KOREA GP REPORT
THE FULL STORY

# RED BULL DISASTER

Vettel hopes up in smoke

Webber's muddy hell

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POLE POSITION

# Red Bull and McLaren – time for team orders?

**WHEN INTENSE** pressure builds, things are bound to buckle. Sebastian Vettel's engine, Lewis Hamilton's post-restart braking-point judgement, Fernando Alonso's right-front tyre changer, Mark Webber's car control, Jenson Button's wet-weather speed...

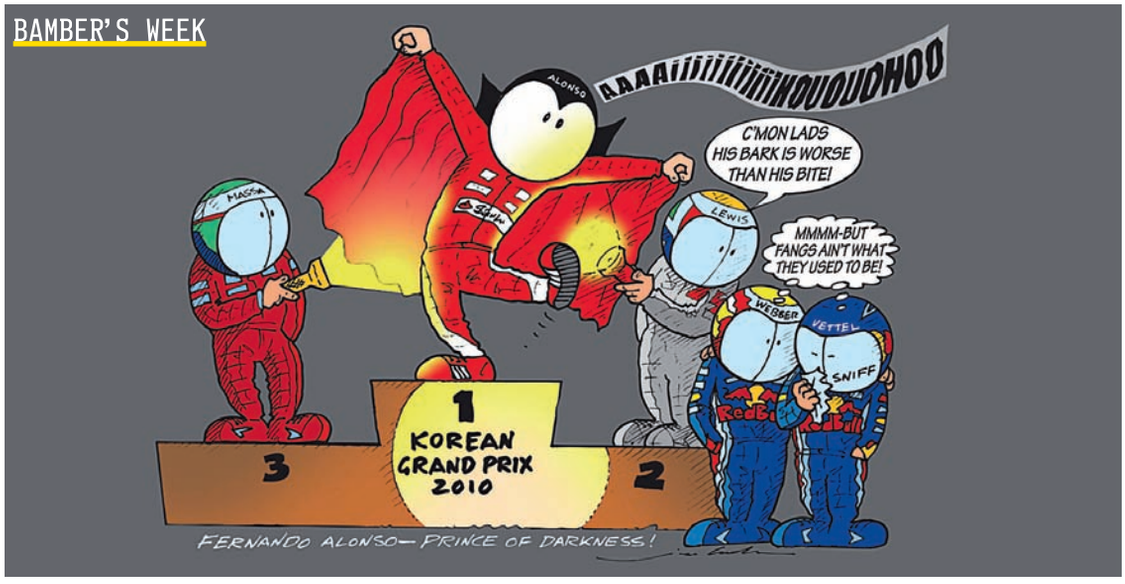
In Korean GP winner Alonso's case, the six seconds it took to source and attach a new wheelnut – the original one having rolled its merry way to Sauber's adjacent pitbox – could have been disastrous. But, under safety car conditions, Ferrari had cleverly instructed Felipe Massa to control the pack (barring Lewis Hamilton, who was ahead of him) to ensure no one else was within range to demote Alonso further.

The quandary Red Bull and McLaren now face with two races remaining is this: do they put everything behind Webber and Hamilton respectively? In continuing with equal-status driver policies, they don't have the luxury of a Massa-style backstop.

Ferrari has been Alonso-centric since Germany, of course. Now Fernando is pack leader, can its rivals afford not to follow suit? Or is it better to retain two bullets in their guns as the pressure builds?

**Charles Bradley, deputy editor**

BAMBER'S WEEK



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FORMULA 1

## The world championship battle gets *really* dirty

A thick coating of Korean mud encrusts the Red Bull RB6 of Mark Webber after he crashed out of the inaugural grand prix at the Yeongam circuit. He lost his lead in the world championship, collected the unfortunate Nico Rosberg en route to the barriers and brought out the safety car for its third appearance in this rain-soaked and incident-packed race. Report, p26

Picture: Gilham/Getty

COVER STORY

# Vettel still free to fight with Webber

The German will only be called upon to play the team game when his own title hopes vanish. By EDD STRAW

Red Bull will not order Sebastian Vettel to act as Mark Webber's number two driver until his own chances of winning the championship have disappeared.

Team principal Christian Horner admitted that team orders were "something that we will look at pretty closely" after Vettel lost victory in the Korean Grand Prix when he suffered an engine failure with 10 laps to go. But he did not rule Vettel out of title contention despite his retirement handing the championship initiative to Fernando Alonso. The Ferrari driver is now 11 points ahead of Webber, who crashed out in Korea, with Vettel 25 adrift of the Spaniard.

"We gave Fernando a big gift today," said Horner. "Had it finished 10 laps earlier, Sebastian would be leading the drivers' championship with Mark still right up there. But there is still only a race win between Sebastian in fourth and Alonso in the lead. How many times have we seen this championship to and fro?"

Despite the ban on team orders, the FIA has long acknowledged that they are acceptable in the championship run-in. This means that Red Bull could implement them in Brazil or Abu Dhabi without penalty.

## COMMUNICATION IS CRITICAL

Red Bull will need to formulate an effective strategy in advance of Brazil after communication problems contributed to the collision between Vettel and Webber in the Turkish Grand Prix.

Vettel hit Webber while attempting to pass him for the lead, and Vettel was surprised that his team-mate defended so aggressively. Red Bull's consultant Helmut Marko blamed those on the pitwall for not warning Webber that Vettel was faster than him.

Horner said in Korea that he had not yet looked closely at the mathematical permutations between his two drivers. But should the team not discuss in advance the circumstances in which Vettel may be asked to let Webber past in Brazil, they risk of a repeat of Turkey. Vettel has not given up on his own title chances (see Q&A), so asking him to sacrifice those hopes would create a potential flashpoint.

Team owner Dietrich Mateschitz is on record as saying that he doesn't care who wins the championship as long as it's a Red Bull driver. On that basis, he would be wise to instruct the team to ensure that Webber leaves Brazil with as many points as possible – even if it eliminates Vettel from the title race.

## VETTEL NEEDS McLAREN'S HELP

Although wins for Vettel in Brazil and Abu Dhabi would move him ahead of Webber in the points, Alonso would need only a third and a fourth place to finish the season ahead of both.

If, as expected, Red Bull sets the pace in both events, Vettel either needs Alonso to hit trouble, or for McLaren drivers Jenson Button and Lewis Hamilton to take points off the Ferrari. If Vettel is on course to win in Brazil with Webber second and Alonso third, the pragmatic decision would be to hand the Australian a victory that would send him to Abu Dhabi just one point off Alonso.

If Alonso is behind the McLarens, it may encourage the team to let Vettel win and send both drivers to Abu Dhabi knowing that a win would earn them the title.

Hamilton also remains a contender, just 21 points off the lead, although the McLaren has not shown race-winning pace since Monza four races ago.

P26 KOREAN GP REPORT

Vettel's victory went up in smoke

DUNBAR/LAT

TEE/LAT

## Q&A

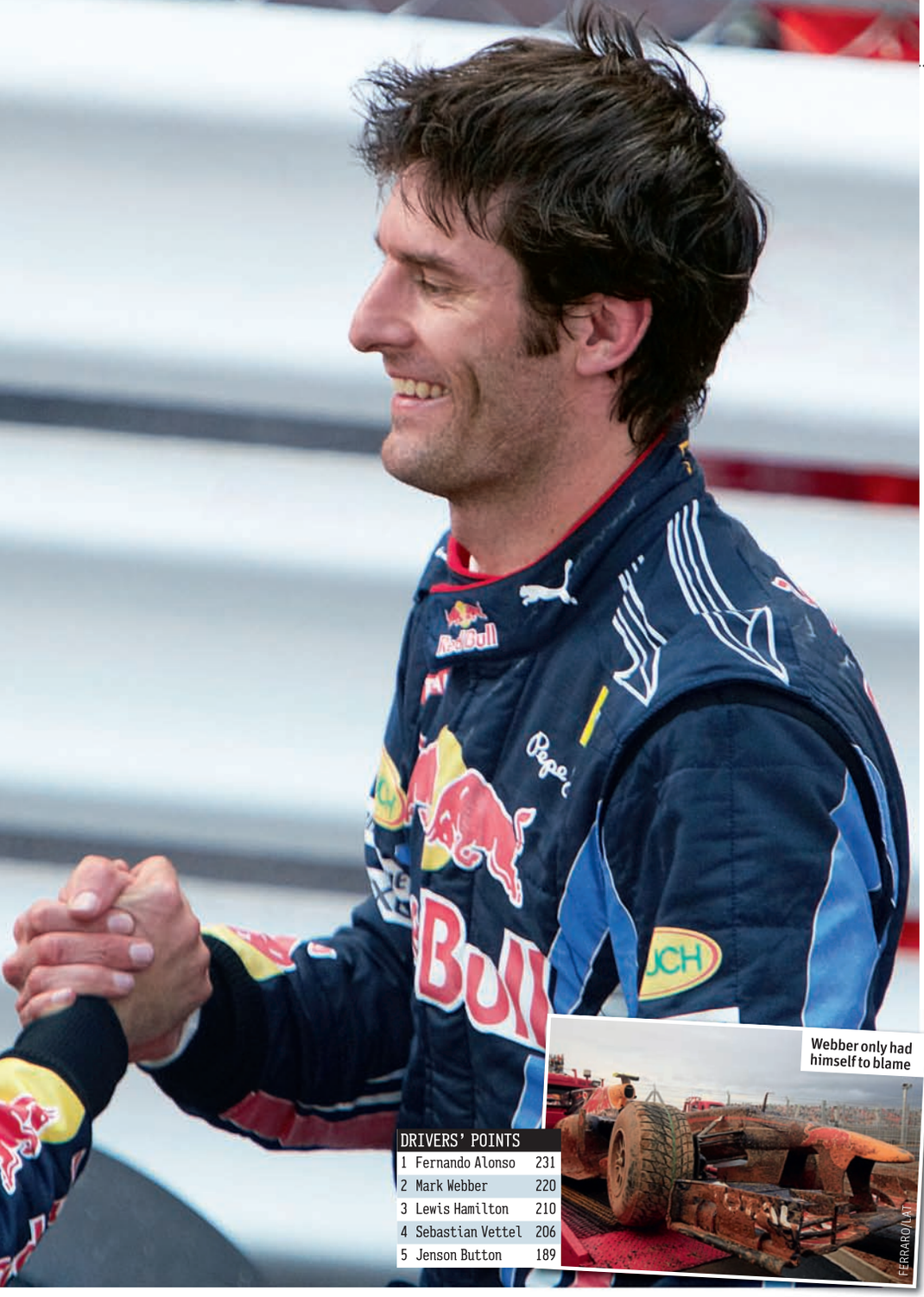
### SEBASTIAN VETTEL RED BULL DRIVER

**How are you going to approach Brazil?**
Exactly the same as last weekend. There is no plan to change. I'm pretty sure that we safely had 25 points. That would be a good situation, but we just have to race. It is not over.

**Is the main feeling you're experiencing disappointment, or hope that you can still win the title?**
I'm disappointed, but that's obvious. The championship situation is grave, but it's not over yet. We have done everything right and I have no reason to let my head drop too much. We have two races left so we have to get the most out of them and have fun doing so.

**Is this the worst day of your career?**
There is still the chance to be world champion. The chance is a little bit better than just mathematical. Let's see what happens in the last two races because things can change quickly.

**How have you handled the bad luck of this season?**
The important thing is that there are explanations for the downhills. And it's a very bad moment for the team with Mark's misfortune. But when I look at myself I can be very happy with my performance and know that it's not the reason for this latest disappointment.



Webber only had himself to blame

FERRARO/LAT

| DRIVERS' POINTS | | |
|---|---|---|
| 1 | Fernando Alonso | 231 |
| 2 | Mark Webber | 220 |
| 3 | Lewis Hamilton | 210 |
| 4 | Sebastian Vettel | 206 |
| 5 | Jenson Button | 189 |

## AUTOSPORT SAYS...

**JONATHAN NOBLE**
**F1 EDITOR**

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You only had to watch Fernando Alonso's body language as he returned to the Ferrari team offices on Sunday night to understand how important he viewed his victory in the Korean Grand Prix.

There were hugs, high fives – and even a few moments where he jumped into his friends' arms. He knew, as well as us, how much the title momentum has now swung in his favour with just two races to go.

Alonso's reaction was reminiscent of how he behaved after Japan 2006 – when an engine failure for then main rival Michael Schumacher propelled the him to within touching distance of the world title.

While the crown is not won yet, the biggest problem for his rivals is that the Alonso-Ferrari bond is so strong – and seems to be gaining momentum. Both team and driver are in perfect harmony, firing off each other and working together to push themselves on to new heights.

TEE/LAT

Korea win was crucial for Alonso

Ferrari's cause is helped too by the fact that it can spend the days before Brazil focusing only on trying to win the race, rather than getting distracted by the nightmare scenario of trying to sort out team tactics and equality between drivers.

Alonso will take comfort too from his knowledge about the trouble that ambitions of egalitarianism can cause – having been on the inside as McLaren blew the 2007 title through that. He needs no reminding of which team came out on top then.

## VETTEL'S LOST POINTS

Everyone has their own tales of 'what if', but Sebastian Vettel has more reason than most to rue reliability problems this year. Had he scored the 66 points he lost in the following races, he would have left Korea last weekend as world champion.

**BAHRAIN -13**
Has around two seconds in hand over second-placed Alonso when a spark plug problem slows him. Fades to finish fourth.

**AUSTRALIA -25**
Leads eventual winner Jenson Button by almost five seconds when a wheel problem pitches him off the track on lap 26.

**SPAIN -3**
Front-right brake problem strikes while running second, forcing him to drop behind Alonso and leaving him to finish third.

**KOREA -25**
Dominates the race in difficult wet conditions until his engine lets go in spectacular fashion with 10 laps to go.

## STREAKS

**FIRST DOUBLE DNF FOR RED BULL SINCE OZ 2008**

Red Bull's double retirement in the Korean Grand Prix brought to an end a remarkable run of race finishes that stretches back to Australia 2008. That 50-race streak belies the team's – and designer Adrian Newey's – reputation for unreliability.

Oz 2008: DC joined Webber on sidelines

ETHERINGTON/LAT

Safety car led the field for several laps

COATES/LAT

| KOREAN GP DELAYS | |
|---|---|
| 1456 | FIA delays the scheduled 1500 start by 10 minutes |
| 1510 | Race starts behind the safety car |
| 1516 | Race is red flagged |
| 1605 | Race restarts under safety car after 49-minute stoppage |
| 1639 | After 13 more laps under the safety car, the race proper starts |
| 1758 | Fernando Alonso takes the chequered flag in near darkness, 2hrs and 58mins after the scheduled start |

# Drivers explain race delays

Spray situation caused by walls close to the track was behind decision to wait over 90 minutes before racing

The proximity of the walls to the track in parts of the Yeongam circuit was a factor in the inaugural Korean Grand Prix not producing any racing action until one hour and 40 minutes after the scheduled start.

Drivers insisted that standing water did not delay the race, but it did affect visibility as the walls prevented the spray from clearing quickly. Organisers have ambitious plans to develop the area in and around the circuit into a city in the coming years, meaning that some parts of the track – in particular the final sector and the long straight leading to Turn 3 – are lined with concrete barriers.

"The visibility with the walls was very bad," said GPDA chairman Rubens Barrichello. "Aquaplaning was not the problem."

Nick Heidfeld, the Brazilian's predecessor as chairman of the drivers' group, insists that despite the outcry from fans – many of whom had got up early in Europe to watch the race on TV – the track was not safe to race on.

"I know it's difficult from the outside to understand, because when we stopped and got out of the cars it looked like a bit of drizzle," Heidfeld told AUTOSPORT. "But inside the car the visibility was zero. There was a little bit of standing water, but that was not the problem. On its own, it would have been easy to drive."

While race director Charlie Whiting's decisions were almost unanimously supported by teams and drivers, there was a feeling that the race could have got underway earlier once visibility had improved.

This is perhaps an area where the sport can make decisions more quickly to keep fans happy. During this period, drivers pass messages on to Whiting over the radio, but the likes of Sebastian Vettel and Mark Webber were always going to demand that the safety car stayed out as long as possible as it suited their agendas to stay at the front of the field.

"Charlie was listening and I think he had 24 drivers shouting in his ears," said Heidfeld. "I was saying that the conditions were the worst I'd ever seen just before the race was stopped."

Lewis Hamilton was among those urging Whiting to start the race – although it should be noted that his championship chances were best served by the race getting started. But his claim that the track was "almost ready for intermediates" was vindicated when drivers started to come into the pits within a couple of laps of the restart.

Despite the delay to the start, the FIA deserves credit for allowing the race to continue into near-darkness to ensure the full distance was completed.

"It was really dark," Force India driver Vitantonio Liuzzi told AUTOSPORT. "I was struggling to see past the steering wheel because the LEDs were so bright and I got lost in their sunshine! But it was not too difficult."

Standing water wasn't an issue

FERRARO/LAT

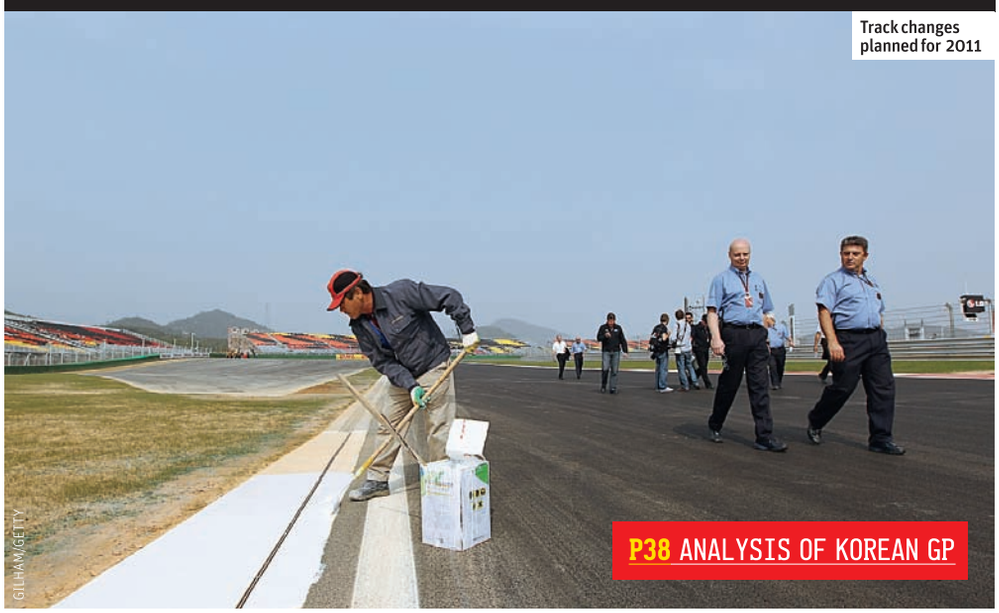
# Korean organisers to make track tweaks

CHANGES TO the final three corners of the Yeongam circuit are likely for 2011 following criticism from drivers over the Korean Grand Prix weekend.

The FIA requested that the kerb at Turn 16 be modified overnight on Friday, and the wall at the exit of the corner be moved back and its angle changed. During Friday practice, cars were being launched by the kerb and coming close to hitting the wall. The kerb at Turn 18 was also changed, although drivers are still keen for the walls through the Turn 17 section to be moved for next year, and for the pit-entry to be modified.

"The pit entrance is the most dangerous part – and also the pit exit is not perfect," former GPDA chairman Nick Heidfeld told AUTOSPORT. "Otherwise, they did a good job, but the pit entry and the walls in the last corner could be better."

Overall, the new track in Korea proved popular with drivers, with other parts of the circuit attracting little or no criticism.



GILHAM/GETTY

Track changes planned for 2011

P38 ANALYSIS OF KOREAN GP

# New engineers for Schumacher and Rosberg

**MICHAEL SCHUMACHER** and Nico Rosberg will get new race engineers next season as part of a Mercedes staff shuffle.

AUTOSPORT understands that former McLaren chief engineer Mark Slade could leave Renault to join Schumacher, while Rosberg's engineer at Williams, Tony Ross, is in line to rejoin him at Mercedes. As part of the reshuffle, Andrew Shovlin – who engineered Jenson Button to last year's drivers' championship and currently works with Schumacher – and Jock Clear, who is Rosberg's engineer, will be promoted to senior roles.

Mercedes would not comment on the specifics of its reshuffle, but team principal Ross Brawn confirmed that changes are on the cards – although he insisted that nobody will be pushed out of the team.

"No-one is leaving – all of the people concerned will be taking new roles in the future, and roles which are even more important than the ones they have now," Brawn told AUTOSPORT. "But there will be some changes of the race team engineers next year."

# Hamilton evaluates manager options

**LEWIS HAMILTON** is considering whether to take on a new manager after parting company with father Anthony this winter.

The 2008 world champion is currently managing his own affairs, although his McLaren contract, signed ahead of his title season, expires in 2012. With negotiations likely to start for a new contract next year, this could act as an incentive to sign a new management deal, but Hamilton is in no rush. "I can decide now if I want to find a manager, or I could do it at the end of the year," said Hamilton. "In the future I might have a manager but it's not a real problem."

Hamilton says he's enjoying being independent for the first time in his career after being managed by his father during his first three years in F1.

TEE/LAT

Lewis: no rush for a manager

## THIS WEEK IN F1

**McLAREN** Team principal Martin Whitmarsh confirmed that discussions over whether Jenson Button must now support team-mate Lewis Hamilton's title bid will take place before Brazil.

**MERCEDES** Michael Schumacher was reprimanded for impeding Rubens Barrichello during qualifying for the Korean Grand Prix. He escaped a grid penalty as the Brazilian was not on course to set his fastest lap at the time.

**RED BULL** Sebastian Vettel's engine failure in the Korean Grand Prix is not expected to force him to use a ninth unit this year. The engine had completed 1600km out of its 2000km life and was not due to be raced in Brazil or Abu Dhabi.

**FERRARI** Stefano Domenicali believes that Felipe Massa's podium in the Korean Grand Prix has brought to an end his run of poor form. The Ferrari team principal described him as being "back in business" after the race.

**WILLIAMS** An investigation into Rubens Barrichello's lack of grip in the Japanese Grand Prix at the Suzuka circuit has been traced to a loss of six per cent of his downforce. The Brazilian faded to ninth in the race, but could not explain why the problem arose.

**RENAULT** The team has solved the wheelgun problem that caused Robert Kubica's right-rear wheel to fall off in the Japanese Grand Prix earlier this month. It was, say technicians, due to debris in the wheelgun.

**FORCE INDIA** Adrian Sutil has been hit with a five-place grid penalty for the Brazilian Grand Prix for colliding with Kamui Kobayashi in Korea. Because he did so in the knowledge of braking problems after glazing his discs, he was also fined $10,000.

**TORO ROSSO** The ex-Minardi team is unlikely to race its f-duct design this season. The system, which has been tried out in recent free practice sessions, has not met expectations.

**LOTUS** The Norfolk-based team has confirmed that it will start work on an on-site windtunnel at its Hingham base. It is also expected to confirm its Renault engine deal next week.

**SAUBER** Technical director James Key has confirmed that Sauber is considering running KERS next season. The team can run the system as part of its Ferrari gearbox/engine deal.

**VIRGIN** Reserve driver Luis Razia spent two days driving a 2006-spec Super Aguri on Avon tyres at Estoril last week. The car, which does not contravene Formula 1's testing ban, was run by the FV10 organisation.

**PIRELLI** Pedro de la Rosa completed his second outing as the Italian tyre manufacturer's tester at Barcelona last week. He completed 262 laps, working on medium and hard compounds and also endurance running.

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# Maldonado waits on Williams deal

GP2

Maldonado can bring sponsors to Williams

Team confirms Venezuelan will test at Abu Dhabi, but that doesn't mean he'll definitely replace Hulkenberg

GP2 champion Pastor Maldonado's move to Williams for 2011 is not a done deal, despite the team confirming that he will test next month.

The Venezuelan will drive for one day during the post-season Abu Dhabi rookie test on November 6-7, but AUTOSPORT understands that a final decision on the team's driver line-up has yet to be made. Maldonado is potentially able to bring a financial package worth €12 million or more, which would be hugely valuable to a team that is chasing sponsorship.

It is believed Maldonado's outing in Abu Dhabi could help him shore up support from backers in Venezuela and will also allow the race team to evaluate him. Patrick Head admitted in Korea that he believes current number two Nico Hulkenberg has justified a second season in F1.

Discussions remain open with Hulkenberg's manager, Willi Weber, although he may have to raise some sponsorship to keep his charge at the team. Hulkenberg has baulked at the idea of being a pay driver.

"I don't want to be a driver who gets a seat because of money," he said. "For me, talent counts."

Weber is believed to be exploring alternatives for Hulkenberg, with Force India among the possibilities.

Adrian Sutil is also in talks with Williams, although any sponsorship he may bring is unlikely to match the promised package from Maldonado. The possibility of Sutil moving to Renault remains, with Vitaly Petrov's seat even more in doubt after he crashed out in Korea.

"It's frustrating when we had a strategy which put him back in the points," said Renault team principal Eric Boullier of Petrov's crash. "He was on a strategy to save tyres so we are investigating why he lost the car."

Several other drivers remain in contention for the Renault seat. Timo Glock could be on the market if he opts to leave Virgin, which insists he is under contract for 2011.

"I was a bit disappointed about the Singapore [upgrade] package because it should have been bigger," Glock told AUTOSPORT. "I'm still waiting for some numbers for the new car to see where it is. If the team is not moving on, I will have to see if there are other options."

## KEY TO THE MARKET

Drivers on the 2010 grid yet to sort their future

**VITALY PETROV**
Waiting on Renault's decision, but his place is looking shaky again. But team owner Gerard Lopez is on the record as saying that, if he is dropped, the squad could help him stay in F1.

**NICO HULKENBERG**
Maldonado's predecessor as GP2 champion looks like he's going to need some sponsorship money to stay at Williams despite his ever-improving form. Also on the radar at Force India and Renault.

**ADRIAN SUTIL**
In the enviable position of sitting on a Force India offer while he chases a move to Renault or Williams. Until he has a deal, driver market will remain in stasis.

**VITANTONIO LIUZZI**
Has a Force India contract for next year, but some in the team are unconvinced and he could be dropped to make room for Paul di Resta. If Sutil leaves, it could give Liuzzi a reprieve.

**NICK HEIDFELD**
No chance at Sauber, but the veteran reckons that he could lay his hands on a few million euros in sponsorship for the right opportunity. On the Force India radar.

**TIMO GLOCK**
Believed to have a performance clause covering his second year at Virgin that could allow him to leave if the team doesn't improve enough. But opportunities at the bigger teams appear to be fading.

**LUCAS DI GRASSI**
Virgin team principal John Booth wants to keep him, but Jerome d'Ambrosio is a contender for his seat. If he loses his Virgin drive, could end up as a third driver at a bigger team.

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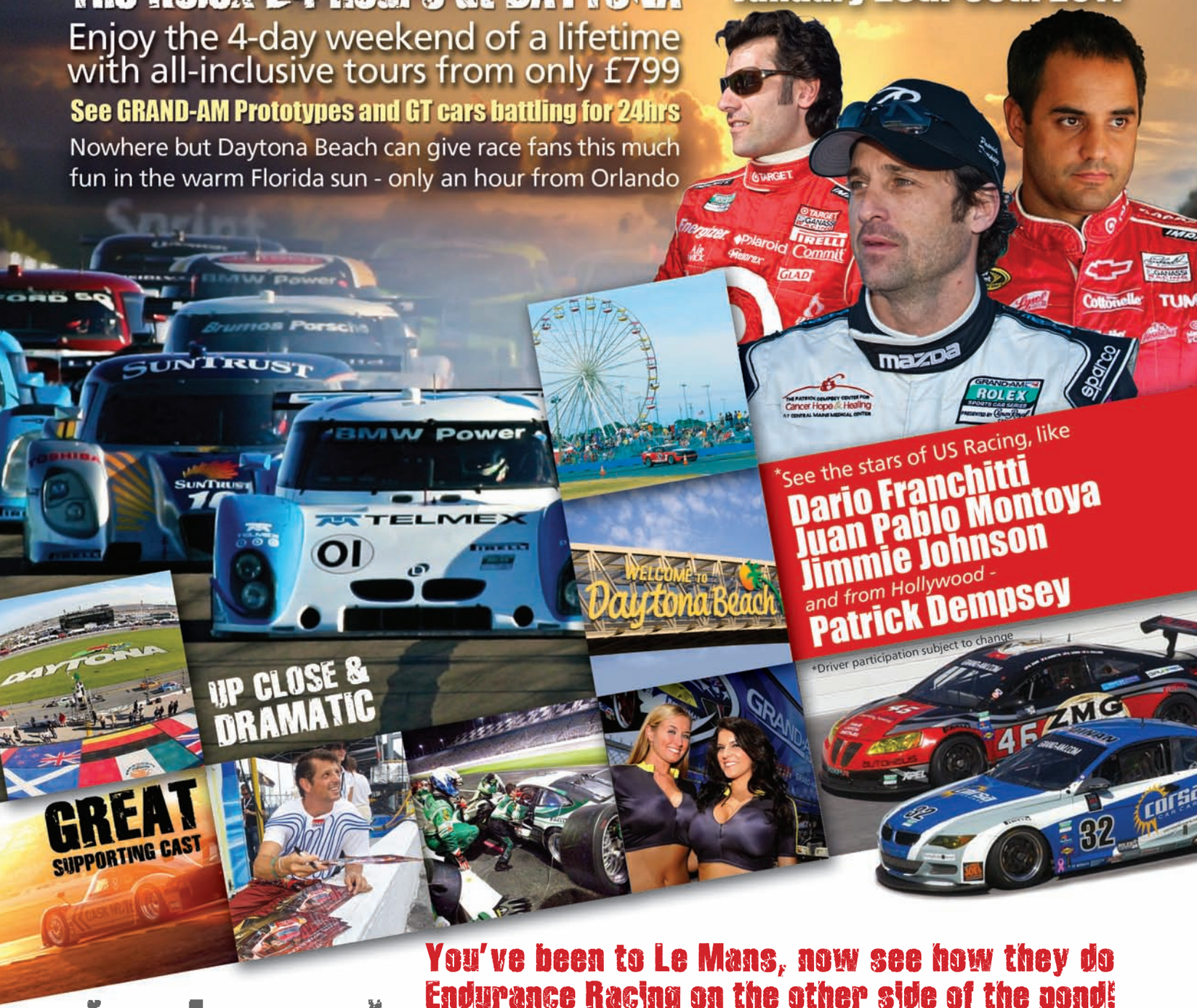


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# MPH Mark Hughes

AUTOSPORT grand prix editor

When you delve into the background of South Korea and, in particular, the South Jeolla province, it provides an interesting perspective on why it has become F1's newest venue

The first impression of South Korea is that it's like Japan. Flying in and looking down, it's a similar mixture of green and volcanic, with grey areas of industry in between. On the ground it's much the same, the dusk skyline soaked in Tokyo-like neon. The road network of Seoul is modern and fast, the rail system similarly efficient and clean.

Its speed readout is frequently beyond 300km/h, but from the sea of neons through the window there is a regular symbol never seen in Japan: the crucifix. Thirty per cent of the population here is Christian, only around the same per cent Buddhist, rather than almost everyone in Japan. Heading south from the modernity of Seoul, it becomes progressively more rural and we're in South Jeolla – 'Korea's greenest province' – home to its grand prix.

Mokpo is about five miles from the track. It's a lively port city of about a quarter of a million people and nestles between mountains and sea on the south-west tip of the country. It seems permanently slightly foggy. The track is the biggest thing to happen here since the Japanese left in 1945.

Next day at the virgin track is the smell of sun-soaked fresh asphalt and the clank of spanners as the final preparations are completed. The track itself is good to go, the periphery stuff still a hive of activity amid a dust bowl. Generators drone, dumper trucks rev and soldiers assist track workers, a human chain passing newly minted plastic seats to be fitted to scaffold grandstands, cranes still overhanging. Packs of photographers hunt vantage points. Standing at Turn 12, looking back to 11, seems a favourite, a riot of multi-coloured seats sharp against a green backdrop, with a mountain overlooking it all.

Not long ago this was all just swamp. Sometime in the future there will be a 'city' surrounding the track – which explains the very street-circuit-like feel of the wall-lined sections; it's for a background that's yet to be built. But look closely and you see landscaped areas already fitted with drain covers and electricity supply. In parts you can even see what will be the street layout – a ghost from the future.

But what's behind all the activity? Why are we here? Here's some background. Yung Cho Chung, a member of the Hyundai family, whose vision the event was, received the backing of South Jeolla's governers, fitting as it did with their aims of transforming the region from agriculture and fishing to a tourist destination. But even once it had all been put in place, commitments made to Bernie Ecclestone, they were still struggling to raise the required backing. The ruling national government – of the opposing party to the South Jeolla government – had initially been uninterested. But as the realisation dawned that any failure of the event on an international scene would be seen by the world not as a failure of 'South Jeolla' but one of 'South Korea', it became much more active.

It was encouraged in this by its trading partner, Abu Dhabi. These two states have come to have an increasingly close relationship as Abu Dhabi looks to diversify from oil and South Korea looks for capital to fuel its industrial expansion. Mubadala is a name on the side of the Ferraris and is the investment arm of Abu Dhabi. It has recently signed deals with several Korean companies for their mutual future benefit. A Korean construction consortium has recently won a $20 billion contract to build four nuclear power stations in Abu Dhabi.

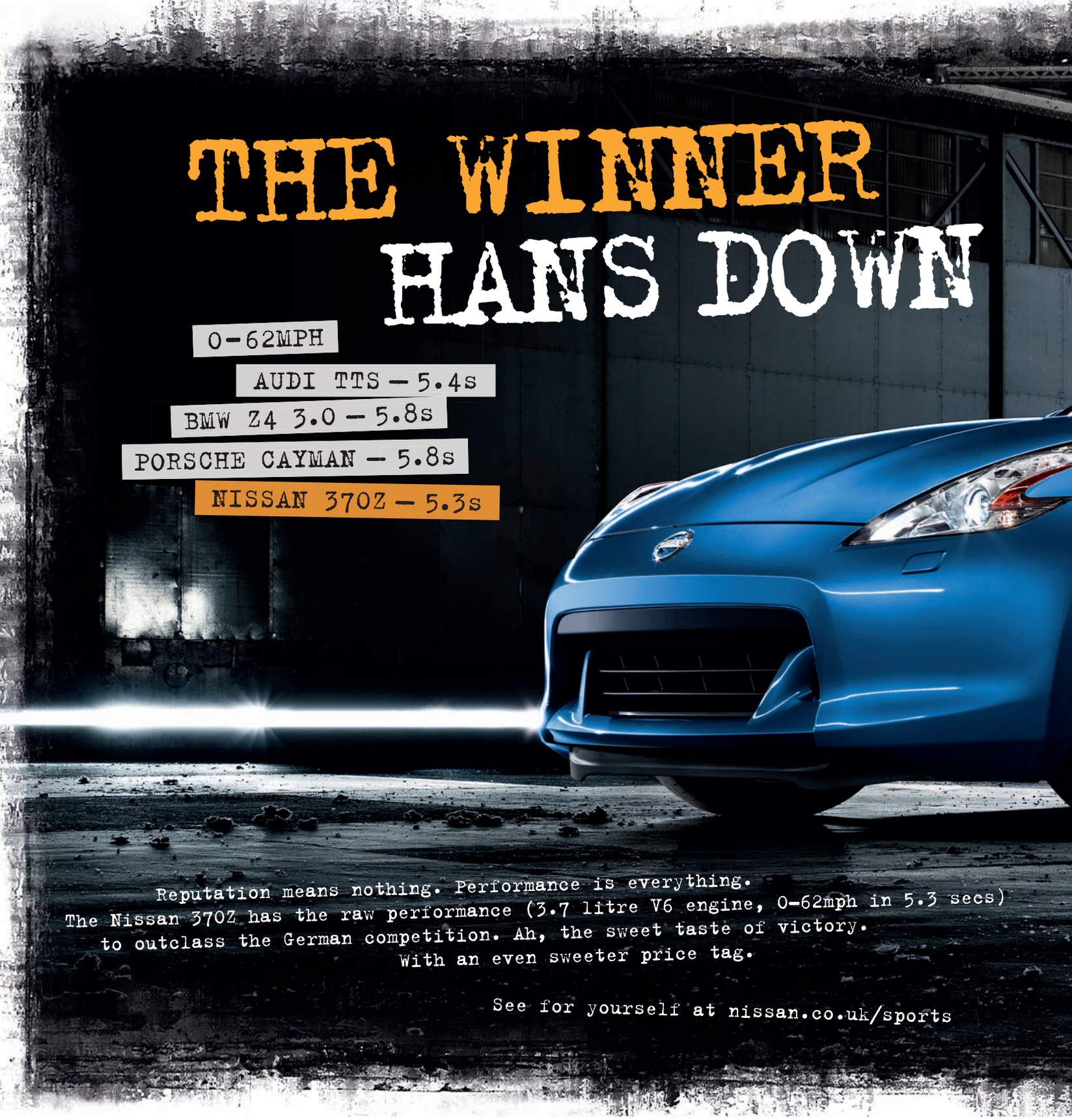
The South Korean government is changing its financial regulations to allow it to attract capital from Islamic markets by the issuing of Islamic bonds – and Mubadala has launched its first corporate bond.

The links are almost endless. Both governments are involved in their grands prix, both have blessed what will in time probably become a two-race joint project. But it was all initiated by the racing enthusiasm of a single energetic man. See the South Korean Grand Prix in that light, and all becomes clear.

I remember when this was all fishing and agriculture

MASON/GETTY

**"Not long ago this was all just a swamp – soon it'll be a city"**

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BMW has an eye on Ford/Holden scrap in future

HORSBURGH/LAT

P44 SURFERS REPORT

V8 SUPERCARS

# BMW reveals Aussie V8 interest

Talks take place to see if V8 Supercars can find enough common ground with new DTM regs to attract Munich

BMW has held discussions with V8 Supercars championship bosses about the possibility of racing its planned DTM-spec car in the series in future.

The Australian championship's 'Car of the Future' concept is set for introduction in 2012. BMW has expressed an interest in joining series mainstays Ford and Holden if the new rules have enough in common with the next-generation of DTM regulations, set for introduction in the same year.

V8 Supercars chairman Tony Cochrane told AUTOSPORT that the series was open to discussing BMW's ideas. "We would love a brand like BMW to be involved," he said. "We're very open-minded to working with them and trying to find some common ground. We're talking to quite a few manufacturers at the moment and we are trying to be as accommodating as we humanly can."

Representatives of BMW Australia have held meetings with multiple Aussie tin-top champion Mark Skaife, who is heading up the Car of the Future programme. But he would not comment in any detail on the meetings.

"We're having discussions [with BMW] just like we are with various other manufacturers," said Skaife.

Cochrane believes that the new regulations have increased the appeal of the series to manufacturers that are keen to promote themselves in that part of the world.

"The Car of the Future is going to do two things for us," Cochrane added. "It's going to reduce the build costs of the cars by more than a third, and it will open up the rule book so that other vehicle manufacturers who want to have significance in the Asian-Indian-Pacific region can compete. It's a very cost-effective championship to get involved in."

A spokesman for BMW Australia confirmed its interest late last week.

"In light of the announcement of our re-entry to the DTM in Europe, if we could race that class of vehicle then we would look very favourably on a proposal for BMW to enter [V8 Supercars]," the spokesman said. "We would not look at anything that was specific to this market, but we would look very warmly at a racing class that is compatible with cars racing overseas."

Cochrane is open to BMW's ideas

Priaulx has his eye on DTM

GIBSON/LAT

DTM

## Priaulx eager for DTM role with BMW

**TRIPLE WORLD** Touring Car champion Andy Priaulx is prepared to sacrifice racing next year in order to play an integral role in BMW's DTM project.

The 36-year-old, who has raced for the manufacturer since 2004, has made clear his desire to be a part of BMW's DTM line-up when it returns to the series in 2012. The marque has not yet committed to the WTCC for next year, and Priaulx is keen to switch focus to the DTM M3.

"The DTM is absolutely what I want to do and I'm sure there's a good opportunity for me there," he said. "I don't want to knock the WTCC because it has been good to me, but I feel it is time to do something else.

"I'm prepared to do a development year without much racing in order to be a main player in 2012. I see it as an investment year."

BMW motorsport boss Mario Theissen confirmed that he would discuss DTM opportunities with his current drivers before evaluating any new signings.

"We have a very strong driver line-up at the moment, so we will talk to them first," Theissen said. "But the contracts will not be finalised until next year. At the moment the priority is the car and the team structure."

V8 SUPERCARS

# Full field of stars for Surfers in 2011

**NEXT YEAR'S** Gold Coast 600 at Surfers Paradise will feature a full grid of 29 international star drivers, says series boss Tony Cochrane.

The success of this year's event, which featured 18 stars such as Dario Franchitti and Sebastien Bourdais, has convinced the series to expand the concept next year so that all the regular drivers get an international team-mate.

"We like to do things that are a little bit different; we like to have something a bit unusual about each one of our events," said Cochrane. "And putting an international driver in each car will give it its own special moment in the sun."

The series's regular drivers also backed the concept too. "I thought it was really good," said Mark Winterbottom. "It was great working with guys like Will Power and Jacques Villeneuve. I think the concept worked quite well. If I was a paying fan, I'd have been pretty happy with what I saw."

Jamie Whincup added: "I thought the international guys actually drove quite well. Jacques had some incidents in the first race but apart from that they were pretty clean."

But European tin-top ace Fabrizio Giovanardi called for some tweaks.

He said: "They need to find a way to give us experience of driving the cars on new tyres and full tanks before the start of the first race."

HORSBURGH/LAT

More international names set to join JV

## IN BRIEF

### TURKINGTON'S COLOURS

WSR has unveiled the striking new livery of its BMW 320si (right) ahead of this weekend's WTCC round at Okayama. Colin Turkington will race the German machine in the final two rounds of the season.

### ROSSI REPLACES GENE

Michael Rossi will make his WTCC debut at Okayama this weekend with the SR-Sport SEAT team. The 22-year-old Frenchman, who finished second in the SEAT Eurocup this year, replaces regular driver Jordi Gene.

### MACDOWALL'S CRUZE TEST

Alex MacDowall had his first taste of Chevrolet's 2011 World Touring Car Championship-spec Cruze at Snetterton last week. The car was fitted with the manufacturer's new turbocharged 1.6-litre engine.

### TEEN HAS VECTRA RUN

Teenager Tom Ingram will test Eurotech Racing's BTCC Vauxhall Vectra at Silverstone next week as part of his prize for winning this year's Ginetta Junior Championship.

### QUAIFE-HOBBS ON FORM

Adrian Quaife-Hobbs topped last week's Formula Renault 3.5 test at Motorland Aragon. The Briton recorded his fastest time of 1m42.557s on Wednesday, finishing two-tenths up on BVM Target's Mirko Bortolotti. American Alexander Rossi headed Tuesday's times with an effort of 1m42.798s.

### TRUMMER LEADS GP3 TEST

Simon Trummer was a surprise pace-setter at last week's GP3 test at Jerez, his 1m34.496s lap for MW Arden coming on the second day. Nigel Melker, quickest on day three for RSC Mucke, was 0.150s slower.

### HERCK SWITCHES TEAMS

Michael Herck will switch to Coloni for the GP2 Asia and main series next year following DPR's exit from the category. The 22-year-old Romanian finished 15th in the main series this year.

### VAN DER DRIFT COMEBACK

Chris van der Drift returned to Superleague Formula at Navarra last weekend after recovering from the serious injuries he sustained in a Brands Hatch crash in August. His weekend was blighted by gearbox problems, but he managed to finish seventh in race two.

WORLD GT1

# Ford team considers pull-out

**THE MARC VDS** GT1 World Championship squad has put its Ford GTs up for sale and is threatening to quit the series.

Marc VDS driver Bas Leinders, who also manages the GT1 project, explained that the team was unhappy with the number of car-damaging incidents in which its Fords have become involved this year. He said that driving standards in the series were unacceptable and called for a clampdown by the FIA officials.

"Our owner [Marc van der Straten] is not very impressed by the number of accidents and the lack of severity of punishment for some drivers," said Leinders. "This is not just a problem for the FIA; the teams and drivers need to get together to solve it."

Leinders said it was not certain that the team would leave the championship, but he explained that it was evaluating other options, including the Le Mans Series.

STALEY/LAT

Marc VDS has put its Ford GTs up for sale

## AUTOSPORT SAYS...

**ANDREW VAN DE BURGT**
**EDITOR**

andrew.vandeburgt
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Unfortunately I never went to the Gold Coast race back in the heyday of CART – but I heard the stories! V8 Supercars are in control now and they very clearly want to do things their own way. By all accounts the town was less rowdy than in recent years, which went down well with the authorities, but less so with taxi drivers and bar owners.

A weekend crowd figure of 170,000 is impressive, if some way short of the glory days. But there's no doubt that having names like Villeneuve and Castroneves, and acts like the Beach Boys playing at night, drew back a substantial number of fans who could have stayed away forever after the A1GP debacle.

With a multi-year deal the event will surely grow, and having an international star in every car will end my major gripe. It seemed unfair that among the title chasers Craig Lowndes was alone in having an inexperienced team-mate, although Andy Priaulx actually did a brilliant job all weekend.

The cars look and sound great, and race two was fantastic. It's easy to see why brands like BMW would want to be involved, less easy to see why the series would bend over backwards to accommodate it when what they have works so well as it is.

Priaulx (leading) shone in Holden

HORSBURGH/LAT

## REMEMBER WHEN...

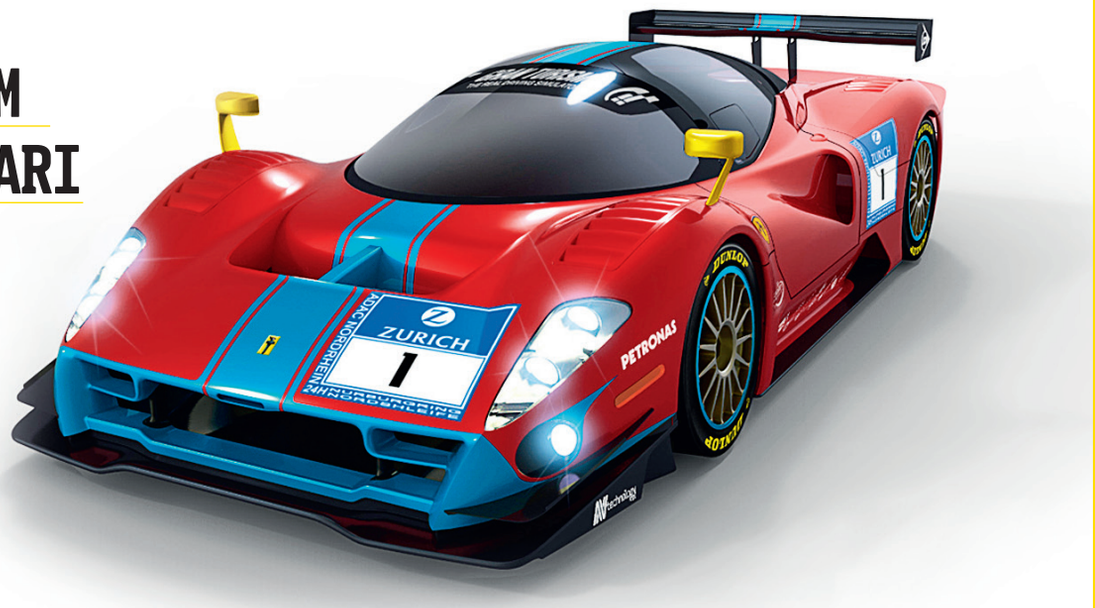
JUNE 16/17 2001

LAT

**...DAMS flew the flag for Cadillac at the Le Mans 24 Hours?** The French team was the US manufacturer's full factory squad in 2001, but failed to offer a challenge to the dominant Audi R8s.

## ALL-STAR TEAM FOR NEW FERRARI

Mika Salo, Fabrizio Giovanardi and Nicola Larini will race this Ferrari-based supercar in next year's Nurburgring 24 Hours. The trio will team up with Luca Cappellari in a Ferrari P4/5 Competizione – developed by N.Technology. It is built around a GT2-spec Ferrari 430 and will run in the EXP1 class.




NASCAR

# Petty fighting to save his team

The 'King' of NASCAR is convinced that the trouble-hit squad carrying his name won't disappear from series

NASCAR legend Richard Petty has vowed to keep his team afloat following a turbulent week where it appeared to be on the verge of collapse.

The team's lead driver Kasey Kahne made an early switch to Team Red Bull ahead of last weekend's race at Martinsville, saying he was "sick to my stomach" of the problems at Richard Petty Motorsports. Although the team carries his name, Petty is only a minority stakeholder, but he is determined to help it remain on the grid in the NASCAR Sprint Cup series.

"I've been [in NASCAR] since 1949 and I'm going to be here until they run me off," said the seven-time champion. "I haven't got anything to tell you except speculation on somebody else's part, but we'll get it together."

RPM plans to downsize to a two-car effort for 2011 with Marcos Ambrose joining AJ Allmendinger at the team. At Martinsville last weekend, Allmendinger admitted his concerns about the future.

"I'd be freaking lying to your face if I said it's all good," said the former Champ Car racer. "I'm not exactly sure what's happening, I don't have any answers about what's going on inside the team. There's definitely questions. I think we'll be at the next races, but nothing is set in concrete."

RPM was formed following a merger between Gillett Evernham Motorsports and Petty Enterprises ahead of the 2009 season. It is believed that the financial plight of majority owner George Gillett, who was recently ousted as co-owner of Liverpool Football Club, has also impacted on the NASCAR team.

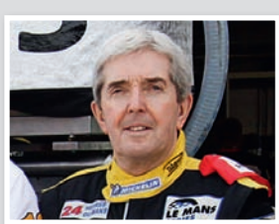
It was suggested that Roush Fenway Racing, which supplies equipment to RPM, repossessed some of its cars last week. Roush Fenway is 50 per cent owned by John W Henry's New England Sports Ventures firm. Two weeks ago, NESV bought Liverpool FC for £300 million from Gillett and partner Tom Hicks in a transaction that reached the High Court. Gillett and Hicks, who had been seeking twice that amount, denounced the deal as "an epic swindle".

LAT SOC

RPM doubts: Petty (left) and Allmendinger

## Hugh Hayden

*1944–2010*



THE BOSS of the British Sebah sportscar team and occasional international driver, Hugh Hayden, has died suddenly at the age of 66.

Hayden's team graduated from the Caterham one-make ranks with a Porsche 911 GT3-R in 2001, springing to prominence in the new Le Mans Endurance Series (now LMS) in 2004. Sebah won the teams' title that season and the following year claimed the teams' and drivers' titles.

He went onto to play a management role with the Felbermayr-Proton Porsche squad, before returning in his own right under the Speedy/Sebah banner in 2008 to run an LMP2 Lola coupe. The team ran two LMP1 Lolas in 2010 as Rebellion Racing.

## IN BRIEF

### USAC TIE-UP FOR INDYCAR
The IndyCar Series announced last week that it will offer a funded drive for the oval races on the Indy Lights schedule to the winner of this year's USAC National drivers' championship. Series boss Randy Bernard hopes the move will encourage young American oval racers to consider careers in single seaters.

### HUERTAS MOVES TO CARLIN
Formula 3 racer Carlos Huertas will end a four-year association with Raikkonen Robertson Racing by switching to rival squad Carlin for a third crack at British F3 in 2011. The Colombian was due to test with his new team for the first time at Silverstone today (Thursday).

### FIRST TOYOTA ENGINE TEST
Rebellion Racing put the first of its Toyota-engined Lola LMP1 coupes through its paces at the Monteblanco last week. Plans to continue testing this week were cancelled after the death of team boss Hugh Hayden (see opposite page).

### PIQUET DEAL FALLS THROUGH
Plans for Nelson Piquet Jr to contest the South American rounds of the FIA GT1 World Championship in Brazil and Argentina have come to nought. The former Renault Formula 1 driver failed to agree terms with the Matech Ford and Hegersport Maserati team.

### HIGHCROFT TO TEST NEW UNIT
HPD's new twin-turbo V6 LMP2 engine is shortly to begin testing in one of Highcroft Racing's HPD ARX-01 chassis. The ALMS champion team has yet to decide whether it will run this engine or continue with the 3.4-litre V8 and compete in P1.

### KAISER TRIES GRAND-AM
Ross Kaiser, winner of the Sunoco Daytona Challenge, took another step towards competing in next year's Daytona 24 Hours when he took part in last week's Grand-Am tyre test with the Doran team at Virginia International Raceway. The 28-year-old Brit lapped within 0.8sec of team-mate Brian Frisselle.

### NAVARRA WELL RECEIVED
The FIA GT1 World Championship and Superleague Formula (below) are "99 per cent certain" to return to the new Navarra track in Spain next year, according to circuit boss Michel Ligonnet. A fixture in early July is planned.

SUPERLEAGUE

FORMULA 3

# Grid of 25 cars expected for Pau F3 comeback

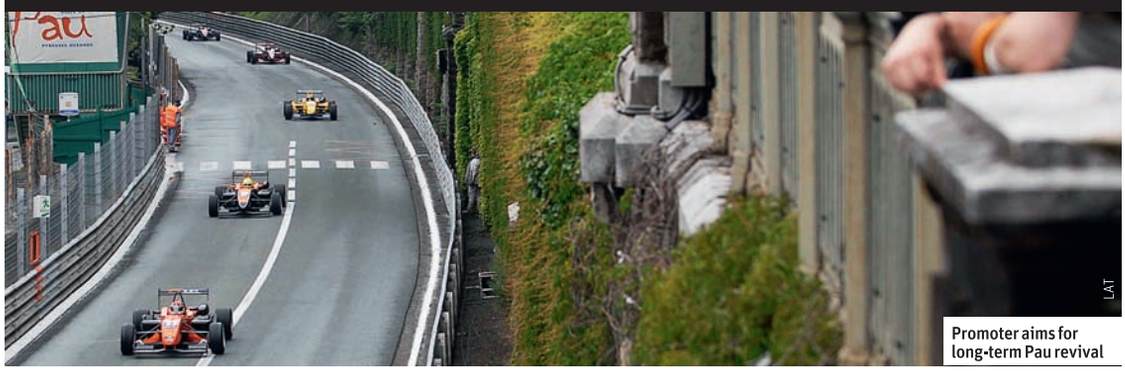
**A TARGET** of 25 cars has been set for the revived Formula 3 invitation event on the streets of Pau next year.

Le Mans Series boss and historic race promoter Patrick Peter officially revealed his plans to revive the Pau Grand Prix, as predicted by AUTOSPORT (September 16), this week. He stated that 25 cars for the headlining F3 event is a "realistic target".

"We need around that number and I believe it is possible," he said. "It is important that it is a truly international event and that is why I am going to the Macau F3 event next month to meet everyone. That includes the Japanese teams, who I also hope to attract."

Peter said he was reviving the Pau GP, which was not run in 2010 for financial reasons, "for the long term".

His contract with the local authority is initially for three years. F3 cars last raced at Pau in 2008.


LAT

Promoter aims for long-term Pau revival

F3 EURO SERIES

# Signature and ART test Webb

EBREY/LAT

Webb has plenty of options for 2011

**BRITISH FORMULA 3** frontrunner Oli Webb was due to test with leading Euro Series squads Signature and ART this week as he continues to evaluate his options for next season.

The Brit joined up with the European championship's most successful Volkswagen and Mercedes-powered outfits at Nogaro in France. It has been suggested he may be offered something similar to the VW deal that brought recently-crowned champion Edoardo Mortara back to the category in 2010.

"Having a factory seat would be great and could lead to the DTM, but my main aim is World Series – I just don't really have a budget yet," said Webb, who finished third in British F3 this year.

"I've been offered an F2 test but it's not really what I'm looking for. My ideal would be World Series with Fortec, then F3 Euro Series, then GP3, then Indy Lights, which we've been offered for virtually nothing."

SPORTSCARS

# DAMS back to Le Mans

GRIFFITHS/LAT

DAMS has raced in Formula Le Mans

**THE FRENCH** DAMS team is aiming to return to the Le Mans 24 Hours after an absence of nine seasons.

The outfit – best known for its single-seater activities in GP2 – is working to be on the grid next year in the LMP2 class. The plan builds on the team's low-key sportscar comeback in the one-make Formula Le Mans championship last year, which was incorporated into the Le Mans Series for 2010.

Team owner Jean-Paul Driot told AUTOSPORT: "We want to do more sportscar racing and to go back to Le Mans. We are working on it and having discussions with a lot of people.

"It will probably be in LMP2 and with two cars if possible, but it is too early to talk about details. All we can say is that we want to do it."

DAMS is known to have been in discussion with a number of chassis constructors, including ORECA, Lola and Zytek.

The previous appearance by DAMS in the Le Mans 24 Hours came in 2002 when it ran the camera cars, a Lola and a Panoz, used in the making of the Michel Vaillant movie. Its first foray in sportscars came with the Panoz marque in 1997, followed by Lola. It then went on to run factory Cadillac Northstar prototypes at Le Mans in 2000-01.

● DAMS is unlikely to continue in the AutoGP one-make single-seater series next season, according to Driot. "Now that we have won it with Romain [Grosjean], there is not much point in doing it again," he said.

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team AMR

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## SHAKEDOWN KIMI-STYLE

Kimi Raikkonen was forced to sit out last weekend's Rally Spain after he rolled his Citroen C4 during the pre-event shakedown. The Finn was ruled out of taking part when officials deemed there was too much damage to the rollcage of his car.

P46 RALLY SPAIN

## IN BRIEF

### MORE GRAVEL FOR SPAIN

Last week's mixed-surface Rally Spain was so well-received by the WRC that the organisers are evaluating a fifty-fifty split between gravel and asphalt for 2011, with the first half of the Catalunya event running on the loose. Winner Sebastien Loeb (above) said: "It was a lot of fun to drive the rally like this."

### BURNS FOUNDATION AUCTION

An auction on the eve of last week's Rally Spain raised more than £5000 for the Richard Burns Foundation, in memory of the British former world champion. Current champion Sebastien Loeb's gloves were the most popular item, with the top bid coming in at £800.

### EVANS TAKES PIRELLI SLOT

Welshman Elfyn Evans won last week's British Rally Championship Pirelli Star Driver shootout. The British Junior champion will drive the Subaru Impreza Keith Cronin used to win this year's BRC in the 2011 series.

### ROOKIE HONOUR FOR HUNT

British privateer driver Harry Hunt collected the Rookie award in the Junior World Rally Championship in his first season at the sport's highest level on last week's Rally Spain.

WRC

# Rally Academy hailed

JWRC replacement for 2011 is praised by former rally winner Michele Mouton

Next year's new World Rally Championship Academy has been heralded as one of the brightest initiatives in the sport's history by former rally queen Michele Mouton.

The WRC Academy will take the place of the Junior WRC next season and will offer 18 drivers the chance to compete on six rounds. The Ford Fiesta R2 one-make series will cost £118,000 – with the prize of a scholarship worth almost £500,000.

Mouton said: "This is the first time ever that we have had such an opportunity in the WRC for the young drivers. This is fantastic for the sport."

The four-time world rally winner added that the centrally-run element of the series would help spread the WRC further around the globe.

"In China there could be good drivers," said Mouton, "or anywhere else in the world, and they can come to the Academy. They don't have to worry about the team or the experience – they just get here and the car is ready."

The series will run on the first two days of six 2011 WRC rounds, starting in Italy in May. The final day of the WRC round will be used for debrief and training. The rest of the calendar will comprise Finland, Germany, France, Spain and Great Britain.

Six of the cars have been taken by the Pirelli Star Driver scheme, with Ireland's Craig Breen among the half-dozen drivers selected for the programme. Molly Taylor and Brendan Reeves (both from Australia), Jan Cerny (Czech Republic), Fredrik Ahlin (Sweden) and Andrea Crugnola (Italy) are the others who were selected in Spain last weekend.

Breen said: "This is the most incredible moment of my career. It's time for the next step and this is it. It's an amazing opportunity for me."

The cars will all be run by British firm M-Sport, and the remaining 18 slots are open initially to governing bodies around the world who want to nominate a driver.

WRC

# Mini crashes in testing

**MARKKO MARTIN** became the first man to crash a Mini WRC last week when the Estonian rolled the test car in Spain on Wednesday.

The high-speed accident halted the Prodrive-run team's test briefly, with the only significant damage to the car being the loss of a wheel.

Martin refused to comment on the test, but Prodrive's Richard Taylor said that the team was pleased with the way the Countryman model stood up to the impact.

"It was nothing too serious," said Taylor. "These things can happen during tests and we were happy with the way the car dealt with the hard usage. We were up and running very quickly [afterwards]. We didn't lose much time."

Martin and 2011 signing Kris Meeke drove the car for two days each on gravel.

"It was more early durability running," said Taylor. "The car completed more than 500 kilometres without any problems, including some 40-kilometre-plus runs. The car ran well. We used three separate roads on the test."

WRC

# Citroen plans to stick around

**FRENCH CAR** maker Citroen plans a long-term future in the World Rally Championship.

The current two-year agreement for Citroen to remain in the WRC is up at the end of next season.

Managing director Frederic Banzet said: "It's a question of the exposure this programme gives us. Other brands coming in makes the WRC a more powerful story."

**KOREAN GP**
Yeongam

**ROUND** 17/19

**LAPS** 55

**WINNER**
Fernando Alonso

**POLE POSITION**
Sebastian Vettel
1m35.585s

**FASTEST LAP**
Fernando Alonso
1m50.257s

**RACE RATING**
★★★★★
Not quite the cracker the conditions seemed to promise

**DRIVERS STANDINGS**

| | |
|---|---|
| Alonso | 231pts |
| Webber | 220pts |
| Hamilton | 210pts |

**MILESTONES**
- Alonso's 26th GP victory puts him sixth in the list of all-time winners
- Sixth place is Vitantonio Liuzzi's best result since China 2007

DUNBAR/LAT

# ALL RIGHT ON THE NIGHT FOR ALONSO

When Red Bull messily self-destructed in Korea, Fernando Alonso romped home to win a much-delayed race that only just finished in daylight. MARK HUGHES reports

# QUALIFYING

## Alonso thinks he has pole wrapped up until Vettel and Webber play their hands

It had looked close in the practices. The varied demands of the track – the long straights of sector one, the fast sweeps of two and the tight start/stop of three – and how they suited different aspects of the Red Bull, McLaren and Ferrari made it appear as if the three title-contending cars had much the same performance potential.

Even in Q1 it looked like that, with one car from each of those teams in the top three positions, all of them on 1m37.1s. It didn't look a lot different to that in Q2, when they were each in the low 1m36s. But come Q3, Red Bull pulled out its usual extra few tenths. "They always do," rued Fernando Alonso. "We know that when we arrive at the crucial moments in Q3 Red Bull is normally pushing a little bit more and being a bit quicker than everybody."

It's a pattern that's been particularly evident in the season's second half, and even more than the extra bit of power Red Bull use for their Q3 maps it's to do with the internal competition between the two drivers, neither wanting to reveal their hand to the other before Q3.

So the pole was again fought out between Sebastian Vettel and Mark Webber. Ultimately it was Vettel's greater ease with the oversteer which the rapid rubbering-in of the track brought that sealed things in his favour. Webber didn't like the nervy feel of the car on the first lap of new softs – particularly after he'd had a big moment into Turn 1 in Q2 – and so opted for a two-lap run for his final Q3 effort. The second lap was duly better than the first but still fell short of Vettel's one-lap effort, by less than a tenth.

Seb's ease with the entry oversteer allowed him to access the greater grip of the tyre on the first lap. "I was leaving a little margin on my last run," said Vettel, "but I saw from my read-out that maybe it wasn't going to be enough and so I really pushed hard in the last sector." The Red Bull skimmed spectacularly between the walls there, smothered in grip, but was actually barely any faster through there than Webber had been. The decisive difference between them was actually that 'conservative' first sector of Vettel's where he was a couple of tenths faster.

So it was another Red Bull front row. The car was only 10th fastest at the end of the back straight but picked up a couple of tenths over the Ferrari and McLaren in the twistier second and third sectors. The track grip was improving spectacularly quickly – and this was tending to bring oversteer, as the sudden high grip of the fronts made the turn-in extra positive.

Alonso, in third, was terrific in his confident hustling of the Ferrari, quickest of all in the first sector despite being slightly slower at the end of the straights than the Red Bull. The F10 was set up with a relatively high wing level, very strong under braking and responding well to the soft tyre. It was enough to make him comfortably quicker than Lewis Hamilton's McLaren, whose fourth position was a little disappointing after practice form had suggested the car – with its new main plane f-duct and associated tweaks – was going to be right there.

"I don't think we lost anything," said Lewis. "It was more that the others found something." It did seem the McLaren responded less than the Red Bull and Ferrari to the track's rapid rubbering-in, and Martin Whitmarsh conceded they probably hadn't got the best from the set-up in anticipating what would be needed as it gripped up. The car was over 4mph faster than the Ferrari at the end of the 0.8-mile straight between turns two and three.

Fastest of all down that straight, though, was the Mercedes of Nico Rosberg, its unusually-configured f-duct now working very effectively, helping Nico to fifth fastest time, albeit a significant 0.5s chunk adrift of Hamilton.

Vettel coped better with the evolving track than Webber

THOMPSON/GETTY

Alonso lost pole in the final seconds of Q3

ETHERINGTON/LAT

Felipe Massa was a disappointed sixth. Having used up all but one of his sets of softs in Q2, he went out for his sole two-lap soft-tyred run after the frontrunners had completed their first runs in order to avoid the traffic. The downside was that the track improved after he'd completed his lap – leaving the others plenty of scope. But it had been a relatively poor lap regardless.

Jenson Button, back in seventh and 0.7s adrift of Hamilton, was never at ease with the oversteery balance the improving track brought and it was a very similar story with Renault's Robert Kubica just behind. The R30's f-duct was extremely effective and in the practices they had looked set to be up with the leaders.

Michael's Schumacher's Mercedes (0.4s shy of Rosberg) and Rubens Barrichello's Williams rounded out the top 10 – and they'd crossed paths again, Michael receiving a reprimand for having baulked his former team-mate. Since Barrichello was consistently doing his best time on his second lap, and the baulking occurred on his first, it was deemed it hadn't actually cost him anything.

P36 RESULTS
ALL THE STATS
FROM THE ORIENT

THOMPSON/GETTY

Race restarted behind safety car after hiatus

20C

**RACE CONDITIONS**
Rained almost continuously in the 12 hours before the scheduled start, bringing on a delay of almost an hour.

Every twist of the story was heavy with significance. That's maybe just how it gets towards the end of a title battle so intense and multi-dimensional; when *anything* that happens automatically has big repercussions because the dynamics of that points struggle are complex, involving as they do three teams. But there was poignancy too.

Take, for example, two scenes that bookended a remarkable inaugural Korean Grand Prix: in the first of them, the race's organiser Yung Cho Chung, is distraught. The event he'd put his heart and soul into making happen, and which had been rescued at the 11th hour, was looking like it was going to be stillborn after just three laps behind the safety car. With the 100,000 crowd turning up to see what F1 was all about, there was a real danger the race was going to be called, that the daylight would run out before the surface was dry enough. From his perspective, it would turn the whole event into a laughing stock from which it might not ever recover.

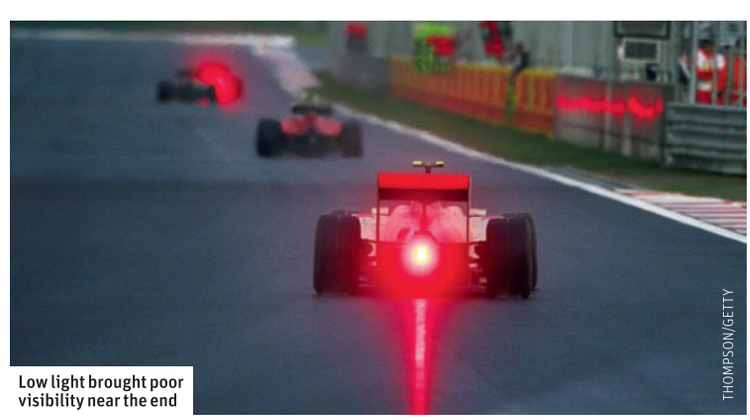
Afterwards – a couple of hours after a dramatic full-distance race that ended in near-darkness – Fernando Alonso walked through the Ferrari enclave, brisk and purposeful, looking with mock frown straight into the eyes of the guy he was walking towards, a loyal friend who works for Philip Morris. As he reached him, he didn't pull up; instead he just stuck out his proud chest and bumped hard into him. At this point the two men embraced, Alonso gave a fist of delight and the friend's eyes filled.

They broke off before it got any more intense, before they reflected too much on the turnaround in fortunes, the overcoming of a seemingly insurmountable deficit at mid-season to be leading the championship for the first time since Australia. With Alonso in this form, and a dynamic so fragile at Red Bull, a car so seemingly reluctant at McLaren, there's a feeling of inevitability about Ferrari's campaign, one that's not been there since the old days. Three wins from the last four races, as Alonso locks onto his target.

Those three laps behind the safety car qualified the race as having started, enough to give it the status of half-points even were there not to be another lap. As they'd all pulled up on the grid, a lone HRT engine continued to fill the wet air with noise. As it was switched off the sudden silence revealed that all the others were off too. It had the air of finality. Was that the last F1 engine the enthusiastic crowd would hear? Thankfully, no: almost an hour after that original start they got underway again behind the safety car. They circulated there for 17 laps, and visibility was appalling as the rain continued to fall – but if you stage a race, accept a lot of money to do so, there is a responsibility to provide a race.

The decision was only made more difficult by the various agendas being played out over the drivers' radios as they broadcast their opinions for the benefit of race director Charlie Whiting. The first clue that the track was actually grippy enough to race – as was being forcefully suggested by Lewis Hamilton – came on lap 15 after Lucas di Grassi's Virgin pitted for a second time and rejoined on newly warmed wets. Briefly unencumbered by the safety car-dictated pace, di Grassi did a sector time that implied he could have been lapping in 2mins-flat – a perfectly respectable wet weather time.

Two laps later, they were finally unleashed. Vettel sprinted away with clarity of vision and surety of purpose. Webber, Alonso and Hamilton were somewhere in the ball of spray behind. Into Turn 1 Michael Schumacher took his Merc down the inside of Robert Kubica's Renault for eighth, and at the end of the long back straight into Turn 3, the other Mercedes of Nico Rosberg deprived Hamilton of fourth. It was ▶



THOMPSON/GETTY

Low light brought poor visibility near the end

FERRARO/LAT

Hamilton locks up and Alonso is set to pounce

DUNBAR/LAT

Vettel's engine expired with some spectacle

DUNBAR/LAT

Liuzzi went forwards; Button only backwards

# DRIVER BY DRIVER by Edd Straw

## 1 — 2/10 Rating

**JENSON BUTTON**
McLaren-Mercedes MP4-25-01
Start: 7th. Finish: 12th

**WITH A** 31-point deficit heading into Korea, Button needed a big race. Blamed tyre warm-up problems for disappointing qualifying, then became mired in the midfield with locking brakes. Survived a late spin but missed the points.

## 2 — 8/10 Rating

**LEWIS HAMILTON**
McLaren-Mercedes MP4-25-02
Start: 4th. Finish: 2nd

**VERY QUICK** in practice, but was 0.5secs off in qualifying trim. Desperate for the race to get underway, but didn't quite have the speed of Alonso in the final sector in particular. His one mistake was running too deep into Turn 1, letting Alonso past.

## 3 — 8/10 Rating

**MICHAEL SCHUMACHER**
Mercedes MGP W01/05
Start: 9th. Finish: 4th

**FOUR-TENTHS** off Rosberg on Saturday, but he turned in a convincing race. Was quick in wet conditions, passing Button for fifth. Changed to intermediates under the Buemi-induced safety car and took fourth when Vettel retired.

## 4 — 9/10 Rating

**NICO ROSBERG**
Mercedes MGP W01/04
Start: 5th. Finish: DNF

**GREAT LAP** in qualifying to get in among the title contenders and took fourth place from Hamilton on the first lap of the race proper. An outstanding weekend's work was brought to an early end when he was collected by Webber's Red Bull.

## 5 — 10/10 Rating

**SEBASTIAN VETTEL**
Red Bull RB6-5
Start: 1st. Finish: DNF

**THE PRESSURE** was on, but the young German delivered an immaculate performance by pipping Webber to pole. Controlled the race with an iron fist through rain and restarts, only to be robbed of victory by an engine failure on lap 46.

## 6 — 4/10 Rating

**MARK WEBBER**
Red Bull RB6-3
Start: 2nd Finish: DNF

**WHILE VETTEL** did a one-lap run in Q3, Webber opted for two and was within a tenth on his second flier. Ran second in race, but carried too much speed into Turn 12 on lap 19, understeered onto the exit kerb and then spun into the wall. Costly error.

THOMPSON/GETTY

Webber shunt triggered third safety car

◄ significant that both Mercs were on the move – for they had been the only team to make set-up changes during the time they were awaiting the restart. With full-on wet settings, they were perfectly suited to the conditions.

Webber almost dropped the car at Turn 10 and completed the first racing lap already almost 3s behind, with Alonso, Rosberg, Hamilton, Felipe Massa's Ferrari, Jenson Button's McLaren and Schumacher following. Through the tricky negative camber Turn 12 next time, Webber got into a big oversteer slide on the exit kerb. It looked like he'd caught it, but still the tail kept coming around and off he speared into the right-hand wall, bouncing off it and back across the track into the path of Rosberg. The leader of the world championship was out – as was the unfortunate Rosberg, on a day when it looked like he was going to star. The safety car made its third appearance of the day, triggering the two Saubers to pit opportunistically for inters, as did Vitaly Petrov's Renault a lap later.

They were let loose again after four laps, and this time Vettel's commitment through the tricky final turn – flat-out and taking a big chunk of the painted exit kerb – was breathtaking, especially so given what was at stake. Alonso wasn't interested in trying to out-brave him, having registered immediately the championship implications of Webber's retirement. "Seeing Mark crash out changed the picture of things for us," he said, "and being on the podium was enough."

It was all part of an exquisitely judged performance. "We had no reference for the track in these conditions," he explained, "and I think it is better to lose four or five seconds in the first 10 laps and then build up the pace slowly. We knew that, so we tried to remain calm."

Vettel was in his own groove, building his advantage up to around 4s within six laps. Hamilton was hanging gamely on, but the McLaren didn't have the legs of the Ferrari: "We were pretty quick in the first two sectors but in the last corner I would lose 15 metres to these guys at least, so it was very, very difficult to keep up with them."

He was under no particular threat from Massa, who in turn was well clear of a battling Button and Schumacher. Michael went past the McLaren into Turn 3 on lap 27.

Yes, Michael was going well, enjoying his car's balance and making full use of its strong brakes, traction and straightline speed – but Button was struggling horribly and was left behind at 1s per lap. As in qualifying he was locking brakes, seemingly unable to get them up to temperature. "As soon as I touched the brakes, they'd lock and I'd go straight on because I couldn't stop the car." Hamilton had suffered a similar problem but way less severe. Button has gone his own way on brake development and uses Brembo rather than Hitcos, but he had also opted for a new aero tweak here around the blown diffuser which Hamilton had turned down.

"It was a new part that I thought would benefit me here, which I tried and liked in the simulator. Some of my issues could possibly have come from that," was all he would say and the team was somewhat cagey about what the part was. But within very little time he'd destroyed his tyres and on the 28th lap he pitted for a change to intermediates.

The potential pace of those who'd changed to them earlier was unclear, since they'd all found themselves queued behind the non-stopping slow cars, and although the cars continued to throw up great plumes of spray, the grip did seem to be building. But it didn't help Button, who not only continued to suffer his braking problem but had exited just behind a gaggle of cars stuck behind the yet-to-stop Virgin of Timo Glock. Among these was the inters-shod Toro Rosso of Sebastien Buemi, who'd already made contact with Heikki Kovalainen's Lotus as he passed it, and who now misjudged a move on Glock at the end of the long straight, locking up under braking and cannoning hard into the Virgin, spoiling what had been a typically great wet weather drive for Timo in which he comfortably led the 'small team' class. The wrecked Toro Rosso triggered yet another safety car – which was the cue for everyone else to file in for the change to inters.

> "THE TIMING OF THE SAFETY CAR WAS POTENTIALLY VERY AWKWARD FOR VETTEL, WHO HAD ALREADY PASSED THE PIT ENTRY AND WAS FORCED TO DO ANOTHER LAP"

The timing was potentially awkward for Vettel, who had already passed the pit entry road and was forced to do another lap. Theoretically Alonso could just about have made it in, but the Ferrari crew wasn't quite sharp enough in reacting and so he too was consigned to another lap as Hamilton, Massa, Schumacher, Kubica, Rubens Barrichello's Williams, Jaime Alguersuari's Toro Rosso and Tonio Liuzzi's Force India made their way in.

Kubica lost out when – in a bizarre near-repeat of his Hungary race – he appeared to ignore the signal from his lollipop man and set off from his pit. He just had time ►

**7** 7/10 Rating

**FELIPE MASSA**
Ferrari F10-286
Start: 6th. Finish: 3rd
**UNDER PRESSURE** from Ferrari to contribute. His run to third place – passing Button, picking up places when the Red Bulls dropped out and backing up the pack during Alonso's pitstop fumble – was exactly what the team had in mind.

**8** 10/10 Rating

**FERNANDO ALONSO**
Ferrari F10-285
Start: 3rd. Finish: 1st
**RECKONED THAT** making the front row was impossible and was happy with third. Drove a calculating race, retaking the second place that he lost in the pits when Hamilton ran wide. After Vettel retired, looked after his tyres and kept in front.

**9** 7/10 Rating

**RUBENS BARRICHELLO**
Williams FW32-04
Start: 10th. Finish: 7th
**EXPECTED MORE** in Q3, and although Schumacher held him up the incident did not cost him any places. In his element in wet conditions, the only blot on his race was heavy tyre wear on his inters, allowing Kubica and Liuzzi to rob him.

**10** 7/10 Rating

**NICO HULKENBERG**
Williams FW32-01
Start: 11th. Finish: 10th
**A MISTAKE** in Turn 12 cost him a likely Q3 slot on Saturday. Settled into 10th once the race got going and was looking good for the top six. Forced to pit with a puncture, he salvaged a point by passing Alguersuari on the last lap.

**11** 7/10 Rating

**ROBERT KUBICA**
Renault R30-05
Start: 8th. Finish: 5th
**LOOKED LIKE** an outside contender for pole position, but struggled with oversteer on Saturday afternoon. Ran seventh, slipping to ninth after having to wait to leave his pit box. Attrition and the Williams drivers' tyre troubles helped him up.

**12** 4/10 Rating

**VITALY PETROV**
Renault R30-04
Start: 20th. Finish: DNF
**A SPIN,** and the resulting dirty tyres, cost him a possible Q3 slot and his woes were compounded by the five-place grid penalty. Pitted for intermediates early and put in a charge to seventh, only to stuff it into the wall at Turn 18.

◀ to react and avoid driving into the pitting Tonio Liuzzi. He then had to wait as Barrichello exited. This not only lost him a place to Rubens, but also the previously-stopped cars of Petrov and Nico Hulkenberg.

Missing the opportune lap to pit wasn't as costly for the two leaders as it might have been, for only on the last part of their in-laps were they slowed down to safety car speeds. Vettel's stop was routine and he got out still leading, but for Alonso things were a little scrappier. He locked up on the treacherously slippery concrete of the pit apron, arriving there sideways and a metre or so past his marks. The crew had to pull themselves up to him and the right-front wheel man lost a wheelnut; vital seconds were lost as he located a replacement. It was all enough to allow Hamilton past into second, but it could have been worse for Ferrari. As the problem unfolded the team was quick-thinking enough to use Massa to back up the queue out on track – thereby preventing more cars than just Hamilton's from taking advantage. This cost Massa a place, but it was a great piece of reactive teamwork in a high-stress split-second.

Vettel, Hamilton, Alonso, Massa, Schumacher, Barrichello, Petrov, Hulkenberg, Kubica and Kamui Kobayashi was the top 10 circulating behind the safety car with everyone's stops for inters done. Hamilton was on the radio, telling how he was now on maximum front wing, and had loosened his diff in order to get a balance, but that it was killing the tyres.

As the safety car came in Vettel was again stunningly committed as he made a break for it around the final few twists of the lap, leaving Hamilton behind to fend off Alonso. As they braked for Turn 1, the McLaren was bouncing over the bump there, looking far less comfortable than the Ferrari. Lewis locked up the fronts and began running wide, missing the apex of one and sliding out beyond the exit of two. It was a simple matter then for Alonso to nip by and it was all Lewis could do to fend off Massa by the end of the straight into three.

The restart was bad news for Button, too. Just ahead of him on the restart, Liuzzi put a move on Kobayashi at Turn 3 and as Kamui elbowed his way back on line, so there was a concertina behind that lost Button momentum. As they went into five, Adrian Sutil – who'd been having a wild race and had already made contact with a Lotus – dived impossibly late down the McLaren's inside. Seeing him coming, Button had to drive off the circuit to avoid what would have been hard contact, and this lost him places not only to the Force India but also to Nick Heidfeld and Alguersuari. It was a disastrous day for the world champion as one problem spiralled into another, and it leaves him almost out of title contention.

> "IT WAS A DISASTROUS DAY FOR THE WORLD CHAMPION AS ONE PROBLEM SPIRALLED INTO ANOTHER, LEAVING HIM ALMOST OUT OF TITLE CONTENTION"

Liuzzi, meanwhile, was driving a terrific race. Once he'd picked off Kobayashi he was pushing Kubica hard for ninth, the pair of them keeping pressure on Hulkenberg ahead of them. They all moved up a place at the end of the 39th lap as Petrov – his inters very worn, having covered 19 laps – had a big shunt exiting the final corner. His left rear wheel spun up on the painted kerb and he looped hard right into the barrier.

Up front Alonso was stepping up the pressure, slashing what had been almost a 3s deficit. He was the fastest man on the track and leaving the struggling Hamilton behind.

Buemi clumsily biffed Glock out of the race

FERRARO/LAT

FERRARO/LAT

COATES/LAT

# DRIVER BY DRIVER by Edd Straw

**14** 2/10 Rating

**ADRIAN SUTIL**
Force India VJM03/03
Start: 14th. Finish: DNF

**ONCE A** Q3 regular, Force India's fading pace left him a long way from the top 10. Endured a fraught race during which he seemed to spend most of his time off track. Was 10th on lap 47 when he clattered into Kobayashi and retired.

**15** 9/10 Rating

**VITANTONIO LIUZZI**
Force India VJM03/01
Start: 17th. Finish: 6th

**YET AGAIN,** things went wrong in qualifying. He was on course to beat Sutil before tyre graining in the second half of the lap left him struggling for grip. Made up for it in the race, threading through the mayhem to finish sixth.

**16** 2/10 Rating

**SEBASTIEN BUEMI**
Toro Rosso STR5-02
Start: 16th. Finish: DNF

**OPTED FOR** the low-fuel, one-shot final run in Q2 and made a few errors on his best lap, leaving him seven tenths off his team-mate. A pitstop problem sent him to the back. Trying to make up ground, he slammed into the helpless Glock on lap 31.

**17** 6/10 Rating

**JAIME ALGUERSUARI**
Toro Rosso STR-01
Start: 15th. Finish: 11th

**CONTINUED HIS** recent run of qualifying form, outpacing Buemi and was hassling Heidfeld for eighth in the closing stages before losing 10th to Hulkenberg on the last lap. Blamed a lack of straightline speed and worn tyres for it.

**18** 4/10 Rating

**JARNO TRULLI**
Lotus T127-04
Start: 18th. Finish: DNF

**PUT IN** a qualifying special late in Q1 to take new-team pole but dropped down the order after an off at Turn 1 shortly after the race finally got underway. The time lost meant that he was running last when he clattered into Senna's HRT.

**19** 7/10 Rating

**HEIKKI KOVALAINEN**
Lotus T127-01
Start: 21st. Finish: 13th

**MISSED OUT** on the best of the conditions in qualifying with a scrappy lap in traffic, leaving him 1.2 seconds off Trulli. In the wars during the race: lost his front wing after being clipped by Buemi and then was hit with a drive-through penalty.

Wild Sutil became Sauber's nemesis

Petrov made a mess of the final corner

Fernando had kept his tyres in great shape, possibly better than Vettel's, and that was going to be crucial now that the rain had stopped and dry patches were beginning to form. Vettel slid wide at Turn 3 on the 43rd lap, losing a further 1s, but he kept his head and Alonso seemed unwilling to risk a move, preferring just to dish out the pressure.

We were now past 75 per cent distance, ensuring that the race would qualify for full points and the concern became whether the race could reach its allocated full 55 lap distance before the last of the daylight. "How is visibility, Sebastian?" asked his engineer.

"It's getting to be dangerous, difficult to see into Turn 1," replied Seb. At this very moment he'd just completed the fastest lap of the race to date. McLaren, sensing that Red Bull was lobbying for a race stoppage, asked Hamilton what he thought about it. "Visibility's fine," snapped Lewis. All these transmissions were for the benefit of the race director, trying to sway any calls he made to their advantage. "That sort of stuff's always gone on," said Martin Whitmarsh. "It's just that since we all agreed to open up radio transmissions, it's added a dimension of intrigue for the outside world."

It was already dusky on the 46th lap as Vettel came onto the pit straight with his engine sounding horribly flat and the car slowing suddenly. A cloud of smoke and Vettel was done for the day, pulling off to the side of the back straight with bits of engine dribbling from the rear. "There was no warning," rued Christian Horner. The Renault unit was on its last scheduled race but was still within 250 miles of its limit. Were Vettel's title hopes lost in that cloud of smoke? It would be ironic if they were on a day in which he'd just performed so brilliantly. For the watching Webber, this was surely a great relief.

Alonso now backed off the gas, allowing Hamilton to close a little before he too backed off. It was now a matter of ensuring the inters lasted longer than the daylight. It was a surreal sight as the cars came past in the darkness, their cockpit displays shining bright. Schumacher was on the radio asking how to turn the brightness down, so harsh was the contrast. Sutil had one last card to play, making a lunge inside Kobayashi at Turn 5 that floundered when he got onto an extra wet patch and hit the Sauber hard, tweaking off the Force India's front wheel.

Remarkably, the Sauber – the same one that had been assaulted by Alguersuari at Suzuka – stayed in one piece and Kobayashi continued without losing a place. In fact, he even made up one four laps from the end when Hulkenberg pitted from sixth place, his inters almost down to the canvas. Those on the sister car of Barrichello weren't much better, and with Hulkenberg out of the way Kubica was able to close down quickly on the other Williams. Robert was still being hounded by Liuzzi, and three laps from the end the pair of them got by the gripless Barrichello.

Alonso duly reeled off the laps, Hamilton and Massa following him home, the latter no doubt musing that he might have won this race (even if it would have been thanks to lucky timing of the safety car) had he not been playing the team game. For then it would have been Felipe, not Fernando, taking advantage when Lewis ran wide at the final restart. Schumacher took sixth, conserving tyres once he realised he couldn't match Massa's pace, with the points rounded out by Kubica, Liuzzi, Barrichello, Kobayashi, Heidfeld and Hulkenberg.

Some hours later, Yung Cho Chung was in a state of bliss. Had he been drinking? "Yes, Alonso gave me some champagne." Formula 1 works just fine in South Korea. ■

**20** 6/10 Rating

**SAKON YAMAMOTO**
HRT F110-03
Start: 23rd. Finish: 15th
**OUTQUALIFIED HIS** team-mate for only the second time in 20 attempts (the first was Turkey 2006). Survived an excursion under the pace car early on and settled into last place once he pitted for intermediates. Finished within 20 seconds of Senna.

**21** 7/10 Rating

**BRUNO SENNA**
HRT F110-02
Start: 24th. Finish: 14th
**CUT SHORT** his final qualifying run in Q1 after just one flying lap, allowing Yamamoto to bump him to the back of the grid in the closing stages. Was among the first to pit for inters and jumped the Japanese in the pitstops.

**22** 6/10 Rating

**NICK HEIDFELD**
Sauber C29.03
Start: 13th. Finish: 9th
**BAGGED A SECOND** consecutive points finish even though Sauber couldn't repeat its Q3-contending Suzuka form. Switched to intermediates early but ran wide and lost places. Kept it clean to reach the top 10.

**23** 6/10 Rating

**KAMUI KOBAYASHI**
Sauber C29.04
Start: 12th. Finish: 8th
**CONTENT WITH** his qualifying after the team softened the car too much in FP3 and had to backtrack. Pitted for intermediates under the safety car on lap 19 and rejoined near the back, surviving an assault from Sutil to claim points .

**24** 8/10 Rating

**TIMO GLOCK**
Virgin VR-01/03
Start: 19th. Finish: DNF
**KEPT THE** Lotuses in sight all weekend, only losing out to Trulli for new-team pole in the dying moments of qualifying. Climbed to the fringes of the top 10 when several ahead pitted for intermediates, then was struck by Buemi.

**25** 4/10 Rating

**LUCAS DI GRASSI**
Virgin VR-01/04
Start: 22nd. Finish: DNF
**ON THE** back foot again after sitting out FP1 for Jerome d'Ambrosio. Was 1.5 seconds off Glock in qualifying. Went for intermediates early in the race before crashing on lap 26 attempting to pass Yamamoto's plodding HRT.

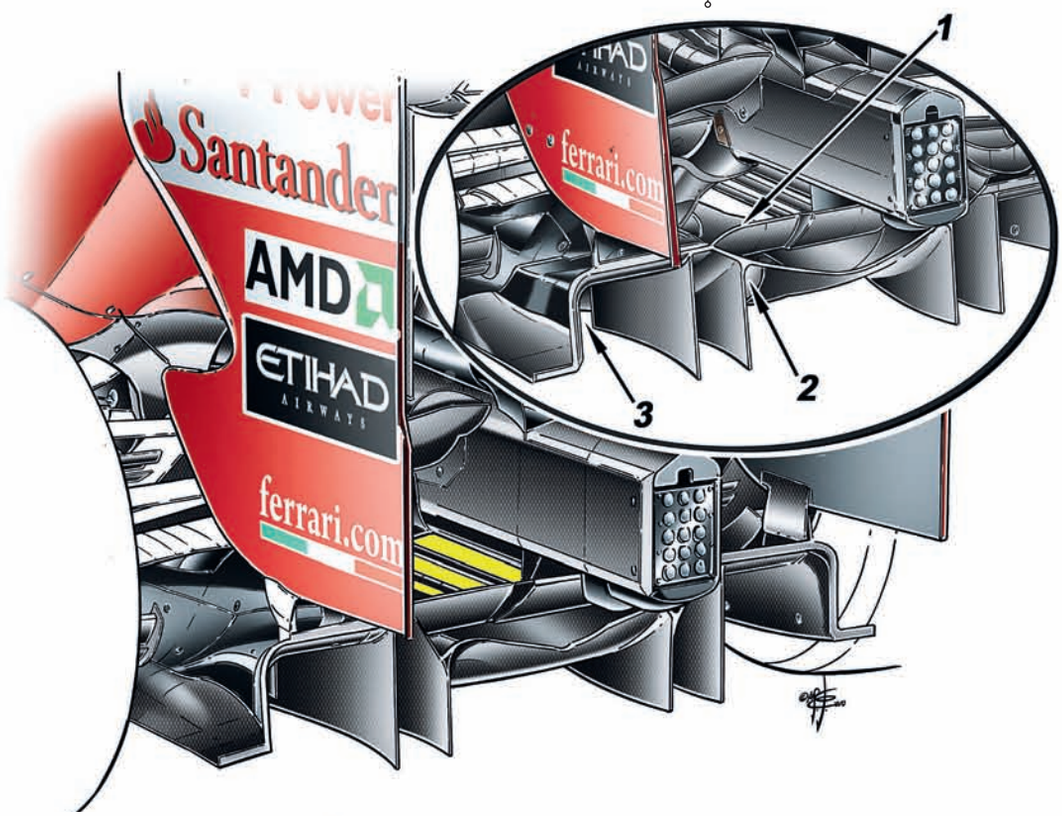
# Drawing board

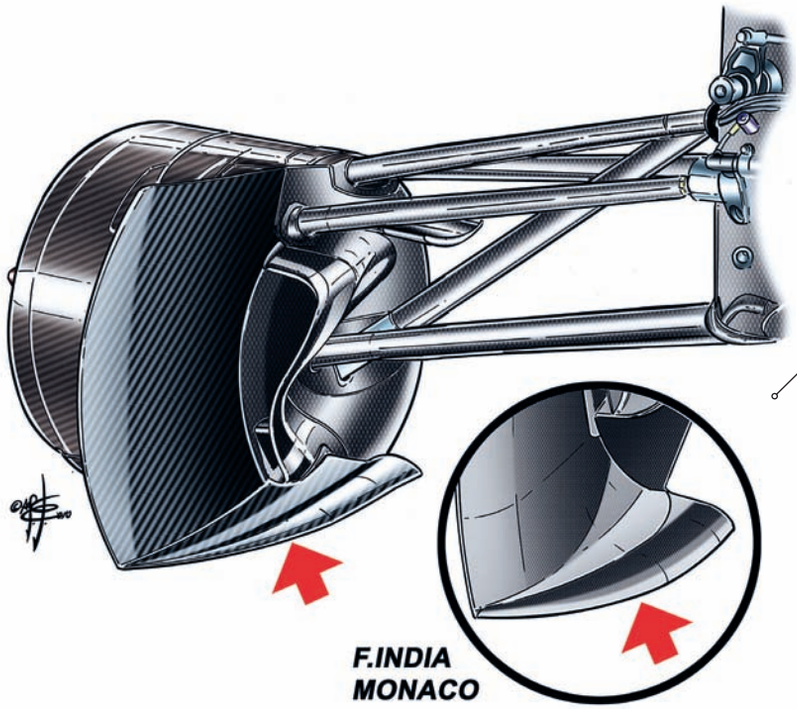
**Gary Anderson, Mark Hughes and Giorgio Piola reveal the key technical tweaks made to the frontrunning cars at Yeongam**

## FERRARI DIFFUSER

**Ferrari used an evolution of the bigger diffuser introduced at Spa. There was a visible change to the central section, the top (1) and bottom (2) profiles having more curvature. The side channels have a bigger middle plate, and the previous small one (3) has gone.**

**GARY ANDERSON:** The double diffuser package is a balance between what airflow can be extracted by the diffuser's lower section and the upper second part. If either of these two sections are too aggressive it can lead to airflow separation in one or both of these areas. The lower section works on the reference plane (the lowest part of the floor) of the car and is very sensitive to low ride heights. The upper part of the diffuser works more as a duct and is very important during braking and medium-speed corners, but in reality both work on the same underfloor airflow. Adding these more curved surfaces to the central section will change which part of the diffuser is most powerful, and altering the splitters will help control which area of the diffuser stalls at low ride heights.

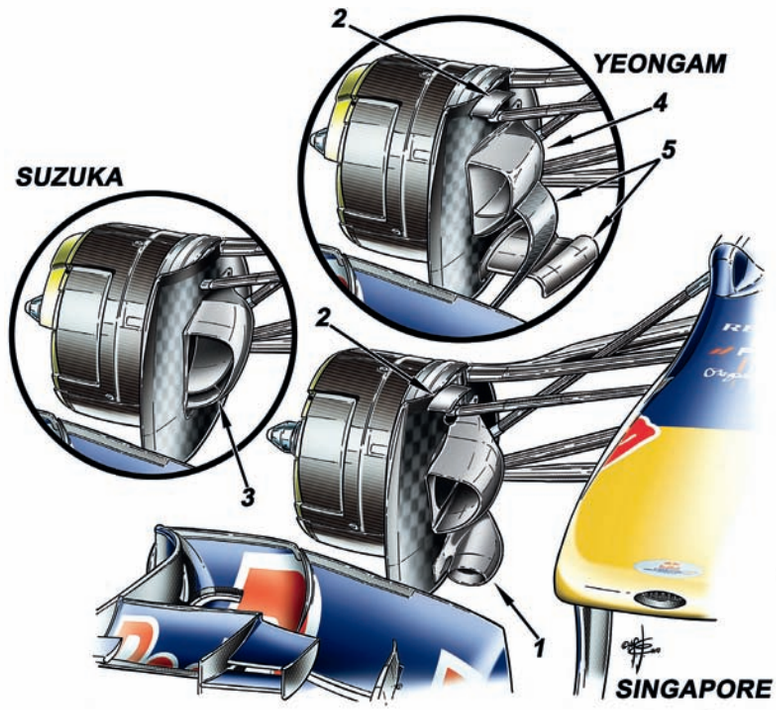



## WILLIAMS BRAKE DUCTS

**The latest Williams front brake duct looks to have been inspired by that of Force India.**

**GARY ANDERSON:** The lower horizontal turning vane is similar to what Force India has been running since Monaco. The half-round section at its inner edge is longer and less aggressive; this section will set up a vortex that will help move the air that is being displaced as the front tyre rotates. As an example, just look at a tyre on a wet road and you will see the displacement. Controlling this helps the front wing efficiency and not allowing it to spill into the underfloor will reduce the negative effect it would have on the performance of the diffuser.




## RED BULL BRAKE DUCTS

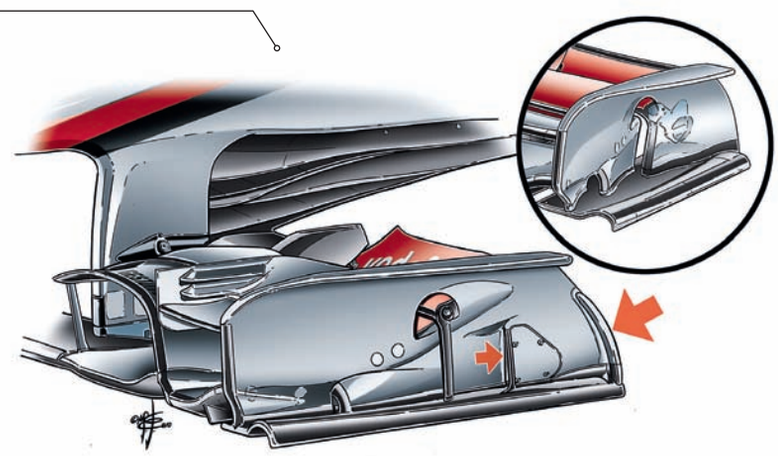
**Red Bull reverted to the pre-Suzuka horizontal layout of its front brake callipers.**

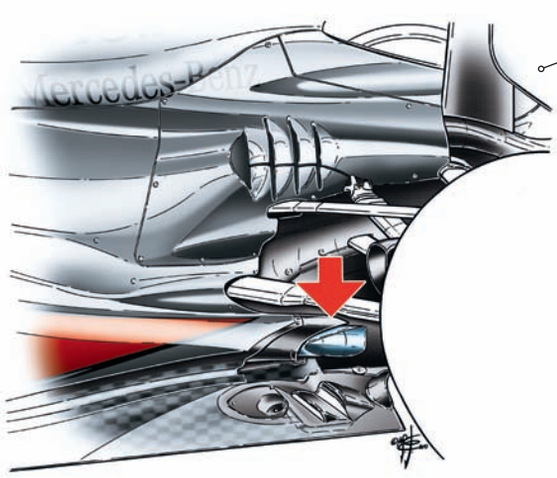
**GARY ANDERSON:** For Suzuka Red Bull moved its front brake callipers from a horizontal under slung position to a vertical rear-of-upright mounting position. There are many potential benefits from this modification but for Korea they were moved back for probably the most important consideration – aerodynamics. With the old system it required a separate calliper cooling duct (1), but this limited development opportunities. Red Bull has now gone in a similar direction to Williams and Renault by having a vertical fairing around the inner face of the tyre and a lower horizontal turning vane (5). Both these components help control the airflow being displaced by the rotating front tyre. If the airflow is allowed to flow around the tyre without controlling it, the leading edge of the underfloor would get 'dirty' air, reducing the potential downforce the diffuser could produce. Also, by tidying up the airflow around the tyre, the front wing in this area will work more efficiently and consistently, especially when steering lock is applied.

## McLAREN FRONT WING

**McLaren fitted a gurney flap to the rear of its front wing endplate, part of a series of aerodynamic upgrades, with new parts being flown out as late as Thursday morning.**

**GARY ANDERSON:** McLaren seems a little confused as to why it has not seen as much of an improvement from its latest development package as simulations suggested. Any development around a steered rotating tyre will always give different characteristics in the tunnel or even CFD to the track. Accurately modelling this transient condition is very difficult. To change the characteristics of the airflow on the inner surface of the front wing endplate, they have added a small gurney flap to the lower section of the trailing edge. This will act in a similar way to a gurney flap on the trailing edge of a wing, helping keep the airflow more stable as it struggles to stay attached on the inner surface of the endplate, but even more importantly it will also alter the aerodynamic characteristics when steering lock is applied. In all my years involved in this sport I have yet to hear a driver complaining about aerodynamic balance in a straight line, yet the teams devote only a miniscule amount of time to steering-induced aerodynamic characteristics.





## McLAREN EXHAUSTS

**Since Suzuka, the MP4-25 has had longer exhausts leading to the blown floor intake.**

**GARY ANDERSON:** When the exhaust-blown diffuser became the in-thing to have, the teams did their best to get something functioning as quickly as possible, The change of exhaust position may have meant a small compromise on the engine torque curve, or even peak power. Now this development has settled down McLaren has had the opportunity to optimise the tail pipe length and outlet, which not only will make the blown diffuser potentially a little more efficient, but it could also reduce some or all of the engine performance deficit they would have suffered with the initial concept.

# KOREAN GP RESULTS

**PRACTICE 1 - Friday**

| POS | DRIVER | TIME |
|---|---|---|
| 1 | HAMILTON | 1m40.887s |
| 2 | KUBICA | 1m40.968s |
| 3 | ROSBERG | 1m41.152s |
| 4 | VETTEL | 1m41.371s |
| 5 | BUTTON | 1m41.940s |
| 6 | SCHUMACHER | 1m42.022s |
| 7 | WEBBER | 1m42.202s |
| 8 | HEIDFELD | 1m42.293s |
| 9 | HULKENBERG | 1m42.678s |
| 10 | BARRICHELLO | 1m42.883s |
| 11 | PETROV | 1m42.896s |
| 12 | MASSA | 1m43.054s |
| 13 | KOBAYASHI | 1m43.309s |
| 14 | SUTIL | 1m43.602s |
| 15 | ALONSO | 1m43.928s |
| 16 | BUEMI | 1m43.940s |
| 17 | LIUZZI | 1m44.887s |
| 18 | ALGUERSUARI | 1m45.141s |
| 19 | GLOCK | 1m45.588s |
| 20 | D'AMBROSIO | 1m46.613s |
| 21 | KOVALAINEN | 1m47.115s |
| 22 | YAMAMOTO | 1m50.347s |
| 23 | SENNA | 1m50.821s |
| 24 | TRULLI | 1m51.701s |

Weather: dry

**PRACTICE 2 - Friday**

| POS | DRIVER | TIME |
|---|---|---|
| 1 | WEBBER | 1m37.942s |
| 2 | ALONSO | 1m38.132s |
| 3 | HAMILTON | 1m38.279s |
| 4 | KUBICA | 1m38.718s |
| 5 | BUTTON | 1m38.726s |
| 6 | MASSA | 1m38.820s |
| 7 | VETTEL | 1m39.204s |
| 8 | PETROV | 1m39.267s |
| 9 | ROSBERG | 1m39.268s |
| 10 | KOBAYASHI | 1m39.564s |
| 11 | HEIDFELD | 1m39.588s |
| 12 | SCHUMACHER | 1m39.598s |
| 13 | BARRICHELLO | 1m39.812s |
| 14 | LIUZZI | 1m39.881s |
| 15 | SUTIL | 1m39.971s |
| 16 | HULKENBERG | 1m40.478s |
| 17 | ALGUERSUARI | 1m40.578s |
| 18 | BUEMI | 1m40.896s |
| 19 | KOVALAINEN | 1m42.773s |
| 20 | TRULLI | 1m42.801s |
| 21 | GLOCK | 1m43.115s |
| 22 | DI GRASSI | 1m44.039s |
| 23 | YAMAMOTO | 1m45.166s |
| 24 | SENNA | 1m46.649s |

Weather: dry

**PRACTICE 3 - Saturday**

| POS | DRIVER | TIME |
|---|---|---|
| 1 | KUBICA | 1m37.354s |
| 2 | HAMILTON | 1m37.402s |
| 3 | ALONSO | 1m37.426s |
| 4 | WEBBER | 1m37.441s |
| 5 | ROSBERG | 1m37.629s |
| 6 | MASSA | 1m37.955s |
| 7 | BUTTON | 1m38.419s |
| 8 | HULKENBERG | 1m38.501s |
| 9 | SCHUMACHER | 1m38.630s |
| 10 | SUTIL | 1m38.632s |
| 11 | PETROV | 1m38.668s |
| 12 | BARRICHELLO | 1m38.733s |
| 13 | BUEMI | 1m39.058s |
| 14 | KOBAYASHI | 1m39.145s |
| 15 | ALGUERSUARI | 1m39.159s |
| 16 | VETTEL | 1m39.780s |
| 17 | HEIDFELD | 1m40.289s |
| 18 | LIUZZI | 1m41.591s |
| 19 | TRULLI | 1m41.623s |
| 20 | GLOCK | 1m41.853s |
| 21 | KOVALAINEN | 1m42.095s |
| 22 | DI GRASSI | 1m43.111s |
| 23 | SENNA | 1m43.417s |
| 24 | YAMAMOTO | 1m43.880s |

Weather: dry

**QUALIFYING**

| POS | DRIVER | QUALIFYING 1 | QUALIFYING 2 | QUALIFYING 3 |
|---|---|---|---|---|
| 1 | VETTEL | 1m37.123s | 1m36.074s | **1m35.585s** |
| 2 | WEBBER | 1m37.373s | 1m36.039s | **1m35.659s** |
| 3 | ALONSO | 1m37.144s | 1m36.287s | **1m35.766s** |
| 4 | HAMILTON | 1m37.113s | 1m36.197s | **1m36.062s** |
| 5 | ROSBERG | 1m37.708s | 1m36.791s | **1m36.535s** |
| 6 | MASSA | 1m37.515s | 1m36.169s | **1m36.571s** |
| 7 | BUTTON | 1m38.123s | 1m37.064s | **1m36.731s** |
| 8 | KUBICA | 1m37.703s | 1m37.179s | **1m36.824s** |
| 9 | SCHUMACHER | 1m37.980s | 1m37.077s | **1m36.950s** |
| 10 | BARRICHELLO | 1m38.257s | 1m37.511s | **1m36.998s** |
| 11 | HULKENBERG | 1m38.115s | **1m37.620s** | - |
| 12 | KOBAYASHI | 1m38.429s | **1m37.643s** | - |
| 13 | HEIDFELD | 1m38.171s | **1m37.715s** | - |
| 14 | SUTIL | 1m38.572s | **1m37.783s** | - |
| 15 | PETROV | 1m38.174s | **1m37.799s** | - |
| 16 | ALGUERSUARI | 1m38.583s | **1m37.853s** | - |
| 17 | BUEMI | 1m38.621s | **1m38.594s** | - |
| 18 | LIUZZI | **1m38.955s** | - | - |
| 19 | TRULLI | **1m40.521s** | - | - |
| 20 | GLOCK | **1m40.748s** | - | - |
| 21 | KOVALAINEN | **1m41.768s** | - | - |
| 22 | DI GRASSI | **1m42.325s** | - | - |
| 23 | YAMAMOTO | **1m42.444s** | - | - |
| 24 | SENNA | **1m43.283s** | - | - |

Weather: dry

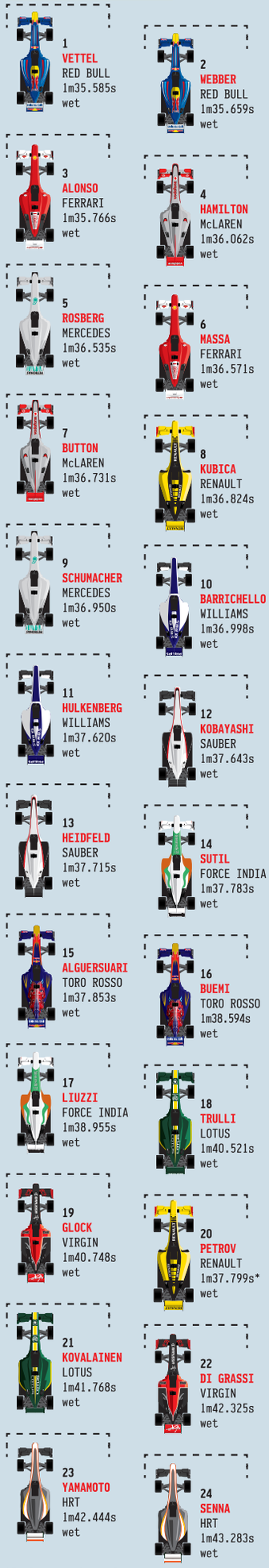
**QUALIFYING**

Head to head

| | | | |
|---|---|---|---|
| BUTTON | 5 | 12 | HAMILTON |
| SCHUMACHER | 3 | 14 | ROSBERG |
| VETTEL | 10 | 7 | WEBBER |
| MASSA | 4 | 13 | ALONSO |
| BARRICHELLO | 12 | 5 | HULKENBERG |
| KUBICA | 16 | 1 | PETROV |
| SUTIL | 15 | 2 | LIUZZI |
| BUEMI | 11 | 6 | ALGUERSUARI |
| TRULLI | 9 | 8 | KOVALAINEN |
| CHAND'K/YAMA/KLIEN | 6 | 11 | SENNA/YAMAMOTO |
| DE LA ROSA/HEIDFELD | 8 | 9 | KOBAYASHI |
| GLOCK | 15 | 2 | DI GRASSI |

HOW DO F1'S BEST STACK UP AGAINST THE REST?
VISIT Castrol Rankings TO FIND OUT
castroldriverrankings.com

## THE GRID




*5-place grid penalty

## THE RACE: 55 LAPS, 191.900 MILES

| POS | DRIVER | TEAM | LAPS | TOTAL TIME | FASTEST LAP | PSTOP | FASTEST STOP |
|---|---|---|---|---|---|---|---|
| 1 | ALONSO | Ferrari | 55 | 2h48m20.810s | 1m50.257s | 1 | 27.610s |
| 2 | HAMILTON | McLaren-Mercedes | 55 | +14.999s | 1m50.430s | 1 | 23.923s |
| 3 | MASSA | Ferrari | 55 | +30.868s | 1m50.502s | 1 | 24.048s |
| 4 | SCHUMACHER | Mercedes | 55 | +39.688s | 1m51.835s | 1 | 25.397s |
| 5 | KUBICA | Renault | 55 | +47.734s | 1m51.604s | 1 | 31.488s |
| 6 | LIUZZI | Force India-Mercedes | 55 | +53.571s | 1m51.371s | 1 | 24.627s |
| 7 | BARRICHELLO | Williams-Cosworth | 55 | +1m09.257s | 1m51.564s | 1 | 24.762s |
| 8 | KOBAYASHI | Sauber-Ferrari | 55 | +1m17.889s | 1m53.086s | 1 | 28.449s |
| 9 | HEIDFELD | Sauber-Ferrari | 55 | +1m20.107s | 1m53.263s | 1 | 23.423s |
| 10 | HULKENBERG | Williams-Cosworth | 55 | +1m20.851s | 1m51.982s | 2 | 23.123s |
| 11 | ALGUERSUARI | Toro Rosso-Ferrari | 55 | +1m24.146s | 1m51.962s | 1 | 39.364s |
| 12 | BUTTON | McLaren-Mercedes | 55 | +1m29.939s | 1m52.193s | 1 | 24.126s |
| 13 | KOVALAINEN | Lotus-Cosworth | 54 | -1 lap | 1m55.018s | 2 | 26.517s |
| 14 | SENNA | HRT-Cosworth | 43 | -2 laps | 1m59.290s | 2 | 25.316s |
| 15 | YAMAMOTO | HRT-Cosworth | 43 | -2 laps | 1m58.313s | 1 | 31.096s |
| R | SUTIL | Force India-Mercedes | 46 | accident | 1m52.601s | 1 | 25.275s |
| R | VETTEL | Red Bull-Renault | 45 | engine | 1m50.375s | 1 | 23.817s |
| R | PETROV | Renault | 39 | accident | 1m53.031s | 1 | 24.663s |
| R | GLOCK | Virgin-Cosworth | 43 | accident | 1m58.102s | 0 | - |
| R | BUEMI | Toro Rosso-Ferrari | 42 | accident | 1m56.768s | 1 | 31.483s |
| R | DI GRASSI | Virgin-Cosworth | 25 | accident | 2m02.635s | 3 | 24.436s |
| R | TRULLI | Lotus-Cosworth | 25 | hydraulics | 2m05.161s | 0 | - |
| R | WEBBER | Red Bull-Renault | 18 | accident | 2m00.025s | 0 | - |
| R | ROSBERG | Mercedes | 18 | accident | 2m00.652s | 0 | - |

Weather: flooded, then wet but drying. Fastest lap: Alonso 1m50.257s (113.922mph) on lap 42.
Lap leaders: 1-45 Vettel; 46-55 Alonso.

## TYRE CHOICE

| S1 | S2 | S3 | S4 | S5 |
|---|---|---|---|---|
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | Inter | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | Inter | | |
| Wet | Wet | Inter | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Inter | | | |
| Wet | Wet | Wet | Inter | |
| Wet | DNF | | | |
| Wet | DNF | | | |
| Wet | DNF | | | |

Option tyre not used.

## SEASON SO FAR - Points and positions

| POS | DRIVER | PTS | BRN | AUS | MAL | PRC | E | MC | TR | CDN | EU | GB | D | H | B | I | SGP | J | ROK | BR | UAE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ALONSO | 231 | 1st | 4th | 13th | 4th | 2nd | 6th | 8th | 3rd | 8th | 14th | 1st | 2nd | ret | 1st | 1st | 3rd | 1st | | |
| 2 | WEBBER | 220 | 8th | 9th | 2nd | 8th | 1st | 1st | 3rd | 5th | ret | 1st | 6th | 1st | 2nd | 6th | 3rd | 2nd | ret | | |
| 3 | HAMILTON | 210 | 3rd | 6th | 6th | 2nd | 14th | 5th | 1st | 1st | 2nd | 2nd | 4th | ret | 1st | ret | ret | 5th | 2nd | | |
| 4 | VETTEL | 206 | 4th | ret | 1st | 6th | 3rd | 2nd | ret | 4th | 1st | 7th | 3rd | 3rd | 15th | 4th | 2nd | 1st | ret | | |
| 5 | BUTTON | 189 | 7th | 1st | 8th | 1st | 5th | ret | 2nd | 2nd | 3rd | 4th | 5th | 8th | ret | 2nd | 4th | 4th | 12th | | |
| 6 | MASSA | 143 | 2nd | 3rd | 7th | 9th | 6th | 4th | 7th | 15th | 11th | 15th | 2nd | 4th | 4th | 3rd | 8th | ret | 3rd | | |
| 7 | KUBICA | 124 | 11th | 2nd | 4th | 5th | 8th | 3rd | 6th | 7th | 5th | ret | 7th | ret | 3rd | 8th | 7th | ret | 5th | | |
| 8 | ROSBERG | 122 | 5th | 5th | 3rd | 3rd | 13th | 7th | 5th | 6th | 10th | 3rd | 8th | ret | 6th | 5th | 5th | ret | ret | | |
| 9 | SCHUMACHER | 66 | 6th | 10th | ret | 10th | 4th | 12th | 4th | 11th | 15th | 9th | 9th | 11th | 7th | 9th | 13th | 6th | 4th | | |
| 10 | BARRICHELLO | 47 | 10th | 8th | 12th | 12th | 9th | ret | 14th | 14th | 4th | 5th | 12th | 10th | ret | 10th | 6th | 9th | 7th | | |
| 11 | SUTIL | 47 | 12th | ret | 5th | 11th | 7th | 8th | 9th | 10th | 6th | 8th | 17th | ret | 5th | 16th | 9th | ret | ret | | |
| 12 | KOBAYASHI | 31 | ret | ret | ret | ret | 12th | ret | 10th | ret | 7th | 6th | 11th | 9th | 8th | ret | ret | 7th | 8th | | |
| 13 | LIUZZI | 21 | 9th | 7th | ret | ret | 15th | 9th | 13th | 9th | 16th | 11th | 16th | 13th | 10th | 12th | ret | ret | 6th | | |
| 14 | PETROV | 19 | ret | ret | ret | 7th | 11th | 13th | 15th | 17th | 14th | 13th | 10th | 5th | 9th | 13th | 11th | ret | ret | | |
| 15 | HULKENBERG | 18 | 14th | ret | 10th | 15th | 16th | ret | 17th | 13th | ret | 10th | 13th | 6th | 14th | 7th | 10th | ret | 10th | | |
| 16 | BUEMI | 8 | 16th | ret | 11th | ret | ret | 10th | 16th | 8th | 9th | 12th | ret | 12th | 12th | 11th | 14th | 10th | ret | | |
| 17 | DE LA ROSA | 6 | ret | 12th | ns | ret | ret | ret | 11th | ret | 12th | ret | 14th | 7th | 11th | 14th | - | - | - | | |
| 18 | HEIDFELD | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ret | 8th | 9th | | |
| 19 | ALGUERSUARI | 3 | 13th | 11th | 9th | 13th | 10th | 11th | 12th | 12th | 13th | ret | 15th | ret | 13th | 15th | 12th | 11th | 11th | | |
| 20 | KOVALAINEN | 0 | 15th | 13th | nc | 14th | ns | ret | ret | 16th | ret | 17th | ret | 14th | 16th | 18th | 16th | 12th | 13th | | |
| 21 | TRULLI | 0 | 17th | ns | 17th | ret | 17th | 15th | ret | ret | 21st | 16th | ret | 15th | 19th | ret | ret | 13th | ret | | |
| 22 | CHANDHOK | 0 | ret | 14th | 15th | 17th | ret | 14th | 20th | 18th | 18th | 19th | - | - | - | - | - | - | - | | |
| 23 | SENNA | 0 | ret | ret | 16th | 16th | ret | ret | ret | ret | 20th | - | 19th | 17th | ret | ret | ret | 15th | 14th | | |
| 24 | DI GRASSI | 0 | ret | ret | 14th | ret | 19th | ret | 19th | 19th | 17th | ret | ret | 18th | 17th | 19th | 15th | dns | ret | | |
| 25 | GLOCK | 0 | ret | ret | ret | ns | 18th | ret | 18th | ret | 19th | 18th | 18th | 16th | 18th | 17th | ret | 14th | ret | | |
| 26 | YAMAMOTO | 0 | - | - | - | - | - | - | - | - | - | 20th | ret | 19th | 20th | 20th | - | 16th | 15th | | |
| - | KLIEN | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ret | - | | | |

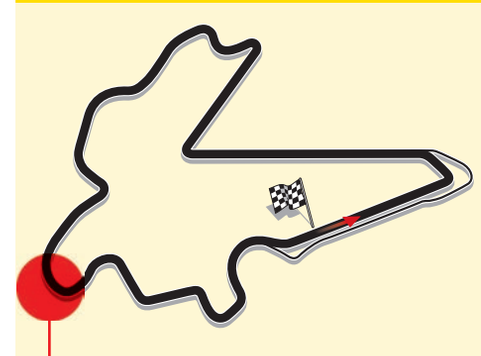
## SEASON SO FAR - Points and positions

| POS | TEAM | PTS | BRN | AUS | MAL | PRC | E | MC | TR | CAN | EU | GB | D | H | B | I | SGP | J | KOR | BR | UAE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED BULL | 426 | 16 | 2 | 43 | 12 | 40 | 43 | 15 | 22 | 25 | 31 | 23 | 40 | 18 | 20 | 33 | 43 | 0 | | |
| 2 | McLAREN | 399 | 21 | 33 | 12 | 43 | 10 | 10 | 43 | 43 | 33 | 30 | 22 | 3 | 25 | 18 | 12 | 22 | 18 | | |
| 3 | FERRARI | 374 | 43 | 27 | 6 | 14 | 26 | 20 | 10 | 15 | 4 | 0 | 43 | 30 | 12 | 40 | 26 | 15 | 40 | | |
| 4 | MERCEDES | 188 | 18 | 11 | 15 | 16 | 12 | 6 | 22 | 8 | 1 | 17 | 6 | 0 | 14 | 12 | 10 | 8 | 12 | | |
| 5 | RENAULT | 143 | 0 | 18 | 12 | 16 | 4 | 15 | 8 | 6 | 10 | 0 | 7 | 10 | 17 | 4 | 6 | 0 | 10 | | |
| 6 | FORCE INDIA | 68 | 2 | 6 | 10 | 0 | 6 | 6 | 2 | 3 | 8 | 4 | 0 | 0 | 11 | 0 | 4 | 0 | 8 | | |
| 7 | WILLIAMS | 65 | 1 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 12 | 11 | 0 | 9 | 0 | 7 | 10 | 2 | 7 | | |
| 8 | SAUBER | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 8 | 0 | 8 | 4 | 0 | 0 | 10 | 6 | | |
| 9 | TORO ROSSO | 11 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | |
| 10 | LOTUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11 | HRT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12 | VIRGIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

ALL PICS: COATES, DUNBAR, ETHERINGTON, FERRARO/LAT

# TRACKSIDE VIEW

**Mark Hughes**
Grand prix editor



The sun is backlighting the cars as they scream through Turn 6, colours bleeding out to a hue-less glare as the car gets smaller fast and the noise leaves you behind. In the misty background is a mountain, seeing F1 for the first time in its ancient life. What it's seeing is a mixed-up track, by turns long and straight, with fast curves followed by the slow stop/starts of a street track – without the streets. Through the long, flat-in-top approach but tightening exit of 11, the Red Bulls are taking whole chunks out of everything else. They are a good five car lengths further into the turn than the Ferraris or McLarens before they have to get off the gas. This turn, coming so soon after the long, fast left of 9, is surely killing the right-front tyres, and it's those cars that can transfer the load to the rear early in the corner – like Kubica's Renault – that look more comfortable than the understeerers such as

**"Hamilton stays hard on it and gets a squirt of power-oversteer"**

the Williams. Into the 'street' section and the right-left sequence of 14/15, where there's a trade-off to be made in how much exit you take at the first part and how well you line yourself up for the second. Lewis Hamilton has come up with a unique solution: he stays hard on it through the exit, uses up all the road, but gets a little squirt of power-oversteer at the end. Instead of immediately correcting that, he leaves the steering as it is and uses the slide to point the car immediately to the other side of the track. It works perfectly, and he repeats it lap after lap. For him there is no compromise necessary here. That's for the others. He's got it all.

LAT

# SWAMP AND CIRCUMSTANCE

**The marshes might have been drained, but the Korean GP still came close to being a wash-out. By ADAM COOPER**

All-mod-cons facility was praised, but sunshine didn't last for long

We didn't know that it was going to happen until just 10 days before practice kicked off, but in the end the Korean GP was a success – on most levels. Everyone showed up, we saw a race, and there were no true disaster stories.

Of course, not everything ran smoothly. Formula 1 folk had tales of convoluted trips from far-away Seoul, and seedy hotels that did not match their usual expectations. But, once settled in, most agreed that Korea was a more enjoyable experience than they had anticipated, and the local town of Mokpo – where most were staying – had plenty of life to it.

At the track there was still much work going on as the circus arrived, and it continued through the weekend. But there was no doubting the scale of the achievement of building such an impressive facility on a swamp.

The two men who had the biggest weight on their shoulders were circuit designer Hermann Tilke and race promoter Yung Cho Chung. The latter has been a familiar face this season, usually hanging around in the vicinity of Bernie Ecclestone and looking a little stressed.

Bernie kept faith with him throughout the uncertainty, and at the start of the weekend Chung had every right to look relieved that everything had fallen into place. At 10am on Friday he stood at the end of the pitlane and gave a thumbs-up to the drivers as they headed out for the first time.

"Really, I was almost crying, my first car was running," he said later. "I'm very happy to see that. I conceived this race 13 years ago – so it's taken 13 years! I think so far it's very good. But I'm worried about my audience, because they don't have places with a roof if it rains!"

So did he already have a list of things to put right for 2011?

"I have two books I can write about stuff I can fix for next year. Transportation and hotels will be better. We haven't had enough time to grow the grass. I wanted to have beautiful grass, but it's still very new. I hope next year you'll find it a bit better."

Once the cars were running, a few more serious issues did emerge. A scary looking wall at Turn 16 had to be moved back, kerbs were modified here and there, and the pit entry and exit came in for criticism. But those issues were more the responsibility of Tilke than the locals.

"At the moment, I'm very satisfied," said the German at the start of the weekend. "I'm a little bit nervous that everything goes in the right direction, and that nothing major will happen technically.

"I don't think the surface will be a problem – it's slippery because it's new. It's the same for everybody; these are the best drivers in the world and they have to handle it."

By Sunday at least some of the track issues had been addressed. The problem was that the rain, which had been anticipated all weekend, arrived exactly on cue. After beautiful sunshine on Friday, race day was grim and inevitably the place turned into a quagmire.

This was hardly a Suzuka-style monsoon, but there was so much steady drizzle in the hours before the race that there was nowhere for it to go, which created the spray issue. In the end we had an entertaining race, and running into darkness gave it a flavour all of its own. But just a little more rain

Surface could not absorb moisture, causing spray

Work on-site continued throughout the weekend

Promoter Yung Cho Chung felt weight of the world

Chung watches cars go out on track for first time

Tilke conceded that F1 had a narrow escape...

Some locals were slippery customers

...but once SC went in the racing was good

and the consequences could have been hugely embarrassing.

"I'm very happy," smiled Chung. "I just feel terrible for my people. They came from Seoul, 300km away, waiting about in the rain for a few hours. I think a couple of people left, but everyone else stayed. Definitely we showed how strong F1 is, even with rain.

"The teams did a great job. We had everything today: crashes and engine blow-ups. It was a great show. And I'm so happy that people saw the full race. At this time of year it's usually not raining at all. This was unusual."

Tilke knew it had been a narrow escape: "I was a little bit sad at the beginning when [the racing] didn't start. But once it started it was a good race. For a new track the grip level was not so bad, the drivers said, even in the rain. They didn't complain about this. In the end everybody was really lucky – everyone in Korea and me – that the race started.

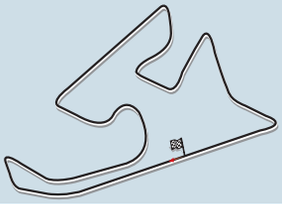
"The problem was with the verges. More water was coming from the side. The morning rain made the verges completely wet and they couldn't take more water – the soil here can't absorb it. The grass was only [planted] two weeks ago. It will be much better next year because the grass will be growing."

In the end the late completion of the surface – which we were led to believe was not an issue – was a problem, as it compromised its ability to absorb moisture. "Maybe it'll be less after six months," Tilke conceded. "Next year, the problem will be not so big."

ALL PICS: ETHERINGTON/LAT

## NAVARRA

Spain
October 23-24
Superleague Formula
Round 11/11



### AT A GLANCE

- Pole **Anderlecht (Rigon)**
- Race 1 **Beijing Guoan (Martin)**
- Race 2 **FC Porto (Parente)**
- Super final **Beijing (Martin)**

Dolby congratulates Rigon

ROZENDAAL

VAN DE LAAN

Martin jumps Rigon at start of first race

# Anderlecht's last-gasp winner

**Rigon beat Spurs' Craig Dolby in dramatic style after a day that ebbed and flowed from end to end**

## QUALIFYING

### Rigon beats Martin in shootout

Davide Rigon's third pole position of the year was certainly his most important, given the title-deciding nature of this event. He outpaced John Martin through the first two sectors, and did enough in the third to beat him by 0.261s in their head-to-head final.

Yelmer Buurman would start third, ahead of Franck Perera, the Frenchman having deferred to Azerti team-mate Rigon in the semis, while Buurman locked up when fractionally faster than Martin. Craig Dolby would start fifth, but other title contenders Ben Hanley (11th) and Max Wissel (13th) struggled to find grip in their GU-run cars.

ROZENDAAL

Anderlecht car won pole shootout

For a couple of seconds in race two at Navarra, Davide Rigon's title dreams were dashed. His Anderlecht car was stranded on the Turn 2 run-off, its engine lifeless, after he'd been punted into a spin by the team-mate of his main title rival. If he couldn't restart, he'd fail to score. If he failed to score, he wouldn't make the super final. If he didn't make the super final, Tottenham's Craig Dolby would overtake him in the standings. Start, please, engine. Start...

Amazingly, that's what it did, but only after he'd put it in reverse gear and bump-started it backwards. Unorthodox, but effective. An 11th-place finish, followed by a far-from-straightforward run in the super final, was enough for him to beat a gutted Dolby – who sensationally charged from 16th to fourth in race two – by two points for the €1 million first prize.

### FIRST HALF

Rigon started from pole, but Beijing Guoan's John Martin would be a thorn in his side all day and jumped him at the rolling start. Martin's 'you snooze, you lose' approach angered Rigon, but it was fine by the stewards, so he eased away at the front in the early going. Rigon was a lonely second, clear of Frederic Vervisch (Liverpool), who enjoyed a storming couple of opening corners to grab third, while Dolby passed Yelmer Buurman of AC Milan at Turn 6 to run fourth.

Flamengo's Andy Soucek then outbraked Dolby at the end of the back straight, but Dolby clung to his line and held his position.

Dolby's next scare came at the start of lap four, as he briefly slid off the track at Turn 2, just getting back on before Soucek went past.

Rigon was the first of the leaders to pit when the window opened for the mandatory stops. Martin, who was almost 4s clear by this point, stopped a lap later, and his ADR crew turned him around so swiftly that he rejoined over 6s clear in front.

Vervisch was enjoying his new rubber and, post-pitstop, closed in on Rigon. But just as he was poised to attack, his car's front wing, probably damaged in his first-lap surge, collapsed, so Dolby inherited third.

Behind Soucek and Franck Perera (Bordeaux), Max Wissel kept Basel's title hopes alive with sixth, but Ben Hanley's chances for

## RACE RATING

★★★★★

Brilliant title fight that went to the wire, with good wheel-to-wheel racing and comical moments

"It was good to take it to the final race, and I gave it my best shot. Right now it hurts"

So near yet so far for Craig Dolby and the €1 million prize

Charles Bradley reports

Wissel battles with Buurman and Parente

## KEY MOMENTS

**RACE 1** Martin jumps Rigon at the start, Dolby battles up to third

**RACE 2** Rigon punted into spin by Martin, stalls but manages to restart his engine. Dolby charges through from 16th to fourth

**SUPER FINAL** Martin passes Dolby for victory; Rigon clinches title

Olympiacos were virtually eliminated with a drive-through penalty for running over the white line at the pit exit. Seventh for Buurman wasn't enough for him to stay in the title fight either.

### SECOND HALF

Chris van der Drift was bidding for glory on his comeback after his horrific Brands Hatch shunt, but his move on poleman Maxi Cortes at Turn 1 succeeded only in allowing Marcos Martinez and Vervisch to jump ahead of him.

Vervisch was soon up to second, and looked ready to pass Cortes when his gearbox's air compressor failed, putting him out.

Series returnee Esteban Guerrieri (PSV) was on a charge, first passing van der Drift for fourth (third with Vervisch's exit) and then Martinez to take second at Turn 2 on lap five. Guerrieri took the lead at Turn 1 a lap later, with Martinez following him past Cortes a couple of corners later.

Then it kicked off: Robert Doornbos (Corinthians) pushed 2009 champ Adrian Valles (Sporting Lisbon) into a spin at the final corner. As Valles rolled back, he trapped Wissel, who had to find reverse before he could get going. Doornbos caused more mayhem, as the race-one frontrunners – Dolby, Rigon and Martin – caught his ambling car at Turn 1. Rigon went around his outside, Martin down the inside, and they intersected as they approached Turn 2, the contact sending Rigon spinning off.

Somehow he managed to restart his engine, and chugged away down in 14th. Dolby was three spots ahead, as the safety car came out to recover Valles, so Rigon was able to regain lost time. But the recovery process was hampered when the Manitou crane not only got stuck as it lifted Valles's car off the ground, its driver also somehow managed to snap its ignition key! That required another crane to crane away the crane...

This rigmarole ate into the laps Dolby had to charge to the front, but that didn't stop him doing it. He picked off a couple of cars before the pitstops, including an amazing pass on Wissel, and then even more afterwards. With Rigon up to 11th, Dolby had to finish fourth to keep his title hopes alive – and he did just that after a great move on Cortes on the last lap.

At the front, Alvaro Parente (FC Porto), who had gained the lead illegally under the safety car and had to give the places back, then did the job properly to repass those ahead of him and score victory. He finished ahead of Guerrieri and Martinez, who swapped places in the pitstops before Guerrieri had got it back.

### EXTRA TIME

The maths were easy for the six-car, five-lap super final: Dolby had to win, with Rigon sixth, to steal the title. But Rigon had Azerti team-mate Perera on the grid, who had already deferred in qualifying. He'd do it again, surely?

Dolby rocketed away from P2 on the grid, passing poleman Martin. Rigon jumped to third, as Parente made a slow start. Guerrieri attacked Rigon at the left-hander behind the paddock, and the Italian sensibly let him past.

But then Perera, supposedly Rigon's ally, boosted past him at the start of lap two. With Dolby leading, he and Rigon were now level on points, with the Anderlecht man only taking the title on countback – and Parente was just 0.4s behind!

Rain was now making the track treacherously slick, and leader Dolby slid sideways through Turn 2. Martin – despite the fact that he was driving for the same ADR team that stood to cash-in on a €1m payday – nipped up the inside of Dolby at Turn 3 and romped away to victory.

Moments later that move was academic: Perera let Rigon through, and the Italian claimed the title.

"It's unbelievable to win so much money," grinned an underfunded driver for whom 2,000,000 lira would seem a bonanza.

## RESULTS

Superleague Formula, Navarra (E), October 23-24, round 11 of 11

### GRID

| | |
|---|---|
| 1 ANDERLECHT 1:26.702 | 2 BEIJING 1:26.963 |
| 3 MILAN 1:27.356 | 4 BORDEAUX 1:28.000 |
| 5 TOTTENHAM 1:27.118 | 6 LIVERPOOL 1:27.602 |
| 7 PORTO 1:27.650 | 8 FLAMENGO 1:27.789 |
| 9 LYON 1:26.867 | 10 CORINTH' 1:27.249 |
| 11 O'PIACOS 1:27.021 | 12 SPORTING 1:27.490 |
| 13 BASEL 1:27.511 | 14 PSV 1:27.624 |
| 15 SEVILLA 1:27.559 | 16 ROMA 1:28.099 |
| 17 ATLETICO 1:28.936 | 18 G'TASARAY no time |

### RACE 1 - 26 LAPS, 63.542 MILES

| POS | CLUB | DRIVER | TEAM | TIME | GRID |
|---|---|---|---|---|---|
| 1 | Beijing Guoan | John Martin (AUS) | ADR | 41m02.447s | 2 |
| 2 | Anderlecht | Davide Rigon (I) | Azerti | +6.050s | 1 |
| 3 | Tottenham Hotspur | Craig Dolby (GB) | ADR | +14.256s | 5 |
| 4 | Flamengo | Andy Soucek (E) | ADR | +16.122s | 8 |
| 5 | Bordeaux | Franck Perera (F) | Azerti | +16.846s | 4 |
| 6 | FC Basel | Max Wissel (D) | GU Racing | +30.455s | 13 |
| 7 | AC Milan | Yelmer Buurman (NL) | Atech Reid | +31.198s | 3 |
| 8 | FC Porto | Alvaro Parente (P) | Atech Reid | +31.424s | 7 |
| 9 | Corinthians | Robert Doornbos (NL) | Azerti | +32.640s | 10 |
| 10 | Sporting Lisbon | Adrian Valles (E) | De Villota | +40.660s | 12 |
| 11 | PSV Eindhoven | Esteban Guerrieri (RA) | Atech Reid | +50.908s | 14 |
| 12 | Olympiacos | Ben Hanley (GB) | GU Racing | +58.860s | 11 |
| 13 | Atletico Madrid | Maria de Villota (E) | ADR | +1m10.416s | 17 |
| 14 | Olympique Lyonnais | Tristan Gommendy (F) | Atech Reid | +1m12.234s | 9 |
| 15 | Sevilla | Marcos Martinez (E) | De Villota | +1m19.751s | 15 |
| 16 | Liverpool | Frederic Vervisch (B) | Atech Reid | -1 lap | 6 |
| 17 | Galatasaray | Chris van der Drift (NZ) | DriveX | 6 laps-spin | 18 |
| 18 | AS Roma | Maxi Cortes (E) | De Villota | 2 laps-spin | 16 |

### RACE 2 - 22 LAPS, 53.766 MILES

| POS | CLUB | TIME/REASON | GRID |
|---|---|---|---|
| 1 | Porto | 40m46.976s | 11 |
| 2 | PSV | +1.893s | 8 |
| 3 | Sevilla | +6.681s | 4 |
| 4 | Tottenham | +7.042s | 16 |
| 5 | Roma | +8.209s | 1 |
| 6 | Beijing | +9.171s | 18 |
| 7 | Galatasaray | +11.663s | 2 |
| 8 | Olympiacos | +11.963s | 7 |
| 9 | Bordeaux | +12.395s | 14 |
| 10 | Atletico | +13.459s | 6 |
| 11 | Anderlecht | +14.351s | 17 |
| 12 | AC Milan | +14.848s | 12 |
| 13 | Lyon | +15.906s | 5 |
| 14 | Basel | +19.646s | 13 |
| 15 | Corinthians | 6 laps-acc dam | 10 |
| 16 | Sporting | 5 laps-spin | 9 |
| 17 | Liverpool | 5 laps-gearbox | 3 |
| 18 | Flamengo | 0 laps-gearbox | 15 |

### SUPER FINAL - 5 LAPS, 12.2M

| POS | CLUB | TIME/REASON |
|---|---|---|
| 1 | Beijing | 7m26.597s |
| 2 | Tottenham | +1.952s |
| 3 | PSV | +5.155s |
| 4 | Anderlecht | +5.566s |
| 5 | Bordeaux | +8.320s |
| 6 | Porto | +8.351s |

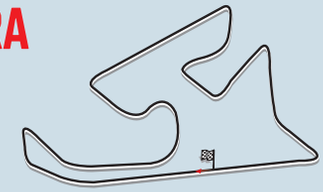
### CHAMPIONSHIP

| POS | CLUB | PTS |
|---|---|---|
| 1 | Anderlecht | 699 |
| 2 | Tottenham | 697 |
| 3 | Basel | 667 |
| 4 | Olympiacos | 653 |
| 5 | AC Milan | 631 |
| 6 | Flamengo | 540 |
| 7 | Porto | 495 |
| 8 | Roma | 458 |
| 9 | Beijing | 453 |
| 10 | Liverpool | 439 |

**Race 1** Winner's average speed: 92.89mph. Fastest lap: Vervisch, 1m27.348s, 100.72mph.
**Race 2** Winner's average speed: 79.097mph. Fastest lap: Parente, 1m28.302s, 99.63mph.
**Super Final** Winner's average speed: 98.496mph. Fastest lap: Guerrieri, 1m27.750s, 100.26mph.

## NAVARRA

Spain
October 23-24
World GT1
Round 8/10



**AT A GLANCE**

→ Qualifying race
**Ricardo Zonta/Frank Kechele**

→ Championship race
**Zonta/Kechele**

Hexis Aston claimed a fine second in main race

# Lambo's nirvana in Navarra

**The Murcielago of Ricardo Zonta and Frank Kechele was totally unbeatable in Spain, and the pairing took a dominant double win**

Kechele leads Verdonck, Leinders and Enge

There was no stopping the Reiter Lamborghini squad in round eight of the FIA GT1 World Championship last weekend. The Murcielago R-SV was the fastest thing around the stop-start Circuito de Navarra, and Ricardo Zonta and Frank Kechele looked imperious on the way to victory in both the qualifying and the championship events.

Neither Zonta nor Kechele was headed in either race, apart from during the pitstop sequence. In fact, they were barely under pressure at any point. The former FIA GT champion and a 24-year-old star of the future made it look easy.

For once, they had a clear performance advantage on a track that might have been tailor-made for the Lambo.

The heavyweight V12 that handicaps the car at most tracks gives the car excellent traction. That and the torque of the Lambo lump propelled the car out of the slow corners that proliferate at Navarra, making an ever-improving car unbeatable.

Kechele converted Zonta's pole into the lead in the qualifying race and was able to ease away from his closest rival, Nico Verdonck's Hegersport Maserati. So much so that the Lambo was six and a half seconds to the good in 10 laps.

That gap was reduced to a little over 2s after the pitstops, courtesy of quick work by the Vitaphone-run Heger squad and a fast out-lap by Alessandro Pier Guidi. But the Italian couldn't keep pace with Zonta and was quickly dropped.

The main event had a similar pattern. Zonta got the jump on the field at the start and edged away from a fast-starting Frederic Makowiecki in the best of the Hexis Aston Martin DBR9s. The Lambo was 4s to the good when the pitstop sequence began, and Kechele was able to extend that advantage to nearly 12s by the finish.

"It's one thing to be fast," said Kechele, "but another to make the best out of what you have. That's what we did: we made no mistakes this weekend."

Zonta and Kechele might have had a fight on their hands but for the problems encountered by the cars most likely to challenge.

The sister Reiter Murcielago, driven by Peter Kox and Christopher Haase, started sixth after Kox "pushed too hard" in qualifying, and dropped out of contention in the first race with a drive-through penalty for avoidable contact and then a minor engine glitch. Kox then got caught up in a first-corner

## QUALIFYING

### Zonta's reason to smile

A smile is never far from Ricardo Zonta's face, but he was especially happy at Navarra.

The Brazilian had just claimed pole, and knew he had a car to win, but there was also another reason: Zonta has had poles in Grand-Am and in stock cars in Brazil, but he knew he hadn't notched up a pole in Europe for a while. For so long, in fact, that he had to think about it.

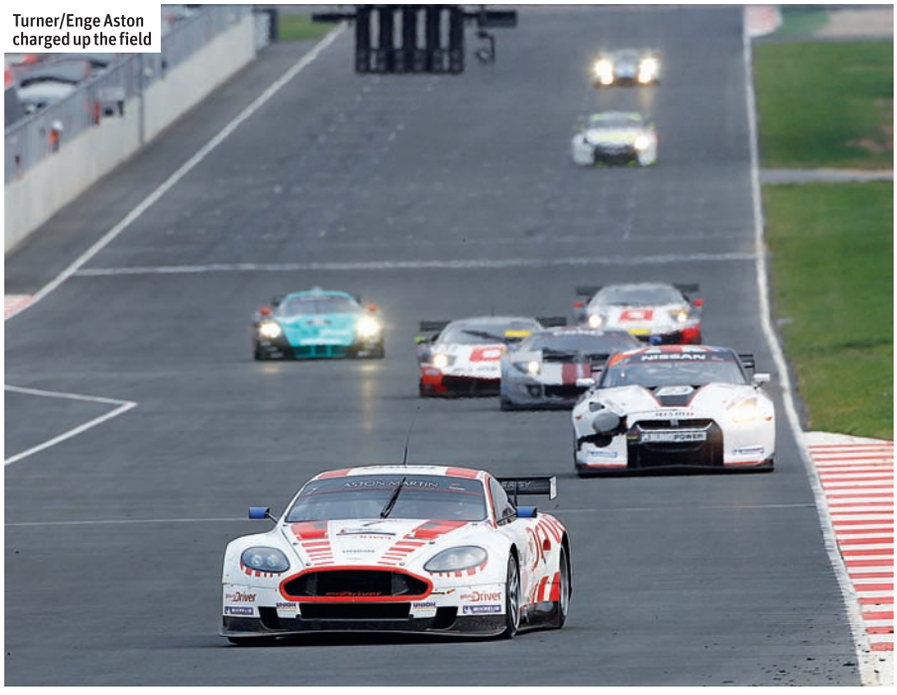
"Not in Formula 1, for sure!" he quipped, "so it must be in the FIA GT Championship." It was in fact at the A1-Ring in September 1998, the year he won the FIA GT title with Klaus Ludwig.

Pole for Zonta (right) and Kechele

**RACE RATING**
★★★★★
Behind the dominant Lambo, the racing was excellent

"It was like the M25 in rush hour: it all slowed up for no reason. I went on the kerbs, snuffled it down the inside, and it all kicked off further around"
Darren Turner went from the back to eighth on lap one

Gary Watkins reports



Turner/Enge Aston charged up the field

accident in the main race and was forced to retire.

The two All-Inkl.com Lambos were quick, but the German team once again failed to notch up a decent result after both cars struggled to get through the opening lap cleanly. Dominik Schwager finally managed that in the second race, and team-mate Nicky Pastorelli hauled the car into fifth on the road at the chequered flag. The move he pulled to get past Bas Leinders in the Marc VDS Ford was adjudged as too physical, the resulting 30s time penalty dropping the Lambo to ninth.

The nimble Ford GT was quick, for different reasons to the Lamborghini. Neel Jani and series newcomer Nicolas Armindo finished fourth in the qualifying event, but any chance of a good result when it mattered disappeared after the Swiss was assaulted by Pier Guidi on the opening lap.

Richard Westbrook looked set for another charge in the sister car before the combination of a broken splitter and spots of rain resulted in a spin.

The Marc VDS Ford squad had its best weekend of the championship so far, Maxime Martin and Bas Leinders coming home third in the qualifying race and netting fifth in the main event after Pastorelli's penalty.

The remaining podium positions in the points race went to cars not expected to shine at Navarra.

A first podium for the Hexis Aston team since Silverstone back in May owed much to Makowiecki's flying start, which some reckoned was just a little bit too good. He jumped from ninth on the grid to fourth and was able to pass Martin in the VDS Ford and another fast starter, Jamie Campbell-Walter in the Sumo Nissan, when spots of rain started to fall on lap three.

Team-mate Yann Clairay wasn't as quick as Makowiecki, but after three events he was finally getting to grips with the DBR9 and had just enough to hold off Campbell-Walter's team-mate, Warren Hughes.

Tomas Enge was in turn closing on the Nissan, but ran out of laps to try a pass. Fourth place owed everything to a stunning first lap from Darren Turner after the car was relegated to the back courtesy of a gearbox failure in the qualifying race.

There were no big points for any of the championship contenders. Vitaphone Maserati drivers Andrea Bertolini and Michael Bartels struggled with a heavyweight car that tipped the scales at 1305kg. They went into "survival mode", said Bartels, and came away with sixth place and an increased points lead.

Kechele has now moved up to fifth in the standings, despite joining the series late. Had he been around at the start of the season, he might be heading to the final two rounds in South America with a genuine chance of the title.

# RESULTS

GT1 World Championship, Navarra (E), October 23-24, round 8 of 10

**37 LAPS, 90.422 MILES**

| POS | DRIVERS | TEAM | CAR | TIME |
|---|---|---|---|---|
| 1 | Ricardo Zonta (BR)/Frank Kechele (D) | Reiter Engineering | Lamborghini Murcielago R-SV | 1h01m30.476s |
| 2 | Frederic Makowiecki (F)/Yann Clairay (F) | Hexis AMR | Aston Martin DBR9 | +11.897s |
| 3 | Jamie Campbell-Walter (GB)/Warren Hughes (GB) | Sumo Power GT | Nissan GT-R | +12.352s |
| 4 | Darren Turner (GB)/Tomas Enge (CZ) | Young Driver AMR (Fischer) | Aston Martin DBR9 | +12.968s |
| 5 | Maxime Martin (B)/Bas Leinders (B) | Marc VDS Racing | Ford GT | +36.026s |
| 6 | Andrea Bertolini (I)/Michael Bartels (D) | Vitaphone Racing | Maserati MC12 | +40.311s |
| 7 | Neel Jani (CH)/Nicolas Armindo (F) | Matech Competition | Ford GT | +51.023s |
| 8 | Marc Hennerici (D)/Alex Margaritis (GR) | Phoenix Racing/Carsport | Chevrolet Corvette C6.R | +1m00.070s |
| 9 | Dominik Schwager (D)/Nicky Pastorelli (NL) | All-inkl.com Munnich | Lamborghini Murcielago R-SV | +1m00.362s* |
| 10 | Matteo Bobbi (I)/Markus Palttala (FIN) | Marc VDS Racing | Ford GT | +1m13.267s |
| 11 | Alessandro Pier Guidi (I)/Nico Verdonck (B) | Hegersport (Vitaphone) | Maserati MC12 | +1m19.405s |
| 12 | Enrique Bernoldi (BR)/Miguel Ramos (P) | Vitaphone Racing | Maserati MC12 | +1m20.589s* |
| R | Richard Westbrook (GB)/Thomas Mutsch (D) | Matech Competition | Ford GT | 21 laps-accident damage |
| R | Peter Dumbreck (GB)/Michael Krumm (D) | Sumo Power GT | Nissan GT-R | 6 laps-power-steering |
| R | Christophe Bouchut (F)/Marc Basseng (D) | All-inkl.com Munnich | Lamborghini Murcielago R-SV | 5 laps-accident damage |
| R | Seiji Ara (J)/Max Nilsson (S) | Swiss Racing Team | Nissan GT-R | 1 lap-accident damage |
| R | Karl Wendlinger (A)/Henri Moser (CH) | Swiss Racing Team | Nissan GT-R | 0 laps-accident damage |
| R | Jonathan Hirschi (CH)/Clivio Piccione (MC) | Hexis AMR | Aston Martin DBR9 | 0 laps-acc dam/suspension |
| R | Duncan Huisman (NL)/Pertti Kuismanen (FIN) | Mad-Croc Racing (SRT) | Chevrolet Corvette C6.R | 0 laps-accident damage |
| R | Peter Kox (NL)/Christopher Haase (D) | Reiter Engineering | Lamborghini Murcielago R-SV | 0 laps-accident damage |
| R | Bert Longin (B)/Alex Muller (D) | Hegersport (Vitaphone) | Maserati MC12 | 0 laps-accident damage |
| NS | Christopher Nygaard (DK)/Stefan Mucke (D) | Young Driver AMR (Fischer) | Aston Martin DBR9 | accident in practice |

**GRID**

| | |
|---|---|
| 2 PIER GUIDI 1:36.329 | 1 ZONTA 1:36.118 |
| 4 MARTIN 1:36.410 | 3 JANI 1:36.407 |
| 6 KOX 1:36.877 | 5 TURNER 1:36.484 |
| 8 HIRSCHI 1:38.090 | 7 C-WALTER 1:37.520 |
| 10 MULLER 1:36.992 | 9 RAMOS 1:36.950 |
| 12 MARGARITIS 1:37.097 | 11 MUTSCH 1:37.019 |
| 14 BASSENG 1:37.231 | 13 BARTELS 1:37.163 |
| 16 MOSER 1:38.537 | 15 CLAIRAY 1:37.873 |
| 18 ARA 1:37.493 | 17 DUMBRECK 1:37.381 |
| 20 SCHWAGER 1:38.583 | 19 HUISMAN 1:37.730 |
| | 21 BOBBI no time |

**QUAL RACE: 37 LAPS, 90.422 MILES**

| POS | DRIVERS | TIME |
|---|---|---|
| 1 | Kechele/Zonta | 1h01m02.750s |
| 2 | Verdonck/Pier Guidi | +4.548s |
| 3 | Leinders/Martin | +34.111s |
| 4 | Armindo/Jani | +34.243s |
| 5 | Hughes/Campbell-Walter | +37.406s |
| 6 | Muller/Longin | +42.316s |
| 7 | Bartels/Bertolini | +50.127s |
| 8 | Basseng/Bouchut | +56.593s |
| 9 | Clairay/Makowiecki | +1m04.704s |
| 10 | Mutsch/Westbrook | +1m07.495s |
| 11 | Margaritis/Hennerici | +1m21.127s |
| 12 | Palttala/Bobbi | +1m22.663s |
| 13 | Nilsson/Ara | +1m26.128s |
| 14 | Moser/Wendlinger | -1 lap |
| 15 | Kuismanen/Huisman | -1 lap |
| 16 | Krumm/Dumbreck | 35 laps-fuel starved |
| 17 | Haase/Kox | -4 laps |
| R | Pastorelli/Schwager | 13 laps-acc damage |
| R | Enge/Turner | 6 laps-gearbox |
| R | Ramos/Bernoldi | 5 laps-acc dam/excl |
| R | Piccione/Hirschi | 4 laps-acc damage |
| NS | Mucke/Nygaard | accident in practice |

**CHAMPIONSHIP TABLE**

| POS | DRIVER | PTS |
|---|---|---|
| 1 | Bartels/Bertolini | 130 |
| 2 | Mutsch | 95 |
| 3 | Hennerici | 84 |
| 4 | Kechele | 83 |
| 5 | Turner/Enge | 78 |
| 6 | Zonta | 75 |
| 7 | Makowiecki | 72 |
| 8 | Margaritis | 69 |
| 9 | Grosjean | 62 |
| 10 | Krumm/Dumbreck | 57 |

R=Retired; NS=Non-Starter. *Includes 30s time penalty.
Winners' average: 88.20mph. Fastest lap: Zonta, 1m37.027s, 90.68mph.
Qualification race winners' average: 88.87mph. Fastest lap: Kox, 1m36.238s, 91.42mph.
Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Finishing order of qualification race determined grid for main race.

**NEXT ROUND**
Interlagos (BR), November 27-28

ALL PICS: LE MEUR/DPPI

## SURFERS PARADISE

AUSTRALIA
October 23-24
V8 Supercars
Round 11/14

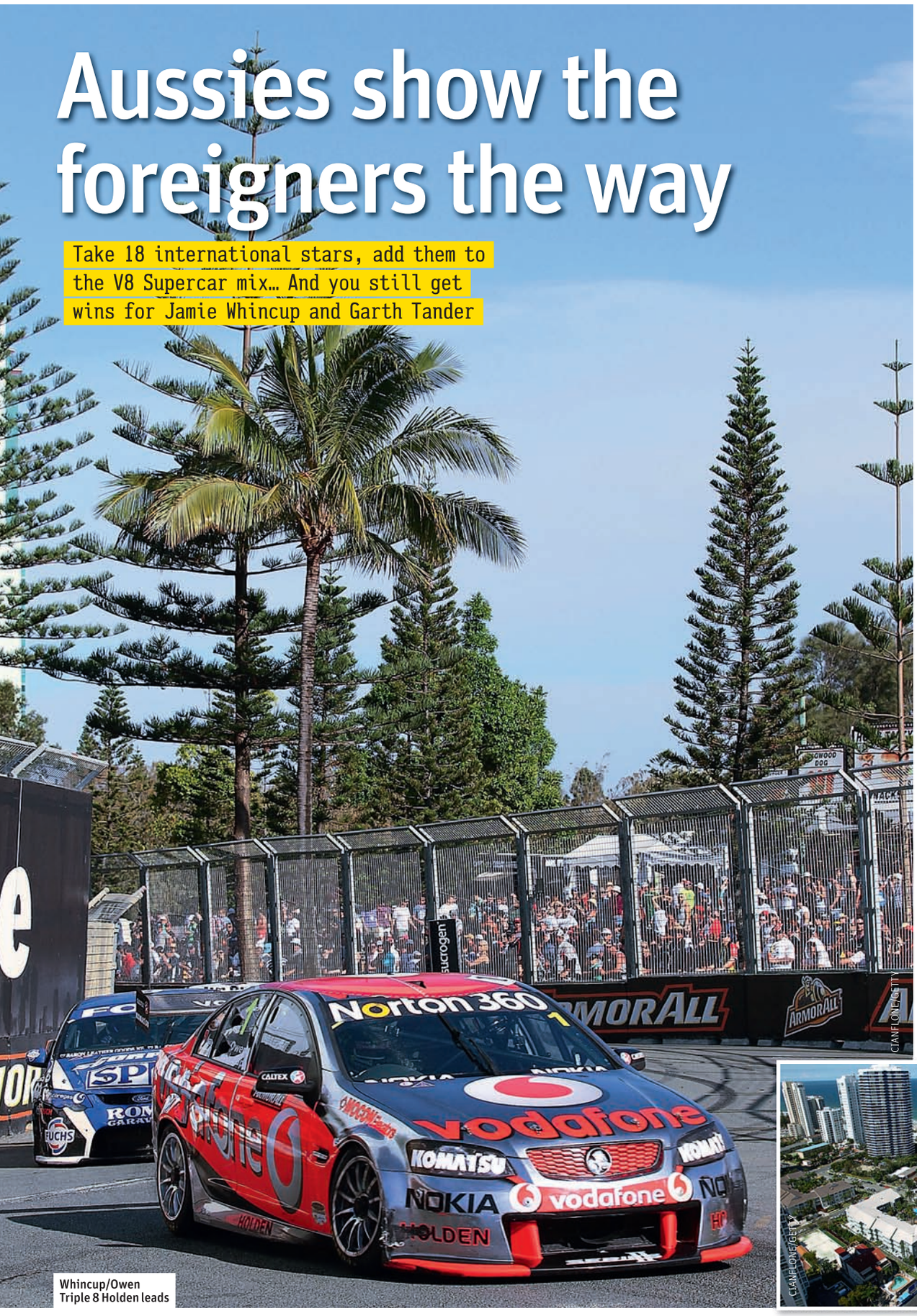
**AT A GLANCE**
- Race 1 **Tander/McConville**
- Race 2 **Whincup/Owen**
- Poles **Tander/Winterbottom**

EDGE PHOTOGRAPHICS

Tempting diversion for Tander/McConville

# Aussies show the foreigners the way

**Take 18 international stars, add them to the V8 Supercar mix… And you still get wins for Jamie Whincup and Garth Tander**




CIANFLONE/GETTY

Whincup/Owen Triple 8 Holden leads

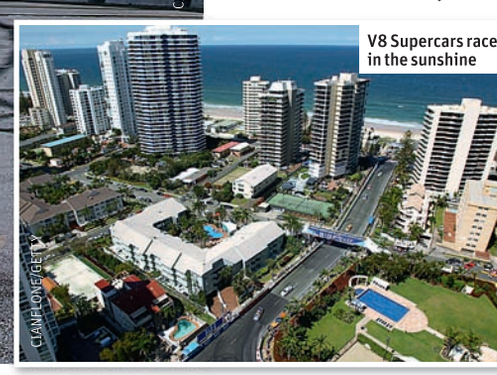
The world came and saw Aussie V8 Supercar racing on the Gold Coast but, at the end of 600 exciting kilometres around Surfers Paradise, it was not a factor in deciding the two races.

That is the simple explanation of what happened when 18 international star names brought global flavour to Australia's race-in-the-sun event, previously the home of Champ Car and IndyCar. Some impressed, some did not and, by Sunday night, the locals ruled the roost.

Garth Tander and Jamie Whincup shared the wins, with their respective co-drivers, Cameron McConville and Steve Owen. Of the international visitors, only Andy Priaulx made it onto the podium, sharing Craig Lowndes's Holden to second on Saturday. But there were some good signs among the visitors, and some alarming incidents everywhere else.

Series leader James Courtney should have ruled the weekend. He was jetting away from the field late in the first race when he was struck with a drive-through penalty for not following safety-car restart procedures, in an episode not dissimilar to that involving Sebastian Vettel in the Hungarian Grand Prix. Courtney was livid, and his car not quite as sharp the following day.

After being handed a major leg-up on Saturday, Tander should have made it a double, but fired his HRT Commodore into a wall, and retirement, on Sunday.



CIANFLONE/GETTY

V8 Supercars race in the sunshine

**RACE RATING**
★★★★★
Five-star second race brought the average up for a weekend that provided compelling action

"In race control we say 'For God's sake'. We don't like to do this but have to apply rules"
Race director and racing legend Tim Schenken is sorry for Courtney

**Phil Branagan reports**

*Famille* Priaulx heads for the Pacific Ocean...

...as Youlden (left) and Villeneuve head for shame

Ford Performance Racing could also have scored a double, such was the speed of all three of its cars, but unfortunately they managed to run into each other, in two separate incidents within 20 seconds in the opening race.

With the front row secured for Sunday's race, FPR managed to get it even more wrong. Race leader Steven Richards was called in to pit under yellow flags, only for the team to discover that nobody had thought to tell that to his co-driver, IndyCar star Will Power. To make matters worse, while the seconds ticked away waiting for Power to climb in to the now-almost-last Ford, the sister car of Luke Youlden was waiting right behind, unable to get serviced because there was no one to get the other Falcon out of the way. Team owner and Prodrive boss David Richards, present for some sun, did not have his thoughts recorded.

Once he got into the delayed second car, Mark Winterbottom bolted through the pack to finish third, almost within reach of the win. But hardly anyone noticed...

Whincup was dazzling. The Triple 8 Holden star drove the last 40 laps around the concrete canyon with Shane van Gisbergen's Stone Brothers Ford either inches behind him, alongside him or, almost literally, buried in his boot. It was the kind of racing that makes your blood run cold, and afterwards there was nothing but praise for the no-quarter-asked-or-given fight.

"Hard but fair," smiled Whincup later.

"I learned so much from him then," grinned an almost-equally-elated van Gisbergen.

Whincup's co-driver Steve Owen thus scored his maiden career V8 win, while van Gisbergen's offsider, fellow Kiwi John McIntyre, marked himself as a man to be reckoned with.

The internationals did well, mostly, in the tricky Aussie V8s. Best of the first-timers was Sebastien Bourdais; the two-time Gold Coast Champ Car winner took his time, got his head around the surplus of power and lack of grip of the cars, and impressed everyone. He looked so good that it would be a surprise not to see him add Bathurst to his growing list of circuits in coming years.

The other very impressive driver was Patrick Long. So unknown is the American in this part of the world that, when team owner Garry Rogers put his name forward to the promoters, they declined to pay his airfares down under. So Rogers did, and was rewarded with a polished performance. It was a great effort from the recently-crowned American Le Mans Series GT2 champion.

With some past V8 Supercar experience, Power and Alex Tagliani were the pick of the IndyCar crop, while, Priaulx apart, the World Touring Car regulars failed to make much of an impression.

The race's new format promises much. None of the visitors truly looked out of their depth – even poor Scott Pruett, whose local co-driver kept crashing their car. There is a date clash with the WTCC next year, when 29 internationals are likely to show up – but Formula 1 will have a free weekend, between races in nearby Asia...

The overall effect is that Courtney still leads the series, but by about 50 points fewer than he did before the national anthems and the mayhem started. Whincup is second and Lowndes is still within striking distance in what, with three rounds left, is becoming a classic season.

# RESULTS

Surfers Paradise (AUS), October 23-24, V8 Supercars, round 11 of 14

**RACE 1 - 102 LAPS, 187.60 MILES**

| POS | DRIVERS (NATIONALITY) | TEAM | CAR | RESULT | GRID |
|---|---|---|---|---|---|
| 1 | Garth Tander (AUS)/Cameron McConville (AUS) | Holden Racing Team | Holden Commodore VE | 2h20m00.6981s | 1 |
| 2 | Craig Lowndes (AUS)/Andy Priaulx (GB) | Triple 8 Australia | Holden Commodore VE | +1.8549s | 6 |
| 3 | Shane van Gisbergen (NZ)/John McIntyre (NZ) | Stone Bros Racing | Ford Falcon FG | +3.9301s | 13 |
| 4 | Michael Caruso (AUS)/Patrick Long (USA) | Garry Rogers M'sport | Holden Commodore VE | +5.2317s | 9 |
| 5 | Alex Davison (AUS)/David Brabham (AUS) | Stone Bros Racing | Ford Falcon FG | +25.0428s | 21 |
| 6 | Jamie Whincup (AUS)/Steve Owen (AUS) | Triple 8 Australia | Holden Commodore VE | +25.4409s | 8 |
| 7 | Jason Bright (AUS)/Alain Menu (CH) | Brad Jones Racing | Holden Commodore VE | +25.9224s | 28 |
| 8 | Jonathon Webb (AUS)/Sebastien Bourdais (F) | Dick Johnson Racing | Ford Falcon FG | +26.7318s | 22 |
| 9 | Karl Reindler (AUS)/Fabrizio Giovanardi (I) | Britek Motorsport | Holden Commodore VE | +39.5624s | 23 |
| 10 | James Courtney (AUS)/Warren Luff (AUS) | Dick Johnson Racing | Ford Falcon FG | +39.7500s | 2 |
| 11 | Jason Bargwanna (AUS)/Alex Tagliani (CDN) | Kelly Racing | Holden Commodore VE | +44.1464s | 20 |
| 12 | Russell Ingall (AUS)/Jack Perkins (AUS) | Paul Morris M'sport | Holden Commodore VE | +45.9969s | 15 |
| 13 | Greg Murphy (NZ)/Yvan Muller (F) | Paul Morris M'sport | Holden Commodore VE | +48.2190s | 19 |
| 14 | Rick Kelly (AUS)/Owen Kelly (AUS) | Kelly Racing | Holden Commodore VE | +1m11.0571s | 11 |
| 15 | Jason Richards (NZ)/Andrew Jones (AUS) | Brad Jones Racing | Holden Commodore VE | -1 lap | 14 |
| 16 | Steven Johnson (AUS)/Dario Franchitti (GB) | Dick Johnson Racing | Ford Falcon FG | -1 lap | 12 |
| 17 | Fabian Coulthard (NZ)/David Reynolds (AUS) | Walkinshaw Racing | Holden Commodore VE | -1 lap | 16 |
| 18 | Tim Slade (AUS)/Helio Castroneves (BR) | Stone Bros Racing | Ford Falcon FG | -1 lap | 18 |
| 19 | Lee Holdsworth (AUS)/Greg Ritter (AUS) | Garry Rogers M'sport | Holden Commodore VE | -1 lap | 5 |
| 20 | Todd Kelly (AUS)/Scott Dixon (NZ) | Kelly Racing | Holden Commodore VE | -1 lap | 17 |
| 21 | Mark Winterbottom (AUS)/Luke Youlden (AUS) | Ford Performance Racing | Ford Falcon FG | -8 laps | 4 |
| 22 | Paul Dumbrell (AUS)/Jacques Villeneuve (CDN) | Rod Nash Racing | Ford Falcon FG | -11 laps | 3 |
| R | Tony Ricciardello (AUS)/Dale Wood (AUS) | Kelly Racing | Holden Commodore VE | 93 laps | 27 |
| R | Andrew Thompson (AUS)/Mika Salo (FIN) | Walkinshaw Racing | Holden Commodore VE | 78 laps | 26 |
| R | Tony d'Alberto (AUS)/Tiago Monteiro (P) | Centaur Racing | Holden Commodore VE | 50 laps | 24 |
| R | Nathan Pretty (AUS)/Scott Pruett (USA) | Lucas Dumbrell M'sport | Holden Commodore VE | 24 laps | 29 |
| R | Dean Fiore (AUS)/Gianni Morbidelli (I) | Triple F Racing | Ford Falcon FG | 1 lap | 25 |
| R | Will Davison (AUS)/Ryan Briscoe (AUS) | Holden Racing Team | Holden Commodore VE | 0 laps | 10 |
| R | Steven Richards (AUS)/Will Power (AUS) | Ford Performance Racing | Ford Falcon FG | 0 laps | 7 |

**RACE 2 - 102 LAPS, 187.60 MILES**

| POS | DRIVERS (NATIONALITY) | RESULT | GRID |
|---|---|---|---|
| 1 | Whincup/Owen | 2h29m37.7468s | 4 |
| 2 | van Gisbergen/McIntyre | +0.2053s | 6 |
| 3 | Winterbottom/Youlden | +0.4859s | 1 |
| 4 | Courtney/Luff | +1.6360s | 3 |
| 5 | Dumbrell/Villeneuve | +17.8541s | 8 |
| 6 | R Kelly/O Kelly | +22.0830s | 10 |
| 7 | W Davison/Briscoe | +23.5568s | 21 |
| 8 | Ingall/Perkins | +23.8207s | 25 |
| 9 | Holdsworth/Ritter | +26.0763s | 7 |
| 10 | Lowndes/Priaulx | +30.8267s | 11 |
| 11 | Caruso/Long | +32.8737s | 14 |
| 12 | Coulthard/Reynolds | +35.6487s | 24 |
| 13 | S Richards/Power | +36.2643s | 2 |
| 14 | Fiore/Morbidelli | +1m08.6125s | 27 |
| 15 | Murphy/Muller | +1m09.9924s | 13 |
| 16 | Webb/Bourdais | +1m12.5905s | 19 |
| 17 | d'Alberto/Monteiro | +1m31.5315s | 18 |
| 18 | Ricciardello/Wood | -1 lap | 28 |
| 19 | Slade/Castroneves | -6 laps | 23 |
| 20 | Bargwanna/Tagliani | -10 laps | 22 |
| R | Tander/McConville | 57 laps | 15 |
| R | Johnson/Franchitti | 38 laps | 12 |
| R | Reindler/Giovanardi | 37 laps | 26 |
| R | J Richards/Jones | 34 laps | 9 |
| R | T Kelly/Dixon | 34 laps | 16 |
| R | Pruett/Pretty | 28 laps | 29 |
| R | Thompson/Salo | 12 laps | 20 |
| R | A Davison/Brabham | 3 laps | 17 |
| R | Bright/Menu | 0 laps | 5 |

**CHAMPIONSHIP TABLE**

| POS | DRIVER | PTS |
|---|---|---|
| 1 | Courtney | 2521 |
| 2 | Whincup | 2450 |
| 3 | Lowndes | 2255 |
| 4 | Winterbottom | 2201 |
| 5 | Tander | 2088 |
| 6 | van Gisbergen | 2040 |
| 7 | R Kelly | 1843 |
| 8 | Holdsworth | 1763 |
| 9 | Caruso | 1706 |
| 10 | Dumbrell | 1590 |

Race 1 winners' average: 80.40mph. Fastest lap: Lowndes, 1m13.1879s, 90.47mph.
Race 2 winners' average: 75.23mph. Fastest lap: Courtney, 1m13.1332s, 90.54mph.

Driver who qualified each car is listed first in results.

BETTIOL/GETTY

**RALLY SPAIN**
Catalunya

**ROUND** 12/13

**WINNER**
Sebastien Loeb
3h32m59.7.3s

**RALLY RATING**
★★★★★
Loeb won it on Friday, then enjoyed his weekend

**DRIVER STANDINGS**

| | |
|---|---|
| Loeb | 251pts |
| Ogier | 167pts |
| Latvala | 156pts |

**MILESTONES**
*Loeb wins every asphalt WRC round he ever starts in a C4
*Aaron Burkart clinches the J-WRC title



**David Evans reports**

The day before the Catalunya Rally, the drivers went karting. Dani Sordo was in confident mood. His father owns a kart track. He'd grown up in a 125cc screamer. Surely, this would be a scene setter for the weekend's main event: Sordo's first WRC win.

Not quite. Sebastien Loeb was 0.4 seconds faster than anybody in 900 metres of Salou kart track and miles quicker than the best of the rest on the penultimate round of this year's WRC.

**LEG ONE** (84.74 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 12-24 CELSIUS

When will Loeb ever follow a script? Once again, the Frenchman listened and watched intently as his team-mate Sordo's part was built up ahead of the mixed-surface opening day. And, once again, Loeb destroyed the Spaniard and all-comers in an awesome display of driving on Friday morning's gravel roads. He was aggressive but neat and forceful but efficient.

The first stage was the one where Loeb was expected to be beaten. It was 22 miles long and loose as you like. The absence of rain, which would have bound the surface together and handed him a definite advantage, had Loeb almost conceding day-one defeat.

"I think I could be half a minute behind," he said before the Terra Alta test. But then he got to the start and the early morning fog had left the road damp. It was enough. Buoyed by this meteorological Godsend, Loeb seized on it and hurled his Citroen down one of the season's narrowest, trickiest and most complex stages.

"I drove so fast!" said Loeb at the end. "It was quite humid, I think this has helped. I think I have been quite lucky."

Loeb's luck, allied to the skill and bravery he'd forgotten to mention, left him 2.7 seconds clear from Jari-Matti Latvala at the head of the field. The rest of the drivers came through and looked almost resigned when they saw the time written alongside car number one. Sordo was dejection personified.

Having started fifth on the road, his path was supposed to have been swept clear to enable the local hero to power through for his fairytale Friday. Instead, he was fifth and 15sec down.

"It's not good," said Sordo. "The car is much too hard. It's jumping and sliding. Not good."

It would get worse. Fifteen seconds had mushroomed to 54 and fifth had become sixth by the end of the day.

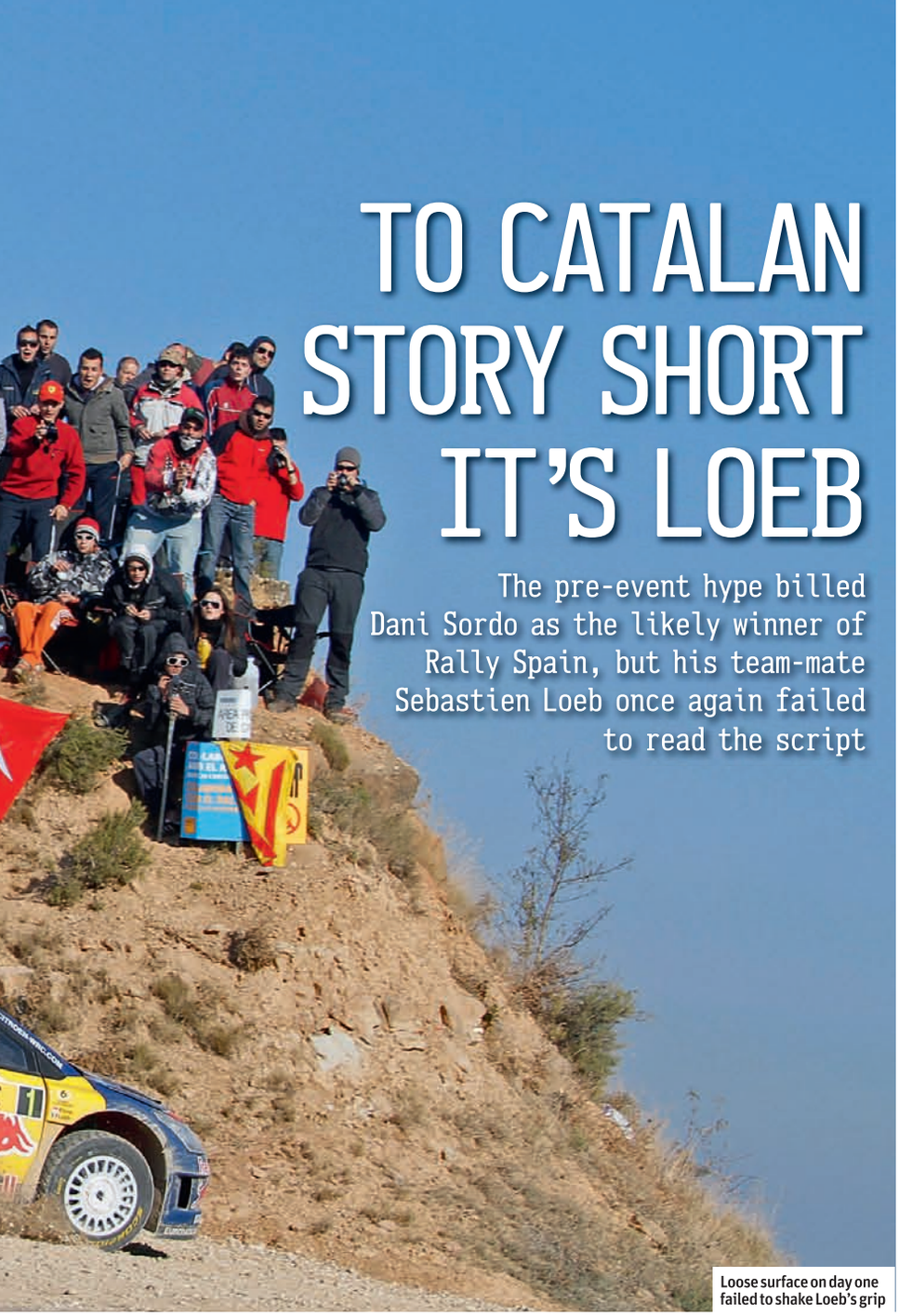
"People talked all the time about me winning this rally," said a distraught Sordo that evening. "But I said it would not be easy. Maybe they believe me now. I don't know what happened, but this is not the day I dreamed of."

Having been second to Loeb on the last four all-asphalt Catalunya rallies, Sordo must have felt like throttling the bright spark who suggested lobbing some dirt into day one.

Conversely, Sebastien Ogier was pretty chipper with his lot, despite almost dropping his Citroen in SS1. He moved past Latvala and into second place on SS3, arriving at lunch 11.9 sec down on Loeb. In the afternoon, following a tweak to soften the C4's suspension to find more traction, the Citroen Junior Team C4 was quickest on the re-run Terra Alta test to trim the margin to just 3.4. One stage later and it was down to 2.1 seconds. That was as good as it would get for the Japan winner. Loeb found a cleaner line in the day's final stage and was

# TO CATALAN STORY SHORT IT'S LOEB

The pre-event hype billed Dani Sordo as the likely winner of Rally Spain, but his team-mate Sebastien Loeb once again failed to read the script



Loose surface on day one failed to shake Loeb's grip

able to collect his third scratch time.

"I have been able to relax today," said Loeb. "You know in France and other rallies I was thinking about the championship, but here I could just drive and *drive;* if it broke, it broke."

But it didn't break. Instead, Loeb broke everybody else.

Latvala dropped time to the two Sebastiens ahead of him through the afternoon, struggling to find his rhythm in the long stage. He then clobbered a rock in the final stage.

"For four kilometres, I was sure I would have a puncture," he said. "I lost time when I was scared for the tyre."

He was also concerned about the proximity of Petter Solberg, who was just 2.5sec behind in fourth. Solberg won two stages on the opening loop, but the self-confessed danger man on this event had turned out to be fairly benign.

At the end of the first stage, instead of lopping a load of time off everybody, Solberg could only manage sixth and 20sec down.

"Don't let me talk about that," he said. "It was shit! The car was too stiff and I knew this a couple of corners in. We didn't test in these conditions and this is what happens."

Doing what he could to soften the car after SS1 allowed Solberg to play himself into a podium scrap – collecting two fastest times along the way. "I think we can take Jari-Matti [Latvala] tomorrow," he said.

Solberg was sandwiched by the factory Fords, with Mikko Hirvonen 20sec behind him. The man who came within a point of ending Loeb's championship run last season had still not found his mojo, though. Testament to this was the state of his brake pads after the second run through Terra Alta.

"I haven't cooked the brakes for about four years," said Hirvonen. "That shows that I'm not driving like I want. I know what I'm doing wrong, but stopping it... It's hard. I just don't seem to be able to brake for the corner, go in and get on the power; I'm braking twice, it's not really happening at the moment.

"And I nearly hit a house on the first stage. Maybe my luck is changing, if it wasn't, maybe I would have hit the house."

A deeply disconsolate Sordo was sixth and not really finding the words to describe his day. After a lengthy debrief with the Spanish media in Sordo's native tongue, one of Madrid's finest wordsmiths offered a precis in English: "Dani is sad."

A trio of Fords followed, headed up by seventh-placed Stobart team leader Matthew Wilson. Federico Villagra was eighth and Ken Block ninth – the Monster man landing the quote of the day when asked to describe driving his cutting-edge Focus on the tar on gravel tyres.

"It's like driving a pig on gummy bears," said the Gymkhana legend.

### POSITIONS AFTER DAY ONE

| | |
|---|---|
| 1 LOEB/ELENA | 1h25m26.8s |
| 2 OGIER/INGRASSIA | +3.8s |
| 3 LATVALA/ANTTILA | +19.9s |
| 4 SOLBERG/PATTERSON | +22.4s |
| 5 HIRVONEN/LEHTINEN | +42.4s |
| 6 SORDO/VALLEJO | +54.7s |

### LEG TWO (78.68 miles)

SUNNY – AMBIENT TEMPERATURE RANGE ON STAGES 13-25 CELSIUS

When the cars emerged from parc ferme on Saturday morning, only the tell-tale gravel-rash on the sills told the story of a 75 per cent loose-surface day one. The weekend was all about the asphalt. And Saturday was all about Loeb.

Hunkered down and back to its tar-hugging best, the Loeb C4 ripped through the morning, undefeated and with a lead which had expanded from 3.8 to 46.2sec in three stages. No wonder he was smiling.

"I'm enjoying it," said Loeb. "It's nice to be back in the asphalt, it's nice to push. It's like I told you yesterday, I'm relaxed and the driving is coming to me. What's the point to stop pushing when the feeling is there?"

Ogier was definitely among the unhappier people in service on Saturday evening. While Loeb ended day one comfortably out front, Ogier was 17 minutes and 21 seconds slower through day two than his rival.

The bulk of that time was lost in the second stage, when he smacked the front right corner of the C4 against the Armco. Before that, he'd beaten Loeb on the final three split times of stage. There was no doubt, Ogier was working to get one over on the master. And Catalunya bit back.

"We were keeping up a good pace and our split times were very encouraging," said Ogier. "Just before the end of the stage, I misunderstood a pace note which said that the corner tightened. I went into the corner too quickly and we hit the guardrail on the outside. The front-right track control arm broke and we had to stop to change it."

The impact had also broken a rear driveshaft, which cost Ogier further time. He did well to rekindle some of the fighting spirit through the afternoon, but essentially the wind had gone from his sails.

Solberg was the immediate beneficiary, moving up two places in as many stages on Saturday morning. The first came on merit as he elbowed Latvala out of third; Ogier's mistake then ushered him through to second. But Solberg still wasn't happy with the car's set up. He felt the front differential was too tight, forcing him to be more aggressive to get the Citroen to turn in to longer corners. This, in turn, was getting too much heat into the hard-compound Pirellis.

"We tested on a surface which was too abrasive," said Solberg. "This meant we set the front differential too tight. We can't change it because the spare differential is set up for the gravel yesterday. It's just more details. But, hey, guys, don't forget, we're still second and we set more fastest times."

Solberg's C4 might have been second on Saturday night, but it was Sordo's Citroen which was second quickest through day two. By the end of Saturday, just 16.9sec separated him from his traditional Catalunya Rally runner-up result. ▶

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"We've got to keep an eye on Sordo," said Solberg. "It could be close tomorrow."

The pair both acknowledged that tyre management would be vital on the final day. Two runs through the 26-mile El Priorat stage were expected to prove decisive to the outcome of the battle to be best of the rest behind Loeb.

After enduring one of the worst days of his career on Friday, Sordo was considerably more upbeat on Saturday. There was an acknowledgment that his C4 had been hampered by a transmission issue on the gravel roads – "Losing one minute is not normal for Dani," said team principal Olivier Quesnel – and the overnight switch from gravel to asphalt specification had removed the errant transmission components. And Sordo was singing again. He was in the top two times on four of the day's six stages – his run through SS10 was slightly compromised by a turbo-less Hirvonen, but a friendly nudge was enough to persuade the Finn to get out of the way.

"The car was fantastic today," said Sordo. "I felt like I had gone home. And now we've lined second up – it's going to be a big scrap tomorrow."

Latvala drove exceptionally well through Saturday and was, more often than not, the quicker of the two Focus-wielding Finns. He was fourth overnight, but his day hadn't started well.

The suspension on his car was too hard, leaving the Ford skittish on the opener. He rectified that by softening the suspension ahead of SS8.

"That gave me my confidence back," he said. "It's been good today. I have driven faster than ever over these roads."

Latvala admitted the continued dry conditions hadn't helped him keep Solberg and Sordo behind him. "It might have been better to take the time back if it had been dirty or wet," he concluded.

His day was, however, better than team-mate Hirvonen's. The turbo pipe came off Hirvonen's Ford in the first stage after lunch.

Solberg held Sordo off to keep hold of second

MCKLEIN/LAT

"It must have happened when I put the car into 'stage' mode," he said. "This increases the pressure and it must have blown it off. As soon as I dropped the clutch on the line, I knew there was no turbo."

Hirvonen fixed the problem after losing four minutes in the second run at Santa Marina. Wilson was sixth, while his Stobart team-mate Block dropped to 10th after losing four minutes when he went off the road on SS8.

### POSITIONS AFTER DAY TWO

| | |
|---|---|
| 1 LOEB/ELENA | 2h40m01.9s |
| 2 SOLBERG/PATTERSON | +44.4s |
| 3 SORDO/VALLEJO | +1m01.3s |
| 4 LATVALA/ANTTILA | +1m11.4s |
| 5 HIRVONEN/LEHTINEN | +6m12.5s |
| 6 WILSON/MARTIN | +6m28.3s |

### LEG THREE (57.35 miles)

SUNNY – AMBIENT TEMPERATURE RANGE ON STAGES 11-21 CELSIUS

Having done the hard work for the previous two days, Loeb was assured of victory by a trouble-free Sunday, giving him a 100 per cent record in the C4 WRC on asphalt. Behind him, his team-mate Sordo was reeling Solberg in and pushing as hard as he dared to deliver another factory team one-two in Spain.

He took 4.9sec on the first run through El Priorat, but gave a rueful shake of the head at the finish.

"I don't think it's enough," he said. "I tried, but it was difficult."

Solberg felt he'd been too cautious in the mid-section, concerned about the cooking his hard-compound PZeros. Sordo took another 1.2sec out of him in the short stage which followed before redoubling his attack for the return to El Priorat. He beat his own time by six seconds on the second time through, but Solberg remained 5.1sec in front.

"I tried..." said a disconsolate Sordo. He'd come agonisingly close, which doubled the disappointment over such a troublesome Friday.

Solberg, however, was delighted. "I was smart," he said. "I drove clean, kept out of the ruts and kept the car straight. I'm happy."

Latvala's times were entirely respectable through Sunday, ensuring him of fourth place. Hirvonen was fifth, with Wilson sixth.

Gravel roads on day one were reckoned near-certain to upset Loeb's winning run in Catalunya. But that was before the world factored in a seven-time superstar freed from the shackles of championship driving.

## STAGE TIMES

**SS1 TERRA ALTA 1 (22.33 MILES)**
Fastest: Loeb 24m17.2s
Leader: Loeb

**SS2 LA RIBERA D'EBRE 1 (14.76 MILES)**
Fastest: P Solberg 11m18.3s
Leader: Loeb

**SS3 LES GARRIGUES 1 (10.73 MILES)**
Fastest: Loeb 7m22.9s
Leader: Loeb

**SS4 TERRA ALTA 2 (22.33 MILES)**
Fastest: Ogier 23m42.4s
Leader: Loeb

**SS5 LA RIBERA D'EBRE 2 (14.76 MILES)**
Fastest: P Solberg 11m08.3s
Leader: Loeb

**SS6 LES GARRIGUES 2 (10.73 MILES)**
Fastest: Loeb 7m25.8s
Leader: Loeb

**SS7 SANTA MARINA 1 (16.47 MILES)**
Fastest: Loeb 15m40.8s
Leader: Loeb

**SS8 LA MUSSARA 1 (12.72 MILES)**
Fastest: Loeb 11m08.7s
Leader: Loeb

**SS9 RIUDECANYES 1 (10.14 MILES)**
Fastest: Loeb 10m22.7s
Leader: Loeb

**SS10 SANTA MARINA 1 (16.47 MILES)**
Fastest: Sordo 15m45.3s
Leader: Loeb

**SS11 LA MUSSARA 1 (12.72 MILES)**
Fastest: Loeb 11m09.7s
Leader: Loeb

**SS12 RIUDECANYES 1 (10.14 MILES)**
Fastest: P Solberg 10m22.5s
Leader: Loeb

**SS13 EL PRIORAT 1 (26.12 MILES)**
Fastest: Sordo 23m46.4s
Leader: Loeb

**SS14 LA SERRA D'ALMOS 1 (2.55 MILES)**
Fastest: Sordo 2m34.7s
Leader: Loeb

**SS15 EL PRIORAT 2 (26.12 MILES)**
Fastest: Sordo 23m40.6s
Leader: Loeb

**SS16 LA SERRA D'ALMOS 2 (2.55 MILES)**
Fastest: P Solberg 2m35.2s
Leader: Loeb

Block claimed to be going "conservatively" on gravel

MCKLEIN/LAT

Sordo (left) had no answer to Loeb's dominance again

BERTIOL/GETTY

# RESULTS

Rally RACC Catalunya, October 22-24, round 12 of 13

**16 SPECIAL STAGES, 214.30 MILES**

| POS | NO | DRIVER/NAVIGATOR | CAR | TIME |
|---|---|---|---|---|
| 1 | 1 | Sebastien Loeb/Daniel Elena | Citroen C4 WRC | 3h32m59.7s |
| 2 | 11 | Petter Solberg/Chris Patterson | Citroen C4 WRC | +35.3s |
| 3 | 2 | Dani Sordo/Diego Valleja | Citroen C4 WRC | +41.1s |
| 4 | 4 | Jari-Matti Latvala/Miika Anttila | Ford Focus RS WRC09 | +1m19.5s |
| 5 | 3 | Mikko Hirvonen/Jarmo Lehtinen | Ford Focus RS WRC09 | +6m32.9s |
| 6 | 5 | Matthew Wilson/Scott Martin | Ford Focus RS WRC08 | +8m17.6s |
| 7 | 12 | Khalid Al Qassimi/Michael Orr | Ford Focus RS WRC08 | +13m5.7s |
| 8 | 17 | Henning Solberg/Ilka Minor | Ford Fiesta S2000 | +13m11.2s |
| 9 | 43 | Ken Block/Alex Gelsomino | Ford Focus RS WRC08 | +16m1.2s |
| 10 | 7 | Sebastien Ogier/Julien Ingrassia | Citroen C4 WRC | +17m24.1s |
| OTHERS | | | | |
| R | 15 | Frigyes Turan/Gabor Zsiros | Ford Focus RS WRC08 | SS13-crash |
| DNS | 8 | Kimi Raikkonen/Kaj Lindstrom | Citroen C4 WRC | s'down-crash |
| 12 | 31 | Yeray Lemes/Rogelio Penate** | Renault Clio S2600 | 3h55m58.0s |

**CHAMPIONSHIP TABLE**

| POS | DRIVER | PTS |
|---|---|---|
| 1 | Sebastien Loeb | 251 |
| 2 | Sebastien Ogier | 167 |
| 3 | Jari-Matti Latvala | 156 |
| 4 | Petter Solberg | 151 |
| 5 | Dani Sordo | 140 |
| 6 | Mikko Hirvonen | 114 |
| 7 | Matthew Wilson | 68 |
| 8 | Henning Solberg | 37 |
| 9 | Federico Villagra | 36 |
| 10 | Kimi Raikkonen | 21 |
| MANUFACTURERS' POINTS | | |
| 1 | Citroen Total WRT | 431 |
| 2 | BP Ford WRT | 304 |
| 3 | Citroen Junior Team | 199 |

**CLASS WINNERS** Loeb/Elena; N4 Solberg/Minor*; A6 Yeray Lemes/Rogelio Penate (Renault Clio S1600), 3h55m58.0s. Starters/finishers: 47/36; Leaders: SS1-20 Loeb. *Not registered for P-WRC points **Junior winner

**RALLY SUMMARY** Same service park base in Salou and the same stages on Saturday and Sunday, but the opening day of last week's Catalunya Rally was radically different, running mostly on gravel. The crews changed from gravel to asphalt set-up mid-rally for the first time since Sanremo 1996.

JUNIOR WRC

## Mechanical vices end Weijs's chances

Burkart took the JWRC title despite halt on day two

MCKLEIN/LAT

Not since Carlos Sainz, Margam Park and Luis Moya's crash helmet in 1998 has a world title been decided in such dramatic circumstances as Aaron Burkart's Junior-WRC success in Catalunya last weekend.

On Saturday morning, Burkart – like Moya back on the 1998 Rally GB – hurled his crash helmet into his Suzuki. The Swift was parked at the bottom of a bank on three wheels. With his car going nowhere, the German's title aspirations seemed to be down the toilet for a fifth successive season.

At that point, Citroen driver Hans Weijs Jr was looking odds-on to take the silverware. He had arrived in Spain seven points down on Burkart, but he was second and looking at passing Yeray Lemes' six-year-old Renault Clio for first.

The final piece of Weijs Jr's jigsaw fell into place on Sunday morning when Lemes suffered a puncture. The C2 hit the front and its driver stretched one hand towards the cup. By now, Burkart was back up and running again, but he started the day sixth.

Going into the second run at Sunday's long stage, Weijs Jr's Citroen engine note, which had been crisp and clear all weekend, missed. Then it stopped. Agony.

The crankshaft sensor was broken. Weijs Jr fixed it, but dropped close to 13 minutes. His dream was done and the nightmare had begun.

A car or two back and the opposite was true.

"I can't believe it, I can't believe it!" screamed Burkart.

After crashing his rally car on the test three days before the start and then going through the ultimate low of thinking his title had gone on Saturday, he was back and he was the champion.

"I can't believe it!" was still just about all he could offer after the podium. A little calmer, he added: "What a crazy week. I have to say I'm sorry for Hans, I know just what he went through. I hope he comes for a beer, he's a good guy."

Weijs Jr was beyond mortified. "This is terrible. It was the sensor. We fixed it, but it's finished."

And finally, at the front, Lemes won his home round of the J-WRC, the last ever J-WRC round since the series will be incorporated into the WRC Academy next year.

Lemes deserved his win; he'd driven brilliantly. Burkart deserved his title – he'd waited long enough.

**J-WRC – Round 6 of 6**

| POS | DRIVER/NAVIGATOR | CAR | TIME |
|---|---|---|---|
| 1 | Yeray Lemes/Rogelio Penate | Renault Clio S1600 | 3h55m58.0s |
| 2 | Todor Slavov/Dobromir Filipov | Renault Clio R3 | +5m44.5s |
| 3 | Hans Weijs Jr/Bjorn Degandt | Citroen C2 S1600 | +10m50.5s |

# Living the dream!

## Ross makes an impact

Ross Kaiser, the 2010 Radical UK Cup and the 2011 Sunoco Rolex 24 At Daytona Challenge winner, had his first test at Virginia International Speedway 19-20th of October with Doran Racing. This test was part of the Sunoco Daytona Challenge prize that Ross won as the highest average point scorer out of 95 registered racers competing in British F3, British GT, Radical UK Cup and SPEED.

Ross impressed the team, the Grand-Am organisation and the other racers by posting the 4th fastest time in the afternoon on day one! The verdict – when Ross gets to know the Daytona Prototype, the circuit and the team he will be right up there with the best.

Ross now embarks on a full test schedule leading up the iconic Rolex 24 At Daytona 29-30th of January.

**Upcoming dates for Ross:**

| | | |
|---|---|---|
| 29th October | Silverstone GP | Test #39 DP car |
| 1-2nd November | Homestead/Miami | Test TBA DP car |
| 7-9th January | Daytona | Race Rolex 24 At Daytona |
| 13-16th January | Birmingham | Autosport International Racing show |
| 27-28th January | Daytona | Test Rolex 24 At Daytona |
| 29-30th January | Daytona | Race Rolex 24 At Daytona |

*The Sunoco Rolex 24 at Daytona Challenge® is provided by Daytona International Speedway, supported by Grand-Am, Virgin Atlantic and Sunoco and promoted by Anglo American Oil Company Ltd.*

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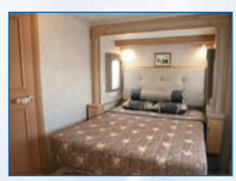

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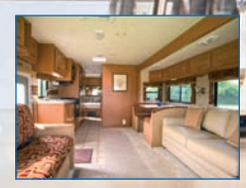

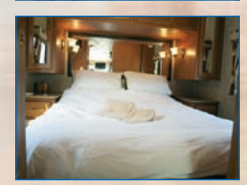

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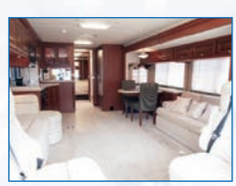

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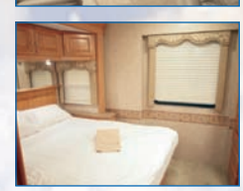

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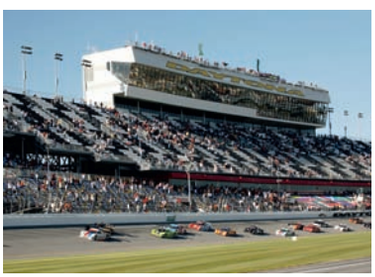

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**INTERNATIONAL RACES & RESULTS**
**NASCAR**
Martinsville, 32/36

**QUICK RESULTS**
- Winner **Denny Hamlin**
- Pole position **Denny Hamlin**
- Most laps led **Jeff Burton**

**RACE RATING**
★★★★★
Hamlin was so strong at the end, although there was some battling

NASCAR SPRINT CUP MARTINSVILLE (USA), OCTOBER 24, RD 32/36

# Hamlin turns around form

Denny Hamlin turned a poor-handling car into a race winner at Martinsville last Sunday to close in on Jimmie Johnson's points lead.

The Joe Gibbs Racing Toyota driver dropped down the order in the early stages after starting from pole. He gradually drove his way back into contention, and a quick pitstop under caution with 150 of the 500 laps still to run got him back among the leaders. But it was only with 50 laps to go that he really made a move, as he set about reeling in the race-leading Childress Chevrolets of Kevin Harvick and Jeff Burton.

Hamlin made light work of Burton, who would slide down to ninth by the finish. Harvick offered more resistance, running side by side with Hamlin for four laps before giving up the lead for good.

"This is probably the most gratifying win I've ever had because we didn't have the best car all day," said Hamlin. "We just kept working at it. Our car was much better on long runs, so I needed that long green-flag run to the end."

Hamlin's charge after taking the lead with 29 laps to go put him out of striking distance of a charging Mark Martin. The Hendrick veteran had been two laps down at half-distance after a crash and a puncture, but he was back on the lead lap with fewer than 120 laps to go, and charged from 17th on the final restart (lap 404) to take second at the flag.

Harvick was satisfied with third, while Kyle Busch came out on top in a paint-swapping scrap with Johnson for fourth. Johnson's car was set up for short runs, leaving him vulnerable in what turned out to be a long final stint.

The title fight is effectively a three-horse race now, as Jeff Gordon became the latest 'Chaser' to hit trouble. The four-time champion was fired into the wall by Kurt Busch.

● Max Freeway IV

Hamlin (left) does battle with Burton

LAT SOUTH

**RESULTS**
**1 Denny Hamlin (Toyota Camry)**, 500 laps in 3h43m59s; 2 Mark Martin (Chevrolet Impala), +2.318s; 3 Kevin Harvick (Chevy); 4 Kyle Busch (Toyota); 5 Jimmie Johnson (Chevy); 6 Joey Logano (Toyota); 7 Dale Earnhardt Jr (Chevy); 8 Carl Edwards (Ford Fusion); 9 Jeff Burton (Chevy); 10 Brad Keselowski (Dodge Charger). **Points 1 Johnson, 5998;** 2 Hamlin, 5992; 3 Harvick, 5936; 4 Kyle Busch, 5826; 5 Jeff Gordon, 5795; 6 Edwards, 5785; 7 Tony Stewart, 5762; 8 Burton, 5752; 9 Kurt Busch, 5721; 10 Matt Kenseth, 5705; 11 Greg Biffle, 5682; 12 Clint Bowyer, 5592.

JAPANESE GT MOTEGI (J), OCTOBER 24, RD 8/8

# Duval champ in Japan

Andre Lotterer and Juichi Wakisaka won the final round, but they couldn't quite take the title.

Lotterer stormed the TOM'S Lexus from fifth on the grid to the lead in 19 laps and when the German pitted, Wakisaka was able to run strongly to the flag.

Frenchman Loic Duval had started the Weider Honda from pole, but struggled with a lack of grip. On softer tyres, Takashi Kogure chased down Wakisaka and there was some contact between the pair before the finish – but he didn't need to take the win, as second was enough to take the title.

The title chances of Bjorn Wirdheim and Daisuke Ito effectively ended when the Swede earned a drive-through penalty for running a red light in the pits.

● Jiro Takahashi

Kogure crosses the line to win the title

ISHIHARA/LAT

**RESULTS**
**1 Juichi Wakisaka/Andre Lotterer (Lexus SC430)**, 53 laps in 1h37m19.525s; 2 Takashi Kogure/Loic Duval (Honda HSV), +0.326s; 3 Toshihiro Kaneishi/Kodai Tsukakoshi (Honda); 4 Hiroaki Ishiura/Kazuya Oshima (Lexus); 5 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R); 6 Takuya Izawa/Naoki Yamamoto (Honda). **Points 1 Kogure/Duval, 67**; 2 Wakisaka/Lotterer, 62; 3 Kaneishi/Tsukakoshi, 53; 4 Daisuke Ito/Bjorn Wirdheim, 51; 5 Matsuda/Quintarelli, 47; 6 Ishiura/Oshima, 45.

## IN BRIEF

**BRAZILIAN V8s**
Allam Khodair (above) won a dramatic race at Santa Cruz do Sol in his Peugeot. Twin brothers Ricardo and Rodrigo Sperafico held the advantage, but were excluded for pitting under the safety car – after their teams were misled by a wrong call from the circuit commentator – and ignoring drive-through penalties.

**ARGENTINIAN TC2000**
Series leader Leonel Pernia won at the rolling Obera track in his Honda. Toyota youngster Bernardo Llaver was leading when his engine cut out, catching out Pernia, who punted the Corolla into the gravel.

**ITALIAN F3**
Brazilian Cesar Ramos beat Stephane Richelmi to victory in the final race at Monza, and therefore to the title, in his BVM Target Dallara. Sergio Campana won the first race, passing Andrea Caldarelli on the last lap.

**NASCAR NATIONWIDE**
Points leader Brad Keselowski jumped Mike Bliss with two laps remaining to win at Gateway.

**NASCAR TRUCKS**
Veteran Ron Hornaday beat Kyle Busch on a green-white-chequer finish to win at Martinsville.

**AUSTRALIAN F3**
Briton Ben Barker pipped Kiwi Mitch Evans to the title at Sandown – because he got the fastest-lap point in the final race by 0.05 seconds! Ex-champ Tim Macrow won both races.

Castrol Rankings
CURRENT STANDINGS

| | | |
|---|---|---|
| 1 | Sebastian Vettel | 23,322 |
| 2 | Mark Webber | 23,105 |
| 3 | Sebastien Loeb | 21,408 |
| 4 | Fernando Alonso | 19,384 |
| 5 | Lewis Hamilton | 18,468 |

Ranking the world's best drivers

**WHAT HAPPENED THIS WEEK**
**Super GT success for Takashi Kogure (408) and Loic Duval (258) elevated the pair 27 and six places, while Benoit Treluyer's (248) blown title hopes were compounded by a 36-spot drop. Denny Hamlin's Martinsville Sprint Cup win did not alter his 11th place.**

To see the full list, visit castroldriverrankings.com

# TAKING THE LOW ROAD

## Everything that matters in the new **Subaru WRX STI** is low – apart from the performance

**THERE'S SOMETHING QUITE** comforting about being in a group, about knowing that others share your views and are making the same choices as you.

Your own choices suddenly become easy. If four people in your street own the same car, there's probably a good reason for that. Becoming the fifth seems like a perfectly reasonable option.

Of course, this reactive kind of lifestyle doesn't suit everyone. For some, car choices should be made on the basis of considered judgement, rather than on the comfortable defaults of uniformity or familiarity.

The Subaru WRX STI is a 300bhp performance car. It is available as a four-door saloon or a five-door hatch.

At this point, it becomes necessary to leave behind commonly-used conventions, because the WRX STI is not a common vehicle. It is a most singular car of uncommonly clear and purposeful design. Every WRX STI component or feature has a very specific rationale for its existence. Many of these design features simply do not occur in other performance cars.

Take the WRX STI's permanent Symmetrical All-Wheel drive. By connecting the engine to the drivetrain in an arrow-straight line, the symmetrical system gives spiderlike tenacity in poor conditions, intense, clawing traction in good conditions, and surefooted, fast response in all conditions.

The turbocharged, intercooled 2.5-litre engine is central to the WRX STI proposition – and not just because of the power it produces. It's a 'boxer' design, which means that each pair of pistons opposes the other in a lightweight aluminium-alloy engine block. This format naturally generates exceptionally smooth and balanced engine firing, plus that special Subaru sound through new quadruple exhausts – and power. Real, usable power.

You sometimes hear people talking about 'flat' power curves – an odd contradiction in terms. WRX STI power isn't flat. It's big, fat and round. The 407Nm of torque comes on line from just about any throttle setting, making it remarkably easy to drive.

The other useful attribute of the boxer layout's horizontal piston movement (as compared to the much more common vertical movement) is that it keeps engine height down to an absolute minimum. That lowers the car's centre of gravity – which, from a handling perspective, is a very good thing indeed. Lowering the 'c of g' demonstrably heightens the driving experience.

This basic concept has already earned the WRX STI a global reputation for superior grip and road holding. The new model's JDM 'spec .C' suspension system builds on that reputation and takes it to a new level of excellence.

JDM stands for Japanese Domestic Market. Japanese-specification vehicles are generally more performance-orientated, with less weight and tighter, more focused handling. The WRX STI's specially-tuned JDM 'spec .C' suspension brings this intense 'Japanese' feel to European roads. It puts the car 5mm closer to the road, further lowering the centre of gravity. The result is reduced body roll, more neutral responses and a higher cornering capability – all without compromising comfort.

Brand new lightweight 18-inch alloy wheels with Pirelli 245/40 R18 tyres reduce unsprung weight, boosting traction and steering control. Naturally, a limited-slip differential is part of the WRX STI specification, but there's also a multi-mode Driver's Control Centre Differential (DCCD) system, allowing the driver to set centre differential locking for the best balance of traction and agility. Completing the WRX STI handling package is Subaru Intelligent Drive (SI-DRIVE), which lets the driver switch between three modes – Sport, Intelligent and Sport Sharp

– to select the ideal combination of handling, engine torque and response characteristics for picking a route through a wintry landscape, powering through a sunlit Alpine pass, or just about everything in between.

Strong active and passive safety is a given, with powerful Brembo® brakes, Super Sports ABS and Electronic Brake Force Distribution teaming up with Subaru's Ring-Shaped Reinforcement Frames and a full array of airbags.

For the thinking driver, and for Subaru, performance is not only about headline-grabbing 0-62 times (5.2 seconds, if you're interested) or high g-force cornering. Subaru believes that ultimate performance comes from driver confidence, which in turn is a function of quality: not just of the mechanical and chassis technologies, but also of the cabin environment.

The WRX STI cabin effortlessly blends improved quality, style, comfort and the marque's sporting heritage with a high degree of functionality. Deeply-bolstered, high-grip Recaro® front sports seats and Alcantara® trim are standard, as are 60/40 split-fold rear seats. Controls on the leather-wrapped steering wheel give instant access to many of the WRX STI's cutting-edge comfort and convenience technologies. There's Bluetooth hands-free calling and audio streaming for wireless listening to music from a Bluetooth® enabled device. You get keyless access, push-button start, anti-trap technology on the driver's electric window, and auxiliary audio and USB inputs. Like everything else on the WRX STI, the cabin is built to work.

In a world of conformity, the uncommon WRX STI stands out. It's not for everybody. But if it is for you, it may well turn out to be everything you've ever wanted.

For more information visit **sti.subaru.co.uk**

Official fuel consumption for the Subaru WRX STI Type UK in mpg (litres per 100km); urban 20.0 (14.1); extra-urban 33.6 (8.4); combined 26.9 (10.5). $CO_2$ emissions 243 g/km.

# CHEVY WEIGHT CHAMP

**Series veteran Jason Plato equalled the all-time BTCC wins record on his way to finally ending a nine-year, second-title drought. JAMIE O'LEARY looks back**

Think about everything you've done since 2001. You've probably been through a couple of jobs, a relationship or two, or even moved to a foreign land in search of a new life.

Well, while you've been busy doing that, Jason Plato has been endeavouring (without success) to add to his first British Touring Car Championship crown. Finally, at Brands Hatch earlier this month, he did just that.

It's a good thing, too. A solitary BTCC crown did not seem at all representative of a career that had mustered, until that final round, 58 victories and a hatful of runners-up spots in the championship.

Seven victories – including a record-equalling 60th on the day he clinched the title – 16 podium finishes and just three non-scores throughout the 30-race season were statistics that told their own story as Plato and the RML-run Chevrolet squad established themselves as the championship's top dogs.

Instilled as the title favourite from the moment his new Cruze set the

pace in pre-season testing at Brands Hatch, Plato looked even better when Colin Turkington opted against defending his 2009 title and Fabrizio Giovanardi departed the fray after taking a double win – and the points lead – at the Thruxton season opener.

A perceived lack of opposition left the way clear for Plato and the RML-run Chevrolet team to steamroller the opposition into submission. But touring car racing has never quite worked like that, especially with the likes of Team Dynamics fielding Honda's first BTCC factory assault since 2003.

"It doesn't matter to me who I have to beat," says Plato. "It never gets any easier, and this year was a prime example of that, just like 2001."

Ah yes, 2001, the first year of the BTCC's post-Super Touring era and the setting for Plato's first touring car crown. Once a few too many technical issues put paid to James Thompson's title aspirations, the fight boiled down to a two-horse race between Plato and his Vauxhall team-mate Yvan Muller.

The fact that the series struggled to get its number of BTC-spec cars into double figures mattered little as the intra-team fight between Muller and Plato became one of the most bitter duels in the series' history.

"That year we fought so bitterly, me and Yvan," says Plato. "There were a lot of horrible things going on, so much that you'd need a book to document everything that happened.

"Because of that, I'm not sure whether this one means more to me. They're two very different feelings. For all the unpleasantness of 2001, there's been a real niceness about this one, but maybe there's less satisfaction. I don't know..."

Part of the reason for that "niceness" is his relationship with Ray Mallock and the whole RML squad. Plato first drove for RML when it fielded SEAT's first BTCC works assault in 2004, and returned to his old employer for an impressive campaign as an independent last year.

After finalising a deal for a one-off appearance just 48 hours before the '09 Brands Hatch season opener, Plato promptly took his Chevrolet Lacetti to a victory. It kicked off an unlikely title assault that would result in him turning a 49-point deficit to eventual champion Colin Turkington with three rounds to go into just five points by the end of the year.

The lessons learned then were crucial to his title-winning run as once again, after spending the first half of the season gathering useful points, the squad repeated its trick of 12 months earlier by throwing everything at the official mid-season test at Snetterton.

The result was a Cruze with less turn-in oversteer and resultant improved tyre life, a crucial forward step in the modern days of success ballast. It was no coincidence at the next championship round – held at the same circuit – that Plato took a double win despite giving away 5mph to the powerful turbocharged Arena Ford Focuses at the start/finish line during qualifying.

Neal (left) and Plato were rarely far apart

GRIFFITHS/LAT

"RML is the best touring car team in the world. I've been banging that drum all year and it's because I believe it completely," he says.

"The work that we did at Snetterton gave us a complete breakthrough and because of that I knew exactly what to expect from the car at every corner of every circuit for the rest of the season. That gives you so much confidence in yourself and your machine and I think subconsciously you push harder as a result without ever going over the mark. The guys here are just fabulous and they've shown it."

That the 2010 BTCC was far more open than in '09 is evidenced by the fact that Plato actually scored fewer points than he managed on his way to second place a year ago.

The chief opposition came from Honda duo Matt Neal and Gordon Shedden, who won 10 races between them, and from the Arena Fords – ▶

EBREY/LAT

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◄ complete with LPG power – of Tom Onslow-Cole and Tom Chilton.

"There's no question that it was a bloody tough year," says the champion. "Matt and I have been fighting each other for years, so I knew he was going to be a factor and TO-C is a cracking little driver, but Gordon was a big surprise. He's driven better than he's ever done before and I'm glad to see it.

"What won it for us was better preparation. I believe I'm the fastest driver and I have the best team, but that doesn't win you every race. The preparation helps you maximise every opportunity to score points.

"Even when I was sat in the tyrewall at Donington [after a multi-car pile-up at the chicane], I had no real doubts. And then when the car got back to the garage, the set-up work that normally takes three hours, was done in about five minutes once the damage was fixed. And the car was magic."

So magic that he turned in his best drive of the season to finish third from the back of the grid with a ballast-free blue bullet, and then did it again later from eighth, this time carrying 27kg.

That drive, like so many others during the season, was an indication of a man on top form and a driver everyone will have to make a special effort to topple next year, should the Plato-Chevrolet combination continue.

The defence of his title is certainly high on his 'to do' list (although neither Chevrolet nor RML have confirmed a 2011 return), as is the fulfilment of a burning desire to compete at Le Mans.

He may be 43, but it seems Jason Plato is nowhere near done yet. But nine more years could be a bit of a stretch... ■

## HONDA VERSUS FORD
## HOW PLATO'S RIVALS WITHERED

**THREE MEN** arrived at the season finale with a chance of denying Jason Plato the title, but realistically his name could already have been etched on the trophy by then.

Honda came closest with Matt Neal and Gordon Shedden finishing second and third in the championship, giving their employer both the teams' and manufacturers/constructors' titles. But it could have been even better.

Neal led the championship virtually from the word go until round six at Snetterton, but it was there where his title effort began to unravel. His Civic was not suited to the power circuits – especially with 45kg of success ballast – and it was not until Knockhill that the car's superb handling was exploited again. By then, Plato had done the damage.

Arena Ford, which brought Tom Onslow-Cole to Brands as a title outsider, was the only other outfit to seriously challenge.

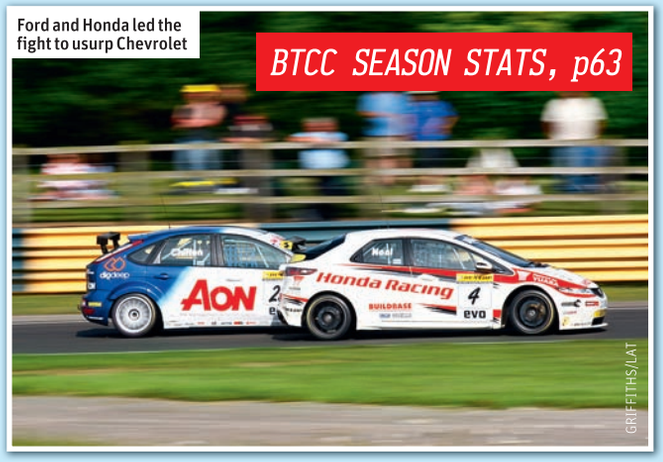
Mike Earle's squad bravely took the plunge of liquefied petroleum gas power and engine partner Mountune got it working brilliantly as Onslow-Cole and Tom Chilton took seven wins and six poles between them.

Controversy was never far away from the team and repeated claims by rivals that LPG gave the Focus an unfair advantage led to its performance twice being reduced by way of a smaller air restrictor and boost limitations. While the Focus was unbeatable on power tracks like Silverstone, it was a handful at twisty venues as the extra weight of the turbocharged engine caused extra front-tyre wear compared with the normally-aspirated cars.

And then there was the team-orders fiasco at Silverstone, when Onslow-Cole gave up a win to Chilton despite being 30 points ahead of him in the championship points table.

Dick Bennetts' WSR outfit was done for as soon as the BMWs were slapped with a spec first gear designed to curb their startline advantage, and was further hit when 2009 champion Colin Turkington opted against defending his title.

Triple 8, minus a manufacturer programme for the first time, took a double win at Thruxton thanks to superstar Fabrizio Giovanardi. But with potential sponsor Uniq doing a runner and Giovanardi's offer to drive for free not extending to a second round, Triple 8 supremo Ian Harrison was forced instead to take on a series of pay drivers of varying quality. The result was a single podium finish courtesy of James Nash at Oulton Park.



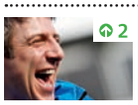
Ford and Honda led the fight to usurp Chevrolet

GRIFFITHS/LAT

BTCC SEASON STATS, p63

## TOP 10 DRIVERS
Which of the tin-toppers caught the judge's eye in 2010?

up down RE re-entry NE new-entry


2

**1. JASON PLATO**
Had the best car from Snetterton onwards, but had a hand on the trophy by then. Seemed calmer behind the wheel than in recent years and deserved his second title.
**Defining moment:** Going from last to P3 at Donington after losing out in dramatic race-one pile-up.

5

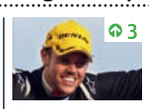
**2. MATT NEAL**
Over the course of the year he took the fight better than anyone else to long-time rival Plato, helped by Honda's winter upgrades. Invisible at Snetterton and Silverstone.
**Defining moment:** Winter return to Team Dynamics brought the old Matt Neal back to the track.

RE

**3. GORDON SHEDDEN**
'Flash' Gordon drove better than ever, eradicating a worrying early tendency to go backwards far too quickly whenever ballast was added to his Civic.
**Defining moment:** Double win at Croft in June that brought him back into the title fight.

RE

**4. TOM ONSLOW-COLE**
Brought LPG power to Arena and reaped the benefits. Rarely matched team-mate Chilton in qually, but usually out-raced him despite usually being heavier.
**Defining moment:** Sabotaging his own title ambitions by gifting Chilton two wins at Silverstone.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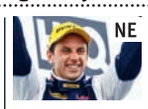
**5. PAUL O'NEILL**
Stepped up a gear and was regularly a thorn in the side of the better-funded teams in his ageing Integra, qualifying in top 10 every time. Deserves a works seat.
**Defining moment:** Unexpected second place at Rockingham spurred him on for the rest of the season.


NE

**6. STEVEN KANE**
Returned after a year on the sidelines but impressed by shading his team-mate Jackson and wound up as BMW's best-placed driver. A big talent.
**Defining moment:** Hanging on for his maiden win at Thruxton, despite killing his tyres early.

RE

**7. ANDREW JORDAN**
Freed from the high-pressure environment of Triple 8, Jordan was himself again and thrived at family team Eurotech. Would have been better than P10 had the TOCA engine been reliable.
**Defining moment:** Bouncing back from all manner of engine woes to win at Croft.

2

**8. TOM CHILTON**
Qualifying king took four poles, but didn't convert many of them into wins. Team orders gifted him double at Silverstone, but he held it together at Brands to take indie crown.
**Defining moment:** Taking Ford's first win for a decade at Brands Hatch.

3

**9. MAT JACKSON**
Found qualifying the BMW hard, but was always more of a force on raceday. Was guilty of over-driving though and made more mistakes on-track than ever before.
**Defining moment:** Perfect tyre choice netted him victory at damp Brands Hatch in May.

5

**10. ROB COLLARD**
WSR move aided race pace, but he failed to maximise qualifying often enough and found himself bruised in too many midfield incidents as a result.
**Defining moment:** Driving almost a whole race at Snetterton holding the door shut with one hand. Heroic!

# SILVERLINE

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## 2010 BTCC CHAMPIONS

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JAMIE O'LEARY
BTCC EDITOR

## "FAB'S PERFORMANCE WAS A 2010 HIGHLIGHT"

**AFTER A** particularly flat pre-season, the fizz was back in the BTCC for the Thruxton championship opener as multiple-title-winning squad Triple 8 Race Engineering, minus its Vauxhall factory deal for the first time, rolled one of its Vectras out of the transporter proudly displaying the name 'Giovanardi' on its rear side windows.

Fabrizio's eye-popping performance at the Hampshire speedbowl, not withstanding the fact that both he and the Vectra had never been short of speed there, was stunning and was, for me, the highlight of the season. I'll wager his presence ensured an extra 3000 fans through the gates, too.

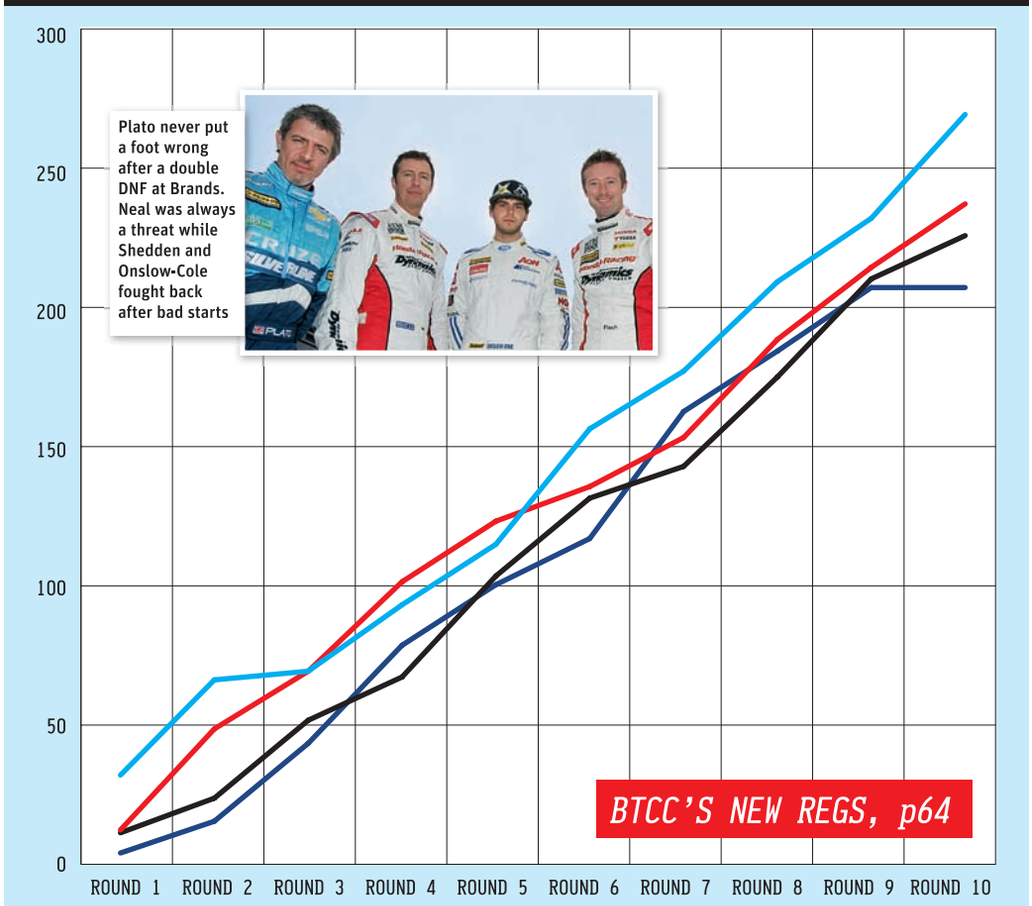
Only two days earlier had he agreed a one-off deal to race there having resigned himself to working for his father-in-law's flooring company for 2010 instead.

Despite a double win – and the points lead – Triple 8's potential title sponsor 'Uniq' had a unique excuse for cutting its ties with the team and heading back to the USA. Something about getting "more exposure than we could cope with". What utter bullshit!

I hope they're happy now, just as I hope Triple 8 attracts the backing it deserves in 2011 after a bit-part season. Most of all, I hope a certain charismatic Italian returns...

ROUTE TO THE TITLE

## HOW THE TOP MEN PROGRESSED




Plato never put a foot wrong after a double DNF at Brands. Neal was always a threat while Shedden and Onslow-Cole fought back after bad starts

BTCC'S NEW REGS, p64

### 2010 DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP

| POS | DRIVER/ NATIONALITY | TEAM | CAR | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | POINTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | JASON PLATO (GB) | CHEVROLET (RML) | CHEVROLET CRUZE | 2/4*/3 | 3/1*#/5 | 8/R/R | 10/1*#/6 | 3/3/16* | 1*#/1*#/5 | 3/4/9 | 6/3/1# | R/3*/3* | 1*#/1#/9 | 260 |
| 2 | MATT NEAL (GB) | HONDA (TEAM DYNAMICS) | HONDA CIVIC | 12/2/R | 1#/9/1*# | 5/R*/2* | 8/2/1# | 4/2#/R | R/9/3 | 8/5/4 | 4/1#/3 | 5/8/1# | 3/2/R | 229 |
| 3 | GORDON SHEDDEN (GB) | HONDA (TEAM DYNAMICS) | HONDA CIVIC | R*#/11/4 | 2/13/R | 2/2#/9 | 2*/R/10* | 1*#/1#/9 | 4/8/1# | 10/7/5 | 1#/2#/9 | 1#/2#/6 | 2/NC/8 | 218 |
| 4 | TOM ONSLOW-COLE (GB) | ARENA MOTORSPORT | FORD FOCUS ST | 13/12/7 | 8/7/7 | 3/1#/10 | 1#/3#/5 | 8/5/2 | 6/3/16* | 2*#/3*#/1*# | 7/7/2# | 8#/1#/9 | R/R/R | 200 |
| 5 | TOM CHILTON (GB) | ARENA MOTORSPORT | FORD FOCUS ST | R/R/8 | 11/6/R | 1*#/EX/6 | 5/6/4 | 18/11/4 | 3/2/4 | 1#/1#/6 | 5/4*/10 | 2*/4/5 | 7/5/3 | 191 |
| 6 | STEVEN KANE (GB) | MOTORBASE PERFORMANCE | BMW 320Si | NC/8/1# | 5/3/3 | 11/7/3 | 6/5/2 | 11/R/3 | 7/4/6 | 9/8/7 | 3/5/R | 6/6/4 | 11/6/2 | 169 |
| 7 | MAT JACKSON (GB) | MOTORBASE PERFORMANCE | BMW 320Si | 3/5/2 | 13/4/R | 10/11/1# | 4/4/7 | 9/R/7 | 2/5/7 | 13/10/3 | 10/6/5 | 3/5/8 | 13/8/4* | 155 |
| 8 | ROB COLLARD (GB) | WSR | BMW 320Si | R/9/R*# | 10*/2/6 | 4/12/4 | 3/15/8 | 2/8/17 | 10/7/2 | 6/2/12 | R/R/6 | 16/7/2 | 5/3*/6 | 144 |
| 9 | PAUL O'NEILL (GB) | TECH-SPEED MOTORSPORT | HONDA INTEGRA-R | 4/3/6 | 6/8/2 | 6/4/R | NS/NS/9 | 5/4*/5 | 11/R/8 | 7/6/2# | 8/10/4* | R/12/R | 6/4/5 | 136 |
| 10 | ANDREW JORDAN (GB) | EUROTECH RACING | VAUXHALL VECTRA | 14/15/14 | 7/5/4 | R/5/5 | R/16/R | 10/7/1# | 9/6/NS | 5/17/R | 9/8/8 | R/9/7# | 9/7/1# | 101 |
| 11 | ALEX MACDOWALL (GB) | CHEVROLET (RML) | CHEVROLET CRUZE | 7/6/9 | 12/12/R | 7/3/R | 7/9/R# | 13/9/10 | NC/R/13 | 4/9/10 | 2*/9/7 | 4/11/R | 4/R/11 | 83 |
| 12 | JAMES NASH (GB) | TRIPLE 8 ENGINEERING | VAUXHALL VECTRA | - | R/10/8 | R/10/7 | 9/7/3 | 6/13/11 | 5/10/R# | 11/11/8 | R/11/11 | 17/10/10 | 8/9/7 | 52 |
| 13 | TOM BOARDMAN (GB) | SPECIAL TUNING UK | SEAT LEON TFSi | 5/16/13 | 4/R/10 | 9/6/8# | R/8/R# | 12/6/6 | 8/R/11 | 12/12/R | | 7/13/R | 10/13/R | 48 |
| | | SPECIAL TUNING UK | SEAT LEON | | | | | | | | R/14/R | | | |
| 14 | FABRIZIO GIOVANARDI (I) | TRIPLE 8 ENGINEERING | VAUXHALL VECTRA | 1#/1#/5 | - | - | - | - | - | - | - | - | - | 38 |
| 15 | DAVID PINKNEY (GB) | PINKNEY MOTORSPORT | VAUXHALL VECTRA | 8/10/10 | 18/16/R | R/8/R | R/10/11 | R/NS/R | R/11/9 | R/R/11 | 11/R/R | 10/18/13 | NS/NS/NS | 12 |
| 16 | PHIL GLEW (GB) | TRIPLE 8 ENGINEERING | VAUXHALL VECTRA | 6/7/R | - | - | - | - | - | | | | | |
| | | SPECIAL TUNING UK | SEAT LEON | | | | | | | 14/13/13 | - | - | - | 9 |
| 17 | DANIEL LLOYD (GB) | TRIPLE 8 ENGINEERING | VAUXHALL VECTRA | - | - | - | - | 7/14/8 | - | - | - | - | - | 7 |
| 18 | ANDY NEATE (GB) | WSR | BMW 320Si | 10/14/11 | R/11/9 | 14/R/13 | 11/17/EX | 17/10/R | 13/13/10 | 15/R/14 | 12/12/13 | 15/15/R | 12/10/12 | 6 |
| 19 | JOHN GEORGE (GB) | TECH-SPEED MOTORSPORT | HONDA INTEGRA-R | 9/17/R | 16/R/15 | NS/NS/NS | 12/R/NS | 15/R/12 | 12/R/12 | 17/14/R | R/13/12 | 12/16/12 | 19/14/14 | 2 |
| 20 | MARTIN JOHNSON (GB) | BOULEVARD TEAM RACING | VAUXHALL ASTRA COUPE | 11/19/R | 9/15/11 | R/R/NS | 15/R/14 | 16/15/R | R/12/NS | 18/16/15 | - | 11/R/NS | 18/NS/15 | 2 |
| 21 | MATT HAMILTON (GB) | TH MOTORSPORT | HONDA CIVIC-R | R/13/12 | 15/14/12 | 12/9/12 | R/12/13 | - | - | - | - | - | - | 2 |
| 22 | JAMES KAYE (GB) | WRC DEVELOPMENTS/BARWELL | HONDA INTEGRA-R | - | - | - | - | - | - | - | - | 9/14/R | 16/R/R | 2 |
| 23 | SAM TORDOFF (GB) | TRIPLE 8 ENGINEERING | VAUXHALL VECTRA | - | - | - | - | - | - | - | - | - | 17/11/10 | 1 |

**NON-POINT SCORERS:** **Ben Collins (GB)**, Motorbase Performance BMW 320si (round 10); **Jeff Smith (GB)**, Triple 8 Engineering Vauxhall Vectra (round 8); **Martin Depper (GB)**, Forster Motorsport BMW 320si (rounds 3-7, 9, 10); **Arthur Forster (GB)**, Forster Motorsport BMW 320si (rounds 2-7, 9, 10); **Lea Wood (GB)**, Wood Racing Honda Integra-R (rounds 3-7, 9, 10); **Shaun Hollamby (GB)**, AmD Milltek Racing Volkswagen Golf (rounds 1-10). **MANUFACTURERS/CONSTRUCTORS:** **1 Honda/Dynamics**, 546; **2 Arena/Ford**, 522; **3 Chevrolet/RML**, 466. **TEAMS:** **1 Honda**, 424; **2 Arena**, 366; **3 Chevrolet**, 322; **4 Motorbase**, 321; **5 WSR**, 146; **6 Tech-Speed**, 135; **7 Triple 8**, 104; **8 Eurotech**, 98; **9 Special Tuning**, 46; **10 Pinkney**, 12; **11 Boulevard**, 2; **12 WRC/Barwell**, 2; **13 TH**, 2. **INDEPENDENT TEAMS:** **1 Arena**, 342; **2 Motorbase**, 311; **3 WSR**, 250; **4 Tech-Speed**, 249; **5 Triple 8**, 189; **6 Eurotech**, 181; **7 Special Tuning UK**, 134; **8 Pinkney**, 69; **9 Wood**, 52; **10 Forster**, 48; **11 Boulevard**, 46; **12 TH**, 35; **13 AmD Milltek**, 29; **14 WRC/Barwell**, 13.

**KEY TO RACES:** **1 Thruxton,** April 4; **2 Rockingham,** April 25; **3 Brands Hatch GP,** May 2; **4 Oulton Park,** June 6; **5 Croft,** June 20; **6 Snetterton,** August 8; **7 Silverstone,** August 22; **8 Knockhill,** September 5; **9 Donington Park,** September 19; **10 Brands Hatch Indy,** October 10. **POINTS SYSTEM:** 15-12-10-8-6-5-4-3-2-1. Plus 1 for leading a lap (shown as #), 1 for fastest lap (denoted by *) and 1 for pole in qualifying (shown in red).

**INDEPENDENTS:** **1 Chilton**, 249; **2 Kane**, 247; **3 Onslow-Cole**, 241; **4 Jackson**, 221; **5 O'Neill**, 208; **6 Collard**, 201; **7 Jordan**, 149; **8 Nash**, 112; **9 Boardman**, 97; **10 Pinkney**, 46; **11 Neate**, 45; **12 Giovanardi**, 40; **13 George**, 21; **14 Glew**, 19; **15 Hamilton**, 17; **16 Wood**, 15; **17 Johnson**, 14; **18 Lloyd**, 12; **19 Kaye**, 6; **20 Depper**, 6; **21 Tordoff,** 5; **22 Hollamby**, 3; **23 Collins**, 2; **24 Smith**, 2; **25 Forster,** 2.
**KEY:** R=Retired; NS=Non-Starter; NC=Not Classified; EX=Excluded.

BTCC 2011

# GENERATION NEXT

## New rules come into force in the BTCC next season. JAMIE O'LEARY outlines how it's all going to work

Fans of the BTCC were given an exclusive glimpse of the future at the Brands Hatch finale when the first car built entirely to 2011's Next Generation Touring Car technical regulations broke cover.

The Toyota Avensis-based machine, built by GPR Motorsport, was driven in free practice by two-time BTCC champion James Thompson and wowed the crowd with its meaty appearance.

Series chief Alan Gow's new technical rules set, with the emphasis on reducing costs for competitors, is nearly ready for teams to begin experimenting with, almost 18 months after the regulations were first released. The appearance of the Avensis was proof of that, at least.

"Our test programme isn't about proving how fast the car is," Gow says. "It's about using this chassis to make sure that the 'spec' components are where they need to be in terms of development in order for us to make them available to the teams. It's up to them to make the cars go quickly."

Exactly when teams will have those parts, such as the Xtrac gearbox, Cosworth electronics and AP brakes made available is unknown. But time is ticking and if the items are still unavailable by Christmas, then a number of outfits may be forced to stick with their S2000 cars - which will be allowed to compete in the BTCC until the end of 2012.

"We're behind schedule, but it's not a worry," assures Gow. "GPR went from a sheet of paper to a working car in 12 weeks. That's astonishing. Teams will be able to build their cars in plenty of time before the new season."

Speaking of the teams, a number of bosses have questioned the wisdom of introducing a new rules set during the middle of a harsh economic period, and the banning of BTC-spec cars that accounted for 20 per cent of the grid at Brands, to make way for NGTC.

Some argue it would make more sense to stick with what they already have. Not according to Gow: "NGTC will save teams money over the next couple of years in terms of maintenance costs. And as for teams running BTC cars, why should we continue to allow cars to race that could be 10 years old in 2011? There are plenty of other teams that want in."

Thompson, TOCA's development driver, is pleased with progress, but knows more must be done.

"At Brands Hatch the car was 80kg overweight," he says. "It still had, for example, doors and windows in full road spec. Once the unnecessary weight goes, we can adjust the weight distribution and make progress in other areas.

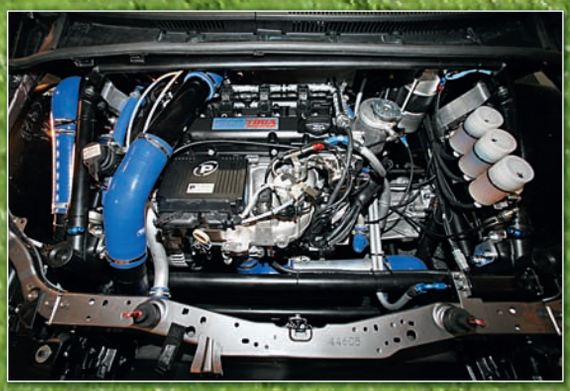
"The good thing is the gap in the programme between Brands and the next test [scheduled for Spain in November]. We didn't have the time between Pembrey [its shakedown] and Brands to change anything. We have that now, so the car that goes to Spain will be very different to what I've driven so far. That's the whole point of a development process."

The momentum seems to be building. This year, three teams – Eurotech Racing, Pinkney Motorsport and (for two rounds) Special Tuning UK – used the TOCA engine, the first NGTC-spec component to be introduced into the BTCC on a customer basis.

Earlier this month Honda committed to using NGTC engines for 2011 (albeit in their existing S2000 Civic chassis), while new entrant Speedworks has announced a programme with a full-NGTC car – the Avensis, in fact.

NGTC is the future, like it or lump it. In a year or two, when there's a whole grid of new-spec cars, most folk won't remember what all the fuss was about.

Thompson drove new NGTC Avensis at Brands



**ENGINE**
Two-litre turbocharged petrol units producing 300bhp, limited to 7000rpm and with 0.8bar boost. Teams can use the Swindon-built TOCA engine (above) or develop their own based on a unit from its manufacturer's family.

ALL PICS: EBREY/LAT

## CHASSIS/BODYSHELL

Standard design criteria with bolt-on front and rear subframes. Two-, three-, four- and five-door versions allowed, but silhouette must match four- or five-door dimensions. 4400mm min length x 1875mm width.

## SUSPENSION

Multi-adjustable double wishbone with coil over damper or lower wishbone and strut. Must either be part of a full subframe that includes engine, suspension and brakes or bolted to a free subframe with parameters to include the above.

SEASON REVIEW
FR3.5

# RUSSIAN RESOLUTION

Aleshin heads for podium in Monaco

## Mikhail Aleshin is a champion – at last (and a nifty bass player). By PETER MILLS

When Russian Prime Minister Vladimir Putin and Bernie Ecclestone met a fortnight ago, inking the name of the largest country in the world on the 2014 Formula 1 calendar, an aeon of speculation surrounding Russian Grand Prix bids was brought to a close.

The news was also welcome for the country's latest F1 prospect – indeed, 2010 Formula Renault 3.5 champion Mikhail Aleshin has spent nearly as long trying to crack the series as Ecclestone has in negotiations with Russian promoters. The Muscovite's fourth assault on the title was an assured campaign, and coincides with surging interest in the sport among his compatriots, assisted in no small way by friend Vitaly Petrov's maiden season in the top tier with Renault.

For some period, 23-year-old Aleshin appeared the more likely candidate to emerge as the country's F1 trailblazer. Five years under the enviable patronage of the Red Bull Junior Team appeared to offer a path to the top, but the relationship was severed after a run to third in last year's Formula 2 season.

Winter had also brought a restructuring at Carlin Motorsport, Aleshin's home during three previous World Series campaigns. A change of ownership would settle and ultimately rejuvenate the rebranded team but, on the announcement of Aleshin's signing to Carlin prior to the 2010 season, the pairing appeared only as one of a handful of strong contenders.

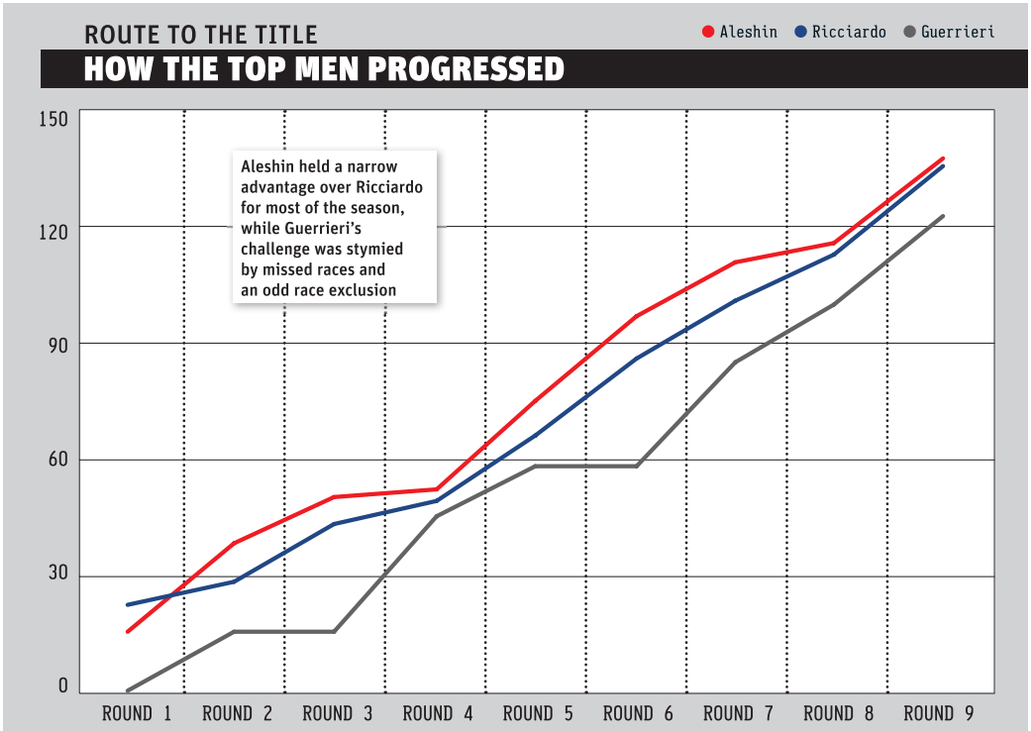
Barcelona battle with Ricciardo (8)

Fierce opposition was provided in the guise of Red Bull's potent protege Daniel Ricciardo, and the ever-classy Esteban Guerrieri. At the end of a classic season, Aleshin and Tech 1 Racing's Ricciardo entered a wet final race at Barcelona level on points. Having led the drivers' standings since the second round at Spa in May, Aleshin finally secured the title with an opportunist overtaking manoeuvre on his rival three laps from home.

"It was a great fight," reflects Aleshin, "and my first championship. I did Russian Formula 3 [aged 15] and was fourth, and in Russian Formula Renault 1.6 I was leading at the last race when the car broke."

What does Aleshin regard as the catalyst of his marked upswing? The circumspect Moscow university student and bass guitarist gives indeterminable consideration to the question before offering: "I'm not sure. Everything I do, I learn something – so everything has helped."

It's a statement team founder Trevor Carlin can't resist making gentle fun of: "I think that's the most profound thing



Dreaming of joining Petrov in Formula 1

I've ever heard a racing driver say!" Having enjoyed a lengthy working partnership, Carlin is well-placed to volunteer his own views: "Mikhail was always quick, but maybe he didn't have the other attributes a racing driver needs. This year he has matured enormously. You have to remember that he didn't do F3, so he has been learning everything in Renault 3.5."

That included a spell, in the first half of 2007, as team-mate to Sebastian Vettel. "He liked having a target there, and when Vettel went [to Toro Rosso] that target was missing," explains Carlin. "He doesn't need one now – he is the target for the other drivers."

Perhaps Aleshin's greatest strength in 2010 has been producing a virtually error-free sequence of drives. Tasked with overhauling a four-second deficit to Ricciardo in the final, any suggestions that he may have been under strain are quickly dismissed: "No, it was just that I understood that I needed to do it now in this race, or not at all. But at the same time I wanted to do it fairly. I didn't want anyone to say, 'Ah, [he won because] he pushed someone off.'"

There was tension in the finale, with Carlin's and Tech 1's second drivers in the mix: Carlin rookie Jake Rosenzweig ran a later pitstop strategy to briefly head Tech 1's Jean-Eric Vergne, and the two title contenders. Carlin confirms he had anxieties: "It had team-orders catastrophe written all over it. I was a bit worried [Tech 1] were going to drop Jean-Eric behind Daniel. There then would have been no way that Mikhail could have overtaken them both. But they were very, very correct."

Aleshin celebrated by heading to a downtown Barcelona club with his bass. Having already sampled F1 in a couple of demo outings, a full taste of a current car awaits in Abu Dhabi in November. Where next? Aleshin is tight-lipped but, with Carlin preparing to step into GP2, an obvious berth awaits.

"Well, Mikhail is a natural choice for the GP2 team," admits Carlin. "I'd love to have him. What I want won't necessarily happen, but I really couldn't think of anyone better."

ALESHIN'S RIVALS p68

## TOP 10 DRIVERS
The leading scorers in this year's championship

**1. MIKHAIL ALESHIN**
Never went off the boil after win in opening race. Consistent campaign, but critics will point to an inferior pole record (to Ricciardo) and win ratio (to Guerrieri). **Defining Moment:** Rising to the occasion in Barcelona finale, having looked to be on the back foot after qualifying.

**2. DANIEL RICCIARDO**
Earned plaudits with his performances on track and approach off it. Series-record eight poles, and several dominant race performances in Saturday low-aero trim. **Defining Moment:** Breakthrough win in Monaco under scrutiny of his Red Bull paymasters.

**3. ESTEBAN GUERRIERI**
Race-to-win percentage only bettered by series' inaugural champ, Robert Kubica. Would make a worthy addition to any GP2 team. **Defining Moment:** Recovered from despondency after being stripped of Silverstone victory to take fighting win in race two.

**4. STEN PENTUS**
Cheery Estonian occasionally excelled himself. Impressive pre-season testing pace prior to a win at round one, but tailed off slightly in second half. **Defining Moment:** Mid-season victory at the Hungaroring, from pole, underlined that April Aragon win was no fluke.

**5. ALBERT COSTA**
Preparations disrupted by injury in pre-season testing accident. Recovered to take runner-up spots at Brno and Silverstone, but a little shy of ultimate pace. **Defining Moment:** Resilient drive to first podium at Monaco, with a hand not fully healed.

**6. STEFANO COLETTI**
Talented but perhaps failed to realise potential. One or two practice accidents set back weekends. Like Comtec team-mate Greg Mansell, raised complaints over low-aero set-up. Raced GP3 in summer break. **Defining Moment:** Spinning out of second place at Turn 1 at Brno.

**7. NATHANAEL BERTHON**
Impressive FR2.0 graduate fought for wins at Brno and Magny-Cours, but fared less well in low-aero configuration. Champion team Draco changed tubs in attempt to stave off second-half dip. **Defining Moment:** Held off Ricciardo for breakthrough win at home track Magny.

**8. JEAN-ERIC VERGNE**
Extremely competitive in pre-season testing with SG Formula. After superlative F3 campaign, had three strong FR3.5 outings with Tech 1. **Defining Moment:** Second at Barcelona on first experience of the car in the wet – and having missed all of practice.

**9. DANIEL ZAMPIERI**
Two podiums in wet, but unable to repeat those performances consistently in the dry. Stripped from a second at Hockenheim for being fractionally underweight. **Defining Moment:** Second place after a drive-through penalty at Spa was his highlight.

**10. BRENDON HARTLEY**
Disappointing year for the Kiwi. Slightly overshadowed by Ricciardo, and was ousted from the Red Bull Junior Team while in strong series position. Missed two rounds as a result. **Defining Moment:** Breaking down when challenging for victory at Spa.

ALL PICS: RENAULT-SPORT

SEASON REVIEW
FR3.5

# GUERRIERI'S TALE OF THE TAPE

## It's handy to stick stuff down, but it can cost you major championships. By PETER MILLS

Silverstone's meeting in September would influence the destiny of the championship through two extraordinary incidents. Mikhail Aleshin's key rivals, Daniel Ricciardo and Esteban Guerrieri, may well weep on reflection of events at the Northamptonshire venue.

ISR racer Guerrieri can lay a strong claim to losing the Formula Renault 3.5 title owing to a banned substance – adhesive tape. The Argentinian's sorry tale began when a last-ditch pole effort resulted in him spearing into the tyre wall. The Prague team was faced with less than three hours to race-prep the car, which had received heavy damage to the front-left corner. A stoic effort would allow Guerieri to take up his front-row grid slot. But in the haste of repairs, a technical infringement was incurred through the use of tape to secure a small piece of bodywork.

Having driven his heart out to victory, Guerrieri's celebrations were brought to a painful halt when word filtered through that Ricciardo's Tech 1 team had filed a protest. The ensuing disqualification resulted in Esteban scratching 15 points off his scorecard. How costly would the oversight prove? In the end-of-year tally, Guerrieri missed out by... 15 points.

There is a back-story to the incident. Team principal Igor Salaquarda insists he would have spotted the mechanic's error had he been at the track. But in highly-surprising circumstances, the usually-jaunty team boss had been barred from the circuit following a contretemps with Pons Racing's Daniel Zampieri in the ISR pit garage.

Of course, there is rarely one moment that costs a driver a championship, but several. Guerrieri can take his pick of some choice debacles. Relying on ISR to subsidise his seat, the biggest setback of all came when cracks were discovered in ISR's tubs post-practice in Hungary, forcing the entire team to withdraw.

Salaquarda's toothy smile was back in evidence very quickly after the premature departure from the Hungaroring. But he allowed himself a parting shot following the tumultuous Silverstone weekend, in which Guerrieri fought back to win race two.

A juicy extract from the team's post-race press release reads:

"[Guerrieri] lost a victory gained on-track, due to the correct appliance of the rules, but it is tough to accept for a man who is looking at the possible loss of all his sacrifice and commitment. In any case, Guerrieri is the moral winner of the championship, taking into account he missed the single race in Monaco, the double race in Budapest and race one in Silverstone, which he won. Last but not least, I would like to congratulate Tech 1, that presented a protest against us to the scrutineers, obtaining Guerrieri's exclusion from the race: it was in their rights to do so, being in the title fight with us. We in ISR Racing would have never presented that protest, being used to win, or not, sportingly on the track."

And what of pre-season favourite Ricciardo? The Australian won over just about everyone in the paddock with his speed on track and refreshing personality. He was an innocent party at Silverstone when, just yards after the start, polesitter Jon Lancaster made the biggest clanger of his career and sent Ricciardo into a barrel roll.

If there is justice, all three of this year's leading runners will progress into competitive seats in 2011, but right now there is little word. "I am in a lot of talks. Some are looking good, but there's no money on the table just now," says Guerrieri. With a Red Bull F1 reserve deal, what are Ricciardo's plans? "Well, my father runs an earth-moving business, so maybe I'll start there..."

Ricciardo launched by Lancaster

Guerrieri fought back to win race two

**PETER MILLS**
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**ALBERT COSTA** makes friends easily, but it was still curious to see the diminutive Epsilon Euskadi man joshing around and exchanging shirts with world number-three tennis player Novak Djokovic in Monaco. The makeshift FR3.5 paddock was set up outside the Principality's sporting club, and the cosy arrangement facilitated the odd impromptu tennis match among drivers between sessions. In a less-productive side effect, the members of the media centre had much difficulty concentrating on the timing monitors due to the presence of Slovakian star Daniela Maria Hantuchova warming up. When track action at the series' most-prestigious round got under way, a suitably spurred-on Costa delivered his maiden podium. But it was never clear whether the reigning Renault Eurocup champion kept his promise of wearing Djokovic's shirt under his overalls.

Costa made a racquet in Monaco

PAOLO PELLEGRINI

Guerrieri is a class act, and deserves a break

LOOKING AHEAD

## WHAT'S NEW FOR 2011?

**THE 2011** season will feature relatively minor changes, ahead of Renault Sport Technologies' introduction of a new Renault 3.5 car for 2012.

The series will abandon its present scoring system and move in line with the FIA's results for world championships; meaning a win will now count for 25 points instead of 15.

On the calendar front, the French round will move to new territory at Le Castellet. The organisers' thinking is to take the 'show' to the south of France and service cities such as Marseille, following successful visits to the middle and north of the country with rounds at Magny-Cours and Le Mans.

Former Italian Formula 3 champions BVM Target will enter the series as a 13th team. Run with backing from the Italian sporting body, the CSAI, the team hopes to promote Italian talent and, ultimately, to address the shortage of Italian Formula 1 drivers.

Continuing FR3.5's bridge-building with other championships, last week's final collective test of the season featured a session allocated for invited 'prize' drivers, mainly from FR2.0 and F3 championships.

The future class of Renault 3.5?

"As part of their contract, the teams were always required to have one car available to test the FR2.0 champions," explains RPM's Oscar Urdeitx. "Last year, we invited the top three F3 Euro Series drivers, and this year we extended it to other F3 championships. So the teams now make two cars available, we provide the circuit, the facilities to test and a set of tyres. It's a good way of building relationships and also a marketing exercise. Some people here, like the Finnish Formula Renault champion, aren't really our natural customers; F3 to FR3.5 is a more natural step."

### 2010 FORMULA RENAULT 3.5 SERIES

| POS | DRIVER/ NATIONALITY | TEAM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | POINTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | MIKHAIL ALESHIN (RUS) | CARLIN | 1/11 | 1/4 | 2 | R/9 | 1/4 | 2/3 | 5/4 | 6/11 | 2/3 | 138 |
| 2 | DANIEL RICCIARDO (AUS) | TECH 1 RACING | 3/2 | 13/5 | 1 | 12/5 | 6/2 | 1/6 | 1/11 | R/2 | 1/4 | 136 |
| 3 | ESTEBAN GUERRIERI (RA) | ISR | R/R | NS/1 | - | 1/1 | 2/10 | -/- | 2/1 | EX/1 | 4/1 | 123 |
| 4 | STEN PENTUS (EST) | FORTEC MOTORSPORT | R/1 | 2/13 | 6 | 6/R | 7/8 | 3/1 | R/6 | 15/7 | 13/R | 78 |
| 5 | ALBERT COSTA (E) | EPSILON EUSKADI | R/4 | 4/19 | 3 | 18/10 | 8/5 | 6/2 | 8/17 | 2/8 | 5/10 | 78 |
| 6 | STEFANO COLETTI (MC) | COMTEC RACING | R/13 | 3/3 | 5 | 9/12 | 3/7 | R/10 | 7/2 | 3/12 | 10/5 | 76 |
| 7 | NATHANAEL BERTHON (F) | INTERNATIONAL DRACO RACING | R/3 | R/10 | R | 8/2 | 9/1 | R/13 | 9/3 | R/R | 6/12 | 60 |
| 8 | JEAN-ERIC VERGNE (F) | TECH 1 RACING | -/- | -/- | - | -/- | -/- | -/- | 11/5 | 1/3 | 3/2 | 53 |
| 9 | DANIEL ZAMPIERI (I) | PONS RACING | 2/R | 12/2 | R | R/15 | 5/11 | 13/4 | 4/EX | NS/6 | R/EX | 51 |
| 10 | BRENDON HARTLEY (GB) | TECH 1 RACING (1-6) P1 (8) | 6/6 | R/6 | 4 | 2/6 | R/R | 4/9 | -/- | R/15 | -/- | 50 |
| 11 | FILIP SALAQUARDA (CZ) | ISR | R/R | NS/15 | 8 | 15/3 | 15/3 | -/- | R/7 | 5/4 | 8/19 | 44 |
| 12 | NELSON PANCIATICI (F) | JUNIOR LOTUS RACING | 5/9 | R/R | 9 | 13/8 | 4/9 | 5/12 | R/12 | 4/9 | 16/6 | 44 |
| 13 | JON LANCASTER (GB) | FORTEC MOTORSPORT | 4/R | 9/7 | 7 | 10/7 | 10/R | R/22 | 3/8 | 13/17 | 14/9 | 39 |
| 14 | ANTON NEBYLITSKIY (RUS) | KMP RACING | R/R | 10/R | 17 | 3/R | 11/R | 10/7 | 10/R | 7/5 | R/7 | 31 |
| 15 | GREG MANSELL (GB) | COMTEC RACING | 8/R | 5/14 | 15 | 11/14 | 18/12 | R/5 | 6/R | 10/R | 9/16 | 23 |
| 16 | WALTER GRUBMULLER (A) | P1 MOTORSPORT | 10/8 | 7/18 | 11 | 14/4 | R/16 | 11/11 | R/R | R/14 | 15/13 | 16 |
| 17 | FEDERICO LEO (I) | PONS RACING | R/5 | 6/17 | R | R/18 | R/R | R/17 | 16/10 | 11/18 | 7/15 | 16 |
| 18 | JAN CHAROUZ (CZ) | P1 MOTORSPORT | R/EX | 8/9 | 14 | 7/11 | 20/17 | 7/21 | R/15 | -/- | R/8 | 16 |
| 19 | JAKE ROSENZWEIG (USA) | CARLIN | 7/12 | 14/8 | 13 | 16/16 | 13/13 | 8/8 | R/NS | 14/20 | 12/11 | 13 |
| 20 | JULIAN LEAL (CO) | INTERNATIONAL DRACO RACING | R/R | 11/12 | 16 | 4/13 | R/19 | R/16 | 13/9 | R/10 | R/R | 11 |
| 21 | DANIIL MOVE (RUS) | JUNIOR LOTUS RACING | 9/7 | 16/20 | 10 | R/R | 12/R | R/14 | 17/16 | 9/19 | -/- | 9 |
| 22 | KEISUKE KUNIMOTO (J) | EPSILON EUSKADI | R/14 | 15/16 | 18 | 5/R | 16/18 | 9/15 | 12/13 | 12/13 | 11/18 | 8 |
| 23 | BRUNO MENDEZ (E) | FHV INTERWETTEN.COM | R/15 | NS/11 | R | R/19 | 14/6 | 14/19 | 14/14 | R/16 | -/- | 5 |
| 24 | VICTOR GARCIA (E) | KMP RACING | R/10 | R/R | 12 | R/20 | 19/15 | 12/18 | R/18 | 8/21 | R/R | 4 |

**NON-POINT SCORERS: Sergio Canamasas (E),** FHV Interwetten.com (all rounds); **Dean Stoneman (GB)**, Junior Lotus Racing (round 9); **Salvador Duran (MEX)**, FHV Interwetten.com (round 9); **Alexander Rossi (USA),** ISR (round 3). **CAR:** All drivers in Dallara-Renault.

**KEY TO RACES: 1 Motorland Aragon**, April 17-18; **2 Spa-Francorchamps,** May 1-2; **3 Monte Carlo,** May 16; **4 Brno**, June 5-6; **5 Magny-Cours**, June 19-20; **6 Hungaroring,** July 3-4; **7 Hockenheim**, September 4-5; **8 Silverstone**, September 18-19; 9 Barcelona, October 9-10. **POINTS SYSTEM :** 15-12-10-8-6-5-4-3-2-1 .

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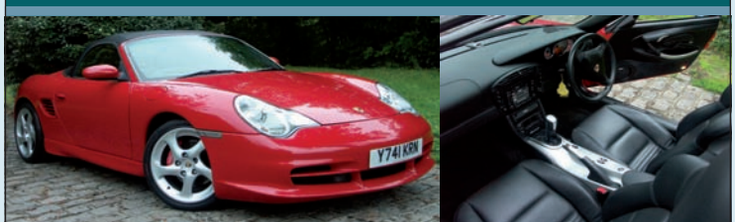

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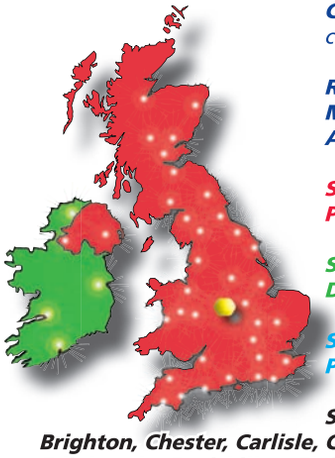

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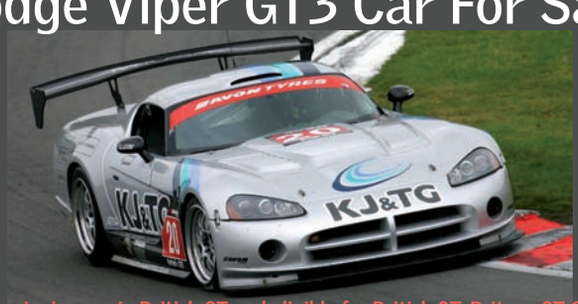

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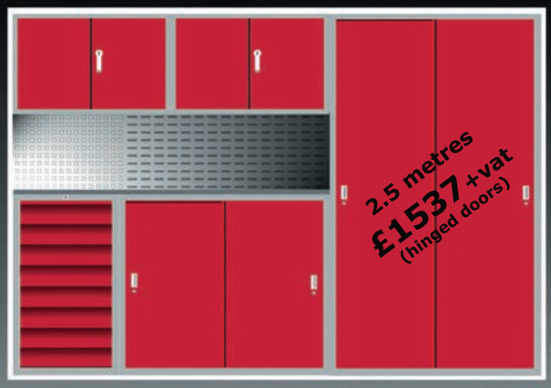

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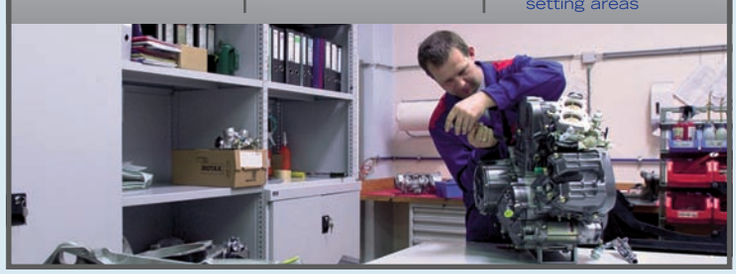



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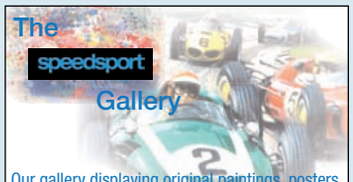


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V8 Ute racing set to fly into Britain next season, p86

GETTY

Malvern will race the car Serralles drove at Festival

STALEY/LAT

# Malvern and Vergers join bumper Walter Hayes entry

## Category aces past and present line up for 10th running of FF1600 extravaganza

**BRITISH FORMULA** Ford runner-up Scott Malvern is the latest star name to enter the Walter Hayes Trophy (WHT) event at Silverstone next month.

Malvern, who drove a Cliff Dempsey Racing Ray in British Formula Ford this season, started his car racing career in the Kent-engined FF1600 category in 2009, but budget issues prevented him from contesting the WHT.

Now Malvern has confirmed he will drive a Ray, run by CDR, in the November 6-7 extravaganza. He joins Team USA Scholarship winners Felix Serralles and Spencer Pigot, and two-time WHT winner Peter Dempsey, in the CDR team, which has not lost the event since 2005.

"I'm not going to be able to do any testing, but the WHT is a fun event and a pleasant way to sign off the season," said the McLaren AUTOSPORT BRDC Award finalist, who will renew his rivalry with former Scottish Formula Ford champion Rory Butcher, with whom he fought for the 2009 National FF1600 title.

"I've had a brilliant year so I'm not under any pressure – I haven't really had a no-pressure race this year. The team has got the two USA guys to go for the win, but we'll be up there with them," he said.

FF1600 and sportscar ace Michael Vergers, who finished third on his last visit to the event in 2008, will also return. He is scheduled to drive a Medina Motorsport Van Diemen RF99.

"Last time I did it with an older car [a Van Diemen RF92], I finished third and was a bit unlucky," said the former Le Mans Series LMP2 champion. "Hopefully with a newer car I'll be at the front."

Making his Kent FF1600 debut at Silverstone will be British Formula Ford racer James Tucker. He will race the National College for Motorsport's Van Diemen RF92, the same car driven at the WHT by current BTCC driver James Nash (second in 2007 and seventh in '08) and by GP3 ace Josef Newgarden (sixth in '09).

"I don't want to finish any lower than Josef came last year," said the 21-year-old, who raced a works Van Diemen and JTR Mygale in British Formula Ford this season. "I want to be up at the front."

Tucker's first drive in a Kent-engined car, and on crossply tyres, will come on the Thursday test prior to the WHT.

Also among the entrants, which organiser James Beckett expects to exceed 100 drivers, are 2008 British Formula Ford champion Wayne Boyd, Castle Combe FF1600 aces Ben Norton, Felix and Josh Fisher, historic drivers Will Schryver and Gary Pearson, and GT racer Michael Mallock. Jordan Skinner, Matt Rivett and Ivor McCullough are also entered, while 2010 Castle Combe FF1600 champion Marcus Allen and his predecessor Tim Reynolds will race Kevin Mills Racing-run Spectrums.

Tucker will join WHT with NCM Van Diemen

EBREY/LAT

AUTOSPORT SAYS...

**KEVIN TURNER NATIONAL EDITOR**

kevin.turner@haymarket.com

**MANY BANG** on about trying to encourage young people to get involved in motorsport, but James Beckett has always been more of a doer than a talker.

Few would even think to approach their local primary school and give such young pupils the chance to get involved with a racing team. Yet that is exactly what the Walter Hayes Trophy and FF1600 guru did, culminating in a launch ceremony at East Claydon School with drivers Joey Foster and James Wood last Wednesday (see page 88).

To see the children's enthusiasm at having a Van Diemen RF78 and a Mondiale M88S in their playground was a good reminder of why many of us got involved in the sport in the first place. And many of them – and their parents – were talking keenly of making it to Silverstone to support "their cars" at the Walter Hayes.

Of course, you still need to follow that initial hook with a decent event. And that's something else James Beckett is good at. The Walter Hayes quickly became one of the major meetings on the club racing scene and this year's addition – which is set to attract over 100 entries – will surely continue that tradition.

With people like Boyd, Dempsey, Malvern and Vergers stepping back to take on many of the category's stalwarts, 2010 is already looking like a classic. And picking a winner from the list seems harder than ever.

**Extra contact details**
**Ben Anderson**, editorial assistant
ben.anderson@haymarket.com

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Britcar V8 Utes

# V8 Utes to hit Britain for 2011

## Britcar boss James Tucker plots single-make 450bhp V8 pickup category for next season

**BRITCAR WILL** launch a new one-make championship for V8 Ute pickup trucks next season.

The single-marque series will cater for 448bhp, 6.2-litre Vauxhall VXR Maloo pickups, fitted with 18-inch Dunlop slick tyres. The cars will be rented out to teams and competitors by Britcar and strictly controlled in terms of tuning and upgrade parts to minimise costs.

Race weekends will consist of a 40-minute warm-up period, a 40-minute qualifying session, and three 40-minute races with a mandatory pitstop to allow for driver changes. The cost of rental (£32,000 for the season) includes all entry fees for the six planned rounds on next year's Britcar calendar.

Britcar boss James Tucker has studied internet viewing figures for various international motorsport categories and decided that Aussie V8s and Utes are "the second-biggest championships in the world as followed by everybody".

Tucker hopes the new series, featuring "raw and very noisy cars with no ABS and no traction control" will fill a gap in UK motorsport left by the loss of Thundersaloons and the TVR Tuscan Challenge.

"The concept is to bring people through the gate for a Britcar weekend and bring back some of the touchy-feely stuff," said Tucker, who has consulted with Tom Walkinshaw and Holden about exporting Ute racing to the UK. "The public will be able to say 'hi' to the drivers and not be locked behind a fence – it's like touring cars but with more gumption."

Tucker would "love to see 30 cars on a grid" but accepts that he would be "happy if we got over 15 to start with".

Tucker hopes Ute racing will take off in the UK

Formula Renault UK

# Sainz to Renault winter series

**CARLOS SAINZ JR** will attempt to follow Tom Blomqvist and become the second son of a former World Rally champion to win a Formula Renault race in the UK when he contests the category's 2010 Winter Cup.

Sainz, 16, has joined Koiranen Bros Motorsport, which carried Kevin Korjus to the 2010 Eurocup title, for the six-race mini-series, which takes place at Snetterton and Pembrey.

The Spaniard will be partnered by Russian Daniil Kvyat, a fellow Formula BMW graduate, Estonian Antti Rammo and Swede John Bryant-Meisner, who both raced in Swedish Formula Renault this season.

Brits Ollie Millroy and Robert Foster-Jones, both of whom won FRenault UK races this season, have confirmed Winter Cup deals with Manor Competition and CRS Racing.

Sainz Jr impressed in Formula BMW Europe

GT Trophy

# Chad enters Snetterton GT Trophy

**BRITISH GT** squad Chad Racing will contest the second GT Trophy event at Snetterton this weekend.

GT Trophy, which aims to provide longer races for GT Cup competitors, kicked-off at Brands Hatch in May. Organiser Marc Haynes anticipates around 18 cars for the two, one-hour contests this weekend, including a two-car Chad entry.

Haynes has now confirmed that the concept will be expanded in 2011. "The Snetterton event clashes with the Britcar night race [at Donington], which wasn't intentional," he said. "Given the clash, our entry is superb and it gives me confidence to book six venues for next year."

Chad boss Piers Masarati, who will run two Ferrari 430 Scuderias for Paul Warren/Ryan Lewis and Andrew Tate/Miles Hulford, believes the GT Trophy can succeed without hurting British GT, which runs to a similar format. "The level of British GT is higher and you don't have to run a homologated car in GT Trophy, so I think they can co-exist," he said.

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Formula Renault UK

## Wells and Rowland to get winter drives after winning RSF shootout

**MULTIPLE KARTING** champion Oliver Rowland and Formula Ford racer Dan Wells will race in the forthcoming Formula Renault Winter Cup after earning Racing Steps Foundation backing last week.

British driver development scheme RSF, which funds the careers of Formula BMW Europe runner-up Jack Harvey and British F3 bridesmaid James Calado, conducted an evaluation last week that culminated in a driver shootout at Rockingham on Friday.

Rowland (18), Wells (19), newly-crowned Ginetta Junior champion Tom Ingram (17), and Formula Renault BARC frontrunner Josh Webster (16) all tested 2010 Barazi-Epsilon Formula Renault UK machinery run by Fortec. They were assessed by a panel that included 1964 F1 World Champion John Surtees, Fortec boss Richard Dutton and Zip Kart founder Martin Hines.

RSF coordinator Derek Walters, who has yet to confirm which team the duo will run with, said: "The plan is for Wells and Rowland to enter the winter series, but that's as far as we've committed.

"We'll observe how they race and then decide whether we have somebody we wish to back further."

● Fortec has confirmed FRUK graduate cup champion Alex Lynn and Australian-born karting graduate Mitchell Gilbert for the Winter Cup.

Rowland will race with RSF support

JAKOB EBREY

Ginetta G50 Cup

## Sharp and IDL commit to G55

**GINETTA G50** Cup frontrunner Tom Sharp and his IDL team will continue in the series next season with one of the British marque's new G55 cars.

Sharp, 19, took two wins and finished fourth in his third season of G50 Cup racing this year.

He feels the new, more powerful GT3-style G55, which will run alongside the G50 in next season's BTCC support series, is "the logical next step".

"I've enjoyed six years of racing with Ginetta and I'm thoroughly looking forward to the challenge of a new car," said Sharp.

The IDL team has also ordered a G50 upgrade kit, and hopes to run an up-rated car alongside Sharp's G55.

"We've all got a lot to do to be ready for the new season," added Sharp. "I've started a fitness programme with Porsche Human Performance and aim to run the Silverstone half marathon in February."

Sharp will carry on racing Ginetta

Porsche Carrera Cup

## New team targets Carrera Cup

**TOP RACE** engineer Paul Crosby and former BTCC title-contending team manager Paul Field have joined forces to enter the Porsche Carrera Cup.

The new squad, to be called 2XP Racing, aims to run a two-car effort next year, subject to the allocation of the new Carrera Cup car. Crosby has engineered the likes of Jean Alesi, David Coulthard and Allan McNish, while Field was RML team manager for Jason Plato's 2009 BTCC effort, and has experience of Le Mans.

Field said: "We want to bring drivers on. There will be a very experienced crew behind them."

The team has not confirmed any drivers, but would like to hear from those looking to contest the Carrera Cup in 2011.

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing

Trackday Trophy has attracted an eclectic grid

RICHARD RAINDLE

I didn't expect to be saying this, but the Club MSV Trackday Trophy race at Brands Hatch last Saturday was an eye-opener. Back on the Indy circuit where it kicked off in March, the fourth and final event of the inaugural series was hotly and cleanly contested, and the (mainly novice) competitors can't wait to return in 2011.

Getting 'newbies' onto the grids has proved increasingly difficult in recent years, a situation exacerbated by the prevailing financial climate. But MotorSport Vision has succeeded by tapping into the trackday market, on the basis that competing in 'roadable' saloons and GT cars need not be any more expensive than merely driving them around in circles.

Being structured, racing is certainly more exciting – not to mention rewarding – than circulating in frustrating crocodiles on some packed trackdays. And the Trackday Trophy has the endorsement of MSA company secretary Rob Jones, an ardent rally man in the past, who has used it to try racing with ex-karter son David.

Having bought a VW Golf GTI Mk2 for the exercise (a robust choice: I had six on the trot and covered hundreds of thousands of trouble-free miles in them), the typical dad-and-lad racing team has thoroughly enjoyed its rookie season and spent quality time together on a shared interest – an inestimable bonus in today's world.

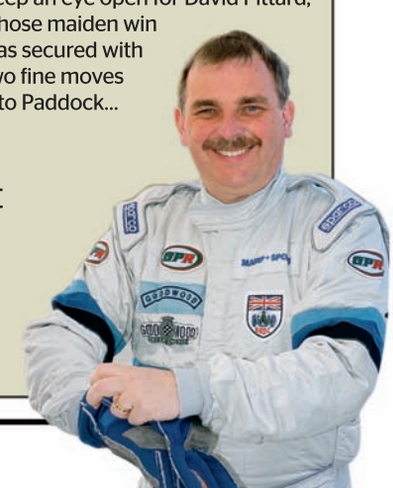
Saturday's race, which lasted 45 minutes and involved 24 cars from 11 marques, was split into four classes on a power-to-weight ratio formula. Entries ranged from bargain basement tin-tops to the throttle-restricted 8.1-litre Dax Tojeiro (Cobra clone) of Robert Frost, who finished 12th incidentally.

The Renault Clio Cup car of Dave Thomas/Dan Croft emerged victorious, ahead of the super Honda Integra DC5 of Steve Smee/Martin Schofield. Snetterton and Mallory Park winners Tom and Jamie McHugh were kept in third, this time in their Porsche 944 S2.

The format and camaraderie is addictive, appealing to everyone from 19-year-old students Ashley Bird (previously a Ginetta Junior and G20 racer) and Donna-Marie Maplesden (the Honda Civic pilot hooked by a trackday at Brands last December) to 73-year-old John Freeman (sharing his Mazda MX5 with son Duncan, 50!).

Also on the Vee Festival support bill was a Nippon Challenge double-header, both legs of which were won by Subaru Impreza racer Vaughan Fletcher, who has also been doing Time Attack events in his Scooby Clinic car. And, at the opposite end of the cost spectrum, two MR2 Racing Series events. Keep an eye open for David Pittard, whose maiden win was secured with two fine moves into Paddock...

> "I didn't expect to be saying this, but the Trackday Trophy race at Brands Hatch was an eye opener"



Masters

# Voyazides/Hadfield star in Lola in Spain

**LEO VOYAZIDES** and Simon Hadfield continued their winning run when Masters Historic Racing staged its first event at Spain's Monteblanco track last weekend.

The duo dominated both World Sports Car Masters enduros in the Greek's Lola T70Mk3B as the continuation versions of David Coplowe/Martin Stretton and Steve Tandy suffered gearbox issues and a carburettor fire respectively. Andre Bailly (T70 Mk3) and Adrian Watt/David Gathercole (Coldwell) were second and third on aggregate.

Voyazides and Hadfield also won the Saloon Car event in the Ford Falcon Sprint, heading the ex-Westley Harding version of Mike Gardiner/Phil Keen and Frenchman Jose Beltramelli in his Lotus Cortina. Beaten home by Rob Hall (Matra MS670) and Dutchman Michiel Campagne (McLaren M8F) in the legs, Leo added aggregate Proto 70s honours in his Lola-DFV T280.

Marcus Graf von Oeynhausen (Jaguar E-type) prevented a clean sweep when he took the Gentleman Drivers trophy after Hadfield was handed a drive-through penalty in Voyazides' AC Cobra. Gabriel and Dion Kremer were third.

Michael Lyons led the first GP Masters race until his Hesketh 308E wilted, handing victory to Nico Bindels (Lotus 87) from Ron Maydon (Amon F101) and Frank Lyons (Osella FA1/B). With his Lotus 72 sidelined and his Williams FW07 stopping on Friday's warm-up lap, Japan's Katsu Kubota blitzed Saturday's race.

Lola T70 bolides topped Monteblanco festival

JESUS POZO

Historic racers will get a chance to drive at Pau

Pau

# Historics in Pau return

**Race promoter Patrick Peter will run a historic meeting around the streets of Pau, a week before international Formula 3 event**

**HISTORIC RACING** will return to the streets of Pau next season after a year's absence as part of a two-weekend festival of motorsport.

The historic meeting will take place in the Pyrenean town on May 13-14, with the Grand Prix de Pau for contemporary cars, headlined by a Formula 3 invitation event, taking place the following weekend. Pau's two fixtures have been brought together by the promoter of the 2009 historic event, Patrick Peter, who has now taken over running of the Grand Prix (see AUTOSPORT, September 16).

Peter, who has a three-year deal to run the twin events, said: "It is better to have the two meetings together for logistical, commercial and communication reasons. I think this can be a success."

It has been decided by Peter that the Grand Prix de Pau Historique will focus on single-seater machinery. The schedule includes races for pre-war grand prix cars, pre-1966 Formula 1 machinery and Formula Junior cars, as well as an event for pre-1966 touring cars and pre-1963 sportscars.

"The history of Pau is single-seaters and we want to celebrate that heritage," he said. "We are going to focus on the cars that raced here in the past and not try to have cars that are too big and powerful for the circuit."

There will also be a historic race on the bill the following weekend, an event for two-litre F3 cars from the 1970s up to the end of the 1980s or early '90s.

## School kids join Beckett's Walter Hayes Trophy team

Walter Hayes Trophy supremo James Beckett, Joey Foster and James Wood visited East Claydon Primary School last week. The pupils have helped design the liveries Foster's Van Diemen (16) and Wood's Mondiale (17) will run at the Silverstone FF1600 event next month

JACOB EBREY

Donington Park

# Donington winter races canned

**THREE OF** Donington Park's winter meetings have been cancelled.

The BRSCC's November 13 meeting and two 750 Motor Club events in December have been canned due to a lack of entries.

The 750MC's other Donington event is still on, but club competitions secretary Robin Knight has called for more drivers to sign up.

"Due to a lack of support, it has been necessary to cancel two of the three race meetings for the Winter Series at Donington," he said. "However, provided entries are sufficient, the championships will still be held at the one remaining meeting in November.

"I need swift confirmation from those who want to do this meeting if I am to avoid having to cancel this one as well."

Locosts will only get one winter date at Donington

WALKER

## IN BRIEF

**TEAM USA** drivers Felix Serralles (below) and Spencer Pigot had their first Duratec-engined Formula Ford test at Brands Hatch last week, in a Cliff Dempsey-run Ray.

**INTERNATIONAL KARTER** Jack Hawksworth will contest this year's Formula Renault Winter Cup with Mark Burdett Motorsport. Hawksworth, 19, said: "I really don't know how I'm going to do, but I'm just treating the winter series as an opportunity to learn as much as I can to be ready for 2011."

**GINETTA HAS** confirmed it will again run a Junior Winter Series this year. All four rounds of the 2010 contest, which will be the first Winter Series with the G40 model, will take place at Pembrey on November 13-14.

**HAVING MADE** a return to competition at Brands Hatch last weekend, following a road accident, Tom Mills is looking to contest the 2011 Sports 2000 Duratec championship. Car owner Mark Higson has offered Mills the use of his Gunn TS8 if Mills can come up with some finance.

**IN ORDER** to build the event, and promote it to European competitors and the wider Volkswagen fraternity, MSVR has committed to staging the fourth annual Formula Vee Festival at Brands Hatch on October 29-30, 2011. As an incentive, competitors who confirm and pay for their race entry by February 1 will be entitled to it at the 2010 rate.

**EX-ALFA ROMEO** champion Chris Snowdon made his Oldies but Goldies debut at Mallory Park last Sunday, sharing Gavin Watson's Borgward Isabella (above) to a class victory.

**BEDFORD AUTODROME** will hold a Saxmax live event on November 6 to attract drivers to the 750MC's junior tin-top series. For £250, 14 to 17-year-olds can try a series Citroen Saxo with an MSA instructor and will get money off their registration fee for 2011 if they sign up.

**THE 2010** Beaujolais Run will include a lap of the Brands Hatch Indy circuit on November 16, led by the first-ever Surtees Formula 1 car, the TS7, which has just been restored. Official starter Nigel Mansell, John Surtees and circuit owner Jonathan Palmer will all be involved in the ceremonial start of the 38th running of the event, which will raise funds for the Henry Surtees Foundation.

750 Motor Club

# Birkett Relay attracts record entry to Silverstone

**THE 750** Motor Club's Birkett Six Hour Relay race has attracted a record entry of 60 teams for its visit to the Silverstone Bridge circuit for the first time this Saturday.

The track allows five more starters than the defunct International layout (used in 2008-09).

Interceptor Racing, headed by Castle Combe champions Charles Atherton (Radical SR3), Kevin Bird (SEAT Leon turbo), Mark Wyatt (Vauxhall Astra) and Russell Poynter-Brown (Vauxhall Corsa), should be among the leading runners, despite a lack of endurance racing experience.

STEVE JONES

Birkett Relay will be as eclectic as ever

Nippon Challenge duo Vaughan Fletcher and Ian Froggatt lead a strong Subaru Impreza line-up for the Scooby Clinic, while the Renault Clio Cup squad of ex-Stock Hatch men Jeff Humphries, Alex Dew, Graham Mulholland and Darren Wilson could also be competitive.

Caterham teams are likely to be frontrunners. Historic ace Jon Milicevic bolsters previous victors Doug Newman, Simon Harris and John Schneider at Gold Arts, but Nearly Six Sevens (Keith Dunn, Chris Porritt, Peter Ratcliffe, Ian Wale and Kevin Williams) can run them close.

Historics

# Kinch stars in French historic race festival

**FORMER GT** racer Nathan Kinch won as Jaguar E-types filled the top two places in the final round of the GT & Sports Car Cup enduro at last weekend's Historacing Festival at Ledenon in southern France.

Despite national fuel supply issues and mixed weather, 300 cars from the international GT & SCC and Historic Grand Prix Cars Association fraternities turned out to compete at the mountain-top circuit near Nimes.

Poleman Kinch was pursued by Gregor Fisken, Jeremy Welch (E-type), and Ross Warburton's Ferrari 275 GTB/C (initially with Andy Newall up) in the early stages, while Richard Bull/Joe Ward drove their Chevrolet Corvette to third. Newall/Warburton won the Italian Historic Car Cup section in seventh overall.

Kinch also won Sunday's wet HGPCA Pre-'66 race in father Larry's Formula Junior Lotus 20/22, back from a first-lap spin to beat Saturday winner Peter Horsman in his 2.5-litre Lotus 18/21. After the gearbox in Eddie McGuire's Cooper-Bristol broke, Pre-'61 honours were claimed by Ian Nuthall and Paul Grant.

Sports 2000

# Moran fifth on race debut

**DOUBLE BRITISH** Hillclimb champion Scott Moran finished fifth on his circuit racing debut at Brands Hatch last Saturday and hasn't ruled out switching disciplines in future.

The 2008 and 2009 champion shared Mike Turner's Lola T87/90-Duratec in the one-hour Sports 2000 encounter. Turner started the car before handing over to Moran, who survived a spin in the wet before finishing fifth.

"In testing I was like a duck out of water, having other cars around me brought out a new awareness," said the 34-year-old. "If you make a mistake in hillclimbing, you may as well abort the run, but here you can maybe make it up again. I've enjoyed the experience and it has opened a new door for me."

Moran is committed to trying for a third hillclimb title in 2011, but is considering a switch to the circuits in 2012.

GARY HAWKINS

Moran wants more after strong circuit race debut

Formula 4

# Rules tweak aims to boost F4 grid for 2011

JONES

Changes are aimed at helping F4 grid

COMPETITORS HAVE agreed to class eligibility tweaks to further broaden the appeal of the 750 Motor Club's Formula 4 championship in 2011.

The current Class A (for winged 1800cc Ford Zetec-engined chassis built from the 1995 model year, and F3-derived cars) will be unchanged, but FF2000 cars from the '80s – many of which are currently laid-up – will be encouraged to join Class B.

Class C will henceforth be for Formula Ford Zetec and FF1600 cars, while chassis powered by specified motorcycle engines – plus FRenault and FVauxhall cars – will be slotted in to A or B according to performance.

Competitor Robbie Watts said: "We're looking to keep the numbers up and this should help."

**BRANDS HATCH MSVR** October 23-24
Oliveira/Sheane 'Jenvee' win third Vee Festival

GARY HAWKINS

Oliveira leads Smith and Anderson/Galpin duel

# Oliveira comes back to net Festival hat-trick

**SOME THINGS** were made for each other: bacon and eggs, fish and chips, and now Sam Oliveira and the Formula Vee Festival. Last weekend, the 24-year-old won the event for a third consecutive year, but that is only part of the story.

His event record is quite remarkable; for other than a broken gear lever when in sight of the flag during his semi-final last year, he would be unbeaten in all his 10 races at the Festival over the past three seasons.

A smaller entry this time prompted organisers to change the event format; adopting a 'round robin' system of four heats with each driver appearing three times. Points were awarded to determine grid positions for the final.

An early safety car period in the big one left Oliveira at the mercy of a chasing Paul Smith, Martin Galpin, Ben Anderson et al. At the restart, Oliveira responded by holding Smith at arm's length.

Even an anxious moment on the grass on the run down to Graham Hill, while lapping Gordon Barnes couldn't unseat Oliveira. As the front two drew clear, so Galpin and Anderson indulged in a mighty scrap for the final podium spot.

Having been repelled several times, AUTOSPORT scribe Anderson eventually pulled a beauty by going around the outside into Paddock.

Anderson's decision to run the narrower front wheels fore and aft all weekend (as did sister Jenny) fazed some rivals, who spent as much time worrying what the Andersons were up to, as they did improving their own performances.

John Hughes (Scarab) was a lonely fifth, while Jenny A claimed sixth in a three-way photo finish.

Oliveira laid out his stall on Saturday by winning the first two heats. He took Heat A easily from Ben A, who left Galpin (his new GAC looking a handful), a lonely third, before doubling up in a slippery Heat B, in which only Smith stayed close.

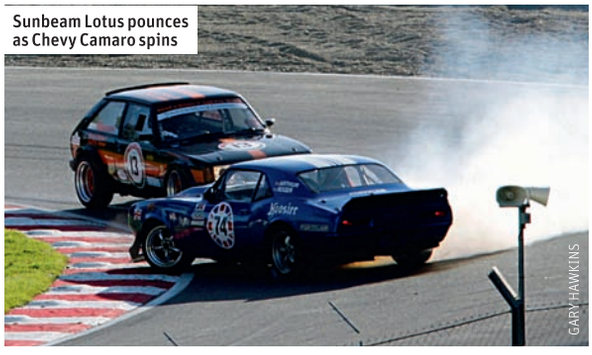
Heat C on Sunday morning was the best, Smith and B Anderson circulating as one throughout. Anderson had a couple of looks at Druids and Graham Hill, but even an anxious last-lap moment as they avoided a spinner failed to upset the status quo. Oliveira dominated Heat D, in which Smith saw off the threat of B Anderson, with Galpin a lonely fourth.

Sunday morning's Heritage GT encounter was much the better of the two category races, the Joss Ronchetti/Julian Westwood Sunbeam Lotus scoring a quite amazing victory over Saturday race winner Boysie Thurtle.

Thurtle was on course for a double until the shared 'Bullet' caught him thanks to a blistering recovery drive following a spin and a drive-through penalty for overtaking under yellow flags.

V8 power kept the increasingly smoky Thurtle Chevrolet Camaro ahead, until it spun exiting Druids for the 37th time. He recovered to second, clear of the Cheng Lim and John Dickson-shared Ram Cobra – trailing its nearside exhaust system, which flailed around like a demented snake.

Alex Gassman led home his Celtic Energy team-mate Adam Lockwood in



GARY HAWKINS

Sunbeam Lotus pounces as Chevy Camaro spins

**VEE FESTIVAL FINAL** (15 LAPS) **1 Sam Oliveira (Sheane Jenvee)**; 2 Paul Smith (AHS Dominator) +0.958s; 3 Ben Anderson (GAC); 4 Martin Galpin (GAC 10); 5 John Hughes (Scarab); 6 Jenny Anderson (GAC). **Fastest lap** Smith 52.174s (82.70mph). **HEAT A** (14 LAPS) **1 Oliveira**; 2 B Anderson +7.765s; 3 Galpin; 4 Hughes; 5 J Anderson; 6 Lloyd Murphy (Sheane). **FL** Oliveira 53.487s (80.67mph). **HEAT B** (12 LAPS) **1 Oliveira**; 2 Smith +1.253s; 3 J Anderson; 4 Hughes; 5 Murphy; 6 Robbie Parks (Sheane 07). **FL** Smith 58.088s (74.28mph). **HEAT C** (13 LAPS) **1 Smith**; 2 B Anderson +0.215s; 3 Hughes; 4 Galpin; 5 J Anderson; 6 Robbie Allan (Sheane). **FL** Smith 53.788s (80.22mph). **HEAT D** (14 LAPS) **1 Oliveira**; 2 Smith +4.419s; 3 B Anderson; 4 Galpin; 5 Allan; 6 Stephen Glasswell (Storm). **FL** Oliveira 52.375s (82.38mph).

**HERITAGE GT** (29 LAPS) **1 Boysie Thurtle (Chevrolet Camaro)**; 2 Chris Lord (Ford Escort) +44.397s; 3 Cheng Lim/John Dickson (RAM Cobra 427); 4 John Taylor (Crossle 9S); 5 John Wilson (MGB GTV8); 6 Colin Voyce/Daniel Brown (Ford Escort). **FL** Joss Ronchetti/Julian Westwood (Sunbeam Lotus) 52.415s (82.32mph). **RACE TWO** (40 LAPS) **1 Ronchetti/Westwood**; 2 Thurtle +6.535s; 3 Lim/Dickson; 4 Taylor; 5 Sean & Robert Brown (Aston Martin DB4 Lightweight); 6 Lord. **FL** Westwood 51.786s (83.32mph).

**MR2 RACING SERIES** (15 LAPS) **1 Alex Gassman**; 2 Adam Lockwood +2.243s; 3 David Pittard; 4 Ross Stoner; 5 Mark Scott; 6 Paul Corbridge. **FL** Lockwood 58.997s (73.14mph). **RACE TWO** (15 LAPS) **1 Pittard**; 2 Lockwood +3.898s; 3 Jonny White; 4 Gassman; 5 Jason Jesse; 6 Corbridge. **FL** Lockwood 59.776s (72.18mph).

**NIPPON CHALLENGE** (17 LAPS) **1 Vaughan Fletcher (Subaru Impreza)**; 2 Ian Froggatt (Subaru Impreza) +14.379s; 3 Dale Gent (Subaru Impreza); 4 Andy McLennan (Suzuki Swift GTi); 5 Mathew Edwards (Subaru Impreza); 6 Jason West (Nissan 200SX). **FL** Fletcher 53.723s (80.32mph). **RACE TWO** (16 LAPS) **1 Fletcher**; 2 Froggatt (Subaru Impreza) +4.248s; 3 Gent; 4 West; 5 Edwards; 6 Darren Hughes (Subaru Impreza). **FL** Fletcher 53.427s (80.76mph).

**MSV TRACKDAY TROPHY** (44 LAPS) **1 David Thomas/Dan Croft (Renault Clio Cup)**; 2 Steve Smee/Martin Schofield (Honda Integra Type R) +25.314s; 3 Tom & Jamie McHugh (Porsche 944 S2); 4 Andrew Jebson/Chris Slater (Peugeot 306 Rallye); 5 Tom Barley (Peugeot 205GTi); 6 Dave Brown (VW Golf GTi). **CW** Smee/Schofield; Jebson/Slater; Sean Doherty/Mick Summer (Porsche 968CS). **FL** Thomas/Croft 56.414s (76.48mph).

**CLOSED WHEEL FORMULA LIBRE** (25 LAPS) **1 Tom Ashton (Radical SR3)**; 2 Mike Roberts (Radical SR3 Turbo) +15.087s; 3 John Ali (Radical PR6); 4 Shaun Mellors (Radical SR3); 5 John Gray (Jade); 6 Lewis Shaw (Radical Clubsport). **CW** Shaw; Craig Cox (Nissan 370Z). **FL** Mike Field (Stohr) 46.822s (92.15mph). **RACE TWO** (24 LAPS) **1 Ashton (Radical SR3)**; 2 Gary Ramsdale (Radical SR3) +48.299s; 3 Ali; 4 Roberts; 5 Roger Hamilton (Ginetta G20); 6 Cox. **CW** Hamilton. **FL** Ashton 49.972s (86.34mph).

GARY HAWKINS

Trackday Trophy attracted big entry

the first of the well-supported Toyota MR2 races. David Pittard was third, the Letchworth man going on to claim his maiden win in the sequel.

Ross Stoner's charge from 20th on the grid (he had been third fastest in qualifying until falling foul of some yellow flags) was eye-catching.

Gassman was caught up in an opening lap fracas and spun in race two, Stoner and Pittard trading the lead back and forth. Pittard's oh-so-late manoeuvre into Paddock ousted Stoner, who then spun into retirement exiting Druids. Lockwood and Jonny White were the leading beneficiaries of Stoner's mishap.

Widely varying speeds among the two huge grids of Nippon Challenge contenders meant there was action going on at every part of the circuit. At times, the sight resembled the nearby M25 motorway in the rush hour!

The outcome was the same in both races, with Vaughan Fletcher and Subaru team-mate Ian Froggatt clear of race one spinner Dale Gent. Andy McLennan's remarkable Suzuki Swift was fourth in race one, but broke at the start of race two.

David Thomas and Dan Croft will never forget Saturday, the Renault Clio partnership having won the MSV Trackday Trophy finale on their race debuts.

A brace of slimly supported Closed Wheel Formula Libre races completed the programme, Tom Ashton winning both, but only after race one leader Mike Field's now Suzuki-powered Stohr spectacularly blew up.

**By Dud Candler**

AUTOSPORT SAYS...

## BEN ANDERSON IN THE HOT SEAT

**THE ENTRY** for the third annual Brands Hatch Vee Festival was down on previous years but I think it's fair to say the racing was rather better.

Double champion Sam Oliveira returned to the category after a season away and duly completed a hat-trick for the fabled Sheane Jenvee, but he was pushed harder this time.

Long-serving Vee frontrunner Paul Smith (also making a comeback after a sizeable shunt at Castle Combe earlier this year) ran Sam close in the final. He went fractionally below his own lap record in the process, but the pair were too evenly matched for 2008 championship runner-up Smith to make the telling move.

I was right with them on pace all weekend, but a sequence of bad starts let me down [again! Ed]. I qualified fastest of all in the wet (for the second year in a row), but couldn't convert any of my poles into heat wins.

Another poor getaway in the final meant I became embroiled in a battle with 2007 FVee champ Martin Galpin, which prevented me from taking the fight to the front two.

Galpin (driving a brand new factory-supported GAC) was robust in his defence of third, but I found a way by in the end.

Given some disparaging remarks he made publicly about the legality of my older car during the weekend, it was particularly sweet to beat him to unofficial GAC honours.

GARY HAWKINS

Podium trio hold their DTM-sized trophies aloft

**BRANDS HATCH SPORTS 2000** October 23

# MCR duo win S2000 thriller

**END-OF-SEASON**, non-championship races are often of little significance, but the one-hour Sports 2000 encounter last Saturday at Brands held spectators spellbound thanks to ever-changing conditions.

Victory went to the MCR-mounted Patrick Sherrington/Matt Manderson partnership, but Mark Higson and comeback man Tom Mills (in Higson's Gunn TS8), made this a real thriller.

Thanks to a super opening lap, the winners were in contention throughout. Higson started his car and ran fifth until a misunderstanding on pit signals prompted him to stop after just 11 laps.

During the mandatory four-minute interlude, the car slipped five laps down the order. The better part of a 50-minute stint would be a searching test for Mills, who earlier this year had been under the surgeon's knife; several inches of steel were inserted in his lower back after a road car accident.

With third-placed pairing Miles Griffith/Sean Walker (wheel bearing) and then polesitters Rupert Russell/Rik Johnson (broken exhaust) both out inside 30 laps, it paved the way for a Mills fightback.

Pitstops, or rather the lack of them, at one stage enabled veteran wheel manufacturer Mike Barnby (in his recently acquired Pinto-engined Tiga SC80) to lead overall! Manderson reasserted himself at around three-quarters distance though.

But a new threat, rain, was arriving from the Clearways end of the circuit. Conditions became treacherous for the slick-shod cars and a safety car period enabled Mills to further erode the leaders' advantage.

At the resumption, the gap was down to 2.48 seconds, but now it was like watching ballet dancers performing on ice as the drivers tip-toed around. Mills inched ever closer until the penultimate lap, when he slithered off approaching Clearways. He collected the spin, but the MCR duo was left clear.

GARY HAWKINS

Van Diemen leads winning MCR as Gunn holds fifth

**SPORTS 2000** (65 LAPS)
**1 Patrick Sherrington/Matt Manderson (MCR)**; 2 Mark Higson/Tom Mills (Gunn TS8) +8.398s; 3 Clive Hayes/Chris Snowdon (MCR); 4 Graham Harry/Bill Coombs (Shrike P15); 5 Mike Turner/Scott Moran (Lola T87/90); 6 Bryan Mullarkey/Alaric Gordon (Carbir).
**Class winner** Harry/Coombs.
**Fastest lap** Sherrington/Manderson 47.269s (91.28mph).

**SNETTERTON BRSCC** October 23-24
Exclusion for Inch hands Mini title to Pinny

# Inch loses title by millimetres

Inch did enough on track, but lost out afterwards

RICHARD STYLES

**WITH A** number of championships being decided, and the added spice of intermittent showers, the BRSCC's final visit of 2010 to Snetterton proved an eventful one. No more so than in the Mighty Minis, where there was a bitter twist to what had been a pulsating shootout: it came when Louise Inch's delight at clinching the title in only her third season of racing was destroyed by post-race disqualification.

The day had begun on a high for the Plymouth driver, with a narrow victory over Peter Bonas in race one moving her level on points with championship leader Matt Pinny. She drove with calm assurance again in the sequel where, despite ceding her long-held lead to Bonas on the last lap, she secured second and with that, it seemed, the title. But a post-race protest led to her car being disqualified for breaching the ride height limit, gifting Pinny the championship while leaving a despondent Inch to rue her misfortune.

The Super Mighty Mini title was also decided, but thankfully without rancour. Already 10 points ahead going into race one, Scott Kendall bolstered his lead with third, ahead of closest challenger Chris Morgan. Up front, Elliot Stafford and Pat Ford grabbed the top spots.

Despite having fallen further behind on points, Morgan refused to give up the chase, claiming victory in race two after a late move on leader Ford. But he couldn't deny fourth-placed Kendall the crown.

Remarkably, seven drivers went into the final Formula Jedi double-header with a mathematical chance of taking the title. Although reigning champion Richard Mitcham was among them, he was so far behind after missing the opening six races that not even his impressive double victory could keep him in the hunt.

Instead the fight was realistically between the top two in the table: Andrew Dunn and Jack Smith. Having been just four points ahead of Smith going into the weekend, Dunn got a massive boost when his rival retired early in race one, while he extended his advantage with fourth place behind Mitcham, Richard Gittings and Paul Butcher.

But Smith wasn't about to give up without a fight, taking an early lead in race two before finally succumbing to Mitcham's advances as they tussled through the Esses and the Bomb Hole on lap five. Undeterred, he stayed in touch to secure an impressive second place, but it wasn't enough to stop Dunn wrapping up the championship with a steady run to seventh.

Roadsports A favourite Jamie Orton kept a cool head in the opening race, maintaining a watching brief over the leading trio of Jonathan Ramsay, JJ O'Malley and Graham Johnson. His tactics worked, with fourth proving enough to guarantee the title. Ahead of him, O'Malley lived up to his 'win or bust' record by surging from third into the lead two laps from home for his eighth triumph this year.

New champion Orton sat out race two, leaving Ramsay to steal the early limelight by holding off Chris Boughton, Johnson and Antony Sidney-Woollett. Despite dropping as far back as fourth, Ramsay clawed his way up the order to bag his first win of the year.

With Supersport champion James Maclachlan absent, Nathan Lindop was another to earn his first success of 2010, controlling race one ahead of a captivating four-way scrap in which Albert

Mitcham took double, but Dunn secured Jedi crown

RICHARD STYLES

RICHARD STYLES

Chilton's Porsche lost out to Nissan of Challis

Vella burst through on the penultimate lap to take runner-up spot. "I've waited three years for a podium!" he beamed.

Less than three seconds separated the top five after a cracking second race, despite occasional showers making conditions tricky. Donald Lamb slipped past Lindop in the final minutes to claim his maiden Caterham win. "I can't believe it," he enthused. "I held my breath for the last five laps!"

Caterham specialist Gerry Taylor led almost every lap of the opening Porsche race except the one that mattered. Driving a new Boxster only completed on Wednesday, Taylor blitzed series pacesetter Dave Clark at the lights, and apart from a brief reverse two laps later, he stayed ahead until the penultimate lap. Clark swept past at the Bomb Hole to poach the win. "He was like a vulture hanging around for the kill!" joked Taylor. Meanwhile, leading 924 pilot Andrew Hannington's hopes of taking the overall title all but ended as he could only manage third in class behind Jayson Flegg and Steven Brown.

From the moment he deprived Taylor of the lead early in race two, an invigorated Clark proved unstoppable, victory bringing with it the championship. By contrast, Taylor fell away, demoted first by Clark and then by Richard Styrin. To cap it all, he dropped to fourth after a drive-through penalty for going off-track.

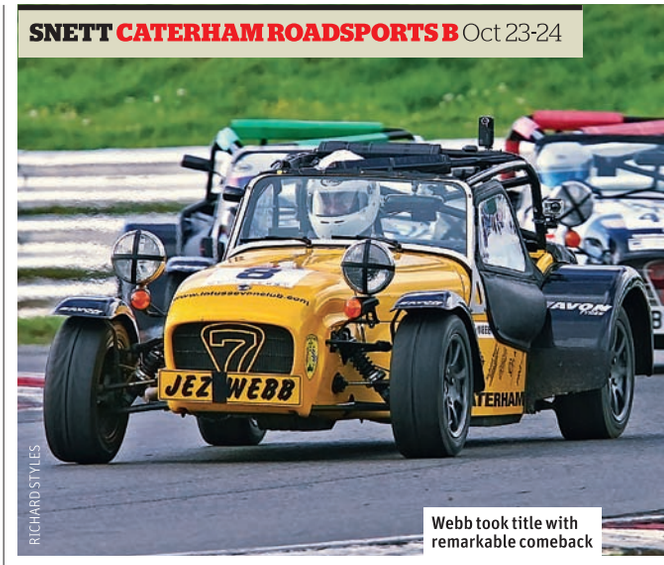
The first Open Sportscar outing needed a restart after early rain triggered spins. When action resumed, champion Tony Sinclair (Jade) eased to his fourth win of the season. Despite having his mirrors full of Nick Bass's Jade, Sinclair won a similarly rain-affected second race by a whisker.

The Saloon and Sports thrash proved a race of attrition, with three different leaders falling by the wayside. First to suffer was Dave Cockell, whose progress was stymied by choosing wet tyres on the drying track. Shortly after taking over at the front, Andy Robinson's Falcon came to grief at Coram, handing the lead to Mark Chilton's Porsche 993. But contact with a wayward Peugeot forced Chilton to limp home with a puncture, gifting victory to Peter Challis's Nissan Primera.

**By Oliver Timson**

**MIGHTY MINI** (12 LAPS) **1 Louise Inch**; 2 Peter Bonas +0.366s; 3 Matt Pinny; 4 Ben van den Bos; 5 Peter Tervet; 6 Chris Slade. **Fastest lap** Tervet 1m37.859s (71.80mph). **RACE TWO** (12 LAPS) **1 Bonas**; 2 Pinny +1.116s; 3 Tervet; 4 Christopher Stevens; 5 David Holmes; 6 Michael Dryden. **FL** Stevens 1m39.558s (70.58mph). **SUPER MIGHTY MINI** (14 LAPS) **1 Elliot Stafford**; 2 Pat Ford +0.239s; 3 Scott Kendall; 4 Chris Morgan; 5 Neven Kirkpatrick; 6 Alex Comis. **FL** Kendall 1m29.380s (78.62mph). **RACE TWO** (14 LAPS) **1 Morgan**; 2 Ford +0.049s; 3 Kirkpatrick; 4 Kendall; 5 Stafford; 6 Comis. **FL** Kendall 1m29.650s (78.38mph). **FORMULA JEDI** (17 LAPS) **1 Richard Mitcham**; 2 Richard Gittings +8.676s; 3 Paul Butcher; 4 Andrew Dunn; 5 Barry Armstrong; 6 Dan Clowes. **FL** Mitcham 1m09.905s (100.52mph). **RACE TWO** (14 LAPS) **1 Mitcham**; 2 Jack Smith +1.150s; 3 Gittings; 4 Clowes; 5 Jason Crow; 6 Jon Hunter. **FL** Smith 1m13.603s (95.47mph). **CATERHAM ROADSPORT A** (22 LAPS) **1 JJ O'Malley**; 2 Jonathan Ramsay +0.299s; 3 Graham Johnson; 4 Jamie Orton; 5 Magd Mohaffel; 6 Richard Carter. **FL** Ramsay 1m21.243s (86.49mph). **RACE TWO** (20 LAPS) **1 Ramsay**; 2 Richard Broughton +0.609s; 3 O'Malley; 4 Antony Sidney-Woollett; 5 Johnson; 6 Mohaffel. **FL** O'Malley 1m27.365s (80.43mph). **CATERHAM SUPERSPORT** (22 LAPS) **1 Nathan Lindop**; 2 Albert Vella +6.949s; 3 Paul Begley; 4 Robert Smith; 5 Donald Lamb; 6 Andrew Salmon. **FL** Vella 1m22.210s (85.47mph). **RACE TWO** (21 LAPS) **1 Lamb**; 2 Lindop +0.352s; 3 Smith; 4 Begley; 5 Vella; 6 Rodney Arnold. **FL** Salmon 1m23.583s (84.07mph). **BRSCC PORSCHE** (14 LAPS) **1 David Clark (Boxster)**; 2 Gerry Taylor (Boxster) +0.617s; 3 Richard Sykes (Boxster); 4 Richard Styrin (Boxster); 5 Lee Fitzpatrick (Boxster); 6 Mike Sellar (Boxster). **Class winner** Jayson Flegg (924). **FL** Clark 1m23.031s (84.63mph). **RACE TWO** (15 LAPS) **1 Clark**; 2 Fitzpatrick +20.888s; 3 Sykes; 4 Taylor; 5 Sellar; 6 Nick Hull (Boxster). **CW** Andrew Hannington (924). **FL** Clark 1m19.808s (88.05mph). **OSS** (12 LAPS) **1 Tony Sinclair (Jade 3)**; 2 Michael Woodcock (Ligier JS49) +21.306s; 3 Nick Bass (Jade 2); 4 Ian Simmonds (Ligier JS49); 5 Geoff Page (Zeus Challenger Evo 2); 6 Gaius Ghinn (Norma). **CW** Woodcock. **FL** Sinclair 1m18.660s (89.33mph). **RACE TWO** (15 LAPS) **1 Sinclair**; 2 Bass +0.185s; 2 Woodcock; 4 Jonathan Edwards (Zeus Challenger Evo 2); 5 Andrew Kimpton (Jade 3 V6); 6 Ghinn. **CW** Woodcock, Shane Porter (Radical SR4). **FL** Bass 1m06.629s (105.46mph). **SALOONS & SPORTS** (16 LAPS) **1 Peter Challis (Nissan Primera ST)**; 2 Mark Chilton (Porsche 993 GT3) +16.871s; 3 Richard Hawken (Nissan Primera ST); 4 Dave Cockell (Ford Escort Cosworth); 5 Doug Ellwood (Marcos Mantis); 6 Ilsa Cox (SEAT Leon Cupra). **CW** Chilton; Ian Craig (BMW E46 M3); James May (SEAT Leon Cupra). **FL** Challis 1m15.981s (92.48mph).

**SNETT CATERHAM ROADSPORTS B** Oct 23-24



RICHARD STYLES

Webb took title with remarkable comeback

# Caterham's Three Ws fight it out once more

**ALMOST A** year ago, Lee Wiggins, Jeremy Webb and Ben Whibley lined up for the final race in Group 2 of the Caterham Academy, each with a chance to take the title. Despite heading the points going into the meeting, the luckless Wiggins spun out of contention, allowing Webb to win the race and Whibley to scoop the title.

Fast forward to 2010 for the finale of Roadsport B, and Wiggins, Webb and Whibley once more crossed swords with a championship at stake. Wiggins held a narrow points lead from Webb, while dropped scores left Whibley with a mountain to climb.

This time it looked like Wiggins was in full control, fighting for the lead of race one, before securing a steady third place. By contrast, Webb got caught up in someone else's moment and slumped to 18th, while Whibley ran wide at the Esses and had to be content with fifth. Ahead of all of them, early leader Reece Somerfield won after reclaiming top spot from Wiggins in the closing laps, with impressive ex-karter Aaron Head following suit to grab runner-up spot in his first car race.

Although the championship positions between Webb and Wiggins remained close after race one, Whibley's slim hopes had vanished. Wiggins' cause was boosted further by the fact that Webb was starting a lowly 18th on the grid for the finale. But if all that appeared to leave Webb with an almost impossible task, no one had told him that. Within four laps Webb was already inside the top six, and on lap seven he got a fantastic tow to leap from fifth to first in a single bound, breaking the lap record as he did so.

With Wiggins secure in fourth going into the frantic closing laps, Webb knew he had to win to steal the title. Despite having Somerfield and Whibley hot on his heels, Webb did just that, coolly holding them off to complete a remarkable comeback. "Last night I was thinking that starting from 18th I had no chance," said the triumphant Webb. "But the front group were getting in each other's way and I could see them getting closer. It's all about the slipstream – I'm so happy!"

**CATERHAM ROADSPORT B** (13 LAPS) **1 Reece Somerfield**; 2 Aaron Head +1.086s; 3 Lee Wiggins; 4 Martin Addison; 5 Ben Whibley; 6 Alastair Greenlees. **Fastest lap** Whibley 1m32.002s (76.37mph). **RACE TWO** (14 LAPS) **1 Jeremy Webb**; 2 Somerfield +0.444s; 3 Whibley; 4 Wiggins; 5 Addison; 6 Steve Day. **FL** Webb 1m22.520s (85.15mph) **record**.

**MALLORY PARK MASTERS** October 24
More success for Bond; Hartley tops Mustangs

MICK WALKER

Bond's Lotus attacks Smithies/Woolley AH 3000

# Bond shows elan to take Lotus to victory

**LOTUS ELAN** driver Stephen Bond added to his fine 2010 tally last weekend with victory in the Cloth Cap/Jaguar XK Challenge event at the Masters organisation's Mallory Park meeting. The AUTOSPORT Three Hours GT class-winning machine, which took a double on a Classic Sports Car Club outing last month, was one of several cars to hit the front and was ahead when it mattered.

Paul Campfield's polesitting Austin Healey 3000 made the best getaway, but his lead was shortlived as the similar car of David Smithies surged ahead into the Esses on the second lap. Andrew Wenman (Jaguar XK120) held onto the lead duo, as Bond was left clear in fourth after rival Jonathan Bailey had an off in his Jaguar D-type.

Campfield soon fell back to fifth and was the first to pit, handing to son Marc. It was another nine laps before Smithies pitted to hand over to Eric Woolley, which gave Bond his first spell in front, as Wenman lost out during the stops.

Bond managed to rejoin still ahead of Woolley and continued to build his lead. He took victory by over 30 seconds, with Campfield second, having ousted Woolley into Gerard's with 10 laps remaining. "I thought I was leading so backed off, as my dad put '1' on the pitboard," said Campfield Jr.

It only took a couple of laps for Robert Hartley's Ford Mustang GT350 to take charge in the Pre-66 Touring Cars. BMW man Roger Cope had led initially from Paul Pochciol (Lotus Cortina), before Hartley picked them off at Gerard's on consecutive laps.

Henry Mann's Ford Mustang took Pochciol for third into the Esses, leaving the Cortina driver under attack from the Mini Cooper S of Andy Harrison. But into Shaw's hairpin they made contact and both had to pit with damage, which moved the duelling Minis of Roger Ebdon and Marc Earnshaw into the top five.

Apart from a couple of laps during the pitstops, when Mini men Ebdon and Tim Harber had the lead, Hartley remained dominant and took victory by over 20 seconds from Mann. Cope retired with brake problems from third, which left Harber to head a trio of Minis.

The safety car was called into action on the opening lap of the Oldies but Goldies race. Mark Daniell's Austin A40 set the pace once things got underway, only to take the wrong route into the pits and lose a lap.

The Jaguar Mk1 of Peter Dorlin/Richard Butterfield battled it out with the Ford Zodiac of Adam Gittings, but Daniell reeled them in again to lead from lap 29. But with a lap to go there was a further twist when Daniell received a drive-through penalty for his earlier misdemeanour. Butterfield/Dorlin therefore claimed the win, with Daniell still holding second from Gittings and Henry Mann's Ford Prefect.

Mike Wrigley had managed to lap all but second-placed Mark Bates's Porsche 911 ST in the Stars of the 70s when his Ford Capri's rear brakes let him down. Bates had taken Jeremy Cooke's Porsche 911 RSR on the second lap and was left to take victory, despite being closed on towards the end by Mike Dowd (in for Cooke). The Eric Woolley/David Smithies Ford Escort completed the podium.

It was lights-to-flag for Tom Pochciol's Capri in the Allcomers encounter, but there was little to separate Robert Hartley's Mustang and Mark Bates (out again in his Porsche) for second. Bates nosed alongside a number of times, but could never make it stick.

**By Peter Scherer**

**CLOTH CAP/XK CHALLENGE** (47 LAPS) **1 Stephen Bond (Lotus Elan 26R);** 2 Paul Campfield/Marc Campfield (Austin Healey 3000) +34.117s; 3 David Smithies/Eric Woolley (Austin Healey 3000); 4 Andrew Moore (Jaguar XK120); 5 Andrew Wenman (Jaguar XK120); 6 John Burton (Jaguar XK120). **Class winners** Campfield/Campfield; Burton; Moore. **Fastest lap** Bond 55.290s (87.89mph).
**PRE-66 TOURING CARS** (46 LAPS) **1 Robert Hartley (Ford Mustang GT350);** 2 Henry Mann (Ford Mustang) +20.193s; 3 Tim Harber (Austin Mini Cooper S); 4 Roger Ebdon/Tim Watson (Austin Mini Cooper S); 5 Marc Earnshaw (Austin Mini Cooper S); 6 Paul Pochciol/Mike Wrigley (Lotus Cortina). **CW** Harber; Pochciol/Wrigley. **FL** Hartley 56.064s (86.68mph).
**OLDIES BUT GOLDIES** (41 LAPS) **1 Richard Butterfield/Peter Dorlin (Jaguar Mk1)**; 2 Mark Daniell (Austin A40) +14.974s; 3 Adam Gittings (Ford Zodiac); 4 Henry Mann (Ford Prefect 105E); 5 Peter Burton (Jaguar Mk1); 6 Peter Preston/Martin Elson (Austin A40). **CW** Gittings; Gavin Watson/Chris Snowdon (Borgward Isabella); Daniell. **FL** Daniell 59.032s (82.32mph).
**STARS OF THE 70s/TOURING 70s** (48 LAPS) **1 Mark Bates (Porsche 911 ST)**; 2 Jeremy Cooke/Mike Dowd (Porsche 911 RSR) +1.375s; 3 Eric Woolley/David Smithies (Ford Escort Mk1); 4 Tom Pochciol (Ford Capri); 5 Mike Wrigley/Paul Pochciol (Ford Capri); 6 Michael Pearson/Dave Devine (Triumph TR4). **CW** Cooke/Dowd; Wrigley/P Pochciol; Woolley/Smithies; T Pochciol; Ken Clarke (Triumph Dolomite). **FL** Wrigley 51.754s (93.90mph).
**ALLCOMERS** (22 LAPS) **1 T Pochciol (Ford Capri)**; 2 Robert Hartley (Ford Mustang GT350) +38.742s; 3 Mark Bates (Porsche 911 ST); 4 Alan Daffin (Ford Capri); 5 Michael Pearson (Triumph TR4); no other finishers. **FL** T Pochciol 53.345s (91.10mph).

MICK WALKER

Porsche 911 of Bates scored two podiums

**LYDDEN SEMSEC** October 23
Burton's treble as Garner takes title; Scott double

Garner narrowly took the SEMSEC crown

KERRY DUNLOP

# Garner beats Bent as Burton takes three

**MARK BURTON** might have been the most successful driver at Lydden's last meeting of the season, with three wins from three races, but it was Steve Garner who had the most to celebrate after he had become SEMSEC's overall champion.

The Westfield driver from Meopham, near Brands Hatch, was not at all confident before the start – and he felt unwell. "There are only two in my class, so even if I win I won't score well," he said. "If Nigel Bent wins his class in both races he'll beat me by a point."

But Garner's task was made much easier in the opening race for the Sports Racing and Kit Car Championship when his chief rival was eliminated by a spin. As Burton's Jade eased away from the Radical Prosport of polesitter Andrew Shanley, Bent dived for a decreasing gap in a bid to snatch the class lead from Ian Conibear. But he put two wheels onto the grass and his Caterham suddenly swapped ends on the approach to the Devil's Elbow. Garner, on the other hand, took 10th and managed to win his class.

Up at the front, Mike Field had put in a late charge to finish third, close behind Shanley – both having reduced Burton's lead.

"That was good; they pushed me all the way," said the victor.

In the second round Shanley led Burton as far as Hairy Hill, where the former hot-rod racer used the extra grunt of his SBD Vauxhall motor to take command. Field was again a strong third throughout, ahead of Charles Harvey-Kelly and Conibear.

Bent was next up, but by then the damage was done: although Garner's crotch straps were uncomfortably tight he still held on to finish second in class – enough for the title.

Burton completed his hat-trick with a win over Harvey-Kelly in the Challenge race.

Although there were only 10 starters for the SEMSEC Saloon championship event, a cracking scrap for the lead provided plenty of entertainment. Nigel Craig's Subaru stormed away from pole, but Bill Richards' KAD-powered Mini wasn't far behind – and gaining all the time due to its greater cornering speed. Richards was soon on the case and on each lap as he turned tighter at Chessons Drift he was able to draw alongside. But each time the Scooby powered away again as they hit the straight.

Then Richards began to attack at every corner, but he was never able to get his nose in front. At the finish they were less than two tenths apart. In the closing stages Bob Stockley outbraked Mary Grinham to claim third. Craig said: "Bill and I were on the limit all the way. It was very close – and I have about 150bhp more than he does. My tyres were shot by the end."

Richards gained a somewhat hollow victory over Craig in the final round when the Subaru succumbed to overheating – a measure of the frantic pace. "We had a new strategy for this one: just attack and wear Nigel out," said the veteran.

Stockley had lined up in third place on the grid but he jumped the start, braked to a halt and then staggered away last. Nevertheless he put his head down, worked his way past a tremendous battle between Stuart Gibbons, Peter Osborne and Tris Barden and then managed to snatch third place from Grinham's Maguire Mini – despite having flat-spotted a tyre.

Mike Scott celebrated his birthday by guiding his Speads RM02 to victory in both SEMSEC Single Seater Championship rounds. First time out Eddie McLurg was looming large in his mirrors until his potent F2 March-BMW developed a misfire.

Thereafter Chris Chandler finished a distant second, well clear of Scott Blakeney and Andy Clark. The same trio chased Scott home in the sequel.

Nigel Bent gained some consolation for his title disappointment in the John Taylor handicap event when he came through from the back to win, ahead of Clive Gibbs and Andy Bourn.

**By Kerry Dunlop**

Craig (leading) and Richards took a win apiece

KERRY DUNLOP

**SEMSEC SPORTS RACING & KIT CARS** (12 LAPS) **1 Mark Burton (Jade Trackstar)**; 2 Andrew Shanley (Radical Prosport) +1.224s; 3 Mike Field (Stohr DSR); 4 Charles Harvey-Kelly (Radical SR4); 5 Ian Conibear (Caterham SLR); 6 Jonathan Mitchell (Caterham C400). **Class winners** Shanley; Harvey-Kelly; Conibear; Scott Makin (Sylva Riot); Steve Garner (Westfield Megabusa). **Fastest lap** Burton 40.020s (89.95mph).
**RACE TWO** (15 LAPS) **1 Burton**; 2 Shanley +5.640s; 3 Field; 4 Harvey-Kelly; 5 Conibear; 6 Nigel Bent (Caterham CSR260). **CW** Shanley; Harvey-Kelly; Conibear; Makin; Alastair Heys (Westfield Megabusa). **FL** Burton 39.703s (90.67mph).
**SE SPORTS RACING & KIT CAR CHALLENGE** (15 LAPS) **1 Burton**; 2 Harvey-Kelly +7.726s; 3 Bent; 4 Conibear; 5 Bruce Wilson (Caterham CSR Superlight); 6 Andy Bourn (Caterham C400). **CW** Harvey-Kelly; Bent. **FL** Burton 40.925s (87.96mph).
**SEMSEC SALOONS & SPORTS CARS** (12 LAPS) **1 Nigel Craig (Subaru Impreza)**; 2 Bill Richards (BL Metro-Cosworth) +0.245s; 3 Bob Stockley (Renault Clio Cup); 4 Mary Grinham (Maguire Mini); 5 Peter Osborne (Renault Clio); 6 Stuart Gibbons (Ginetta G20). **CW** Richards; Osborne; Tristam Barden (Rover Mini). **FL** Richards 45.696s (78.77mph).
**RACE TWO** (15 LAPS) **1 Richards**; 2 Craig +19.360s; 3 Stockley; 4 Grinham; 5 Gibbons; 6 Osborne. **CW** Craig; Gibbons; Barden. **FL** Richards 45.520s (79.08mph).
**SEMSEC OPEN SINGLE SEATERS** (15 LAPS) **1 Mike Scott (Speads-Suzuki RM02)**; 2 Christopher Chandler (Tatuus RC97) +36.217s; 3 Scott Blakeney (Vector MG95); 4 Andy Clark (Van Diemen RF82); 5 Kevan McLurg (Van Diemen RF82); 6 Innes Hickman (Marrick CWA). **CW** Chandler; Blakeney; Clark; Terry Caton (March 73B). **FL** Scott 41.401s (86.95mph). **RACE TWO** (15 LAPS) **1 Scott**; 2 Chandler +2.575s; 3 Blakeney; 4 Clark; 5 Hickman; 6 Caton. **CW** Chandler; Blakeney; Clark; Caton. **FL** Scott 42.727s (84.25mph).
**JOHN TAYLOR HANDICAP** (12 LAPS) **1 Nigel Bent (Caterham CSR260)**; 2 Clive Gibbs (Westfield SEi) +5.192s; 3 Andy Bourn (Caterham C400); 4 Scott Makin (Sylva Riot); 5 Bob Stockley (Renault Clio Cup); 6 Steve Garner (Westfield Megabusa). **FL** Bent 41.814s (86.09mph).

# YOUR SAY

What you think of the motorsport news of the past week

A line of F1 cars following this is not what the sport's about

TEE/LAT

## When F1 becomes a damp squib

For a long time F1 has been moving away from the excitement and danger that attracted so many of us in the first place. And the Korean GP was probably the last step away from that: the day when F1 actually became a health and safety embarrassment.

Yes, conditions were very difficult, but the cars are extremely safe and the drivers are supposed to be the best in the world.

Millions tuned in to watch cars following a safety car for the first 18 laps, and those at the circuit must have wondered why they'd bothered. Lewis Hamilton actually sounded embarrassed by it.

**Stephen Steele,** Peterborough

EDITORIAL CONTACT **mail@autosport.com**

**The new** track in Korea failed in two areas: its inability to drain water and the pit entry and exit.

It doesn't take a genius to see that designing the entry on a blind bend is dangerous, as is the potential to T-bone a car leaving the pits if a driver gets his braking wrong into Turn 1.

As for the drainage issue, anyone who has ever travelled on the M40 in the rain south of Oxford knows that one stretch has a surface that reduces spray to almost zero. The technology exists.

**Clive Eaton**
Warwick

**Nico Hulkenberg's** performance in the Korean Grand Prix has surely secured his seat at Williams next season. Without a doubt he has been rookie of the year.

We have already seen Karun Chandhok lose his seat due to financial issues; I hope Williams does not elect to drop Hulkenberg for the same reason. As Martin Brundle rightly pointed out, "At the end of the day we are here to go racing and teams should never sacrifice performance for money."

**Alex Battipaglia**
Bruton, Somerset

**For some** reason the rules in F1 are not applied in the same way to all the drivers and teams.

If they are, I assume Mark Webber will be handed a five-position drop on the grid for the Brazilian GP for causing an 'avoidable accident' when he lost control of his car during the Korean GP.

This has to be enforced as this is the penalty given to Sebastien Buemi who also made a mistake in the same race and crashed, taking out another car.

**Phil Beckett**
Morecambe, Lancashire

**Let's hope** when Bernie reflects on his idea for two-day GPs, he looks at the WRC as to what happens when you tinker with formats to save costs.

Remember the 1990s – huge crowds, great competition, memorable personalities and a high-profile sport. Then rallying was homogenised...

Nobody does it better than Bernie and I am sure this is another bit of grit thrown into the oyster to turn up another pearl, but don't turn three into two – it doesn't go!

**Tim Foster**
Croydon

AUTOSPORT.com

## TOP FIVE ON OUR WEBSITE

1. KOREAN GP STOPPED DUE TO WEATHER
2. BUTTON ADMITS TITLE DEFENCE ALL BUT OVER
3. TODT: SCHUMACHER NOT SO RELAXED
4. ALONSO WINS, TAKES LEAD IN KOREA
5. MERCEDES THRILLED WITH SCHUMACHER

AUTOSPORT.com PLUS

## TOP STORY ONLINE

**LEWIS HAMILTON INTERVIEWED**

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**

- A production error meant we confused Martin Farmer with Martin Galpin on p83 last week. The last sentence of the lead story should read, 'Farmer has elected not to enter the Festival.'
- The caption at the bottom left of p100 mentions Ivor McCollough – it should be Ivor McCullough.

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

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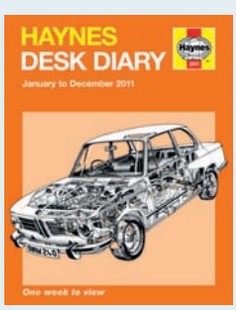


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Exquisite AUTOart replica of the Ford Lotus Cortina used by Jim Clark to win the 1964 British Saloon Car title. This 1:18-scale model of the car used by Clark to win at Crystal Palace in May '64 – the second of three outright wins that season – features fantastic detail inside and out.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: BATHURST 1000 HIGHLIGHTS 2010**

**SEARCH FOR:** Bathurst 2010 - Race Highlights (2:51)
All the key moments from The Mountain, including Fabian Coulthard's massive lap-one shunt, to Triple 8's one-two for Holden. All narrated by the superb Neil Crompton, Aussie V8's lead commentator/ex-racer.

# 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

**BARC**
**October 30-31**
**Admission £12 Saturday, £21 Sunday**
**Tel: 01474 872331**

The British Truck Racing Championship always brings out a good crowd. Double-headers for the Pickups, Dunlop/*MN* Saloons, Mini Se7ens and Mini Miglias, plus four Legends races, provide support action on the Indy circuit.

EBREY/LAT

Pickups support Trucks at Brands

## DONINGTON PARK

**BRSCC/CSCC**
**October 30-31**
**Admission £12**
**Tel: 01332 810048**

The legendary Leicestershire venue's renaissance continues with a Britcar 'into the night' race on Saturday, followed by a typically eclectic Classic Sports Car Club picnic on the Sunday, which also features the club's first night race for Tin Tops and Future Classics.

## SILVERSTONE

**750MC**
**October 30**
**Admission £10**
**Tel: 0844 3728 200**

The 750 Motor Club's annual relay race is still as popular as ever. Club racers and their huge variety of cars gang up to do six hours of handicapped battle on the National circuit.

## SNETTERTON

**MSVR**
**October 30**
**Admission £12**
**Tel: 01953 887303**

As well as Donington, there's more 'into the night' action in Norfolk with the GT Cup's new endurance sister series, the GT Trophy, topping the bill. The journeyman Golf GTI and VAG Trophy will also feature.

## DTM

**Rd 10/11**
**Adria, Italy**
**October 31**
**www.dtm.de**

LAT

Like the DTM? And hairpin bends? You'll love Adria then

## WORLD TOURING CAR CHAMPIONSHIP

**Rd 10/11**
**Okayama International, Japan**
**October 31**
**www.fiawtcc.com**

## EUROPEAN F3 OPEN

**Rd 8/8**
**Barcelona, Spain**
**October 30-31**
**www.gtsport.es**

## INTERNATIONAL GT OPEN

**Rd 8/8**
**Barcelona, Spain**
**October 30-31**
**www.gtsport.es**

## NASCAR SPRINT CUP

**Rd 33/36**
**Talladega, Alabama, USA**
**October 31**
**www.nascar.com**

## NASCAR TRUCK SERIES

**Rd 22/25**
**Talladega, Alabama, USA**
**October 30**
**www.nascar.com**

# Television

**THURSDAY OCTOBER 28**

1000-1100,1300-1400 Sky Sports 2
F3 Euro Series: Hockenheim review
1130-1230 ESPN
World GT1: Navarra review
1230-1330,2330-0030 ESPN
Superleague Formula: Navarra review
1400-1500 Motors TV
750MC: Snetterton part one
1700-1800 Motors TV
British Rallycross: Pembrey
2010-2115 Motors TV
FPA: Silverstone

**FRIDAY OCTOBER 29**

0600-0700 Motors TV
750MC: Snetterton part two
1000-1100 Motors TV
FPA: Silverstone
1200-1300,2010-2115,2255-0000 Motors TV
British Rallycross: Pembrey
1700-1800,2115-2220 Motors TV
British GT: Donington Park
1940-2010 Motors TV
Aston Martin GT4 Challenge

**SATURDAY OCTOBER 30**

0400-0425 Five
Motorsport Mundial
0730-0815 Eurosport LIVE
WTCC: Okayama qualifying
1000-1030 Eurosport 2 &
1030-1100 Eurosport
WTCC: Okayama qualifying highlights
1940-2010 Motors TV
GT4 European Cup: Magny-Cours
2010-2045 Motors TV
Caterham R300: Donington Park

**SUNDAY OCTOBER 31**

0030-0100 Eurosport
WTCC: Okayama qualifying highlights
0445-0515 Eurosport
WTCC: Okayama warm-up
0515-0615 Eurosport LIVE
WTCC: Okayama race one
0615-0645 Eurosport
IRC: Rally Scotland
Another chance to see Juho Hanninen seal the title and a deposed Kris Meeke bow out with a podium
0645-0745 Eurosport LIVE
WTCC: Okayama race two
0700-0725 Channel 4
VW Cup & Ginetta Challenge: Donington
0900-1000,2030-2130,2330-0000 Eurosport
WTCC: Okayama
1045-1415 Motors TV LIVE
International GT Open: Barcelona
World Rally aces Sebastien Loeb and Dani Sordo share a Porsche 911 for this event.
1415-1615,1905-2115 Motors TV
V8 Supercars: Surfers Paradise
Features a host of international motorsport aces up against the seasoned regulars.
2115-2325 Motors TV
International GT Open: Barcelona
2130-2145 Eurosport
Motorsports Weekend
2330-0130 ESPN
DTM: Adria

**MONDAY NOVEMBER 1**

2000-2100 Sky Sports 3
NASCAR: Talladega
Superspeedway thrills from Alabama.

# Online

## AUTOSPORT.com

Coming up on the web this week

**ESTORIL MOTOGP & BTCC**

MotoGP heads back to Portugal as it begins its European swansong for 2010. Finally, the 'aliens' (Stoner, Rossi, Lorenzo and Pedrosa) are all approaching fitness at the same time, so this could be a cracker. AUTOSPORT.com will be there to bring you all the news. Also on the web is our in-depth review of the British Touring Car season (right).

EBREY/LAT

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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

Indiana (Mansell) faces his greatest foe: Dennis Vitolo
LUCASFILM/EVERETT/REX FEATURES/LAT

**ABOVE, YOU will find this week's motorsport-related TV schedules, a one-stop shop for your racing-fan eyes to feast upon this week. Below, you will find the listings I'd *really* like to see – with a doff of my cap to the late, lamented *TV Go Home* website.**

**1700 Stig of the Dumped**
We follow Ben Collins on a Spinal Tap-esque book-signing tour. Playing to dwindling crowds, he's eventually forced to accept a job on *Fifth Gear*.

**1735 NEW SERIES: Mr T's Racing Punchlines**
Game show, where celebrities drive a racing car around the Silverstone Stowe circuit. If they miss any apexes, they get punched in the face by former *A-Team* muscle-man, Mr T. Today's contestant: Danny Dyer.

**1800 F1 SOS**
Nick Knowles and his team bid to rebuild the lives of unfortunate souls who have had their dreams ruined by cowboys, with heart-warming consequences. This week: US F1. Subtitles: 888.

**1830 The Good Life**
Comedy. The latest effort of Tom Good (Richard Briers) to create a sustainably motivated W12-engined F1 car knitted by wife Barbara (Felicity Kendal) hilariously falls short as next-door neighbour Jerry (Wolfgang Ullrich) wins the Le Mans 24 Hours for the 18th time with his egg-white-powered LMP1. Will Tom have the last laugh when his pet pig escapes and eats Jerry's entire DTM team?

**1900 FILM PREMIERE: Raiders of the Lost Sark**
FF1600-based remake of Steven Spielberg's action epic. Indiana Jones (Nigel Mansell) pits his wits against the Nazis to locate the fabled Sark chassis, which they believe will lead to Festival domination. He is confronted by his French nemesis Dr Rene Belloq (Alain Prost), who is in league with Gestapo interrogator Major Arnold Toht (Jeremy Irons) – will good or evil prevail? Producer: George Lucas-Electrics.

**2100 Desert Island Discs**
Adrian Newey wistfully recounts his favourite carbon-brake material manufacturers. This week from the Turks and Caicos.

**2130 Bland Designs**
Episode 7: The Valencia Street Circuit. Producer: Hermann Tilke.

**2200 LATE FILM: Carry on British Grand Prix**
Saucy East-Midlands-based comedy romp, starring Simon Gillett. *Revved Up*

# THE WEEK IN PICTURES

Life through a lens, from Surfers to Snett

**V8 SUPERCAR BOUNTY – A TASTE OF PARADISE**
Eighteen international drivers journeyed to race V8 Supercars at the Gold Coast. The powerboat trips were an optional extra

CIANFLONE/GETTY

**WHO SAID I NEEDED A LIFT?**
An involuntary wheelie spoils Richard Boughton's day in the Caterham Roadsports at Snetterton

HAYER/EBNEY

GILHAM/GETTY

**YOU'VE BEEN (ZIMMER) FRAMED**
Red Bull Racing presented Bernie Ecclestone with a high-tech walking aid to mark his 80th birthday

LAT SOUTH

**GOOD THING HIS SPONSOR IS FEDEX**
Denny Hamlin calculates the bubble wrap he'll need to eBay his prize

**A MANTRA WE SHOULD ALL LIVE BY**
It certainly worked for Korea. The tailoring is deliberate, apparently, rather than a split seam

THOMPSON/GETTY

# FROM THE ARCHIVE

Champ Car farce, Surfers Paradise, October 27, 2002

Wrecked Champ Cars litter Surfers track

"It was like being in a black room. All of a sudden, the track was just packed with cars. I had nowhere to go. I couldn't even brake"
*Mario Dominguez*

DIRK KLYNSMITH

**SEVERAL OF** American single-seater racing's biggest stars descended on Australia's eastern shoreline to contest the Gold Coast 600 V8 Supercars race at Surfers Paradise last weekend. Of those five current IndyCar aces, three (Dario Franchitti, Scott Dixon, and Alex Tagliani) were also on the grid when the then Champ Car World Series headed to Surfers for its annual race there in October 2002.

The event coincided with a torrential end to the longest drought in South East Queensland in 94 years, which created terrible conditions for racing.

A mid-pack melee at the single-file start triggered an enormous pile-up that wiped out half the field and put two drivers in hospital. Adrian Fernandez slowed amid the spray on the gently curving pit straight and was nudged into a spin by Jimmy Vasser's Rahal Lola-Ford.

Team Green's Michael Andretti submarined his Lola-Honda under Tagliani's Forsyth Racing Reynard-Ford, and Japanese F1 refugee Tora Takagi spun into the pair in the ensuing chain reaction. Meanwhile, back-of-the-grid starter Mario Dominguez ploughed into the crash at speed, upending the cars of Takagi and Vasser. Both cars landed upside down, Takagi's after nearly decapitating Fernandez during its flight.

It took 10 minutes to extricate Takagi, who suffered a fractured pelvis and bruised hips, while Fernandez broke two vertebrae in the accident.

"I couldn't see anything at all," said Dominguez, whose Lola-Ford was sound enough to take the restart after minor repairs during a 90-minute interlude. "It was like being in a black room. All of a sudden, the track was just packed with cars and I had nowhere to go. I couldn't even brake."

The Mexican rookie would go on to score an unlikely maiden win in the truncated restart. With conditions deteriorating, many expected the event to end at 36 laps – the minimum for an official result and full points.

CART rules required one minimum stint of 20 laps, so some teams planned to leave their drivers out long enough to require just one pitstop. This strategy backfired spectacularly when, in an effort to be fair to those who stopped when a third and final safety car came out on lap 10, and thus had to pit twice to comply with the rules, organisers extended the race to 41 laps.

As leader Andretti and the other top runners peeled into the pitlane for the second time, Dominguez, who qualified slowest, pitted three times and ran at the back for most of the race, inherited the win.

"When they restarted the race it was fine, but the weather took a turn after 10 laps," said seventh-placed Franchitti. "They should have stopped it then. You're better having no race at all than a farce like that."

## THIS WEEK IN...

AUTOSPORT
Adelaide finale: Senna aims for the double
McLaren versus Williams in last lap dash for Constructors Championship
WIN! An ice driving holiday in Canada
FESTIVAL FUN Formula Ford boys go mad at Brands Hatch
SPORTSCARS Fabi beats Warwick to World title at Autopolis

### OCTOBER 31, 1991

**"SENNA AIMS** for the double" we declared, as McLaren and Williams headed into the final round of the 1991 F1 season locked in a tussle for the constructors' world championship.

Newly crowned triple drivers' champ Ayrton Senna headed to Adelaide as favourite, while archrival Alain Prost would be staying home after quitting Ferrari on the eve of the race (below).

After enduring his first winless campaign since 1980, Prost railed against the Scuderia's apparent failure to accept his criticisms of the team's wayward 643.

Elsewhere, Mercedes duo Michael Schumacher and Karl Wendlinger won the Sportscar World Championship race at Autopolis, while third for Teo Fabi/David Brabham was enough for Fabi to beat Jaguar stablemate Derek Warwick to the drivers' title.

Prost leaves Ferrari
Can Williams pinch the crown?

NEXT WEEK

Mark Hughes on the greatest...
F1 SHOWDOWNS
Reliving the best world title run-ins
*On sale Nov 4*

PLUS
WTCC Okayama; DTM Adria; F3 Euro Series review and back-to-back track test

# RALF SCHUMACHER

■ French Grand Prix, Magny-Cours ■ June 27, 1999 ■ Williams FW21-Supertec ■ Fighting back to fourth

LAT

Schumacher would finish fourth after starting 16th

**SOMETIMES IN** your career you have races that are special, but the overall result is not spectacular. You enjoy yourself, the car works well, when you try to overtake it always works, and everything comes together. But at the end only you and the team notice.

I'm sure I had other good races, but the one that comes to mind first is the 1999 French Grand Prix. It was my first year with Williams and things were really difficult.

We got caught out by a shower in qualifying so I started 16th, but in the race I worked my way up to fourth. It was really enjoyable. Some people hit problems, and we had a good strategy, but I still overtook a lot of cars. The result wasn't great, but being in a car that was tough at the time, and coming from the back, was really nice.

I remember we were always pretty weak in qualifying that year, but the race trim was always better. I don't really remember any of the moves or battles in any detail. But I had a nice fight with [brother] Michael near the end, and that was where I took fourth. It was good to pass him, but other than that I don't really remember much.

> "We got caught out by a shower in qualifying so I had to start 16th. But in the race I worked my way up to fourth. It was really enjoyable and I overtook a lot of cars"

When I left Jordan to go to Williams, I expected a big step up. But Williams was going through a difficult time. It was just before BMW came in, and the Supertec engine was basically two years old by then. It was pretty heavy, something like 15 kilos heavier than any other engine. I think that car was the only one in the pitlane that still had metal suspension as well, so it was pretty tough.

We were also a bit behind on electronics. Some teams had really advanced electronics – like a kind of simulated traction control. We had big discussions about some teams that year, because they didn't get wheelspin.

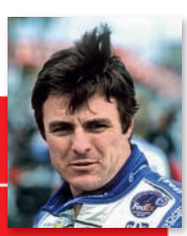
I don't know why I was always quick at Magny-Cours. Even in Formula 3 that was the case. And then there was the race in 2003 where Juan Pablo [Montoya] was really angry because he thought the team had stolen the win from him. That was good too, but the '99 one was really special.

*Ralf Schumacher was talking to Glenn Freeman*

## IN PROFILE

LAT

**RALF SCHUMACHER** won the 1995 Macau F3 Grand Prix and '96 Formula Nippon title before arriving in Formula 1 in '97 to start a career that would span 11 years. His time in F1 was bookended by stints with Jordan and Toyota, but it was his six years with Williams, in 1999-2004, that yielded most of his success, including six wins. Schumacher left F1 at the end of 2007, and was snapped up by Mercedes that winter to race in the DTM. Good results have been hard to come by so far, but he scored his first pole position at the Norisring earlier this year.



NEXT WEEK
Mark BLUNDELL

"Who Works in" Guides

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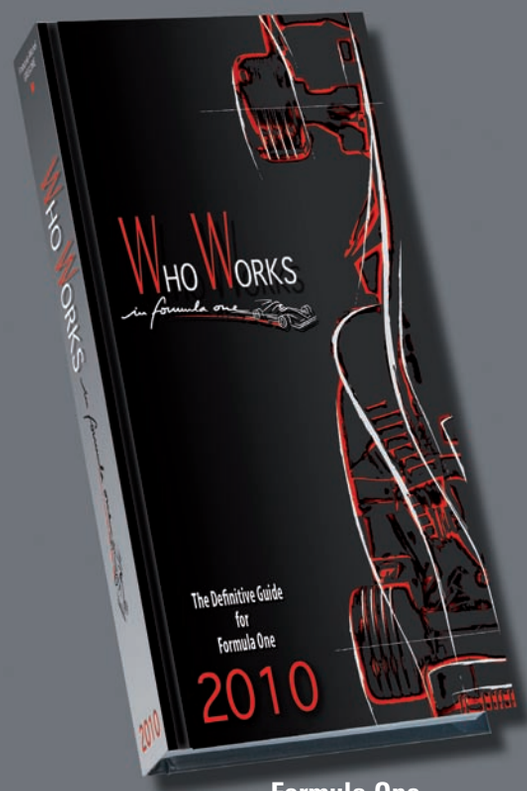


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Retail sales only. Subject to availability at participating dealers only on vehicles registered between 1 October and 31 December 2010. Offers may be varied and withdrawn at any time. *5.9% finance available over 3 years and 3.9% finance available over 2 years on all Mazda MX-5 models. †Deposit contribution only available in conjunction with Mazda Personal Contract Purchase. Finance subject to status. Terms and conditions apply. Applicants must be 18 or over. Guarantees/Indemnities may be required. Mazda Financial Services RH1 1SR. ‡Service offer: Available with Mazda Personal Contract Purchase finance only: 3 year finance agreement available with 3 years' complimentary servicing or 37,500 miles, whichever comes first, and includes a maximum of 3 services. 2 year finance agreement available with 2 years' complimentary servicing or 25,000 miles, whichever comes first, and includes a maximum of 2 services. Complimentary servicing covers the manufacturer's scheduled servicing only at a participating Mazda Authorised dealer. Terms and conditions apply. Model shown: Mazda MX-5 Roadster Coupe 2.0i Sport Tech with Mica paint. OTR price £22,555.