

FULL INDIAN GRAND PRIX REPORT

AUTOSPORT

NOVEMBER 1 2012 • £3.40

AS VETTEL WINS AGAIN IT'S...

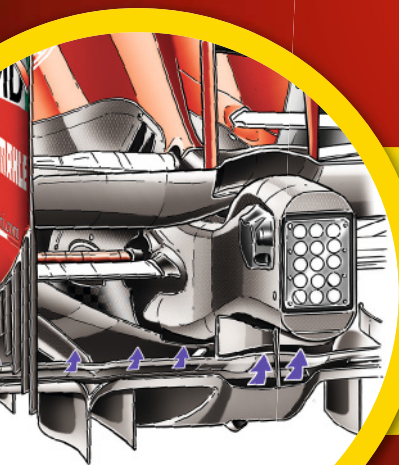
Crunch time for ALONSO

He's 13 points behind Vettel, so why's he so confident?

+

Full preview of this weekend's Abu Dhabi GP

FULL STORY, P8



REVEALED!
Ferrari's update that closed the gap to Red Bull



haymarket

9 770269 946234

44

C\$8.99

RENAULT MEGANE

**FROM £249
PER MONTH[†]**

- + TomTom Live Sat Nav
- + Bluetooth and iPod connectivity
- + Keyless entry

**NO MATTER
WHERE LIFE
TAKES YOU
WE'LL BE
THERE**



Car shown is a Mégane Coupé GT Line TCe 115 from £289 a month.^{††}

4 **FOUR YEARS
WARRANTY
ROADSIDE COVER
INCLUDED SERVICING
FINANCE PACKAGE**

RENAULT.CO.UK

The official fuel consumption figures in mpg (l/100km) for the Mégane Coupé range are: Urban 30.1(9.4) - 72.4(3.9), Extra Urban 51.4(5.5) - 88.3(3.2), Combined 40.9(6.9) - 80.7 (3.5). The official CO₂ emissions for the range are 159 - 90g/km.



Terms and exclusions apply. Warranty 100,000 miles; Service 48,000 miles. For finance, conditions apply. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding Isle of Man and Channel Islands) to apply. Finance, subject to status, provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Visit renault.co.uk/4plus for details.

[†]Rental stated is for Renault Lease. Comparable payments are available on our personal contract purchase product – ask your dealer for details. If you choose Renault Lease then you will not own the car. When you have paid the final rental at the end of the contract, you can keep using the car and pay an annual rental equivalent to one monthly rental. Typical example: Mégane Coupé Dynamique TomTom 1.6 110 advance rental **£1,999 inc. VAT**, followed by 49 monthly payments of **£249 inc. VAT**. Final rental **£4,514 inc. VAT**. ^{††}Car shown is a Mégane Coupé GT Line TCe 115 advance rental **£1,999 inc. VAT**, followed by 49 monthly payments of **£289 inc. VAT**. Final rental is **£5,143**. Finance available on new cars when ordered by 4 Feb 2013. Car shown with optional metallic paint at an extra £520 (i.d. paint).

CONTENTS

November 1 2012 - vol 210 no 5



AUTOSPORT.COM

Up-to-the-minute news and reports from F1, WRC and more. Subscribe for must-read opinion, stats and images

"Friends who've always called me 'world Super GT champion' will be a little less wrong!"
BENOIT TRELUYER ALLOWS HIS WEC CROWN TO SINK IN WITH A JOKE

COVER IMAGES: HONE/LAT



REPORTS & FEATURES

32 Indian Grand Prix

Sebastian Vettel did exactly what he did in 2011 – he dominated at the Buddh International Circuit. But a certain Spanish warrior in a Ferrari kept interest alive, and drivers loved racing on tyres that – for once – would not wear out

46 World Endurance Championship Shanghai

It's easy for Toyota, as Audi trio Lotterer, Fassler and Treluyer claim the drivers' crown in intra-team battle

55 World of Sport

NASCAR; Japanese Super GT; International Superstars; Baku City Challenge; MRF Formula 2000

58 British Touring Car Championship Review

It was a gripping battle between Honda men Shedden and Neal and MG ace Plato, before Shedden took the crown

64 Formula Renault 3.5 Series Review

Looking back on a season that had a controversial finish, but in which the championship was won by the right man

NEWS

8 Alonso not out of F1 world title fight

Analysis of why Ferrari's star is right to talk up his chances, despite ominous Vettel/Red Bull domination in recent races

10 How the budget cap could affect F1 teams

Bernie Ecclestone has set a figure, but some say it could be impossible to police, and some don't think it's a cap at all

12 Williams admits it has conceded points

Team languishing in constructors' championship, but form suggests that good times could be around the corner

15 This week in F1

What was going on amid the haze of New Delhi

16 Abu Dhabi Grand Prix Preview

21 David Coulthard column

24 George unlikely to retake IndyCar hot seat

US single-seater series plunged into further controversy as Bernard is shoved aside by Indianapolis boardroom

26 Audi and Toyota give thumbs-up to privateer rule break

LMP1 teams in the World Endurance Championship to be granted concessions to get closer to the factory teams

29 Mercedes declares no reduction from eight-car DTM team

Rumours suggest Stuttgart will go slim, but Haug says *nein* as ex-champ Scheider is linked with move from Audi

31 Loeb eyes long-term future in WTCC

French rally legend reckons he could 'do a Tarquini' and race into his fifties when he switches codes with Citroen

REGULARS

5 From the editor

6 Snapshot

23 Mark Hughes column

66 Subscribe for a free gift

96 Final drive

Letters and latest gear

98 On track/on screen

The best action in the next week

101 From the archive

Street racing in Cagliari, 2002/03

102 Rally of my life

Stig Blomqvist, Swedish Rally, 1983

SPORTS EXTRA

81 New FIA rule threatens foreign trips for club racers

Cost may not be too bad, but timeframe is a worry

82 MacLeod returns to Formula Ford at Silverstone

Ex-British champ on entry list for Walter Hayes Trophy

86 National reports

Brands Hatch Formula Ford Festival and supports; Croft British Rallycross; Silverstone Birkett Relay Race; MSVR Snetterton; KMSC Knockhill

SHANGHAI CHINA

October 28-29
12:00 UTC

AT A GLANCE

Winners Alexander Wurz
Wolker Lagerter
Pole position Marc Gené
Fastest Lap Lagerter

LMP1 RACE RATING

Toyota drivers in control, with Audi happy to play its role

MILESTONE

Lagerter/Treluyer/Fassler win first endurance world champions since Taneli Mäkelä/Tero Saariluoma in '92

REPORT WEC SHANGHAI

LARRY MINTON reports

Outpaced Audi trio claims the title

Lotterer, Treluyer and Fassler are champions, but Toyota dominates in China

The Audi trio of Alexander Wurz, Marc Gené and Lucas di Grassi dominated the Shanghai 6 Hours race, securing their first endurance world championship. The Toyota trio of Alexander Wurz, Benoit Treluyer, and André Lotterer finished second, while the Peugeot trio of Nicolas Leventis, Stéphane Sarrazin, and Yannick Dalery finished third.

Elite overturns Rebellion in final battle

Toyota drivers in control, with Audi happy to play its role

The Toyota trio of Alexander Wurz, Benoit Treluyer, and André Lotterer overturned the Rebellion trio of Nicolas Leventis, Stéphane Sarrazin, and Yannick Dalery in the final battle for the endurance world championship.

NEWS

60 SECONDS WITH PASTOR MALDONADO

Special GP winner

Pastor Maldonado, driver for Williams F1, is featured in a 60-second interview. He discusses his performance in the Abu Dhabi Grand Prix and his future in Formula 1.

Williams: we let points slip

Team admits that its tally this year does not reflect the quality of the car it has produced

Williams F1 team admits that its performance in the Abu Dhabi Grand Prix does not reflect the quality of the car it has produced. The team is looking for ways to improve its performance in the coming season.

MALDONADO'S MISSING POINTS

On race over the season, the Williams team has been criticised for its lack of consistency. Maldonado's performance is also under scrutiny.

ASTRALIA

Williams F1 team is set to race in Australia.

GERMANY

Williams F1 team is set to race in Germany.

REARVIEW

Williams F1 team is set to race in Rearview.

INDONESIA

Williams F1 team is set to race in Indonesia.

INDONESIA

Williams F1 team is set to race in Indonesia.

NATIONAL RACES & RESULTS

DRIVE RESULTS

1st in Abu Dhabi

"I sat back for the first few laps to see how it would go"

Tom Kristoff's debut drive and win

REPORTS EXTRA

McCullough does the Kent double

Bullseye driver wins both the Kent and the Kent

Tom Kristoff, driver for Bullseye, has won both the Kent and the Kent. He is the first driver to achieve this feat.

POPULAR DRINKS

Most popular drinks in the UK

DRIVE RESULTS

1st in Abu Dhabi

"I sat back for the first few laps to see how it would go"

Tom Kristoff's debut drive and win

REPORTS EXTRA

Buri's controversial title

Victory for the controversial driver

Tom Kristoff, driver for Bullseye, has won the controversial title. His victory has sparked controversy among fans and the media.



Andreas goes at 150qph.

ŠKODA challenges Andreas Mikkelsen to a high speed Q&A, as he prepares for upcoming IRC rallies.

Watch it at skoda.co.uk/motorsport

🇳🇴 A. Mikkelsen
🇳🇴 O. Floene



Watch us at the Cyprus Rally: 2 - 3 Nov 2012

EDITOR-IN-CHIEF

Andrew van de Burg
andrew.vandeburg@haymarket.com ext.5974

EDITOR

Charles Bradley
charles.bradley@haymarket.com ext.5889

AUTOSPORT.COM EDITOR

Simon Strang ext.5093
simon.strang@haymarket.com

GROUP F1 EDITOR

Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR

Edd Straw ext.5887
edd.straw@haymarket.com

FEATURES EDITOR

Kevin Turner ext.5432
kevin.turner@haymarket.com

NEWS EDITOR

Glenn Freeman ext.5309
glenn.freeman@haymarket.com

REPORTS EDITOR

Jamie O'Leary ext.5811
jamie.oleary@haymarket.com

MANAGING EDITOR

Peter Hodges ext.5903
peter.hodges@haymarket.com

WEB MANAGING EDITOR

Pablo Elizalde

RALLIES EDITOR

David Evans
david.evans@haymarket.com

CONTRIBUTORS

GRAND PRIX EDITOR

Mark Hughes
autosport.editorial@haynet.com

F1 COLUMNIST

David Coulthard

INTERNATIONAL EDITOR-AT-LARGE

Gary Watkins

NATIONAL EDITOR-AT-LARGE

Marcus Pyc

CORRESPONDENTS

ARGENTINA

Tony Watson

AUSTRALIA

Phil Branagan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lito Cavalcanti

FINLAND

Esa Iiloinen

GERMANY

Rene de Boer

GREECE

Dimitris Papadopoulos

ITALY

Roberto Chinchero

JAPAN

Jiro Takahashi, Len Clarke

NEW ZEALAND

Bernard Garpinter

RUSSIA

Gregory Golsheva

SOUTH AFRICA

Richard Asher

SPAIN

Raimon Duran

SWEDEN

Tege Formvall

USA

Jonathan Ingram, Bruce

Martin, David Phillips,

Diego Mejia, Robin Miller,

Jeremy Shaw,

UK & EIRE

David Addison,

Dud Canlier, Jonathan

Crawford, Kerry Dunlop,

Leanne Fahy, Paul Healy,

Paul Jurd, Paul Lawrence,

Stephen Lickorish, Matt

Marc Orme, Graham

Read, Peter Scherer, Ian

Sowman, Oliver Timson,

Ian Tschernach, Matt

Upton, Eddie Walder, Tim

Whittington, Richard Young

ADVERTISING

Tel: +44 (0) 20 8267 5820
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

COMMERCIAL MANAGER

Rachel Brock,
ext: 5820
rachel.brock@haymarket.com

DISPLAY ADVERTISING

Peter De Vries,
ext: 5961
peter.devries@haymarket.com

ONLINE ADVERTISING

Leanne Foley,
ext: 5846
leanne.foley@haymarket.com

CLASSIFIED ADVERTISING

Matt Simpkin,
ext: 5560
matt.simpkin@haymarket.com

SUBSCRIPTIONS

UK 0844 8488817
OVERSEAS +44 (0)1795 592 974

EMAIL

autosport@servicehelpline.co.uk
US & CANADA 1-866-918-1446
US & CANADA EMAIL
haymarket@imnews.com

AUTOSPORT, ISSN number 0269946X,
is published weekly by Haymarket Media
Group, Teddington Studios, Broom
Road, Teddington TW11 9BE, United
Kingdom. The US annual subscription
price is \$235. Airfreight and mailing in

the USA by agent named Air Business
Ltd, c/o Worldnet Shipping Inc., 156-15,
146th Avenue, 2nd Floor, Jamaica, NY
11434, USA. Periodicals postage paid at
Jamaica NY 11431. Subscription records
are maintained at Haymarket Media
Group, Teddington Studios, Broom Road,
Teddington TW11 9BE. Air Business Ltd
is acting as our mailing agent.

BACK ISSUES

Tel: 0844 8488817

DIRECT MARKETING EXECUTIVE
Karen McCarthy, ext: 5658
karen.mccarthy@haymarket.com

MANAGEMENT

GROUP PUBLISHER

Bob Aherne

PUBLISHING MANAGER

Samantha Jempson

SPECIAL EVENTS MANAGER

Laura Coppin

SYNDICATION SALES MANAGER

Roshini Sethi, +44 208 267 5396
roshini.sethi@haymarket.com

© HAYMARKET CONSUMER MEDIA

Publishing, trade and further subscription
details on www.autosport.com. While due
care is taken to ensure the contents of
AUTOSPORT are accurate, the publishers
and printers cannot accept liability for
errors and omissions. Advertisements are
accepted for publication in AUTOSPORT
only upon Haymarket Consumer Media's
Standard Terms of Acceptance of
Advertising, copies of which are available
from the Advertising Sales Department
of AUTOSPORT.

EDITORIAL DIRECTOR

Mark Payton

CREATIVE DIRECTOR

Paul Harpin

STRATEGY AND PLANNING DIRECTOR

Bob McDowell

CIRCULATION TRADE ENQUIRIES

Frontline Ltd, Park House, 117 Park Road
Peterborough, Cambs, PE21 2TS. Tel: +44
(0)1773 553141. Printed in England
by Wyndeham Heron Ltd. Cover and
centre sections printed by CSM Impact,
Basingstoke. Colour original: Colour
Systems, 90-92 Pentonville Road, London
N1 9HS (editorial and advertising). ISSN
0269-946X. AUTOSPORT, incorporating
Autoclassic, is published weekly by
Haymarket Consumer Media, Teddington
Studios, Broom Road, Teddington,
TW11 9BE, UK.

PUBLISHING DIRECTOR

Patrick Fuller

MANAGING DIRECTOR

David Preshor

CHIEF EXECUTIVE

Kevin Costello

POLE POSITION

Alonso stands firm against the Red Bull battering



AS A HURRICANE RIPPED INTO THE EAST coast of the USA earlier this week, another force of nature has been battering Fernando Alonso's world championship hopes. Does Alonso honestly believe he can stop Hurricane Sebastian?

For the third race in a row, Vettel has laid waste to the opposition – leading every lap. He goes into Abu Dhabi with every confidence of winning there for the third time in four years, and Red Bull's RB8 appears stronger than ever. As Alonso admits: "We are fighting against Newey's car, not only Sebastian."

Why is Alonso so confident he can do it? Is it pure chest-beating, the valiant samurai fronting up to his enemy to show no fear of failure? To make it a fairer fight, he admits the Scuderia needs to "bring something more clever to Abu Dhabi, USA and Brazil" in terms of updates, but we're edging towards needs-a-miracle territory if he gets beaten again this weekend.

Perhaps his only true hope is that Hurricane Sebastian blows himself out? But this phenomenon shows no signs of losing any of his devastating momentum yet.

Charles Bradley

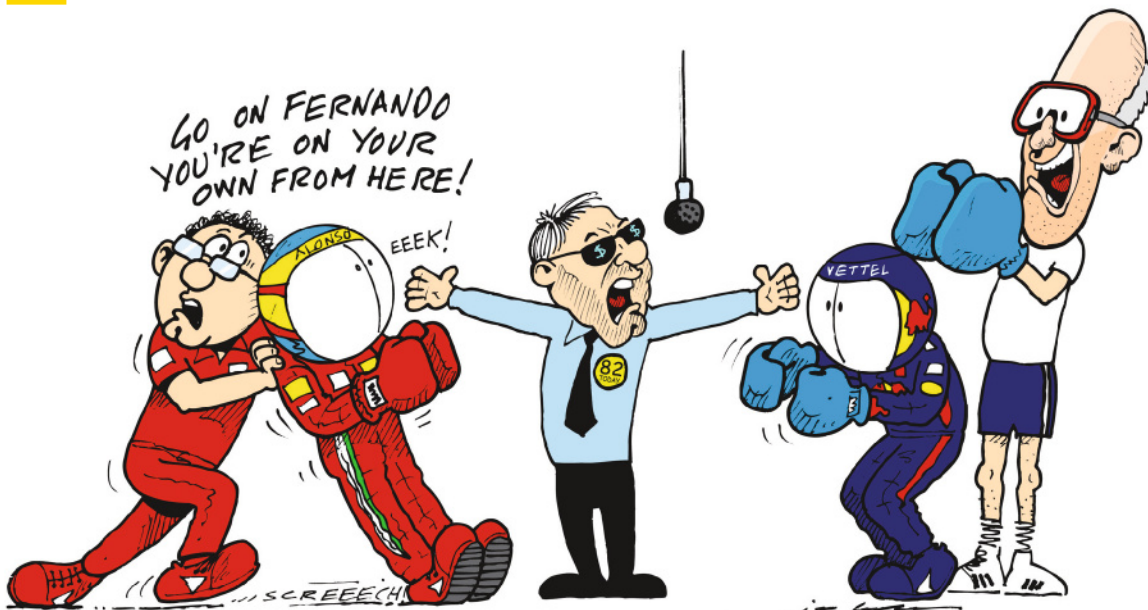
CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com

Find us on



**AUTOSPORT
PODCAST**

BAMBER'S WEEK



INDIAN GRAND PRIX

Seb's got one eye on the mirror...

So much at stake in the run to the opening corner at Buddh: Sebastian Vettel is mindful that team-mate Mark Webber is racing to win, the McLaren duo know their only hope of victory is to attack both Red Bulls on the opening lap, and Fernando Alonso is back there somewhere too. Indian GP report, p32.

Pic: Tee/LAT



AUTOSPORT +

**FOR THE BEST INDIAN GP PICS ONLINE,
CLICK ON AUTOSPORT.COM/GALLERY**

SNAPSHOT
PIT & PADDOCK



 airtel

“I remain 100 per cent confident that we will fight for this championship and we will win it”

Fernando Alonso

Fernando Alonso remains adamant that he will win the Formula 1 World Championship, even after slipping to 13 points behind Sebastian Vettel after last weekend's Indian Grand Prix.

While his statements throughout the week in India were largely motivated by a desire to show absolute confidence in the Ferrari team, which is working 24 hours a day to improve the F2012, he is right to say that Vettel is still beatable.

Here are four key factors that could allow Alonso to steal the championship from under the nose of his Red Bull rival...

UPGRADES NOW WORKING

Ferrari's development rate was poor in the races leading up to the Indian Grand Prix, with many new parts actually having a detrimental effect on the F2012. But the team's confidence in updates based upon recent work in the Toyota windtunnel and a straightline aerodynamic test has proved well placed.

For India, a new diffuser, front wing endplate, and tweaks to the sidepod/exhaust package that was introduced in Korea, were added. While they did not create a massive step forward in



Rain in Brazil could help Alonso's bid

performance, the fact that they behaved as anticipated on track is vital. There is now reason to expect that further upgrades, starting with those promised for this weekend's Abu Dhabi GP, will work too.

While these are not likely to turn the Ferrari into a Red Bull-beater, they could close the gap. Proof that the Italian team is leaving no stone unturned in rushing last-minute updates onto Alonso's car is that team-mate Felipe Massa raced an older-specification machine at the Buddh circuit because of the lack of new parts.

Ferrari team principal Stefano Domenicali said: "I don't know if it's

right to say we are encouraged. But it's something that, in terms of approach, we need to keep up."

BRAZIL'S WEATHER LOTTERY

Even if Alonso goes into the Brazilian Grand Prix season finale with a significant points deficit, he will regard it as offering a real opportunity.

The reason for this is the possibility of rain at the Interlagos circuit. Alonso's performance in wet conditions was the foundation on which his formidable mid-season championship lead was built. The unlikely win in Malaysia would have been impossible without rain, while his second place at Silverstone and

victory at Hockenheim were built on wet qualifying sessions. If it rains in Brazil, he would arguably be favourite.

After finishing second in India, he predicted: "I think Brazil will be quite good for us and hopefully it will be a happy grand prix."

RED BULL'S RECENT RUN

Given that Red Bull has unquestionably got the best car in Formula 1, there is no reason why Vettel cannot win all three of the remaining races in Abu Dhabi, the United States and Brazil.

But the longer the run goes on, the more likely it is that the law of averages will strike the German.

His win in India was his fourth on the bounce, and only seven times in world championship history has a driver strung together a sequence of more consecutive victories. Question marks remain over the alternator problem that cost Vettel victory in Valencia and sixth place at Monza, and it will not be until the US race that Red Bull will have a specification of alternator in which it can be 100 per cent confident.

Alonso said: "The races are long and, as we saw [in India] with Mark



Ferrari isn't quick enough

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com



Amid the deserved plaudits for Fernando Alonso, it has been too easy to overlook just how good Sebastian Vettel has been. When he's happy with the car – and he's clearly very happy with the Red Bull RB8 now – he's just as strong a force of nature as Alonso.

In these circumstances, the mouthwatering Alonso-versus-Vettel scrap for the title is a case of irresistible force versus immovable object. In equal equipment, this would be an epic and era-defining battle for the ages. But even though all the indicators are that Vettel has the edge on machinery, it's still close enough to make it a gripping scrap.

What Alonso guarantees is that Vettel will be given the minimum possible margin for error. After Vettel's India win, this margin has widened significantly and he now knows that two wins in the final three races guarantees him the title. But that doesn't mean Alonso can't test him.

There's still a chance that, soon, Alonso and Vettel will find themselves contesting the same piece of track.

As we've seen at Monza over the past two years, there does exist the kind of needle typical of that between two great drivers in the Alonso-v-Vettel dynamic. If that does happen, it may prove to be the defining moment of the championship scrap.

Alonso will know that he can't simply rely on luck to beat Vettel. He needs to force the issue. And knowing him, he will do everything he can to test Vettel's mental fortitude.

Alonso will keep up the pressure



[Webber], a KERS problem can happen to anyone. It can happen to Seb, it can happen to me. There are still many points on the table and I'm very optimistic."

QUALIFYING TARGET

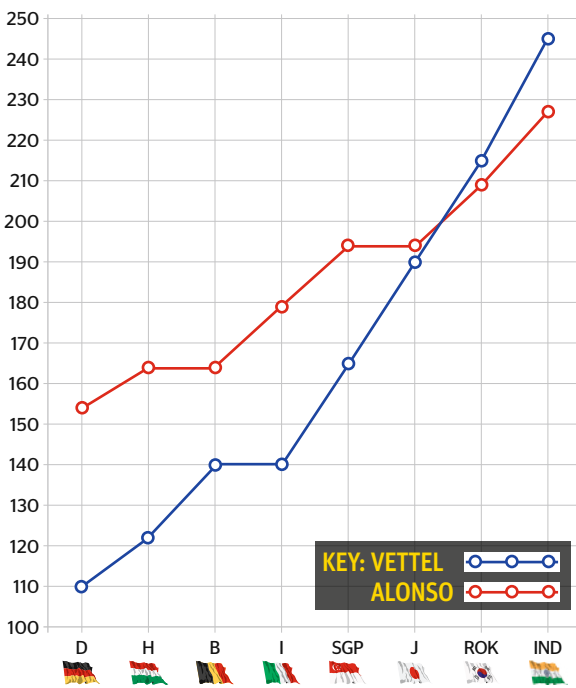
Ferrari's race pace has always been superior to its qualifying speed, and Alonso believes that the car is fast enough to take the fight to Red Bull on Sundays provided it has track position.

In India, Alonso was already three and a half seconds behind Vettel after the first lap thanks to qualifying down in fifth place. Ferrari's first target is to outqualify the McLarens, something that was possible even in India, where it appeared that Alonso did not produce a perfect lap.

Massa added: "Qualifying is still something that we are working very hard to improve. From the beginning of the season we have improved, but we still have to improve more."

HOW VETTEL TURNED IT AROUND

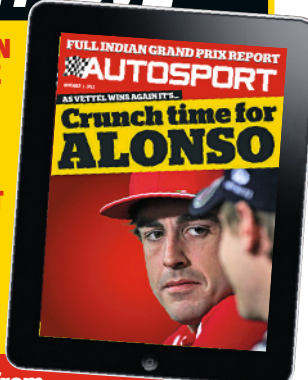
After his last win in Germany, Alonso led Vettel by 44 points in the championship. Here is how Vettel has turned that deficit into a 13-point lead over the seven races that followed.



DRAWING BOARD P40

GET AUTOSPORT ON THE MOVE

- **DIGITAL EDITION NOW AVAILABLE FOR iPad**
- **STUNNING HI-DEFINITION VIDEO CONTENT**
- **ON SALE ALL OVER THE WORLD FOR ONLY £2.99**



Download it now from the Apple Newsstand **AUTOSPORT**



The \$250m question

The budget cap idea is being revived – but what will the figure be?

Bernie Ecclestone has launched a renewed attempt to push through a budget cap in Formula 1, initially setting the all-encompassing spending limit at \$250 million (£155 million).

A number of teams believe that, in principle, a well-formulated budget cap would be the best way to tackle Formula 1's growing need for cost-cutting. Inevitably, the devil is in the detail and while the idea is appealing, formulating an enforceable budget cap that is accepted by all competitors is difficult, if not impossible.

HOW WOULD IT WORK?

The figure proposed by Ecclestone is designed to cover all expenditure (although marketing activities would be exempt) over the course of a calendar year. So this would include all testing, design and development work, engine costs, personnel salaries (including drivers) and any activities relating to the race team.

WHY £155 MILLION?

It's roughly in line with the total spend of Red Bull Racing in 2011, (a figure that includes its famously generous staff bonuses, its supply deal to Caterham for KERS and other marketing activities) so it has to be considered an excessively conservative ceiling. It would not lead to any teams having to lower their expenditure and most laugh at the idea of the proposed figure being seen as a cut. Inevitably, this



Bernie is leading the push

amount is merely a starting point for discussions.

WHAT WOULD IT ACHIEVE?

The introduction of a ceiling on expenditure of this magnitude, if it could be properly policed, would theoretically remove any possibility of a major backer comfortably outspending the rest in the way that English football club Manchester City's owners took the team from mid-table in the Premier League to the title. But it won't actually reduce spending without the parallel introduction of further stringent limits in specific areas.

That's why the current figure would have to come down substantially for the budget cap to have the desired effect.

HOW WOULD IT BE POLICED?

This is potentially the biggest flaw in any kind of budget cap. Even auditing the simple team organisations would be difficult, while multi-company groups such

as McLaren or manufacturer organisations like Mercedes and Ferrari would require vast efforts to investigate rigorously. As with the resource restriction agreement, the chances are it would be down to the teams to declare their expenditure. The FIA would be responsible for checking it, but this could be costly given the opacity of modern accounting practices.

WHAT ARE THE POTENTIAL STUMBLING BLOCKS?

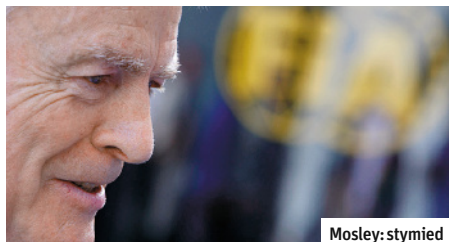
Even if the policing problem could be solved, there are myriad questions of detail to be resolved.

If a team has a free or subsidised engine supply for marketing purposes, for reasons of budgetary equality should that still be considered as a cost equal to a team paying for its engines? Should staff bonuses be included? How about manufacturer teams who have their own engine development programmes? There is a lot of detail to be worked through.



Red Bull leads the way on expenditure too...

CASE STUDY: THE 2010 BUDGET CAP



Mosley: stymied

In March 2009, the FIA announced that an optional budget cap of £30 million would be introduced for the following season, a figure that was increased to £40 million one month later.

Teams were allowed to enter either as a non-capped team, or accept the £40 million limit. Those who did accept it would be given technical breaks designed to, according to the FIA, "keep their median performance on a par with the median performance of the unlimited-expenditure teams."

The cap excluded marketing/hospitality budgets, driver pay, driver development programmes, engine costs in 2010 only, dividends and expenditure having no influence on a team's performance. The technical breaks included moveable front and rear wings and the removal of the engine rev limits. Also, there would be no windtunnel restrictions.

The new-for-2010 teams, as well as Williams, backed the budget cap but ultimately the idea was dropped by the FIA in June 2009.

Then-FIA president Max Mosley recently told Sky Sports F1 that his off-track problems in 2008 played a part in the idea being stymied.

"What stopped it was I couldn't push it through," he said. "I ought to have been able to say to Ferrari, 'you can enter or not enter, but these are the rules' but I couldn't do that because when I had that problem with the newspaper, the two teams that stood by me were Williams and Ferrari."



Ferrari's Maranello campus



McLaren is a diverse multi-company group

WILL THE TEAMS AGREE?

Whenever that question is asked in F1, the answer is probably not. But there is a shared interest in limiting costs. The trouble is that the current budget cap figure is so far in excess of what the majority of teams are spending it is almost irrelevant. What's more, while some support it, others, such as Red Bull, would prefer limits on specific areas of expenditure.

WHAT IS THE ALTERNATIVE?

Given that everyone agrees on the imperative of cutting spending, the obvious alternative is to finalise a new resource restriction agreement or some other package of cost cuts.

F1 has been trying to achieve this for months, with little progress. What's more, teams will always find some performance-enhancing way to spend money. Another possibility is to move to a greater number of spec components, an idea that many see as undermining the spirit of Formula 1.

WHAT THE TEAMS THINK OF A BUDGET CAP IN F1

Ultimately, an overall cap that captured all activities of an entrant would be a better way of looking at controlling costs than what is currently proposed. The problem with what is proposed is different entities are treated in different ways, which is our major concern.



Red Bull team principal Christian Horner



It's a little bit unrealistic to have a global budget cap. It becomes difficult to pin down and know everyone is comfortably operating within it.

McLaren team principal Martin Whitmarsh

I prefer to have the budget cap indirectly, not through the auditors who control what I spend because it's very easy to cheat. I will never accept a budget cap.



A budget cap is against competition.

Ferrari president Luca di Montezemolo (December 2011)



We always supported the idea, and the RRA in general. It's good for Formula 1 to find the key to handle the costs and have limits in place.

Mercedes motorsport boss Norbert Haug

There are two ways to control costs – the RRA or a budget cap. We need to see how we can implement this but I think it's a good idea and a good way to start discussion. The basic principle of a budget cap is good but it depends on the level.



Lotus team principal Eric Boullier



For a while we have been proposing a budget cap. But we should not start at a level that is beyond even what people are doing right now.

Sauber team principal Monisha Kaltenborn



Williams: we let points slip

Team admits that its tally this year does not reflect the quality of the car it has produced

Williams has accepted that it has underachieved this year given the pace of its car, but the team is encouraged by the progress made after its dreadful 2011 season.

Williams this year ended a win drought – dating back to Juan Pablo Montoya’s 2004 Brazilian Grand Prix victory – when Pastor Maldonado won the Spanish GP. But even so the team lies eighth in the constructors’ championship, just one place better than it finished last year.

“There have been a lot of variations and we don’t have the points we should”

Williams engineer Mark Gillan

But the overhauled team, with Mike Coughlan as technical director and Mark Gillan as chief operations engineer, has laid the foundations for a potential return to regular winning in the long-term.

“It has been a rollercoaster ride,” said Gillan of the team’s 2012 campaign. “If we dissect our performance through the season, it has improved step by step. There have been a lot of variations and we haven’t got the points we should have.

“At key points we had a lot of damage and accidents, and at other points we had areas where the car just hasn’t been quick enough. That’s what made Korea so disappointing, in that the two drivers were flawless but the car didn’t have the pace.

Previously, we had the pace but hadn’t converted it into points.

“Last weekend’s Indian Grand Prix was important, as are the next few races, particularly building for 2013 with one eye on 2014.”

In India, Williams made strides towards solving a front-wing problem. AUTOSPORT understands that some unwanted flexibility characteristics had often led to the front-end aerodynamic performance being unpredictable. This was not a problem in India, although it is uncertain whether the ultra-smooth characteristics of the track partly shrouded the problem.

Driver Bruno Senna said: “We had a car that was not consistent. This weekend [India] has highlighted how important it is to have a nice, consistent platform. I’ve not quite had a grasp of that before but now it has become very clear and hopefully we’re going to have that for the rest of the season.”

Although the team’s results in India were disappointing – with just one point for Senna’s 10th place – the pace of the FW34 at the Buddh circuit suggests that Williams has the machinery to score points with both cars in the final three races, even if it is unlikely to overhaul the 34-point



A point for Senna in India

deficit to Force India, one place above it in the constructors’ table.

Gillan said: “I don’t want to put a timing on it [becoming a regular frontrunner]. Mike Coughlan has a very clear technical direction for the team and it’s a long-term plan. Next year is a continuation of this year’s regulations and 2014 is the next big rule change. One would hope that in 2014 the team is in the position to make the step.”

The talk about Williams being on the road to recovery has been ongoing for years. But while there seemed to be little progress under the previous regime, the new technical team appears to be laying the groundwork for consistent results rather than having a sporadically fast car.



Drivers haven't always got the most out of FW34

60 SECONDS WITH

PASTOR MALDONADO

Spanish GP winner

What can you expect in the final three races of the season?

Realistically, depending on the track, our car is able to be P6-P12. This has been the real target from the beginning of the year until now. Sometimes I made a difference and put the car second or third by putting a very good lap together in difficult conditions.



Have expectations for the team this year been skewed by the win in Spain and some great qualifying performances?

Yes. But qualifying is essential this year. If you put the car on the first two rows, everything changes. Look at Force India and Sauber – they have great race pace but the problem is that they often start at the back. It's the same for us; we can have really good pace in the races but we're starting 12th. We've been working hard on the consistency of that pace and it's important to understand tyre management. We are doing well; it's just that we missed out in a couple of races. Williams is back and I hope it will stay like that for the rest of the season. We are not far off, maybe half a second, but as you go quicker and the gap gets smaller, it gets ever harder to gain a tenth or two tenths.

Was it inevitable that there would be difficult times this year as the team set about improving from its worst year in 2011?

Yes. Last season we had a really bad year and suffered a lot. But if you look at the progress we have made this year, it's huge. We only scored five points last year, which is really bad for a team like Williams. This year, even though we have missed out on a couple of points, some because I made mistakes, some because I was penalised and some because we had some problems with the car, we were always competitive. When you are there, you are always playing for a good position.

Williams made a big step from 2011 to 2012.

Do you expect another step next year?

Yes. I'm quite involved in next year's car. The team has got the right messages from the race team and the factory is working well. I hope that the car will be very good. I believe in this team because between last year and this year, they took a big step forward.



Pastor Maldonado was talking to AUTOSPORT F1 editor Edd Straw



Maldonado has 'missed' points

MALDONADO'S MISSING POINTS

On raw pace over the season, the Williams has been, on average, the sixth fastest car behind McLaren, Red Bull, Ferrari, Lotus and Mercedes.

Had Pastor Maldonado been awarded points based on his qualifying performances rather than his race results, he would treble his tally from 33 to 99, lifting Williams from its current eighth spot in the constructors' championship to sixth. Team-mate Bruno Senna has reached Q3 just once this season and, although he has eight points finishes to Maldonado's three, he has finished no higher than sixth.

AUSTRALIA

Potential points lost: 8

Reason: Crashes on the final lap while chasing Fernando Alonso.

MALAYSIA

Potential points lost: 1

Reason: Suffers an engine failure while 10th.

MONACO

Potential points lost: 1-25

Reason: 10-place grid penalty for hitting Perez in practice, then hits de la Rosa at the start.

BRITAIN

Potential points lost: 10

Reason: Hits Perez while running in the top six.



Monaco weekend was one to forget

GERMANY

Potential points lost: 8

Reason: Unlucky to collect debris, hobbling his car.

BELGIUM

Potential points lost: 15

Reason: After qualifying third, Maldonado serves a grid penalty for hitting di Resta in Hungary and is then wiped out at the first corner.

SINGAPORE

Potential points lost: 15

Reason: Qualifies on the front row, but retires with hydraulics problem.

PRI 2012



Where the Global Racing Industry Gets Down to Business

- 1,100 Exhibitors
- 3,000 Booths
- 38,000 Buyers
- 72 Countries Represented
- Trade Only

Delivering Business Opportunities for 25 years!

25TH **Performance**
Racing Industry
ANNUAL **TRADE SHOW**

www.performanceracing.com

November 29–December 1, 2012 • Orlando, Florida • USA



THIS WEEK IN F1



GUTIERREZ MAKES HIS BOW

Esteban Gutierrez made his debut as Sauber's Friday driver at the Indian GP in place of Sergio Perez, who had a cold. The Mexican completed 29 laps, lapping 1.4s off team-mate Kamui Kobayashi.

FRIJNS SET FOR SAUBER ROLE

Formula Renault 3.5 champ Robin Frijns is set for a contract with Sauber, if his outing for the team

in next week's young driver test goes well. He will likely be a third driver or take a development role.



PIRELLI TO TRIAL NEW RUBBER

Each team will be given two sets of Pirelli's 2013-specification rubber for use during Friday practice for the Brazilian Grand Prix. The tyres have a new construction which will deform differently under load than the current ones. This will also have an aerodynamic impact.

P23 MARK HUGHES

“If there's - sorry to say - some bullshit in the press, obviously there might be some concerns back in the factory”



Sebastian Vettel hits out at the latest rumours suggesting he will leave Red Bull for Ferrari

LOTUS CONFIRMS KIMI WILL STAY

Lotus has confirmed that Kimi Raikkonen will stay on for a second season in 2013, as expected. He is likely to be partnered by Romain Grosjean, although that has yet to be finalised.



FRENCH GP COULD LAND 2013 SLOT

The chances of the French Grand Prix returning to the Formula 1 calendar for the first time since 2008 have increased. Paul Ricard is closing on a deal to stage the race in 2013, taking the place of the New Jersey Grand Prix, which has been removed from next year's schedule.



CHILTON ON TRACK

Marussia has confirmed that Max Chilton, who is likely to race for the team next year, will take over Charles Pic's car for Friday's first free practice session in Abu Dhabi.

FERRARI DENIES POLITICAL INTENT

Ferrari denied claims that the Italian naval flag its cars carried over the Indian GP weekend was a political statement and therefore in violation of FIA statutes. Two members of the Italian navy have been detained in India since February, charged with the killing of two Indian fishermen.



Silveronedeo produced one of the highest scores of the year to top the 17th round of the Castrol EDGE Grand Prix Predictor at India. An incredible 78 per cent prediction accuracy - which included perfectly forecasting the top six - resulted in a massive 130-point total, enough to top a gameweek in which 1,913 teams picked the podium trio.

Visit predictor.autosport.com to play.

PICS: GILHAM, MASON/GETTY; COATES, FERRARI; ROZENDAL/DUNBAR/LAT.



ABU DHABI GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Abu Dhabi race starts as the sun is setting

The only way is up for Yas Marina

Following an uneventful Indian Grand Prix, there is hope for more excitement at Abu Dhabi's glossy circuit

When Formula 1 first visited Abu Dhabi in 2009, there was a sense of excitement at heading to the most expensive purpose-built grand prix circuits ever built. But even in 2009, there were the signs that this was far from the most spectacular track layout on the calendar and it has yet to produce a particularly dramatic race.

But it would be wrong to mistake unspectacular for uninteresting. While the quick stuff tends to look more challenging, slower corners are often more testing. In that respect, the Yas Marina circuit is perhaps the definition of a good 'technical' track.

Coming off the back of an Indian Grand Prix – which for the second year running was among the less eventful races we've seen during the Pirelli/DRS era – hopes justifiably aren't high for Abu Dhabi. That said, passing should be easier than it was in India, partly because it won't be so dusty off-line. What's more, the long runs down to both Turn 8 and Turn 11 were purpose-built for overtaking, which now happens more frequently with DRS assistance.

So while Abu Dhabi may not stir the soul, there is hope that it could produce the kind of race worthy of a world championship run-in.



P18

TRACK GUIDE AND GARY ANDERSON'S AUTOSPORT SUPERGRID

Practice sessions in daylight hours



First sector is fast in places

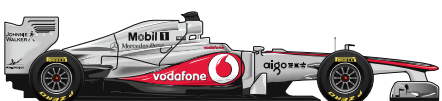


Most Abu Dhabi GP team wins

Red Bull 2



McLaren 1



1 LEWIS HAMILTON



2 SEBASTIAN VETTEL

Winning drivers

Races at Yas Marina: 3



AVERAGE NUMBER OF FINISHERS

19.7

Average winning margin: 12.159s

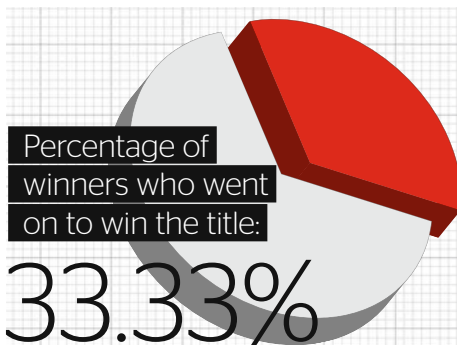
Biggest: 17.857s (2009); smallest: 8.457s (2011)



Hamilton took first non-Red Bull win in 2011



Red Bull chasing a third Yas Marina win



SAFETY CARS **1**



ABU DHABI GP TV AND RADIO LISTINGS

FRIDAY NOVEMBER 2	SATURDAY NOVEMBER 3	SUNDAY NOVEMBER 4
0845-1050 Free Practice 1 LIVE (Sky Sports F1)	0945-1110 Free Practice 3 LIVE (Sky Sports F1)	1130-1615 Race LIVE (Sky Sports F1)
0855-1030 Free Practice 1 LIVE (BBC Red Button and Radio 5 SX)	0845-1050 Free Practice 3 LIVE (BBC Red Button and Radio 5 SX)	1210-1530 Race LIVE (BBC1)
1245-1450 Free Practice 2 LIVE (Sky Sports F1)	1200-1445 Qualifying LIVE (Sky Sports F1)	1300-1445 Race LIVE (BBC Radio 5 Live)
1255-1430 Free Practice 2 LIVE (BBC Red Button and Radio 5 SX)	1210-1415 Qualifying LIVE (BBC1)	1900-2000 Race highlights (BBC3)
	1255-1405 Qualifying LIVE (BBC Radio 5 SX)	

GET THE LATEST FROM THE F1 PADDOCK AS IT HAPPENS WITH



ONLINE COVERAGE AUTOSPORT.com will bring you up-to-the-second coverage of every race weekend from our team of reporters in the paddock. Look out for exclusive, in-depth PLUS features and live commentary too.

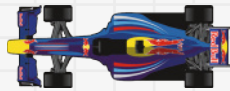
GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average after 17 races compared with the theoretical absolute pace, expressed as 100.

100%

101%

102%



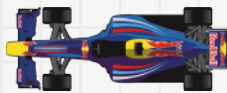
Vettel 100.516



Hamilton 100.314



Button 100.624



Webber 100.708



Alonso 100.723



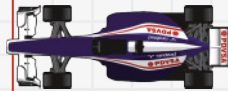
Grosjean 100.738



Raikkonen 100.877



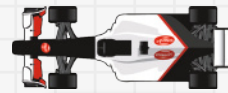
Rosberg 100.929



Maldonado 100.993



Schumacher 101.059



Perez 101.193



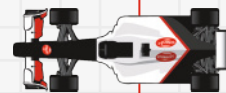
Massa 101.288



Hulkenberg 101.303



di Resta 101.304



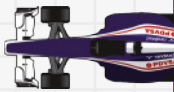
Kobayashi 101.283



d'Ambrosio 101.664



Ricciardo 101.744



Senna 101.784

It's all change behind the top three. Fernando Alonso has jumped Romain Grosjean, and Mark Webber has passed them both.

Early in the season Felipe Massa was on the opposite page on our scale. He gained another three places thanks to his pace in India.

Nico Hulkenberg has cleared teammate Paul di Resta and the Sauber of Kamui Kobayashi.



FLASHBACK

HAMILTON CAPITALISES ON VETTEL SPIN

Lewis Hamilton took a dominant victory in the 2011 Abu Dhabi Grand Prix, capitalising on a first lap puncture for world champion Sebastian Vettel. As Vettel coasted back to the pits to retire, Fernando Alonso bullied his way past Jenson Button for second on the opening lap. Button eventually came out on top in a scrap with Mark Webber for the final podium position.

2011 ABU DHABI GP RESULTS

POS	DRIVER
1	LEWIS HAMILTON (McLaren)
2	FERNANDO ALONSO (Ferrari)
3	JENSON BUTTON (McLaren)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT



SOFT



MEDIUM



HARD





AND THE REST...

Three of the backmarkers lost ground last time out, with only home hero Narain Karthikeyan moving closer to the pace. Timo Glock also extended his slight advantage over rookie team-mate Charles Pic at Marussia.

Glock 104.923

Pic 105.203

De la Rosa 105.821

Karthikeyan 106.316



Vergne 102.204

Both Caterhams slipped back on our scale over the Indian GP weekend.



Petrov 103.751



Kovalainen 103.360

2%

103%

104%

TRACK GUIDE

BIG BRAKE
 TURN 8, 194MPH-39MPH
 141 METRES, 5.1G 3.2S

TOP SPEED
 194MPH

DRS ZONE

DRS DETECTION

SECTOR 1

DRS DETECTION

DRS ZONE

FASTEST CORNER
 TURN 16 168MPH
 6TH GEAR

SECTOR 2

YAS MARINA	
NUMBER OF LAPS	55
CIRCUIT LENGTH	3.451 MILES
LAP RECORD	1m40.279s (VETTEL 2009)
UK START TIME	1PM

REGISTER ONLINE
FOR YOUR FREE EXHIBITION PASS!

13, 14, 15 NOVEMBER
2012
COLOGNE
GERMANY

NO ENTRY TO THE GENERAL PUBLIC

Professional **MotorSport** WORLD EXPO 2012



NEW FOR 2012

MORE WORKSHOPS THAN EVER!

CHASSIS, SIMULATION AND SAFETY

Top presenters from the likes of Tuning Akademie and Bhai Tech will tackle motorsport technology topics. For the first time we'll be holding sessions in German as well as English!

RACE ENGINE TECHNOLOGY WORKSHOPS

**race
engine**
TECHNOLOGY

A specialist program of powertrain workshops assembled by the experts at Race Engine Technology magazine will include the likes of Flybrid, RML and Toyota Motorsport

RACE CIRCUIT PRESENTATIONS

Workshops running in the show's dedicated Race Circuit Zone will examine the latest racetrack technologies and best practices. Apex, TAG Heuer and Scott Wilson are all scheduled to appear!



Go online to www.pmw-expo.com
for the latest program updates!

PROFESSIONAL MOTORSPORT WORLD EXPO 2012

UKIP Media & Events, Abinger House, Church Street, Dorking, Surrey RH4 1DF, GB
Tel: +44 (0)1306 743744 Fax: +44 (0)1306 742525 E-Mail: philip.white@ukipme.com

www.pmw-expo.com



STRAIGHT TALK DAVID COULTHARD

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

What's behind Fernando Alonso's bloody-minded statements that he will win the 2012 title? Does he really think it, or is it a last-ditch attempt to motivate the troops at Ferrari?

PICT: DUNBAR/LAT

So Fernando Alonso is 100 per cent sure he'll be world champion this year, is he? Well that remains to be seen, but that's no reason not to admire the guy's attitude.

Yes, he's 13 points behind Sebastian Vettel in the race for the championship. Yes, his Ferrari appears to be inferior to the Red Bull at present. And yes, he hasn't beaten Seb properly since the German Grand Prix – eight races ago. But there's absolutely nothing he can gain by throwing in the towel now and coming out with some boring sound bite along the lines of 'it's still mathematically possible, but it's a long shot.'

He clearly agrees. Just look at some of the stuff he's been posting on his Twitter account in the past week. One that sticks in the mind is, 'If they break your sword, fight them with your hands. If they cut your hands, push them with your shoulders, even your teeth...' You get the feeling that if the need arises, he'll pick up his Ferrari and carry it over the line.

We may look at that kind of mindset as being a bit unnecessary given how much the cards appear to be stacked against him, but imagine you're one of the 1000 or so people employed to work on Ferrari's Formula 1 programme in one way, shape or another. If your figurehead is coming out with that kind of talk, and putting that much confidence in the machine behind him to push him towards his goal, you can't help but be inspired by it.

If it's getting late one night, will you knock off 10 minutes early because you're tired? No. You'll stay, you'll do those extra calculations that may solve a problem and give the car a tenth of a second, safe in the knowledge that your talisman will find a tenth and a half in himself in confidence alone just through being more comfortable in the car. That's his inner ninja coming out.

WHAT CAN FERNANDO DO?

Despite his bloody-mindedness that he will win, he realistically has to hope for a) an upgrade that will make the Ferrari the equal of the Red Bull – and quickly, b) a bit of unreliability for Seb or a turn of events weather-wise that plays into his hands, and c) that he can just keep maximising what's possible from that Ferrari every weekend.

Both he and Vettel have had some misfortune this year, so there's no reason why one of them may not have some more this weekend in Abu Dhabi. If all goes to form, however, they may as well start engraving 'R' for Red Bull on the constructors' trophy. In fact, they'd probably be advised to start with the 'S' for Sebastian on the drivers' cup too.

A RETURN TO PURE RACING

The best thing about the Indian Grand Prix was its simplicity. With the Pirelli tyres allocated for the weekend allowing for an easy one-stop strategy, lap times were, on average, closer to those in qualifying than at any other race this year.

There's something deeply uncomfortable to me about cars lapping nine seconds off what they've managed in qualifying, but in current F1 that's normal at the start of races because drivers have to manage fuel, tyres, brakes, everything...

Managing your car is nothing new. Even in my day, which encompassed the refueling era and the 'spring-to-the-stops' attitude, you had to manage your car. But never to this extent.

It's taking over too much in my opinion. A case in point was that in India, Williams managed to set some of the best laps of the race, but through looking at the data afterwards they saw that Pastor Maldonado had managed things too much and still had the kind of residual pace in his car that could have allowed him to finish a fair bit higher up the order. It's simply not a good sign that drivers are having to manage to this extent instead of pushing. ❄



Alonso: superstar, spokesman, talisman

“Alonso's mindset appears to be his inner ninja coming out”

Blue Earth at Heart

Fuel saving. Environmental Earth Friendly Tyres.



info@yokohama.co.uk

www.yokohama.co.uk



MARK HUGHES

GRAND PRIX EDITOR

Pirelli will start to evaluate its 2013 tyres during the Brazilian GP weekend, and they promise to be a very different construction – is Pirelli gearing up for a return by Michelin?

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON
AUTOSPORT+

Is Pirelli limbering up for a tyre war against Michelin post-2013? That's an interpretation you might make of the control tyre the Italian company is planning for next season.

As the teams looked at the initial data provided by Pirelli for the 2013 rubber, the first thing they noticed was how much heavier it is than those of the past two years. Further enquiries revealed the 2013 tyre – which will be seen in its definitive form on Friday in Brazil when each team will be supplied with two sets in the interests of data acquisition for next year – will be much more of a true radial than the current cross-ply/radial hybrid.

This is a similar change in philosophy to that made by Bridgestone between 2005 and '06, bringing it into line with the Michelins of the time. In a true radial the circumferential and longitudinal plies of fabric that make up the core of the tyre run at or close to 90 degrees, with the sidewall separated from the tread much more

definitively. It braces the construction and allows the tyre footprint to be larger and more consistent than those of a cross-ply where those plies run at a much narrower angle. The radial twists and bends less, creating less heat – allowing the compounds to be softer. That more restricted movement also tends to make the tyre more predictable for the engineers to set the car up for. Because the longitudinal and lateral demands are separated out, the sidewall doesn't need to be as stiff – and so the difficulty of getting the compounds up to temperature largely disappears. Easier to warm up and less prone then to overheating, their operating window should become much wider.

All of which seems to be moving away from the 'Pirelli effect' of mixing up the racing – as seen in the first halves of both 2011 and 2012. Into the second halves of each of those seasons the unpredictability dispersed as the top teams got a fuller grasp of what was required.

"These will still do that," says

Pirelli's Paul Hembery. "We have new compounds as well and there is still going to be a technical challenge." But that challenge will likely not be in finding and keeping the tyre in a very narrow working temperature range. These should be far more predictable in that sense. Rather, it will be in minimising degradation rates, as the compounds will be pitched aggressively to provide this.

"You can still create interesting racing by way of degradation," says Ross Brawn. "The problem with this year's tyre for some of us is you can't always get it to work. I'm not sure that's achieving much. But so long as your fresh rubber is quicker than your used rubber, you can do stuff around the pitstops and on strategy."

Meanwhile, Michelin is angling for an F1 return after the current Pirelli single supply deal concludes at the end of 2013. Ideally, it wishes to take part in open competition. Michelin was hounded out of F1 at the end of 2006 because F1 decided it could no longer afford the testing associated with a tyre war. It was a false premise then that a tyre war required unlimited testing, but it's even more so now when so much can be done in simulation.

Pirelli has enjoyed a great PR boost with its F1 campaign and even if open tyre competition were to return to F1 from 2014, it just might wish to continue. But if it's to take on Michelin, it ideally needs to get some experience with the sort of tyre it would use in a tyre war – a tyre that would look much more like that which we will see on Friday in Brazil a couple of weeks from now – than what we've seen for the past two years. ❧

PIC: FERRARO/LAT



Pirelli's current tyres have a narrow 'window'

“Michelin is angling for an F1 return in open competition”

GP2

EVANS TESTS GP2

GP3 Series champion Mitch Evans stepped up to GP2 machinery with Arden at this week's Barcelona test. Coloni's Luca Filippi was fastest after the opening morning of action as AUTOSPORT closed for press.



INDYCAR

George 'won't replace' Bernard

Series CEO's removal unlikely to lead to former chief's return in the short term. By MARK GLENDENNING

Former IndyCar CEO Tony George is unlikely to succeed in regaining control of the series in the near future, despite Randy Bernard having been removed from his post last Sunday.

Speculation over Bernard's future was brought to an end when he was invited to step down at a special meeting of the Indianapolis Motor Speedway board of directors. The move came a week after George, who is understood to have pushed for Bernard's removal, quit his position on the board of directors of Hulman & Co, owner of IMS and IndyCar.

George, who founded IndyCar forerunner the Indy Racing League, admitted at the time that he has been trying to construct a bid to buy the series, which Hulman & Co president and CEO Jeff Belskus insists is not for sale. Belskus has said that he will act as interim IndyCar CEO.

While he could not be reached for comment, AUTOSPORT understands



Bernard has been removed as CEO

that Belskus spent Monday meeting with IndyCar staff, during which he reiterated that George would not be installed as Bernard's replacement.

Reports have since revealed that George's proposal did not include him reclaiming the role of CEO, but instead suggested the series should be separated from IMS with him remaining on the board.

The announcement of Bernard's departure made no mention of a

potential replacement. Belskus last served as interim CEO for almost eight months between George's exit in July 2009 and Bernard's appointment in February 2010.

Former ATP tennis CEO Mark Miles was linked to the role by media in Indianapolis. Miles this week told AUTOSPORT that he is not in the running.

As well as finding a new CEO, the board must also prepare for a

backlash, both over the loss of a popular figure among fans, and for the manner in which the split was handled; the IMS insisted just 48 hours before Bernard's departure that his job was not in danger.

Team owner Roger Penske told the Associated Press: "The board continues to show poor judgement and I'm very disappointed with the decision. There's no plan. The series had momentum, but no business can run with a senior management change every two years."

No reason was given for the split. Belskus said: "The timing was right to pursue separate paths." It is believed, however, that one factor was a \$7 million budget shortfall, due in part to the cancellation of the planned race in China this year.

Bernard's supporters say such years were countered by his successes, such as the new Dallara DW12 chassis, the return of manufacturer competition and the quality of racing during 2012.

RANDY'S HIGHS AND LOWS

HIGH: NEW CAR

The Dallara DW12, revealed last year, provided great racing across all types of track in its debut season in 2012.



LOW: WHELDON'S DEATH

Should be credited for the response to the events at Las Vegas '11, but dangers should have been spotted earlier.

HIGH: CHEVY RETURN

Lotus was a bust, but having Chevrolet go head-to-head with Honda gave the IndyCar Series a boost.



LOW: THAT TWEET

Turning to social media to head off a leadership bid two days after the Indy 500 put a damper on a great race.

WTCC

OAK tipped to branch into WTCC

FRENCH SPORTSCAR TEAM OAK

Racing is in the running to field a pair of customer Honda Civic S2000s in next year's World Touring Car Championship.

The Le Mans-based squad has emerged as one of the candidates to run a pair of the JAS-developed Civics alongside the two factory cars entered by the Italian squad. Honda revealed last month that it planned to make two Civics available to a privateer team after deciding not to enter three works cars (see AUTOSPORT, October 4).

The possible tie-up follows the beginning of a relationship between OAK and the Japanese manufacturer in sportscars. The team ran a Honda Performance Development 3.4-litre V8 in its LMP1 chassis in the final two WEC rounds, an arrangement that is expected to continue into 2013.

OAK managing director Sebastien



Civic made WTCC debut at Suzuka

Philippe admitted that there had been talks, but refused to elaborate.

"There is a discussion, but it doesn't mean anything will happen," he said. "Maybe it will, maybe it won't."

Other teams known to have had discussions with Honda about running Civics in the 2013 WTCC are Bamboo-

Engineering and Team Dynamics, although both are understood to be now out of the running.

A spokesman for Honda Motor Europe confirmed that no deal had been done and that talks were still ongoing with a number of teams. He said a decision and a subsequent announcement was likely this month.

SUPERSTARS/DTM

Kristoffersson wants DTM car

NEW SUPERSTARS CHAMPION JOHAN

Kristoffersson has set his sights on a future in the DTM, although he admits a 2013 graduation to the series is unlikely.

Kristoffersson won the Superstars crown in a factory-backed Audi last weekend, leading to speculation that he could be DTM-bound next season. But, while he admits he is interested in the German-based championship, the Porsche Supercup is a more likely option.

"The DTM is the major goal," said the Swede, who tested an Audi DTM car earlier this year. "I have spoken to some people about it, but it's very difficult. I'm doing the Porsche Supercup Shootout [at Vallelunga] this week, so we'll wait before we make any decisions."

Another season of Superstars is also an option, Kristoffersson having already won €100,000 towards a fresh programme thanks to his Rookie of the Year title.

P57 ENNA REPORT



Kristoffersson won Superstars



FIA will charge for foreign races in '13

FIA

Series face price hike under new FIA plan

RACING SERIES WILL HAVE TO pay extra costs to hold races abroad from next year under a new FIA structure.

National series will still be able to run one round abroad – away from their local governing body (ASN) – but must apply for International Series status if they wish to run additional foreign events.

The 'Series Fee' will be determined on a sliding scale by cars' weight-to-power ratio.

The move is expected to hit numerous championships, including almost all Europe's F3 series (including British).

Series involving manufacturers, those that run as single-make, plus those that visit at least three countries

will be subject to greater fees.

As well as the extra cost, organisers are also concerned that applications have to be made imminently, despite the fact that some calendars remain uncertain. AUTOSPORT understands the deadline is under review.

Because applications have to go through the local ASN, other fees could be incurred. The MSA, for example, plans to charge £3000-£5000 each.

MSA development director Ben Taylor said: "It's a cost contribution. There's a lot of work that goes into sorting out calendars, regulations and working with other ASNs for foreign meetings. It must be done properly."

AUTOSPORT SAYS...

MARK GLENDENNING
US EDITOR



You only have to look at the revolving door that opened onto the Champ Car CEO's office during the dying series' final decade to appreciate that American single-seater fans are used to changes at the top. What makes Randy Bernard different to most of the others who have been replaced in the past is that he'll actually be missed.

That Bernard was a divisive figure in the IndyCar world says more about paddock politics and personal agendas than it does about Bernard himself. Yes, he made some mistakes, but that comes with the territory of trying new things. He deserves far more credit than he received for the things that went right, and for the undeniable fact that IndyCar became a more exciting, more legitimate, more relevant series under his influence.

The first mission for whoever takes his place is to build upon the upswing Bernard generated. But before that, the challenge for the Hulman & Co board is to reassure all that there is a greater plan at work; that there was justifiable reason for his removal.

No sport can survive without the respect of its fanbase and the confidence of its commercial partners, confidence that to a large degree is earned through continuity and transparency. It looks like we'll have to wait for the former, but a bit of the latter will do in the meantime.



Belskus (l) is interim CEO

BIG NUMBER

10

Number of changes of CEO of Champ Car/ IRL/IndyCar since 2000 (including interim appointments)



JRM, Rebellion and Strakka could all gain

WORLD ENDURANCE CHAMPIONSHIP

Performance breaks for indies

Manufacturers agree to increased performance measures for private LMP1 cars in 2013. By GARY WATKINS

Audi and Toyota have agreed to plans to increase the performance of the LMP1 privateers in the World Endurance Championship for next season.

WEC general manager Gerard Neveu revealed at last weekend's championship finale at Shanghai that moves to allow the privateers to run closer to the outright pace would definitely be implemented for next season. This follows the agreement of the factory teams.

Neveu said: "Our plan is to give a bigger opportunity to the privateers without additional expense. We could modify the weight limit or the fuel capacity, but it is still under discussion."

Wolfgang Ullrich, head of Audi Sport, said: "Yes, they should get some help and we have agreed this for the good of the championship, but it remains a general discussion. There are no numbers or values at the moment."

The move has been welcomed by the four privateer teams – Rebellion Racing, Strakka Racing, JRM and OAK Racing – that were committed

to the WEC throughout this season.

Dan Walmsley, team manager at Strakka, which runs an HPD ARX-03a, said: "This is fantastic news. We don't expect to be able to beat Audi and Toyota, but it means a lot that they want us to be able to compete. This will give us privateers a chance to hang onto the manufacturers."

The FIA and Le Mans organiser the Automobile Club de l'Ouest, which jointly run the WEC, had looked into giving privateers a performance break ahead of this year's Bahrain round in September. The plan failed to come to fruition because the privateers could not agree on how to implement the move at a time when the cars were in the middle of four long-haul races.

Some teams were unable to benefit from a weight break and others could not increase the capacity of their fuel tanks. There was also a concern that giving the cars more power by means of a larger-diameter engine air-restrictor could cause cooling problems in the hot conditions of the Asian races.

It appears likely that all four privateers will return to the WEC in



Ullrich agrees privateers need help

2013, although Strakka has raised the prospect of competing in the American Le Mans Series (see AUTOSPORT, October 11). Pescarolo Team also has ambitions to return after dropping out of the series following the Le Mans 24 Hours.



SHANGHAI
REPORT P46



WORLD ENDURANCE CHAMPIONSHIP

Toyota to keep six-driver line-up for '13

TOYOTA WILL RETAIN ITS 2012

driver line-up for its assault on next year's World Endurance Championship.

Alex Wurz, Nicolas Lapierre and Kazuki Nakajima have been retained to drive the lead car, while Anthony Davidson, Stephane Sarrazin and Sebastien Buemi will share the driving of the second Toyota TSO30 HYBRID. The move should be announced later this month when the Japanese manufacturer confirms its 2013 programme.

Toyota Motorsport GmbH technical director Pascal Vasselon said: "There are no doubts on the drivers. We have six and we are very happy with all six."

Vasselon would not go into detail on the full extent of Toyota's WEC programme for next season.

"At the moment, we are still targeting to have two cars in the championship and two at Le Mans, but it is not yet confirmed," he added.

Vasselon said that a decision on next

Experienced line-up will stay



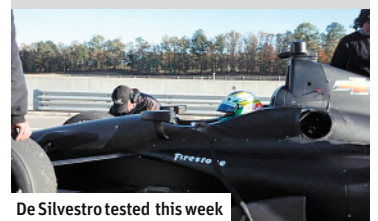
season had been delayed from October and was now due in mid-November.

It is understood that the plan to again run two cars at Le Mans is set in stone. Should there be no second car for the full season, it is likely that it will run in one or both of the pre-Le Mans rounds of the

WEC at Silverstone and Spa to prepare.

Toyota had planned to contest three races in 2012 in what was billed as a development season for the TSO30. It stepped up to take part in six of the eight events following the withdrawal of Peugeot.

IN BRIEF



De Silvestro tested this week

DE SILVESTRO JOINS KV

IndyCar regular Simona de Silvestro will drive for KV Racing in next year's series. The 24-year-old Swiss had her maiden test for the Chevrolet-powered team at Barber Motorsports Park this week.

ITALIAN RACE UNLIKELY

IndyCar has played down the chances of the series visiting Italy next year, but admits that it is evaluating a race in the country for the future. Italian organisers last week said that a race would be held at Monza, Mugello or Imola in 2013.

MAGNUSSEN TOPS FR3.5 TEST

Dane Kevin Magnussen topped last week's Formula Renault 3.5 test at Barcelona for DAMS, 0.250s ahead of countryman Marco Sorensen's second-day best for Lotus. Arthur Pic was fourth for new team AV Formula, behind Marcus Ericsson.

CECCON LEADS WAY IN GP3

Kevin Ceccon was fastest on both days of last week's GP3 test at Jerez. The MW Arden driver lapped almost 0.5s faster than Lotus/ART man Robert Visoiu with Manor's Cypriot driver Tio Ellinas third.

ABT'S PRE-MACAU SESSION

GP3 star Daniel Abt had his first Carlin Formula 3 test at Silverstone last week as he prepared for the Macau Grand Prix, while Harry Tincknell rejoined Fortec. Formula Renault racer Dan de Zille tested a National Class Fortec chassis.

GREAVES EXPANSION PLAN

Greaves Motorsport plans to expand to two cars in next year's World Endurance Championship. The squad, which ran one Zytec-Nissan Z11SN in the WEC this year, also plans to contest the Sebring 12 Hours in March with at least one LMP2 machine.

FLYING LIZARD LOSES BACKING

The Flying Lizard American Le Mans Series team has lost Porsche factory status. The move follows Porsche's decision to stop updating the 997-shape 911 GT3-RSR in favour of developing the next-generation 911 for the GTE category.



Flying Lizard is now a privateer

GRAND-AM

Ex-Pug trio at Daytona

FORMER PEUGEOT DRIVERS

Stephane Sarrazin, Nicolas Minassian and Pedro Lamy will team up for next year's Daytona 24 Hours aboard a car entered by the new 8 Star Motorsports squad.

The trio have been brought together by 8 Star founder Enzo Potolicchio, who has created his own organisation after funding the Starworks squad that claimed the LMP2 teams' title in this year's FIA World Endurance Championship.

The team's new Corvette-bodied Daytona Prototype will be driven by all three together with Potolicchio and his full-season co-driver, who has not been announced.



Potolicchio was second at Daytona this year

Venezuelan Potolicchio said: "I'm taking the next step and becoming a team owner. We will run a Daytona Prototype in Grand-Am and continue in the WEC with my HPD ARX-03b."

The new team, which takes its name from the eight stars on the Venezuelan flag, will run out of the former

Champion Racing workshops in Florida and a European base near Silverstone.

Starworks aims to continue in both Grand-Am and the WEC. Ryan Dalziel, who shared the team's HPD with Potolicchio and Sarrazin in 2012, remains contracted to the team.

Baku hosted city race

CITY CHALLENGE

More city events planned

CITY CHALLENGE ORGANISERS ARE

planning a five-round 'mini-series' next year after a successful inaugural event on the streets of Baku, Azerbaijan last weekend.

A crowd of over 20,000 turned out on raceday to see races featuring a high-quality GT3 field plus historic Formula 1 machinery, while the 1.3-mile street circuit was praised by drivers.

City Challenge CEO Hartmut Beyer said: "We've been overwhelmed by how well it's gone. The feedback from the teams and the locals was excellent and many of the drivers, including Jacques Villeneuve and Bernd Schneider, said it's the best city event they've experienced."

Beyer said that a 2013 series including three to five city-based events is likely, with 10-12 races planned for 2014.





Rock Solid Lubrication!



www.rockoil.com

@RockOilNews

Fast, High Resolution Non-Contact Position Sensors

Throttle Pedal | Clutch Actuation | Throttle Body | Gearbox Control

Our new micro position sensors feature super-fast 15KHz update rate and 12 bit resolution, with fully-customised external constructions for installation with minimal modification to existing mechanical parts.

Reliable. Full Custom Designs. Rapid Delivery!

AUTOSPORT
INTERNATIONAL
STAND E433

Professional
MotorSport
WORLD EXPO 2012
STAND 5036



FUEL FLOW SENSOR

Highly accurate, award-winning ultrasonic fuel flow sensor for premier motorsport series' and engine developers



LIQUID LEVEL SENSORS

Precision capacitive liquid level sensors for fuel, oil and coolant. Used throughout F1, LMS, IRL and other premier series'.



www.gillsensors.com

+44 (0)1590 613400
info@gillsensors.com



V8 SUPERCARS

NEW NISSAN

Nissan Australia this week unveiled the Alex Somerset-designed Altima that Kelly Racing will field in V8 Supercars when the manufacturer enters the series next year.

IN BRIEF

Julian last raced for Greaves



ELTON JULIAN RETIRES

Elton Julian has retired from driving to run his DragonSpeed squad, which will field an Audi R8 LMS ultra in 2013, starting at the Dubai 24 Hours. The British F3 race-winner made a full-time comeback in sportscars in 2010 after 14 years on the sidelines.

ASTON COMMITS TO ASIAN LMS

Aston Martin is the first manufacturer to commit to the new-for-2013 Asian Le Mans Series. Craft Racing AMR, run by ex-British F3 racer Mark Goddard, will field between two and four Aston Martin Vantage GT3 cars in the GTC class of the new series. Darryl O'Young is set to drive.

MARTIN, VICKERS STAYING PUT

Mark Martin and Brian Vickers will continue to share Michael Waltrip Racing's #55 Toyota in next year's NASCAR Sprint Cup. Martin and Vickers will compete in 24 and nine races respectively while team boss Waltrip races in the other three.

COULTHARD READY TO RoC

David Coulthard is the latest big name to sign up to the Race of Champions. The newly retired driver will take part in the individual event and the Nations' Cup in Bangkok on December 14-16.

TURKINGTON BACK TO WTCC

Colin Turkington will return to the World Touring Car Championship at Shanghai for this weekend, driving a WSR-run Chevrolet Cruze. Other late signings include French one-make racer Hugo Valente in a SUNRED Leon and Alex Liu in an Engstler BMW.



Turkington's back

DTM Merc defiant on cars

Norbert Haug says eight cars is still the plan for 2013 DTM. By JAMIE O'LEARY

Mercedes motorsport chief Norbert Haug has insisted that his company will continue with eight cars in next year's DTM, in spite of rumours to the contrary.

Speculation has grown over the past month that the manufacturer will cut its line-up to just six C-coups for 2013, which would leave it trailing in numbers behind rivals Audi and BMW.

Crack squad HWA, which ran Gary Paffett and Jamie Green to second and third spots in this year's drivers' championship, fielded four C-coupe cars in 2012 with the

Mucke Motorsport and Persson Motorsport teams running a pair of machines each.

Should the numbers be reduced, paddock sources have suggested that Persson would lose its status as a DTM squad entirely and Mucke would become more closely aligned with HWA.

But when questioned about the rumours by AUTOSPORT, Haug was adamant that a reduction in numbers was by no means certain.

"The plan is still eight," he said. "Nothing has changed from my point of view on that."

Of Mercedes' eight 2012 drivers, David Coulthard and Susie Wolff have both confirmed recently that they will not continue racing in the DTM next year.

Haug confirmed at the Valencia round in September that 2012 DTM rookies Roberto Merhi and Robert Wickens, who joined Christian Vietoris in the revised 'Mercedes Junior Team' this year, would be kept on for next season. He said that no decision had been made on which teams they will drive for. Paffett is the only other Mercedes driver who has been confirmed for 2013's programme.

Two-time DTM champion Timo Scheider has been linked with a move away from Audi, and Mercedes appears to be the most likely destination for the 33-year-old German.

Haug denied that a deal with Scheider had already been agreed, saying: "I have not made an offer to Timo Scheider now, or at any time in the past. But I like him. He's a good driver."



Mercedes has run eight cars in 2012

MIS Motorsport - setting the standards in motorsport insurance

ON TRACK / ON EVENT / MOTOR TRADE /
PERSONAL ACCIDENT / COMMERCIAL / LIABILITY

www.mismotorsport.com or call 01943 884 555

M.I.S. Motorsport Ltd is authorised and regulated by the Financial Services Authority.

MIS
MOTORSPORT

CONGRATULATIONS **GORDON SHEDDEN &** **HONDA YUASA RACING** **2012 DUNLOP MSA BTCC CHAMPIONS**

Yuasa Batteries are proud to sponsor the Honda Yuasa British Touring Car Championship Team, winners for the second consecutive year:

🏆 Dunlop MSA BTCC Drivers Championship – Gordon Shedden, Winner

🏆 Manufacturers/Constructors Championship

🏆 HiQ Team Championship

Yuasa Batteries – guaranteed reliability & unrivalled performance



Yuasa sponsors the 2012 BTCC Honda Yuasa Racing Team.
www.yuasabtcc.co.uk  @YuasaBTCC  YuasaBTCC

enquiries@yuasa-sales.co.uk
www.yuasaeurope.com



APRC
ATKO CROWNED
Australian Chris Atkinson succeeded Alister McRae as Asia Pacific Rally champion by finishing second to the Scot on the China Rally Longyou in his Skoda Fabia.

WRC/WTCC

Loeb's long-term WTCC

King of the WRC could compete into his fifties when he goes racing with Citroen

Sebastien Loeb is open to a long-term career in the World Touring Car Championship when he changes codes in 2014.

Loeb and his employer Citroen are set to embark on a WTCC bid two years from now, when Loeb finally calls time on his stint in the World Rally Championship following a partial campaign in 2013.

"Maybe I could do the WTCC for 20 years," said Loeb. "I know there are drivers over 50 still competing. I don't know for how long but for now I continue to drive."

Loeb gained more racing experience when he took part in the final round of the French GT Championship at Paul Ricard last

weekend. He finished third in both races in a McLaren MP4-12C, which he shared with countryman Gilles Vannelet, but could have taken the runner-up spot in the second race had it not been for a delay during a pitstop. His team, Sebastien Loeb Racing, ran the car in the two one-hour events.

"What I like about racing is that it's never taken for granted that I'm going to win," said Loeb. "It's basically like starting all over again, and that's a lot of fun."

Meanwhile, the 38-year-old admitted recently that not fighting for a title would be one of the main things he will miss when he goes part-time next year.

Loeb, who secured his ninth world rally title in France last month, told wrcc.com: "The fact that I will not have the target of competing for the title will be a bit different."

"But I will still have a lot of things to do [next year], maybe some GT racing and preparing for the 2014 WTCC with Citroen."



Loeb could race 'for 20 years'

IN BRIEF

CRUNCH WRC MEETING IN PARIS

Key players in the World Rally Championship were discussing the long-term promotion of the series in Paris on Monday. It is hoped the meeting will end a period of frustration following a perceived lack of progress since Red Bull Media House and Sportsman Media were unveiled as the WRC's promoters in September.

TRACK TRAINING FOR OSTBERG

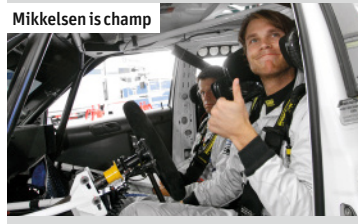
Mads Ostberg has followed Jari-Matti Latvala's lead by enrolling in a day's tuition at the Autosport Academy at Le Mans. Ostberg spent a day at the French track with ex-circuit racer Didier Andre last week to improve his driving on asphalt ahead of the WRC finale in Spain.

ALL-CHANGE FOR NOVIKOV

Evgeny Novikov will switch from M-Sport to Autotek Motorsport for Rally Spain. The Russian has had to change teams because of his switch to DMACK tyres, which clashes with M-Sport's deal with Michelin.

MIKKELSEN CROWNED IN IRC

Andreas Mikkelsen has been confirmed as Intercontinental Rally Challenge champion for the second year running, after Skoda Motorsport confirmed it would not be entering Juho Hanninen and Jan Kopecky in this weekend's Cyprus Rally.



Mikkelsen is champ

WRC

Don't judge Polo too early, says VW boss



VW has spent 2012 preparing

VOLKSWAGEN MOTORSPORT CHIEF

Jost Capito says it will not be until Portugal's round of the World Rally Championship in mid-April before the real performance of the Polo R WRC can be properly assessed.

The German firm will unleash its all-new challenger (seen in testing, left) on January's Monte Carlo Rally, but Capito says the early rounds - including Sweden and Mexico - will not be a true indicator of form for the year ahead.

"It will be Portugal before we get the real picture of how competitive the car is," said Capito. "OK, we've done the Dakar very successfully but that's one event. Now we have 13 rallies where we have to do the engineering, designing and racing in parallel."

"We are starting from scratch - nothing is outsourced from VW so we have to learn everything and our mistakes can't be hidden. We are aiming for podiums by the second half of the season, but not by luck."



INDIAN GP

Buddh, October 28

ROUND 17/20

LAPS 60

WINNER

Sebastian Vettel
1h31m10.744s

POLE POSITION

Sebastian Vettel
1m25.283s

FASTEST LAP

Jenson Button
1m28.203s

RACE RATING

★★★★☆

It wasn't a gripper, but there were a few good battles going on

DRIVERS STANDINGS

Vettel	240pts
Alonso	227pts
Raikkonen	173pts

MILESTONES

- Vettel gives Renault 150th win as an F1 engine supplier
- And Vettel is first to win four in a row in the same season since Button in 2009



VETTEL CONTINUES HIS TITLE PUSH

Seb's only mistake came when he stopped prematurely in the pitlane, and needed a shove to the podium from team-mate Mark Webber. MARK HUGHES reports



QUALIFYING

Vettel from Webber as Red Bull predictably sews up the front row



“We are not fighting Seb,” said Fernando Alonso after qualifying his Ferrari fifth, around 0.5s adrift of Vettel’s Red Bull, “we are fighting Newey.” Which neatly encapsulates the challenge of F1 since around 1992 – for those outside Adrian’s teams, at any rate.

Around the Buddh International Circuit’s confines, the RB8’s performance pattern was much as we’d seen at the previous two venues: fantastically fast into the turns from the beginning of the braking zone to the apex; great slow corner traction and stability; very driveable. Neither Vettel nor Mark Webber produced ideal Q3 laps, Seb cautious under braking into Turn 4 after locking up there on his first attempt, Mark getting on the Astroturf out of the final turn on his first run and locking up at Turn 3 on his second, compromised by being stuck behind a McLaren and its very different warm-up-lap needs. Yet they sewed up the front row for the third time in succession, Vettel half a tenth ahead of Webber.

The cars were visibly nose-down, almost to 2011 levels, able to run all that rear rideheight without excessive airflow leakage beneath the diffuser. Having its cake and eating it, as if it’s taken this long for Adrian and his team to get their advantage back after the 2012 regulations took them away. New sidepod and exhaust details had entailed more work at the factory, and it’s evident that the squad really is winning the development war in these late stages of the season.

McLaren filled the second row, Lewis Hamilton marginally faster than Jenson Button. “I’m pretty pleased with the lap,” said Lewis. “An ideal, almost impossible perfect lap would only be about a tenth quicker than that. The Red Bulls have got about half a second on us on one-lap pace, even if that doesn’t show in the final times. So it was just a case of getting all there was from my own car.” He was in spectacular full-attack mode, notably dramatic on the entry to Turn 6, where he’d use the oversteer to hasten the direction change.



Button actually did the fastest McLaren lap of all in Q2 at the end of a five-lap run (the tyre degradation here being exceptionally small). Doing five laps on tyres that would have to be used in the race wasn’t deemed wise though, so for Q3 he did a three-lap run, at the end of which he was 0.1s off Hamilton. “It never had the same feeling as in Q2,” he rued. “There was always a bit of understeer there.” Getting the front tyres switched on was the car’s bugbear around here on compounds that turned out to be a little on the conservative side.

The McLaren and Ferrari were closely matched in one-lap pace and it was only the quality of their respective drivers’ laps that decided it, with Alonso 0.1s adrift of Button and less than a tenth ahead of Felipe Massa. Fernando was another to lock up into Turn 4, on both runs, and was a tenth and a half slower than Massa in that sector. They were, however, running slightly different specs, with Fernando

retaining the new diffuser and slightly modified front wing, Massa staying with the previous spec. Felipe was off the track a few times in practice and in Q1, and the Ferrari generally appeared a trickier drive than the McLaren.

Kimi Raikkonen was regretting stiffening the bars slightly after practice. In trying to reduce the roll, the result was a Lotus that couldn’t bring the tyres in, with insufficient movement to generate the necessary heat. “It was a bad decision,” he said. “My fault.” Had he just left the car, he was sure it could have done a mid 1m25s – which might have been good for the second row. A 1m26.2s formed his seventh-place grid spot, a time he’d been able to do in the morning practice when loaded with plenty of fuel. Romain Grosjean suffered similar difficulties and failed to make it out of Q2, lining up 11th. Both Lotuses were now running the Coanda exhaust rear end.

Sergio Perez did a terrific Q2 lap in the Sauber to graduate to Q3, where on his now-scrubbed option tyres he did a lap 0.3s slower, which placed him eighth on the grid. The Sauber’s strong DRS effect was helping it to great straightline speeds while still having reasonable downforce for the middle sector. Kamui Kobayashi in the sister car caught himself out in Q2 by being fuelled only for one lap, during which he discovered he had the wrong brake/KERS-harvesting settings – and there was by then no time left to return to the pits and get another lap in, all of which left him 17th.

Pastor Maldonado, after struggling through Friday with the set-up of his Williams, had made sense of it all by

Saturday and proceeded to be fastest in Q1 and comfortably qualify for Q3. Unfortunately he locked up badly into the last corner of his single Q3 lap, leaving him only ninth, 0.8s away from his Q2 time. Bruno Senna had looked similarly quick in the sister car until messing up his crucial Q2 lap, leaving him a disappointed 13th.

Nico Rosberg was the only Mercedes to make it through to the run-off, with a good Q2 time on used option tyres, and even though he still had a set of fresh options left he opted to sit the Q3 session out, thereby giving him the extra tyre life for the first stint of the race. This left him 10th.

Michael Schumacher struggled to get the tyres to switch on during qualifying and was mired back in 14th, 0.4s adrift of Rosberg. He’d comfortably done this time when running a lot more fuel earlier in the morning, emphasising again how the soft tyres were probably not quite soft enough for this track.

The Force Indias were simply not at Q3 level of performance this week and Nico Hulkenberg reckoned he’d pretty much maximised the car during the lap that secured him 12th. Paul di Resta was never happy with the nervous feel of the car under braking and corner entry and was back in 16th, behind the Toro Rosso of Daniel Ricciardo.

Hamilton studies, but can only make third



P42 RESULTS
All those vital stats





Debris flies as Vergne hits Schumacher...



RACE CONDITIONS

Dry but smoggy, with track temperature reaching a high of 36C.

There weren't many position changes, but this was flat-out racing like we used to have. For everyone except Red Bull's Sebastian Vettel, that is.

Pirelli brought what turned out to be a conservative choice of compounds to India. The hard/soft combination made a one-stop easily achievable – even for a Mercedes. This, in turn, meant drivers were able to race all-out pretty much from start to finish, give or take a bit of fuel saving. The usual necessity of having to start the first stint 2-3s off the pace in order not to damage the tyres on a heavy fuel load could be forgotten.

"It was fantastic," said an elated Lewis Hamilton after chasing Mark Webber's KERS-less Red Bull home and just failing to grab third from him at the line. "I can't remember when I was last so on the limit almost to the point of going off. We've not been able to do that for a while because we've had to look after the tyres. But this was flat-out the whole way. I loved it."

But Vettel's race wasn't like that. In taking his fourth consecutive victory – his third consecutive start-to-finish demonstration – he didn't really extend himself until lap 22. By

which time he was already over 7s ahead of team-mate Webber, 9.5s clear of the first genuine rival, Fernando Alonso's Ferrari.

Knowing he needed to get to around lap 25 on the softs, Seb had cruised the early stages once his customary opening-lap sprint was done, 1.2s ahead of a team-mate unable to race after the first turn. So, with that lap-25 target in sight and the tyres still feeling in good shape, he let rip – just to see what he could really do. He improved by a full second. That's how much he had in hand, and even when he maintained that pace he was able to run to way longer than lap 25. Vettel and the RB8 were in a different league, just as they've been since Suzuka; the first triple consecutive start-to-finish winner since Ayrton Senna in 1989.

"It was too easy for him," said Hamilton. "But he did a great job." That's as close to a compliment Lewis is ever likely to give Seb, the guy taking all the records he believes should be his. The previous day Alonso – a fabulous second here, splitting the Red Bulls thanks to a) Webber's KERS failure and b) a wonderfully tenacious drive in the Ferrari that comprised 60 'qualifying' laps – had said he didn't feel he was competing against Vettel so much as against Red Bull technical chief Adrian Newey. Which is unfair on Vettel, a brilliantly gifted driver and ferocious competitor.

Seb alluded to the RB8/Newey deconstruction after the race when he said: "There's not one thing that



...and Schuey limps to the pits

stands out and makes the difference; not today, not yesterday, not this weekend. It's all of us working hand in hand together. Here on the track or back at Milton Keynes, everyone is pushing hard and that's what makes the difference. I'm very, very happy and glad to be a part of it."

That said, for the past three races the RB8 has allowed the team to revisit 2011 levels of domination. It's creating competitive paranoia among the team's rivals, several of whom were wondering how that 'tea-tray' section at the leading edge of the floor could remain so flat and unperturbed throughout the lap, after footage was shown from a TV camera mounted low on the nose and facing rearwards.

That paranoia was only intensified when, eight laps from the end, sparks flew from that tea tray at the end of the long back straight. How could it be

dragging its floor on the ground when so light on fuel, when the rideheight has to be set to accommodate an extra 150kg at the start? Well, actually, it was just that Seb had hit the Turn 7 kerb particularly hard the previous lap, breaking the aluminium stay, which had then broken off and briefly been trapped between the tea tray and the passing 190mph track surface.

Talk to good engineers who've looked at the car, and they'll tell you that the essence of the car's improvement in form seems connected to how well it's responded to the double-DRS feature, and that the reason for that is to do with those unique tunnel inlets on the rear bodywork feeding the diffuser.

Normally through a high-speed corner, with the downforce pressing down hard, the diffuser will stall, there'll be a momentary reduction in ▶

◀ downforce, the car will rise and the diffuser airflow will re-attach. With the RB8's system, as soon as that diffuser grounds out it simply sucks harder through those tunnel inlets, thereby maintaining downforce for longer and more consistently.

That would certainly help explain how that tea tray moves so much less than on rival cars: the downforce is more consistent. It would also tally with Hamilton's observation of Webber's car as he chased it down: "He was so fast through that middle section [comprising high-speed curves] it was unbelievable."

Earlier in the race it had appeared unlikely that Hamilton would even get near Webber. As the two RB8s sat on the front row of the grid amid the smoky haze of the Buddh circuit, noses down, you could see they were running more rake than any other car. Their exhaust-blown diffusers may be nowhere near as effective as last year's regulations allowed, but they're still more powerful than any rival, allowing that hugely aerodynamically beneficial nose-down stance. All they had to do was get cleanly away – and they did so, Vettel from Webber.

Mark's start was slightly better, in fact, and it looked as though he could easily have sat it out with Sebastian into Turn 1. But he didn't force the issue; just tucked in behind as the number 1 car swept across to take up the line. Things were a little fruitier



Red Bulls in front as Alonso challenges the McLarens

off the all-McLaren second row as Jenson Button got a much better start than Hamilton, passed on his right and had so much more momentum he was then able to sweep left for a better approach to the downhill snaking right-left of Turns 1 and 2. "Again," cursed Lewis afterwards. "I don't know why I keep having these terrible

starts. Jenson got a flying start – he always does – and I've asked the team to tell me what I'm doing wrong."

Alonso was right behind them as the pack swarmed to the uphill approach of the Turn 3 hairpin, racing towards the sky, apex out of sight over the brow. The Red Bulls sprinted cleanly out of there, clear of the squabbling chasers already, just like in South Korea. With everyone heavily fuelled, the Red Bulls' low gearing and great traction from all that exhaust-enhanced low-speed downforce spat them out of there so much faster that their slower speed at the end of that long straight (194mph, 22nd and 23rd fastest, versus 199mph for the Ferraris) didn't matter.

As they accelerated out of Turn 3, Button was briefly thinking about maximising his exit to try to get a run on Webber, but that aim was rendered obsolete a couple of seconds later as

Hamilton slipstreamed past him to the right. The bow wave in the air created by the Red Bulls and two side-by-side McLarens as they pushed up and beyond 170mph made for the most fantastic vacuum that allowed Alonso a spectacular slipstream. Furthermore, the Ferrari's seventh gear allowed it to keep pulling after the McLarens were on their rev limiters.

Fernando kept his foot buried as he second-guessed which way Hamilton would move, then jinked to the right and past. As he braked, so Hamilton came sliding down his inside and Button locked up to his outside, the Ferrari briefly pincerd by McLarens.

They scabbled out of the turn still fighting, Button's outside line there putting him on the inside for the run down to the fast left of Turn 5. Alonso's more-circumspect approach to T 4 had given him a better exit and,



Maldonado (leading) hit Kobayashi's front wing

DRIVER BY DRIVER by Edd Straw

1  **10/10**
Event rating

SEBASTIAN VETTEL
Red Bull-Renault RB8-04
Start: 1st. Finish: 1st
Raised a few eyebrows by 'exploring' track limits on his way to pole but was far from the only one. Unlike wins in Singapore, where the lead was gifted, Japan, where Alonso went out at the start, and Korea, where he blew qualifying, this one was an exemplary performance.

2  **9/10**
Event rating

MARK WEBBER
Red Bull-Renault RB8-03
Start: 2nd. Finish: 3rd
Came agonisingly close to denying Vettel pole and it was a little surprising to see him being so deferential on the run to the first corner, having made a better getaway. From there, he would surely have finished second without the worsening KERS problem that allowed Alonso to pass him.

3  **8/10**
Event rating

JENSON BUTTON
McLaren-Mercedes MP4-27-01
Start: 4th. Finish: 5th
Qualifying was decent, ending up just over 0.1s off Hamilton – pretty much where you'd expect him to be. The race didn't go so well as he struggled with the tyres and wasn't consistently quick enough to stay in touch with the top four. Dealt with it well to bank solid points.

4  **8/10**
Event rating

LEWIS HAMILTON
McLaren-Mercedes MP4-27-02
Start: 3rd. Finish: 4th
Qualifying lap looked pretty close to the maximum, but in the race the McLarens appeared to have no answer to the pace and incisiveness of Alonso. That said, he ended up only 0.6s behind Webber and, had he found an extra tenth or two here or there, he could have attacked earlier.

5  **9/10**
Event rating

FERNANDO ALONSO
Ferrari F2012-295
Start: 5th. Finish: 2nd
There was a nagging feeling that he should have split the McLarens in qualifying, but come the race there can be no doubt that he extracted the most from the car, his combative first lap showing he was up for a fight. Capitalised on Webber's KERS problem to nab a vital second place.

6  **8/10**
Event rating

FELIPE MASSA
Ferrari F2012-294
Start: 6th. Finish: 6th
His good form looked to be in danger of coming to an end with a litany of practice spins, but he qualified well and within 0.1s of Alonso despite not having latest upgrades. Also raced well, once you take into account the fact that he was battling a fuel shortage. A very good weekend's work.



was 0.8s but we couldn't get anywhere near that at any stage of the weekend. We were getting everything out of the prime but not the option."

Even Button's tyres weren't degrading fast enough to warrant a two-stop. He was the first of the frontrunners in, on lap 25. A set of fresh primes [the harder tyre] went on, easily durable enough to do the remaining 35 laps. Unfortunately, he rejoined behind Romain Grosjean, who had started his Lotus on the long-running hard tyres, and would be stuck to that pace for the next 11 laps.

Teams had started the race hoping to be able to one-stop – as it was anything between 5-15s faster than a two, thanks to the low degradation rates borne of the benign surface and

“There was a bit of rear movement, and I began to destroy the front tyres as well”

Jenson Button

as Hamilton jinked right to avoid contact with Button, he came close to hitting the Ferrari, which nonetheless was able to get back ahead. Button took up his line into T5, chopping across Alonso's nose. It was a fabulous and beautifully judged piece of pure racing from three world champions – and it would prove to be the highlight of the afternoon. It also played further into the hands of Red Bull.

As DRS was enabled at the end of the second lap, Vettel was already 1.7s clear of Webber and pulling away, while Button was a further 2.5s back. Jenson, in fact, wasn't happy with the car's feel, and on the fourth lap Alonso was close enough at the first DRS-detection point just before Turn 3 that he was able to use his DRS to slipstream effortlessly by on the back straight. Two laps later Hamilton did the same – and Button began falling away.



As Button struggled, Hamilton went past

“There was a bit of rear movement,” he explained, “making the car feel a bit nervous, but then I began to destroy the fronts as well. We couldn't really do much with the balance to help the front tyres. For some reason I always end up with more understeer than Lewis and we just can't get enough front end dialled into this car.”

But even Hamilton could do nothing with it. After passing Button he continued to fall back from Alonso, at an average of around 0.5s per lap. “The car wasn't working well on the softer tyre,” said sporting director Sam Michael. “That trait was there basically all weekend. The average performance gain from hard to soft

the conservative compound choice. But there was a concern, as at Monza, about wear of the inside shoulder of the right-front, dragged across the track against the camber as the inside tyre through the fast sweep of Turns 10-11. It didn't affect performance, but if it got down to the canvas you'd need to come in. But the rubbering-in of the track meant this never became an issue, and up and down the pitlane the two-stop strategy fell off the radar.

Although Vettel continued to ease clear, Webber was regularly the fastest through the fast sweeps of that middle sector – which was surely taking more from his tyres. When the time came for Vettel to step up the pace on lap 22, with the fuel load now past its worst, he had more tyre life left than Mark.

But Webber had more pressing concerns than that. From lap 20 onwards his KERS was ▶

7  **5/10**
Event rating

MICHAEL SCHUMACHER
Mercedes F1 W03-09
Start: 14th. Finish: 22nd
Blamed not getting the tyre temperatures into the right operating range for his disappointing qualifying. Not at fault on the first lap when Vergne hit him, giving the Merc a puncture. Cast adrift at the back, he was eventually put out of his misery when the team retired the car.

8  **8/10**
Event rating

NICO ROSBERG
Mercedes F1 W03-07
Start: 10th. Finish: 11th
Did a very good job to get into Q3 and would have been best of the rest behind the Red Bulls, McLarens and Ferraris had he repeated his Q2 lap. In a car that wasn't quite quick enough for points, he held on grimly until Senna ended his resistance lap 52. Could have done no more.

9  **7/10**
Event rating

KIMI RAIKKONEN
Lotus-Renault E20-05
Start: 7th. Finish: 7th
Was kicking himself after qualifying, blaming a set-up blunder for not being in the hunt for the second row. Was able to stay with the top six early on but ultimately should be frustrated at not being able to pass Massa. That said, it was largely down to the car's limitations in the DRS zone.

10  **6/10**
Event rating

ROMAIN GROSJEAN
Lotus-Renault E20-03
Start: 11th. Finish: 9th
Should have been in Q3, although in fairness he only missed out by the narrowest of margins. With the going pretty tough in the race, he was consistently quick enough to climb from 12th at the end of the first lap to ninth, passing both Rosberg and Maldonado along the way.

11  **5/10**
Event rating

PAUL DI RESTA
Force India-Merc VJM05-02
Start: 16th. Finish: 12th
Qualifying was once again his undoing. He complained of balance problems, which led to a scruffy lap 0.7s off Hulkenberg's time. Wasn't particularly quick in the race either, although he put that down to the set-up problems. Kept the points in sight but was never quite in contention.

12  **8/10**
Event rating

NICO HULKENBERG
Force India-Merc VJM05-03
Start: 12th. Finish: 8th
Kept up his impressive recent run of form in India, although he might just have been able to sneak into Q3 with the perfect lap. A good first lap got him up to eighth and it's hard to see he could have finished higher. Given Grosjean's pace, he did well to keep the Lotus at arm's length.



Mark Alan Webber with Alan Stanley Jones

◀ overheating and he was instructed to turn it off for a few laps to cool. Prior to this he'd been maintaining a gap of around 4.5s over Alonso, who continued to absolutely nail the Ferrari. Thereafter Webber's times increased by around 0.5s per lap and, by the time he was allowed to use the device again four laps later, Alonso had that gap down to 1.8s, relentlessly on it and sniffing blood.

With his KERS back, Webber eased the gap back out over Alonso to 2.4s, before having to switch it off once again on the 28th lap. Alonso pitted next time around and Red Bull responded by bringing Webber in, Fernando making up a vital 0.4s on his in-lap. The Red Bull continued in second for now, but Webber was having a trying day – juggling between settings is the last thing you need with Alonso coming at you.

Hamilton had been struggling with a reluctant downshift for most of the distance, because of a steering-wheel fault. As he pitted on the 32nd lap, the team completed a remarkable change of four wheels and a steering wheel in 3.3s, Lewis quickly underway again despite the very different clutch/gear procedure. What's more, now on the prime tyres the McLaren would soon be flying and cutting back into the deficit to Alonso.

Vettel had wanted to go on even beyond the 33rd lap, but Red Bull was adamant he should come in. He was



Raikkonen got ahead of Massa – for a few seconds

stationary for just 2.6s while a set of primes was fitted. With all the stops done, he led Webber now by 12s. Mark's KERS was working again, but Alonso was just 1s behind.

As Hamilton closed on that battle, Button was behind the yet-to-stop Grosjean. He got alongside the Lotus into Turn 4 and tried bullying him aside, but Romain wasn't having it and it was Button who locked up in avoidance. Once Grosjean had pitted, Button was suddenly setting Hamilton-matching times and it was clear that the McLaren was much happier on the hard tyres. The Red

Bull was perhaps slightly less suited to them, Webber describing them as "a bit more high-maintenance."

As Alonso relentlessly closed him down, and he continued having to alternately use and not use KERS – making the appropriate brake-balance changes each time – Webber was finding it difficult to keep a rhythm. He locked up into Turn 3 on lap 38, as he desperately tried to keep the Ferrari from getting into the DRS zone. Backmarkers weren't his friend on this day, either. "The guys [being lapped] don't know how much they kill us in the fast corners. When

you're racing Fernando, well, he's going to be all over that stuff."

When the KERS went for good, Webber was easy meat. On lap 48, with 12 to go, Alonso used the Ferrari's prodigious straightline speed to zap him on the run to Turn 4. Hamilton's charge by this time had brought him to within 4s of them, and now he too closed quickly on the crippled Red Bull. Mark pushed hard enough to delay Hamilton's arrival onto his tail until the last couple of laps. Lewis was giving his all and, as he desperately tried to get within 1s at the DRS-activation point on the penultimate

DRIVER BY DRIVER by Edd Straw

14  **5/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-04
Start: 17th. Finish: 14th
In a race like the Indian Grand Prix, qualifying is everything and the Japanese had a poor Saturday, blaming poor balance for failing to nail a lap on fresh rubber. That meant a Sunday afternoon compromised by traffic. A good lap on Saturday would likely have led to a few points.

15  **6/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C31-03
Start: 8th. DNF
His qualifying lap was pretty special, for the Sauber hadn't shown many signs of Q3 pace. Committed to a two-stopper because of blistering and had a few wild moments trying to make up places on fresh rubber. Was the architect of his own downfall, turning across Ricciardo's nose.

16  **6/10**
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-04
Start: 15th. Finish: 13th
Qualifying was about par and a perfect lap might just have allowed him to pip Schumacher. He came so close to getting ahead of di Resta and Senna on the first lap. That could have set up a run for 10th place, but instead he had neither the pace nor the track position to make inroads.

17  **4/10**
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-03
Start: 18th. Finish: 15th
Again, qualifying was disappointing, although his claims that this was down to going the wrong way on set-up did hold water. Got caught out by the concertina effect at Turn 1 and hit Schumacher, forcing a stop for a new nose. That mistake ruined his race, although his pace was fine.

18  **6/10**
Event rating

PASTOR MALDONADO
Williams-Renault FW34-04
Start: 9th. Finish: 16th
While he did well to get into Q3, he blotted his copybook with a big moment in the final corner that cost him a couple of places on the grid. Was on course to finish 10th when he picked up a puncture after contact with Kobayashi. After pitting, there was nothing he could do but tick off the laps.

19  **8/10**
Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start: 13th. Finish: 10th
Had the most stable and consistent car for some time and looked a certainty for Q3, but a mistake on his crucial lap dropped him to 13th. Drove superbly in the race, with eye-catching pace, and passed Rosberg late on for a point. If only he hadn't made that qualifying error...



Alonso managed to pass Webber's hobbled Red Bull



lap, he locked up in a big way. This effectively got Webber off the hook.

Button was going even faster and set the race's fastest lap last time around. Thirteen seconds earlier, Vettel had taken his fourth straight victory. In a season during which seven different drivers won the first seven races, could one man be set to win the final seven? Alonso defiantly doubts this. "I think Brazil [the final race] will be good for us," he said after a quite fabulous performance, "and hopefully that's going to be a happy grand prix for us."

Some way behind Button, Felipe Massa had kept the faster Kimi Raikkonen behind his Ferrari almost the whole way for sixth. The speed of the Lotus was evident, as in the

"It now seemed that we'd get to see the Lotus unleashed, which was to reckon without Massa's DRS"

opening stint Kimi would drop back into clear air, then close back up on the Ferrari at a pace comparable with that of the Red Bulls at the time. But he couldn't get within sniffing distance down the back straight, not even with DRS, such was Massa's end-of-straight speed advantage. Massa was fourth in the speed-trap listing, Raikkonen last, 6.5mph slower.

Ironically, the rollbar change that had spoilt Kimi's car in qualifying was probably helping here, keeping the tyres in good shape. Lotus brought him in on the 27th lap, attempting the undercut. Ferrari responded a lap later. The Ferrari stop was marginally faster and Felipe exited just ahead of the Lotus, but on his warmer tyres Raikkonen was able to sweep between Turns 2 and 3. That, it seemed, was that and we'd now get to see the Lotus unleashed... Which was to reckon



Vettel and Alonso: two greats on the podium

without Massa getting his DRS open to comfortably re-pass the Lotus. Kimi was to be stuck there for the rest of the race, at Massa's fuel-conserving pace.

The battle behind them was initially between Sergio Perez and Nico Hulkenberg. After three laps of trying, the Force India finally nailed a good pass on the Sauber for eighth, Hulkenberg forcing his way ahead between Turns 4 and 5. A few laps later Perez would be in the pits with a blistered right-front. A few laps after that he would be out after puncturing a rear tyre against the front wing of Daniel Ricciardo's Toro Rosso.

After winning a battle with the Williams pair of Pastor Maldonado and Bruno Senna, and then making his late stop, Grosjean put pressure on Hulkenberg for eighth, but the Force India held on. Senna, meanwhile, took the final point off the Mercedes of Nico Rosberg in a spirited and strategically challenging performance that also netted him second-fastest lap. On a day where, uniquely in 2012, everyone was able to lap flat-out the whole way, that was an impressive achievement.

But no-one was impressive enough to be a threat to the championship leader. And, as the taxis and tuk-tuks gathered outside the gates for the 50,000-odd who'd come to watch, Vettel prepared to download to Newey in the Red Bull debrief room, each encouraging the other to keep their special stuff coming. 🍷

20  **6/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-3
Start: 20th. Finish: 18th
Spin on his final qualifying lap, which left him behind Petrov, was excusable but found his way into the gravel on the inside of the corner, which seemed a bit cack-handed. Had the measure of Petrov in the race until a KERS problem meant that he was a sitting duck.

21  **6/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-2
Start: 19th. Finish: 17th
Another solid weekend's work: qualified and finished ahead of Kovalainen. That said, he did have some help from the Finn's spin in Q1 and KERS problem in the race. So nothing extraordinary about his performance, and he'd lost a handful of seconds to HK before the problem struck.

22  **6/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 22nd. DNF
Didn't have the most straightforward of weekends but shaded his team-mate in qualifying. A combination of luck and experience allowed him to steer clear of the first-corner confusion and run as high as 17th. Unsurprisingly, couldn't stay there and brake failure finally put him out.

23  **7/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-01
Start: 23rd. Finish: 21st
Looked to have the measure of de la Rosa in practice, but a mistake on his qualifying lap put him 0.001s behind. Picked up some front-wing damage in the race, nursed his brakes and did much what you would expect of an HRT driver given such limited machinery.

24  **7/10**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-01
Start: 21st. Finish: 20th
Qualifying was solid, and with another 0.114s he would have picked off Kovalainen. Had a messy race, getting shuffled down the order in the first-corner disorder. Didn't seem to have quite such strong pace in the race as Pic did, even when he was in a position to stretch his legs.

25  **6/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start: 24th. Finish: 19th
Pretty poor in qualifying, just over 1s off Glock without any compelling excuse. Ironically, it probably helped him in the first-corner confusion as he kept out of trouble. Kept the Caterhams honest and was consistently brisk, which went a long way to redeeming his disappointing Saturday.

Drawing board



The development race never stops. Gary Anderson, Mark Hughes and Giorgio Piola examine the technical updates Ferrari, Mercedes and Red Bull brought to Buddh International Circuit

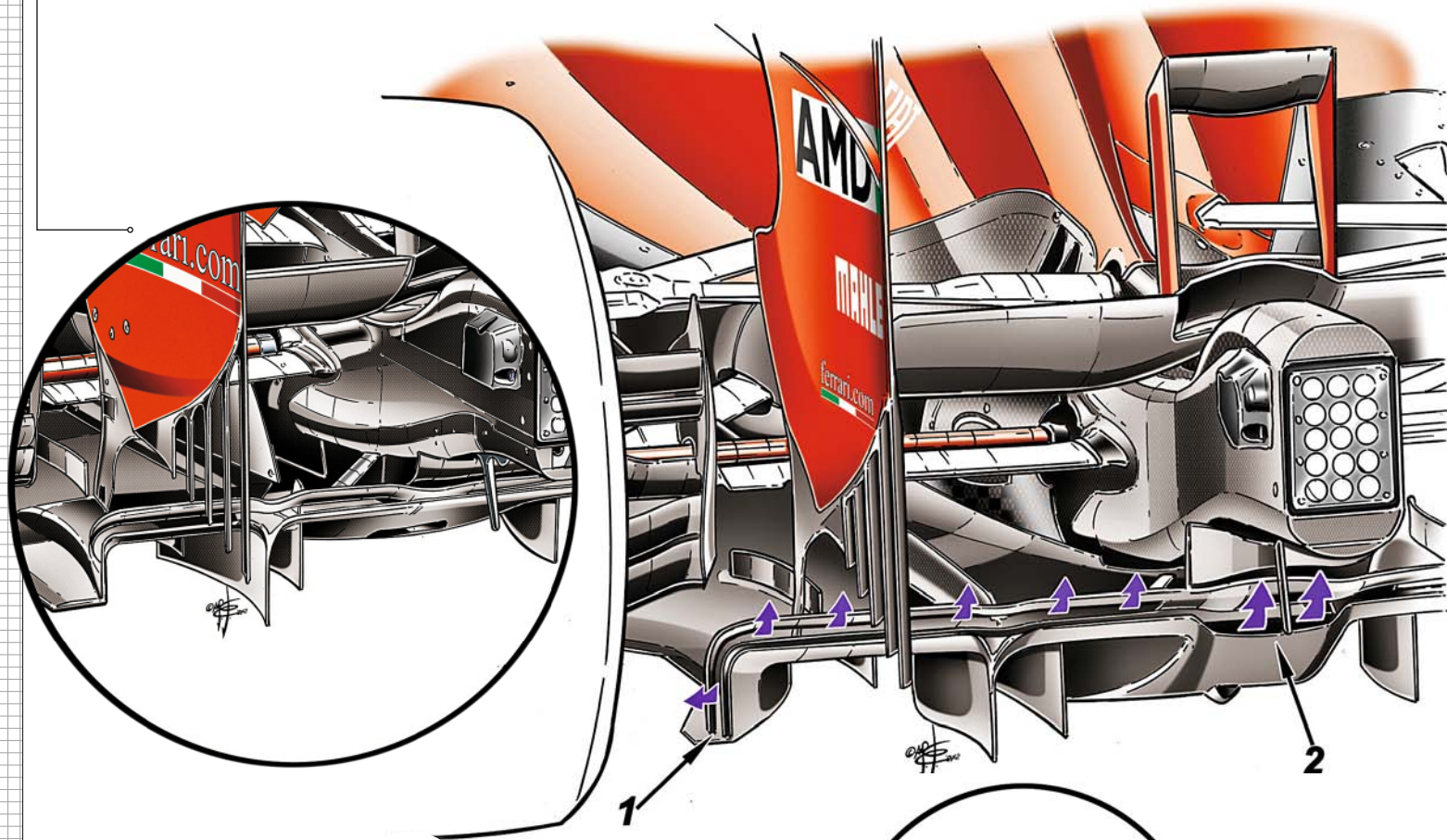
FERRARI GOES WITH THE FLOW

➔ The most significant part of Ferrari's India upgrade was this new diffuser, with the outer edges of the wall extending further out towards the tyre and an extra tunnel within the centre section. The old one is inset.

GARY ANDERSON: At that corner (1) Ferrari is trying to feed the airflow around the back of the tyre, to reduce the drag. But it still doesn't work the back of the diffuser as hard as some of the other cars. This should be better than before but this whole area

on the Ferrari does not look like it would be very effective in turning that flow around. If you look at the Red Bull, for example, there are multiple vanes in the area forward of here, trying to help turn that flow even before it arrives at this point. The

'nappy' on the back of the new diffuser (2) is another turning vane to keep the flow attached on the main diffuser ramp. There are slot gaps there to get the centre diffuser section re-attaching quicker after it stalls when the floor gets too close to the ground.

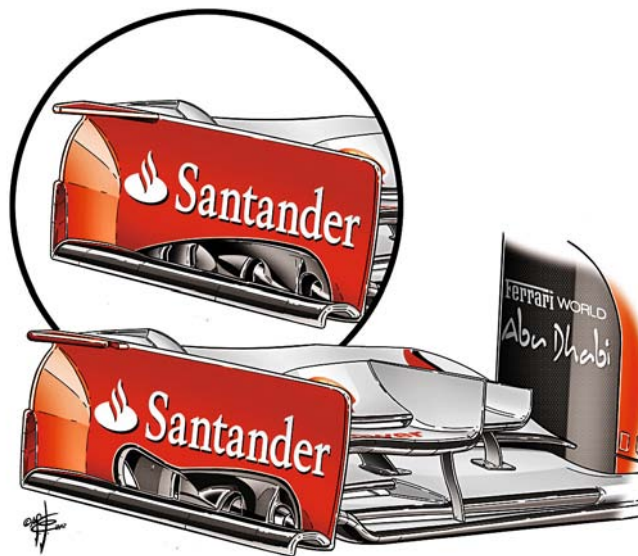


FERRARI: CUT IT OUT

➔ Fernando Alonso used a revised front wing in qualifying and race (main pic) with a bigger duct cut out the side. Felipe Massa retained the standard one (inset).

GARY ANDERSON: With its endplates, Ferrari has opened another duct to keep the flow over the wing near the tyre attached when the driver steers the wheel. But it's a very small duct and it's difficult to imagine it would be doing much. If the windtunnel working area is not big enough, you might see a more powerful effect than you get in reality as you turn the wake around the front tyre – because of the interference of the tunnel's walls. The

change is a gesture in the right direction but in applying such small ducting to this area, I would question whether Ferrari is getting good quality steered wheel data. With a tyre there blocking the flow, to get anything out of that area of the wing, you have to make it very aggressive. So the wing flaps are aggressive, the endplate is aggressive, and then you do get some downforce out of it. But as soon as you turn the wheel, much of that blockage has gone and then if you don't have all the slot gaps the wing will stall. Unfortunately, it's when you're turning the wheel that you need the downforce.

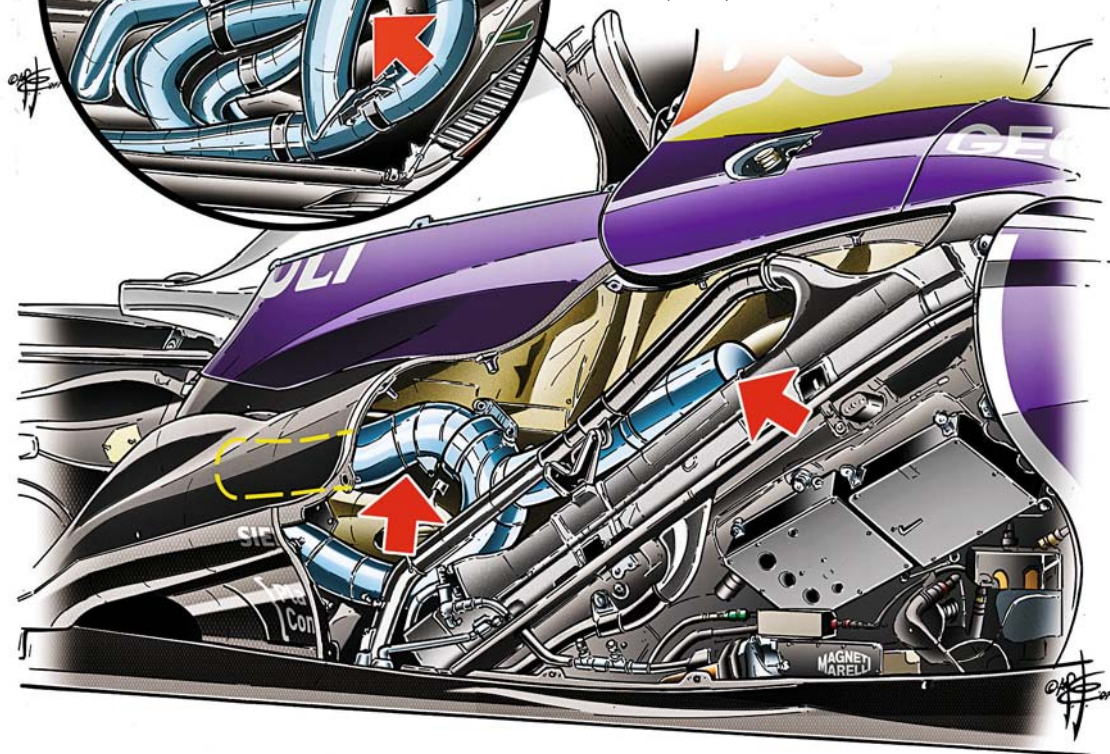
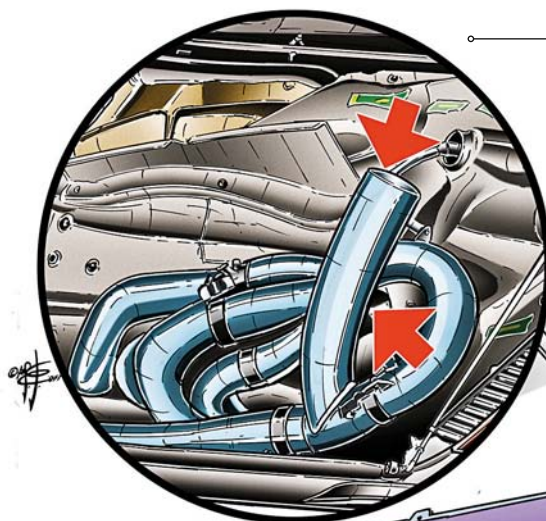


MERCEDES EXPERIMENTS WITH DRAG ROUTINE

➔ Mercedes continued to trail its passive drag reduction system, running it during Friday. From 2013 any drag reduction devices aside from the DRS flap itself must be passive systems such as this. A fluidic switch activates one of two possible airflow routes from the inlets beside the engine cover, one of which blows on the underside of the rear wing, reducing drag.

GARY ANDERSON: In 'normal' usage the airflow from the inlets either side of the engine cover feeds down to the lower area of the tube. There is a low pressure area behind the tube. As the car goes faster that low pressure increases with the drag at the back of the car. It's induced to go to that lower route because the negative pressure behind there is greater than the negative pressure behind the smaller outlet beneath the wing. But because the outlet is smaller, the negative pressure will increase more than behind the bigger, lower outlet as the speed increases. At a given speed the negative pressure behind each outlet will equalise and above that speed there will be more pressure behind the smaller outlet. At this point the airflow switches to the upper route and blows on the underside of the wing, reducing drag.

That's all fine, but the problem comes when you're coming back down the other way – from high speed to lower – and you want the flow to switch back again. As the speed falls it makes a big reduction of negative pressure below, but a small reduction in the negative pressure in the small outlet below the wing. For a time they will just be about equal so there will be a delay in the switch back. This is occurring when you want maximum downforce for stability during deceleration.



RED BULL ORCHESTRATES A NEW CHAMBER

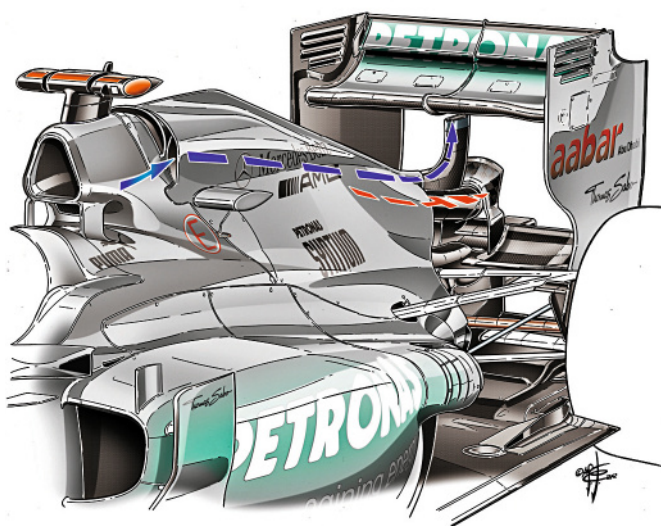
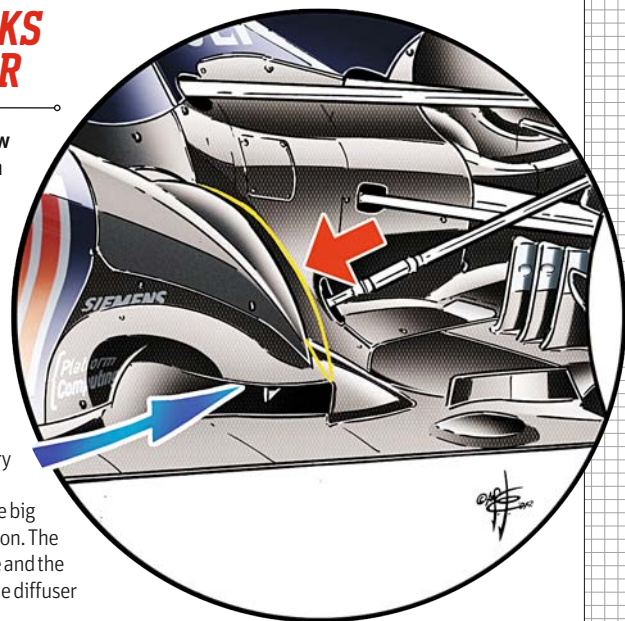
➔ Since Silverstone Red Bull has run a Helmholtz chamber within its exhaust system, as introduced by Ferrari last year (inset left). This is believed to use exhaust pulses to even out engine performance through its rev range.

GARY ANDERSON: You've got volume contained at a gas pressure, but that pressure will be small. It would make the engine 'think' it has a longer tail pipe, which helps with torque output.

RED BULL SHRINKS ITS POD FURTHER

➔ Red Bull further refined the new sidepod package introduced in Korea, with a slightly re-aligned exhaust outlet (previous profile shown in yellow) making yet more airflow-enhancing space available within the Coke-bottle area.

GARY ANDERSON: The pod around the exhaust is to stop the surface flow from taking the gases with it, ensuring the exhaust gas goes inside the vertical turning vanes. You want the minimum amount of pod necessary to do this, thereby increasing the coke bottle section area. Red Bull uses three big turning vanes on the Coke-bottle section. The airflow's coming in at quite a big angle and the vanes are trying to re-align it to help the diffuser across its whole width.



INDIAN GP RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	VETTEL	1m27.619s
2	BUTTON	1m27.929s
3	ALONSO	1m28.044s
4	HAMILTON	1m28.046s
5	WEBBER	1m28.175s
6	ROSBERG	1m28.447s
7	MASSA	1m28.542s
8	SCHUMACHER	1m28.993s
9	RICCIARDO	1m29.204s
10	RAIKKONEN	1m29.291s
11	BOTTAS	1m29.691s
12	DI RESTA	1m29.760s
13	KOBAYASHI	1m29.802s
14	HULKENBERG	1m29.850s
15	GROSJEAN	1m29.895s
16	MALDONADO	1m30.041s
17	VERGNE	1m30.401s
18	PETROV	1m30.630s
19	VAN DER GARDE	1m30.896s
20	GUTIERREZ	1m31.212s
21	PIC	1m31.903s
22	KARTHIKEYAN	1m32.125s
23	GLOCK	1m32.369s
24	DE LA ROSA	1m32.859s

Weather: dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m26.221s
2	WEBBER	1m26.339s
3	ALONSO	1m26.820s
4	ROSBERG	1m27.022s
5	RAIKKONEN	1m27.030s
6	HAMILTON	1m27.131s
7	BUTTON	1m27.182s
8	HULKENBERG	1m27.233s
9	GROSJEAN	1m27.397s
10	SENNA	1m27.738s
11	DI RESTA	1m28.004s
12	PEREZ	1m28.178s
13	SCHUMACHER	1m28.222s
14	RICCIARDO	1m28.239s
15	MASSA	1m28.296s
16	KOBAYASHI	1m28.455s
17	MALDONADO	1m28.596s
18	VERGNE	1m29.167s
19	KOVALAINEN	1m29.320s
20	PETROV	1m29.606s
21	DE LA ROSA	1m30.950s
22	GLOCK	1m31.113s
23	KARTHIKEYAN	1m31.372s
24	PIC	1m31.493s

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m25.842s
2	BUTTON	1m26.034s
3	WEBBER	1m26.108s
4	HAMILTON	1m26.151s
5	RAIKKONEN	1m26.209s
6	SENNA	1m26.214s
7	ALONSO	1m26.521s
8	HULKENBERG	1m26.531s
9	SCHUMACHER	1m26.652s
10	GROSJEAN	1m26.664s
11	MASSA	1m26.691s
12	MALDONADO	1m27.140s
13	PEREZ	1m27.162s
14	DI RESTA	1m27.193s
15	ROSBERG	1m27.229s
16	RICCIARDO	1m27.374s
17	VERGNE	1m27.711s
18	KOBAYASHI	1m27.983s
19	KOVALAINEN	1m29.035s
20	PETROV	1m29.237s
21	GLOCK	1m29.617s
22	PIC	1m30.298s
23	KARTHIKEYAN	1m30.824s
24	DE LA ROSA	1m30.873s

Weather: dry

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m26.387s (2)	1m25.435s (1)	1m25.283s
2	WEBBER	1m26.744s (7)	1m25.610s (3)	1m25.327s
3	HAMILTON	1m26.516s (4)	1m25.816s (4)	1m25.544s
4	BUTTON	1m26.564s (5)	1m25.467s (2)	1m25.659s
5	ALONSO	1m26.829s (8)	1m25.834s (5)	1m25.773s
6	MASSA	1m26.939s (11)	1m26.111s (10)	1m25.857s
7	RAIKKONEN	1m26.740s (6)	1m26.101s (9)	1m26.236s
8	PEREZ	1m27.179s (13)	1m26.076s (8)	1m26.360s
9	MALDONADO	1m26.048s (1)	1m25.983s (7)	1m26.713s
10	ROSBERG	1m26.458s (3)	1m25.976s (6)	no time
11	GROSJEAN	1m26.897s (10)	1m26.136s	-
12	HULKENBERG	1m27.185s (14)	1m26.241s	-
13	SENNA	1m26.851s (9)	1m26.331s	-
14	SCHUMACHER	1m27.482s (16)	1m26.574s	-
15	RICCIARDO	1m27.006s (12)	1m26.777s	-
16	DI RESTA	1m27.462s (15)	1m26.989s	-
17	KOBAYASHI	1m27.517s (17)	1m27.219s	-
18	VERGNE	1m27.525s	-	-
19	PETROV	1m28.756s	-	-
20	KOVALAINEN	1m29.500s	-	-
21	GLOCK	1m29.613s	-	-
22	DE LA ROSA	1m30.592s	-	-
23	KARTHIKEYAN	1m30.593s	-	-
24	PIC	1m30.662s	-	-

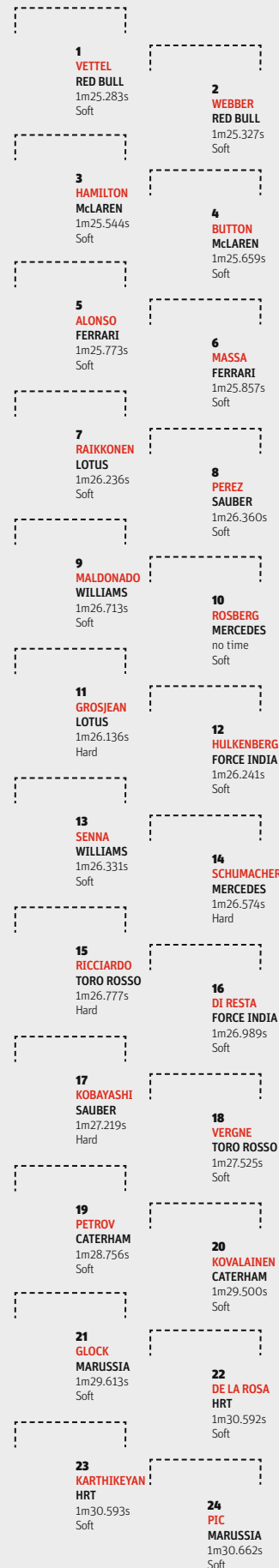
Weather: dry

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	10	7	WEBBER
BUTTON	4	13	HAMILTON
ALONSO	16	1	MASSA
SCHUMACHER	9	8	ROSBERG
RAIKKONEN	8	9	GROSJEAN/D'AMB
DI RESTA	8	9	HULKENBERG
KOBAYASHI	10	7	PEREZ
RICCIARDO	14	3	VERGNE
MALDONADO	15	2	SENNA
KOVALAINEN	13	4	PETROV
DE LA ROSA	16	1	KARTHIKEYAN
GLOCK	11	5	PIC



THE GRID



FRIDAY TESTERS

1 VALTTERI BOTTAS

WILLIAMS 1m29.691s

2 GIEDO VAN DER GARDE

CATERHAM 1m30.896s

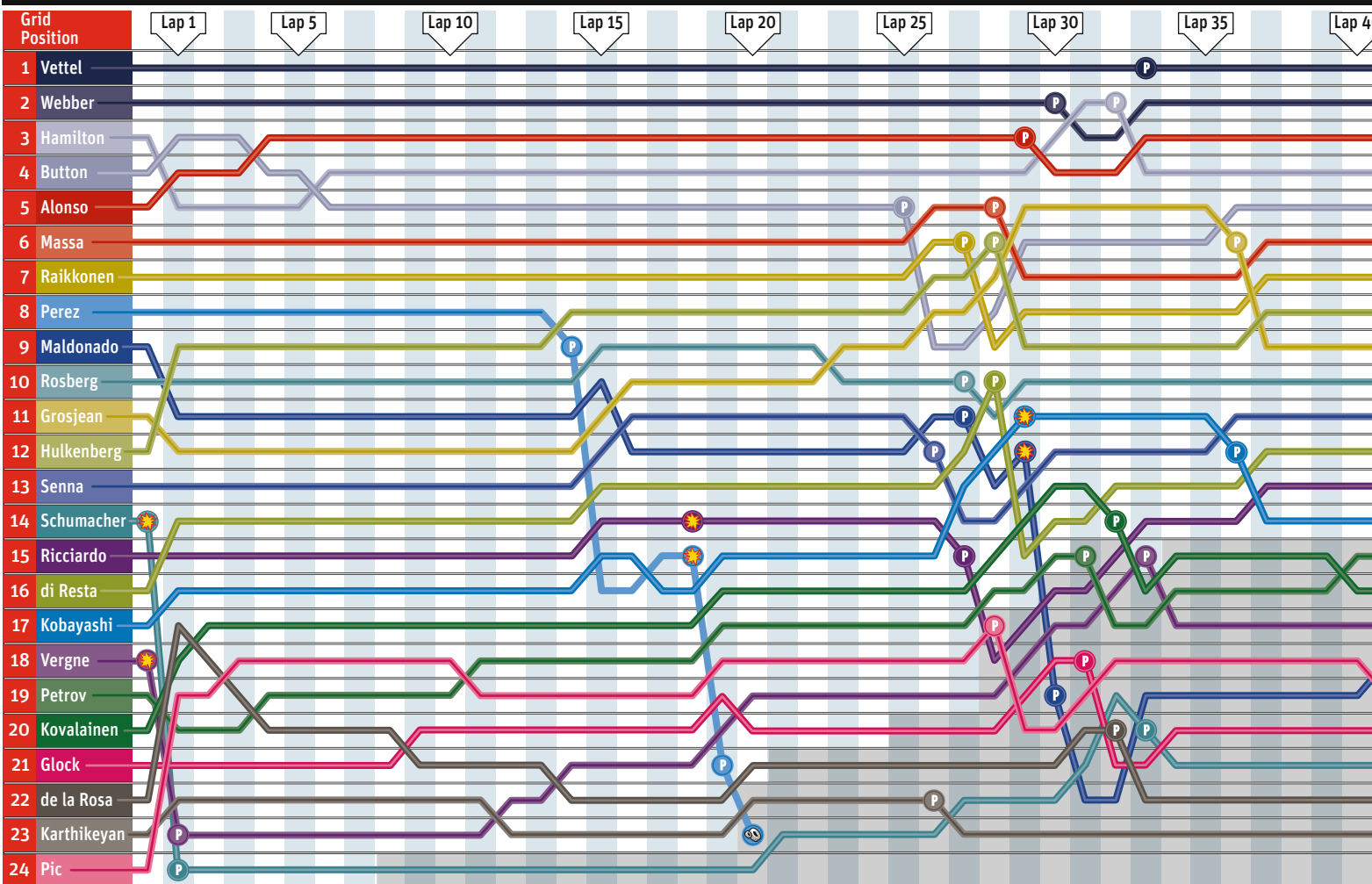
3 ESTEBAN GUTIERREZ

SAUBER 1m31.212s



INDIAN GP THE FINAL WORDS

THE RACE: LAP BY LAP



GRAND PRIX DIGEST

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

THURSDAY

1024 @JensonButton: "Now off to a Mobil 1 event before we brave the journey to one of the best circuits on the calendar. #Buddhcircuit"

1303 Sauber cancels all press work for Sergio Perez, who has a cold.

1355 Kamui Kobayashi admits that he spent the time between Korea and India sponsor-hunting in Japan.



1511 Kimi Raikkonen (right) hasn't given up on the title: "We have a chance still, but it is a different life to 2007."

1607 Mark Webber rules out yielding to team orders to help Sebastian Vettel's title bid. "If I'm in the lead, I'm not pulling over for anyone," he declares.

1638 Fernando Alonso says that he is confident of taking the world title down to the wire despite Sebastian Vettel's recent form: "With four races to go we have nearly the same points as Vettel and have all the possibilities open."

2249 @narainracing [right]: "Tried fitting an F1 tyre onto a rim in the Pirelli challenge earlier. Tough stuff! #airtelIndianGP"



FRIDAY

0833 @SChecoPerez: "Thanks to all I'm ready to do the weekend after practice 1..The team decide not to do practice 1 with me"



1001 Perez's FP1 replacement at Sauber, Esteban Gutierrez, leaves the garage for his first outing as a Friday driver.



1002 @InsideFerrari: "A lot of usage of the flow-viz for aero measurements. It's a Friday morning classic!"



1009 Gutierrez (left) has a major moment, narrowly missing the wall exiting Turn 7 during his lengthy slide.

1421 In FP2, Felipe Massa spins at Turn 12, getting stuck up against a Pirelli hoarding before reversing out of trouble. Despite flatspots, engineer Rob Smedley asks him to do a constant-speed run.

1425 Romain Grosjean spins and recovers at Turn 11: "How are the [tyre] pressures?" he asks his engineer. "The rear is going everywhere!"



1426 Bruno Senna spins his Williams at Turn 3.

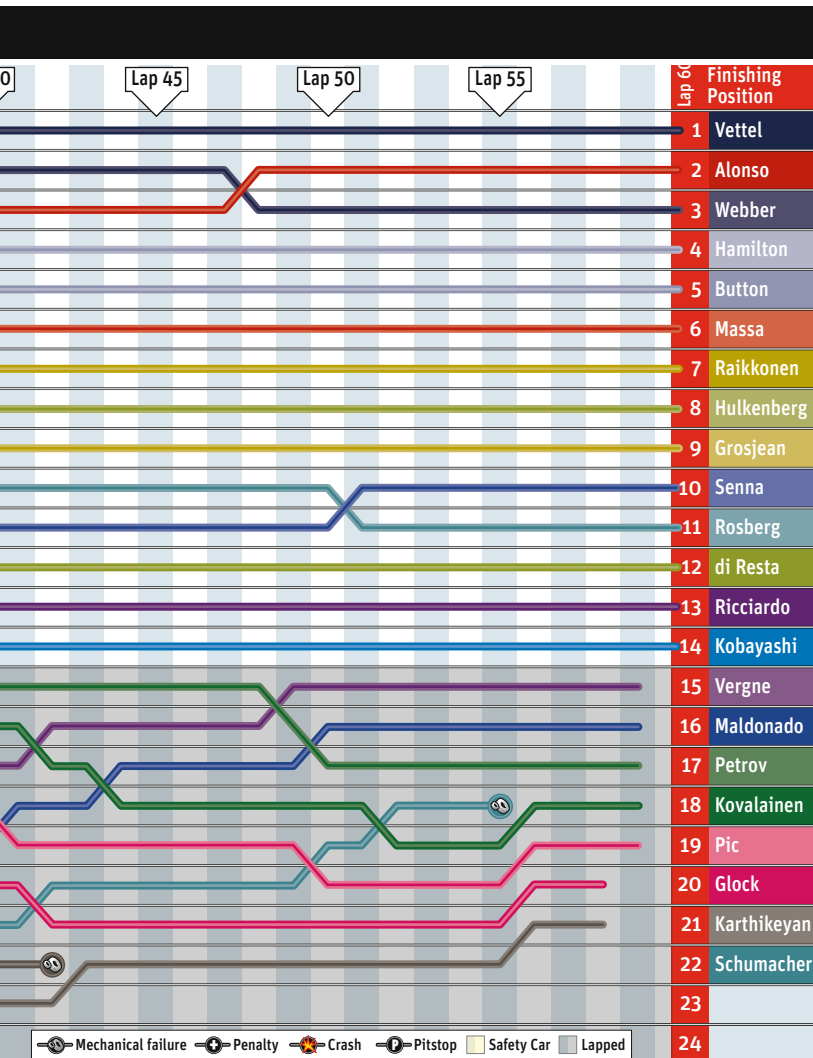
1450 Massa spins again, this time at Turn 9 (right).



1453 Like Massa, Nico Hulkenberg gets very out of shape at Turn 9 and spins off the track. He is able to continue.

1524 @narainracing: "Didn't expect to be tweeting while the session is still on, but FP2 cut short due to hydraulic issues."















TRACKSIDE VIEW MARK HUGHES
GRAND PRIX EDITOR

As the fast aero turn of 5 merges with the second-gear blip of 6 the cars are shedding around 90mph and millions of dollars worth of downforce; turning left, braking and changing down all at once, as the car's mechanical traits assume greater importance than its aero. You can hear from the descent of the engine note how much grip each car has here. Narain Karthikeyan is very busy with lots of correction through 5 before having to almost stop the HRT before he can turn it in. Towards the other end of the scale Alonso's Ferrari and Kobayashi's Sauber look very similar, lots of momentum and nicely driveable. But Lewis Hamilton carries so much speed through 5 it seems unfeasible that he can shed enough speed by 6. But what he does when he gets there, still apparently going too fast, is remarkable. A big turn of steering lock, the front end responds but the rear steps wildly out of line. Then, with the car now pointed at the apex, he stands on the throttle. Rather than upsetting the rear end further, as you'd expect, it actually comes into line, confirming that McLaren has recovered at least some of the blown diffuser effect of last year. But for a more refined version of it, Sebastian Vettel's Red Bull, running near-2011 levels of rake here, is the shining case study. The car's rear end slide is less extravagant, but Seb's power application is every bit as bold and the car just pulls itself straight and catapults out of that corner. This is the first time any 2012 cars have looked like the 2011 Red Bull in action.

SATURDAY

- 1147** Mark Webber spins his Red Bull on entry into the pits in FP3, but recovers.
- 1412** Massa spins during Q1 exiting Turn 15.
- 1421** Heikki Kovalainen bins his Caterham at Turn 11. 
- 1453** Vettel goes off at Turn 7 on his first Q3 run (right), forcing him to abort the lap.
- 1456** **Hamilton's engineer after first Q3 run:** "Do you want any front wing? Lewis: "No wing for now. I want to put the pressures up again." 
- 1501** **Massa:** "I had a big oversteer in corner six. On the upshift I went completely low on the revs. I lost one or two tenths I think. I'm really upset, to be honest." **Smedley:** "That's a shame, that would have put us fourth." 
- 1551** Fernando Alonso declares himself "100 per cent confident that we will fight for this championship and we will win it". 
- 1623** Kimi Raikkonen accepts the blame for a set-up mistake that he reckons cost him a place on the second row.
- 2047** **@InsideFerrari:** "To those who think that there's a coldness between @alo_official and @insideferrari the truth is we have never been as united as we are now. Forza Fernando! Forza Ferrari!" 
- 2109** **@SChecoPerez:** "After a great qualifying (one of my best so far in F1)...Will be a difficult race due to my health but #NeverGiveUp" 

SUNDAY

- 1503** Michael Schumacher sustains a right-rear puncture at the first corner.
- 1549** Stewards decide that a clash between Kamui Kobayashi and Pastor Maldonado (who gets a puncture) was a racing incident. 
- 1611** **Pedro de la Rosa hits Turn 4 wall:** "Brake failure, brake failure." 
- 1645** **Hamilton is told his steering wheel will be changed:** "We need you to be in neutral, and the steering wheel to come out to the right." 
- 1626** **Rob Smedley to Massa:** "The situation with the fuel is critical." 
- 1713** **@PaulHembery [Pirelli]:** "Low degradation and wear, made for a different type of race compared to early season. Could we have used super-soft? Probably with hindsight." 
- 1815** McLaren team principal Martin Whitmarsh admits that, while the first lap produced "great racing", the outcome "wasn't pleasing" as the Red Bulls escaped.
- 1825** FIA stewards decide not to penalise Schumacher for ignoring blue flags and holding up Romain Grosjean. It was deemed Grosjean wasn't close enough.
- 1921** **@JensonButton:** "Great first & last lap, the problem was all the laps in between!! Struggled on the soft, felt good on the hard but 2 far back." 
- 2048** **@alo_official:** "If breaks the sword, fight with your hands. If they cut your hands, push the enemy with your shoulders, even with your teeth #samurai #IndiaAlo" 

PICS: MASON/GETTY, DUNBAR, FERRARO, HONE/LAT

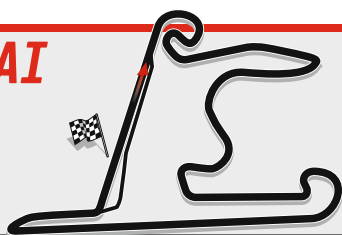
SHANGHAI

CHINA

October 26-28

FIA WEC

Round 8/8



AT A GLANCE

- Winners Alexander Wurz/
Nicolas Lapierre
- Pole position Wurz
- Fastest lap Lapierre



Outpaced Audi trio claims the title

Lotterer, Treluyer and Fassler are champions, but Toyota dominates in China



THE FLAGS WERE OUT IN force as the curtain fell on the first new-look FIA World Endurance Championship in China. Audi feted a world championship-winning driver line-up, while Toyota celebrated an amazing third victory of its return season to international sportscar racing. The wildly differing odds you'd have got on those two results at the start of the season probably explains why the Japanese manufacturer's flags were waved with that little bit more vigour as dusk fell over the fading majesty of the Shanghai International Circuit.

The German marque was always going to be celebrating victory in the drivers' championship to go with its manufacturers' crown. Only its drivers could take the title at

the weekend; in fact, its men were always going to take the honours given the late start for Audi's only LMP1 factory rival.

Andre Lotterer, Benoit Treluyer and Marcel Fassler were finally crowned on Sunday, as had looked likely since the roll that started with victory at the Le Mans 24 Hours took them ahead of team-mates Allan McNish and Tom Kristensen at Silverstone. A foregone conclusion it might have been, but it would be stretching it to say that Audi's championship victory is somehow empty.

Instead, better to say that the celebrations will have to be short-lived if Audi is to have any chance of a successful defence. Its turbodiesel hybrid, the R18 e-tron quattro, was left



Audi trio played it safe to win crown

trailing in the wake of the Toyota shared by Nicolas Lapierre and Alex Wurz in China. The TS030 HYBRID was even more dominant around the 3.39-mile SIC than it had been on taking its first WEC win at Interlagos in September.

The petrol-engined hybrid needs an extra splash of fuel to complete an uninterrupted

six-hour WEC race, and approximately 40 seconds to do it. That's the magic number it achieved in the final hour of the penultimate round of the championship at Fuji, but this time around the solo TS030 had more than 40s in hand by the end of the second hour.

The Shanghai 'Tilke-drome' was perfect territory for

Toyota to prove its strengths over the Audi. The proliferation of slow corners was key, and for several reasons. The importance of each of those reasons depends on who you are talking to.

Audi put the onus on the superiority of Toyota's super-capacitor hybrid system, something it is

LMP1 RACE RATING

☆☆☆☆☆

Toyota always in control, with Audi happy to play it safe

MILESTONE

Lotterer/Treluyer/Fassler are first prototype world champions since Yannick Dalmas/Derek Warwick in '92



REPORT WEC SHANGHAI

GARY WATKINS
reports



Lapierre speeds away from McNish, Treluyer



The slower Rebellion car took privateer win

Elite overturns Rebellion in final battle

Seven minutes were all that stood between Rebellion Racing and a fairytale end to the season. Two weeks after sealing the FIA World Endurance Championship LMP1 privateers' title at Fuji and a week after triumphing overall at Petit Le Mans, the Anglo-Swiss squad was on course to take third place in the WEC drivers' points with Neel Jani and Nicolas Prost. Then disaster.

Rebellion's lead Lola-

Toyota B12/60, which had led the chase of the factory cars from lap four, ground to an agonising halt with Prost at the wheel. The likely failure was a broken gearbox input shaft; the certain result was no points for Jani and his team-mate, who fell behind Toyota drivers Alex Wurz and Nicolas Lapierre in the final table.

It was all the more galling because the Rebellion duo had left their privateer rivals for dead at Shanghai. Jani,

by his own admission, had screwed up qualifying twice or three times over – yet still ended up second – and had to find a way past Karun Chandhok in the JRM Racing HPD ARX-03a before he could begin what he described as a cruise.

Chandhok, who'd claimed privateer pole, tried to make life difficult for his rival, but the reality was that the JRM car, shared with Peter Dumbreck and David Brabham, wasn't in the

ballpark courtesy of a malfunctioning gearbox. The second HPD, the Strakka Racing entry, took up the chase until Danny Watts was hit up the rear by Marcel Fassler and had to stop for a change of the rear diffuser.

The JRM entry needed a similar repair, which allowed the second Rebellion car, in which 'Franky' Cong Fu Cheng joined Andrea Belicchi and Harold Primat, to sneak past into what became fourth place with 20 minutes to go.

now happy to talk openly about, and the significance of the so-called '120 Rule'. That prevents retrieved energy being deployed through the front axle of the R18 before the car hits 120km/h (75mph).

"Out of Turn 14 before the final corner, they could overtake two GT cars whereas we were struggling to get inside one," said Ralf Juttner, technical director at the Joest Audi team. "The fastest laps show we could do similar times, but they have the advantage in traffic."

The Toyota, complete with controversial 'wheelarch' extensions, also carries more downforce than its rival and, as Toyota technical director and ex-Michelin man Pascal Vasselon loves to remind everyone, "downforce is the tyre's friend". On the

low-grip Shanghai surface, the Toyota's aero numbers and its Michelin rubber were certainly happy bedfellows.

Lapierre thought it was this that made the difference.

"We know this track favours cars with a lot of downforce," he explained, "and we were running the maximum we have. This was the bigger help today. It's not the worst track for our hybrid system, but it's not the best track either."

Toyota was in the ascendent from second free practice last weekend and was more dominant than at any other race so far.

Frenchman Lapierre, who converted team-mate Wurz's pole into the race lead, was four seconds to the good after a couple of laps and had racked up half the magic 40s by the time of the first round

of pitstops. The team opted to single-stint its tyres this time after the tactic so very nearly worked for Audi last time out at Fuji.

Toyota played it safe in this respect, although the decision for Wurz to double-stint his tyres at the end proved that the car had enough of an advantage to win this one whatever the tactics employed.

McNish and Kristensen ended up nearly a minute down on the winners after six hours of racing, though still more than 40s up on their team-mates. Shanghai marked a return to form for the Audi old guard, but it was too little, too late in the championship battle.

Treluyer and then Fassler had kept their team-mates honest until an impact with the Strakka HPD robbed the



Audi chief Ullrich congratulates Wurz

car of some downforce. That's when this year's Le Mans winners decided to play the percentages in pursuit of the championship.

Retaining the titles is unlikely to be as easy for Audi as winning them. Ingolstadt has admitted that it can't radically alter its concept for next season, and there's going to be no

reversal of the '120 Rule'.

Toyota is already being touted as the favourite for next year's WEC and the Le Mans 24 Hours, and Audi knows it has to step up.

"We know we have some points where we can improve," said Audi Sport boss Wolfgang Ullrich after the race. "We will react and we start tomorrow." ❧

“DUNLOP” Wheel Adapter

Ideal Tool for Any Competitive Motorsport Set-Up Process, Repair Shops or Aluminum Wheel Applications

**Fits Most Any Size Wheels
from 5” to 24” Diameters**

Heavy Duty Construction

**NEW!
‘Dunlop’ Wheel Adapter**

**Wheel Adapter with Angle Gauge
Part # 360202**

**Wheel Adapter Only
Part # 360201**



**Perfect to use with Intercomp’s
Digital or Bubble Caster/Camber
Gauge or Digital Angle Finder**

**Want to learn more?
Use your smart phone to scan
this code or visit us online at
www.intercompracing.com**



Intercomp offers the most comprehensive line of indicators

Intercomp’s industry leading RFX™ Wireless Weighing Technology is the most widely used advanced weighing technology of it’s kind and is used by champions in all forms of motorsports.

Euro Cross Weights Shown!



**SW787™
PC Wireless Scale System**
(PC Not Included)
Part # 170154-PC



**SW650RFX™
Wireless Scale System**
Part # 170126-W



**SW777RFX™
Wireless Scale System**
Part # 170127-WPC



**SW500™
Cabled Scale System**
Part # 170125



Call to request our 2012 Racing Products Catalog or log on to:

intercompracing.com



**NEW!
Intercomp
Scale App
for iPhone®**

+44 (0) 118 932 0578 EUROPE

USA +1 763-476-2531

European Sales & Service

DEMON TWEAKS
Wrexham, Clwyd

ROLLECENTRE RACING
St. Ives, Cambs

RACE HARDWARE
The Netherlands

DANIELSON
Magny-Cours, France

GIEFFE SRL
Castelceriolo, (AL) Italia

ISA RACING
Kottenheim, Germany

NIMEX
Monheim, Germany

Tel: 44(0) 1978 664466
Fax: 44(0) 1978 664467

Tel: 44(0) 1480 464052
Fax: 44(0) 1480 461454

Tel: 30(0) 36 537 0689
Fax: 30(0) 36 537 1797

Tel: 33(0) 3 86 21 22 55
Fax: 33(0) 3 86 21 22 65

Tel: 39(0) 131 216505
Fax: 39(0) 131 216506

Tel: 49(0) 2651 96250
Fax: 49(0) 2651 962510

Tel: 49(0) 2173 54253
Fax: 49(0) 2173 51089

GTE

FIA WEC
Shanghai
Round 8/8

AT A GLANCE

- **Winners** Darren Turner/ Stefan Mucke
- **Pole** Turner
- **Fastest lap** Mucke

GTE RACE RATING

★★★★☆

Aston had the edge, though Ferrari's fuel-saving game could have paid dividends

REPORT WEC SHANGHAI

Aston gains ad-Vantage at last

Darren Turner and Stefan Mucke finally take a WEC GTE Pro victory



AF Ferrari team felt they could have pushed Aston

DARREN TURNER AND

Stefan Mucke finally broke their duck to notch up a first FIA World Endurance Championship victory for Aston Martin Racing at Shanghai after knocking on the door for so long.

Strange, then, that they should admit their sights in China were not set solely on the win, but on beating the Felbermayr-Proton Porsche to secure second place in the GTE

Pro teams' rankings.

As it turned out, beating the Porsche 911 GT3-RSR driven by Richard Lietz and Marc Lieb, something they did with comparative ease, was more than enough to secure Turner and Mucke that elusive first victory after a run of three pole positions through the final four races. The 'other' class contender in the ultra-competitive but slimline GTE Pro class, the

AF Corse Ferrari 458 Italia shared by Gianmaria Bruni and Giancarlo Fisichella, had dropped out of contention shortly after half distance.

"Second in the race and third in the championship would have been a bad weekend," said Turner of AMR's tactics. "But it's great to finally get the victory after being so competitive recently."

The Aston worked

around the Shanghai International Circuit in a way it hadn't at Fuji two weeks previous. The team didn't seem exactly sure why, although the pace of the Vantage over the 911 GT3-RSR in the race probably had a lot to do with the higher temperatures in China than at Fuji, which had played into Porsche's hands.

Mucke was unable to convert Turner's pole into the race lead, losing out to Lietz in the Felbermayr Porsche. The Aston driver didn't seem too concerned and was happy to trail the German car for the first 45 minutes before making his move.

The Aston was never threatened thereafter, at least not by the Porsche. Lieb and Lietz finished more than 50s behind, although the Ferrari might have made life difficult for the Aston but for a series of problems that eventually put Bruni and Fisichella out of the race.

AF Corse attempted to

get the best of its Ferraris through the race on just four pitstops, despite the five-litre reduction in fuel capacity that has taken the edge off the competitiveness of the 458 since September's Bahrain round. Whether the tactic would have worked will never be known, because the car threw an alternator belt and subsequently retired with an oil leak.

Yet the car was only 17s behind the Aston after a particularly impressive double stint from Bruni came to an end shortly after half distance, which backed up the Italian's claims that he "would have made life difficult for them".

Larbre Competition finally sealed the GTE Am teams' title with a third win of the season, each of them notched up when team old boy Pedro Lamy was partnering Julien Canal and Patrick Bornhauser in the French squad's lead Chevrolet Corvette C6.R. ❁

Champion Larbre won GTE Am again



“Olivier and Matthieu did a very good job, but I wasn't quick enough today”
OAK boss Jacques Nicolet laments his lack of pace at Shanghai



Pla led class early on

LMP2

ADR-Delta squad continues its flow of victories

The ADR-Delta squad realistically lost its chance of the LMP2 teams' title some time ago, but after Shanghai it can claim end-of-season bragging rights. The British team took maximum points from a race for the fourth time this season, one more than the victory tally of eventual champion Starworks Motorsports.

The ADR-Delta ORECA-Nissan O3 and Starworks' HPD ARX-03b have done battle at many of the races this year and they again finished one-two, but in China the ADR-Delta line-up, in which Swiss Mathias Beche joined team regulars John Martin and Tor Graves, had to overcome a stern challenge

from OAK Racing's Morgan LMP2 2012. Oliver Pla led the first stint aboard the Nissan-powered Morgan, and then team-mate Matthieu Lahaye managed to just hold off the advances of Beche through the next double. The balance of the race then changed when Graves went up against OAK team boss Jacques Nicolet. Graves moved ahead when the Frenchman had an off and effectively sealed victory for the team during a full two-hour double stint in the middle of the race. He ended his shift in the lead and with a pitstop in hand, because the amateur or silver-rated drivers in the other contenders had only driven the minimum time. The Starworks HPD, driven



Graves outpaced Nicolet for win

as usual by Stephane Sarrazin, Enzo Potolicchio and Ryan Dalziel, came back to second in the hands of the first-named

after a troubled race. The Frenchman had to bring his opening stint to a premature end with a puncture, while

Scotsman Dalziel was tapped into a time-consuming spin by one of the GTE Larbre Chevrolet Corvettes.

RESULTS

FIA World Endurance Championship, round 8 of 8, Shanghai (PRC), October 28

GRID		191 LAPS, 646.934 MILES					
POS	DRIVER	TEAM	CAR	CLASS	TIME	GRID	
1	Nicolas Lapierre (F)/Alexander Wurz (A)	Toyota Racing	Toyota TS030 HYBRID	LMP1	6h01m29.292s	1	
2	Allan McNish (GB)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+58.570s	2	
3	Benoit Trelluyer (F)/Marcel Fassler (CH)/Andre Lotterer (D)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+1m42.814s	3	
4	Andrea Belicchi (I)/Cong Fu Cheng (PRC)/Harold Primat (CH)	Rebellion Racing	Lola-Toyota B12/60	LMP1	-6 laps	7	
5	Karun Chandhok (IND)/David Brabham (AUS)/Peter Dumbreck (GB)	JRM	HPD ARX-03a	LMP1	-6 laps	4	
6	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-03a	LMP1	-9 laps	6	
7	John Martin (AUS)/Mathias Beche (CH)/Tor Graves (GB)	ADR-Delta	ORECA-Nissan O3	LMP2	-11 laps	10	
8	Stephane Sarrazin (F)/Ryan Dalziel (GB)/Enzo Potolicchio (YV)	Starworks Motorsports	HPD-Honda ARX-03b	LMP2	-11 laps	11	
9	Olivier Pla (F)/Matthieu Lahaye (F)/Jacques Nicolet (F)	OAK Racing	Morgan-Nissan LMP2 2012	LMP2	-12 laps	12	
10	Pierre Kaffer (D)/Nicolas Minassian (F)/Luis Perez Companc (RA)	Pecom Racing (AF Corse)	ORECA-Nissan O3	LMP2	-12 laps	13	
11	Franck Mailleux (F)/Olivier Lombard (F)/Jordan Tresson (F)	Signatech Nissan	ORECA-Nissan O3	LMP2	-13 laps	15	
12	Thomas Holzer (D)/Mirco Schultis (D)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	-14 laps	14	
13	Pierre Ragues (F)/Nelson Panciatici (F)/Roman Rusinov (RUS)	Signatech Nissan	ORECA-Nissan O3	LMP2	-14 laps	17	
14	Dominik Kraihamer (A)/Bertrand Baguette (B)/Takuma Sato (J)	OAK Racing	Oak-Pescarolo-HPD LMP1	LMP1	-17 laps	8	
15	Elton Julian (USA)/Ricardo Gonzalez (MEX)/Christian Zuegel (D)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-20 laps	16	
16	Stefan Mucke (D)/Darren Turner (GB)	Aston Martin Racing (Prodrive)	Aston Martin Vantage	GTE P	-22 laps	19	
17	Richard Lietz (A)/Marc Lieb (D)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE P	-22 laps	20	
18	Olivier Beretta (MC)/Andrea Bertolini (I)	AF Corse	Ferrari 458 Italia	GTE P	-23 laps	24	
19	Julien Canal (F)/Pedro Lamy (P)/Patrick Bornhauser (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-25 laps	25	
20	Paolo Ruberti (I)/Christian Ried (D)/Gianluca Roda (I)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE A	-26 laps	22	
21	Tracy Krohn (USA)/Michele Rugolo (I)/Nic Jonsson (S)	Krohn Racing	Ferrari 458 Italia	GTE A	-27 laps	28	
22	Marco Cioci (I)/Rui Aguas (P)/Robert Kauffman (USA)	AF Corse-Waltrip	Ferrari 458 Italia	GTE A	-27 laps	23	
23	Pascal Gibon (F)/Jean-Philippe Belloc (F)/Christophe Bourret (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-28 laps	27	
24	Joel Camathias (CH)/Matt Bell (GB)/Paul Daniels (GB)	JWA-Avila	Porsche 911 GT3-RSR	GTE A	-39 laps	26	
R	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing	Lola-Toyota B12/60	LMP1	180 laps-input shaft	5	
R	Giancarlo Fisichella (I)/Gianmaria Bruni (I)	AF Corse	Ferrari 458 Italia	GTE P	144 laps-oil leak	21	
R	Fabien Giroix (F)/Jean-Denis Deletraz (CH)/Keiko Ihara (J)	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	93 laps-exhaust	18	
R	James Rossiter (GB)/Jan Charouz (CZ)/Kevin Weeda (USA)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	78 laps-brakes	9	

Winners' average: 107.378mph. Fastest lap: Lapierre, 1m48.815s, 112.057mph. LMP2: Beche, 1m55.214s, 105.834mph. GTE Pro: Mucke, 2m05.146s, 97.434mph. GTE Am: Cioci, 2m05.900s, 96.851mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race.

POINTS - DRIVERS			LMP1 MANUFACTURERS			LMP1 PRIVATE TEAMS			LMP2 TEAMS			GTE PRO TEAMS			GTE AM TEAMS		
POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS
1	Lott/Treil/Fass	172.5	1	Audi	209	1	Rebellion	205	1	Starworks	177	1	AF Corse	201	1	Larbre	179
2	McNish/Kris'en	159	2	Toyota	96	2	Strakka	148	2	ADR-Delta	154	2	Aston Martin	142	2	Felbermayr-Proton	153
3	Wurz/Lapierre	96				3	JRM	123	3	Pecom	144	3	Felbermayr-Proton	133	3	Krohn	119
4	Jani/Prost	86.5				4	OAK	30	4	OAK	100	4	Luxury	53	4	AF Corse-Waltrip	108



Congratulations Michael Meadows

2012 Porsche Carrera Cup GB Champion

With six wins and a further eight podiums in 20 races, Michael Meadows is the 2012 Porsche Carrera Cup GB champion. Meadows is the seventh driver to win the title and joined the impressive list of former champions during the tenth anniversary season of Britain's fastest one-make race category.

The 25-year old racer from Banbury is the first Carrera Cup Scholarship winner to go on and take the overall title and achieved his success with Redline Racing. "It's been three years of hard work since being the Carrera Cup Scholar. I found my pace last year and I'm glad we've achieved what we set out to do. It's been a privilege to race in the Carrera Cup."

Meadows paid tribute to the importance of the Carrera Cup Scholarship in the development of his career. "Winning the Scholarship and racing in the Carrera Cup has taught me what I needed to know about sports cars. This championship has some fantastic drivers and we've all been pushing each other this season. It's just got massive over the last three years."

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

PORSCHE

**CARRERA
CUP**
GREAT BRITAIN



Mobil 1

keepmoving



SAMSUNG



GoMotorsport.net

Origin
Share the world of Porsche

PORSCHE DESIGN
DRIVERS' SELECTION



Congratulations Ahmad Al Harthy 2012 Porsche Carrera Cup GB Pro-Am1 Champion

Twelve wins and a further five podiums in 20 races made Ahmad Al Harthy a clear Pro-Am1 champion in the 2012 Porsche Carrera Cup GB. Oman-based Al Harthy drove a superb campaign and richly deserved his title.

"We dreamed about ending it this way and finally I'm a champion and that feels really great," he said. "It has been three years of hard work to get to this point. I'm so excited about this."

"I must say a massive thanks to the guys from Redline Racing, who are behind the Oman Air Racing Team car: they're the best in the business. It is a very proud moment for me to be the first Omani and the first Arab driver to win a title like this in such a prestigious series."

Ahmad's success will earn him £7000 in prize money at the end of season awards' dinner, as well as the use of a road-going Porsche 911 for a year.

Congratulations Redline Racing 2012 Porsche Carrera Cup GB Team Champions

Redline Racing secured the coveted teams' championship title for the fifth time in 10 years in the 2012 Porsche Carrera Cup GB.

The team, headed by Simon Leonard, scored team points with Michael Meadows and the car raced by Glynn Geddie and then James Sutton this season. The Cleveland-based team previously won the crown in 2004, 2007, 2009 and 2011. With a championship total of 72 wins, Redline remains the most successful team in the Carrera Cup GB.

Leonard paid tribute to the effort put in by his team. "The guys are fantastic: I've got some great guys with me and they make it happen. The Carrera Cup is a brilliant championship and we want to be part of it for another 10 years. We'll be back next year to defend the title."

Success in the teams' championship will earn the squad £7000 in prize money at the end of season awards' dinner, while Leonard will also have the use of a road-going Porsche 911 for a year.



PORSCHE

**CARRERA
CUP
GREAT BRITAIN**



MICHELIN

Mobil 1

keepmoving



SAMSUNG



GoMotorsport.net

Origin
Share the world of Porsche

PORSCHE DESIGN
DRIVER'S SELECTION



Congratulations Will Goff **2012 Porsche Carrera Cup GB Pro-Am2 Champion**

Eleven wins and three podiums took Will Goff to the Pro-Am2 title in the 2012 Porsche Carrera Cup GB at the conclusion of his first season in the championship.

"It has been fantastic and I've thoroughly enjoyed it," he said. "I did not think when we first arrived at the pre-season test day in March that I would end the season as a category champion in the Carrera Cup, so it has gone far better than I could ever have imagined."

"The Carrera Cup is a championship that you can't help but be impressed with. Porsche does everything very well and I'd like to be a part of it again next season. It would be good to start next season carrying on the momentum from this year. The guys at IN2 Racing have done a great job."

Will's success will earn him £5000 in prize money at the end of season awards' dinner.





Thank You

Porsche Cars GB would like to thank to all drivers, teams and sponsors involved in making 2012 such a fantastic tenth anniversary season for the Porsche Carrera Cup GB. In particular, we would like to acknowledge the support of championship sponsors Michelin, Mobil1, Keep Moving, Adidas, Samsung, Sacred and gomotorsport.net

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

PORSCHE

**CARRERA
CUP**
GREAT BRITAIN



Mobil 1



SAMSUNG



GoMotorsport.net

Origin
Share the world of Porsche

PORSCHE DESIGN
DRIVER'S SELECTION

INTERNATIONAL RACES & RESULTS
NASCAR SPRINT CUP
 Martinsville (USA), Rd 33/36

QUICK RESULTS

- Winner **Jimmie Johnson**
- Pole **Johnson**
- Laps led **Johnson**
- Points leader **Johnson**

RACE RATING



Any challenges to Johnson went away as quickly as they arrived

REPORTS
WORLD OF SPORT

NASCAR SPRINT CUP MARTINSVILLE (USA), OCTOBER 28, RD 33/36

Busch-beater leads the Chase again

JIMMIE JOHNSON RETOOK THE lead of the Chase for the NASCAR Sprint Cup with his fourth win of the year at Martinsville.

The Hendrick Motorsports driver lay second after his final pitstop with 25 laps to go; series leader Brad Keselowski was running ahead of him after opting to stay out and gain track position. But with two fresh outside tyres on his Chevy, Johnson swept past his Dodge rival to take the spoils.

Tactics rather than pace had brought Keselowski into victory contention; Johnson's team-mate Jeff Gordon and Michael Waltrip Toyota man Clint Bowyer ran the five-time champion hardest early on.

As Gordon and Bowyer started to drop down the order during the final pitstops, though (the pair

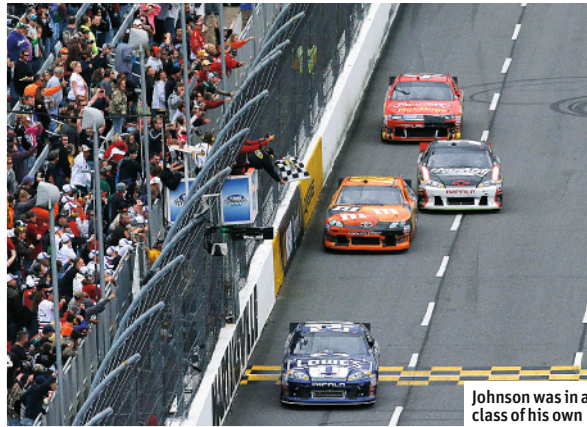
would finish either side of the fading Keselowski in fifth and seventh spots respectively), the main threat in the closing laps came from Kyle Busch.

He had spun his Joe Gibbs Toyota early in the race, but recovered to close to within 0.5s of Johnson by the chequered flag.

Kasey Kahne made it three Hendrick cars in the top seven with third spot, while one place behind him Aric Almirola took his best Cup finish for two years in his Richard Petty Motorsports Ford.

With Denny Hamlin finishing way back in 33rd thanks to a succession of electrical problems in his JGR Toyota, Bowyer's fifth spot was enough to move him up to third in the points — ahead of Hamlin.

Dale Earnhardt Jr, who returned to action after two



Johnson was in a class of his own

aces out with a concussion, finished 21st after a collision with Carl Edwards which triggered the final caution.

● Dylan Jacobs

RESULTS

1 Jimmie Johnson (Chevrolet Impala), 500 laps in 3h23m09s; 2 Kyle Busch (Toyota Camry), +0.479s; 3 Kasey Kahne (Chevy); 4 Aric Almirola (Ford Fusion); 5 Clint

Bowyer (Toyota); 6 Brad Keselowski (Dodge Charger); 7 Jeff Gordon (Chevy); 8 Brian Vickers (Toyota); 9 Bobby Labonte (Toyota); 10 Greg Biffle (Ford). **Points** 1 Johnson, 2291; 2 Keselowski, 2289; 3 Bowyer, 2265; 4 Kahne, 2262; 5 Denny Hamlin, 2242; 6 Gordon, 2237; 7 Martin Truex Jr, 2228; 8 Matt Kenseth, 2225; 9 Biffle, 2222; 10 Tony Stewart, 2220; 11 Kevin Harvick, 2203; 12 Dale Earnhardt Jr, 2151.

IN BRIEF

Hamlin (r) won from back



NASCAR TRUCKS

By missing the drivers' briefing, Denny Hamlin had to start last at Martinsville, but the Kyle Busch Toyota driver still beat Nelson Piquet Jr to victory as James Buescher took the points lead for the first time from Ty Dillon.

SUD-AM F3

In the absence of points leader Fernando Resende, ex-A1GP racer Felipe Guimaraes won both Taruma races in his Hitech Dallara. Cesario Formula's Ramon Mathias and Rodrigo Gonzalez each had a second place.

JK ASIA RACE SERIES

Aston Hare closed the gap to EuroInternational team-mate Nabil Jeffri in the points race with a win and a fifth place at Buddh, his victory coming at the expense of Aditya Patel. Meritus driver Afiq Yazid won the other.

NZ V8 SUPERTOURERS

Greg Murphy and Jack Perkins won twice at Pukekohe in their Mike Pero Holden. Scott McLaughlin/Jonathon Webb won race one in their Commodore, with McLaughlin taking over the championship lead from John McIntyre as a result.

SUPERSTARS GT SPRINT

Retirements for Andrea Palma and Roberto del Castello let Audi R8 driver Davide di Benedetto in for his first win of 2012 in race one. Roberto Benedetti (Corvette) won race two.

SUPER GT MOTEGI (J), OCTOBER 28, RD 9/9

Close finish to wet Motegi season finale



Quintarelli (chasing) caught Hirate at end

KOHEI HIRATE RESISTED intense pressure from Masataka Yanagida at Motegi to end the year with a narrow victory.

Hirate's Cerumo Lexus co-driver Yuji Tachikawa started from pole and built a big lead early on. But with Ronnie Quintarelli hauling his Mola Nissan up from seventh to third by the time he handed over to Yanagida, the scene was set for an almighty chase.

In the end, Hirate hung on by just 0.138s from the new champions. Nakajima Honda duo Rio Michigami/

Yuki Nakayama were third.
 ● Jiro Takahashi

RESULTS

1 Kohei Hirate/Yuji Tachikawa (Lexus SC430), 53 laps in 1h44m17.503s; 2 Ronnie Quintarelli/Masataka Yanagida (Nissan GT-R), +0.138s; 3 Yuki Nakayama/Ryo Michigami (Honda HSV-010); 4 Juichi Wakisaka/Hiroaki Ishiura (Lexus); 5 Seiji Ara/Andre Couto (Lexus); 6 Satoshi Motoyama/Michael Krumm (Nissan). **Points** 1 Quintarelli/Yanagida, 93; 2 Hirate/Tachikawa, 74; 3 Wakisaka/Ishiura, 57; 4 Joao Paulo de Oliveira/Tsugio Matsuda, 45; 5 Takuya Izawa/Naoki Yamamoto, 43.



CURRENT STANDINGS

- 1 **Sebastian Vettel** ◇ 23,050
- 2 **Fernando Alonso** ▲ 19,080
- 3 **Mark Webber** ▼ 18,997
- 4 **Sebastien Loeb** ▲ 18,631
- 5 **Lewis Hamilton** ▼ 18,267

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Victory at the Super GT finale sent Yuji Tachikawa and Kohei Hirate soaring up the Rankings order and put the latter above title winners Ronnie Quintarelli (337) and Masataka Yanagida (351). Hirate (227) jumped 34 spots while Tachikawa vaulted 65 to 355th.

To see the full list, visit castroldriverrankings.com



AUTOSPORT
INTERNATIONAL
12-13 January 2013, NEC

AUTOSPORT INTERNATIONAL

CARS STARS ACTION

NEC BIRMINGHAM | TRADE ONLY DAYS
10-13 JANUARY 2013 | 10-11 JANUARY 2013

Take your passion for motorsport and road cars up a gear at Autosport International. Get up close to real F1 cars on the F1 Racing Grid. See your favourite TV personalities and celebrities. Smell the burning rubber from the screeching tyres in our Live Action Arena. Then hit the Kart track or feel the white-knuckle acceleration of a real-life Caterham. Experience the cars you love like never before. Buckle up!

BOOK YOUR TICKET NOW AT
AUTOSPORTINTERNATIONAL.COM
OR CALL 0844 581 1370

Includes access to:



INTERNATIONAL RACES & RESULTS SUPERSTARS

Enna (I), Rd 8/8

QUICK RESULTS

- Winners **Raffaele Giammaria x2**
- Pole **Giammaria**
- FL **Giammaria x2**
- Champion **Johan Kristoffersson**

RACE RATING

★★★★☆
Wonderfully bizarre track and title decider

REPORTS WORLD OF SPORT

INTERNATIONAL SUPERSTARS ENNA (I), OCTOBER 28, RD 8/8

Giammaria's double, Kristoffersson's title

JOHAN KRISTOFFERSSON WILL always remember the last Sunday of October 2012 as the day he won three titles while standing next to a terminally damaged Audi in a gravel trap in Sicily.

On one crazy day at Enna, he claimed the International and Italian Superstars championships and the Rookie of the Year title, worth €100,000. And he did so after being taken out of the final race on the first lap.

Since he couldn't ride the kerbs in his KMS Audi because of its performance ballast, it was always going to be a tough weekend for Kristoffersson. He was more than four seconds off the pace in qualifying, and even secretly toyed on Saturday

evening with not turning up the following day.

In the end he did go racing, and an unlikely fifth place in race one gave him a six-point advantage over Vitantonio Liuzzi heading into the final. However, Kristoffersson's ambitions – and his car – took a knock on the first lap when an out-of-control Nico Caldarella put him out.

So CAAL Mercedes driver Liuzzi needed to finish fifth or better to nab the title.

With five minutes of the race left he was third. Then Andrea Larini's Romeo Ferraris Mercedes got involved. Two quick hits were enough to ruin Liuzzi's chances, handing Kristoffersson the title.



Giammaria took Enna double

"I really like it when you come to a moment when the championship ends and the champion is decided. You get a special feeling in your body," said Kristoffersson. "We did something special when we put the pressure on Liuzzi by finishing fifth in the first race. I have to thank the team for that."

Series debutant Raffaele Giammaria starred. After being drafted in at the last

minute by Romeo Ferraris to drive the Mercedes usually occupied by Camilo Zurcher, the ex-F3000 racer took pole position and dominated both races. Francesco Sini and Luigi Ferrara had a second place each.

● Andrew van Leeuwen

RESULTS

Race 1 1 Raffaele Giammaria (Mercedes C63 AMG), 14 laps in 27m38.005s; 2 Francesco Sini

(Chevrolet Lumina), +5.988s; 3 Vitantonio Liuzzi (Mercedes); 4 Andrea Bacci (Mercedes); 5 Johan Kristoffersson (Audi RS5); 6 Gianni Morbidelli (Audi). **Race 2 1 Giammaria**, 13 laps in 27m33.024s; 2 Luigi Ferrara (Mercedes), +11.213s; 3 Simone Iacone (Chevy); 4 Thomas Biagi (BMW M3); 5 Christian Fittipaldi (Maserati Quattroporte); 6 Max Mugelli (BMW). **Points 1** Kristoffersson, 185; 2 Liuzzi, 181; 3 Biagi, 161; 4 Morbidelli, 128; 5 Sini, 92; 6 Andrea Larini, 89.

CITY CHALLENGE BAKU (AZ), OCTOBER 27-28

McLaren pair cleans up in Baku

FREDERIC MAKOWIECKI AND Stef Dusseldorp dominated the inaugural City Challenge event on the streets of Baku in Azerbaijan.

The Hexis McLaren duo topped qualifying on the 1.3-mile circuit with Frenchman Makowiecki winning his individual sprint race and Dusseldorp third in his on Saturday.

A day later they led the hour-long main event from start to finish, Makowiecki heading off the Vita4One BMWs of Frank Kechele and Yelmer Buurman

into the first corner and handing over to Dusseldorp at just beyond the half-distance point.

Kechele and Buurman handed over to their respective co-drivers Mathias Lauda and Nikolaus Mayr-Melnhof and completed the podium.

The Heico Mercedes team filled the next two spots courtesy of Bernd Schneider/Sergei Afanasiev and Maxi Buhk/Mike Parisy. The latter tangled with the Sean Edwards/Karin Al-Azhari Muhlnher

Porsche, for which the Anglo-UAE pairing was later handed a 30s penalty post-race.

That promoted ex-F1 duo Jacques Villeneuve/Jos Verstappen to sixth, their BMW having been rebuilt overnight after a heavy practice crash.

Brit Nick Tandy was eighth with his Muhlnher Porsche co-driver Mark Thomas. Archie Hamilton/Ben Barker won the class for Porsche Carrera Cup cars in ninth overall.

● Rene de Boer

RESULTS

1 Frederic Makowiecki/Stef Dusseldorp (McLaren MP4-12C GT3), 53 laps in 1h00m15.084s; 2 Frank Kechele/Mathias Lauda (BMW Z4 GT3), +4.517s; 3 Yelmer Buurman/Nikolaus Mayr-Melnhof (BMW); 4 Bernd Schneider/Sergei Afanasiev (Mercedes SLS AMG GT3); 5 Mike Parisy/Maxi Buhk (Mercedes); 6 Jacques Villeneuve/Jos Verstappen (BMW).



King (42) takes the lead from Lancaster

MRF FORMULA 2000 BUDDH (IND), OCTOBER 27-28, RD 1/4

Brits abroad on top

CONOR DALY AND JORDAN King came out on top in the two entertaining races at Buddh.

Daly out-dragged poleman King at the start of the first encounter, while Luciano Bacheta, Alice Powell and Jon Lancaster went three-wide as they disputed third.

Bacheta broke free and caught the leaders, but both Daly and King defended stoutly and the American held on to win.

Polesitter King was again beaten off the line in race two, this time by Lancaster. But he wrestled the place back with a strong move. Lancaster then showed the strength of the locally built

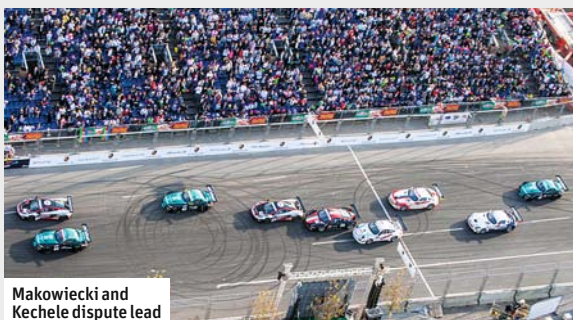
car when he hooked a wheel over a kerb and crashed, but walked away unhurt.

Bacheta and Daly fought hard over second, allowing King to cruise to an easy win. F2 champion Bacheta just held off Daly for second. Powell was fourth twice.

● Andrew van de Burgt

RESULTS

Race 1 1 Conor Daly, 9 laps in 21m10.250s; 2 Jordan King +0.859s; 3 Luciano Bacheta; 4 Alice Powell; 5 Jon Lancaster; 6 Tom Gladdis. **Race 2 1 King**, 10 laps in 19m37.050s; 2 Bacheta, +6.180s; 3 Daly; 4 Powell; 5 Matt Mason; 6 Hector Hurst. **Points 1** King 48; 2 Daly 44; 3 Bacheta 39; 4 Powell 24; 5 Mason 10; 6 Lancaster 10.



Makowiecki and Kechele dispute lead

FLASH GORDON'S AMAZING ADVENTURE

Gordon Shedden beat Matt Neal and Jason Plato to score his first BTCC title. *KEVIN TURNER* watched as all the drama unfolded



Shedden's wild times: attacked at Thruxton...



...Snetterton blaze caused him a major scare...



...and Rockingham was the save of the season!

Shedden leads Plato and Neal at Donington

Six years after his first victory in the series, **Gordon Shedden** can finally call himself the British Touring Car champion. In what was a mixed year for all the major contenders, Shedden used the new Honda Civic's superb chassis to great effect and clinched the title with a race to spare at the Brands Hatch finale.

In the first year of the NGTC regulations taking prominence over the older S2000 machines, the works Honda and MG squads both produced race-winning cars. The championship fight thus boiled down – unsurprisingly – to a fight between Shedden and multiple champions **Matt Neal** and **Jason Plato**.

As ever there was controversy, both on and off the track. The BTCC's new turbo-boost-equalisation measures, which used a rolling two-race average of best lap times to set each model's maximum boost limit, did not prove popular. Not only did it confuse the competitive order on more than one occasion, it also contributed to several clashes as drivers found themselves higher up the order than they might otherwise have been.

Nevertheless, the right man won in the end. With eight victories and a clean title decider, Shedden, who came so close in 2011, was a deserving champion. And the BTCC got the bonus of a new name on the trophy.

“Shedden tended to have a small edge over teammate Neal, in the races if not in qualifying”

HOW IT WAS WON

Rarely has a champion had to face quite such a series of setbacks as Shedden did in 2012. Electrical gremlins at the Brands opener, plus disqualification from the third race for work being done on the car during a red flag, meant he left Kent 41 points behind leader Plato.

Donington Park was better, with Shedden even inheriting a win after Mat Jackson's victorious Motorbase Ford was found to be overboosting and Plato was penalised for an overly-aggressive move on the Scot.

Thereafter, Shedden's up-and-down campaign continued. He lost pole at Thruxton through overboosting, yet charged through to



Exuberant Plato starred in new MG

two superb wins in the wet. He took the title lead at Oulton Park, lost it at Croft, then started his Snetterton weekend on fire – literally – after a fuel-system failure. On home ground at Knockhill he was best of the rest behind the BMWs, and would have moved back to the top of the table had he not retired avoiding a Nick Foster/Aron Smith clash.

Each time, Shedden bounced back from disasters not of his making and scored as many points as possible, managing to avoid the contact his rivals occasionally succumbed to. Then, at Rockingham, he had the closest to what you may call good luck as he ever had during the year. On a day when Plato's MG looked unstoppable in the dry, the heavens opened and Shedden scored two more wins – and made the best slide catch of the season on the Turn 1 banking.

With the Hondas on minimum boost, the Silverstone National circuit was always going to be tough and Shedden qualified 19th. But he plugged away on raceday and scored two sevenths and a sixth to head to the finale at Brands with a crucial buffer.

Key to his season was the pace in the wet; half his wins came in such conditions, as did six of his eight fastest laps. Shedden tended to have a small edge over team-mate Neal, in the races if not in qualifying, and the duo continued to work well together right up to the end.

For his part, Neal could also point to some ill fortune. He had engine or brake problems at Donington, Croft and Knockhill, and also had to cope with a hand injury from a road accident that hindered him for the last three meetings. Then there was the infamous clash with arch rival Plato at Snetterton, in which both men lost out.

Nevertheless, Neal was still very much in the hunt until Silverstone, where an incredible

THE CHAMP IN HIS OWN WORDS



GORDON SHEDDEN

When we drove the new car during pre-season it felt very different to the previous year's Civic, but it had a lot of strengths. I think we did a good job to get the car handling well before the first race.

We hadn't bolted a set of wet tyres on the car before Thruxton, but for whatever reason we got it right there and it gave us a foundation for the rest of the season in the wet that we didn't move far away from. It's all about feel and confidence in the wet and I'm quite happy with the car sliding.

Matt [Neal] and I are so evenly matched and, because we've been team-mates since I started in touring cars, he's taught me all the tricks and we both drive in a similar way. That makes it very hard for either of us to get an advantage over the other. I'm pretty sure I've driven better than I have before and I think he has too – we've both maximised what we had and we needed to because of the boost situation.

We had a lot of things happen – if we weren't winning we were on fire! The saving grace was that when I wasn't having problems I was on the podium and winning races.

I didn't really get involved [in clashes] with anyone this year and that's been a big thing. If the car's good enough to win, win, but if it's good enough for seventh you have to finish there. It's not worth risking contact with a stupid move; if you have a crash in race one it messes up your whole weekend.

sequence of wastegate problem-clash-fire-clash meant he scored no points. He thus went to Brands expecting to help Shedden as much as fight for the title himself. He didn't put a foot wrong on his way to winning race one and he did well to pip Plato to the runner-up spot in the table.

Plato was the only man who could realistically have stopped the Honda steamroller and scored a sensational win at the Brands opener with the untested MG6.

Being the main focus of the Triple Eight-run team was one of Plato's advantages, Andy Neate rarely getting near the pace. If Plato had a bad weekend, the MG6 was likely to get a bit more boost through the equalisation rules, a helping hand Honda did not enjoy; the likelihood of Shedden, Neal and Eurotech driver Andrew Jordan all having a poor weekend at the same time was remote.

The MG also got quicker and quicker in the dry, even though it remained a hinderful. Plato somehow grabbed five pole positions and six wins, but there were some major setbacks.

As well as a few errors – unnecessary contact at Brands Indy (with Dave Newsham) and Donington (Rob Collard) – and being the victim of moves at Snetterton (Neal) and Knockhill (Aron Smith), Plato had his fair share of NGTC spec-part-related issues. Pole at Oulton was wasted by a subframe failure, he had electrical problems at Croft, engine issues at Knockhill, ▶

Neal's Silverstone was a fiery disaster that derailed his bid





ARE YOU READY FOR THE CHALLENGE?

CIRCUIT OF NAVARRA 14TH - 17TH OF MARCH 2013

The Longest Circuit Race in the World. 48 hours non-stop for GT's, touring cars and prototypes in 5 categories. Teams of 5 – 8 drivers. Major prize fund of € 200,000+.

- Plans are moving rapidly ahead for this exciting new challenge, designed for lovers of strategy and endurance racing.
- Last week we announced MAXI PROTOTYPE, a new category for lightweight sports prototypes up to CN specification.

So far - with two months still to go before the entry deadline on December 28th - more than 30 teams, representing 9 countries and 18 different brands, have already confirmed their interest in taking part.

This provisional list includes:

CATEGORY	TEAMS/DRIVERS	VEHICLE	COUNTRY
MAXI GT	Autoriando	Porsche 997 GT3R	ITALY
MAXI GT	Teo Martín	Porsche 997 GT3R	SPAIN
MAXI GT	GDL Racing	Mercedes SLS GT-3	ITALY
MAXI PROTOTYPE	Avelon Formula	Wolf GB08	ITALY
MAXI PROTOTYPE	Speed Factory Racing	Radical SR5	SPAIN
MAXI PROTOTYPE	RMP	Radical SR3 RS	POLAND
MAXI CUP	Jet Alliance Racing	Ferrari F430 Challenge	AUSTRIA
MAXI CUP	Domec Racing	Radical SR3 (Street Legal)	BELGIUM
MAXI CUP	Boído Racing	Viper GTS GT-3 (2007)	SPAIN
MAXI CUP	Intersport Racing	BMW M3 E46	UK
MAXI CUP	Spirit Motorsport	BMW M3 E46	UK
MAXI SPORT	Motorsport Services	SEAT Leon Super Copa	NEW ZEALAND
MAXI SPORT	Generation AMR	Aston Martin Vantage GT-4	UK
MAXI SPORT	Monlau & AutoHebdo	SEAT Leon Super Copa	SPAIN
MAXI SPORT	Carvell Motorsport	Jaguar XF Diesel (production +)	UK
MAXI SPORT	PCR	SEAT Leon Super Copa	SPAIN
MAXI SPORT	McMillan Motorsport	Caterham R300 Superlight	UK
MAXI SPORT	Antonio Sainz & Motor Clásico	Porsche 3.0 RSR (1973)	SPAIN
MAXI SPORT	Mission Motorsport	Nissan 370Z (production +)	UK
MAXI SPORT	Victor Sáez	TBC	SPAIN
MAXI SPORT	Perfection Racing	Aston Martin GT-4	DENMARK
MAXI SPORT	LMS Engineering	VW Scirocco N24	GERMANY
MAXI SPORT	Escuela de Pilotos & MotorAcción	Ginetta G50 GT-4	SPAIN
MAXI SPORT	Giudici Race Team	Lotus Evora GT-4	ITALY
MAXI TOURING	Dale Gas	Renault Clio	SPAIN
MAXI TOURING	Rollcentre Racing	Subaru BRZ	UK
MAXI TOURING	Pujolar Racing	TBC	SPAIN
MAXI TOURING	Piranha Motorsport	Ginetta G40	UK
MAXI TOURING	Black Motorsport	SEAT Leon Diesel	SPAIN
MAXI TOURING	Team Sally	Renault Clio	DENMARK
MAXI TOURING	Monlau	Renault Clio	SPAIN
MAXI TOURING	Repsol Classic Team	Hyundai Coupe	SPAIN
MAXI TOURING	SMC Junior & Top Auto	Renault Clio	SPAIN
MAXI TOURING	SMC Junior & Top Auto	Renault Clio	SPAIN

BECOME PART OF MOTORSPORT HISTORY
and join this extraordinary challenge!

For all details (including available drives in all classes) see our website or call us now.

Contact:
STUART RADNOFSKY
stuart@maxiendurance48.com
Tel: +44 (0) 1727 836238 / +44 (0)7860 612367

THE LONGEST RACE
IN THE WORLD

www.maxiendurance48.com

CLUB100

It's just racing!

www.CLUB100.co.uk

Soon it's winter!

www.pscollection.no/en



Parcas
ADULT

OFFICIAL MERCHANDISE



◀ and lost a win at Silverstone with another electrical gremlin.

The final factor that ended his chances, however, was the MG's hatred for the wet. The team never got on top of the car when things got slippery and Plato knew that rain at Brands, where he struggled to two eighths and a fifth, would effectively kill his title hopes. And it did.

STANDOUT PERFORMERS

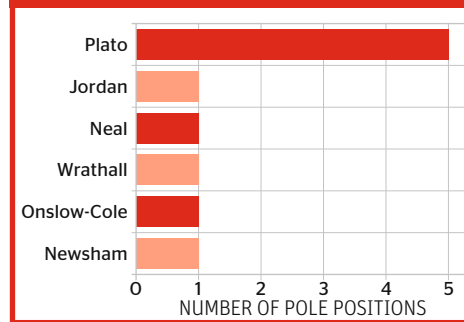
Rob Collard, Andrew Jordan and Mat Jackson were the best of the rest and each had their starring moments.

The newly-turbocharged WSR BMWs were formidable and Collard was one of the most consistent performers, his run of 15 points finishes only being ended by engine trouble at Snetterton. Although Collard won the first race of the year, the BMWs struggled with tyre wear early in the season thanks to the new weight distribution and torque of the turbos. Once sorted, the cars flew and Collard and team-mate **Tom Onslow-Cole** dominated at Knockhill.

Collard generally had the edge over TO-C, despite the younger man scoring a pole and taking more fastest laps, and his starts were something to behold throughout the season.

It wasn't Collard who took the Independents' title, though. That honour fell to Jordan and his Eurotech-run NGTC Civic. With the same kit as the works team, Jordan was another to appear near the front more often than not. His pole at

POLE POSITIONS



Jordan, leading Onslow-Cole, was usually near front

Thurxton was superb, but was squandered with a crash at the start of race one. He also made an error while leading at Rockingham and probably should have added to his sole Snetterton win.

Jackson was brilliant at Donington and Thurxton before switching his attention to Motorbase's new NGTC Focus. His victory at Silverstone, albeit aided by a healthy straightline speed advantage, meant he was the only driver to win races in both S2000 and NGTC machinery in 2012, and was a demonstration of intent for next season.

Dave Newsham took a surprise pole at the Brands opener with one of ES Racing's ex-Triple Eight Vauxhall Vectras and showed he knows how to win a race with two reversed-grid successes.

Frank Wrathall's pace (especially in the wet) was not rewarded until the finale, when he claimed his first BTCC win after various reliability problems and clashes. **Aron Smith** came on in leaps and bounds and thoroughly deserved his Brands GP race victory.

Dan Welch (Proton) and **Rob Austin** (Audi) also showed flashes of pace when budgetary restraints and bad luck weren't getting in the way.

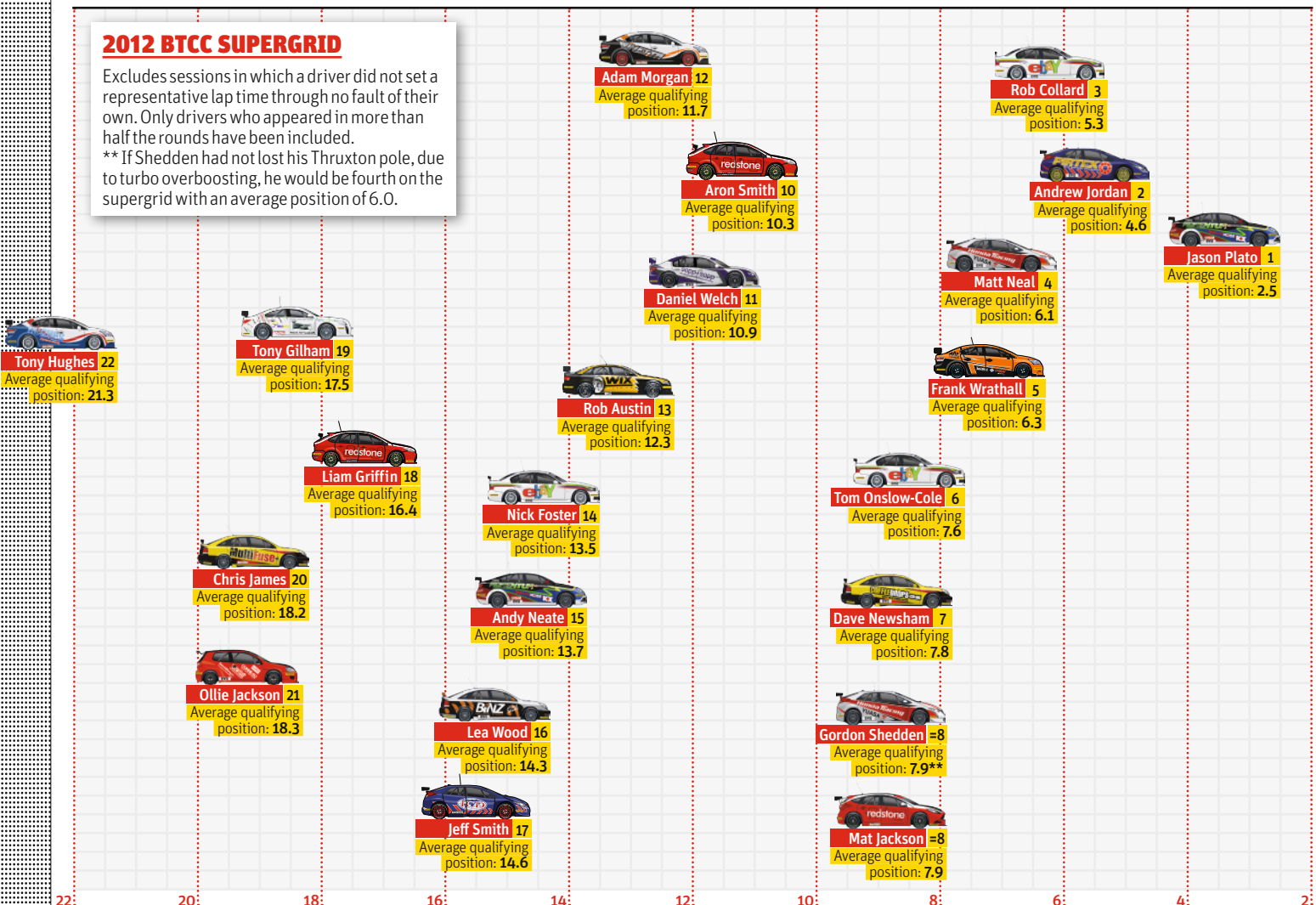
SOMETHING TO REMEMBER

Shedden, pretty much any time it rained. Plato, in most qualifying sessions. The MG driver's storm through the field in race three at Donington was also great to watch until he hit Shedden on the last lap. ▶

2012 BTCC SUPERGRID

Excludes sessions in which a driver did not set a representative lap time through no fault of their own. Only drivers who appeared in more than half the rounds have been included.

** If Shedden had not lost his Thurxton pole, due to turbo overboosting, he would be fourth on the supergrid with an average position of 6.0.



PIC: EBREV/LAT

Congratulations

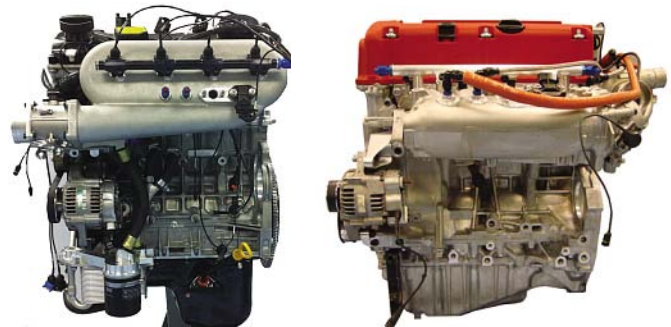
from Neil Brown Engineering to

1. Gordon Shedden - Winner of BTCC Drivers Championship
2. Matt Neal - 2nd in BTCC Drivers championship
3. Andrew Jordan- 4th in BTCC Drivers championship
4. Rob Collard- 5th in BTCC Drivers championship
5. Honda/ Team Dynamics- winner of BTCC Manufacturers / Constructors Championship
6. Honda Yuasa Racing Team –Winner of HiQ Team championship
7. eBay Motors- 2nd in HiQ Team championship
8. Pirtek Racing- 3rd in HiQ Team Championship
9. Andrew Jordan – Winner of Independents Trophy
10. Rob Collard- 2nd Independents Trophy
11. Tom Onslow-Cole- 3rd in Independents Trophy
12. Pirtek Racing- Winner of Independents Teams Trophy
13. eBay Motors- 3rd in Independents Team Trophy

NBE has enjoyed working with the Teams to develop and tune the Honda and BMW turbo-charged engines to 2012 success.

Neil Brown Engineering has been designing, manufacturing and supporting race-winning engines for over 30 years.

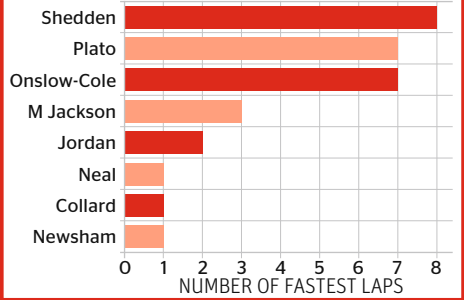
Our engines have powered to victory in DTM, F3 and BTCC championships around the world in partnership with manufacturers such as Audi, Honda and Ford





Jackson (centre) made most of Jordan slip-up to win at Thruxton

FASTEST LAPS



◀ The Neal-Plato battle in race two at Brands Indy was also one of their better encounters and was a good way to start the Honda-MG NGTC contest, while TO-C's pole at the finale even impressed WSR team boss Dick Bennetts...

SOMETHING TO FORGET

Some of the driving standards were woeful at times, the paddock sometimes looking more like a scene from stock-car racing.

More than that, the boost-equalisation arguments were a nightmare. The flow tests done before the start of the season, which showed what boost level each engine had to run to produce the same power, made sense. But the rolling changes – based on lap time – didn't, and merely served to penalise good chassis, drivers and teams. All agreed to the rule before 2012 and it can only be hoped all agree to get rid of it for next year.

WHERE NEXT?

NGTC is now here to stay. It's not as cheap as first hoped and some of the parts were still causing problems after two seasons of competition. Not all teams have been able to commit to the new machines, so grid sizes are a concern, but with Team Dynamics' and Eurotech's Civics, Triple Eight's MG and the Ford Focus of Motorbase, there should be some good quality at the front. ✽

OUR TOP 10 DRIVER RATINGS

1 GORDON SHEDDEN
Scored more wins than anyone, despite everything that was thrown at him. Deserving champ.

2 JASON PLATO
Some incredible performances in underdeveloped car, but also the odd scrape.

3 MATT NEAL
Fought valiantly despite hand injury. Couldn't quite match Sheds in the wet.

4 ROB COLLARD
Fantastically consistent season, usually getting the best out of rejuvenated turbo BMW.

5 MAT JACKSON
Campaign broken up by NGTC switch, but still top performer on his day.

6 ANDREW JORDAN
Often had the pace of the works Civics, but should have taken more wins.

7 DAVE NEWSHAM
Made the most of ageing Vectra. Would be great to see him in an NGTC car.

8 TOM ONSLAW-COLE
Took a while to get on top of the BMW, but often had good race pace.

9 ARON SMITH
Probably improved the most over the season and was a real contender in the wet.

10 FRANK WRATHALL
Often had the pace, but not always the luck, so deserved his first BTCC win.

2012 BRITISH TOURING CAR CHAMPIONSHIP														
POS	DRIVER (NATIONALITY)	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	POINTS
1	GORDON SHEDDEN (GB)	HONDA (TEAM DYNAMICS)	HONDA CIVIC	5/R/EX	2/1/1	6*/1*/1*	4/1*/4	3/1/6	7/2*/EX	3/3/R	3/1*/1*	7/7/6	5/2*/3	408
2	MATT NEAL (GB)	HONDA (TEAM DYNAMICS)	HONDA CIVIC	2/1/7	3/2/R	10/5/2	1/5/1	1/2/4	4/4/8	7/8/3	6/2/2	R/R/R	1*/3/2	387
3	JASON PLATO (GB)	MG (TRIPLE 8)	MG6	4/3*/1*	4/R/2*	3/3/4	R/3/2	R/7/1*	1*/3/3	R/11/3	1*/3/3	1/R/1*	8/5/8	376
4	ANDREW JORDAN (GB)	EUROTECH RACING	HONDA CIVIC	6/2/2	6/5/6	R/10/5	2*/2/R	4/4*/3	3/1/5	9/7/4	2/7/4	R/9/7	2/4/4	346
5	ROB COLLARD (GB)	WSR	BMW 320Si	1/6/6	10/8/4	4/7/7	3/14/6	2/5/5	R/R/9	1/1*/9	5/11/13	4/2/3	6/R/19	303
6	TOM ONSLAW-COLE (GB)	WSR	BMW 320Si	3*/10/R	5/10*/9	8/13/10	R/9/3*	7*/6/2	6/7/2	2*/2/5*	8/14/7	10/6/5	3/15/10*	281
7	MAT JACKSON (GB)	MOTORBASE PERFORMANCE	FORD FOCUS	7/4/R	1*/3/EX	1/2/6	5/R/7	8/R/12	8/6/4	5/R/10	4/4/6	R*/1*/2	R/7/R	274
8	ARON SMITH (IRL)	MOTORBASE PERFORMANCE	FORD FOCUS	R/R/R	8/9/11	7/8/14	R/16/R	10/R/R	14/10/6	4/6/8	R/6/5	3/4/9	4/1/5	204
9	DAVE NEWSHAM (GB)	TEAM ES RACING	VAUXHALL VECTRA	R*/9/3	7/4/R	2/6/18	R/10/R	R/12/16	EX/8/1*	11/10/1	12/15/R	2/3/R	7/R/6	202
10	FRANK WRATHALL (GB)	DYNOJET	TOYOTA AVENSIS	R/NS/13	9/14/7	5/4/3	12/17/9	R/8/15	2/5/7	R/NS/NS	11/5/12	R/12/R	R/6/1	173

11 Nick Foster (GB), WSR BMW 320si, 164; 12 Jeff Smith (GB), Eurotech Racing Honda Civic, 157; 13 Rob Austin (GB), Rob Austin Racing Audi A4, 122; 14 Lea Wood (GB), Team Wood Racing Vauxhall Vectra, 116; 15 Daniel Welch (GB), Welch Motorsport Proton Persona, 79; 16 Andy Neate (GB), MG (Triple 8) MG6, 79; 17 Tony Gilham (GB), Team HARD Honda Civic/Thorney Motorsport Vauxhall Insignia, 71; 18 Ollie Jackson (GB), Amd Tuning Volkswagen Golf, 61; 19 Adam Morgan (GB), Speedworks Motorsport Toyota Avensis, 50; 20 Will Bratt (GB), Rob Austin Racing Audi A4, 38; 21 Liam Griffin (GB), Motorbase Performance Ford Focus, 37; 22 Paul O'Neill (GB), Speedworks Motorsport Toyota Avensis, 36; 23 Chris James (GB), Team ES Racing Vauxhall Vectra, 26; 24 Howard Fuller (GB), Team HARD Honda Civic, 16; 25 Tony Hughes (GB), Speedworks Motorsport Toyota Avensis, 14; 26 Robb Holland (USA), Team HARD Honda Civic, 6; 27 Aaron Williamson, Team HARD Honda Civic, 2.

INDEPENDENTS TROPHY 1 Jordan, 425; 2 Collard, 356; 3 Onslow-Cole, 343; 4 M Jackson, 338; 5 A Smith, 257; 6 Newsham, 247; 7 Foster, 239; 8 Wrathall, 236; 9 J Smith, 222; 10 Wood, 178.

MANUFACTURER/CONSTRUCTOR 1 Honda/Dynamics, 902; 2 MG/Triple 8, 722. **TEAMS** 1 Honda, 738; 2 eBay (WSR), 607; 3 Pirtek (Eurotech), 509; 4 Redstone (Motorbase), 502; 5 MG, 446; 6 ES, 242. **INDEPENDENT TEAMS** 1 Pirtek, 475; 2 Redstone, 466; 3 eBay, 461; 4 ES, 326; 5 Dynojet, 259; 6 Speedworks, 254.

RACES: 1 Brands Hatch, April 1; 2 Donington Park, April 15; 3 Thruxton, April 29; 4 Oulton Park, June 10; 5 Croft, June 24; 6 Snetterton, August 12; 7 Knockhill, August 26; 8 Rockingham, September 23; 9 Silverstone, October 7; 10 Brands Hatch, October 21.

POINTS SYSTEM: Each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1. Pole position: 1 denoted in red. Fastest lap: 1 denoted by *. Lap leader: 1 denoted by bold.

PICS: EBREV/LAT



Frijns (leading) is chased by Bianchi

ROBIN RUNS FRIJNS ROUND THEM

Three in a row for Dutch ace. By *GLENN FREEMAN*

Even with back-to-back titles in Formula BMW and Formula Renault 2.0 under his belt, **Robin Frijns** knew going into this season that a hat-trick was unlikely.

This was the strongest field to grace a Formula Renault 3.5 season, with graduates from all of Europe's best championships enticed by an updated (and faster) car. A lack of clashes with the Formula 1 calendar meant there were junior drivers from McLaren, Mercedes, Ferrari, Red Bull, Caterham and Lotus all represented in this year's field.

But it was a man without a Formula 1 contract to his name who triumphed, and deservedly so. The increased performance of this year's FR3.5 car was supposed to make the already difficult step from the 2-litre category

even tougher. Yet Frijns came out on top, and was chased home in the points race by drivers who last competed in FR2.0 in 2007, 2006 and 2009 respectively.

HOW IT WAS WON

There was a lot more to this season than the Barcelona clash between Frijns and **Jules Bianchi** that it will be remembered for.

Frijns and Fortec Motorsports proved that their testing form had been no fluke by taking a win on the opening weekend of the season, and after that he was never lower than second in the standings. In 17 races he only missed out on the points three times, and one of those was as a result of the penalty he received for his crash with Bianchi in the finale.

Bianchi can understandably feel aggrieved at the way the title-decider played out, but a lot of points had gone begging before that. It wasn't always his fault – he was disqualified from second place in the season opener when Tech 1 was found to be using illegal washers in its differential, while his car failed to fire up the following day and again at Spa. But he was also the master of his own downfall – he went off on his outlap after switching to slicks at the Nurburgring, clashed with **Marco Sorensen** at the start of the second Moscow race when



Da Costa stole the show late-season

refusing to give up the lead, spun out of the lead at Paul Ricard and spun in the penultimate race of the year when making an ill-judged lunge on **Kevin Magnussen**. No wonder he says "you cannot go into the past and think about these things".

As the year went on the season boiled down to a three-way fight, with **Sam Bird** having what he considered his best-ever season trying to keep ISR in the hunt. He came up short, but the team was satisfied that the Briton had got the most out of what it had given him.

STANDOUT PERFORMERS

Mid-season Red Bull recruit **Antonio Felix da Costa** blitzed the second half of the series, winning four of the last five races for Arden Caterham. **Nick Yelloly** was a shock winner on 'opening day' at Aragon, but as Comtec dropped away from the pace he had to rely on his wet-weather prowess to keep racking up the points. Danes Magnussen and Sorensen were capable of their own rookie heroics on their day too.

Sorensen (l) and Magnussen shone



Bird was sublime on Monaco streets



SOMETHING TO REMEMBER

It's hard to look past the remarkable turnaround in form of Arden Caterham, which came into the season way off the pace after a troubled pre-season hindered by reliability issues. By the end of the year it clearly had the fastest car, with da Costa's remarkable form backed up by he and Alexander Rossi taking fastest laps in the final five races.

Bird's and Bianchi's Monaco duel was a masterclass in street racing. After 33 laps of near-perfection around the tight confines of Monte Carlo, the GP2 converts were 36 seconds clear of the rest of the field.

SOMETHING TO FORGET

Red Bull hit the jackpot with da Costa, but that doesn't excuse its disgraceful treatment of Lewis Williamson after just five races. On reflection it looks like an inspired move, but the Portuguese hotshot would have done little more than the Scot in those early races where Arden Caterham was so far off the pace.

The start of the season-opener was pretty disastrous too as teams were still getting their heads around the new car, and several machines were stranded on the line. Renault put this down to teams not adapting their clutches to the rubbered-in track, but promised that the reliability issues would clear up. The majority of them did, but some teams were hit by too many niggling problems throughout the campaign.

WHERE NEXT?

Series organisers know that they will be hard-pushed to match the quality of this year's field again, but there are encouraging levels of interest in seats on the 2013 grid at the moment. This year's top rookies (aside from Frijns) are set to return, and plenty of drivers from Formula Renault 2.0, Formula 3 and GP3 have already been blown away by the car in post-season testing. 🏎️

THE CHAMP
IN HIS OWN WORDS



ROBIN FRIJNS

I never expected I could win this championship as a rookie. When I saw the entry list at the start of the season, there was Bird, Bianchi, Magnussen, Stanaway, Sorensen – all these guys who are champions or who have always been at the front. So I was thinking I would just be happy to make the top five. But testing went well and I started winning from the beginning of the year. I was always near the front, and if you are in a position to fight for the championship you have to go for it.

We worked really hard for this. We had a bad second-to-last weekend at Paul Ricard, where everything went wrong in the wet. Without that, the last weekend would have been different.

For me the move on Jules in the last race was just a normal overtaking manoeuvre. If I wanted to fire him off I would have just let him through and then not braked. That wasn't the case.

OUR TOP 10 DRIVER RATINGS



1 ROBIN FRIJNS
A graduate from Formula Renault 2.0 has no business showing the way to a field of this quality. Just a shame about the clash in finale.



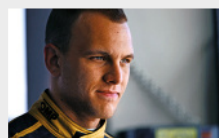
2 ANTONIO FELIX DA COSTA
Comfortably the highest points scorer once he joined the grid from round four onwards. Spared Red Bull's blushes.



3 JULES BIANCHI
Made too many errors, but early-season tech problems, an exclusion which wasn't his fault, and Frijns's elbows in the finale were just as costly to his hopes.



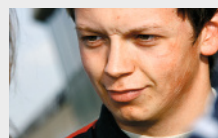
4 SAM BIRD
He and ISR are happy he got the most out of the Czech team's car this year, and that flawless drive at Monaco was a joy to watch.



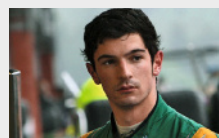
5 MARCO SORENSEN
Lost two near-certain wins to failures that weren't his fault. Stepped up well from F3.



6 KEVIN MAGNUSSEN
The peaks were very high, but he admits the troughs were too deep and too frequent.



7 NICK YELLOLY
Shock winner of the season opener had to rely on wet-weather skills to stay in touch.



8 ALEXANDER ROSSI
Led Arden Caterham through its darkest days, but never got the luck to reap the benefits.



9 NICO MULLER
Didn't attract many headlines, but was a regular thorn in the side of the bigger names.



10 ARTHUR PIC
Showed flashes of speed, particularly in qualifying, but not regularly in the races.

2012 FORMULA RENAULT 3.5 SERIES

POS	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	9	POINTS
1	ROBIN FRIJNS (NL)	FORTEC MOTORSPORTS	3/1	R	7/3	3/5	1/17	2/9	1/5	7/9	3/14	189
2	JULES BIANCHI (F)	TECH 1 RACING	EX/13	2	2/17	1/12	2/7	1/3	3/9	4/1	7/R	185
3	SAM BIRD (GB)	ISR	9/2	1	3/5	8/4	3/R	R/1	10/4	10/3	2/7	179
4	ANTONIO FELIX DA COSTA (P)	ARDEN CATERHAM	-	-	-	9/11	7/15	5/2	4/1	1/2	1/1	166
5	NICK YELLOLY (GB)	COMTEC RACING	1/18	7	9/2	R/1	12/16	4/8	14/20	2/4	15/13	122
6	MARCO SORENSEN (DK)	LOTUS (CHAROUZ)	7/R	6	1/7	6/2	6/R	R/19	8/2	5/5	10/R	122
7	KEVIN MAGNUSSEN (DK)	CARLIN	2/R	R	21/1	5/8	16/10	R/R	2/23	6/24	5/4	106
8	ARTHUR PIC (F)	DAMS	R/3	11	15/R	4/R	4/1	R/4	5/6	R/14	11/6	102
9	NICO MULLER (CH)	INT'L DRACO RACING	R/R	5	5/4	2/R	8/R	R/7	6/R	8/7	12/15	78
10	KEVIN KORJUS (EE)	TECH 1 RACING/LOTUS	R/4	4	NS/13	14/R	5/3	R/15	12/7	9/8	6/17	69

11 Alexander Rossi (USA), Arden Caterham, 63; 12 Will Stevens (GB), Carlin, 59; 13 Mikhail Aleshin (RUS), Team RFR, 46; 14 Walter Grubmuller (A), P1 Motorsport, 42; 15 Andre Negro (BR), International Draco Racing, 36; 16 Carlos Huerfias (CO), Fortec Motorsports, 35; 17 Daniil Move (RUS), P1 Motorsport, 29; 18 Aaro Vainio (FIN), Team RFR, 27; 19 Nigel Melker (NL), Lotus (Gravity-Charouz), 15; 20 Nicolay Martsenko (RUS), BVM Target, 13; 21 Jake Rosenzweig (USA), ISR, 8; 22 Richie Stanaway (NZ), Lotus (Gravity-Charouz), 8; 23 Lucas Foresti (BR), DAMS, 8; 24 Vittorio Ghirelli (I), Comtec Racing, 5; 25 Giovanni Venturini (I), BVM Target, 3; 26 Zoel Amberg (CH), Pons Racing, 1; 27

Daniel Zampieri (I), BVM Target, 1. **TEAMS' CHAMPIONSHIP:** 1 Tech 1 Racing, 234; 2 Arden Caterham, 229; 3 Fortec Motorsports, 224; 4 ISR, 187; 5 Lotus (Gravity-Charouz), 165; 6 Carlin, 165; 7 Comtec Racing, 127; 8 International Draco Racing, 114; 9 DAMS, 110; 10 Team RFR, 73; 11 P1 Motorsport, 71; 12 BVM Target, 17; 13 Pons Racing. 1. **RACES:** 1 Aragon, May 5-6; 2 Monaco, May 27; 3 Spa, June 2-3; 4 Nurburgring, June 30-July 1; 5 Moscow Raceway, July 14-15; 6 Silverstone, August 25-26; 7 Hungaroring, September 15-16; 8 Paul Ricard, September 29-30; 9 Barcelona, October 20-21. **POINTS SYSTEM:** 25-18-15-12-10-8-6-4-2-1.

PICS: RENAULT-SPORT, FLEURBAAIJ, ROZENDAAL, VANDERLAAN/LAT

AUTOSPORT

6

ISSUES FOR £1



Subscribe online at:

www.themagazineshop.com/ASPO/M1112P

Or call our hotline and quote offer code M1112P:

08448 488 817

Offer closes December 6, 2012. Please have your bank details ready

the **magazine**shop.com



GREAT REASONS TO SUBSCRIBE:

- **6 ISSUES FOR £1** - saving 95% on the cover price
- **SAVE 20%** - after your trial ends
- **SPREAD THE COST** - with easy 4-issue payments
- **FREE P&P** - every issue delivered to your door

Please start my subscription to AUTOSPORT, receiving 6 issues for just £1 followed by payments of £10.90 every 4 issues by Direct Debit, saving 20% on the cover price. I understand I can cancel at any time.



YOUR DETAILS - must be completed

(BLOCK CAPITALS PLEASE)

Title: _____ Name: _____

Surname: _____

Address: _____

Postcode: _____

Telephone: _____

Mobile: _____

Email: _____

DIRECT DEBIT PAYMENT (UK ONLY)

To the manager, bank name: _____

Address: _____

Postcode: _____

Name of account holder(s): _____

Bank sort code - -

Bank/building society account number

Please pay Haymarket Media Group direct debits from the account detailed on this instruction subject to the standards assured by the direct debit guarantee. I understand that this instruction may remain with Haymarket Media Group and, if so, details will be passed electronically to my bank/building society.

Signature(s): _____

Date: _____

Please return this form to:
AUTOSPORT
FREEPOST RSBY-ZLLA-SZZS
PO Box 326
Sittingbourne ME9 8FA

This offer is open to UK residents only - trial offers are limited to 2 trials per title within a 12-month period and we reserve the right to refuse any orders over this limit. Overseas rates are available on +44 (0) 1795 592 974 and residents of USA and Canada should call +1 866 918 1446 or visit www.imsnews.com for rates. Offer ends December 6 2012. Price is £1 for your first 6 issues then continuous Direct Debit payments of £10.90 every 4 issues, unless you cancel. Savings are based on the UK cover price of £3.40. Direct Debit rates are fixed for 12 months, after which they may be subject to change - should prices change you will be informed in writing. Details of the Direct Debit Guarantee are available on request. Haymarket Media Group Ltd uses a best-practice layered Privacy Policy to provide you with details about how we would like to use your personal information. To read the full privacy policy please visit our website www.haymarket.com/privacy or call us on 08448 482 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, e-mail and SMS. You can opt out at ANY time by emailing the datacontroller@haymarket.com or by calling 08448 482 800.

M1112P

PRODUCT SHOWCASE

ATL
RACING FUEL CELLS



**...The One Stop Racing
Fuel Cell System Shop!**

www.atlltd.com Email: atl@atlltd.com
Tel: 01908 351700

**OLDHALL
PERFORMANCE**

Bringing high quality automotive performance products from around the World



Tel: +44 (0)24 76 717100 Fax: +44 (0)24 76 717400
www.oldhallperformance.com sales@oldhallperformance.com
Old Hall Performance Ltd Bumsall Road Coventry CV5 6BU

**Anglian
Fasteners**



- Unbrako, Holokrome, Dormer and Loctite
- All the fasteners you'll ever need
- Next day delivery

Call: 01234 345641 or 01604 645341
Email: info@anglianfasteners.co.uk

TRADE COUNTERS IN BEDFORD AND NORTHAMPTON

www.anglianfasteners.co.uk

If it's threaded, call Anglian Fasteners!

Evolution of the species

**NEW
zero
360**



**FIRE SAFETY
BROUGHT UP TO DATE**



NOT ONLY FIRE EXTINGUISHERS BUT ALSO

QUICK RELEASE STEERING BOSSES • RAIN LIGHTS
RACING MIRRORS • ROLLCAGE PADDING

Coventry UK
Tel +44 (0)24 7671 2999
www.lifeline-fire.co.uk

lifeline

THE lightest, most flexible and most durable hose assembly available

G-FLEX - 711

THE highest quality Aramid braided convoluted hose available.

- Aramid outerbraid
- Convoluted 100% PTFE inner hose
- Compatible with all fuels – methanol, alcohol, E-85
- SAE J1737 compliant

711 FITTINGS

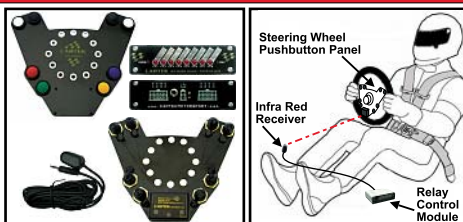
- One-piece construction
- Weight saving design
- High flow characteristics
- Compatible with G-Line XF, G-Flex, and G-Max hose

GOODRIDGE
FLUID TRANSFER SYSTEMS
autosport@goodridge.net

CARTEK

NEW
Wireless
Steering-wheel
Pushbutton
Controls

CARTEK can now offer a quick and easy way to install pushbutton controls to detachable racing steering wheels. This wireless system is fully configurable incorporating momentary, latching and pulsing functions for uses such as: PTT radio, pit lane limiter, dash menus, lights, indicators, etc..



CARTEK AUTOMOTIVE ELECTRONICS Ltd
www.CARTEKMOTORSPORT.com

**Racing Car
Air Lift**

CAMOZZI

- Lifts Vehicles Safely and Quickly
- Supplied Tested and Ready to Use
- 600 Kg S.W.L. Per Pair



Call for a Quote Today!

Tel: 024 7637 4114
Fax: 024 7634 7520
Email: sales@camozzi.co.uk
Web: www.camozzi.co.uk

AUTOSPORT

**PRODUCT
SHOWCASE**

**ADVERTISE YOUR NEW
2012 PRODUCTS AND
SERVICES HERE ON**

0208 267 5367

VARIOHM
NEW ROTARY SENSORS

- Multiple housing options starting from 22mm diameter
- Working temperatures up to 180°C
- Electrical angles up to 360°
- Programmable angles
- Single and Dual output
 - Lightweight
 - IP67 sealing



Tel: 01327 351004 Web: www.variohm.com
Email: sales@variohm.com

WEB DIRECTORY

AWNINGS



THE AWNING CO
The Awning Company (UK) Ltd
01204 544900 www.theawningcompany.co.uk

CAR BROKERAGE

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES



Rally & Race Gearboxes,
GearKits, LSD's and Driveshafts
Tel: 01782 280136 Fax: 01782 269913
Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road, Race, Rally, and more
Telephone: 01582 840008, Fax: 01582 840007

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Aral helmets.
Silver Birches, Cosby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

Speed King.cc
EXCLUSIVE MOTORSPORT MEMORABILIA
EST. 1996
We Buy Your Teamegear!



FINAL LAP
For Everything Formula One
www.finallap.net WE BUY AND SELL
+44 (0)1245 287588 / 07771 920345

MEMORABILIA

JMJ AUTOMOBILIA
America's #1 supplier of CART and Formula One Racing memorabilia. Large selection of signed original collectables. See our ad under marketplace Memorabilia. Call or fax or a mail listing at (809) 575 1143 or visit our website @ www.JMJAUTO.com

MERCHANDISE

The F1 Shop
F1 Merchandise bought and sold.
Meadowhall, Sheffield
Tel: 0114 256 9835
www.theformula1shopandmore.co.uk

MOTORHOMES

BRIAN JAMES TRAILERS
CLUBMAN
Tel. 01327 308833
Web. www.brianjames.co.uk

RACE RADIO

Pit to Car Autotel
Radio solutions
0044(0)1508 528837
Digital Race Radio
www.raceradio.co.uk

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE PRODUCTS

demon tweeks
MOTORSPORT Direct
www.demon-tweeks.co.uk

PIPER
www.pipercams.co.uk

Position Sensors Ltd
Motorsport Specialist
www.position-sensors.co.uk

RACE PRODUCTS

SCHROTH RACING
www.schroth.com

www.porscheshop.co.uk
PORSCHESHOP
+44 (0) 121 585 6088

RACEWEAR MANUFACTURER
AWS
awsracewear.com

RACEWEAR

JJC race and rally
PASSIONATE ABOUT MOTORSPORT
www.jjraceandrally.com

RACEWEAR

GPR **SPORCO** **uvex** **OMP**
RACEWEAR | KARTWEAR | SIMULATION
WWW.GPRDIRECT.COM

ALL OMP RACEWEAR
AVAILABLE NOW
www.ybracing.co.uk **OMP**

OLD HALL PERFORMANCE LTD
RED LINE SYNTHETIC OIL
Tel: +44 24 7671 7100
Fax: +44 24 7671 7400
sales@redlineoil-europe.com www.redlineoil-europe.com

RACING OILS

Image Manufacturers of bespoke split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD

WHEELS

AUTOSPORT.COM

TO ADVERTISE IN THE WEB DIRECTORY PLEASE CALL
020 8267 5367 OR EMAIL: autosport.ads@haymarket.com

TRAILERS & TRANSPORTERS

WOODFORD TRAILERS

Call Us Now! tel. 01327 263 384

www.woodfordtrailers.com sales@woodfordtrailers.com



RL 5000
£7,300 + vat



RL 6000
£9,500 + vat

PRG Trailers

Look Beyond



optional colour finishes shown

PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270 812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk

WINNEBAGO MOTOR CARAVAN

£45,000.00

- PRIVATE HGV REGISTRATION ; 0U08 FOC
- MODEL 33 VISTA
- BOUGHT NEW, 20 05 2008
- COLOUR, WHITE
- 12000 miles



Contact: **VIC NORMAN**
vic@aerosuperbatics.com

ONLY USED FOR AIRSHOWS FOR TWO SEASONS, VERY GOOD CONDITION.

SPIRES HOSPITALITY

• • • For Hire or possibly for sale! • • •



The above company has available to hire on some dates during 2012 a 16 mtr Articulated Hospitality Unit. This vehicle is fully self contained with a full commercial kitchen, central office and lounge area.



Exterior flooring, chairs etc also included with primary 5mtr awning and secondary 4mtr to second side if required. Suitable for Teams/Event Sponsors/or as a Race Centre etc etc.



Hospitality service can be provided by this company with over 30 years experience at all levels of motorsport including F1, WRC, Le Mans etc and references can be provided if required.

For further details contact **Stuart or Diana Spires**

Mobile: **44 7768 256524**

Email: **studispires@hotmail.com**

APEX Motorsport Logistics

Logistical Services

Apex offers flexible, reliable and efficient logistical assistance to race teams, individuals and sponsors

Trackside support

Short of a mechanic or just a spare pair of hands? Apex can provide an experienced member of staff

Race and track tuition

Apex can provide an experienced race driving instructor to help you hone your technique

Promotional assistance

As well as logistical assistance Apex can provide further support at your promotional event.



Tel: 07729 346897

Email: info@apexmotorsportlogistics.co.uk

Website: www.apexmotorsportlogistics.co.uk

For sale MAN new October 06 custom built Motor Home luxury living with large storage AT rear many uses i.e. motor cross go carts etc cost over 80,000 pounds new only 36,000 miles full service records fully automatic tip tronic drives like a car taxed and mot under 7.5 so drives car license extremely good condition.

Asking **£39,000 plus VAT**

tel: 01425402229 / 07785537935



Be Legal, Not Sorry



Race Transporter 5

29th October 2012 - UK Law change

On the 29th October 2012 it became a legal requirement for every new trailer sold in the UK to hold a valid Type Approval to EC dir. 2007/46.

By choosing a **Brian James Trailer** guarantee that your trailer is of the highest possible quality standard and it can be used on UK roads, legally.

Obtain proof before deciding, be legal.

» Connected to you

www.brianjames.co.uk

BRIAN JAMES TRAILERS

T +44 (0)1327 308 833

For more information and details of your local BJT dealer please call or visit our website.

RACE & RALLY CARS

RACING CARS

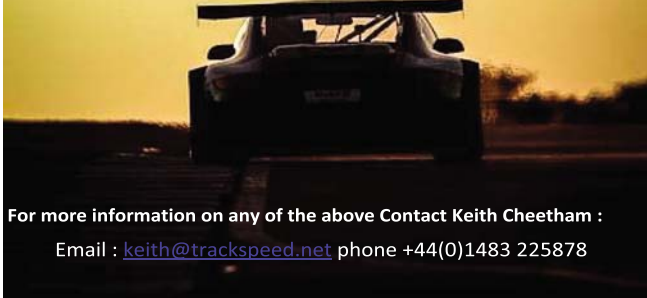


Trackspeed Racing will contest a two car team in the 2013 Blancpain Endurance Series with a pair of Porsche GT3 R's

We are currently looking for funded Drivers for our second car

Competitive Budget with a Spare car at each event

- FIA Manufacturers Porsche cup Champions
- FIA GT3 race winning Team
- 4 times British GT Team Champions
- 2 times British GT Driver Champions



For more information on any of the above Contact Keith Cheetham :
Email : keith@trackspeed.net phone +44(0)1483 225878

YOUR ENTRY OPPORTUNITY INTO GROUP C RACING

With this superb example of a Le Mans endurance racecar

£125,000



1986 Tiga GC286 - immaculately engineered and presented by professional race team.

GC286-335 was one of the first of this model, and was initially operated under the race number 98 by Roy Baker in the WEC in C2 in 1986 when it ran at Le Mans and in the other championship rounds. In 1987 it ran with the Ceesports Team. For 1989 the car was rebuilt with Rover-Cosworth V6 4V power for Andrew McAlpine to contest the BRDC Sportscar Championship in the UK. In Historic Group C races the car achieved two Class Wins at Nurburgring in 2005 with Matt Manderson driving.

Acquired in 1989 by the current owner, the chassis has been preserved in the narrow-track, side radiator form in which it ran in period, now with fresh engine and gearbox, and new fuel cell.

For more information please contact
natkins286@bopenworld.com or telephone 07836 230 031



- 2 x BMW 320si with either, 2 litre turbo NGTC BMW or, naturally aspirated engines.
- Very competitive and the most reliable cars in the BTCC.
- Suitable for use in BTCC, WTCC, STCC, CTCC, Britcar, etc.
- Comprehensive spares packages available, incl spare shell.

Tel: (44) 1932 750075

Email: enquiries@wsr-racing.com

VW SCIROCCO GT24 FROM VLN CHAMPION TEAM 2012 FOR SALE

- Very reliable and competitive long distance car, VLN record 8:37,462 min
- Our cars won 8 of 9 races VLN 2012
- We can offer our race service after sale. We can offer as well full package service VLN 2013.
- Powered with 2,0 TFSI engine
- PQA-Serious offers only



Contact Andreas Lautner
andreas@lms-engineering.de
Tel: +49 2682 966055
Mob: +49 171 420 4790

RACE & RALLY CARS

Callaway Corvette Z06R GT3 For Sale



- Full rebuilt by Callaway for the 2011 Season.
- Currently racing in British GT, also eligible for FIA GT3, ADAC GT Masters, Dutch Supercar, GT Open, GT Cup, Britcar etc
- Spare Engine, gearbox and various otherparts

For more info contact **07768 878445**
or info@meltuneracing.com

RACING CARS FOR SALE



Mallock 26 sports racing car,
140mph on 125HP. Very reliable, race winner with 4 drivers, rebuilt with carbon fibre body 2010. If there's a car driving round the outside of you at the Birkett 6-hours... it's a Mallock! £19,750. Spare K engine £1,100.
www.marcusbicknell.co.uk/sale/mallock
or 07748 111444

AUTOSPORT.COM



GINETTA G40R

- Never raced!
 - Air Jaks, Passenger seat and harness, Data logging system.
 - Ready to go!!
- £24,250 + vat**

Call John at Mole Valley on:
01306-710088

WANTED

Wanted

**FF1600
and
FF2000**

**Telephone:
07761549454**

MARKETPLACE

AWNINGS

Grumpygrip Ltd
Sales Spares Accessories Custom Graphics
Tel: **0800 055 6785**

E-Z UP® Instant Shelters since 1983
1.5m x 1.5m to 6.0m x 6.0m
Set up in 60 Seconds!
UK Next Day Delivery
www.grumpygrip.co.uk
Email: info@grumpygrip.co.uk

CARBON FIBRE REPAIR

Elite Carbon Fibre Carbon fibre race car component manufacturer

EliteCarbonFibre Ltd.
Units 20-22 Norwich Road Ind. Est.
Watton, Thetford, Norfolk IP25 6DR

Contact Dave Greenwood 07809390316
Email - davecarbonelite@googlemail.com
Website elitecarbonfibre.co.uk



Carbon Composite Wings, Bodywork & Repairs

DRIVER SERVICES

DB DRIVER SERVICES

- SELF-EMPLOYED DRIVER
- LIMITED COMPANY
- £5M PUBLIC LIABILITY INSURANCE
- HIGHLY EXPERIENCED
- SEEKING WORK FOR PRE-SEASON AND NEXT SEASON

Contact Darrel Brown
dbdriverservices@hotmail.co.uk
07837 263361

CAR SHIPPING

CAR SHIPPING

WORLDWIDE SERVICE IMPORT/EXPORT AIR/SEA



Specialist Shipping Services for :
Race cars & Collector cars (any value/spec)
Race team shipping/logistics for one-off events
Spare parts/urgent shipping - parcels/pallets
General Shipping Services - all goods
Customs Services : Import Bonds & Guarantees
Carnet & Transit documents
Marine Insurance

Contact : Rob Barnes - Race Car Specialist
Tel : UK 01795 581366
E : Rob@kleerfreight.com

www.kleerfreight.com



FLOORING

Kiwi Tiles

Interlocking Plastic Floor Tiles, as used by leading race teams throughout Europe.

- Easy installation & removal
- Many colours
- Lightweight
- Strong and durable
- Compact & easy to store
- Top quality
- Value for money

Stock Colours:
Red, Blue, Green,
Yellow, Silver, Orange,
Grey, Black, White,
Dayglo Red

Ralt Engineering
Tel: 01865 883354 Fax: 01865 883789
Email: enquiries@kiwitiles.com
www.kiwitiles.com

FLOORTRAX™

Floortrax™ Race Flooring

Recognised as being the best modular race flooring in the world

- ◆ Co-polypropylene
- ◆ Non-slip
- ◆ Anti-static
- ◆ Takes air jacks
- ◆ Team logo tiles
- ◆ LED lit tiles



Showtrax International Ltd
E: sales@showtrax.net
W: www.showtrax.net

Tel: +44(0)1234 782800

MARKETPLACE

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA
We buy and sell F1 items
AYRTON SENNA specialists
Call CHRIS GRINT 01763 274448
email: sales@f1collectors.com

JMJ Automobilia
SUPPLIERS OF RACE
MEMORABILIA SINCE 1992

Florida, USA (609) 575-1143

email: JMJOJMJAUTO.COM
WWW.JMJAUTO.COM

MOTORSPORT TYRES

FOR ALL YOUR

AVON
TYRES
MOTORSPORT

RACING TYRES
Inc. ACB 10 Formula Ford
Contact

BMTR LTD

Tel: 0121 331 1122
Fax: 0121 331 1144
email: sales@bmtr.co.uk
see our new web site at www.bmtr.co.uk

NUMBER PLATES

**Grand Prix
Enthusiasts**

TIIIE GP

Offers around **£1000**
including transfer cost.
Call: 07771 654899.

AUTOSPORT.COM

MOTORSPORT FRANCHISES

Mac Tools
GREAT TO WORK WITH

Business for sale:

Mac Tools is part of StanleyBlack & Decker, an \$11+ billion global organisation and owner of the world famous Stanley Black & Decker and DeWalt brands. If you have the desire and passion to work for yourself, available cash of £15,000 and the ability to build relationships, our franchise businesses give you the power to drive your future with our training and support.



Call us on: 08450 6000 60
Email: franchise@mactools.co.uk
www.mactools.co.uk

MOTORSPORT SIMULATION

MOTORSPORT
SIMULATION-GROUP

Unique Business Opportunity

For Sale
F1 Show Car & Simulator
now available, includes
Brian James RS3 trailer
£43,000+vat ovno

Earn £1k - £3k per day hiring
the car to clients, driving foot-
fall and exposing their brand.

Events/Exhibitions
Promotions
Publicity Stunts
Corporate Hire
Games Room

**New RSX-4 Race Simulators
Home Use/Training System**

Call for more details
01202 862360 **£5,175+vat**

MOTORSPORT EQUIPMENT



We pour. It reigns.

At Dodo Juice, we make our waxes by hand. We could buy them in and stick our label on, like some companies do. But, to be honest, it wouldn't be half as much fun.

Supernatural Hybrid. Half wax, half sealant. All win. Use it on paintwork for up to 6 months of protection. Masks minor imperfections. Resists high temperatures. Sheds off many detergents and solvents. Great as a wheel sealant. And just £29.95 for 100ml.



DODO JUICE
www.dodojuice.com

MARKETPLACE

RACE PRODUCTS

• EXPERT ADVICE • MASSIVE STOCKS • RAPID DELIVERY

www.demon-tweaks.co.uk



DON'T DELAY, CALL TODAY
0844 375 2196

demon tweaks
 MOTORSPORT *Direct*

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

PORSCHESHOP

24-HR • WORLD-WIDE • PARTS-DIRECT

SERVICES: • TECHNICAL & DIAGNOSTIC • RESTORATION

• MAINTENANCE & DEVELOPMENT
 • FULL CHASSIS-UP & ENGINE REBUILDS

PARTS: • BOXSTER • CAYMAN • TURBO
 • HISTORIC • 911 • 968 • 944 • GT3
 • RSR • CUP-CAR • 20,000 OEM LINES



Supporters to Konrad 2012 Supercup Team

Call Adam or Kevin on: **0121 585 6088**

RACE PREPERATION



**ENGINEERING
 PASSION**

From full workshop preparation to trackside support for current and historic saloon and sports cars.

www.markfish.co.uk

Multiple Championship winning team, Saloon and Sports cars since 1983

• Mini Challenge • Clio Cup • Most other Championships

Tel: 01279 431628

Mobile: 07775 752675

RACE RESTORATION



A comprehensive service for Classic Race Car Preparation & Parts Supply

Call us now on 01527 521050 or visit www.classicworldracing.co.uk

RACEWEAR

**Grand Prix
 Racewear**

OFFICIAL
 SUPPLIERS FOR:
uvex



RACEWEAR
 KARTWEAR
 SIMULATION

WWW.GPRDIRECT.COM

08435 070 885



WEB DIRECTORY

TRAILERS & TRANSPORTERS

RACE & RALLY CARS

MARKETPLACE

MOTORSPORT JOBS

AUTOSPORT

MOTORSPORT JOBS

PUBLICATION DATE EVERY THURSDAY

CALL 020 8267 5820

FOR ALL AVAILABLE VACANCIES PLEASE GO TO THE JOBS SECTION OF AUTOSPORT.COM

BOOKING DEADLINE MIDDAY MONDAY PRIOR TO PUBLICATION

COPY DEADLINE MONDAY 5PM PRIOR TO PUBLICATION

ALL ADVERTS PLACED FEATURE IN THE APPOINTMENTS SECTION OF AUTOSPORT.COM FOR ONE WEEK

RACHEL.BROCK@HAYMARKET.COM

autosport.ads@haymarket.com



Experienced Track Engineer 2013 ALMS GT

Experienced applicants only please. Preferably with RSR GT Porsche experience but not essential for the 2013 ALMS GT season. Interested parties please send resume and compensation requirements.

Confidentiality assured:
L. Recentio (lrecentio@walkerracing.com)
Walker Racing
4035 Championship Drive
Indianapolis, IN 46268
USA

AUTOSPORT

LOOKING TO RECRUIT FOR 2012?
THE LATEST SELECTION OF MOTORSPORT JOB
VACANCIES UPDATED EVERY WEEK.

- The appointment page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 144,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.



Company	Job Title	Application Deadline
McLaren Racing	Various Vacancies	1 November 2012
Hercules Petrosas AFG Formula One Team	Reliability Engineer	1 November 2012
Hercules Petrosas AFG Formula One Team	Various Vacancies (Design Engineers)	1 November 2012
Pace Products	Race Preparation & Restoration Department	1 November 2012
BSH	PR Opportunity	1 November 2012

WHERE ARE YOU ADVERTISING YOUR MOTORSPORT JOB VACANCIES?

To advertise call 020 8267 5820



WE ARE CURRENTLY LOOKING TO RECRUIT THE FOLLOWING POSITION AT RED BULL RACING:

ENGINEERING COORDINATOR (HR29101201)

We have an opportunity for a highly motivated Engineering Coordinator to join our Race Team in a travelling role reporting directly to the Team Manager. This challenging role assumes full responsibility for the reporting of faults at remote events in addition to working with the Engineering function to ensure the rectification of faults and quality of the build specification. The role will also have accountability for liaison with the FIA on operational matters, organisation of event builds and turnarounds, as well as the implementation and development of pit and pit stop equipment for both the Race and Support Teams.

The successful applicant will have a strong engineering background in Formula One with a good understanding of CAD and its operation. Experience and knowledge of car operation in Formula One is also a requirement for this role.

The applicant will enjoy working as part of a team in a high pressure, excellence orientated environment involving time sensitive situations. Strong project management expertise together with exceptional organisation and communication skills are prerequisites for this role.

To apply, please email recruitment@redbullracing.com quoting the reference number and attaching your CV and covering letter. Please also detail where you have seen the role advertised and your current salary details.

CLOSING DATE FOR APPLICATIONS – 15TH NOVEMBER 2012

For details of available opportunities at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.redbullracing.com

PLEASE NOTE: No Agencies please. Red Bull Racing and Red Bull Technology do not accept any unsolicited résumés. Red Bull Racing and Red Bull Technology are not responsible for any fees related to unsolicited résumés.



At McLaren we believe that winning matters most. We know what it takes to win and we achieve this by working together and encouraging innovation in an extraordinary high performance environment.

We currently have the following exciting opportunities:

- MRL 152 VEHICLE DYNAMICS ENGINEER - SIMULATOR TESTING
- MRL 171 SYSTEMS TECHNICIAN - IT/COMMS
- MRL 173 MODEL MAKERS - VARIOUS SHIFTS
- MRL 174 AERODYNAMICISTS
- MRL 175 GRADUATE EXPERIMENTAL AERODYNAMICIST

For these roles we offer a competitive package including private healthcare, access to an executive car scheme, company pension scheme and the chance to work in a truly unique environment.

For further information on the above roles and details of how to apply, please visit www.mclaren-jobs.com





Mercedes-Benz has been setting the standard in racing for over 100 years. The MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver Arrows with the clear ambition of winning the FIA Formula One™ world championships. Based in Brackley, UK, we are recruiting highly motivated, talented new members of our team.

COMPOSITE LAMINATORS (ROTATING DAY / WEEKEND / NIGHT SHIFT)

REF: CJ110/1711

Key accountabilities/duties include:

- Day to day laminating and bagging of semi/structural composite components and moulds to the required production targets
- Supporting the Team Leaders in their roles as required and working safely
- Responsible for maintaining good quality of components throughout its manufacture
- Identifying potential problems in manufacture of moulds and components, to minimise delays/errors in production
- Identifying areas for improvement in own department, or other areas

COMPOSITE FITTERS (WEEKEND / NIGHT SHIFT) REF: CJ110/1811

Key accountabilities/duties include:

- Day to day trimming, fitting and bonding of semi/structural composite components to the required production targets
- Supporting the Team Leaders in their roles as required and working safely
- Responsible for maintaining good quality of components throughout its production
- Identifying potential problems in manufacture of components, to minimise delays/errors in production
- Identifying areas for improvement in own department, or other areas

AUTOClave OPERATOR (ROTATING DAY SHIFT) REF: CJ361/1610

Key accountabilities/duties include:

- Ensuring Autoclave Cures are planned efficiently, thus maximising our resources in all areas
- Responsible for 'breaking out' moulds and components to drawing during your shift, and for maintaining the storage of moulds not in use
- Prioritising workload - ensuring moulds and components are cured and de-moulded in order of importance, creating a smooth workflow throughout your shift and preparing for the following shift
- Maintaining procedures set within the Autoclave areas, Break-out room and Release room
- Identifying potential problems in manufacture of components, to minimise delays/errors in production
- Collaborating closely with the composite inspectors and team leaders and design to enhance the manufacturing process of moulds and components
- Identifying areas for improvement in own department, or other areas.

Successful candidates for the above roles must be committed, motivated and self disciplined in their work. The candidate must be able to communicate effectively with production, design and managerial staff. A working knowledge of the duties of an Autoclave Manager, ability to use Catia and SAP would be preferred.

Flexibility in hours and approach is required along with the ability to work on your own initiative, under high pressure and to strict deadlines.

In return for your work and commitment, we offer a competitive package including bonus, life assurance, private medical cover, car lease scheme, 25 days holiday, subsidised restaurant and on-site gym facilities.

If you wish to apply for these positions please forward your CV and letter of application with current remuneration details/salary expectations, quoting the job title/reference and where you saw the advertisement to recruitment@mercedes-amg-f1.com

Closing date: Friday 9 November 2012.

Previous applicants need not apply.



Mercedes-Benz has been setting the standard in racing for over 100 years. The MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver Arrows with the clear ambition of winning the FIA Formula One™ world championships. Based in Brackley, UK, we are recruiting highly motivated, talented new members of our team.

TRACK TYRE ANALYSIS ENGINEER REF: SW3901710

A vacancy has arisen for a Track Tyre Analysis Engineer reporting to the Chief Engineer-Vehicle Engineering within the Vehicle Engineering & Dynamics department.

You will be responsible for supporting the track engineering groups to make the best use of the tyres during race & test events and contributing to the development of the tyre understanding, analysis and modelling.

Your main responsibilities will include:

- Attending race and test track events
- Tyre performance analysis during race and test events as part of the track engineering group
- Conducting pre-event and post-event tyre related analysis and simulation duties
- Acting as a tyre liaison engineer with the tyre supplier
- Supporting the tyre model correlation work and assisting in the development of the tyre understanding and analysis methods

Candidates should have proven competences in tyre related engineering fields working for a tyre manufacturer, preferably within a motorsports environment. Familiarity with data acquisition analysis tools and Matlab would be advantageous.

Flexibility in hours and approach is required, along with a 'can do', 'team playing' attitude. Good verbal and written communication skills are very important. The ability to work under minimal supervision to strict deadlines and in a professional manner is essential.

In return for your work and commitment, we offer a competitive package including bonus, life assurance, private medical cover, Mercedes company car lease scheme, 25 days holiday, on-site gym, subsidised restaurant facilities together with the chance to work in a truly unique environment.

If you wish to apply for this position please forward your CV and letter of application with current remuneration details/salary expectations, quoting the job title/reference and where you saw the advertisement to recruitment@mercedes-amg-f1.com

Closing date: ongoing

NO AGENCIES PLEASE.

Welcome to Audi

Sportiness is one of Audi's key characteristics - it's in our genes. The basis for Audi's success story in car racing is formed by the motorsport activities which we have pursued for more than 25 years now. At Audi Sport, around 200 employees develop and test the Le Mans sports cars and DTM racing cars which are used in tests and races all over the world.

Help to shape the road to success at Audi Sport and apply for one of the following positions:

Head of Electrics/Electronics Development (m/f) (I-D-7508)

Design Engineer for Gear Box (m/f) (I-D-7238)

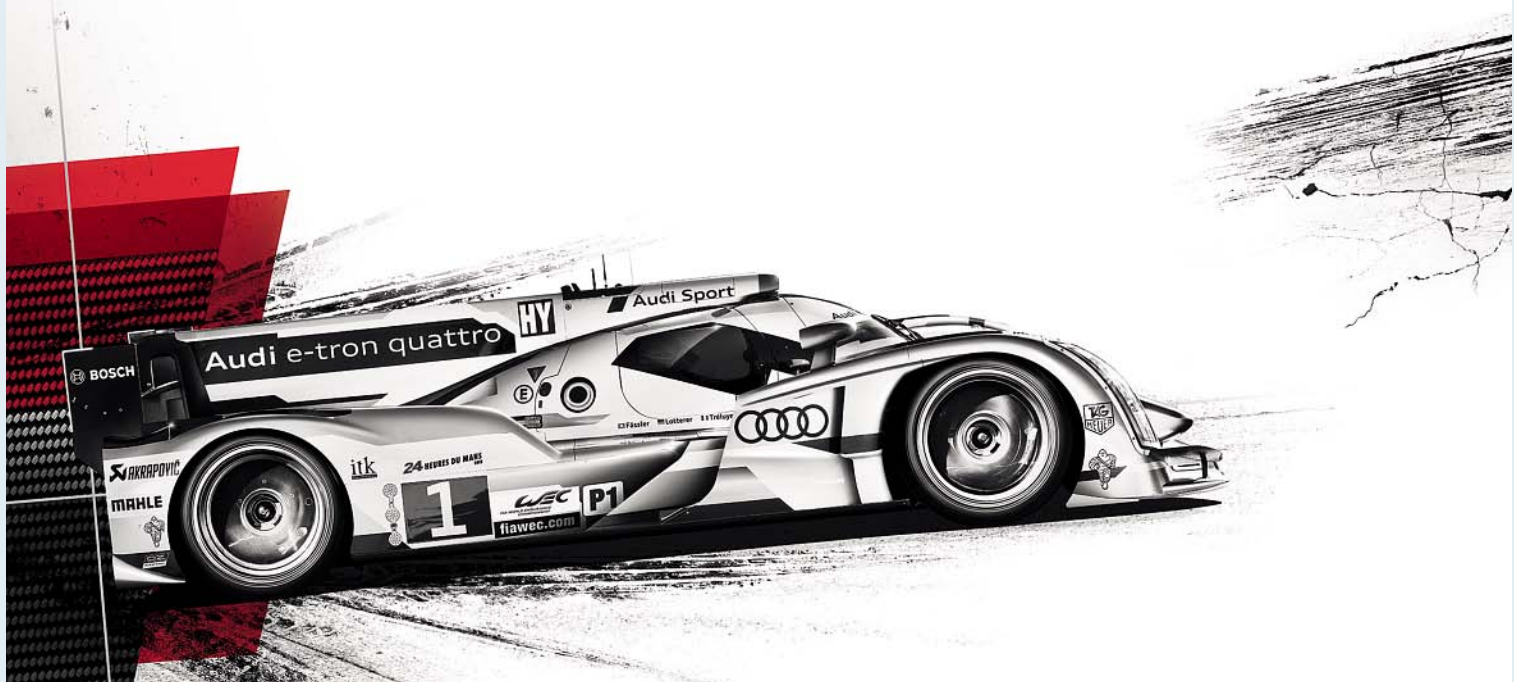
Design Engineer for CFRP Components (m/f) (I-D-7507)

Engineer for Race Engine Development (m/f) (N-D-6518)

Design Engineer for Race Engines (m/f) (N-D-1788)

Apply now with the relevant reference code or find many other jobs here:
www.audi.de/meine-bewerbung

Take advantage of excellent future prospects, experience unforgettable moments:
find out more at www.audi.com/career and www.facebook.com/audikarriere





In its plan to continuously develop the team for 2013 season, **Scuderia Toro Rosso** has the following vacancies available:

Aerodynamics Team Leader - ref. "HR ATL 79"

As part of a re-structuring and strengthening of the STR Aero group, we are seeking an Aero Team Leader to work at our UK based Aerodynamics Department in Bicester. You will be reporting to one of our Project Leaders and will work closely with them to define directions of development. You will be responsible for a group of aerodynamicists, and will be required to oversee both CFD and wind tunnel testing. During and after tunnel sessions you will be expected to summarize results and set clear aerodynamic direction for future development. A good understanding of Full size car design and track aero results is expected. F1 experience is essential.
Place of work: Bicester (UK).

Track Aerodynamicist - ref. "HR TA 80"

You will be part of the aero performance group within the aerodynamics department. A good understanding of F1 aerodynamics is required, as is travel to all races and tests. The role will require close co-operation with race engineering, vehicle performance and design departments. An understanding of data analysis using Atlas, Matlab and Excel VBA would be beneficial, as would trackside experience. The ability to compile accurate reports with clear summaries and recommendations within tight timescales is an essential requirement.
Place of work: Bicester (UK).

Senior Aerodynamicists - ref. "HR SA 81"

Working within the UK based Aerodynamics Department in Bicester. You will be part of an expanding department and work within the designated aero group for both current and future cars and concepts, close co-operation with the CFD, full scale design, Vehicle performance and race engineering departments will form an important aspect of this role. F1 experience is essential.
Place of work: Bicester (UK).

Aerodynamicists / Junior Aerodynamicists - ref. "HR AJA 82"

Working within the UK based Aerodynamics Department in Bicester, these positions require junior and experienced aerodynamicists as part of an important department expansion. The work will focus primarily on component development and wind tunnel testing and include close co-operation with the CFD group for parts development and definition.
Place of work: Bicester (UK).

Model Design Engineer(s) and Junior Model Design Engineer(s) - ref. "HR MDEJMDE 83"

Working within the Aerodynamic Design group, we are seeking highly capable solid model, surface and mechanical Design Engineers, from graduates to experienced designers, to support our aerodynamic development programme. The successful candidates will possess good communication skills, be self-motivated and have a flexible approach to working hours. You will be able to demonstrate experience in solid modelling and/or free form surface definition (ideally using NX7), and have a proven ability to work to a high level of accuracy and tight deadlines. A relevant qualification in Mechanical, Automotive or other appropriate discipline is necessary, and design experience within motorsport is preferred, but not essential. Positions will be assessed according to experience and skill level.
Place of work: Bicester (UK).

Vehicle Dynamicists / Vehicle Performance Engineers - ref. "HR VDVPE 84"

As part of the new Vehicle Performance Department STR are seeking experienced Vehicle Dynamicists and Vehicle Performance Engineers. You will be required to be an original thinker and assist with many aspects of the cars development and performance through 7-post rig testing, tyre analysis, simulation, data analysis, R&D testing and close co-operation with the Aerodynamics and Design departments. Passed F1 experience an advantage, knowledge of lap simulations and multi-body-systems simulation important.
Place of work: Faenza (Italy) and/or Bicester (UK).

To apply please upload your CV, including salary information, in our website: www.tororosso.com → **Jobs**
Or please send your CV to: **HR Department, Scuderia Toro Rosso Spa**
Via Spallanzani 21 – 48018 Faenza (RA) – Italy.

Closing date: 23rd November 2012

RADICAL

REDUCING THE COST OF RACING!



Spread the budget of a season's racing with low interest finance packages from £5k to £50k. Please call for details.



SR1 Cup

The perfect step into racing

Novice championship that includes a purpose designed lightweight SR1 racecar to keep, a season of racing and comprehensive training, and the gaining of your race licence.

£29,850 plus VAT SR1 Car.

£37,500 plus VAT SR1 Car + all championship entry fees and training.

SR8 RX

The world's fastest one-make sportscar racer

Laptimes comparable to LMP2. Powered by a 430bhp V8 that weighs just 92kg and has such an outstanding reliability record it comes with a full factory warranty. 2013 season includes the very best circuits Europe has to offer.

From **£88,750** plus VAT. Basic running costs for a season in the 2013 Masters Euroseries from £40k.

SR3 RS 1500

The world's most popular race car

More of these are sold annually than any other race machine in the world. Prices held for 2013 and racing costs reduced. This includes no engine rebuild costs for the first 80 hours.

From **£55,000** plus VAT. Basic running costs for a season in the 2013 SR3 Challenge from £22k.



[www.RADICALSPORTSCARS.COM](http://www.radicalsportscars.com)

01733 331616

CALL FOR DETAILS > +44 (0)1733 331616 > SALES@RADICALSPORTSCARS.COM

Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



Clubs to escape cost rise from FIA clampdown...

...but face fight to race abroad in 2013. By KEVIN TURNER

» CLUB AND HISTORIC motorsport has escaped a serious rise in costs under a new FIA structure, but still faces challenges to hold races abroad in 2013.

Any series wanting to run more than one round outside the country of its national governing body (ASN) – the MSA in the UK’s case – will now have to apply for International Series status to the FIA, via an ASN.

A fees structure based on the weight-to-power ratios of cars has been introduced, which will determine the fees that have to be paid (see page 25), but historic and club racing has been granted a reduction.

John Hughes, president of the FIA’s Historic Motor Sport Commission, said: “It’s logical the governing body should have better oversight of international series – that was the drive behind it.

“The FIA has recognised that historic motorsport is different. I hope people recognise we have moved to treat it accordingly. The FIA cares deeply about the sport’s heritage.”

OTHER PROBLEMS

There is confusion over the deadline for applications, with the MSA claiming November 2 and the FIA November 12. With many calendars still uncertain, organising clubs feel either is unrealistic.

HSCC executive director Grahame White, who takes the Jaguar E-type Challenge, Historic F2 and Martini Trophy abroad, described them as “not possible”, while the BRSCC’s Drew Furlong also feels more time is needed.

“The dates they’ve set are unworkable,” said Furlong. “We don’t have a definite calendar for F1, which has a knock-on effect on everything else.”

Although international historic licences will still enable drivers to race overseas, some competitors may also have to upgrade their national licences.

“Another thing to consider is that if these events are to be classified as international series you will need an international race licence [to compete in them],” added Furlong.

David Scott of MSVR, which runs the Lotus Cup Europe series that will also be affected by the FIA’s new approach, said: “We’re working with the MSA to attempt to comply with the FIA, and have raised some concerns with the chief executive.”

The MSA has also set its own contribution costs for submitting a series to the FIA for approval. Some clubs have expressed concern at this extra fee, but the MSA has confirmed it only applies to sponsored and/or commercial series (as defined by the Blue Book) and anticipates many will be exempt.

WHAT NEXT?

Assuming most historic and club series are excluded from paying the MSA fee, the most pressing concern is timing.

Hughes is hoping to amend the application deadline, but pointed out that the FIA feels it cannot interfere with the cost structures of individual ASNs.

“We can’t mandate what the ASNs do; we can encourage and guide,” he added. “The FIA is a federation of ASNs, each of whom is sovereign in their own territory, which we must, and do, respect.”

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
EDITOR

ben.anderson
@haymarket.com



THE FORMULA FORD FESTIVAL is a great motorsport institution, so it’s sad to see it fall on hard times.

Thankfully, last-minute entries (notably top UK championship aces Antti Buri and Eric Lichtenstein) bolstered the headline Duratec field to 13 cars for last weekend’s 40th-anniversary race. This prevented the need to combine grids with Zetecs for the Grand Final, but nevertheless marked a nadir for an event that once attracted the cream of junior single-seater racing to Kent (and made the cover of AUTOSPORT!).

For the strongest element of the Festival you had to look to the Kent-engined section, which has remained robust throughout various modern iterations of Formula Ford, and boasted 43 drivers at Brands.

With the UK series set to become a slicks-and-wings category next year – and no guarantee a new BRSCC Duratec initiative will take off – where does the future of the Festival lay?

Would making Kents the headline act (as they were until Zetecs came along in 1993) attract the numbers we’ll see at this weekend’s Walter Hayes Trophy, which will pitch 114 (Kent-only) Formula Fords into battle on Silverstone’s National circuit?

For many of those racers, it seems the ‘real’ Formula Ford Festival no longer takes place at Brands...

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com

E-type Challenge (top) and Lotus Cup face new challenge



PICS: EBREY, RITSON/LOTUS

CONTENTS

p86 REPORT
FFORD FESTIVAL

p88 REPORT
FESTIVAL SUPPORTS

p89 REPORT
CROFT RALLYCROSS

p90 REPORT
BIRKETT RELAY

p92 REPORTS
MSVR/KMSC



Formula Ford

MacLeod in Hayes comeback

Ex-British Formula Ford champion joins bumper entry for Silverstone event

MacLeod tested Spectrum last week

EX-BRITISH FORMULA Ford champion Callum MacLeod will return to the Walter Hayes Trophy this weekend in a Speedsport Spectrum.

MacLeod, 24, the 2007 British Fford champion, began his car racing career in the 2004 WHT and was on pole for his heat in the 2006 edition.

He tested his Scholar-engined Spectrum 011b, an example of which won last year's event with Adrian Campfield, for two days on the

Silverstone GP circuit last week.

"I've had a couple of goes at it in the past and they haven't ended quite the way I would have liked," said MacLeod, who has raced an MGB in historic events this season.

"It's a good thing to do at the end of the season – a prestigious event – and I have every reason to believe we'll stand a good chance."

MacLeod will be part of a bumper entry that is expected to top 114 cars on the Silverstone National circuit.

World Endurance Championship ace John Martin (Mark Bailey Racing Spectrum), double Brands Festival winner Ivor McCullough (Van Diemen RF00), and three-time WHT winners Peter Dempsey (Ray GR11) and Joey Foster (GR010) should all feature prominently, while double Castle Combe FF1600 champion Ben Norton (Spectrum), 2011 Combe title winner Rob Hall (Mygale JS2000), and 2008 National and Scottish champ Graham Carroll (Van Diemen

RF90) should also run at the front.

Formula Ford Festival legend Rick Morris will race a Van Diemen RF89 for the Souley Motorsport squad that ran Dave Coyne in last year's event. He will be team-mate to GP3 racer Alice Powell (Ray GRS07).

Neil Tofts (Mygale SJ08), winner of the Zetec Formula Ford Festival three times between 2008 and 2011, plus 750MC Formula 4 runner-up Falco Wauer (Van Diemen RF99), will also compete.

Formula Renault NEC

Falcon plots Euro expansion

SINGLE-SEATER SQUAD FALCON

Motorsport will expand into the Formula Renault 2.0 NEC next season.

Nick Streatfield's team ran InterSteps racer Liam Venter in the 2012 NEC finale at Spa in October and is in discussion with Lasse Halminen and Cameron Twynham about filling two more seats.

Streatfield, who is also considering expanding into the new FR Junior 1.6 NEC series following the cancellation of InterSteps, said: "We have a long history in Formula Renault going back to the last Tatuus-built car [in 2000].

"With the new update arriving, it



Falcon made its NEC debut with Venter at Spa

seemed the perfect time to rejoin."

Fellow British squad Mark Burdett Motorsport, which ran Brazilian rookie Gabriel Casagrande to eighth in the 2.0 NEC this season, is also planning a three-car assault in 2013.

Burdett said: "We do miss the UK a bit but this makes sense for us.

"We've got the data now and Europe is the place to be."

Formula Renault BARC

North positive about BARC future

FORMULA RENAULT BARC BOSS

Simon North believes the category will be able to maintain strong grids, despite the planned arrival of BRDC F4 and Formula Ford's move to slicks and wings for 2013.

FR BARC has enjoyed grids of nearly 30 cars this season, amid the demise of FR UK and the failure of EcoBoost Formula Ford to flourish in its first season, and North expects numbers to hold up well next year.

"I would agree that this year has been a perfect storm for Formula Renault BARC, but with this series people know what they're going to

get," North told AUTOSPORT.

"We're bound to drop grids a bit, but it's down to how many drivers are in the market. I still think the Tatuus car takes some beating. It's tried and tested, super reliable and great for teaching drivers."

North expects FR BARC will stay strong



MIS Motorsport – setting the standards in motorsport insurance

ON TRACK / ON EVENT / MOTOR TRADE /
PERSONAL ACCIDENT / COMMERCIAL / LIABILITY

www.mismotorsport.com or call 01943 884 555

M.I.S. Motorsport Ltd is authorised and regulated by the Financial Services Authority.

MIS
MOTORSPORT

Formula Ford

Duratecs to race on in Britain as club confirms new series

DURATEC FORMULA FORDS WILL get to race on in the UK in 2013, despite not being part of British Formula Ford.

Duratec cars ran with new EcoBoost machines this season, but will not be part of the British championship as it moves onto the TOCA bill next year.

The BRSCC has confirmed it will run the series for Duratecs it first mooted last year (see AUTOSPORT, August 25, 2011), including a class for Zetecs.

Seven or eight events will form the calendar, which will include double- and

triple-headers. It is hoped some rounds will appear on the British F3/GT bill, while others will combine with the new North Sea Cup for similar cars.

Despite poor numbers - 13 Duratecs and 12 Zetecs qualified - for the Brands Hatch Festival, North Sea Cup boss Nelson Valkenburg believes the new series will boost the category.

"If the BRSCC had been able to make the Duratecs the main class for the Festival earlier, I think they'd have got over 20 cars," he said. "We work closely with the BRSCC and this series is helpful because it means people can do two."

Valkenburg has reported "great interest" from teams, including Jamun, Raysport, Fluid, LMS, Getem, Enigma and Kevin Mills Racing.



Duratec entry was weak at Brands Festival

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Groombridge enjoyed his first Birkett Relay

The 750 Motor Club's Six Hour Team Relay race, named for founder Holland 'Holly' Birkett, has been run annually since 1951 (albeit there were two in 2000) and continues to be one of club racing's most popular events. Any competition that pitches 67 teams of four to six drivers against Silverstone's current British Grand Prix circuit gets my vote.

Saturday's running filled a gap in the education of the club's new competitions manager Giles Groombridge. "My dad [Clubmans racer Richard] competed in the Birkett before I was born, but until today I'd never seen one," he said on Saturday. "I was told to expect organised chaos, but actually it was great fun, a fantastic way to end my first season."

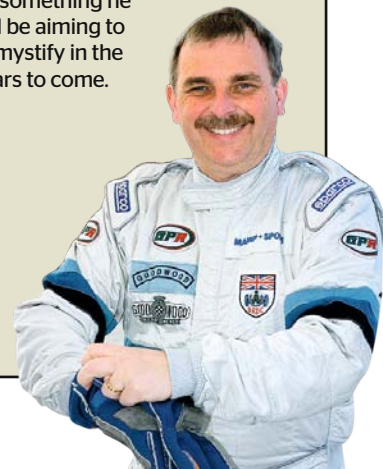
"At the beginning of the day, when teams were changing drivers or cars, and shuffling [identity] letters it was quite stressful. Like any endurance race, though, once the flag dropped a tranquil calm descended. There were some scrapes in the early laps - as drivers with differing experience levels in an eclectic mix of cars found their rhythms - but one safety car period [for a breakage] suggests driving standards were very good."

I've been a devotee of the Relay since I became an honorary 'Hart Attacker' in 1999, but the type of

machinery the race attracts these days is so different from the Bentleys, Frazer-Nashes and Austin 7s that were all the rage in its infancy. While there are still marque teams, the number of bespoke lightweight road/race/trackday cars on the market has driven the older rolling stock away. Maybe demand exists out there for another Birkett Relay restricted to pre-'65 road cars?

The modern day 750MC certainly remains true to its original 1939 ethos of providing great racing for amateurs, even though elements of professionalism have inevitably crept in. But, as support for its diverse categories ebbs and flows, it moves with the times, espousing new metal and sidelining those that no longer work commercially.

Series like RGB [for road-going motorcycle-engined sportscars] continue to astound, while a revival of Roadsports for 2013 should help to fill grids where MR2 Super GT hasn't. What to do with the initially strong Saxmax class amid the MSA's revisions to Junior racing remains a quandary, for it developed some useful drivers pre-recession. If, as Groombridge says, "the 750MC remains [UK] racing's best-kept secret," it's something he will be aiming to demystify in the years to come.



“Maybe demand exists out there for a Birkett Relay race restricted to pre-1965 road cars?”

Ma5da MX5s

Ma5da Combe deal falls through

MA5DA RACING HAS FORMED ITS own club to run race meetings after negotiations with the Castle Combe Racing Club broke down.

After splitting with the BRSCC, Ma5da Racing planned to run with the CCRC in 2013 (see AUTOSPORT, July 26), but now series boss Jonathan Blake has set up the Ma5da Racing Sports Car Club.

Because new clubs cannot run their own meetings for three years, Blake will partner with an as-yet unnamed "surrogate club" until the MRSCC can go it alone.

"It's an amicable agreement," said Blake, who organises races for MX5s. "We need a lot of track time



Ma5da Racing will not be run by CCRC in 2013

and the advantages did not outweigh the risks for them."

CCRC chairman Adrian Fawdington added: "Negotiations had not progressed in time for us to commit to 2013. With rival series being mooted our budget forecast would become fragile, which also concerned us."

Rallycross

Mondello to host FIA Rallycross

MONDELLO PARK WILL HOLD A round of the 2013 FIA Rallycross Championship, which launched at Santa Pod last Friday.

The series, which is replacing the ERC as part of a template to build a full FIA World Rallycross Championship, will be promoted by IMG and sponsored by Monster Energy.

The remaining nine events are drawn from the pool of 13 that have appeared in the ERC over the last few years.

They include the 'big three' venues of Lydden Hill, Holjes (Sweden) and

Loheac (France), plus the traditional ERC season closer at Buxtehude in Germany. Events in Holland and Belgium will not take place after organisers decided not to apply.

IMG's Martin Anayi said: "Rallycross has the components to be the perfect 21st century motorsport. It's short, sharp, full of action, and has some great personalities. We need to keep those core elements that make rallycross so special, but repackage it and present it to an audience that has not yet discovered how great it is."

SIGMA

PERFORMANCE

sigmaperformance.com

Slip into corners quicker with a Sigma clutch!

For further details just phone

01892 538802 or

send an email: sales@

sigmaperformance.com



Sigma Slipper clutches automatically slip the clutch when the rear wheels start to drive the engine, helping reduce overrevving and increasing rear wheel grip...

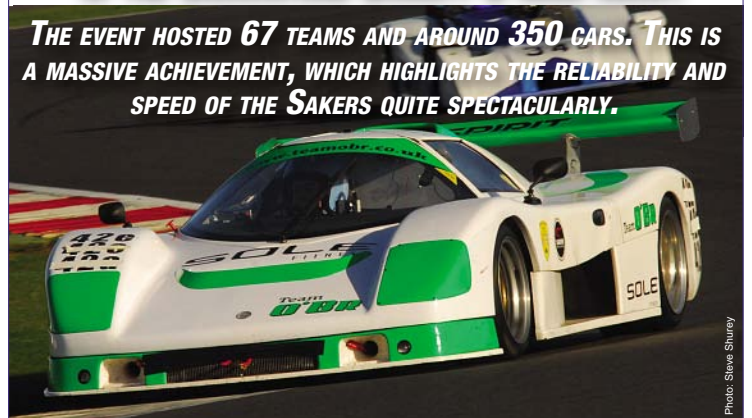
www.sigmaperformance.com



SAKER SPORTSCARS UNITED KINGDOM With Enduro Cup

SAKER SPORTSCARS WOULD LIKE TO CONGRATULATE TEAM OBR ON THEIR OVERALL SAKER VICTORY, AT THE SILVERSTONE BIRKETT 6 HOUR RELAY.

THE EVENT HOSTED 67 TEAMS AND AROUND 350 CARS. THIS IS A MASSIVE ACHIEVEMENT, WHICH HIGHLIGHTS THE RELIABILITY AND SPEED OF THE SAKERS QUITE SPECTACULARLY.



Call 01538 306921

sakercars.co.uk

H.P. TYRES LTD DUNLOP RACE TYRE DISTRIBUTORS

Tel: +44 (0) 1327 301887



HP Tyres would like to congratulate and thank all our customers for their business this season.



HP Tyres are Dunlop's largest UK race tyre dealers servicing over 50 events a year from Goodwood Revival to Silverstone 24hr.



Tel: 01327 301887

www.hptyres.co.uk



It's a long way 'up' Duffus Dip for Minis

KMSC

Praise for reversed Knockhill

More 'backwards' races pledged for Fife circuit as inaugural meet goes well

KNOCKHILL WILL RUN MORE races on a new reverse layout after a successful first event last Sunday.

The track required £100,000 of works to meet the demands of running in the opposite direction, with the run-offs at Clark Corner and Duffus Dip both extended.

Events Director Stuart Gray said: "It's been about two years in the making. We could do it quite easily because we have flat kerbs. It's not completely new

because when Ingliston closed 20 years ago we ran in reverse. In effect, we now have two tracks in Scotland."

In addition to his role at the track, Gray also holds the position of Knockhill Motor Sports Club chairman and was delighted with the response of Scotland's car racers. "Speaking to the drivers they seem really happy with the challenge it offers," he added. "It is unique because the surroundings are similar but the track is very different.

I equate it to writing for 30 years with your right hand and then one day starting to write with your left."

Mini driver Craig Noble said: "It's the best circuit in the world the wrong way round."

The Scottish Championship races, organised by the SMRC, are set to stay on the conventional clockwise layout in 2013, but the circuit could be used in reverse for further complementary events organised by the KMSC.

Radical SR1 Cup

Olympian Hoy to go Radical racing



Hoy will join new novice race series

BRITAIN'S MOST DECORATED Olympian, Sir Chris Hoy, will contest the inaugural Radical SR1 Cup.

The six-time Olympic cycling gold medallist and 11-time world champion has spent the past few years participating in track days.

Next season he will make the move into racing, contesting the Australian Grand Prix celebrity support race, and Radical's new novice race series.

Hoy had his first taste of the 185bhp, Suzuki Hayabusa-powered SR1 Cup car at Bedford last week.

"I absolutely love it!" he said. "It's challenging but exciting, and fun to drive. I think it's the right amount of power for a driver of my ability. It's

fast but it's not too intimidating."

Former Le Mans 24 Hours winner Andy Wallace and versatile UK racer Ian Flux instructed Hoy at Bedford.

Wallace said: "He picked it all up incredibly well. He's obviously learned a lot on his trackdays.

"He took on board the advice I gave him immediately, and both his lines and technique were spot on."

Flux added: "He's ready to race now - very smooth, fast and consistent. I also noticed that when he was out with other cars his competitive instinct instantly came to the fore.

"Even in this very different environment I could see why he has been so successful."

Historics

Wigram Trophy win for Ross

STEVE ROSS WON THE LADY Wigram Trophy for the first time by dominating the second round of the MSC New Zealand F5000 Tasman Cup Revival Series at Ruapuna Park.

Eight weeks after the opener in Australia, McRae GM1 driver Ross was uncatchable at the Christchurch venue, taking pole and winning all three races.

"I've been chasing this one for a few years now," he said, after beating Ken Smith (Lola T430) in Sunday's feature finale. Smith, 71, won the first of his four LWTs in 1976, on the fearsome adjacent Wigram Airfield circuit.

Alan Dunkley, 22, the youngest driver in the 15-car entry, drove the oldest car, a Lola T140, to third. The eighth qualifier profited when ex-champ Ian Clements broke an upright and Clark Proctor collided with Chris Lambden.



Ross leads 15-car field at Ruapuna Park

IN BRIEF



Legris gave rare G22 a race debut at Brands

EX-BRITISH F3 RACER JONATHAN

Legris made his Sports 2000 debut at Brands Hatch last Sunday. Legris, 24, drove a 1977 Ginetta G22, one of just two prototypes built for the class, to eighth in the Pinto race.

KARTER LUKE WHITWORTH IS

eyeing a move to British Formula Ford in 2013. The 17-year-old has recently tested a JTR Mygale at various UK circuits.

KARTER JAMES GREENWAY WILL

join the BRDC F4 field as a privateer for its first season in 2013. James's father Frank, who ran his own saloon car squad during the 1990s, will run the car.

FORMER SAXMAX RUNNER-UP

Scott Moakes is planning a full FF1600 season after finishing seventh in the Kent Festival at Brands Hatch last weekend. The 18-year-old, a 750MC Formula 4 class champion in 2011, has sat out most of this year but now owns a Van Diemen RF99.

NEW HISTORIC F2 CHAMPION TIM

Barrington and ex-Thoroughbred GP champ Michael Schryver will contest the first Cotswold Historic Trial at Sallywood Farm in Gloucestershire this weekend.

KEITH NORMAN'S FUNERAL

(see *Humble Pye* last week) will take place at Easthampstead Crematorium, South Road, Wokingham, Berkshire, RG40 3DW, at 11.15am on Tuesday, November 6.

CATERHAM GRADUATES ENDED

their season with an away race at Spa recently. Graeme Smith (Classic) and Ian Anderson (Sigma) took two wins, Luke Tzourou and Neil Shinner split Supers honours, and Miles Packman and Adrian Russell won a Mega race each.

ROGUE MOTORSPORT BOSS

Patrick Mortell gave the MR2-based Rogue Rocket its Birkett Six Hour Relay race debut last Saturday. His concern has kits to build 10 of the MEV-originated cars and is revising their bodykits for 750MC Sports Specials use in 2013.



Mortell drove Rogue Rocket in relay race



Lichtenstein storms off podium



DURATEC & ZETEC FESTIVAL BRANDS HATCH, OCTOBER 27-28

Buri's controversial title

Buri added Festival win to his British Ford title

POPULAR FINN ANTTI
 Buri won the Duratec Formula Ford Festival for the first time, at the fifth attempt, in his LMS/Geva Racing-entered Mygale SJ11, although his triumph did not come without controversy.

With just 13 cars entered, heat races were scrapped and the so-called quarter and semi-finals simply included all of the drivers on one grid to set about producing a starting order for the final.

The first race was headed by Buri from Eric Lichtenstein (Jamun Racing Mygale), the two of them a class apart from the rest, until a stoppage brought about after Dutch actor Michel Florie spun

his Mygale SJo8 into the barriers at the foot of Paddock Hill Bend.

At the restart, Lichtenstein (SJ11) went around the outside of Buri at the first corner to win, while Buri had to retrieve second from Bart van Os after a wayward moment at Graham Hill Bend.

Lichtenstein held onto his lead at the start of the semi, but Buri challenged at every corner on the second lap before driving around the outside of Lichtenstein at McLaren and Clearways to wrest the top spot.

Van Os was third again, with Geva team-mate Max van Splunteren once more having to recover from a poor start to take fourth.

Buri converted his pole position into the lead of the final, but Lichtenstein challenged hard in the opening laps, ensuring that van Os and Jesse Anttila (Mygale) remained in contention.

The Jamun driver finally breached Buri's defence on lap five of 20, placing his car on the inside at Druids and emerging ahead on the exit.

Seven laps later and Buri seized a chance to respond at Clearways. "Eric left the door open and in the middle of the corner he turned into me," said the Finn. "There was a bit [of contact]."

Lichtenstein spun, almost collecting van Os as he rejoined.

Lichtenstein charged to the flag, but Buri's advantage was too large.

Florie took fourth from van Splunteren, while Gavin Halls collected the John Nicol Memorial Trophy as the top British driver, with sixth overall. The 'Flying Farrier' had struggled with fuel pump failure in qualifying but bounced back to run in the top four at times.

While Buri was the first Finn to win the headline Festival title, Xavier Michel scored a rare French triumph by taking the Zetec division.

The Van Diemen driver crossed the finish line first in all three races, but jumped the start in the opener and was classified second. Dutch driver Paul Sieljes (Mygale SJo4) inherited the win, but

almost threw it away with a penultimate-lap spin at Clark that put him close to 10s adrift.

Sieljes made a slow start to the semi, leaving Michel with a straightforward run to the flag. John Whitbourn got his Ray ahead of Sieljes on lap four and claimed second by 0.2s.

In the final, Sieljes passed Whitbourn at Graham Hill Bend for second, but Michel was comfortable until the safety car came out after Lucy Wardrop's attempt at wresting third from Whitbourn at Druids collected Mark Edwards.

Michel had a backmarker between himself and Sieljes at the restart, and so maintained his supremacy.

● Ian Sowan



Michel won Zetec race in Van Diemen

DURATEC FORMULA FORD FESTIVAL FINAL (20 LAPS)

1 Antti Buri (Mygale SJ11); 2 Eric Lichtenstein (SJ11) +41.66s; 3 Bart van Os (Mygale SJ10); 4 Michel Florie (Mygale SJo8); 5 Max van Splunteren (SJ08); 6 Gavin Halls (SJ08). **Fastest lap** Lichtenstein 47.412s (91.71mph).

RACE 1 (6 LAPS) 1 Lichtenstein; 2 Buri +5.435s; 3 van Os; 4 van Splunteren; 5 Jesse Anttila (SJ08); 6 Halls. **FL** Lichtenstein 57.084s (76.17mph).

RACE 2 (15 LAPS) 1 Buri; 2 Lichtenstein +0.202s; 3 van Os; 4 van Splunteren; 5 Anttila; 6 Halls. **FL** Lichtenstein 47.280s (91.97mph).

ZETEC FINAL (20 LAPS)

1 Xavier Michel (Van Diemen); 2 Paul Sieljes (Mygale SJo4) +1.463s; 3 John Whitbourn (Ray GRS02Z); 4 James Chapman (Van Diemen RF03); 5 Matthew Hayes (Jamun M97Z); 6 Julian Hoskins (Vector TG93). **FL** Sieljes 50.524s (86.07mph).

RACE 1 (12 LAPS) 1 Sieljes; 2 Michel +2.328s; 3 Hoskins; 4 Whitbourn; 5 Chapman; 6 Laurent Poncin (Van Diemen RF95Z). **FL** Sieljes 1m03.194s (68.81mph). **RACE 2 (15 LAPS)** 1 Michel; 2 Whitbourn +4.345s; 3 Sieljes; 4 Mark Edwards (Mygale SJo0); 5 Chapman; 6 Hayes. **FL** Sieljes 51.689s (84.13mph).

KENT FESTIVAL, BRANDS HATCH, OCTOBER 27-28

McCullough does the Kent double

BALLYMENA'S IVOR

McCullough emerged from a high-quality 44-car entry to become the first driver to take back-to-back Festival titles in the same class when red flags halted proceedings in the gathering gloom last Sunday evening.

The format was such that no drivers were eliminated in the quarter finals, although two favourites almost had their Festival seriously compromised within the first 15 seconds.

Graham Carroll (Van Diemen RF90) made a brilliant start from fourth to be alongside Oliver White (RF01) into Paddock for the first time, but contact sent Carroll sideways into the gravel and Triple Crown champion Luke Cooper (Swift SC10) deeper into the trap in avoidance.

Soon after, fastest qualifier Ben Mitchell (RF99) skated straight on at a damp Graham Hill.

White led until McLaren on lap two, when Team USA Scholarship driver Tristan Nunez (Ray GR08) took over. Stuart Gough (RF92) made his way up to third, but was caught and passed by Cooper – who had dropped to last – at Paddock on the final lap.

Carroll made it back to sixth, Mitchell to 14th.

The second heat finished

behind the safety car after last year's hero Jonny McMullan (Mondiale M89S) tangled with backmarker Brendan Duggan at Paddock, putting both out. Jack Mitchell Jr (up from row three) had already passed McMullan for second, with the young American (Ray GR08) then grabbing the lead from McCullough. Craig Currie (Comtec FF08) completed the podium.

McCullough took the lead from Nunez at Druids on lap two of the first semi-final, with Cooper getting through at Paddock three laps later after a mistake from the American.

Nunez fought back well, passing Cooper at Druids on the penultimate lap and McCullough at Graham Hill Bend on the final tour.

Cooper was third and Mitchell (happier in the dry) took fourth from David Quinn (RF99) on the last lap. Irish prospect Sean Doyle, McMullan, and Canadian Garrett Grist went out.

Carroll made a brilliant start from row three to lead the second semi-final as poleman Mitchell Jr lost six places with an error at Druids. But the Scot ran through the gravel at Paddock for a second time on lap two (along with White), handing Noel Dunne (Van Diemen RF00) a lead he would not lose.



McCullough won the Kent Festival for a second time

Carroll recovered second from Currie at Paddock after a caution period, with White salvaging third with a brilliant move on the high line at the same turn.

Nunez lost two places on the first two corners of the final, Dunne driving around the outside at Paddock and Carroll at Druids.

The top two escaped as Nunez fended off White, but when the latter careered through the Clark gravel Nunez was clear to challenge the leaders again.

He did so at Paddock on lap six, but made contact with Carroll and lost places as he rejoined the track. Despite the touch, Carroll emerged ahead of Dunne – but within two laps both were out, Carroll with

damage and Dunne with a broken throttle cable.

By then McCullough had already grabbed the lead at Paddock, with Gough – on his Festival debut – second and Cooper third, amid a fierce battle with Mitchell.

McCullough set a string of fastest laps to ease the pressure, while Cooper was bearing down on Gough

when the race was halted with a growing collection of cars – including those of Nunez and Mitchell – littering the run-off areas.

White survived in fourth after a brush with Quinn left the latter in the gravel, with Mitchell Jr, Gaius Ghinn (RF00) and Scott Moakes (RF99) next up.

● Ian Sowman



Team USA's Nunez won two races



Dunne leads Kent final from Carroll

KENT FORMULA FORD FESTIVAL

FINAL (13 LAPS) 1 Ivor McCullough (Van Diemen RF00); 2 Stuart Gough (Van Diemen RF92) +1.667s; 3 Luke Cooper (Swift SC10); 4 Oliver White (Van Diemen RF01); 5 Jack Mitchell Jr (Ray GRS08); 6 Gaius Ghinn (Van Diemen RF90). **Class winners** Simon Hadfield (Van Diemen RF89). **FL** McCullough 90.553s (86.02mph).

HEAT 1 (12 LAPS) 1 Tristan Nunez (Ray GRS08); 2 White +13.104s; 3 Cooper; 4 Gough; 5 David Quinn (Van Diemen RF99); 6 Graham Carroll (Van Diemen RF90). **CW** Manuel Beguinot (Van Diemen RF89); Stephen Mawhinney (Crossle 32F); James Hagan (Crossle 16F). **FL** Cooper 1m00.958s (71.33mph).

HEAT 2 (12 LAPS) 1 Mitchell Jr; 2 McCullough; 3 Craig Currie (Comtec

FF08); 4 Garrett Grist (Ray GRS08); 5 David McCullough (Van Diemen RF00); 6 Scott Moakes (Van Diemen RF99).

CW Stephen Hagan (Reynard 89FF); Laurie Hughes (Van Diemen RF78); Regis Prevost (McNamara FCA Mk3). **FL** Mitchell Jr 1m03.273s (68.72mph).

SEMI FINAL 1 (15 LAPS) 1 Nunez; 2 McCullough +0.165s; 3 Cooper; 4 Ben Mitchell (Van Diemen RF99); 5 Quinn; 6 Austin Kimberley (Van Diemen FCMI2). **CW** Hadfield; Mawhinney. **FL** Nunez 51.012s (85.24mph).

SEMI FINAL 2 (15 LAPS) 1 Noel Dunne (Van Diemen RF00); 2 Carroll +8.741s; 3 White; 4 Gough; 5 Currie; 6 Mitchell Jr. **CW** Klaus-Dieter Hackel (Van Diemen RF92); James Hagan; Mike Chittenden (Royale RP26). **FL** Dunne 51.019s (85.23mph).



FORD FIESTA ST BRANDS HATCH, OCTOBER 27-28

Foley's first Fiesta win before Langridge stars

FORMER STOCK HATCH frontrunner Matt Foley produced a brilliant drive to his maiden Ford Fiesta ST victory in a contest that was enlivened by rain.

Pole position man Andrew Taylor made a sluggish start, leaving the way clear for Foley to take the lead into Paddock Hill Bend. Rory Bryant climbed into second as the top three quickly pulled away from the rest on the first lap.

Bryant attempted a move for the lead at Druids on lap two, and was successful a lap later, although Foley soon struck back at Graham Hill before having a big sideways moment (induced by Taylor) at Surtees that cost him two places.

Taylor emerged in the lead as the rain started to fall, with Foley recovering second from Bryant by sliding through on the inside at Surtees on lap six.

With Wayne Macaulay (who was later excluded for a technical infringement) off into the gravel at Clearways, John Langridge moved up to fourth, ahead of Aaron Trigwell.

Foley narrowed the gap to Taylor before capitalising when the leader slid wide at Graham Hill.

Bryant grabbed second at Paddock two laps from home, while Trigwell had snatched fourth from Langridge there on the previous tour.

Trigwell wasted pole in the reversed-grid race as



Trigwell (94) has just 'wasted' pole

Taylor took charge. Having run second initially, Foley dropped back due to broken wheel studs, then retired.

Meanwhile, Trigwell and Langridge (who was seventh at the end of lap one) caught second-placed man Bryant, passing him at Paddock on successive laps.

Five laps later, Taylor's three-second lead had

evaporated, and first Trigwell and then Langridge pushed him.

A late dive up the inside at Druids on the final lap (a repeat of the move that had displaced Trigwell) secured Langridge's victory.

Former champion David Ellesley fended off Nick Bowers for fourth.

● Ian Sowman

RESULTS (19 LAPS)

1 Matt Foley; 2 Rory Bryant +1.255s; 3 Andrew Taylor; 4 Aaron Trigwell; 5 John Langridge; 6 Nicholas Bowers. **Fastest lap** Taylor 58.553s (74.29mph).

RACE 2 (18 LAPS) 1 Langridge;

2 Taylor +0.320s; 3 Trigwell; 4 David Ellesley; 5 Bowers; 6 David Abbott. **FL** Bowers 56.102s (77.51mph).



Wilmot scored two wins in his Fiesta S

FIESTA A, B & D/JUNIOR BRANDS HATCH, OCTOBER 27-28

Wilmot's senior double as Ladell aces junior title

ANDREW WILMOT HAD a tortuous journey to victory in the first multi-class Fiesta race.

Ken Bateman's 1.4-litre Zetec led initially, but Wilmot (Zetec S) grabbed it back at the end of lap one.

After a safety car period, Chris Toumazos – who had been hit by a 10s jump start penalty – crept up the order, taking second from Bateman on lap seven.

Wilmot remained at the head of the field until a spin at Graham Hill heralded a

crazy couple of laps, with four cars suddenly involved for the lead. When the dust settled on this battle Toumazos emerged in front of Wilmot, only to lose out again with a hairy moment at Graham Hill that let David Elsom by.

Elsom's mistakes on the final lap let Wilmot through to win on corrected times.

Toumazos led initially in race two, but a smoky spin at McLaren put him back to fourth. Wilmot took the lead, and Toumazos fought

back to second but was unable to apply pressure.

Charles Ladell wrapped up the Junior crown with a resounding win over Aiden Moffatt in Saturday's race, his nearest points rival Jack Mitchell struggling all day and being lapped twice.

After Ben Wilcox's crash caused red flags in Sunday's encounter, Moffatt resumed his lead over Ladell and collected his first win.

● Ian Sowman

FIESTA A, B & D (19 LAPS)

1 Andrew Wilmot (S); 2 Chris Toumazos (Si) +6.314s; 3 David Elsom (Si); 4 Ken Bateman (Zetec); 5 James Grainge (Si); 6 Jack Williams (Si). **Class winners** Toumazos; Bateman. **FL** Toumazos 59.275s (73.36mph). **RACE 2 (21 LAPS) 1 Wilmot;** 2 Toumazos +3.231s; 3 Elsom; 4 Williams; 5 Grainge; 6 Ian Scruton (Si). **CW** Toumazos; Bateman.

FL Toumazos 57.608s (75.48mph). **JUNIOR (17 LAPS) 1 Charles Ladell;** 2 Aiden Moffatt +14.944s; 3 Alfonso Skriczka; 4 James Ross; 5 Ben Wilcox; 6 Rory Collingbourne.

FL Ladell 1m02.035s (70.09mph). **RACE 2 (9 LAPS) 1 Moffatt;** 2 Ladell +0.156s; 3 Ross; 4 Collingbourne; 5 Alex Reed; 6 James Bourne. **FL** Ross 57.473s (75.66mph).

SPORTS 2000 BRANDS HATCH, OCTOBER 27-28

Jenvey wins, eventually

MIKE JENVEY WON AN epic Sports 2000 Duratec race to round off the year.

The double Formula Vee champ finally bested Robert Oldershaw in the last four minutes.

Ahead of a midfield startline shunt, Jonathan Legris (Ginetta) couldn't capitalise on his rapid start to the Pinto race.

Chris Snowdon eventually steered his Tiga to a convincing victory over Peter Needham's version.

● Ian Sowman

DURATEC (35 LAPS) 1 Mike

Jenvey (Gunn TS6); 2 Robert Oldershaw (Gunn TS11) +1.898s; 3 Patrick Sherrington (MCR); 4 David Houghton (Van Diemen RFSC02); 5 Craig Mitchell (TS11); 6 Scott Guthrie (RFSC02). **CW** Peter Williams (MCR); Johan Andersson (Lola T87/90). **FL** Jenvey 47.474s (91.59mph).

PINTO (18 LAPS) 1 Chris Snowdon (Tiga SC80);

2 Peter Needham (Tiga SC82); 3 Mike Fry (Lola T86/90); 4 Alaric Gordon (Carbir SC2); 5 Mike Johns (Royale S2000M); 6 Richard Cooke (Lola T87/90). **CW** Fry; Gordon; Mark Richardson (Lola T492). **FL** Johns 51.036s (85.20mph).



Oldershaw leads Jenvey and Sherrington

QUICK RESULTS

→ BRC Supercar **Julian Godfrey**
→ Rallycross GP **Godfrey**
→ BRC champion **Godfrey**



Clutch issue drove Viitanen to the bar



BRITISH RALLYCROSS CROFT, OCTOBER 27-28

Godfrey's glory run

Godfrey clinched BRC title with another win

AT THE END OF A YEAR

in which his Ford Fiesta has been totally reliable, and he has rarely set a wheel wrong on the track, Julian Godfrey left Croft clutching the British Rallycross Championship's prestigious 'GB1' race number for a second time, and with the British Rallycross Grand Prix trophy in his other hand.

Godfrey won his second straight BRC by winning the final round of the series. Or rather he didn't.

The mathematics baffled most, but Godfrey the boffin had everything worked out and knew that all he really had to do was deny title rival Pat Doran the bonus points for fastest times and even a win for the former champ

would not be enough.

Andy Scott turned out to be an additional thorn in Doran's side, taking a point for fastest lap in practice, Godfrey then gaining the FTD point in the heats. "Pat can't win even if I don't start in the final," Godfrey said confidently, "But I'm going to do the A final – and win it!"

Beating polestarter Kevin Procter and Scott from the grid, Godfrey held off Procter's best efforts in the first couple of laps before easing out a narrow lead to take his third win of the year. Doran and Scott went off on the last lap, handing third to Finnish visitor Silvo Viitanen, with Belgian Jos Jansen taking fourth before the errant pair regained the track.

Chris Mullen claimed the Swift Sport title after shadowing Darren Scott throughout the A final. The seventh winner in eight events, Scott was pushed hard but didn't crack as Mullen, the only double winner in the series, came on strong at the end of his second year in rallycross.

The Super1600 win was taken by Andy Knowles who was pushed hard by Russ Simpson, the latter again driving his heart out in a less developed car and taking his fifth successive second place to lift the

class championship.

Conditions for Sunday's Grand Prix were terrible, the track slippery all day. Godfrey's shallow-treaded tyre choice left him struggling on the gravel and after Doran topped the first heat, Scott was fastest in the second and third to take pole. Doran and Godfrey completed the front row, Procter's challenge ending in the second heat with a holed block in his Focus.

Viitanen crashed out of the second heat and then decided the bar was a

better option than lying under his Fiesta to try to cure a clutch problem.

Sticking with his tyre choice in the final, Godfrey again made a great start. Scott chased hard but was felled by driveshaft failure. Doran moved up to second but could not close the gap to Godfrey.

"The tyres didn't have enough tread early on but I stuck with them and could feel they were better with every heat," said Godfrey. "In the final it was definitely the right choice."

● Tim Whittington



Ash Simpson's Exige gets its elbows out

RESULTS OF BRC A FINALS (ALL 4 LAPS) SUPERCAR

1 Julian Godfrey (Ford Fiesta VI); 2 Kevin Procter (Ford Focus II) +1.0s; 3 Silvo Viitanen (Ford Fiesta VII); 4 Jos Jansen (Ford Focus III); 5 Andy Scott (Focus II); 6 Pat Doran (Citroen DS3).

FINAL POINTS 1 Godfrey, 101; 2 Doran, 89; 3 Andy Grant (Focus); 68; 4 Simon Horton (Subaru Impreza); 57; 5 Gary Pusey (Impreza); 57; 6 Ollie O'Donovan (Ford Focus) 47.

SWIFT SPORT 1 Darren Scott; 2 Chris Mullen +0.8s; 3 Richard Norman; 4 Tony Lynch; 5 Johnny Bean; 6 Rob Shield.

SUPER1600 1 Andy Knowles (Citroen C2); 2 Russ Simpson (Citroen C2) +1.3s; 3 Joe Cunningham (Peugeot 106 GTI); 4 David Ellis (Citroen Saxo); 5 Phil Chicken (VW Lupo); no other starters.

SUPERNATIONAL 1 Ash Simpson (Lotus Exige); 2 Steve Cozens (Exige) +6.8s; 3 Don Shannon (Volvo S40 rwd); 4 Jos Sterkens (Volvo C30 rwd);

5 John Wood (Toyota MR2); 6 Gary Dixon (Vauxhall Astra E GTE).

JUNIOR RALLYCROSS (ALL 13 SUZUKI SWIFT)

1 Charlie Bean; 2 Spencer Scaife +97s; 3 Matthew Thomas.

BMW MINI 1 Keifer Hudson; 2 George Edwardes +1.1s; 3 David Bell; 4 Kris Hudson; 5 Fons Picavet; 6 Paul Atkinson.

HOT HATCH 1 Andrew Twomey (Citroen Saxo VTS); 2 Martin Peters (VTS); 3 Stuart Jackson (VTS); 4 John Lyne (VTS); 5 Slawomir Woloch (VTS); 6 Darren Grimston (VTS).

RESULTS OF RALLYCROSS GP A FINALS (ALL 6 LAPS) SUPERCAR

1 Godfrey; 2 Doran +3.0s; 3 Andy Grant (Ford Focus); 4 Mike Manning (Ford Puma); 5 Scott; 6 Simon Horton (Subaru Impreza).

SUPERNATIONAL 1 Cozens; 2 Sterkens +6.9s; 3 Wood; 4 Gary Simpson (BMW E30 325i); 5 Mal Boyd (Toyota MR2 turbo); 6 Garth Wood (Peugeot 306).

SUPER1600 1 Knowles; 2 R Simpson

+0.7s; 3 Ellis; 4 Chicken.

SWIFT SPORT 1 Tristan Ovenden; 2 Paul Coney +0.8s; 3 Craig Lomax; 4 Shield; 5 Mullen; 6 Dale Cousins.

RX150 1 Marc Scott; 2 Jake Harris +8.2s; 3 Tom Keet; 4 Brett Harris; 5 John McGovern; 6 Larry Sargent.

JUNIOR RALLYCROSS 1 Bean; 2 Thomas +6.8s; no other finishers.

HOT HATCH 1 Peters; 2 Woloch +7.8s; 3 Jackson; 4 Tim Ramsay (Citroen Saxo VTS); 5 Grimston; 6 Lyne.

BMW MINI 1 Keifer Hudson; 2 Edwardes +0.9s; 3 Bell; 4 Nigel Keen.

RETRO RALLYCROSS (4 LAPS)

1 Greg Kalinecki (Lancia Delta Integrale); 2 Rob Gibson (MG Metro 6R4) +0.7s; 3 Lance Foster (Mini); 4 Gary Dixon (Vauxhall Astra E GTE); 5 Ray Morgan (Ford Escort III rwd); 6 Barry Stewart (Porsche 911).



Rose's open-topped Saker took scratch victory with O'BR



The going got tough when the rain came down



BIRKETT RELAY SILVERSTONE GP, OCTOBER 27

Sakers come up smelling of Roses

AIDED BY CATERHAM stalwart Graham Booth, Mark Burton, Graham Pattle, Eugene O'Brien and UK Saker importer Paul Rose covered the most laps of Silverstone's Grand Prix circuit in Saturday's 63rd Birkett Six Hour Relay race, a wonderful endorsement for the Dutch-built, New Zealand-originated, sportscar marque.

Reshuffled in the days before the race, Team O'BR's strategy was risky. It relied upon only three cars – the closed Saker GT model triple-driven, with Rose piloting the open Sniper – yet the metronomic efficiency of the 270bhp Subaru-powered machines, and Booth's dependable R400, enabled the quintet to see off tough opposition with unstinting pace.

"It's a big surprise. Graham [2005 and '06 scratch winner with Doug Newman's Gold Arts squad] aside, we had no idea what we were doing. But it demonstrated how good the Saker product is," said Rose, who sent Burton

out in the headlighted coupe for the last three laps as dusk's grip tightened on a bitterly cold day and a full moon illuminated Copse.

The long-time Jade racer took the chequered flag two tours clear. He had driven the opening stint and relayed Rose 16 laps in under the only safety car interlude, to retrieve Harrow Car Club veteran Dave Brodie's VW Vento VR6, which shed a rear wheel. The UK VW Fun Cup pioneer took the lead just before quarter-distance when David Watson's Radical PR6 (shared with John Powis) was tapped into a spin at Luffield and burst its reverse gear.

Thereafter Pattle, Booth and Silverstone-based performance driving guru O'Brien kept Team O'BR atop the lap chart. Booth's second stanza was a crucial one, for hail, then a period of heavy rain after the four and a half hour mark left the Hangar straight awash with the leader on slicks. "There were cars spinning

everywhere, and I did, but I stayed out for another few laps while they put wets on the Sakers," said Booth.

The chase was relentless, with several squads in serious contention, all waiting (in vain) for Team O'BR to slip up. James Breakell overhauled the Gold Arts Caterhams – minus team chief Newman, who hit a spinning car early on – to bring The 2nd Radicals back to second. Breakell was catching O'Brien when he parked his

PR6 at Copse, engine blown, before three-quarters' distance.

Gold Arts, for whom Chris Porritt (who stopped after only eight laps, with a long brake pedal), Simon Harris, John Schneider and Julian Lay gleefully took up the cudgels, looked to have nailed the runner-up spot when Porritt's car ground to a halt late-on.

Up into second, therefore, came Chris Hart's Hart Attacks after another sensational chase

– necessarily punctuated because the MG X-powered Clubmans cars have sufficient fuel capacity to run only 11-12 laps. That the equipe boasted Alex Champkin, Michelle Hayward, Barry Webb, Mike Evans and Peter Richings (the top five in 2012's Clubmans Cup championship), plus past master Howard Payne guaranteed maximum focus, even after lead-off man Evans' Rage was trailed after hitting a

Burton(left) grabs the lead at the start



“I was just trying my best to go as fast as I could without hitting anything!”

James Breakell set fastest lap before his Radical's engine blew



Breakell (chasing) was quick but his car broke



Danny Cassar's MG was a Handicap winner

Porsche while tussling with RGB'argy hotshoe Derek Jones' Sabre on lap seven.

The Hart Attacks and the Radical men benefited from Gold Arts' late misfortune, and were overjoyed with second and third respectively. Nearly Six Sevens, scratch victors in 2010, hit dramas, including a broken crank in Keith Dunn's car, but Peter Ratcliff's men finished fifth, ahead of the super-consistent Green Eggs & Cater Ham miscellany.

Behind the spectacular TVR Challenge team, series rivals RGB'argy and Rabid RGB battled mightily. The former prevailed in eighth as John Goodwin climbed from the wreckage of his Spire, which clobbered both barriers on the Wellington Straight. Special K Clubmans and the Mini Cooper JCWs of Challenge Allstars, for whom double champ Lee Allen lapped quickest of all with the track at its wettest, completed the top 10.

The concurrent Handicap competition (a battlefield designed, via Colin Ayre's cunning mathematics which assess lap times against realistic expectation, to give drivers of all creations great and small an equal chance) was as hotly disputed as ever. Limit team Small & Mighty's Rover Minis could add 40 credit laps to their total, for instance, yet scratch men The 2nd Radicals could claim nothing. Everybody else's targets lay in between.

Austin-Healey Sprites and a Davrian Mk8, flame-belching turbocharged four-wheel-drive

Mitsubishi Lancer Evos and a stunning Renault Megane V6 Trophy silhouette fought wheel-to-wheel. Caterhams were numerically dominant, and the host club's plethora of one-make series provided many entries, but logistics deterred the 750 Formula teams for once.

Former winners Gail Hill and The Six Potters Jaguars led tenuously on corrected laps after an hour, with JAZ Motorsports' Porsches and eight other crews on the same number, but a couple

of smoky XJSs did not help the early leaders' cause.

The Dirty Half Dozen – Danny and Steve Cassar, Garry Barlow and Ashley Collins – saddling an assortment of Proton, MG and Renault kit, moved smartly from sixth to lead in the second hour and repelled allcomers in a splendid run.

That big money kit is not a prerequisite for success in the Birkett Relay, first run at Silverstone in 1951, was underlined by three teams of Locosts, which jostled

and scrapped throughout and finished second, third and fourth.

A lap behind the victors on gross scores, Four Corners won the private war, despite covering two fewer actual laps than Three Northern Monkeys & A Southern Softy (iSport GP2 mechanic Sam Bradley). Three Virgins & A Big Berry Tart were a lap behind the others, helped by a more generous allowance. Scratch winners Team O'BR were 15th, but are now a known quantity!

● Marcus Pye



Dawson maintains family Abarth tradition

Giles Dawson raced late brother Craig's 500 Trofeo. Father Andy is developing a gravel rally version.



UK debut for Spa 12 Hour-winning Renault Megane V6 Trophy car

Star car in another eclectic Birkett mix was the 400bhp Renault Megane V6 Trophy bolide which Ashley Woodman and Owen Thomas plan to run in Britcar in 2013.



Special K diet lures Clubmans ace Wood to make Birkett Relay bow

Former Classic Clubmans champion Clive Wood, who raced a Mallock U2 in FF1600 in the 1970s, made his Birkett debut following a late call-up to the Special K team.

63rd BIRKETT 6 HOUR RELAY

SCRATCH 1 Team O'BR: Mark Burton, Graham Pattle, Eugene O'Brien (Saker GT); Paul Rose (Saker Sniper); Graham Booth (Caterham 400CP) 145 laps in 5h59m58.78s; 2 The Hart Attacks: Mike Evans (Rage Mki), Alex Champkin (Vision V84), Barry Webb (Mallock Mk23B), Peter Richings (Mallock Mk30PR), Michelle Hayward (Mallock Mk27), Howard Payne (GEM 08) 143; 3 The 2nd Radicals: Aaron & Lee Bailey (SR3 RS), David Watson, John Powis & James Breakell (PR6s), Oliver Cox (SR4) 142; 4 Gold Arts: Doug Newman (Caterham Hayabusas), Chris Porritt, Simon Harris, John Schneider, Julian Lay (Caterham 7s) 142; 5 Nearly Six Sevens: Peter Ratcliff, Kevin Williams, Keith Dunn, Grahame Tilley (Caterham R400s) 141; 6 Green Eggs & Cater Ham: Peter Davis, Richard Green (Caterham CSRs), Pascal Green, Barney Prior (Caterham C400s), Ben Elliot (Caterham 7) 138; 7 TVR Challenge: Dean Cook, Darren Walden (Tuscan Challenges) Michael Saunders (Cerbera), Fred Tonge, Darren Dowling (Sagaris) 138; 8 RGBARGY: Derek Jones, Adrian Moore (AB Performance Sabres); Tim Hovord (Sylvia J15), Colin Chapman (BDN S3), David Wale (Spire GT3), Dan Bromilow (Fisher Fury) 137; 9 Special K Clubmans: Marcus Bicknell (Mallock-Honda Mk35), Ian Crombie, Steve Emerson, Steven Dickens (Mallock Mk28s), Clive Wood, Alan Cook (Mallock Mk21s) 137; 10 Challenge Allstars: Chris Smith, Chris Panayiotou, James Richardson, Lee Allen (Mini Cooper JCWs) 136.

HANDICAP 1 Dirty Half Dozen:

Danny Cassar (MGZR), Steve Cassar (Proton Satria), Garry Barlow (Proton Coupe), Ashley Collins (Renault Clio) 153 laps (132+21 credit); 2 Four Corners: Paul Bryant, Vicky Pickles, James McAllister, Steve Kimber (Locosts) 152 laps (126+27); 3 Three Northern Monkeys & A Southern Softy: Sam Bradley, Steve Wells, Stuart Sellers, Mike Comber (Locosts) 152 (127+25); 4 Three Virgins & A Big Berry Tart: Dave Berry, Shaun Brame, Tim Penstone-Smith, Barry Stuart (Locosts) 151 (121+30); 5 Six Sigma Grads: Ian Anderson, Amanda Black, Ian Dyble, Andrew Hayter, Daniel Siviter, Andrew McMillan (Caterham Roadsports) 150 (133+17); 6 Morgans for Fun: Simon Orebi Gann & Kelvin Laidlaw (Roadster Lightweights), Barry Sumner (4/4), Tim Clark, Jonathan Edwards & Jack Bellinger (+8s) 150 (130+20); 7 Dawn GP: David Bryant, Rob Barnett, Steve Lumley, Luke Austin, Matthew Palmer (Toyota MR2 Mk2s) 150 (128+22); 8 The Six Signatures: James Needham, Chris Bingham, Kurt Brady, Wes Fox, Spencer Horgan, John Toshack (Caterham Tracksports) 150 (135+15); 9 Academites: Zoltan Csabai, Tor McLroy, Scott Lawrence, Tristan Judge, Jason Gale, Tom Woodcock (Caterham Roadsports) 150 (126+24); 10 Hotbadger Motorsport: Matt & Simon Wallis, George Hougham, Timothy Heron (Toyota MR2 Mk2s) 149 (125+24).

Fastest lap Breakell 2m07.29s (102.95mph).



Ahlers battles Howard's Jaguar

NATIONAL RACES & RESULTS

MSVR
SNETTERTON 300

F3 CUP QUICK RESULTS

→ Race 1 **da Costa**
→ Race 2 **da Costa**
→ Champion **Dittmann**

“The more miles I get in F3 the better”

Da Costa prepared for Macau



P95 SPORTS EXTRA RESULTS ROUND-UP for October 27-28



F3 CUP SNETTERTON 300, OCTOBER 27-28

Da Costa dominates as Dittmann takes F3 title

IN ITS MAIDEN SEASON as a full championship, the F3 Cup came to an absorbing climax with a double header at Snetterton.

Not only was the title up for grabs, with three drivers still in contention, the field was also boosted by two international racers looking for the F3 experience that would allow them to race in November's prestigious Macau Grand Prix.

Of the pair, Antonio Felix da Costa was the most impressive, taking pole for race one by a clear nine seconds in the wet. Nevertheless, championship leader Chris Dittmann took an impressive second on the grid, just ahead of Formula Renault 3.5 race winner, Estonian Kevin Korjus, who

also has F1 test experience to his name.

Unsurprisingly, da Costa wasted little time in surging clear of the field, moving away at an average of five seconds a lap, this time on a dry circuit. By contrast Dittmann got an awful start and sank back to 10th. In order to clinch the series title in the first race, he needed to get back into the lead of the Trophy class, which he duly did by overtaking Jeremy Timms on lap four of 10 and staying ahead to the finish.

Meanwhile, his main points rival Tristan Cliffe was doing all he could to head the Cup Class, surging onto the tail of class leader James Abbott only to spin at Murrays and have to do it



This is as close as anyone got to da Costa

all again. In a dramatic charge, he snatched the place on the final blast down Senna Straight. It was enough to take the final podium spot, but not enough to prevent Dittmann clinching the title. Meanwhile, da Costa was almost a minute clear.

With the championship wrapped up, Dittmann

missed the second race, as did the Macau-bound Korjus. That left da Costa to secure another dominant win, from Cliffe and Abbott.

● Oliver Timson

RESULTS (10 LAPS)

1 Antonio Felix da Costa (Dallara F308); 2 Kevin Korjus (F308) +54.827s; 3 Tristan Cliffe (Dallara F307); 4 James Abbott (Dallara

F302/4); 5 Chris Needham (F302); 6 Gino Ussi (F307). **Class winners** Cliffe; Chris Dittmann (Dallara F301); Juan Serda (Dallara F396). **Fastest lap** da Costa 1m58.128s (88.06mph). **RACE 2 (9 LAPS) 1 da Costa;** 2 Cliffe +37.912s; 3 Abbott; 4 Needham; 5 Mark Harrison (Dallara F306); 6 David Scott (Dallara 305). **CW** Cliffe; Dave Karaskas (Dallara F301); Juan Serda (Dallara F396). **FL** da Costa 1m57.718s (90.79mph).



Wells and Littlejohn starred in final round

RADICAL UK CUP SNETTERTON 300, OCTOBER 27-28

Wells and Littlejohn snatch honours in finale

HAVING KEPT THEIR Radical UK Cup title hopes alive with victory in the previous round at Donington, Tony Wells and James Littlejohn clinched the title with a brilliant pair of wins in Norfolk.

Wells laid the groundwork in race one, rising to second before handing over to his team-mate. Littlejohn then set a blistering pace as he hauled in Zac Chapman to secure the win.

That left them needing

another victory to be sure of lifting the cup. This time it was Wells who performed the heroics, surviving a late collision with leader Manhal Allos as the pair swept out of Murrays, to slingshot into the lead with a brilliant move into Riches. So tense were the final moments that Littlejohn couldn't bear to watch, taking refuge in the back of their truck.

But Wells duly sewed up the win and with it the championship. “Once I got alongside, there wasn't

anyone but me who was going to come out ahead!” he beamed. “To see where we were at the beginning of the season and to nick it at the end was fantastic.”

● Oliver Timson

RESULTS (19 LAPS)

1 Tony Wells/James Littlejohn (SR8); 2 Zac Chapman (SR8) +24.411s; 3 Roger Bromiley/Jonathan Wright (SR8); 4 Philip Jeans/Patrick Jeans (SR8); 5 Charlie Kemp/Richard Sykes (SR8); 6 Tom Jordan/Alex Kapadia (SR3). **CW** Jordan/Kapadia. **FL** Littlejohn 2m01.714s (87.81mph). **RACE 2 (20 LAPS) 1 Wells/Littlejohn;** 2 Manhal Allos +1.040s; 3 Chapman; 4 Sykes/Kemp; 5 Phil Abbott (Radical SR3); 6 Jeans/Jeans. **CW** Abbott. **FL** Allos 1m58.255s (90.38mph).

VAG TROPHY SNETTERTON 300, OCTOBER 27-28

McMillan is unstoppable

LIAM McMILLAN continued the pace-setting form he showed in the VAG Trophy last time out at Donington to pick up a brace of wins on his home track.

He dominated race one, winning by almost 50s ahead of fellow SEAT pilot Andy Thompson, with Len Simpson's Vento third and the four-wheel-drive Golf of title hopeful Paul Taylor fourth.

It was much closer at the front in race two. McMILLAN stole ahead on lap one when Thompson went wide at Murrays, and just held off the recovering Thompson's attentions to win. Dave Carvell's classic Scirocco

took third, but the main focus was on Taylor, who capitalised on the faltering of his points rivals to clinch the championship jubilantly.

● Oliver Timson

RESULTS (BOTH 7 LAPS)

1 Liam McMillan (SEAT Leon Cupra); 2 Andy Thompson (Leon Cupra) +47.719s; 3 Len Simpson (VW Vento VR6); 4 Paul Taylor (VW Golf R32 Mk32); 5 Tony Absolom (Golf Van R32); 6 James Bark (Golf Mk2 GTI). **CW** Bark. **FL** McMillan 2m26.376s (73.01mph). **RACE 2 1 McMillan;** 2 Thompson +1.005s; 3 Dave Carvell (VW Scirocco); 4 Taylor; 5 Martyn Culley (Vento VR6); 6 Nikhil Chopra (Golf GTI Mk5). **CW** Bark. **FL** Thompson 2m23.949s (74.24mph).



McMillan (right) dominated



Fenn had this moment of drama before heading to victory

RADICAL CLUBMAN'S CUP SNETTERTON 300, OCTOBER 27-28

Smith defeats Plato and Bell to take Clubman's crown



Smith took two wins and the title

THREE DRIVERS WENT into the final weekend of the Radical Clubman's Cup season with a realistic shot at the title.

After double victory last time out at Brands, Bradley Smith held a five-point advantage over Mark Abbott, with Matt Bell

close behind. But with temperatures plunging and rain intensifying, the conditions were challenging, which the experienced Martin Brooks found to his cost when he spun into retirement on the warm-up lap.

In his absence, Smith

converted pole into the lead, but found his mirrors full of karting ace Lewis Plato. In an impressive car racing debut, Plato hounded Smith to the flag before finally having to settle for second.

Victory strengthened Smith's title hopes, while

Bell's chances faded after he ran wide on lap three and had to settle for fourth behind impressive teenager Lukas Sundahl.

Second for Abbott in Class B kept the pressure on, and ensured Smith went into the final race needing victory to be sure of the title.

Undaunted, he wrapped it up with another lights-to-flag win, ahead of Bell and a distant Plato.

● Oliver Timson

RESULTS (BOTH 7 LAPS)

1 Bradley Smith (SR3);

2 Lewis Plato (SR3) +0.367s;

3 Lukas Sundahl (PR6); 4 Matthew Bell (SR3); 5 Tom Jordan (SR3);

6 Steve Burgess (SR3). **CW Sundahl.**

FL Plato 2m16.322s (78.40mph).

RACE 2 1 Smith; 2 Bell +3.794s;

3 Plato; 4 Sundahl; 5 Jordan;

6 Tim Porter (SR3). **CW Sundahl.**

FL Smith 2m05.697s (85.03mph).

KMSC CLASSIC SPORTS & SALOONS KNOCKHILL, OCTOBER 28

Ford beats Porsche at 'backwards' Knockhill

CLASSIC FORD ESCORT driver Robert Marshall might have tied for the championship honours this year but he dominated the end-of-term reverse direction meeting.

He looked most threatened in race one when Porsche 911 driver Stan Bernard suddenly closed to within half a second of the lead on the last lap.

"My wipers packed in on lap two and I was relying on the Rain-X," Marshall explained. Bernard declared it was "great weather for the 911", but it wasn't enough to challenge for the win as Marshall paced himself.

Bernard had his own problems in race two as a fuel warning light slowed him, thus allowing Marshall to splash to a 20-second victory.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS)

1 Robert Marshall (Ford Escort);

2 Stan Bernard (Porsche 911)

+0.574s; 3 Adam Bernard (911);

4 Jimmy Crow (Escort); 5 Alex

Montgomery (MGB); 6 Andrew

Smith (Morgan +8). **FL Marshall**

1m11.353s (64.58mph).

RACE 2 1 Marshall; 2 S Bernard

+20.490s; 3 Crow; 4 Montgomery;

5 A Bernard; 6 Keiron Baillie (Escort

RS1600). **FL Marshall 1m11.477s**

(64.47mph).

Marshall (right) beat the Porsches



Orr's Fiesta won twice on reverse Knockhill layout

KMSC OPEN SALOONS KNOCKHILL, OCTOBER 28

Orr splashes to the top

WHILE FORD FIESTA ST driver George Orr took both Open Saloons wins, it was disappointing that double Mini champion David Sleigh retired as he looked set to challenge for victory in both races.

Further back, there was interest in Shonny Paterson's BMW Compact, which made its debut ahead of next season's class for the rear-wheel-drive saloons.

The second race provided the best of the action with a close four-car Mini battle won by Lewis Grant, who pulled a terrific series of moves

on lap six of 12 to move from fifth to second within a lap. Grant's best lap was only a few tenths off Orr's, but he was too far back to challenge.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS)

1 George Orr (Ford Fiesta ST);

2 Craig Noble (Mini Cooper)

+20.085s; 3 Barry Holmes

(Mini Cooper); 4 Shonny Paterson

(BMW Compact); 5 David Harkes

(Mini Cooper); 6 Murray Muir

(Mini Cooper). **FL Orr 1m12.419s**

(63.63mph). **RACE 2 1 Orr; 2 Lewis**

Grant (Mini Cooper) +7.736s;

3 Noble; 4 Holmes; 5 Muir;

6 Paterson. **FL Orr 1m10.584s**

(65.28mph).

IN BRIEF



West's Nissan won twice at Snetterton

NIPPON CHALLENGE

Jason West was a double Snetterton winner in the well-supported Nippon Challenge. The Nissan 200SX driver pulled away from Jonathan Blake's MX150R for a comfortable win in race one. With a mid-race mistake restricting Blake to sixth in the sequel, West eased to victory ahead of Paul Corbridge.

WV GOLF GTI

Jamie Martin clinched the Golf GTI title by winning the opening Snetterton race, surviving James Bark's dogged pursuit. Title rival Alex Harris' hopes were ended when a last-lap collision cost him class victory. Martin's first-lap retirement in race two allowed Bark to win comfortably.

LOTUS CUP UK

An impressive solo drive from Rob Fenn was rewarded with victory in the hour-long Lotus Cup UK pitstop race, having chased leader Martin Donnelly in the opening half of the Snetterton event. He swept to the top after his pit visit to secure victory.

MODIFIED SALOONS

Alex Bruce won the first race at Knockhill before his Mitsubishi Evo suffered power steering problems in the second. Gary Wait's Ford Escort Cosworth scorched to an early lead in race two and took the win, but was lucky to finish after losing fluid in the closing stages.

SCOTTISH LEGENDS

Duncan Vincent took three wins in Legends at Knockhill. His main advantage came from a clever line at the hairpin, which he used to good effect in the final to win from the back of the grid.



Vincent mastered reversed hairpin

TECHNOLOGY FOR YOUR HEAD



- ST4 Zero lightweight performance
- FIA 8860 helmets from only 1.2kg
- 8 FIA Carbon helmets in the range
- Designed for open top and saloon cars
- Extreme comfort with electronics and drinks systems

**SERIOUS ABOUT RACING?
GET SERIOUS ABOUT Stilo**

NG Stilo
nickygrist.com UK IMPORTER
Nicky Grist Motorsports Limited
Westwood Industrial Estate
Pontillas
Herefordshire
HR2 0EL

e: info@nickygrist.com | t: +44 (0)1981 241040 | w: www.nickygrist.com

Carvell Motorsport would like to congratulate all of our customers for some brilliant achievements in 2012

Carvell Motorsport Limited

Colin White, Nathan Freke & Rob Carvell - Nurburgring 24hr Class D3T
Winners Charlie Hollings & Rob Carvell
- VLN.1 Runner-up Class D3T

Jamie Martin - Lubricant Consultancy Mk2 Golf GTI Championship
Overall and 16v Class Champion 12 Races, 12 pole positions!!!

Drives available in 2013
Navarra 48hr and Nurburgring 24hr

Alex Harris - Lubricant Consultancy Mk2 Golf GTI Championship Overall Runner-up and 8v Class Champion

Pete Milne - Lubricant Consultancy Mk2 Golf GTI Championship 16v Class Runner-up

SPORTS EXTRA RESULTS ROUND-UP



Snetterton 300



Knockhill

SNETTERTON 300 MSVR, OCTOBER 27-28

NIPPON CHALLENGE (6 LAPS)

1 Jason West (Nissan 200SX); 2 Jonathan Blake (Mazda MX150R) +4.943s; 3 Paul Corbridge (Toyota MR2 Mk1); 4 Ross Stoner (Toyota Celica GT); 5 Aaron Pullan (MR2 Mk1); 6 Chris Hart (Mazda MX5).

Class winners Blake; Corbridge; Lee Bennett-Neil (Honda Integra). **Fastest lap** West 2m41.772s (66.06mph)

RACE 2 (5 LAPS) 1 West

2 Corbridge +10.793s; 3 Stoner; 4 Pullan; 5 Adam Lockwood (MR2); 6 Blake. **CW** Corbridge; Blake; Bennett-Neil. **FL** West 2m37.057s (68.05mph)

VW GOLF GTI Mk2 (10 LAPS)

1 Jamie Martin; 2 James Bark +1.91s; 3 Darren Bedford; 4 Peter Milne; 5 Chris Skipp; 6 Matthew Weller. **CW** Luke Wales. **FL** Martin 2m31.676s (70.46mph)

RACE 2 (6 LAPS) 1 Bark

2 Harry Vaulkhard +12.013s; 3 Colin Hays; 4 Peter Milne; 5 Weller; 6 Bedford. **CW** Lee Ketteridge. **FL** Bark 2m36.869s (68.13mph)

LOTUS CUP UK (20 LAPS) 1 Rob Fenn

(Elise); 2 Glenn Sherwood/Jamie Stanley (Exige) +4.0513s; 3 Adrian Hall (Exige); 4 Adrian Bentley (Elise); 5 Steve Train (2-Eleven); 6 Mark Gooday (2-Eleven). **CW** Sherwood/St Stanley; Bentley; Train; Martin Donnelly/Adrian Lester (Evora GTN). **FL** Fenn 2m21.148s (75.72mph)

ELISE TROPHY (BOTH 8 LAPS)

1 Andrew Bentley (S2); 2 Craig Denman (S2) +22.349s; 3 Ken Savage (S1); 4 John LaMaster (S2); 5 Adam Knight (S2); 6 Ben Hyland (S1). **FL** Bentley 2m29.172s (71.64mph) **RACE 2** 1 Bentley; 2 Denman +35.123s; 3 Knight; 4 Savage; 5 Warren Scott (S2); 6 Hyland. **FL** Bentley 2m27.462s

(72.48mph).

TRACKDAY TROPHY (14 LAPS)

1 Richard Evans/Edward McKean (BMW 325 Coupe); 2 Adam Rogers (BMW E36) +18.465s; 3 Mark Nenadic (Renault Clio); 4 Ray Honeybone (Clio); 5 Darren Goes (SEAT Leon Supercopa); 6 Rob Gaffney/Paul Abercrombie (Clio). **CW** Nenadic; Honeybone; Paul Hatton (Ford Focus); Tony Jones/Jason Jones (Toyota MR2); Geoff Gouriet/Daniel Stewart (Mazda MX5). **FL** Ashley Davies (Clio) 2m38.075s (67.61mph)

KNOCKHILL

KMSC, OCTOBER 28

KMSC MODIFIED SPORTS AND SALOONS (BOTH 12 LAPS) 1 Alex Bruce

(Mitsubishi Evo); 2 Robert Drummond (Ford Escort Cosworth) +12.914s; 3 Gary Wait (Escort Cosworth); 4 Graham Wait (Ford Sierra Cosworth); 5 Garry Watson (Westfield); 6 Colin Simpson (Marcos Mantis). **FL** Bruce 1m02.576s (73.64mph)

RACE 2 1 Gary Wait

2 Watson +5.006s; 3 Phillip Duncan (Westfield); no other finishers. **FL** Wait 1m01.728s (74.65mph)

KMSC LEGENDS (7 LAPS) 1 Duncan

Vincent; 2 Carol Brown +4.755s; 3 Keiran Gallacher; 4 John Bushby; 5 John Marshall; 6 Chris Hynds. **FL** Brown 1m12.743s (63.35mph)

HEAT 2 (7 LAPS) 1 Vincent

2 Brown +4.301s; 3 Hynds; 4 Marshall; 5 Gallacher; 6 Adrian Dunne. **FL** Vincent 1m13.505s (62.69mph)

FINAL (10 LAPS) 1 Vincent

2 Gallacher +3.378s; 3 Hynds; 4 Dunne; 5 Brown; 6 Bushby. **FL** Vincent 1m12.924s (63.19mph)



Evans/McKean BMW 325 Coupe won Snett Trackday Trophy race



Legends racer Chris Hynds gets some air at Knockhill



Lotus Elise Trophy field powers towards Riches

YOUR SAY

What you think of the motorsport news of the past week



Kent pack piles into Paddock

Good news from the grass roots

This year's Formula Ford Festival epitomises everything that's good about the sport. Despite having to reinvent itself in these changing times, the heritage of the Festival prevailed with plenty of competitive racing.

Hats off to the BRSCC, which ran the event like clockwork, Brian Jones and the commentary team, who enhanced the unfolding drama, and the general welcome, whether in the paddock or the guys running the Kentagon. It's nice to know the grass roots of the sport are intact in this ever-changing environment.

Thomas Moulton, by email

EDITORIAL CONTACT mail@autosport.com

Eric Boullier has said Kimi

Raikkonen will be a much stronger driver in 2013 than he was during his comeback season for Lotus.

Well, Mr Boullier, from what I've witnessed this year perhaps it's you and Lotus that needs to be stronger next year, as I feel sure 'James Hunt' will be just fine.

Sean Wallace

Leighton Buzzard, Beds

As a Brands Hatch regular

for over 40 years, I have to respond to Mervyn Mead's letter last week. Jonathan Palmer must be applauded

for all he's done to upgrade the facilities for the fans, not least the clean toilets!

I admire the idealised view he has of the roof over the grandstands at Silverstone. I was there two years ago for the British GP seated under one such roof when we experienced four seasons in one day – and the roof made very little difference.

Mr Mead could just do what most other fans do and go prepared for the weather! I'm sure he noticed from his vantage point all the pop-up tents around the circuit with happy, dry spectators inside.

Also, the south bank affords the luxury of watching from the comfort of your own car.

Sheila Barton

By email

Mervyn Mead got wet at

Brands Hatch and would like to sit under a roof like at Silverstone (October 25).

Encouraged by Marcus Pye's preview, I made the trip to Silverstone for the HSCC finals and found the normally open Woodcote stand closed, with spectators watching from the concrete steps on the outside of Luffield.

At almost 70, standing

for nearly five hours was not an option for me and I had to return home early.

I am unaware when this closed stands policy started, but it means I'll see no more club racing at Silverstone.

Harry Langford

Sheffield

Now the GP in New Jersey

has been postponed and there's a gap in the calendar, why not bring back a classic circuit like Imola or Estoril? I'm sure the logistics could be worked out. Go on Bernie!

Harry Cox

Beccles, Suffolk

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. HORNER ACCEPTS RED BULL ISOLATION
2. AUSTIN CIRCUIT PHENOMENAL – ANDRETTI
3. VETTEL STAYS ON TOP IN SECOND PRACTICE
4. FERRARI SHRUGS OFF FLAG CONTROVERSY
5. ALONSO '100 PER CENT' SURE HE'LL WIN TITLE

AUTOSPORT+

TOP STORY ONLINE

DOES MASSA DESERVE ANOTHER CHANCE?

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 VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● We would like to apologise for an outbreak of madness when compiling last week's Petit Le Mans results. It should have been Steven Kane, not Jonny, in a Dyson Racing Lola. Our LMP report described the winning car as a Lotus-Toyota. It is, of course, a Lola that is backed by Lotus.

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

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



AUTOSPORT T-SHIRTS

£17.99
shotdeadinthehead.com/collection/autosport

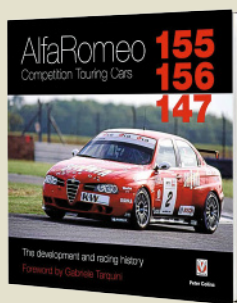
Trackside wardrobe decisions just got easier with our new range of AUTOSPORT T-shirts. So why not get your love of motorsport off your chest by... putting it on your chest? The T-shirts come in S, M, L and XL for men and women, plus XXL for men, and XS-XL in children's sizes (£11.99). Hoodies are also available (£39.99), plus mugs (£8.99) and phone cases (£14.99).



STIRLING MOSS GIFTS

From £19.99
autosport.com/shop

A range of Stirling Moss-inspired gifts is available, all in the iconic Rob Walker Racing #7 colours used by Mr Motor Racing. The leather wash bag is £39.99, the leather wallet (with images of Moss inside) is £34.99, and the 500ml stainless-steel flask, with a push-button valve for easy pouring, is £19.99.



ALFA 155/156/147 BOOK

£40 (978 1 845843 42 7)
autosport.com/shop

Veloce's new Alfa Romeo 155/156/147 Competition Touring Cars tome traces the history and development of the title-winning Italian tin-tops, and is complemented by contributions from engineers and drivers, as well as many behind-the-scenes images. Alfa lovers: get it on your list for Santa.



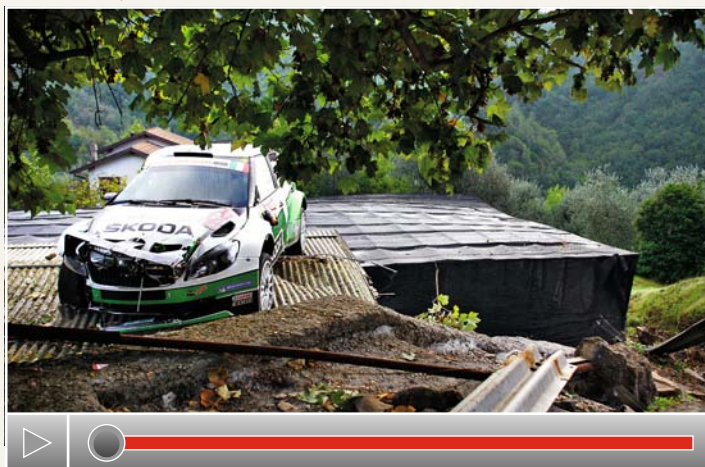
FORD FIESTA WRC MODEL

£54.99
autosport.com/shop

Petter Solberg's Ford Fiesta WRC, in which he finished third in Monte Carlo earlier this year on his debut for the Blue Oval, has been lovingly 'diecasted' in 1:43-scale by Spark. The accuracy is, as collectors expect from a £55 tiddler, perfect, with size no barrier to internal and external attention to detail.

HOT ON THE WEB THIS WEEK

YOUTUBE: JUHO HANNINEN'S ROOF-TOP ANTICS FOR SKODA



SEARCH FOR: IRC Sanremo 2012 - Juho Hanninen crash (1:15)
Remember that extraordinary image of Juho Hanninen's Skoda Fabia S2000 perched on the roof of a shed after the Finn crashed out of the Sanremo Rally (AUTOSPORT, October 18, p6)? Well, here's how it happened...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

DONINGTON PARK (BRITCAR)

November 3

Admission £15

Tel: 01332 810048

Donington hosts the finale of this year's British Endurance Championship, with just seven points separating the top three crews in the standings. The main event is a four-hour 'into-the-night' race that kicks off just before 4pm. Support races include a 90-minute mini-enduro for the Britcar Production cars, plus a double dose of the Smart 4two Cup.

BRANDS HATCH (BARC)

November 3-4

Admission £13 Saturday,

£21 Sunday, £21 weekend

ticket (online)

Tel: 01474 872331

Legends, Pickups, the Quaife Intermarque League and a combined grid for Quaife MN Saloons and Cannons Tin Tops support the British Truck Racing Brands Hatch Superprix.



Great racing is guaranteed at the Walter Hayes Trophy

SILVERSTONE (HSCC)

November 3-4

Admission £10 each day,

£15 weekend ticket

Tel: 0844 3728 200

It's sad to see that the Formula Ford Festival at Brands Hatch is

a shadow of its former self, but there remains hope for fans of knockout-style Formula Ford racing. The Walter Hayes Trophy has grown into the world's largest event for Formula Ford cars and is set to attract more

than 100 entries for the 2012 edition. A mix of Kent-engined category stalwarts from all over the UK and Ireland, plus a smattering of ace guest drivers, should ensure fast and furious action on Silverstone's National

Circuit. The HSCC will also run a series of Open and Closed Wheel support races, plus a grid for Historic Formula Ford 2000 cars. If you can only go to one more race meeting in 2012, make it this one.



F1 title battle heads to Abu Dhabi this weekend

ABU DHABI GRAND PRIX

Formula 1 World Championship

Rd 18/20

Yas Marina, United Arab

Emirates, November 4

formula1.com

Having taken four victories on the bounce, Sebastian Vettel will be looking to extend his title advantage in Abu Dhabi, and time is running out for Red Bull's rivals to respond.

Fernando Alonso has been hanging on, but needs a boost from Ferrari to have a chance of securing his third crown, while McLaren is chasing second in the constructors' battle.

V8 SUPERCARS

Rd 13/15

Yas Marina, UAE

November 3-4

v8supercars.com.au

WORLD TOURING CAR CHAMPIONSHIP

Rd 11/12

Shanghai, China

November 4

fiawtcc.com

INTERCONTINENTAL RALLY CHALLENGE

Rd 13/13

Cyprus Rally

Pafos, November 2-4

ircseries.com

FORMULA NIPPON

Rd 7/7

Suzuka, Japan

November 4, f-nippon.co.jp

NASCAR SPRINT CUP

Rd 34/36

Texas Motor Speedway, USA

November 4

nascar.com

INTERNATIONAL GT OPEN

Rd 8/8

Barcelona, Spain

November 3-4

gtopen.net

EUROPEAN F3 OPEN

Rd 8/8

Barcelona, Spain

November 3-4

f3open.net

SUPER TC2000

Rd 11/12

Salta, Argentina

November 4

super-tc2000.com.ar

Television

THURSDAY NOVEMBER 1

0100-0200, 1500-1600 [Sky Sports 3](#)
F3 Euro Series: Hockenheim Highlights
1015-1145 [ESPN](#)
Formula Renault 3.5: Barcelona
1100-1140 [Sky Sports F1 LIVE](#)
Abu Dhabi GP: Drivers Press Conference
1340-1545 [Motors TV](#)
V8 Supercars: Gold Coast Highlights

FRIDAY NOVEMBER 2

0845-1050 [Sky Sports F1 LIVE](#)
Abu Dhabi Grand Prix: Free Practice 1
0855-1030 [BBC Red Button](#)
Abu Dhabi Grand Prix: Free Practice 1
1245-1450 [Sky Sports F1 LIVE](#)
Abu Dhabi Grand Prix: Free Practice 2
1255-1430 [BBC Red Button](#)
Abu Dhabi Grand Prix: Free Practice 2
1600-1645 [Sky Sports F1 LIVE](#)
Abu Dhabi GP: Team Boss Press Conference

SATURDAY NOVEMBER 3

0215-0340 [Motors TV](#)
Superstars: Enna-Pergusa Highlights
0715-0815 [British Eurosport LIVE](#)
WTCC: Shanghai Qualifying
0945-1110 [Sky Sports F1 LIVE](#)
Abu Dhabi Grand Prix: Free Practice 3
0845-1050 [BBC Red Button](#)
Abu Dhabi Grand Prix: Free Practice 3
1200-1445 [Sky Sports F1 LIVE](#)
Abu Dhabi Grand Prix: Qualifying
1210-1415 [BBC1 LIVE](#)
Abu Dhabi Grand Prix: Qualifying
1245-1345 [ESPN](#)
DTM Season Review
1330-1435 [Motors TV LIVE](#)
Euro F3 Open: Barcelona Race 1
1435-1620 [Motors TV LIVE](#)

GT Open: Barcelona Race 1
1925-2230 [Motors TV](#)
FIA WEC Season Highlights
2300-0000 [British Eurosport](#)
IRC: Rally Cyprus, Day 1
2300-0215 [Motors TV LIVE](#)
NASCAR Nationwide: Texas

SUNDAY NOVEMBER 4

0615-0645 [British Eurosport](#)
WTCC: Shanghai Warm-Up
0645-0745 [British Eurosport LIVE](#)
WTCC: Shanghai Race 1
0745-0845 [British Eurosport LIVE](#)
WTCC: Shanghai Race 2
1040-1145 [Motors TV LIVE](#)
Euro F3 Open: Barcelona Race 2
1145-1315 [Motors TV LIVE](#)
GT Open: Barcelona Race 2
1130-1615 [Sky Sports F1 LIVE](#)
Abu Dhabi Grand Prix
1210-1530 [BBC1 LIVE](#)
Abu Dhabi Grand Prix
1515-1620 [Motors TV](#)
Baku City Challenge Highlights
1435-1620 [Motors TV LIVE](#)
GT Open: Barcelona Race 1
1900-0000 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Texas
2200-2300 [British Eurosport](#)
WTCC: Shanghai Highlights
1330-1435 [Motors TV LIVE](#)
Euro F3 Open: Barcelona Race 1

MONDAY NOVEMBER 5

0320-0405 [ITV1](#)
Motorsport UK
2200-2300 [Sky Sports 2](#)
NASCAR Sprint Cup: Texas Highlights

Online

AUTOSPORT+

Coming up in our premium web content this week



WHO'S ON FORM IN ABU DHABI?

With back-to-back grands prix, AUTOSPORT's F1 team heads from India to Abu Dhabi to bring you the latest developments. Will Red Bull continue its run of victories or can an on-form Fernando Alonso strike back for Ferrari?

WHO WAS THE BEST IN FR3.5?

After a controversial finale to Formula Renault 3.5, Glenn Freeman picks out his top 10. Will Frijns win?



HOW THE BTCC WAS WON IN 2012

Kevin Turner looks back at who was hot and who was not in British tin-tops.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of Lovefilm, Netflix etc

Jackie Chan (right) – stick to kicking and punching folk, pal



THE ONLY GOOD THING about advancing in years is reminiscing about the old days, when things were better. When one could go out of an evening, down a dozen pints, scoff a kebab and have a hazy recollection that you came home and watched a Jackie Chan film about motor racing. Time to revisit, methinks...

Thunderbolt (1995) stars Hong Kong's famed martial artist as Foh, a humble mechanic. But not any old grease monkey, a kick-ass karate one. Well, what did you expect?

It predates his huge

Hollywood blockbuster, *Rush Hour*, with Chris Tucker, and this simply lacks the humour of that.

The villain of the piece is 'Cougar' (the woeful Thorsten Nickel – as wooden as a box of matches in a dolls' house), a cop-killing pony-tailed psychopath with an unplaceable accent. Chan imprisons Cougar by beating him in a car chase (yes, really!), but his brutal escape results in a crane-inspired, scrapyard-container bloodfest.

Cougar persuades Chan to race-off against him in Japan by kidnapping his younger daughters (as you

do). Off they pop to Sendai, which is clearly Shah Alam in some scenes, for an on-track showdown.

As we learn from the intro, Foh's a Ralliart-trained ace, a former Macau Cup winner. The on-track sequences are dreadful; needlessly sped-up. Chan rolls and catches fire in qualifying (he extinguishes his car while *he* is on fire) – but an old flame (pun intended) from Ralliart gifts him a new chassis.

He joins a rag-tag Group A-ish grid, that regularly flip over and blow up in the pits (house mark if you spot 1990s British racer Brian Saunders). A mid-pitstop piano solo is its nadir, and camel-toed grid girls shrieking "try harder Jackie!" are quite right in every sense...

I was very drunk the first time I watched this film. I wish I had been again. Truly dreadful. Zero stars. *Revved Up*

"The villain is played by the woeful Thorsten Nickel, who is as wooden as a box of matches in a dolls' house"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Germany to India via Kent



GP3 HERE I COME
17-year-old InterSteps frontrunner Jack Aitken won himself a GP3 test at the Henry Surtees Foundation's Buckmore bash

OWZAT! AUSSIE STRUGGLES AT THE CREASE
Mark Webber finds he needs to brush up on his cricketing technique



IT'S SNOW JOKE
The early onset of wintry weather forced competitors at the Nurburgring VLN race to pack up and go home



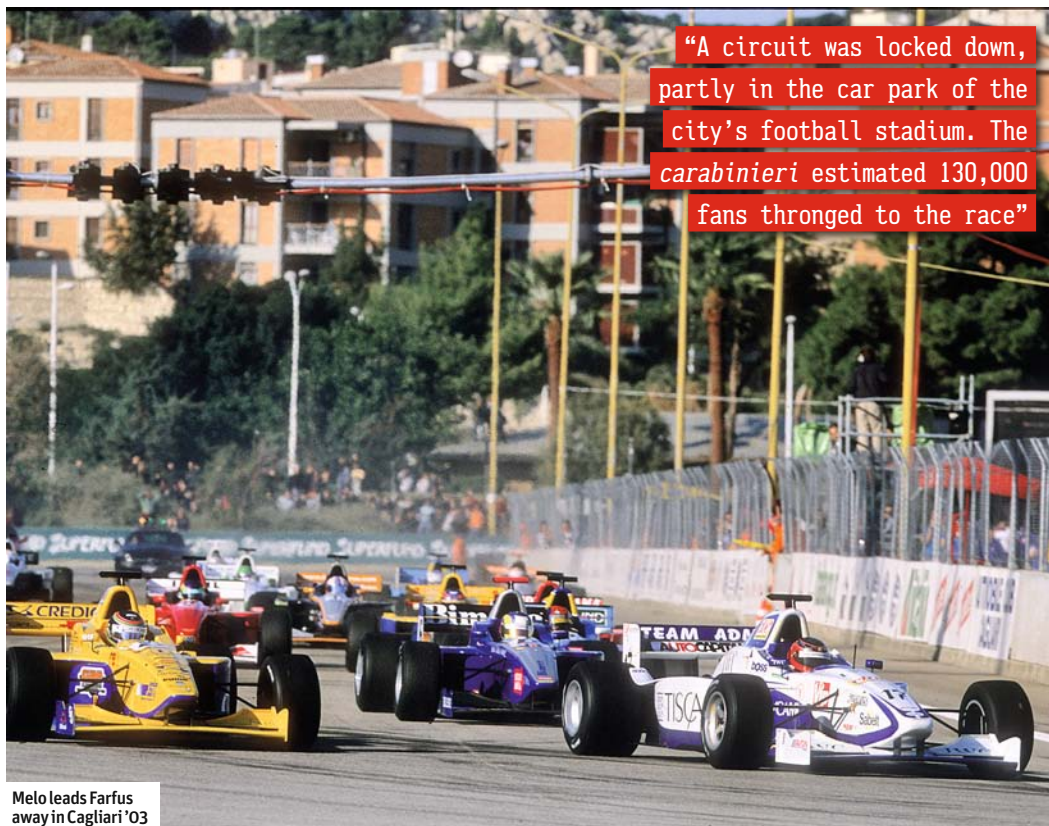
AND HE DROVE THE FASTEST MILK FLOAT IN THE WEST...
Tom Onslow-Cole pilots the MSR-prepped eBay Motors Mechanics Challenge float to a record-breaking 77.53mph

PICS: THOMPSON/GETTY, GARY HAWKINS

NEXT WEEK **ABU DHABI GRAND PRIX REPORT**
CAN ALONSO TURN IT AROUND? **DON'T MISS IT!**

FROM THE ARCHIVE

Cagliari's F3000 street race, 2002-03



"A circuit was locked down, partly in the car park of the city's football stadium. The carabinieri estimated 130,000 fans thronged to the race"

Melo leads Farfus away in Cagliari '03

MOTORSPORT HAS A LONG-STANDING TRADITION OF events also acting as showcases for the host areas. Monte Carlo's reputation, for example, is indelibly linked with the Monaco Grand Prix and its rally; likewise Bathurst, which for many conjures thoughts of the Mount Panorama circuit rather than being Australia's oldest inland city.

Last weekend's Baku City Challenge was the latest example, with organisers holding the GT street race in part to promote the Azerbaijani capital, to 'turn the whole city into a stage'.

A similar motive was behind the Cagliari F3000 street race that was, in its first year back in 2002, the first single-seater event ever to be staged on the island of Sardinia. With local interest in motorsport well established thanks to the tifosi, and influential backers in the shape of island native Pasquale Lattuneddu – a key ally of Bernie Ecclestone at FOM – and yacht race promoter Gianfranco de Francisci, financial backing was soon secured.

A circuit was then locked down, partly in the car park of the city's football stadium. Its layout consisted of a short start/finish straight followed by several tight hairpins, a long, flowing middle section and then several medium-speed twists – earning immediate parallels with Long Beach.

The first race served as the final round of that year's Euro

F3000 series. Come raceday the local carabinieri estimated 130,000 fans thronged to the circuit to watch Jaroslav Janis seal victory and Jaime Melo claim that year's title.

After such a runaway success, the event returned for a second bow one year on, and Melo was again the star. Subbing for F1-bound Gianmaria Bruni, the Brazilian blasted his way to an utterly dominant triumph on the 1.5-mile circuit.

The race was not without incident, however. Melo lost the lead to fellow front-row man Augusto Farfus at the start, while behind him Jean de Pourtales was tapped into a spin that caught out, or held up, the midfield pack. The reds flew, and the race was restarted. Melo made no mistake second time around and led for the remainder. A then 19-year-old Vitaly Petrov came home a distant 10th on his F3000 debut.

There was another future F1 star present too: with Formula 3 now on the support bill, Robert Kubica took victory in both races of what was dubbed the Sardinia F3 Masters.

The Pole had suffered a broken arm in a road accident prior to the start of the season, and had therefore only made his debut at the Norisring. With 18 titanium bolts in his arm, he triumphed on the street circuit. Further victory eluded him that year until Sardinia, when – once again on a street track – he again showed traits of the specialist he would become by triumphing from pole in both events. ❄

THIS WEEK IN...



OCTOBER 27 2005

FORMULA 1 HAS BEEN NO STRANGER

to controversial – even ugly – designs over its history, but it unveiled a truly radical concept this week in 2005. The twin-wing layout was purely theoretical, aimed at boosting overtaking, but it failed to inspire enthusiasm or much positive feedback and was never implemented.

Across in Corsica, Citroen's C4 was enjoying a distinctly different fate in the hands of Sebastien Loeb. Victory on the Tour de Corse had thus far eluded the Frenchman, but he made amends in some style.

Not only did he collect his ninth win of the season – a record in itself – but he also became the first driver ever to win every stage on a round of the WRC. Unsurprisingly, a second straight drivers' crown beckoned.



PIC: LAT ARCHIVE



The Ultimate Fantasy Grand Prix Game
PLAY NOW – it's FREE

WINGREATPRIZES

predictor.castroledgerankings.com



Brought to you by CarPlan



STIG BLOMQVIST

■ Swedish Rally ■ February 11-13, 1983 ■ Audi 80 Quattro ■ Scoring a big result in a 'little' car



The original Stig took Audi 80 to P2 at home

AUDI DIDN'T WANT ME TO win in Sweden. They were very clear about that.

They had Hannu Mikkola and Michele Mouton doing the full World Rally Championship in the Group B Quattros, and my full-time programme was in the British Open Championship, so they gave me the little 80 Quattro instead.

I think it was my own fault. I wasn't supposed to win the previous year because I was driving for the Swedish importer team, not the official squad. And then I passed Michele in a ditch on the last night so I thought I'd got second. When I got back to Audi in the service park they were asking where Michele and Hannu were. It was only then I realised I'd won because I'd passed Hannu in the ditch without seeing him. Audi didn't want that to happen again, so I ended up with the little car for '83.

The 80 was a brand-new car and I think Sweden was its first event – definitely its first world championship event. It was a Group A car really, but because the

"The Audi 80 was a Group A car really, but because the homologation hadn't been done yet, I had to be in Group B with the much faster cars. I used different tricks to get round corners and settled on a style that worked"

homologation hadn't been done yet, I had to be in Group B with the much faster cars.

The four-wheel-drive system was pretty basic, just as it was in the Quattro. It wasn't complicated in any way, and because there

wasn't a variable centre differential, it meant there was a 50-50 torque split between the front and rear wheels. In fact, I was able to use all my front-wheel-drive experience from the old Saabs I used to drive to help me. All through the first

day I was using different tricks to get around the corners and I settled on a style that worked. I don't even think we were more than 30 or 40 seconds behind Hannu at the end of the first day.

My co-driver Bjorn Cederberg and I had a great relationship. A funny thing happens when you have a partnership like that, because you don't really need to discuss much. Things just happen, they flow. He was great at adapting the pace notes – what usually happened is they got sent from the factory off the machine that wrote them, and you had to do what you could to make them work for you. Bjorn was even better on events like the RAC, where we did them off the maps. He and his family used to do orienteering as a hobby, so he was great with the maps.

So Hannu won – the right result for Audi – but we came second, ahead of two of the Group B Quattros [driven by Mouton and Lasse Lampi] and about 10 minutes ahead of the next-best Group A car.

I thought it was a great result! ☺
Stig Blomqvist was talking to Jamie O'Leary

IN PROFILE



WINNING THE 1984 WORLD RALLY Championship marked the peak of an ultra-successful career for Stig Blomqvist. After starting rallying at 18 in 1964, he claimed nine Swedish national titles plus domestic crowns in hillclimbing, rallycross and touring cars. He added the British rally title to his CV in '83 and scored 11 WRC victories for Saab and Audi. He also won the Race of Champions in '90 and the Pikes Peak hillclimb in '04. Now 66, he still competes sporadically in historic events.



AUTOSPORT

& SUNOCO

Daytona Trip

23rd - 28th January 2013

Rolex 24 At Daytona® – is this the hardest 24hr race in the world? Come with us to Daytona and have a fantastic time!

The Autosport Sunoco Daytona Trip takes you right into the centre of action. You and fellow fans will get infield, paddock, behind the scenes and garage access. At the same time you will get to know and follow our two Challenge winners closely throughout the races.

Ivan Bellarosa has already proved to be a star in the SPEED EuroSeries – can he now establish himself as one of the top drivers at Daytona? The Rolex 24 At Daytona is the first big international race of the season and therefore you can expect to get up and close to drivers such as Juan Pablo Montoya, Dario Franchitti, Richard Westbrook, Jimmy Johnson, Scott Pruett, Travis Pastrana etc on the grid walk.

Autosport & Sunoco Daytona Trip – just £98!

Package includes: Ultimate endurance ticket; welcome reception; grandstand; garage access and tour; goodie bag and pizza evening with the Challenge winners.

Getting and staying there

Expect to pay from \$79/room/night and between £400-500 return ticket Gatwick or Manchester to Orlando.

For more information please call 01929 555974 or visit www.24hrtrip.co.uk



Ivan Bellarosa – Sunoco Daytona Challenge winner



Lawrence Davey or Gary Duckman – who will win the Sunoco GRAND-AM Challenge?

Some Rolex 24 At Daytona facts:

- Winning car makes ≈10,000 overtakes
- Typical lap time = 1min 43 secs
- Top speed close to 200mph
- A 24hr sprint race to the chequered flag (winning margin in 2012 was 5.498s)
- Amazing views from grandstands – see the whole lap!
- 2012 Sunoco Daytona Challenge winner Felipe Nasr finished 3rd in 2012 – can Ivan Bellarosa improve on that for 2013?



Anglo American Oil Company

+44 (0)1929 551557 (tel) +44 (0)1929 551567 (fax) info@aoil.co.uk www.aoil.co.uk



SEAT

NO VAT

On selected models across the range*



0% APR finance available on Ibiza ST.[^]
8.9% APR representative low rate finance
available on all other models.^{^^}

ENJOYNEERING

VISIT SEAT.CO.UK TO FIND YOUR LOCAL DEALER AND ARRANGE THAT TEST-DRIVE.

Official fuel consumption for the SEAT range in mpg (litres per 100km); urban 26.4 (10.7) – 67.3 (4.2); extra-urban 42.8 (6.6) – 91.1 (3.1); combined 34.9 (8.1) – 80.7 (3.5). CO₂ emissions 190 – 92 g/km.

FOLLOW US ON:   SEAT.CO.UK

Offer applies to the Ibiza SC, 5dr and ST in SE trim and the Leon in S Copa and SE Copa trim sold and registered between 15th October and 31st December 2012. Selected new retail stock orders only. Retail Sales only. Subject to vehicle availability. *Reduction equivalent to 20% VAT applied to base price excluding options. VAT applies to reduced price. ^0% APR representative Hire Purchase offer applies to Ibiza ST models only, minimum 50% deposit required over two years. ^^8.9% APR representative Hire Purchase available on all models over 42 months with no minimum deposit. Indemnities may be required. Subject to status. Available to over 18's from participating dealers only. SEAT Finance, Freepost SEAT Finance. Offer may be varied or withdrawn at any time. Further charges may apply if the vehicle is returned early.