That goes for races and the championship. There was a point, round about Sonoma-time [when he was 59 points in arrears], where I thought, 'This is going to be tough!' ▶



Power's many pitstop fumbles helped his rival

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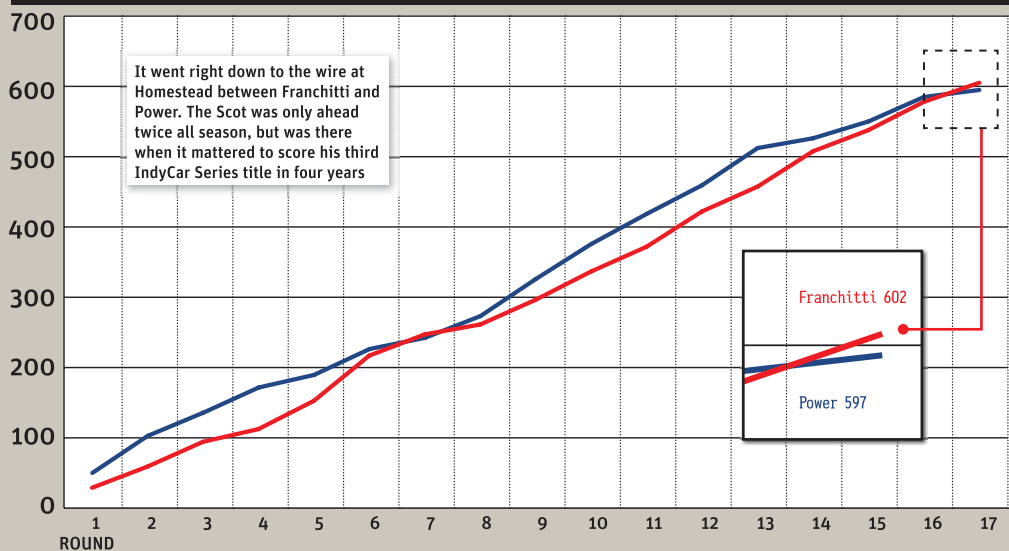
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ROUTE TO THE TITLE

TWO-MAN DUEL TO THE FINISH



It went right down to the wire at Homestead between Franchitti and Power. The Scot was only ahead twice all season, but was there when it mattered to score his third IndyCar Series title in four years

Franchitti 602
Power 597

into the lead of the race, because of the way the yellows fell, and then we got a flat tyre. Then I passed five cars in the last five laps there – each one critical to the outcome of the championship.”

Franchitti’s race engineer, Chris Simmons, says working with Franchitti “is like having another data acquisition system on the car”. He also adds: “One of the impressive things with Dario is how much he is willing to look at himself to find improvement.”

Couple that introspection with Franchitti’s super-smooth driving style – that he reckons is the reason some underestimate his raw speed – and it’s easy to comprehend why he’s become the most successful driver of the IndyCar crop.

“Everybody makes mistakes, and the challenge is to limit those,” he says. “When it clicks, when you get that speed over one lap, the next trick is to repeat it, turning it into consistent performances while keeping that speed going. It’s a balance.”

Franchitti is now in his late 30s, so what does the future hold? How many more years can he continue to deliver this kind of performance?

“I fully expect to be back in the Target car next year and to perform at the level we did this year,” he replies. “I don’t know how long I’ll want to keep going, or how long I’ll be competitive, but I’m enjoying it now more than ever. But I realise I’m probably closer to the end than the beginning now. As long as I’m competitive, I’ll keep at it.”

He’s shown no sign of slowing down just yet. ☑

POWER REMAINS AMPED p62



Celebration kiss for Dario and wife Ashley

◀ How are we going to make it happen? Happen it did, thanks to rock-solid performances in the final rounds.

“There was a constant ebb and flow to this title race,” he says. “Obviously Will was the main competition, but you’ve also got to consider Scott [Dixon, his team-mate], Helio [Castroneves] and Ryan Briscoe were always there as well every time. There were a lot of turning points throughout the season, and Chicago [where he won and Power’s pitcrew fluffed his final pitstop] was an especially big one.”

“Looking back, though, every position that you made on track counted in the final standings. I think of St Pete, where I spun to the back on the first lap, but we got ourselves back

TOP 10 DRIVERS

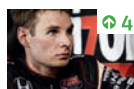
Who were the men on form in IndyCars in 2010?

↑ up ↓ down RE re-entry NE new-entry NC no change



1. DARIO FRANCHITTI

NC He refuses to admit it, but a third title – and second Indy 500 victory – elevates him to an IndyCar great. Gearbox failure at Iowa could have derailed his title bid, but he did not deviate from his destiny. **Defining moment:** Dominated Indy 500 to spur him on to third title.



2. WILL POWER

↑4 Amazing display on road courses. Ignore the ‘can’t win on an oval’ nonsense; he’s still on a learning curve. If he’s this good already, imagine how good he’s going to get. **Defining moment:** Choose between Chicago fuel mix-up and brushing the wall in the final round.



3. HELIO CASTRONEVES

↑1 This was a strange season for twinkle-toes. He won early at Barber, went bonkers at Edmonton (justifiably), then won back to back at Kentucky and Motegi. Shunts at Texas (not his fault) and Toronto (his fault) didn’t help. **Defining moment:** Has to be theatrics at Edmonton.



4. SCOTT DIXON

↓2 Suffered a “rough year” but scored three wins – which tied team-mate Franchitti. Some days he was plain slow; not an adjective you’d normally associate with the Kiwi. **Defining moment:** Victory in Homestead finale after being freed of wingman duties.



5. TONY KANAAN

↑3 Either brilliantly on the pace, or woefully off it. Stunning victory at Iowa laid to rest the ghosts of previous shunts there. Drove at the end of the season like someone looking for a new team. **Defining moment:** Some amazing first-corner, round-the-outside moves.



6. RYAN HUNTER-REAY

NE Spent the season unsure of whether he’d contest all the races, but victory in Long Beach secured drive. Big shunt at Indy didn’t help, but this series needs as many quick Americans as it can get. **Defining moment:** Strong run in Sao Paulo opener gave him a huge boost.



7. RYAN BRISCOE

↓4 There were moments of his season that were as exciting as a veggie barbie. Then there were moments when he’d go three-wide on the outside. Lacked the pace that made him a title contender. **Defining moment:** Victory at Texas was like the Briscoe of old.



8. DAN WHELDON

RE Second places at Indy and Chicago – both times following his old pal Franchitti home – were the highlights. Scary shunts at St Pete and Sears Point (on his head before the startline!) were not. **Defining moment:** Another splendid run at Indianapolis.



9. MARCO ANDRETTI

RE The cynics say he’s more like his dad than his grandpa; but his dad was pretty quick. Usual mixed bag of inspired charges or tumbling down the order or anonymity. Needs another win, asap. **Defining moment:** Mario Moraes sitting on his head at first corner of the season.



10. JUSTIN WILSON

↓1 Definitely a step up in terms of the team, but Power’s road course prowess meant he missed out on a win for the first time since 2004. Still has plenty to offer a top squad. **Defining moment:** Frustration at Toronto, as potential win dissolved into seventh place.

POWER STILL SWITCHED ON

Ovals were his downfall but, as Will Power tells CHARLES BRADLEY, he didn't miss the title by much

One inch. That's by how much Will Power thinks he ran too high through Homestead's Turn 4 in the IndyCar Series decider. Off-line and on to the marbles, thanks to being unsighted by Ryan Hunter-Reay's car ahead of him as he came to lap it, the inevitable trip into the SAFER barrier ended his title dream.

But to focus on the disappointment of Homestead would detract from the best season of Power's racing career, which has cemented his place at series giants Team Penske for next season.

"We had a great start to the season, but I was pretty sure I'd be running at the front somewhere, considering the team I was with," says Power. "Two wins straight off the bat, you couldn't get a more perfect start. In fact, we weren't that strong in Brazil, and we came to St Pete with a much better car. From that point, we became dominant as far as street courses were concerned."

Not even five victories on road courses, not to mention a record eight poles, could counter-act his oval results, which fell short of expectation.

"No question, my inexperience on ovals led to not the best results, but I pretty much had the pace from Indy onwards," he says. "In two of the last four races I felt we were in a position to win. Especially Chicagoland, that was certainly our biggest disappointment."

"Leading with one stop to go, and not getting all the fuel in the car so we had to pit three laps from the end, man... I was running better than I ever had on an oval. I feel as comfortable now on ovals as I do on road courses."

Power, in only his first full-time season in IndyCars, believes it was Franchitti's lack of mistakes that brought him the championship.

"Dario's strength is he never pushes the limit," he says. "He's always just hanging there, especially if his car's not good, but you know he'll move up with a couple of good stops. He wasn't unbelievably quick or particularly dominant on the ovals, he was just there all the time. He's very consistent and, coupled with his lack of mistakes, that's what won him the championship."

But what of that race at Homestead? Was there anything Power could have done differently to defeat Franchitti?

"Obviously not brushing the wall," he quips. "The way the car was set-up, I had to run high around the top of the track to maintain a good pace. Ryan ran high that lap, so I lost a bit of air and vision, and it's a very fine line between where I was running and marbles. I reckon I took about one inch of the grey, and that was it, I lost all grip."

"I tried everything in that race. I tried different lines, everything, but after halfway I knew Dario had scored the point for pole, points for most laps led, and he was up front. Basically, he was on his way to winning the championship, and I made that one mistake trying to catch him. That's the only thing I'd change, not making that mistake. I don't think there was anything more we could have done."

This time last year, Power was recovering from a broken back, and agrees he'd have taken second in the points if you'd offered it to him then.

"Things change quickly, don't they?" he says. "Five wins and eight poles have given me the chance to do it again next year and I'll come back even stronger."

"LET THE FANS IN FOR FREE..." JEFF OLSON US CORRESPONDENT

NEW BOSS Randy Bernard says the IndyCar Series is America's best-kept secret, and he's right. It's an outstanding show that few see.

It currently ranks below the NASCAR Truck Series – yes, trucks! – on the scale of motorsports popularity in the States. Most NASCAR fans consider IndyCar a minor-league feeder category whose drivers aren't good enough to compete in their series.

The Indy 500 aside, IndyCar races suffer from poor TV ratings and attendance that borders on pitiful. Bernard's stuck in a controversial TV deal that places most of the series' races on a third-tier cable network

and he's facing a fractured and unhappy fan base, against the backdrop of a troubled economy.

Aside from restructuring the TV deal or paying Danica Patrick to stay away from NASCAR, Bernard's best bet to generate buzz is to try something radical. Here's an idea: give it away a few times. Work out a deal with promoters in prime markets to open the gates and let everyone in for free. Then, after screaming "FREE

RACE!" as loud as possible, make sure everyone who walks in gets something that explains the drivers, the cars, the racing and where and when future races can be seen.

If you put an IndyCar race in front of people, they will want to see more.



Power scored five race wins, all on road courses



Look, NASCAR fans: IndyCars are exciting!



Conway's last lap at Indy was season-ending shunt



Castroneves (right) in full flight at Edmonton



Wilson led at Toronto but couldn't stay there

LET THE ROOKIE WIN

LLOYD PLACES COYNE IN THE SLOT

Lloyd enjoyed a great run to fourth at Indy



WHEN DALE Coyne Racing lost star driver Justin Wilson and engineer Bill Pappas, surely it spelled a return to the back of the grid for one of IndyCar's smallest teams. Not so.

Coyne took a gamble on 2003 McLaren AUTOSPORT BRDC Award winner Alex Lloyd, and the ex-pat Manxman repaid him by beating ex-F1 star Takuma Sato and the impressive Simona de Silvestro to the Rookie of the Year title. Not only that, Lloyd's third Indianapolis 500 (his first ended in a spectacular pitlane crash, in his second he wore a pink racesuit) delivered a superb fourth – which was third until Marco Andretti successfully appealed a yellow-flag position change.

"It was my number-one goal to have a good race at Indy," says Lloyd. "When you are a smaller team, all

the testing that you can do before that is really beneficial. We had a great month. That was definitely by far the highlight of the year – it was a big day for all of us."

Top rookie status has ensured his name is firmly on the IndyCar Series map after the 25-year-old's long struggle to establish himself in the wake of his 2007 Indy Lights (then-Pro Series) title.

"I knew going into the season that my experience on ovals would help us over the others and that's been the case," said Lloyd. "It's where we got in the lead and kept it. At the same time, we've had races where we did struggle a bit. Street courses were our Achilles heel this year."

Ironic, as that was former Coyne ace Wilson's strength. Things change when people move on.

2010 INDYCAR SERIES

POS	DRIVER	TEAM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	POINTS
1	Dario Franchitti (GB)	Chip Ganassi Racing	29	30	35	18	40	64	30	14	35	40	35	50	35	50	40	40	27	602
2	Will Power (AUS)	Team Penske	50	53	33	36	18	37	16	31	53	50	43	41	53	14	24	35	10	597
3	Scott Dixon (NZ)	Chip Ganassi Racing	28	12	40	32	52	39	32	28	24	12	50	30	40	24	26	28	50	547
4	Helio Castroneves (BR)	Team Penske	22	32	50	26	32	37	12	40	22	12	20	35	30	28	50	53	30	531
5	Ryan Briscoe (AUS)	Team Penske	16	35	28	24	29	23	53	32	40	12	32	28	32	22	12	32	32	482
6	Tony Kanaan (BR)	Andretti Autosport	20	20	24	30	35	22	28	50	12	32	18	13	26	30	32	26	35	453
7	Ryan Hunter-Reay (USA)	Andretti Autosport	40	19	18	52	30	16	26	24	26	35	30	20	24	32	12	22	19	445
8	Marco Andretti (USA)	Andretti Autosport	12	18	32	16	17	39	35	15	17	24	19	22	18	35	28	19	26	392
9	Dan Wheldon (GB)	Panther Racing	30	12	19	22	15	44	22	19	28	20	12	16	10	40	37	20	22	388
10	Danica Patrick (USA)	Andretti Autosport	15	26	12	14	19	32	40	20	12	28	15	12	14	16	22	30	40	367
11	Justin Wilson (GB)	Dreyer & Reinbold Racing	19	40	26	40	12	30	12	12	20	29	12	10	28	26	19	14	12	361
12	Vitor Meira (BR)	AJ Foyt Racing	35	15	12	19	20	13	20	26	12	19	14	15	15	22	12	13	28	310
13	Alex Tagliani (CDN)	FAZZT Race Team	12	28	20	12	24	30	12	18	13	13	12	34	16	10	15	17	16	302
14	Raphael Matos (BR)	De Ferran Dragon Racing	32	24	16	12	14	14	14	16	32	12	17	26	12	10	14	12	13	290
15	Mario Moraes (BR)	KV Racing Technology	12	12	17	28	26	14	12	10	30	16	26	18	19	13	13	12	10	287
16	Alex Lloyd (GB)	Dale Coyne Racing	12	12	12	12	12	35	24	17	10	12	12	17	20	12	17	12	18	266
17	Ernesto Viso (YV)	KV Racing Technology	18	13	14	15	10	14	19	35	19	12	24	10	12	10	15	12	12	262
18	Hideki Mutoh (JJ)	Newman/Haas Racing	12	16	15	17	12	16	18	12	18	18	13	12	13	17	13	16	12	250
19	Simona de Silvestro (CH)	HVM Racing	14	14	12	13	12	20	12	12	12	22	12	24	17	12	10	12	12	242
20	Graham Rahal (USA)	Newman/Haas + Fisher + D&R	-	22	13	12	-	26	-	22	-	30	-	12	22	20	12	24	20	235

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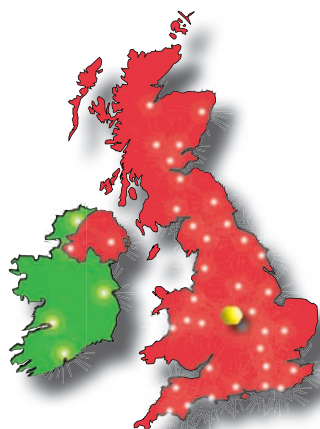
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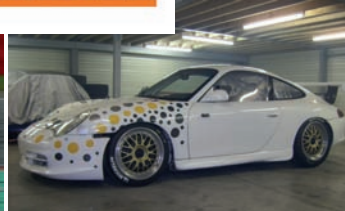
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James Tucker - JTR - Mygale *Fastest lap*

Semi Final 2

1st Tio Ellinas - JTR - Mygale

Heat 1

3rd Tio Ellinas - JTR - Mygale *Fastest lap*

Heat 2

1st Dennis Lind - Fluid Motorsport Dev. - Van Diemen
James Tucker - JTR - Mygale *Fastest lap*

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Radicals have been key to BARC G&B package

OLIVER READ

Radical and Mini Challenge defect from BARC to MSVR

Core series to leave Great and British package in search of better tracks in 2011

» **THE BRITISH** Automobile Racing Club's Great and British package will continue next season despite core supporters the Mini Challenge and Radical sportscar series defecting to MotorSport Vision Racing.

Various Radical categories and the Mini Challenge have been at the core of the Dunlop-promoted initiative since it was launched for 2006. Now the Radical UK Cup and Club Cup, along with the single-make tin-tops, will join MSVR.

All three championships will continue to run on Dunlop tyres and they are likely to be joined by popular MSVR series such as the Lotus Elise Trophy and GT Cup.

Jonathan Palmer, chief executive of MSV, said: "I'm delighted that three of the UK's most prestigious domestic championships have decided to join us.

"Radical have been outstandingly successful over many years and we're looking forward to working with both

them and the flourishing Mini Challenge to help them build on their considerable success to date."

IRRESISTIBLE OFFER

Radical boss Mick Hyde pointed to the calendar and some poor support grids at G&B meetings as reasons behind the switch. As well as visits to Silverstone GP, Donington Park and Spa, the UK Cup will visit MSV-owned Oulton Park, Brands Indy and GP, and both the new Snetterton 200 and 300 layouts.

"We wanted the best calendar, and I feel we must have the best support series and competition possible," he said.

"MSVR are very customer-focused. This move will enable Radical's domestic series to continue to prosper and grow."

Mini Challenge chief Paul Harvey, who will run a round at Anglesey instead of Spa, said: "We've no problem with the BARC – they do a fantastic job – but

our competitors asked for a change of circuits. We spoke to several organising clubs and MSVR came back very quickly with a calendar offer we couldn't refuse."

BARC G&B TO SOLDIER ON

The BARC and Dunlop plan to continue the G&B package, and will relaunch the Sport Maxx Cup, but they have yet to confirm which series will fill the void. G&B will visit Rockingham, Snetterton, Donington, Oulton, Croft and Thruxton.

Dunlop's James Bailey said: "It came as a shock to us. There's only one circuit on their calendar we didn't offer and that was Anglesey, we just couldn't offer them the whole package. This is a chance for us to have other championships."

Bailey confirmed that AUTOSPORT Young Guns will again form part of the package, as will a rebranded Sport Maxx running on slick tyres.

"We had a teams meeting and the decision was to relaunch it as a junior touring car championship," he said. "Sport Maxx didn't say what the series was."

Dunlop has said it could bring in some of its international series, such as the Dutch Supercar Challenge and International GT and European F3 Open, for guest appearances, while ex-Sport Maxx squad Shawn Taylor Racing has gained a slot for its new VXR8 Series.

This will allow Vauxhall VXR Corsas, VXR Astras and detuned STR-built 450bhp V8 Supercars to race on one grid.

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



BUDGET ISSUES for drivers and teams are not unusual in motorsport, but rarely does a combination of the two result in end-of-season success.

Dennis Lind showed promise – and the pace of the Van Diemen chassis – with a victory in the Zandvoort round of the British Formula Ford Championship early in the year, one of only three meetings he was able to do all season.

His was an interesting late addition to the Brands Hatch Festival, but few thought the 17-year-old 2009 Danish Formula Ford champion would beat Mygale pacesetters Scott Pye, Josh Hill and Tio Ellinas, or Ray ace Scott Malvern. There's little doubt the cool October conditions played to the strengths of the Van Diemen, or that the fight for second gave Lind crucial breathing space, but it's hard to argue with four wins from four races. And he led every lap of the final.

Van Diemen boss Lindsay Allen has had to play hardball with drivers this year – if they didn't have the budget they wouldn't run because he couldn't keep filling the gaps himself – and Festival victory was just reward for his Fluid Motorsport team's efforts in a fragmented year.

Both Allen and Lind deserve to find things a little easier in 2011.

Extra contact details

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Sport Maxx will be rebranded

CONTENTS

p84 BRANDS HATCH FORD FESTIVAL

p88 DONINGTON PARK BRIT GT/BRSCC

p90 SILVERSTONE MSVR

p92 MALLORY PARK 750MC

p94 ALGARVE HISTORIC FESTIVAL

New racers set for British GT next season

Fresh Ferrari and Mercedes GT3s could be part of tweaked championship



Challenge 458 will form basis of new GT3 Ferrari



Merc SLS took its first win at the Nurburging last weekend

THE NEW Ferrari 458 and Mercedes-Benz SLS are set to join the British GT Championship next season, and series organisers have announced a number of changes to further boost the grid.

Frontrunning team MTECH is hoping to expand its challenge with the yet-to-be-seen Ferrari, while AUTOSPORT understands that last year's champions David and Godfrey Jones are

considering the new Mercedes after four years with the Ascari KZ1R.

MTECH's Mike Edmonds said: "We'd love to run two 458s next year and we're currently in negotiations."

Series manager Benjamin Franassovici confirmed he was actively seeking new entries as he aims for an average grid of 25 cars. "We're talking to established and new teams, and there is some interest for new cars, like the Lamborghini [Gallardo],

Chevy Corvette and Mercedes," he said.

British GT promoter SRO has also confirmed that the new GT3B Class, for outdated GT3 machines, will be part of the series next year. Edmonds, who ran just a single 430 Scuderia this year, wants to enter that too. "We still have two 2008-spec Ferraris and we've got one deal nearly done for Brit GT next year," he said.

In other changes, pitstop penalties will be introduced to replace success ballast,

with winners having 15 seconds added to their mandatory stops for the next race, 10sec to second-placed finishers, and 5sec to third. The new GT Cup class will permit the outgoing Porsche Carrera Cup machines, while the G4 Class will revert to its previous GT4 nomenclature.

A Gentlemen's Trophy will also be introduced for bronze-graded drivers in an attempt to attract amateur line-ups that are not competitive overall.

British GT

Chevron GR8 in British GT bow

THE CHEVRON GR8 made an impressive British GT debut at Donington Park last weekend.

Former Touring Car ace Anthony Reid qualified the Invitation Class car 10th overall for the two-hour enduro, faster than the G4 cars. GR8 Challenge and former Fun Cup racer Hart then climbed to seventh in the difficult conditions before Reid brought it home seventh overall and first non-GT3.

Reid, who tested the car for the first time at Donington last Friday, said:

"We worked hard and made big changes to the set-up. The corner speed is awesome, the lap times were consistent and Chris did a fantastic job."

Hart could run the car in selected British GT events next season.

Series manager Benjamin Franassovici said: "We'll see if the GR8 fits in the GT Cup class for 2011."



Chevron took seventh in Brit GT at Donington

TVR Challenge

Guglielmi wins on TVR comeback

FORMER TVR Tuscan Challenge champion Steve Guglielmi returned to the TVR Challenge for the first time in eight years at Oulton Park last weekend.

Guglielmi took the crown in 2001 and '02, and was persuaded to return to action by an offer from series boss John Reid.

"John offered me a good deal on a gearbox rebuild on the condition that I came out for a round of the Challenge," said Guglielmi. "I've done a lot of racing but I have gone into

Time Attack at the moment because I've always enjoyed the qualifying style of competition."

Guglielmi entered his title-winning car in Class B, with a five-litre Rover V8 engine, and won the class in both races, although he was not eligible for championship points.

"The car is up for sale but I don't know if I will part with it because it means too much to me," added Guglielmi, who narrowly lost out on this year's Time Attack championship to Mitsubishi man Gareth Lloyd.

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Formula Renault UK

Manor snaps up Hill Jr, Powell and King for Renault Winter Cup

BRITISH FORMULA FORD ace Josh Hill, new Formula Renault BARC champion Alice Powell and karting star Jordan King have joined Formula Renault UK teams' champion Manor Competition for the Winter Cup.

Hill, the 19-year-old son of 1996 F1 World Champion Damon, is stepping up after five wins in FFord this season. His former Ginetta Junior rival Powell returns to Manor, the team she drove for in 2009. She stepped down to BARC Renault for '10 with Hillspeed, although

the 17-year-old was engineered by Manor co-owner Sarah Shaw.

Powell tested the current-spec Barazi-Epsilon FRenault at Silverstone and Snetterton in early summer, while King got his first mileage at Silverstone last week before shining on his car-racing debut in Formula Palmer Audi at Silverstone last weekend.

Manor chief Tony Shaw said: "We're very pleased to get Josh, and Alice was outstanding to win the BARC title and when she tested with us earlier in the year. Jordan went well in the test and we're looking forward to working with him too."

The team hopes to retain Ollie Millroy, a race winner in the main Renault UK series with Manor this season, to leads its attack on the Winter Cup with a view to a full programme in 2011.



Williamson was title contender with Manor

European Rallycross

Scott puts Focus on ERC for 2011

BRITISH RALLYCROSS race winner Andy Scott will drive in European championship events next year in a Ford Focus ST ERC.

Scott finished fourth in his first full season in the British championship's Supercar class and has been keeping a close eye on the European series, driving a rented Peugeot 207 in the British round at Lydden earlier this year.

"I've been working on doing the ERC on and off all year and it's a much

bigger undertaking than the British championship, especially as I needed to change my car to be able to race in Europe," said Scott, whose ex-Jos

Kuypers car will be run by Tony Bardy Motorsport.

Scott did not rule out appearing in some BRC events in 2011.



Scott will contest ERC next season

FF1600

Walter Hayes effort for Butcher

EX-FORMULA FORD 1600 star Rory Butcher is planning to contest the Walter Hayes Trophy at Silverstone next month.

The 23-year-old, who took fifth in the Duratec Formula Ford Festival at Brands Hatch last weekend, won the Scottish FF1600 title last year. He was also a frontrunner at the 2009 Walter Hayes until being involved in a

semi-final accident.

Butcher, who has appeared in British GT this season, will race his Kent-engined Van Diemen RF92 at Silverstone. It could be his last outing in FF1600 as he aims for a Porsche Carrera Cup campaign for 2011.

"We'll just go and have fun and see what happens - I love the Kent car," he said.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Scott (leading) braved injury to wrap up F4 title

The topography of Mallory Park has generated superb close-fought club racing from good-sized grids of cars since it opened in 1956. Gerard's corner and the Esses reward the brave, and of course Shaw's Hairpin bunches everybody at the end of each frenetic lap. Even before lapped traffic comes into play...

This was perfectly illustrated at Sunday's 750 Motor Club season finale, where competitors in the resident Kit Car and guest Sports Racing & GT Challenge series (neither of which justified a solus grid) ran together, not for the first time, to tremendous effect. The colourful high-speed merry-go-round that resulted was mesmeric, and all 21 starters finished!

The spectacle of the top nine, driving widely-differing cars - from thudding V8 'fake snakes' to 1800cc Ford Zetec-powered Kits - lapping nose to tail for much of the way was almost as exciting to watch as it was to be in, and their order in the chase constantly changed behind Cheng Lim's mighty RAM SC Cobra and Andy Hiley's Taydec.

Clive Hudson's prototype Eclipse, Sylva Phoenixes, pairs of Crossle 9Ss and Cyanas, a GD427 'fake snake' and an MK Indy all starred on the timesheets. That the 12 quickest drivers - including all eight Kit men! - lapped in the 51-second bracket was a stunning example of why they should run together. I can't understand the antipathy among

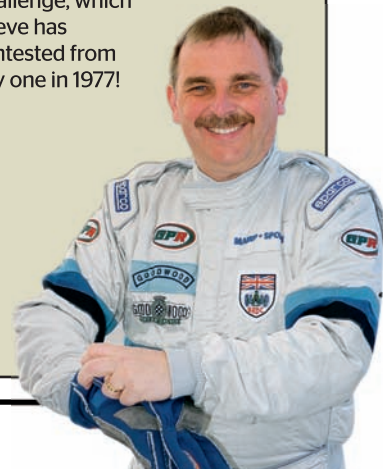
racers on either side when support for both series is inconsistent.

Thoughts that Westfields (from the defunct marque championship) and returning Caterhams (well catered for elsewhere) could bolster the Kits is almost irrelevant to a natural-fit no-brainer, good for all until separate grids can be justified.

As expected, the spirit of sportsmanship was very much in evidence at Mallory. Robbie Watts's attempt to grab the Formula 4 crown from pal and rival Malcolm Scott is a case in point. It was a tall order, but do-able, and Watts never gave up - even when his engine overheated. By crawling home he kept second in the table from 2009 champion Jonathan Weston-Taylor by two points. Despite his disappointment, shaking the hand of Scott (a popular winner, after years of effort) was a priority.

Hard graft behind the scenes was heralded too. Having damaged the gearbox casing of veteran Edward Reeve's MG Midget while loading it the previous afternoon, David Weston took the engines and 'boxes out of his and his customer's cars, switched transmissions and reassembled Reeve's car! Weston thus stood down from the annual Krissy Duffy Memorial race, always a highlight of the MGCC Midget Challenge, which Reeve has contested from day one in 1977!

“As expected, the spirit of sportsmanship was very much in evidence at Mallory”



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IN BRIEF

FORMER LE MANS GT2 winner Tom Kimber-Smith took a third and a fourth in class in the Spanish GT finale at Jerez last weekend. He shared a Barwell Motorsport Aston Martin DBRS9 with Paul Whight.

DANISH KARTING star Nicolaj Moller Madsen, third in this year's World Karting Championship, tested with Formula Renault UK team Atech GP at Silverstone last week. The team hopes to run Moller Madsen, 17, in the Winter Cup.

FORMER BRITISH GT racer Piers Johnson returned to the series at Donington last weekend. He shared an Invitation Class Speedworks Ginetta G50 with club racer Ron Johnson (unrelated), who is considering the series for 2011.

EX-CATERHAM champion David Mayes and recently crowned Ginetta Junior champion Tom Ingram finished one-two in the three Ginetta Challenge races at Donington. Mayes drove a G40 in 2011 specification, with sequential gearbox and slick tyres, while Ingram drove the heavier G40 that had contested the Britcar 24 Hours earlier in the month.

THE NIPPON

Challenge has created a new class for first and second-generation two-litre Hyundai Coupes. Steve Harman raced a development car (above) at Mallory Park last month and it is hoped another will join the grid at Brands Hatch this weekend. Organisers hope the category will have its own grid in 2012.



DAVID ROWE was taken to Leicester Royal Infirmary for observation last Sunday, having been cut from his Toyota MR2 after an incident with Michael Wells's similar machine during the 750MC Allcomers race at Mallory Park.

MATT CHERRINGTON has brought forward the planned debut of the now motorcycle-engined Paradigm sports racer that he has revived. The multiple Locost race winner had previously planned to run the car, which last raced in Sports 2000 trim, in the 750MC Allcomers races at Donington in November, but has now entered the car for Silverstone's Birkett six-hour relay.

DARREN BURKE, who scored a clean sweep of all the 2010 Historic FF1600 Championship races, tested a Team Parker Racing Porsche Carrera Cup car at Silverstone last week (below) as he looks to graduate to the series for 2011.



Wolk walks away from aerial antics at Brands Hatch

Robert Wolk's prize Jamun Mygale Formula Ford Festival drive for winning the South African title ended at Paddock Bend when he rode over the back of Thomas McGregor. He escaped serious injury



Formula Vee

Galpin to make comeback in Formula Vee Festival

Former champion to race loaned GAC racer in third annual knockout event

EX-FORMULA VEE champion Martin Galpin will return to the category for the first time in three years to race in the Vee Festival at Brands Hatch this weekend.

Galpin took a GAC to the 2007 title and will drive an updated version in the knockout event, which organiser Ben Evans expects will attract around 40

entries for its third running.

Galpin took the BRSCC Midlands and South Class B FF1600 Championship in 2009, but has not raced in '10.

"I haven't raced since Formula Ford in August last year and Formula Vee stalwart Nick Brown generously offered me his GAC to race," said Galpin.

"The car was put together by GAC and

it won't turn a wheel until testing on Friday. Hopefully I can quickly get comfortable in a racing car again."

Galpin will not be able to reprise his 2007 rivalry with '10 champion Martin Farmer, whose GAC blew its engine in the final championship round at Oulton Park earlier this month. Galpin has elected not to enter the Festival.

Group C/GTP

Big historic dates for Group C

THE GROUP C/GTP Racing series will race at three big historic meetings in Britain next year.

The historic Group C series, which will be on the bill at the Historic Sports Car Club Superprix at Brands Hatch in July, the Silverstone Classic in July and the Masters event at Donington Park in September. The British events will be

joined by a further three meetings in mainland Europe at Spa, Paul Ricard and the Algarve circuit.

Series boss Bob Berridge said: "We wanted to align ourselves with all the big historic festivals, in Britain as well as in Europe, to increase our profile."

Series regular Steve Tandy called the new calendar "a step forward, because we will be racing at big events".



Group C grid will visit the UK three times in 2011

Formula 4

Shelton injured in testing shunt

FORMULA 4 racer David Shelton has undergone two operations on lower-leg injuries since he crashed Edginton Racing's updated ex-Anthony Davidson/Vitantonio Liuzzi Ray 98Z during testing at Mallory Park last Wednesday.

Shelton broke his left tibia and fibula when he hit the barrier on the right-hand side approaching the Esses. No cause for the accident beyond driver error has been found.

Shelton was pinned in by a broken anti-side-intrusion bar (the tube that spans the wishbone arms adjacent to the bodywork) on the front-left corner.

The car's preparer Nick Edginton said: "Dave was wearing a HANS device and the cockpit stood up well, which saved him from further injuries."

"Unfortunately, a car with an interesting history has been trashed."

BRANDS HATCH FORD FESTIVAL Oct 17
Danish ace takes Festival from champion Pye

Latecomer Lind wins for Van Diemen

A WEEK before the 39th Formula Ford Festival, Dennis Lind didn't even think he'd be at the event. Budgetary problems had curtailed his season in British Formula Ford and he was busy studying for his industrial technician exams. But a late deal, and a sacrifice by his stepfather to stay at home and let his flight money be used to buy an extra set of Dunlop tyres for testing, allowed the 17-year-old Dane to become a contender.

Come the big event at Brands Hatch last weekend it was Lind who stood atop the podium after one of the most impressive Festival performances in recent history. It was also a landmark day for Van Diemen boss Lindsay Allen, who took over the famous constructor before the 2009 season.

There were two crucial parts to Lind's success. The first was stunning pace on cold tyres in the opening laps, which gave him a three-second advantage over the field. The second was the fierce fight behind that involved 2010 British Formula Ford champion Scott Pye, his Cliff Dempsey Ray rival Scott Malvern and the JTR Mygale of Tio Ellinas.

Pye had made a great start to pass poleman Ellinas and challenge Lind into Paddock Hill Bend. But Lind defended that move and drove away as Pye got through the Jamun Mygale's usual sluggish process of bringing its Dunlop rubber up to temperature.

Malvern had saved a set of new tyres for the final and while Ellinas struggled with oversteer early on, he

attacked, making his way into third on the run to Paddock on lap three. He then spent much of the rest of the race trying to find a way past his Mygale-mounted namesake, all the while with Ellinas filling his red Ray's mirrors.

Despite struggling through Graham Hill Bend, Malvern's pace through Clearways often gave him a run at Pye on the blast to Paddock, but there was never enough of an opening. "He was really bad out of Clearways, but we didn't have the straightline speed," said Malvern.

For his part, Pye felt he could have caught Lind if he hadn't been embroiled in the battle. "The fight with Scott and Tio meant I couldn't put in the lap times," said the Australian. "Without a doubt we could have caught Dennis, but he did a fantastic job – he did what he needed to do."

Given that Ellinas and Pye put in the fastest laps – 46.5 seconds – across the weekend, and that the fighting trio gradually closed on Lind in the second half of the race, Pye was probably right. But that takes nothing away from Lind, who didn't put a wheel wrong on his way to victory by 1.9s.



Hill starred as he carved through the field

GARY HAWKINS

Lind escapes as Pye, Ellinas and Malvern begin fight



Lind (left) celebrates as Ellinas looks on

"It was such a late decision to be here, I was so motivated," said the winner. "We have a very good car when it's wet or the tyres are cold. We haven't had the budget, but the Van Diemen had the potential to do it, as we've proved."

The final podium place wasn't settled until the final lap. Malvern tried one last time to oust Pye from second on the run out of Clearways, but only succeeded in putting a wheel on the grass. That allowed Ellinas to power by on the run to the line.

"I feel like that's the one that really got away, because the car was mega,"

said Malvern, who was nevertheless top Brit and first Ray driver home.

Behind the top four came Geva Racing's Rory Butcher. There or thereabouts on pace all weekend, the reigning Kent Formula Ford Festival champion recovered well from being taken out by Nils Vestergaard in qualifying and a clutch failure in heat one. He beat veteran Michel Florie in their private battle for fifth to be best of the visiting European teams' entries.

Overtaker of the race though was Josh Hill. The Jamun Mygale ace had to start last on the 23-car grid (reduced from the planned 27 thanks to several non-starters) after being thrown out of his semi (see sidebar), but seemed capable of passing people everywhere, including the outside of Paddock and Graham Hill Bend. He eventually finished seventh and set a faster lap than all those ahead bar Ellinas.

"I knew winning it was almost out of the question," said the 19-year-old. "I just went out to enjoy myself in

my last Formula Ford race to show what I could do. I'd come up to someone and, whatever the next corner was, try to overtake."

The only other driver who might have had a chance to challenge the frontrunners was Peter Dempsey, making another one of his occasional returns to the category. The Irishman should have started sixth and was in "win it or bin it" mode, but he didn't get a chance to do either. A suspected hub failure put him out on the warm-up lap – he has yet to finish a Festival final.

By contrast, Lind had a perfect weekend and headed back home having won every one of his four Festival races in his Premier-powered machine.

Last word to Allen, who has long maintained that his cars could challenge Mygale. "I was confident if we had Dennis in the car for more than just the usual one pre-race test he'd get a result," he said after the marque's first Duratec Festival win since '06. "I felt confident we could win."

■ By Kevin Turner

BRANDS FESTIVAL DURATEC HEATS, QUARTERS & SEMIS Oct 16-17

Lind and Ellinas avoid the chaos



Pye (right) pipped Dempsey, then starred in second semi



Butcher led the four-car Geva Racing attack

AS IS OFTEN the case with the Festival, much of the drama came in the run-up to the final. Most of the leading runners had one delay or another, heralding several great recoveries.

First to hit problems were Antti Buri, Josh Hill and Rory Butcher. Buri and Hill suffered gearbox issues in qualifying for heat two, while Butcher was involved in a Nils Vestegaard moment and didn't set a proper time for heat one.

While they started their comebacks, the heats were won by Scott Pye and Dennis Lind. Poleman Pye chased the works Ray of Peter Dempsey for much of heat one, then outdragged him on the run out of Clearways on the final tour. Worse Ray luck had struck before the race as Scott Malvern failed to start thanks to a driveshaft failure on the warm-up lap.



Malvern's Ray made a good recovery

Lind gave a hint of what was to come by disappearing into the distance early on in heat two, while JTR's James Tucker worked his way by Dan de Zille. Tucker closed on Lind once by, but was still 3s down at flagfall.

It was Pye's turn to hit trouble in the first quarter-final. A great start from works Van Diemen driver Rogier de Wit got him up to second and he closed on Pye approaching Druids. Pye defended the inside, then braked early on the damp track and was hit by de Wit. Both were out and each blamed the other. Ellinas won, while Malvern and Butcher improved their chances with fourth and fifth respectively.

Dempsey led quarter-final two until running wide at Graham Hill Bend on lap five, allowing Lind through to win. Dempsey also backed off a lap early, thinking the race had finished, causing a multi-car incident at Druids that took out de Zille and Benelux ace Jack Swinkels. That helped Hill's charge net second.

Malvern's recovery was completed in semi-final one. A good start took him from fourth to second and,

after a long safety car period thanks to Robert Wolk's huge Paddock Hill Bend crash, he challenged Lind, but the Van Diemen driver held firm.

The second semi provided Pye with a rare chance to show what he could do from the back. While he charged through, Hill held off Ellinas at the front. The remarkable Pye joined them for the final four laps, having set what would stand as the fastest racing lap of the weekend.

By then, Hill had been handed a drivethrough penalty for creeping at the start. He missed that flag, then didn't respond to the black version that followed and just beat Ellinas to the line. Inevitably, Hill was thrown out – crucially of the race rather than the event – leaving Ellinas to win from Pye and Butcher.

Several drivers had reason to be thankful that the entry was too modest for anyone to be knocked out during the qualification stages, but Ellinas and Lind would start on the front row for the Big One thanks to staying out of trouble.

P86 More Brands Festival coverage

RESULTS Brands Hatch Festival Final, October 17

20 LAPS, 23,972 MILES

Pos	Driver (Nationality)	Team	Car	Result	Grid
1	Dennis Lind (DK)	Fluid Motorsport	Van Diemen LA08	15m54.116s	2
2	Scott Pye (AUS)	Jamun Racing	Mygale S100	+1.870s	3
3	Tio Ellinas (CY)	JTR	Mygale SJ09	+2.094s	1
4	Scott Malvern (GB)	Cliff Dempsey Racing	Ray GR10	+2.691s	4
5	Rory Butcher (GB)	Geva Racing	Mygale SJ07	+8.558s	5
6	Michel Florie (NL)	Proviyl Racing	Mygale SJ09	+8.776s	8
7	Josh Hill (GB)	Jamun Racing	Mygale S100	+8.921s	27
8	James Tucker (GB)	JTR	Mygale SJ09	+12.856s	12
9	Jesper Egebart (DK)	Egebart Motorsport	Ray GRS08	+14.064s	10
10	Jack Swinkels (NL)	Geva Racing	Mygale SJ07	+14.505s	11

11 Jeroen Slaghekke (NL), Jamun Mygale S100, +17.757s (G7); 12 Pieter Schothorst (NL), Geva Mygale S100, +18.206s (G20); 13 Rogier de Wit (NL), Fluid Van Diemen LA09, +21.582s (G14); 14 Nils Vestegaard (DK), Racingteam Vestegaard Mygale SJ07, +21.680s (G16); 15 Jayde Kruger (ZA), Geva Mygale S100, +24.009s (G9); 16 Philippe Layac (F), driver/Enigma Motorsport, +29.208s (G15); 17 Dan de Zille (GB), Minister international Mygale SJ08, +29.308s (G21); 18 Rogier Jongejans (NL), Geva Mygale SJ08, +29.554s (G24); 19 James Temple (ZA), driver-entered Mygale SJ09, +32.160s (G26); 20 Cormac O'Neill (IRL), CDR Ray GRS08, +38.520s (G17); 21 Thomas McGregor (CDN), Van Diemen LA08, +46.927s (G22); 22 Arthur Atkinson (GB), JTR Mygale SJ09, -2 laps (G18); R Antti Buri (FIN), Enigma Mygale SJ08, 1 lap - accident (G13); DNS Peter Dempsey (IRL), Raysport Ray GR10 (G6); DNS Jens Elliott Winther (DK), driver Mygale SJ08 (G19); DNS Robert Wolk (ZA), Jamun Mygale S100 (G23); DNS Jake Cook (GB), Getem Racing Mygale SJ07 (G25).

Winner's average speed 90.45mph. Fastest lap Ellinas, 46.580s (92.63mph).

HEAT ONE (12 LAPS) 1 Scott Pye (Mygale S100); 2 Peter Dempsey (Ray GR10) +0.034s; 3 Tio Ellinas (Mygale SJ09); 4 Jack Swinkels (Mygale SJ07); 5 Jesper Egebart (Ray GRS08); 6 Michel Florie (Mygale SJ09).
Fastest lap Ellinas 46.909s (91.98mph).
HEAT TWO (12 LAPS) 1 Dennis Lind (Van Diemen LA08); 2 James Tucker (Mygale SJ09) +3.338s; 3 Dan de Zille (Mygale SJ08);

4 Rogier de Wit (Van Diemen LA09); 5 Pieter Schothorst (Mygale S100); 6 Jake Cook (Mygale SJ07). FL Tucker 46.924s (91.95mph).
QUARTER ONE (12 LAPS) 1 Ellinas; 2 Tucker +3.352s; 3 Antti Buri (Mygale GR10); 4 Scott Malvern (Ray GR10); 5 Rory Butcher (Mygale SJ07); 6 Egebart FL Ellinas 46.945s.
QUARTER TWO (12 LAPS) 1 Lind; 2 Josh Hill (Mygale S100) +1.507s; 3 Schothorst;

4 Jayde Kruger (Mygale S100); 5 Florie; 6 Jeroen Slaghekke (Mygale S100). FL Hill 46.821s (92.16mph).
SEMI ONE (15 LAPS) 1 Lind; 2 Malvern +0.304s; 3 Dempsey; 4 Florie; 5 Egebart; 6 Tucker. FL Tucker 46.856s (92.09mph).
SEMI TWO (15 LAPS) 1 Ellinas; 2 Pye +0.223s; 3 Butcher; 4 Slaghekke; 5 Kruger; 6 Swinkels. FL Pye 46.565s (92.66mph).

Crisp Smyth finally bags festival glory

GOOD THINGS come to those who wait will most likely become Neville Smyth's catchphrase after he finally achieved Formula Ford Kent Festival honours last Sunday.

Twice in recent years the affable Irishman started the Festival final from pole position, but victory evaded him. This year it wasn't so much a case of third time lucky as the outcome of a brilliantly executed drive.

Scooping up his biggest fan – four-year-old son Jason – into his arms, Smyth modestly said: "That was long overdue," before going on to recount just how hard it had been soaking up race-long pressure from 2006 winner Noel Dunne and young hotshoe Jordan Skinner. Less than 0.25 seconds blanketed the trio.

It all came down to an eight-lap dash after the original race was halted, an oil spill at Paddock creating chaos from which Ivor McCullough was lucky to escape unhurt. Cars fell off left, right and centre, McCullough spinning into Simon Kinsey's already beached car and ending up inverted on top of it!

For McCullough, it was

the termination of a weekend that had swung from one extreme to the other. He'd won his heat (in which he led home the Fisher brothers Josh and Felix) and was leading his semi-final until a wire detached from the coil. His drive from 22nd to second in a four-lap repechage race was stunning.

But the weekend belonged to Smyth. Beaten by Dunne in his heat on Saturday, the man from Celbridge went on to win semi-final two in a tight finish with Skinner. Such was their pace that third-placed man Matthew Parr was left trailing.

Dunne had set out his stall on Saturday and followed it up on Sunday morning, taking the first semi-final in emphatic fashion from fellow Irishman Jonathan McMullan. Times suggest otherwise, but it looked the more competitive of the semis, with Adam Quartermaine, Josh Fisher and Kinsey right in McMullan's wheeltracks.

While McMullan went on to claim fifth in the final, he was one place behind American scholarship winner Spencer Pigot, whose weekend received a huge knock



Winner Smyth heads Dunne and Skinner through Paddock Hill

when fellow American Felix Serralles took them both off in their heat.

While Pigot's car was repairable, Serralles was loaned a replacement, but problems with it left him on the back foot for the rest of the weekend. Retirement in the first attempt to run the final was cruel indeed.

From an unloved era of Formula Ford, the Zetec entry produced just 10 cars. Julian Hoskins took a surprise win after odds-on favourite Neil Tofts crashed while leading.

There was much drama among the Fiesta Classes A/B runners, Saturday's race producing two red flags, written-off cars, two drivers taken to the medical centre and another

excluded from the meeting!

Ruari Fairbairns was declared the winner on just three laps of racing and the Isle of Mull man went on to make it a double on Sunday. James Styles chased him home on Saturday, but his car was heavily damaged in a needless startline shunt, so he didn't appear for race two and it was Tim Bennett who was runner-up.

Having behaved themselves on Saturday, when David Grady romped it from Jeremy Gumbley and Jason Cooper, the Class C runners (two-litre STs) joined the frivolities on Sunday with on-the-road winner Gumbley later excluded.

Several cars had already gone off before Gumbley

gave Grady a nudge at Clearways that sent his rival into the gravel. Brands debutant Cooper then harried Gumbley until a deflating tyre pitched him into two last-lap spins.

Gumbley took the podium plaudits, but it was Mark Tilbury who was later declared as winner. Nicholas Bowers was a well-detached runner-up.

Exclusion also awaited Sunday's BRSCC Formula 3 race winner Chris Needham. He somehow missed waved yellow flags on successive laps at Paddock in his climb from third to first.

With the axe hovering over Needham, it seemed Alex Craven had simply to follow him home. But a mid-race spin at Clearways

FF1600 FESTIVAL FINAL (8 LAPS)

1 **Neville Smyth** (Ray GRS07); 2 Noel Dunne (Mygale SJ08) +0.226s; 3 Jordan Skinner (Ray GRK10); 4 Spencer Pigot (Ray GRS07/08); 5 Jonathan McMullan (Van Diemen RF92); 6 Adam Quartermaine (Van Diemen RF99). **Fastest lap** Pigot 50.074s (86.17mph). **SEMI-FINAL ONE (15 LAPS)** 1 **Dunne**; 2 McMullan +3.202s; 3 Quartermaine; 4 Josh Fisher (Van Diemen RF05); 5 Simon Kinsey (Van Diemen RF00); 6 Jack Drinkall (Ray GRS09). **FL** McMullan 50.340s (85.71mph). **SEMI-FINAL TWO (15 LAPS)** 1 **Smyth**; 2 Skinner +0.056s; 3 Matthew Parr (Van Diemen RF02); 4 Felix Fisher (Van Diemen RF00);

5 Scott McGarrity (Van Diemen RF92); 6 Pigot. **FL** Ivor McCullough (Van Diemen RF00) 49.964s (86.36mph) **record**. **LAST CHANCE (4 LAPS)** 1 **Felix Serralles** (Ray GRS07); 2 McCullough +2.987s; 3 Robert Smith (Van Diemen RF99); 4 James Hagan (Reynard FF88); 5 Jamie Jardine (Ray GRS07); 6 James Hagan (Reynard FF84). **FL** McCullough 50.660s (85.17mph). **HEAT ONE (12 LAPS)** 1 **McCullough**; 2 J Fisher +1.070s; 3 F Fisher; 4 Kinsey; 5 Parr; 6 Quartermaine. **FL** Parr 58.138s (74.22mph). **HEAT TWO (12 LAPS)** 1 **Dunne**; 2 Smyth +0.370s; 3 McMullan; 4 Skinner; 5 Drinkall; 6 Gaius Ghinn (Van Diemen RF00). **FL** Skinner

51.331s (84.06mph).

FF ZETEC FESTIVAL FINAL (20 LAPS)

1 **Julian Hoskins** (Vector TF93); 2 Lucy Wardrop (Van Diemen FF00) +16.229s; 3 Paul Britten (Van Diemen FF00); 4 Simon Butler (Vector MG95); 5 James Harris (Mygale SJ00); 6 Chris Helliwell (Swift SC97Z). **FL** Neil Tofts (Mygale SJ04) 49.948s (86.39mph). **HEAT (12 LAPS)** 1 **Tofts**; 2 Hoskins +6.231s; 3 Britten; 4 John Whitbourn (Ray GRS02Z); 5 Matt Hayes (Jamun M97); 6 Wardrop. **FL** Tofts 50.121s (86.09mph). **FORD FIESTA CLASSES A/B (3 LAPS)** 1 **Ruari Fairbairns** (SI); 2 James Styles (SI) +1.736s; 3 Andrew Wilmot (SI); 4 Harry Cockill (Zetec);

5 Alan Donnelly (SI); 6 Michel Edwards. **Class winner** Cockill. **FL** Edward Cockill (SI) 1m03.755s (67.68mph). **RACE TWO (19 LAPS)** 1 **Fairbairns**; 2 Tim Bennett (SI) +10.329s; 3 Rex Nye (SI); 4 Edwards; 5 Donnelly; 6 H Cockill. **CW** Edwards. **FL** Donnelly 57.591s (74.92mph). **FORD FIESTA CLASS C (22 LAPS)** 1 **David Grady**; 2 Jeremy Gumbley +4.489s; 3 Jason Cooper; 4 Mark Tilbury; 5 Nicholas Bowers; 6 Ian Fletcher. **FL** Grady 56.076s (76.95mph). **RACE TWO (21 LAPS)** 1 **Tilbury**; 2 Bowers 9.862s; 3 Richard Durham; 4 James Byrne; 5 David Abbott; 6 Cliff Pellin. **FL** Cooper 55.942s (77.13mph). **BRSCC FORMULA 3 (26 LAPS)** 1 **Alex**

Craven (Dallara F304); 2 Mark Terry (Dallara F302); 3 Chris Needham (Dallara F302); 4 Kat Impey (Dallara F302); 5 Mark Harrison (Dallara F301); 6 Alf Skeels (Dallara F301). **CW** Chris Willie (Dallara F396). **FL** Needham 44.900s (96.10mph). **RACE TWO (27 LAPS)** 1 **Skeels**; 2 Louis Hamilton-Smith (Dallara F301) +0.819s; 3 Impey; 4 Craven; 5 Terry; 6 Willie. **CW** Willie. **FL** Craven 43.810s (98.49mph). **SPORTS 2000 HISTORIC (29 LAPS)** 1 **Niklas Johansson** (Tiga SC81); 2 Jim McDougall (Tiga SC79) +0.082s; 3 Peter Needham (Tiga SC82); 4 Steve Mole (Tiga SC79); 5 Mike Johns (Royale S200M); 6 Chris Mole (Tiga SC82).

FL McDougall 49.770s (86.69mph). **SPORTS 2000 PINTO (28 LAPS)** 1 **Paul Streat** (Swift DB2); 2 Johansson +0.124s; 3 McDougall; 4 Colin Feyerabend (Lola T90/90); 5 Mike Fry (Lola T86/90); 6 Graham Harry (Shrike P15). **CW** Johansson; Feyerabend; Richard Cooke (Lola T87/90). **FL** Johansson 51.029s (84.56mph). **SPORTS 2000 DURATEC (38 LAPS)** 1 **Neil Burroughs** (Gunn TS11); 2 Patrick Sherrington (MCR) +15.563s; 3 Matt Manderson (March 09R); 4 Rupert Russell (Van Diemen RF98); 5 Harry Chapman (Lola TMS); 6 Chris Snowdon (Carbin). **CW** Snowdon; Mike Turner (Lola T89/90). **FL** Burroughs 46.397s (93.00mph).



STALEVILAT

dropped him to fourth. He came back strong as ever, caught Needham once more and then spun at Druids on the final lap.

Needham's exclusion handed Alf Skeels a rare race win, while Louis Hamilton-Smith (who had stalled at the start) and Kat Impey were also beneficiaries of Craven's last-lap rotation.

Craven had taken the spoils on Saturday when he led home Mark Terry and Needham, these three well clear of Impey. Local man Terry was on for another podium result on Sunday until the announcement of a drivethrough penalty for a jumped start.

Sports 2000 has long been part of the Formula Ford Festival and the

Historic and Pinto-engined classes in particular produced thrillers.

Niklas Johansson clung on tenaciously in the Historic race, the Swede headed by Jim McDougall at the final corner but getting back ahead on the dash to the flag.

Johansson went down narrowly in the Pinto race to Paul Streat's newer Swift DB2. McDougall completed the podium visitors.

While Neil Burroughs blitzed the Duratec field in his Gunn, the drive of the race was by Rupert Russell, who made eye-catching progress from a seemingly impossible early position to take fourth in his Van Diemen RF98.

■ By Dud Candler



Johansson (60) clung on for narrow Sports 2000 win

ERRY HAWKINS

THRUXTON BARC October 17
Powell claims Hillspeed's second title in a week



DEREK GUNSTED

Powell kept cool to become first female FR BARC champ

Powell's title as Hale falters

ALICE POWELL produced by far the best performance of her short motor racing career at Thruxton on Sunday to beat Mitchell Hale to the 2010 Formula Renault BARC title. In doing so, the 17-year-old also became the first female series winner in the category's history.

Hale, by contrast, endured his most difficult weekend of the season. Although qualifying on pole for the opener, he wasn't able to make it count when an early error at the chicane was compounded by contact at the complex on lap 11 as he dived with the returning Dino Zamparelli.

That dropped Fortec's then points leader from fourth to 12th (he eventually finished eighth), while Powell was able to make her way through to second, behind Hillspeed team-mate James Theodore, who took his third victory of the year.

Going into the final round, Hale held a lead of just four points over Powell with the 'dropped-score' ruling taken into account – his race-one result now his worst finish of the year – but Powell was able to lead away from pole to take the championship in perfect style with her second race win of 2010.

Theodore played a perfect shotgun role to take second, while Hale ended the race in fifth after being forced to mount a recovery from 15th following an excursion on lap three. In the end, Powell took the title by eight points, and the result also marked Hillspeed's second championship success in as many weekends, after the team clinched the Ginetta Junior title at Brands Hatch seven days earlier.

Luke Wright made it onto the podium in race one, his fifth rostrum visit of the season, while in race two, third place behind Powell and Theodore

went to Josh Webster. Zamparelli originally took the flag in third, but was handed a two-second time penalty post-race.

Des Thresh took a pair of Class B wins in the Kumho BMW Championship decider to just grab the overall 2010 crown, ahead of Class D runner Stephan Lanfermeijer, though the result remains provisional. Outright victory spoils were shared by Class A drivers Garrie Whittaker and Tom Webb. Whittaker dominated the opening encounter to cruise to a 13-second win, but Webb got the better of his rival in race two.

Recently crowned Caterham Super Graduate champion James Sisset won the Thruxton finale, but in the Classic Graduates title winner Graeme Smith was beaten by John Parker. In the Mega Graduate race, Martin Amison edged the closest finish of the day by 0.011s.

■ By Marc Orme

FORMULA RENAULT BARC (16 LAPS)

1 James Theodore; 2 Alice Powell (+3.695s); 3 Luke Wright; 4 Josh Webster; 5 James Birch; 6 Dino Zamparelli. **Class winner** Birch. **Fastest lap** Theodore 1m12.882s (116.37mph). **RACE TWO (17 LAPS)** 1 Powell; 2 Theodore +0.939s; 3 Webster; 4 Zamparelli; 5 Mitchell Hale; 6 Birch. **CW** Birch. **FL** Theodore 1m13.190s (115.88mph). **FINAL POINTS** 1 Powell, 288; 2 Hale, 280; 3 Theodore, 254; 4 Webster, 251; 5 Joseph Reilly, 231; 6 Wright, 229.

KUMHO BMW (14 LAPS)

1 Garrie Whittaker

(BMW E36 M3); 2 James Webb (BMW E36) +13.683s; 3 David Kempton (BMW E36 M3); 4 Colin Wells (BMW M3); 5 Tom Webb (BMW E36); 6 Ian Crisp (BMW E36 M3 EVO). **CW** Des Thresh (BMW E36 M3); Paul Bellamy (BMW 318is). **FL** Whittaker 1m22.964s (102.23mph). **RACE TWO (11 LAPS)** 1 T Webb; 2 Whittaker +0.333s; 3 Kempton; 4 Crisp; 5 J Webb; 6 Wells. **CW** Thresh; Bellamy. **FL** Whittaker 1m23.324s (101.79mph).

CATERHAM SUPER GRADUATES (10 LAPS)

1 James Sisset; 2 Toby Briant +0.500s; 3 Daniel Malkin; 4 Neil Shinner;

5 Kenny Young; 6 Jamie Waring. **CW** Reece Somerfield. **FL** Sisset 1m28.749s (95.56mph).

CLASSIC GRADUATES (13 LAPS)

1 John Parker; 2 Graeme Smith +0.177s; 3 Charles Fitzhugh; 4 Rowan Williams; 5 Jennifer Grace; 6 Justin Cox. **FL** Williams 1m36.700s (87.71mph).

MEGA GRADUATES (14 LAPS)

1 Martin Amison; 2 Mark Brunning +0.011s; 3 Myles Packman; 4 Paul Manyweathers; 5 David Shaw; 6 Adrian Russell. **FL** Alwynn Morris 1m27.117s (97.35mph).



Super Simonsen storms to Donington finale win

Simonsen ends the 2010 season on a high

ALLAN SIMONSEN has been a star of the British GT Championship for years, but it seemed he would end 2010 without a win. That was until a remarkable set of events handed the Dane an opportunity to snatch victory from the jaws of defeat in the two-hour finale at Donington Park.

Several acts set the scene for Simonsen's masterclass. The first was co-driver Hector Lester spinning their polesitting Ferrari out of Coppice on the opening lap (he thought due to a touch from behind). Lester recovered but, in the tricky situation of being on slicks on a damp track, he fell a lap and a half behind before handing over to Simonsen at half-distance.

Simonsen found himself sixth once all the stops were completed. Immediately ahead were Tom Black in the Vantage Racing Aston Martin DBRS9, which had run as high as second in Stuart Hall's hands before power-steering failure caused a longer mandatory stop, and Gregor Fisken in the Mosler started by Martin

Short. Both were in range, but fourth seemed the best Simonsen could hope for.

That was because three quick machines were a lap ahead. Driving a Chad Racing Ferrari, Benji Hetherington had impressed on his GT3 debut, coming through to lead early on from Hall, recently crowned GT3 champion David Ashburn (Trackspeed Porsche) and Duncan Cameron's MTECH Ferrari. Hetherington's co-driver Stephen Jelley was jumped by Glynn Geddie (in for Ashburn) shortly after the stops but started closing on the Porsche once into his stride. Quicker than both was Cameron's partner, Matt Griffin, and with 45 minutes to go the three cars were locked together.

Then things started to get strange. Jelley's pass of Geddie around the outside at Redgate was fine enough, but Griffin hit gearbox troubles at the same moment and fell away.

Jelley edged clear of Geddie and looked good for a debut win, only to slow dramatically with less than half an hour to go. More gearbox trouble, probably due to contact caused in

the pack when Lester spun, was to blame.

"Benji did a great job, but it looks like the first-lap damage meant we were leaking hydraulic fluid and we got stuck in third gear," said Jelley. "I'm absolutely gutted."

Geddie should have been able to capitalise, but instead was hit by Black as several cars avoided the slowing Jelley. That caused a puncture and, though Geddie repassed the ailing Griffin once he had new rubber, suspension and gearbox damage meant he too was walking wounded.

By now Simonsen, who had been lapping up to two

seconds faster than anyone else, was closing in. He swept by Griffin with less than 20 minutes to go and dived by Geddie at Coppice a lap later before cruising home to an unlikely win.

"I didn't think we would win, but anything is possible," said Simonsen. "And the car was very good – probably the best race pace we've ever had."

Beetle racer Steve Chaplin claimed the Volkswagen Racing Cup title in the penultimate round of the season. Chaplin started second and survived a late off at Coppice after tussling with Richard Walker to finish

fourth, which was enough. Aaron Mason claimed his second win of the season in his Golf Mk5 GTI, with Joe Fulbrook tracking him to the chequered flag.

Later, Mason added a further victory to his CV after sweeping past Alex Dziurzynski at the Esses on lap two, with new champion Chaplin making second his own from the third tour.

Andrew McMillan converted his pole into an early lead in the opening Caterham R300 contest, with Jamie Ellwood his closest rival. Ellwood hit the front at one-third distance, before Trevor





Despite off, Fowell secured Superlight crown

Fowell closed on the battling duo and started fighting McMillan for second. However, a clash on the Dunlop Straight caused Fowell to spin and let Ellwood escape.

Jamie Orton came through to second, while a last-corner mistake by McMillan let the recovering Fowell past on the run to the line. Third was easily enough to give him the Superlight title.

In the subsequent final championship round of the season McMillan was the class of the field, winning by five seconds from Mark Shaw. Ellwood held off Ollie Taylor for the final podium position, while Fowell finished fifth after setting a new lap record.

The G40s of the guesting David Mayes and Tom Ingram led the Ginetta Challenge field throughout in the opening

contest, leaving the G20 spoils to be earned by third-placed Stuart Pearson. Andrew Richardson had looked set for the G20 victory, but gearbox woes dropped him behind Pearson with two laps remaining.

That left the Challenge title race to be determined in the final round of the season after title leader George Murrells finished a lowly 13th. While Mayes again led Ingram to the flag, Murrells took sixth to secure the crown.

Neil Smith romped to a clear-cut victory in the Alfa Romeo encounter, finishing 43 seconds clear of runner-up Stephen Dymoke. Well to their rear, Class E racer Mel Healey finished 19th on track, but this was sufficient to make her the 2010 champion.

By Kevin Turner & Graham Read



PEMBREY BARC October 16-17
Ronchetti wins as Butcher crowned

Ronchetti won, but Butcher took title

Butcher stops Ronchetti bullet

JOSS RONCHETTI and Keith Butcher shared the Classic Thunder spoils as the CTCRC categories made up the bulk of the Pembrey season-closer last weekend. Ronchetti won the first race and was leading the second when forced to pit, handing victory to Nissan Primera driver Butcher, who also clinched the title.

Ronchetti's hopes took a major knock when he found himself bereft of class opposition, meaning that he could not match Butcher's score. Ronchetti fired 'The Bullet', his potent Talbot Sunbeam Lotus, to the head of the opening race but it was not enough to level the points, even when Butcher's Nissan Primera was bundled back to third by the Ford Sierra

Cosworth of Craig Davies after they traded paint.

With a change of rear tyres in a bid to glue the back of the Primera down a little more, Butcher went into the second race eager to turn the tables on Ronchetti. However, the anticipated battle fizzled out when Ronchetti peeled off into the pits just as Butcher was narrowing the gap. Ronchetti later took consolation by dominating the 40-minute two-driver enduro for all the CTCRC classes, having employed the rather useful Julian Westwood as his partner.

Jack Stanford showed no sign of a two-year break from racing when he romped to victory in the opening Pre-1993 Touring Car race. Stanford, who has spent his two-year sabbatical learning to be an

airline pilot, jumped into father Roger's BMW M3, which had already taken Stanford Sr to the title. Roger was clearly vexed by the fact that his son had the audacity to lap the German machine a second faster than he could!

Roger then took the car back for the second race and started from the back of the grid, having let Jack run all the qualifying session. He mounted a mighty charge, but the M3 of Andy Davies was just out of reach at the flag.

Stanford Sr added two more wins in the Classic Saloon/Historic Touring Car races with his Lotus Cortina, but their BMW 2002 went out of the Post Historic action with gearbox failure as Jack battled for third.

By Paul Lawrence

BRITISH GT (2 HOURS - 96 LAPS)

1 Hector Lester/Allan Simonsen (Ferrari 430 Scuderia); 2 David Ashburn/Giynn Geddie (Porsche 997 GT3R) +6.401s; 3 Duncan Cameron/Matt Griffin (Ferrari 430 Scuderia); 4 Martin Short/Gregor Fiskens (Mosler MT900R); 5 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 6 Stuart Hall/Tom Black (Aston Martin DBRS9); 7 Chris Hart/Anthony Reid (Chevrolet GR8); 8 Philip Walker/Alex Mortimer (Ford GT); 9 Colin Mowle/Sam Mowle (KTM X-Bow); 10 Ron Johnson/Piers Johnson (Ginetta G50 Mod). **Class winners** Hart/Reid; Christian Dick/Jamie Stanley (Ginetta G50). **Fastest lap** Simonsen 1m07.074s (106.22mph).

FINAL POINTS 1 Ashburn, 107; 2 Geddie, 81; 3 Cameron/Griffin, 75. **G41 Dick/Stanley, 70.5**; 3 Rory Butcher/Benjamin Harvey (KTM X-Bow); 38.5 Nathan Preke/Vibe Smed (Ginetta G50), 37.

VW RACING CUP (45 LAPS) 1 Aaron Mason (Golf Mk5 GTD); 2 Joe Fulbrook (Bora 1.8T) +1.772s; 3 Peter Felix (Golf Mk5 GTD); 4 Steve Chaplin (Beetle 3.2 RS); 5 Richard Walker (Golf Mk5 GTD); 6 Alex Dzurzynski (Corrado). **FL** Walker 1m19.336s (89.80mph). **RACE TWO (15 LAPS)** 1 Mason; 2 Chaplin +0.464s; 3 Tony Gilham (Golf Mk5 GTD); 4 Kieran Griffin (Scirocco 2.0 R); 5 Felix; 6 Didge Dzurzynski (Golf Mk2). **FL** Chaplin 1m19.103s (90.06mph). **CATERHAM SUPERLIGHT R300 (24 LAPS)** 1 Jamie Ellwood; 2 Jamie Orton +7.281s; 3 Trevor Fowell; 4 Andrew McMillan; 5 Ollie Taylor; 6 Mark Shaw.

FL Fowell 1m16.222s (93.47mph). **RACE TWO (24 LAPS)** 1 McMillan; 2 Shaw +5.297s; 3 Ellwood; 4 Taylor; 5 Fowell; 6 Orton. **FL** Fowell 1m15.687s (94.13mph). **TROPIC RACE (24 LAPS)** 1 Taylor; 2 James Maciachian +4.021s; 3 Flick Haigh; 4 David Pearce; 5 Peter Young; 6 Simon Lambert. **FL** Taylor 1m16.207s (93.49mph). **GINETTA CHALLENGE (14 LAPS)** 1 David Mayes (G40); 2 Tom Ingram (G40) +18.618s; 3 Stuart Pearson (G20); 4 Andrew Richardson (G20); 5 Sean Huyton (G20); 6 Mark Wania (G20). **FL** Mayes 1m18.587s (90.65mph). **RACE TWO (45 LAPS)** 1 Mayes; 2 Ingram +6.633s; 3 Richard Sykes (G40); 4 Tom Boston (G40); 5 Huyton; 6 George Murrells (G20). **FL** Mayes 1m18.689s (90.54mph). **TROPIC RACE (8 LAPS)** 1 Mayes; 2 Ingram +11.895s; 3 Sykes; 4 Murrells; 5 Huyton; 6 Wania. **FL** Mayes 1m18.419s (90.85mph).

ALFA ROMEO (16 LAPS) 1 Neil Smith (156 World Touring Car); 2 Stephen Dymoke (156) +43.245s; 3 Andy Page (Giulietta Turbo); 4 Anthony George (3316v); 5 Keith Waite (75); 6 Nick Anderson (33). **CW Dymoke, George, Graham Seager (GTV); Arthur McMahon (Fiat Punto); Chris Finch (156); Leon Bailey (33).** **FL** Smith 1m15.512s (94.35mph). **GERMAN VS ITALIAN SALOONS (20 LAPS)** 1 Smith; 2 Fulbrook +40.546s; 3 Mason; 4 Chaplin; 5 Daniel Walker (Golf Mk5 GTD); 6 James Walker (Golf Mk5 GTD). **FL** Smith 1m15.134s (94.82mph).

CLASSIC THUNDER (14 LAPS) 1 Joss Ronchetti (Talbot Sunbeam Lotus); 2 Craig Davies (Ford Sierra Cosworth) +4.459s; 3 Keith Butcher (Nissan Primera); 4 Piers Grange (Ford Sierra XR8); 5 Neil Philpotts (Mitsubishi Starion); 6 Carl Bennett (BMW M3). **Fastest lap** Butcher 1m01.911s (84.66mph). **RACE TWO (14 LAPS)** 1 Butcher; 2 Grange +16.014s; 3 Jason Davies (Ford Escort RS2000); 4 Bennett; 5 Philpotts; 6 Craig Jamieson (Ford Sierra Cosworth). **FL** Butcher 1m01.344s (85.44mph). **CTCRC ENDURO (36 LAPS)** 1 Ronchetti; 2 Julian Westwood; 2 C Davies/Rose (Ford Sierra) -1 lap; 3 Roger Stanford/Jack Stanford (BMW M3); 4 Simon Leleu/Craig Jamieson (Rover 220 Turbo Coupe); 5 Ken Clarke/Tim Clarke (Rover 220 Turbo Coupe); 6 Andy Davies/Paul Evans (BMW M3). **FL** Ronchetti/Westwood 1m03.221s (82.90mph). **PRE-1993 TOURERS (14 LAPS)** 1 Jack Stanford (BMW M3); 2 Andy Davies (BMW M3) +20.120s; 3 Ken Lark (VW Corrado); 4 Graham Myers (Ford Sierra Cosworth); 5 David Scriven (Toyota Supra); 6 Ken Clarke (Rover 220 Turbo Coupe). **FL** Stanford 1m05.297s (80.27mph).

RACE TWO (14 LAPS) 1 Davies; 2 Roger Stanford (BMW M3) +0.680s; 3 Lark; 4 Scriven; 5 Tim Clarke (Rover 220 Turbo Coupe); 6 Myers. **FL** Stanford 1m06.094s (79.30mph). **CLASSIC SALOON/HISTORIC TOURERS (14 LAPS)** 1 R Stanford (Lotus Cortina); 2 Steve Sprigg (Lotus Cortina) +12.074s; 3 Jim Burrows (Austin Mini); 4 Ken Selfe (Mini Cooper S); 5 Andy Messham (Austin Mini); 6 Luc Wilson (Austin A40). **FL** Stanford 1m11.630s (73.17mph). **RACE TWO (14 LAPS)** 1 Stanford; 2 Burrows +16.597s; 3 Selfe; 4 Messham; 5 Julian Crossley (Mini); 6 Chris Parkes (Anglia Super 105E). **FL** Stanford 1m12.205s (72.59mph). **POST HISTORIC TOURERS (14 LAPS)** 1 David Howard (Jaguar XJ12); 2 Mark Lucock (Ford Escort RS2000) +2.995s; 3 Mark Osborne (Triumph Dolomite Sprint); 4 Tim Clarke (Triumph Dolomite Sprint); 5 Allan Weyman (Chevrolet Camaro); 6 Tony Crates (Ford Lotus Cortina Mk2). **FL** Lucock 1m09.452s (75.47mph). **RACE TWO (14 LAPS)** 1 Howard; 2 Lucock +8.871s; 3 Osborne; 4 Ken Clarke (Triumph Dolomite Sprint); 5 Weyman; 6 Crates.

FL Howard 1m08.793s (76.19mph). **CLASSIC GROUP 1 (14 LAPS)** 1 Jim McLoughlin (Ford Capri); 2 Tim Scott-Andrews (Rover Vitesse) +0.367s; 3 Howard; 4 Steve Cripps (Ford Escort RS2000); 5 David Hickton (Opel Ascona); 6 Andy Johnson (VW Golf). **FL** Scott-Andrews 1m08.337s (76.70mph). **RACE TWO (14 LAPS)** 1 Howard; 2 McLoughlin +4.856s; 3 Cripps; 4 Hickton; 5 Scott-Andrews; 6 Richard Langeveld (Ford Escort). **FL** Howard 1m08.036s (77.04mph). **WELSH SPORTS/SALOONS (16 LAPS)** 1 Keith Butcher (Ginetta G50); 2 Geraint Rees (Westfield) +13.000s; 3 Neil Watts (Westfield); 4 Russell Haggerty (RAW Stryker); 5 Craig Freeman (Mini Cooper S); 6 Philip Bendall (Subaru Impreza). **FL** Chris Everill (Ginetta GT4) 1m00.826s (86.17mph). **RACE TWO (14 LAPS)** 1 Everill; 2 Freeman -1 lap; 3 Bendall; 4 Roger Dowden (Davrin Mk6); 5 Watts; 6 John O'Shea (Mazda MX5). **FL** Jeffrey Davies (Westfield) 1m00.857s (86.12mph). **RACE THREE (14 LAPS)** 1 Everill; 2 Butcher +36.165s; 3 Watts; 4 Nicholas Jones (Renault Clio); 5 Bendall; 6 O'Shea. **FL** Everill 1m01.400s (85.36mph).

SILVERSTONE MSVR October 16-17
Moore takes title in Formula Palmer Audi finale

Less is Moore as Jousse drops score



JON BRYANT

IT WAS in the end, as the Duke of Wellington once said, a damn close-run thing. Nigel Moore secured Formula Palmer Audi's £100,000 F2 Scholarship prize in the very last race of the season as arch-rival Maxime Jousse retired after clashing at the end of the Wellington Straight with the startlingly precocious Jordan King. Were it not for the dropped scores introduced for 2010, the Parisian would have taken the title by four points. As it was, he lost out by nine. *C'est la vie!*

Teenaged Spaniard Ramon Pineiro kept his slender title hopes alive overnight by winning both Saturday races ahead of Moore, the first after a storming drive from a

first-corner sixth to surge past the young Yorkshireman at half-distance. From third on the grid, Jousse fell to fifth at the finish of race one, complaining of excessive oversteer. Pole position had been taken convincingly in damp conditions by karting star Jordan King, but a driveshaft snapped at the start. This was replaced by the FPA mechanics in time for King to set third-fastest time in a handful of laps for third on the grid in race two. Disappointingly, a tangle with Vincent Beltoise at Becketts scuppered his baptism.

Sunday was less kind to Pineiro, who spun at Becketts on lap one, leaving Moore to take his third FPA win of the year ahead of an impressive



Geddie scored first win for his Ferrari 430

JON BRYANT

King, who coolly kept Pineiro behind as the Spaniard stormed back to third from his spin. Qualifying seventh, Jousse climbed to fifth and saw his championship lead pass across to Moore.

Moore's start from second on the grid for the finale was appalling and he finished lap one in 12th

place, with Jousse 10th. Up front, Kieran Vernon soon took the lead from polesitter Jose Alonso Liste, who hounded the Englishman all the way, but Vernon clung on for his third win of the year. It was while disputing fourth place that Jousse and King made contact, handing the place and the FPA

championship to Moore. A little further back, Beltoise won a brilliant six-car battle for seventh by crossing the line on the grass alongside Howard Fuller, before performing a perfect pirouette. If, as is rumoured, this was the last FPA race in the UK after 13 years, it was a fitting farewell for the category.

FORMULA PALMER AUDI

(22 LAPS) 1 Ramon Pineiro; 2 Nigel Moore +1:57s; 3 Max Snegrev; 4 Kieran Vernon; 5 Maxime Jousse; 6 Jose Alonso Liste. **Fastest lap** Pineiro 54.325s (108.61mph) **RACE TWO (22 LAPS)** 1 Pineiro; 2 Moore +4.355s; 3 Alonso Liste; 4 Jousse; 5 Vernon; 6 Howard Fuller. **FL** Pineiro 54.469s (108.32mph) **RACE THREE (22 LAPS)** 1 Moore; 2 Jordan King +2.224s; 3 Pineiro; 4 Vernon; 5 Jousse; 6 Callum Holland. **FL** Alonso Liste 54.786s (107.69mph) **RACE FOUR (22 LAPS)** 1 Vernon; 2 Alonso Liste +0.552s; 3 Snegrev; 4 Moore; 5 Holland; 6 Pineiro. **FL** Alonso Liste 55.003s (107.27mph) **FINAL POINTS** 1 Moore, 344; 2 Jousse, 335 (348); 3 Pineiro, 320;

4 Vernon, 300 (311); 5 Alonso Liste, 298 (307); 6 Vincent Beltoise, 250 **GT CUP (19 LAPS)** 1 Justin Sherwood (Porsche 997 GT3 Cup); 2 Gary Eastwood (Ferrari 430 GTC) +1:067s; 3 Danny Winstanley (TVR Tuscan GT); 4 Don Grice (BMW M3 V8); 5 Toby Tarrant-Willis (Porsche 996 GT3 R); 6 Leon Price (Ferrari 430 GTC). **Class winners** Marco Pullen (Ferrari 360 GTC); Sarah Bennett-Baggs (BMW E46). **FL** Price 59.342s (99.42mph). **RACE TWO (15 LAPS)** 1 Jim Geddie (Ferrari 430 GTC); 2 Grice +7:267s; 3 Eastwood; 4 Rupert Martin (Ferrari 430 GTC); 5 Keith Webster (BMW E36); 6 Michael Symons (BMW E46). **CW** Webster; Dan Norris-Jones (Lotus Exige); Anders Gustavson (Ginetta

G50). **FL** Price 59.015s (99.98mph). **MONOPOSTO 1000/1400/1800 (13 LAPS)** 1 Arty Cameron (Jedi Mk4); 2 Chris Woodhouse (Speads RM04) +1:878s; 3 Adrian Wright (GEM AW2); 4 Dax Ward (Jedi Mk6); 5 Jonathan Reed (Jedi Mk6); 6 Gary Hill (OMS 2000M). **CW** Hill; Peter Bragg (Nemesis Mygale SJ00). **FL** Woodhouse 1m05:701s (89.80mph). **RACE TWO (16 LAPS)** 1 Cameron; 2 Woodhouse +0:104s; 3 Ward; 4 Hill; 5 Geoff Fern (TFR 10); 6 Reed. **CW** Hill; Bragg. **FL** Woodhouse 57:553s (102.52mph). **MONOPOSTO 2000/CLASSIC 2000/1600 (16 LAPS)** 1 Tristan Cliffe (Dallara F398); 2 Jeremy Timms (Dallara F397) +1:974s; 3 Richard Purcell (Dallara F300); 4 Kevin Mason

(Dallara F300); 5 Louis Watts (Reynard Formula Vauxhall Lotus); 6 Kevin Otway (Formula Vauxhall Lotus). **CW** Watts; Nigel Davers (Van Diemen RF89). **FL** Cliffe 57:304s (102.96mph). **RACE TWO (9 LAPS)** 1 Timms; 2 Cliffe +0:558s; 3 Nick Anstruther (Bowman BC3); 4 Watts; 5 Anthony Bishop (Tatuus Formula Renault 2000); 6 Francis Phillips (Reynard 923). **CW** Anstruther; David Parkinson (Reynard FF). **FL** Timms 57:209s (103.13mph). **PRODUCTION BMW (14 LAPS)** 1 Ben Winrow (320i); 2 Rob Smith (320i) +1:578s; 3 Stuart Waite (320i); 4 Mike Tovey (320i); 5 Nick Barke (320i); 6 Liam Crilly (318). **FL** Winrow 1m12:864s (80.97mph). **RACE TWO (13 LAPS)** 1 Tim Wilson

(320i); 2 Smith +1:504s; 3 Tovey; 4 Mike Dugdale (320i); 5 Alan Wileman (320i); 6 Warren Gazzard (320i). **FL** Wilson 1m13:008s (80.81mph). **RACE THREE (13 LAPS)** 1 Winrow; 2 Wilson +0:348s; 3 Waite; 4 Barke; 5 James MacIntyre (320i); 6 Nigel Olive-Jones (320i). **FL** Wilson 1m12:766s (81.08mph). **RACING SALOONS (13 LAPS)** 1 Colin Tester (Ford Sierra Cosworth); 2 Leigh Franklin (Talbot Sunbeam Lotus) +1:857s; 3 Tim Sweet (BMW M3 E36); 4 Mark Capewell (BMW M3 E30); 5 Adam Sharpe (BMW M3 E36); 6 Robert Sadler (BMW 325i E30). **CW** David Ball (Jaguar XJS); Franklin; Sadler; Mike Dugdale (BMW 320i E30). **FL** Capewell 1m09:540s (84.84mph).

RACE TWO (12 LAPS) 1 Tester; 2 Sweet +2:347s; 3 Capewell; 4 Roger Kneebone (BMW M5); 5 Julian Newman (BMW M5); 6 Franklin. **CW** Capewell; Sadler; Ball; Dugdale. **FL** Tester 1m06:346s (88.93mph). **LOTUS ELISE TROPHY (18 LAPS)** 1 Eugene O'Brien (Elise S1); 2 Marcus Jewell (Elise S2) +1:473s; 3 Luigi Mazza (Elise S1); 4 James Knight (Elise S1); 5 Andy Dolan (Elise S1); 6 Greg Noble (Elise S1). **FL** O'Brien 1m06:824s (88.29mph). **RACE TWO (18 LAPS)** 1 O'Brien; 2 Jewell +0:858s; 3 Mazza; 4 Dolan; 5 Noble; 6 Pete Storey (Exige S2). **FL** Jewell 1m07:216s (87.78mph).

Former National Class F3 racer Justin Sherwood returned to racing after a six-year absence in the GT Cup finals. In a Team Parker Porsche 997, Sherwood dominated race one from pole position, while some of the regulars spun and crashed in his wake. Mechanical problems scotched Sherwood's chances in the second encounter, which had to be restarted after David Back's Ferrari and Alex Martin's Porsche met head-on at Becketts. Scot Jim Geddie gave his new Ferrari 430 GTC its first British win.

Marco Pullen kept out of trouble in both races to secure the first GT Cup championship in his Ferrari 360, but some of the other results are provisional pending further consideration by officials.

The multiplicity of Monoposto classes provided some brilliant dicing. In the race of the weekend (number two for the Monos), the Jedis of Arty Cameron and Dax Ward swapped places with Chris Woodhouse's Speads throughout at nearly every corner including the last, where Cameron screamed past Woodhouse to scamper across the line inches ahead, with Ward inches behind Woodhouse in third. And not once did any of them lean, weave or block. Quite like old times!

Tin-top maestro Ben Winrow won two of the Production BMW battles although winner of the other, Tim Wilson, made the 2008 Clio Cup champion work like never before in the second. Rob Smith took two second places to secure his second successive title.

Colin Tester's Sierra Cosworth won both Racing Saloons outings but only after some synchronised spinning with Mark Capewell's BMW at Becketts in the first.

Former BTCC racer Eugene O'Brien twice saw off the Lotus Elise Trophy regulars, of whom Marcus Jewell's ABS-equipped S2 was always in touch in the slippery conditions.

By Ian Titchmarsh

SNETTERTON CSCC October 16-17
Turnbull takes win before Fleming impresses

Fleming family star in classic Snett outing



Fleming's Elan leads Swinging Sixties field

THE CSCC made its return visit to Norfolk with double-headers for its flagship series and a title decider in the XJS championship.

First up was the Swinging Sixties where, having led from the start, John Muirhead's ever-rapid Lotus 7 suffered rotor-arm failure at one-third distance, allowing Paul Turnbull's Tuscan to clinch a maiden win in the series.

With Turnbull absent from the sequel and Muirhead retiring early, Nick Fleming's nimble Elan 26R won with ease. Having missed the cut as a reserve in race one, Andrew Marler (TVR Griffith) stormed from 38th to second inside six laps, only to retire at mid-distance.

Fleming was out again in the first Classic K race, eclipsing the field to win

by half a minute. After the rapid E-types of Mark Russell and Simon Ham retired, the similar car of Paul Castaldini took second, having recovered from an early spin.

Nick's dad Al took the wheel for race two, scrapping at the front with Castaldini. Having fallen behind his rival on lap three, Fleming pulled a great move at the Bomb Hole to reclaim the initiative, before the mid-race pitstops. But a determined Castaldini retaliated down Revett Straight with a lap and a half to go to take a decisive lead, shortly before Fleming's oil-starved engine blew.

After sitting out much of the season thanks to engine problems of his own, Sam Clarke returned with a double in the combined Jaguar Saloons/XJS races. In the first, he

withstood pressure from XJS rival Alex Harrison, while further back Alex's brother Andrew sealed the XJS title by winning Class D. An impressive Clarke cruised to further success in race two ahead of Lawrence Coppock.

Pitstops proved decisive in the opening Tin Tops enduro, with the Integra of Nigel Ainge and Simon Taylor's Civic dropping from first and second to fourth and sixth at the flag, after serving success penalties during their mid-race handovers to Alan Broad and John Hammersley respectively. While Hammersley was further hampered by the loss of fourth gear, a great effort from Mark Livens and Robert Dyball was rewarded with their first win of the year. Pitstop penalties were revoked for race two, allowing Ainge/

Broad to win comfortably.

Keith Dunn and Mark Coleing enjoyed a tight scrap for the lead in the first Magnificent Sevens outing. But with suspension failure ending Dunn's chances, and Coleing earning a 30sec success penalty, a late-stopping Carl Woodwiss grabbed the spoils. Dunn and Coleing locked horns again in race two, with two spins from Dunn helping Coleing to victory.

The mighty V8s of John Shoesmith/Ray Barrow (Chevy Camaro) and Riki Cann/Joe Cann (Aston Martin Vantage) shared a win apiece in an absorbing pair of Future Classic races.

The Sports v Saloons thrash was dominated by Anthony Bennett's R300, with Dennis Robinson's D-type replica second, despite an early rotation.

By Oliver Timson

SWINGING SIXTIES (28 LAPS)

1 Paul Turnbull (TVR Tuscan V8); 2 Gideon Hudson/Josh Sadler (Lotus Seven) +22.873s; 3 Josh Files/Keith Files (Triumph TR6); 4 Al Fleming (Lotus Elan 26R); 5 Nigel Edwards/Paul Castaldini (Marcos GT); 6 Andrew Yates/Adrian Mossop (Sunbeam Tiger).
Fastest lap Turnbull 1m21.559s (86.15mph).

RACE TWO (27 LAPS) 1 Nick Fleming (Lotus Elan 26R); 2 Files/Files +1m27.300s; 3 Mossop/Yates; 4 Sadler/Hudson; 5 Alan Charlton (Triumph TR6); 6 Trevor Farrington (Scimitar SES GT).
FL Andrew Marler (TVR Griffith) 1m20.326s (87.48mph).

CLASSICK (28 LAPS) 1 Nick Fleming (Lotus Elan 26R); 2 Paul Castaldini (Jaguar E-type) +30.828s; 3 David Thompson/Jon Wolfe (TVR Grantura MkII); 4 John Burton (Jaguar E-type); 5 Brian Arculus (Lotus Elite); 6 Peter Tognola (Porsche 911).
FL Fleming 1m22.451s (85.22mph).
RACE TWO (24 LAPS)

1 Castaldini; 2 Richard Skinner (Marcos 1800 GT) +1m20.001s; 3 Wolfe/Thompson; 4 Arculus; 5 David Holroyd (Lotus Elan); 6 Al Fleming (Lotus Elan 26R).
FL Fleming 1m22.628s (85.04mph).

XJS & JAGUAR SALOONS (12 LAPS)
1 Sam Clarke (XJS); 2 Alex Harrison (XJS) +2.188s; 3 Chris Palmer (XJS); 4 Lawrence Coppock (XJS); 5 Richard Dorlin (XJ6 Coupe); 6 Derek Pearce (MkII).
FL Clarke 1m21.842s (85.86mph).

RACE TWO (12 LAPS) 1 Clarke; 2 Coppock +4.248s; 3 Alex Harrison; 4 Pearce; 5 Gail Hill (XJ6); 6 Stewart Lyddall (XJS).
FL Clarke 1m22.674s (84.99mph).
TIN TOPS (28 LAPS) 1 Mark Livens/Robert Dyball (Honda Civic Type R); 2 Joe Gatt/Tom Gannon (Honda Integra DC5) +14.181s; 3 Richard Gane/Chris Adams (Honda Integra Type R); 4 Nigel Ainge/Alan Broad (Honda Integra DC5); 5 Nigel Tongue (MG

ZR); 6 Simon Taylor/John Hammersley (Honda Civic Type R).
FL Broad 1m21.574s (86.14mph).
RACE TWO (29 LAPS) 1 Ainge/Broad; 2 Gane/Adams +8.495s; 3 Robert Addison/Scott Tanner (MG ZR160); 4 Ian Collins/Danny Cassar (Renault Clio); 5 Tongue; 6 Gatt/Gannon.
FL Broad 1m21.597s (86.11mph).

MAGNIFICENT SEVENS (31 LAPS)
1 Carl Woodwiss (CSR 260); 2 Mark Coleing (CSR 260) +2.569s; 3 Bill Hailstone (CSR); 4 Jonathan Mitchell/Andy Bourn (C400); 5 Michael Jones (CSR); 6 Bill Addison/Martin Addison (Superlight).
FL Coleing 1m31.797s (95.22mph).
RACE TWO (31 LAPS) 1 Coleing; 2 Keith Dunn (C400) +26.039s; 3 Hailstone; 4 Addison/Addison; 5 Bourn/Mitchell; 6 Michael Jones (CSR).
FL Dunn 1m31.415s (95.71mph).

FUTURE CLASSICS (29 LAPS) 1 John Shoesmith/Ray Barrow (Chevrolet

Camaro); 2 Riki Cann/Joe Cann (Aston Martin V8 Vantage) +27.659s; 3 Paul Conway (Morgan Plus 8); 4 George Mutteen (Porsche 944 S2); 5 Cieran Brewer (Porsche 964); 6 Nicholas Olson (Lotus Esprit S3).
FL Barrow 1m18.293s (89.75mph).
RACE TWO (29 LAPS) 1 Cann/Cann; 2 Shoesmith/Barrow +4.553s; 3 Olson; 4 Martyn Adams (Triumph TR7 V8); 5 Ed Mercer (Morgan Plus 8); 6 Mark Koeberle (Porsche 944 Turbo).
FL R Cann 1m17.996s (90.09mph).

SPORTS v SALOONS (11 LAPS) 1 Anthony Bennett (Caterham R300); 2 Dennis Robinson (Jaguar D-type Replica) +17.146s; 3 Richard Green (Caterham 7); 4 Sam Clarke (Jaguar XJS); 5 Andy Gardiner (Vauxhall Frenza); 6 Gary Davis (Jaguar XJS).
FL Bennett 1m20.855s (86.91mph).

MALLORY PARK 750MC October 17
Rowe clinches his maiden 750 Formula title



Rutter (5) and Cooper (97) lead 750 Formula grid away

Mat man Rowe's precious moment

KIDDERMINSTER carpet dealer Roger Rowe secured his first 750 Formula title with an inspired victory in the opening leg of Sunday's double-header finale at Mallory Park.

The lofty Centaur driver lined up seventh due to a half-shaft failure in qualifying, but jostled it brilliantly through the Fiat-powered pack to seize the lead from Bill Rutter two laps from home.

"The car was really hooked up in Gerard's today," beamed Rowe, who carved 0.74 seconds from his own lap record in a majestic display, which left Rutter and Nathaniel Cooper (Davis) chasing him

— as they did here in April. Momentum meister Rowe lapped 0.5 seconds quicker in race two, although this time was beaten by Dave Robson's SDAR, with Williams F1 engineer Robin Gearing a promising fourth in his ex-Peter Bove Darvi.

Poleman Robbie Watts had to win the Formula 4 race — with fastest lap and Malcolm Scott third or worse — to thwart his rival's title charge. Watts flunked the start, falling to fifth, while Scott took the lead (with team-mate Oliver Sirrell as tail-gunner), but Watts hounded him down. He grabbed the lead, but Scott (nursing a shoulder injury) countered robustly

into Gerard's. When Watts slowed dramatically with a misfire, Scott stayed there under what he thought was intense pressure from Bryn Tootell, who was a lap down after clonking Jonathan Weston-Taylor at the hairpin and snagging the inside wall. Outgoing champion JW-T was second, ahead of Sirrell.

The SR> and Kit Cars event was another stunner, Cheng Lim's steroidal RAM Cobra presiding over a train that grew to eight 'carriages'. Lim couldn't shake off the Taydec of Andy Hiley — who claimed another Kit crown — as Clinton Dorrell's GD427 blasted from the back to

join the podium party. Clive Hudson's swoopy Eclipse, second Kit back and fifth overall, was but 1.12sec shy of Hiley and 2.1sec adrift of Lim.

With champion Paul Sibley clear on an oily track, which sent pursuer Edward Reeve into a hairy spin on the Stebbe Straight, Graeme Adams and Gil Duffy fought tooth and nail for the other rostrum places in the MG Midget Challenge finale. Class A debutant Adams just kept second. Mark Turner also had a scrap on his hands in Class B, until Dominic Mooney gyrated at Devil's Elbow.

Roger Windley screamed his Hillman Imp-engined Time past Ron Welsh's Yokohama-shod Fairthorpe FJ and 'Pancho' Webb's 1172cc Ford-powered Rawson Special to win the first 750 Trophy race. Windley had just usurped Webb later when they collided entering Gerard's.

Webb's car cartwheeled into the gravel and landed inverted, which caused worry until he crawled out. Gregan Thruston and John Skeavington took Austin 7 honours, with Mike Peck's splendid special in the mix.

Simon Knighton's extraordinary bike-engined 'Stratos' broke while leading the Allcomers race, which became a contest between the handling of Richard Gilmour's Mallock and poke of Jon Milicevic's Caterham 7. The bold Milicevic snuck past a couple of times, but Gilmour's speed round Gerard's sealed it.

Series runner-up Steve Lumley's neat pass on Paul Hinson into Gerard's decided the clean MR2 bout. Champion Zac Chapman sat outside Andrei Bgatov from to the Esses in their tussle for third, whereupon a brush tripped Chapman up. The Russian also finished third in the points table.

■ By Marcus Pye

750 FORMULA (16 LAPS) 1 Roger Rowe (Centaur Mk20MC); 2 Bill Rutter (Darvi Mk5) +2.45s; 3 Nathaniel Cooper (Davis T7); 4 Bob Simpson (SS/F); 5 Dave Robson (SDAR/83); 6 Robin Gearing (Darvi PB88). **Class winner** Gearing. **Fastest lap** Rowe 50.72s (95.82mph). **RACE TWO (16 LAPS)** 1 Robson; 2 Rowe +1.33s; 3 Cooper; 4 Gearing; 5 Simpson; 6 Martin Kemp (Racekits Falcon). **CW** Gearing. **FL** Rowe 50.20s (96.81mph) **record**. **FORMULA 4 (24 LAPS)** 1 Malcolm Scott (Van Diemen RF00) +1.47s; 3 Oliver Sirrell (Van Diemen RF97); 4 Shane Kelly (Van Diemen RF96); 5 Bryn Tootell (Van Diemen RF06/09); 6 Clive Yorath (Reynard SF84). **CW** Paul Presgraves (Van Diemen RF98). **FL** Robbie Watts (Van Diemen RF09) 44.83s (108.41mph)

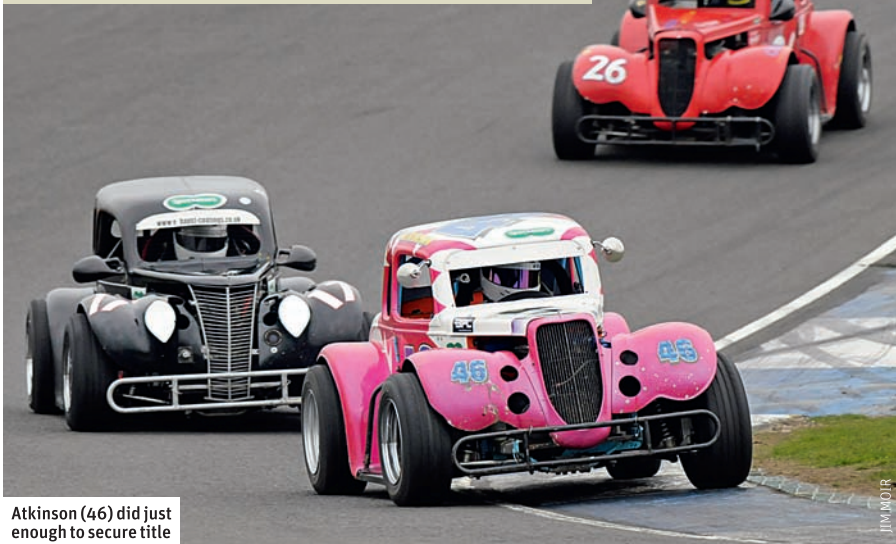
record. **KIT CARS & SRGT (16 LAPS)** 1 Cheng Lim (RAMSC Cobra); 2 Andy Hiley (Taydec Mk2) +0.88s; 3 Clinton Dorrell (GD Cobra 427); 4 Garry Wilson (Crosse 9S); 5 Clive Hudson (Eclipse SMI); 6 John Moore (Sylva Phoenix). **CW** Hiley; Wilson; Rob Johnston (Cyna MX500R); Matthew Smith (Ginetta G20); Tim Falce (Jaguar D-type replica). **FL** Dorrell 51.41s (94.53mph). **MG MIDGETS (16 LAPS)** 1 Paul Sibley; 2 Graeme Adams +2.36s; 3 Gil Duffy; 4 Edward Reeve; 5 Chris Groves; 6 Mark Turner (Austin-Healey Sprite Mk1). **CW** Turner; David Pymm. **FL** Sibley 51.69s (94.02mph). **750 TROPHY (15 LAPS)** 1 Roger Windley (Time 3B); 2 'Pancho' Webb (Rawson Special) +1.95s; 3 Ron Welsh (Fairthorpe FJ); 4 Paul

Gorolini (JB); 5 Don Rawson (Rawson-Climax); 6 Nic Grele (Jeffrey Mk1). **CW** Webb; Gregan Thruston (Austin 7). **FL** Windley 56.92s (85.38mph). **RACE TWO (8 LAPS)** 1 Welsh; 2 David Larkins (Gerrell Reliant) +9.91s; 3 Gorolini; 4 Michael O'Mahony (Snipe); 5 Rawson; 6 John Skeavington (Austin 7 Ulster). **CW** Larkins; Skeavington. **FL** Welsh 59.85s (81.20mph). **ALLCOMERS (15 LAPS)** 1 Richard Gilmour (Mallock); 2 Jon Milicevic (Caterham 7) +0.14s; 3 Ian Wale (Caterham 7); 4 Paul Spencer (Radical SR3); 5 Paul Sibley (MG Midget); 6 David Caldecourt (Sylva Phoenix). **FL** Gilmour 49.55s (98.08mph). **MR2 (20 LAPS)** 1 Steve Lumley; 2 Paul Hinson +4.44s; 3 Andrei Bgatov; 4 Guy Hefford; 5 John Wilson; 6 Paul Hutson. **FL** Lumley 55.37s (87.77mph).



Lim's Cobra starred in frenetic SRGT fight

KNOCKHILL SMRC October 17
Marshall pips Bernard by a point in classics



Atkinson (46) did just enough to secure title

Atkinson clinches Legends title

COLIN ATKINSON was crowned Scottish Legends champion in an exciting season finale, just edging out Ross Mickel.

Atkinson managed the challenging cold and wet conditions to control his 200-point lead and score consistent points finishes in all three races.

Mickel looked set to take a 200 maximum for a win in the final, but was demoted by multiple national series champion

John 'Jon' Higgins on the final lap, leaving Mickel a tantalising handful short of taking the title.

After his nearest rival's bad luck at the last meeting, just one point was needed to secure the Scottish Formula Ford title for Craig Brunton. Two wins were a fitting way to end the season in style, although runner-up Kenneth Thirlwall deserves recognition for his excellent adaption of saloon-car skills to

single-seaters this season.

Wet conditions were the ideal way for Andrew Allan to pick up an outright win in the Fiesta race. Despite taking both ST Cup wins, he failed to deny Rory Bryant, who drove sensibly to take the title for the modern cars. In the main XR2 class, Tim Sleight put in a champion's drive in race one to win, but could not hold off an ST clean sweep of the podium in the wet of race two.

Oliver Mortimer sealed

SCOTTISH LEGENDS FINAL (10 LAPS)
1 John Higgins; 2 Ross Mickel +0.131s; 3 Ben Mason; 4 Glenn Burtenshaw; 5 John Marshall; 6 Ross Marshall. **Fastest lap** Higgins 1m10.910s (64.98mph). **HEAT ONE (8 LAPS)**
1 Alistair Gauld; 2 Colin Atkinson +1.596s; 3 Keirnan Murray; 4 Craig Mitchell; 5 Mickel; 6 Mason. **FL** R Marshall 1m00.514s (76.15mph). **HEAT TWO (8 LAPS)** 1 Higgins; 2 R Marshall +0.228s; 3 Mickel; 4 Mason; 5 David Hunter; 6 Atkinson. **FL** Mason 1m00.583s (76.06mph). **SCOTTISH FORMULA FORD (10 LAPS)**
1 Craig Brunton (Ray GR09); 2 Kenneth Thirlwall (Van Diemen) +11.67s; 3 Joe Tanner (Van Diemen); 4 Ian Munro (Van Diemen); 5 Alistair Dow (Van Diemen); 6 Martin Pieraccini (Van Diemen). **Class winner** Ivor Mairs. **FL** Brunton 55.365s (83.23mph). **RACE TWO (10 LAPS)** 1 Brunton; 2 Thirlwall +2.119s; 3 Tanner; 4 Munro; 5 Ross McEwan (Van Diemen); 6 Michael Gray (Vector). **CW** Mairs. **FL** Brunton 55.510s (83.01mph). **SCOTTISH FORD XR2 (10 LAPS)** 1 Tim Sleight; 2 Russell Milloy +1.087s; 3 Wayne MacCauley; 4 Andrew Allan (Fiesta ST); 5 Findlay Adams; 6 Martin Buchan. **CW** Allan. **FL** Allan 1m02.223s (74.06mph). **RACE TWO (10 LAPS)** 1 Allan; 2 George Orr (Fiesta ST) +6.026s; 3 Scott Robertson (Fiesta ST); 4 Sleight; 5 MacCauley; 6 Alistair Mowat (Fiesta ST). **CW** Sleight. **FL** Allan 1m06.846s (68.94mph). **SCOTTISH MINI COOPER CUP (8 LAPS)** 1 Oliver Mortimer; 2 Chris Smiley +0.927s; 3 David Sleight; 4 Steven Brewster; 5 Kenneth Brewster; 6 Vic Covey Jr.

FL Smiley 1m03.051s (73.08mph). **RACE TWO (8 LAPS)** 1 Mortimer; 2 Smiley +2.994s; 3 Sleight; 4 Covey; 5 Findlay Crocker; 6 S Brewster. **FL** Mortimer 1m02.993s (73.15mph). **RACE THREE (8 LAPS)** 1 Covey; 2 Crocker +1.597s; 3 S Brewster; 4 K Brewster; 5 Mark Dryden; 6 Smiley. **FL** Smiley 1m03.442s (72.63mph). **SCOTTISH CLASSIC SPORTS AND SALOONS (12 LAPS)** 1 Andrew Smith (Morgan +8); 2 Stan Bernard (Porsche 911) +6.670s; 3 John Marshall (Ford Escort); 4 Willie Robertson (Datsun 240Z); 5 Adam Bernard (Porsche 911); 6 Tommy Gilmartin (Ford Capri). **CW** S Bernard; Marshall; Nic Boyes (Mini Cooper). **FL** Smith 58.980s (78.13mph). **RACE TWO (12 LAPS)** 1 Smith; 2 Marshall +3.828s; 3 Robertson; 4 S Bernard; 5 Russell Paterson (Morgan +8); 6 Shonny Paterson (Triumph TR8). **CW** Marshall; Robertson; Boyes. **FL** Smith 58.751s (78.43mph). **SCOTTISH SALOON AND SPORTS CARS (10 LAPS)** 1 Garry Watson (Westfield); 2 Cameron Purdie (Westfield) +22.265s; 3 Aaron Ellington (Caterham CSR); 4 Peter Taddai (Ford Fiesta Evo); 5 Phillip Duncan (Westfield); 6 Andrew Morrison (SEAT Cupra). **CW** Taddai; Ian Hepburn (Westfield Seight). **FL** Watson 52.764s (87.33mph). **RACE TWO (10 LAPS)** 1 Watson; 2 James Bruce (Mitsubishi Evo 7) +23.150s; 3 Joe Shuttleton (Subaru Impreza); 4 Ellington; 5 Morrison; 6 Duncan. **CW** Bruce; Shuttleton. **FL** Watson 1m04.613s (71.32mph).

another Mini championship title with two wins in exuberant style, later admitting to having a bit of fun by sliding his car to the chequered flag.

He opted to sit out the final race of the year to preserve his car and this left a compelling three-way scrap for the win. Vic Covey Jr ended a disappointing season by his standards by taking the

victory spoils.

John Marshall pipped Stan Bernard to win the Scottish Classic Sports and Saloon championship by a single point. Andrew Smith's Morgan took both wins, but it was not enough to take the big spoils. Garry Watson earned the prize for the modern equivalents by taking two wins on a soaking track in his Westfield.

■ By Jonathan Crawford

OULTON PARK BRSCC October 16
Wins for Bishop and Poole in XR Challenge

Slim field but fine racing in XR finale

THE 2010 Ford XR Challenge closed with a double header at its home circuit, so it was surprising that the entry level only just scraped into double figures. The quality of the racing more than made up for the slim grid, however.

XR2 class champion Paul Bishop bounced all over the grass at Old Hall on the first lap, thus wasting his pole position and handing the advantage to Steve Poole. Simon Sheridan was second, but in attempting a move for the lead on lap four he opened the door for

Bishop to pass both cars. The new leader pulled away, with Sheridan losing second when he went wide at Cascades a lap later, only to retrieve the place at the hairpin the lap after that. Escort XR3i title winner John-Ifan Jones was absent, leaving Danny Leigh to take the class win.

With a reversed grid, the second contest bubbled up into a thrilling finale. Michael Heath led at first, but Poole took over at Druids on the second lap as Sheridan and Bishop (who was delayed by spinners at the first corner) hunted

him down. Craig Readyhough – having repaired first-race accident damage – joined in, and when Sheridan's car went sick it left three cars for the lead. They were split by a quarter of a second at the end, with Poole taking the win from Readyhough.

Michael Saunders (Cerbera) survived last-lap drama in both TVR races to win. In the first bout his

engine overheated, but fortunately he was 15 seconds clear of Steve Guglielmi's Tuscan at the time. In the second, Saunders overturned Guglielmi's strong start and held on, despite his seat breaking in the closing stages. Dave Chant won Class C in each race to wrap up the championship.

Solutions Racing enjoyed a one-two finish in the Fun

Cup, with the Eco Racing car of Charlie Burt and Paul Abraham less than half a second clear of the New Level entry of Mark Burton and Graham Pattle after four hours of racing. Both would have finished behind the Eclipse line-up of Sean McInerney and John Griffiths but for a stop-go penalty served four laps from the end.

■ By Ian Sowman

FORD XR (10 LAPS) 1 Paul Bishop (XR2); 2 Simon Sheridan (XR2) +2.477s; 3 Steve Poole (XR2); 4 Greg Speight (XR2); 5 Peter Lancaster (XR2); 6 Michael Heath (XR2). **Class winner** Danny Leigh (XR3i). **Fastest lap** Bishop 2m05.783s (77.04mph). **RACE TWO (10 LAPS)** 1 Poole; 2 Craig Readyhough (XR2) +0.109s; 3 Bishop; 4 Sheridan; 5 Heath; 6 Speight. **CW** Leigh. **FL** Bishop 2m05.068s (77.48mph).

TVR (11 LAPS) 1 Michael Saunders (Cerbera); 2 Steve Guglielmi (Tuscan) +14.472s; 3 Darren Smith (Tuscan); 4 Dean Cook (Tuscan); 5 Hugh Marshall (Tuscan); 6 Perry Waddams (Tuscan). **CW** Guglielmi; Dave Chant (Tasmin). **FL** Saunders 1m47.571s (90.09mph). **RACE TWO (12 LAPS)** 1 Saunders; 2 Guglielmi +6.220s; 3 Cook; 4 Marshall; 5 Jamie Golby (Tuscan); 6 Waddams. **CW** Guglielmi; Chant. **FL** Saunders 1m45.218s (92.10mph).

FUN CUP (104 LAPS) 1 Eco Racing/Solutions Racing (Charlie Burt/Paul Abraham); 2 New Level/Solutions Racing (Mark Burton/Graham Pattle) +0.453s; 3 Eclipse (Sean McInerney/John Griffiths); 4 Track Torque (Ray Grimes/Matthew Round); 5 JPR (Mike McCollum/Neil Smith); 6 Sherardizza (Howard Hunt/Peter Belshaw). **CW** McCollum/Smith. **FL** JPR/Indigo (Steve Harris/Mark Hope/Stephen Johansen) 2m02.068s (79.39mph).



Matra man beats Leo's Lola for double



ERIC SAWYER

Hall beat Voyazides twice in Matra MS670

A VERITABLE plethora of the continent's leading historic racers descended on the sun-blessed sweeps of the Autodromo Internacional Algarve, as this modern classic of a track tested the hundreds of mechanical masterpieces to their very limits.

The opening Masters Touring/Proto 70s race on Saturday began with an untidy rolling start, which allowed front-row starter Leo Voyazides (Lola T280) to rocket into the distance as poleman Rob Hall was swamped. "The start procedure was different to what I'm used to," he said. "It made for a bit of fun."

Down in sixth in the early going, Hall carefully worked his way through, enjoying a sonorous duet with Matra stablemate Abba Kogan before picking him off, as well as the swift-starting Lolas of Carlos Barbot and Edward Lovett. He chased down and passed the second-placed Lola T292 of Michele Liguori, and quickly consumed the 10-second gap to Voyazides to score a memorable win.

The start of Sunday's encounter was a reverse of what went before, as Hall shot off into the distance for a second win and this time it was Voyazides who dropped like a stone. He fell as low as eighth, but battled his way back to second, grabbing the runner-up spot when Liguori outraced himself at Turn 5 on the final lap.

The opening lap of the Gentleman Drivers' GT & Sport Endurance was the most frenetic of the weekend. Marcus Oeynhausen's Jaguar E-type leapt ahead from the front row at the rolling start, but poleman Voyazides (AC Cobra) retook the initiative for a couple of seconds before Oeynhausen got him back. Then Roger Wills hit the front in his Bizzarrini GT before the end of the opening tour, only for Oeynhausen to re-pass him four laps later.

Oeynhausen's closest challenger emerged as fellow E-type racer Jon Minshaw, who kept the leader in sight until a split water tank put him out. Oeynhausen, driving solo

for the 90-minute encounter (although the flag fell prematurely) finished comfortably clear of Wills/Joe Twyman, with Larry and Nathan Kinch finishing third in the family E-type. Simon Hadfield, bringing home Voyazides' Cobra, had cause to rue the early flag, as he was just behind Kinch Jr.

The World Sportscar Masters/Sports Racing Masters was a Lola T70 benefit, with Oliver Bryant storming to an utterly dominant first race victory over Voyazides and Steve Tandy. Roger Wills was best of the rest in his McLaren M1B, albeit over

a minute in arrears.

Race two followed the earlier stanza's form, as Bryant romped away once more. A good battle for second was provided early on when Joe Twyman got Wills's McLaren ahead of the other swift T70s through the opening bends, but he was soon re-passed by Voyazides and Tandy.

The one-hour U2TC Pre-'66 Touring Car Ralph Broad Trophy produced the biggest hard-luck story. Hadfield had just taken the lead — after team-mate Voyazides had charged from 23rd to second in what he called the "best drive of my life". With

Rob Hall seemingly beaten, and the race in his grasp with only minutes remaining on the clock, as Hadfield changed gear on the back straight the Lotus Cortina's lever came off in his hand! "It was so easy, I was just cruising, I wasn't going berserk," he rued.

Hall, in another Cortina, was able to bring home the bacon in the car started by Andy Wolfe. Andrew Smith and Alastair McCaig finished second following a race-long duel with the similar BMW 1800 of Richard Shaw and Jackie Oliver. Behind Max and Andrew Banks's Alfa Giulia, a frantic battle of



Pearson/Young Lister won Stirling Moss Trophy

ERIC SAWYER



Oeynhausen won Gentleman GT Enduro in his Jaguar E-type



Kubota gets ready to pounce on the hampered Meyrick

the Minis was won by Graham Churchill/Peter Baldwin over Andrew Hack/Daniel Wheeler.

It was fitting that the Voyazides/Hadfield combo did triumph in the final encounter of the weekend, the Masters Over Two-litre Pre-1966 race, in their Ford Falcon. After Hadfield diced early on with Chris Beighton's Mustang, he pulled clear by lap eight, and Voyazides cruised to the finish. Paul Radisich/Roger Wills claimed third in the latter's Mercury.

Formula Juniors were the early birds on Sunday morning, with Classic F3 star Benn Simms drifting his way to victory in his Elva, overcoming poleman Stephane Rey's Lola. Giving away at least 5mph in a straight line, Simms made

up the deficit, and then some, by his superior cornering speeds.

By half-distance, Rey had given up the chase. But the Frenchman had his revenge on Sunday, with a dominant display to win by 3.6sec.

Gary Pearson/John Young overcame Roger Wills/Joe Twyman to win the two-hour 50s Sports Cars Stirling Moss Trophy race that ran into the dusk on Saturday. Wills led the early going, but the Lotus was 6.6sec behind the Lister Knobbly Jaguar when it mattered.

Bizarre moment of the weekend went to Alan and Jason Minshaw, who finished fourth in their birdcage Maserati despite a drive-through (for overtaking no fewer than four cars under a safety

car) and an extra stop for officials to inquire whether Minshaw Jr could see through his heavily-taped visor. "Yes, thank you!" was the response.

On a track as wide and expansive as this, no less than 30 Formula 500s resembled little more than scampering ants. Patrick Jamin was in a different league, with Nigel Ashman his nearest opposition. Jamin won by even more – 27sec – on Sunday, with the Coopers of Steve Jones and Neil Hodges finishing ahead of Ashman this time.

In the hour-long Pre-War Motor Racing Legends, Barrys Wood and Cannell combined to defeat soloist, and early leader, Malcolm Verey (Allard) in their RGS Atalanta Jaguar.

■ By Charles Bradley

Meyrick's woe hands Kubota Williams win

ONLY THE LOSS of fourth gear and a fired-up Katsuo Kubota stopped sportscar pro Andy Meyrick from claiming an unlikely victory for Arrows ahead of Williams in a thrill-a-minute FIA Historic Formula 1 finale.

Having planted his A5 on pole, Meyrick was too busy battling Bobby Verdon-Roe's McLaren MP4/1B to notice Kubota's Williams FW07C, which rocketed into the lead at Turn 1. Meyrick outraked Kubota into the Turn 5 hairpin soon after, but had no answer to the Williams' traction on exit, so the Williams led once more.

That didn't last long, as Kubota braked too late for Turn 12, and Meyrick nipped past on the inside. Verdon-Roe was right in this fight, and grabbed second from Kubota at Turn 5 on lap four, but – crucially – the Japanese driver was able to power back ahead at the exit.

Four laps later, with Meyrick struggling with an absent fourth gear, Kubota lunged ahead with a perfectly-timed move in Turn 5. "I expected Andy to pull away, but instead he got closer and closer," said Kubota. "I think without his problem, he would have won."

Meyrick spent the remainder of the race ensuring Verdon-Roe

didn't grab second, but was forced to hold fifth gear through the final corner, leading to some defensive moves: "It was bogging down on me, so Bobby got two very good runs. We got close, but I only made one move."

Verdon-Roe wasn't overjoyed at his tactics: "I told him 'this isn't Formula Renault' – there were shades of [Jason] Plato," he said. "I don't think it was necessary to squeeze me against the pitwall."

BV-R was also keen to point out that the result meant Andy's dad Peter claimed the HF1 title, thanks to Meyrick Sr's second-in-class result.

Kubota made one mistake at Turn 11 with two laps remaining, but Meyrick admitted: "Even if I'd got past him, he'd have got me back out of the last corner. He drove fantastically."

Kubota took victory by 0.6 seconds, ahead of Meyrick and Verdon-Roe. Rob Austin held off Joaquin Folch by half a second to claim fourth in a mighty Arrows A4/Brabham BT49C tussle.

HISTORIC F1 (05 LAPS) 1 Katsuo Kubota (Williams FW07C); 2 Andy Meyrick (Arrows A5) +0.684s; 3 Bobby Verdon-Roe (McLaren MP4/1B); 4 Rob Austin (Arrows A4); 5 Joaquin Folch (Brabham BT49C); 6 Michael Lyons (Hesketh 308E). **Class winners** Lyons; Patrick d'Aubrey (Tyrell 012). **Fastest lap** Meyrick 1m40.154s (104.135mph).

TOURING70s/PROTO70s

(14 LAPS) 1 Rob Hall (Matra MS670); 2 Leo Voyazides (Lola T280) +1.827s; 3 Michele Liguori (Lola T292); 4 Abba Kogan (Matra MS670B); 5 Steve Hodges (Chevron B31); 6 Edward Lovett (Lola T296). **Fastest lap** Hall 1m46.765s (97.54mph).

RACE TWO (14 LAPS)

1 Hall; 2 Voyazides +6.438s; 3 Liguori; 4 Hodges; 5 Carlos Barbot (Lola T280); 6 Carlos Santos (Porsche 934). **FL** Hall (time not given).

GENTLEMEN DRIVERS GT & SPORT ENDURO (38 LAPS)

1 Marcus Oeynhausen (Jaguar E-type); 2 Roger Wills/Joe Twyman (Bizzarini GT) -1 lap; 3 Laurence Kinch/Nathan Kinch (Jaguar E-type); 4 Leo Voyazides/Simon Hadfield (AC Cobra); 5 Oliver Bryant/Grahame Bryant (AC Cobra); 6 Steve Tandy/Peter Chambers (Jaguar E-type). **FL** Oeynhausen 2m09.569s (80.37mph).

WORLD SPORTSCAR MASTERS/SPORTS RACING MASTERS (16 LAPS) 1 Oliver

Bryant (Lola T70 Mk3B); 2 Leo Voyazides (Lola T70 Mk3B) +28.386s; 3 Steve Tandy (Lola T70 Mk3B); 4 Roger Wills (McLaren M1B); 5 Andre Bailly (Lola T70 Mk3); 6 Guy Minshaw (Chevron B8). **FL** Bryant 1m55.195s (90.40mph).

RACE TWO (1 LAPS)

2 Voyazides +13.083s; 3 Tandy; 4 Joe Twyman (McLaren M1B); 5 Bailly; 6 David Gathercole (Coldwell C14). **FL** Bryant 1m53.755s (91.55mph).

U2TC PRE-'66 TOURERS (25 LAPS)

1 Andy Wolfe/Rob Hall (Ford Lotus Cortina); 2 Andrew Smith/Alastair McCaig (BMW 1800Ti) +36.938s; 3 Richard Shaw/Jackie Oliver (BMW 1800Ti); 4 Max Banks/Andrew Banks (Alfa Romeo Giulia); 5 Graham Churchill/Peter Baldwin (Mini Cooper); 6 Andrew Hack/Daniel Wheeler (Mini Cooper). **FL** Voyazides 2m16.974s (77.29mph).

(Ford Falcon); 2 Chris Beighton (Ford Mustang); 3 Roger Wills/Paul Radisich (Mercury Comet Cyclone); 4 Harry Wyndham/Don Savage (Ford Falcon); 5 Mike Gardiner/Phil Keen (Ford Falcon); 6 Richard Shaw/Jackie Oliver (BMW 1800Ti).

FORMULA JUNIOR (12 LAPS)

1 Benn Simms (Elva 200); 2 Stephane Rey (Lola Mk5A) +9.285s; 3 Robin Longdon (Lola Mk5A); 4 Chris Drake (Elva 300); 5 James Hicks (Lotus 22); 6 Peter Anstiss (Lotus 20/22). **FL** Rey 2m06.315s (82.44mph).

RACE TWO (24 LAPS)

1 Rey; 2 Simms +3.637s; 3 Longdon; 4 Larry Kinch (Lotus 20/22); 5 Jeremy Deeley (Cooper T56); 6 Pat Barford (Gemini Mk2). **FL** Rey (time not given).

MRL50s SPORTS CARS STIRLING MOSS TROPHY

(50 LAPS) 1 Gary Pearson/John Young (Lister Knobbly Jaguar); 2 Roger Wills/Joe Twyman (Lotus XV) +6.604s; 3 Gabriel Kremer/Dion Kremer (Lotus 17); 4 Alan Minshaw/Jason

Minshaw (Maserati T61); 5 Michel Thoulouze/Jean Gravier (Lotus XD); 6 David Cooke/Neil Twyman (Lotus XD). **FL** Wills 2m09.039s (80.70mph).

500cc F3 (10 LAPS)

1 Patrick Jamin (Racer Boyer); 2 Nigel Ashman (Kieft CK52) +1.6883s; 3 Steve Jones (Cooper Mk10); 4 Neil Hodges (Cooper Mk8); 5 Brian Jolliffe (Cooper Mk9); 6 George Shackleton (Cooper Mk6). **FL** Jamin 2m26.620s (71.03mph). **RACE TWO (9 LAPS)** 1 Jamin; 2 Jones +27.415s; 3 Hodges; 4 Ashman; 5 David Coursier (DB); 6 Shackleton. **FL** Jamin 2m28.147s (70.29mph).

PRE-WAR MOTOR RACING LEGENDS (24 LAPS)

1 Barry Wood/Barry Cannell (RGS Atalanta Jaguar); 2 Malcolm Verey (Allard J2) +46.244s; 3 Richard Parsons/Pat Edwards-Blakeney (Frazer Nash); 4 Alex Ames (Talbot 105); 5 Gareth Burnett (Talbot 105); 6 Sue Darbyshire/Gary Caroline (Morgan). **FL** Wood 2m25.427s (71.61mph).

YOUR SAY

What you think of the motorsport news of the past week



The Moreno the merrier

Just got back from a fantastic day at Brands Hatch, watching the Formula Ford Festival. An outstanding day packed full of races, incidents, controversy and history.

What made it even more special was watching the finals sitting in the paddock grandstand, with a certain Roberto Moreno, 1980 winner and F1 and Indycar star, next to me. Where else could you watch a race with previous winners mixing with the crowd?

Long live the festival and here's to its 40th running next year.

Mark Manley, by email

EDITORIAL CONTACT mail@autosport.com

In this talk of changes to the GP weekend, my idea is to have a 10-lap race for third/test drivers on Friday instead of second practice, each team with one car and one driver. There could be a condensed practice/qualifying/race scenario taking no more than two hours.

There could be a test drivers' championship, but constructors' points could go into the main championship. Would make Friday a very interesting day, don't you think?

Rob Cliff
London

I doubt I'm the only one to take exception to Alex Battipaglia's comments regarding Lee McKenzie and Holly Samos. Both are highly professional journalists, and Lee McKenzie regularly appears on TV in Scotland.

I am sure the last thing she wanted was a deluge in Japan, but it was a measure of her professionalism that she was able to keep a 'non-show' together during that time. She wasn't there to be Jake Humphrey and I'm very glad she wasn't.

Gaun yersel hen!
John Ramsay
Linlithgow

Further to Alex Battipaglia's letter last week, the only incompetence on the BBC's part was, as Roy Beal pointed out, their lack of F1 coverage on the red button.

Lee McKenzie was like a breath of fresh air – she was charming and didn't pretend she knew it all.

Lee was 'thrown to the wolves' with the non-happening practice and she coped fantastically.

Sheila Barton
By email

Having just read Mark Hughes' column (October 14), I couldn't agree more about remembering racing's older generations.

Here's the thing: the new points system has devalued our heroes at a stroke. I think in 10 or 20 years, even Schumacher's remarkable points total will be eclipsed by 'ordinary' drivers, and our heroes of yesteryear won't feature in any record lists.

Younger fans will just not be aware that these extraordinary drivers existed.
David Metcalf
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. TEAMS CONSIDERING GP WEEKEND REVAMP
2. KOREAN GP GETS FIA GO-AHEAD
3. TEAMS MOVE TO ENSURE FAIR TYRE DEALS
4. RED BULL UNMOVED BY FLEXI-WING SAGA
5. SCHUMACHER CONFIDENT FOR THE FUTURE

AUTOSPORT.COM PLUS

TOP STORY ONLINE

A REVIEW OF THE SENNA MOVIE

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Motorbase Performance won the Porsche Carrera Cup teams' championship, not Redline Racing, as reported (October 14, p81). Thanks to Motorbase boss David Bartrum for spotting this.

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

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

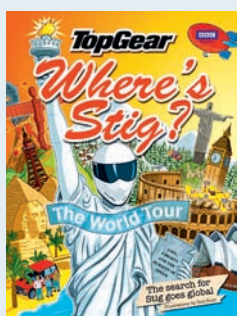


COBI F1 CAR/PIT GARAGE SETS

From £14.99
amazon.co.uk

Pay attention Lego fans – Cobi's on the war path. And the beauty of its product is that it's entirely compatible with the legendary Danish building bricks.

Thanks to official licenses from the McLaren and Renault F1 teams – and a relaxing of patents held by rivals – Cobi has been able to produce a variety of single-car kits and full-blown pit garages. The 150-piece Renault R30 and 160-piece McLaren MP4-25 shown here retail at £14.99, while the 460-piece McLaren pit garage pushes the seriousness up a notch and comes in at £64.99.



WHERE'S STIG BOOK
£8.99 (978 1 84 990052 2)
rbooks.co.uk

Using the infuriating yet absorbing 'Where's Wally?' approach, the second installment of 'Where's Stig?' invites you to unearth all manner of hidden items.

The 12 scenes, ranging from Bolivia to Blackpool, via Romania and Rio, are the best bits and feature amusing references to the *Top Gear* TV show.



CORGI McRAE VAUXHALL
£19.99
corgi.co.uk

Part of the 14-car collection to celebrate the career of Colin McRae, the diminutive 1300cc Vauxhall Nova Sport put the Scot's name on the map thanks to giant-killing acts in the 1987 National Championship.

Corgi's 1:43-scale car detail is not on a par with 'Minichamps', but at £20 you wouldn't expect it to be.



GP YESTERDAY/TODAY
£19.99 (978 1 84732 592 1)
carltonbooks.co.uk

Appealingly random collection of images used to illustrate the colossal sporting and technological changes in 100 years of grand prix racing – whether it's the clothes worn by drivers, circuit facilities, or the cars themselves.

Some of the visual comparisons are weak, but it's a fun concept.

HOT ON THE WEB THIS WEEK

YOUTUBE: FORMULA FORD FESTIVAL 1982



SEARCH FOR: Gugelmin, Bailey, Brands Hatch 1982 (4:04)
By now you'll know who won this year's Formula Ford Festival at Brands Hatch. Back in '82, Mauricio Gugelmin thought he had a good chance – until he tripped over eventual winner Julian Bailey at Clearways...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

BRANDS HATCH

MSVR

October 23-24

Admission £12

Tel: 01474 872331

The Formula Vee Festival returns to Brands for the third time this weekend. Competitor-turned-commentator Ben Evans has worked hard to make his charity event a success, and large grids of closely matched single-seaters should provide great racing on the Indy circuit. Support races include Sports 2000, Heritage GT, the Nippon Challenge and its Subaru Cup, and the final round of the new MSVR Track Day Trophy.



It's going to be 'Vee exciting' at Brands

MALLORY PARK

Masters

October 24

Admission £12

Tel: 01455 842931

Only a diddy five-race card (the main Masters crowd will be in Montebianco for a historic racing festival), but the Cloth Cap/XK Challenge, pre-1966 Touring Cars, Oldies but Goldies, Stars of the 70s with Touring 70s and an Allcomers bout will entertain. Racing starts at 12.55.

SNETTERTON

BRSCC

October 23-24

Admission £12

Tel: 01953 887303

A packed programme of 18 races over two days from the BRSCC. Caterham

Supersports and Roadsports, FormulaJedi, Porsches, Open Sportscars and Mighty Minis are joined by Euro Saloons and Irish Global Lights on Sunday.

KNOCKHILL

Rallycross Superprix

October 24

Admission £15

Tel: 01383 723337

Leading drivers from the British championship take on the best of the European Rallycross Championship at the home of Scottish motorsport.

LYDDEN

SEMSEC

October 23

Admission £12

Tel: 01304 830557

FORMULA 1 WORLD CHAMPIONSHIP

Rd 17/19

Korean Grand Prix
Yeongam, South Korea
October 24

www.formula1.com

Yeongam passed last-minute inspection



WORLD RALLY CHAMPIONSHIP

Rd 12/13

Rally Spain
Catalunya, Spain
October 22-24

www.wrc.com

AUSTRALIAN V8 SUPERCARS

Rd 11/14

Surfers Paradise, Australia
October 23-24

www.v8supercars.com.au

SUPERLEAGUE FORMULA

Rd 11/11

Navarra, Spain
October 24

superleagueformula.com

FIA WORLD GT1

Rd 8/10

Navarra, Spain
October 23-24

www.gt1world.com

SUPER GT

Rd 7/7

Motegi, Japan
October 24

supergt.net/en

NASCAR SPRINT CUP

Rd 32/36

Martinsville, Virginia, USA
October 24

www.nascar.com

NASCAR NATIONWIDE

Rd 32/35

Gateway, Missouri, USA
October 23

nationwide.nascar.com

ITALIAN F3

Rd 8/8

Monza, Italy
October 23-24

www.f3italia.it

AUSTRALIAN F3

Rd 7/7

Sandown, Victoria, Australia
October 23-24

www.formula3.com.au

BRAZILIAN V8 STOCK CARS

Rd 10/12

Santa Cruz, Brazil
October 24

www.stockcar.com.br

Television

THURSDAY OCTOBER 21

1000-1100 [Motors TV](#)
Ma5da MX5: Croft
1015-1115, 1530-1630 [ESPN](#)
DTM: Hockenheim review
1115-1215 [ESPN](#)
F3 Euro Series: Hockenheim review
1200-1400 [Motors TV](#)
Formula Renault 3.5: Barcelona
2010-2115 [Motors TV](#)
FPA: Croft

FRIDAY OCTOBER 22

0155-0335 [BBCi LIVE](#)
F1: Korean GP first practice
An early start if you want to see F1 cars hit this new track for the first time in anger.
0555-0735 [BBCi LIVE](#)
F1: Korean GP second practice
1830-1900 [Eurosport](#)
IRC: Rally of Scotland review
1835-1905 [Motors TV](#)
SPEED: Silverstone
1940-2010 [Motors TV](#)
GT Cup: Spa
2045-2150 [Motors TV](#)
Rally Day at Castle Combe
2220-2325 [Motors TV](#)
WRC: Rally Spain day one

SATURDAY OCTOBER 23

0255-0405 [BBCi LIVE](#)
F1: Korean GP third practice
0500-0730, 1300-1430 [BBC1 LIVE](#)
F1: Korean GP qualifying
Live coverage of qualifying in the early hours with the action rerun at lunchtime.
0725-0755 [Channel 4](#)

British GT: Donington Park
0925-1025 [ITV4](#)
Motorsport UK
1330-1400 [Eurosport 2](#)
Legends: Croft
1830-1945 [ESPN](#)
World GT1: Navarra race 1
2045-2150 [Motors TV](#)
Superstars: Vallelunga
2220-2325 [Motors TV](#)
WRC: Rally Spain day two

SUNDAY OCTOBER 24

0600-0915, 1400-1615 [BBC1 LIVE](#)
F1: Korean GP
See the first F1 race at this new venue.
0730-0825 [Channel 4](#)
GT Academy
0845-1015, 1830-1945 [ESPN LIVE](#)
World GT1: Navarra race 2
0915-1015 [BBCi LIVE](#)
F1: Korean GP post-race forum
1100-1300, 1700-1905 [Motors TV](#)
ERC: European Rallycross review
1300-1330 [Eurosport 2](#)
IRC: Rally of Scotland review
1800-1900 [Dave](#)
WRC: Rally Spain round-up
2130-2145 [Eurosport](#)
Motorsports Weekend
2220-2325 [Motors TV](#)
WRC: Rally Spain day three

MONDAY OCTOBER 25

0330-0530 [ESPN](#)
Superleague Formula: Navarra
2100-2200 [Sky Sports 2](#)
NASCAR: Martinsville highlights

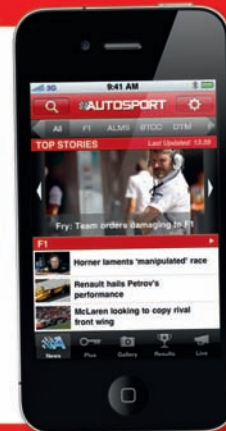
Online

AUTOSPORT.COM

Coming up on the web this week

KOREAN GP & V8 SUPERCARS

Formula 1 treads into the unknown as the sport heads to Yeongam for the first Korean Grand Prix. AUTOSPORT.com will be there in the paddock, bringing you all the latest news and photos from the weekend, as well as live commentary from each session. Elsewhere the website will also be reporting live from Surfers Paradise for the all-star Aussie V8 Supercar event (right).



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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Cartman about to give Danica real reason to moan



SATIRE. ONE of those things that the ancient Greeks ever did for us. Like democracy, lighthouses and providing the inspiration for films featuring men in pants.

It comes in many forms, some savagely political, some lightweight and whimsical, others unashamedly rude and confrontational.

There was a time when the notion of 'adult' cartoons was reserved for softcore dross like Fritz the Cat. Not any more.

The Simpsons started the revolution; South Park took on the baton and ran. When The Simpsons went NASCAR racing, Ned Flanders's wife was killed.

When South Park hit the track... all hell broke loose.

It starts with butterball anti-hero Eric Cartman blubbing his eyes out in the school hallway. Friends Stan and Kyle try to comfort him. "What's wrong?" they ask. He tells them that he has to write a school report about what he wants to be when he grows up – and that what he really wants to do is race in NASCAR. But that will never happen because of the way he is.

Naturally they think it's his weight, and try to reassure him that he won't always be that way. But no, Cartman is just "not poor and stupid enough for NASCAR". And so follows

his quest to sink to new depths. He tries giving his money away, but that isn't enough, so...

"I bought things I don't need on no money down, zero per cent for two years, ensuring that I'm poor forever."

He gets 'stoopid' by ingesting a feminine hygiene product and, with the gullible Butters in tow, manages to blag his way into the Denver 300. He drives the wrong way around the track, kills 11 people and ends up hospitalised in traction.

His idiotic story gives 'Vagisil' such exposure they enter a car for him. He hijacks the press conference with his mantra that "I'm gonna go fast and then some time I'm gonna go left," while his Obama-bashing vodcast is a huge hit.

In the race he runs over Danica Patrick and takes out just about every other car. But in the end it's just not enough. "I'm smart and just too rich for NASCAR," he reckons.

Ouch!
Revved Up

"Anti-hero Cartman drives the wrong way around the track, kills 11 people and ends up hospitalised in traction"

THE WEEK IN PICTURES

The lensmen pounding the beat, from Morocco to Switzerland

DUST THE TICKET

Geoff Bell rounds a hairpin in the Rallye International du Maroc in his Porsche 911



DON'T FANCY THE MARMON WASP'S CHANCES MUCH...

Indianapolis raided its museum to fill its grid with legendary 500 race winners, with the 1911 Wasp on pole next to 2010 winner



I HOPE YOU'RE INSURED FOR FIRE AND THEFT

Carl Edwards's NASCAR sponsor is insurance underwriter Aflac, so his pitcrew should've been well covered when he tried to set them on fire



GREEN CONTINUES TO SET THE WORLD ON FIRE

DTM 'young star' Jamie Green's Mercedes C-class flames out during a damp qualifying for last weekend's Hockenheim round



YOU CAN'T PARK THAT THERE, MATE!

Ivor McCollough's charge through the Kent Festival final ended atop Simon Kinsey



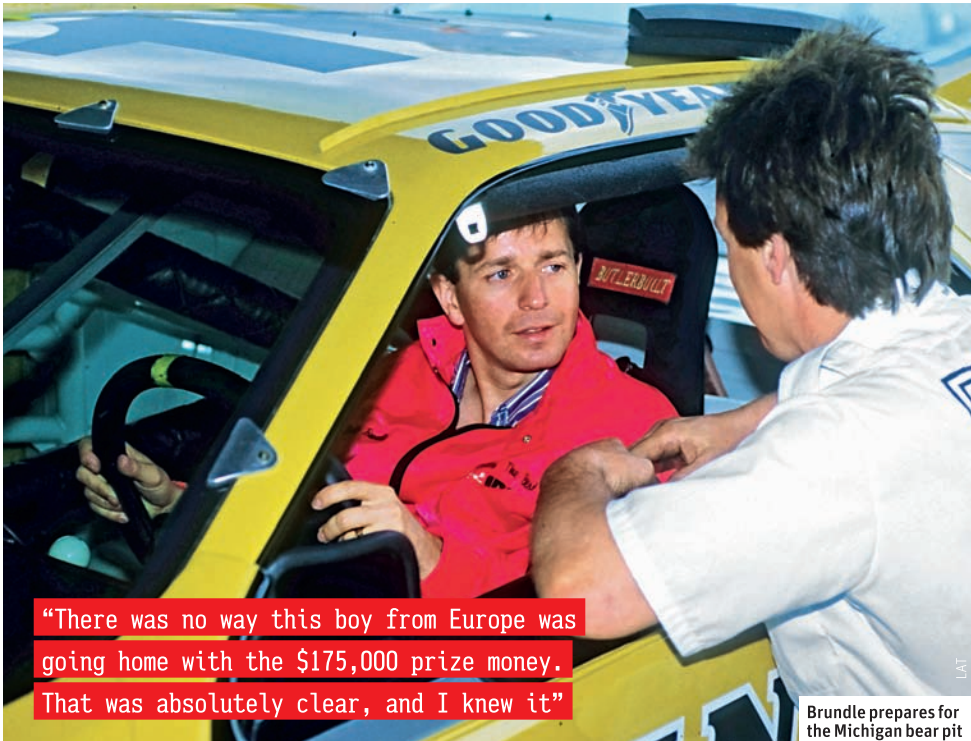
WELCOME TO YOUR NEW LIFE AS AN F1 RACER, CHECO

Peter Sauber has greeted many drivers down the years, and his latest signing, Sergio Perez, arrived at Hinwil for his first seat fitting



FROM THE ARCHIVE

Martin Brundle's IROC finale, Michigan, August 5, 1990



"There was no way this boy from Europe was going home with the \$175,000 prize money. That was absolutely clear, and I knew it"

Brundle prepares for the Michigan bear pit

AFTER VICTORY at Cleveland in the penultimate round of the all-star International Race of Champions stock car series, Martin Brundle led the point standings coming into the final round at Michigan International Speedway. At stake was not only a \$175,000 first prize, but huge bragging rights among its US-based line-up.

"Our race got rain delayed, so we all sat around for two days waiting," says Brundle. "It was the day of the classic line from Earnhardt. I was sitting there on pole, getting ready to go, and he walks past with trademark dark glasses on and drawls, 'Don't forget your kids.' Then he gave me the thousand-yard stare as he sat behind me on the grid. [Wife] Liz was expecting Alex on that day too!"

It might have been only Brundle's second-ever oval rolling start, but he had a strategy from pole position.

"Little Al started beside me, and I was probably going too slow. They were all getting upset, because it suited me and not them – they were bullying me, basically.

"Little Al is waving 'third gear, third gear' at me, just as I snicked into second. So I just went for it off Turn 4, which is known as an 'English start' – that's quite offensive, isn't it? So that got waved off because they said I jumped it.

"So now I get Earnhardt coming up alongside me, waving all sorts of gestures. It's fair to say I was feeling

quite intimidated as I came off Turn 4 for the start proper, and Earnhardt ducks straight underneath me on the apron into Turn 1, took the lead and I was swamped on the back straight."

Brundle slipped back to fifth place, but was still in the hunt for the title, until...

"Little did I know that Rusty Wallace had already drawn the short straw to bin me, because there was no way this boy from Europe was going home with the prize money. That was absolutely clear, and I knew it.

"You have to lift into Turn 1 and Turn 3 at Michigan. As I went into 3, Wallace gave me the loveliest of little touches on my rear corner, gave me the smallest yellow stripe on my bumper. I went sideways down the track and felt all four tyres pop.

"They'd all said, 'Whatever you do at Michigan, don't hit the end of the pitwall.' And I was sliding straight towards it. I missed that, they said by 10 feet, but it felt like 10 inches."

Still, he was classified 10th and collected \$50,000 for third place in the standings – plus "Alex was born the very next day".

Brundle never returned to IROC, as his F1 schedule precluded it. "It's a shame they don't do it any more, it was a hell of a line-up," he says. "A great experience, but what a learning curve!"

THIS WEEK IN...



OCTOBER 25, 1963

WORLD CHAMPION elect Jim Clark, pictured in a Lotus 23 sports car (above), was the only driver to receive five stars in AUTOSPORT's annual assessment of grand prix drivers.

The Mexican and South African GPs of '63 were still to come, but founding editor Gregor Grant felt "eight *grandes epreuves* are sufficient for any evaluation of Formula 1 drivers", especially given that the world championships were already settled in favour of Clark and Lotus.

This issue also detailed the exploits of rally drivers Ken Chambers and Eric Jackson, who lapped the world in 43 days aboard a Ford Corsair (below). The pair encountered various dramas along the way, including hitting a buffalo in India and careering 150ft down an Iranian hillside while trying to avoid two oncoming trucks.



NEXT WEEK



Who will conquer F1's brand new track?

KOREAN GP

Title fight continues on virgin asphalt

On sale Oct 28

PLUS

Superleague and FIA GT1 Navarra, WRC Spain, BTCC and WSR season reviews

BUDDY BAKER

■ Daytona 500 ■ February 17, 1980 ■ Harry Ranier Oldsmobile Cutlass ■ Fastest-ever Daytona 500



Baker took the 'grey ghost' to fastest-ever Daytona win

IT'S A no-brainer to pick this race: my winning speed of 177.6mph still stands as the race record today. I had a racecar that was really, really great – my team did its job well and so did I. Daytona was my favourite racetrack, of course, and I dominated the race from start to finish.

You know what happens when a car gets really great? It gets a nickname. Mine was 'the grey ghost'. The reason for that was it was silver on the top and black on the bottom, with chrome numbers – it sure was a beautiful car. When the slower cars were in the corners, they couldn't see me coming. All of a sudden, I'd be like a bomb going by – boom! They made me put DayGlo pink strips on the front of the car so they could see me – the slower guys were getting the bejesus scared out of them!

What made this win the sweeter were the near-misses I had before. In 1979, I won everything [in race week] up to the 500, but we had an ignition problem in the race itself. One guy unplugged the bad one, plugged it into the right one, but then unbeknown to him another guy then did the reverse – so we couldn't get it running properly.

"They made me put DayGlo pink strips on the front of the car so the slower guys could see me coming – they were getting the bejesus scared out of them"

We got home, switched the plugs again and it started straight up. So I should've won back-to-back 500s.

The year before, I had left the [Bud Moore Ford] team that Bobby Allison won with, just because I didn't think they had the car to win the 500. I was leading that race with 11 laps to go when the

engine blew. So when I did win the 500, it was at my 18th attempt – almost as many as it took Dale Earnhardt to win his.

It was a great feeling to finally win it, but after the race I just wanted to head home. I tried to sleep but then all I could think of was, 'I've won the Daytona 500!'

IN PROFILE



ELZIE WYLIE Baker Jr was born in Florence, South Carolina in 1941, the son of legendary stock car pioneer Buck Baker. Nicknamed 'Leadfoot' for his perceived lack of mechanical sympathy, Baker won 19 times (between 1967 and '83) in his top-level NASCAR career and, in 1970, became the first driver to lap a stock car at over 200mph at Talladega. He retired in 1992 – after making 700 starts, taking 38 poles and 311 top-10 finishes – to become a TV commentator and, latterly, a radio broadcaster on the Sirius Satellite channel.

I was tossing and turning, there was no way I was going to sleep, so I went out for drive.

It was 2am, and I crested a hill on the interstate and gave it everything. I don't know how fast I was going when the fuzz buster [police scanner] went wild. I saw the police car facing straight towards me on the median, and I thought, 'Uh oh, too late.' So I pulled straight over.

The policeman comes up to me and says, 'Buddy Baker! My favourite driver, and you just won the Daytona 500!' I thought, 'This is going to be easy,' but then he says, 'You're good at your job... but I'm good at my job too – and I'm afraid my job is giving speeding tickets.' And he booked me! ☒ *Buddy Baker was talking to Charles Bradley*

NEXT
WEEK

Ralf
SCHUMACHER



GT CUP

CHAMPIONSHIP



Race 15 & 16 - SILVERSTONE - 16th & 17th October

FINAL 2010 CHAMPIONSHIP POINTS TABLE

OVERALL CHAMPIONSHIP

Position	Driver Name	Car Make/ Model	TOTAL
1st	Marco Pullen	Ferrari 360 GTC	409
2nd	Keith Webster	BMW M3 E36	402
3rd	Alex Martin	Porsche 997 GT3	384

GROUP CHAMPIONSHIP

Driver Name Car Make/ Model Total

Group One:

Alex Martin	Porsche 997 GT3	384
Gary Eastwood	Ferrari 430 GTC	365
Danny Winstanley	TVR Tuscan GT	364
Leon Price	Ferrari 430 GTC	290
Andy Ruhan	Porsche 997 GT3	279
Toby Tarrant-Willis	Porsche 996 GT3R	254
Jim Geddie	Ferrari 430 GTC	171
Don Grice	BMW M3 V8	158
John Wilson	TVR Cerbera	143
Steve Quick	Ferrari 430 GTC	100
Rupert Martin	Ferrari 430 GTC	88
Ian Hartley	Ferrari 430 GTC	84
Colin Simpson	Marcos Mantis	82
Andy Purdie	Porsche 997 GT3	60
Phil Dryburgh	Porsche 997 GT3	54
Chris Randall	Lotus Europa	54
Will Goff	Porsche 997 GT3	47
Ray Dias	Porsche 997 GT3	47
Peter Cook	Porsche 997 GT3	43
Doug Setters	Lotus Exige	41
Paul Cope	Venturi 400 GTR	40
Fraser Robertson	Porsche 996 RSR	39
Michael Saunders	TVR Cerbera	37
John Gaw	Porsche 997 GT3	35
John Edwards	Porsche 996 RSR	22
Stephen Ritchie	Porsche 997 GT3	21

Driver Name Car Make/ Model Total

Group Two:

Marco Pullen	Ferrari 360 GTC	409
Keith Webster	BMW M3 E36	402
Michael Symons	BMW M3 E46	347
Robert Koenig	Porsche 996 GT3	315
Colin/Sam Mowle	KTM X-Bow mod	302
Benjamin Harvey	X-Bow GT4	280
Chris Bentley	Porsche 996 GT3	273
Francis Galashan	Porsche 996 GT3	268
David Back	Ferrari 360 GTC	164
Peter Belshaw	KTM X-Bow	161
Colin Broster	Porsche 996 GT3	159
David/Rob Fenn	Lotus Elise Sport	141
Michael Dwane	Ferrari 360 GTC	133
Nick Foster	BMW CSL Coupe	122
John Taylor	Porsche 996 GT3	85
James McAllister	BMW M3 E46	79
Winston Graham	Marcos Mantis	65
Marc Charlton	Lotus Exige	64
Paul Cope	Venturi 400 GTR	56
Alistair James	Ginetta G50	53
Rupert Martin	Porsche 996 GT3	50
Sarah Bennett-Baggs	BMW M3 E46	46
Patrick Charlton	Lotus Exige	34
Paul Winter	Porsche 996 GT3	24

Group Three:

Tom Andrew	KTM X-Bow	333
Dan Norris-Jones	Lotus Exige	304
David Botterill	Porsche 944 Turbo	294
Sarah Bennett-Baggs	BMW M3 E46	147
Adrian Watt	BMW M3 E36	80
David Hathaway	Ferrari 360 Challenge	75
Doug Setters	Lotus Exige	64
Emily Fletcher	Ginetta G50 GT4	19



GT TROPHY

ENDURANCE SERIES

SNETTERTON DAY/NIGHT RACE
30TH OCTOBER 2010

Six Rounds Planned for 2011

BUTE
MOTORSPORT

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Will you be led into temptation?



LEON CUPRA R 2.0 TSI 265 PS

PRICE FROM £25,205^{RRP}

Just one look at the SEAT Leon Cupra R should be enough to tempt you. And then you experience its formidable 2.0 TSI engine and its impressive 265PS. You catch a glimpse of the 19" Potenza alloy wheels, the gloss black rear spoiler and the quilted leather bucket seats. You discover this is the sportiest, most advanced SEAT yet. And you realise... resistance is futile.

Tempted? Of course you are.
Visit seat.co.uk to find your local dealer

seat.co.uk

MEMBER OF THE VOLKSWAGEN GROUP

Model shown is the SEAT Leon Cupra R 2.0 TSI 265PS with optional custom palette paint £550RRP and Bi-xenon headlights £745RRP. Price quoted is correct at time of going to print.

Official fuel consumption for the SEAT Leon Cupra R 2.0 TSI 265PS in mpg (litres per 100km); urban 26.4 (10.7) extra urban 42.8 (6.6) combined 34.9 (8.1) CO₂ emissions 190g/km.