



# Formula 1 pays tribute to fallen racers How it aims to learn from Wheldon crash

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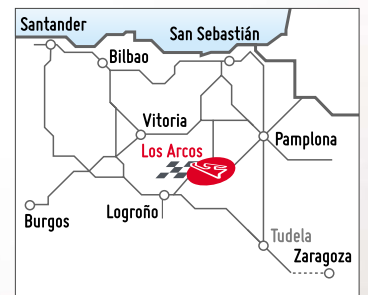
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**“It was retaliation, and probably not well-timed. I should have saved it for a time when it hurt him more”**

**BRIAN VICKERS ON TAKING MATT KENSETH OUT IN THE LATEST NASCAR BOUT AT MARTINSVILLE**

# 711

Number of laps Sebastian Vettel has led this year in the wake of his Indian GP domination. It breaks the record of Nigel Mansell, held since 1992, of 692.

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## POLE POSITION

# What we can take away from Indian Grand Prix



## SUNDAY'S INDIAN GRAND PRIX

might not have been a thriller in terms of on-track fodder, but what Formula 1 did deliver to a fresh sub-continent was three of its world champions – Sebastian Vettel, Jenson Button and Fernando Alonso – driving to the absolute peak of their substantial abilities.

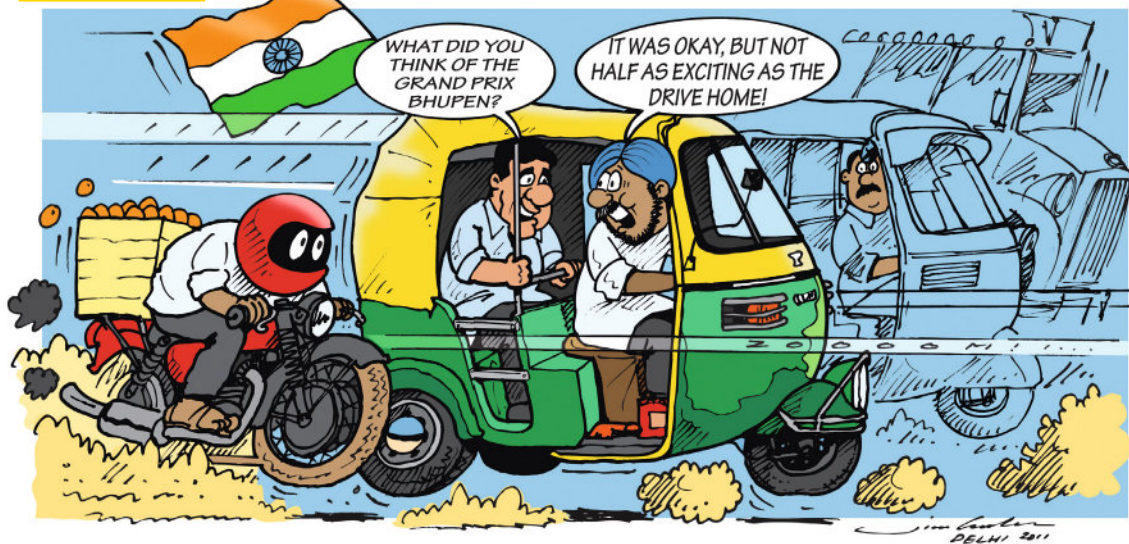
Vettel's feat of surpassing Nigel Mansell's record number of laps led in a season,

which has stood impressively since 1992, underlines his utter domination of F1 2011. Button drove a beautiful pursuit; Alonso the model of stealth as he waited to pounce on Mark Webber burning up his Red Bull's tyres again. For the connoisseur it was a true microcosm of the season, and as for the latest Lewis Hamilton/Felipe Massa collision... give it a rest, guys!

Back home, we get our chance to pay our respects to Dan Wheldon, as F1 did so poignantly on the grid in India, at a memorial service at his local church in Emberton this Sunday. His family wants this to be a celebration of his life, so fans are welcome. I'm sure the British motorsport community will do him proud.

Charles Bradley, editor

## BAMBER'S WEEK





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**FORMULA 1**

## Red Bull is India's sacred cow

Setting sun, stubble burning, industrial pollution... but shining like a beacon through all this at last weekend's inaugural Indian Grand Prix was Sebastian Vettel. The German took his 11th victory of the season in a race that was largely uneventful – in stark contrast to the rampant enthusiasm showed by the sport's newest Indian fans. Indian Grand Prix report p28.

Pic: Thompson/Getty



➔ P16 CRASH INVESTIGATION

Drivers and teams gathered on grid to honour fallen aces

# F1 to learn from tragedies

Drivers have called upon the sport to look at what can be understood from recent fatalities. By EDD STRAW

Formula 1 must assimilate the lessons learned from the recent deaths of Dan Wheldon in IndyCar and Marco Simoncelli in MotoGP, according to Grand Prix Drivers Association chairman Rubens Barrichello.

The Brazilian confirmed that the organisation has requested further information from IndyCar about Wheldon's accident at Las Vegas Motor Speedway on October 16.

At last weekend's Indian Grand Prix, drivers briefly discussed the circumstances of the two-time Indianapolis 500 winner's fatal accident.

Veteran racer Barrichello insists that all forms of top-line motorsport must cooperate in the ongoing drive to improve safety.

"We [the GPDA] have asked for some more information on the accident," said Barrichello.

"We had a small talk with Charlie Whiting [FIA technical delegate] about it. We have to try to see if we can learn anything.

We need to be united and forget

about pride. If IndyCar can learn from us and we can learn from them, and if MotoGP can learn from us and us from MotoGP, then we must. It doesn't matter what engine or number of wheels we have under us — we need to go fast but to be safe."

The deaths of Wheldon and Simoncelli (in the Malaysian MotoGP race on October 23) are a reminder of the importance of the GPDA, which plays a key role in

representing a driver's perspective on safety issues in F1.

While the FIA, as motorsport's governing body, has an excellent record on improving safety, drivers have historically played a big part too.

**"We need to be united and forget about pride"**

Rubens Barrichello

The GPDA was founded in 1961 to serve the wider needs of the drivers. But when it was reformed in the wake of the deaths of Roland Ratzenberger and Ayrton Senna at the San Marino Grand Prix in 1994 — after being defunct for 12 years — it was with the aim of focusing solely on safety.

Three-time world champion Jackie Stewart, who triggered a safety revolution in grand prix racing during the late 1960s and early '70s, recently called for the GPDA to have official representation within the FIA.

While Barrichello stops short of wanting a place on the FIA's F1 Commission, the Brazilian does believe that the GPDA can play a role within the Technical Working Group — the body that discusses and writes regulations before they are sent off for approval and integration into the rulebook.

"The GPDA has a strong voice," said 39-year-old Barrichello. "Right now, we have a good belief in what the FIA and Charlie



Drivers have spoken to FIA's Charlie Whiting

# 'Jet' canopies remain within safety agenda



Safer, but would they ruin nature of F1?

**THE POSSIBILITY OF INTRODUCING** jet-fighter-style cockpit canopies to Formula 1 remains on the agenda, with ongoing discussion about whether such technology can be used to improve safety.

Any introduction of canopy designs is a long way off, and many leading technical figures in F1 – including Adrian Newey and Paddy Lowe, the chief technical officers of Red Bull and McLaren respectively – remain sceptical about fully-enclosed cockpits. But there is a belief that there is something to be learned from such technologies, and the feeling remains that the head is the driver's most-vulnerable area.

This season, drivers have

discussed the idea of canopies a number of times, with opinions diverging on their desirability.

Among the practical concerns are that it could lead to a driver struggling to get out of the car. Many also believe that enclosing the cockpit would fundamentally alter the character of F1.

Steps have been made this year to further protect drivers' heads. Over the course of 2011, drivers have started to use Zylon strips. The strips are 50mm in height, running the full width of the front of the helmet, and overlap the visor, giving extra protection in the event of an impact similar to Felipe Massa's 2009 Hungarian GP incident.



Barrichello is chairman of GPDA

Whiting are doing. But I don't think that we can leave the sport only in the hands of the engineers. Although they do some very safe things, all they want is for the cars to go faster.

"I would say that 95 per cent of the drivers disagree with some of the new rules because it takes an engineer's-eye view always.

"What we want is to be close enough to the FIA to be part of the Technical Working Group. Sometimes you say things from the view of the drivers and they say, 'Wow, I hadn't thought of that.' At least one driver should be there to open up minds, to say, 'This is possible' or, 'This is not possible.'"

## THE CRASHES THAT F1 MUST NOT FORGET... FIVE RECENT REMINDERS OF THE DANGERS

Since 2007, there have been some high-profile reminders of the dangers of grand prix racing and how safety systems must evolve:



Webber walked away at Valencia

### 1 MARK WEBBER (VALENCIA 2010)

The Australian hit the back of Heikki Kovalainen's Lotus on the ninth lap of the European GP while travelling at close to 190mph, launching him into the air. Webber clipped an advertising hoarding before landing upside-down on the track. The car then righted itself and hit the tyre barrier at an estimated 80mph. Red Bull team boss Christian Horner described Webber's escape as "a testimony to the chassis-impact test".

### 2 ROBERT KUBICA (MONTREAL 2007)

Kubica clipped the back of Jarno Trulli's Toyota heading into the kink before the hairpin in Montreal, launching the BMW Sauber into a concrete wall on the inside of the track at almost 190mph. Kubica's car rebounded across the circuit and came to rest on its side by the barrier on the other side of the track. He missed the following US GP with concussion and a sprained ankle.



Kubica destroys Sauber



Massa injuries were heavy

### 3 FELIPE MASSA (HUNGARORING 2009)

Felipe Massa was hit in the head by a spring, shed by Rubens Barrichello's Brawn, while travelling at 162mph during qualifying in Hungary. The spring pierced Massa's helmet and caused injuries that were initially described as life-threatening, but prompt medical attention stabilised him and he was fit to return at the start of 2010.

### 4 SERGIO PEREZ (MONTE CARLO 2011)

Perez lost control of his Sauber under braking for the chicane during qualifying in Monaco and hit the barriers. According to an FIA technical spokesman "the impact speed was over 100km/h" with a peak of 80g, but Perez suffered only concussion. He missed two races.



Perez had 80g impact

### Liuzzi climbs over Schuey



### 5 MICHAEL SCHUMACHER/VITANTONIO LIUZZI (ABU DHABI 2010)

Schumacher spun exiting Turn 5/6 at Yas Marina while battling with Nico Rosberg. He ended up facing the wrong way and was collected by Vitantonio Liuzzi, whose Force India hit the Mercedes and rode up it, narrowly missing Schumacher's head.



Schumacher rides the 'sausage' in his Merc

# Buddh set for kerb revision

Indian GP venue to be tweaked for next year after Massa incidents as new venue is hailed by teams

**K**erbing at the Buddh International Circuit is to be revised after Ferrari's Felipe Massa suffered two suspension failures during the Indian Grand Prix weekend.

Ferrari suspects that Massa's race collision with the McLaren of Lewis Hamilton weakened the Brazilian's front-right suspension, which then broke when he hit one of the high 'sausage' kerbs that lie behind the main kerbing. But Massa's breakage during qualifying could not be blamed on any other factors.

Circuit architect Hermann Tilke

admitted that this is the one area of the track itself that will be changed.

"Maybe the concrete sausage is OK in that place, but has to be longer so that the angle is better [less steep] when a tyre hits it," Tilke told AUTOSPORT. "But in general, it is somewhere that you don't have to touch as a driver."

GPDA chairman Rubens Barrichello believes that while the use of sausage kerbing is not in itself a problem, Turn 8 – where Massa suffered his qualifying failure – is too fast for so sheer a bump. Massa was travelling

at around 135mph when he hit it during Q3.

"We have those types of kerbs at some tracks where we hit it at 150km/h [93mph]," Barrichello told AUTOSPORT. "You have that at Monza and in Canada. But that corner is fifth gear, so over 200km/h. That's something that we have to think about. Maybe Felipe attacked the kerb more than other people, but it could have happened to anyone."

Other than the problems with the kerbs, which only affected Massa, the track was widely hailed by the drivers and teams. Problems with a dusty surface offline did not help overtaking, but AUTOSPORT understands that the circuit plans to bring in a track-sweeper truck, as used at the Bahrain Grand Prix, to reduce this problem from next year.

Given the late completion of the circuit, which led F1 commercial boss Bernie Ecclestone to fear that the race might not be able to go ahead, the Indian GP was considered a success – despite teething problems

with the facilities.

"You have to take into account that the track was ready only just in time," said Tilke. "We ran out of time, so it's a great job to get it like this. It was a very short construction period and some things did happen, but from Friday onwards it all went smoothly."

Although there was relatively little overtaking during the race, the track has been conceived to encourage overtaking with some very wide entries into slow corners. This is likely to be a feature of future F1 circuits, according to Tilke.

"It works," said Tilke. "You saw a lot of overtaking in the support races but in F1 the field was very well-sorted, with the fastest in front ahead of the slower cars. So we didn't see much of it. But we will see in the future that this works."

Drivers rated the circuit highly, particularly the high-speed sections and the long, cambered Turn 10, with home hero Narain Karthikeyan rating it as "one of the three best" tracks in F1.

Massa crashes out of Indian GP qualifying



Maldonado affirms faith in Williams sim



## Williams puts faith in its simulator

**WILLIAMS IS RAMPING UP ITS** simulator programme and plans to make greater use of the technology during grand prix weekends next year.

Frontrunning teams run parallel programmes using their factory-based simulators during race weekends – Red Bull uses Formula Renault 3.5 ace Jean-Eric Vergne to run 'live' concurrently with practice sessions.

Williams has an effective simulator, but making better use of it is one area identified by new chief operations engineer Mark Gillan where the

team can make a step forward. "We need to do more of that and that's part of the process of change," said Gillan. "We need to build up coherent simulator activity on a race weekend and that's definitely something where we are not as strong as some of the people that we want to be in competition with. It's about making complete use of the tools that we've got."

While its specifications are a closely-guarded secret, the Williams simulator is believed to be of a good standard. But by feeding in data from

race weekends, a team can effectively multiply its available track time. Williams already uses its simulator to prepare set-ups for race weekends. Venezuelan F1 rookie Pastor Maldonado gets regular sessions on it, and Gillan is keen to get both race drivers to attend simulator sessions between grands prix.

"The simulator is pretty good and it's getting better and better," Maldonado told AUTOSPORT. "I spend a lot of time in the simulator trying different things. It's not quite real, but it always helps."

Massa ran latest version of wing



## Ferrari on brink of flexi-wing gains

**FERRARI HAS MADE GAINS IN** its bid to master the flexible-front-wing designs pioneered by Red Bull.

Felipe Massa ran a front wing at last weekend's Indian Grand Prix that clearly ran closer to the ground than the version first tried by team-mate Fernando Alonso in the preceding Korean GP.

This has been attributed to developments Ferrari has made in the carbonfibre construction

of the new wing and suggests that the team is able to produce a flexible wing that passes the FIA load tests.

Massa used the older version of the wing in qualifying, but following his crash he was forced to switch to the newer-spec one for the race. It continued to vibrate under load and the wing was changed at his second pitstop amid concerns that it might not last the distance.

## Karthikeyan optimistic

**HRT DRIVER NARAIN KARTHIKEYAN IS** confident that the interest shown in the inaugural Indian Grand Prix last weekend will allow him to raise the funds needed to remain in Formula 1 next year.

The 34-year-old finished 17th on his first start since June's European Grand Prix and was only 0.02s slower than his team-mate, F1 newcomer Daniel Ricciardo, in qualifying.

Karthikeyan believes this performance will have given him the best possible chance of raising a budget in India as there was a huge amount of media coverage dedicated to his performance.

"It's quite difficult with the large sums of money involved," said the Indian, "but the exposure that we have been getting will help others to join into the consortium alongside Tata Group, who have supported me for many years."

NK reckons Indian interest will boom



## AUTOSPORT SAYS...

**EDD STRAW**  
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**S**ewerage in the kitchens, a bat in the media centre, power cuts, holes in the paddock... not what you expect at a grand prix track. But for all that, the Formula 1 circus loved being in India. And rightly so, for this was a race in a new market that is hugely enthusiastic about the sport. The track is a great one by modern standards and will get better over time.

Unlike China, Turkey and Bahrain – where F1 is at best an inconvenience and at worst an irrelevance – India welcomed us with open arms. While the venue was rough around the edges, India is here for the long haul. With question marks over whether the sport should sacrifice its European heartlands for races in countries that wouldn't know an F1 car from an auto-rickshaw, that's significant.

Inevitably, there was criticism about the wisdom of money being poured into this race in a country with such poverty. But not only is that a false dichotomy (the cash Jaypee Group has spent wouldn't be going directly to the impoverished otherwise), it ignores the potential benefits to the area. Bernie Ecclestone is no Ghandi, but this race can play some tiny part in developing the economy of the area.

Perhaps more relevant is the need to use F1 as a platform to improve road safety in a country that has over 150,000 road deaths a year at a rate over four times greater than the UK. Some of the antics on the road were frankly shocking.



Traffic was more exciting than GP

## BIG NUMBER

**95,000**

Official raceday attendance for the inaugural Indian Grand Prix last weekend. Organisers also claimed 50,000 attended on Saturday.



# Kubica running out of time

Slower than expected recovery prompts Renault to rethink decision to run star driver from start of 2012 season

**R**enault is considering allowing Robert Kubica to make a phased return to racing in Formula 1 next year, since time is running out for the Pole to convince the team that he will be fit for the start of testing on February 7.

AUTOSPORT understands that although doctors are very confident that Kubica will be fit enough to return to Formula 1 in the long run, the recovery of the nerves in his right hand has progressed more slowly than originally expected. While there is no fundamental problem, and he should recover full dexterity in the hand, his first F1 simulator test has had to be put back repeatedly. Originally mooted for September, it might not now be able to take place until the second half of November – or later.

Renault team principal Eric Boullier had previously written off the idea of starting the year with a stand-in driver, so confident was he that Kubica would recover in time. But with the latest medical reports suggesting that Kubica faces an

uphill struggle to reach full fitness by February, the situation has changed. However, given the reasonable expectation of a full recovery, Renault could still leave the door open for Kubica to step in during the season.

It is now likely that the team will sign a stand-in driver who could step aside in the event that Kubica proves his fitness, which he could do through running in an old-specification car in private testing and Friday practice drives in the 2012 Renault during GP weekends.

**“We will see how Robert’s condition is and whether he can come back”**

**ERIC BOULLIER**

## **KUBICA’S RECOVERY**

Since undergoing an eighth operation to unblock his elbow at the end of August, Kubica has entered the recovery and rehabilitation phase following his potentially life-threatening rally crash in February.

His right leg has healed completely and mobility has been restored to his hand, which was seriously wounded in the crash. He has also had to work hard on rebuilding the muscle in his right arm, which has further complicated his return to race fitness. Sources indicate that Kubica has regained a reasonable level of dexterity in the fingers of his right hand, but that he is still some way short of the level needed to race an F1 car.

While Renault is willing to fast-track him into competition and, given the value of a fully-fit Kubica, will do anything to get him into a car, there is no way to expedite the process. Renault is still evaluating ways to configure the steering wheel to minimise the demands on his right hand.

Kubica himself has remained silent, preferring not to talk publicly until he has definite news.

## **THE STAND-IN**

With Vitaly Petrov confirmed for the other car next season, Renault



# Sutil confident about 2012 seat prospects

**ADRIAN SUTIL IS ADAMANT** that he will be racing in Formula 1 next year.

The 28-year-old has driven for Force India since making his debut during the 2007 season, when it was in its Spyker guise, but sources indicate that the team has signed Nico Hulkenberg to partner Paul di Resta next season. Team principal Vijay Mallya has said that he will confirm his driver line-up before the Abu Dhabi Grand Prix after pressure from Sutil's management to make a decision. But Sutil, who is also in contention for a Williams drive and is known to have visited the team's factory earlier this season, is certain that he has proved himself.

"I've shown what I am able to do for the last two years," Sutil told AUTOSPORT. "If people don't realise it, I can't do



Sutil has had a mixed year

anything. I'm confident and I know that I will be in F1 next year."

The German has had a mixed season, starting badly but emerging as a consistent points finisher, although rookie team-mate Paul di Resta has made the bigger impression.

"The first few races were a bit difficult but the car was not there," said Sutil. "Driving wise, I have been very competitive this year and very consistent."

Kubica has regained mobility in his hand

would not be able to bring in a proven top-line driver as Kubica's stand-in because it cannot guarantee a full-time seat.

AUTOSPORT understands that the choice is between current incumbent Bruno Senna and Romain Grosjean. Senna has struggled for consistency since making his debut for the team in the Belgian Grand Prix in August, but has impressed the team with his sporadic speed and intelligent approach. GP2 champion Grosjean, who will drive for the team during Friday practice in the upcoming Abu Dhabi and Brazilian Grands Prix, is known to be fast but is unproven.

The other question is whether either would accept a situation whereby they could lose their race seat a few races into the season. Grosjean is handled by Gravity Sports Management, run by Boullier, so would likely accept such a deal. However, talks are ongoing about placing Grosjean at a rival team to build experience. Senna, who is also a potential contender for a Williams drive, might be harder to convince. Boullier insists that no decision has yet been taken.

"Driver-wise, it is too early to know," he told AUTOSPORT. "We will see how Robert is and if he can come back."

## ON THE F1 MARKET

Race drivers whose future is currently uncertain



**RUBENS BARRICHELLO**

After two years, set for the exit at Williams. Retirement the most likely option.



**ADRIAN SUTIL**

Sources indicate that he will not be at Force India next year. Williams is now his best chance.



**BRUNO SENNA**

Still in the hunt to start the year at Renault and could also interest Williams.



**JEROME D'AMBROSIO**

Has impressed Virgin this year and has a good chance of staying on if his sponsors stay on board.



**NARAIN KARTHIKEYAN**

Has a decent chance of raising the funding needed to stay on with HRT.



**DANIEL RICCIARDO**

Has impressed, so sure to be in F1 with Red Bull backing, most likely at STR.



**VITANTONIO LIUZZI**

HRT is sole hope, but he could end up being bumped by drivers with more cash.



**JAIME ALGUERSUARI**

Hopes rest with Red Bull, but looks to be fighting for STR seat with Buemi.



**SEBASTIEN BUEMI**

Like Alguersuari, he is dependent on Red Bull offering to keep him at STR.

## THIS WEEK IN F1



**RED BULL** Sebastian Vettel became the 22nd F1 driver ever to notch up a 'grand slam' – winning a grand prix from pole position, leading every tour and setting fastest lap – in India.



**McLAREN** Lewis Hamilton was hit with a three-place grid penalty for the Indian GP after failing to heed yellow flags on Friday, a punishment also meted out to Sergio Perez.



**FERRARI** Felipe Massa hit out at the drive-through penalty he received during the Indian GP for triggering a collision with Lewis Hamilton. "I was in front. I braked later and I was in front," said Massa.



**MERCEDES** Ross Brawn insists that teams were "tolerant" of the imperfections of the Buddh circuit's paddock facilities. Problems ranged from power cuts to sewerage leaks, but Brawn pointed to the track's hurried gestation as an acceptable justification.



**RENAULT** John Wickham, who was appointed as team manager in June, has left. Wickham attended his last race with the team in Korea and is now on gardening leave until the end of December, when his contract expires.



**WILLIAMS** Pastor Maldonado has been hit with a 10-place grid penalty for the Abu Dhabi Grand Prix because he will have to use a ninth Cosworth engine of the season. Each driver is limited to eight engines to last the season, with each additional unit triggering such a penalty.



**SAUBER** Branding from Amul ran on the Swiss team's rear wings during last weekend's Indian GP. The Indian dairy company's logos ran on the car and the deal could lead to a long-term sponsorship deal with the team.



**LOTUS** Team Lotus's plan to rebrand itself as Caterham next season will be discussed at the F1 Commission meeting today (Thursday). Several teams have forced the topic to be discussed amid concerns about setting a precedent for teams changing identity on a merry-go-round basis.



**HRT** Jacky Eeckelaert will lead the design of the 2012 HRT after plans for Jorg Zander to join the team as technical director fell through. The ex-Honda man will work alongside new chief aerodynamicist Stephane Schosse.



**F1** Next year's Korean GP is in doubt after Bernie Ecclestone emphasised that he is not interested in negotiating a cheaper deal for the race. Promoters have said that they need to cut the losses of the event if it is to continue.



**EBAY** A signed Lewis Hamilton helmet is among a host of F1 collectables that can be found on ebay as part of a charity auction to raise funds for Mercedes composites engineer Dan Strudwick, whose son Seb, 3, requires a life-saving operation. The auction goes live on November 9.

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# MPH Mark Hughes

AUTOSPORT grand prix editor

Arriving in Delhi during the Hindu festival of Diwali was good timing for Formula 1. The realities of how the locals live took the shine off the fireworks – but goodwill gestures were welcome

A grey cow wandered lazily through the building site. Amid the rubble was a breeze-block box into which a hose pipe directed water subverted from the builders. Around this the kids took their morning showers, the rubble and dust sticking to their wet feet, and the women washed their pots and pans. The families – about 15 of them – live in an adjacent rectangular brick construction with corrugated metal roof at about head height, separated out into dwellings around a central rubble-strewn yard, clothes drying on washing lines. The ‘latrine’ appears to be a metre-square area set off to the side behind one of the walls. Rising nine storeys out of this scene is a modern 21st-century plush hotel, allowing an air conditioned vantage point of daily life in Noida.

Such stuff pulls at your conscience, can make you feel guilty about even being part of F1 arriving in town. On the other hand, it’s a

dynamic place, striving hard and progressing fast. If having a grand prix – one which is totally privately funded, which uses not a single rupee of taxpayer money – can contribute towards the economic progression and if that in turn can transform the lives of people like those in the settlement outside the hotel, then it’s a positive force. A couple of big ifs in there though.

As we’d flown into Delhi the previous night the ground was lit up by hundreds of firework displays: Diwali, the Hindu festival, in full swing. It goes on for five days and this was its first evening. Each day of the festival signifies a different specific aspect of the celebration. So for the following day (Thursday) we had the vanquishing of the demon Naraka by Lord Krishna and his wife Satyabhama. I resolved to keep a look-out for this in the F1 paddock. The demon that had, until two weeks ago, looked like preventing this event happening in time had indeed been vanquished

at the 11th hour by a super-human effort. The track is sensationally good, the infrastructure around it at present a little ragged and crumbly – but there.

The third day of Diwali is all about the worship of Lakshmi, the goddess of wealth. Well, there seemed to be plenty of that going on in the paddock. On this day also Lord Vishnu transforms into his dwarf incarnation, vanquishes Bali and sends him to Patala, one of the lower regions of the universe. An aggressive, powerful dwarf intent on imposing his will... sounds most unlikely.

On the Saturday Bali supposedly takes up his new occupancy of Patala. As far as I could tell that was probably a reference to the fact that John Wickham was no longer with the Renault team, and has opted for gardening leave ahead of finding a role elsewhere.

On Sunday, in the final act of turning darkness into light, the sisters invite the brothers to their homes. In an F1 context this seemed like nothing less than India’s invitation to the sport to be here – and this leads back to the big question of whether F1 can genuinely bring light to darkness, can actually contribute to a better future rather than just making a select few people even richer than they already are. That remains a huge question and one that cannot be answered for a long time yet, but the Toro Rosso-organised scheme of collecting the unused hospitality food from all the teams at the end of the weekend and having a truck take it out to a local community was at least a start. ✘



Alonso supported UNICEF's anti-polio campaign in India

“If the GP can help economic progression, then it’s a positive”

## IN BRIEF



Hildebrand has had a knee op

## SURGERY FOR HILDEBRAND

IndyCar rookie JR Hildebrand underwent knee surgery last week. The Panther Racing driver suffered a ligament injury during a promotional event before the Texas round in June, and drove in a brace for the remainder of the season.

## DW12 TESTING CONTINUES

Multiple champion Dario Franchitti tested the 2012-spec Dallara IndyCar for the first time last week. The Scot put a Honda-powered version through its paces at Sebring, while Andretti Autosport's Ryan Hunter-Reay drove a Chevrolet car.

## VEGAS WANTS INDYCAR RETURN

Las Vegas Motor Speedway owner Bruton Smith said that he hopes IndyCar will return to the track. Las Vegas had previously been announced as host of the 2012 finale, although that is in doubt following Dan Wheldon's fatal accident.

## DREYER &amp; REINBOLD RESHUFFLE

IndyCar team Dreyer & Reinbold has split with team manager Larry Curry. The squad is looking to revamp its technical structure to help it adapt to the arrival of the 2012 chassis.

## WHELTON MEMORIAL

Dan Wheldon's memorial service will take place at Emberton Church in Buckinghamshire this Sunday at 1300, and his family would like to reiterate that it will be open to all of his fans. Although space inside the church is limited, a big screen will be erected outside. Donations can be made to the Alzheimer's Society at [justgiving.com/dan-wheldon](http://justgiving.com/dan-wheldon).

## MOTORBASE TEST FOR TANDY

New German Porsche Carrera Cup champion Nick Tandy will test one of Motorbase's Ford Focus ST BTCC cars at Brands Hatch tomorrow (Friday).



Tandy's tin-top trial



INDYCAR

# Vegas investigation begins

Questions raised over fencing as IndyCar begins to analyse Wheldon accident

**T**he catch-fencing at Las Vegas Motor Speedway remains under scrutiny as IndyCar proceeds with its own investigation into the accident that claimed the life of Dan Wheldon on October 16.

The series announced last week that it would undertake a two-phase investigation into the crash in an effort to better understand its causes.

The initial phase, which is expected to take several weeks, includes analysis of data from the crash by both series experts and independent authorities. The results will be turned over to another independent third-party group for validation.

The second phase will focus on finding ways to use what is learned to minimise the chances of a similar accident.

Series CEO Randy Bernard said: "We must continue to move forward with a thorough investigation. This was a tragic accident, and IndyCar needs to understand everything possible about it."

While the series works through the data, several drivers have expressed concern about the design of the fencing at Las Vegas, where the support poles are located on the track side of the wire rather than the spectator side. There is no proof that the

design contributed to Wheldon's injuries, but leading IndyCar star Scott Dixon said that it was worth looking into whether improvements can be made.

"To me that would be a design flaw," said the 2008 series champion. "But as a driver I never look at the fence or the posts. If it was done to improve sightlines, that is ridiculous. It's an area that can be improved a lot."

Dixon's concerns were echoed by Davey Hamilton, who was injured in a crash in Texas in 2001.

"When you hit the fencing it's still a cheese grater, but when you hit the poles the cars explode," said

INDYCAR

## Mario backs IndyCar

**RACING LEGEND MARIO ANDRETTI HAS** praised the efforts of the IndyCar Series in handling the aftermath of Dan Wheldon's fatal accident at Las Vegas.

The series was criticised in the mainstream media over its safety levels following the crash, but retained a low

profile in the days following the race, and has since spoken primarily of how it hopes to improve safety standards. Andretti told AUTOSPORT that a lot of the criticism was misinformed.

"In situations like this you have to let things calm down a bit and reason things out that way," said the former IndyCar and Formula 1 champion.

"Emotions sometimes can cause overreaction. It is not that we have to reinvent the wheel. This car had over 1.5 million racing miles since it was first introduced. Every single race had

some kind of incident, but this was the first fatality in this [Dallara] car [Paul Dana, who was the last IndyCar driver to be killed, was driving a Panoz chassis when he crashed at Homestead in 2006], so something is being done right."

For all his confidence in the safety levels of IndyCars, Andretti warned that series bosses still could not afford to be complacent.

"We don't have to reinvent everything, but we should try to make things better," he said. "Safety is always a work in progress."



Fence posts under scrutiny

“Where the posts are placed doesn’t matter because they are all dangerous”

DR DEAN SICKING

Hamilton, who was competing in the Vegas race. “If the poles aren’t there, it has to be safer.”

Dr Dean Sicking, who helped to develop the SAFER barrier, said that the only real solution was to try to develop a fence that doesn’t require poles at all.

“Where the posts are placed – front or back – doesn’t matter because the posts are all dangerous,” said Sicking. “The netting will pull you into the post whether the post is in front of the netting or behind it. The thing that is dangerous to most of the drivers is the post. If you hit that you’re in trouble.”



Andretti speaks up for ruling body

INDYCAR

## Wilson in Andretti link

JUSTIN WILSON HAS EMERGED AS ONE of the frontrunners to fill the Andretti Autosport seat that had been earmarked for Dan Wheldon in 2012.

Wheldon, who won the 2005 Indy 500 with an earlier version of the Andretti squad, had agreed terms to rejoin the team as the replacement for Danica Patrick a few hours before he was killed in a crash in the IndyCar season finale at Las Vegas.

Andretti Autosport executive vice-president J-F Thormann told the *Indianapolis Star* that finding another driver to fill the seat has become one of the team’s main priorities.



Wilson drove for D&R this season

“These are hard shoes to fill, and we’ve got to put all the pieces back together,” said Thormann. “We thought that would have been a pretty strong team if you think about Ryan Hunter-Reay on the street courses, Dan on the superspeedways and Marco Andretti on the ovals. Now we have young and veteran drivers on the list.”

Penske star Ryan Briscoe is also

thought to be in contention, along with leading 2011 IndyCar rookies James Hinchcliffe and JR Hildebrand.

Wilson, whose brother Stefan drove this year for Andretti’s Indy Lights team, is also targeted by Dreyer & Reinbold, which wants to retain the Briton. “I’ve had some interesting phone calls,” Wilson told SpeedTV. “I’m weighing up what’s best.”

INDYCAR

## Dallara boss: speed did not cause Wheldon injury

CHASSIS CONSTRUCTOR DALLARA does not believe that the exceptionally high speed at which Dan Wheldon crashed at Las Vegas Motor Speedway was a factor in the severe nature of his injuries.

Speeds at Vegas were in the 220mph region, and the two-time Indy 500 winner was launched over the back of two cars that were slowing ahead of him. However, Dallara boss Gian Paolo Dallara told *Autosprint* that the outcome would not have been different even if he had been travelling slower.

“It wouldn’t have changed a thing,” Dallara said. “If the cars had travelled even 50mph slower, it wouldn’t have made any difference in the dynamics [of the crash]. If two wheels that rotate in the same direction touch at even 30mph, the car behind shoots up in the air. There’s nothing we can

do. We’ve seen that in European racing too, where the cars touch at lower speeds.”

Dallara said he was optimistic that the design of the new IndyCar, designated the DW12 in tribute to the development work done by Wheldon, would help to lessen the risk of similar accidents.

“The 2012 car had already been conceived with the aim of lowering the risk of lifting off from wheel-to-wheel contact,” he said.

“At the rear, we have placed two bits of bodywork in order to stop front-wheel-to-rear-wheel contact. But risk can come from lateral contact, too. This is why the bodywork of the new chassis extends to the outer edge of the rear wheel. This way, the wheels can’t interlock by the sidepods, and the lift-off effect should be prevented.”



Dallara says the DW12 will be safer

INDYCAR

## Power not planning to walk away



Power: future is in IndyCar

INDYCAR SERIES RUNNER-UP WILL

Power has denied reports that he is reconsidering his future in IndyCar.

Reports in Power’s native Australia suggested that he was considering walking away from the series following Dan Wheldon’s fatal accident at Las Vegas, but the Penske driver told reporters last week that he has no intention of quitting.

“I am committed,” Power said. “I am staying in IndyCar. Simple as that. I see how committed Randy Bernard [series CEO] is to making it safer, and it gives me confidence.”

Meanwhile, Penske has confirmed that Power sustained a broken vertebra in the accident. Although it will prevent him from taking part in the current phase of testing of the 2012 chassis, the injury is less severe than the one he sustained at Sears Point in 2009, which kept him out of action for several months.

Penske team president Tim Cindric said that 30-year-old Power would be straight back in the cockpit as soon as he was fit.



Series boss Ratel wants McLaren in

FIA GT1

# McLaren reconsiders world move

Latest GT1 rule change could persuade McLaren to enter world championship with its MP4-12C GT3 after all

**M**cLaren could be tempted into the FIA GT1 World Championship next year by a new rules shift proposed by series boss Stephane Ratel.

The British sports car manufacturer had stated at the launch of its MP4-12C GT3 racer in the summer that it would not support the use of the V8-engined car by any customer wanting to run the world championship. New rules being explored by Ratel that would make the series exclusively open to GT3 machinery could result in a

change of stance by McLaren and development partner CRS Racing.

McLaren GT project manager Andrew Kirkaldy said: "We've been asked time and time again by Stephane to look at the world championship, but it wasn't right for us. At the time of the launch, doing the world championship would have meant racing against GT1 cars and down-specced GTE cars, which was not do-able as far as we were concerned. Some things that are happening could change that situation. If the championship was

only open to GT3 cars, then why wouldn't we want to do it?"

The French Hexis team, a frontrunner in the world championship with Aston Martin, has confirmed that it is in negotiations with McLaren.

Ratel met with the FIA last Thursday to discuss dropping the existing GT1 machinery and making the world championship GT3-only. This follows a move in September to make GTE cars ineligible.

Ratel denied that a final decision had been made.

"There is nothing to confirm now," he said. "It is just a discussion."

The latest move by Ratel appears primarily motivated by a desire to change McLaren's mind on supporting the world championship and to secure Ferrari's involvement. The Italian manufacturer had been committed to supporting the Vita4One team's entry with a GTE-based 458 Italia but does not want to race GT1 machinery with the GT3 variant of the car.

Ratel appears to be hoping that the three teams originally planning to run GT1-spec cars next year will switch to GT3 machines. The All-Inkl.com Lamborghini squad has confirmed that it will run GT3 Gallardos in place of GT1 Murcielagos, but doubts remain over the JRM Nissan and Young Driver Aston Martin teams.

AMR managing director John Gaw said: "We support what Young Driver wants to do and our understanding is that it wants to race in the championship with the DBR9 GT1 car as previously agreed. At this stage there are no plans to enter the championship with our GT3."

JRM said it was still evaluating Ratel's proposals.



**SPORTSCARS**

# Aston 2012 plans firmed up

British marque to enter world championship with GTE Vantage

**ASTON MARTIN RACING HAS** firmed up its plans to enter next year's new FIA World Endurance Championship with the GTE class Vantage.

The Prodrive-run team's plan to switch from the prototype ranks after the failure of the AMR-One was exclusively revealed in *AUTOSPORT* (15 September). It has now given the green light on that plan and will field a pair of Vantages in the GTE Pro class of the WEC, which includes Le Mans.

The news was communicated to AMR's partners last week, but has yet to be officially released. No comment was forthcoming from AMR.

AMR is working on a revised version of the V8-engined Vantage, which was raced in



AMR Middle East ran a privateer Vantage this year

this year's Intercontinental Le Mans Cup by a pair of privateer teams. The 2012-spec car is due to begin testing in January.

The two works Vantages are expected to run, like their predecessors, in the blue and orange colours of Gulf Oil. A largely unchanged driver line-up is expected to be led by Darren Turner, Stefan Mucke

and Adrian Fernandez.

The confirmation of the switch to the GTE class brings the curtain down on the AMR-One, which contested just two races before being shelved after Le Mans. AMR is expected to continue to provide support for any team choosing to run its Aston Martin-engined Lola coupes.

## AUTOSPORT SAYS...

**GARY WATKINS**  
INTERNATIONAL  
EDITOR-AT-LARGE



**T**hink back to 2009 when Stephane Ratel was putting together the FIA GT1 World Championship. Do you remember his "no plan B" line? That went out the window when it became clear that he wasn't going to get six manufacturers to build new-spec GT1 racers. Two years on he's aiming to get 10 teams, each representing a different marque, for 2012. And by my reckoning, his desire to get there at all costs has already taken him past plans B and C.

Ratel makes no bones about his pragmatic approach and clearly has a juggling act on his hands to make everyone happy, but he's got to be careful not to alienate the teams already signed up. James Rumsey and Jan Struve, respectively team owners at the JRM/Sumo Nissan and Young Driver Aston Martin squads, are among Ratel's staunchest supporters, yet right now he appears to be taking that support for granted.

If his constant manoeuvrings lose him credibility with his allies then what chance does he have getting the support of manufacturers who crave stability? Ratel's latest move could be a rule change too far.



GT1's future is in the balance

**LMP1**

## STRAKKA RESHAPED

The British Strakka team took delivery of the bodywork for its new HPD ARX-03a LMP1 WEC contender last week. The monocoque is due to arrive in December.



**GIA**

## Young Drivers eye team prize

**THE YOUNG DRIVER AMR SQUAD** is focusing on winning the FIA GT1 World Championship teams' title at this weekend's series finale in Argentina.

The Young Driver pairing of Darren Turner and Stefan Mucke go to San Luis only 11 points behind championship leaders Michael Krumm and Lucas Luhr from the JRM Nissan squad, but

Turner believes the 55kg of success ballast on their Aston Martin DBR9 means the drivers' title is a long shot.

"The 40kg we had last year really had an effect," said Turner. "If we beat the Nissan [which carries 30kg] it will be more down to luck, so we are focusing on maintaining our lead in the teams' points."



Aston targeting team honours

## REMEMBER WHEN...

**1997 SEASON**



...McLaren competed in a pseudo world sportscar championship? The long-tail McLaren F1 GTR was a frontrunner in the 1997 FIA GT Championship, a series that raced on three continents and was fought out by five manufacturers.



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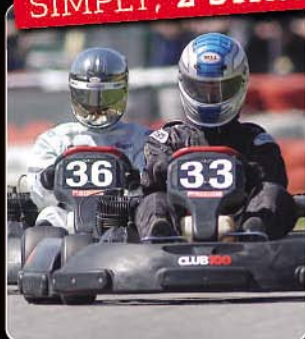



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ORECA has run a private Peugeot competitively

LMP1

# ORECA help for Toyota

ORECA boss likens relationship to successful Joest-Audi pairing

**O**RECA boss Hugues de Chaunac has compared his team's forthcoming role with Toyota with the ultra-successful relationship between Audi and the Joest squad.

The French organisation announced last week that it would be providing what it called 'operational support' to Toyota when the Japanese manufacturer returns to the Le Mans 24 Hours next year. The deal means that there will be ORECA staff embedded in all areas of the Toyota set-up at the race track.

"Our relationship is similar to that between Audi and Joest because when you look into the pit you will not know who is from Toyota Motorsport and who is from ORECA, which is the same with Audi," said de Chaunac. "Our people will be fully integrated within the team."

Approximately 20 ORECA staff will be dedicated to what is expected to be a one-car assault



on the Le Mans 24 Hours and selected FIA World Endurance Championship races, according to de Chaunac.

That number will include engineers and mechanics, as well as personnel involved in logistics and marketing.

Toyota Motorsport in Cologne opted to bring in a team of ORECA's standing because of its lack of recent sportscar experience, according to a Toyota spokesman.

"We are not going in there arrogantly saying that we know everything," he said. "We accept that endurance racing is different to Formula 1."

"There will be ORECA mechanics but the majority will be from Toyota Motorsport. The car will be built up and stripped down in Cologne."

ORECA will also not be referenced in the name of the Toyota team in the same way as Joest is with Audi.

## IN BRIEF



Vantage GT3 ready to go

### NEW ASTON GT3 TESTING

The new Aston Martin V12 Vantage GT3 was due to be given a shakedown at Prodrive's Warwick proving ground on Wednesday. British GT Championship race winner Jonny Adam was scheduled to undertake driving duties.

### ASTON SUPPORT RACE

Aston Martin has taken the one-make support race slot on the Saturday morning of the Le Mans 24 Hours next year. The race, which will run under the Aston Martin Le Mans Festival banner, will be open to the Vantage GT4 car.

### NASCAR TESTING CONTINUES

NASCAR held its third electronic fuel injection test of the month at Martinsville on Monday following previous test sessions at Talladega and Charlotte. The technology will be officially introduced at Daytona in February.

### DJR EXPANSION PLANS

V8 Supercar team Dick Johnson Racing is considering reverting to a three-car line-up for next year's championship. The team ran three cars last year but scaled back to two for 2011. The team has yet to confirm the news, but has recently been advertising for additional staff and claims to have fielded several approaches to run a third Ford Falcon.

### HOLDSWORTH MOVING TO SBR

V8 Supercar racer Lee Holdsworth will leave the Garry Rodgers Holden squad at the end of the year to replace Alex Davison at Stone Brothers Ford. Holdsworth, eighth in the points currently, has spent five years with Rodgers.

### UNITED HEADED TO BATHURST

The Anglo-American United Autosports squad will field a solo Audi R8 LMS in the Bathurst 12 Hours next February. The team will also enter one car in the Dubai 24 Hours and the new Gulf 12 Hours event in Abu Dhabi. The driver line-up has yet to be announced.



United will enter Bathurst

LE MANS

## Loeb team targets Le Mans

**THE NEW TEAM SET UP BY SEVEN-TIME** World Rally Champion Sebastien Loeb is aiming to be on the grid for the Le Mans 24 Hours in 2014.

The Frenchman announced the creation of Sebastien Loeb Racing at the weekend. The plan is to field two cars in the French Porsche Carrera Cup and hopefully enter a LMPC one-make prototype in the Le Mans Series.

"Our desire is to acquire the necessary experience to participate at Le Mans

around 2014," said Loeb. "Formula Le Mans [LMPC] is a good solution to start in prototype racing. This is why we are working to get the budget. We want to build a serious and professional team."

Loeb explained that he had started the team with Dominique Heintz, who ran him during his early days in rallying, with an eye on the future.

"In the coming years, when I'll have more time available, I want to discover a new universe," said Loeb, who recently



Carrera Cup first for Loeb

committed to Citroen for the next two WRC campaigns. "I'm going to discover new aspects, aspects that will represent my future, and which will allow me to stay in racing and therefore keep living my passion."



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FORMULA 3

# Signature mulls British move

Leading Formula 3 Euro Series team looking to expand into British championship in 2012



Euro Series grids have dwindled

**T**op Formula 3 Euro Series squad Signature is looking to join the British championship next season.

Philippe Sinault's Volkswagen-backed team, which ran Audi DTM rising star Edoardo Mortara to last year's Euro Series crown and back-to-back Macau Grand Prix victories, made a guest appearance in British F3 at Spa in July. It is now investigating the possibility of racing in British F3 full time in

Sinault: looking at British F3 entry



2012, if grids in Europe continue to dwindle.

"The F3 Euro Series remains my priority, but we are trying to set up a programme in British F3," explained Sinault, who said he would likely run two Volkswagen-powered cars in the UK and didn't rule out the possibility of continuing a simultaneous two-car attack in Europe. "If there are not enough cars in the F3 Euro Series in 2012, I would not hesitate to enter British F3. The Signature target is to have, year after year, new challenges and a sporting programme with a high level."

The Euro Series has struggled to maintain grids of more than a dozen cars this season. Cars from Signature and its main Mercedes-powered rival Prema Powerteam have made up the

majority of the field following the departure of Frederic Vasseur's ART at the end of 2010.

Euro Series organisers hope the introduction of a new generation of chassis will boost numbers next season (see AUTOSPORT, October 6), and category boss Christoph Hewer is confident that Signature will maintain its commitment to the Euro Series.

"As long as we have enough cars next season, which we are very sure of, there is no reason for them to leave," said Hewer. "Most of our teams plan to extend their Euro Series campaigns. Further, we are facing lots of interest from new competitors at the moment, which makes us expect an increase in teams and drivers. We work hard on it but we are not concerned about the future."

## IN BRIEF

### BULLER TESTS WITH T-SPORT

British F3 frontrunner Will Buller tested for race-winning team T-Sport at Silverstone last week. The Northern Irishman set the unofficial fastest time on a wet GP track last Thursday, as he continues to evaluate options for a return to the category in 2012.

### CARLIN OUTING FOR SAINZ

Red Bull Junior Carlos Sainz Jr tested with his new team Carlin at Silverstone last week. The Spaniard, who will graduate to British F3 from the Formula Renault Eurocup next year, drove the car raced by Kevin Magnussen to seven wins in this year's BF3 championship.

### MAGNUSSEN QUICKEST

Carlin's recent signing Kevin Magnussen set the fastest time in a private Formula Renault 3.5 test at Motorland Aragon last Thursday. Draco, Fortec and DAMS, who were running with technical assistance from Epic, also attended.

### GULF EVENT POSTPONED

Organisers of the Gulf Formula 3 Challenge, which was due to hold winter testing and racing in Bahrain and Abu Dhabi this season, have postponed their plans until next year after failing to reach half of the 24 cars targeted to make the programme viable.

### ERICSSON STAYING WITH iSPORT

GP2 podium finisher Marcus Ericsson will remain with iSport International for the 2012 GP2 season. The Swede, who finished 10th in this year's championship, will also race with the team at this month's non-points race in Abu Dhabi.



Ericsson was 10th in 2011

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# Off to Daytona!



## Felipe Nasr – Sunoco Daytona Challenge winner

**Final point score: 72.25**

The 2011 Cooper Tires British F3 International Champion Felipe Nasr has won the 2012 Sunoco Rolex 24 At Daytona challenge! Felipe will now embark on an intense test-schedule at Daytona with a top Daytona Prototype team to get him up to speed before taking part in the 50th anniversary of the Rolex 24 At Daytona the 28-29th of January 2012.



## Aaron Steele – Sunoco GRAND-AM 200 winner

**Final point score: 113.00**

The inaugural Sunoco GRAND-AM 200 Challenge has been won by MSV F3 Cup Champion Aaron Steele. The prize is a race seat in a Camaro in the GRAND-AM 200. The race takes place on the Friday before the main Rolex 24 event.

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



**AUTOSPORT**

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# PIT BITS

Facts and stats plus the racers' best tweets



## Flashback

1992 Australian Grand Prix

### MANSELL'S LAPS-LED RECORD

Nigel Mansell's record of 692 laps led in a single season was broken by Sebastian Vettel in India, who now has 711 to his name. Mansell led 18 laps in Adelaide in 1992 to reach the earlier benchmark.

## TOP FIVE

Lap leaders in an F1 season

### 1 Sebastian Vettel

Knocked Mansell off the top spot with dominant India race last weekend

### 2 Nigel Mansell

FW14B reset the standards during Mansell's 1992 championship season

### 3 Michael Schumacher

Led 683 laps with Ferrari in 2004 on the way to his seventh world title

### 4 Michael Schumacher

First title with Benetton in 1994 came after 646 laps led

### 5 Mika Hakkinen

The Finn led 576 laps with McLaren during 1998 and picked up his first championship



Hakkinen led 576 laps in '98



## Vettel in Numbers

21 WINS

1357 LAPS LED

2 WORLD CHAMPIONSHIPS

13025 MILES RACED

28 POLES

755 CAREER POINTS

## top tweets



@TheVijayMallya

The sound of a F1 car in India more than 30 years after I drove one at Sholavaram is music to my ears!



@dariofranchitti

Drove the DW12 today, still needs some big work to balance it but it'll be a good bit faster than the old car. It sounds like a Porsche 962!



@SpeedyDanClarke

So excited about halloween. Genuine excuse to raid my rmmate's gf's closet.



@dariofranchitti

Or a mid 80s Ferrari V6 turbo F1 car (that I have a recording of on my Ipod!!!)



@KevinHarvick

Driving thru Starbucks parking lot and almost ran over a witch...crazy looking creatures everywhere today...



@EJVISO

It's sad when you know all the terminals, restaurants, waiting lounges etc in every single airport

## NEXT WEEK



### JENSON BUTTON INTERVIEW

He's taken the fight to Sebastian Vettel more than any other driver in 2011 – here he tells us how

### RALLY GB PREVIEW

What to expect from this year's much-expanded Welsh route



## PLUS

How Paddy Lowe is steering the ship at McLaren; WTCC's penultimate round at Shanghai; FIA GT San Luis

**ON SALE  
NOVEMBER 10**



IRC

# Hopes remain for UK event

Armagh-based Circuit of Ireland could take the place of the Rally of Scotland on the 2012 IRC calendar

**A**round of the Intercontinental Rally Challenge could still take place on UK soil next season, despite Rally of Scotland being on the verge of cancellation owing to funding difficulties.

The Armagh-based Circuit of Ireland Rally, which AUTOSPORT revealed last month was in the frame to join the IRC, has now received a firm offer from IRC promoter Eurosport Events to appear on next year's calendar.

"Discussions are ongoing with the event promoter and local tourism boards," said Eurosport Events' Francois Ribeiro. "They have an offer from us. It's up to them."

## RESHUFFLE REQUIRED

The Circuit of Ireland's inclusion on the IRC schedule would require changes to the draft calendar for

2012, which AUTOSPORT understands includes events in Canary Islands and Azores on either side of the Circuit's provisional date of April 6-8.

Simply moving the event to the early February date that had been proposed for Scotland, meanwhile, would clash with the traditional date for the Galway International Rally, the Irish Tarmac Championship opener.

Although the Circuit of Ireland would ensure the IRC maintains a presence in the United Kingdom, it wouldn't be a like-for-like replacement since it takes place entirely on asphalt, whereas Rally of Scotland used all-gravel stages.

## SCOTTISH WOES

Scotland hosted a round of the Eurosport-backed series for a third

time this season. While drivers consistently praised the quality of the stages, the rally struggled to attract interest from competitors and fans, even though this year's entry was the best yet with 17 Super 2000 cars.

Inclement weather was also an ever-present menace. It is understood the dreary conditions captured by the live Eurosport television coverage did little to satisfy principal backer EventScotland, the government-funded agency responsible for supporting events that specifically promote Scotland overseas.

## FUTURE OPTIMISM

AUTOSPORT's sources have indicated that Scotland could form part of the IRC in the future providing a more suitable date is

found and steps are taken for the British and Scottish championships to run in tandem with the event in order to meet the IRC's requirement for entry of more than 100 cars.

A source within British motorsport's governing body, the MSA, said: "It's a great shame that Scotland won't be running next year, but February was simply too close to get everything up and running. Yes, there have been funding issues and we did need more funding to run in 2012, but, realistically, the time was too short to put that in place. We will maintain dialogue with Eurosport, EventScotland and all our partners.

"Rally of Scotland went from a standing start in late 2008 to a benchmark event in three years. It's not an achievement we're going to discard overnight."

FIA ASIA-PACIFIC

# McRae eyes Asia-Pacific glory in China

**ALISTER MCRAE WILL AIM TO BECOME** the first Briton to win the FIA Asia-Pacific title on this week's China Rally Longyou.

The Proton driver won the mixed-surface event last season and goes into the event seven points clear of his team-mate and only title rival Chris Atkinson.

"It's winner takes all," said McRae. "Chris is 10 years younger than me, but I

more than make up for that in experience!" McRae has already tasted APRC success, winning the F2 title in 1999.

"It would be great to go back and to win the title outright," said the former British champion. "China's a really tough event, though. It's hard on the car, so it's not always a case of going flat-out from the start. And we have to remember that

Proton wants the manufacturers' title."

Proton team principal Chris Mellors admitted the event had caused him a significant headache.

"We want the manufacturers' title first and foremost," said Mellors. "Proton is guaranteed a drivers' championship, but how do I tell those boys not to fight when there's an FIA title up for grabs?"



Title is in McRae's hands in China

IRC

# Title hopes boosted for Hanninen

## JUHO HANNINEN HAS BEEN HANDED

a gilt-edged opportunity to make it two Intercontinental Rally Challenge titles in succession after team-mate and title rival Jan Kopecky's regular co-driver Petr Stary was forced to withdraw from this week's Cyprus Rally due to illness.

Kopecky, who heads Hanninen in the title standings by six points, has recruited the relatively unknown Pavel Dresler as his replacement. Dresler has never tackled an IRC event before and never co-driven Kopecky.

Hanninen, who unlike Kopecky doesn't have to drop any scores, starts the event on the back of his victory in the Super 2000 world



Stary: forced out by illness

championship section of the mixed-surface Rally of Spain last month. The Cyprus Rally, which starts with a superspecial in Pafos on Thursday evening, uses asphalt and gravel roads. Stary's absence is a further boost for the Finn.

"We had similar stages in Spain so this will help me," said Hanninen, who will clinch the title if he wins the rally or finishes second and Kopecky fails to take maximum points.

Hanninen and Kopecky are among five drivers competing in Cyprus with a shot at the title. Thierry Neuville, Andreas Mikkelsen and Freddy Loix can also take the crown but would all need Hanninen to falter to stand a chance. Neuville's hopes were compromised when Peugeot Sport confirmed it wouldn't be sending Bryan Bouffier to the event due to budgetary reasons. The Frenchman could also have won the title.

## IN BRIEF

### RAIKKONEN READY FOR GB

Kimi Raikkonen will prepare for what could be his final World Rally Championship appearance in Wales later this month with a test in France this week. The Finn continues to be linked with a return to Formula 1 for 2012 following a two-year stint in the WRC.

### GRAVEL HONOURS

Andreas Mikkelsen will begin his IRC title bid in Cyprus on a high after he clinched the Italian Gravel Trophy in a Skoda Rally Team Italia Fabia S2000 on Rally Conca D'Oro in Sicily last weekend. However, an electrical fault cost him a fourth win of the season and restricted him to third overall.

### ROSSI IN A FIESTA

Valentino Rossi is due to drive a Ford Fiesta RS WRC at the Monza Rally Show from November 25-27. Marco Simoncelli, who was killed competing in Malaysia's MotoGP round last month, had also been in the frame to drive Fiesta.

### ALLEN PRAISES LOEB

Markku Alen has praised Sebastien Loeb after the seven-time world champion broke his record of 801 WRC stage wins in Spain last month. Finnish legend Alen told wrc.com: "Sebastien is a fantastic driver so I'm very pleased it is him who has beaten the record. In fact I am surprised it has stood for so long!"

### LIVE COVERAGE OF CYPRUS

Coverage of Sunday's Golden Stage Rally in Cyprus will be shown live on Eurosport. The event uses a single 20-kilometre mixed-surface stage run twice and carries a prize fund of 150,000 Euros. The majority of the drivers contesting the IRC-counting Cyprus Rally, which ends the previous day, are set to take part.

### ROSETTI'S HAT-TRICK

Luca Rossetti has become the first driver to win a hat-trick of European titles despite alternator failure forcing his retirement from Rallye International du Valais in Switzerland last weekend. Laurent Reuche, in a Peugeot 207 S2000, won the event.

### MAGALHAES CUT LOOSE

Peugeot Portugal has cancelled its rallying programme, leaving Bruno Magalhaes searching for a replacement drive in next year's IRC. Magalhaes suffered a spate of retirements during his second season in the series but had hoped that his country's Peugeot importer would carry on its IRC campaign.



Magalhaes looking for drive

WRC

# Tanak tipped to shine on Rally GB

Tanak: World Rally Car chance



## MALCOLM WILSON HAS TIPPED OTT

Tanak for a top six finish when he makes his World Rally Car debut on Wales Rally GB next week.

Tanak, signed to a long-term deal with Ford's rally partner M-Sport, is one of 10 drivers competing in a Ford Fiesta RS WRC on the world championship finale.

Despite missing out on the Super 2000 world crown in Spain last month, the 24-year-old Estonian has the confidence of Ford team boss Wilson.

"It's a great opportunity to give him some experience because the idea next year is to have him in a World Rally Car," said Wilson. "We're not expecting him to go and win the rally but certainly I'm looking at the top six for him. That's a very realistic possibility from what I've seen from him and the experience he's got and the pace he's shown on the tests. I don't want to put any pressure on him but I don't see why he can't achieve a top six."

## AUTOSPORT SAYS...

DAVID EVANS  
RALLIES EDITOR

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So, Scotland is slithering towards the off-ramp. No Rally of Scotland next year. How shoddy is that? In just three years, my trip to Perth (and Stirling in 2009) has become an absolute highlight of the season. What now?

Well, instead of running into the M74, hopefully I'll be turning left near the top of the M6 and heading across the water to Northern Ireland. The Circuit of Ireland is an undoubted jewel in the crown of British and Irish rallying and to have that name on the calendar would be a massive shot of credibility for a series which has lost a good deal of kudos with Scotland and Monte Carlo departing and a potentially stunning opener in the Arctic not even arriving.

Going back to Scotland, I still can't square the circle on that one. Did none of the multi-nationals based north of the border see the Eurosport footage or the pages and pages of coverage in *The Scottish Sun*?

It's easy to lay the blame at the MSA's door on this one. Funding should have been found and our premier rally series, the British Rally Championship, should have been forced to include it. To have Britain's second biggest rally so poorly supported by its home drivers was a nonsense.

Undoubtedly there will be those dancing on the grave of one of the world's finest rallies, cheering the fact that Scotland's loss means a less cluttered calendar. Shame on you.



Scotland was a great event

## IRC PREVIEW

Event	Cyprus Rally
Round	11/11
Based	Pafos, Cyprus
Date	November 3-5
Stages	12
Mileage	116.56
Surface	Asphalt and gravel
Last year's winner	Nasser Al-Attiyah
Championship leader	Jan Kopecky



Al-Attiyah won last time out in Cyprus



### INDIAN GP

Buddh International,  
October 30

**ROUND** 17/19

**LAPS** 60

### WINNER

Sebastian Vettel  
1h30m35.002s

### POLE POSITION

Sebastian Vettel  
1m24.178s

### FASTEST LAP

Sebastian Vettel  
1m27.249s

### RACE RATING

★★★★★

Not quite as spicy  
fare as the Indian  
fans were hoping for

### DRIVERS STANDINGS

Vettel	374pts
Button	240pts
Alonso	227pts

### MILESTONES

- Vettel reaches 711 laps led over the season, passing Nigel Mansell's 1992 record
- Red Bull also sets new record of pole positions in a season

# VETTEL IS PHAAL TOO HOT FOR JENSON

**Pole position, win and fastest lap - Sebastian Vettel's only opposition in India came from Jenson Button. By MARK HUGHES**





# QUALIFYING

Vettel's 13th pole of the season proves unusually straightforward

➤ "This is a fantastic track," said Lewis Hamilton, summarising pretty much everyone's feelings about the Buddh circuit's beguiling sequence of sinewy curves. But unfortunately for Lewis it was a sequence that suited the Red Bull's RB7's traits perfectly. In contrast to the previous couple of races, the McLaren was no threat to the Red Bull's single-lap pace and Sebastian Vettel's 28th pole was relatively straightforward.

Only tyre strategy troubled Vettel's mind during qualifying. "It was tricky trying to decide whether to do two single laps in Q3 or one two-lap run. We didn't decide until after Q2 to go for two single-lap runs." The soft Pirelli was on the cusp of doing a better time on the second flying lap, the super-smooth track surface having a tendency to not bring the tyre quite up to temperature by the end of a normal out-lap. On the other hand, if you did two laps you had to be relatively gentle on the first of them and the danger then was it was past its best by the end of the hot lap. Even Vettel's first run would have stood as pole – given that no-one other than Seb got to complete their second laps in anger. His final effort put him ahead by 0.3s.

"It wasn't 100 per cent, but it was good enough," he said. "With the single lap you haven't got the tyre fully up to temperature in the first sector and that made it extra difficult to know how much to attack there, especially in Turn 3, because if you went in a little too hard there you'd be slow all the way down that very long straight. I think I left a little bit on the table there."

The McLaren is traditionally better at getting its tyres quickly up to temperature and the decision for Lewis Hamilton to do two single lap runs was easier. In the first of these he was on the same tenth as Vettel's first effort but that was as good as it got and he aborted his second run at turn 15. "I was already a tenth down on my first run which had been very, very good. I figured it wasn't worth using up the tyres



Webber lost set-up time during FP2

for the possibility of half a tenth." Although this was good for second quickest, his three-place penalty for a yellow flag offence the day before left him fifth.

Like Lewis, Red Bull's Mark Webber was within a tenth of Vettel after they had all completed their first runs but in his case he had to abort his second because of the yellow flags caused by Felipe Massa running his Ferrari's right-front over the raised concrete deterrent behind the Turn 8 kerb, this breaking the Ferrari's suspension and putting it into the barrier. Webber had spent much of FP2 testing development parts on the RB7 which were then removed, leaving him a little behind on set-up time. But a front row start, even by default, was good news for him.

Fernando Alonso was the faster Ferrari, in fourth place, a hundredth off Webber.

Running ahead of Massa on the track he was unaffected by the yellows, but he aborted anyway because, like Hamilton, his second lap was not shaping up to be quicker than his first. Massa's first Q3 run left him sixth, 0.6s behind his team-mate. His accident-curtailed lap was shaping up into a faster one. He had practiced a more flexible front wing but reverted to the stiffer one for qualifying. This was then destroyed in the accident, leaving him with the flexible one for the race.

Jenson Button had a difficult time, finding his McLaren much more unbalanced than in practice earlier that morning, so much so that he resorted to using a set of softs (as much as 2s faster here than the hards) to get out of Q1, this obliging him to do one run only in Q3, albeit a multi-lap one. This left him 0.5s adrift of Hamilton and fifth fastest – though still ahead of Lewis on the grid once the latter's penalty had been applied.

Nico Rosberg did a single multi-lap Q3 run to put the Mercedes seventh on the grid, only just shy of Massa's compromised lap. In Q1 Nico hit a kerb hard enough to damage the floor, bringing a downforce penalty he carried with him for the remainder of qualifying. He was also forced to abort a lap for the Massa yellow flags. Team-mate Michael Schumacher failed to make it out of Q2, only 12th quickest, suffering a repeat of his Suzuka experience with an out-of-balance tyre.

Both Toro Rossos and the Force India of Adrian Sutil made it into Q3 but did only

part-laps in Q3, to save tyres. Sutil, Sebastien Buemi and Jaime Alguersuari lined up in that order, eighth to 10th.

Renault's Vitaly Petrov actually set an identical Q2 time to Alguersuari but missed out on Q3 through setting it later, thus leaving him 11th fastest. The car was behaving quite well around the circuit's quicker curves and had he repeated his Q1 time and not over-committed into the final two turns he'd have comfortably made it through to the final session. Regardless, he was serving a five-place grid penalty for his Korea accident. Bruno Senna – 0.3s behind, 15th fastest – struggled with an understeer balance in the sister car, having been caught out by the fall in track temperatures from FP3 when he'd been lapping consistently quickly.

Force India's Paul di Resta was caught out similarly and was left stranded in Q2, 13th fastest, 0.4s off his team mate. Pastor Maldonado and Rubens Barrichello struggled once more and started 14th and 16th, while the Saubers couldn't generate tyre temperature – a regular trait on circuits that are not aggressive on the rubber – leaving Sergio Perez in 17th and Kamui Kobayashi unable to leave Q1.

Massa strayed too far over the kerbs



**P40 RESULTS**  
The stats  
from India





Button and Webber duelled for second in the opening laps



**RACE CONDITIONS**

Track temperature remained in the high 30s throughout the race. Strong sunshine was slightly diffused by smog.

**I**t was Sebastian Vettel's most emphatic performance of the season. Fresh off being beaten to victory in Japan and to pole in Korea, Vettel took not only the clean sweep of pole, win and fastest lap but also – for the first time this year – led every single lap, even through the pitstops.

Jenson Button was the only other guy even vaguely in the same race, which perhaps was a pity for the Indian fans watching their home grand prix for the first time and hoping for an overtaking-fest. But it was as perfect a demonstration of the racing driver's art as he's ever produced, and took him to yet another record in his still-young career, that of most laps led during a season. In this form, records are all he has to chase.

Into the closing stages and with team-mate Mark Webber having just set fastest lap in his chase of Fernando Alonso's third place Ferrari, race engineer Rocky came onto Vettel's radio: "Seb, please. There is no trophy for fastest lap." Well, why take any notice of that? Why not make a clean sweep of it; he's controlled himself superbly all season, brought an iron discipline to his game that was not always there

before – and now was the perfect time to let loose. And so here it came on the penultimate lap: 1m 27.4s, lighting up the screens purple. And just in case Webber, or anyone else, had any ideas that time may have been in reach, he lowered it by a further couple of tenths on the final lap. Happy 21st victory Seb. Perfection.

But so too was Button's drive: an aggressive first lap with two passes in the first four corners, a defiant defence for a few laps, then squeezing every last ounce of speed from the McLaren, keeping Vettel in sight whilst looking after the tyres. They pulled themselves clear of others with performances that demanded precision and finesse, careful not to stray too far off line where there was a lot of dust that would take forever to clear from the tyres. Couple that with judging the ideal pace for the soft Pirellis even when locked in battle, and ensuring they caught backmarkers at the strategic places so they could be within 1s of them at the DRS trigger points and thereby get some lap time for free, all while the high sustained g-loadings of the middle sector seeped the energy from them. Vettel and Button were in a league of their own.

"Strangely, Jenson kept closing in around the stops," said Vettel afterwards. "I kept pushing very hard on the in-laps but still he'd gain. But in the last stint onto the hard tyres I felt even more confident. I'm very proud to be the first winner of the Indian Grand Prix. But on other

hand last weekend we lost two of our mates. I didn't know Dan Wheldon but I got to know Marco Simoncelli this year. Yes we are ready to take certain risks as we get into the car but we obviously pray that every time nothing happens. Sometimes you get reminded."

The minute's silence for the two fallen racers was strictly observed but the moment it was over the air filled with the sound of air guns and urgent chatter as everyone went about their work on the grid in the smoky air. It was warm but local farmers, protesting at the deal they'd been given for the land on which the Buddh circuit is built, had been burning their stubble fields for three days solid and the sun shone through a distinctly grey filter.

As the lights went out Vettel was unchallenged into the wide first turn, Webber tight in behind on the inside as Alonso charged down the outside approach and tried braking later than Mark. But it was too much for the tyres on the dusty surface,

the Ferrari snaking briefly but viciously out of shape as Button filled that space to his inside, third place his. In the other McLaren Lewis Hamilton had lost a place even from his penalised fifth place grid slot to Felipe Massa, as ever quick off the line in the Ferrari. Felipe then tucked in tight behind his team-mate as they snaked down the hill on the exit of the right-hander before climbing steeply back up again as they accelerated through the second turn towards a stark horizon where the Tarmac meets the sky. Just over that crest, as the track flares out for a dramatically wide entry, is a tight second gear right-hander onto one of the longest straights on the F1 calendar.

"It was crucial to get a clean exit through that corner on the first lap," said Vettel. He did so perfectly, of course, already sprinting aggressively away from the bustling pack. Webber did not. Whereas Seb had been able to sit the car and its tyres instantly on the edge – a skill that has ▶



Teams observed a minute's silence

Alonso only nailed Webber at last stop



◀ been the core of his success this year – Webber was brawling as best he could, got a little sideways under power on the exit and knew instantly he was going to be vulnerable down that straight, especially as the Red Bull had been 4km/h slower than the McLaren down there in qualifying, the RB7s 21st and 22nd in the speed trap list.

The silver car tracked the blue one, using the hole it was punching through the air to gain fast as they crested and dipped the straight's dramatic undulations, and at the end of it Button was already ahead but on the left as they approached the braking area for the tight downhill right-hander and was able to drive clean around the outside; fourth to second within the race's first four turns. Webber gave chase, hustling hard, car sliding through the quick double chicanes of 6-7 and 8-9, though careful to stay this side of the vicious orange deterrent kerbs there. Then it was onto the long, slightly banked fourth gear eternity of 10-11, almost 3g for over four seconds. Through here the Red Bull would catch the McLaren despite the dirty air – but it's not a part of the track where being quicker puts you in a passing position. All it does is use up those tyres. Through the

**“All that fourth gear speed through 10-11 as the Red Bull closed back up would eat through the tyres”**

tricky exit, the turn nipping in on itself just as it plunges downhill and the car goes light, then down to the quickish left-right of 13-14, up another hill to the third gear right of 15 and the short straight that delivers you to the final corner. As the cars passed in their noisy, jostling blur for the first time, nearly 95,000 Indian spectators had just witnessed their first racing F1 lap.

Vettel was already 1.3s clear of the dicing Button/Webber, the two Ferraris, Hamilton and the two Mercedes of Nico Rosberg and Michael Schumacher. Schuey had made up four places from his starting slot, coolly saving his KERS through the first two turns, knowing those around him would use some of theirs up, thereby giving him a longer burst of it on the long back straight, where he had duly picked off the Toro Rossos. It was just the beginning of a very smart, measured drive from the wily old hand.

As Button and Webber continued to fight, Vettel sprinted further clear, devastating as usual in these early laps, completely in the zone, keeping radio silence as he chased that perfect knife edge from the car and tyres. By the time DRS was enabled on lap three he was 2.7s clear and still pulling away.

Webber would dive this way and that upon Button, jinking around behind the McLaren up to Turn 3, using the DRS down both straights. On the fifth lap Webber used the DRS to get alongside and slightly ahead on the left up to Turn 4, but Jenson was able simply to run him out wide on the exit, tyres almost touching, hard but totally fair.

Always, Button placed himself inch-perfectly and just used his car's strengths: its good traction off the turns; its stronger KERS punch; and its superior straight-line speed. Through the fast sweeps where the Red Bull was faster, there was nowhere to pass. For Webber, this all felt very familiar – Korea all over again. Button suspected that if he could just withstand a few laps of this pressure, he'd be inducing Mark to use up the Red Bull's tyres – all that fourth gear speed through 10-11 as it closed back up on the McLaren would eat through their energy fast.

Sure enough, from around lap seven, Webber began to fall away as the rears began to lose grip. “It's the story of my year,” said Webber. “As soon as you fight you chew up the tyres and then you fall back into the clutches of the other guys.” Alonso's Ferrari began to grow bigger in his mirrors as Button became an ever-smaller speck up ahead. Massa was just about hanging on to Alonso and Hamilton was doing the same with Massa, but showing no signs of Button-like pace.

At this point, freed from the inconvenience of defensive lines, Button could go fully into smooth/



Ferrari had to raid its spares for Massa...

## DRIVER BY DRIVER by Edd Straw

**1**  **10/10**  
Event rating

**SEBASTIAN VETTEL**  
Red Bull-Renault RB7-5  
Start: 1st. Finish: 1st  
Took pole position, fastest lap and led from start to finish to become only the 22nd driver in world championship history to complete a grand slam. Always looked to be on course for pole position and then controlled the race to perfection.

**2**  **6/10**  
Event rating

**MARK WEBBER**  
Red Bull-Renault RB7-4  
Start: 2nd. Finish: 4th  
The usual scenario for Webber, who couldn't match Vettel in qualifying and then went backwards in the race after being passed by Button. Was jumped by Alonso in the final round of stops because tyre degradation meant that he had to pit two laps earlier.

**3**  **7/10**  
Event rating

**LEWIS HAMILTON**  
McLaren-Mercedes MP4-26-03  
Start: 5th. Finish: 7th  
When things weren't going wrong, Hamilton was quick. Three-place grid penalty for ignoring yellow flags was inevitable but his qualifying lap was superb. His attempt to pass Massa was ambitious but legitimate, and his attempt to back out proved too late.

**4**  **9/10**  
Event rating

**JENSON BUTTON**  
McLaren-Mercedes MP4-26-04  
Start: 4th. Finish: 2nd  
Qualifying was messy. Had to use a set of options in Q1, meaning that he could have only one run in Q3. When yellow flags ruined that, he ended up fifth fastest. Passed Alonso and Webber on lap one to run second and kept Vettel honest, but didn't have the speed to attack.

**5**  **10/10**  
Event rating

**FERNANDO ALONSO**  
Ferrari 150° Italia-291  
Start: 3rd. Finish: 3rd  
Again, Ferrari was very much third-best of the big three teams, but Alonso got the best out of the car in qualifying and throughout the race – something that wasn't always the case in the previous two grands prix. Managed his tyres better to rob Webber of third.

**6**  **4/10**  
Event rating

**FELIPE MASSA**  
Ferrari 150° Italia-290  
Start: 6th. DNF  
Quick in flashes on Friday and Saturday before hitting a kerb and breaking his suspension in Q3. Raced well until turning in on Hamilton, which he could just about make a case was legitimate, but no surprise that he got a penalty. Retired with broken suspension.



Button was tough but fair against Webber



...until one too many of these put him out

fast mode and he now began matching Vettel's times, pegging the Red Bull's lead at just under 5s. They would remain locked in this for the rest of the stint in what was shaping up, as expected, into a two-stop race. The Pirelli softs were not degrading fast and the long pitlane militated against any more stops than that.

With Alonso beginning to go faster than Webber from around the 12th lap, but with his crew anxious to keep him on the quicker two-stop strategy, Red Bull brought Mark in as early as possible – at the end of lap 16 – while he still had a couple of seconds margin over Alonso. Ferrari responded to seeing the Red Bull boys in the pitlane and brought Fernando in on the same lap. As they rejoined in the same order on a fresh set of softs each we saw the same performance pattern emerge.

Webber pulled away in the stint's early stages – helped by Alonso coming out behind the yet-to-stop Schumacher and having to fight his way past – then the Ferrari came back at the Red Bull after a few laps. The previous day Adrian Newey had been pondering on his belief that this year's Pirellis had applied a certain self-levelling effect to the performance of the cars; this certainly seemed to be the case here.

McLaren had brought in Hamilton on the same lap in an attempt at leapfrogging him past Massa, knowing that Ferrari couldn't respond until the next lap on account of servicing Alonso. This halved the 3s by which Lewis had trailed the Ferrari before the stops, and gradually he began to edge closer and apply a bit of pressure.

McLaren decided Vettel could use a bit of tactical pressure too as it was clear he had the pace in hand to keep his gap over Button constant, so it wasn't going to happen on track. Jenson had been relentlessly on it, running a great sequence of

near-identical laps to gradually eat into Seb's advantage on laps 11-15. But then Vettel simply turned up the wick, suddenly lapping 0.4s faster than Button's best. It was probably the crucial message to McLaren that on this day it simply didn't have the pace to threaten the champion.

Instead Button was called in at the end of the 18th lap, knowing the advantage of the undercut would buy him a chunk of time and then hoping that maybe Vettel's next set of tyres wouldn't be so good. Some hope. Vettel pitted next lap, the gap came down to 3s, but Seb would have it up to 5s again by the end of that stint. Both men were driving flawless races, a beautiful thing to behold with all the data of sector times and likely strategies at your disposal. But perhaps the attention of some of the crowd was now beginning to wander...

The interest at this stage in fact was in the developing struggle for fifth place between those old protagonists Massa and Hamilton. Massa's car was set up with lower downforce than Alonso's and was quick down the straights, making it very hard for Lewis to breach Felipe's defences. On the 22nd lap Massa got a bit tweaked up on the exit of Turn 3, making him vulnerable, and Lewis got himself alongside through both Turns 4 and 5, but still Massa's line prevailed. Hamilton had another look next time and again was thwarted, so on the 24th lap he tried something different – not using up all his KERS down the long back straight, saving some for the short sprint afterwards, knowing that Massa would have used all his against Lewis's DRS on the straight.

Sure enough, the McLaren got out of Turn 4 visibly faster than the Ferrari, Lewis gaining-gaining-gaining, Felipe looking in his mirrors, knowing he was up against it. By halfway down that straight ▶

**7**  **8/10**  
Event rating

**MICHAEL SCHUMACHER**  
Mercedes MGP W02-09  
Start: 11th. Finish: 5th  
By his own admission, qualifying was lacklustre and he accepted that the vibration he suffered on his final set of tyres didn't explain the gap to Rosberg. Strong in the race, making a superb start and jumping his team-mate by dint of better tyre management.

**8**  **8/10**  
Event rating

**NICO ROSBERG**  
Mercedes MGP W02-07  
Start: 7th. Finish: 6th  
His weekend was the mirror image of Schumacher's. Qualified well, but wasn't quite as strong in the race, slipping behind his team-mate after having to run for five fewer laps on his second set of soft rubber. This allowed Schumacher to get the jump on him.

**9**  **7/10**  
Event rating

**BRUNO SENNA**  
Renault R31-04  
Start: 14th. Finish: 12th  
Qualifying was poor, but he was more confident than he has been all season at times in practice. Made a great start to hold a points position, but lost KERS after eight laps. This cost him three-tenths a lap, perhaps enough to make a difference between ninth and 12th.

**10**  **4/10**  
Event rating

**VITALY PETROV**  
Renault R31-06  
Start: 16th. Finish: 11th  
Petrov had speed, no question, but what he lacked was consistency. Made several mistakes on his qualifying lap and a clutch fumble at a pitstop cost him around three seconds. Had two moments in the race which, together with earlier errors, cost him points.

**11**  **3/10**  
Event rating

**RUBENS BARRICHELLO**  
Williams-Cosworth FW33-04  
Start: 15th. Finish: 15th  
Had one of those weekends to forget, failing to match Maldonado's pace during qualifying and then hitting the back of his team-mate on the opening lap. This forced him to the pits for a new nose and he never had any chance of catching up again.

**12**  **8/10**  
Event rating

**PASTOR MALDONADO**  
Williams-Cosworth FW33-02  
Start: 13th. DNF  
A quietly impressive weekend from Maldonado, who destroyed Barrichello in qualifying. Survived an assault from his team-mate at the first corner and was within sight of the points despite carrying damage from that impact when his gearbox failed on lap 13.

◀ the McLaren was almost fully alongside on the left; that defensive inside line was now unavailable to Massa and it looked as if Hamilton was about to pull the pass off. It was an impression enhanced by Massa then switching to the far right of the track, as if conceding the corner. But he wasn't; he was going over onto the normal racing line, where the grip was, so he could brake significantly later than Lewis on the dusty side. "I'd braked later, he was no longer [fully] alongside and I turned in," said Massa. "What am I supposed to do, move out of his way and let him by?" Once Lewis realised that the Ferrari was indeed turning in on him he tried to get out of the move, but it was too late. McLaren right-front touched Ferrari left-rear, pitching Massa fully sideways. Lewis then knocked it straight again as he hit its front wheel, sending Felipe into the run-off area from where he continued, having lost around 11s but no places.

Hamilton was still going, but with a terminally-damaged front wing he was heading for the pits to replace. He rejoined between the Toro Rossos which were by far the fastest cars of all in a straight line, meaning he would take another six laps to pass Jaime Alguersuari, delaying him yet further. In the McLaren garages they could see he'd lost downforce too, presumably from body damage in the incident. "There was a vibration in the car through the right-handers," Lewis reported. "It felt like the floor was scraping on the ground." The two Mercedes were some distance ahead of him and he was gaining on them only slowly.

The Ferrari had taken some damage in the incident too, soon enough proving reluctant to downchange cleanly. There were signs of a slow pressure loss from the front left tyre, almost certainly as a result of the hit it took. His



Schumacher drove a canny tactical race



Buemi was on for points until blow-up

## DRIVER BY DRIVER by Edd Straw

**14**  **9/10**  
Event rating

**ADRIAN SUTIL**  
Force India-Merc VJM04-04  
Start: 8th. Finish: 9th  
While Force India's overall performance level wasn't quite as strong as hoped for on 'home' soil, Sutil dragged the best from the car in qualifying to take eighth. Had a quietly effective race, taking the best possible result given the machinery.

**15**  **6/10**  
Event rating

**PAUL DI RESTA**  
Force India-Merc VJM04-02  
Start: 12th. Finish: 13th  
Qualifying was poor, largely because his set-up didn't suit the ever-changing track conditions come Sunday afternoon. Team opted to start him on hards and bring him in on lap one to cover a safety car, and on a three-stopper that effectively cost any chance of points.

**16**  **4/10**  
Event rating

**KAMUI KOBAYASHI**  
Sauber-Ferrari C30-04  
Start: 17th. DNF  
Struggled in qualifying with a Sauber lacking in grip, although traffic played its part in him missing Q2. Race didn't last long as he was hit in the first corner melee, damaging an oil line and triggering a fire.

**17**  **9/10**  
Event rating

**SERGIO PEREZ**  
Sauber-Ferrari C30-03  
Start: 20th. Finish: 10th  
Was on a hiding to nothing in qualifying given Sauber's tyre warm-up troubles and a three-pace penalty, earned for ignoring yellow flags, didn't help. But drove immaculately in the race, pitting on lap one and then running throughout on softs to climb to 10th.

**18**  **8/10**  
Event rating

**SEBASTIEN BUEMI**  
Toro Rosso-Ferrari STR6-03  
Start: 9th. DNF  
Outpaced his team-mate in qualifying, but slipped behind him at the start. Followed him past Senna and, in the first round of pitstops, Sutil. He was right behind his Spanish colleague when his Ferrari engine let go, costing him a certain points finish.

**19**  **9/10**  
Event rating

**JAIIME ALGUERSUARI**  
Toro Rosso-Ferrari STR6-02  
Start: 10th. Finish: 8th  
Another strong weekend from the former British F3 champion, who qualified well and then excelled in the race. Passed both Senna and Sutil when he needed to, and got the best possible result for the machinery to bank his seventh points finish of the year.



Barrichello and Kobayashi collided in Turn 1 shambles



Three-stop strategy didn't work for di Resta

problems were compounding too, for it was announced he would have to serve a drive-through penalty for the earlier incident, this taken at the end of the 30th lap. As he rejoined from this his front wing began to flutter alarmingly, just as it had done in practice before being replaced with the stiffer one he had trashed in qualifying. 'Self-excited oscillation' is the technical term for the severe out-of-phase buffeting, the endplates sparking off the ground.

"We knew in certain conditions we could be on the limit with that wing," said tech director Pat Fry, "and we decided to change it." So it was that Massa was back in the pits for a new nose (fitted with the old-spec front wing) and a new set of tyres on the very next lap. All this left him down near the back, which is where he was when the left-front suspension collapsed one lap later, just as the right side had in qualifying. It appeared to be for the same reason: taking too much of the orange deterrent kerbs at the chicanes. The team was looking at the possibility that the suspension was already damaged from the Hamilton incident.

That saga had at least given the crowd a bit of drama but there was little left now. As the second stops approached and teams thought about when to pit and fit the hard tyres, Alonso had got himself in range of Webber's third place. "We were caught between a rock and a hard place at this point," explained Christian Horner, "because Mark's tyres were going, so we knew we were definitely vulnerable to Fernando getting the undercut on us if he stopped before us, or maybe vulnerable to him still being able to go fast if he stayed out longer than us. Our only chance was to come in first and hope we could get the new hards switched on quick enough." Webber made the call himself on the

**"The hard tyre was nowhere near as slow as it had been in qualifying because the track surface had evolved"**

37th lap. Ferrari left Alonso – still flying on softs that were 21 laps old – out for another two laps. The hard was nowhere near as slow a tyre as it had been in qualifying because the track surface had evolved. Webber was respectably quick on it straight away – but not quite swift enough. Alonso pitted on lap 39 and rejoined around 1s ahead, finally up to third place, albeit a distant one.

Back in fifth place Rosberg was facing a similar dilemma to Webber. He'd used up the best of his tyres while Schumacher had very cannily nursed them even while staying within range of Rosberg. Nico was forced to come in at the end of the 45th lap and would then struggle to get the hards switched on while Schumacher stayed out for another five fast laps on softs that were still in good shape. It was enough to get Michael out comfortably in front, fifth place secured. Rosberg came back at him but was never in a position to try for a pass and he remained comfortably ahead of the compromised Hamilton to the end.

Button had made his stop on lap 46, Vettel responding a lap later and the McLaren's new tyre undercut reduced the 5s deficit to around 3s. But all was under control in the Vettel cockpit. Soon, despite his engine being turned way down, he was hunting fastest laps. "We bollocked him last time for that," said a smiling Horner, "and he said he was sorry and wouldn't do it again!" Horner wasn't the only one shaking his head in admiration. ❧

**20**  **7/10**  
Event rating

**HEIKKI KOVALAINEN**  
Lotus-Renault T128-04  
Start: 18th. Finish: 14th  
As ever, it was hard to fault Kovalainen, who bears the misfortune of having very little to race for given that the Lotus still isn't quite a match for the midfield in race conditions. Did everything he could, but wasn't able to shine given little opposition.

**21**  **6/10**  
Event rating

**JARNO TRULLI**  
Lotus-Renault T128-01  
Start: 19th. Finish: 19th  
Qualified solidly enough but was booted into a spin on the first lap by Karthikeyan. This forced him into the pits with a puncture and, from there, he was cast adrift at the back. Car damage hobbled him and it was hard to judge his race pace.

**22**  **7/10**  
Event rating

**NARAIN KARTHIKEYAN**  
HRT-Cosworth F111-02  
Start: 23rd. Finish: 17th  
Considering little running and massive pressure, Karthikeyan performed excellently in India. Qualified on Ricciardo's pace and, save for the mishap with Trulli, drove well in the race to match his best finish of the season and show that he can cut in F1.

**23**  **7/10**  
Event rating

**DANIEL RICCIARDO**  
HRT-Cosworth F111-02  
Start: 22nd. Finish: 18th  
A patchy weekend for Ricciardo, who was happy with his speed in qualifying but had to take a penalty for a gearbox change. Would likely have beaten both d'Ambrosio and Karthikeyan in the race but for having to pit with a suspected puncture after first stop.

**24**  **6/10**  
Event rating

**TIMO GLOCK**  
Virgin-Cosworth MVR-02  
Start: 24th. DNF  
One of those weekends where Glock might as well not have turned up. Lost fifth gear in qualifying, so couldn't make a serious attempt, and then retired after two laps in the race after contact with a wayward Kobayashi at the first corner.

**25**  **6/10**  
Event rating

**JEROME D'AMBROSIO**  
Virgin-Cosworth MVR-03  
Start: 21st. Finish: 16th  
The Belgian rookie had a battle on his hands all weekend, struggling in qualifying but managing to defeat the HRTs (by the skin of his teeth) in the race thanks to a late pitstop. Unconvincing, but bottom line is that 16th was the best possible result.

**FREEZE  
FRAME**



# Forcing the virtual issue

Even though it was the first grand prix here, Force India's predicted times were within a tenth of what they achieved. MARK HUGHES tells us how

Adrian Sutil's Force India scatters the kerbing paint at turn 10-11 of the new Buddh circuit. The team's circuit engineering director Dominic Harlow gives us some insight into how a team prepares for a brand new circuit and on how the pre-event virtual-world simulation they do compares with real world conditions such as this.

"For this event we only had architectural drawings of the circuit with geometrical information of the layout. From that we developed a 3D track map and then drive in the loop simulation to define the driver line. The sort of info you get from those plans does give you a good picture in terms of corner radius and length of straights, elevation change and camber. What you don't get is detail of the surface of the road in terms of any bumps or the roughness/smoothness of the tarmac and the kerb details are usually pretty sparse.

"Beyond that there are features such as the artificial grass, which is another level of detail again, which we don't get to model in the simulation and you need to stop the driver in the simulator from just straight-lining an area that in the virtual world gives the same grip as the track but in the real world does not. Next year when we come back we'll have a much better simulation but this actually turned out to be pretty accurate. Our predicted lap time was within a tenth of what we achieved in qualifying. With quite a few new circuits coming onto the calendar over the last few years, the level of information is becoming uniformly pretty good because they know what we need now. Seeing that flaking kerb paint in the picture is a bit of a surprise to me because the drivers have made no mention of it so I can only assume it's not effecting things too much."

# Drawing board

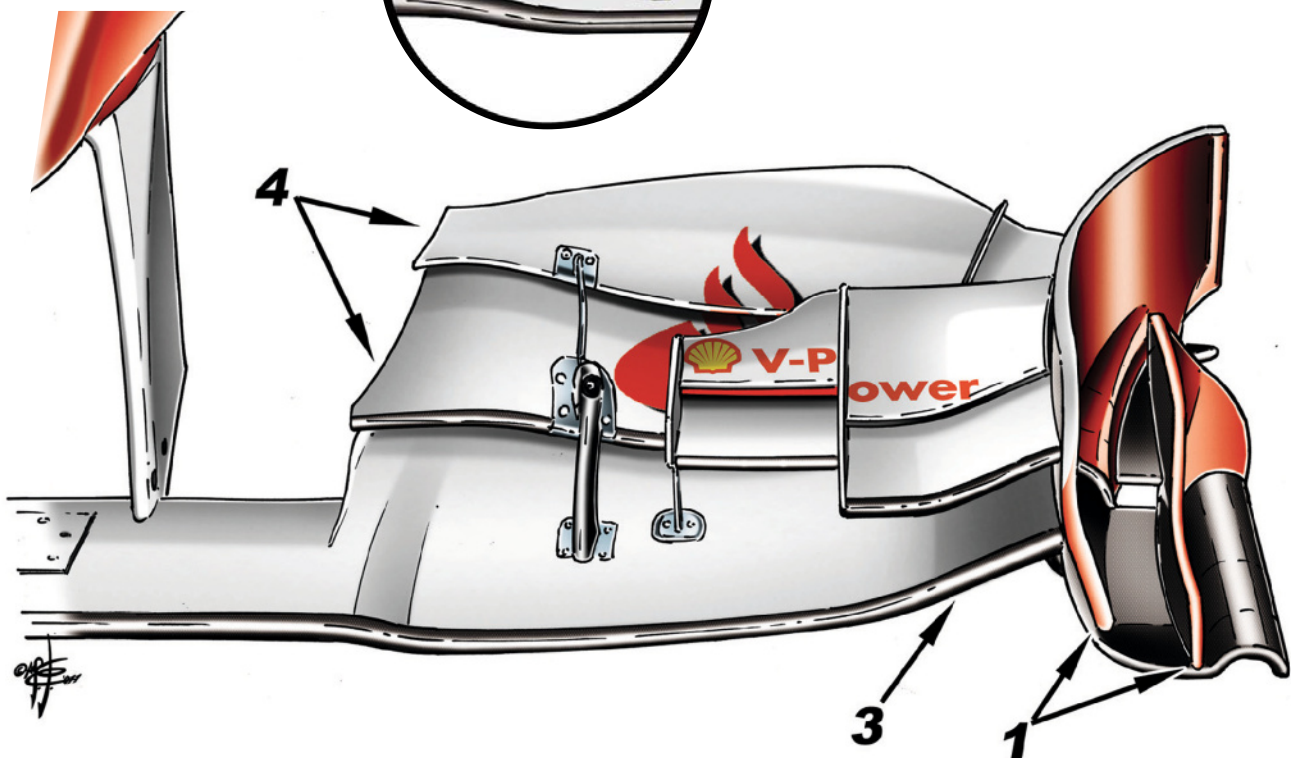
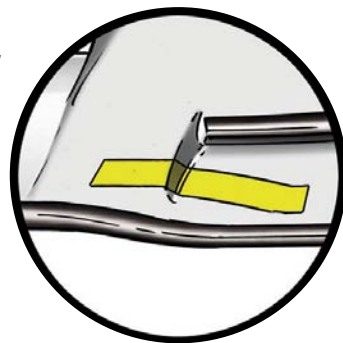
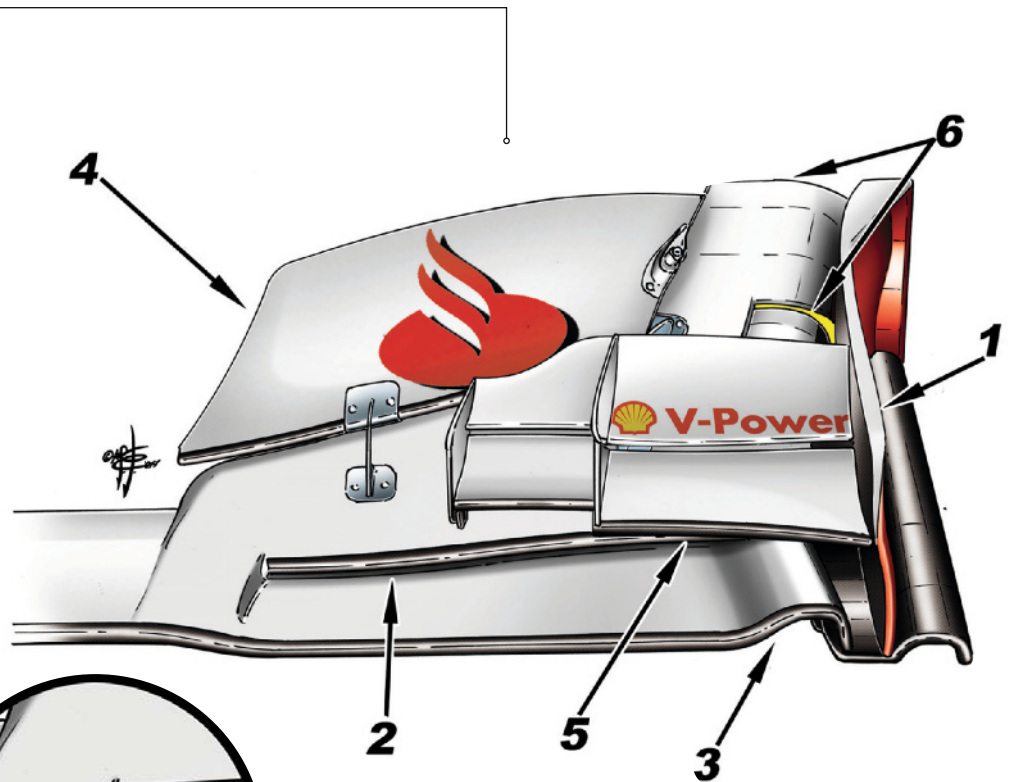


Gary Anderson, Mark Hughes and Giorgio Piola describe the technical issues of the Indian Grand Prix, mostly variations of front wings and efficient cooling

## FERRARI FRONT WING

→ Ferrari continued development of the Red Bull-like front wing introduced on Alonso's car in Korea. In India there were three such wings available and they were used on both cars. In practice Massa ran a different version of this wing, statically identical but visibly more flexible across its span at high speed, to the extent that its endplates were regularly sparking along the ground. Massa reverted to the stiffer wing for qualifying but then damaged it during his accident. Here we see the comparison: the Red Bull-like wing (top) with its predecessor (below) showing the simpler endplate (1) with single rather than twin vanes, the additional slot in the main plane (2), the very different profile change from main plane to endplate (3), the replacement of a double upper flap with a single big one (4), different shape of winglet (5) and an extra bonded section (6) with a slot.

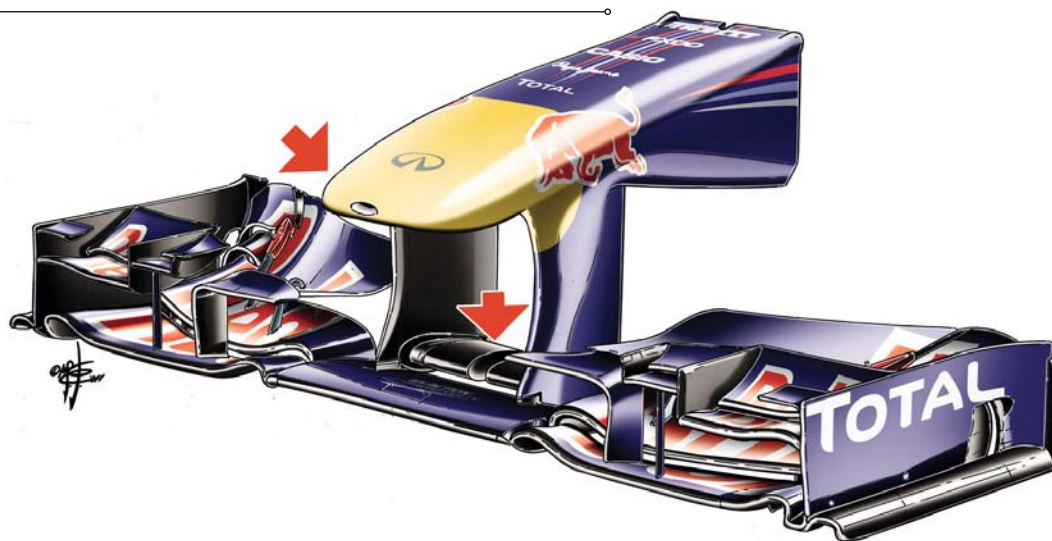
**GARY ANDERSON:** The way the ends of the wing elements curve downwards to join to the footplate of the endplate means the vertical part of the endplate does less of the work in turning the airflow around the front tyre. In reality the front wing endplate is narrower, giving more wing element area. All of this is so as to produce the required front downforce while maximising airflow to the underfloor. They are also trying to optimise the flexing characteristics allowable within the regulations but, as we saw with the assembly used by Massa in practice and race, a little more research will be required in this area.



**RED BULL FRONT WING**

➔ Mark Webber briefly tried this new variation of the Red Bull front wing during practice before reverting to the standard component.

**GARY ANDERSON:** The forward-facing nose cameras normally mounted on the forward outer sides of the nose have now been mounted to act as a flap for the central section of the front wing. The profile of this symmetrical central section is defined by the FIA regulations and was introduced for 2009 by the Overtaking Working Group to reduce the turbulence to the under floor when following another car. There is an area around this section where, other than the wing pillars, no other bodywork can be mounted – except the cameras or dummy cameras, which every car must carry. With this concept it's possible to create a little downforce from this area but the compromise is higher levels of ground sensitivity which can lead to inconsistent airflow to the underfloor.



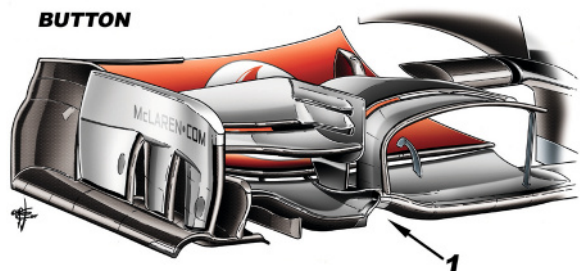
**MCLAREN FRONT WING**

➔ Lewis Hamilton ran during qualifying and race with a revised version of the McLaren front wing, while Jenson Button retained the previous one.

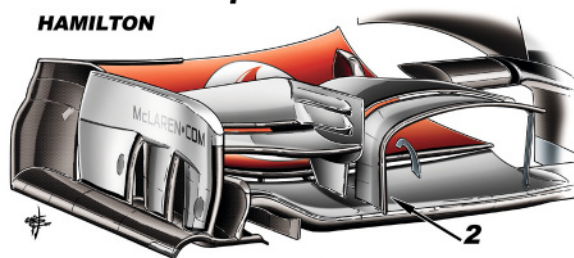
**GARY ANDERSON:** McLaren continues its front wing development which will allow it to start 2012 with a better understanding of the correlation between CFD/windtunnel/track. The Button wing has a raised section

(1) where the banana upper forward wing mounts to the main plane and this raised section is there to induce a vortex that will go around the leading edge of the sidepods, helping the efficiency of the underfloor but reducing the performance of the front wing. The new wing used by Hamilton is a much simpler device and because more of the front wing main plane (2) is working in ground effect, it will make the wing work harder.

**BUTTON**



**HAMILTON**

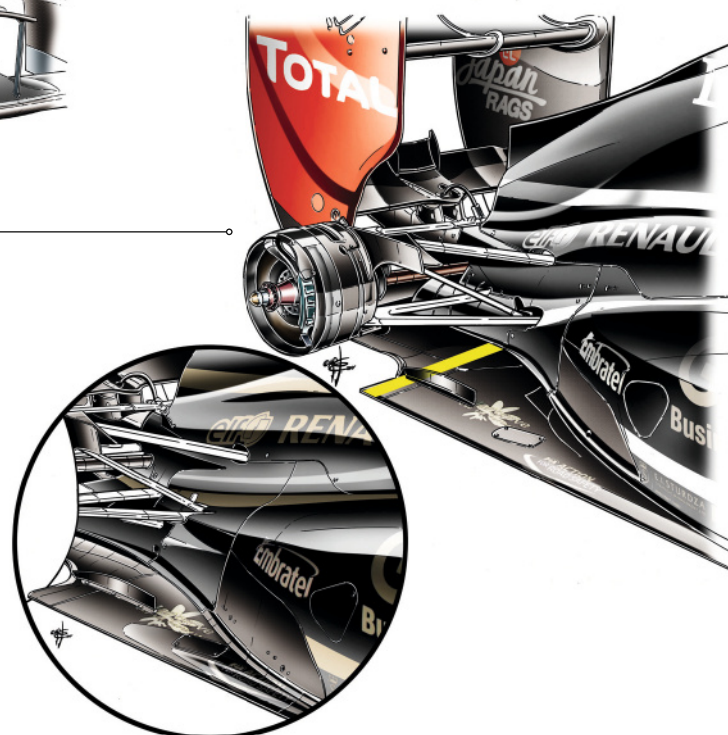


**RENAULT REAR BODYWORK**

➔ Renault has been alternating these two rear bodywork arrangements for the last four races. Technical director James Allison explains it is about trading downforce for cooling according to each circuit's requirements. The main picture shows the more aero-effective solution, with the yellow line illustrating how much more width there is available for airflow to the rear beam wing and over the diffuser. In India, both cars ran with the extra cooling (inset).

**GARY ANDERSON:** The most difficult part of packaging an F1 car is the variations on cooling required for the vastly different circuit configurations and ambient temperatures. Having the correct engine heat rejection figures

at the start of the design is vitally important; after that you have to be honest with yourself and cater for the amount of cooling required. Airflow used to cool the car cannot then be used to create downforce, so it is tempting to let the cooling slip a little while pursuing better overall car efficiency numbers. Normally the standard package will work in ambient temperatures up to around 30C, after that some extra or larger cooling exits will be required. Renault uses these different sidepod configurations to achieve this and it is a reasonable solution. But if the exhaust exits were in this area, like all the other cars, they would lose a lot more downforce, making this style of exit duct inefficient.



# INDIAN GP RESULTS



## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m26.836s
2	VETTEL	1m27.416s
3	WEBBER	1m27.428s
4	BUTTON	1m28.394s
5	SCHUMACHER	1m28.531s
6	ROSBERG	1m28.542s
7	MASSA	1m28.644s
8	SUTIL	1m28.705s
9	BUEMI	1m29.219s
10	KOBAYASHI	1m29.355s
11	DI RESTA	1m29.700s
12	PETROV	1m29.705s
13	SENNA	1m29.799s
14	PEREZ	1m30.132s
15	BARRICHELLO	1m30.367s
16	ALGUERSUARI	1m30.566s
17	MALDONADO	1m30.699s
18	TRULLI	1m30.818s
19	CHANDHOK	1m32.487s
20	RICCIARDO	1m32.771s
21	KARTHIKEYAN	1m33.928s
22	D'AMBROSIO	1m34.113s
23	GLOCK	1m35.896s
24	ALONSO	1m35.899s

Weather: dry

## PRACTICE 2 - Friday

POS	DRIVER	TIME
1	MASSA	1m25.706s
2	VETTEL	1m25.794s
3	ALONSO	1m25.930s
4	HAMILTON	1m26.454s
5	WEBBER	1m26.500s
6	BUTTON	1m26.714s
7	SUTIL	1m27.316s
8	SENNA	1m27.498s
9	DI RESTA	1m27.853s
10	BUEMI	1m27.890s
11	PETROV	1m28.050s
12	KOBAYASHI	1m28.289s
13	PEREZ	1m28.552s
14	ALGUERSUARI	1m28.552s
15	BARRICHELLO	1m28.691s
16	MALDONADO	1m28.708s
17	TRULLI	1m29.332s
18	KOVALAINEN	1m30.241s
19	ROSBERG	1m31.098s
20	GLOCK	1m31.469s
21	SCHUMACHER	1m31.804s
22	D'AMBROSIO	1m32.593s
23	RICCIARDO	1m32.768s
24	KARTHIKEYAN	1m32.824s

Weather: dry

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m24.824s
2	BUTTON	1m25.191s
3	WEBBER	1m25.203s
4	HAMILTON	1m25.288s
5	ALONSO	1m27.784s
6	MASSA	1m26.058s
7	DI RESTA	1m26.785s
8	ROSBERG	1m26.873s
9	SUTIL	1m26.958s
10	BUEMI	1m27.146s
11	SCHUMACHER	1m27.217s
12	SENNA	1m27.235s
13	KOBAYASHI	1m27.262s
14	PETROV	1m27.280s
15	ALGUERSUARI	1m27.387s
16	PEREZ	1m27.749s
17	MALDONADO	1m27.793s
18	BARRICHELLO	1m27.875s
19	TRULLI	1m29.355s
20	KOVALAINEN	1m29.750s
21	GLOCK	1m30.683s
22	KARTHIKEYAN	1m30.900s
23	D'AMBROSIO	1m32.851s
24	RICCIARDO	1m33.246s

Weather: dry



## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m26.218s (2)	1m24.657s (1)	1m24.178s
2	HAMILTON	1m26.563s (8)	1m25.019s (2)	1m24.474s
3	WEBBER	1m26.473s (6)	1m25.282s (4)	1m24.508s
4	ALONSO	1m26.774s (11)	1m25.158s (3)	1m24.519s
5	BUTTON	1m26.225s (3)	1m25.299s (5)	1m24.950s
6	MASSA	1m27.012s (15)	1m25.522s (6)	1m25.122s
7	ROSBERG	1m26.364s (5)	1m25.555s (7)	1m25.451s
8	SUTIL	1m26.271s (4)	1m26.140s (8)	no time
9	BUEMI	1m26.608s (9)	1m26.161s (9)	no time
10	ALGUERSUARI	1m26.557s (7)	1m26.319s (10)	no time
11	PETROV	1m26.189s (1)	1m26.319s	-
12	SCHUMACHER	1m26.790s (12)	1m26.337s	-
13	DI RESTA	1m26.864s (14)	1m26.503s	-
14	MALDONADO	1m26.829s (13)	1m26.537s	-
15	SENNA	1m26.766s (10)	1m26.651s	-
16	BARRICHELLO	1m27.479s (17)	1m27.247s	-
17	PEREZ	1m27.249s (16)	1m27.562s	-
18	KOBAYASHI	1m27.876s	-	-
19	KOVALAINEN	1m28.565s	-	-
20	TRULLI	1m28.752s	-	-
21	RICCIARDO	1m30.216s	-	-
22	KARTHIKEYAN	1m30.238s	-	-
23	D'AMBROSIO	1m30.866s	-	-
24	GLOCK	1m34.046s	-	-

Weather: dry

## QUALIFYING

	Head to head
VETTEL	14 3 WEBBER
HAMILTON	12 5 BUTTON
ALONSO	13 4 MASSA
SCHUMACHER	3 14 ROSBERG
HEIDFELD/SENNA	6 11 PETROV
BARRICHELLO	10 7 MALDONADO
SUTIL	8 9 DI RESTA
KOBAYASHI	7 10 PEREZ/DE LA ROSA
BUEMI	12 5 ALGUERSUARI
KOVALAINEN	15 2 TRULLI/CHANDHOK
KAR'KEYAN/RICCIARDO	4 12 LIUZZI/KARTHIKEYAN
GLOCK	13 4 D'AMBROSIO



## THE GRID

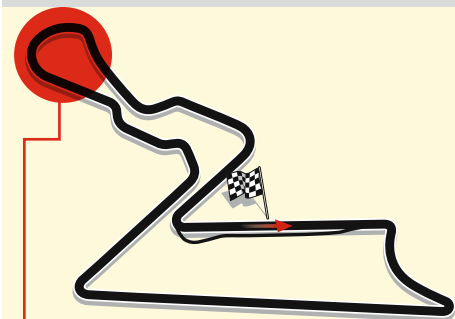
1 VETTEL RED BULL 1m24.178s Soft	2 WEBBER RED BULL 1m24.508s Soft
3 ALONSO FERRARI 1m24.519s Soft	4 BUTTON McLAREN 1m24.950s Soft
5 HAMILTON McLAREN 1m24.474s** Soft	6 MASSA FERRARI 1m25.122s Soft
7 ROSBERG MERCEDES 1m25.451s Soft	8 SUTIL FORCE INDIA no time Soft
9 BUEMI TORO ROSSO no time Soft	10 ALGUERSUARI TORO ROSSO no time Soft
11 SCHUMACHER MERCEDES 1m26.337s Soft	12 DI RESTA FORCE INDIA 1m26.503s Hard
13 MALDONADO WILLIAMS 1m26.537s Soft	14 SENNA RENAULT 1m26.651s Soft
15 BARRICHELLO WILLIAMS 1m27.247s Soft	16 PETROV RENAULT 1m26.319s* Hard
17 KOBAYASHI SAUBER 1m27.876s Soft	18 KOVALAINEN LOTUS 1m28.565s Soft
19 TRULLI LOTUS 1m28.752s Soft	20 PEREZ SAUBER 1m27.562s** Hard
21 D'AMBROSIO VIRGIN 1m30.866s Soft	22 GLOCK VIRGIN 1m34.046s Soft
23 RICCIARDO HRT 1m30.216s* Soft	24 KARTHIKEYAN HRT 1m30.238s* Soft

\*5-place penalty  
\*\*3-place penalty



# TRACKSIDE VIEW

**Mark Hughes**  
Grand prix editor



It's an irresistible 120mph invite to the driver as turn 10 appears before him, car still accelerating in fourth with the lightly banked corner gently curving out of view. It promises that hugely satisfying feeling of long-sustained lateral g-force. A strong neck and brave foot is all you need – come on, it's all there waiting, engine wailing behind you, scenery blurring past, forces both on and in your head pushing you on. But as 10 turns into 11 and it already has you in its snare, there's a nasty little sting. The corner nips in tight on the exit just as the car is going light from the sudden plunging contours – and there's only a tiny window for error. Over-commit or arrive on the wrong line, you'll be on the astroturf with opposite lock already applied – and when the left rear comes back off the green stuff you won't get the lock off fast enough and it will spit you hard into the waiting barrier just a few metres away from the trackside on the right. Most drivers are just teasing that slippery plastic grass with the outer shoulder of the left-rear, but with most of the tyre remaining on the relatively high grip of the painted kerb.

**“Over-commit and you're on the astroturf with opposite lock on”**

But actually there is another line – and intriguingly it's being used only by the fastest and the slowest, the Red Bulls and the HRTs. The Red Bull drivers are able to load up their car just before that tightening, getting more of the turn achieved before they arrive at the tricky bit. Relieved then of some of the lateral load, they can use the astroturf line with impunity, giving them visibly higher exit speeds as they are effectively almost straight where the others are still turning hard. The HRTs are being pulled out there through an entirely different mechanism, understeer in the mid-part of the turn draining away momentum audible by the descending notes of their exhausts. So they are hitting the astroturf at an acute angle and travelling fairly slowly and when the rear tyres find the slippery stuff it simply corrects the understeer in a neat step-change.



**THE RACE: 60 LAPS, 190.425 MILES**

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FATEST LAP	PITSTOP	TIME IN PIT	TYRE CHOICE	STINT 1	STINT 2	STINT 3	STINT 4
1	VETTEL	RED BULL-RENAULT	60	1h30.35.002s	1m27.249s	2	42.9s	Soft	Soft	Hard		
2	BUTTON	McLAREN-MERCEDES	60	+8.433s	1m27.967s	2	42.9s	Soft	Soft	Hard		
3	ALONSO	FERRARI	60	+24.301s	1m27.953s	2	43.6s	Soft	Soft	Hard		
4	WEBBER	RED BULL-RENAULT	60	+25.529s	1m27.520s	2	42.6s	Soft	Soft	Hard		
5	SCHUMACHER	MERCEDES	60	+1m05.421s	1m28.549s	2	42.4s	Soft	Soft	Hard		
6	ROSBERG	MERCEDES	60	+1m06.851s	1m28.600s	2	44.1s	Soft	Soft	Hard		
7	HAMILTON	McLAREN-MERCEDES	60	+1m24.183s	1m28.721s	3	71.9s	Soft	Soft	Soft	Hard	
8	ALGUERSUARI	TORO ROSSO-FERRARI	59	-1 lap	1m29.239s	2	45.9s	Soft	Soft	Hard		
9	SUTIL	FORCE INDIA-MERCEDES	59	-1 lap	1m29.289s	2	43.4s	Soft	Soft	Hard		
10	PEREZ	SAUBER-FERRARI	59	-1 lap	1m29.345s	2	47.5s	Hard	Soft	Soft		
11	PETROV	RENAULT	59	-1 lap	1m29.289s	2	49.7s	Hard	Soft	Soft		
12	SENNA	RENAULT	59	-1 lap	1m29.310s	2	43.9s	Soft	Soft	Hard		
13	DI RESTA	FORCE INDIA-MERCEDES	59	-1 lap	1m28.679s	3	66.7s	Hard	Soft	Soft	Soft	
14	KOVALAINEN	LOTUS-RENAULT	58	-2 laps	1m30.294s	2	44.2s	Soft	Soft	Hard		
15	BARRICHELLO	WILLIAMS-COSWORTH	58	-2 laps	1m28.635s	2	56.0s	Soft	Hard	Soft		
16	D'AMBROSIO	VIRGIN-COSWORTH	57	-3 laps	1m31.990s	2	45.2s	Soft	Soft	Hard		
17	KARTHIKEYAN	HRT-COSWORTH	57	-3 laps	1m31.988s	2	47.7s	Soft	Soft	Hard		
18	RICCIARDO	HRT-COSWORTH	57	-3 laps	1m31.674s	3	96.1s	Soft	Soft	Soft	Hard	
19	TRULLI	LOTUS-RENAULT	55	-5 laps	1m31.691s	3	87.8s	Soft	Soft	Soft	Hard	
R	MASSA	FERRARI	32	suspension	1m30.243s	2	64.4s	Soft	Soft	Hard		
R	BUEMI	TORO ROSSO-FERRARI	24	engine	1m30.956s	1	22.6s	Soft	Soft	Soft	dnf	
R	MALDONADO	WILLIAMS-COSWORTH	12	gearbox	1m33.573s	0	-	Soft	dnf			
R	GLOCK	VIRGIN-COSWORTH	2	acc damage	2m09.008s	1	27.4s	Soft	Soft		dnf	
R	KOBAYASHI	SAUBER-FERRARI	0	accident	-	0	-	Soft	dnf			

Weather: dry. Fastest lap: Sebastian VETTEL 1m27.249s (131.403mph) on lap 60.  
Lap leaders: 1-60 Vettel

Option tyre in bold; new set in red, used set in black

**SEASON SO FAR - Points and positions**

POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	VETTEL	374	1st	1st	2nd	1st	1st	1st	2nd	1st	2nd	4th	2nd	1st	1st	2nd	3rd	1st	1st		
2	BUTTON	240	6th	2nd	4th	6th	3rd	3rd	1st	6th	ret	ret	1st	3rd	2nd	2nd	1st	4th	2nd		
3	ALONSO	227	4th	6th	7th	3rd	5th	2nd	ret	2nd	1st	2nd	3rd	4th	3rd	4th	2nd	5th	3rd		
4	WEBBER	221	5th	4th	3rd	2nd	4th	4th	3rd	3rd	3rd	3rd	5th	2nd	ret	3rd	4th	3rd	4th		
5	HAMILTON	202	2nd	8th	1st	4th	2nd	6th	ret	4th	4th	1st	4th	ret	4th	5th	5th	2nd	7th		
6	MASSA	98	7th	5th	6th	11th	ret	ret	6th	5th	5th	5th	6th	8th	6th	9th	7th	6th	ret		
7	ROSBERG	75	ret	12th	5th	5th	7th	11th	11th	7th	6th	7th	9th	6th	ret	7th	10th	8th	6th		
8	SCHUMACHER	70	ret	9th	8th	12th	6th	ret	4th	17th	9th	8th	ret	5th	5th	ret	6th	ret	5th		
9	PETROV	36	3rd	17th	9th	8th	11th	ret	5th	15th	12th	10th	12th	9th	ret	17th	9th	ret	11th		
10	HEIDFELD	34	12th	3rd	12th	7th	8th	8th	ret	10th	8th	ret	ret	-	-	-	-	-	-		
11	SUTIL	30	9th	11th	15th	13th	13th	7th	ret	9th	11th	6th	14th	7th	ret	8th	11th	11th	9th		
12	KOBAYASHI	27	dsq	7th	10th	10th	10th	5th	7th	16th	ret	9th	11th	12th	ret	14th	13th	16th	ret		
13	ALGUERSUARI	26	11th	11th	ret	16th	16th	ret	8th	8th	10th	12th	10th	ret	7th	21st	15th	7th	8th		
14	DI RESTA	21	10th	10th	11th	ret	12th	12th	ret	14th	15th	13th	7th	11th	8th	6th	12th	10th	13th		
15	BUEMI	15	8th	13th	14th	9th	14th	10th	10th	13th	ret	15th	8th	ret	10th	12th	ret	9th	ret		
16	PEREZ	14	dsq	ret	17th	14th	9th	ns	ns	11th	7th	11th	15th	ret	ret	10th	8th	12th	10th		
17	BARRICHELLO	4	ret	ret	13th	15th	17th	9th	9th	12th	13th	ret	13th	16th	12th	13th	17th	13th	15th		
18	SENNA	2	-	-	-	-	-	-	-	-	-	-	-	13th	9th	15th	16th	14th	12th		
19	MALDONADO	1	ret	ret	18th	17th	15th	18th	ret	18th	14th	14th	16th	10th	11th	11th	14th	ret	ret		
20	DE LA ROSA	0	-	-	-	-	-	-	12th	-	-	-	-	-	-	-	-	-	-		
21	TRULLI	0	13th	ret	19th	18th	18th	13th	16th	20th	ret	-	ret	14th	14th	ret	19th	17th	19th		
22	KOVALAINEN	0	ret	15th	16th	19th	ret	14th	ret	19th	ret	16th	ret	15th	13th	16th	18th	15th	14th		
23	LIUZZI	0	dnq	ret	22nd	22nd	ret	16th	13th	23rd	18th	ret	20th	19th	ret	20th	23rd	21st	-		
24	D'AMBROSIO	0	14th	ret	20th	20th	20th	15th	14th	22nd	17th	15th	19th	17th	ret	18th	21st	20th	16th		
25	GLOCK	0	nc	16th	21st	dns	19th	ret	15th	21st	16th	17th	17th	18th	15th	ret	20th	18th	ret		
26	KARTHIKEYAN	0	dnq	ret	23rd	21st	21st	17th	17th	24th	-	-	-	-	-	-	-	-	17th		
27	RICCIARDO	0	-	-	-	-	-	-	-	-	19th	19th	18th	ret	nc	19th	22nd	19th	18th		
28	CHANDHOK	0	-	-	-	-	-	-	-	-	-	20th	-	-	-	-	-	-	-		

**SEASON SO FAR - Points and positions**

POS	TEAM	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	RED BULL	595	35	37	37	43	37	37	33	40	33	27	28	43	25	40	27	40	37		
2	McLAREN	442	26	22	37	20	33	23	25	20	12	25	37	15	30	28	35	30	24		
3	FERRARI	325	18	18	14	15	10	18	8	28	35	28	23	16	23	14	24	18	15		
4	MERCEDES	145	0	2	14	10	14	0	12	6	10	10	2	18	10	6	9	4	18		
5	RENAULT	72	15	15	2	10	4	4	10	1	4	1	0	2	2	0	2	0			
6	FORCE INDIA	51	3	1	0	0	0	6	0	0	0	0	8	6	6	4	12	0	1	2	
7	SAUBER	41	0	6	1	1	3	10	6	0	6	2	0	0	0	1	4	0	1		
8	TORO ROSSO	41	4	0	0	2	0	1	5	4	1	0	5	0	7	0	0	8	4		
9	WILLIAMS	5	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0	0	0		
10	LOTUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11	HRT	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

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

**QUICK RESULTS**  
 → Winner **Tony Stewart**  
 → Pole **Carl Edwards**  
 → Most laps led **Kyle Busch**  
 → Points leader **Edwards**

**RACE RATING**  
 ★★☆☆☆ Exciting finish marred by driving ranging from mindless to moronic

**REPORTS**  
**WORLD OF SPORT**

NASCAR SPRINT CUP MARTINSVILLE (USA), OCTOBER 30, RD 33/36

# 'Smoke' adds fire to title fight at Martinsville



Stewart (14) just made it past Johnson (48)

**TEAM OWNER/DRIVER TONY** Stewart claimed his third win of NASCAR's Chase for the Championship at Martinsville to jump up to second in the title race, only eight points off leader Carl Edwards with three races to go.

Two-time champion Stewart (Chevrolet) almost went a lap down in the middle of the 500-lapper, but some clever strategy and a charging drive put him in position to attack leader Jimmie Johnson (Hendrick Chevy) with three laps to go. He pulled off a stunning round-the-outside pass on Johnson, who was on older tyres, to claim a remarkable victory.

Johnson tried to fight back in the final turns, and Stewart said: "I don't think anybody passes Jimmie on

the outside. He put the bumper to me in [Turns] 3 and 4, but not enough to wreck us. He's classy; always races clean."

Johnson added: "Tony hung on around the outside. I was trying to mind my Ps and Qs and unfortunately got beaten. I could have put the bumper on him, but I didn't want to ruin his championship."

Stewart's day almost fell apart when he surrendered the lead by pitting with 85 laps to go, after contact with Kevin Harvick (RCR Chevy) led him to fear a puncture: "My heart fell to my stomach, I felt I'd made a big mistake. I thought I had a flat and I didn't."

Although he finished second, five-time champion Johnson is now 43 points behind. Despite gambling

on not taking fresh tyres in the late stages, to retain his track position, Johnson's best hope for victory evaporated when the final caution flew while he was leading with 11 laps to go, putting Stewart and Jeff Gordon right on his tail.

Gordon was third, having been caught up in the first of 18 cautions for crashes – many of which were caused by drivers seeking revenge for earlier collisions. Harvick's fourth place gained him ground in the title race, but he is still 21 behind Edwards.

Edwards – who started on pole as qualifying was rained out – went a lap down on two occasions in his Roush Ford, but a late fightback sealed ninth.

The big loser of the championship frontrunners

was Brad Keselowski, who ran in the top six all day but was spun with three laps to go, dropping him to 17th.  
 ● Chuck Bradbury Sr

**RESULTS**

**1 Tony Stewart (Chevrolet Impala)**, 500 laps in 3h49m52s; 2 Jimmie Johnson (Chevy), +0.170s; 3 Jeff Gordon (Chevy); 4 Kevin Harvick

(Chevy); 5 Denny Hamlin (Toyota Camry); 6 Jeff Burton (Chevy); 7 Dale Earnhardt Jr (Chevy); 8 Martin Truex Jr (Toyota); 9 Carl Edwards (Ford); 10 Ryan Newman (Chevy).

**Points** 1 Edwards, 2273; 2 Stewart, 2265; 3 Harvick, 2252; 4 Brad Keselowski, 2246; 5 Matt Kenseth, 2237; 6 Johnson, 2230; 7 Kyle Busch, 2216; 8 Kurt Busch, 2215; 9 Earnhardt, 2200; 10 J Gordon, 2197.

**BUSCH SKIPS RACE, BUT HAMLIN WINS IN HIS CAR ANYWAY**  
 Denny Hamlin took his first Truck Series win on his first appearance of the year at Martinsville, using fresh tyres late on to pass Ron Hornaday for the spoils



- |   |                  |   |        |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 32,658 |
| 2 | Mark Webber      | ▲ | 20,830 |
| 3 | Lewis Hamilton   | ▼ | 19,921 |
| 4 | Jenson Button    | ▲ | 19,377 |
| 5 | Fernando Alonso  | ▼ | 18,453 |

Ranking the world's best drivers.....

**WHAT HAPPENED THIS WEEK**

Tony Stewart rose two places to 21st after his victory at Martinsville. Podium finishes for Jimmie Johnson (13) and Jeff Gordon (20) did not change their positions, but a ninth-placed finish for points leader Carl Edwards allowed him to climb a spot to eighth.

To see the full list, visit [castroldriverrankings.com](http://castroldriverrankings.com)

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INTERNATIONAL GT OPEN BARCELONA (E), OCTOBER 29-30, RD 8/8

## Dramatic finale hands title to Ayari



Victory in race one set Ayari up for his title party

**SOHEIL AYARI** captured the International GT Open crown as Emanuele Moncini and Andrea Montermini came within two laps of stealing the title in a dramatic final race of the year at Barcelona.

A hard-earned victory in the opening race of the weekend had put Ayari, sharing his JMB Ferrari 458 with Joel Camathias, in prime position for the

title, as Montermini and Moncini finished fifth, 38s down the road.

That meant fourth in race two would be enough, even if the similar Villorba 458 of Montermini/Moncini won the race.

That prospect looked on during the first half-hour as Montermini led and Camathias ran fourth, but the JMB car dropped to eighth after its driver

change, putting its new occupant's title at risk.

The AF Corse Ferrari of Luca Rangoni/Alessandro Garofano took over the lead at the stops, and some resolute defending kept Moncini behind.

On the penultimate lap, Moncini got bogged down in traffic, allowing Alessandro Pier Guidi to slip his older Ferrari into second, and that became

the lead when he stuck the Vittoria 430 – shared with Juan Manuel Lopez – down the inside of Garofano at La Caixa. Moncini tried to follow, but collided with Garofano, putting both out and handing the title to Ayari, who finished fourth, behind Marco Frezza/Rob Bell (JMB) and Andrea Ceccato/Alvaro Barba (Autorlando Porsche).

● Sam Tremayne

### RESULTS

#### Race 1 Soheil Ayari/Joel Camathias (Ferrari 458).

36 laps in 1h10m13.002s; 2 Philipp Peter/Michael Bronizewski (Ferrari), +19.543s; 3 Stefano Bizzari/Andrea Rizzoli (Ferrari); 4 Marco Frezza/Rob Bell (Ferrari); 5 Andrea Montermini/Emanuele Moncini (Ferrari); 6 Miguel Ramos/Raffaele Giammaria (Ferrari).

#### Race 2 1 Alessandro Pier Guidi/Juan Manuel Lopez (Ferrari 430).

26 laps in 50m50.121s; 2 Frezza/Bell, +0.715s; 3 Andrea Ceccato/Alvaro Barba (Porsche 911 GT3 RSR); 4 Ayari/Camathias; 5 Giammaria/Ramos; 6 Peter/Bronizewski. **Points** 1 Ayari, 199; 2 Montermini/Moncini, 177; 3 Frezza, 173; 4 Ramos/Lopez, 168; 6 Miguel Ramos, 166; 6 Lorenzo Bontempelli, 166.

### IN BRIEF

#### Auer closed in on title



#### JK RACING ASIA SERIES

Points leader Lucas Auer took a double win in both Indian GP support races at Buddh. Lorenzo Compele made it a one-two for Eurointernational in race one, but was passed by Irfan Ilyas for third at the end of race two – behind Afiiq Yazid (Meritus).

#### SPANISH GT

Miguel de Castro/Manuel Giao (Drivex Porsche) followed up a race one win with second in the finale contest at Barcelona, less than 7s behind the Edil Cris Ferrari of Joao Ramos/Mario Silva. Giao became champion.

#### FRENCH GT

Pre-race title favourites Anthony Beltoise/Laurent Pasquali were crowned at Paul Ricard, the Almeras Porsche duo taking a win and a second place. The Graff Mercedes of Gregoire Demoustier/Renaud Derlot won race two.

#### SUD-AM F3

Three poles and three wins were more than enough to make Fabiano Machado champion at Brasilia. The Cesario Formula driver was chased by his teammate Ricardo Landucci in race one and by Hitech's Fernando Rezende in the others.

#### VLN

Phoenix Audi R8 LMS trio Marc Basseng/Michael Ammermuller/Christopher Mies won the final race of the year on the Nordschliefe with Briton Richard Westbrook (Manthey Porsche) fourth, sharing with Mike Sturesburg.

#### BRAZILIAN TOURING CARS

Another win – this time at Rio – for V8 Stock Car regular Thiago Camilo makes the title virtually certain for the Alves Chevrolet driver. Local entrant 'Serafin' won race two in his AMG Chevy, ahead of Juliano Moro's Honda.

EUROPEAN F3 OPEN BARCELONA (E), OCTOBER 29-30, RD 8/8

## Fontana takes title, despite penalty

**ALEX FONTANA** secured the 2011 title, despite not winning either race at the Barcelona season finale.

The Swiss teenager was fourth in race one for Corbetta Competizioni, meaning he could still be overhauled if disaster struck in race two. And as it was, the finale was dramatic.

The memories of a tepid first race – the top eight did not change from the first lap onward, with Zoel Amberg (Emiliodevillota Motorsport) winning from RP's David Fumanelli and Matteo Beretta – were

quickly erased when the front row duo of Niccolò Schiro and Noel Jammal clashed at the first corner.

Jammal (Cedars), whose sixth-placed finish in race one gave him pole, was on the outside at Renault when the pair made contact, sending him into the gravel.

Schiro (RP) was handed a drive-through penalty, which promoted Fumanelli into a lead he protected until the end. Amberg finished second, while third went to Fontana after a late pass on Team West-Tec's Victor Correa through the



Fontana (right) was penalised later

Renault/Elf complex on lap 10. Correa spun trying to defend and was forced to retire, while Fontana was handed a 30s post-race penalty for his part – the newly crowned champion finishing tenth as a result.

● Sam Tremayne

**Race 1 1 Zoel Amberg**, 15 laps in

26m32.077s; 2 David Fumanelli, +1.679s; 3 Matteo Beretta; 4 Alex Fontana; 5 Niccolò Schiro; 6 Noel Jammal. **Race 2 1 Fumanelli**, 16 laps in 28m12.917s; 2 Amberg, +6.283s; 3 Juan Carlos Sistos; 4 Schiro; 5 Manuel Bejarano; 6 Fernando Monje. **Points** 1 Fontana, 123; 2 Fumanelli, 115; 3 Fabio Gamberini, 79; 4 Sistos, 74; 5 Schiro, 66; 6 Victor Correa, 59.

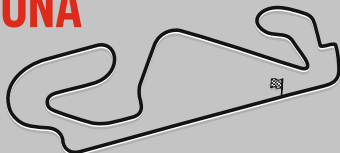
# BARCELONA

SPAIN

October 29-30

Formula 2

Round 8/8



## AT A GLANCE

→ Race 1 **Mirko Bortolotti**

→ Race 2 **Bortolotti**

→ Poles **Bortolotti x2**

→ FLs **Bortolotti x2**



A Williams test awaits Bortolotti



Bortolotti adopts accustomed pose

# Mirko maintains his magic

**Though the remaining podium places were still up for grabs, it remained a Bortolotti domination all weekend in Spain**

## MIRKO BORTOLOTTI

delivered a fitting finale to a crushingly successful 2011 campaign in Formula 2 as he romped to a brace of pole positions and race wins at Barcelona.

Such success made the weekend an effective microcosm of the season as a whole, with Bortolotti firmly established at the top of the F2 pile. In this season alone he has taken seven wins, seven pole positions and 14 podiums from the 16 races, and never finished lower than sixth. Simply put the 2011 championship has almost exclusively been about the Austro-Italian, and the final denouement followed suit.

The tone was set in first qualifying, as an inspired strategy gave Bortolotti a rare spell of clean air. While most bolted old rubber on for experimental runs, before pitting at the half-way stage for fresh Avons, Bortolotti waited. When the field came in, he went out for the first time. Six laps were all he needed, as he got down to a 1m37.874s that would remain unbeaten – only Spain's Miki Monras getting within four tenths of his time.

That provided the basis for a lights to flag victory in race one, his sixth of the season. The only time he looked under the slightest

pressure was on lap seven, when Monras reduced his lead to around 1s, but Bortolotti had time in hand and by the finish his punishing consistency gave him a winning margin of almost nine seconds.

Behind Monras, Ramon Pineiro – one of the stars of the second half of the season – finished third

to guarantee himself a top three championship berth, with second still a mathematical possibility given that Christopher Zanella could only finish sixth behind Tobias Hegewald and Mihai Marinescu.

Second qualifying largely followed the same pattern as the first, although this

time Pineiro and Jack Clarke opted to shadow Bortolotti's strategy. The decision almost paid off for Pineiro, who came within a quarter of a second of denying Bortolotti pole position for the season finale. Monras took third ahead of Marinescu, while Kelvin Snoeks in fifth was more than one second in arrears.

A clean start by Pineiro gave him the inside line heading into the Elf/Renault complex, but Bortolotti hung around the outside at the first turn and slipped into the lead on the left-hander. It was to prove the only time he came under serious pressure.

Behind the lead duo Marinescu jumped Monras at the start, while a row further back Alex Brundle did likewise on Snoeks to move into fifth. Both Marinescu and Brundle came under pressure during the race but coped admirably and, with



Race 1: Bortolotti leads away from pole

## RACE RATING

☆☆☆☆☆

A fitting finale for Bortolotti, but lack of overtaking made races processional

## MILESTONE

Mirko Bortolotti wins his eighth race - a new record in the modern era of Formula 2



## REPORT F2 BARCELONA

SAM TREMAYNE  
reports



overtaking at a premium on the Catalan circuit, the order at the front remained unchanged for the remainder of the race.

The scarcity of overtaking only served to heighten the focus on Bortolotti, for whom victory secured a winning championship margin of 123 points, or 111 with dropped scores taken into account.

It also moved him to a record eight victories in the new era of F2 - he triumphed in his maiden 2009 season at Brno - to put further gloss on a record-breaking season.

"There are a few things that make me really happy," Bortolotti says when reflecting on his season.

"We won on all the current F1 tracks on the calendar - Silverstone, Spa, twice on the Nurburgring, Monza and now twice in Barcelona. I finished in the points in every round, which has never been done before, and now we have the most wins in the new era of F2.

"When I came back the goal was to win the championship, and we achieved that. After I sealed the title at Monza my goal was to try and get the most wins, and now we have achieved that too. I cannot really ask for more."

A perfect end it might have been, but it is easy to forget that Bortolotti is just 21 and therefore must look



A second and fourth for Monras in Spain



And race 2: Bortolotti leads away from pole...

to the future to capitalise on such momentum. What next for a man who has already been part of the Red Bull and Ferrari young driver programmes, tested for both Ferrari and Toro Rosso, and will now join Williams for this year's F1 young driver tests?

"I have a clear idea what I want to do," he states. "In single-seaters, I have done what was in my hands. Obviously the main target is to reach Formula 1, but it is not always in a driver's control - there are elements other than results, potential or talent which come into play.

"I am very happy to have this big opportunity with Williams, and the main target will be to get everything out of the car and enjoy myself. All the tests I have done in the past were very good, very competitive, so I think if there was a chance to go inside maybe we could do a good job. We have to be realistic though and consider our situation. I don't think I will be in GP2 next year so there are not many options in single-seaters. There are other options though, like DTM, and I'm very focussed on getting a chance there." ❄

## RUNNERS-UP RESOLVED

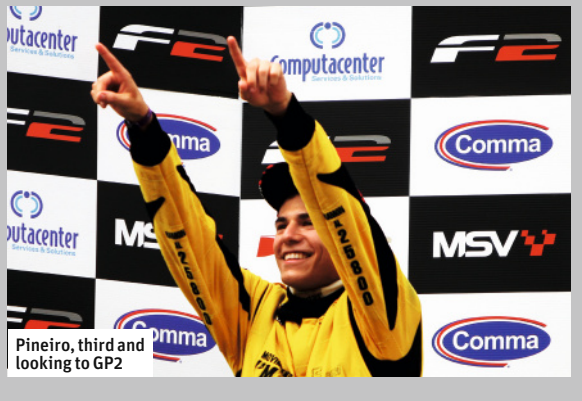
WITH BORTOLOTTI HAVING WRAPPED UP THE TITLE AT Monza, focus shifted to the fight for second and third in the championship, with a GP2 test and FIA Superlicence eligibility the added incentives.

Christopher Zanella's early season form guaranteed him a top three berth but he could still be overhauled by Ramon Pineiro, who had scored more points than any other driver in the five races before Barcelona. A poor first half to the season meant Pineiro could still be overhauled for third however, with Miki Monras, Mihai Marinescu and Tobias Hegewald all in contention.

Pineiro though was in superb form at his home race, finishing third and second to cement his place in the top three. In the last eight races he scored 156 points, one point down on Bortolotti's total.

"The season has been really up and down - in the first half we had the pace but didn't get the results, but as soon as I got my first podium at Brands Hatch that was it," says Pineiro. "Getting third was a big relief, and the idea next year is to target GP2 - although it's all about money now."

Zanella's path to second was almost a polar opposite: quick in the first half, he won twice at Magny-Cours to take the championship lead, but could then only score one podium in the last nine races. The 22-year-old only failed to finish in the points once however, a source of pride in his maiden season. "I'm really happy with my performances," he says. "Now I hope to raise the budget to return and to win the championship next year."



Pineiro, third and looking to GP2

## RESULTS

FIA Formula 2 Championship, Barcelona (E), October 29-30, round 8 of 8

GRID	
1	BORTOLOTTI
2	MONRAS
3	PINEIRO
4	HEGEWALD
5	MARTINESCU
6	ZANELLA
7	CLARKE
8	BRUNDLE
9	MAC
10	LARICHE
11	SNOEKS
12	COLE
13	SNEGIREV
14	STORZ
15	MUN
16	KRALEV
17	S'WAREN
18	ABADIN

RACE 1 - 22 LAPS, 63.628 MILES			
POS	NAME	TIME	GRID
1	Mirko Bortolotti (I)	36m56.204s	1
2	Miki Monras (E)	+8.771s	2
3	Ramon Pineiro (E)	+19.846s	3
4	Tobias Hegewald (D)	+26.201s	4
5	Mihai Marinescu (RO)	+26.933s	5
6	Christopher Zanella (CH)	+41.852s	6
7	Jack Clarke (GB)	+42.492s	7
8	Alex Brundle (GB)	+43.033s	8
9	Kelvin Snoeks (NL)	+43.588s	11
10	Mikkel Mac (DK)	+44.458s	9
11	Thiemo Storz (D)	+53.761s	14
12	Maxim Snegirev (RUS)	+54.783s	13
13	Benjamin Lariche (F)	+55.198s	10
14	James Cole (GB)	+56.264s	12
15	Jose Luis Abadin (E)	+58.425s	18
16	Plamen Kralev (BG)	+1m03.768s	16
17	Parthiva Sureshwaren (IND)	+1m14.308s	17
R	Sung Hak Mun (ROK)	12 laps - accident	15

GRID	
1	BORTOLOTTI
2	PINEIRO
3	MONRAS
4	MARTINESCU
5	SNOEKS
6	BRUNDLE
7	HEGEWALD
8	MAC
9	ZANELLA
10	LARICHE
11	CLARKE
12	COLE
13	STORZ
14	MUN
15	S'WAREN
16	SNEGIREV
17	KRALEV
18	ABADIN

RACE 2 - 22 LAPS, 63.628 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Bortolotti	37m16.884s	1
2	Pineiro	+8.073s	2
3	Marinescu	+11.782s	4
4	Monras	+13.008s	3
5	Brundle	+25.133s	6
6	Snoeks	+25.977s	5
7	Zanella	+27.201s	9
8	Mac	+28.002s	8
9	Clarke	+38.918s	11
10	Lariche	+39.698s	10
11	Hegewald	+40.442s	7
12	Snegirev	+44.991s	16
13	Abadin	+59.516s	18
14	Sureshwaren	+1m06.440s	15
15	Cole	+1m06.921s	12
16	Storz	+1m09.974s	13
17	Kralev	+1m11.312s	17
DNS	Mun		14

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Bortolotti	316
2	Zanella	195
3	Pineiro	185
4	Monras	153
5	Marinescu	138
6	Hegewald	121
7	Brundle	112
8	Clarke	110
9	Bratt	92

**Race 1** Winner's average speed 103.40mph. Fastest lap: Bortolotti, 1m39.283s, 104.89mph.  
**Race 2** Winner's average speed 102.40mph. Fastest lap: Bortolotti, 1m40.067s, 104.08mph.

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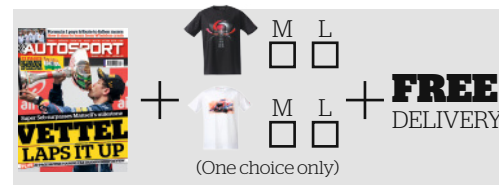
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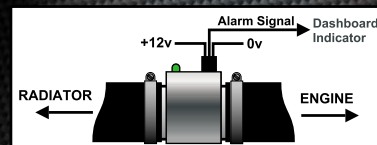
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Email [hr@lotusrenaultgp.com](mailto:hr@lotusrenaultgp.com)  
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2011 has been an unforgettable year for Red Bull Technology and Red Bull Racing as we retain our double Championship by claiming our second Drivers' World Championship and Constructors' Championship in Formula One.

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### HR857 – HEAD OF STRUCTURES AND FINITE ELEMENT ANALYSIS

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Email: [recruitment@redbullracing.com](mailto:recruitment@redbullracing.com)

Address: Human Resources, Red Bull Technology Ltd, Building 1, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ

**CLOSING DATE FOR APPLICATIONS – 20TH NOVEMBER 2011**

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2011 has been an unforgettable year for Red Bull Technology and Red Bull Racing as we retain our double Championship by claiming our second Drivers' World Championship and Constructors' Championship in Formula One.

With the recent success there has never been a more exciting time to join our team. We are currently recruiting for the following role within our Aerodynamics Design Team:

### HR871 – MODEL DESIGNER

As part of the Aerodynamic Design Team, you will work on the design and development of our wind tunnel model. A mechanical design background coupled with strong CAD surfacing skills are essential, preferably using Unigraphics NX. A good understanding of mainstream manufacturing processes is also required, along with the ability to create engineering detailed drawings. Candidates would ideally have serviced a Mechanical Engineering apprenticeship and be educated to HNC/HND/Degree level. The successful candidates will have proven experience in this field.

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Email: [recruitment@redbullracing.com](mailto:recruitment@redbullracing.com)

Address: Human Resources, Red Bull Technology Ltd, Building 1, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ

**CLOSING DATE FOR APPLICATIONS – 17TH NOVEMBER 2011**

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Your responsibilities would be:

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Your responsibilities would be:

- Design of the cooling system

Additional Requirements:

Very good knowledge of thermodynamic and fluid dynamic knowledge and this demonstrated in the formula 1/LMP.



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- An experienced mechanical/automotive engineer, with a proven track record in designing Formula 1 composite components, as well as knowledge and understanding of composite material technology.

- Responsible for the design and development of structural components, in close collaboration with the calculation group.
- Comprehensive 3D design and surfacing experience (preferably CATIA V5) is required.
- To include the design of patterns, tools and jigs required for the production of the various components. To work in close co-operation with our aerodynamics department and other design groups. To optimise the production process and procedures associated with these composite components.

## Senior Suspension Design Engineer

- An experienced mechanical or automotive engineer with extensive Formula 1 suspension design experience, ideally also covering composite materials.

- Responsible for the design, development and engineering of Formula 1 race car suspension components. Transferring generated ideas into working concepts, in close co-operation with the aerodynamics department and other design groups.
- Solid understanding of suspension geometries and kinematics, plus extensive working knowledge of 3D CAD (preferably CATIA V5).
- To include the design and development of projects, from initial concept through to racing solutions, plus in-season suspension and related systems development. Components include; suspension members, outboard wheel systems, rims and inboard suspension mechanisms.

Further information on the above job opportunities as well as other openings we currently have is available on our homepage [www.sauber-motorsport.com](http://www.sauber-motorsport.com)!

### Sauber Motorsport AG

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This role involves taking ownership of the analysis and development of components and assemblies, making recommendations for current and future designs, and advising designers on suitable design criteria. You will additionally be responsible for assisting the Head of Structures and FEA with leading structural projects including taking and reporting key decisions and ensuring that you achieve targets to deadlines with limited assistance.

Candidates will be engineers with significant experience in classical stressing, finite element analysis techniques and structural testing. A sound understanding of both composite and metallic structures is essential.

You must be able to demonstrate the ability to take responsibility for complete projects and have the excellent interpersonal skills essential for working under pressure as part of a team.

Candidates interested in applying for either of these roles would ideally have a background in Formula 1 or other top end motorsports.

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# Sports Extra

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## Webster steps up for Finals

Formula Renault BARC runner-up to race for Mark Burdett in winter series



Large field contested 2010 winter series

» **FORMULA RENAULT BARC** runner-up Josh Webster will graduate to Formula Renault UK when he contests this year's Formula Renault Finals Series (nee Winter Cup) with Mark Burdett Motorsport.

The 17-year-old, who won three races with Fortec Motorsport in FR BARC this season, will race alongside Polish driver Tomasz Krzeminski in one of two MBM-entered Barazi-Epsilon cars.

Burdett scored four poles in six races with Jack Hawksworth during last year's winter series, before running him for the majority of the rounds in this season's main FR UK championship.

"This is a perfect opportunity to learn the new car and get as much experience as possible as we prepare for next year," said Webster. "The aim is to do the full UK championship in 2012, if we can raise the budget, so this

is all about getting ready for that.

"It's going to be a major learning curve for me. We've only had limited testing time in the car and I've never raced on the 300 circuit before, but we'll be giving it our all as we always do."

### STRONG ENTRY

Twenty-five drivers are expected to contest the main winter championship, which gets underway at Snetterton this weekend and concludes at Rockingham the week after, while seven more are scheduled to compete in the BARC class, which uses older Tatuus chassis.

Red Bull-backed Russian Daniil Kvyat, who finished third in this season's FR Eurocup, leads a five-car entry from top Eurocup squad Koiranen Motorsport, while Austrian team Interwetten Racing and crack Dutch outfit Van Amersfoort Racing will each run two cars.

Leading UK outfit Fortec Motorsport will field nine drivers in total under three different banners. Josh Hill, son of 1996 F1 world champion Damon, will replace 15-year-old Spaniard Rafael Danieli in the four-car line-up of Fortec's Eurocup arm – Fortec Competition. Hill Jr will race alongside Austrian karter Thomas Jager, Puerto Rican Felix Serralles, and 2011 FR UK runner-up Oliver Rowland.

InterSteps champion Jake Dennis, Formula Ford racer Dan de Zille, InterSteps driver Ed Jones and Indian rookie Shahaan Engineer make up Fortec's four-car UK line-up, with FR BARC frontrunner Archie Hamilton continuing in an older Tatuus for the winter series.

Race-winning FR UK squad Atech Reid will run two cars for British Formula Ford race winner Geoff Uhrhane and 2011 regular Dan Wells.

### MANOR'S TRIO

Manor Competition, which ran Dean Smith to the 2009 FR UK title, will run three UK-spec cars for Jordan King, who finished eighth in this year's FR UK title race with Manor, Australian Nick McBride, a race winner in British Formula Ford, and FR BARC graduate Hector Hurst.

Team boss Tony Shaw said: "It looks like being the strongest-ever entry for the championship, so the standard is sure to be incredibly high. We're looking forward to seeing how well our three guys go against such tough competition."



Webster has enjoyed success in FR BARC

### AUTOSPORT SAYS...

**BEN ANDERSON**  
EDITORIAL ASSISTANT

ben.anderson@haymarket.com



### THIS HAS NOT BEEN AN EASY

season for Formula Renault UK, but winter brings a new lease of life before the end of the year.

Suddenly, grids that have struggled to top a dozen cars will swell to more than twice that number, as junior talents new and old do battle for the title of winter champion (or Finals Series winner in this case).

Winter series have not always enjoyed the best of health, both in terms of quantity and quality of entries, but Formula Renault has boomed in this regard these past two seasons.

Its 2010 contest – run over six races at Snetterton and Pembrey – featured two Red Bull Junior drivers, a future British GT race winner, and this year's German F3 Cup champion. Manor team boss Tony Shaw reckons this year's line-up is better.

The promise of competitive running at a quiet time of year, when there is no European equivalent to dilute grids, makes for a heady recipe and it's one Formula Renault UK has done well to exploit.

Speaking of great racing recipes, those who want a final fix of frantic wheel-to-wheel fighting before the winter truly takes hold should head to Silverstone for the 11th annual Walter Hayes Trophy this weekend.

An entry of more than 80 cars (nearly double what the Brands Festival managed last month) only further enhances its emerging reputation as the jewel in the crown of Formula Ford racing.

### Extra contact details

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Walter Hayes Trophy

# BTCC star Nash back to Ford

UK racing aces past and present join bumper Silverstone FF1600 extravaganza

Over 80 cars will appear in 11th WHT

**BRITISH TOURING CAR** race winner James Nash, 2010 British GT4 title winner Jamie Stanley and UK racing legend Dave Coyne are among an expected entry of over 80 cars for this weekend's Walter Hayes Trophy FF1600 event.

Nash, 25, a race winner in the 2007 British Formula Ford Championship, will drive a Van Diemen RF82 in the

annual end-of-season knockout event, while Stanley will race a Ray 96.

Former German Formula Ford 2000, 1987 European F3 champion and '91 British Formula 3000 star Dave Coyne is scheduled to drive a Brian Soule-run Swift SC92F for his first FF1600 race since his 1990 Formula Ford Festival victory.

Recent Formula Ford Kent Festival

winner Ivor McCullough will campaign his Van Diemen RF00 against a field that includes 2008 British FFord champion Wayne Boyd (Van Diemen JL012K), who finished third last year, category legend Michael Vergers (Van Diemen RF92), and current and former Castle Combe FFord champions Rob Hall (Swift SC10) and Ben Norton (Spectrum 011B).

The entry also includes historic aces

Simon Hadfield and Ben Mitchell as well as 2008 British Formula 3 National Class champion Jay Bridger, who will race a Ray GRS 07.

Team USA scholars Neil Alberico and Trent Hindman will drive Cliff Dempsey Racing Ray GR08s in an event that CDR has won five times in succession, but last year's winner Peter Dempsey is not expected to defend his title.

British GT

## Vittoria plans GT expansion

### RACE-WINNING BRITISH GT SQUAD

Scuderia Vittoria plans to expand to two GT3 machines in the series next season.

Vittoria, which was formed at the end of 2010, ran Charles Bateman and Michael Lyons to two British GT wins in its Ferrari 458 this season. It also fielded a Ginetta G50 in GT4 for Dan Denis and David McDonald.

Now the team plans to run two 458s in British GT, as well as appearing in a continental championship, most likely the Blancpain Endurance Series.

Team boss Piers Masarati said: "It's 99.9 per cent likely we'll go up to two Ferraris in Britain. We looked at other cars, like the BMW [Z4] and Aston Martin [Vantage], but we had such a

good year it's too much of a risk to jump out of a known car.

"There are other considerations too, like how the cars work on the British GT Avon tyres. We didn't have any problems so we'd be silly to change. We'll stick to what we know."

No drivers have yet been signed, but

Masarati confirmed he was in talks with Denis and McDonald about stepping up from GT4, and Bateman and Lyons for GT3 and/or a European campaign.

He is also considering running a different car in GT4. "I do want to carry on in GT4, but the question is what car we do it with," he added.



Lotus 1000Km

## Tandy set for Lotus enduro

### PORSCHE SUPERCUP ACE

Nick Tandy will join the Europa Racing team competing in the second Lotus 1000Km at Brands Hatch this Saturday.

Tandy, the new German Carrera Cup champion, will race with team owner Campbell Cassidy and former Locost frontrunner Matt Cherrington in the team's Europa.

Tandy replaces fellow Supercup ace Sean Edwards, who has other driving commitments in Dubai.

Cherrington said: "We stood a good chance anyway, but having one of these top drivers in the car massively increases them."

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**SPEED EuroSeries**

## Ex-F1 team boss Stubbs to set up new squad for SPEED EuroSeries

**EX-JAGUAR FORMULA 1 TEAM**

manager Dave Stubbs is behind a new squad that will enter the SPEED EuroSeries next season.

Stubbs, who managed the Milton Keynes-based F1 squad in its Stewart Grand Prix, Jaguar and Red Bull iterations, is launching the team together with Michael Jakeman, who previously ran the gearbox department at Jaguar. It will run under the banner of MJ Tech Racing, in deference to Jakeman's MJ Tech transmission sub-contract business.

Stubbs said: "I've been working with Michael on other projects and we decided we wanted to go racing again.

The idea is to move up to LMP2 in a year or two, and SPEED looks a good place to get off the ground."

MJ Tech is aiming to run a pair of cars in the series for Honda-powered Group CN prototypes and make selected appearances in the VdeV Proto Endurance series. It is currently evaluating the Wolf GB08, a race winner in SPEED this year, and the new-for-2012 Tatuus PY012 chassis.

"We've been over to Italy to speak to Tatuus and Wolf," said Stubbs. "They appear to be the best options."

MJ Tech, which will be based in Buckinghamshire, is aiming to fund the programme with a mix of sponsorship and funded drivers.

● The RLR MSport squad, which ran a Ligier JS49 in the SPEED EuroSeries this season, has committed to running the new Tatuus design next year.



New team may run Wolf cars

**London to Brighton Veteran Car Run**

## Damon Hill in 'eco' Skoda drive

**EX-FORMULA 1 WORLD**

champion Damon Hill will take part in the second Future Car Challenge, running in conjunction with the annual London to Brighton Veteran Car Run this weekend.

The 1996 title winner will drive a Skoda Fabia Greenline II as part of a team entered by the Global Fuel Economy Initiative, which sponsors the event to promote the cause of finding greater fuel economy in road

cars using existing technology.

Hill said: "Big improvements in fuel economy can be made with technologies that are readily available right now. There is so much more that can be achieved even with the internal-combustion engine.

"That's why I'm driving for the Global Fuel Economy Initiative. Cars which are much more fuel-efficient and environmentally friendly should be available to everyone."

**Formula MRF**

## Renault racers star at Indian GP

**FORMULA RENAULT**

UK team-mates Jordan King and Alice Powell took a one-two finish in the Formula MRF curtain raiser to the Indian Grand Prix last weekend.

King, who also won races in the centrally-run series for Ford-powered Van Diemens at Chennai in February, beat MRF debutante Powell despite a clash with Australian Nick Percat on lap one.

King's tracking was bent and he briefly conceded the lead to Kourosh Khani before he

and Powell passed the British-based Iranian.

Bathurst 1000 winner Percat had dominated the opening race to become the first-ever winner on the Buddh circuit, while King passed

Powell on the third lap to take second.

Ex-Formula Ford Festival winner Chrissy Palmer was stricken by electronic dramas and a clash with former FFord rival Philippe Layac.



King gets ready for the off in India

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



Pye tasted success in the 1999 Birkett Six Hours

It has been too long since I competed in the 750 Motor Club's Birkett Six Hour Relay race, but for sheer unadulterated fun there's nothing quite like it to wrap up a season. That's why enthusiasts flock back year after year. Saturday's running was Chris Hart's 38th as racer or team chief! He couldn't countenance missing it; indeed many combatants sit on the sidelines from one October until the next, reckoning the team event to be worth the MSA licence fee alone.

I did it only once, at a horribly wet Snetterton in 1999 (reporting and commentating duties have taken me back most years since then) as a member of Hart's Hart Attacks Clubmans squad, entrusted with Barry Webb's Mallock Mk23. Driving alongside Chris, Peter Richings, Howard Payne, Paul Freeman and Justin Foley, just keeping the Rover K-Series powered featherweight aquaplaning in the right direction was mentally exhausting. But to be part of the scratch winning crew, which pipped the Gold Arts team by seconds, is a treasured memory.

Silverstone's 'beWinged' Grand Prix circuit, the current stage, is a world away from the 'Snett' of 12 years ago. And not up the street of the pre-war brigade, who used to sign up in depth before a longer circuit was sought to widen the customer base. Their involvement had harked back to the race's inauguration at a pretty spartan

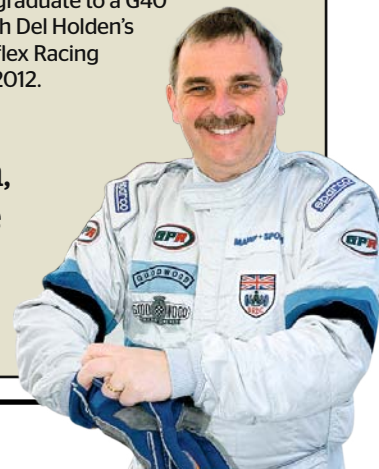
Northamptonshire venue in 1951, when the track ran from Copse to Stowe corners, linked by a very long runway. The cars taking part are still tremendously diverse, however.

Apart from Caterhams of all denominations, this year's crop ranged from Mini, Imp, Ford Anglia and Jaguar Mk2 of the '60s to Radical SR8, via Chevrolet Corvette, Locost, BMW E30s and Toyota MR2s. What I love about the 'Birkett' is that, no matter what you saddle, it is a classless society.

Where else would you find a BTCC driver (888's Ollie Jackson), an iSport GP2 mechanic-cum-Locost racer (Sam Bradley), Ross Brawn's former chauffeur (Mike Dowsett) and an RAF Tornado pilot (Darren Berris) racing with doctors, solicitors, IT professionals, teachers, electricians, plumbers, countless garagistes and a dustman?

The age demographic of Birketeers is interesting too, for the enduro is enjoyed equally by retired veterans in their seventies to teenagers at the dawn of their careers. Promising newcomer Luke Davenport is 18 years old, like scratch winner James Abbott (who has shone in his family's Radical products over the past two terms). An all-round sportsman, Davenport learned in a Ginetta G20 and plans to graduate to a G40 with Del Holden's Reflex Racing in 2012.

“For sheer unadulterated fun, there's nothing quite like the Birkett Six Hours to wrap up a season”





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**IN BRIEF**



Lea Wood starred

**BRITISH TOURING CAR RACER LEA**

Wood was a surprise late entry in the Pickup Truck races at Brands Hatch last weekend. Wood, driving the truck owned by his brother Greg, rose from 17th on the grid to finish fifth in the first of two races.

**FORMULA RENAULT UK RACE**

winner Jack Hawksworth set the fastest time in his debut Star Mazda test on the Indianapolis Motor Speedway road course last weekend. Hawksworth was nearly four tenths faster than the next quickest driver - 2011 USF2000 National champion Petri Suvanto - as he looks to compete in Star Mazda in 2012.

**A QUARTET OF BELGIAN LEGENDS**

drivers tackled the season finale at Brands Hatch last weekend. Guy Fastres, Steve Gailly, Jerome Farinaux and Martin Lucas were all were making their Brands Hatch debuts. Former double champion Lucas fared best with an 11th-place finish. As the Belgian championship is contested over just four meetings (all at Spa), the quartet is looking to do some British races as well next year.

**COOPER-BRISTOL RACER TONY**

Wood will be gunning for outright wins in next year's Historic Grand Prix Cars Association Pre-1961 (front-engined) events, father Barry having added the unique Tec-Mec Maserati, which appeared briefly at the 1959 US GP, to the family stable.

**RGB FRONTRUNNER DEREK JONES**

is switching to the 750 Motor Club series' rear-engined class in 2012, with one of Andy Bates' AB Performance Sabres. Lee Baverstock will also be out in one of the Steve Wills-designed machines.

**FORMER SAAB WORKS RALLY**

driver Per Eklund will contest this weekend's British Rallycross Grand Prix at Croft in Andy Scott's Peugeot 306 Supercar. Scott offered Eklund the car during the final round of the ERC. "This is something new for me, I have never done a rallycross where I showed up and just had to drive the car," said the Swede.



Saab Legend will switch to Pug



Non-championship Knockhill meet went well

Knockhill Motor Sports Club

**More races for Knockhill club**

Scottish circuit's own racing club runs successful first car race meeting

**THE KNOCKHILL MOTOR SPORTS**

Club ran its first car meeting last weekend in preparation for taking control of the circuit's annual Classic Speedfair event next season.

The KMSC ran a nine-race, non-championship programme under MSA observation and met with the Scottish Motor Racing Club to discuss the future of the Speedfair, which features displays and demonstrations alongside a full race package. They agreed the KMSC would take over its operation, while the SMRC will continue to run meetings for the Scottish championships at Knockhill.

KMSC chairman Stuart Gray was delighted with the inaugural car

meeting (the KMSC has already organised motorcycle events) and the club may run more.

"I was absolutely delighted with the initial response but gobsmacked by the entry," said Gray. "Considering budgets have been spent and championships won, we still attracted around 85 per cent of the usual racers in Scotland."

Circuit managing director Jillian Shedden added: "We might look at running end-of-season trophy races in the future. It's been a great success. We've had a 75-car entry and it's been a good chance for new drivers to have a run before next season."

George Orr won both Open Saloons

races, which mixed Mini Coopers, Fiesta STs and Fiesta XR2s. The STs initially struggled to raise tyre temperatures and Mini Cooper title winner David Sleight took two second places.

Andrew Smith raced from the back of the grid to take the first Classic Sports and Saloons race and followed it up with another win later on. The Sports and Saloons races were led by Stuart Walker in his Porsche GT2 before the drying track wore out the tyres of the leading cars and allowed Cameron Purdie to scorch from the back of the grid to win in his Westfield.

Robbie Burgoyne scored a maiden victory in Legends.

**BARC**

**Truck shunts cause delays**

**MEETING ORGANISER THE BARC** was forced to shorten some races at Brands Hatch last Sunday following delays caused by a bizarre string of incidents during a British championship truck race.

Steve Thomson crashed heavily in the BTRDA Pre-Final, his vehicle damaging the barrier on the run to Graham Hill Bend. Thomson escaped serious injury after the truck finished up on its side.

The driver of a circuit fire truck then had to be rescued at Paddock Hill Bend after rolling while on the way to the first incident. The fire truck ended up on its wheels but with extinguisher fluid pouring out.

The driver was caught out by a diesel spillage caused when one of the racing trucks broke its engine mounts and displaced a fuel line.



Sirrell enjoyed Manor try-out

**Formula Renault UK**

**F4 champ Sirrell tests Renault**

**NEW 750 MOTOR CLUB FORMULA 4** champion Oliver Sirrell tested for top Formula Renault UK squad Manor Competition at Snetterton last week, as he evaluates a graduation next season.

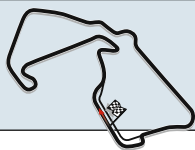
Sirrell, 23, who claimed the 2011 F4 crown with six wins in a dated Van Diemen RF97, is targeting a move into the lower-spec BARC category for 2012.

"Compared with my car it was physically very demanding," said

electrician Sirrell. "Its braking capabilities almost pulled my eyeballs out of their sockets and it took most of the day to get used to left-foot braking.

"Realistically the cost of FR UK is beyond me, but [Manor boss] Tony Shaw said I should progress and recommended the BARC series.

"My dad and I are looking at buying a car and if I can find some backing to run it that's what I'll do."



Abbott Jr starred in Radical SR3



BIRKETT RELAY SILVERSTONE GP, OCTOBER 29

# Radicals fly high but RAFMSA is top gun again

Fletcher's Hornet was part of handicap-winning line-up

**SINCE 1951 THE 750** Motor Club's Six Hour Relay – which has immortalised the name of initial prime mover Holland Birkett – has added a popular endurance event to the sprint racers' palette. Saturday's 62nd running (there was a double 'six' in 2000) brought an unprecedented 65 teams to Silverstone's Grand Prix circuit, with scratch and handicap honours at stake.

For some, though, the race lasted just six seconds. John Powis, on row two of the pre-ordained grid, stalled his Radical and was hit in what mushroomed into a chaotic multi-car shunt. Caterham veteran Peter Lawrence (Simple Minds) was winded in the impact and several cars were sidelined, including the Peugeot 205 GTi of RAF Team Flywheel's Bill Brown. Red flags flew and the race was restarted 27 minutes later, with nine cars leaving from the pits.

Despite being called up two days before the event, then losing one car and

damaging another in Friday testing incidents, there was no catching the factory IVOLT Radical team of James Abbott, Manhal Allos and Mark Smithson (sharing Abbott's car), who had covered five more laps than their closest rivals when the chequered flag fell close to dusk.

BRDC Rising Star Abbott, 18, son of Radical principal (and former Birkett handicap victor) Phil, drove his SR3 RS beautifully, the Club Cup champion lapping the field inside 25 tours. But for a couple of stop/goes for overtaking infringements (Abbott's unnecessary, because he responded to his regular race number – 61 – being shown!) and Allos skating his slick-shod SR8 off at Village in a shower, which cost a couple of laps, the trio did a great job in constant traffic.

Aaron Bailey (SR3 RS) led the charge of the four remaining New Radicals from the back to second, but they found strong resistance from the quickest Caterham squads,

previous winners Gold Arts and 2010 scratch victors Nearly Six Sevens.

Former Caterham champ Luke Stevens jumped ship to NSS and eagerly hared after the sports racers, but the team – with guiding light Peter Ratcliff in a less powerful R300 this year – lost time when Kevin Williams was stranded with transmission failure. That helped load the old rivalry's dice in favour of Doug Newman's GA quintet, which bagged third

by a lap in a run bookended by Aston Martin engineer Chris Porritt.

Welshman Clive Hayes' MCR Race Cars Sports 2000 team, which lost Van Diemen interloper Scott Guthrie with suspension damage following contact with a leaky Caterham, faced bigger dramas when Matt Manderson (sharing Peter Williams' car) had a con-rod ventilate its Ford Duratec engine. Nonetheless the team soldiered on to fifth, a

position that teetered between them and Chris Hart's omnipresent Hart Attacks team.

The fabled Clubmans warriors – with old stagers Peter Richings, Barry Webb and Howard Payne in the vanguard – gradually eked an edge over their Special K duellists to land sixth. Enraged by a delay, Mike Evans set the best HA lap by three seconds, but the gallant front-engined sportscars, which always bat above their weight in

Chaos and a wheel in the air at the start



PICS: STEVE JONES

**“Imagine trying to fly a jet fighter in your bedroom - it’s a bit like dodgems”**  
Scratch winner James Abbott found the Birkett challenging



Gold Arts scored scratch podium



Allos survived this off to be part of scratch win



**Hart keeps his long Birkett count ticking**  
Hart Attacks team manager Chris Hart, who made his Birkett debut in 1975, chalked up a 38th appearance

this event, are limited by 35-minute fuel range.

Best of the tin-tops were the Porsche-rich TGR Racing and the Webb family’s BMW-based www DOT equipes, which finished next, the latter bolstered by returnee Carl Woodwiss’s rapid Caterham CSR. A fine run by RGB East, inspired by Derek Jones, netted 10th overall, although Cater Ham & Eggs was torpedoed by a late drama that befell Adrian ‘The Bishop’ Russell and brought out the safety car for a major oil spill on the Wellington Straight.

Unusually, none of the top 10 scratch finishers featured in the traditionally more prestigious handicap classification, Nearly Six Sevens being best of those in 16th. But after a series of dogfights, accomplished raiders RAFMSA Team Flywheel flew another successful sortie from HQ at Barkston Heath in Lincolnshire.

Skilfully managed by Wing Commander Brian Watson, the airmen – for whom Aircraft Restoration Company warbird engineer ‘Billy’ Fletcher wound up his eponymous Suzuki-motivated Hornet Mk4 – bested three other teams on 166 laps once credits had been added and three safety car interventions totalling 35 minutes were discounted.

As ever, the team brought machines to cover all bases. Tornado pilot Darren Berris thundered his 3.9-litre Rover V8-powered Westfield round the track with aplomb, ably backed up by Darren Howe in his



**Ex-Stuck BMW CSi turns heads at 62nd Birkett Relay**  
This ex-Hans-Joachim Stuck 1983 British Saloon Car Championship-contending BMW 635 CSi raced at last weekend’s Birkett, driven by marque specialist Jody Halse



**Cooper breaks 16-year lay-off to race Caterham at Silverstone**  
Ex-Mini 7 champion Tina Cooper, the first British woman to win a one-make racing championship, returned to action driving a Caterham C400 with the Ubisense team

turbocharged VW Golf, Chris Slator’s well-conducted Peugeot 309 GTi, and Birkett debutant Ed Fuller in his Tiger Super Six.

Birgate Again – the best of numerous Caterham squads – covered six more laps of the 3.64-mile F1 track than the winners, but their target was higher than those for the sports and saloon car miscellany. Johns Hutchison, Muirhead, Pringle and Rees circulated their Lotus 7s (from 1962 S2 to ’70 S4) quickly and efficiently for

a grand third overall, ahead of the MCR Spridgets, headed by Dominic Mooney’s Sebring Sprite.

The next eight teams were a lap adrift and more than half of the field was within five tours on corrected scores, spotlighting Colin Ayre’s handicapping genius on the third track layout in as many years for the event.

Among them were BMWs of different genre, Caterhams and the good old 750 Formula Fire Engines, which outlasted classmates Smokey and

the Bandits.

While 750 Formula champion Nathaniel Cooper’s Davis T7 was kept in the race by a Fiat front pulley loaned by a ‘Bandit’, team manager Robin Knight – who, as 750MC racing chief, ran the Birkett for 20 years – was left with only Chris Cough’s CGR in service after gearbox failure halted Peter Bove’s ADR in practice, Rod Hill’s Mystic took a thwack and Roger Rowe’s Centaur suffered engine failure.

● Marcus Pye

**BIRKETT 6 HOUR RELAY RACE**

**HANDICAP 1** RAFMSA Team Flywheel: Ian Fletcher (Fletcher Hornet Mk4); Darren Berris (Westfield V8); Chris Slator (Peugeot 306 GTi); Darren Howe (VW Golf GTI Turbo); Ed Fuller (Tiger Super 6) 166 laps (128 + 38 credit): 2 Birgate Again: Hugh Smith, Martin Boakes, Oliver Benjamin, Mark Roberts, Oliver Jackson, Tony Barson (Caterham 7s) 166 (134 + 34); 3 Chapman’s Chariots: John Hutchison, John Rees, John Muirhead, John Pringle (Lotus 7s) 166 (128 + 38); 4 MCR Racing: Dominic Mooney (Austin-Healey Sebring Sprite); Pippa Cow (A-H Sprite); Martin Morris & David Price (MG Midgets) 166 (127 + 39); 5 Climax Motorsport A: Adam Sharpe & Jamie Philpott (BMW E36 M3s); George Haynes (BMW E30 M3); Nigel Innes (BMW E30 325i) 165 (133 + 22); 6 Ecurie Graduates: Graeme Smith, Amanda Black, Rowan Williams, Graham Smith; James Russell (Caterham 7 Classics) 165 (123 + 43); 7 750 Fire Engines: Bill Rutter & Paul Collins (Darvi Mk5s); Mick Harris (Darvi 877); Nathaniel Cooper (Davis T7); Paul Morris (Darvi 92JD) 165 (129 + 34); 8 The Six Signatures: James Needham, Chris Bingham, John Toshack, Kurt Brady, Ross McIndoe, Spencer Horgan (Caterham 7 Roadsports) 165 (132 + 33); 9 We’re Fast, They’re Furious: Nigel Olive-Jones, James McIntyre-Ure, Stuart Waite, Mike Tovey, Matthew Swaffer, Liam Crilly (BMW E30 320is) 165 (126 + 29); 10 The Cat Pack: Jamie Ellwood, Stuart Simpson, Myles Packham, Andrew Ennis, Neil Gill (Caterham 7 Mega Graduates) 165 (135 + 30).

**SCRATCH 1** IVOLT Radical: James Abbott & Mark Smithson (Radical SR3 RS); Manhal Allos (Radical SR8) 148 laps in 5h59m58.75s (78.06mph); 2 The New Radicals: Aaron & Lee Bailey (Radical SR3 RS); Brian Murphy (Radical Prospert); Oliver Cox (Radical SR4) 143; 3 Gold Arts: Chris Porritt, Doug Newman, Simon Harris, Julian Lay, John Schneider (Caterham 7s) 142; 4 Nearly Six Sevens: Luke Stevens (Caterham CSR); Kevin Williams & Keith Dunn (Caterham C400s); Andrew O’Connell (Caterham R400); Peter Ratcliff (Caterham R300) 141; 5 MCR Race Cars: Clive Hayes, Mike Turner, Peter Williams, Steve Head, Matt Manderson (MCR S2000s); Scott Guthrie (Van Diemen RFS02) 140; 6 The Hart Attacks: Peter Richings (Mallock Mk30PR); Barry Webb (Mallock Mk23B); Howard Payne (GEM 008); Mike Evans (Rage Mk1); Alex Champkin (Phantom P94); Michelle Hayward (Mallock Mk27) 139; 7 Special K Clubmans: Russell Munns (Mallock Mk28); Marcus Bicknell (Mallock Mk26SG EB); Steven Dickens (Mallock Mk29); Gareth Salter (Mallock Mk27); Tom Brown (Mallock Mk29); Steve Everson (Mallock Mk24) 137; 8 TGB Racing: Chris Bentley (Porsche 996 GT3 Cup); David Kingham (Porsche 993 RS); John Clonish (Porsche 911 RSR); Phil Brough (Porsche 911); Jonathan Gibbs (Caterham R400) 137; 9 www DOT: Carl Woodwiss (Caterham CSR260); Tom & James Webb (BMW E36 M3s); Martin Webb (BMW E46 M3 GTR) 137; 10 RGB East: Derek Jones & Dan Bromilow (Fisher Furys); Adrian Moore (Genesis Evo); Doug Carter (Radical PR6) 136.

**Fastest lap** Allos 2m03.44s (92.29mph)

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Dance (leading) did just enough for title

BARC BRANDS HATCH, OCTOBER 29-30

# Dance keeps his crown



**EARLIER DELAYS** forced organisers to shorten races to beat fading daylight at Brands Hatch last Sunday where the outcome of the Pickup Truck championship was settled in a nail-biting 12-lapper, Steve Dance emerging as a four-time champion by a single point.

You could have cut the atmosphere with a knife as Dance and Nic Grindrod went head-to-head. To become champion, Grindrod had to be ahead with a rival between himself and reigning champion Dance.

Quite how Grindrod won the race, having slipped from fourth to seventh with a gravelly moment at Clark Curve, simply defies belief. His comeback drive was full of passion and some not so genteel moments, such as his pass

of then race leader Dance in an 'elbows out' move.

Having lost the lead, Dance went into defensive mode to keep Michael Smith, David O'Regan and Carl Boardley at bay and hang onto his crown. "I knew that he would come back again," said Dance of Grindrod.

On Sunday morning, Grindrod ensured the battle would go down to the wire with a runaway win from Pete Stevens, Smith and Dance. It was another remarkable drive by Grindrod who, having lost his qualifying times due to flag infringements, started from row six.

There was a new Legends champion crowned (much to the delight of his many supporters) in Stephen Treherne. The screaming demons provided some very close

racing and Treherne's drives were calculated rather than spectacular.

Dean Brace carried the title fight to him, but faced an uphill task. Rarely has finishing 10th meant so much, but when Handy Motorsport man Treherne took that result in the fifth race of the weekend, the champagne was uncorked.

Lawrence Davey again

showed his love for his local circuit by winning four of the six races.

Meanwhile, John Mickel bagged a heat on Saturday and then took Sunday's shortened final.

Newly crowned Kumho BMW champion Garrie Whittaker and Colin Wells (both in M3s) shared the spoils, Whittaker taking Saturday's non-

championship encounter while Wells reversed form in Sunday's points race.

Having waited patiently while the damage from a British championship truck race was put right, the big and enthusiastic crowd deserved a thriller and that's what it got. Whittaker and Wells went either side of a backmarker on Cooper Straight, leaving Wells on the ideal line to oust Whittaker on the run into Surtees.

Darren Bly won both Dunlop/MN Saloon races, though major title rival Graham Bahr's failure to get away at the start of the first race warm up lap ensured Bly was crowned.

It seemed to trigger a catalogue of cars being plagued with problems, including much-travelled Scot Stewart Whyte, who streaked clear of the field until his engine split its block under the strain.

Despite the best efforts of John Harrison, Mark Charteris took both Classic Clubmans races to remain unbeaten in 2011. Class B champion Clive Wood marred his 100 per cent winning record when he slithered straight on at Clearways on Saturday.

● Dud Candler



Wells (14) won but Whittaker is champ

**PICKUP TRUCKS (20 LAPS)**

1 Nic Grindrod; 2 Pete Stevens +4.402s; 3 Michael Smith; 4 Steve Dance; 5 Lea Wood; 6 Dave Briggs. **Fastest lap** Smith 53.045s (81.97mph).

**RACE 2 (12 LAPS)** 1 Grindrod; 2 Dance +215s; 3 Smith; 4 David O'Regan; 5 Carl Boardley; 6 David Longhurst. **FL** Grindrod 52.842s (82.29mph).

**LEGENDS HEAT 1 (8 LAPS)** 1 Lawrence

Davey; 2 Dean Brace +0.095s; 3 Peter Morton; 4 Nick Brace; 5 Stephen Treherne; 6 Stephen Whitelegg. **FL** Davey 55.671s (78.11mph).

**HEAT 2 (9 LAPS)** 1 John Mickel; 2 Morton +0.278s; 3 Treherne; 4 D Brace; 5 Ben

Power; 6 N Brace. **FL** Morton 55.891s (77.80mph).

**FINAL 1 (10 LAPS)** 1 Davey; 2 Mickel +1031s; 3 Treherne; 4 Nathan Anthony; 5 N Brace; 6 Elliot Bunn. **FL** Treherne 55.889s (77.80mph).

**HEAT 3 (8 LAPS)**

1 Davey; 2 Morton +2629s; 3 D Brace; 4 Whitelegg; 5 Mickel; 6 N Brace. **FL** Mickel 56.762s (76.61mph).

**HEAT 4 (6 LAPS)**

1 Davey; 2 D Brace (+0.066s); 3 Bunn; 4 Mickel; 5 Morton; 6 Richard Pocklington. **FL** Davey 56.171s (77.41mph).

**FINAL 2 (6 LAPS)** 1 Mickel; 2 Davey 0.074s; 3 Power; 4 Treherne; 5 James

Holman; 6 Morton. **FL** Davey 57.016s (76.26mph).

**KUMHO BMW NON-CHAMPIONSHIP RACE (23 LAPS)**

1 Garrie Whittaker (M3 E36); 2 Colin Wells (M3 E36) +10.935s; 3 Graham Heard (M3 E36); 4 Des Thresh (M3 E36); 5 Stuart Laws (M3 E36); 6 Simon Hudson (325i E30). **CW** Laws; Hudson; Karl Skitt (318 Compact); Karl Jones (Compact). **FL** Whittaker 52.287s (83.16mph).

**CHAMPIONSHIP RACE**

(11 LAPS) 1 Wells; 2 Whittaker +0.658s; 3 Stephen Pearson (M3 E36); 4 Heard; 5 Laws; 6 Neil Newstead (328 E36). **CW** Laws; Newstead; Hudson; Mike Hibbert

(318is E36). **FL** Wells 52.898s (82.20mph).

**D/MN SALOONS (18 LAPS)**

1 Darren Bly (Nissan Skyline); 2 Adie Hawkins (Alfa Romeo 33) +15.923s; 3 Dave Shelton (BMW E46 GTR); 4 Rod Birley (Ford Escort Cosworth); 5 Gavin Thomson (Peugeot 205); 6 Andy Thompson (SEAT Leon). **CW** G Thomson; A Thompson; Andy Woods-Dean (Renault Megane); Mike Edgell (Rover Mini). **FL** Stewart Whyte (Ford Escort Cosworth) 48.931s (88.87mph) record.

**RACE 2 (18 LAPS)** 1 Bly; 2 Shelton +12.738s; 3 G Thomson; 4 Ashley Hargreaves (Peugeot 306); 5 Paul Eve (Ford Sapphire Cosworth); 6 Bill Richards

(Rover Mini Clubman). **CW** G Thomson; Hargreaves; Woods-Dean; Nick Proudlock (Ford Escort Mk 1). **FL** Bly 49.964s (87.03mph).

**CLASSIC CLUBMANS (20 LAPS)**

1 Mark Charteris (Mallock Mk 20/21); 2 John Harrison (Mallock Mk 21) +1.845s; 3 Steven Chaplin (Phantom P79); 4 Dave Facer (Mallock Mk 18BW); 5 Clive Wood (Mallock Mk 20); 6 Mike Sales (Phantom P79). **CW** Facer; Alan Cook (Mallock Mk 23). **FL** Charteris 47.000s (92.52mph).

**RACE 2 (20 LAPS)** 1 Charteris; 2 Harrison +0.475s; 3 Chaplin (Phantom P79); 4 Wood; 5 Facer; 6 Sales. **CW** Wood; Cook. **FL** Charteris 47.005s (92.51mph).



# Geddies top a classic year

Seven duos won races, but all lost out to Glynn and Jim Geddie. *By KEVIN TURNER*

**B**ritish GT more than delivered on its pre-season potential in 2011. Not only did the grid grow to an impressive 30 cars during the course of the year, the quality at the front was arguably higher than at any time in the championship's history.

CRS Racing's Jim and Glynn Geddie claimed the crown at the Silverstone GP finale, despite not winning a race. In a year when no single line-up could stamp its authority on the title chase – no combination won more than twice – the consistency of Jim and son Glynn proved decisive.

They started the year in the old 430 Scuderia and picked up some useful points at the Oulton Park opener. A switch to the 458 Italia in time for the next round at Snetterton would have brought a victory but for flapping bodywork, and thereafter the father-and-son pairing just kept on scoring.

Only once did they finish outside the points, a record the duo's rivals could not match. They thus finally gave the Ferrari its first GT3 drivers crown. Virtually every other frontrunner could point to particular problems or weekends that cost them the title.

Chief among those was probably reigning champion David Ashburn. The Trackspeed Porsche was at least a match for the hordes of Ferraris, particularly as Ashburn called on the services of Richard Westbrook, Phil Keen and Stephen Jelley during the season, but various setbacks limited the team boss to second.

Sharing with GT1 star Westbrook, Ashburn won the first Oulton race and was fourth in race two despite a drive-through penalty for too short a pitstop. But at Snetterton Ashburn lost control and was hit by team-mate Gregor Fisken, putting both Porsches out.

## MARQUE WINS



GT3	
Ferrari	4
Porsche	3
Aston Martin	2
Audi	1



GT4	
Ginetta	4
KTM	3
Lotus	3

Engine problems at Brands Hatch and a retirement with a blown tyre and suspension damage in the second Spa race gave Ashburn, who also had a few offs during the year, too much to do.

The other Porsche of Fisker and 2009 Carrera Cup champion Tim Bridgman was also rapid and scored a strong victory in the two-hour event at Brands. Once again though, there were too many bad moments: a clash and drive-through penalty for Bridgman at Oulton, the Snetterton crash, and engine failure at Rockingham.

Another Carrera Cup convert, Charles Bateman, and former single-seater driver Michael Lyons were also one of the better-balanced line-ups. Driving for new team Scuderia Vittoria, they won at Oulton and Donington, helped both times by good calls from the team during safety car periods.

The fact that each could lap roughly as quick as the other gave the team flexibility when it came to strategy, but another safety car period hurt their chances in the Silverstone showdown and Lyons found things difficult against the other pros in the final stint.

A drive-through penalty for not respecting the track limits ended their title hopes, which had been dented by a clash with Matt Bell's Audi at Snett.

Losing out to Bateman/Lyons only on wins countback was the perennially unlucky MTECH duo of Matt Griffin/Duncan Cameron. Griffin was

British GT attracted strong field in 2011



## DRIVER RANKINGS



### 1 Jonathan Adam

Sensational debut season in British GT. Put the Aston among the more modern cars, was superb in the wet at Donington, and beat Westbrook at Silverstone.



### 2 Matt Griffin

Three fastest laps and a pole showed he deserved more than one win. Lost far too many points due to circumstances usually outside his control.



### 3 Richard Westbrook

As last year, could well have been higher if he'd done the full year. Class act with two poles in three races, though Adam and Griffin gave him trouble.



### 4 Allan Simonsen

Still a top performer, but there were no poles or wins as he struggled in the 430 Scuderia against the new 458s. Was elsewhere when his team got hold of one.



### 5 Matt Bell

Great first season in Brit GT for the 21-year-old. Audi wasn't always the best in qualifying, but its race pace was good and Bell was often one of the quickest.



### 6 Glynn Geddie

Just gets the nod over team-mate Alex Mortimer and Trackspeed's Tim Bridgman because of the sheer consistency of his title-winning campaign.



Adam starred in Beechdean Aston

challenging Geddie Jr for the lead at Snetterton when his 458 collected the spinning Aston Martin of Tom Black. Two seconds and a win over the next three races brought them back into contention, and Griffin set more fastest laps (three) than anyone else. But penalties – for not respecting track limits, overtaking during a safety car, and having too short a pitstop – hampered them at the last three rounds.

United Autosports Audi duo Bell and Michael Guasch was another pairing to go to the finale with a chance of the crown. Bell stacked up well against the established pros and Guasch was one of the better amateurs. Victory at Snett even gave them the points lead.

Things started to go wrong at the next meeting at Brands, when Guasch clashed with the Adam Wilcox/Phil Burton Ferrari. The American was also assaulted by Cameron early on at Donington, then had a spin at Silverstone, before a Bell incident with the Mercedes SLS of former champions David and Godfrey Jones finally ended any title chance.

The venerable Aston Martin DBRS9 didn't challenge for the title but got a new lease of life in 2011, the Beechdean/Barwell car of Andrew Howard/Jonathan Adam running with an upgraded engine and tweaked aero.

Former touring car racer Adam was a revelation from the start, holding off a charging Allan Simonsen (Rosso Verde

430 Scuderia) to take third at Oulton despite a failing engine.

Howard, one of the stronger amateurs in 2009, seemed to feel the pressure of having a pro who could run at the front and made the odd mistake, but he drove well at Rockingham to help give the car its first win since 2007. Adam followed that up with stellar drives at Donington and Silverstone, winning the latter race after outpacing Westbrook's Porsche in the closing stages. Given more modern equipment, the duo could be title challengers in 2012.

In GT4, the ABG KTM X-Bow of Peter Belshaw and Marcus Clutton started with a bang, taking three wins and crashing once in the first four races. The car was pegged back thereafter, but consistent scoring meant the duo never looked like being caught in the table. They were helped by the odd mad moment from their rivals, such as the SV and Century Motorsport Ginetta G50s colliding at Snetterton.

Lotus UK's Evoras came on strong late in the season, with 2009 Clio Cup champion Phil Glew taking three wins with different co-drivers, but the ground lost early on proved too much.

Such is the level of British GT at the moment that it is difficult to come back from setbacks in either class. Yet more new cars are expected for 2012, which means the championship should continue to provide some of the best racing action in the country. 🏆



Clutton/Belshaw KTM took GT4 crown

### 2011 British GT Championship

Pos	Driver	Team	1/2	3	4	5/6	7/8	9	10	Points
1	Glynn Geddie/Jim Geddie	CRS Racing Ferrari 430 Scuderia/458 Italia	8/5	2	3	3/5	12/2	3	3	144
2	David Ashburn	Trackspeed Porsche 997 GT3R	1/4	R	R	1/R	3/6	2	2	130
3	Michael Lyons/Charles Bateman	Scuderia Vittoria Ferrari 458 Italia	6/1	18	5	19/8	7/4	1	7	116.5
4	Duncan Cameron/Matt Griffin	MTECH Ferrari 458 Italia	7/R	16	2	2/1	11/3	3	9	116.5
5	Andrew Howard/Jonathan Adam	Beechdean/Barwell Aston Martin DBRS9	3/DNS	7	20	5/3	1/9	R	1	113.5
6	Matt Bell/Michael Guasch	United Autosports Audi R8 LMS	2/3	1	R	6/4	10/5	7	22	110.5
7	Gregor Fischen/Tim Bridgman	Trackspeed Porsche 997 GT3R	23/10	R	1	7/2	DNS/DNS	2	4	107.5
8	David Jones/Godfrey Jones	Team Pyro Mercedes SLS GT3	5/2	4	6	10/18	2/7	-	5	98
9	Richard Westbrook	Trackspeed Porsche 997 GT3R	1/4	-	-	1/R	-	-	2	89
10	Hector Lester	Rosso Verde Ferrari 430 Scuderia/458 Italia	4/7	3	4	11/7	6/8	6	11	88.5
11	Allan Simonsen	Rosso Verde Ferrari 430 Scuderia	4/7	3	4	11/7	6/8	-	-	76.5
12	Alex Mortimer/Andrew Tate	CRS Racing Ferrari 430 Scuderia/458 Italia	R/6	R	7	4/19	15/1	R	10	55.5

13 Adam Wilcox/Phil Burton, Predator Racing 430 Scuderia, 23.5; 14 Phil Keen, Trackspeed 997 GT3R, 23.15; 15 John Bintcliffe/Jay Palmer, United Autosports R8 LMS, 23.16; 16 John Dhillon/Aaron Scott, MTECH Ferrari 430 GT3, & Stephen Jelley, Trackspeed 997 GT3R, 18; 17 Iain Dockerill/Steven Kane, Chad Racing 430 Scuderia, 14; 19 Zak Brown/Joe Osborne, United Autosports R8 LMS, & Stefan Hodgetts/Jody Firth, Century Motorsport Ginetta G55, & Gordon Shedden, Rosso Verde 458 Italia, 12.2; 20 Piers Johnson/Ron Johnson, Speedworks Chevy Corvette Z06R, 10; etc. GT4 POINTS 1 Marcus Clutton/Peter Belshaw, ABG Motorsport KTM X-Bow, 205.5; 2 Dan Denis/David McDonald, Scuderia Vittoria Ginetta G50, 164; 3 Freddy Nordstrom/Leyton Clarke, Lotus Sport UK Lotus Evora GT4, 164; 4 Jake Rattenbury/Josh Wakefield, Century Motorsport Ginetta G50, 157; 5 Phil Glew, Lotus Sport UK Lotus Evora GT4, 139; 6 Ollie Jackson, Lotus Sport UK Lotus Evora GT4, 101.5; etc. GT3B CHAMPIONS Scott/Dhillon. GTC CHAMPIONS Anthony Reid/Jordan Witt, Chevron GR8.

**KEY TO RACES:** Rounds 1/2 Oulton Park, April 25; 3 Snetterton 300, May 15; 4 Brands Hatch Grand Prix, June 19; 5/6 Spa, July 9-7/8 Rockingham, September 4; 9 Donington Park Grand Prix, September 25; 10 Silverstone Grand Prix, October 8.  
**Points system:** 25-18-15-12-10-8-6-4-2-1 to first 10 eligible entries. Points are halved if fewer than six starters in a class. 1.5x points for longer races at Snetterton, Brands Hatch, Donington Park and Silverstone.  
**KEY:** R=Retired; DNS=Did not start.

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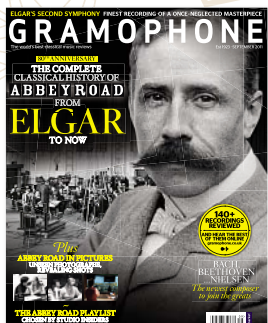
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## YOUR SAY

What you think of the motorsport news of the past week



It's Massa versus Hamilton again...

### Stewards' call will improve racing

The most important decision on improving racing was made by the stewards at the Indian Grand Prix. To penalise Felipe Massa for turning in knowing Lewis Hamilton was there gives a clear message that this practice must stop for both the spectacle of overtaking and, more importantly, safety.

For some time the acceptance that if you have your nose in front you can take what line you like has reduced the opportunity to overtake and, for those that try to fight through, they risk not only damage to their car but a penalty that in effect is a deterrent to racing. I hope a precedent has now been set.

**Alan Crisp**, by email

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**The crash that** led to the death of Dan Wheldon was, unfortunately, a perfect demonstration of the fact that exposed wheels are the antithesis of optimal aerodynamics.

They contribute significant drag and lift and shed highly turbulent air in their wake – this is why a car nudging the rear of a car it is following can easily take flight, even after the slightest contact.

Open-wheel racing isn't safe – a fact that has been papered over for decades. Participants in motorsport and spectators must either accept this or ban open-

wheel racing altogether. Frankly, I vote for the latter.

Anyone with even the slightest grasp of physics will understand that ignoring the dangers of open-wheel racing is like ignoring the warnings on a packet of cigarettes.

**Jacob Hanerman**  
Thaxted, Essex

**Lewis Hamilton** should maybe have a wee word with Jenson Button about racecraft, instead of doing banzai moves and finishing nowhere. And stay away from Felipe Massa.

**Mario Ottaviano**  
By email

**Perhaps the** time has come to insist that all new tracks be completed six months or so before the first F1 race and put on a few events beforehand.

There are plenty of fast feeder categories out there that would appreciate a discounted appearance at such grand venues.

A few races could take place to get a feeling for how 'racey' the track is. If it isn't, then they have time to make changes in readiness to make the F1 event include some actual racing.

**David Herron**  
Washington, Tyne & Wear

**I see the** customer car thing in F1 is raising its ugly head again. This is a bad idea because the smaller teams will not develop and we could easily end up with one or two chassis dominating. It'll be GP2, but vastly more expensive.

The best way is with technical partnerships, such as Force India's with McLaren, which help the lower and mid-grid teams develop their own systems.

F1 is unique in that every entrant builds its own car. It must stay that way.

**Richard Hargrave**  
Hitchin

AUTOSPORT.COM

### TOP FIVE ON OUR WEBSITE

1. SIMONCELLI'S FATHER PAYS TRIBUTE
2. SIMONCELLI CRASH WAS 'UNPREVENTABLE'
3. ROSSI RETIREMENT TALK PLAYED DOWN
4. GARDNER FEELS FOR EDWARDS AND ROSSI
5. SENNA AMAZED BY DOG ISSUE

AUTOSPORT.COM PLUS

### TOP STORY ONLINE

DECONSTRUCTING F1: INSIDE THE 'COKE BOTTLE'

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://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.

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### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

FROM THE FORUM - [forums.autosport.com](http://forums.autosport.com)

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

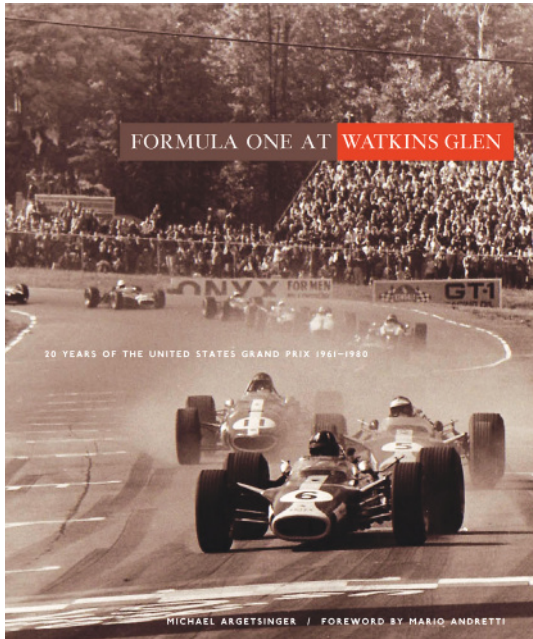
Nico Rosberg to Ferrari 2012!?  
Silverstone for sale

CORRECTIONS AND CLARIFICATIONS

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](mailto:autosport.editorial@haynet.com)

# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



**F1 AT WATKINS GLEN BOOK**

\$49.95 (978 1 935007 14 12)

[bullpublishing.com](http://bullpublishing.com)

Michael Argetsinger spent his formative years at the fabulous upstate New York venue, eventually joining its management team, so he's well qualified to reminisce about 20 years of world championship grand prix racing at The Glen.

Argetsinger sets the scene with the Formula Libre races of the 1950s before charting each of the 20 GPs that took place each October between 1961 and 1980.

In typical Bull Publishing style, the passionate and knowledgeable text is illustrated throughout with emotive period photography.



**Chapter 1**  
**The Formula Libre Years: 1958-60**

**T**he Formula Libre years were the most experimental and exciting in the history of the United States Grand Prix. The cars were built by the drivers themselves, often using materials like wood and metal. The races were held at Watkins Glen, New York, and were a major attraction for the local community. The cars were small and nimble, allowing for close racing and frequent overtaking. The drivers were often amateurs or semi-professionals, and the races were a mix of skill and luck. The Formula Libre years were a unique and important part of the history of the United States Grand Prix.



**Chapter 2**  
**Mario Andretti is World Champion - Reutemann Wins USGP for Ferrari**

**A**fter a long and successful career in Formula 1, Mario Andretti won the 1978 World Championship. In 1980, he won the United States Grand Prix for Ferrari, a victory that was significant for the team and the sport. The race was held at Watkins Glen and was a highlight of the season. Andretti's win was a testament to his skill and determination, and it cemented his status as one of the greatest drivers in the history of the sport.

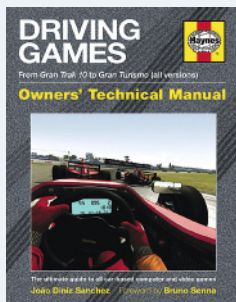


**Chapter 3**  
**Lotus-Ford 1-2 as Jim Clark Wins in his Final Watkins Glen Appearance**

**T**he Lotus-Ford 1-2 was a revolutionary Formula 1 car, designed by Colin Chapman. It was the first car to use a front wing and a rear wing, and it was the first car to use a full-width rear wing. The car was incredibly fast and agile, and it allowed Jim Clark to win the 1980 United States Grand Prix. This was Clark's final appearance at Watkins Glen, and it was a fitting end to his career. The Lotus-Ford 1-2 remains one of the most iconic cars in the history of the sport.



**N**ewspaper headlines and television coverage of the 1980 United States Grand Prix were dominated by the performance of the Lotus-Ford 1-2. The car's dominance was a surprise to many, as it was a relatively new design. The Lotus-Ford 1-2's success was a testament to Colin Chapman's engineering genius and Jim Clark's driving skill. The car's performance at Watkins Glen was a highlight of the race, and it remains a memorable moment in the history of the sport.

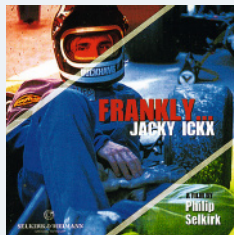


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Philip Selkirk's exquisitely produced film charts the career of a man who would surely figure in any fan's top-five all-rounders list.

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**SCALEXTRIC McLAREN MP4-12C SET**

£79.99  
[scalextric.com](http://scalextric.com)

Slot-racing guru Scalextric has produced this limited-edition set (5000 only) of two of McLaren's all-new, groundbreaking supercar, the MP4-12C. The cars come in colours chosen by McLaren's F1 stars Jenson Button (Carbon Black) and Lewis Hamilton (Volcano Red).

## HOT ON THE WEB THIS WEEK

**YOUTUBE: F1 BIDS FAREWELL TO WATKINS GLEN**



**SEARCH FOR:** 1980 US GP East - BBC Highlights P1/4 (14:55)  
American interest in F1 is on the up, thanks to news that the US may host two GPs in 2013. In the meantime, enjoy these highlights of the final race at the fabulous Watkins Glen. Then watch parts two, three and four...

# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Wheel-to-wheel action in FF1600

## SILVERSTONE

**Walter Hayes Trophy**

**November 5-6**

**Admission £10 each day;**

**£15 weekend (advance purchase)**

**Tel: 0844 3728 200**

Club Formula Ford's most popular knockout event returns for its 11th

edition at Silverstone this weekend. The weather is usually bad but the racing is nearly always excellent, with a big entry, an exciting format, and a number of ace drivers from outside FF1600 thrown in for good measure. Sunday's programme also features Open and Closed Wheel Allcomers, and Historic FF2000.

## BRANDS HATCH

**MSVR**

**November 5**

**Admission £13**

**Tel: 01474 872331**

The Lotus 1000Km is back for a second running at Brands Hatch this Saturday. A number of 'celebrity' guest drivers, including 2010 winner Paul O'Neill, are expected to join the regular Elise Trophy and Lotus Cup competitors for dawn-'til-dusk racing on the Indy circuit.

## SNETTERTON

**BARC**

**November 5-6**

**Admission £13 each day;**

**£16 weekend (online purchase)**

**Tel: 01953 887303**

The first round of the Formula Renault Finals Series (formerly Winter Cup) shares billing with a double-header for the Ginetta Junior Winter Series on the Snetterton 300 circuit. There will also be a sprint race and a two-hour enduro for Ginetta G55, G50 and G40 machinery.

## CROFT

**BRC**

**November 6**

**Admission £8 on the gate;**

**£6 in advance**

**Tel: 01325 721815**

Pat Doran and co will do battle on the dirt and asphalt of North Yorkshire in the return of the Rallycross Grand Prix, which will double up as the finale of this year's British championship.



Croft: if you want mud, you've got it

## NASCAR SPRINT CUP

**Rd 34/36**

**Texas Motor Speedway, USA**

**November 6**

**nascar.com**



It's loud; it's brash: NASCAR in Texas

## FIA GT1 WORLD CHAMPIONSHIP

**Rd 10/10**

**Potrero de los Funes, San Luis, Argentina, November 5-6**

**gt1world.com**

## WORLD TOURING CARS

**Rd 11/12**

**Tianma, Shanghai, China**

**November 6**

**fiawtc.com**

## IRC

**Rd 11/11**

**Rally of Cyprus, Pafos**

**November 3-5**

**ircseries.com**

## NASCAR NATIONWIDE SERIES

**Rd 32/34**

**Texas Motor Speedway, USA**

**November 5**

**nascar.com**

## FORMULA NIPPON

**Rd 7/7**

**Motegi, Japan**

**November 6**

**f-nippon.co.jp**

## BRAZILIAN V8 STOCK CARS

**Rd 12/12**

**Velopark, Brazil**

**November 6**

**stockcar.globo.com**



WTCC heading for Chinese round

## Television

### THURSDAY NOVEMBER 3

0755-0825 [Eurosport](#)  
Inside World Touring Cars  
1000-1100, 1600-1700 [Sky Sports 3](#)  
F3 Euro Series: Hockenheim highlights  
1055-1155, 1730-1830 [ESPN Classic](#)  
Formula 1 Retro: 1971 season review  
2100-2305 [Motors TV](#)  
Formula 2: Barcelona highlights

### FRIDAY NOVEMBER 4

0210-0310, 1035-1135,  
1440-1540 [ESPN Classic](#)  
Formula 1 Retro: 1972 season review  
0850-0950 [Eurosport LIVE](#)  
IRC: Rally Cyprus day one  
1210-1500 [Eurosport LIVE](#)  
MotoGP: Valencia practice  
1400-1500 [Eurosport 2 LIVE](#)  
IRC: Rally Cyprus day one  
1620-1720, 2305-0010 [Motors TV](#)  
WRC: Rally Spain highlights

### SATURDAY NOVEMBER 5

0405-0430 [Channel 5](#)  
Motorsport Mundial  
0600-0700, 1530-1630 [ESPN](#)  
WRC Rally World  
A look ahead to next weekend's title-deciding Rally GB  
0700-0725 [Channel 4](#)  
Formula Ford Festival 2011  
0715-0800 [Eurosport LIVE](#)  
WTCC: China qualifying  
0900-1000 [Eurosport LIVE](#)  
IRC: Rally Cyprus day two  
1155-1510 [Eurosport LIVE](#)  
Moto GP: Valencia qualifying

1730-1930 [Eurosport 2](#)  
MotoGP: Valencia qualifying  
1925-2030 [Motors TV](#)  
Formula Ford Festival 2011

### SUNDAY NOVEMBER 6

0300-0430 [ESPN](#)  
World GT1: San Luis qualifying race  
0545-0615 [Eurosport](#)  
WTCC: China warm-up  
0615-0715 [Eurosport LIVE](#)  
WTCC: China race one  
0715-0830 [Eurosport LIVE](#)  
WTCC: China race two  
1230-1400 [BBC 2 LIVE](#)  
MotoGP: Valencia GP  
1300-1400 [Eurosport 2 LIVE](#)  
IRC: Rally Cyprus day three  
1400-1530 [Eurosport](#)  
MotoGP: Valencia GP  
1700-1900, 2330-0030 [Eurosport 2](#)  
MotoGP: Valencia GP  
1915-2015 [Eurosport](#)  
WTCC: China race two  
2000-0000 [Premier Sports LIVE](#)  
NASCAR Sprint Cup:  
Texas Motor Speedway

### MONDAY NOVEMBER 7

0815-0915, 1430-1530,  
2245-2345 [Eurosport](#)  
WTCC: China race two  
1900-2000 [Sky Sports 3](#)  
NASCAR Sprint Cup: Texas highlights

### TUESDAY NOVEMBER 8

1000-1200 [ESPN](#)  
World GT1: San Luis

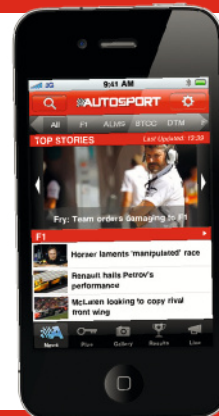
## Online

# AUTOSPORT.COM

Coming up on the web this week

### WORLD GT1 TITLE DECIDER

The battle for the GT1 World Championship goes down to the wire at the spectacular San Luis circuit in Argentina, with five driver pairings still in with a shout of glory. As ever, you can watch the action unfold live right here with live video. Plus, find out what happened when we took a ride in Mikko Hirvonen's Ford Focus WRC through the Cumbria countryside.



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## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



"I can't tell you about next year because of legally-binding confidentiality clauses"

AFTER A DREADFUL fortnight of feeling shocked and stunned over terrible accidents, it's nice to be able to write about the racing again. That said, I was shocked for different reasons during the Indian GP, as the imperious Martin Brundle managed to do something he seldom does – made me shout at my telly.

Let me be clear: Brundle has become the benchmark that all motorsport broadcasters should aspire to. He is clear and concise with his commentary, has a beautiful turn of phrase, and took his elevation to lead-commentator status

this year in his stride. I believe he's genuinely one of the best sports broadcasters on TV.

But last weekend I feel he made a couple of errors. OK, his call on the Lewis Hamilton/Felipe Massa collision is sheer opinion. I didn't agree with what he was saying at the time – to me, Massa was always the instigator of the contact – yet when his sanction came through, both Brundle and DC seemed utterly bemused.

I also thought it strange that they naturally assumed Lewis was at fault; perhaps skewed by previous performances? Brundle's

started 1001 grands prix, and all I've got is a sofa-shaped arse, but the stewards agreed with me.

What really got my goat was Brundle missing the opportunity to ramp up Jenson Button taking a huge chunk out of Sebastian Vettel's lead after their final pitstops. FOM even had the graphic on screen, which was charting the rapidly-diminishing gap via the timing loops as Vettel struggled to get his fresh hard rubber up to

temperature. Brundle seemed shocked when the gap was 2.8s (it had been 4.9s a lap earlier) as they crossed the startline, yet it had been plain to see for over a lap in my eyes.

Word on the street is that Brundle is going to Sky Sports next year, where he'll reprise his old driver-pundit role, this time alongside Radio 5 Live's David Croft. As they say, maybe a change will be as good as a rest... *Revved Up*

"During the Indian Grand Prix, Martin Brundle did something he seldom does - made me shout at my telly"

# THE WEEK IN PICTURES

Our lensmen pounding the beat at the Indian Grand Prix

## AS IF THERE WASN'T ENOUGH SMOG IN THE AIR IN DELHI

Kamui Kobayashi heads for retirement in the first-ever Indian Grand Prix after his first corner clash terminally wounded his Sauber



### KORMA CHAMELEON

Former Culture Club frontman Boy George joined Paul di Resta at the F1 Rocks India Afterparty at the Indian GP



**NOT MUCH LOVE FOR FELIPE MASSA, BUT PLENTY FOR BOB MARLEY**  
Lewis Hamilton showed his appreciation of reggae legend Bob Marley in India - no chance of a Massa version any time soon



**SLOW DOWN AND BE PREPARED TO DOGGONE STOP!**  
This stray mutt brought out the red flags in Formula 1 free practice at Buddh on Friday

# FROM THE ARCHIVE

Ralf Schumacher, Formula Nippon, 1996



"I knew I was going to F1 with Jordan, but Bernie said I could only have a superlicence if I won the title"

Schumacher claimed the Nippon crown

## THIS WEEKEND BRINGS THE BATTLE BETWEEN

Andre Lotterer and Kazuki Nakajima for Japan's most prestigious single-seater championship, Formula Nippon, to its conclusion at Motegi.

Fifteen years ago came the series' first running under the 'Formula Nippon' name, and what had previously been known as Formula 3000 provided another German-Japanese battle. On this occasion it was won by future grand prix winner Ralf Schumacher who, aged 20, had moved to Asia after finishing as runner-up to Norberto Fontana in German F3.

"It looks a bit strange now, but there was a good motivation for going to Japan," recalls Schumacher, now a DTM driver with Mercedes. "F3000 in Europe was dead at the end of '95 and the costs of the one-make series they replaced it with [still under the F3000 name] had gone too high."

"After I won the Macau F3 race, a guy from Team LeMans spoke to me about Formula Nippon and we ended up doing a deal. We knew we'd be competitive and that the rules would be stable – and I decided to live out there for the year – so it was pretty exciting."

Schumacher started the year strongly, winning second time out at Mine – from German F3 nemesis Fontana – and taking pole two weeks later at Fuji.

Further victories at Tokachi and on a second visit to Mine brought him to the Fuji finale locked in battle with team-mate Naoki Hattori for the title.

Things looked bad for the German as he qualified his Reynard-Honda only ninth, while Hattori was on the second row, and they got even worse once the race started in atrocious weather conditions.

"It was a surprise, actually, to even be fighting for the championship, because it was always supposed to be a two-year programme," Schumacher says. "But once I got into the lead of the championship quite early I got the chance to test the McLaren F1 car at Silverstone, and from that I had a race deal with Jordan signed [for 1997]. So I knew I was going to F1, but Bernie [Ecclestone] said I could only have a superlicence if I won the title, so there was a little pressure."

Schumacher survived a six-car pile-up on the opening lap that brought out the red flags (most of the field was on slicks), but after "someone drove into the back of me" he spent the first half of the race from the pitwall watching Hattori head towards the title.

"Then he spun out by himself, so I was champion, which felt pretty good. It was a nice way to end a year that I didn't always enjoy at the time, but when I look back I wouldn't change a thing about." ❧

## THIS WEEK IN...



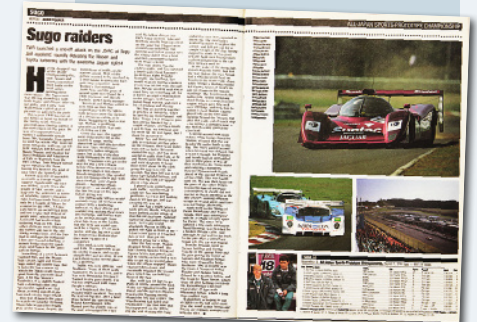
NOVEMBER 7 1991

### THE 1991 SEASON-ENDING

Australian GP would go down as the shortest race in F1 history as it turned into a dangerous farce in torrential rain.

Winner Ayrton Senna felt strongly that the race should never have been started – and voiced such concerns to McLaren team principal Ron Dennis beforehand. A big shunt meant cars were strewn on either side of the Brabham Straight, but it was not until Nigel Mansell spun his Williams out from second that the race was halted.

At Sugo, the introduction of TWR's Jaguar XJR-14 – which stayed on in Japan after the final round of the World Sports Car Championship at Autopolis the previous weekend – had an immediate impact in the All-Japan series. David Brabham and world title winner Teo Fabi crashed Toyota and Nissan's party by cruising to pole position and then sealing victory, despite some deliberately obstinate traffic.



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# CLIFF ALLISON

■ German Grand Prix ■ Nurburgring, August 3 1958 ■ Lotus 16-Climax ■ Charging drive leads to Ferrari deal



Allison was forced to start from the back

**IF THERE WAS ONE RACE I** deserved to win, and didn't, it was the 1958 German Grand Prix. The Nurburgring was a circuit I loved and knew well from racing sportscars there. I'd come fourth in the Belgian GP at Spa a few weeks earlier and was set to win at the Nurburgring in the new Lotus 16. Graham Hill and I were the two works Lotus drivers, him in the 1500cc car and me in the Climax-engined two-litre.

My car went beautifully in practice and I qualified without difficulty. Graham's car, however, was giving trouble. Before I had completed the minimum six laps of qualifying, I was called in and the two cars were pushed into the garage and the numbers swapped. Graham got into my car and stuffed it into a hedge, breaking the radiator.

The car was so new there was no stock of spares for it, and in desperation the mechanics did a temporary repair before wheeling it out for me to race. I was relegated to the back for not completing enough laps.

It was soon clear that the 16 was going to give me a superb race. The

**"It was soon clear that the 16 was going to give me a superb race. The car was really singing, handling beautifully and felt balanced and responsive"**

car was really singing, handling beautifully and felt perfectly balanced and responsive. I started to move up through the field.

By the end of the first lap Stirling Moss was leading Mike Hawthorn, Peter Collins, Tony Brooks and myself. Moss was forced to retire on lap four, leaving the two Ferraris

of Hawthorn and Collins with a massive 30-second lead over Brooks's Vanwall.

At the start of the 11th lap Tony caught and passed Hawthorn and Collins. Pete tried to hang on but overdid it and shot off the circuit and was killed. In full view of Hawthorn his best friend and team-

mate he somersaulted into a tree and was killed.

I was sitting comfortably on Brooks's tail with the car absolutely flying. I felt invincible. Unaware of the tragedy, I was concentrating on winning, which I knew I could do.

But on lap 13, just as I was looking for a chance to overtake Tony, my radiator burst and I was out. It was a desperate moment. I could have won, I should have won, and I didn't.

There was a bonus though. Romolo Tavoni, the Ferrari team manager, had noticed me and passed the word back. I was summoned to appear before the great Enzo Ferrari and flew to Milan to meet him. The next day he was watching me driving his cars round Modena and, on the strength of this trial, I was offered a contract. ✪  
*Originally published on April 29 1993*

## IN PROFILE



**CUMBRIAN CLIFF ALLISON, THE** son of a garage owner, initially excelled in gymnastics and horse racing. He used prize money to buy a 500cc Cooper F3 car and raced alongside Stirling Moss. Noticed by Colin Chapman, he signed for Lotus in 1955 to race at Le Mans. He made his F1 debut in 1958 and raced 16 times – for Lotus, Maserati and Ferrari. He retired in 1961 to run 'The Grand Prix Garage' in Brough and died, aged 73, in April 2005.

**NEXT WEEK**  
**Jurgen BARTH**



# The one in the middle wins races



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

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# BTCC

# 2011

## SEASON REVIEW





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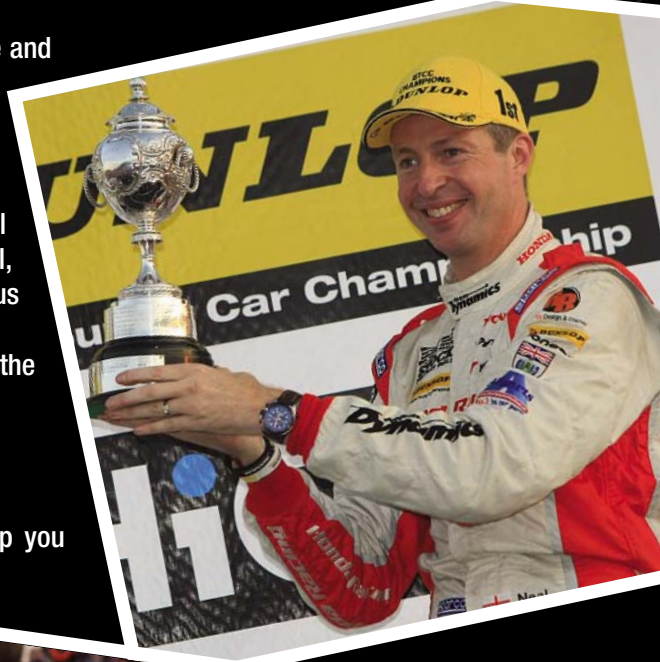
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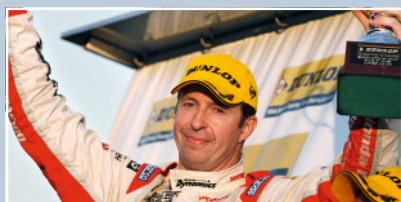
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## A season that left everyone wanting more

**IT WASN'T THE SIMPLEST SEASON IN** British Touring Car history. Three different types of car – the old S2000, S2000s with turbos, and the new NGTC machines – caused plenty of arguments and pretty much everyone felt wronged at one point or another.

And yet we had one of the closest title fights for two decades. Honda drivers Matt Neal and Gordon Shedden were always in the hunt, while reigning champion Jason Plato and the works RML Chevrolet team kept themselves right in contention to the very end.

Ultimately, the combination of the rapid turbo Civic and Neal's experience meant it was the 2005-06 champion who came out on top at a tense Silverstone finale.

There were star turns elsewhere too. Mat Jackson managed to lead the overall standings after Snetterton in Motorbase's newly acquired Ford Focus, and the venerable Vauxhall Vectra – now with turbo power – took wins in the hands of James Nash and Andrew Jordan.

As well as some great races – of which Jackson's narrow failure to beat Neal in race one at Croft was probably the best – the grid also grew during the season. It started with 21 cars at Brands Hatch and ultimately reached a size not seen since the early 1990s.

Several of the rookies impressed, most notably Frank Wrathall in Dynojet's NGTC Toyota, and there could be even more of them in 2012.

It's perhaps not surprising that on-site spectator and TV viewing figures continued to go up. Hopefully, there will be less arguing about parity in 2012, which means that everyone can spend more time focusing on the right things: the racing, and everyone's efforts to topple the BTCC's sixth triple champion.

**Kevin Turner**  
National editor



# Neal lands triple crown

Winning the championship at the final race put the Team Dynamics Honda driver in esteemed company, but the title fight was a tough battle. *By KEVIN TURNER*

**M**att Neal joined a pretty exclusive club in 2011. When he crossed the line eighth in the Silverstone finale last month he secured his third British Touring Car crown. Only five other men – Bill McGovern, Frank Gardner, Bernard Unett, Win Percy and Andy Rouse – have achieved the triple.

Driving the turbocharged Honda Racing/Team Dynamics Civic, Neal added to the two titles he won in the Honda Integra in 2005-06. He won seven races to move his personal total to 43 BTCC victories, and never qualified lower than sixth as he battled against team-mate Gordon Shedden and old rival Jason Plato.

It was a fine season, and Neal rates it above his first two titles. “I think it’s

Chevrolet Cruze, certainly put a strain on the already frosty relationship between Neal and the 2010 champion.

Contact between the two at the first corner at Snetterton, which eradicated the small points advantage Neal had built up, didn’t help. Then things got even worse at Rockingham as Neal and Plato clashed on and off the track during qualifying. “The fracas with Jason was a low point – I don’t like aggro,” says Neal. “I’ve got a lot of respect for Jason as a driver, but I just seem to rile him. I wish we got on all the time.”

The other 2011 low is not easy for Neal to forget. Shedden had built up a big lead in the second, damp race at Oulton Park in June until a safety car period brought Neal onto his tail. This set the scene for a failed passing attempt

Nevertheless, Neal still had to beat his team-mate to take the crown, and his two highlights came at Shedden’s expense. Two poles – at the Brands opener while the second Civic was being rebuilt after a practice crash, and at the final round – stand out.

“Pole at Brands was a real head-to-head with everyone, and pole at Silverstone was my best lap of the year,” reckons Neal. “Before that lap I was back on row three and Gordon was at the front. He could have taken two wins from there and the championship would have been his.

“Croft was special too. Jason was very strong there and I thought we’d be out of it in the wet, so to score two wins was a really big boost for me.”

After Rockingham, with only Brands

*“Oulton was one of the low points of my career, never mind the season. I’d calculated, but calculated wrong”*

Hatch and Silverstone to go, Neal and Shedden were tied at the top of the standings. And it was Neal, with his greater experience of fighting for the title, who delivered.

“Near the end it was pressure every race,” he says. “Jason had upped his game and was really on the money at Rockingham and Brands GP.

“You couldn’t afford non-finishes. When I had a puncture at Brands I guess I was lucky Gordon had a puncture too.”

After that excellent Silverstone pole, scored despite carrying the maximum 45kg of ballast, Neal was able to control race one. He followed the lighter Shedden home in race two, giving him a six-point advantage for the finale. That proved to be easily enough for his third title.

“I find it all a bit surreal, like it’s not happened to me,” concludes Neal. “It’s an amazing feeling but quite bizarre as well. The other triple champions are drivers I’ve admired and looked up to all my life, so it’s quite a strange feeling the thought that I could have achieved the same.”



Above: Neal’s previous title season came in Honda Integra in ’06. Right: His seven wins this year included this thrilling finish at Croft



been tougher because Flash has been on it all the way through,” he says. “We’ve pushed each other and taken things forward. The amount of winners and the political wrangling off the track also made it a hard and weird year.”

The political arguments are covered elsewhere in this review, but the background tension between the turbo teams like Honda and the normally aspirated runners, led by Plato’s

at Lodge that sent both drivers into the gravel and handed victory to Plato.

“Oulton was one of the low points of my career, never mind the season,” admits Neal. “It wasn’t an off-the-cuff move, I tried the grip level a couple of laps before and thought it was on. I’d calculated, but calculated it wrong and I felt terrible. The only good thing was that Gordon made it out of the gravel and finished.”

Despite the clash, their relationship remained good and Neal believes it was one of the team’s strengths.

“We’ve got similar driving styles so we can try different things over a weekend and if it doesn’t work for one he can follow the other,” says Neal. “It allows us to cover ground a lot more quickly.”

Winning a third BTCC title made Matt Neal a tin-top superstar



## James Nash: Independent comes of age



**THE INDEPENDENTS TROPHY PROVIDED** a strong sub-plot to the main championship battle. After a strong early showing from Andrew Jordan, it was James Nash (above) who beat Mat Jackson to the spoils in only his third year of tin-top racing.

After a difficult 2010 with Triple Eight, Nash raised his game this season, helped by the team's decision to switch to Swindon turbo engines for its Vauxhall Vectras. He managed an outright victory at Rockingham and was an overall frontrunner more often than not. It justified the ex-Formula Ford racer's move away from single-seaters.

"When we switched to the SEAT Eurocup [in 2008] it was a budget issue," says the 25-year-old. "We were trying to do Formula 3 and we couldn't do it properly, so we didn't want to do it at all."

A win at Snetterton in 2009, his first part-season in the BTCC, was taken away after contact, and it has taken Nash a while to become a constant threat.

"A good driver should be able to jump in a car and be quick straight away, but being consistent also requires other drivers to know what you're like," he says. "They push you around to start with and that doesn't happen so much any more."

"I've become more and more relaxed and the team has given me a car that hasn't broken down – and the same with the Swindon engines."

Triple Eight boss Ian Harrison believes Nash has become one of the top BTCC drivers. "He has stepped up," he says. "We've worked hard with him and he's worked hard. He's been more consistent and been more in control mentally. He doesn't panic, even in a bad situation."

"If we give him the car he can do the job – that's the difference from last year."



# BLOWN AWAY

The turbocharged version of Team Dynamics' venerable Honda Civic swept all before it in 2011.  
By KEVIN TURNER

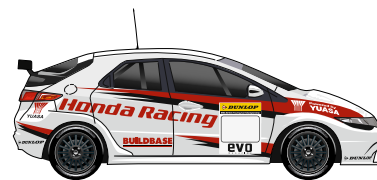


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**HONDA CIVIC STATS**

DEBUT	BRANDS HATCH, 2007
FINAL RACE	SILVERSTONE, 2011
MEETINGS	50 (10 IN 2011)
WINS	34 (13 IN 2011)
RACE-ONE POLES	9 (5 IN 2011)



**T**here's little doubt the Honda Civic was the best overall package of the 2011 British Touring Car Championship. Matt Neal and Gordon Shedden took 13 wins and topped five of the 10 qualifying sessions on their way to securing the teams' and manufacturers' championships, as well as finishing one-two in the drivers' table.

The Team Dynamics-run Civic, running a Neil Brown turbo for the first time, had the best chassis of the turbocharged cars. That much was proved by its continued performance edge despite being forced to run 0.1 bar less of boost from Thruxton onwards.

At the same time, the one machine that did handle better than the Honda – the RML-run normally aspirated Chevrolet Cruze – couldn't match it for straightline speed.

That combination meant Neal and Shedden featured at the front at every meeting. It was the culmination of years of development for the outgoing Civic, which first arrived in the BTCC in 2007, and the work of Team Dynamics technical director Barry Plowman.

Chevrolet could certainly consider themselves more hard done by, always some way down the speed trap listings, but Honda also had cause for complaint when it came to running lower boost than the other turbos.

The justification for giving the Hondas less boost was that Dynamics had chosen to run at 1.7 instead of the 1.8 maximum at the opening two rounds, but Neal Sr wasn't happy. "We had over-boost problems," he says. "We were worried we'd go over 1.8. Others risked it and got away with it."

"We've got a good relationship with Neil and he did us a good engine, which was spoiled by the rules."

The Civic was certainly never slow on the straights, but the boost restriction, which was down to 1.5 bar of boost by season's end, meant Dynamics had to rely on the whole package.

"We didn't have as much power as others," says Steve. "We had a better car, better drivers and were better organised. We're more experienced."

The driver line-up was one of Honda's obvious strengths, the only problem was that Neal and Shedden took points off each other, giving Jason Plato – who enjoyed RML's focus – the chance to nick the crown.

"It would have been easier to focus on one – we would have had a lot more points – but that's not what we're here for," says Steve Neal. "They do work together, although at the final weekend they were working for themselves."

Despite missing out on the title, Shedden has no complaints. "The car has been amazing this year," he says. "We've had a lot to contend with in equalisation. To get 30 races into a touring car season and have both your drivers in with a chance of winning, with the championship as competitive as it is, shows strong we are as a team."

That will be even more important next year, when the new Civic, built to NGTC regulations, comes along. "NGTC seems to have been picked up by everyone," says Neal Jr. "Our test car is coming on, so I'm excited to get on with it and start from scratch. We've got ground to make up on the guys that have been running it for a year."

The new car will have a lot to live up to, just as the old Civic had to when it replaced the famed Integra, which took Neal to his first two BTCC titles.

"The Integra was a mega car in its generation and the Civic was a quantum leap from that," says the new triple champion. "I'm sad to see it go." ❄

***"We didn't have as much power as the others. We had a better car, better drivers and were better organised"***

"We've got the best four-wheel-steer system in touring cars," reckons team boss Steve Neal. "We've been trying to crack the holy grail for years and we did it this year. The chassis made a big step."

Matt Neal knew it was good from the first test: "As soon as I sat in it at MIRA I knew it was good," he says. "I came in and said to the guys 'that feels really good! You just get that feeling about some cars. The way it delivered the torque was better – with the old engine you had to really rev it. There were some issues we had to work on once we hit the track – I think we melted brake pads in two or three laps – but it's an amazing car to drive."

An added problem were the political arguments that went on all year. With Honda deciding to go with the new NGTC turbo and the RML Chevy squad – the only other works team – sticking to normally aspirated units, there was always going to be disagreement about who was getting the worse deal.



It's not just Neal and Shedden who've won in BTCC Civics – above is James Thompson in '09

Matt Neal and the turbocharged Civic proved a rapid combination

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# Jason Plato on...

He might have failed in his bid to retain his BTCC title, but Jason Plato still had a fine 2011. Amid the engine parity controversy, he scored eight wins and went to the finale with a chance of the crown. AUTOSPORT caught up with him to get his view on the season.

## HIS BEST MOMENT OF 2011



**“IN TERMS OF PURE DRIVING, THE Brands GP weekend was the best feeling I had in the racecar. As soon as I got my bum in the car in free practice one, I knew I was in the zone.**

“The qualifying lap [above] was absolutely and utterly on the limit. The car was moving around, but I was

happy with it. It was one of those laps where we got everything right – the car was perfect.

“In this picture we were so on it. I’d have been 100 per cent on the throttle and a hundred yards before I knew I was going to be right on the edge but not in the gravel.”

## RML AND THE CHEVROLET CRUZE

**“TO HAVE OVERTAKEN A LOT** more cars and won the championship had it not been for the disparity with the turbos. We’d have blown everyone’s doors off because the chassis was so much better. This car is a good chunk forward on last year’s, maybe three or four tenths a lap.

“I know the level of development that’s gone into it and it’s off the scale better than anyone else’s.

“We kept on improving it all the way through the

year. The front suspension is very different from 2010 and we found time there, and a little more in the engine.

“By and large it was good on its tyres, I could brake later than anyone else and could carry more corner speed.”



## MATT NEAL

### “CONGRATULATIONS TO HIM.

Winning the BTCC is no mean feat. It’s well documented we don’t get on – I think it’s more on his side than on mine. I don’t know why there is a problem. For me it’s just a sport and a business.”



## NGTC MACHINERY

**“UNLESS YOU’RE IN AN NGTC NEXT YEAR YOU WON’T BE** able to win the championship. We have to develop a car from scratch and we’ve got to invest many hundreds of thousands of pounds to make it happen, which we don’t have at the moment.

“My over-riding concern is that there must be transparency of what people are allowed to run in terms of boost. We cannot allow organisers to equalise packages – drivers, teams, etc. I don’t see any reason why Honda had to run 0.1 bar less boost than the other turbos. That’s not right and I don’t want to be part of a championship where people are given extra power because they aren’t quick enough.

“If there is transparency then I think NGTC could work, but I think there needs to be flexibility for a team to engineer a car better than another team through skill and experience.”



## HIS WORST MOMENT OF 2011



**“THE ROLL AT DONINGTON WAS PROBABLY** one of the worst shunts I’ve ever had, but it was also a high point because of what the team did: rebuild the car in an hour and 45 minutes. The engine was off its mountings, the gearbox was damaged – it was a monumental task and I got changed into my civvies because the car was dead.

“We even had two RML guys who were just spectating get stuck in; the commitment was unbelievable. To be on the grid and finish sixth was amazing.”

## QUALIFYING

### “IN PREVIOUS YEARS WE WORKED ON RACE

balance because that was always key, but this year we realised qualifying was the most important thing. The only way we were going to win a race was if we didn’t need to overtake anyone.

“My engineering team have done a fantastic job – not just with the kit but with me, helping me develop as a driver to get that one-lap pace. We tried a seismic change with the brake system and balance and it ended up helping us in the races.”



A new breed of beefy touring car arrived in 2011. *KEVIN TURNER* looks at the NGTC concept that will take over the BTCC from 2013

# EXPLORING THE NEXT GENERATION



Things didn't look good for the Next Generation Touring Cars at the start of the 2011 season. The machines that British Touring Car supremo Alan Gow has earmarked as the future of the series languished at the back of the field in the Brands Hatch opener, weren't reliable, and had teething issues in the steering department.

It didn't stay like that, however. As the S2000 turbos cars were handed various restrictions – less boost and more weight – and the new teams started to get on top of the cars, things got better. Gow allowed the NGTCs to test beyond the championship's usual restricted running and they became a real threat.

Both Frank Wrathall, in Dynojet's Toyota Avensis, and Rob Austin in his own team's Audi A4, had shown flashes of pace before the breakthrough meeting at Snetterton in August. There Wrathall starred, qualifying seventh, taking a fourth in race one and fighting for second in race two before overheating due to contact put him out. Austin too scored his first points, and took fastest lap.

Both were quick at the next round at Knockhill. While Austin's weekend was spoiled by contact, Wrathall was a frontrunner in all three races and took two podiums. At Rockingham, Austin qualified third and both scored a second place, each missing out on the first NGTC win by less than half a second.

The NGTC Toyota Avensis certainly looks the part





Frank Wrathall (left) and Tony Hughes competed in NGTC machinery

**“NGTC as a concept is a fantastic idea. It allows you to come and do the championship”**

It was all too much for the established teams, some of whom complained that the NGTC cars were being allowed to go too quickly. There was probably an element of truth in that – the extra boost, bigger brakes and wider 18-inch (compared to 17-inch) tyres, which allowed the NGTCs to look after their Dunlop rubber better, were definite advantages. But it’s also probably fair to say the other teams underestimated the effort the NGTC

squads made and the driving ability of Wrathall and Austin.

Austin was often rapid, though got involved in a few scrapes, while reigning Ginetta G50 champion Wrathall was one of the rookies of the year, looking comfortable running at the front.

After that, a 0.05 bar boost reduction was introduced for Rockingham and another drop (0.05 for the rear-wheel-drive Audi and 0.025 for the FWD runners) came ahead of the Brands Hatch GP round. That had the desired effect, but most in the paddock had already been convinced that NGTC was the way to go for 2012. Honda/Team Dynamics has taken the plunge and boss Steve Neal believes it will provide a cheaper way into touring cars, despite some doubts that costs had increased during the season.

“It probably is cheaper if you’re building a new car,” says Neal. “We would probably sell a car without an engine for £170,000. A new S2000 was about £300,000. You can build a business plan around the whole thing – it’s viable.”

The BTCC Technical Working Group, comprising representatives of the teams, the series and GPR Motorsport, which builds the spec parts, looks at any issues to do with the new cars. It also aims to prevent costs rising too sharply, as any changes have to be ratified, meaning that a rich team shouldn’t just be able to come along and redesign parts or build its own.

“We had a few teething problems and a few components weren’t as durable as we would like, but at the end of the day the regulations are written around the components we produce,” says GPR director Gary Blackham, who has worked for Spice, Schnitzer and Audi Sport UK.

“There have been one or two exotic things suggested and they are rejected – or accepted – depending on what they are.”

Speedworks boss Christian Dick had a troubled season running an NGTC Toyota Avensis for Tony Hughes, but believes the initiative is the way to go.

“NGTC as a concept is a fantastic idea,” he says. “Standardising parts cuts down your costs of developing a competitive car. It allows you to come and do the championship.”

“There’s enough engineering input for the teams to have a bearing on the outcome, like suspension geometry, gear ratios, engine mapping. It’s not like a one-make championship.”

“I don’t think you could build one for less than £160,000. The problem with an S2000 is there’s so much engineering that goes into the build process – with NGTC the parameters have been taken away.”

And the concept has attracted cars to the grid. Five NGTCs raced this year,

Rob Austin produced some strong performances in his NGTC Audi



not including the brief appearance of Thorney Motorsport’s Vauxhall Insignia at Silverstone. “The proof’s in the pudding – the number of people doing it or who are keen to get involved,” adds Dick. “I’d be very surprised if we didn’t get record grids through next year.”

“All the teams believe in the concept and the target of cutting costs. That includes the big teams – I was surprised by that.”

Blackham is hoping to deliver 10 more cars before Christmas, and even the RML Chevy squad is considering following the route. It might not all have been plain sailing, but NGTC looks like it is here to stay. ❧

## Alan Gow on NGTC



**“WE HAVE REGULAR MEETINGS TO refine the specification, finalising any changes we need as we go along. We’re not developing a current set of regulations – it’s a new set of regs from a clean sheet of paper.”**

“As soon as they started showing their true form everyone piled in wanting to build one. I’m pleasantly surprised by the degree of take-up so quickly, because it’s a gradual process over the next couple of years. We’re in advance of where we thought we were going to be. I’m guessing around 50 per cent of the grid will be NGTC next year.”

“We brought the restrictions in because as they were improving they didn’t need as much help anymore. Teams and drivers totally new to the championship have proved to be podium finishers and potential race winners.”

“If RML had started the season with an NGTC car would they be more advanced than Dynojet? Of course they would be – they have far more resources and experience – but that’s not deriding Dynojet’s efforts.”

# Dynamic blend

The combination of a turbocharged Honda Civic and an experienced driver were

*“Jason Plato’s moaning didn’t make him popular, but he had a point”*

All of the championship contenders could point to setbacks on and off the track in what proved to be a tempestuous season. In the end, it was Matt Neal who took the crown in the final year of the S2000 Honda Civic, powered by Neil Brown-prepared turbos for the first time.

When Neal qualified on pole at the Brands Hatch opener, nearly 0.4 seconds ahead of archrival Jason Plato (who himself had improved on his dominant pole time from 2010), it was clear the turbos had an edge over the normally aspirated cars.

The parity – or lack thereof – between the new turbos, which represented most of the field, and the NA cars led by Plato’s Chevrolet Cruze became one of the talking points of the season. Plato’s moaning didn’t make him popular, but he had a point: he qualified in an average position of 3.7 compared to Neal’s 2.6 and Shedden’s 3.6, despite being an average of around 14th through the speed traps to the Hondas’ position of sixth.

It wasn’t always easy for Honda either. The extra weight and torque of the new engine made tyre wear an issue (though it was generally less of a problem for all the turbo runners than had been anticipated) and they had to run 0.1 bar less boost than the other turbos.

Nevertheless, the Civics should have won more races. Plato’s team-mate Alex MacDowall assaulted Neal at Druids in the Brands opener, allowing Plato through to win, and Gordon Shedden was one corner away from victory at Oulton Park when Neal got a move wrong and took them both off.

Shedden’s year had started badly with a free practice crash at Brands and he was excluded next time out at Donington with overboost issues. A fine run at Oulton, however, allied to a poor weekend for Neal, brought him back into contention.

Neal was stronger at Croft and opened up a small lead in the standings at the half-way stage. Then Plato nudged him off at the start of the first Snetterton race and the championship was wide open once again.

All the while, Plato had been suffering a traumatic spell. Finding it hard to race against the straightline speed of the turbos, he and RML pushed things a



Matt Neal was crowned BTCC champion for a third time

little too far at Donington Park and Thruxton, where he got punctures, and Plato was involved in a serious shunt at the former. His first pole, at Croft, was spoiled by a race-one off, and Plato was 40 points behind Neal after the first five meetings.

But Snetterton gave him hope. By then the turbos were running 0.2 bar less boost than at the start of the year (1.5 for the Hondas, 1.6 for the other S2000 turbos) and front-wheel-drive NAs had been allowed to run 25kg lighter. Those changes, combined with RML’s new focus on qualifying – and the Neal punt – allowed Plato to take a win and two podiums.

There was a setback at Knockhill when the Chevy was out-grunted up the start-finish hill and Tom Boardman removed Plato, but three more wins across the handling tracks of Rockingham and Brands GP kept him in the hunt.

Shedden arrived at the finale on equal points with Plato, and five behind Neal. After Croft he had usually matched Neal, but his more experienced team-mate proved a tad more adept at scoring points. Knockhill was typical. Shedden looked the quicker in the races, but Neal had qualified his 9kg-lighter car ahead and was able to beat the other Civic in two of the three races. It meant he gained a point on a weekend he looked like losing some.

Both suffered punctures at the Brands GP round, but a mistake from Shedden at Graham Hill Bend in race one indicated he was feeling the pressure. Neal then beat him away at the start of the third encounter and went on to lead a Honda one-two, eking out a margin that he followed up with a stunning and crucial pole at the Silverstone finale.

Despite slipstreaming help from MacDowall and the Tech-Speed Cruze



Plato and the Chevrolet were in their element at Rockingham...

# suits Neal

title-winning ingredients. *By KEVIN TURNER*

of Paul O'Neill, Plato was never really in it at Silverstone and a puncture in race one all but ended his chances.

More of a threat in terms of pace to the Hondas there was the Mountune-powered Ford Focus of Mat Jackson. Motorbase worked hard on the ex-Arena cars and Jackson was a title threat for a while.

The chassis wasn't as good as the Civic or the Cruze, but it tended to be one of the fastest through the speed traps. A lack of qualifying pace was usually made up for by Jackson's racecraft and four reversed-grid race victories helped him top the table after Snetterton. Two rotten events at Knockhill, where he got himself involved in scrapes, and Rockingham, where he was an innocent victim, ended his realistic title hopes.

Jackson nevertheless chased Neal hard in the first race at Silverstone, only to hit a kerb and get a puncture. It meant he handed the Independents Trophy to Triple Eight's James Nash.

Nash's approach was different. He didn't reach the same highs as Jackson – there was just one victory – but nor did the Vauxhall driver plunge the same depths. A consistent season brought Triple Eight both Independent titles.

In the early part of the year, Nash fought the similar Swindon-engined Eurotech Vectra of Andrew Jordan. It was the latter who looked strongest

initially, beating Nash and Neal to a race-two win at Donington, but as the boost limits hit the Vectras, Eurotech seemed to suffer more.

The only other man to score a non-reversed-grid race victory was Tom Chilton. Arena's new Global Ford Focus took a podium on its debut at Brands, but thereafter was a tad erratic as the team tried new things on the car. It was nevertheless a competitive proposition at most circuits, Chilton taking a fine win at Knockhill.

Tom Onslow-Cole, having started the season in the promising Amd Milltek VW Golf, switched to his former team and was matching Chilton's pace by season's end.

The other winner was Boardman, despite the fact his Knockill success came after firing Plato off. The Special Tuning Racing team, which impressive rookie Dave Newsham joined at Oulton, nevertheless probably deserved some luck, reliability issues and incidents preventing its Lehmann turbo SEAT Leons from recording the results their pace deserved.

Tech-Speed and the WSR BMW squad found going tough against the turbos, and their cars had less development than RML, but both had good moments. O'Neill was quick at Brands, Snett and Rockingham as he got used to the 2010-title winning Cruze.

Rob Collard usually led the BMW ▶

## ALAN GOW'S balancing act



**DESPITE ALL THE ARGUMENTS, BTCC boss Alan Gow is pleased with the job he and TOCA have done with the turbo-normally aspirated parity issue. Unlike many in the paddock, Gow does not see the aim as equalising the straightline performance of the two types.**

"It's the overall performance," he says. "It's not just straightline speed – we're not the British drag racing championship. You can't take one thing in isolation. I'm proud of what we did because after 27 races you get to the last round with the top turbo and normally aspirated cars covered by five points. If that's not parity I don't know what is. Numbers don't lie. One race will suit one car more than the other – Brands GP is a normally aspirated track, Silverstone is a turbo one. It's swings and roundabouts."

He doesn't believe the arguments have hurt the series. "We've got record grids," he adds. "People say the parity issue has been ruining the championship, but has it? Why have we got big grids, all the spectators, increased TV figures? This series is going through a major boom time."



Jordan won at Donington...



...while Chilton found the gravel



Neal punted Shelden out of Oulton Park lead



... but only after qualifying handbags



Independent champ Nash leads Chilton at Brands



Shelden was a regular winner

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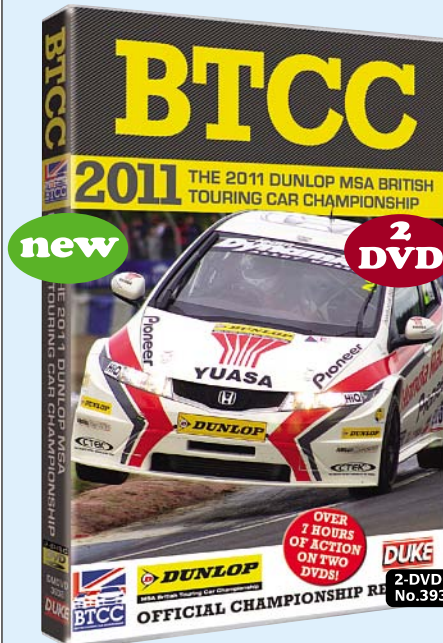
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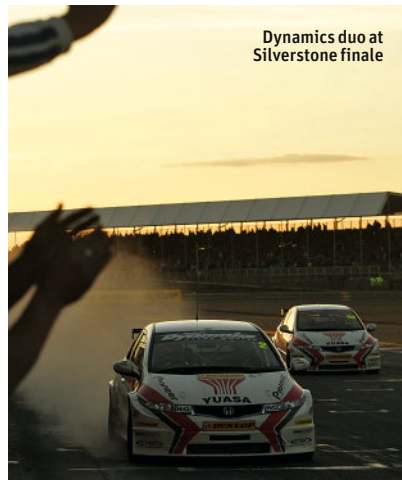
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◀ fight, ably backed up by fine newcomer Nick Foster. The RWD car's kindness to its tyres made Collard a threat in the races, particularly at Croft, but the straightline speed deficit meant risks had to be taken and there were a few bangs along the way.

The final drivers to feature at the front were Frank Wrathall and Rob Austin, who led the NGTC attack. Both proved quick once the initial problems were overcome, but it was Wrathall's Dynojet Toyota Avensis that tended to score best, including four podiums.

Both deserve to be back next year, which with more teams heading to NGTC will hopefully be a lot less controversial than 2011. ❧



Dynamics duo at Silverstone finale



Dark day for Plato at Donington, but the sun shone for him at Brands Hatch (below, left) and on Chilton at Knockhill (below, right)



## OUR TOP 10 DRIVER RATINGS

⬆ up ⬇ down RE re-entry NE new-entry NC no change



- 1. JASON PLATO**  
Might have made a fuss about fighting a power disadvantage, but he was right. Still somehow got to the finale with a title chance.
- 2. MAT JACKSON**  
Mountune provided a great engine and Motorbase worked hard on the Focus, but the chassis wasn't a match for Honda and Chevy. Cue some great race drives.
- 3. MATT NEAL**  
There wasn't much to choose between the two Honda men, but Neal did a good job of making the most of his chances and delivered when it really mattered.
- 4. GORDON SHEDDEN**  
Usually as quick – or quicker than Neal – but couldn't quite make it count. Also made the odd mistake, such as the off in race one at Brands GP.
- 5. JAMES NASH**  
Just pips Jordan because he has less tin-top experience and he maintained his competitiveness better in the second half of the season.
- 6. ANDREW JORDAN**  
Produced some spectacular qualifying laps and thoroughly deserved his race-two victory at Donington. Should be a 2012 threat in NGTC Civic.
- 7. TOM CHILTON**  
Still slightly flaky under pressure, but always pressed on. Usually led Arena's attack and put some fine weekends together when Focus was at its best.
- 8. ROB COLLARD**  
Some charging drives in ageing BMW. Nearly taking second at Oulton and great Croft weekend, where he worked well with team-mate Foster, were highlights.
- 9. FRANK WRATHALL**  
Difficult to judge the NGTC runners due to the difference in machinery, but series rookie Wrathall was a polished performer who looked comfortable running near the front.
- 10. PAUL O'NEILL**  
Hard to separate O'Neill and Tom Onslow-Cole for 10th spot. O'Neill edges it as his peaks were higher and his consistency was marginally better.

### 2011 DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP

POS	DRIVER/NATIONALITY	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	POINTS
1	MATT NEAL (GB)	HONDA (TEAM DYNAMICS)	HONDA CIVIC	R/7*/1*	1*/3/7	2*/1*/5	8*/R/4*	1*/1*/7	18/17/4	2/2*/4	4/3/6	18/7/1*	1*/2/8	257
2	GORDON SHEDDEN (GB)	HONDA (TEAM DYNAMICS)	HONDA CIVIC	6/2/4	EX/6/R	1*/2*/6	1*/6*/2	5/4/6	3/1/7	3/1/5	6/1*/21	19/8/2*	2/1*/10	249
3	JASON PLATO (GB)	CHEVROLET (RML)	CHEVROLET CRUZE	1*/1*/5	18/R/6	R/8/1*	2/1*/11	4/R/11	1*/3/3	7/7/R*	1*/4*/5*	1*/1*/16	R/7/2	236
4	MAT JACKSON (GB)	AIRWAVES (MOTORBASE)	FORD FOCUS ST	4/3/2	5/10/1*	6*/5/2	R/9/1*	2*/5/1*	6/6/1*	19/R*/R	R/R/13	2/2/5	20*/26*/21	191
5	JAMES NASH (GB)	TRIPLE 8 ENGINEERING	VAUXHALL VECTRA	2/4/6	3*/2/3	8/6/4	4/2/13	8/11/5	5/2/6	6/8/15	9/6/1*	4/6/3	3/15/17	191
6	ANDREW JORDAN (GB)	PIRTEK (EUROTECH)	VAUXHALL VECTRA	16/6/20	2/1*/2	3/3/7	10/4/3	6/3/4	12/9/14	9/9/7	R/13/8	NS/16/8	7/5/5	143
7	TOM CHILTON (GB)	TEAM AON (ARENA)	FORD FOCUS	3/8/8	4/4/R	4/4/R	17/10/7	7/6/9	9/12/13	1*/4*/6	13/11/18	7/5/4	12/8/1*	135
8	ROB COLLARD (GB)	WSR	BMW 320s <i>t</i>	17/9/7	6/5/R	12/14/13	5/3/14	3/2/3*	23/10/12	5/5/2	R/10/3	8/22/R	8/23/23	108
9	ALEX MACDOWALL (GB)	CHEVROLET (RML)	CHEVROLET CRUZE	5/13/16	9/9/4*	10/7*/8	3/5/18	14/R/8	2/4/5	12/R/10	12/15/11	3/R/R	5/9/4	100
10	PAUL O'NEILL (GB)	TECH-SPEED MOTORSPORT	CHEVROLET CRUZE	7/5/3	8/R/8	13/11/14	13/7/R	9/R/R	7/5/2	13/14/R	2/7/4	6/4/R	R/R/12	91
11	TOM BOARDMAN (GB)	SPECIAL TUNING RACING	SEAT LEON	R/R/10	7/R*/R	5/9/3	R/NC/5	10/R/R	R/NS/NS	8/6/1*	8/R/10	R/11/9	R/6/3	76
12	FRANK WRATHALL (GB)	DYNOJET	TOYOTA AVENSIS	R/NS/NS	16/NC/NC	R/NS/R	R/13/R	12/R/R	4/R/NS	4/3/3*	3*/2/9	R/13/R	10/25/9	65
13	TOM ONSLOW-COLE (GB)	AMMILLTEK/AON (ARENA)	VW GOLF/FORD FOCUS	13/R/12	11/7/R	7/NS/10	11/16/NS	11/10/13	8/8/11	R/11/8	19/12/R	5/3/7	4/3/7	61
14	NICK FOSTER (GB)	WSR	BMW 320s <i>t</i>	12/14/14	12/R/10	15/16/17	6/8/9	13/7/2	13/11/9	11/10/9	5/5/12	10/10/10	13/R/16	47
15	DAVE NEWSHAM (GB)	GSR/SPECIAL TUNING	BMW 320s <i>t</i> /SEAT LEON	10/11/11	R/15/R	-	12*/17/8	19/8/10	10/7/8*	15/12/11	R/R/15	R/17/11	6/4/R	31
16	ROB AUSTIN (GB)	ROB AUSTIN RACING	AUDI A4	-	R/R/13	R/NS/NS	R/12/16	R/NC/R	15/R*/10	R/R/R	7/9/2*	13/14/13	R/12/6	26
17	JEFF SMITH (GB)	PIRTEK (EUROTECH)	VAUXHALL VECTRA	9/16/13	10/13/5	9/12/11	R/R/10	15/R/14	11/16/17	16/18/14	14/8/7	R/24/14	17/16/25	19
18	ANDY NEATE (GB)	TEAM AON (ARENA)	FORD FOCUS	11/12/15	14/11/R	16/13/12	9/15/6	R/9/R	16/R/R	14/15/13	11/R/NS	9/9/R	9/11/R	15
19	TONY GILHAM (GB)	TRIPLE 8/GSR	VECTRA/BMW 320s <i>t</i>	10/10/9	15/8/R	11/10/9	14/R/12	R/12/12	R/13/15	-	15/14/17	15/23/R	R/19/19	12
20	LEA WOOD (GB)	TEAM WOOD RACING	HONDA INTEGRA	-	-	-	7/11/15	16/15/19	R/15/18	-	NS/NS/NS	R/21/R	18/17/20	4

21 Liam Griffin (GB), Airwaves (Motorbase) Ford Focus, 2; 22 Daniel Welch (GB), Welch Motorsport Proton Gen-2, 1; 23 Michael Caine (GB), Airwaves (Motorbase) Ford Focus, 1; 24 Aron Smith (IRL), Triple 8 Engineering Vauxhall Vectra, 1; 25 James Thompson (GB), Airwaves (Motorbase) Ford Focus, 1.  
**MANUFACTURERS/CONSTRUCTORS:** 1 Honda/Dynamics, 621; 2 Chevrolet/RML, 496; 3 Ford/Arena, 438. **TEAMS:** 1 Honda/Dynamics, 464; 2 Chevrolet/RML, 295; 3 Triple 8, 203; 4 Ford/Arena, 192; 5 Motorbase, 183; 6 WSR, 156; 7 Eurotech, 151; 8 Tech-Speed, 91; 9 Special Tuning, 83; 10 Dynojet, 55; 11 Rob Austin, 24; 12 AmD Milltek, 9; 13 Team Wood, 4; 14 Welch, 1; 15 GSR, 1.  
**INDEPENDENT TEAMS:** 1 Triple 8, 293; 2 Motorbase, 262; 3 Arena, 250; 4 Eurotech, 225; 5 WSR, 218; 6 Tech-Speed, 177; 7 Special Tuning, 152; 8 Dynojet, 86; 9 Rob Austin, 67; 10 AmD Milltek, 53; 11 Team ES Racing, 34; 12 Team Wood, 31; 13 GSR, 25; 14 Welch, 14; 15 Speedworks, 9.

**INDEPENDENT DRIVERS:** 1 Nash, 268; 2 Jackson, 236; 3 Jordan, 209; 4 Chilton, 197; 5 Collard, 157; 6 O'Neill, 147; 7 Onslow-Cole, 123; 8 Boardman, 117; 9 Foster, 104; 10 Wrathall, 96; 11 Newsham, 77; 12 Neate, 54; 13 J Smith, 49; 14 Austin, 45; 15 Gilham, 42; 16 Wood, 11; 17 Welch, 11; 18 Caine, 9; 19 Griffin, 8; 20 Ollie Jackson (Triple 8 Vauxhall Vectra), 8; 21 A Smith, 5; 22 John George (Tech-Speed Chevrolet Cruze), 5; 23 Chris James (ES Racing Chevrolet Lacetti), 2.  
**KEY TO RACES:** 1 Brands Hatch Indy, April 3; 2 Donington Park, April 17; 3 Thruxton, May 1; 4 Oulton Park, June 5; 5 Croft, June 19; 6 Snetterton, August 7; 7 Knockhill, September 4; 8 Rockingham, September 18; 9 Brands Hatch GP, October 2; 10 Silverstone, October 16. **POINTS SYSTEM:** 15-12-10-8-6-5-4-3-2-1. Plus 1 for leading a lap (shown as #), 1 for fastest lap (denoted by \*) and 1 for pole in qualifying (shown in red).  
**KEY:** R=Retired; NS=Non-Starter; NC=Not Classified; EX=Excluded.



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**1 Matt Neal**

Points	257	Poles	7
Wins	7	Fastest laps	6

Oulton Park clash apart, a textbook championship-winning campaign. Recovered well when he had to and controlled the Silverstone finale.



**2 Gordon Shedden**

Points	249	Poles	4
Wins	6	Fastest laps	2

Bounced back well from free-practice crash at Brands opener. Often as quick as Neal, but not quite as strong as his team-mate on his bad weekends.



**3 Jason Plato**

Points	236	Poles	9
Wins	8	Fastest laps	5

There were crashes and punctures, but Plato's experience and pace, allied to RML's expertise, kept him in the title fight longer than expected given edge of the turbos.



**4 Mat Jackson**

Points	191	Poles	1
Wins	4	Fastest laps	7

Usually struggled in qualifying, but raced brilliantly and set more fastest laps than anyone. Got involved in the odd knock with his never-say-die attitude.



**5 James Nash**

Points	191	Poles	0
Wins	1	Fastest laps	1

Consistent season and was capable of grinding decent results out of a weekend even when he and the Triple Eight Vectra appeared to lack pace.



**6 Andrew Jordan**

Points	143	Poles	0
Wins	1	Fastest laps	0

Great start – only punctures prevented strong results at Brands opener. Season fell away from Snetterton onwards as Eurotech seemed to suffer with boost reductions.



**7 Tom Chilton**

Points	135	Poles	2
Wins	2	Fastest laps	1

Often spectacular, Chilton's season was up-and-down as Arena developed the new Global Focus. Deserved his Knockhill pole and victory.



**8 Rob Collard**

Points	108	Poles	1
Wins	0	Fastest laps	1

Had to fight the same normally-aspirated battle as Plato, but with older kit, which got him into the odd scrape. Didn't deserve a second winless season.



**9 Alex MacDowall**

Points	100	Poles	2
Wins	0	Fastest laps	1

Often rapid, but still lacking in racing nous and had too much contact, starting with punting Neal off at Brands opener. A tad unlucky with engines.



**10 Paul O'Neill**

Points	91	Poles	0
Wins	0	Fastest laps	0

Was expecting more from the season and probably deserved it too. Going a different way to works drivers on set-up helped in the second half of the year.



**11 Tom Boardman**

Points	76	Poles	1
Wins	1	Fastest laps	1

Is he the unluckiest driver on the grid? Reliability issues and being involved in other people's accidents say yes, but was fortunate to keep Knockhill win after Plato punt.



**12 Frank Wrathall**

Points	65	Poles	0
Wins	0	Fastest laps	2

Worked hard to develop NGTC Toyota into a competitive proposition and succeeded in his debut year. A fan favourite who looks like a potential BTCC star of the future.



**13 Tom Onslow-Cole**

Points	61	Poles	0
Wins	0	Fastest laps	0

Looked heroic in AmD Milltek's Golf, then ordinary when he first switched to Arena Focus. Ended season heading in the right direction to take well-earned podiums.



**14 Nick Foster**

Points	47	Poles	2
Wins	0	Fastest laps	0

Impressive rookie campaign in which he learned from WSR BMW team-mate Collard and occasionally gave him something to think about.



**15 Dave Newsham**

Points	31	Poles	1
Wins	0	Fastest laps	1

Started year with Geoff Steel BMW, but soon left to join Boardman at Special Tuning Racing. Lots of reliability issues, but showed promise when things ran well.



**16 Rob Austin**

Points	26	Poles	0
Wins	0	Fastest laps	1


Like Wrathall, worked hard to develop NGTC car. Also showed great pace, but difficulty in getting tyre temperature in qualifying meant results weren't as good.



**17 Jeff Smith**

Points	19	Poles	0
Wins	0	Fastest laps	0

Started well, when Eurotech Vectra was at its strongest, then fell back. A little wild at times, but there were flashes of pace and his car control was great to watch.



**18 Andy Neate**

Points	15	Poles	0
Wins	0	Fastest laps	0

Erratic. Some days way off, others right up there, notably when he qualified third at Oulton. Biggest problem came in traffic and he was involved in too many shunts.



**19 Tony Gilham**

Points	12	Poles	0
Wins	0	Fastest laps	0

Started well with Triple Eight Vectra before running out of budget. Returned with Geoff Steel BMW. Results were not great, but bitty season makes his potential unclear.



**20 Lea Wood**

Points	4	Poles	0
Wins	0	Fastest laps	0

Was never going to trouble frontrunners with the ageing – and ballasted – Honda Integra. Nevertheless starred in mega drive from 21st to seventh at a wet Oulton Park.



**21 Liam Griffin**

Points	2	Poles	0
Wins	0	Fastest laps	0

Found his first BTCC campaign tough going, but was happier by season's end. Has a good benchmark in Jackson, so now needs to find more speed.



**22 Daniel Welch**

Points	1	Poles	0
Wins	0	Fastest laps	0


Did a good job considering his late start (in round six at Snetterton) and the steering issues that resulted in too many retirements. Proton a welcome addition to the grid.



**23 Aron Smith**

Points	1	Poles	0
Wins	0	Fastest laps	0

Only did Knockhill, but makes list by dint of scoring a point with 10th on his debut. Only 0.1s off Nash in qualifying and unlucky to be involved in race-three shunt.



**24 Michael Caine**

Points	1	Poles	0
Wins	0	Fastest laps	0

Solid if unspectacular start to BTCC career at Rockingham and Brands Hatch GP, but former Porsche Carrera Cup frontrunner's pedigree suggests he should come back.



**25 James Thompson**

Points	1	Poles	0
Wins	0	Fastest laps	1

Disappointing return to the BTCC at Silverstone as he struggled to get into the groove at Motorbase. Managed it for race three, in which he scored his point for fastest lap.

### Non-scoring regulars

#### John George

Found switch from Honda Integra to Chevrolet Cruze harder than expected, but disparity to turbo cars made matters worse. More comfortable by end of the year.

#### Tony Hughes

Looked a little out of his depth in his debut BTCC season, which was made more difficult by the growing pains experienced by all the NGTC runners.

#### Chris James

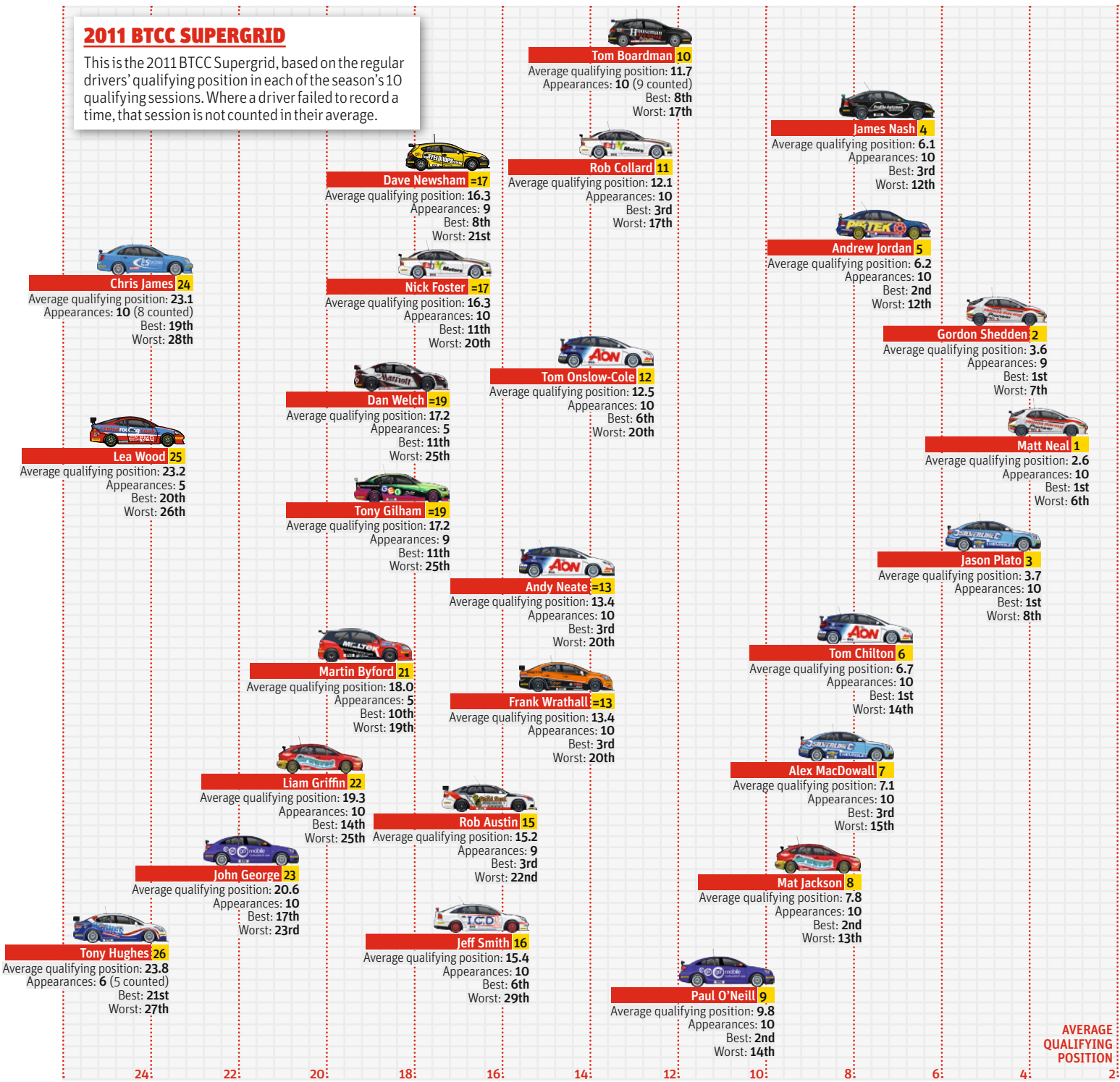
Struggled in first season in the series with the only Chevrolet Lacetti in the field. Needs to find more pace.

#### Martin Byford

Ex-Renault Clio Cup champ stepped into AmD Milltek VW from Snetterton, but car problems and a bit of contact meant he didn't get results he deserved.

### 2011 BTCC SUPERGRID

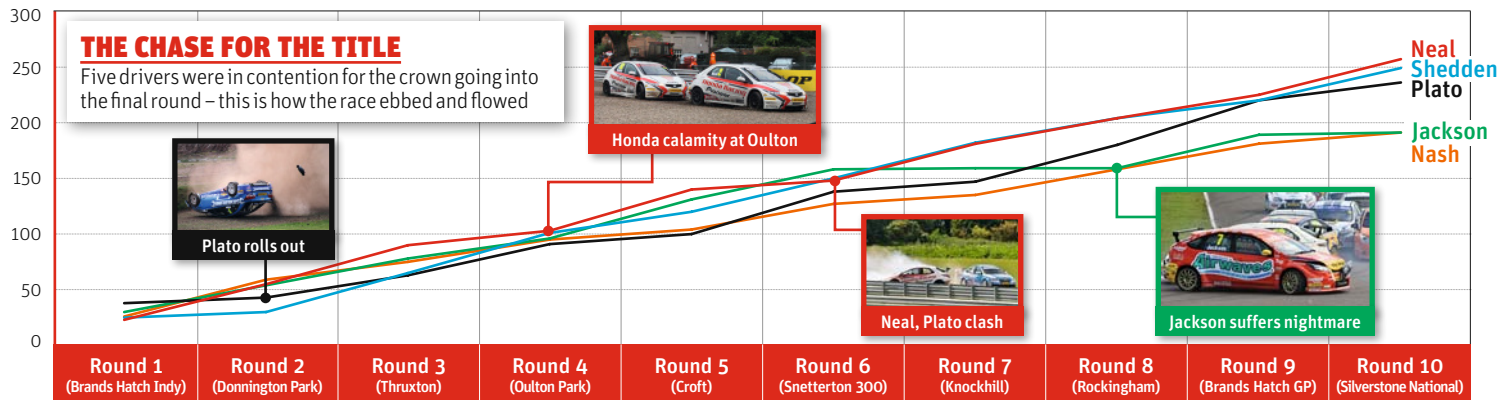
This is the 2011 BTCC Supergrid, based on the regular drivers' qualifying position in each of the season's 10 qualifying sessions. Where a driver failed to record a time, that session is not counted in their average.



AVERAGE QUALIFYING POSITION

### THE CHASE FOR THE TITLE

Five drivers were in contention for the crown going into the final round – this is how the race ebbed and flowed





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**BTCC CHAMPION 2011**  
**MATT NEAL #2**



# SCORPION 2011 CHAMPIONS PAINT MOTORSPORT RED!

**S**CORPION would like to congratulate Matt Neal on achieving a third British Touring Car Championship victory at the wheel of his Scorpion exhaust powered factory Honda Civic Type R Turbo. Scorpion equipped team mate Gordon Shedden pushed Matt hard all season achieving a well deserved second overall; with both performances securing team and manufacturers silverware in addition to the driver trophies.

Team Airwave's Mat Jackson very nearly completed a total Scorpion lock-out, eventually settling for fourth in his Ford Focus, whilst Scorpion driver Tom Boardman scored his maiden victory in his STR Seat Leon.

Scorpions involvement in British production based series provides the most relevant development environment to allow true technology transfer from track to road. Creating new systems optimised for ultra high performance racing vehicles running on British track surfaces and in British climates allows Scorpion to share proven technologies across its road range, and ensure that customers are treated to the same driving experience as the stars.

**So the next time you turn the key make sure you have the winning feeling you only get when running Red Power.**

#### 2011 BTCC CHAMPIONSHIP RESULTS

1 <sup>ST</sup>	<b>MATT NEAL</b>	<b>257PTS</b>
2 <sup>ND</sup>	<b>GORDON SHEDDEN</b>	<b>249PTS</b>
3 <sup>RD</sup>	JASON PLATO	236PTS
4 <sup>TH</sup>	<b>MAT JACKSON</b>	<b>191 PTS</b>
(11 <sup>TH</sup> )	TOM BOARDMAN	76 PTS
	SECOND PLACED PRIVATEER	

2011 BTCC successes have been backed up by victories in a diverse range of premier domestic racing series on both two and four wheels. These results confirm Scorpion's position as Britain's premier performance exhausts brand amongst drivers and riders both on the road and on track.

#### // TIME ATTACK JON MATHERS AND BO NIELSEN

2011 Club AWD and FWD class championship wins for Jon Mathers in his debut season, and defending champion Bo Nielsen.

#### // VW RACING CUP JOE FULLBROOK

4th overall, Joe took an array of podiums and an outright victory at Oulton Park aboard the Scorpion powered 1.8 turbocharged Bora.

#### // LE MANS 24 TEAM METISSE

Open class victory for Team Metisse running a GSXR1000 fitted with a full titanium version of the best selling Scorpion road system.

#### // TRIUMPH TRIPLE CHALLENGE LUKE JONES

Overall victory for Luke Jones in the one make series which runs Scorpion exhausts across all teams and riders.

#### // BRITISH & SCOTTISH QUAD CHAMPIONSHIPS JOHN MITCHELL

John Mitchell and Scorpion dominate in the dirt with 24 wins, 9 seconds and 2 thirds from 37 races.

#### // BSB JUNIOR SUPERSTOCK JOHNNY BLACKSHAW AND ALEX OLSEN

Congratulations to both Scorpion Triumph 675R riders who achieved a plethora of podiums in 2011, and are tipped for the top in 2012.

#### // SUPERMOTO BEN STAFFORD

14 year old Ben Stafford is Norasport British 250cc Champion running his KTM 250 exclusively on Red Power.



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NEW WEBSITE // [WWW.SCORPION-EXHAUSTS.COM](http://WWW.SCORPION-EXHAUSTS.COM)

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