



LOTUS TURNS UP THE HEAT... AND HEIKKI PUTS IT OUT!

SEPTEMBER 30 2010 • £3.20 • WWW.AUTOSPORT.COM

# AUTOSPORT

FORMULA 1 • SPORTSCARS • TOURING CARS • INDYCAR • RALLYING • NATIONALS • MOTORCYCLES • MORE

→ **SINGAPORE GP INSIDER**

## ALONSO'S DREAM WIN

Ferrari stuns Red Bull with back-to-back wins



haymarket



## LEWIS'S NIGHTMARE

McLaren star's title hopes shattered by Webber clash

**DRIVERS' STANDINGS**

1 Webber	202
2 Alonso	191
3 Hamilton	182
4 Vettel	181
5 Button	177





# For your **FREE** CPC Catalogue and a chance to race with 2010 Clio Cup Champion Dave Newsham, text **CLIO** to **84433**

We're giving you a chance to experience 3 laps with the fastest man in Clio racing. With 15 pole positions and 12 chequered flags this season alone, Champion Dave Newsham won't be holding back!

If you want to be in the passenger seat of Dave Newsham's 2010 Championship winning CPC Clio as he powers around Oulton Park on 26th November, text **CLIO** to **84433**.



## Race with champion **Dave Newsham**



\*Terms: All text messages are charged at a standard network rate. All responders will be entered into a prize draw for the chance to race 3 laps as Dave Newsham's passenger at Oulton Park on 26th November. Winner will be drawn at random on 1st November and notified by CPC within 48hrs with all necessary details. Winner must provide their own transport to and from Oulton Park. There is no cash alternative to this prize. CPC accepts no responsibility or liability for any unforeseen circumstances or incidences which may occur at Oulton Park. Winner must agree and adhere to Oulton Park stipulations for track safety and racing. Delivery is FREE on all UK orders over £45 ex VAT. All printed CPC prices exclude VAT. By texting CLIO, responders agree to be contacted by CPC in order to gather details so a CPC Catalogue can be issued.

# CONTENTS

September 30 2010 – vol 201 no 14



**AUTOSPORT.COM**

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

COVER IMAGE:  
Etherington/LAT  
INSETS:  
Etherington/LAT,  
Bellanca/LAT,  
Mason/Getty

## NEWS

### 10 Ferrari: Alonso has edge

Scuderia confident Spanish star has psychological edge

### 12 Rights row for Lotus

Revived F1 team faces name row ahead of 2011 season

### 14 Heidfeld decries Merc

Team won't win next year, says former reserve driver

### 18 Ben Collins joins BTCC

'The Stig' to race third Motorbase BMW at Brands

### 20 Toyota eyes GT effort

Japanese giant may use GT route for Le Mans return

### 23 Bowyer's appeal fear

NASCAR winner worried over appeal success

### 25 Brits key to Indy moves

Wheldon and Wilson at the centre of 2011 transfer talk

### 26 Loeb defuses Ogier threat

No problem with fellow French Citroen team-mate, insists WRC legend

Name game for new Lotus outfit  
P12



## REPORTS

### 28 Singapore Grand Prix

Alonso back in title fight after second straight victory

### 40 Brit F3 Brands Hatch

Fortec misses out on hat-trick in wet season finale

### 43 British F3 supports

Ashburn wins British GT title; Pye secures Brit Fford crown

### 46 World of Sport

Intercontinental Rally Challenge; British Rally Championship; NASCAR; Auto GP; Italian F3

Alonso holds off Vettel to win in Singapore P28





**“I want to meet with him first. I want to understand more about his wish to come back”**

**WILL RENAULT BOSS ERIC BOULLIER SIGN KIMI RAIKKONEN?**

# 93

The number of points scored by Fernando Alonso in the past five GPs. Compare that with Webber (74), Vettel (70), Button (44) and Hamilton (37). GP report, P28

**GP3 season one in the spotlight P56**



## FEATURES

- 53 Introducing** Formula BMW Europe champion Robin Frijns
- 54 Spain's newest track** Can Navarra mix it with 13 other national venues?
- 56 GP3 season review** The full story behind Esteban Gutierrez's title win in the inaugural series

### SUBSCRIBE...

to AUTOSPORT magazine and get a free McLaren F1 backpack. **P52**



## SPORTS EXTRA

### 73 Award finalists revealed

Six McLaren AUTOSPORT BRDC Award hopefuls chosen

### 74 Butcher for FFestival

Rory Butcher to spearhead Geva FFestival attack

### 78 Reports

Spa 6 Hours Roadbook; Donington Park BARC; Oulton Park BARC; Croft DDMC; Loton Park British Hillclimb; Anglesey BRSCC; Kirkistown 500MRCI; Snetterton BARC

**Revealed: six Award finalists P73**



**Ford GT40s hampered by rain at Spa P78**



## REGULARS

### 7 From the editor

### 8 Snapshot

### 17 Mark Hughes

### 52 Subscribe

And get a free McLaren Formula 1 backpack

### 88 Final drive

Letters and reviews

### 90 On track/on screen

The best motorsport action over the next seven days

### 93 Photo finish

Ralf Schumacher, Belgian Grand Prix 1998

### 94 Race of my life

Peter Sauber, South African Grand Prix, Kyalami 1993 (below)



Korea  
Be Inspired

Korea  
2010-2012  
VISIT KOREA YEAR

**This October 22nd – 24th**  
**the first ever**  
**Korean Grand Prix!**

To book your trip to this  
spectacular inaugural event contact:



Select Motor Racing  
**01451 833 721**  
[www.selectmotorracing.com](http://www.selectmotorracing.com)

pumpkin  
tours.co.uk

Pumpkin  
**0845 527 3385**  
[www.pumpkintours.co.uk](http://www.pumpkintours.co.uk)



Grandstand  
**0845 375 0300**  
[www.grandstandmotorsports.co.uk](http://www.grandstandmotorsports.co.uk)



Peoples Travel  
**0844 472 3403**  
[www.peoples.travel](http://www.peoples.travel)

ITC ((SPORTS

ITC Sports  
**01244 355396**  
[www.itcsports.co.uk](http://www.itcsports.co.uk)

SPORT ABROAD  
it's about being there

Sport Abroad  
**08456 803 086**  
[www.sportabroad.co.uk](http://www.sportabroad.co.uk)

## EDITOR

Andrew van de Burgt  
andrew.vandeburgt@haymarket.com ext.5974

## AUTOSPORT.COM EDITOR

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

## DEPUTY EDITOR

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

## GROUP F1 EDITOR

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

## F1 EDITOR

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

## DEPUTY F1 EDITOR

Mark Glendenning  
mark.glendenning@haymarket.com ext.5801

## NEWS EDITOR

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

## AUTOSPORT.COM FEATURES EDITOR

Steven English  
steven.english@haymarket.com ext.5952

## MANAGING EDITOR

Peter Hodges  
peter.hodges@haymarket.com ext.3617

## WEB MANAGING EDITOR

Pablo Elizalde

## GRAND PRIX EDITOR

Mark Hughes  
autosport.editorial@haynet.com

## SECRETARY

Joanne Grove  
joanne.grove@haymarket.com ext.5804

## PHOTOGRAPHS

LAT Photographic

## ART EDITOR

Amar Hussain  
amar.hussain@haymarket.com ext.5914

## RALLIES EDITOR

David Evans  
david.evans@haymarket.com

## F1 COLUMNIST

David Coulthard

## INTERNATIONAL EDITOR-AT-LARGE

Gary Watkins

## AUTOSPORT TV EDITOR

Henry Hope-Frost  
henry.hope-frost@haymarket.com ext.5835

## CHIEF SUB-EDITOR

Marcus Simmons  
marcus.simmons@haymarket.com ext.5807

## NATIONAL EDITOR

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

## EDITORIAL ASSISTANT

Ben Anderson  
ben.anderson@haymarket.com ext.5425

## NATIONAL EDITOR-AT-LARGE

Marcus Pye

## BTCC EDITOR

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

## DESIGNERS

Matthew Dugate, Will Clarke

## PICTURE EDITOR

Peter Mills  
peter.mills@haymarket.com ext.5918

## TECHNICAL EDITOR

Giorgio Piola

## NEWS GRAPHICS

Alan Eldridge

## CARTOONIST

Jim Bamber

## CORRESPONDENTS

### ARGENTINA

Tony Watson

### AUSTRALIA

Phil Branagan

### AUSTRIA

Gerhard Kuntzsch

### BELGIUM

Gordon McKay

### BRAZIL

Lito Cavalcanti

### FINLAND

Esa Iloninen

### GERMANY

Rene de Boer

### ITALY

Roberto Chinchero

## SPECIAL CORRESPONDENT

### TECHNICAL CONSULTANT

Gary Anderson

### ADVERTISING

LeAnne Foley, ext. 5836  
leanne.foley@haymarket.com

### ONLINE SALES MANAGER

Luciano Candilio, ext. 5179  
luciano.candilio@haymarket.com

### ONLINE ADVERTISING

Phillipa Mathers, ext. 5115  
phillipa.mathers@haymarket.com

### ADVERTISING DIRECTOR

Matthew Witham

### AD PRODUCTION

Derek Redfern

### LICENSING DIRECTOR

Tim Bulley

### PRODUCTION MANAGER

Caroline Feltham, ext. 5823  
caroline.feltham@haymarket.com

### DISPLAY PRODUCTION

Saba Bonser, ext. 5740  
saba.bonser@haymarket.com

### CLASSIFIED PRODUCTION

Roxy Agius, ext. 5349  
roxy.agius@haymarket.com

### SUBSCRIPTIONS

UK 08456 777 817

OVERSEAS +44 (0)1795 592 974

EMAIL autosport@servicehelpline.co.uk

US & CANADA 1-866-918-1446

US & CANADA EMAIL haymarket@imsnews.com

AUTOSPORT (USPS 454230) is published weekly by Haymarket Magazines Ltd, c/o Mercury International Ltd of 365 Blair Road, Avenel, New Jersey 07001. For subscription rates please contact:

## MANAGEMENT

### PUBLISHING DIRECTOR

Peter Higham

### PUBLISHER

Rob Aherne

### PUBLISHING MANAGER

Samantha Jemson

### © HAYMARKET CONSUMER MEDIA

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

### EDITORIAL DIRECTOR

Mark Payton

### DESIGN DIRECTOR

Faith Harpin

### STRATEGY AND PLANNING DIRECTOR

Bob McDowell

### MANAGING DIRECTOR

David Prasher

### CHAIRMAN

Kevin Costello

### CIRCULATION TRADE ENQUIRIES

Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS. Tel: +44 (0) 1733 555161. Printed in England and Weybridge, Surrey, UK. Cover and centre sections printed by CSM Impact, Basingstoke. Colour original on: Colour Systems, 90-92 Pentonville Road, London N1 9PS (editorial and advertising). ISSN 0269-946X. AUTOSPORT, incorporating Autosport, is published weekly by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

## POLE POSITION

# Hamilton plummets as Alonso soars high



**TWO RACES**, two accidents. Lewis Hamilton's championship challenge has been derailed. If his retirement at Monza was a mistake of his own making, the clash with Mark Webber was far more unfortunate, with the Red Bull man lucky to avoid sanction for his dive underneath the McLaren, which was clearly ahead.

Regardless, the result was the same for Hamilton, who is now firmly on the back foot in the title fight and is probably desperately hoping for rain during the next two races – the random nature of wet-weather GPs offering him the best chance of making the 20-point turnaround he needs.

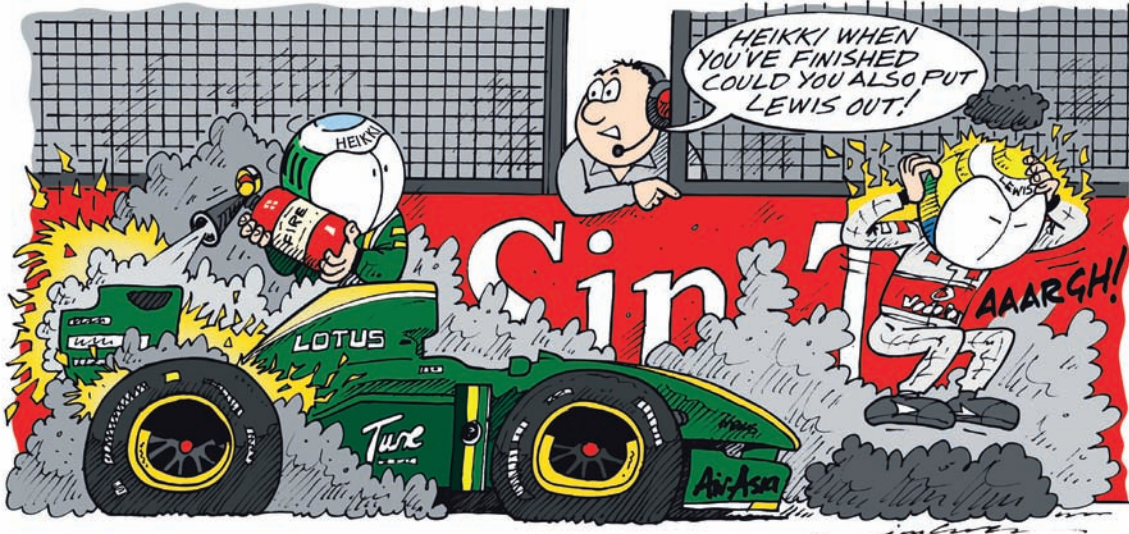
Meanwhile, it just gets better for Fernando Alonso. Three victories in the past five races is clearly title-winning form and the 2005/06 world champion looks up for the fight.

His drive in Singapore was faultless, as Mark Hughes describes in his race report (p28). The pressure from Sebastian Vettel in a faster Red Bull was intense, but there wasn't a hint of an error.

In a year when all the main contenders (bar Jenson Button) have littered their campaigns with errors, stringing together a run of strong, clean races will be the key to reaping the ultimate reward.

**Andrew van de Burgt, editor**

## BAMBER'S WEEK



F1

## Jaime takes a giant leap in Singapore

Spanish youngster Jaime Alguersuari impressed on his second visit to Marina Bay for Toro Rosso. The 20-year-old went fifth quickest in opening practice and then stuck his STR4 11th on the grid – matching his best-ever qualifying effort. Despite these wild antics, he brought the car home 12th. Full Singapore GP report, p28

Picture: MASON/GETTY



AUTOSPORT ON YOUR  
iPHONE - GET THE APP



**SNAPSHOT**  
PIT & PADDOCK



# Ferrari: Alonso has mental edge



## CHAMPIONSHIP STANDINGS

POS	DRIVER (CAR)	PTS
1	Mark Webber (Red Bull)	202
2	Fernando Alonso (Ferrari)	191
3	Lewis Hamilton (McLaren)	182
4	Sebastian Vettel (Red Bull)	181
5	Jenson Button (McLaren)	177

ETHERINGTON/LAT

Stefano Domenicali expects Spaniard to win the battle of the minds between the five title hopefuls. By EDD STRAW

**F**ernando Alonso has the psychological advantage in this year's drivers' title race according to Ferrari team principal Stefano Domenicali.

Alonso claimed his third victory in five races, and fourth of the 2010 season, in the Singapore Grand Prix last weekend to move within 11 points of championship leader Mark Webber. With four races to go, the Ferrari driver is F1's form man having moved closer to the top of the standings than he has been since May. With Lewis Hamilton, Sebastian Vettel and Jenson Button also within 25 points of the lead, Domenicali believes that the Spaniard's mental strength will prove crucial in the title run-in.

"When it is so close, there are moments when the difference is in the head," said Domenicali. "The fight will be very intense. I respect the other drivers, but Fernando is very strong on that and I hope that he will be the strongest."

Alonso had an erratic start to his Ferrari career, winning on his debut in Bahrain but making several high-profile mistakes that led to criticism in the Italian media. But his back-to-back victories have reversed that perception. He was signed by Ferrari in the hope of giving the team the focal point that it lacked during the Kimi Raikkonen era, and Domenicali is impressed by the leadership that the double world champion has given the team.

"This is the main characteristic of Fernando," he said. "He is very cool and very calm. That is an important point, his leadership."

### TITLE EXPERIENCE ALSO KEY

Alonso's Singapore win has led some to tip him as the favourite for this year's world championship.

As the only two-time champion among the five contenders, Alonso himself expects the experience that he gained during title campaigns in 2005-06 with Renault and '07

with McLaren to give him an edge. But he insists that car performance is still the deciding factor and that what Domenicali describes as upcoming "little" upgrades will be more important.

"Experience helps in some situations," said Alonso. "But with

the close fight, one or two tenths is better than all of the experience you have."

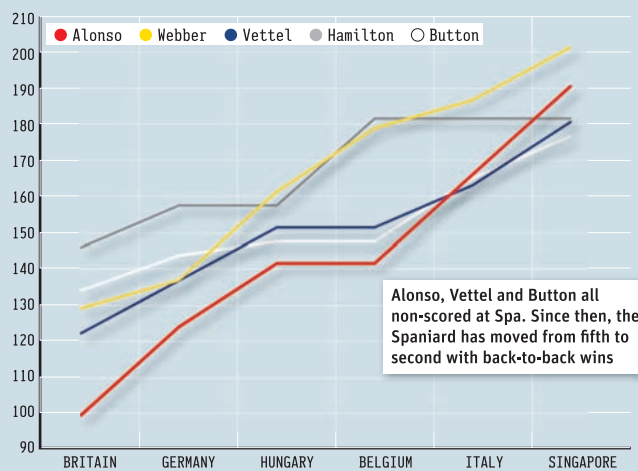
Alonso's performance in Singapore was rated by Domenicali as his best drive for Ferrari because of the relentless pace needed to keep Vettel at bay.



Alonso is closing in on points leader Webber

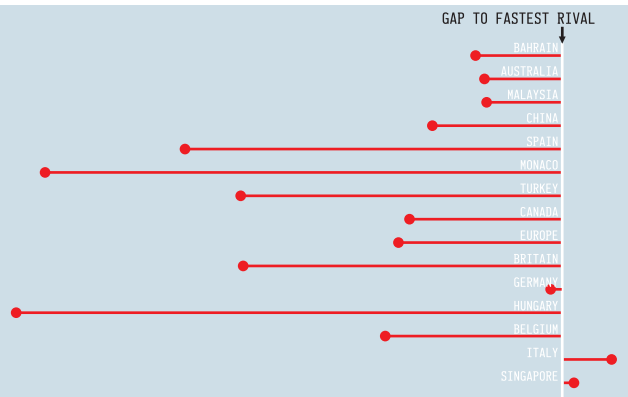
## FERRARI'S RECOVERY IN THE TITLE RACE

**FERNANDO ALONSO** left the British GP at Silverstone 47 points – nearly two race wins – adrift of the championship lead. He then made the bold claim that he was certain he would be world champion this year. He has since won three of the past five races, reducing his deficit in the standings to just 11 points.



Alonso, Vettel and Button all non-scored at Spa. Since then, the Spaniard has moved from fifth to second with back-to-back wins

**WHILE ALONSO** has upped his game to get back in title contention, Ferrari has helped his cause by clawing back a lot of ground to the pace-setters in recent weeks. In fact, for the past two race weekends the F10 has been the fastest car.



### DAMAGE LIMITATION AHEAD

Although the Ferrari proved to be the fastest car both in Singapore and Italy (see graph), Domenicali fears slipping behind Red Bull and McLaren at Suzuka next week.

The Japanese Grand Prix weekend is expected to favour Red Bull. But the remaining three venues after that are set to be good tracks for the Scuderia, which is at its weakest on circuits like Suzuka and Barcelona – those with long corners.

“I’m expecting McLaren to be back strong in Japan and Red Bull is already very strong,” said Domenicali. “Suzuka is going to be a track where we have to be more defensive.”

However, Alonso believes that the fact that Ferrari has won on both high- and low-downforce tracks in the past three weeks is a good sign for the title showdown.

“They are not favourite circuits for us,” he admitted. “But I don’t think that we have to be too worried about any circuits because the car performed really well at Monza and in Singapore, which are two different types of track.”

### Key developments

How the Scuderia got its F10 back on the pace



#### TURKEY

Improved f-duct introduced, but team admits that it diverted too much of its efforts towards the system



#### EUROPE

Exhaust-blown diffuser makes low-key debut. Ferrari says it needs more time to hone the Red Bull-inspired design



#### GERMANY

Tweaks to the blown diffuser bear fruit as Alonso takes his first win since Bahrain after Massa gives up the lead



#### SINGAPORE

Upgraded floor further improves the performance of the blown diffuser. Domenicali promises further tweaks for final races

**P28 SINGAPORE GRAND PRIX IN-DEPTH REPORT**



### AUTOSPORT SAYS...

**JONATHAN NOBLE**  
F1 EDITOR

jonathan.noble  
@haymarket.com



**F**or all his immense self-belief, Fernando Alonso is not a man who likes to shout from the rafters about how good he is. He knows it, and that’s enough.

So when on Sunday night he boldly declared after his brilliant Singapore Grand Prix victory that he was back to his ‘peak’, it was a message that his rivals had better start rolling up their sleeves to prepare for something special over the remaining four races of this remarkable F1 season.

Watching Alonso hold off the faster Sebastian Vettel for lap after lap at Marina Bay was the kind of metronomic display that was reminiscent of the magical Alonso of old – the one we have only had brief glimpses of since he left Renault for the first time.

Just think back to Imola 2005 with Michael Schumacher hounding him in those final laps; remember Japan a year later when he pushed with everything he had to pressure his rival before a Ferrari engine failure handed him a win and a big boost towards his second world title.

Alonso is back in his comfort zone: he has a quick car, a team around him where trust, belief and love extends both ways; and a team-mate who he has firmly in the bag.

For the four men going up against Alonso for this year’s crown, the last fortnight has been a game changer. Their lives have become just that little bit harder.



Alonso is in ‘the zone’

### ROLL OF HONOUR

Fernando Alonso’s Singapore victory was his 25th in Formula 1, equalling the tally of Jim Clark and Niki Lauda. He needs two more to join Jackie Stewart in fifth place on the sport’s all-time winners’ list

**Michael Schumacher (91) • Alain Prost (51)**  
**Ayrton Senna (41) • Nigel Mansell (31) • Jackie Stewart (27) • Jim Clark/Niki Lauda/ Fernando Alonso (25)**



Lauda hit 25 wins in 1985 with McLaren

## KOVALAINEN'S FIERY EXIT

Heikki Kovalainen's Lotus was written off after his fiery exit from the Singapore Grand Prix. The blaze started after a clash with Sebastien Buemi's Toro Rosso damaged the fuel-pressure release valve

BELLANCA/LAT

# Lotus fighting for rights to name

Legal proceedings commence as dispute heightens between Proton and the Lotus F1 team over naming rights

The current Lotus Formula 1 team's right to compete under the legendary Team Lotus name in 2011 hinges on whether or not ex-racer David Hunt is the rightful owner of the brand.

The team has been competing in F1 as Lotus Racing thanks to a licence from Group Lotus. This arrangement was discontinued by the car maker on Monday of this week, but the team plans to operate next season as Team Lotus after acquiring the name from Hunt.

Team Lotus Ventures, now run by Lotus team principal Tony Fernandes, issued legal proceedings in the High Court on Monday

seeking a ruling supporting its right to use the name after Proton, which owns Group Lotus, issued a statement insisting that it has sole rights to the name.

Proton's statement confirmed that it would not be continuing the licence "as a result of the flagrant and persistent breaches of the licence by 1 Malaysia Racing Team, which were damaging to the Lotus brand." It did not detail the nature of these claimed breaches.

Proton's statement said: "Until 1994, Group Lotus, the road car manufacturer and Team Lotus, which operated the Formula 1 team, were in common ownership with common directors. In 1994, Team Lotus failed and Lotus has not raced since. Since 1994, David Hunt has claimed to have acquired assets of Team Lotus, including its name, from the liquidator. He has never raced as Lotus. Mr Hunt's attempt to acquire the name Team Lotus was ineffective."

But Hunt told AUTOSPORT after the announcement of the Team Lotus deal last weekend that he did operate the team late in 1994. The

brand was also used in F1 in 1995 by what was officially called Pacific Team Lotus, a project that was followed by several attempts to get the Lotus name back on the grid.

"I acquired Team Lotus in 1994 when we rescued it from administration," said Hunt. "That was what we were asked to do. We did two races – Japan and Australia – but because sorting out the mess was the most important thing I didn't travel and sat in England doing stuff behind a desk."

Fernandes insists that Group Lotus and Team Lotus were historically different entities. "I don't want to go down the legal side

of it, but there were two separate companies and two very separate pools of goodwill," said Fernandes.

In British law, the previous owner of goodwill has no claim to such rights if ownership has changed, suggesting that any legal action by Proton is going to focus on whether Hunt did indeed acquire Team Lotus when it was in liquidation in 1994.

The legal wrangling follows Group Lotus sponsoring the ART GP2 team for 2011, when it will compete against the Lotus Racing-affiliated Team Air Asia. AUTOSPORT understands that Lotus Group could look to bring the name into F1 in the future.



Fernandes claims right to Team Lotus

COATES/LAT



Late 1994 ownership is key to legal row

# McLaren: Webber ruling unjust

**McLAREN TEAM** chief Martin Whitmarsh believes that world championship leader Mark Webber should have been penalised for his clash with Lewis Hamilton during the Singapore Grand Prix.

The pair collided while battling for third when McLaren driver Hamilton took advantage of Webber's Red Bull being delayed

while lapping Lucas di Grassi's Virgin after a safety-car restart. He edged ahead of Webber as they entered the braking zone for Turn 7, but Webber stayed on his inside. They clashed mid-corner, and the resulting suspension and wheel damage put Hamilton out of the race.

Stewards deemed it to be a racing accident.

When asked whether he agreed with the decision, Whitmarsh replied: "No, not really, but there's no point really in going after that one. The stewards made the call and we'll get on with it."

Whitmarsh defended Hamilton, who has now gone out of two successive races due to accident damage. He described the Briton

as "unlucky" and said that he "did not make a late lunge".

Hamilton, who is now 20 points adrift of Webber and has slipped to third in the standings, admitted that winning the title is now "a tough call".

"I thought I'd got sufficiently past him," he said. "I braked, turned in, and tried to leave enough room for him on the inside. The next thing I knew I'd got clipped."

Webber finished the race third, but was fortunate to retain his position as the impact caused his front-right tyre to slip partially off the rim. Tyre supplier Bridgestone believes that he would not have made the finish without stopping for a replacement had the track featured more high-speed corners.

Webber stayed on the inside of Hamilton



VAN EGMOND/AT

## Sutil: 2011 verdict soon

**FORCE INDIA** driver Adrian Sutil is hopeful that his Formula 1 future will be decided before next week's Japanese Grand Prix.

The German, who joined the team in 2007, when it was known as Spyker, is targeting a move to a manufacturer squad after four seasons with the Silverstone-based team.

Although Sutil's chances of a switch to Renault have faded, he has been tipped as a potential Mercedes driver. Force India remains keen to retain the services of the 27-year-old, and has said it will wait for him to make a decision. The team could hang onto Sutil for one more year if he secures a longer-team deal to move elsewhere in 2012.

Sutil told AUTOSPORT: "As a private team, it [Force India] is probably one of the best except Red Bull, which is structured more like a works team already. I want a decision very soon, so hopefully this week or next I'll have news."

It was believed that Sutil had yet to finalise his plans as AUTOSPORT closed for press.

## Korea to get late track inspection

**THE KOREAN** Grand Prix is set to be given the green light on October 11, just 13 days before the country's inaugural Formula 1 race is due to take place.

Despite widespread concern over whether the 3.492-mile Yeongam track will be ready, team and FOM sources indicated that they expect organisers to complete the necessary work for the correct licence

to be granted when the FIA's Charlie Whiting visits the venue after next week's Japanese GP.

AUTOSPORT understands that the final layer of asphalt was scheduled to be laid by Tuesday, two weeks later than previously planned.

Work on the pits complex and team bases is believed to be complete, although there are concerns about the communication infrastructure at the track.

New circuits usually have a three-month cut-off for inspection, but AUTOSPORT understands that F1 chief Bernie Ecclestone has given Korea leeway because of the event's commercial value to F1.



GETTY

## THIS WEEK IN F1



**McLAREN** Lewis Hamilton believes that Red Bull still has the edge over McLaren in terms of peak downforce, despite the Woking team's upgrades introduced at the Singapore Grand Prix.



**MERCEDES** Michael Schumacher escaped punishment for his clash with Nick Heidfeld during the Singapore Grand Prix. The 41-year-old hit the Sauber driver while attempting to pass him for 13th place.



**RED BULL** The Milton Keynes-based team signed up convenience-store chain 7-Eleven as a sponsor for the Singapore Grand Prix weekend. The deal is similar to the one struck for the same race in 2009.



**FERRARI** Felipe Massa took his ninth engine of the season at the Singapore Grand Prix after qualifying last following a gearbox problem. The decision, which earned him a meaningless 10-place grid penalty as he was starting last anyway, was made for tactical reasons.



**WILLIAMS** Briton Dean Stoneman, who will test a Williams as a prize for winning this year's Formula 2 title, had a surprise call from ex-F1 star Eddie Irvine. "He phoned me to offer congratulations and advice," said Stoneman.



**RENAULT** The team announced that it had signed a second Russian sponsor in the build-up to the Singapore Grand Prix. The deal with Vyborg Shipyard JSC, from the home city of Vitaly Petrov, runs to the end of the season.



**FORCE INDIA** Adrian Sutil was fined \$10,000 for failing to "leave the track as soon as it was safe to do so" after his front-left suspension collapsed in free practice in Singapore.



**TORO ROSSO** Recently-crowned British Formula 3 champion Jean-Eric Vergne will test for the Italian-based team during the rookie-driver test in Abu Dhabi in November. The Frenchman is backed by team owner Red Bull.



**LOTUS** Team boss Tony Fernandes is expected to announce the team's Renault engine deal very soon. "We have a deal on the table and when we are ready to announce it, we will," he said at the Singapore GP.



**HRT** Cosworth will continue to be Hispania's engine supplier for its second season in 2011. Team principal Colin Kolles said: "We will have a different car, but we will stay with Cosworth."



**SAUBER** The Swiss team started its 300th F1 race in Singapore. It had celebrated 300 GPs entered in Hungary in July, but that number included three races in which Saubers failed to start.



**VIRGIN** GP2 racer Luiz Razia will drive for the team on one day of the post-season Abu Dhabi rookie test. The other day of the test, which takes place on November 16-17, will be split between third driver Jerome d'Ambrosio and GP3 race winner Rio Haryanto.

# No quick fix for Merc, says Heidfeld

Ex-reserve driver claims that Silver Arrows will probably not even win races in 2011, as team denies rift



Mercedes has slid towards midfield

DUNBAR/LAT

**F**ormer Mercedes reserve driver Nick Heidfeld does not expect the ex-Brawn team to win races next season.

The 33-year-old, who left the team for Pirelli's test programme in July before replacing Pedro de la Rosa at Sauber, believes that Mercedes is on the right track but that it will take time to recover.

"It will be difficult for Mercedes to win next year," Heidfeld told AUTOSPORT. "I believe that they will do a better job, but usually it takes time to start winning and at the moment they are

relatively far away.

"I know that there are examples where you can come back to winning, as we saw with Brawn last year, but this usually doesn't happen. I wish them all the best because there are some very good people on board, but it will be difficult for them to win in 2011."

This season, Mercedes has managed only three podium finishes and is being challenged for its fourth place in the constructors' championship by Renault. The team is believed to be under pressure from the Mercedes board to fight

for the championship next year.

Mercedes GP is evaluating changes to the way it operates next season. Team principal Ross Brawn told AUTOSPORT a month ago that the squad is keen to integrate the technical expertise of its parent company next year. But Brawn was quick to deny paddock rumours that he and Mercedes motorsport boss Norbert Haug have fallen out over the team's progress and direction.

"There's no problem between Norbert and I," said Brawn. "We're both unhappy about the results, but we both know that together we are going to make this succeed. Things aren't quite right yet, and we are building together to put in place the structure and the organisation that we want for the future."

Haug backed up Brawn's comments, insisting that he is not under pressure from the Mercedes board.

"We trust absolutely in Ross and the technical team," he said. "Stuff about pressure is ridiculous – we make our own pressure. There are not board members

in Stuttgart telling us to do this or this or this. There are no frictions and, yes, we want to do a better job in the future."

There are also question marks over whether Michael Schumacher, who was brought out of his three-year retirement by Mercedes this season, will continue to drive for the team next year. The seven-time world champion's results have been disappointing, scoring only 46 points compared to team-mate Nico Rosberg's 122, but he insists that he will still be driving in 2011 rather than taking up a different role with the team.

"You cannot get rid of me, let's put it this way," he replied at last weekend's Singapore Grand Prix when asked whether he would be quitting at the end of the season.



FERRARO/LAT

Schu insists he's going nowhere

## KLIEN MAKES F1 RETURN

Ex-Jaguar and Red Bull driver Christian Klien contested his first Formula 1 race since the 2006 Italian Grand Prix in Singapore. He drove for HRT after Sakon Yamamoto was ruled out with food poisoning. The Japanese is expected to return for his home grand prix next week.



COATES/LAT

**IN BRIEF**



**SULLIVAN ON FIA DUTY**

Former Tyrrell driver Danny Sullivan made his second appearance of the season as a steward at last weekend's Singapore GP. The 50-year-old (above right) was also part of the panel that found Ferrari guilty of a team-orders breach at Hockenheim.

**FOTA KEEN ON COST-SAVING**

The Formula 1 Teams' Association is discussing extending the Resource Restriction Agreement, which limits the size and expenditure of its members, for five years from 2013-2017. The current agreement, signed last year, expires at the end of 2012.

**BERNIE STILL PUSHING MEDALS**

F1 commercial boss Bernie Ecclestone remains hopeful of a medal-based system to decide the winner of the drivers' championship. "Maybe they will wake up and think about my gold-medal system now," he said while talking about the new-for-2010 points system.

**NO ALONSO ENGINE WORRIES**

Ferrari remains upbeat about Fernando Alonso's prospects of completing the final four races of the season without having to take a ninth engine and incurring a 10-place grid penalty. The engines introduced at Spa and Monza respectively have both been used for only one race, and are each expected to be used for the Saturday and Sunday of two more race weekends.

**RED BULL ON EQUALITY**

Red Bull motorsport advisor Helmut Marko has admitted that the team is willing to give one of its two drivers number-one status if either Sebastian Vettel or Mark Webber slips back in the points standings.

**BRIDGESTONE FINISHES UP**

Bridgestone ceased production of Formula 1 tyres on the Friday of the Singapore Grand Prix. The Japanese company is quitting the sport at the end of 2010 after 14 seasons of competition.



# De la Rosa left Sauber in dark on C29

**FORMULA 1** team boss Peter Sauber has revealed that the decision to replace Pedro de la Rosa was made because of doubts over whether the Spaniard was getting the best out of the C29.

The 39-year-old Spaniard made way for Nick Heidfeld ahead of last weekend's Singapore Grand Prix. De la Rosa will take over Heidfeld's role as a Pirelli test driver, starting with a test at Valencia next week.

"Kamui [Kobayashi] and Pedro were more or less the same level, but Kamui scored more points," said Sauber. "We are simply not sure about the potential of the car. With Nick we have a clear benchmark and this is important with regards to the development of the new car."

Heidfeld qualified 14th on his Sauber comeback, but failed to finish after an incident-packed race, which ended in a clash with Michael Schumacher.

Technical director James Key was impressed by how quickly Heidfeld



Sauber wasn't sure about de la Rosa

adapted to the car, and expects the German's technical contribution to be significant in the final races of the season.

"He understands the car and the tyres much better having done a race weekend," Key told AUTOSPORT. "We'll have a much better idea at Suzuka [the

next round] where Nick thinks the car is, now that he's familiar with everything."

● Pirelli also confirmed that ex-Renault racer Romain Grosjean will remain a part of its development programme. The Franco-Swiss impressed the tyre company in a test at Monza last week.

## Di Grassi on driver market

**VIRGIN DRIVER** Lucas di Grassi is keeping his Formula 1 options open for 2011, despite being keen to remain with the team.

The Brazilian is out of contract at the end of the season, and the team started evaluation of GP2 race winner Jerome d'Ambrosio in the first free practice session at last weekend's Singapore Grand Prix.

"I am confident that I will be in

F1," di Grassi told AUTOSPORT. "The natural way would be to stay at Virgin to continue this year's work, but at the same time I'm talking to other teams and I have no obligations to fulfil with anyone. I'm keeping my ears and my eyes open."

Virgin remains confident that Timo Glock will stay in 2011, and team principal John Booth has backed di Grassi to continue alongside him.



Di Grassi: looking around

D'Ambrosio ran on Friday

## F1 testing permitted at Navarra



Navarra hosted Auto GP races last weekend

**SPAIN NOW** has six Formula 1-licensed test venues after the new Navarra facility was granted T1 status last week.

Navarra joins the Circuit de Catalunya, Valencia, Jerez, Motorland Aragon and Montebelco as an approved F1 test venue.

Circuit director Michel Ligonnet said: "This is a great testimony to the work that has gone into this facility, ensuring that it has the highest safety standards possible."

Ligonnet added that he hoped to address concerns raised by drivers at last weekend's Auto GP race that the track was too slow by speeding up the double-left Turns 10/11 complex.

**P54 NEW TRACK**

# YOUR DRIVING PLEASURE IS A MATTER OF PRECISION.



Acclaimed by the most prestigious car manufacturers, the new MICHELIN Pilot Sport 3 has been especially designed to enhance your driving sensations, particularly when cornering. What's more, because it can brake 3 metres shorter on wet roads\* and save you fuel mile after mile\*\*, you can simply focus on enjoying your drive.

See how the right tyre changes everything at [www.michelin.co.uk](http://www.michelin.co.uk)

\*Tests conducted in 2009 by Germany's independent TÜV SÜD Automotive centre using 245/40 ZR 18 Y tyres. Compared with the MICHELIN Pilot Sport PS2.  
\*\*On average compared to other premium European tyres. Fuel consumption and rolling resistance tests carried out by TÜV SÜD Automotive in 2010 on tyre sizes 225/40 ZR 18 and 245/40 ZR 18 available on the market at the time.







# MPH Mark Hughes

AUTOSPORT grand prix editor

There's a five-way F1 title battle going on, but that's nothing compared to the permanent war in which the sport's technical boffins are engaged

**H**ave you ever wondered about the make-up of the people who drive Formula 1's development war; the angst that motivates them? Here's Renault technical director James Allison: "I live in a state of perpetual fear. I fear that everything is always going to be not quite good enough – and I think it's better to feel that way. If you feel that everyone is going to destroy you, it makes you stay really intense in order to prevent that happening. I think that's just normal."

Even if that's not a universal attitude, it's an illuminating insight into the psyche of racing. When applied to the incredibly complex technicalities of F1, the angst can only intensify – there are so many potential wrong answers!

Yet although the design and development process of an F1 car is data-driven, the research numbers taking many of the decisions for you, that fear of failure creates a horrible dilemma: is the data hiding

a better solution? For example, when Allison was overseeing the design concept of this year's R30, one of the early decisions was regarding the dimensions and shape of the nose. By the standards of 2010 cars, its nose is wide and low. "At a certain point you have to commit to what you're doing," he explains, "and as that time came, our numbers were saying wide and low was better than slender and high. On the other hand, you can come at it philosophically and say, 'Right, we believe a high, slender nose is going to allow the greatest amount of high-energy air to the back of the car and so therefore we will commit to that and make it work.' But it feels ever so pig-headed making something that you know is slower at that point than your lower, fatter, less-fashionable nose."

Taking an intuitive, holistic approach over the numbers is a terrifying leap of faith for these men of science, a theme McLaren's Paddy Lowe takes up when he talks of his reaction to seeing the Ferrari F10's tilted engine/gearbox at the beginning of the year: "That was a very interesting risk to take because it's the sort of design decision you have to take very, very early and you may not have the data yet to know for sure it's worthwhile." But the fear it will instil in the rival engineers can be imagined:

What if it does work? What if their risk results in them roasting us alive on the track? They will have risked their way ahead of us. But conversely I don't want us to take a risk – because of the fear of failure. And if I take a risk and it fails – and the numbers were there all along telling me I was going to fail – what defence will I have?

Sometimes the vision and the numbers don't tally and a call has to be made. It's a place our own Gary Anderson has been many times before. He's a big believer in the three-piece front-wing concept, for example, distrusts the better figures you get from a two-piece, points out that the Brawn lost its magic last year at precisely the moment the team switched to a two-piece. "In the wind-tunnel a two-piece tends to look better," he says. "It gives higher peak downforce and makes the car look less pitch-sensitive. But that's only because the airflow is stalling at the front under dive, so you're losing front downforce to balance the loss of rear downforce. When you run it on the track it's confusing for the driver because he doesn't know if he wants more front end or more rear end because it's changing through the corner as the pitch comes off, so he gets stuck in a little box of options."

Then there's Adrian Newey. They say he can visualise what the air wants to do, the way Keith Duckworth used to be able to sense the gas flow in a combustion chamber. With that sort of intuition at his core, Adrian tends to work until the numbers match what he feels. It's enough to strike fear into the opposition. ❧



Newey: striking fear into F1 designers

**“They say Newey can visualise what the air wants to do”**



**GT3**  
**NEW MERC MAKES A BIG SPLASH**

Last Saturday's VLN round on the Nurburgring Nordschleife marked the world competition debut of the new Mercedes-Benz SLS AMG GT3 car. The gullwing sports car was raced by former DTM drivers Bernd Schneider and Thomas Jäger. It qualified third out of 204 entrants, but got involved in a collision with an Audi R8 on the opening lap. After lengthy repairs, the team finished 89th overall.

KS-DESIGN

**BTCC**

# Collins lands BMW seat for BTCC finale

'Stig' to join tin-top grid at Brands Hatch, and promises to help Motorbase team's Independent title hopes

**B**en Collins will make his British Touring Car Championship debut at Brands Hatch next weekend after agreeing a one-off deal with Motorbase Performance. The sportscar ace, who was

recently unmasked as *Top Gear's* 'The Stig', will drive an ex-Jorg Muller BMW 320si alongside regular drivers Steven Kane and Mat Jackson. "I'm really excited to get this

opportunity," said Collins, who drove one of the team's cars at Brands for an AUTOSPORT track test last December. "The BTCC is the best and highest-profile championship in Britain, so the appeal of racing in it is pretty obvious for drivers and sponsors.

"I really enjoyed the car at the test, although it was snowing that day so things should be a bit different this time."

Collins's signing is a boost to Motorbase's hopes of lifting the Independent Teams' title and he is prepared to play a supporting role to Kane and Jackson, both of whom can still win the Independent Drivers' crown.

Team principal David Bartrum, who has brought in Malcolm Swetnam to oversee the running of the car and Toby Phillips to engineer it, said this may not necessarily be the case.

Bartrum said: "He's driving for himself and he's such a quality driver that I'm sure he'll surprise a few people. If I have to make him play the team game for the sake of the championship, I will. I won't even think about that for now."

Collins, 35, was the ASCAR oval champion in 2003 and has also taken victories in the British F3 and FIA Sportscar Championships.

He has raced only sporadically this year, but helped the RML Lola squad to win the Le Mans Series LMP2 drivers' title and took a class win at the Algarve.

Collins's inclusion means that Motorbase will run a total of nine cars at Brands Hatch – three in the BTCC and six in the Porsche Carrera Cup support events.

**CV**



**BEN COLLINS**  
AGE 35

- 2010**
- Three races in LMS LMP2 (1 win)
- 2009
- Australian V8 Supercars (2 races)
- 2005**
- 3rd, Brit GT (2 wins); 11th, FIA GT2
- 2003**
- ASCAR Champion (6 wins)
- 2002**
- 6th, Sebring 12 Hours
- 2001**
- 3rd, FIA Sportscar Cup (1 win)
- 2000**
- 8th, British F3 (1 win)
- 1997-99
- Brit F3, Indy Lights
- 1994-96 FFirst, FVauxhall Jr



Collins tested BMW for AUTOSPORT last year

FIA

## FIA launches scheme to find new talent

**THE FIA** Institute has set itself the target of finding the 10 most promising drivers in the world before the start of next season.

The FIA Institute launched the Global Driver Academy last week, with Williams driver Rubens Barrichello backing the new initiative to help the motorsport industry as a whole. The scheme is open to 17- to 23-year-old rally and race drivers. At least one of the drivers will have come from each of the FIA's regions, ensuring an even spread of opportunity throughout the world.

Barrichello said: "Young drivers will certainly benefit strongly from this comprehensive programme. The training they will get will not only benefit the drivers, but the motorsport industry as a whole."

The programme will be led by former F1 racer Alex Wurz and ex-world

champion WRC co-driver Robert Reid.

The objective of the scheme is to prepare young drivers for the pinnacle of motorsport competition, while increasing their skills as drivers and in matters regarding road safety.

Applications must be made via a driver's

national governing body of motorsport by October 15.

Twenty drivers will be notified in December and invited to a final selection event in Austria next February. Wurz will run the driver training and Reid the human performance aspect of the curriculum.



FIA is working to find stars of future

GP3 SERIES

## Calado backer says GP3 is a step up

**THE RACING** Steps Foundation does not believe James Calado's planned switch from British F3 to GP3 for next season is a sideways step for the young British driver.

Calado will fill the seat vacated by outgoing inaugural GP3 champion Esteban Gutierrez at French superteam ART for next season.

Calado finished second in the championship in his rookie British F3 season with Carlin, and many expected him to follow in the footsteps of fellow RSF protege Oliver Turvey by graduating to Formula Renault 3.5 or GP2.

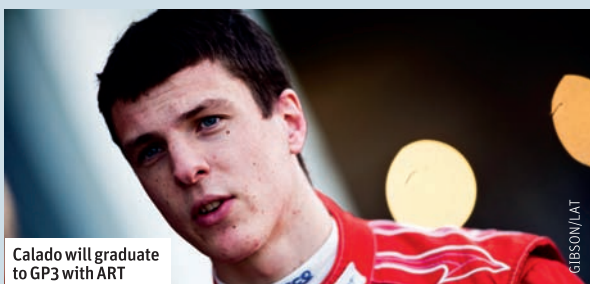
The fledgling GP3 category was pitched as an alternative to the F3 Euro Series in 2010, but the foundation that funds

Calado's career feels the switch is the right move to raise his profile and prepare him for GP2.

"In GP2, you need to arrive well prepared, and to make an impression on the F1 teams, you have to have a really good rookie year," said RSF co-ordinator Derek Walters. "GP3 is preparation for GP2."

"To race with a team like ART, and for James to have that experience of working with a foreign team, will help the development of his personality as well as his driving."

"He'll be in the best car, which fits with the foundation's philosophy of only racing with teams that have the ability to win. Otherwise, we'd be wasting our money."

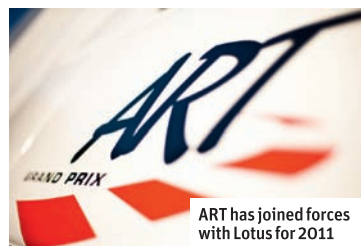


Calado will graduate to GP3 with ART

GIBSON/LAT

GP2

## ART, Lotus tie-in for GP2 Series



ART has joined forces with Lotus for 2011

**LEADING GP2** Series team ART Grand Prix has linked up with Lotus Motorsport for the 2011 season.

The collaboration, which extends to include the French team's title-winning GP3 outfit, will bring Lotus into the ART fold as a provider of technical and engineering support for the "foreseeable future", although day-to-day running of the team will remain under the command of team principal Frederic Vasseur. ART co-founder Nicolas Todt will continue to oversee the team's marketing and commercial activities.

The deal is unrelated to the new Team Air Asia entry, which is owned by Lotus F1 team principal Tony Fernandes and named after the Malaysian's low-budget airline. That team last week joined Carlin as a confirmed entry for the third-generation GP2 series between 2011-2013, replacing Durango and DPR.

## AUTOSPORT SAYS...

**MARK GLENDENNING**  
DEPUTY F1 EDITOR

mark.glendenning  
@haymarket.com



**L**ook to the left of this column and you'll find a story about the FIA's new initiative aimed at developing young talent.

On the surface, the governing body should be applauded. Many professional sporting authorities have been guilty of not doing enough to encourage development at junior level – just look at the FA – so it's good to see that the FIA is taking some action.

But just how much real value is there to an 'academy'? The FIA speaks of preparing its 10 successful applicants for a life in racing via a curriculum covering everything from nutrition and marketing to working with the media. They'll even come out with a certificate in road-safety training, which will no doubt look great framed on their wall. But it seems a bit light on the area that ultimately determines who succeeds in carving out a career as a driver: the racing.

If the aim is to refine the most rapid young talent on the planet, wouldn't they be better served with a contribution towards their budget? Surely that has proved a greater stumbling block to young drivers than knowing how to handle themselves in a press conference.

I don't mean to sound overly cynical, and I genuinely hope that the programme is successful in producing more than some good PR for the FIA and another photo opportunity for Michelle Yeoh. But right now I am yet to be convinced.

Will an FIA academy help drivers to race?



## STREAKS

207 RACES SINCE NATIONAL CLASS CAR TOOK BRIT F3 PODIUM

Menasheh Idafar's third place at Brands Hatch last weekend made him the first National Class runner to make the outright British F3 podium since Adam Carroll finished second at Silverstone on May 5, 2002 in a Sweeney Racing Dallara F301-Mugen Honda. Mark Taylor won the race.



## SPORTSCARS

# Toyota drops Le Mans GT hint



Toyota GT-One  
raced in 1998-99

GT car thought to be Toyota's most likely re-entry point to international motorsport as rally campaign is ruled out

**T**oyota has hinted that its favoured route back into international motorsport in 2012 is with a car built to Le Mans GT regulations.

The admission was made by Hiromi Hayashi, project general manager at Toyota's motorsport division, who explained that the

company was already "developing in some areas" in that direction. But he stressed that the arena in which the Japanese manufacturer will return two years after its withdrawal from Formula 1 has yet to be decided.

Hayashi revealed that Toyota's next international programme is

likely to be based on customer cars. This backs up rumours that company bosses have decreed that Toyota Motorsport in Cologne, the former base of the F1 team, must pay its way.

"One condition is that the programme has to be profitable," said Hayashi.

It is unclear which car Toyota would use should it decide to take on Ferrari and Porsche in the category currently known as GT2. The V10-engined Lexus LFA would be one option.

The idea that Toyota is close to deciding to re-enter the World Rally Championship for the first time since 1999 was dismissed by Hayashi. He pointed out that the new regulations for next season did not fit with market trends in Japan.

The new-for-2011 Super 2000-based WRC formula calls for

a 1.6-litre turbocharged powerplant. The manufacturers favoured the move towards smaller-capacity turbo engines to mimic what is happening in the marketplace.

"That comes from European [automotive] strategy," explained Hayashi. "It is not the case in Japan."

Hayashi's comments suggest that Toyota in Japan and bosses at Toyota Motorsport favour different routes back into international motorsport. Cologne is known to be pushing to go the S2000 route, which would allow it to jointly develop a WRC contender and a touring car.

A final decision is likely to be taken by Toyota next month.

"The big motorsport meeting at Toyota is in October," said Hayashi. "The decision depends on lots of things, including the economic situation."



Rallying is taking  
the 'wrong route'

WWW.MCKLEIN.DE

## GRAND-AM

## Mixed feelings on DP overhaul

**PLANS TO** change the look of Daytona Prototypes for 2012 could prove detrimental, according to the leading constructor in the Grand-Am Series.

Bill Riley, boss of the eponymous company that supplies the majority of the DP field, believes the economic downturn means that the introduction of costly new bodykits or cars could force teams out of the series.

"If they had to have a new car, or update their existing machinery, some teams might decide not to go racing," he said. "It is a double-edged sword, because we need to do something about the look of the cars."

Riley estimated that upgrading one of his DPs would cost approximately \$125,000 (£80,000) and would require a team to invest in another \$75,000 of

spares. The \$200,000 total would be approximately half the cost of a new rolling chassis.

Grand-Am technical boss Dave Spitzer said that the idea of "freshening the look" of the DP category was under investigation, but stressed that no final decisions had been made.



Grand-Am admits that  
its cars need a facelift

ETHAN/LAT

**IN BRIEF**



top two drivers in this year's Formula Renault UK championship.

**TOUGH OUTING FOR SIMS**

Former McLaren AUTOSPORT BRDC Award winner Alexander Sims received a late call-up to drive for Gravity Charouz in last weekend's Auto GP race at Navarra. The F3 Euro Series frontrunner had a fraught debut; he was penalised for passing under the safety car in race one and crashed out of race two. He will drive again for the team at Monza this weekend.

**PANOZ DEBUT DELAYED**

The new Panoz Abruzzi 'Spirit of Le Mans' will not race at Petit Le Mans this weekend as originally slated. The late delivery of the GT2 car's gearbox has delayed its debut until the Zhuhai Intercontinental Le Mans Cup round in November.

**HARVEY MOVING UP**

Formula BMW Europe runner-up Jack Harvey will graduate to British F3 next season with Carlin. The Racing Steps Foundation-backed driver (below), who narrowly missed out on the FBMW Europe crown at the Monza finale, was due to test with his new team for the first time at Pembrey this week.



**DTM CALENDAR SORTED**

DTM organisers confirmed this week that the series (above) will return to the former A1-Ring in Austria next year. The renamed Red Bull-Ring will host the third round on June 5. Adria will not stay on the schedule, while the Shanghai street circuit will again host the finale.

**BUCHAREST RETURNS**

The Bucharest street circuit in Romania will host races again next season as part of the Auto GP calendar. Series boss Enzo Coloni is hoping to expand the series to "seven or eight" rounds next year.

**AUTO GP FACELIFT**

The Auto GP car, which is based on the Lola A1GP car, will undergo a mild facelift over the winter. Next year's car will feature a narrower F1-style rear wing and a slightly wider front wing.

**PRIZE DRIVES ON OFFER**

The top two drivers in this and next year's British Formula 3 series will win prize tests in Formula Renault 3.5. Details have yet to be finalised, but Carlin team-mates Jean-Eric Vergne and James Calado are expected to test at the Motorland Aragon circuit next month. British F3 is expected to offer tests to the

**SPORTSCARS**

**Wolf re-emerges from lair**

**THE NAME** of the Wolf Formula 1 team of the 1970s is on course to return to international racing in 2012.

The owners of the rights to the Wolf trademark have commissioned the Italian Avelon squad to build an LMP2 chassis. This car follows on from a Group CN car that has raced in the Italian prototype series for the past two years.

Ivan Bellarosa, who runs

Avelon with his father and brother, said: "The owners of the Wolf trademark [a US-based investment company] commissioned us to build a Group CN car to help relaunch the brand. Now they want to go to the next level.

"We hope to have the car running in the middle of next season. The plan is to begin racing in 2012."

The Wolf brand has

previously been used for cigarettes, perfume and clothing. Wolf won three grands prix with Jody Scheckter in 1977.

Alex Caffi drove Wolf CN in Silverstone SPEED race



**SUPERLEAGUE FORMULA**

**Late hurdle for Beijing race**

**SUPERLEAGUE FORMULA'S**

Beijing street race, scheduled for October 10, could run as a non-championship 'invitation race' as its FIA Grade 2 licence has not been approved.

The all-new track in Beijing's Shunyi Park – the venue for the 2008 Olympic rowing events – requires changes following an FIA inspection. The sticking point is a section of track that narrows for a bridge.

Superleague competitions director Robin Webb said: "The FIA has checked it out but not issued a licence at the moment. Of course we will abide by the FIA regulations, so if it's not granted international status we can only run it as an invitation race as a Chinese national

event, under certain conditions.

"We have another week to rectify it, and things can happen quickly here."

Superleague Formula's teams have already arrived in China to race this weekend at

the new Ordos circuit, which successfully held its first-ever race meeting last week. A round of the China Touring Car Championship headlined the event at the venue Webb called "superb – up to F1 standard".



Superleague could lose points round

**SPORTSCARS**

**Ex-McLaren man plans return**

**OUSTED McLAREN** F1 sporting director Dave Ryan is eyeing a return to racing in the GT ranks.

Ryan, who parted with McLaren in April 2009 after the Australian Grand Prix lying scandal, is known to be working with former team owner Dave Price to set up a new organisation for next year. They visited this month's AUTOSPORT 1000Km at Silverstone on a fact-finding mission.

Ryan, who has been out of racing since leaving McLaren, would not go into details of his plans, but admitted that he was "looking for opportunities" and that "sportscar racing

appears very interesting".

Price remained coy about his links with Ryan, but confirmed that he planned to return to team ownership two years on from selling his GP2 squad, DPR.

"I intend to do something, most likely in GTs," he said. "I could have something up and running towards the end of 2011."

Price, who ran McLaren's F1 GTR in sportscar racing in 1995-96, would not comment on speculation that he and Ryan are planning to field the proposed race version of the forthcoming McLaren MP4-12C sportscar.



Dave Ryan back on the scene

**REMEMBER WHEN ...**



**... Wolf last went sportscar racing?** The Anglo-Canadian team didn't only compete in F1 in the 1970s. It also raced in Can-Am with the Wolf WD-1 in 1977, and brought in Gilles Villeneuve (above) and Chris Amon to drive.

# Škoda: racing to the front.

The penultimate round of the 2010 Intercontinental Rally Challenge (IRC) will soon hit the UK, at the RACMSA Rally of Scotland. With Škoda taking an unassailable lead in the IRC Manufacturers' title, it seems like a good time to reflect on the heritage of the Czech Republic's most famous car manufacturer.

Škoda has a rich motorsport history: 109 years and counting. It all started on two wheels in 1901, when the young Czech company began by racing motorbikes. In 1905, the motorcycle company became a car company, and by 1906, its first four-wheeled two-seater was passing the chequered flag top of its class. From then on there was no stopping Škoda. Long-distance endurance events became a speciality and in 1937, armed only with optimism and a Thompson sub-machine gun (to ward off bandits), a Škoda Rapid went around the world in 97 days.

## The road ahead

Rallying was next. Throughout the 1960s and 1970s, Škoda's small and very nimble rear-engine cars played David to the competition's over-horsed Goliaths on a variety of surfaces – from snow to gravel to asphalt. Then, after becoming part of the Volkswagen Group in 1994, Škoda made its first foray into the World Rally Championships (WRC), retiring the old Favorit in favour of a two-wheel drive Formula 2 category version of its Felicia Kit Car.

By 1999, Škoda decided it was time to beat the big boys at their own game and introduced the Octavia WRC. It was a four-wheel drive beast of a vehicle, with a two-litre turbocharged engine

in command of over 300 bhp. Power, traction and rugged durability gave it a well-deserved podium finish on the 2001 Safari Rally.

In 2003, Škoda decided to return to its more compact roots and switch to the smaller but perfectly formed Fabia WRC. It proved more than capable – posting top-five results throughout its career. Even in private hands, the car was still finishing in the top six as recently as 2006.

## Back on home soil

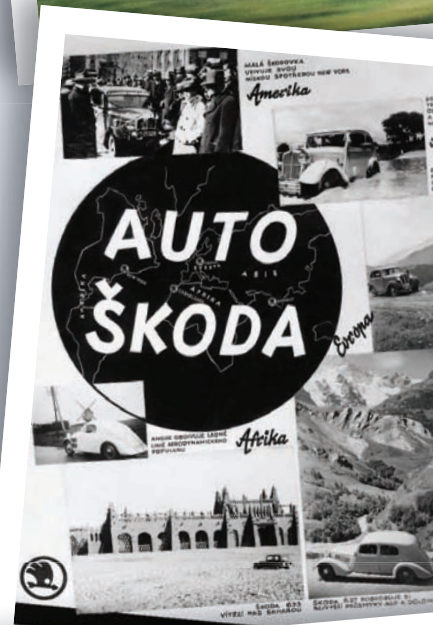
After a three-year rallying sabbatical, Škoda made its debut on the IRC circuit last year with the Fabia Super 2000, the big brother of the new Fabia vRS road car that was launched in July. It was a dream start for Guy Wilks and his co-driver Phil Pugh, who took the S2000 to the top of the podium in Scotland.

On 15-17 October, Guy, Phil and Škoda UK Motorsport will be back competing on home soil. And for the second year running, Škoda is the Official Vehicle Supplier to the RACMSA Rally of Scotland.

As well as a repeat victory for Wilks, Škoda will be looking to lock-out the podium, as they've done several times this season. With the Fabia S2000 scoring more rally wins than any other model this year, it's safe to say Škoda will once again be racing to the front. So attention can turn to Škoda's ambition to add the IRC Drivers' title to an almost certain Manufacturers' title.

Whatever happens in Scotland, this has already been an unforgettable season for Škoda. Writing history has never been so exciting.

**109 YEARS AND COUNTING. IT ALL STARTED ON TWO WHEELS IN 1901.**



This is an advertisement



[www.facebook.com/pages/Guy-Wilks/173801032097](http://www.facebook.com/pages/Guy-Wilks/173801032097)



[www.twitter.com/guywilks](http://www.twitter.com/guywilks)



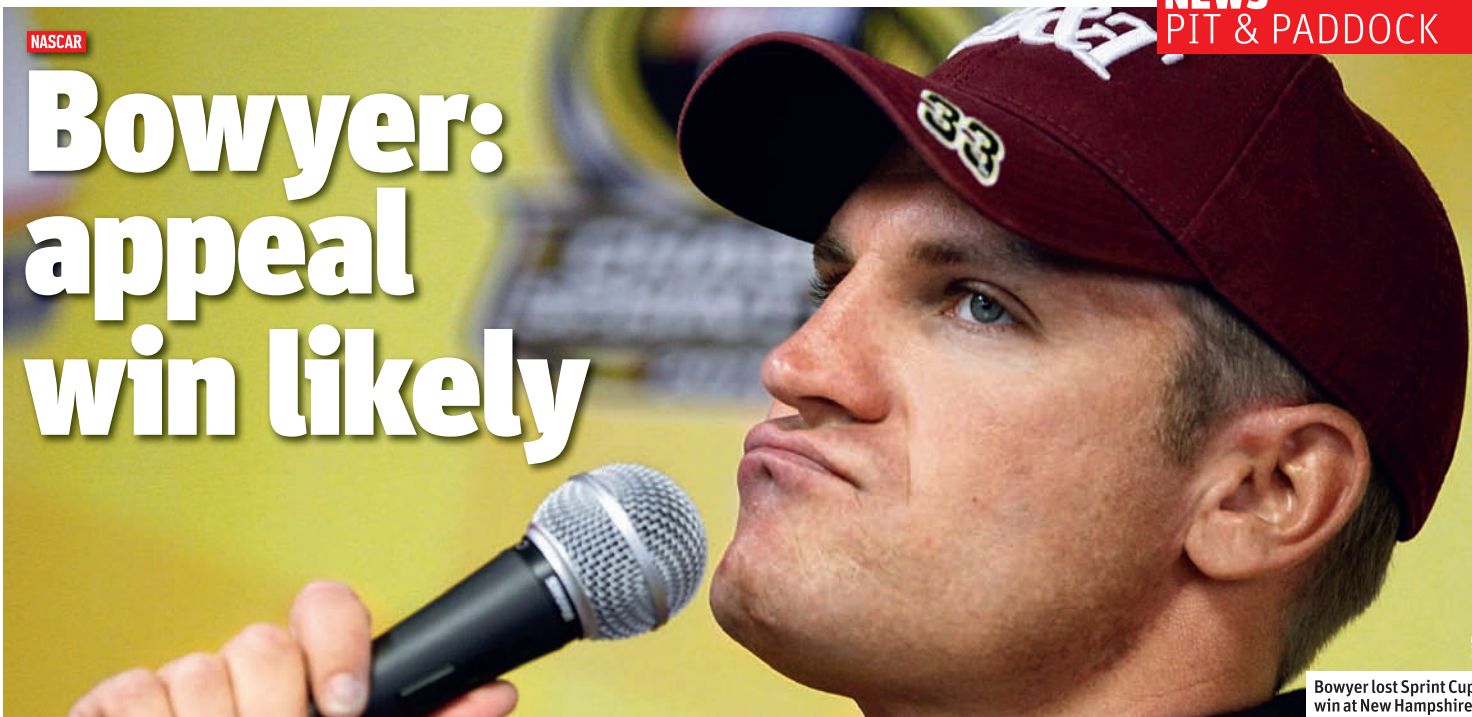
[www.youtube.com/user/SkodaUKMotorsport](http://www.youtube.com/user/SkodaUKMotorsport)



Find out more @ [skoda.co.uk](http://skoda.co.uk)

NASCAR

# Bowyer: appeal win likely



Bowyer lost Sprint Cup win at New Hampshire

Childress Chevrolet driver insists penalty is undeserved, but concedes that he doesn't expect to win appeal

**N**ASCAR Sprint Cup driver Clint Bowyer has admitted that he is pessimistic about Richard Childress Racing's chances of winning an appeal against the huge penalty he was handed after at New Hampshire two weeks ago.

Bowyer was docked 150 points by NASCAR, with Richard Childress facing an identical deduction in the owners' standings after his car failed additional technical checks at NASCAR's Research and Development centre. Crew chief Shane Wilson was fined \$150,000 and suspended for six weeks, while Chad Haney, car chief for the #33 Chevrolet, was

suspended for the same time.

The sanctions were issued after an inspection of the car revealed that the bodywork on the left side was 0.06 inches outside the legal tolerances.

The appeal was due to be heard yesterday (Wednesday), but Bowyer conceded that the team had earlier been warned that it was close to the edge following the previous race at Richmond, and that advance notice was given that the car would be taken away for irrespective of where it finished at New Hampshire.

"We appreciated them warning us on that fact [after Richmond],"

he said. "They told us the situation and we tried to fix it [before New Hampshire]. After being told they were taking the car, we made double-sure that it was right,"

Bowyer also questioned how the problems had only been detected after the car had already passed two earlier inspections, and suggested that the inspection process itself might have caused the problem.

"How can a car pass pre- and post-race inspection and three days later get such a huge fine?" he said. "They take the car apart to make this inspection, and in my opinion that's not the way

the car was raced."

The team also suggested that the truck that was used to get Bowyer's car to Victory Lane after he ran out of petrol doing celebratory donuts could have caused the problem. That claim has already been refuted by NASCAR officials.

Bowyer's car was one of three to be returned to NASCAR's R&D Centre for additional checks following last weekend's event at Dover, along with Jimmie Johnson's and Jeff Gordon's.

 **P51 NASCAR DOVER**

NASCAR

## Hornish Cup doubt

Hornish may drop to Nationwide



**PENSKERACING** has told Sam Hornish Jr that he is free to look elsewhere for a drive in the NASCAR Sprint Cup for next year, or he can drop down to the team's second tier Nationwide Series outfit.

Hornish's future has been in doubt

all season as Penske is losing the main sponsor for his car. He had been linked to a return to the IndyCar Series, but he is hoping to stay in stock car racing.

"If I have to take a step back and run Nationwide, that's a possibility," said Hornish.

"But Penske won't stand in my way if I get the opportunity to stay in the Cup series. They've said a million times that if they get the money to run me in Cup they will, but we just don't have that at the moment."

If Hornish does drop down to Nationwide with Penske he would be part of a two-car team alongside his current Cup team-mate Brad Keselowski, who is leading the Nationwide standings.

## IN BRIEF

### TARQUINI TESTS TC2000

Reigning World Touring Car Champion Gabriele Tarquini tested a TC2000 Honda Civic at Buenos Aires last week. The Italian (right) will share the car with regular driver Jose Maria Lopez in the Buenos Aires 200km enduro race in November.



### TORDOFF SET FOR BTCC

Sam Tordoff will make his BTCC debut at Brands Hatch after agreeing a one-off deal with Triple 8. The 21-year-old Renault Clio Cup winner will run in the team's second Vectra alongside James Nash.

### BTCC EXTENDS INVITATIONS

The BTCC is inviting prospective entrants to attend a presentation on its new NGTC technical regulations at Brands Hatch on October 8. Interested parties should apply to danjmayo@aol.com for more information.

### NO ROOF FOR RML

The British RML squad will return to the Le Mans Series in 2010 with an open-top Lola rather than the coupe version with which it claimed this year's LMP2 crown. The team has yet to decide on an engine for the car, though is thought to favour the new HPD twin-turbo V6.

### WALLACE BACK IN A JAG

Andy Wallace will return to the wheel of a Jaguar sports car at Petit Le Mans this weekend. The 49-year-old, who won Le Mans with Jag in 1988, will race an RSR XKR GT with Butch Leitzinger and Tomy Drissi.



MSA British Touring Car Championship

# TIME FOR HEROES!



## 9/10 OCTOBER BRANDS HATCH

### THE TITLE DECIDER!

Raceday (online) **£24** Sun 10 Oct\*  
 Weekend (online) **£29** 9/10 Oct\*  
 Children 12 & under **FREE**

\* Advance tickets available until midday Wednesday 6 October. Postage fee applies.

## 0870 950 9000 WWW.BRANDSHATCH.CO.UK

IN ASSOCIATION WITH

## Honda Racing



# CLUB100

## SIMPLY, 2-STROKE KARTING AT IT'S BEST...



"The highest level of 2-stroke 'arrive & drive' championship kart racing in the UK and Europe."

With over 15 years of growth, development and race management experience, **CLUB100** boasts an unrivalled status.

**CLUB100** has brought powerful arrive-and-drive karting within reach of everyone and at the same time, has removed the "cheque-book element" of motorsport once and for all. Whichever of our 2-stroke events you choose, all the karts are prepared to an identical standard.



TEST DAYS.....A great way to start 2 stroke karting  
SPRINTS.....The ultimate challenge for individuals  
ENDURANCE...Designed for teams of 2-5 drivers

Amongst it's qualities, **CLUB100** has two very unique factors:

- A fleet of Karts supplied with 115cc TKM 2-stroke engines and 'direct drive' transmission.
- The opportunity to race at a variety of circuits.

For more information on our various formats, circuits we visit and all of our upcoming events visit our website.

**CLUB100** Racing Limited

Rye House Kart Raceway, Rye Road, Hoddesdon, Hertfordshire EN11 0EH

Tel: +44 (0)1992 470002 Fax: +44 (0)1992 471722

Email: racing@club100.co.uk

www.**CLUB100**.co.uk





Wilson may move to Panther Racing

INDYCAR

# Brits key to IndyCar 'silly season'

Former champion Dan Wheldon and race winner Justin Wilson both rumoured to be discussing moves for 2011

**B**ritish IndyCar race winners Dan Wheldon and Justin Wilson are at the centre of moves in the IndyCar driver market for 2011.

Both 2005 champion Wheldon and former Champ Car star Wilson are rumoured to be changing teams for next year. Panther Racing's Wheldon hinted recently that he was "looking for a new job", but he has since declined to comment on speculation linking him to a start-up team that would be

based around him.

Wilson, who has raced for three different teams in his first three seasons in the series, has been linked to several teams, including the Panther outfit that Wheldon is set to leave. And the ex-Formula 1 driver's current team boss Dennis Reinbold is still hopeful that the two-time IndyCar winner could stay at Dreyer & Reinbold for a second season.

"We've talked to Justin and we are trying to work through it," he

said. "I think we are in the mix to keep him but I don't know what the outcome will be. We don't know what we're up against which is why we are talking to everyone."

Other key drivers that are on the market are North American duo Graham Rahal and 2003 Champ Car champion Paul Tracy. Tracy has raced occasionally for Dreyer & Reinbold and KV Racing this year, while Rahal has represented four teams in 11 starts. D&R is keen to get Tracy on board full-time, and

Rahal is one of the favourites to land a seat at Panther, which has a full budget in place for its lead car.

"I have an interest in driving for Panther Racing next year and we have discussed that possibility," Rahal admitted. "We continue to talk but there are a lot of other drivers interested in that ride."

Chip Ganassi Racing has added to the speculation by hinting that it is considering running a third car alongside Dario Franchitti and Scott Dixon next year.

INDYCAR

## Conway return delayed

MIKE CONWAY has abandoned his hopes of contesting the IndyCar season finale at Homestead this weekend following a meeting with series doctors last week.

The 27-year-old has been out of action since he sustained multiple injuries in a violent crash on the penultimate lap of the Indianapolis 500 back in May.

He had hoped to return to action before the end of the year, but will

now have to wait until 2011 to get back to racing.

"I think that it's more important to look at long-term goals," admitted the Briton.

"I want to stay in IndyCar for a long time and to rush back wouldn't be a smart move."

Ana Beatriz, who has made three starts for Conway's Dreyer & Reinbold team this year, will replace him at Homestead this weekend.

INDYCAR

## Power: I'll be cautious

INDYCAR CHAMPIONSHIP leader Will Power plans to base his approach to the season finale at Homestead this weekend on how his title rival Dario Franchitti is performing.

Power leads the standings by 12 points heading into Saturday night's title decider. And he says that he will make sure he is constantly aware of his pursuer's position in the race.

"I need to race according to where Dario is on the track," said the Australian, who joined Franchitti

and nine other drivers in a pre-event test on Monday. "If he's ahead, I've got to race more aggressively, and maybe take it more cautious if he's behind me."

Power will race tactically



EVERY type of insurance that ANY person involved in Motorsport may require

**MIS** MOTORSPORT  
INSURANCE  
SERVICES

**ON TRACK - PERSONAL ACCIDENT - MOTORTRADE -  
COMMERCIAL - LIABILITY**

**www.raceinsurance.co.uk or call 01943 884555**

Motorsport Insurance Services Limited is Authorised and Regulated by the Financial Services Authority

WRC

# Loeb defuses Ogier threat

Six-time champion admits relationship with younger Sebastien is similar to that of Colin McRae and Richard Burns

**S**ebastien Loeb has moved to quell speculation that he and Citroen team-mate Sebastien Ogier don't get on.

The six-time world champion says he and his fellow Frenchman have a relationship similar to the one British rivals Colin McRae and Richard Burns had.

Both Loeb and Ogier have been retained for next season, and it is likely to be confirmed in Paris today (Thursday) that they will both drive for the factory Citroen team.

During the summer, Loeb suggested Ogier would be better off moving away from Citroen and

accepting Ford's offer of a contract. Ogier, who is 10 years younger than Loeb, remains at Citroen and Loeb says he has no problem with his increasingly successful team-mate.

"He is a good driver," Loeb said of Ogier. "He is very fast and reliable and he would be one of the biggest rivals [for next year], that's for sure."

Asked about his relationship with Ogier, he replied: "You know, people are expecting us to hate each other and to argue, but you know it's a bit like McRae and Burns at the time. Everybody wanted them to be enemies, but they were actually

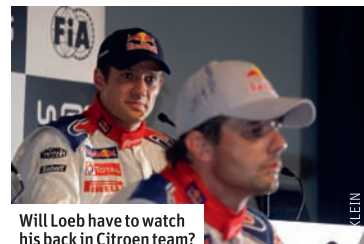
having beers together!"

Ogier has beaten Loeb on the past four gravel rallies – winning in Portugal and Japan – and the 26-year-old is increasingly seen as Loeb's biggest rival for next year.

Loeb remained insistent that he would set his own agenda for 2011, adding: "I don't really have anything to prove, except that I enjoy what I do. I don't know how hard I will push to beat him, but it's true that I question myself about this."

Loeb added that, despite an AUTOSPORT story last week linking him with retirement at the end of 2011, he has not yet

decided on his future. He added: "I honestly don't know when I will stop. All I know is that I will do next year and that my motivation is very good in the car. The new car [DS3] is fun to drive and it looks a really sexy car as well. I like it."



Will Loeb have to watch his back in Citroen team?

## ANDREUCCI TAKES HIS FIRST IRC WIN

Italian rally ace Paolo Andreucci broke his IRC duck with victory in last weekend's Sanremo Rally for Peugeot



[P46 FULL REPORT: SANREMO RALLY](#)

WRC

## Gronholm in for Mini

**AUTOSPORT'S SOURCES** have indicated Marcus Gronholm has done a deal with Prodrive to drive a Mini Countryman WRC next season.

Both the Finn and the British-based team declined to comment on the driver line-up, but the two-time world champion is expected to be announced as the lead driver at Mini's Paris Motorshow press conference today

(Thursday). He will drive alongside 2009 IRC champion Kris Meeke, who will also be announced today.

Both drivers tested the Mini in Portugal recently and, while Gronholm had reservations about undertaking a significant WRC programme for the first time since he retired at the end of 2007, he appears to have been persuaded by Prodrive.

IRC

## Cronin back to Proton for Scotland

**RECENTLY CROWNED** British Rally Champion Keith Cronin will return to the Proton team for the penultimate round of this year's IRC, the Rally of Scotland.

Cronin will drive the sister Satria Neo S2000 to that of Scottish rally hero Alister McRae, who

finished second on the event for Proton last year.

Cronin said: "It's fantastic news to get another drive in the Satria. I've never driven it on gravel, but from what I felt on the last asphalt event [Barum Rally Zlin], it's going to be great in Scotland – I just hope we

get some better weather this time around."

Cronin crashed out of the Barum Rally Zlin after posting a fifth and seventh fastest time.

He added: "After winning the BRC again, this drive is a near-perfect end to the year. Let's just see what the result is."

## BURNS FANS MAKE A NOISE FOR RALLY HERO

Almost 400 Subaru road cars turned out at Saturday's 'Remembering Richard' event at Prodrive. The 2001 world champion was remembered by a collective minute-long revving of engines at noon. A collection of Burns' rally cars – including his title-winning Impreza joined in.



### AUTOSPORT SAYS...

**DAVID EVANS**  
RALLIES EDITOR

david.evans  
@haymarket.com



As they go, this conversation was a fairly odd one.

I was talking to Skoda's Juho Hanninen about his second place in Sanremo last weekend. Nobody seemed to know what was going on. Was he champion?

Technically, he could still be beaten on countback, if his team-mate Jan Kopecky won the last two rounds.

"Can I say congratulations?" I offered.

"Hmm, I think so," came the laconic reply.

Hanninen's first major title in rallying should have been celebrated with bells and whistles. Instead, it was a source of some bemusement among the IRC regulars.

In fact, Hanninen is champion. Or will be champion. Word is, the Finn comes to Rally Scotland and Kopecky goes to the Cyprus Rally for the final event of the IRC season.

Hanninen is a deserving winner of the IRC. Granted, he's had the best car with the most development and the biggest budget, but he's made the most of it. He's been the complete driver this year; he's learned that all-important lesson about going slower to go faster. Throughout its time in rallying, the Skoda factory team has been quite sceptical of the media, with information very much on a need-to-know basis (and nobody needs to know). The good news, however, is that he's coming to Scotland – and with the titles sorted, that's going to be one heck of a race!



Hanninen: 2010 IRC champion. Well, sort of

### IN BRIEF

#### LAUNCH DAY FOR WRC

Today (Thursday) is schedule to be a big day for the WRC, with all three of next year's all-new World Rally Cars being unveiled at the Paris Motorshow. Ford, Citroen and Mini will all be revealing their new motors – although none of them are thought to be in their finished form.

#### PANIZZI WANTS MORE

Gilles Panizzi is talking to the Proton team about a development role for next season. The Frenchman finished 20th in Sanremo last week and said he achieved what he wanted from the 'high-speed' test.

#### WILKS'S SANREMO SHUNT

Skoda UK driver Guy Wilks suffered a troubled Sanremo Rally. He began Saturday morning 12th after picking the wrong tyres for a loop of Friday stages, but his event went from bad to worse after just four miles, when he clobbered the left-rear of the Fabia S2000 against a wall and was unable to continue.

#### TANAK SHOWS MORE PACE

Pirelli Star Driver Ott Tanak swapped Group N for Super 2000 last weekend, leading the final round of the Finnish Championship in a borrowed Ford Fiesta before crashing out of the lead on SS6. Mitsubishi driver Juha Salo went on to win the Finnsco Rally.

#### CORSICA IN FOR IRC

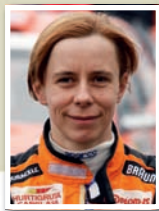
The Tour de Corse will run as a round of the IRC next season. The Ajaccio-based event will, however, clash with the WRC's Rally d'Italia that runs on the neighbouring island of Sardinia. The IRC 2011 schedule is expected to be revealed soon – and is set to include new events in Argentina and Hungary. Brazil and Sardinia are out for next year.

#### JOIN THE FLAT OUT CLUB

The Colin McRae Vision charity has set up the Flat Out Club. A £25 donation will get you a Flat Out Club hat, car sticker and membership card. If you donate £100 you get access to the club intranet, auctions and 10 per cent off merchandise. The money will be used to help in the Vision's charity work which is centred on helping the health and educational needs of children.

#### MINOR TO MISS FRANCE

Austrian lady co-driver Ilka Minor (below) will be replaced by experienced Belgian Stephane Prevot alongside Henning Solberg in the Stobart Ford team for this week's Rally of France WRC qualifier. Minor suffered a broken bone in her back after a rally crash last weekend.



IRC

## Champion Hanninen eyes WRC

Unofficial IRC champion Hanninen wants more WRC



SKODA'S IRC champion Juho Hanninen is hoping to blend his title defence with an increased World Rally Championship programme next season.

Mathematically, Hanninen could still be caught in this year's IRC, but only by his team-mate Jan Kopecky, who would need to win both of the remaining rounds. He is only expected to compete in one of them – in Cyprus – so it appears unlikely.

Hanninen said: "I have a contract for next year with Skoda in IRC but, of course, I have always said that I want to get to the world championship. I am trying to make it possible to do some WRC rounds next season as well as the IRC."

Hanninen drove a Skoda in this year's WRC rounds in Portugal and Finland, winning the S-WRC category on the Jyvaszkyla event. He says, however, he wouldn't focus on S-WRC next season.

"I will try do whichever events are going to be in the WRC for a long time," he said. "That's the way to get experience."

### WRC PREVIEW

Event	Rally of France
Round	11/13
Based	Strasbourg
Date	Sep 30-Oct 3
Stages	20
Surface	asphalt
Competitive miles	218
Last winner	S Loeb (2008)
Championship leader	S Loeb





**SINGAPORE GP**

Marina Bay

**ROUND** 15/19

**LAPS** 61

**WINNER**

Fernando Alonso  
1h57m53.579s

**POLE POSITION**

Fernando Alonso  
1m45.390s

**FASTEST LAP**

Fernando Alonso  
1m47.976s

**RACE RATING**

★★★★★

Was heading for two stars until it perked up at end

**DRIVERS STANDINGS**

Webber	202pts
Alonso	191pts
Hamilton	182pts

**MILESTONE**

- Alonso's 25th win brings him level with Lauda and Clark in sixth
- Klien's first F1 race since Italy '06 with Red Bull

# ALONSO MOVES INTO THE SPOTLIGHT

The Singapore neon shone on Fernando Alonso after a brilliant win under pressure from Sebastian Vettel moved Ferrari's star closer to the championship lead. MARK HUGHES reports



# QUALIFYING

## Ferrari gets one car at the front - and the other at the back

➤ The Ferrari was good around the Marina Bay circuit, but probably not as fast as the Red Bull. The RB6 was monsterring the kerbs with impunity, almost wrapping itself around them at Turn 10, where others – even the Ferrari – were banging and crashing. But the Ferrari was nice and driveable, had great braking stability (new-spec Brembo discs), excellent traction, and was fast down the straights without its f-duct (removed after back-to-backing it on Friday). It also had, in Fernando Alonso, a driver who seems only to become better when pressure is applied. Not just the pressure of a title fight when the time comes to deliver the critical lap – a challenge that Sebastian Vettel failed, losing a near-certain pole by brushing the Turn 11 wall – but that of making the right calls when thrown a curved ball. Alonso remained unperturbed when his engineer called him in during Q1 in response to Felipe Massa's car stopping before it had completed a lap.

Ferrari was running a new map here, designed to give better throttle response, and the concern was that this may have been connected with Massa's problem. The team wanted Alonso back in to reboot his system as a preventative measure. 'Let's get a lap in first,' suggested Fernando, taking charge of the situation. Q1 lap completed, he pitted, the change was made and it was with this that he split the Red Bulls in Q2 – albeit with what now felt a very strange throttle response. "After that we changed the maps completely for Q3," explained Alonso. With the engine now behaving normally, he put together two great runs, steady in sector one – 0.1s down on Vettel – so as not to overwork the option tyres. "A bit of a struggle in sector two," as he put it, but quicker than the Red Bull guys, each of whom had made crucial errors. Alonso was slower than Jenson Button's McLaren there, but JB had been slow in sector one, so wasn't a threat. All Alonso had to do was ace the braking zones and right-angle twists of the final sector for a second consecutive pole.

Vettel was remarkably upbeat afterwards on having lost what could have been a relatively comfortable pole after scraping the RB6 along the wall of Turn 11-13 on his second run – his first had been compromised when he got too close to Michael Schumacher's Mercedes. As it was, Vettel only just managed to scrape ahead of Lewis Hamilton's McLaren, Lewis in great form around the streets and the car visibly better on the bumps than usual. It could so easily have been even better than the second row too, Hamilton's first run compromised by running too close behind team-mate Button, his second spoilt by a wild run over the troublesome Turn 10 chicane. "I think we lost a real chance of



pole today," shrugged Lewis afterwards.

Button pushed too hard on his out-lap on his first run, meaning his rear tyres were overheated for the final sector. But he over-compensated on his second run, losing too much time in sector one. Even though he was quickest of all in the middle sector, it was good only for fourth. Both McLarens were running with a new front wing (see Drawing Board, p36) after back-to-backing with the old one through practice.

Red Bull's Mark Webber was fifth, having failed to put a good Q3 lap together and generally struggled to match Vettel's pace throughout the weekend. He got a little too sideways coming off a kerb in the middle sector on his last run, this costing him a place on the second row, but at no stage did he look to have front-row potential.

Rubens Barrichello made use of a new floor and front wing on the Williams and strung together a great Q2 lap as well as a nicely aggressive first run in Q3. But, as is

often the case here, the car felt completely different on the next set of tyres for his final run – and he failed to improve. Linking his best sectors together would have put him fourth, albeit with the proviso that most of those ahead of him had also underdelivered somewhere in their laps. The long lap, with its mistake-inducing layout – and the much tighter rush than normal to fit in two Q3 runs that tended to clump the traffic together – made it much more difficult than normal for anyone to get a clean lap.

Getting the Mercedes tuned to the super-softs was a tricky business, and even by the end of qualifying Nico Rosberg still felt the rears lacked grip. Within that constraint, he did his usual good job around the Singapore streets, a place that responds well to his style. He lined up seventh, just over 1s off pole, two places and 0.3s ahead of team-mate Michael Schumacher, who was struggling to find the balance between pushing too hard and not hard enough in the first sector, so sensitive were the super-softs to overuse.

In between the Mercs nestled Robert Kubica's Renault, further off the pace than the team had been anticipating. The team opted to do only one Q3 run, mistakenly feeling there wasn't enough time to do two. It's possible this cost a tenth or two, but generally the car lacked grip, despite the wing angle its f-duct allowed it to run.

Kamui Kobayashi extracted a lot from a

Sauber that probably shouldn't have made Q3 on merit. The team tuned out its difficult balance and lack of traction over the kerbs to give him a car that allowed him to do a terrific Q2 lap that tech director James Key considered outstanding. Once there, he did a more-conservative run in Q3 to line up 10th. Nick Heidfeld had only one clear Q2 lap on his first qualifying session for almost a year and was 1s down in 15th.

Jaime Alguersuari was in aggressive form all weekend, really hustling the Toro Rosso between the walls, and he only narrowly missed out on Q3. He and his engineer had taken a wrong turn on set-up for Saturday practice and did well to get things back on course. As it was, he was 11th, 0.9s and three places ahead of team-mate Sebastien Buemi. Nico Hülkenberg, taking a five-place gearbox penalty and without the new Williams floor, was deeply frustrated to be 12th, having overheated the super-softs on his critical run. Vitaly Petrov crashed his Renault out after setting what stood as 13th, and the Force Indias were struggling in 16th and 17th, not responding well to the super-soft tyre.

➔

**P38 RESULTS**  
**ALL THE STATS**  
**FROM A BAYFRONT**



Hamilton turns in on Webber at Turn 7

EGMOND/LAT



**RACE CONDITIONS**

Dry conditions with humidity at 62 per cent. Track temperature was 32 degrees, dropping to 28 over the course of the race.

**F**ernando Alonso's hotel was within easy walking distance of the track, making a relaxing change. He could sign a few autographs for the mad-keen Singapore fans hanging around the paddock gates on Thursday, sit down with the Ferrari team for the pre-weekend meeting, running through the schedule: principally a back-to-back on f-duct/non-f-duct rear wings for the following day; a new software map for the engine/transmission to try out, for better response in the intense humidity; an experimental gearbox part in preparation for next year. Into the evening, around midnight – but only 6pm by the European time everyone was staying on – there was a walk of the track beneath the floodlights, checking out the reprofiled kerbs and resurfacing, reminding himself of the various escape routes.

It had felt great to win at Monza, of course, and it was asking a lot of

everyone not to remain celebratory for too long, but instead to focus on what was ahead, concentrate on trying to extract 100 per cent of what they had, which was a good, aero-efficient car, with good braking and traction, ideal for the stop/start of a street circuit. Maybe not as fast as the Red Bull, but he wasn't about to get distracted by that; just maximise and stay calm. He'd been here before, knew how it felt.

Surprisingly, the data from the Friday back-to-back showed the non-f-duct wing was better. The f-duct wasn't quite efficient enough, didn't give enough of a straight-line gain for what was surrendered in the corners, in contrast to those of most of the other teams. He concentrated on that wing thereafter, a newly updated front wing, and on getting a feel for the new-material Brembo brakes. Tyre performance was good, though maybe better relative to the opposition on the super-soft than the medium. As expected the Red Bull looked fastest, Sebastian Vettel flying – though Mark Webber seemed to be struggling with his brand-new chassis and couldn't tune into it, with edgy entry and poor traction. Towards the end of the second session Fernando was hooking together a very nice lap, one that might have matched Vettel,

when he braked just a little too late for Turn 18. No matter, head for the escape road, stop, select reverse, select first... nothing, all drive lost. That experimental part in the 'box had broken. No problem, it would be removed for qualifying and race anyway. Another – unrelated – gearbox problem for Felipe Massa left him at the back of the grid. 'Damn', thought Alonso – no tail-gunner, no-one to take more points off the title rivals.

But the pole lap? That was a bonus, against the run of play. Alonso did his maximum, stayed

calm and collected, used the brakes and traction, was very careful with how he brought those delicate super-softs in at the beginning of the lap. It was just that the others crumbled around him. Perfect. He ignored Vettel's cheeky snipe in the press conference about winning from 15th in '08; that was a different life.

From Alonso's cockpit: lights out, okay start, but that Red Bull had clearly improved its getaway performance. There'd been rumours about the RB6's clutch getting too hot. Maybe now the team had sorted it, because Vettel was away like a ▶



Alonso protected lead from Vettel

FERRARO/LAT



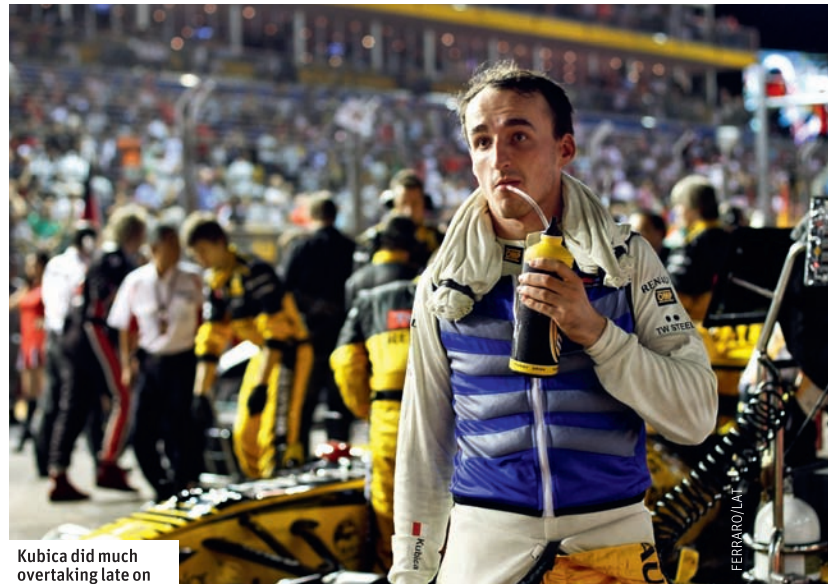
EGYOND/LAT

Heidfeld/Schumacher:  
two race-rusty Germans



Somewhere down there  
is a 23-turn racetrack

DUNBAR/LAT



Kubica did much  
overtaking late on

FERRAROLI/LAT

## DRIVER BY DRIVER by Edd Straw

**1**  **7/10**  
Rating

**JENSON BUTTON**  
McLaren-Mercedes MP4-25-01  
Start: 4th. Finish: 4th  
**DAMAGED REAR** tyres on first Q3 run; then was too conservative on out-lap for final run. Held fourth at the start and was last of title challengers to pit, slipping to fifth. Reclaimed fourth when Hamilton retired and kept Webber honest.

**2**  **6/10**  
Rating

**LEWIS HAMILTON**  
McLaren-Mercedes MP4-25-02  
Start: 3rd. DNF  
**QUALIFYING PACE** probably flattered by McLaren's aggressive use of tyres. Slipped behind Webber after losing time when tyres went off before pitstop, then clashed with the Australian following a safety-car period, putting him out.

**3**  **6/10**  
Rating

**MICHAEL SCHUMACHER**  
Mercedes MGP W01-05  
Start: 9th. Finish: 13th  
**UPBEAT AFTER** lapping second fastest in damp opening practice, but struggled in dry. Relatively happy with qualifying. Was ninth before separate clashes with both Saubers, and ended up a lap down after damaging his wing.

**4**  **8/10**  
Rating

**NICO ROSBERG**  
Mercedes MGP W01-04  
Start: 7th. Finish: 5th  
**LOST OUT** to Barrichello in battle for 'best of the rest' in qualifying, but jumped to sixth at the start and had a quietly effective race from there on. Kept the McLarens within sight during first stint, and took a best-possible fifth place.

**5**  **8/10**  
Rating

**SEBASTIAN VETTEL**  
Red Bull-Renault RB6-5  
Start: 2nd. Finish: 2nd  
**DESCRIBED HIS** qualifying as "messy" after missing out on likely pole. Kept up the pressure on Alonso. Despite losing a little time when he pulled away from the pits in second gear, was ready to pounce on any mistake by the Spaniard to the flag.

**6**  **7/10**  
Rating

**MARK WEBBER**  
Red Bull-Renault RB6-6  
Start: 5th. Finish: 3rd  
**STRUGGLED TO** match Vettel all weekend. Pitted under early safety car, and after passing cars ahead could not do anything about yet-to-pit Barrichello. Jumped McLarens when they pitted, then survived clash with Hamilton to take third.





COATES/LAT

Hulkenberg snapped within track limits

◀ bullet. Now veer over to the left to block Vettel before it's too late – and good, he's tucked in behind. There'd been concern about Lewis Hamilton's McLaren on the second row, but Lewis hadn't even made it past Vettel. Unable to control what the others do, Alonso could at least maximise his own chances, putting the car in the right places, not abusing the tyres and brakes on a heavy fuel load. Vettel was big in the mirrors, but there was no spot on the track where he had a big enough advantage to be a worry. Besides, they'd had to change the Red Bull's brakes in parc ferme, so Vettel was managing a heavy wear rate. Maybe Red Bull had gone a bit marginal on front-brake ducting, unlike Ferrari.

And now a safety car, lap two, to clear Tonio Liuzzi's damaged Force

India. No problem for Alonso: just circulate, wait for the lights to go out, then get some temperature back into the brakes. Make a break for it well before the start of the lap, Vettel unable to hang on. Behind Vettel were the two McLarens, Hamilton ahead of Jenson Button. They'd been quicker than expected in qualifying; it doesn't usually like the bumps, that car. Would it hang on in the race?

Alonso wouldn't have seen it from the Ferrari cockpit, but Red Bull had used the safety car to bring Webber in from fifth and change him to the medium tyres. Most of the midfield had done the same, so it hadn't actually cost Webber as many places as it might have. Nico Rosberg's Mercedes assumed his fifth place, keeping just out of reach of Robert

Kubica's Renault, the Merc just that vital bit quicker. There had actually been discussion at Red Bull about bringing Vettel in rather than Webber, but team boss Christian Horner had overruled it, reasoning that it was more appropriate to apply the gamble to Webber, given

**“WEBBER'S FRONT-RIGHT TYRE WAS DISLODGED FROM ITS RIM, STAYING PRESSURISED FOR 26 LAPS ONLY THROUGH THE BEADING SEALING IT”**

his position and handling struggle.

Webber had rejoined back in 10th, behind Kamui Kobayashi's Sauber and soon to pass it. He was soon past Michael Schumacher's Mercedes too, but would be brought up short by Rubens Barrichello's

seventh-placed Williams. But Mark was effectively in a net fifth, only the front four far enough ahead to buy their stops and still be in front.

Webber's mediums were nowhere near as quick as the soft tyres at this stage, and most of the midfield that had pitted were now stuck behind the non-stopping Virgin of Timo Glock, lapping 3s off the pace, and therefore creating enough clear track ahead of it to widen the realistic stop window for the leaders. Not that there

was any hurry to change for Alonso. His super-softs were hanging on nicely and actually he was, if anything, slightly faster than Vettel, sometimes pulling the gap out to 3s or more before Seb, having nursed his brakes, would push again and ▶

**7**  **6/10**  
Rating

**FELIPE MASSA**  
Ferrari F10-286  
Start: 24th. Finish: 8th  
**GEARBOX FAULT** struck during Q1, condemning him to back of grid. Opted to take a 'free' ninth engine and pitted for primes at the end of lap one. Finished 10th on the road, but was promoted to eighth by penalties for Sutil and Hulkenberg.

**8**  **10/10**  
Rating

**FERNANDO ALONSO**  
Ferrari F10-285  
Start: 1st. Finish: 1st  
**COMETH THE** hour, cometh the man; Alonso becomes ever more formidable as title fight intensifies. Absorbed pressure from Vettel, who appeared to be quicker than him on prime tyres late on, to take his 25th grand prix win.

**9**  **9/10**  
Rating

**RUBENS BARRICHELLO**  
Williams-Cosworth FW32-04  
Start: 6th. Finish: 6th  
**ON TOP** form to qualify 'best of the rest' in sixth, although technical director Sam Michael reckoned fourth was on. Jumped by Rosberg and Kubica at the start, then lapped consistently briskly and was rewarded with a strong sixth place.

**10**  **7/10**  
Rating

**NICO HULKENBERG**  
Williams-Cosworth FW32-01  
Start: 17th. Finish: 10th  
**HAD THE** pace to breeze into Q3, but suffered a disastrous Q2 compounded by a five-place penalty for a gearbox change. Pitted under early safety car and barged past Petrov. Finished ninth, but penalised for running off track on lap one.

**11**  **8/10**  
Rating

**ROBERT KUBICA**  
Renault R30-05  
Start: 8th. Finish: 7th  
**COMPLAINED OF** a lack of grip in qualifying. After jumping Barrichello he hung onto Rosberg and McLarens in first stint. On course for sixth until he got a puncture. Capitalised on fresh rubber to pass Buemi, Petrov, Massa and Sutil.

**12**  **5/10**  
Rating

**VITALY PETROV**  
Renault R30-04  
Start: 12th. Finish: 11th  
**HIT THE** wall in Q2 after running over a damp patch. Couldn't find the space to capitalise on a fantastic getaway. Pitted for primes early, but lost any chance of points when a robust move by Hulkenberg also allowed Massa to get past.

◀ return to the Ferrari's tail.

For the first 10 laps Hamilton just about kept in touch, pulling steadily away from Button, who was trying to nurse his rear tyres, knowing there was a potential problem. The McLaren was understeery, on account of a tweak the team had made the day before in order to get the tyres up to temperature for qualifying. So its decent qualifying pace had actually been misleading. Understeering on entry, poor traction on exit, not absorbing the bumps as well as the others, it had soon used up the best of its rubber, and from lap 11 onwards even Hamilton was dropping badly off the pace of the leaders.

**“ALONSO WAS SLOW ONTO THE PIT STRAIGHT AND VETTEL HAD NEVER BEEN THIS CLOSE - JUST 0.2s BEHIND AS THEY CROSSED THE LINE”**

The race had distilled now to a straightforward Alonso-v-Vettel struggle. At some point soon there would be a crossover point where the worn super-softs became slower than new mediums, and dovetailing that with the tactical demands of what Red Bull would do with Vettel became Ferrari's focus. Meantime the McLarens were fading so fast they came onto Webber's radar. With his stop already made, they needed to be 30s clear of him – and soon enough they weren't. With hindsight they stayed out too long trying to eke that gap back out. Webber was stuck at Barrichello's pace for as long as the Williams stayed out, but that was actually quick enough to do for the McLarens. Hamilton came in on the 28th lap, Button a lap later, the pair now well adrift of Webber.

Those McLaren stops were the trigger for both Ferrari and Red Bull up front. They knew from the data they'd seen during practice that fresh mediums would now be faster

than the worn super-softs. But prior to Hamilton pitting neither Alonso nor Vettel could have risked stopping, because they would have rejoined behind Lewis's slow McLaren, and the race would have been lost as the other capitalised. But now that the silver car was out of the way there was clear space to drop into, and Alonso and Vettel each received instructions to pit. Both stops went smoothly, though Vettel was slow away after a small mistake with his clutch procedure, and they emerged in the same order as they'd pitted, without having lost their positions. It was tactical stalemate – had either one of them run a lap longer than the other, they'd have lost out.

On the harder tyre, suddenly the Red Bull was a lot faster than the Ferrari, Vettel now aggressively filling Alonso's mirrors after setting the fastest lap to date. Alonso went back into defence mode, careful to monitor where he would catch the backmarkers, leaving no chinks of light. He wasn't going to beat the Red Bull on pace, but he might just do it on positioning. Then a respite: another safety car. Kobayashi had hit the tunnel entry at Turn 18; the lapped Bruno Senna was unsighted and his HRT had collected the Sauber.

Alonso again perfectly managed tyre and brake temperatures to sprint off as soon as the race was underway again, leaving Vettel momentarily gasping. With Rosberg, Kubica and Barrichello having now pitted out of his way, Webber had emerged in third, and the safety car had allowed him to be right up with the leaders. He did, however, have the Virgins of Glock and Lucas di Grassi between him and Vettel upon the restart – which, with Hamilton breathing down his neck, sensing an opportunity, was not ideal. Glock moved smartly aside, but di Grassi



Alonso: handy with invisible skipping rope



Schumacher worn after plenty of battles

## DRIVER BY DRIVER by Edd Straw

**14**  **7/10**  
Rating

**ADRIAN SUTIL**  
Force India-Merc VJM03-03  
Start: 15th. Finish: 9th  
**IRRITATED NOT** to get more grip out of option rubber in qualifying. Pitted under early safety car, then wasted nine laps behind Glock, but climbed to seventh once leaders had pitted. Took the flag in eighth, but a penalty bumped him down to ninth.

**15**  **6/10**  
Rating

**VITANTONIO LIUZZI**  
Force India-Merc VJM03-01  
Start: 16th. DNF  
**PLAGUE OF** car problems continued when front-brake drama compromised his qualifying effort. Passed Sutil and Heidfeld, only to be crowded into the wall as the two Germans jostled. Resulting rear-suspension damage was terminal.

**16**  **6/10**  
Rating

**SEBASTIEN BUEMI**  
Toro Rosso-Ferrari STR5-02  
Start: 13th. Finish: 14th  
**BLAMED LACK** of grip, traffic and yellow flags for failing to match Alguersuari. Damaged steering with contact on lap one and pitted for option tyres. Needed another stop to repressurise hydraulic system. Put on fresh tyres late on in race.

**17**  **8/10**  
Rating

**JAIME ALGUERSUARI**  
Toro Rosso-Ferrari STR-03  
Start: 11th. Finish: 12th  
**WITHIN A** fraction of making it into Q3, but pre-race water leak forced him to start from the pits. Made a few decent passes, but he described his run to 12th as “the most boring of my career.” Without the water leak, points were likely.

**18**  **5/10**  
Rating

**JARNO TRULLI**  
Lotus-Cosworth T127-04  
Start: 21st. DNF  
**STRUGGLED WITH** rear brakes locking all weekend, and was 0.6s off Kovalainen in qualifying. A puncture during the first safety-car period preceded the long and painful death of his race with worsening hydraulic problems.

**19**  **7/10**  
Rating

**HEIKKI KOVALAINEN**  
Lotus-Cosworth T127-01  
Start: 19th. Finish: 16th  
**PASSED GLOCK** at the start, but then pitted in early safety-car period. After Glock pitted he was cruising to new-team ‘class victory’ when he clashed with Buemi. This damaged fuel-tank pressure-release valve and set fire to his Lotus.



Button was in shadows of leading lights to take fourth



Rosberg did great job on a track he likes

took up his normal line through Turn 5, catching Webber by surprise and forcing him to lift momentarily. Hamilton was surely licking his lips and slipstreamed effortlessly by to the right down the next straight and kink. Webber didn't resist, instead held his line for the left-hander of T7. His front-right was about level with Hamilton's left-rear. Lewis turned in, leaving what he thought was enough room. There wasn't – and the wheels touched. Hamilton's tyre punctured and he was out.

Webber felt severe vibration through the steering, thinking surely he was out too. Then his radio crackled with the news: tyre pressure okay; aero loadings okay; stay out. He did so, falling quickly back from the leaders but under no threat from Button who, on the mediums, was finding the McLaren's rear-end instability a handful. Even though his tyres were 26 laps fresher than Webber's he fell away. Mark's right hand would be badly blistered at the end of the race, but the car kept going.

Behind Button, Rosberg's Mercedes was always fast enough to keep clear of Kubica's reach. The Renault in turn wasn't under threat from Barrichello, until on lap 45 Robert picked up a slow puncture in his right-rear, probably from debris. He pitted from his sixth place, had a fresh set of mediums fitted, came back out in 12th and used the superior grip of these to repass those who'd temporarily taken advantage of his stop: Sebastien Buemi's Toro Rosso, Renault team-mate Vitaly Petrov, Massa, Nico Hulkenberg's Williams and Adrian Sutil's Force India all succumbed in a blur, the pass on Sutil around Turn 7 exactly the manoeuvre Hamilton had been trying to make on Webber, but successfully completed by allowing more room. All this put Kubica seventh, just one place lower than before he'd punctured.

So... back to Alonso's cockpit. Vettel had come back at him, but no need to get flustered by that. In fact, as the last few laps played out, the Ferrari felt great on low fuel and he set the race's fastest lap, eking the gap out to over 1s again. Then, what's this? A car was on fire by the side of the track – a Lotus. Three laps to go, and there was a gaggle of backmarkers to lap. Next time approaching that burnt car of Heikki Kovalainen, there were yellow flags. Careful not to pass the backmarkers there, careful not to give Vettel the benefit of momentum. A lap to go and Alonso was slow onto the pit straight – and Vettel had never been this close, just 0.2s behind as they'd crossed the line. Okay – no way was he going to find a way by in any of the last 24 turns, not after all this. There it was: the chequer, the pumping Ferrari fists on the pit wall. Four wins, two consecutive, second place in the championship, 11 points behind Webber.

For the championship leader it was a distant third place, but a brilliantly lucky one. The vibration was coming from that front-right tyre, which was dislodged from its rim, staying pressurised for 26 laps only through the beading sealing it. It was difficult to call which had more the ring of 'title winner' about it: Alonso's cool or Webber's luck. Button's fourth leaves him still in contention too.

Rosberg, Barrichello and Kubica each drove immaculate races for fifth to seventh. Sutil and Hulkenberg in eighth and ninth were each penalised 20s for driving offences, promoting Massa ahead of them, a decent reward from his back-row start.

For his team-mate, it was podium celebrations, press conference, someone mentioning it's his 25th win, the same as Jim Clark and Niki Lauda, downloading to the team for a couple of hours in the debrief, a walk back to the hotel – and bed. A nice buzz. That's how to do it. 🍷

**20**  **8/10**  
Rating

**CHRISTIAN KLIEN**  
HRT-Cosworth F110-03  
Start: 22nd. DNF  
**DRAFTED IN** late on, the Austrian belied the fact that he had been out of F1 race action for four years by outqualifying Senna. Outpaced the Brazilian in race until his comeback was curtailed by a hydraulic failure after 31 laps.

**21**  **6/10**  
Rating

**BRUNO SENNA**  
HRT-Cosworth F110-02  
Start: 23rd. DNF  
**ALAI RY** qualifying session as he battled new-found snap oversteer. Pitted under the early safety car along with Klien and drove around at the back before arriving unsighted at the scene of Kobayashi's wreck and collected the Sauber.

**22**  **7/10**  
Rating

**NICK HEIDFELD**  
Sauber-Ferrari C29.03  
Start: 14th. DNF  
**HAD TO** master C29 and new tyres on his return, and was 0.9s off Kobayashi in qualifying. Pitted with damage to the front and rear wing after being hit by both Force Indias on lap one. Retired after a collision with Schumacher on lap 38.

**23**  **6/10**  
Rating

**KAMUI KOBAYASHI**  
Sauber-Ferrari C29.01  
Start: 10th. DNF  
**FEW EXPECTED** him to make Q3. Ran 10th early on; was pushing hard to ensure he didn't lose ground during imminent stop when he backed into the wall while attempting to save a big moment. Was already out before Senna collected him.

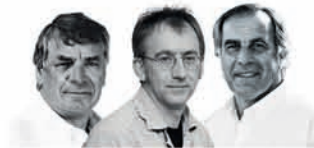
**24**  **10/10**  
Rating

**TIMO GLOCK**  
Virgin-Cosworth VR-01-03  
Start: 18th. DNF  
**IN IMPERIOUS** form all weekend in tricky car. On new-team 'pole' by 0.2s. Stayed out under early safety car and held up Sutil for nine laps. Timing of the second SC cost any chance of beating Kovalainen, then had hydraulic failure.

**25**  **6/10**  
Rating

**LUCAS DI GRASSI**  
Virgin-Cosworth VR-01-04  
Start: 20th. Finish: 15th  
**LOST GROUND** after sitting out FP1 for third driver Jerome d'Ambrosio. Qualified within 0.4s of Glock, admitting to still being chipping away at times. Had a solid race, and inherited new-team 'victory' from Kovalainen on last lap.

# Drawing board



**Gary Anderson, Mark Hughes and Giorgio Piola explain some of the major alterations made to the top cars for the Singapore weekend**

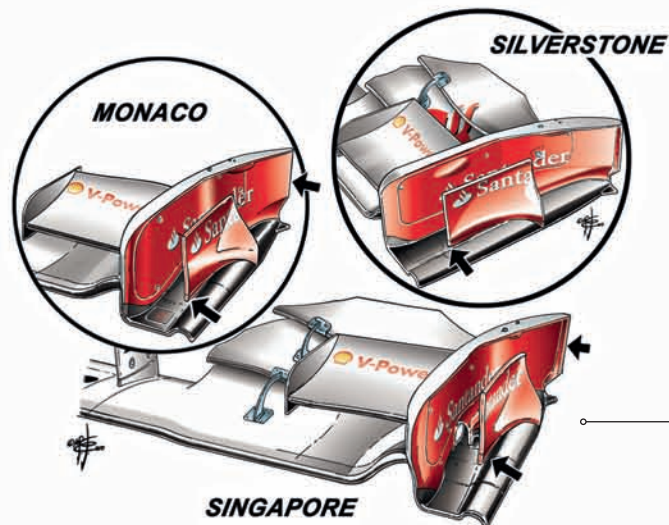
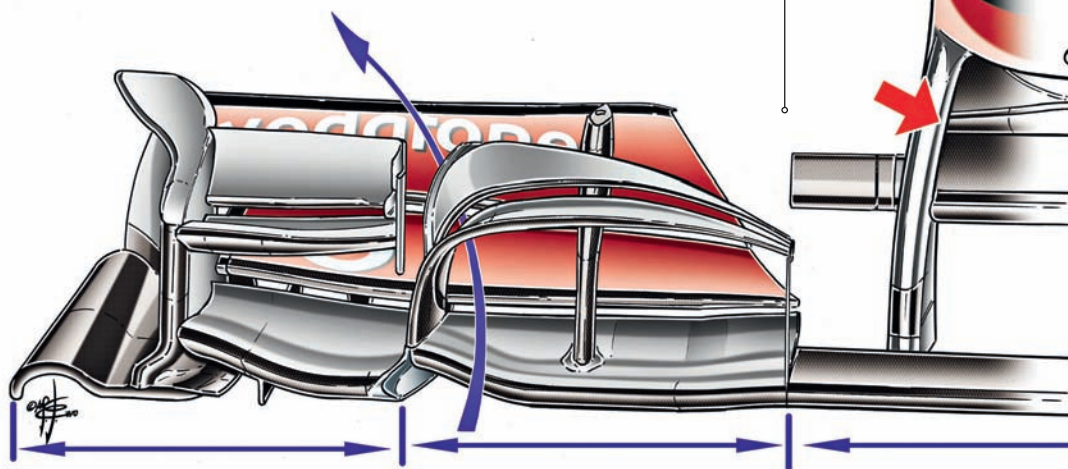
## McLAREN FRONT WING

→ McLaren produced a beautifully detailed and highly intricate front wing. The upper profiles were divided into two sections rather than the previous one, making a total of four sections across the wing. Working outwards from the centre, the first section is the FIA-mandated neutral section, while the second is concerned with producing downforce that creates a 'friendly' wake for the floor and diffuser. The third produces more aggressive downforce as its wake is blocked by the front tyre, with the fourth section – the endplate – focuses on keeping downforce consistency while the car is steered.

**GARY ANDERSON:** The vertical section of the upper-inner flap is in line with the inside of the front tyre. You're trying to get the wake coming off there (upwards arrow) to go over the top of the tyre, and that part of the wing has to be angled appropriately to do that. The point of the inside of the tyre at which the air stops separating and going round the side – instead going over the top – is at about 10 o'clock as you look head-on at the tyre. Lining up that point with the air coming off the front wing will allow the tyre to scavenge the wing, pulling the air over it faster, thereby working the wing harder. Turning the endplate outwards and having a slot gap in

there aims to get the flow to go around the outside of the tyre and keep it there even as you steer the wheel. If you allow it to go inside the tyre it destroys the flow to the underfloor and diffuser. On the inboard side of the wing it's about generating downforce while creating minimum disruption to the wake coming off it, so the floor can work efficiently.

The section underneath the nose creates an artificial aerofoil section to counter the fact that the obligatory FIA central wing section is neutral in profile. The pressure differential you create between that flat section and this shaped upper section will create downforce in the middle of the car.



## FERRARI FRONT WING

→ Ferrari used a detailed variation of its three-piece front wing after reverting to a two-piece at Monza. The outer endplate fence was moved back in relation to the spec used at Silverstone and Monaco.

**GARY ANDERSON:** The front wing is the most important part of the car because it creates airflow to be used by the rest of the car, as well as the downforce it produces of itself. A two-piece front

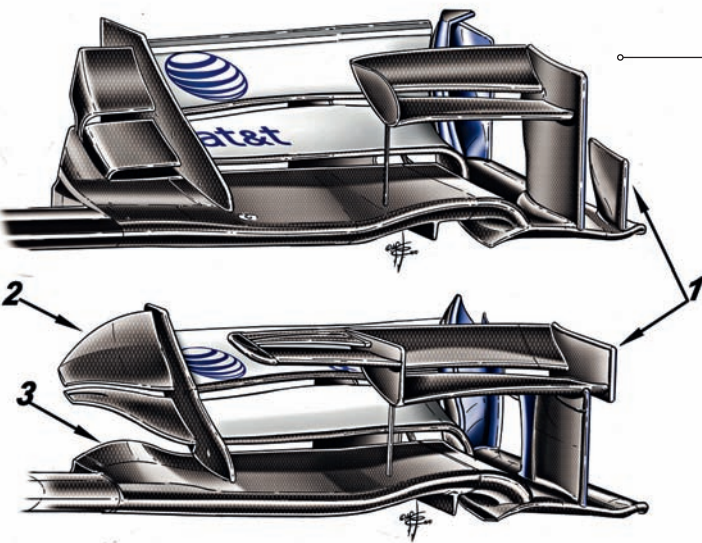
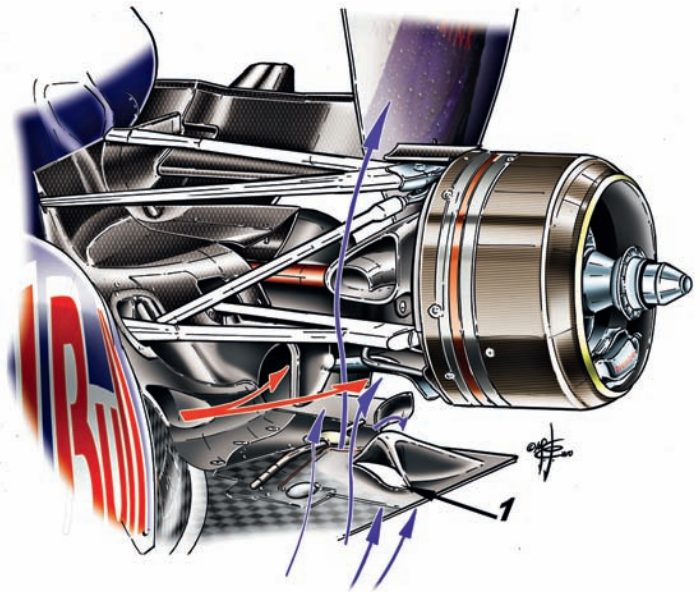
wing has too much variation when the inevitable stall occurs either under braking or at low ride height. A two-piece front wing stalls like a light switch going off, whereas when it happens with a three-piece it's more gradual like a dimmer. The changed position of the turning vane is about getting all the pressures through the slots equalised between inner and outer surfaces according to the demands of the track.

**RED BULL UPPER FLOOR**

→ Part of Red Bull's aero update for Singapore was this revised upper floor area ahead of the rear wheels, where the outer turning vane had been increased in size and re-angled.

**GARY ANDERSON:** The airflow (blue arrows) is arriving at an angle, then the coke bottle section of the bodywork creates a low-pressure area that is pulling it in, preventing it going around the outside of the wheels. As it turns round it wants to spill underneath the car,

because there's another low-pressure area there. This vane stops as much of that as possible. There's a hole there, which is allowed so long as you can see the sky from beneath – i.e. there can be no part of the car above it. The exhaust gases (red arrows) come in at a different angle and blow through the diffuser. You get these two flows joining up together behind the rear tyre, creating what in effect is a massive low-pressure exit area for the diffuser.



**WILLIAMS FRONT WING**

→ Williams arrived with a complete new front-wing assembly (previous option pictured top). The endplate was extended (1), the vanes on the inboard end of the rear plane (2) were more extensively shaped and the main plane had an extra bonded section (3). There was a more pronounced upward sweep of the outer lower wing, inboard of the endplate.

**GARY ANDERSON:** In the area between the inside of the endplate and the beginning of the main wing profile you try to get a good, uninterrupted flow. If you have the wing too low to the base of the endplate the flow that's being dragged beneath the endplate affects the wing. So you want to somehow separate the wing

and the endplate. In raising the wing and reducing the camber of it like this you are surrendering a bit of ultimate downforce but probably to the benefit of consistency. It's a very difficult area to get much out of because if you work the wing harder the endplate leaks more, but if you make the endplate leak-free the wing doesn't work as hard.

The upper forward wing has been on and off a few times this year. It's about trying to align it with the inside of the tyre, so the tyre acts like a diffuser, thereby sucking on the wing.

The vanes on the inboard end of the rearward wing have been tidied up to give better airflow to the bits coming along behind it – i.e. the sidepods.

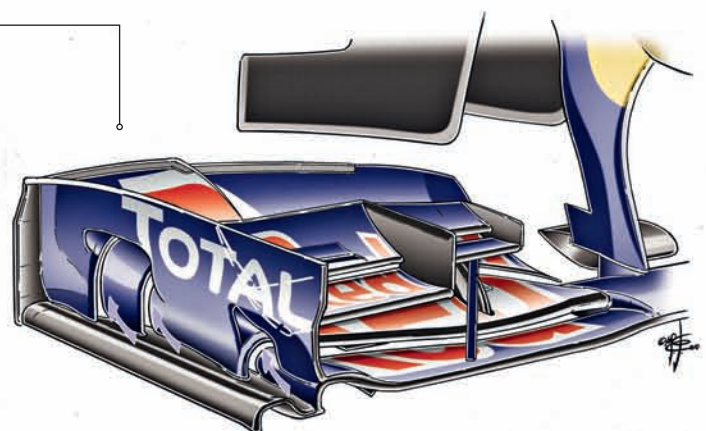
**RED BULL FRONT WING**

→ Red Bull arrived with a choice of three front-wing specifications, including this one with a new third slot introduced in the forward part of the endplate. It wasn't used in the race.

**GARY ANDERSON:** This slot gets the flow through beneath the endplate where the forward wing lies. If you just allow the wing to take in more air at the front, because it's a severe horizontal/vertical junction between the wing and endplate, you'll always get two different air speeds – and they need to meet up somewhere, and that creates a vortex, which adds to drag. This slot reduces

that vortex. You need vortex generation in some places to increase the energy of the flow but not at this part of the car.

Red Bull's outboard end of the front wing is still the most complex/aggressive piece of kit. 1980s Leyton House thinking can still be seen here, where a one-piece part is turned into a two-piece function. The endplate is quite skinny. A wider endplate gives you more sealing so the wing works harder but it's a shorter wing. A skinny endplate is probably better, especially in roll because there's less percentage change as the car rolls.



# SINGAPORE GP RESULTS



FERRARO/LAT

## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	WEBBER	1m54.589s
2	SCHUMACHER	1m54.708s
3	SUTIL	1m54.827s
4	VETTEL	1m55.137s
5	ALGUERSUARI	1m55.160s
6	BUTTON	1m55.333s
7	LIUZZI	1m55.510s
8	BUEMI	1m55.523s
9	KUBICA	1m55.672s
10	PETROV	1m55.914s
11	ALONSO	1m56.090s
12	KOBAYASHI	1m56.339s
13	HEIDFELD	1m56.458s
14	ROSBERG	1m56.598s
15	KOVALAINEN	1m56.603s
16	BARRICHELLO	1m56.615s
17	HULKENBERG	1m56.840s
18	HAMILTON	1m56.884s
19	MASSA	1m57.760s
20	GLOCK	1m59.034s
21	D'AMBROSIO	1m59.275s
22	SENNA	1m59.783s
23	KLIEN	2m03.424s
24	FAUZY	2m05.694s

Weather: damp but drying

## PRACTICE 2 - Friday

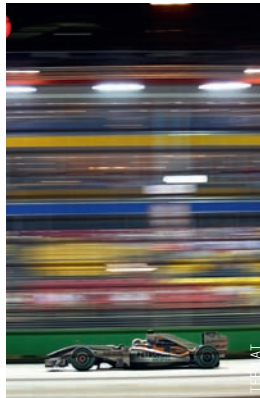
POS	DRIVER	TIME
1	VETTEL	1m46.660s
2	WEBBER	1m47.287s
3	BUTTON	1m47.690s
4	ALONSO	1m47.718s
5	HAMILTON	1m47.818s
6	BARRICHELLO	1m48.302s
7	MASSA	1m48.341s
8	ROSBERG	1m48.679s
9	KUBICA	1m48.855s
10	SCHUMACHER	1m48.889s
11	HULKENBERG	1m49.153s
12	KOBAYASHI	1m49.438s
13	HEIDFELD	1m49.558s
14	PETROV	1m49.608s
15	LIUZZI	1m49.896s
16	SUTIL	1m49.984s
17	ALGUERSUARI	1m50.191s
18	BUEMI	1m50.896s
19	KOVALAINEN	1m51.878s
20	GLOCK	1m52.150s
21	DI GRASSI	1m53.431s
22	TRULLI	1m53.526s
23	SENNA	1m54.725s
24	KLIEN	1m55.542s

Weather: dry

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m48.028s
2	ALONSO	1m48.650s
3	HAMILTON	1m49.000s
4	MASSA	1m49.023s
5	ROSBERG	1m49.056s
6	WEBBER	1m49.212s
7	HULKENBERG	1m49.304s
8	KUBICA	1m49.520s
9	SUTIL	1m49.916s
10	BUEMI	1m49.949s
11	PETROV	1m50.040s
12	BARRICHELLO	1m50.053s
13	BUTTON	1m50.067s
14	ALGUERSUARI	1m50.067s
15	SCHUMACHER	1m50.067s
16	LIUZZI	1m50.868s
17	HEIDFELD	1m51.016s
18	KOBAYASHI	1m51.027s
19	GLOCK	1m52.340s
20	KOVALAINEN	1m53.146s
21	DI GRASSI	1m53.297s
22	TRULLI	1m53.681s
23	KLIEN	1m54.826s
24	SENNA	1m55.367s

Weather: dry



ETHERINGTON/LAT

## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ALONSO	1m46.541s	1m45.809s	1m45.390s
2	VETTEL	1m46.960s	1m45.561s	1m45.457s
3	HAMILTON	1m48.296s	1m46.042s	1m45.571s
4	BUTTON	1m48.032s	1m46.490s	1m45.944s
5	WEBBER	1m47.088s	1m45.908s	1m45.977s
6	BARRICHELLO	1m48.183s	1m47.019s	1m46.236s
7	ROSBERG	1m48.554s	1m46.783s	1m46.443s
8	KUBICA	1m47.657s	1m46.949s	1m46.593s
9	SCHUMACHER	1m48.425s	1m47.160s	1m46.702s
10	KOBAYASHI	1m48.908s	1m47.599s	1m47.884s
11	ALGUERSUARI	1m48.127s	1m47.666s	-
12	HULKENBERG	1m47.984s	1m47.674s	-
13	PETROV	1m48.906s	1m48.165s	-
14	BUEMI	1m49.063s	1m48.502s	-
15	HEIDFELD	1m48.696s	1m48.557s	-
16	SUTIL	1m48.496s	1m48.899s	-
17	LIUZZI	1m48.988s	1m48.961s	-
18	GLOCK	1m50.721s	-	-
19	KOVALAINEN	1m50.915s	-	-
20	DI GRASSI	1m51.107s	-	-
21	TRULLI	1m51.641s	-	-
22	KLIEN	1m52.946s	-	-
23	SENNA	1m54.174s	-	-
24	MASSA	no time	-	-

Weather: dry

## QUALIFYING

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

HOW DO F1'S BEST STACK UP AGAINST THE REST?

VISIT  TO FIND OUT

castroldriverrankings.com

## THE GRID

1 ALONSO FERRARI 1m45.390s super-soft	2 VETTEL RED BULL 1m45.457s super-soft
3 HAMILTON McLAREN 1m45.571s super-soft	4 BUTTON McLAREN 1m45.944s super-soft
5 WEBBER RED BULL 1m45.977s super-soft	6 BARRICHELLO WILLIAMS 1m46.236s super-soft
7 ROSBERG MERCEDES 1m46.443s super-soft	8 KUBICA RENAULT 1m46.593s super-soft
9 SCHUMACHER MERCEDES 1m46.702s super-soft	10 KOBAYASHI SAUBER 1m47.884s super-soft
11 ALGUERSUARI TORO ROSSO 1m47.666s** super-soft	12 PETROV RENAULT 1m48.165s super-soft
13 BUEMI TORO ROSSO 1m48.502s super-soft	14 HEIDFELD SAUBER 1m48.557s medium
15 SUTIL FORCE INDIA 1m48.899s super-soft	16 LIUZZI FORCE INDIA 1m48.961s medium
17 HULKENBERG WILLIAMS 1m47.674s* super-soft	18 GLOCK VIRGIN 1m50.721s medium
19 KOVALAINEN LOTUS 1m50.915s super-soft	20 DI GRASSI VIRGIN 1m51.107s super-soft
21 TRULLI LOTUS 1m51.641s super-soft	22 KLIEN HRT 1m52.946s super-soft
23 SENNA HRT 1m54.174s super-soft	24 MASSA FERRARI no time super-soft

\*5-place grid penalty  
\*\*started from pitlane

## THE RACE: 61 LAPS, 192.209 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PSSTOP	FASTEST STOP	TYRE CHOICE		
								S1	S2	S3
1	ALONSO	Ferrari	61	1h57m53.579s	1m47.976s	1	30.236s	Super-soft	Medium	
2	VETTEL	Red Bull-Renault	61	+0.293s	1m48.141s	1	31.118s	Super-soft	Medium	
3	WEBBER	Red Bull-Renault	61	+29.141s	1m49.706s	1	35.767s	Super-soft	Medium	
4	BUTTON	McLaren-Mercedes	61	+30.384s	1m49.711s	1	30.396s	Super-soft	Medium	
5	ROSBERG	Mercedes	61	+49.394s	1m50.125s	1	30.380s	Super-soft	Medium	
6	BARRICHELLO	Williams-Cosworth	61	+56.101s	1m50.334s	1	30.293s	Super-soft	Medium	
7	KUBICA	Renault	61	+1m26.559s	1m49.255s	2	30.441s	Super-soft	Medium	Medium
8	MASSA	Ferrari	61	+1m52.416s	1m52.473s	1	30.527s	Super-soft	Medium	
9	SUTIL	Force India-Mercedes	61	+2m12.416s*	1m52.213s	1	**	Super-soft	Medium	
10	HULKENBERG	Williams-Cosworth	61	+2m12.791s*	1m52.079s	1	**	Super-soft	Medium	
11	PETROV	Renault	60	-1 lap	1m51.903s	1	**	Super-soft	Medium	
12	ALGUERSUARI	Toro Rosso-Ferrari	60	-1 lap	1m52.333s	1	33.496s	Super-soft	Medium	
13	SCHUMACHER	Mercedes	60	-1 lap	1m49.680s	2	32.800s	Super-soft	Medium	Super-soft
14	BUEMI	Toro Rosso-Ferrari	60	-1 lap	1m49.710s	2	32.138s	Super-soft	Medium	Medium
15	DI GRASSI	Virgin-Cosworth	59	-2 laps	1m52.513s	2	32.496s	Super-soft	Medium	Medium
16	KOVALAINEN	Lotus-Cosworth	58	fuel fire	1m53.051s	2	33.320s	Super-soft	Medium	Medium
R	GLOCK	Virgin-Cosworth	49	hydraulics	1m53.559s	1	31.365s	Medium	Super-soft	
R	HEIDFELD	Sauber-Ferrari	36	accident	1m52.475s	2	45.279s	Medium	Super-soft	Medium
R	HAMILTON	McLaren-Mercedes	35	puncture	1m50.750s	1	30.403s	Super-soft	Medium	
R	KLIEN	HRT-Cosworth	31	hydraulics	1m57.766s	1	38.186s	Super-soft	Medium	
R	KOBAYASHI	Sauber-Ferrari	30	accident	1m53.957s	0	-	Super-soft	DNF	
R	SENNA	HRT-Cosworth	29	accident	1m57.962s	1	49.271s	Super-soft	Medium	
R	TRULLI	Lotus-Cosworth	27	hydraulics	1m56.386s	3	33.144s	Super-soft	Medium	
R	LIUZZI	Force India-Mercedes	1	acc damage	-	0	-	Medium	DNF	

Weather: dry. Fastest lap: Fernando ALONSO 1m47.976s (105.102mph) on lap 58.

Lap leaders: 1-61 Alonso. \* 20-second post-race penalty \*\* due to a technical glitch no times were recorded

## SEASON SO FAR - Points and positions

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CDN	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE
1	WEBBER	202	8th	9th	2nd	8th	1st	1st	3rd	5th	ret	1st	6th	1st	2nd	6th	3rd				
2	ALONSO	191	1st	4th	13th	4th	2nd	6th	8th	3rd	8th	14th	1st	2nd	ret	1st	1st				
3	HAMILTON	182	3rd	6th	6th	2nd	14th	5th	1st	1st	2nd	2nd	4th	ret	1st	ret	ret				
4	VETTEL	181	4th	ret	1st	6th	3rd	2nd	ret	4th	1st	7th	3rd	3rd	15th	4th	2nd				
5	BUTTON	177	7th	1st	8th	1st	5th	ret	2nd	2nd	3rd	4th	5th	8th	ret	2nd	4th				
6	MASSA	128	2nd	3rd	7th	9th	6th	4th	7th	11th	15th	2nd	4th	4th	3rd	8th	8th				
7	ROSBERG	122	5th	5th	3rd	3rd	13th	7th	5th	6th	10th	3rd	8th	ret	6th	5th	5th				
8	KUBICA	114	11th	2nd	4th	5th	8th	3rd	6th	7th	5th	ret	7th	ret	3rd	8th	7th				
9	SUTIL	47	12th	ret	5th	11th	7th	8th	9th	10th	6th	8th	17th	ret	5th	16th	9th				
10	SCHUMACHER	46	6th	10th	ret	10th	4th	12th	4th	11th	15th	9th	9th	11th	7th	9th	13th				
11	BARRICHELLO	39	10th	8th	12th	12th	9th	ret	14th	14th	4th	5th	12th	10th	ret	10th	6th				
12	KOBAYASHI	21	ret	ret	ret	ret	12th	ret	10th	ret	7th	6th	11th	9th	8th	ret	ret				
13	PETROV	19	ret	ret	ret	7th	11th	13th	15th	17th	14th	13th	10th	5th	9th	13th	11th				
14	HULKENBERG	17	14th	ret	10th	15th	16th	ret	17th	13th	ret	10th	13th	6th	14th	7th	10th				
15	LIUZZI	13	9th	7th	ret	ret	15th	9th	13th	9th	16th	11th	16th	13th	10th	12th	ret				
16	BUEMI	7	16th	ret	11th	ret	ret	10th	16th	8th	9th	12th	ret	12th	12th	11th	14th				
17	DE LA ROSA	6	ret	12th	ns	ret	ret	ret	11th	ret	12th	ret	14th	7th	11th	14th	-				
18	ALGUERSUARI	3	13th	11th	9th	13th	10th	11th	12th	12th	13th	ret	15th	ret	13th	15th	12th				
19	KOVALAINEN	0	15th	13th	nc	14th	ns	ret	ret	16th	ret	17th	ret	14th	16th	18th	16th				
20	CHANDHOK	0	ret	14th	15th	17th	ret	14th	20th	18th	18th	19th	-	-	-	-	-				
21	DI GRASSI	0	ret	ret	14th	ret	19th	ret	19th	19th	17th	ret	ret	18th	17th	19th	15th				
22	TRULLI	0	17th	ns	17th	ret	17th	15th	ret	ret	21st	16th	ret	15th	19th	ret	ret				
23	SENNA	0	ret	ret	16th	16th	ret	ret	ret	ret	20th	-	19th	17th	ret	ret	ret				
24	GLOCK	0	ret	ret	ret	ns	18th	ret	18th	ret	19th	18th	18th	16th	18th	17th	ret				
25	YAMAMOTO	0	-	-	-	-	-	-	-	-	-	20th	ret	19th	20th	20th	-				
-	HEIDFELD	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ret				
-	KLIEN	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ret				

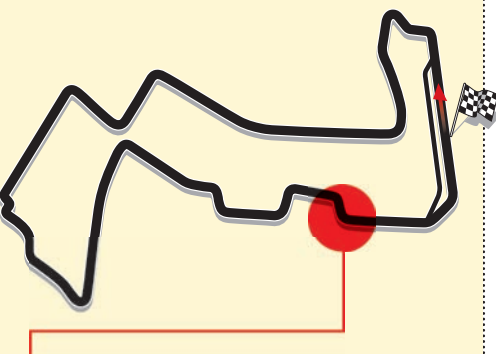


## SEASON SO FAR - Points and positions

POS	TEAM	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CAN	EU	GB	D	H	B	I	SGP	J	KOR	BR	UAE
1	RED BULL	383	16	2	43	12	40	43	15	22	25	31	23	40	18	20	33				
2	McLAREN	359	21	33	12	43	10	10	43	43	33	30	22	3	25	18	12				
3	FERRARI	319	43	27	6	14	26	20	10	15	4	0	43	30	12	40	26				
4	MERCEDES	168	18	11	15	16	12	6	22	8	1	17	6	0	14	12	10				
5	RENAULT	133	0	18	12	16	4	15	8	6	10	0	7	10	17	4	6				
6	FORCE INDIA	60	2	6	10	0	6	6	2	3	8	4	0	0	11	0	4				
7	WILLIAMS	56	1	4	1	0	2	0	0	0	12	11	0	9	0	7	10				
8	SAUBER	27	0	0	0	0	0	0	1	0	6	8	0	8	4	0	0				
9	TORO ROSSO	10	0	0	2	0	1	1	0	4	2	0	0	0	0	0	0				
10	LOTUS	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				
12	VIRGIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

## TRACKSIDE VIEW

Mark Hughes  
Grand prix editor



It was a beautiful island of sand and palm trees, equatorial bliss, occasional violent tribal interludes – generally the domain of fisherman and pirates. Then came the empire builders, first the Sumatrans, in time the Dutch, the British. Along with them came the schools, the rules and roads and a huge influx of people to do the building, establish and expand the trade. But where to expand to on an island so small? Into the sea – and so Singapore's many hills were flattened, the earth deposited into the salty fringes. As its economy was supercharged following its independence from Malaysia in the 1960s, so they ran out of hills to flatten. But with more money still to be made a way had to be found; sand imported from Malaysia, until that was restricted. As Singapore expanded further so the Indonesian island of Riau began to shrink, brokers making a ten-fold mark-up on the commodity, comfortably fuelled by a reclaimed

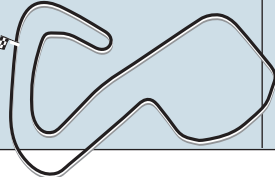
## "A metropolis of curved skyscrapers are the backdrop to drivers' efforts"

land cost of \$15 per square metre but a sale price of \$850. Marina Bay circuit late on Friday afternoon lies still damp from an earlier thunder-burst but is doused now by a gorgeous, orange receding sun. Bruno Senna and Kamui Kobayashi are getting more spectacular exiting turn 21 – hard on the power in second gear, powersliding up to the wall, beneath the towering flyover. A metropolis of startling curved skyscrapers are the backdrop to the efforts of the drivers, pounding around on intermediates on a track surface that refuses to dry in the dying light and 40 per cent humidity. Michael Schumacher pounds round, learning a place that's new to him. There are tantalising glimpses of the old Michael as he carries momentum into the turns, but precious little of the old finesse as he wrestles the consequences of this between turn-in and apex.



# BRANDS HATCH

Great Britain  
September 25-26  
British F3  
Round 10/10



- Race 1 **Oli Webb**
- Race 2 **Daniel McKenzie**
- Race 3 **James Calado**
- Pole positions **McKenzie/Webb**
- FLs **Webb/Felipe Nasr/Calado**



Champion Vergne went off at Druids in the finale

# Calado spoils Fortec hat-trick

Oli Webb and Dan McKenzie took wins for Fortec, but Carlin's James Calado put paid to three in a row in the wet finale

An intriguing subplot to this year's British Formula 3 story is the emergence of Fortec Motorsport as the most consistent challenger to category king Carlin.

The team underlined its improved form by guiding Oli Webb and Dan McKenzie to a win apiece in the Brands Hatch finale.

Efforts to make it a Fortec hat-trick though were scuppered by some wet wizardry from Carlin's James Calado, who bowed out of the formula with the most impressive drive of his career in a final thriller.

A lack of pre-race testing forced the drivers to head straight into qualifying on the challenging grand prix loop. Unsurprisingly, there were several offs as a result

and yellow flags scuppered the second half of the session. Many drivers were stripped of their best times for setting them under caution, including Calado, who qualified second for races one and three, behind McKenzie and Webb, who shared the poles.

Webb has lost his way during the championship run-in, culminating in a costly crash while well placed in the final race of the previous round at Snetterton. A serious talking-to had him looking better prepared mentally for last weekend, and he sat on two provisional poles midway through qualifying.

When he only found 0.03sec on his second set of rubber, he tumbled down the order and received another dressing down from his race engineer Andi



Scott. Yellow-flag infringements saved him, though, and he made the most of a first-race pole to chalk up his third win of the year — and lap two tenths quicker than in qualifying!

He and Calado dominated this race. They were the only two to lap consistently below 1m18s as they drew away from the field. Double R's Felipe Nasr also displayed frontrunning speed, but the Brazilian was compromised by his qualifying penalty and mired down in 10th. A superb opening lap put Webb in control, before he and Calado traded tenths.

Three consecutive 1m17s laps from Webb, including the fastest of the race, broke

the back of Calado's challenge in the latter stages, before the Racing Steps Foundation man "almost crashed" trying to lap Hitech's Gabriel Dias, who crashed in qualifying and joined the race late after the team failed to get the car repaired in time.

Carlin's Adriano Buzaid led the chasers. He made a strong start to leapfrog Double R's Carlos Huertas, and then drive around the outside of team-mate Rupert Svendsen-Cook at Paddock to take third.

He set a 1m17.8s personal best on the last of the 23 laps, suggesting he should have got closer to the front two. "I don't know what it is, maybe something in the

chassis, but it seems I need a softer car than James," said the Brazilian, who struggled with oversteer on Calado's set-up in qualifying and thus lacked the confidence to push hard in the early stages of the race.

Svendsen-Cook claimed a lonely fourth, clear of Huertas, Hitech's Will Buller and McKenzie, who claimed pole for Sunday's reversed-grid race. The ex-Radical racer converted it too, but only after a hairy moment with fellow front-row starter Buller at Druids on the first lap.

"It was a little bit unfortunate," said the winner of the moment that settled the race. "It looked like Buller tried to go round the outside and because he lacks sense, he tried to close the door and put me on the kerb. I thought he might learn, but he doesn't, so I just made sure my left-front wheel hit his right rear."

"He didn't give me any room," countered Buller, who tumbled to the back as McKenzie sped on to victory. The former Southampton football trainee has often had the

## QUALIFYING

### Nasr denied as McKenzie lucks in

Yellow flag infringements created confusion as Raikkonen Robertson's Felipe Nasr delivered two stunning laps at the death to top the times, ahead of fellow late-improvers James Calado and Will Buller.

But with yellow flags out for several drivers off at various points around the circuit, officials later declared any times set during the final five minutes void. Thus, Fortec's Daniel McKenzie claimed the first pole position of his F3 career.

Despite struggling to improve on his second set of tyres, team-mate Oli Webb delivered a second best lap that was good enough to claim the other pole on offer.

Nasr's pole for Double R was later declared void



Wet-track mastery gave Calado race three win



## RACE RATING

★★★★★

The first two races were dull, but rain turned a potential race three snoozathon into a classic

**“The novelty of Hawthorn never wears off. Every lap through there is like, ‘Jesus!’”**

James Calado on why the Brands GP loop is so popular with the drivers

## REPORT BRITISH F3 BRANDS



**Ben Anderson reports**



Webb won the opening race from pole position

pace this year, but struggled to make it count. With Fortec engineering chief Mick Kouros running his car last weekend, McKenzie looked re-energised.

But his efforts to make it a double in the final race fell apart at the start.

Rain fell as the slickshod field set off on its green-flag lap, making the track treacherous early on.

Wheelspin off the line and a poor first lap dropped McKenzie from first to P6, as Calado (always ace in low-grip situations) raced into a three-second lead. He stretched out that advantage to more than 10sec over the first nine laps, as Webb (who struggles with low grip) fought to fend off Carlin's Jean-Eric Vergne and a racey-looking Buller (who also revels in the wet).

The track began to dry briefly, before rain returned and intensified. Several

drivers gambled on pitting for wets before the start and now started lapping quicker than the leaders.

Vergne took Webb for second round the outside at Hawthorn on lap 10, but three laps later the 2010 champion slid off the road at Druids and recorded his first retirement of the year.

Two laps later, Calado and Buller were in for wets. A rapid tyre change by Buller's Hitech crew (and

some aptly aggressive driving out of the pits) eliminated Calado's 14sec advantage as the pair rejoined the fray in the lower reaches of the top 10.

Webb took over at the helm, but a broken radio meant he waited two more laps before pitting. A terrible stop dropped him to 13th and he could only recover to 10th.

Early frontrunners Buzaid, McKenzie and

Huertas tried to run the duration on slicks but became easy meat as conditions worsened, and Calado and Buller were back at the front five laps after their stops. Buller hounded Calado impressively until he got a bit too close, lost downforce, and ran wide through the Paddock gravel two laps from home.

The gamble to pit for wets before the start paid off spectacularly for the next three home. T-Sport's Menasheh Idafar clinched the National Class title with an impressive overall podium. He was chased home by erstwhile backmarker Adderly Fong, who went off in qualifying and the first two races before scoring his best result of the season. He finished clear of Litespeed's Jay Bridger, who jumped the struggling slickshod McKenzie on the last lap. ❧



Three wins secured the National title for Idafar

## RESULTS

British F3 International Series, Brands Hatch (GB), September 25-26, round 10 of 10

GRID		RACE 1 - 23 LAPS, 52.921 MILES					RACE 2 - 15 LAPS, 34.514 MILES					GRID		RACE 3 - 26 LAPS, 59.823 MILES				
POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	
1	Webb	Fortec Motorsport	DMB F308	30m00.505s	1	1	McKenzie	Fortec Motorsport	DMB F308	19m43.432s	1	1	Calado	Fortec Motorsport	DMB F308	40m09.900s	2	
2	Calado	Carlin	DVW F308	+2.628s	2	2	Huertas	Double R Racing	DMB F308	+3.461s	3	2	Buller	Double R Racing	DMB F308	+8.152s	7	
3	Huertas	Double R Racing	DMB F308	+10.386s	5	3	Buzaid	Double R Racing	DMB F308	+5.135s	5	3	(N) Idafar	CF Racing/Manor	DMB F308	+30.186s	13	
4	S-Cook	Carlin	DVW F308	+20.210s	4	4	Vergne	Carlin	DVW F308	+5.723s	8	4	Fong	Fortec Motorsport	DMB F308	+31.621s	17	
5	Buzaid	Double R Racing	DMB F308	+28.509s	3	5	Calado	Double R Racing	DMB F308	+6.523s	6	5	Bridger	Fortec Motorsport	DMB F308	+36.554s	14	
6	McKenzie	Hitech Racing	DVW F310	+28.719s	8	6	Svensden-Cook	Hitech Racing	DVW F310	+8.062s	4	6	McKenzie	Fortec Motorsport	DMB F308	+36.878s	1	
7	Vergne	Fortec Motorsport	DMB F308	+29.051s	6	7	Webb	Fortec Motorsport	DMB F308	+10.025s	7	7	Nasr	Double R Racing	DMB F308	+38.411s	8	
8	Buller	Carlin	DVW F308	+30.229s	7	8	Nakajima	Double R Racing	DMB F308	+13.469s	9	8	Huertas	Double R Racing	DMB F308	+42.020s	5	
9	Nakajima	Double R Racing	DMB F308	+30.905s	9	9	Nasr	Double R Racing	DMB F308	+15.132s	10	9	Buzaid	Double R Racing	DMB F308	+48.668s	6	
10	Jaafar	Double R Racing	DMB F308	+31.357s	11	10	Brundle	Double R Racing	DMB F308	+15.574s	13	10	Webb	Fortec Motorsport	DMB F308	+53.457s	3	
11	Nasr	T-Sport	DMH F307	+49.546s	12	11	Bridger	T-Sport	DMH F307	+16.651s	12	11	Jaafar	CF Racing/Manor	DMB F308	+1m03.388s	11	
12	Idafar	Litespeed	DMB F308	+50.065s	14	12	Jaafar	Litespeed	DMB F308	+24.881s	16	12	(N) Cole	T-Sport	DMH F307	-1 lap	19	
13	Fantini	T-Sport	DVW F310	+51.372s	16	13	Foresti	T-Sport	DVW F310	+25.086s	15	13	R Nakajima	Hitech Racing	DVW F310	24 laps-off	10	
14	Bridger	Hitech Racing	DVW F310	+53.138s	13	14	Dias	Hitech Racing	DVW F310	+27.713s	20	14	R Lloyd	CF Racing/Manor	DMB F308	22 laps-accident	18	
15	Foresti	Carlin	DVW F308	+54.070s	15	15	(N) Idafar	Carlin	DVW F308	+30.174s	11	15	R Dias	Fortec Motorsport	DMB F308	22 laps-accident	20	
16	Brundle	Carlin	DVW F308	+54.406s	10	16	Lloyd	Carlin	DVW F308	+30.989s	18	16	R Foresti	Fortec Motorsport	DMB F308	15 laps-off	21	
17	Lloyd	T-Sport	DMH F307	+1m03.000s	18	17	Buller	T-Sport	DMH F307	+31.703s	2	17	R Vergne	Fortec Motorsport	DMB F308	12 laps-off	4	
18	Cole	CF Racing/Manor	DMB F308	+1m03.309s	17	18	(I) Fantini	CF Racing/Manor	DMB F308	+35.412s	14	18	R Foresti	Fortec Motorsport	DMB F308	5 laps-black flag	16	
19	Fong	Fortec Motorsport	DMB F308	+1m03.551s	20	19	(N) Cole	Fortec Motorsport	DMB F308	+41.218s	17	19	R (I) Fantini	Hitech Racing	DVW F310	3 laps-off	12	
20	Snegirev	Hitech Racing	DVW F310	5 laps-quit	21	20	Snegirev	Hitech Racing	DVW F310	+41.810s	19	20	R Brundle	Hitech Racing	DVW F310	2 laps-accident	15	
21	Dias	Sino Vision Racing	DMB F308	0 laps-off	19	R	Fong	Sino Vision Racing	DMB F308	12 laps-off	21	R	Svensden-Cook	Double R Racing	DMB F308	2 laps-damage	9	

Key: D=Allahara; VW=Volkswagen/Spies; MB=Mercedes Benz/HMA; MH=Mugen Honda/Brown; (N)=National Class; (I)=Invitation Class

### CHAMPIONSHIP

POS	DRIVER	PTS
1	Vergne	392
2	Calado	293
3	Webb	250
4	Buzaid	238

POS	DRIVER	PTS
5	Nasr	136
6	Dias	135
7	Svensden-Cook	131
8	Buller	111
9	McKenzie	109
10	Huertas	104

### CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Idafar	435
2	Cole	418
3	Sistos	72

R=Retired

**Race 1** Winner's average: 105.81mph. Fastest lap: Webb, 1m17.443s, 106.95mph.

**Race 2** Winner's average: 104.98mph. Fastest lap: Nasr, 1m17.461s, 106.93mph.

**Race 3** Winner's average: 89.36mph. Fastest lap: Calado, 1m21.515s, 101.61mph.



## Sunoco Rolex 24 At Daytona Challenge - WE HAVE A WINNER!

Ross wins epic 2011 Sunoco Rolex 24 At Daytona Challenge. What an amazing season! New average points per race record and down to the wire action. Ross will now start an intensive test period in the #39 Daytona Prototype before competing in the 2011 Rolex 24 At Daytona.

1	Ross Kaiser	360 Racing Radical	107.50
2	Jean-Eric Vergne	Carlin F3	96.00
3	Jody Firth	Team WFR Speed	77.29
4	Terrence Woodward	360 Racing Radical	75.83
5	James Calado	Carlin Motorsport F3	62.00

6	Matt Griffin	Mtech GT	59.58
7	David Ashburn	Trackspeed GT	57.92
8	Oliver Webb	Fortec Motorsport F3	55.50
9	Simon Dolan	JOTA Motorsport F3	54.29
10	Shaun Balfe	Works Radical	52.92



Anglo American Oil Company +44 (0)1929 551557 (tel) +44 (0)1929 551567 (fax) info@aaoil.co.uk www.aaoil.co.uk

# What a challenge!



## Ross wins battle for Daytona

### It went down to the wire!

The 2011 Sunoco Rolex 24 At Daytona Challenge has been won by 2010 Radical UK Cup Champion Ross Kaiser from Bracknell.

Ross fought off tough competition from 94 other racers in the Sunoco Daytona Challenge across British F3, British GT, Radical UK Cup and SPEED and scored a record 107.50 average points per race.

Ross will now start a full UK test programme in the #39 Crawford Porsche Daytona Prototype before heading over to Daytona for further testing. The final part of the prize is to compete in the 2011 Rolex 24 At Daytona with one of the top Grand-Am teams.

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.

### Ross Kaiser



Radical UK Cup Champion, Ross Kaiser celebrating with his Dad. Ross' amazing season: 9 pole positions; 10 fastest laps; 6 race wins; 2 seconds and 2 thirds from 12 races took him to the top of the Sunoco Daytona Challenge leader board!

Thanks to all 95 Sunoco Daytona Challengers that made the 2011 challenge so exciting. Can Ross fully utilise this opportunity and fulfil his dream of not only competing in the Rolex 24 At Daytona but also win the race and join the ever increasing list of previous winners including:

David and Mark Donohue, Juan Pablo Montoya, Dario Franchitti, Dan Wheldon, Max Angelelli, Emmanuel Collard, Christian Fittipaldi, Jörg Bergmeister, Timo Bernhard, Freddy Lienhard, Karl Wendlinger, James Weaver, Andy Wallace, Didier Theys, Christophe Bouchut, Hurley Haywood, Scott Pruett, Butch Leitzinger, Henri Pescarolo, Bob Wollek, A.J Foyt, Jan Lammers, Derek Bell, Martin Brundle, John Nielsen, Al Unser JR and SR, Rolf Stommelen, Bobby Rahal, Brian Redman, Mario Andretti, Jacky Ickx, Jackie Oliver, Leo Kinnunen, Pedro Rodriguez, Hans Herrman, Jo Siffert, Vic Elford, Chris Amon, Dan Gurney

#### 2011 Sunoco Rolex 24 At Daytona Challenge final standings

1	Ross Kaiser	360 Racing	Radical	107.50
2	Jean-Eric Vergne	Carlin	F3	96.00
3	Jody Firth	Team WFR	Speed	77.29

#### Participating series



## Anglo American Oil Company

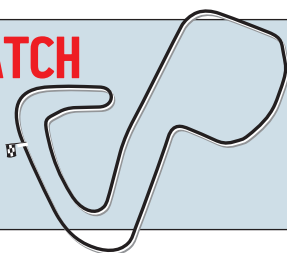
+44 (0)1929 551557 (tel)  
info@aaoil.co.uk

+44 (0)1929 551567 (fax)  
www.aaoil.co.uk



# BRANDS HATCH

Great Britain  
September 25-26  
British GT  
Round 7/8



## AT A GLANCE

- Race 1 **David Ashburn/Glynn Geddie**
- Race 2 **Godfrey Jones/David Jones**
- Poles **D Jones & Allan Simonsen**
- FLs **Matt Griffin & Tom Ferrier**

## REPORTS GT BRANDS HATCH

» For more reports see p78  
**SportsExtra** Page 73



Ashburn (right) took a win and the British GT crown

BRITISH GT BRANDS HATCH (GB), SEP 25-26, RD 7/8

# Ashburn takes title

David Ashburn hadn't planned to contest British GT this season. He'd hoped to race in GT2, but when the European GT2 series was cancelled he decided to give GT3 in Britain another try.

At Brands Hatch last weekend, Glynn Geddie helped the 63-year-old to a race-one victory and then the title as Trackspeed's main rivals, Duncan Cameron and Matt Griffin, suffered a torrid time in their MTECH Ferrari.

Cameron had been running second to Andrew Howard's Aston Martin DBRS9 in race one when his power steering failed. He dropped several places but carried on and Griffin's pace was still impressive when he climbed aboard.

Despite losing third gear, Griffin looked set to salvage third, only to suffer a diff failure and puncture on the final lap, dropping to sixth. Damage to the wiring loom meant that MTECH was never in the hunt in race two, leaving Ashburn to

secure the crown.

Trackspeed made life difficult for itself in race one. Ashburn was late to the assembly area and had to start from the pitlane, leaving him to fight back.

While Howard led, Chris Hyman and Hector Lester clashed at Clearways while squabbling over third, bringing out the safety car. After Cameron's issues, Ashburn therefore found himself fourth, behind Howard, Paul Warren's Ferrari and the charging Ascari of David Jones.

Most of the leaders came in together, but Warren and Jones stayed out an extra lap and jumped Howard's Aston, now in the hands of Leo Machitski. Despite Warren speeding in the pitlane – he was given a drive-through

penalty before a hole in the radiator put the car out – Godfrey Jones led in the Ascari once all the stops were completed.

Adam Wilcox then came into the frame in the Ferrari started by Phil Burton and set off to challenge Jones, but neither car would win. The Ferrari's stop was judged to have been one second too fast, resulting in a penalty that dropped it to an eventual fourth, while the reigning champions retired when the Ascari's suspension failed.

That left Geddie to win, shadowed by team-mate Richard Westbrook, who had charged up the field – his pace only matched for a while by Griffin – after taking over from Philip Walker around 20sec behind the leaders.

All that meant MTECH needed a top-two in the second encounter, but that never looked likely, especially as they started the wet event from the back. Instead, Wilcox made the early running.

A fiery Michael

Bentwood – third with Paul Whight in race one – was the man most quickly on the attack, despite the DBRS9's reputation as a poor wet-weather car, and he lunged Godfrey Jones at Graham Hill Bend for second on lap two. But as other drivers gained confidence, Bentwood came under pressure. Jones dived back by at Druids four laps later and Bentwood dropped down further before retiring with a suspected punctured oil cooler.

Westbrook and Geddie took their time to get going, but gradually started to come into contention. After Jones made an early stop, Westbrook passed Wilcox and Tom Ferrier to lead just before Jake Rattenbury's Ginetta went off and brought out the safety car.

That brought the leaders in and Chad got Paul Warren (in for Ferrier) out before Trackspeed could send Walker into the fray. Burton, Ashburn and David Jones were all close too and it was the Ascari that came through at the restart to score its third 2010 win.

Behind an impressive Warren, Walker took third after pushing Burton off at Druids on the final tour, one of several moves that will be investigated in the coming weeks, meaning the result remains provisional.

Ashburn had briefly grabbed third with four laps to go, but then fell off at Graham Hill Bend. Fifth was nevertheless easily enough to put the title beyond reach with the Donington Park finale still remaining.

● Kevin Turner

## RESULTS

### British GT (1 hour – 38 laps)

**1 David Ashburn/Glynn Geddie (Porsche 997 GT3R)**; 2 Philip Walker/Richard Westbrook (997 GT3R) +0.356s; 3 Paul Whight/Michael Bentwood (Aston Martin DBRS9); 4 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 5 Andrew Howard/Leo Machitski (DBRS9); 6 Duncan Cameron/Matt Griffin (430 Scuderia); 7 Freddie Hetherington/Benji Hetherington (Ginetta G50); 8 Jamie Stanley/Christian Dick (G50); 9 Daniel Lloyd/Julien Draper (G50); 10 Vibe Smed/Nathan Freke (G50). **G4 winners** Hetherington/Hetherington. **Fastest lap** Griffin 1m28.456s (93.64mph).

### Race 2 (1 hour – 32 laps) 1 Godfrey Jones/David Jones (Ascari KZ1R)

2 Tom Ferrier/Paul Warren (430 Scuderia) +10.152s; 3 Westbrook/Walker; 4 Wilcox/Burton; 5 Geddie/Ashburn; 6 Griffin/Cameron; 7 Draper/Lloyd; 8 Hetherington/Hetherington; 9 Dick/Staley; no other finishers. **G4** Draper/Lloyd. **FL** Ferrier 1m40.111s (82.73mph). **Points** 1 Ashburn, 91; 2 Geddie, 65; 3 Griffin/Cameron, 63. **G4 Points** 1 Dick/Staley, 60.5; 3 Rory Butcher/Ben Harvey (KTM X-Bow), 38; 5 Chris Bialan/Simon Mason (Lotus 2-Eleven), 32.5.

Outgoing champs won second race



EBREV/LAT

# A GREAT HISTORIC FESTIVAL

OCTOBER 15/17, 2010  
Portimão - Algarve - Portugal



THE REVIVAL OF EXCITING RACING  
FIA Historic Formula 1 Championship  
Formulas 500 (first time in Portugal) and Junior · Touring and Sports Cars · Prototypes  
Over 300 cars from the 1930s to the 1980s  
Ferrari, Jaguar, Maserati and Aston Martin Charity Parades.



INFO TICKET

tel: (+351) 925 446 084 • site: [www.autodromodoalgarve.com](http://www.autodromodoalgarve.com)  
[www.ticketline.pt](http://www.ticketline.pt), [www.blueticket.pt](http://www.blueticket.pt)

TICKETS FROM 7€

Co-Promoters:



Media Partners:



Main Sponsors:



Event Partners:



THIS WEEKEND!

# SeeRed

Don't miss this great event on  
**DONINGTON'S REVITALISED CIRCUIT!**

**DONINGTON PARK**  
2-3 OCTOBER

DONINGTON PARK  
CLOSE TO M1 J23A/24  
CASTLE DONINGTON  
DE74 2RP



See **F1 CARS** ON TRACK!  
as driven by...



Ayrton **SENNA**



Michael **SCHUMACHER**



Damon **HILL**

and more...  
then get up close in the Paddock!

See **15 GREAT RACES** including:

- 1950s Sports Racing Cars
- Pre 1961 Sports-Cars
- Pre 1961 front engined Grand Prix Cars
- 2 hour Pre-war Team Race
- Formula Junior
- Austin 7 vs 750MC Challenge

ONLY £15 EACH DAY ON THE GATE  
[www.vsccl.co.uk](http://www.vsccl.co.uk)

CHILDREN UNDER 16 YEARS FREE!

Photo: Phil Jones Graphics: Steve Fox Creative



## BRITISH FORMULA FORD AT A GLANCE

- Race 1 **Scott Pye**
- Race 2 **Tio Ellinas**
- Pole positions **Pye x2**
- Fastest laps **Josh Hill/Pye**



That was one of the most hectic races I've ever been in. Malvern was obviously on a mission" Josh Hill on race two title-decider

## REPORTS F3/GT BRANDS

» For more reports see p78  
**SportsExtra** Page 73

BRITISH F3/GT SUPPORTS SEP 25-26

# Battling Malvern can't stop Pye

After a season of fighting back from early mishaps, Scott Pye won the 2010 British Formula Ford crown at the Brands Hatch finale. The Jamun Mygale driver took his 12th victory in race one before finishing on the tail of winner Tio Ellinas in the second to defeat chief rival Scott Malvern.

The Cliff Dempsey Racing Ray driver did all he could – including an incredible start to race two – but lacked the last bit of pace required to deny the Aussie.

Pye laid the groundwork for success in qualifying with two poles. He then maintained the lead at the start before drawing away from Minister's Dan de Zille – making the most of his GP circuit knowledge – to take a comfortable win.

Pye's job was made easier by Tom Bradshaw. From row five the works Juno driver was fighting front-row starter Emil Bernstorff for sixth at Paddock, then drove around the outside of Ellinas for fifth at Druids, followed Malvern past Josh Hill at Surtees, and then jumped the Ray at Westfield!

A defensive Bradshaw then kept Malvern at bay until lap four, by which time the top two were clear. Bradshaw's fine effort would come to an end after a clash with Hill, but Malvern went after de Zille. He caught the Mygale, but couldn't find a way by and instead lost out to Ellinas on the final lap.

That meant the odds were

stacked against Malvern heading into the finale. Even if he won and set fastest lap, Pye only needed seventh. And Malvern started fifth.

But after making "probably the best start of my career" Malvern was third into Paddock and passed Bernstorff on the exit. The Ray then nudged the back of Pye into Druids. That forced him wide, dropping Pye to fourth, and handing Bernstorff the lead.

Malvern quickly went past and for a few laps there was a seven-car fight for the lead. "I was hanging on because I didn't have the pace, but I also knew the more people I backed up the more chance there was that Pye would slip back," admitted Malvern.

It didn't work. Pye recovered and when Malvern slid slightly wide at Clark Curve, Pye got down the inside past the pits to take the advantage. He then drew away.

Ellinas soon took second and edged back towards Pye before slipstreaming by on the run to Hawthorn. As Malvern held on for third, Pye shadowed Ellinas to secure the crown.

"We've had the pace all year," said the 20-year-old. "It's been a long season, but this is a great feeling."

Having started 2010 in Formula Ford, Kieran Vernon's switch to Formula Palmer Audi was rewarded with his first single-seater win on Sunday morning. Four hours later, the West



Pye clinched title in last of the 25 championship races

Sussex man doubled up.

Starting from pole, Vernon was never headed, although Ramon Pineiro hassled him until Vernon edged clear courtesy of lap record-breaking pace.

Meanwhile, the battle for third was perhaps the best seen in the category this year. For most of the way, it was Melroy Heemskerck who headed the train, the Dutchman bottling up his rivals by masking a tyre issue and possible engine problem with his ultra-defensive drive. Having worked his way to the front of the chasers, points leader Maxime Jousse eventually uncorked Heemskerck on the penultimate lap.

Jousse quickly went clear, but by now the front two were long gone. Heemskerck held on to fourth ahead of Vincent Beltoise and title contender Nigel Moore.

It was a similar scenario in the later race, with Vernon drawing away from his chasers: Heemskerck, Pineiro, Moore, Jose Alonso Liste and Jousse.

The chequered flag was shown a lap late; Moore had ousted Pineiro on the 'extra lap' but to no avail with the result being declared as at the planned distance.

Joe Fulbrook made a victorious return to the VV Racing Cup, the reigning champion winning twice.

The later race was held in horrible conditions, which should have suited the four-wheel-drive R32 Golf of Paul Taylor. But after Taylor had thrown away his narrow lead by ploughing through the Paddock Hill Bend gravel, Fulbrook stepped up to the mark. Taylor recovered to finish sixth, it was not the result he wanted having opted to play his double points joker.

The eventful Ginetta Challenge races on Saturday produced the same three podium visitors, Sean Huyton winning both races.

● Kevin Turner & Dud Candler

### RESULTS

#### British Formula Ford (12 laps)

**1 Scott Pye (Mygale SJ10);** 2 Dan de Zille (Mygale SJ10) +4.282s; 3 Tio Ellinas (Mygale SJ09); 4 Scott Malvern (Ray GR10); 5 Emil Bernstorff (Mygale SJ10); 6 Josh Hill (Mygale SJ10); 7 Antti Buri (Mygale SJ08); 8 Daniel Cammish (Mygale SJ09); 9 Jeroen Slaghekke (Mygale SJ10); 10 James Tucker (Mygale SJ09). **Fastest lap** Hill 1m28.754s (93.32mph) **record. Race 2 (12 laps) 1 Ellinas;** 2 Pye +0.117s; 3 Malvern; 4 Cammish; 5 Slaghekke;

6 Bernstorff; 7 Tucker; 8 Hill; 9 Buri; 10 Pieter Schothorst (Mygale SJ10).

**FL** Pye 1m29.157s (92.90mph).

**Final points 1 Pye, 581;** 2 Malvern, 562; 3 Cammish, 486; 4 Ellinas, 451; 5 Hill, 444; 6 Buri, 430.

#### Formula Palmer Audi (16 laps)

**1 Kieran Vernon;** 2 Ramon Pineiro +4.075s; 3 Maxime Jousse; 4 Melroy Heemskerck; 5 Vincent Beltoise; 6 Nigel Moore; 7 Callum Holland; 8 Jose Alonso Liste; 9 Howard Fuller; 10 Ash Davies. **FL** Vernon 1m23.736s (98.91mph) **record. Race 2 (16 laps) 1 Vernon;** 2 Heemskerck +2.537s; 3 Pineiro; 4 Moore; 5 Alonso Liste; 6 Jousse; 7 Holland; 8 Fuller; 9 Davies; 10 Beltoise.

**FL** Vernon 1m24.395s (98.14mph).

**Points 1 Jousse, 257;** 2 Moore, 212; 3 Heemskerck, 203; 4 Alonso Liste, 200; 5 Vernon, 197; 6 Pineiro, 179.

#### VW Racing Cup (11 laps) 1 Joe

**Fulbrook (Bora Turbo);** 2 James Walker (Golf GTi Mk 5) +0.646s; 3 Paul Taylor (Golf R32 Mk 5); 4 Peter Felix (Golf GTi Mk 5); 5 Didge Dziurzynski (Golf GTi Mk 2); 6 Steve Chaplin (Beetle 3.2 RSi).

**FL** Fulbrook 1m42.940s (80.46mph) **record. Race 2 (11 laps)**

**1 Fulbrook;** 2 Walker +11.957s; 3 Dominic Pettit (Golf GTi Mk 5); 4 Alex Dziurzynski (Corrado); 5 Martyn Walsh (Golf GTi Mk 5); 6 Taylor. **FL** Pettit 1m56.367s (71.18mph).

#### Ginetta Challenge (12 laps)

**1 George Huyton;** 2 Andrew Richardson +5.751s; 3 George Murrells; 4 Stuart Pearson; 5 Mark Wania; 6 Matt Flowers. **FL** Murrells 1m43.960s (79.67mph).

**Race 2 (12 laps) 1 Huyton;** 2 Murrells +3.970s; 3 Richardson; 4 Pearson; 5 Wania; 6 David Mayes. **FL** Huyton 1m44.339s (79.38mph).

Vernon took a fine FPA double



IRC RALLYE SANREMO (I), SEPTEMBER 24/25, RD 10/12

# Andreucci secures maiden win

The mountain roads behind the beautiful seaside town of Sanremo have played host to some classic rally battles down the years. Last week's IRC scrap was as good as any, with local hero Paulo Andreucci collecting his maiden Sanremo win – despite a rally-long battle with countryman Giandomenico Basso's Abarth in changeable autumn conditions.

Outgoing IRC champion Kris Meeke spoiled the party for the first two stages of Sanremo, but the Peugeot UK driver's hopes of a second successive victory in Italy went south when he clouted a wall in the 27-mile Ronde test on Friday night. He ended the event fourth.

That same stage, run in the dark, was the making of Basso. Going into Ronde, he was 11.1 seconds off the lead, but when he took 15.5sec out of everybody, victory beckoned.

Andreucci moved into the lead on Saturday's opener. The Peugeot driver's advantage was cut to less than a second in the next stage, however, as third fastest for Basso was enough for him to head into the final loop just nine tenths off the lead.

Unfortunately for Basso, that was as close as he would get. A differential problem on the penultimate test dropped him out of the fight and down to seventh at the finish.

There was a double blow for Abarth in the 10th stage, as the sister Punto of Luca Rossetti collected a puncture and slipped from third to fifth.

Going into the final stage, Andreucci held a lead of almost half a minute. By the end of the test, Juho Hanninen had whittled that down to 4.4sec as he chased an unlikely win for Skoda.

For Andreucci, the margin didn't matter – he'd taken



Andreucci broke his IRC duck at home

PRESSE/SALINIER

his maiden IRC win and he was delighted.

"Fantastic," said the Italian at the end. "What an incredible rally. It's been a big fight all of the time, but to win is just fantastic."

Second place essentially secures Hanninen the IRC title – he can only be beaten by his Skoda team-mate Jan Kopecky who finished sixth.

Freddy Loix edged Meeke out of third in the last stage – the Northern Irishman ensuring at least one Brit made it to the finish after Guy Wilks smacked a wall on SS7, damaging the left-rear corner of his Fabia.

● David Evans

**RESULTS**

1 Paulo Andreucci/Anna Andreucci

(Peugeot 207 S2000),

2h35m32.7s; 2 Juho Hanninen/Mikko Markkula (Skoda Fabia S2000), +4.4s; 3 Freddy Loix/Frederic Miclotte (Skoda); 4 Kris Meeke/Paul Nagle (Peugeot); 5 Luca Rossetti/Matteo Chiarocci (Abarth Grande Punto S2000); 6 Jan Kopecky/Petr Stary (Skoda).

**Points** 1 Hanninen, 70; 2 Kopecky, 50; 3 Loix, 36; 4 Meeke, 33; 5 Bruno Magalhaes, 30; 6 Guy Wilks, 27.

BRITISH RALLY CHAMPIONSHIP RALLY YORKSHIRE (GB), SEPTEMBER 24-25, RD 6/6

# Evans wins, Cronin takes title

Gwynndaf Evans led home Alastair Fisher for the JR Motorsport team's first-ever British Rally Championship one-two.

That result was enough for the Mitsubishi-based outfit to collect the 2010 teams' championship, but the six-way race for the drivers' title went to Keith Cronin, whose third place was enough to secure him back-to-back championships.

Craig Breen stole the initial limelight by going quickest through Friday night's 16-mile Langdale stage in his S2000 Fiesta. Fastest again first thing on Saturday morning, Breen's advantage was almost 10 seconds when he hit mechanical trouble on SS3. Evans powered past and on towards the fourth stage in Staindale. That fourth stage was Breen's undoing as he rolled and dropped

eight minutes.

He wasn't the first casualty of the event, however, as Jonny Greer rolled his Mitsubishi at the infamous Mikkola's bend in Dalby.

Evans was now nursing a 21.9sec advantage over Fisher and fastest times on three of the event's remaining four stages sealed the victory.

**RESULTS**

1 Gwynndaf Evans/Claire Mole



Veteran Evans took his third win of '10

FEBREY/LAT

(Mitsubishi Lancer Evo X),

1h18m27.6s; 2 Alastair Fisher/Rory Kennedy (Mitsubishi), +41.5s; 3 Keith Cronin/Barry McNulty (Subaru Impreza WRX); 4 Daniel McKenna/Andrew Grennan (Mitsubishi Lancer Evo IX); 5 Jason Pritchard/Robbie

Durant (Subaru); 6 Daniel Siguroarson/Asta Siguroardottir (Mitsubishi).

**Final points** 1 Cronin, 98; 2 Evans, 88; 3 Jason Pritchard, 78; 4 Jonny Greer, 75; Siguroarson, 65.5; 6 Alastair Fisher, 61

**Castrol**  
**Rankings**  
CURRENT STANDINGS

- 1 Sebastian Vettel ◇ 23,454
- 2 Mark Webber ◇ 22,139
- 3 Sebastien Loeb ◇ 21,000
- 4 Lewis Hamilton ◇ 19,505
- 5 Fernando Alonso ▲ 18,637

## Ranking the world's best drivers

**WHAT HAPPENED THIS WEEK**

Paulo Andreucci's Sanremo win brought him up 289 places to 383rd while runner-up Juho Hanninen (56) strengthened his status as the IRC's highest-ranked driver as he rose 15 spots. Jan Kopecky's sixth place dropped him 15 places to 112th in the Castrol Rankings.

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



Serious Head Protection

HP3

# THE FIA 8860 ADVANCED HELMET



J. Trulli



R. Kubica



S. Buemi



V. Liuzzi



V. Petrov



B. Senna



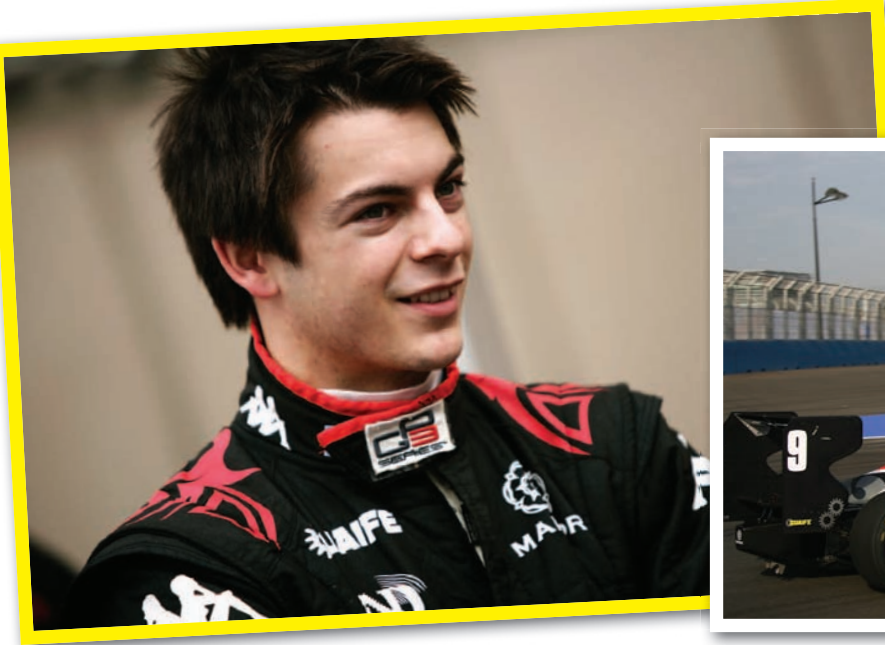
## Do you demand excellence ?

### BELL HP3

- Ultra lightweight Carbon fibre shell made in autoclave
- Advanced aerodynamics for improved stability
- Most efficient ventilation
- Double Screen Anti Fog visor
- Top spoiler and various gurney flaps available separately
- 3 shell sizes for perfect fit and comfort (from 54 to 61.9)

[www.bellhelmets.eu](http://www.bellhelmets.eu)

# ADRIAN QUAIFE-HOBBS



**Name:** Adrian Quaife-Hobbs

**DOB:** 03/02/1991

**Age:** 19

**Nationality:** British

**Home town:** Tonbridge, Kent, England

**Place of birth:** Kent, England

**Height:** 175cm

**Weight:** 64kg

## 2004

*LYDD INTERNATIONAL MINI MAX CHAMPION*

Lap record holder for the Mini Max class

*BUCKMORE PARK MINI MAX CHAMPION*

Lap record holder for the Mini Max class

*BAYFORD MINI MAX CHAMPION*

Lap record holder for the Mini Max class

## 2005

*T CAR CHAMPION / T CARS AUTUMN TROPHY CHAMPION*

Youngest ever winner of an MSA-sanctioned car racing series

## 2006

*BRDC RISING STAR AWARD* (Youngest ever winner)

*FORMULA BMW UK SCHOLARSHIP WINNER*

## 2007

As a BRDC Rising Star, selected by the judges to be one of the first six drivers on the MSA British Race Elite Programme

Formula BMW UK Championship with Fortec Motorsport

Youngest ever Fortec Motorsport team member

Finished 4th in the Rookie Championship

## 2008

Finished 4th in the Italia Cup Formula Renault, with a win at Mugello

## 2009

Signed with Motopark Academy to contest Eurocup and NEC Formula Renault

## 2010

Top Rookie at F3 Euroseries Hockenheim in only his third race

Contested new-for-2010 GP3 series with Virgin supported Manor Racing

If there's one thing that Adrian Quaife-Hobbs can take from the 2010 GP3 Series season, it's resilience. One of the things that sets motor racing apart from so many other sports is the range of outside factors that can affect a driver's ultimate performance, and over the course of the year, Quaife-Hobbs encountered most of them.

Unfortunately for the 19-year-old, a lot of these random elements would prove to be the difference between spraying champagne and watching the end of the race from the sidelines. Suffering a mechanical failure while on track for a podium in front of a home crowd at Silverstone can't have been easy, and nor can having one of your best qualifying performances only for the car to suffer a failure before the race even started, as happened in Germany.

But one of the tricks of spotting talent in motorsport is to look beyond the bare results. In his very first race in the series Quaife-Hobbs set fastest lap, and his single-lap pace was routinely up there with the best as the season went on. It's also worth noting that his best weekend of the season came at the most difficult track – Spa Francorchamps – and in the most challenging conditions, with the drivers being faced with downpours on some



sections of the circuit and dry lines elsewhere.

While many of his rivals skidded off, Quaife-Hobbs secured a podium in the first race and followed it up with more points in race two.

The final standings might not have reflected either Quaife-

Hobbs' ambitions nor his efforts, but his performances have not gone unnoticed. Even before the season was over, the Briton was fielding enquiries from both GP3 and GP2 teams about his plans for 2011, and with the right support, the stage could be set for big things.



For sponsorship enquiries or to contact Adrian please visit

[www.quaifehobbs.com](http://www.quaifehobbs.com)



# On Target



# ...with Intercomp



WIRELESS WEIGHING

**Euro Cross Weights Shown!**



**Professional**  
SW777RFX™ Wireless Scale System  
Part # 170127-W

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



15" x 15" x 2.5" BILLET PADS

Demand Intercomp Billet Scale systems:

- Least possible deflection
- Accurate cross-weights
- Stays on "zero" every time
- Best overall durability
- 6061 T6 Aircraft Grade Aluminum

- Stores 100 Chassis Setups
- Center of Gravity Calculation
- Baseline Setup Recall
- USB & RS232 Output

**PERCENT WEIGH™**

Displays setups to one hundredth of a percent!

Includes RCMS Software, USB Cable & Transport Case!  
**PERCENT WEIGH™**  
Displays setups to one hundredth of a percent!

SW500™  
**E-Z Weigh Scale™**  
Part # 170125



- Stores 100 Chassis Setups
- Center of Gravity Calculation
- Baseline Setup Recall
- RS232 Output

**Wireless Pro**  
Part # 170154-PC

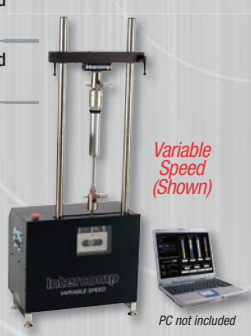


**Digital Air Pressure Gauge**

Part # 360045 with angle chuck  
Part # 360045-BC with ball chuck

**Shock Dynamometers**

- 3HP Variable Speed Part # 102090
- 2HP Variable Speed Part # 102060
- Fixed Speed Part # 102062-S w/software



Variable Speed (Shown)  
PC not included

**Drive-On Scale Setup Rack**

- Part # 102024 4,000 lb 15" x 2.5" Pads
- Part # 102023 3,000 lb 15" x 2.5" Pads
- Part # 102017 Custom Dimensions & Built-in Scale Pads

- 6061 T6 Billet Aluminum rack
  - Quick and easy Setup and take down
- Fully Adjustable for Wheelbase and Track Width

**Coil-Over Spring Tester**

Part # 100063

- Rates Standard and stacked coil-over setups
- Set Ride Height
- Coil Bind Springs



**2 YEAR FULL WARRANTY ON ALL INTERCOMP SCALE MODELS**

Toll Free: 800-328-3336  
Worldwide: 763/476-2531  
Fax: 763/476-2613  
highperf@intercompcompany.com

Request our 2010 Racing Products Catalog or log on to:

**intercompracing.com**



**European Sales & Service**

- |   |  |   |   |  |   |  |
|---|--|---|---|--|---|--|
| <b>DEMON TWEAKS</b><br>Wrexham, Clwyd<br>Tel: 44(0) 1978 664466<br>Fax: 44(0) 1978 664467 | <b>ROLLCENTRE</b><br>St. Ives, Cambs<br>Tel: 44(0) 1480 464052<br>Fax: 44(0) 1480 461454 | <b>RACE HARDWARE</b><br>The Netherlands<br>Tel: 31(0)36-5370689<br>Fax: 31(0)36-5371794 | <b>DANIELSON</b><br>Magny-Cours, France<br>Tel: 33(0) 3 86 21 22 55<br>Fax: 33(0) 3 86 21 22 65 | <b>GIEFFE SRL</b><br>Castelceriolo, (AL), Italia<br>Tel: 39(0) 131 216505<br>Fax: 39(0) 131 216506 | <b>ISA RACING</b><br>Kottenheim, Germany<br>Tel: 49(0) 2651 96250<br>Fax: 49(0) 2651 962510 | <b>NIMEX</b><br>Monheim, Germany<br>Tel: 49(0) 2173 54253<br>Fax: 49(0) 2173 51089 |
|---|--|---|---|--|---|--|

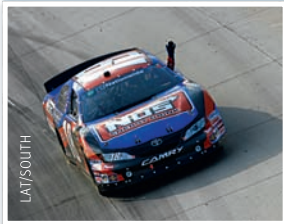
**QUICK RESULTS**

→ Winner **Jimmie Johnson**  
 → Pole **Johnson**  
 → Most laps led **Johnson**

**RACE RATING**

★★★★★  
 Long periods without any position changes up front

**IN BRIEF**



**NASCAR NATIONWIDE**

Kyle Busch set a new record for wins in a single season when he entered Victory Lane for the 11th time this year at Dover. Busch (above) finished ahead of Joey Logano and Carl Edwards.

**NASCAR TRUCKS**

Austin Dillon took his second win of the season at Las Vegas in his Chevrolet. The 20-year-old pulled away at the final restart to finish almost six seconds ahead of Johnny Sauter.

**FORMULA NIPPON**

Kazuya Oshima scored his maiden win at Sugo. The TOM'S Swift-Toyota driver started from 10th on the grid, but opted not to stop during the 62-lapper. He inherited the lead when Joao Paulo de Oliveira ran out of fuel on the final lap. Loic Duval was second ahead of Andre Lotterer.

**JAPANESE FORMULA 3**

Brazilian Rafael Suzuki took his third consecutive win in the opening race at Sugo, before Hideki Yamauchi won race two.

**SPANISH GT**

ART pairing Juan Manuel Lopez and Manuel Giau won both races at Navarra in their GT2 Ferrari 430, taking the first from team-mates Alvaro Parente and Francisco Cruz Martins.

**VLN**

Manthey Porsche duo Richard Westbrook and Lucas Luhr (below) won when the Corvette of Romain Dumas and Arno Klaser suffered late tyre damage at the Nurburgring Nordschleife. Christian Hohendahl and Lance David Arnold were third in the new GT3 Corvette.



**NASCAR SPRINT CUP DOVER (USA), SEPTEMBER 26, RD 28/36**

# Johnson steadies the ship with Dover win

**J**immie Johnson bounced back from a poor start to the Chase by comfortably winning the second round of the 10-race playoff at Dover.

The four-time Cup champion won from pole position and led the most laps on Sunday in his Hendrick Motorsports Chevrolet, but it wasn't quite as straightforward as the stats suggest. Johnson gave up the lead to a charging AJ Allmendinger in the early stages, and the ex-Champ Car racer went on to lead the next 143 laps before he picked up a slow puncture that forced him to pit out of sequence. He eventually finished 10th.

Kyle Busch then stole the lead during a round of

pitstops under caution with just over 100 laps to go, and he shot off into the distance when Johnson fluffed the restart. Busch's Joe Gibbs Racing Toyota team-mate Joey Logano also got ahead of Johnson for a few laps, before the reigning champion settled into his rhythm and worked his way back to the lead.

Once Logano was out of the way, Johnson's pursuit of Busch took 16 laps before he found a way through.

Johnson had to keep his guard up in the closing stages when Jeff Burton (Childress Chevy) climbed to second, but had enough pace to retain his position.

Logano completed an impressive day with third place, while Busch slipped



Johnson (centre) had to deal with Busch (left)

to sixth after trying to fight Johnson for the lead. Kurt Busch recovered from a pitlane speeding penalty just before half distance to take fourth in his Penske Dodge, as Carl Edwards completed the top five.

● Max Freeway IV

**RESULTS**

**1 Jimmie Johnson (Chevrolet Impala)**, 400 laps in 3h02m27s; 2 Jeff Burton (Chevy), +2.637s;

3 Joey Logano (Toyota Camry); 4 Kurt Busch (Dodge Charger); 5 Carl Edwards (Ford Fusion); 6 Kyle Busch (Toyota); 7 Paul Menard (Ford); 8 Ryan Newman (Chevy); 9 Denny Hamlin (Toyota); 10 AJ Allmendinger (Ford). **Points 1 Hamlin, 5368**; 2 Johnson, 5333; 3 Kyle Busch, 5323; 4 Kurt Busch, 5309; 5 Kevin Harvick, 5303; 6 Edwards, 5295; 7 Burton, 5288; 8 Jeff Gordon, 5285; 9 Greg Biffle, 5228; 10 Tony Stewart, 5206; 11 Matt Kenseth, 5203; 12 Clint Bowyer, 5133.

**AUTO GP NAVARRA (E), SEPTEMBER 25/26, RD 5/6**

# Grosjean closes in

**R**omain Grosjean heads into the Auto GP finale at Monza next weekend with one hand on the trophy.

The ex-Renault F1 racer started race one from eighth and eventually worked his way up to third, putting him sixth on the grid for the reversed-order second race. Another strong start took Grosjean to fourth, and the DAMS driver picked off Luca Filippi and polesitter Natacha Gachnang in short order before taking the lead with a brilliant move around the outside of Giacomo Ricci.

Race one featured a great duel between polesitter Julian Leal and Edoardo Piscopo. Despite constant pressure,

Colombian Leal held on for his and Trident Racing's first win in the series.

Ricci and Jan Charouz produced a thrilling fight for second place in race two, the Italian prevailing in a photo finish by 0.007 seconds!

● Andrew van de Burgt

**RESULTS**

**Race 1 1 Omar Leal**, 23 laps in 36m59.514s; 2 Edoardo Piscopo, +0.390s; 3 Romain Grosjean; 4 Duncan Tappy; 5 Jonny Reid; 6 Giacomo Ricci. **Race 2 1 Grosjean**, 18 laps in 26m56.584s; 2 Ricci, +11.492s; 3 Jan Charouz; 4 Tappy; 5 Adrien Tambay; 6 Reid. **Points 1 Grosjean, 42**; 2 Piscopo, 41; 3 Tappy, 32; 4 Charouz, 28; 5 Luca Filippi, 25; 6 Carlos Iaconelli, 24.



Grosjean takes points lead into final round

**ITALIAN FORMULA 3 VALLELUNGA (I), SEPTEMBER 25/26, RD 6/8**

# Ramos on top form

**C**esar Ramos extended his championship lead with what he described as a perfect day at Vallelunga, where the Brazilian took pole and the victory in the Saturday race.

Ramos, in his BVM-Target Dallara, finished ahead of title rivals Daniel Mancinelli and Stephane Richelmi to take his second win of the season, while Andrea Caldarelli's hopes were dealt a blow when he collided with a rival on the opening lap.

The second race was won by the Lucidi Motors Dallara of Sergio Campana, whose first win of the season came ahead of Edoardo Liberati and Samuele Buttarelli.

"This is a victory I needed," Campana admitted.

Ramos set fastest lap on his way to seventh, while Mancinelli retired with a technical problem.

**RESULTS**

**Race 1 1 Cesar Ramos (Dallara)**, 17 laps in 29m36.819s; 2 Daniel Mancinelli (D), +8.273s; 3 Stephane Richelmi (D); 4 Christopher Zanella (Mygale); 5 Nicolas Marroc (D); 6 Francesco Castellacci (D). **Race 2 1 Sergio Campana (D)**, 17 laps in 30m34.608s; 2 Edoardo Liberati (D), +2.978s; 3 Samuele Buttarelli (D); 4 Gabby Chaves (M); 5 Andrea Caldarelli (D); 6 Richelmi. **Points 1 Ramos, 130**; 2 Richelmi, 116; 3 Mancinelli, 113; 4 Caldarelli, 97; 5 Zanella, 76; 6 Campana, 68.



Ramos leads Richelmi, Mancinelli and Marroc

# Free Vodafone McLaren Mercedes rucksack when you subscribe to

## AUTOSPORT

Plus save 20% on the cover price



Waterproof cover for added protection



One-litre water pouch with drinking straw

### GREAT REASONS TO SUBSCRIBE:

- Free Vodafone McLaren Mercedes rucksack worth £39.95
- Great savings – save 20% on the cover price
- Spread the cost – just £33.28 every 13 issues in easy Direct Debit instalments
- FREE P&P – every issue delivered direct to your door
- PLUS – all AUTOSPORT subscribers get a FREE AUTOSPORT Digital Edition subscription AND unlimited access to AUTOSPORT.com (worth £158)

[www.mclarenshop.com](http://www.mclarenshop.com)

[www.themagazineshop.com/ASPO/M0910P](http://www.themagazineshop.com/ASPO/M0910P)

Offer ends September 30, 2010. Please have your bank details ready

Call **08456 777 817** and quote **M0910P**

Terms and conditions: This is a Direct Debit offer and is open to readers in the UK only. Overseas rates are available by calling +44 (0) 1795 592 974 or for US rates call +1 866 978 1446. Offer closes on September 30, 2010. Direct Debit prices are valid for one year, after which they are subject to change. Should prices change you will be informed in writing. Please allow 35 days for delivery of your first issue and gift. Gift will be sent under separate cover. No cash alternative. If your gift is unavailable you will be offered an alternative.

Haymarket Media Group may contact you by post or phone from time to time with special offers and product information. If you do not wish to receive such information please write to us at: Data Controller, Haymarket Circulation, Haymarket Media Group, Broom Road, Teddington, Middlesex, TW11 9BE or email [datacontroller@haymarket.com](mailto:datacontroller@haymarket.com)

INTRODUCING

# Robin Frijns

The man who beat Jack Harvey to the BMW title needs backing to progress



If it's drama you want, go and flick back through the last-ever Formula BMW Europe championship battle. Jack Harvey went into the final round at Monza having led all season, only to be dumped into the gravel by Javier Tarancon in the first race of the weekend and watch the advantage swing to rival Robin Frijns.

Harvey won the second race, but third for Frijns was enough for the Belgium-based Dutchman to secure the crown. Lucky? Not if you recall Frijns being similarly wiped out in the season opener.

"I had a very bad start to the season," he said. "I crashed in the first race and Jack won, and I was always working to try to regain the points. It was always me second and him first, or him second and me first, so I couldn't

close the gap very easily."

Harvey and Frijns, run by top team Josef Kaufmann Racing, were a close match for speed, but the key to Frijns's comeback was an extraordinary streak of 10 races in the top two.

"At the beginning of the season we had some problems with the car – it didn't really suit my style," he said. "We worked really hard on it and at Valencia we hit upon a solution. After that, I was always in the top two."

Like Harvey, Frijns's progress has been driven by talent rather than money. But it all started with a quad bike.

"My family never raced, but my father was involved in touring cars as a sponsor when I was five years old, so I used to go and watch the races and I always liked it," he recalled.

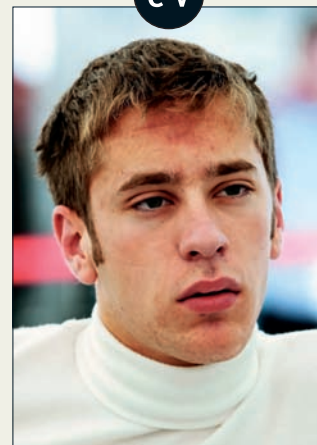
"I had a little 50cc quad that I used to drive in my garden when I was four or five. I rolled it a few times, but that didn't matter. Then one time I got into a go-kart, and I was immediately fast.

"In 2008 BMW invited me to test the Formula BMW and I went for fun, because it was my first time in a single-seater. I just drove, and then a couple of weeks later BMW called me again to do the scholarship. I went along, and I won. The plan had been to do karting for another year, but winning the scholarship allowed me to move into cars, so I took it."

"In 2009 I won the Formula BMW rookie title, so BMW gave me more sponsorship for this year. I had no other big sponsors – just local garages and stuff from around my village."

Plans for 2011 remain hazy, and will primarily be shaped by budget. "In the winter I will do lots of tests in things like GP3 and F3 Euro Series," he said. "But I have no idea yet where I will race." ❧

CV



**BORN** Maastricht, Netherlands,  
August 7 1991

**2010** Formula BMW Europe  
(champion, six wins)

**2009** Formula BMW Europe  
(Rookie of the year, third in  
championship, one win)

**1999-2008** Karting (third in  
European championship in 2008)

**"I had a 50cc quad that I used to drive in my garden when I was four or five. I rolled it a few times, but that didn't matter. Then I got in a kart and was immediately fast"**

# CAN NAVARRA REIGN IN SPAIN?

Spain has another international-spec circuit in its portfolio. *CHARLES BRADLEY* investigates

**S**pain isn't a country that lacks racing and test tracks. In the past couple of years there has been a proliferation of them – all driven off the back of Fernando Alonso's elevation to superstardom in Formula 1 and a long-running love affair with motorbike racing.

Its climate has also been a selling point when it comes to testing, yet Spain's newest circuit isn't in one of its hottest regions, nor have any illusions about holding a grand prix. Circuito de Navarra, which held its first international car racing meeting last weekend, has found its own niche in the crowded market.

"Geographically, the north-west was the only region of Spain without a racing circuit," says circuit director Michel Ligonnet, the Frenchman whom the Navarra government enlisted to complete a stalled project. "That is a quarter of the country, yet it's the part of Spain with the most enthusiasts. There are many hillclimbs and rally events in this region.

"Many people from here travel hundreds of kilometres to Montmeló [Barcelona] or Valencia to watch the racing. So the government decided to do it here, the logical choice because Pamplona [35-miles away] is the capital of the region."

Look on the map, however, and you'll see the track is remote to the outside world – albeit served by an excellent road network. It's a couple of hours from any international airport, but there's some spectacular scenery if you choose to fly to Bilbao (some 100-miles away), and there are convenient ferry routes to the UK for transporting cars and kit.

The circuit has also been launched in the middle of a recession, which is

hardly ideal, but Ligonnet reasons: "Three years ago there was a big boom, there was no recession, and that was when this project was funded – everything was gold back then! I started 15 months ago. The region of Navarra is the smallest, yet one of the most wealthy, in Spain."

Navarra's main track is 2.423-miles long, with 15 turns (six left and nine right) and is licensed to FIA T1 (Formula 1 testing) and Grade 2 (GP2 racing downwards). It also has the option of running two layouts (1.615- and 0.808-miles) simultaneously for track days and general testing.

Despite its remote location, there is some impressive elevation in the layout, for which Jaime Nogues (known as 'the Spanish Tilke') was responsible, and spectator viewing has been well-engineered into its design. Ligonnet, a former racer and team boss, previously worked at Race Resort Ascari and, most recently, Circuit Monteblanco and knows his stuff.

"The government was looking for someone to finish this project," he says of Navarra. "It was started in 2007, and they called me, and I saw the seriousness, the ambitions of the government, the location, and I realised that this was a circuit for the fans. I wanted to be a part of it."

Fans certainly flocked to the opening ceremony, with tens of thousands in attendance despite the fact there wasn't any actual racing. For its first year, Ligonnet has attracted the domestic GT and F3 championships, as you'd expect, as well as Auto GP, Superleague Formula and – in a recent coup – the World GT1 Championship.

"I am always in contact with high-level promoters," he says. "This is the level of events we want, and



**"We're accessible from Britain, where most of the F1 teams are based. I hope we get them..."**

Navarra boss Michel Ligonnet

will build for 2011. We are impatient!"

One tough nut to crack will be Formula 1. With testing restricted, and the teams familiar with the likes of Barcelona, Jerez and Valencia, isn't Navarra fighting an uphill battle to attract a full-blown F1 test?

"Difficult to say," admits Ligonnet. "Safety-wise, we will have F1 test homologation. We've run simulations, and the run-off areas have been designed with F1 in mind. We want to attract everything we can, apart from F1 and MotoGP races. That's not because of the track, but the infrastructure.

"We have a very good quality track. Not too long, good for testing with nice safety. We're accessible from Britain, where most of the F1 teams are based. With the ferry links, they can be based here and test at Portimao or Barcelona.

Ligonnet (far right) helped 'open' the track



Auto GP kickstarted the venue's car-racing life



## Spain's other tracks

13 rival venues  
Circuito de Navarra has some serious competition in Spain – as this line-up shows

### ALBACETE



### ALMERIA



### ASCARI RACE RESORT



### BARCELONA



### CALAFAT



### CARTAGENA





The 2.4-mile main track features various options



I hope we will get them.”

Compare Navarra with somewhere like the no-expense-spared Autodromo do Algarve, which cost €195million, and you’ll see the scale of the circuit has been well thought-out in these austere times. That’s not to say it looks cheap: the garages and pit garages are first-rate, as is the race control facility.

“It’s a difficult period for investment like this,” says Ligonnet. “This is a €43million project. It has been extremely well controlled; we know a circuit within three hours’ drive that has cost double the money, and they don’t have the infrastructure we do. We have a shorter track, because that’s what I think the public, the promoters and manufacturers want to see.”

If it continues in the vein it has started, we’re going to see it a lot more.✂

## DEBUT DEBRIEF

**There were** naturally a few teething problems when Auto GP and its supporting cast rolled into Circuito de Navarra for its first high-profile race meeting.

The facility received universal praise from teams and drivers alike, but the track layout disappointed most. The fast opening sequence of corners provided a satisfying challenge for the drivers, but the middle sector, which consists of a series of tight corners – taken in first gear in Auto GP cars – frustrated most of them. It was also considered a bit too narrow in places.

For Auto GP and Spanish GTs, Turn 1 was the only real overtaking point. A good exit from the tight final corner would set up a

tow down the main straight. As Romain Grosjean demonstrated brilliantly, there’s sufficient grip on the outside to make a move stick if the driver in front covers the inside.

For smaller cars like the one-make Peugeot 207 competition and the brilliantly entertaining Mit Jet series (imagine a cooler version of Legends), the cars ran side-by-side for almost all the lap, with the large asphalt run off meaning some interesting lines were deployed.

There was a reasonable crowd of a few thousand, which was encouraging considering the break from the Spanish tradition of free entry, although €6 for a weekend ticket (€12 for a paddock pass) was hardly excessive.

*Andrew van de Burgt*

**GUADIX**



**JARAMA**



**JEREZ**



**MONTEBLANCO**



**MOTORLAND  
ARAGON**



**VALENCIA  
(RICARDO  
TORMO)**



**VALENCIA  
(STREET  
CIRCUIT)**





# THE START OF SOMETHING BIG?

Gutierrez leads  
Coletti/Wickens fight

GIBSON/GP3

## MARK GLENDENNING looks at the highs and lows of the inaugural GP3 season

**I**n a world already overpopulated with junior open-wheel categories, the GP3 Series was going to be one of two things, depending on whom you spoke to.

Implicit in the comments made by the series organisers in the lead-up to the first season was the hope that this would be the one category to rule them all and, if it happened to fast-track the demise of Formula 3, then all the better.

For others it was overpriced, unproven, and trying to fill a gap that didn't necessarily exist in the first place.

So which was it? Unsatisfactory as the answer might sound, it was both – and neither.

Any junior series' ultimate measure of worth is the standard of its graduates, and from that point of view it's too early to make any calls on GP3. The ART squad stayed true to its reputation by helping guide Esteban Gutierrez to the title. The personable Mexican is a worthy champion based on both his pace and consistency, although the latter owed something to the fact that he was spared the technical glitches

that affected some of his rivals, particularly in the opening races.

These sorts of teething problems are to be expected when you're dealing with a brand-new car and, although the series and the teams occasionally seemed to be at odds about the extent to which they'd been fixed early on, the issues had largely been addressed by mid-season. Several drivers still reported discrepancies between some of the two-litre turbo units through to the end of the year; complaints that probably had half their basis in fact and half in convenience.

Despite the scepticism, there was a lot to like about the first season of GP3. The cars look the business, and the teams managed to present a full grid of 30 at every round except for Hungary, where Tech 1 Racing was unable to give Renault Eurocup ace Arthur Pic his debut on the grounds that it had already reached its maximum of five different drivers for the season.

Running on the support bill for Formula 1's European races was another plus in terms of potential exposure.

Gutierrez was roundly beaten by Valtteri Bottas and Alexander Sims in last year's F3 Euro Series, yet this year his stock in the F1 paddock is higher than both of theirs. His reputation might owe something to his combination of Telmex backing and a relationship with Sauber, but it's difficult to argue that racing – and winning – on the grand prix schedule hasn't helped.



At least Haryanto  
gave John Booth a win!

FEI RARFO/GP3

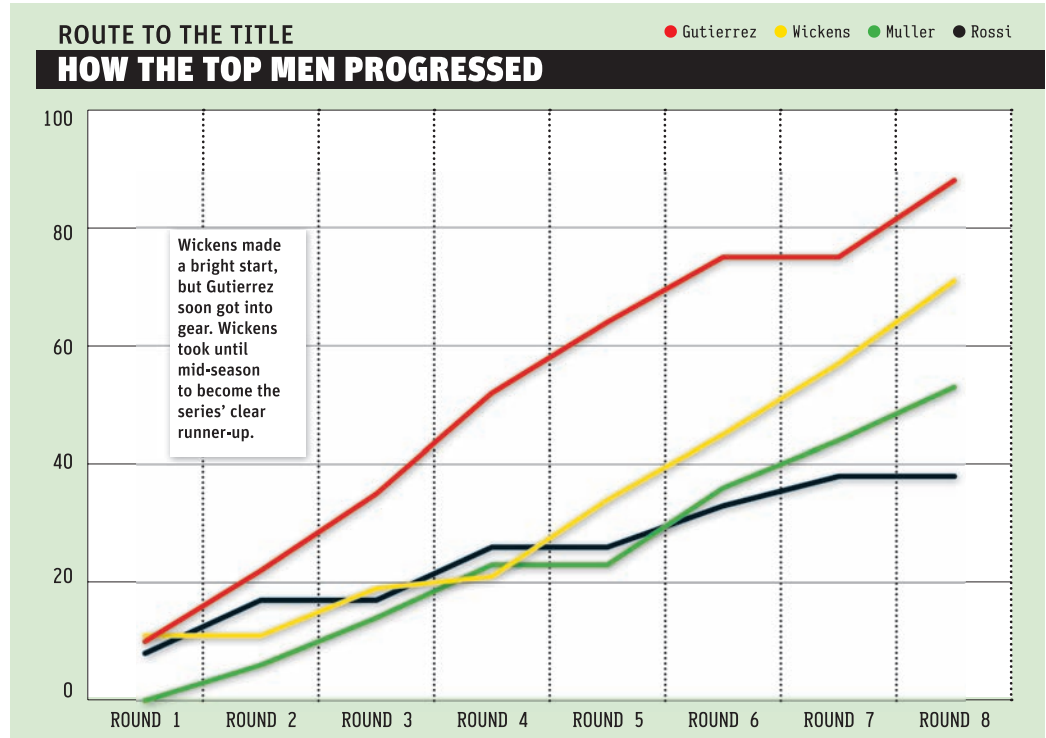


Curiously, another of the series' strong points was the cars' relative lack of power. The acceleration forces in a GP3 car are never likely to put a driver at risk of snapping his neck ("The first time I turned onto the straight in testing and put my foot down," one confided, "I started laughing inside my helmet"), but it did help contribute towards some great racing. At circuits like Monza, GP3 drivers did not have the luxury of being able to plant the throttle at the corner exit and blast away from their rivals like their colleagues in GP2 and F1 could, so they were forced to look elsewhere in their arsenal to find an advantage.

Negative points? Well, there's no way to dress the first one up: the cars sound crap. Efforts were made to address the impotence of the engine note prior to the season but, even so, this writer nearly missed the start of one race because a passing forklift drowned out the sound of the cars heading onto the track. That's a cosmetic thing though and, in the greater scheme of things, it's not really important. To the best of our knowledge, no young driver's career has ever stalled because their car didn't sound menacing enough.

Driving standards fluctuated dramatically, which is to be expected in a junior series – particularly one with 30 cars. All the same, if you're trying to position yourself as the best series below GP2 level, then you could do without some of the terrifying attempts at heroics that we were occasionally privy to during the season.

Probably the most serious doubt remains the budget. The ballpark figure of €650,000 seems steep considering that there's relatively little seat time,



although the cost will be easier to justify if GP3 develops a track record as the proving ground that it hopes to be.

Ultimately, GP3's reputation is now in the hands of its first batch of graduates. If Gutierrez, his title rival Robert Wickens, and other leading lights can use it as a springboard to bigger things, then it will naturally become considered a must-do for young drivers on the way up. If only they could make the damn things sound better.

WHO DID WHAT? p59

**TOP 10 DRIVERS** Who were the stand-outs from GP3 act one? MARK GLENDENNING works it all out



**1. ESTEBAN GUTIERREZ**

Staked a claim as the leading title contender early on, and then spent the rest of the season living up to it.

**DEFINING MOMENT:** Monza feature race. The title was already sealed, but he still fought as if it were the first round and he had everything to prove.



**2. ROBERT WICKENS**

Quick and not prone to errors, but his challenge was blunted by problems with his car during the opening rounds.

**DEFINING MOMENT:** Taking the most bizarre win of the year at Spa by backing the field up on the last-lap restart and running the clock down.



**3. NICO MULLER**

Became more of a threat as the season went on, and was unfortunate to finish the year without more than two wins. Best of the drivers to reach GP3 from a more junior level.

**DEFINING MOMENT:** His superb feature race win from pole at the Hungaroring.



**4. DEAN SMITH**

Shared the burden for Carlin's points with Josef Newgarden, but a touch more consistent than the American. Should have had more than one podium.

**DEFINING MOMENT:** Great recovery drive at Istanbul after a bad start, but then suffered a late mechanical problem.



**5. ALEXANDER ROSSI**

Pace generally no problem, but too often needed to overcome a disappointing qualifying. Two wins is probably less than he expected – and both came in sprint races.

**DEFINING MOMENT:** Battle for third with team-mate Gutierrez in the Silverstone sprint race.



**6. RIO HARYANTO**

One of the surprises of the season, with a consistent haul of points in first half of year. Proved that Turkey sprint win was no fluke with two feature podiums.

**DEFINING MOMENT:** Qualifying on the front row at Silverstone and cruising to easy second behind Gutierrez.



**7. DANIEL MORAD**

Consistency wasn't a strong point, but capable of good results when things were going well. Occasionally failed to capitalise on a solid qualifying performance.

**DEFINING MOMENT:** Taking dominant first win for Status in the Silverstone sprint race.



**8. ADRIAN QUAIFFE-HOBBS**

Frustrating blend of solid pace and horrendous luck. Had the speed to be a regular podium contender, yet ranked near the bottom in total racing laps.

**DEFINING MOMENT:** Qualifying on the third row in Germany only for the car to stop on the formation lap.



**9. ROBERTO MERHI**

Joined the series late, but quickly established himself among the fastest few. Lost results to mechanical problems or errors.

**DEFINING MOMENT:** Stalling on the second row at Hockenheim, recovering from 30th to ninth, then driving into back of Newgarden.



**10. JAMES JAKES**

Struggled to translate his experience into results, particularly in replicating his single-lap speed in races.

**DEFINING MOMENT:** The Hockenheim crash sidelined him for two rounds and potentially cost him Virgin F1 prize test for highest-placed Manor driver.



# INTERNATIONAL MOTORSPORT

10-16 JANUARY 2011, UK

## BUSINESS WEEK








# The Official Business Networking Event for the Motorsport Industry



### International Motorsport Business Week

Forming part of an extended range of focused business and network events, **International Motorsport Business Week** is an exciting trade initiative that brings the UK's motorsport industry together; which includes symposiums, conferences, seminars, an international business exchange, and an industry awards dinner all revolving around Europe's largest Motorsport Trade Show, Autosport International.

### Events for 2011 (10-16 Jan, 2011)

- 
• RACETECH World Motorsport Symposium

- 
• MIA Cleaner Racing Conference
• MIA Business Excellence Awards Dinner
- 
• Autosport Engineering Show, in association with Racecar Engineering
- 
• International Business Exchange (IBE)
- 
• Watkins Lecture
- 
• Autosport International

For more information & dates visit:  
[internationalmotorsportbusinessweek.com](http://internationalmotorsportbusinessweek.com)

Supported by:





**MARK GLENDENNING**  
**DEPUTY F1 EDITOR**

mark.glendenning  
@haymarket.com

**OVER THE COURSE** of the inaugural season, some GP3 drivers proved to be particularly adept at attracting the wrath of the judiciary. Few weekends went by without a handful of penalties being dealt out, but Germany takes some topping.

Official notifications of the 22 separate grid penalties issued after practice quickly overwhelmed the noticeboard

where they are usually pinned, resulting in the hospitality windows being darkened by a wallpaper of bad tidings. It prompted much grimacing by hospitality manager Christian Staurenghi, who likes to run a tight ship, but it's a fair bet that those trying to wade through the infractions to determine the starting grid would have happily traded places with him.



New wallpaper for GP3 hospitality

### ART EXHIBITIONIST

## GUTIERREZ NEEDS TO EXCEL AGAIN

**THE FIRST THING** a worthy champion needs is a worthy rival, and Esteban Gutierrez had that in Robert Wickens. What he didn't have was a consistent rival. Technical problems in the early part of the season hamstrung the Canadian's early efforts and, by the time they were sorted out, Gutierrez was already well on his way. Plenty of other drivers were capable of making the Mexican's life difficult, but doing it for race after race was another matter.

That's not to take anything away from Gutierrez. He elbowed Alexander Rossi aside to assert himself as the main challenger within ART early on, and essentially failed to do much wrong for the rest of the season.

From 16 races, Gutierrez produced five wins, four more podiums, three poles and six fastest laps.

As GP3's inaugural champion, his next move will provide the first indication of the success of the series and, while much remains to be firmed up, the early signs are promising. The 19-year-old has backing from billionaire Carlos Slim's Telmex behind him, and already has links with Sauber in F1. He tested with BMW Sauber at the end of last year, and is expected to be invited



Mexican claimed plenty of trophies...



...after much success with ART Grand Prix

back by Peter Sauber for the rookie tests in Abu Dhabi in November.

If his focus is on GP2 for 2011 then the obvious berth is ART, with which he has now raced for two seasons (he was part of the team's F3 line-up in 2009), although that would require Jules Bianchi or Sam Bird to find a new home. Gutierrez has also tested for Addax, which ran compatriots Sergio Perez in GP2 and Pablo Sanchez Lopez in GP3 this year, both with Telmex support.

### 2010 GP3 SERIES

POS	DRIVER/ NATIONALITY	TEAM	1	2	3	4	5	6	7	8	POINTS
1	ESTEBAN GUTIERREZ (MEX)	ART GRAND PRIX	6/4	11/1	13/0	13/4	5/7	9/2	0/0	13/0	88
2	ROBERT WICKENS (CDN)	STATUS GRAND PRIX	8/3	0/0	8/0	0/2	11/2	5/6	12/0	8/6	71
3	NICO MULLER (CH)	JENZER MOTORSPORT	0/0	3/3	2/6	6/3	0/0	12/1	6/2	5/4	53
4	ALEXANDER ROSSI (USA)	ART GRAND PRIX	1/7	5/4	0/0	4/5	0/0	1/6	0/5	0/0	38
5	RIO HARYANTO (RI)	MANOR MOTORSPORT	0/0	1/6	3/3	8/0	0/0	0/0	0/0	6/0	27
6	ROBERTO MERHI (E)	ATECH CRS GP	-	-	6/6	0/0	0/0	0/0	8/0	3/3	26
7	DEAN SMITH (GB)	CARLIN	5/2	0/0	0/0	3/0	0/0	4/4	3/3	0/0	24
8	JAMES JAKES (GB)	MANOR MOTORSPORT	0/0	8/0	1/4	0/0	8/0	-	-	0/0	21
9	STEFANO COLETTI (MC)	TECH 1 RACING	-	0/0	0/1	0/0	4/4	6/3	0/0	0/0	18
10	MIKI MONRAS (E)	MW ARDEN	1/0	2/5	4/0	0/0	0/0	0/0	0/4	0/1	17
11	MIRKO BORTOLOTTI (I)	ADDAX TEAM	0/0	0/0	0/0	1/0	3/3	0/0	0/0	4/5	16
12	DANIEL MORAD (CDN)	STATUS GRAND PRIX	0/0	4/2	0/0	2/7	0/0	0/0	0/0	0/0	15
13	PAL VARHAUG (N)	JENZER MOTORSPORT	10/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0	10
14	DANIEL JUNCADILLA (E)	TECH 1 RACING	0/0	-	-	0/0	1/5	-	4/0	0/0	10
15	ADRIAN QUAIFE-HOBBS (GB)	MANOR MOTORSPORT	0/0	0/0	0/2	0/0	0/0	0/0	6/2	0/0	10
16	FELIPE GUIMARAES (BR)	ADDAX TEAM	0/0	6/1	0/0	0/0	2/0	0/0	0/0	0/0	9
17	JEAN-ERIC VERGNE (F)	TECH 1 RACING	4/0	-	5/0	-	-	-	-	-	9
18	JOSEF NEWGARDEN (USA)	CARLIN	0/0	0/0	0/0	0/0	2/0	2/0	0/0	2/2	8
19	LUCAS FORESTI (BR)	CARLIN	2/5	-	0/0	0/0	0/0	-	-	0/0	7
20	ADRIEN TAMBAY (F)	MANOR MOTORSPORT	-	-	-	-	-	0/0	0/6	-	6
21	RENGER VAN DER ZANDE (NL)	MUCKE MOTORSPORT	0/0	0/0	0/0	0/0	6/0	0/0	0/0	0/0	6
22	TOBIAS HEGEWALD (D)	MUCKE MOTORSPORT	0/0	0/0	0/0	5/1	0/0	0/0	0/0	0/0	6
23	NIGEL MELKER (NL)	MUCKE MOTORSPORT	2/0	2/0	0/0	0/0	0/0	0/0	0/0	1/0	5
24	PEDRO NUNES (BR)	ART GRAND PRIX	0/1	0/0	0/0	0/0	0/1	0/0	2/0	0/0	4
25	SIMON TRUMMER (CH)	JENZER MOTORSPORT	3/0	0/0	0/0	0/0	0/0	-	1/0	0/0	4
26	ANTONIO FELIX DA COSTA (P)	CARLIN	-	-	-	-	-	3/0	0/0	-	3
27	LEONARDO CORDEIRO (BR)	MW ARDEN	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/1	1

**NON-POINT-SCORERS:** Oliver Oakes (GB), Atech CRS GP (Rounds 1-8); Doru Sechelariu (RO), Tech 1 Racing (Rounds 1-8); Pablo Sanchez Lopez (MEX), Addax Team (Rounds 1-8); Michael Christensen (DK), MW Arden (Rounds 1-8); Ivan Lukasevich (RUS), Status Grand Prix (Rounds 1-8); Vittorio Ghirelli (I), Atech CRS GP (Rounds 1-8); Patrick Reiterer (I), Atech CRS GP (Rounds 1-2); Jim Pla (F), Tech 1 Racing (Round 2); Mikhail Aleshin (RUS), Carlin (Round 2); Marco Barba (E), Jenzer Motorsport (Round 6).

**CAR:** All drivers in Dallara-Renault GP3/10

**KEY TO RACES:** 1 Barcelona, May 8-9; 2 Istanbul Park, May 29-30; 3 Valencia, June 26-27; 4 Silverstone, July 10/11; 5 Hockenheim, July 24-25; 6 Hungaroring, July 31/August 1; 7 Spa-Francorchamps, August 28/29; 8 Monza, September 11-12.

**POINTS SYSTEM:** FEATURE RACE 10-8-6-5-4-3-2-1, plus 2 points for pole. SPRINT RACE 6-5-4-3-2-1. Fastest lap: 1 point in each race (Driver recording fastest lap must complete 90 per cent of racing laps and finish in the top 10 to be eligible for bonus point).



# WEB DIRECTORY

## ACCOUNTANTS

Get in pole position - 98% of our clients pay less than £200 in tax  
86% of our clients pay less than £200 for book keeping and accountancy fees.  
93% save more than £1000 by outsourcing their payroll to us.

**0845 676 8890**

[www.intelligentbookkeeping.co.uk](http://www.intelligentbookkeeping.co.uk)  
[motorsportaccountants@googlemail.com](mailto:motorsportaccountants@googlemail.com)

## AWNINGS

**THE AWNING CO**

The Awning Company (UK) Ltd  
01204 544900 [www.theawningcompany.co.uk](http://www.theawningcompany.co.uk)

## CIRCUITS

**CIRCUITO GUADIX**

INCREDIBLE VALUE EXCLUSIVE TESTING from 3000€ per day

[www.guadixcircuit.com](http://www.guadixcircuit.com)

## EQUIPMENT

**LISTA**

[www.listacabinets.co.uk](http://www.listacabinets.co.uk)  
Tel: 01228560911  
Mob: 07733157911

## EXHAUSTS

Inconel & Stainless Steel Specialists

**SIMPSON**

Race Exhausts

Tel: 01753 532222  
[www.simpsonraceexhausts.com](http://www.simpsonraceexhausts.com)

## GEARBOXES

**Competition Transmission Services**

Sales, Service, Gearbox Mart and Ratio Calculator. Visit us @  
[www.gearboxman.co.uk](http://www.gearboxman.co.uk)  
or E-mail us on: [info@gearboxman.com](mailto:info@gearboxman.com)

Telephone: 01582 840 008, Fax 01582 840 007

## HELMAT GRAPHICS

**Mike Fairholme Designs**

Sole approved painter of Arai helmets.  
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.  
Tel: 01476 550630. Fax: 01476 550029.  
email: [fairholmedesigns@btconnect.com](mailto:fairholmedesigns@btconnect.com)  
[www.fairholmedesigns.co.uk](http://www.fairholmedesigns.co.uk)

## IN CAR CAMERA

**CHASE CAM**

[chasecam.co.uk](http://chasecam.co.uk)

## LEGAL

National/Regional Law Firm of the Year 2009 Legal Business Awards

**S&B**

- [www.stevens-bolton.co.uk](http://www.stevens-bolton.co.uk)
- [tudor.alexander@stevens-bolton.co.uk](mailto:tudor.alexander@stevens-bolton.co.uk)
- tel: 01483 734210 / 07887 713512

We act for racing teams, drivers, sponsors and manufacturers. Contact Tudor Alexander.

## MACHINERY

METAL WORKING MACHINERY

**BAILEIGH INDUSTRIALS**

[www.bifabuk.co.uk](http://www.bifabuk.co.uk)

## MEMORABILIA

**FINAL LAP**

For Everything Formula One

[www.finallap.net](http://www.finallap.net) WE BUY AND SELL  
+44 (0)1245 287588 / 07771 920345

**JMJ AUTOMOBILIA** America's #1 supplier of CART and Formula One Racing memorabilia. Large selection of signed original collectables. See our ad under marketplace Memorabilia. Call or fax or a mail listing at (609) 575 1143 or visit our website @ [www.JMJAuto.com](http://www.JMJAuto.com)

## MOTORHOMES

**BRIAN JAMES TRAILERS**

**CLUBMAN**

Tel. 01327 308833  
Web. [www.brianjames.co.uk](http://www.brianjames.co.uk)

**GB MOTORSPORTS LTD**

Ian Green  
01454 227191  
07766 108873

[www.gbmotorsports.co.uk](http://www.gbmotorsports.co.uk)

Fabrication and refurbishment of race transporters

**ARE DRY SUMP SYSTEMS**

ARMSTRONG RACE ENGINEERING INC.  
[WWW.DRYSUMP.COM](http://WWW.DRYSUMP.COM) (916) 652-5282

**CARTEK.biz** Motorsport Electronics

Don't compromise on Safety or Reliability

New products New website

## RACE PRODUCTS

**Pit to Car Radio**

0044(0)1508 528837  
[www.raceradio.co.uk](http://www.raceradio.co.uk)

**SCHROTH RACING**

[www.schroth.com](http://www.schroth.com)

**demon tweeks** MOTORSPORT Direct

[www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk)

**CHAMPIONS OF SAFETY**

**lifeline** Motorsport Fire & Safety Systems

[www.lifeline-fire.co.uk](http://www.lifeline-fire.co.uk)

## RACE PRODUCTS

RACE CARE ELECTRICS

Tel: 01322 553443  
M: 07541 131900  
Unit 7 BEXLEY, Kent. DA5 2AW.  
E-mail: [racecarelectrics@hotmail.co.uk](mailto:racecarelectrics@hotmail.co.uk)  
[www.racecarelectrics.co.uk](http://www.racecarelectrics.co.uk)

**CROYDON RACE & RALLY CENTRE**

[www.croydonraceandrally.co.uk](http://www.croydonraceandrally.co.uk)

220-222 Portland Road  
South Norwood  
London SE25 4QB

For Racewear & Motorsport equipment  
Tel: 020 8656 7031

**GPR Grand Prix Racewear**

THE RACEWEAR EMPORIUM  
[www.gprdirect.com](http://www.gprdirect.com)

**piloti** driving shoes

[www.piloti-europe.com](http://www.piloti-europe.com)

## RACEWEAR

**race wear** .co.uk

From your desktop to your doorstep  
08452 604104

**OLD HALL PERFORMANCE LTD**

**RED LINE** SYNTHETIC OIL

tel: +44 24 7671 7100  
fax: +44 24 7671 7400

[sales@redlineoil-europe.com](mailto:sales@redlineoil-europe.com) [www.redlineoil-europe.com](http://www.redlineoil-europe.com)

**RACING CARS FOR SALE**

ALAN CORNOCK FCS

BUYING - SELLING - BROKERAGE  
[www.racingcarsforsale.co.uk](http://www.racingcarsforsale.co.uk)  
TEL: 01480 891212

**Image** Manufacturers of bespoke split rim alloy wheels

[www.imagewheels.co.uk](http://www.imagewheels.co.uk)  
IMAGE WHEELS INTERNATIONAL LTD

## RACING OILS

## RACING

## WHEELS

**AUTOSPORT.COM**

TO ADVERTISE IN THE WEB DIRECTORY PLEASE CALL  
020 8267 5858 OR E-MAIL [autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)

# TRAILERS & TRANSPORTERS



*Europe's leader in American motorhome rental & sales*

The largest dedicated indoor RV showroom in Europe



**Stingray RV is Europe's leader in American motorhome Rental & Sales.**

We have the largest fleet of American motorhomes to hire outside of the USA and a wide range of new and used motorhomes for sale at our base in Northants.

Our services include:

- Luxury American motorhome rental for a weekend or an entire season
- American motorhome sales & servicing
- 'Rent Back' system where we rent your motorhome for you
- Motorhome support & delivery service
- Motorhome maintenance & storage
- F1 style hospitality facility rental & sales

It doesn't matter if you need a motorhome for a 2 day race weekend at Silverstone, a week at Le Mans or an entire season, we have the right package for you.

We are currently taking bookings for all British & European Motorsport events for 2010 & 2011.

**FOR SALE FINANCE AVAILABLE**



**2008 Monaco Monarch**

Like new. Full wall double slide, roll-out awning. Sleeps 4 in 2 beds. 4,000 miles.

**REDUCED TO £80,000**



**2005 39' Four Winds Mandalay**

Cream leather, triple slide, roll-out awning. Sleeps 6 in 3 double beds. 9,000 miles.

**£104,000**

For more information or to hire a 'home from home': visit [www.stingrayRV.com](http://www.stingrayRV.com), call **0870 241 5614** or email [simon@stingrayRV.com](mailto:simon@stingrayRV.com)

[www.stingrayRV.com](http://www.stingrayRV.com)

# Results of more dedication

## Towing efficiency.

Highly developed aerodynamic forms, lightweight high strength steels, innovative designs, compact specifications and industry leading body manufacturing technology.

The result of dedication to improvement for over 30 years. All of this plus the best value for money. Quite a combination.

## BRIAN JAMES TRAILERS

Today we proudly introduce the brand new **Race Shuttle RS2** offering anyone transporting compact race or rally cars a tailor made solution.

RS2 is a compact shuttle, with ample internal space, packaged into a lightweight and easy operation, including hydraulic tilt-beds.



YouTube 'Race Shuttle RS2' - product launch video

### Race Shuttle RS2

#### RS2 summary specification:

**Body:** RTM moulded GRP with internal bonded ribs  
**Chassis:** Galvanised steel 4.25m long x 1.95m bed width  
**Max capacity:** 1,850Kgs (load)

### Clubman range



### A-sport range



### A-max range



### Regional area sales contacts:



**Central, Wales and Ireland:**  
 contact Main office, **Daventry**

**Richard Craven**  
**Michael White**  
**Adam Smart on: 01327 308833**

**Scotland and N.I. contact**  
**Paul Bowker on: 07854 839582**

**South West contact**  
**David Appleby on 07768 814710**

**Southern contact**  
**Paul Balley on 07712 629549**

**Stockists in Aberdeen, Aberystwyth, Brighton, Chester, Carlisle, Carnforth, Dundee, Dumfries, Edinburgh, Enniskillen, Elgin, Exeter, Inverness, Maidstone, Newcastle, Plymouth, Salisbury, Sheffield and more.....**



### TT Tilt-bed range



### Race Shuttle RS5

## BRIAN JAMES TRAILERS

[www.brianjames.co.uk](http://www.brianjames.co.uk)

Tel. **01327 308833**

ref.10/4

# TRAILERS & TRANSPORTERS



Call Us Now! tel. 01327 263 384

www.woodfordtrailers.com sales@woodfordtrailers.com



**RL 2000**  
£4,900 + vat



**RL 3000**  
£5,950 + vat

**PRG Trailers** *Look Beyond*

optional colour finishes shown

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

**AUTOSPORT**

**MISSED AN ISSUE?**

**THEN CALL OUR BACK ISSUE HOTLINE**

**08456 777817**

looking for a great deal on your motorhome hire?....

**winnebago DIRECT**

Deal direct with Europe's premier motorhome rental specialists.  
The best motorhomes, the best prices!

**www.winnebagodirect.co.uk**

**Advatec**  
International Transport Specialist

**Classic & Vintage Car Transport Services**  
Any Vehicle Any European Destination

**0808 100 3550**  
**www.advatec.co.uk**  
Advatec Transport - Part of the Belle Group  
Visit our website for more information

**Call today or go Online for a Free Quotation!**



# RACE & RALLY CARS

## ALFA



**alfashop**

WHY NOT RACE IN THE BRSCC  
ALFASHOP ALFA ROMEO CHAMPIONSHIP  
IN 2011?



For more information see  
[www.alfaracer.com](http://www.alfaracer.com)



**TOYO TIRES**

## PORSCHE



### 2006 997 GT3 CUP CAR

400bhp, 6 speed sequential gearbox, motec data logging, 12 wheels and tyres, excellent condition **£55,000** ono

Alan Keith T: 07712821224

### 2009 997 GT3 CUP CAR

420bhp, 6 speed sequential gearbox, motec data logging, 12 wheels and tyres, recent gearbox rebuild, excellent condition only done Carrera Cup **£80,000** ono

E: [alan@wilsonsgarage.net](mailto:alan@wilsonsgarage.net)

## DRIVES AVAILABLE

Join The Saker Sportscar Challenge UK 2011!  
More *adrenaline* than you can *handle!*



Starting from only **£42,900** plus VAT and delivery.



T: Paul on 01538 306921 W: [www.sakercars.co.uk](http://www.sakercars.co.uk) E: [paul@sakercars.co.uk](mailto:paul@sakercars.co.uk)

## 993 PORSCHE



993 Built in 2009 for the Porsche Club Championship. Over £40,000 spent to build & develop into the only 993 to win a race & have pole positions. Now fully sorted, it's a championship contender in 2011. Can be seen at Silverstone on October 1st & 2nd.

**£29,995**

Please contact Scott Kavanagh on  
07920 509 435

**TO ADVERTISE IN  
THIS SECTION OF**

**AUTOSPORT**

**Please Call**

**020 8267 5858**

## FERRARI

**FERRARI 360 MODENA GT+**  
SPECIAL EDITION BY PIEDRAFITA SPORT



Only 5 units produced. Hewland sequential, special rally suspension, new electronic chart for rally, etc. Actually used as O car for Spanish Champ. Until November. The car will be delivered totally revised.

**Price: 140.000 euros** (Possible to admit part in Exchange for a classic).

## LOLA

**RML / AD HPD Lola Coupé**  
**LMP2 LMS Winners 2010**

Superbly reliable package, suitable for LMP1 with existing HPD Engine package (lease) or easy conversion to LMP2 HPD engine package. Only 1 stop in Box, 7 minutes, in entire LMS season AND Le Mans 24 Hours. Spares package available.



For full details contact

Phil Barker : +44 7768397661 or Mike Newton : +44 7798927111

## RACING CARS

**Falcon Motorsport**

**Falcon Motorsport offer for sale their two 2010 JKS Young Guns cars for sale.**

Cars come complete with Suzuki GSX 750 engines and paddle operated Shifttec gear change. Both can easily be converted for lightweight competition in Monoposto, hill climb or sprints.

Cars priced to sell at **£11,750** each including VAT.

E mail – [nick@falconmotorsport.com](mailto:nick@falconmotorsport.com) Tel – 01367 244233  
Web site – [www.falconmotorsport.com](http://www.falconmotorsport.com)



ROAD CARS FOR SALE

WEB DIRECTORY

TRAILERS & TRANSPORTERS

RACE & RALLY CARS

MARKETPLACE

APPOINTMENTS

# MARKETPLACE

## ACCOUNTANTS

**Get in pole position**

- 98% of our clients pay less than £200 in tax
- 86% of our clients pay less than £300 for book keeping and accountancy fees.
- 93% save more than £1000 by outsourcing their payroll to us.

**0845 676 8890**

[www.intelligentbookkeeping.co.uk](http://www.intelligentbookkeeping.co.uk)  
[motorsportaccountants@googlemail.com](mailto:motorsportaccountants@googlemail.com)

## CLUB RACING

**MX5Racing.com**  
**Paul Sheard Autos**

*Why not get involved with one of the most successful one make championships around?*

We are running Mk1 and Mk3 Mazda MX5's in 2011.

**FULL TEAM SUPPORT  
 TRY OUT DAYS**

MK1 - Cheap competitive fun racing  
 MK3 - Modern high profile exciting racing

**Safety Devices Roll Cage Supplier**

**Visit: [www.mx5racing.com](http://www.mx5racing.com)  
 Contact Paul: 07717536666**





## AWNINGS

**The awning company UK**  
[WWW.THEAWNINGCOMPANY.CO.UK](http://WWW.THEAWNINGCOMPANY.CO.UK)





Unit 1, Jubilee Works  
 Vale Street, Bolton  
 Lancashire BL2 6QF

Tel:- 01204 544900  
 Fax:- 01204 544901

## FLOORING

**Kiwi Tiles**  
 Interlocking Plastic Floor Tiles, as used by leading race teams throughout Europe.

- ◆ Easy installation & removal
- ◆ Many colours
- ◆ Lightweight
- ◆ Strong & durable
- ◆ Self draining
- ◆ Compact & easy to store
- ◆ Top quality
- ◆ Value for money

Stock Colours:  
 Red, Blue, Green, Yellow,  
 Silver, Orange, Grey,  
 Black, White, Dayglo Red  
**Rail Engineering**

Tel: 01865 883354 Fax: 01865 883789  
 E-mail: [enquiries@kiwitiles.com](mailto:enquiries@kiwitiles.com)  
 Web: [www.kiwitiles.com](http://www.kiwitiles.com)



## MEMORABILIA

**E-Z UP® Instant Shelters!**  
 Main UK dealer for all E-Z UP® Shelters, Spares, Accessories and Custom Graphics.  
 #1 Best Selling® Instant Shelter in the World!™  
[www.grumpygrip.co.uk](http://www.grumpygrip.co.uk)

Authorized Dealer





**SPEED SHELTER II**  
 Black, Red or Blue  
 + 19 Custom Colours


**ECLIPSE II**  
 Black, Red, Blue or White  
 + 18 Custom Colours

**EXPRESS II**  
 Blue or White

Start Your Company's Promotional Campaign Today with an E-Z UP® Instant Shelter!  
 Call to make for a competitive quote now  
 Tel: 01462 750346 Mob: 07703 484668  
 Email: [info@grumpygrip.co.uk](mailto:info@grumpygrip.co.uk)



The **speedsport** Gallery



Our gallery displaying original paintings, posters, photographs and the highest quality signed memorabilia is now open at Silverstone Circuit.

We are open 9 to 5 weekdays and at weekends and race meetings by appointment.

Our gallery area is also ideal for small business meetings/conferences for up to 12 people, and can be hired exclusively on an hourly or daily basis.

Speedsport UNIT 43 Silverstone Circuit NN12 8TN  
 Telephone: 01327 858 167 Email: [info@speedsport.co.uk](mailto:info@speedsport.co.uk)  
[www.speedsportgallery.co.uk](http://www.speedsportgallery.co.uk)

**JMJ Automobilia**  
 Suppliers of Race Memorabilia since 1992

Florida, USA (609) 575-1143

email: [JMJAUTO.COM](mailto:JMJAUTO.COM)  
[WWW.JMJAUTO.COM](http://WWW.JMJAUTO.COM)

**FINAL LAP**  
 For Everything Formula One  
[www.finallap.net](http://www.finallap.net)

WE SELL A VAST RANGE OF GENUINE F1 COLLECTABLES  
 WE ALSO BUY  
 TEAM MEMORABILIA & CLOTHING  
[sales@finallap.net](mailto:sales@finallap.net)

01245 287588  
 07771 920345




**TO ADVERTISE IN THIS SECTION OF AUTOSPORT**  
 please call 020 8267 5858

## HELMETS

**HEDTEC.co.uk**



Outstanding, high quality crash helmets  
 Snell SA2005 approved (MSA & FIA legal)  
 Open Face RAPIDO £109 with HANS £189  
 Full Face Xtreme £139  
 Full Face DEMON HANS £229

For fast & friendly service call  
**0844 873 6075**  
[motorsport-events.com](http://motorsport-events.com)



**Xtec ENGINEERING**  
 Championship winning engine rebuilding and preparation  
 Modern and Historic  
 Contact Paul Knapton  
 01922 454 858  
[paul@xtecengineering.com](http://paul@xtecengineering.com)

**F1 COLLECTORS .COM**  
 #1 for F1 memorabilia  
 All F1 items bought & sold  
 Chris Grint  
**01763 274448**  
[www.f1collectors.com](http://www.f1collectors.com)  
[sales@f1collectors.com](mailto:sales@f1collectors.com)

## IN CAR CAMERA

**When only the best will do!**

### Rugged, compact, solid-state DVRs - the perfect video solution for Motorsport

**STACK  
STACK  
STACK®**

Stack's digital video recorders have outstanding quality, reliability and compact design at a price and specification designed with motorsport in mind - ideal for all motorsport competitors and trackday enthusiasts.

- New 2010 range
- Up to 12 Mbps record quality
- Multi camera processor built in
- Up to 4 camera inputs
- Fully configurable
- Broadcast industry standard MPEG2 video
- Both widescreen 16:9 and 4:3 aspect ratios
- Auto record via built-in 3-axis g-sensor or dashboard toggle switch
- GPS data overlay option



Prices from just £699

plus VAT

[www.stackltd.com/dvr](http://www.stackltd.com/dvr)

Available from



Tel: 01256 783532

[www.goldstaronboard.com](http://www.goldstaronboard.com)

## PADDOCK EQUIPMENT

# ToolsandPowerTools

.co.uk

The **NEW** on-line Discount Tool warehouse  
Over 10,000 tools available now!

In stock: Generators, Pressure washers, Compressors, Welders..... PLUS TONS MORE!

Visit: [www.toolsandpowertools.co.uk](http://www.toolsandpowertools.co.uk)

0845 094 2452

Hyundai, Sealey, Lavor, Fiac, Stephill

ToolsandPowertools.co.uk is a division of Genpower

### PUBLICATIONS

**Simon Lewis Transport Books** Huge new website now online. Books, Photos and memorabilia. Please visit: [www.simonlewis.com](http://www.simonlewis.com). PO Box 9, Coleford, Gloucestershire, GL16 8YF Tel: (01594) 839369. [simon@simonlewis.com](mailto:simon@simonlewis.com) Mastercard/Visa welcomed. Established 1985

### RACE PRODUCTS

**RACE CAR ELECTRICS**

Race alternators, race electrical isolation systems, all race electrical preparation i.e. looms, gauges, lamps, fans, pumps etc.

Race Car Electrics Unit 7, Littleworth Business Centre, Stable Lane, Vicarage Road, BEXLEY, Kent. DA5 2AW.

Tel: 01322 553443 M: 07541 131900  
E-mail: [racecarelectrics@hotmail.co.uk](mailto:racecarelectrics@hotmail.co.uk)  
[www.racecarelectrics.co.uk](http://www.racecarelectrics.co.uk)

### RACE PRODUCTS



tesa the racer's race tape...

Speedsport are official motorsport distributors for the tesa range of tapes. Tape stock always available at our Silverstone base.

We also supply Helicopter Tapes, aluminium foil tapes etc.

Tel: 01327 858 167 Fax: 01327 858 518  
[info@speedsport.co.uk](mailto:info@speedsport.co.uk)  
[www.speedsport.co.uk](http://www.speedsport.co.uk)



Arai stockists

## RACE PRODUCTS



ADVANCED SUSPENSION TECHNOLOGY

# OHLINS HAVE WON OVER 200 WORLD CHAMPIONSHIPS

## MICK GARDNER RACING

OFFICIAL DISTRIBUTION FOR ALL OHLINS PRODUCTS

- Official Sales and Service Centre • Large Stocks of Shocks, Springs and Parts
- Factory Trained Technicians • Fast Turnaround on Servicing, Revalving, etc.
- Bespoke Shock Absorbers Built to Customer Spec

CONTACT RUSS WALTON @ MICK GARDNER RACING NOW

TELEPHONE

01226 240 099

WEBSITE

[www.mickgardnerracing.com](http://www.mickgardnerracing.com)

E-MAIL

[russwalton@mickgardnerracing.com](mailto:russwalton@mickgardnerracing.com)

# MARKETPLACE



making workspace work

[www.listacabinets.co.uk](http://www.listacabinets.co.uk)

01228 560911 / 07733 157911

[info@listacabinets.co.uk](mailto:info@listacabinets.co.uk)

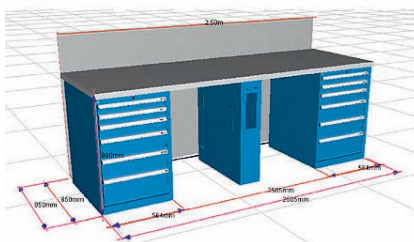
Our 10 year  
guarantee  
ensures you  
can trust in  
our quality  
products....



...couple this to  
free shipping  
to your door,  
makes Lista  
the perfect  
package.



Free Professional Planning



3D Design



Efficient Workspace



Hinged door  
cupboard  
£325 + VAT



Workbench  
£250+ VAT



Caddy £465 + VAT RRP £590  
Caddy + Tools £625 +VAT RRP £1,058



Lista cabinets and workbenches are legendary, built from the highest quality materials, making Lista the only choice for strength & durability. The functional designs are the result of decades of experience and innovation.

Every second counts in motor racing. If you're going for peak performance, then careful planning, precision work and innovative solutions are the standards you must have.

What holds true in a racing team also applies to Lista workshop equipment and storage systems. Our professional planning and consulting service is free of charge, so why not see what we can do for your business.

For those who demand the highest quality, at the most competitive price.



Lista Cabinets Direct are an authorised distributor for Lista products in the UK

# MARKETPLACE

## RACE PRODUCTS



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

**BELL**  
HELMETS

**EXPERT ADVICE  
MASSIVE STOCKS  
RAPID DELIVERY**

MEDIA CODE:  
**UZ252A**

**DON'T DELAY  
CALL TODAY! 0844 375 2196** LOW RATE CALL  
CALLS MAY BE RECORDED  
FOR TRAINING PURPOSES



**COMPETITION SUPPLIES LIMITED**  
www.competitionssupplies.com

**Twin Plate 7 1/4" Rally Clutches**  
One piece aluminium lug drive design. Orange spring. Complete with driven plates. Priced from: **£495.00** ex VAT  
All popular splines available.

**Carbon Clutches available from stock.**  
Available to suit F3, GT, Touring Car, LMP, WRC & Rallycross.

**tb&e** Aluminium Pedal Boxes from **£165.00** ex VAT

**Master Cylinders**  
Priced from: **£42.00** ex VAT

**lifeline** Your best choice for the supply & servicing of motorsport fire systems conveniently located at Silverstone Circuit.

**itg** **TRRS** MOTORSPORT EQUIPMENT  
We are stocking distributors of ITG performance air filters. Please call with your requirements.

**FUELAB** DIGITAL FUEL DELIVERY  
Stockists of TRS harnesses and associated components including tow straps, spare wheel straps, map pockets and window nets. Fuelab fuel pumps, pressure regulators and filters available from stock.

**Unit 36, Silverstone Circuit, Towcester, Northants, NN12 8TN.**  
Tel: +44 (0)1327 857991 email: sales@competitionssupplies.com

## SEATS



**CORBEAU SEATS**  
PROFESSIONAL MOTORSPORT EQUIPMENT

**LUKE RACING SYSTEMS**  
SAFETY HARNESSSES

Wainwright Close, Churchfields Ind. Est, St. Leonards-On-Sea, East Sussex, TN38 9PP England

CONTACT US FOR A COLOUR BROCHURE & STOCKISTS

Tel: 01424 854499  
Fax: 01424 854488  
email: sales@corbeau-seats.co.uk  
www.corbeau-seats.co.uk  
email: sales@lukuracing.co.uk  
www.lukuracing.co.uk

## RACE PRODUCTS



**SCHROTH RACING**

**PROVEN TO WORK  
PROVEN TO WIN**

www.schroth.com  
**BAE SYSTEMS**

## WHEELS & TYRES

FOR ALL YOUR

**AVON TYRES**  
MOTORSPORT

RACING TYRES  
Inc. ACB 10 Formula Ford Contact

**BMTR LTD**

Tel: 0121 331 1122  
Fax: 0121 331 1144  
email: sales@bmtr.co.uk  
see our new web site at www.bmtr.co.uk

**AUTOSPORT**

**MISSED AN ISSUE?**

**THEN CALL OUR  
BACK ISSUE HOTLINE**

**08456 777817**

## HOSPITALITY



**Pole Position Parking**

**POLE POSITION PARKING**

**Silverstone Grand Prix and Moto Grand Prix**

WITHIN 700 METRES OF THE MAIN ENTRANCE.

WE HAVE A FOUR ACRE PADDOCK  
10 MINS WALKING DISTANCE WITH EASY ACCESS AND QUICK EXIT.  
AVOID THE QUEUES, WE ARE SITUATED BETWEEN SILVERSTONE AND THE RACE CIRCUIT, POST CODE NN12 8UA.

**SECURITY**

ALL VEHICLES WILL BE CHECKED ON ENTRY AND EXIT.  
PARKING ASSISTANTS IN ATTENDANCE WHILST YOUR CAR IS IN OUR PADDOCK  
PLEASE HURRY AND RESERVE YOUR SPACE NOW.

POLE POSITION PARKING

**EMAIL**  
info@p1parking.biz

or call 01327 861051 .... 0774 0774 347  
for further details and security instructions  
prices for 1,2, or 3 days  
mini buses and coaches please call for price

ROAD CARS FOR SALE

WEB DIRECTORY

TRAILERS & TRANSPORTERS

RACE & RALLY CARS

MARKETPLACE

APPOINTMENTS

# Grand Prix Racewear



DRIVEN BY PASSION

THE RACEWEAR EMPORIUM

# gprdirect.com



HISTORIC RACEWEAR SPECIALISTS



TW STEEL

Renault F1 Official Timing Partner

## Official TW Steel Motorsport Watch Distributors



## HUGE STOCKS NEXT DAY DELIVERY

# Tel: 01327 855 585

Opening times: 9am - 6pm Monday to Friday, 9am - 4pm Saturdays

## Friendly, knowledgeable and Enthusiastic Staff

Grand Prix Racewear, No 1, Technology Park, Silverstone Circuit, Towcester, Northants, NN12 8TN

## MOTORSPORT OPPORTUNITIES

*Are you Enthusiastic – Ambitious – Self Motivated?*

You will need to have extensive Karting knowledge preferably including mechanical & engineering experience, and a real passion for sales to our retail customers and also have drive for our trade telesales.

This potential role will include Retail/Trade sales with the opportunity of mechanical work.

Must be based in Buckinghamshire/Northamptonshire area.

If you want a future in Karting/Motorsport then email your C.V today.

Email C.V. to [Autosport.ads@haymarket.com](mailto:Autosport.ads@haymarket.com)  
with reference PO BOX 1099 in the subject line

## DESIGN ENGINEER



Nitron have an immediate vacancy for a mechanical Design Engineer to work on a variety of design and engineering projects. These projects will range from new shock absorber technologies to suspension hardware design (uprights, wishbones and related items).

Although damper and suspension knowledge would be an advantage, this is not essential as full training will be given.

### JOB OVERVIEW

- Damper design and development
- Suspension design and development
- CAD design and CAM implementation
- Vehicle analysis and application design

### REQUIREMENT

- Good CAD modelling and manufacturing drawing capability
- Good understanding of vehicle technologies
- Degree qualified
- Used to working in an organised and tidy manner
- A passion for high performance and racing cars and bikes

please send your full CV to Darren Newport, Engineering Manager at [darren@nitron.co.uk](mailto:darren@nitron.co.uk) or visit [www.nitron.co.uk](http://www.nitron.co.uk) for more details



## LOOKING TO RECRUIT FOR 2010? THE LATEST SELECTION OF MOTORSPORT JOB VACANCIES UPDATED EVERY WEEK.

- The appointment page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 151,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.

Company	Job Title	Application Deadline
Carlin	Various Vacancies	26 September 2010
Flybird Systems	Engineers, Technicians & Administratives	8 October 2010
Red Bull Technology	Trackside Engineer - MotoGP	26 September 2010
Williams F1	Systems Engineer	15 October 2010

## WHERE ARE YOU ADVERTISING YOUR MOTORSPORT JOB VACANCIES?

# Superchips

THE WORLD-LEADERS IN ENGINE MANAGEMENT RE-PROGRAMMING ARE  
LOOKING FOR A SOFTWARE TECHNICIAN

Ideally you will have:

- Degree level education
- High level of computer literacy
- A good knowledge of Motor Vehicles
- Good communication skills
- Previous experience of vehicle Engine Management Systems and an understanding of Hexadecimal and Binary number bases an advantage
- Enthusiasm to work in a fast moving, dynamic atmosphere in a small team

In return for your hard work and commitment, we offer a competitive salary package including bonus and pension. The successful professional minded candidate will be based in our premises in Buckingham.

All applications will be treated in the strictest confidence and should include your CV and current salary. **FAO: Ian Sandford, Managing Director, Superchips Ltd, Buckingham Ind. Park, Buckingham, Bucks, MK18 1XJ.**



## Sponsorship

Renowned automotive and motorsport agency RSM is looking for a Sponsorship Acquisition Manager for its sports management arm, RSM Sport.

Your focus will be on acquiring sponsorship deals where you will be responsible for the research and development of prospects and bringing them to fruition.

We are looking for a results-focussed individual with strong communication and presentation skills who has the ability to not only understand the property but, as importantly, understands the value it has to potential clients.

Additional languages would be advantageous.

**Kindly send your CV, together with your salary expectations and a covering letter explaining why you're the right candidate to [recruitment@rsm-live.com](mailto:recruitment@rsm-live.com)**



## Classified Sales Executives

Autosport

Haymarket Media Group is an independent media company with its roots in magazines and now includes online media and live events. We have a diverse business-to-business and consumer portfolio which includes market-leading brands such as Autosport, Motorsport News, F1 Racing, What Car?, FourFourTwo, Classic & Sports Car and Stuff.

Autosport is looking for a highly effective communicator with market awareness and a passion for selling. Ideally you will already have some sales experience although this is not essential as a full professional development programme is provided.

You will need to be a team player, self motivated, ambitious and have the personality and temperament to work in the fast paced world of media sales.

We have a competitive salary structure and a generous commission scheme.

Closing date for applications is 12th October, 2010

To find out more and apply online please visit our website: <http://careers.haymarket.com>





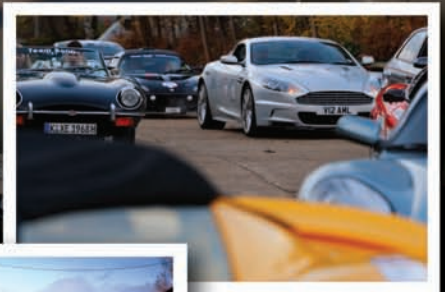
Reims  
Mâcon

*It's almost that time  
of year again...*

The Beaujolais Run leaves the grid  
on Monday 15th November 2010

Don't miss your chance to be part of this fantastic  
charity event, which last year raised over £100,000  
for its chosen good causes.

To register or for more information visit  
[www.beaujolaisrun.com](http://www.beaujolaisrun.com)



Proudly supporting  
The Henry Surtees  
Foundation



*...be a part of it*



# Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



**LUCIANO BACHETA**



**TOM BLOMQVIST**



**JACK HARVEY**



**SCOTT MALVERN**



**NIGEL MOORE**



**LEWIS WILLIAMSON**

**AUTOSPORT SAYS...**

**KEVIN TURNER**  
**NATIONAL EDITOR**

kevin.turner@haymarket.com



**MANY CHAMPIONSHIPS** might have been decided, but there are still some big national events to come before the season truly winds down.

This weekend the Britcar 24 Hours returns to Silverstone, providing a special atmosphere as around 60 cars battle each other - and the event. There are some pretty good drivers in the entry, some of whom will be competing well outside their normal arenas (see page 75). It will be interesting to see who, or what, can take the fight to the Moslers for overall honours.

Two weeks after that, Brands Hatch hosts the Formula Ford Festival. The nature of international motorsport means that it will never attract the sort of numbers seen in the 1980s, but the fact that Dutch team Geva Racing is coming over with its biggest-ever entry (p74) is a sign the event still carries prestige.

Beating the established British teams will be a big ask, but it would be good if Rory Butcher can renew his old rivalry with Scott Malvern.

● Something else that will reach a climax in the coming weeks will be the McLaren AUTOSPORT BRDC Award. Congratulations to the six finalists. Their seasons have got them chosen; now the slate will be wiped clean for the deciding tests at Silverstone.

**Extra contact details**

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

## Award finalists announced

Six drivers will battle it out for the 22nd McLaren AUTOSPORT BRDC Award

» **THE SIX** finalists for the 2010 McLaren AUTOSPORT BRDC Award have been chosen.

The selected drivers are Formula Renault Eurocup frontrunner Luciano Bacheta, Formula Renault UK title rivals Tom Blomqvist and Lewis Williamson, Formula BMW Europe runner-up Jack Harvey, British Formula Ford runner-up Scott Malvern, and Formula Palmer Audi race winner and Ginetta ace Nigel Moore.

None of the finalists have appeared in the competition before.

The six drivers will go to Silverstone in November to be assessed in Formula 2 and Mercedes DTM machinery, and be interviewed by the panel of judges.

The judging panel includes DTM star Jamie Green, GP2 frontrunner Oliver Turvey (both former Award winners), McLaren head of vehicle engineering Mark Williams, veteran commentator Ian Titchmarsh and AUTOSPORT'S Marcus Pye and Kevin Turner.

The winner will be revealed at the AUTOSPORT Awards in London on December 5. The prize for the victor includes £50,000, a McLaren F1 test drive, full BRDC membership, Puma racewear for a year, and an exclusive TW Steel watch.

### THE CHOSEN SIX

The Britons fighting for the 22nd prize



**LUCIANO BACHETA** Age 20

Currently third in Formula Renault Eurocup with Interwetten Racing

"It's something I've had in my mind, but you never want to expect anything like this in case you jinx it. It's an honour to be involved and I can't wait for the test days."

**JACK HARVEY** 17

Runner-up in Formula BMW Europe with Fortec Motorsport

"You're always conscious of the award, but we focused on doing the job properly during the season. Then there's a chance you can be nominated. It's nice other people recognise what we've achieved."

**NIGEL MOORE** 18

Currently second in Formula Palmer Audi and Ginetta G50 Cup race winner

"It definitely comes as a surprise. When I looked at the list of people who could be there I knew it was very tight - there are a lot of good, capable drivers so to be nominated is excellent."

**TOM BLOMQVIST** 16

Currently leading Formula Renault UK with Fortec Motorsport

"It's my first season racing in the UK so I was just hoping to gain experience, but I'm very happy with the way it's gone. The award is prestigious and it's a privilege to be involved."

**SCOTT MALVERN** 21

Runner-up in British Formula Ford with CDR Ray

"It was something I always wanted to be part of, even when I was a mechanic. Every British driver wants to be nominated. I thought I had a good chance, but there are plenty of British drivers doing well in Formula Ford and other categories."

**LEWIS WILLIAMSON** 20

Currently second in Formula Renault UK with Manor Competition

"At the start of the year we were lucky to be doing Renault again. We thought we could go for the title and get an opportunity to be nominated, but many drivers have been there or thereabouts."



### CONTENTS

- p78** SPA SIX HOURS
- p80** DONINGTON PARK BARC G&B
- p82** CROFT DDMC
- p84** ANGLESEY BRSCC
- p87** SNETTERTON BARC

Formula Ford Festival FORMULE FORD CHAMPIONSHIP

# Butcher to lead Geva's Festival charge

## Scottish ace joins Dutch squad for Brands Hatch extravaganza



Valkenburg (standing) has high hopes for Butcher

**FORMULA FORD** Festival Kent victor Rory Butcher will lead a four-car Geva Racing assault on the Duratec Festival next month.

Butcher has appeared in British GT and Carrera Cup this season, but has not raced a single-seater in 2010. The 23-year-old Scot will now be part of the crack Dutch squad's biggest ever Festival attack and will contest the Dutch series finale at Zandvoort the weekend before the Brands Hatch event.

Newly crowned Benelux champion Rogier Jongejans and 18-year-olds Jack Swinkels and Pieter Schothorst form the rest of the line-up.

Geva's Melroy Heemskerck and Sepp Koster qualified first and third in their respective Festival heats last year and Butcher believes the squad will be strong.

"They are a professional team and work hard on setting the car up and developing it," said Butcher, who tested a Geva Mygale on the Brands Indy circuit

alongside British Fford runners last Friday. "We showed some good pace in the wet, but in the dry I think we will be further off, so we've got a good testing programme planned. A top six in the final would be a good result."

Geva boss Gert Valkenburg, who has been a regular Festival entrant but has yet to record his first victory, has been impressed with Butcher in testing. "Rory has performed outstandingly and he'll be a definite contender," he said.

Butcher confirmed that the drive was not a precursor to a full-time return to single-seaters. "I've always wanted to race at this level, but we are trying to raise the budget for the Porsche Carrera Cup next year," he said.

● The best-placed young driver at the Kent Festival this year will earn a full test day in a Geva Racing Mygale. All drivers aged 23 or under and who are competing in their first or second Festival will be eligible for the prize.

### Porsche GT3 Cup

## Sport Maxx ace to race Porsche

**FORMER SAXMAX** and Sport Maxx champion Leyton Clarke will race a Porsche for the first time this weekend as part of a plan to graduate to the Carrera Cup in 2011.

Clarke will contest the new-for-2010 Porsche GT3 Cup Challenge, driving the Team Parker machine raced by Michael Leonard in the Carrera Cup. "We're going for the Carrera Cup

next year, though we need to find some budget," said the 19-year-old, who has tested the car at Donington Park.

"I'm hoping we can make the podium this weekend."



Clarke will race Team Parker Porsche



**Ginetta duo clinch British G4 crown at Brands Hatch** Speedworks Ginetta G50 drivers Christian Dick and Jamie Stanley clinched the G4 title in the British GT races at Brands Hatch last weekend with a second and a third

EVERY type of insurance that ANY person involved in Motorsport may require

**MIS** MOTORSPORT  
INSURANCE  
SERVICES

ON EVENT - PERSONAL ACCIDENT -  
MOTORTRADE - COMMERCIAL - LIABILITY

[www.rallyinsurance.co.uk](http://www.rallyinsurance.co.uk) or call 01943 884555

Motorsport Insurance Services Limited is Authorised and Regulated by the Financial Services Authority

British GT

## New enduro for British GT in 2011

**BRITISH GT** will move towards more endurance racing next season with the introduction of a three-hour event.

In recent years most of the championship's calendar has been made up of two one-hour races per weekend, with two two-hour races per year. A two-and-a-half-hour race was held at Spa this season and longer races are now being planned.

British GT manager Benjamin

Franassovici could not confirm any venues but said: "A three-hour race will turn people on. We'll give them the option of running three drivers and there'll be two mandatory pitstops. I want to have a variety of race lengths."

Teams generally welcomed the move. MTECH's Mike Edmonds said: "Some of the cars can go longer on fuel, but so long as it's done in a way that means everyone has to do the same number of stops it'll be good."

Chad's Piers Masarati added: "We've already had the expense of extra staff and equipment for the two-hour races so it's a good idea."

AUTOSPORT understands a number of other changes are being considered for 2011, including replacing success ballast with success pitstop penalties.



Brit GT is set for a three-hour event

EBERE/ALFA

Britcar 24 Hours

## Touring car and GT stars join entry for Britcar 24 Hours battle

**EX-BTCC** racer Kelvin Burt, former British GT champion Jon Barnes and ex-Formula Renault champions Adam Christodoulou and Carl Breeze are among the entries for the Britcar 24 Hours this weekend.

The Silverstone event returns after a year away and has attracted 60 entries. Burt and Barnes will both race for overall honours in top GT2 Class entries.

Burt replaces Robin Liddell in the sole Aquila, which he will share with fellow tin-top aces Rob Huff and Phil Bennett, and Nigel Mustill.

Barnes, who won the 2008 British GT crown in a Dodge Viper, will join

BTCC racer Andy Neate, Martin Short and Steve Quick in the brand new Mosler GT Cup car.

Christodoulou and Breeze are set drive a SEAT Leon Supercopa with Luke Wright, Mark Pilatti and Aaron Williamson in GT4, in which LMP2 racer James Hancock joins Ollie Ransacker/Johnny

Mowlem/Gianni Guidici in the new Lotus Evora.

Another BTCC racer, Paul O'Neill, will be part of Track Torque's Chevron GR8 line-up.

The Ferrari 430 of 2010 Britcar dominators Witt Gamski and Keith Robinson is also entered, with John Gaw and Phil Dryburgh joining the squad in the GT2 class.



Barnes will race one of four Moslers

### AUTOSPORT GOLDEN HELMET

#### AUSTRALIAN YOUNGSTER

Jordan Skinner is turning into the end-of-season dark horse in our winners' table for all UK/Ireland races this season. The F1600 ace has snuck ahead of Formula Junior dominator Jon Milicevic and is moving within striking distance of Radical racer Darren Luke. A strong run, mainly in the Scottish Mini series, has brought Oly Mortimer into the top 12.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Darren Luke (Radical PR6)	17	3	20
2	Jordan Skinner (Ray GRK10)	17	0	17
3	Jon Milicevic (Cooper T59)	16	0	16
4	Paul Sheard (Mazda MX-5 Mk1/Mk3)	14	0	14
5	Martin Wills (MGF)	12	2	14
6	Darren Burke (Macon MR8)	13	0	13
7	Paul Sibley (MG Midget/MGB Roadster)	13	0	13
8	Rod Birley (Ford Escort WRC)	13	0	13
9	Oly Mortimer (Mini Cooper/Ford Fiesta ST)	11	2	13
10	Colin Millar (Radical SR3)	6	7	13
11	Rob Boston (Mazda MX-5 Mk1)	12	0	12
12	Colin Tester (Ford Sierra RS Cosworth)	12	0	12

Repechage, consolation, 'overflow entry' and handicap races not included. Races must be minimum 10 miles when result is declared. Classes must have minimum six starters. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at [autosporteditorial@haynet.com](mailto:autosporteditorial@haynet.com)

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Bright Studebaker monster impressed Pye

JEFF BLOXHAM

After several years of unseasonably fine weather for the Spa Six Hours - the world's greatest endurance race for historic cars - a wet one was overdue. When it came, it was not just the hours of dank drizzle, for which Belgium's densely forested Ardennes region is famed, but lashing rain that took old-timers back to scary enduro races of yore.

It all turned ugly last Thursday night, when a mega thunderstorm centred over Francorchamps, sending torrents careering down the steep traditional pitlane and paddocks. Fortunately, while the precipitation did not return with quite such voracity over the three days of the 18th annual festival (promoted by the indefatigable Alain Defalle and Vincent Collard's Roadbook organisation), few among the record turnout experienced many dry racing laps.

Saturday evening's feature was the exception, at least in its formative stages. As ever, cumulative delays during the day's tightly-packaged shorter races, and the headache of delivering more than 100 cars from across a large campus (including two sets of pit garages) to the grid in some semblance of order, led to another late start. The marathon actually ran over five hours and 24 minutes from the pace lap.

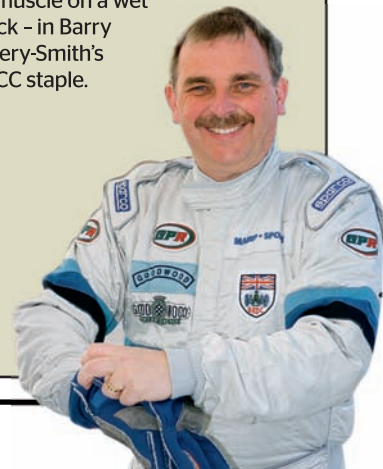
The rain arrived at three-quarters distance, after dark and with increasing intensity. Leading drivers described conditions as the worst

they'd competed in but, despite an unusually high number of cars still running, incidents were few. That there was no safety-car intervention (there have been several full-course cautions most years) supported the widely-held belief that driving standards had improved, although some reported being overtaken under yellows.

I've been going for well over a decade now - I even reported the 1997 enduro, in which I competed in a Lotus 23B and an Elan 26R - and cannot envision a season without it. The sheer scale and stunning topography of the Francorchamps circuit never fails to wow me and facilities get better and better. Topping it all, the brasserie atop the F1 pits/race-control complex serves superb hot and cold buffet lunches at sensible prices. Its viewing balconies, from which to soak up the world's best Grand Prix track's ambience, would even swing it for non-fanatical spectators.

But what I love about going to Spa, almost as much as the place itself and the helpful people I work with, is the variety of cars. This year's 12 categories included the usual couple of 'run-what-ya-brung' fields beloved of British clubbie and continental racers. Probably my favourite this time was the vast 1953 Studebaker Commander of Dutchman Geert Boels - 5.7 litres of muscle on a wet track - in Barry Sidery-Smith's BSCC staple.

“What I love about going to Spa, almost as much as the place itself, is the variety of cars in the entry”



## Historics

# Historic racers suffer big shunts at Spa

**VETERAN SALOON** car racer John Young and historic Formula 1 driver Phil Hall both survived dramatic incidents at Spa last weekend.

Young escaped with bruising when his Alan Mann Racing Ford Lotus Cortina was launched into a series of rolls in Saturday's U2TC race, while Hall survived an F1 pitlane fireball and a big sportscar shunt.

Young said: "I'd been following [the Lotus Cortina of] Jose Beltramelli, who was looking a bit wild, then passed him, and was full chat through Blanchimont when his car hit mine at the back. Having seen it [replayed] on the cameras later, it

seems he hopped over a kerb into me.

"My car went across the track into a kerb, then went up in the air, nosedived and - according to Grahame Bryant who was following - rolled five or six times."

Hall's Arrows A3 was engulfed in flames during the start procedure for the opening GP Masters race, and the following day the Welshman lost control of his Lola T212 at Blanchimont during the Masters Sports Car race.

"I'd passed a car into the corner and was pulling 8500rpm in top when the back stepped out," he said. "I lifted and turned into it, but hit the wall rear first."

Young's Cortina would not look like this for long



ERIC SAWYER

## Mini Challenge

# Forster wins on Mini return as Steele makes his debut

**TOURING CAR** racer Arthur Forster and ex-Formula 3 driver Aaron Steele both contested the Mini Challenge races at Donington Park last weekend.

Former category ace Forster drove Dean

Raymond's car and won the S Class in race two.

"It's a one-off return to see old friends and do some real racing," he said. "We had rebuilt Dean's car after his Oulton smash and he offered me the car for

the second race."

Steele was having his first front-wheel-drive outings with DW Racing. Problems prevented him from going out in qualifying, but he came through to take two seconds in the S Class.

The former McLaren AUTOSPORT BRDC Award finalist is now considering a campaign in the top R56 class next year. "It's a good fun championship and cheaper than anything I have done before," said the 21-year-old. "I would certainly consider the Mini Challenge next year in an R56."

Steele was quick on Mini debut



OLIVER READ

## Radical UK Cup

# Bad luck thwarts Radical Huff

**WORLD TOURING** Car Championship Chevrolet star Rob Huff was foiled on his Radical UK Cup debut at Donington Park last weekend.

Huff, who won three Ginetta G50 races as a guest earlier this year, shared a works SR8 with Jonathan Wright.

The 30-year-old set fastest lap in all three races, but an off for Wright and a tyre blow-out for Huff on the Craner Curves limited the duo to a best finish

of second in race three.

"The car was fantastic and I reckon anyone can jump in and learn straight away," said Huff. "The power impressed me. I found it quite heavy but I'm a wimp and have two power-steering pumps on my touring car!

"It was useful to see what I could do against the others. It's the most professionally-run series I have found in national racing."

Huff helps Wright in Radical pitstop



OLIVER READ

## Colin McRae Rally

# Girvan dies in rally crash

## Double Scottish champion is killed in Colin McRae Rally accident

**DOUBLE SCOTTISH** Rally Champion Jimmy Girvan was killed last Saturday when his Subaru Impreza crashed off the road during the Colin McRae Forest Stages Rally.

The 56-year-old crashed in the Griffin stage of the event, hitting a tree on a right-hand corner that tightened over a crest. Girvan was declared dead at the scene of the accident, with the main impact coming on his side of the car. His co-driver Mike Ramsay got out of the car and managed to slow the next competitor down.

A unit from the Scottish Motorsports Marshals Club was quickly on the scene, followed by a second unit and the event medical officer, Dr John Harrington. When the

Tayside Fire & Rescue Service attended the incident they were so impressed with the SMMC's handling of the scene that they allowed them to continue, while offering any support and additional equipment that was needed.

Girvan won his first Scottish title in 1990, before taking a break to build up his restaurant business. He returned to rallying in 2004 and won his second title four years later.

Girvan's co-driver in his first Scottish success was Campbell Roy, who paid tribute to the likeable Scot.

"He had such a natural talent and car control," recalled Roy. "But even when we were having a bad day, he would say, 'Aye, it'll be all right, it'll be fine.'"



MARK WIRTLE

Girvan died after a crash in his Subaru

**IN BRIEF**

**TIN-TOP** ace Daniel Lloyd took a G4 Class victory on his British GT debut at Brands Hatch last weekend. Lloyd was a late replacement for Chris Dittmann alongside Julien Draper in Barwell Motorsport's Ginetta G50 and finished third in race one before winning later.

**ARCHIE HAMILTON** and Ryan Lewis failed to make their British GT debuts at Brands after Hamilton crashed heavily at



Paddock Hill Bend during qualifying. The Chad Racing Ferrari 430 Scuderia (left) was too badly damaged

to appear for the rest of the meeting, but Hamilton could still race at the Donington Park finale next month.

**RAMON PINEIRO** was denied his first pole in Formula Palmer Audi at Brands. The Spaniard had his fastest times disallowed for using more than the width of the track. Kieran Vernon inherited pole.

**GINETTA ACE** Dominic Pettit finished on the podium in his VW Racing Cup and front-wheel-drive racing debut at Brands. After finishing race one in 15th place, Pettit took second in a wet race two, driving a RacingLine-run Golf Mk5.

**VW GOLF R32** driver Paul Taylor has been excluded from the results of the 10th round of the VW Racing Cup at Snetterton on August 30, following post-event technical checks. Peter Felix becomes the race winner.

**MICHAEL BIRCH'S** effort to get his 1965 Elva-BMW GT160 - one of three made



- into Saturday's Spa Six Hours race was soon thwarted.

The Gareth Burnett-entered car (above) was black-flagged after two laps because its borrowed wheels protruded from their arches.

**SPORT MAXX CUP** frontrunner Craig Currie is planning to contest the final rounds of the Renault Clio Cup at Brands Hatch next month after a successful test at Mallory Park last week.

**DUNLOP EVO** Academy winner Simon Clark made his race debut at Donington Park last weekend with one of RJN's Nissan 370Zs. He finished second in class in both saloon car races.

**NIALL MURRAY**, 15-year-old brother of saloon car racer Eoin Murray, clinched the inaugural Irish Ginetta Junior title with two rounds to go by taking third in race one at Kirkistown last Saturday.

**Group C/GTP**

**Ex-Frentzen Lola to compete at Paul Ricard**

**A PURPOSE**-designed 3.5-litre car will race in the Group C/GTP Racing series for the first time at Paul Ricard next month.

The championship organiser is allowing in the Lola-Judd T92/10 driven by Larry Kinch as a possible precursor to the final generation of Group C machinery joining the series full-time in 2011. The series has up to now outlawed true 3.5-litre cars such as the Lola and the Jaguar XJR-14 on performance grounds, but permitted upgraded older cars such as Spices.

Group C/GTP boss Bob Berridge said: "Everyone has an opinion on these 'third-generation' cars, so it's



Ex-Frentzen Lola will make race return

best that we get one out there and take a look at how to balance them if we allow them in."

Group C preparation expert Phil Stott said: "Group C ran from 1982 to 1993, which is why we should include all cars. I don't see

3.5-litre cars dominating because they won't be as quick on the straights as older machinery and, in period, it took Formula 1 drivers to exploit their full potential in the corners."

The Lola, which will be run by Laurence Pearce, is

chassis number 2, which was run by the Dutch Euro Racing outfit through the final year of the World Sportscar Championship in 1992. It famously starred in the wet during the Le Mans 24 Hours in the hands of Heinz-Harald Frentzen.

**Formula 4**

**F4 leader to miss finale after accident**

**FORMULA 4** championship leader Malcolm Scott has been ruled out of the deciding final round at Mallory Park next month after a freak incident in the paddock at Croft last weekend.

Scott entered the Monoposto rounds at Croft, and was helping fellow competitor Geoff Fern to push-start his car when he fell awkwardly, dislocating his left shoulder and fracturing his collar bone.

Daughter Jenny Scott, who took over her father's car for Sunday's race, said: "My dad said

he had a choice between landing on his face or trying to break his fall, and unfortunately he landed badly. It's such a shame, because Mallory would have been fantastic with four of them going for the title."

The Van Diemen RFOO driver needed just a fourth place in the finale to be confirmed as F4 champion for the first time. Robbie Watts is now favourite to take the crown, although Bryn Tootell, reigning champion Jonny Weston-Taylor and Scott all still have a mathematical chance.

**British Historic Rally Championship**

**Stokes secures rally crown**

**DAVID STOKES** and Guy Weaver clinched the British Historic Rally Championship on the final round in the Trackrod Historic Cup in the Yorkshire forests last Saturday. The Ford Escort Mk1 crew claimed maximum points to see off the challenge from the Sunbeam Tiger of Jonathan Gale and James Whitaker, as the other title contender - the

Porsche 911 of Dessie Nutt and Geraldine McBride - went out on the first stage with a damaged oil cooler.

Overall victory went to Steve Bannister, partnered by Louise Sutherland, in his Ford Escort Mk2, while second to Bannister was enough to seal the BHRC Gravel Cup for Nick Elliott and Dave Price in their Escort Mk2.



MARK WRITTLE

Stokes took his second BHRC title

**British Hillclimb Championship**

**No hillclimb title defence for Gould ace Groves**



Groves/Ranson want to sell their Gould

EDDIE WALDER

**FOUR-TIME** British Hillclimb champion Martin Groves will not defend his title next season.

Groves won three consecutive titles between 2005 and '07 before defeating arch rival Scott Moran this season. He holds the record for BHC victories, with 104.

He and co-driver Paul Ranson are now looking to sell their successful

Gould-NME GR55.

"After much soul-searching within our families Paul and I have decided to take a year out," said Groves. "We have pressures from our businesses and have families who are growing so quickly."

Groves praised the work done by Gould: "We would never have achieved what we have without the support of David and Sean at Gould Engineering."



# Rain storm helps Jaguar defeat the GT40s



JEFF BLOXHAM

Minshaw/Stretton E-type lights up the night at Spa



**THE FORD** GT40s of Simon Hadfield/Leo Voyazides, Shaun Lynn/Andrew 'Ralph' Haddon and Richard Meins/Chris Lillingstone-Price commanded last Saturday's Spa Six Hours until heavy rain fell, whereupon Jon Minshaw's Jaguar E-type (shared with brother Jason and Martin Stretton) pounced for the team's third win in eight years.

Twenty laps in, while stalking the GT40s, Jon Minshaw's hopes of adding to the 2002 and '08 triumphs (with his faithful low-drag coupe) diminished when he pitted with a loose gear lever. Nigel Morris, whose Valley Motorsport team built the new lightweight clone, fixed it with minimal delay. As in '08, from early adversity sprang success. Even then, a spinning Stretton survived clonking the pitwall!

While Hadfield led the greatest number of laps, each GT40 pilot had a turn atop the 106-car field. Indeed, the only other machine to lead before the Stretton-driven E-type howled past three-time victor Hadfield (with just under an hour remaining) was the remarkable Aston

Martin DB4 of Adrian Willmott, Peter Thornton and David Garrett.

Following a coming together with its Aston Engineering team-mate, former race winner Wolfgang Friedrichs's Project 214 clone, Willmott had to hold his buckled door closed while cornering in a marathon 49-lap stint. It was bungeed, then taped, at the scheduled stops, and finished a superb fourth, behind the surviving GT40s of Hadfield/Voyazides and Meins/Lillingstone-Price.

Both the low V8 cars had been hit hard by the rain, through which visibility was reduced to almost nothing. Meins's brakes and tyres were also shot, and Lynn's hopes of a double ended when he crashed after light failure.

The Bryant family AC Cobra (shared again with Scot Andrew Smith) and John Clark's Jaguar crew finished fifth and sixth, ahead of the Chevrolet Corvette opened by Rob Hall, and the TVR Griffith of Phil Keen and the McInerneys Sean and Michael. Touring Car honours fell to Spa rookie Ben Shuckburgh's Ford

Falcon, co-driven by Ludo Lindsay and '09 winner Bill Wykeham. Billy Bellinger, Christian Bock and Keith Ahlers saw off strong opposition for an Eau Rouge Trophy hat-trick in Ahlers' Morgan +8.

Virtually all the support races were affected by precipitation. Ever-changing team tactics made following the Masters Sports Car race a challenge. Had early leaders Anthony Reid (Lola T290) and Stretton (Lola T70 Mk3B/C) stayed in when rivals switched to single-driver strategies they would have been difficult to beat.

As it was, Bobby Rahal (Lola T212) won on the road, but the American legend missed the pit window and the 60-second penalty dropped him behind Jon Minshaw/David Hart (T70 Mk3B) and

Richard Evans (Abarth-Osella PA1). Michael and Will Schryver annihilated class opposition en route to a brilliant fifth overall in their Chevron B6.

One-litre F3 and Formula Junior formed an impressive field, with F3 cars better tyred for wet conditions. Roland Fischer and Dave Methley bagged a win apiece, while double winner Jon Milicevic duffed-up John Fyda and Manfredo Rossi in the Junior school playgrounds.

A third of the U2TC race was spent behind a safety car after John Young's Lotus Cortina was flipped on lap two (see Sports Extra news). Rob Hall and Simon Hadfield battled out the closing stages in similar cars, Hadfield moving Leo Voyazides' ahead before Hall retired Andy Wolfe's with

rotor-arm failure. An elated Richard Postins (BMW) thus claimed second from Frenchman Jose Beltramelli, whose Cortina had launched Young's.

Following heavy rain, fortune favoured the brave in Saturday's GP Masters three-litre F1 race. Bill Coombs and Richard Barber sprinted clear on wet tyres, only for the slick-shod Rob Austin to gobble them up as the circuit dried. Sunday's outing resembled a three-lap hydroplane race after two recce tours behind a safety car. Austin disappeared into the distance, with Coombs and Jean-Michel Martin next.

Alasdair McCaig (Cooper T53) headed a fabulous 47-car HGPCA field after qualifying, but Roger Wills walked on water to win both races in his ex-works



Fischer (left) goes wheel-to-wheel with Methley

JEFF BLOXHAM

T51. John Clark (T51) and Englishman Andrew Smith (flying in his two-litre T43) joined the Kiwi on the podium both days. Miles Griffiths (T45) was closing fast on Sunday, with Patrick Orosco (Scarab) top front-engined runner.

Danny Wright headed a Lotus 15 rout in MRL's Sir Stirling Moss Trophy enduro, having duelled with Roger Wills initially. The McIntyre brothers were both handed drive-through penalties for speeding in the pitlane, having swapped steeds at half-distance, thus Ollie Bryant closed on Wills's partner Joe Twyman to complete the top three.

Patrick Watts splashed his Cadillac-powered Allard J2 ahead in the RAC Woodcote Trophy, but Gary Pearson converted Carlos Monteverde's stout opening stint in the Jaguar D-type into victory. Alex Buncombe sensationally clawed back more than 20sec in the last four laps for a fine second in the C-type started by Wil Arif. Watts finished third.

Ex-Ginetta man Andy Smith dominated the HSCC races in Richard



Voyazides/Hadfield Cortina leads U2TC pack

ERIC SAWYER

Evans's March-BDA 79B, although top qualifier Darwin Smith charged his March-BDG from the back to third on Saturday, behind Mark Dwyer's March-BMW 74B. Richard Trott excelled on Sunday, working his F3 Chevron

B43 past Dwyer for second after Darwin Smith's wing collapsed. Russell Love drove superbly to deny team boss Neil Fowler an FF2000 double, while Ben Mitchell turned the tables on James Hagan in FF1600. **■ By Marcus Pye**

SPA MASTERS GENTLEMAN DRIVERS Sept 26



Voyazides took fine Cobra win with Hadfield

JEFF BLOXHAM

## Leo the lion beats off Bryant for GT victory

**SIMON HADFIELD** may have taken the chequered flag in Leo Voyazides' AC Cobra, but it was the Greek's stout opening stint – in which he kept the similar car of five-time Spa winner Ollie Bryant in his mirrors – that set up a memorable victory in the Gentleman Drivers GT & Sports Endurance Masters finale.

World Touring Car Championship rising star Fredy Barth made light of treacherous conditions as he thundered Swiss compatriot Alberto Francioni's mighty Bizzarrini A3C clear of the chasing group. Having built a lead of more than a minute over the Jaguar E-type of Andrew Haddon – who had battled through the Cobras of Andre Bailly, Bryant (driving solo) and Voyazides, before passing last year's winning E-type of Marcus Graf von Oeynhausen – Barth made his compulsory stop after 16 laps.

That's where it all went downhill for the Simon Blake-run effort. Not only was Francioni much slower than his hired gun he earned a drive-through penalty for speeding in the pitlane as he set off into the fray. The duo duly plummeted to 13th.

Voyazides, clearly enjoying a good wet set-up on the Plan B Motorsport Cobra, clung tenaciously to Oeynhausen, and did not

crack despite Bryant and Bailly snarling after him. Leo relayed Hadfield after 13 laps, before the rush started, and eight tours later the black and white car topped the lap charts, with Bryant striving to reduce a 10-second deficit.

It fluctuated between 8.4 and 13 seconds, according to traffic, but the talented youngster was powerless to alter the outcome.

With the previous day's U2TC win and second place in the Six Hours making Voyazides' 62nd birthday special, a third success ramped up the celebrations as Hadfield growled past the pit to win by just over 10 seconds from Bryant.

Rally ace Sean Lockyear brought Haddon's Jag home third, ahead of the gallant class-winning Marcos 1800GT of Allen Tice/Chris Conoley. Jamie Boot (Jaguar E-type) and Billy Bellingier (in Keith Ahlers' Morgan SLR) both demoted the Bailly family Cobra in the closing stages for top six finishes.

**MASTERS GENTLEMAN DRIVERS**

**(34 LAPS)** 1 Leo Voyazides/Simon Hadfield (AC Cobra). 2 Oliver Bryant (AC Cobra) +10:588s. 3 Andrew Haddon/Sean Lockyear (Jaguar E-type). 4 Allen Tice/Chris Conoley (Marcos-Volvo 1800GT). 5 Jamie Boot (Jaguar E-type). 6 Keith Ahlers/Billy Bellingier (Morgan +4 SLR). 7 Andre & Armand Bailly (AC Cobra). 8 Ian Cox/Dave Methley (Marcos-Volvo 1800GT) 33 laps. 9 Manfred Rossi di Montelera (Jaguar E-type). 10 Eric Mestdagh/Pierre-Alain Thibaut (Bizzarrini 5300 America). **Fastest lap** Fredy Barth (Bizzarrini A3C) 3m28.998s (74.96mph).

**18th SPA SIX HOURS**

**(98 LAPS)** 1 Jon & Jason Minshaw/Martin Stretton (Jaguar E-type). 2 Simon Hadfield/Leo Voyazides (Ford GT40) +1m16.002s. 3 Richard Meins/Chris Lillingstone-Price (Ford GT40) 97 laps. 4 Adrian Willmott/Peter Thornton/David Garrett (Aston Martin DB4 GT). 5 Grahame Bryant/Andrew Smith/Oliver Bryant (AC Cobra). 6 John Clark/Alasdair McCaig/Chris Clark (Jaguar E-type) 96 laps. 7 Rob Hall/David Hart/Nicky Pastorelli (Chevrolet Corvette) 95 laps. 8 Sean McInerney/Phil Keen/Michael McInerney (TVR Griffith). 9 Armand Adriaans/Ad Verkuilen (Shelby Mustang GT350) 93 laps. 10 Gerard Marcy/Fred Bouvy (Porsche 911). **Eau Rouge Trophy** Billy Bellingier/Christian Bock/Keith Ahlers (Morgan +8). **Fastest lap** Hadfield 2m49.430s (92.50mph).

**MASTERS SPORTS CARS**

**(8 LAPS)** 1 Jon Minshaw/David Hart (Lola-Chevrolet T70 Mk3B). 2 Richard Evans (Abarth-Osella PA1) +2:164s. 3 Bobby Rahal (Lola-BDG T212). 4 Martin Stretton/David Coplove (Lola T70 Mk3B/C). 5 Michael & Will Schryver (Chevron-BMW B6). 6 Jamie Boot (Chevron-Mazda B16/C). **Class winners** Evans, Schryver/Schryver; Boot, Roger Wills/Joe Twyman (McLaren-Chevrolet

M1B); Paul Howells (Porsche 911 RSR); Matthew Newman (Lotus+Lola 23B). **FL** Anthony Reid (Lola-Chevrolet Vega T290) 2m57.496s (88.26mph).

**FORMULA 3 1000cc (8 LAPS)**

1 Roland Fischer (Tecno). 2 Dave Methley (Merlyn Mk14A) +1:365s. 3 Paul McMorran (Crosbie 17F). 4 Ian Bankhurst (Alexis Mk8). 5 Jim Chapman (Lotus 59). 6 Chris Holland (Brabham BT21). **FL** Fischer 3m14.077s (80.73mph).

**RACE TWO (7 LAPS)**

1 Methley. 2 Fischer +1:0195s. 3 McMorran. 4 Ferdinand Gustafsson (Brabham BT18). 5 Bankhurst. 6 Chapman. **FL** Fischer 3m18.644s (78.87mph).

**FORMULA JUNIOR (8 LAPS)**

1 Jon Milicevic (Cooper T59). 2 John Fyda (Lotus 22) +1:053s. 3 Michael Hibberd (Lotus 27). 4 Manfredo Rossi di Montelera (Lotus 22). 5 Stuart Roach (Alexis Mk2). 6 Chris Chilcott (Lotus 20). **CW** Roach; Chilcott. Jan Biekens (Stanguellini). **FL** Rossi 3m30.091s (71.8mph).

**RACE TWO (7 LAPS)**

1 Milicevic. 2 Rossi +8:211s. 3 Fyda. 4 Roach. 5 Chilcott. 6 Jens Rauschen (Lotus 22). **CW** Roach; Chilcott; Biekens. **FL** Milicevic 3m30.300s (71.11mph).

**U2TC (7 LAPS)**

1 Leo Voyazides/Simon Hadfield (Ford Lotus Cortina). 2 Richard Postins (BMW 1800TI)

+1m02.674s. 3 Jose Beltramelli (Ford Lotus Cortina). 4 Grahame & Oliver Bryant (BMW 1800TI). 5 Sean & Michael McInerney (BMW 1800 TISA). 6 David Fitzsimons/Alexander Furiani (Alfa Romeo GTA). **CW** Postins; Alessandro Rinaldi (Morris Cooper S). **FL** Hadfield 3m02.414s (84.50mph).

**GP MASTERS (9 LAPS)**

1 Rob Austin (Arrows A4-1). 2 Bill Coombs (Tyrrell 009-1) +14.581s. 3 Richard Barber (Fittipaldi F5A). 4 Steve Allen (Arrows A1B). 5 Jean-Michel Martin (Fittipaldi F8). 6 Nico Bindels (Lotus 87B-3). **FL** Austin 2m26.328s (107.07mph).

**RACE TWO (5 LAPS)**

1 Austin. 2 Coombs +2:9067s. 3 Martin. 4 Barber. 5 Allen. 6 Herve Regout (McLaren M26).

**HGPCA (10 LAPS)**

1 Roger Wills (Cooper T51). 2 John Clark (Cooper T51) +5:131s. 3 Andrew Smith (Cooper T43). 4 Andy Middlehurst (Lotus 25). 5 Peter Studer (Lotus 32). 6 Patrick Orosco (Scarab F1 001). **FL** Alasdair McCaig (Cooper T53) 2m47.188 (93.71mph).

**RACE TWO (8 LAPS)**

1 Wills. 2 Clark +3:8199s. 3 Smith. 4 Miles Griffiths (Cooper T45). 5 Orosco. 6 Middlehurst. **FL** Wills 3m36.612s (72.32mph).

**SIR STIRLING MOSS TROPHY (21 LAPS)**

1 Danny Wright (Lotus 15). 2 Roger Wills/Joe Twyman (Lotus 15) +14.955s.

3 Grahame & Oliver Bryant (Lotus 15). 4 Jamie & Ewan McIntyre (Lister-Chevrolet Knobbly). 5 Ewan & Jamie McIntyre (Lotus 15). 6 Carlos Monteverde/Gary Pearson (Lister-Jaguar Costin). **FL** Jamie McIntyre (Lister-Chevrolet Knobbly) 2m51.699s (91.24mph).

**RAC WOODCOTE TROPHY (15 LAPS)**

1 Carlos Monteverde/Gary Pearson (Jaguar D-type). 2 Wil Arif/Alex Buncombe (Jaguar C-type) +10.093s. 3 Patrick Watts (Allard-Cadillac J2). 4 Gavin Pickering/Spencer Marsh (Jaguar D-type). 5 Jarrah Venables/Wil Arif (Jaguar XK120). 6 Phillip Champion/Chris Chilcott (Frazer Nash Mille Miglia). **FL** Buncombe 3m38.397s (71.73mph).

**HSCC OPEN-WHEEL (7 LAPS)**

1 Andy Smith (March-BDA 79B). 2 Mark Dwyer (March-BMW 742) +5:1177s. 3 Darwin Smith (March-BDG 722). 4 Neil Fowler (Reynard-Ford SF79). 5 Richard Trott (Chevron-Toyota B43). 6 Russell Love (Reynard-Ford SF79). **CW** Trott; Love; James Hagan (Crosbie 20F); Laurie Bennett (Elfin 800B). **FL** Darwin Smith 2m48.353s (93.06mph).

**RACE TWO (10 LAPS)**

1 Andy Smith. 2 Trott +1m41.736s. 3 Dwyer. 4 Love. 5 Fowler. 6 Tom Pope (Reynard-Ford SF79). **CW** Trott; Love; Ben Mitchell (Merlyn Mk20); Bennett. **FL** Smith 2m58.154s (87.94mph).



# Late drama fails to rob Luke of Radical crown

OLIVER READ

**DARREN LUKE** clinched the Radical Club Cup title on a tie-break at Donington Park last weekend, after finishing level on points with outgoing champion Colin Millar.

Luke's PR6 had started to build a comfortable lead in the first race, as Darren Anley's SR3 shadowed Mark Abbott's PR6 for second. After five laps all three were nose to tail, but unbeknown to Luke he had picked up a front puncture.

Abbott went ahead into Redgate and managed to hold off a determined Anley for his maiden victory, with Chris Hillaby's SR3 completing the podium as Luke slumped to seventh.

Jon-Paul Ivey's PR6

caught everyone napping at the start of race two and led for the first two laps, until Luke got by into Redgate. The lead soon began to grow while Abbott chased down Ivey for second. Luke secured the victory and the title, despite Millar winning his class in fourth overall, behind Abbott and Ivey.

John Higgins led the first of Saturday's Legends races from the opening lap, with John Mickel snatching second on the last lap, as Lee Fitzpatrick, Lawrence Davey, Stephen Treherne and Peter Morton all fell over each other.

Davey set the race-two pace with Fitzpatrick inches away. Both Morton and Higgins led too and Higgins had the edge as they arrived at the chicane

for the final time. Both he and Davey went straight over the gravel and spun, leaving Simon Belcher to outdrag Mickel for the win.

It was side-by-side between Higgins and Davey as the chequered flag was readied in race three, Higgins having the edge on the final run. Treherne consolidated third on the last lap after Niki Meredith expired at Redgate.

Dean Brace bagged two of Sunday's three non-championship encounters, with Meredith the other victor.

Both Mini Challenge



Johnston took three Radical UK Cup wins

OLIVER READ

racers turned into three-way battles between Jason Richardson, Luke Caudle and Chris Knox. They were three abreast into Redgate at the start of the first race, before Caudle nosed ahead.

Knox had second at the Old Hairpin and then grabbed the lead before Caudle repossessed at the chicane.

Richardson and Knox shared a couple of exchanges before Caudle's

Richardson presses hard on way to Mini double



OLIVER READ

**RADICAL CLUB CUP (18 LAPS)**

**1** Mark Abbott (PR6); **2** Darren Anley (SR3); **3** Chris Hillaby (SR3); **4** Jon-Paul Ivey (PR6); **5** Colin Millar (SR3); **6** Richard Carver (SR3). **Class winners** Anley; Steven Lindsay (PR6); Andrew Harwood (Clubsport). **Fastest lap** Anley 1m07.625s (105.35mph).

**RACE TWO (18 LAPS)** **1** Darren Luke (PR6); **2** M Abbott +4.512s; **3** Ivey; **4** Millar; **5** Hillaby; **6** Nigel Place (PR6). **CW** Millar; Lindsay; Harwood. **FL** M Abbott 1m07.638s (105.33mph).

**LEGENDS (6 LAPS)** **1** John Higgins; **2** John Mickel +3.763s; **3** Peter Morton; **4** Lee Fitzpatrick; **5** Stephen Treherne; **6** Lawrence Davey. **FL** Fitzpatrick 1m23.975s (84.84mph). **RACE TWO (6 LAPS)** **1** Simon Belcher;

**2** Mickel +0.131s; **3** Ben Power;

**4** Nick Brace; **5** Morton; **6** Treherne. **FL** Treherne 1m24.489s (84.32mph).

**RACE THREE (12 LAPS)**

**1** Higgins; **2** Davey +0.629s; **3** Treherne; **4** N Brace; **5** Belcher; **6** Chris Bell. **FL** Fitzpatrick 1m23.911s (84.90mph).

**RACE FOUR (8 LAPS)** **1** Dean Brace; **2** Bell +0.146s; **3** Davey; **4** Morton; **5** Niki Meredith;

**RACE FIVE (6 LAPS)** **1** Meredith; **2** Bell +0.409s; **3** Gerard McCosh; **4** Paul Simmons; **5** Davey; **6** N Brace. **FL** D Brace 1m25.265s (83.55mph).

**RACE SIX (8 LAPS)** **1** D Brace; **2** Davey +0.203s; **3** Belcher; **4** N Brace; **5** Meredith; **6** Whitelegg. **FL** D Brace 1m24.831s (83.98mph).

**MINI CHALLENGE (15 LAPS)** **1** Jason Richardson; **2** Chris Knox +3.383s; **3** Luke Caudle; **4** Lee

Allen; **5** Chris Callister-Russell; **6** Chris Smith. **CW** Dean Raymond; Sam Osborne. **FL** Richardson 1m19.726s (89.36mph).

**RADICAL UK CUP (36 LAPS)**

**1** Derek Johnston (SR8); **2** Richard Fearn/Tom Ashton (SR8) -1 lap; **3** Phil Abbott/James Abbott (SR8); **4** Colin Millar (SR3); **5** Alex Kapadia/Pete Osborne (SR3); **6** Richard Carver (SR3). **CW** Millar. **FL** Rob Huff (SR8) 1m03.734s (117.78mph).

**RACE TWO (36 LAPS)** **1** Johnston; **2** Abbott/Abbott -1 lap; **3** Chris Hillaby (SR3); **4** Millar; **5** David Jacobs/Rob Wheldon; **6** Osborne/Kapadia. **CW** Hillaby. **FL** Huff 1m03.334s

(112.49mph). **RACE THREE (32 LAPS)** **1** Johnston; **2** Huff/Jonathan Wright +13.594s;

**3** Abbott/Abbott; **4** Manhal Ailos (SR8); **5** Carver; **6** Hillaby. **CW** Carver. **FL** Huff 1m04.511s (110.44mph).

**CSL CUP/SALOONS (21 LAPS)**

**1** Wayne Gibson (BMW E46 M3); **2** Dan Stringfellow (BMW E46 M3) +1.483s; **3** Richard Mallinson (BMW E46 M3); **4** Adam Hayes (BMW E46 M3); **5** Mark Radcliffe (BMW E46 M3); **6** Max Goff (SEAT Leon Cupra). **CW** Goff; Stephen Pearson (M3). **FL** Gibson 1m12.114s (98.79mph).

**RACE TWO (21 LAPS)** **1** Kevin Clarke (BMW E46 M3); **2** Stringfellow +14.025s; **3** Mallinson; **4** Hayes; **5** Russell Foster (BMW E46 M3); **6** Mark Smith (BMW M3 E90). **CW** Goff; Ian Critsp (BMW M3 E36 Evo). **FL** Clarke 1m12.100s (98.81mph).



lead came under threat, but Knox lost ground and a place to Lee Allen after straightlining the chicane. Richardson made the decisive move exiting the chicane on lap nine, while Knox claimed a late second after Caudle slowed with a holed manifold.

Richardson lost out at the start of race two and was only fourth into Redgate behind Knox, Caudle and Allen. He was soon into third while Caudle took charge having gone side-by-side into the chicane on lap two with Knox. Two laps later Richardson had second at the chicane and was quickly onto Caudle's tail.

On lap seven the tiniest of gaps on the pit straight gave Richardson the run into Redgate and, despite a determined fight back from Caudle, he clinched his second win. Knox and Allen completed the top four.

WTCC star Rob Huff dominated the first half of the opening Radical UK Cup race, but when Jonathan Wright took over the SR8 he ran out of brakes at McLeans and joined Rob Wheldon, who had vacated second a lap earlier, off the road. Derek Johnston was left in the clear and, with Manhal Allos having crashed out too, Richard Fearn/Tom Ashton and Phil/James Abbott completed the podium in their SR8s.

Wright shadowed Johnston for the whole of his stint in race two. Huff was starting to close on the leader when his rear tyre blew on the Craner Curves at 140mph. The Abbotts moved up to second and Chris Hillaby's class-winning SR3 took third.

Johnston completed his hat-trick after Wright lost the lead Huff had managed to build during the pitstops. They still held onto second, with the Abbotts completing a trio of podiums.

Wayne Gibson won the first saloon Car race and then handed his BMW E46 M3 to Kevin Clarke to win race two.

■ By Peter Scherer

**OULTON PARK BARC** September 25  
Dobson's Mazda takes title; Whittaker double

## Allaway and Spencer duel it out

▶ **SIMON ALLAWAY** and Robert Spencer shared the CNC Heads Sports/Saloons victory spoils at Oulton Park last weekend, but two class wins were enough to give Mazda man Paul Dobson the title.

Allaway's Lotus Esprit V8 ousted Spencer's Locosaki for the race-one lead into Old Hall on lap four and gradually started to build on his lead. The Westfields of Cam Forbes and Steve Owen both fought past Chris Maries' MK Indy, but after consolidating his hold on third, Forbes was forced out with clutch failure, shortly after a sticking throttle had caused Maries to spin at Knickerbrook.

At the flag Allaway's lead had been cut to just under a second, leaving Spencer second, well clear of Owen and the charging Alistair Chalmers' Caterham.

Spencer led the second race from start to finish and although Allaway soon found his way past the fast-starting Rob Chalmers for second, he only managed to threaten Spencer's supremacy late on. Dobson's Mazda RX7 reeled in Owen and claimed third, just before the Westfield driver retired.

Garrie Whittaker was a double lights-to-flag winner in the Kumho BMWs. Dave Kempton had been second initially in the

first race, but lost out to both Colin Wells and Tom Webb on the second lap. But Kempton fought back strongly and managed to regain his lost place on lap eight, only to receive a post-race penalty for 'gaining an unfair advantage', which put him back to third behind Wells.

Webb made it harder for Whittaker in race two, but was never close enough to make it count. Kempton and Wells were third and fourth throughout.

Brian Stevens' Ford Lotus

Cortina was never seriously troubled in the Classic Saloons and Historic Touring Cars. Roger Bowman's Jaguar Mk1 was soon established in a solid second, after easing past David Hall.

The Pre-1993 Touring Cars were dominated by Roger Stanford's BMW M3. With a lead of 1.7 seconds on the opening lap, he was never seriously troubled. Ryan Gorman's BMW M3 had an early duel with Graham Myers' Ford Sierra Cosworth for second, but

after Myers got by on lap three he was soon in the clear. Gorman finally settled into fourth, after giving best to Malcolm Wise's Sapphire Cosworth.

David Howard's Jaguar XJ12 had the Post Historic Touring Cars sewn up on the opening lap. Mark Osborne's Triumph Dolomite Sprint and Mark Lucock's Escort Mk1 settled in second and third from the start and made no impression on the leader.

Keith Butcher's Nissan Primera took a convincing win in Classic Thunder, with Joss Ronchetti's rapid Lotus Talbot Sunbeam having to settle for second. Andy Robinson's Ford Falcon V8 Supercar had looked strong at the front of the field initially, but went off at Druids under pressure from Butcher.

■ By Lynda & Emily Scherer



Spencer chases Allaway in Sports/Saloon encounter



Neil Philpotts took Classic Thunder pole but did not win

### CNC HEADS SPORTS/SALOON (15 LAPS)

1 Simon Allaway (Lotus Daytona Esprit V8); 2 Robert Spencer (Stuart Taylor Locosaki) +0.965s; 3 Steve Owen (Westfield SE); 4 Alistair Chalmers (Caterham CSR); 5 Robert Chalmers (Caterham R400); 6 Danny Keenan (MK Indy Busa).  
**Class winners** Spencer, Owen; Paul Dobson (Mazda RX7); Dennis Crompton (BMW E30 M3); Paul Ingram (Ford Fiesta). **Fastest lap** Allaway 1m29.285s (89.75mph).

**RACE TWO (15 LAPS)** 1 Spencer; 2 Allaway +0.369s; 3 Dobson; 4 Keenan; 5 A Chalmers; 6 R Chalmers. **CW** Allaway; Dobson; A Chalmers; Crompton; Ingram.

**FL** Allaway 1m28.452s (90.59mph).  
**KUMHO BMW (13 LAPS)** 1 Garrie Whittaker (E36 M3); 2 Colin Wells (M3) +8.503s; 3 David Kempton (M3 E36); 4 Tom Webb (E36); 5 Ian Crisp (E36 M3 Evo); 6 Stephen Pearson (M3). **FL** Whittaker

1m32.878s (86.28mph).

**RACE TWO (13 LAPS)** 1 Whittaker; 2 Tom Webb (E36) +0.943s; 3 Kempton; 4 Wells; 5 Crisp; 6 Pearson. **FL** Whittaker 1m32.988s (86.17mph).

**CLASSIC SALOON & HISTORIC TOURING CARS (11 LAPS)** 1 Brian Stevens (Ford Lotus Cortina); 2 Roger Bowman (Jaguar Mk1) +4.365s; 3 David Hall (Ford Lotus Cortina); 4 Steve Sprigg (Ford Lotus Cortina); 5 Adam Gittings (Ford Zodiac); 6 Julian Crossley (Morris Mini). **FL** Stevens 1m48.260s (74.02mph).

### PRE-1993 TOURING CARS (12 LAPS)

1 Roger Stanford (BMW M3); 2 Graham Myers (Ford Sierra Cosworth) +0.908s; 3 Malcolm Wise (Ford Sapphire Cosworth); 4 Ryan Gorman (BMW M3); 5 David Scriven (Toyota Supra Turbo); 6 Steve Moore (Saab 9000T). **FL** Myers 1m38.384s (81.45mph).

### POST HISTORIC TOURING CARS

(12 LAPS) 1 David Howard (Jaguar XJ12); 2 Mark Osborne (Triumph Dolomite Sprint) +6.592s; 3 Mark Lucock (Ford Escort Mk1 RS2000); 4 Neil Bray (Ford Capri); 5 Brian Stevens (Ford Lotus Cortina); 6 David Hall (Ford Lotus Cortina). **FL** Lucock 1m43.320s (77.56mph).

### CLASSIC THUNDER & BLUE OVAL

(13 LAPS) 1 Keith Butcher (Nissan Primera); 2 Joss Ronchetti (Talbot Sunbeam) +11.754s; 3 Tim Evans (Subaru Impreza); 4 Craig Davies (Ford Sierra); 5 Graham Wait (Ford Sierra Cosworth); 6 Chris Huntley (Subaru Impreza). **FL** Butcher 1m31.938s (87.67mph).

### CLASSIC GROUP 1 TOURING CARS

(12 LAPS) 1 Jim McLoughlin (Ford Capri); 2 David Howard (Jaguar XJ12) +1.280s; 3 Jack Stanford (BMW 2002); 4 Tim Scott-Andrews (Rover Vitesse); 5 Steve Cripps (Ford Escort RS2000); 6 Anthony Gorman (BMW 2002). **FL** Howard 1m41.414s (79.01mph).

# Simpson and Campbell star; crown to Moss



## THE FULL

and varied grid provided by the Darlington and District Motor Club's Northern Saloon and Sports Car Championship provided the highlight of the organisation's Croft weekend, where reigning champion Paul Moss did just enough in his Citroen Saxo to retain the title.

In the opening contest, the two third-row starters charged to the front of the order by Clervaux, with Mark Campbell's Lotus Elan heading Marcus Fothergill's Porsche GT3 Cup machine. Colin Simpson slotted his Marcos up to second at the Complex further around the first lap, before the race distilled into a fight for the lead between Campbell and Simpson, and a third-place scrap between Fothergill

and the SEAT Leon of Andrew Morrison.

Campbell and Simpson resumed their tussle after a red flag – David Swales's Fiesta had destroyed the chicane tyre stack – with Simpson grabbing the lead for the first time at Clervaux. Campbell tried to fight back, but with his tyres going off he only succeeded in leaving the circuit at Sunny on lap three. Fothergill narrowly beat Morrison for second.

Bill Addison – who was unable to take up pole on Saturday – looked dominant in race two, but a recurrence of the wiring problems that ruled his Caterham out a day earlier (in turn a legacy of accident damage after son Martin had an off in another qualifying session) blighted his final two laps and he dropped to third, behind



Campbell's Lotus (left) and Simpson's Marcos each won

Campbell and Simpson.

Simpson was also out in the guest class of the Scottish Saloons and Sports race, but in the opener he fell off at Clervaux on lap one and had to charge back to third. Poleman Fraser Robertson's Porsche 996 got no further than the first-corner gravel trap, leaving Garry Watson's Westfield with a trouble-free run to defeat

Cameron Purdie's version.

Sunday's contest was all about the awesome new Jade-derived Lotus Elise of Jeff Wilson, which lapped four seconds faster than anything else on track as he scythed from the back to the front after electrical problems limited him to just one racing lap the day before. Watson and Purdie completed the podium, with Addison Jr fourth.

Having broken his victory duck at Knockhill last weekend, 18-year-old Chris Smiley added a second Scottish Mini win. Championship leader Oly Mortimer had a race to forget: he lost the lead to Vic Covey off the start, spun down the order at Sunny, and then retired with a broken radiator.

David Sleight hounded leader Covey until he went wide at Tower, leaving

Smiley to take up the cudgels. "He did me like a kipper – I just didn't see him coming," was Covey's verdict after losing out at Sunny with three laps to go.

Mortimer bounced back from his bad run the previous day by doing just enough to wrap up the title with a meeting to spare. Told before the second race that a third place with fastest lap would be enough, he charged from the back of the grid to do just that. Mortimer won the drag race with Covey to seal that position by a matter of centimetres, while Smiley beat Tim Sleight to overall victory, despite being brakeless early on.

The Masda MX5 Championship was still up for grabs going into the final six races, but the title was decided in the first of those when Tom Roche



Wilson's Jade-based Elise won from the back

DEVENT IMAGING

**NORTHERN SALOONS AND SPORTS (4 LAPS)** 1 Colin Simpson (Marcos Mantis); 2 Marcus Fothergill (Porsche GT3 Cup) +1.026s; 3 Andrew Morrison (SEAT Leon); 4 David Brewis (Suzuki SC160); 5 David Botterill (Porsche 944); 6 Stuart Carr (Caterham CSR). **Class winners** Morrison; Mark Armstrong (Subaru Impreza); Simon Mayne (Fisher Fury); Peter Dixon (Honda Civic); Richard Ralston (Renault Clio); Malcolm Dearnley (Morgan 4/4). **Fastest lap** Simpson 1m29.761s (84.22mph). **RACE TWO (11 LAPS)** 1 Mark Campbell (Lotus Elan); 2 Simpson +0.219s; 3 Bill Addison (Caterham R400); 4 Fothergill; 5 Morrison; 6 Botterill. **CW** Simpson; Mayne; Ralston; Ian Humpish (VW Beetle); Dixon; Dearnley. **FL** Addison 1m28.181s (85.73mph). **SCOTTISH SALOONS AND SPORTS**

**(12 LAPS)** 1 Garry Watson (Westfield); 2 Cameron Purdie (Westfield) +11.794s; 3 Simpson; 4 Martin Byford (Honda Accord); 5 Jonathan Macgregor (Westfield); 6 Andy Robey (BMW M3). **CW** Simpson; Byford; Macgregor; Robey; James Bruce (Mitsubishi Evo 7); Ian Hepburn (Westfield); Andrew Dixon (Honda Civic). **FL** Simpson 1m28.017s (85.89mph). **RACE TWO (12 LAPS)** 1 Jeff Wilson (Lotus Elise); 2 Watson +16.487s; 3 Purdie; 4 Martin Addison (Caterham R400); 5 Simpson; 6 Fraser Robertson (Porsche 996 GT3). **CW** Watson; Robertson; Bruce; Macgregor; Mark Benson (Renault Clio); Hepburn; Dixon. **FL** Wilson 1m24.489s (89.48mph). **SCOTTISH MINI COOPERS (9 LAPS)** 1 Chris Smiley; 2 Vic Covey +2.321s; 3 David Sleight; 4 Kenneth Thirwall; 5 Tim Sleight; 6 Kenneth

Brewster. **FL** Oly Mortimer 1m42.816s (73.53mph). **RACE TWO (9 LAPS)** 1 Smiley; 2 Tim Sleight +0.954s; 3 Mortimer; 4 Covey; 5 K Brewster; 6 Steven Brewster. **FL** Mortimer 1m42.354s (73.86mph). **MASDA MX5 (9 LAPS)** 1 Phil House; 2 Richard Breland +1.032s; 3 Paul Sheard; 4 Charles Plumley; 5 Ben Robinson; 6 Alan Henderson. **FL** Tom Roche 1m41.701s (74.34mph). **RACE TWO (9 LAPS)** 1 Jonathan Greensmith; 2 Rob Boston +0.289s; 3 Ben Short; 4 Wayne le Montais; 5 Matt Davies; 6 Luke Herbert. **FL** Greensmith 1m42.553s (72.83mph). **RACE THREE (9 LAPS)** 1 Roche; 2 Boston +5.579s; 3 Sheard; 4 le Montais; 5 Short; 6 Ben Robinson. **FL** Roche 1m41.819s (74.25mph). **RACE FOUR (9 LAPS)** 1 Herbert; 2 Greensmith +0.284s; 3 House; 4 Breland; 5 Henderson;

6 Jonathan Blake. **FL** Greensmith 1m43.023s (73.38mph). **RACE FIVE (9 LAPS)** 1 Boston; 2 House +0.322s; 3 Breland; 4 Henderson; 5 Andrew Spencer; 6 Plumley. **FL** House 1m42.480s (73.77mph). **RACE SIX (7 LAPS)** 1 Roche; 2 Greensmith +4.992s; 3 Herbert; 4 Sheard; 5 Blake; 6 Matt Robinson. **FL** Roche 1m42.085s (74.06mph). **MASDA MX5 CUP (7 LAPS)** 1 Paul Sheard (Mk3); 2 Charles Plumley (Mk3) +1.530s; 3 Jonathan Blake (Mk3); 4 Mike Gorton (Mk3); 5 Matt Robinson (Mk3); 6 Wayne le Montais (Mk1). **CW** le Montais. **FL** Sheard 1m39.815s (75.74mph). **RACE TWO (9 LAPS)** 1 Sheard; 2 Robinson +6.358s; 3 Blake; 4 Gorton; 5 Plumley; 6 Clint Bardwell (Mk3). **CW** le Montais. **FL** Gorton 1m40.188s (75.46mph). **MG COCKSHOOT CUP (9 LAPS)**

1 Sean Peters (Midget); 2 David Coulthard (ZR160) +7.566s; 3 Julia Penfold (ZR160); 4 Peter Bramble (B Roadster); 5 Paul Newton (Frogeye Sprite); 6 Alan Bates (BGT). **CW** Coulthard; Ian Wright (Midget). **FL** Peters 1m38.642s (76.64mph). **RACE TWO (9 LAPS)** 1 Peters; 2 Coulthard +2.305s; 3 Newton; 4 Bates; 5 Helen Waddington (ZR); 6 Wright. **CW** Coulthard; Wright. **FL** Peters 1m38.696s (76.60mph). **MONO 1000/1400/1600/1800 (11 LAPS)** 1 Arty Cameron (Jedi); 2 Dave Cameron (Jedi) +9.229s; 3 Stephen Brooks (JKS); 4 Peter Bragg (Mygale SJ00); 5 Martin Byford (Van Diemen RF97); 6 Geoff Fern (TFRO9). **CW** Bragg; Fern; Nigel Davers (Van Diemen RF89). **FL** D Cameron 1m22.991s (91.09mph). **RACE TWO (11 LAPS)** 1 A Cameron;

2 Brooks +9.623s; 3 Fern; 4 Bragg; 5 Peter Whitmore (Van Diemen RF97); 6 Byford. **CW** Fern; Bragg; Davers. **FL** A Cameron 1m23.132s (90.94mph). **MONO 2000/CLASSIC (10 LAPS)** 1 Tristan Cliffe (Dallara F396); 2 Richard Purcell (Dallara F300) +0.574s; 3 Adrian Holey (Dallara F398); 4 Nick Anstruther (Bowman BC3); 5 Graham Read (Dallara F300); 6 Jeremy Goodman (Ralt RT3). **CW** Anstruther. **FL** Cliffe 1m21.41s (93.17mph). **RACE TWO (12 LAPS)** 1 Cliffe; 2 Jeremy Timms (Dallara F397) +3.327s; 3 Purcell; 4 Anstruther; 5 Holey; 6 Richard Snuggs (Ralt RT300). **CW** Anstruther. **FL** Cliffe 1m20.425s (94.00mph) record.



DEVENT IMAGING

retired with electrical problems, handing the spoils to Rob Boston, who was watching from the sidelines. Boston's team-mate Phil House won that race from first-time podium visitor Richard Breland, while Boston finished just behind winner Jonathan Greensmith and well in front of Ben Short (who had his best result) in the other Saturday race.

Boston and Roche took their tallies for the year to 13 and 10 wins respectively on Sunday, but the best of the day's four races was won by rookie Luke Herbert, who passed Greensmith at Sunny on the penultimate lap.

Paul Sheard completed his 100 per cent winning record in the Mk3 Cup with a double, grabbing the lead from Matt Robinson just before a safety car period in Saturday's contest.

David Coulthard led the first couple of laps of the opening Cockshoot Cup race in his ZR, but Sean Peters (Midget) was able to

disappear into the distance once he had sliced through at Tower on lap three. Julia Penfold turned in the star drive, climbing from ninth to third in her ZR.

Unfortunately her car – in the hands of Dan Surridge – was badly damaged on Sunday after contact with Peter Bramble at Tower. After a few early exchanges, Peters again emerged ahead of Coulthard.

Monoposto provided two double winners. In the smaller capacity classes, Arty Cameron's Jedi was twice a clear-cut victor. Even a spin in the first contest couldn't prevent him beating brother Dave's similar car, which retired after one lap of race two.

It was a slightly different story for Tristan Cliffe in Mono 2000. The Saturday round was straightforward after Jeremy Timms pulled off on the green-flag lap, but on Sunday Cliffe had to use the grass on the start/finish straight to forge his Dallara ahead.

■ By Ian Sowman

Charles Plumley leads Mk3 MX5s



DEVENT IMAGING

**LOTON PARK HILLCLIMB** September 26  
Moran and Groves share victories again



EDDIE WALDER

Groves wins before bowing out

Groves ended title year with a victory

**MARTIN GROVES** finished his fourth championship-winning season with another victory at Loton Park, and then proceeded to drop a bombshell by announcing his 'retirement' for at least a year.

After the event the familiar end-of-season dropped scores were applied. Only the top five were affected, but this made no difference to the top placings, despite fourth-placed Roger Moran dropping 23 points.

Scott Moran, who won the first run-off, father Roger and Trevor Willis went well to consolidate their places, but Groves's partner Paul Ranson could not overtake Chris Merrick for fifth overall.

There was no run-off qualification for Merrick's co-driver Tom New, who had a most unpleasant crash at Loton in June, while Deryk Young finished ninth in the table, the place he has held since 2006.

As expected, all eyes were on 10th, with Eynon Price ahead of Will Hall prior to the event. Hall drew level in round 31, with Price not getting into the first run-off, and both made it into the final shoot-out of the year. After Price's efforts, the later-running Hall took one more point to snatch 10th in the table.

Despite all the effort, Hall will be cutting back next year as he concentrates on the family business and seeks to bank some funds looking towards a bigger and quicker car to start back on the ladder in 2012.

Wallace Menzies took eighth in the table, enough

to earn him the Y Gelli Challenge trophy for those who have not finished in the top 10 points for the previous five seasons. This also puts a DJ Racecar into the top 10 for the first time ever, with the combination ripe for more development.

Former champion Graeme Wight Jr proved that he still has that special touch and scored his first championship points since his last victory at Doune two years ago. He was sharing the little GWR Raptor that he built for fellow Scot Lee Adams instead of his mothballed GWR Predator, and took ninth in the first run-off.

■ By Eddie Walder

Hall's Force snatched 10th in the table



EDDIE WALDER

**ROUND 31** 1 Scott Moran (3.5 Gould-NME GR61X) 44.62s FTD; 2 Martin Groves (3.5 Gould-NME GR55) 44.73s; 3 Paul Ranson (3.5 Gould-NME GR55) 45.05s; 4 Trevor Willis (2.8 OMS-Powertec) 45.11s; 5 Roger Moran (3.5 Gould-NME GR61X) 45.34s; 6 Chris Merrick (3.5 Gould-Judd GR55) 46.25s; 7 Deryk Young (4.0 Gould-Judd GR51) 47.04s; 8 Wallace Menzies (2.65 DJ-Cosworth Firestorm) 47.09s; 9 Graeme Wight Jr (1.6 GWR-Suzuki Raptor) 47.18s; 10 Will Hall (1.6 Ford-Suzuki PC) 47.35s; 11 John Chalmers (2.0 Ralt-Cosworth BDG F302) 48.46s; John Bradburn (3.5 Gould-Cosworth HB GR55) Fail.

**ROUND 32** 1 Groves 44.73s; 2 S Moran 44.74s; 3 Willis 44.97s; 4 Ranson 45.16s; 5 R Moran 45.47s; 6 Merrick 45.94s; 7 Menzies 46.67s; 8 Hall 46.81s; 9 Eynon Price (1.6 Force-Suzuki PC) 46.91s; 10 Young 46.94s; 11 Andy Cooley (2.5 Gould-Cosworth GR55) 47.79s; 12 Ash Mason (4.0 Pilbeam-Judd KV MP97) 51.11s.  
**FINAL POINTS** 1 Groves, 247; 2 S Moran, 238; 3 Willis, 203; 4 R Moran, 182; 5 Merrick, 141; 6 Ranson, 137; 7 Tom New, 112; 8 Menzies, 72; 9 Young, 62; 10 Hall, 57.  
**Class winners** Luke Rogers (1.8 Renault Clio) 67.18s; Dave Parr (2.0t Ford Sierra Cosworth) 61.55s; Dave Wilson (2.0 Caterham-Vauxhall)

54.89s; Ralph Pinder (1.9 Peugeot 205 GTI) 57.87s; Donal McCaskill (2.3t Mitsubishi Lancer EVO) 54.80s; Mike Hall (5.0 Morgan Plus 8) 58.39s; Andy Dunbar (2.0 Westfield-Vauxhall Set) 52.44s; Eric Morrey (0.9 Clan Crusader) 63.22s; Ben Johnson (1.7 Mallock Mk20X) 53.71s; Mark Dempster (2.0 Imagination-Vauxhall PHI) 51.93s; Graham Loakes (3.2 Lola-Porsche T492) 58.16s; Mark Goodyear (0.6 OMS-Suzuki Hornet) 53.31s; David Uren (1.1 Force-Suzuki HC) 49.62s; Lindsay Summers (1.6 Van Diemen RF80 Formula Ford) 63.91s; Hall 46.44s; Chalmers 47.42s; Groves 44.77s record.

# Inch edges it before Pinny pinches a win

**MANY TITLES** were decided at the BRSCC North Western Centre weekend at Anglesey, with Jordan Skinner being crowned champion in the Formula Ford 1600 Northern Championship for Post-1989 cars and John Farrell clinching the Pre-1990 crown. Tony Sinclair wrapped up the Open Sports Car Series (OSS) title, while Simon Tilling and Ginger Marshall were tied on points in Class B as they left the Ty Croes circuit.

But it was the Mighty Minis that provided the most spectacular action, and Louise Inch and Matt Pinny clinched a win apiece in two fraught races.

Race one took place in unexpectedly warm sunshine on Saturday afternoon, with Pinny on pole and Inch alongside him on the front row. But

both made dreadful starts and it was Ben van den Bos who got the best launch, from fourth on the grid, to lead the 18-car field around Turn 1.

Pinny and Inch held onto second and third respectively until they got a run on van den Bos at the top of the circuit. The lead changed hands numerous times as Pinny and Inch used the slipstream to pass each other on the run through Church and up the rise towards Rocket In.

Ultimately, Inch got her timing right and came out on top, leading Pinny across the line by a meagre 0.581 seconds.

The battle was rejoined in race two, as the grid lined up in the order they had finished on Saturday. Inch made amends for her bad start in race one by getting a good launch from the front row and leading the pack on the first lap.



Inch won another Mighty Mini tussle

She held the initiative through the first few corners but was unable to keep a charging Pinny at bay and was hung out to dry at Rocket, losing a further two places to Chris Slade and van den Bos as a result. Inch couldn't recover the lost ground, leaving Pinny to defeat Slade by under a second.

There were more exciting battles throughout the Ford Fiesta Championship races for Class C (ST) cars on Sunday. Early problems for David Grady in race one meant the victory went the way of Jeremy Gumbley.

Later in the day a resurgent Grady denied class championship leader Gumbley a second victory.

The front row was locked out by Gumbley and Richard Durham and, while both made good starts, Grady was the most successful at capitalising on his launch, storming through from fifth to third on lap one.

It wasn't long before he had passed Durham for second, using a good exit from the Banking to get a slingshot through Church and School corners to scythe past the Odell Motorsport/JD Autos car.

Grady would eventually take the lead with relative ease, before putting an 8sec buffer between himself and race-one victor Gumbley.

The fight for third, on the other hand, was slightly more fraught. Durham had been caught and passed by Rory Bryant and Ben Roper and there was nothing to choose between the trio.

FF winner Skinner (left) passes Murphy



BOURNE PHOTOGRAPHIC

**MIGHTY MINI (13 LAPS)** 1 Louise Inch: 2 Matt Pinny +0.581s; 3 Ben van den Bos; 4 Chris Slade; 5 Phil Bunn; 6 Peter Tervet. **Fastest lap** Pinny 1m30.495s (61.66mph). **RACE TWO (14 LAPS)** 1 Pinny; 2 Slade +0.801s; 3 Van den Bos; 4 Inch; 5 Bonas; 6 Tervet. **FL** Slade 1m30.034s (61.97mph). **FORD FIESTA CLASS C (16 LAPS)** 1 Jeremy Gumbley (ST); 2 Richard Durham (ST) +2.519s; 3 Rory Bryant (ST); 4 David Abbott (ST); 5 David Grady (ST); 6 Ben Roper (ST). **FL** Grady 1m18.761s (70.84mph). **RACE TWO (15 LAPS)** 1 Grady; 2 Gumbley +8.327s; 3 Durham; 4 Ben Roper; 5 Bryant; 6 Nicholas Bowers (ST). **FL** Grady 1m18.690s (70.91mph). **FF1600 NORTH POST-1989 (17 LAPS)** 1 Jordan Skinner (Ray GRK10); 2 John Murphy

(Van Diemen RF90) +6.019s; 3 Chris Chisnall (Van Diemen RF00); 4 David McArthur (Van Diemen RF04/09); 5 Neil McArthur (Van Diemen RF00); 6 Simon Kinsey (Van Diemen RF2000). **FL** Skinner 1m11.856s (77.65mph). **RACE TWO (17 LAPS)** 1 Skinner; 2 Martin Short (Van Diemen RF00) +2.842s; 3 Chisnall; 4 N McArthur; 5 Kinsey; 6 D McArthur. **FL** Skinner 1m11.964s (77.53mph). **FF1600 NORTH PRE-1990 (16 LAPS)** 1 Kevin Donnelly (Van Diemen RF88); 2 Nigel Thompson (Van Diemen RF88) +1.084s; 3 Jaap Blijleven (Reynard 88FF); 4 Lee Hannam (Reynard 88FF); 5 Mike Stewart (Van Diemen RF86); 6 Andrew MacGregor (Van Diemen RF86). **FL** John Farrell (Reynard 89FF) 1m13.223s (76.20mph). **RACE TWO (17 LAPS)**

1 Thompson; 2 Farrell +0.952s; 3 Hannam; 4 Stewart; 5 Blijleven; 6 Donnelly. **FL** Thompson 1m12.778s (76.67mph). **FORD FIESTA CLASSES A&B (15 LAPS)** 1 Edward Cockill (SI); 2 Andrew Wilmot (SI) +4.574s; 3 Harry Cockill (Zetec); 4 Lee Napolitano (Zetec); 5 Chris Toumazos (SI); 6 Rex Nye (SI). **FL** E Cockill 1m20.775s (69.08mph). **RACE TWO (15 LAPS)** 1 E Cockill; 2 Wilmot +4.981s; 3 H Cockill; 4 Brian Roper (SI); 5 Ruari Fairbairns (Ford Fiesta SI); 6 Napolitano (Zetec). **FL** E Cockill 1m21.578s (68.40mph). **OSS (17 LAPS)** 1 Jim Hutchinson (Jade 3 Nissan); 2 Tony Sinclair (Jade 3) +4.791s; 3 Graham Cole (Jade Trakstar); 4 Andrew Kimpton (Jade 3 V6); 5 Guy Parr (Nemesis GT Sports); 6 Mike Roberts (Radical SR3 RS).

**FL** Hutchinson 1m02.829s (88.81mph). **RACE TWO (19 LAPS)** 1 Hutchinson; 2 Sinclair +32.103s; 3 Kimpton; 4 Simon Tilling (Radical SR3); 5 Ake Bornebusch (Radical Pro 6); 6 Parr (Nemesis GT Sports). **FL** Hutchinson 1m03.152s (88.35mph). **BRSCC F3 (19 LAPS)** 1 Mark Terry (Dallara F302); 2 Chris Needham (Dallara F302) +3.578s; 3 Mark Harrison (Dallara F301); 4 Kat Impey (Dallara F302); 5 Christopher Willie (Dallara F396); 6 Dave Karaskas (Dallara F393). **FL** Needham 1m03.787s (87.47mph). **RACE TWO (17 LAPS)** 1 Alex Craven (Dallara F304); 2 Needham +3.496s; 3 Terry; 4 Impey; 5 Nicholas Robinson (Dallara F398); 6 Karaskas. **FL** Craven 1m02.666s (89.04mph). **SUPER MIGHTY MINI (14 LAPS)** 1 Chris

Morgan; 2 Peter Crewes +0.371s; 3 Scott Kendall; 4 Elliot Stafford; 5 Alex Comis; 6 David Hale. **FL** Crewes 1m25.143s (65.53mph). **RACE TWO (14 LAPS)** 1 Morgan; 2 Crewes +0.210s; 3 Stafford; 4 Kendall; 5 Hale; 6 Comis. **FL** Stafford 1m24.955s (65.68mph). **EURO SALOON AND SPORTS CARS (16 LAPS)** 1 Dave Cockell (Ford Escort Cosworth); 2 Richard Hawken (Nissan Primera Super Tourer) +2.996s; 3 Kevin Wendt (BMW E46 M3); 4 Simon Deaton (SEAT Super Copa); 5 Doug Ellwood (Marcos Mantis); 6 Nick Hayes (SEAT Cupra). **FL** Hawken 1m12.205s (77.28mph). **RACE TWO (16 LAPS)** 1 Cockell; 2 Ellwood +4.582s; 3 Wendt; 4 Deaton; 5 Hawken (Nissan Primera Super Tourer); 6 Hayes. **FL** Cockell 1m12.853s (76.59mph).



MECK WALKER

**KIRKISTOWN 500MRCI** September 25  
McCullough and Smyth win; title to McMullan



ROY DEMPSEY

McCullan stayed out of trouble to secure crown

## McCullan keeps his focus to take crown among FF1600 aces

**TITLE DECIDERS** are often edgy affairs, but there was more tension than usual in the weeks leading up to Kirkistown's finale, most of it centred on the three-way battle for the Northern Irish Formula Ford Championship.

After a two-month break from championship action, Jonathan McMullan went into the two final races with a 16-point lead over John Ferguson, with Mike Edgar a further four points behind. But to capitalise on that lead, McMullan had to finish both races, and there was a feeling with some in the paddock that this

might not happen...

The teenager qualified in the middle of the capacity grid behind both his rivals, but with a horde of wild cards also present – including Neville Smyth, Ivor McCullough, Morgan Dempsey, Noel Dunne and New York resident Raymond Lusty – points were always going to be hard-earned.

Indeed it was Lusty who took pole for both races ahead of Dempsey, Ferguson, McCullough and Dunne. After a hectic opening lap McCullough and Dempsey emerged in front while the rest settled down to squabble over

third spot, which eventually went to Ferguson, dogged by Scott McGarrity, with McMullan emerging in a careful fifth to retain his lead. Both Dunne and Noel Robinson departed early with engine bothers, while Lusty eventually placed seventh, although he set a new lap record in his efforts to get back to the front.

Smyth made a break in race two and streaked away ahead of McCullough and Dempsey. Ferguson might have been there too, but for a last-lap adventure at the Hairpin. He eventually struggled over the line fifth with a flat rear tyre. McMullan again worked his way carefully through the traffic to take sixth. Unspectacular, but good enough to take the title, while Edgar was in the thick of things all day, but all he had to show for it was a pair of eighth places.

Another needle-match, this time for the Irish Formula Vee title, was

fought between Ray Moore and Dan Polley. It ended with both cars in the bank at Fishermens after eight of the 15 laps. Moore was champion, Polley disgruntled but, after investigation, the verdict was 'racing incident'.

Jackie Cochrane (Historics) and Dan Daly (Libre) took double victories in Sunbeam Tiger and Reynard-Holden respectively, as did Porsche pilot Robin Titterington among the saloons and GTs, where Stephen Traub (Honda) and Ralph Jess (BMW M3) provided the entertainment. Mark Campbell took a maiden victory in the Roadsports race with his Radical ahead of Ian Trevor's Westfield.

The Irish Ginetta Juniors also provided lots of fun, with 11 cars on the grid. Like all good students, many of those present went on field trips during the opening race, but all finished with Andrew O'Brien in front. Niall Murray took the honours in the second race, while Jake Byrne was runner-up in both.

■ **By Richard Young**



ROY DEMPSEY

More historic victories fell to Cochrane's Tiger

Roper tried to slip up the inside of Bryant on the approach to the left-hander at Rocket, but was forced to the outside while Bryant covered the inside line. He looked to have enough of an overlap, but Bryant stood firm and a late-braking manoeuvre allowed him to hold position, and Durham to slide by Roper.

Things came to a head when the trio demonstrated that three into one doesn't go at the Corkscrew. There was contact as Bryant, Durham and Roper converged on the same piece of asphalt and it was Durham who came out on top, with Bryant the big loser, down in fifth place.

In the other events, Australian Skinner won the Star of Anglesey award after dominating both Formula Ford Post '89 races, while Edward Cockill brought his Fiesta Si home in first twice in the Ford Fiesta Championship races for classes A and B, while Class B honours went the way of his brother Harry, who leads the class table.

Chris Morgan narrowly beat Peter Crewes to win both Super Mighty Mini races, while Mark Terry and Alex Craven shared Formula 3 honours.

■ **By Adam Leveridge**

**FORMULA FORD 1600 (16 LAPS)** 1 Ivor McCullough (Van Diemen RFO0); 2 Morgan Dempsey (Van Diemen AL10) +0057s; 3 John Ferguson (Ray GR07); 4 Scott McGarrity (Van Diemen RF92); 5 Jonathan McMullan (Van Diemen RF92); 6 Neville Smyth (Ray GR07). **Fastest lap** Raymond Lusty (Van Diemen DPO8) 1m01.199s (88.94mph) **record**. **RACE TWO (15 LAPS)** 1 Smyth; 2 McCullough +1300s; 3 Dempsey; 4 Stephen Daly (Ray GR05); 5 Ferguson; 6 McMullan. **FL** Smyth 1m01.204s (88.93mph). **FORMULA VEE (15 LAPS)** 1 Robert Casey (Sheane FV98); 2 Robbie Allen (Sheane FV03) +3755s; 3 Paul Heavey (Leastone JH004); 4 Lloyd Murphy (Sheane FV95); 5 Adam

Macaulay (Sheane FV01); 6 Morgan McCourt (Leastone JH004). **FL** Casey 1m06.771s (81.52mph). **HISTORIC SPORTS CARS (12 LAPS)** 1 Jackie Cochrane (Sunbeam Tiger); 2 Bernard Foley (MGB GT) +45137s; 3 John McCandless (Ginetta G4); 4 Pete Murray (BMW 635); 5 Leo Nulty (Hillman Imp); 6 Mark Kelly (MG Midget). **FL** Cochrane 1m03.304s (85.98mph). **RACE TWO (12 LAPS)** 1 Cochrane; 2 McCandless +19153s; 3 Foley; 4 Murray; 5 Nulty; 6 Martin O'Sullivan (Porsche 924). **FL** Cochrane 1m04.952s (83.80mph). **FORMULE LIBRE (16 LAPS)** 1 Dan Daly (Reynard Holden); 2 Ivor Greenwood (Radical Prospert) +2823s; 3 Peter Dwyer (Dallara

Renault); 4 Jim Larkham (Radical PRO6); 5 Geoffrey Moffett (Van Diemen Formula Ireland); 6 Philip Shields (Tatuus Honda). **FL** Daly 54.793s (99.34mph). **RACE TWO (9 LAPS)** 1 Daly; 2 Eugene Heary (Reynard Holden) +7233s; 3 Dwyer; 4 Larkham; no other finishers. **FL** Daly 55.628s (97.85mph). **GT/SALOONS (13 LAPS)** 1 Robin Titterington (Porsche GT3); 2 Stephen Traub (Honda Integra) +12545s; 3 Ralph Jess (BMW M3); 4 Greg Simpson (Porsche 911); 5 Tony Traub (Honda Integra); 6 Greer Wray (Vauxhall Vectra). **FL** Titterington 1m03.898s (85.18mph). **RACE TWO (12 LAPS)** 1 Titterington; 2 Jess +8826s; 3 S Traub; 4 T Traub; 5 Simpson; 6 Peter Carvill (1.8t SEAT Cupra).

**FL** Titterington 1m04.294s (84.66mph). **ROADSPORTS (16 LAPS)** 1 Mark Campbell (Radical Clubsport); 2 Ian Trevor (Westfield GM) +9.805s; 3 John Benson (Sylvia Fury); 4 Mark Crawford (Stryker Honda); 5 Ryan Magennis (Locost Honda); 6 Colin Reid (Stryker Honda). **FL** Campbell 1m01.722s (88.19mph). **IRISH GINETTA JUNIOR (14 LAPS)** 1 Andrew O'Brien; 2 Jake Byrne +4158s; 3 Niall Murray; 4 Andrew Watson; 5 Joel Richardson; 6 Sean Doyle. **FL** O'Brien 1m12.521s (75.05mph). **RACE TWO (11 LAPS)** 1 Murray; 2 Byrne +4702s; 3 Doyle; 4 Watson; 5 James Fleming; 6 Eamon Horan. **FL** Murray 1m12.947s (74.62mph).

# Piloti Drives™

TAMBURELLO  
DENIM ►



**piloti**

www.piloti-europe.com

Tel: 01327 858 003

Silverstone Showroom now open

**ChequeredFlagMedia**

World's No1 Pocket Book  
Formula One 2010



100 pages packed with facts & figures,  
driver & team stats, car & helmet images  
circuit maps, fill in charts and lots more...

Go To

**MOTOR-RACING.NET**



**Daytona 24 hour**

Milton Keynes  
9 - 10 Oct 2010

DMAX £1750  
ProKart £1250  
Owner Pro £750

**Daytona 10 hour**

Manchester  
10:10 AM  
10 Oct 2010

£850 for a team  
of up to ten drivers

**Vodafone DMAX Cup**

Milton Keynes  
17 Oct - 14 Nov

£95 for 5 mins practice  
and 30 mins racing

**DKRC - MSA Club**

Lydd  
10 Oct - 14 Nov - 12 Dec

Cadet Libre/Junior Libre  
Senior/Tyro Classes

Vodafone Dmax 2010 Championship: 3<sup>rd</sup> Oct Milton Keynes; 7<sup>th</sup> Nov Milton Keynes

**Daytona Manchester**  
**Daytona Milton Keynes**

0845 644 5505  
0845 644 5503

**Daytona Lydd International**  
**Daytona Sandown Park**

0845 644 5501  
0845 644 5502



**AUTOSPORT**



**ROTAX**  
NEW AGE KARTING



**demon** *tweaks*

www.daytona.co.uk

**SNETTERTON BARC** September 25-26  
Two races won by less than 0.1 seconds

# Parker tops frantic Snett encounters

**THE FINE** Caterham Graduate Championship topped the bill in Norfolk last weekend. That John Parker emerged with his first two wins of 2010 hides the fact that several drivers were in contention in two hard-fought Classic races.

Victory in the first Classic Graduate contest at a drizzly and autumnal meeting looked like going the way of either champion-elect Graeme Smith or polesitter Jennifer Grace, as the pair pulled two seconds clear of the rest by mid-race. But they were reeled back in by a chasing pack headed by Parker. Having earlier survived a grassy excursion at the Esses, Parker emerged from a kerfuffle at Coram with two laps remaining to break clear and secure his first

win of the year.

A keenly contested follow-up boiled down to an enthralling final lap, with Parker again emerging victorious after snatching back his long-held lead from Smith with a well-judged move into the Esses. Charles Fitzhugh's progress was even more impressive, surging from seventh to third in a single bound at the same corner.

James Sibbet put on a convincing display in his quest to take the Super Grad title in his third year of trying. He passed Daniel Malkin for the lead on lap one before breaking the tow and edging to his sixth win in a row. It was seventh heaven for Sibbet in the sequel as he shrugged off points rival Jamie Waring's early challenge to win again. Waring lost out



RICHARD STYLES

Parker fought hard for Classic Graduate double

to Malkin in the battle for runner-up spot.

Former Graduate champion Jamie Ellwood took a break from his Caterham R300 season to tame the challenging wet-dry conditions and secure a lights-to-flag Mega Grads win. Myles Packman made the most of David Shaw's last-lap mistake to head the scramble home for second.

Packman started from pole in race two but gave himself plenty to do after dropping to fifth on the opening lap. By mid-distance he'd swept past Nick Haryett and leader Ellwood at the Esses to head a tight trio at the front. Packman then absorbed increasing pressure from the tenacious Ellwood to secure victory by a whisker.

Meanwhile, Haryett chased them home for his first podium visit of the year.

Ellwood conquered greasy conditions to battle past Andy McMillan and win the later Caterham Invitation. Adrian Russell got the better of a nip-and-tuck tussle for third.

Martin Wills always looked in control of the restarted opening MG race in his MGF, despite Paul Savage looming large in his mirrors throughout. Wills overcame clutch problems to further boost his title chances by dominating race two. Savage had offered early resistance before an intermittent misfire dropped him to third.

Nigel Lackford's stranded Sprite at the Esses brought out the red flags in the first Austin Healey outing. When racing resumed, Marc Campfield (3000) continued where he left off to win ahead of reigning champion David Smithies. Campfield converted

pole to the lead again in race two only to suffer an early spin and drop to third. Although he quickly regained a place, he couldn't make an impression on leader Smithies. But just as the order looked settled, Smithies retired his 3000 with gearbox dramas and Campfield simultaneously dropped out after being black-flagged for persistent corner-cutting. Instead, it was a grateful Eric Woolley, in another Big Healey, who scooped the laurels.

Regular frontrunner Jonathan Halliwell capitalised on a pair of rotations by leader Paul Roddison in the increasingly slippery conditions to claim his first MaX 5 win this year.

There was a case of *deja vu* in race two, as Roddison led away from the lights only to spin to third at Russell on lap three. He recovered to second, but Halliwell was out of reach.

■ **By Oliver Timson**



RICHARD STYLES

Campfield: black flag for corner-cutting

**CATERHAM CLASSIC GRADUATES (14 LAPS)**

**1** John Parker; 2 Justin Cox +2.833s; 3 Graham Smith; 4 Graeme Smith; 5 Jennifer Grace; 6 Simon Bonsler.

**Fastest lap** Parker 1m27.559s (80.25mph) **RACE TWO (14 LAPS)**

**1** Parker; 2 Graeme Smith +0.053s; 3 Charles Fitzhugh; 4 Graham Smith; 5 James Russell; 6 Cox. **FL** Graeme Smith 1m27.419s (80.38mph).

**CATERHAM SUPER GRADUATES (15 LAPS)**

**1** James Sibbet; 2 Daniel Malkin +7.339s; 3 Mick Whitehead; 4 Neil Shimmer; 5 David Pearce; 6 Jamie Waring.

**Class winner** Reece Somerfield. **FL** Sibbet 1m21.584s (86.13mph).

**RACE TWO (13 LAPS)** **1** Sibbet; 2 Malkin +9.468s; 3 Waring;

4 James Sykes; 5 Shinner; 6 Dylan Stanley. **CW** John Gil. **FL** Sibbet 1m22.861s (84.80mph).

**CATERHAM MEGA GRADUATES (14 LAPS)**

**1** Jamie Ellwood; 2 Myles Packman +4.226s; 3 Adrian Russell; 4 Martin Amison; 5 Nicholas Haryett;

6 Paul Turley. **FL** David Shaw 1m20.584s (87.20mph) **RACE TWO (13 LAPS)**

**1** Packman; 2 Ellwood +0.058s; 3 Haryett; 4 Turley; 5 Amison; 6 Shaw. **FL** Haryett 1m30.589s (77.57mph).

**CATERHAM INVITATION (20 LAPS)**

**1** Ellwood; 2 Andy McMillan +6.849s; 3 Russell; 4 Sibbet; 5 Malkin; 6 Amison.

**FL** Ellwood 1m29.425s (78.58mph).

**MGOC (9 LAPS)**

**1** Martin Wills (F);

2 Paul Savage (F VVC) +2.213s; 3 Peter Highton (F); 4 Paul Wisbey (F VVC); 5 Paul Clackett (ZS160); 6 Mark Halsall (ZR160).

**CW Clackett; Jim Baynam (B Roadster); Harjinder Bhambra (ZS). FL** Wills 1m26.759s (80.99mph).

**RACE TWO (13 LAPS)**

**1** Wills; 2 Highton +7.111s; 3 Savage; 4 Clackett; 5 Mark Baker (F); 6 Wisbey. **CW** Clackett; Baynam; Bhambra. **FL** Wills 1m36.003s (73.19mph).

**AUSTIN HEALEY (10 LAPS)**

**1** Marc Campfield (3000 Mk2); 2 David Smithies (3000) +10.588s;

3 Eric Woolley (3000); 4 Peter Grant (3000); 5 Tom Walker (3000 Mk1); 6 Neil Cameron (Arklely Sprite). **CW** Smithies; Cameron; Patrick Harris (Sprite).

**FL** Campfield 1m28.302s (79.58mph) **RACE TWO (14 LAPS)**

**1** Woolley; 2 Harris +14.552s; 3 Walker; 4 Cameron; 5 Grant; 6 Nigel Lackford (Sprite).

**CW** Harris; Cameron. **FL** Smithies 1m21.368s (86.36mph).

**MAXS (13 LAPS)**

**1** Jonathan Halliwell; 2 Paul Roddison +11.549s; 3 Nick Dougill;

4 Jonathan Cryer; 5 Matthew Tidmarsh; 6 Jeremy Shipley. **CW** Roddison. **FL** Roddison 1m29.175s (78.80mph).

**RACE TWO (13 LAPS)**

**1** Halliwell; 2 Roddison +7.658s; 3 Dougill; 4 Cryer; 5 Nick Wright;

6 Tidmarsh. **CW** Roddison. **FL** Halliwell 1m31.986s (76.39mph).



RICHARD STYLES

Wills won twice in MGOC encounters

## YOUR SAY

What you think of the motorsport news of the past week



### Don't fence in fans at Snetterton

I am excited at the proposals for the re-development of Snetterton (AUTOSPORT, September 23) and the very real prospect of international meetings being held there in the near future.

However, I am concerned that a price we may have to pay for this is the erection of debris fencing. One of the great things about Snetterton meetings is the wonderful, uninterrupted views of the racing action. It would be a travesty to ruin the meetings if this were the case.

**Richard Parkinson**, Spalding

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

**How come** the Saubers collide with Michael Schumacher three times (and put him in the wall twice) in Singapore and nothing is said, while Michael doesn't even touch Barrichello in Hungary and suddenly he's more evil than Hitler, Stalin and Bin Laden put together?  
**Kevin Jervis**  
Stafford

**Why is** Bernie Ecclestone still trying to introduce his stupid medals to F1? This season is very close and shows the points system doesn't need changing.  
He seems to think that his ideas are the only good ones and must be introduced. This has to be one of the worst ideas he's ever had and he should stop bringing it up.  
Isn't it time he went home to count his money? He's like an attention-seeking child when something else is going on.  
**Richard Hargrave**  
Hitchin

**After watching** racing for nearly 50 years, one thing has become clear; overtaking in open-wheeled cars cannot be accident-free without the co-operation of the person being passed. I don't mean submission, but some of the horrendous and unnecessary collisions frequently witnessed must be stopped if only for the reduction of the bank balance of any entrant.  
While applauding the improvements in the cars' safety, this should not be a recipe for bumper cars.  
**Peter Dring**  
Ripley, Derbyshire

**Robert Kubica** gave us great passing in Singapore, but in normal conditions the layout doesn't allow cars of similar pace to pass.  
Maybe it's time to reconsider Bernie's short-cut idea. Letting cars switch to the left lane for the Anderson Bridge would give them the inside line for Turn 13. The right would give a quicker run down Esplanade Drive and the quicker lap, but opting for the left could allow a move.  
It's contrived, but I'd watch a penalty shoot-out over a chess match any day.  
**Steve Morris**  
London

AUTOSPORT.COM

### TOP FIVE ON OUR WEBSITE

1. COMMERCIAL SIDE KEY TO RAIKKONEN FATE
2. WEBBER 'VERY LUCKY' TO FINISH RACE
3. HAMILTON SLAMS 'RIDICULOUS' CHICANE
4. KOVALAINEN: TRACK WAS SAFEST OPTION
5. WHITMARSH: HAMILTON DID NOTHING WRONG

AUTOSPORT.COM PLUS

### TOP STORY ONLINE

THE CHANCES OF A RAIKKONEN RETURN

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.

WIN!



### ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

### CORRECTIONS AND CLARIFICATIONS

● Two date blunders from last week: the next round of Superleague Formula is at Ordos on October 2-3, not Monza on September 11-12. Also, the next World GT1 event is at Navarra on October 23-24. Durban has been cancelled.

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

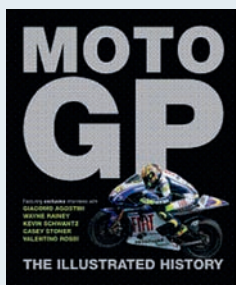
## SCHUBERTH SCHUEY HELMET

€2950

[www.shop.schubertth.com](http://www.shop.schubertth.com)

German crash-hat manufacturer Schubertth has created an exact replica of the 2010 lid worn by Michael Schumacher. Using the same materials as the real thing, and painted by the seven-time world champion's helmet painter Jens Munser, this is as close as you're going to get to confusing people down at your local kart track.

If you don't fancy shelling out for the full-size helmet, 1:2-scale lids are available for a more modest €94.90. Developed in conjunction with model gurus Minichamps, the half-scale lid – also available in the colours of Schuey's Mercedes GP team-mate Nico Rosberg – features the same amazing detail but comes with one small drawback: you won't be able to wear it.



## MOTO GP HISTORY BOOK

£25 (978 1 84732 616 4)

M Scott ([cartonbooks.co.uk](http://cartonbooks.co.uk))

Michael Scott, the doyen of motorcycle authors and historians, charts over 60 years of top-level bike racing with captivating anecdotes and reminiscences.

Split into decades, each packed with mega imagery, the book celebrates the key moments, the biggest names and every innovation from racing's top discipline.



## ISLE OF MAN TT DVD

£19.99 (235min)

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

More good news for bike fans: almost four hours of 2010 Isle of Man TT highlights in Blu-ray.

Relive all the best bits – Ian Hutchinson winning a record five TTs in the same year for one – of mountain madness. Bonus footage includes demo laps by MotoGP stars Jorge Lorenzo and Loris Capirossi.



## SCHLEGELMILCH SHOW

September 16-October 24

[proud.co.uk](http://proud.co.uk)

Celebrated F1 snapper Rainer Schlegelmilch is exhibiting a selection of his finest work at Proud Camden in London.

The evocative images will appear in a new book – *The Golden Age of Formula 1* – that's sure to feature on these pages when released.

For a preview head to Camden before October 24.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: VIRTUAL TOUR OF CIRCUIT NAVARRA**



**SEARCH FOR:** Circuito de Los Arcos en Navarra, Espana (4:04)

As you may have read earlier in this issue, Spain's latest hi-tech facility, Los Arcos in Navarra, hosted its first international car racing meeting last weekend. Take this computerised tour to see if it's any good.

# WHAT'S ON...

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

## SILVERSTONE

**BRSCC/Britcar 24 Hours**

**October 1-3**

**Admission £35 three-day ticket, £25 two-day ticket (Saturday and Sunday), £15 Sunday**

**Tel: 01327 857271 or 0844 3728 200**

Britain's 24-hour GT race returns on the old Silverstone Grand Prix track after

taking a sabbatical in 2009. The battle for overall honours should be fought out by the Mosler, Ferrari, Aquila and Porsche entries, but there are lots of interesting cars and drivers throughout the entry. The big event kicks off at 1630 Saturday. A decent supporting cast includes the VAG Trophy, Golf GTIs, MX5s, Porsche Club and Monoposto.



They'll be hunched against the cold...

OLLIE READ

## DONINGTON PARK

**VSCC**

**October 2-3**

**Admission £15**

**Tel: 01332 810048**

The VSCC's premier SeeRed meeting heads to the new-look Donington with a bill that includes races for 50s sports cars, pre-1934 GP machines, front-engined Formula Junior and Vintage Racing cars. There'll also be a FORCE F1 demo, with cars ranging from an ex-Derek Warwick Toleman to an Arrows A21 rushing around the classic sweeping parkland venue.

## CASTLE COMBE

**CCRC**

**October 2**

**Admission £12**

**Tel: 01249 782417**

The first of the big end-of-season Formula Ford contests takes place this weekend with the Combe

Carnival. The usual circuit-based championships and Caterham's R300 Superlights will also appear on the bill.

## OULTON PARK

**750MC**

**October 2**

**Admission £12**

**Tel: 01829 760301**

## SNETTERTON

**MGCC**

**October 2-3**

**Admission £12 per day**

**Tel: 01953 887303**

## MALLORY PARK

**BARC**

**October 3**

**Admission £12**

**Tel: 01455 842 931**

Peugeot takes on Audi in Petit Le Mans



LEVITT/LAT

## PETIT LE MANS

**American Le Mans Series**

**Rd 9/9**

**Road Atlanta, Georgia, USA**

**October 2**

**www.americanlemans.com**

## WORLD RALLY CHAMPIONSHIP

**Rd 11/13**

**Rally de France, Strasbourg**

**October 1-3**

**www.wrc.com**

## SUPERLEAGUE FORMULA

**Rd 10/12**

**Ordos, China**

**October 3**

**superleagueformula.com**

## INDYCAR SERIES

**Rd 17/17**

**Homestead, Florida, USA**

**October 2**

**www.indycar.com**

## INDY LIGHTS

**Rd 13/13**

**Homestead, Florida, USA**

**October 2**

**www.indycar.com/fil**

## AUTO GP

**Rd 6/6**

**Monza, Italy**

**October 2-3**

**www.autogp.org**

## EUROPEAN F3 OPEN

**Rd 6/8**

**Monza, Italy**

**October 2-3**

**www.gtsport.es**

## GERMAN F3

**Rd 9/9**

**Oschersleben, Germany**

**October 2-3**

**www.forme13.de**

## SWEDISH TOURING CARS

**Rd 9/9**

**Mantorp Park, Sweden**

**October 2**

**www.stcc.se**

## NASCAR SPRINT CUP

**Rd 29/36**

**Kansas Speedway, USA**

**October 3**

**www.nascar.com**

## TC2000

**Rd 9/12**

**Neuquen, Argentina**

**October 3**

**www.tc2000.com.ar**

## Television

### FRIDAY OCTOBER 1

1800-1835 [Motors TV](#)

BRSCC: Rockingham

2115-2150 [Motors TV](#)

Mobil1 The Grid

2220-2325 [Motors TV](#)

WRC: Rally France day 1

Action from the opening day in the Alsace.

### SATURDAY OCTOBER 2

1230-1300 [Motors TV](#)

VW Scirocco Cup: Oschersleben

1430-1500 [Motors TV](#)

GT4 European Cup: Algarve

1500-1530 [Motors TV](#)

Superstars GT Sprint Series

1530-1600 [Motors TV](#)

Superstars

1600-2120 [Motors TV LIVE](#)

Petit Le Mans: Road Atlanta

Live action of the American Le Mans Series finale, as Audi takes on Peugeot once again.

2120-2215 [Motors TV](#)

WRC: Rally France day 2

2215-0230 [Motors TV LIVE](#)

Petit Le Mans: Road Atlanta

The conclusion of the ALMS showpiece.

2330-0200 [Sky Sports 4 LIVE](#)

IndyCar Series: Homestead

The title showdown between Will Power and Dario Franchitti in the battle of Team Penske versus Chip Ganassi Racing.

### SUNDAY OCTOBER 3

0700-0730 [Channel 4](#)

British F3: Brands Hatch

The 2010 finale with a cracking third race.

1000-1200, 1900-2100 [Sky Sports 4](#)

& 1400-1600 [Sky Sports 3](#)

IndyCar Series: Homestead

1030-1120 [Motors TV](#)

International GT Open: Monza race 1

1045-1200 [ESPN LIVE](#)

Superleague Formula

Action from the new Ordos circuit in China, the first leg of a far-eastern double-header.

1120-1215 [Motors TV LIVE](#)

International GT Open: Monza race 2

1200-1300 & 1800-1900 [Sky Sports 4](#)

DTM: Oschersleben

1330-1430 [Motors TV LIVE](#)

Auto GP: Monza race 2

1700-2330 [Open Access 3 LIVE](#)

NASCAR Sprint Cup: Kansas

Jimmie Johnson is on a roll and has title rival Denny Hamlin in his sights.

1800-1900 [Dave](#)

Rally France highlights

Find out whether Sebastien Loeb wrapped up another title on home ground.

2100-2115 [Motors TV](#)

Formula BMW Europe

2115-2130 [Eurosport](#)

Motorsports Weekend

2115-2220 [Motors TV](#)

British F3: Brands Hatch

2220-2325 [Motors TV](#)

WRC: Rally France day 3

### MONDAY OCTOBER 4

0300-0445 [ESPN](#)

Superleague Formula: Ordos highlights

1800-1900 [Spy Sports 2](#)

NASCAR: Kansas highlights

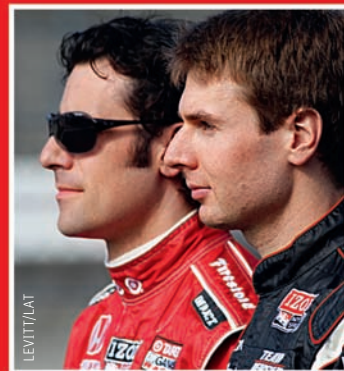
## Online

# AUTOSPORT.COM

Coming up on the web this week

### INDYCAR SERIES SHOWDOWN

It's the IndyCar finale this weekend, with Will Power (right of pic) and Dario Franchitti vying for the honours. AUTOSPORT.com brings you a full preview in the run-up to the event plus coverage of all sessions at Homestead. You can also follow every leg of the WRC's visit to France as Sebastien Loeb tries to seal the crown in his home region. Elsewhere, it's Petit Le Mans, MotoGP from Motegi and NASCAR from Kansas.



Read AUTOSPORT.com on your iPhone to keep up to date

### AUTOSPORT.COM iPhone APP OUT NOW

The AUTOSPORT app is now available on iTunes. Dial up AUTOSPORT.com on your iPhone for instant access to news, feature articles, image galleries and live text race commentary for a one-off fee of only £2.99 (there is no renewal cost).

For more info, visit [www.autosport.com/app](http://www.autosport.com/app)

## REVVED UP OVER WHAT'S ON THE BOX

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

Goodwood Revival's rich tapestry included these chaps



**TELLY FACT:** the Singapore Grand Prix ran for just 60 seconds more than the director's cut of Ridley Scott's classic futureshock film *Blade Runner*, and at times the floodlit city streets of the island republic's night race resembled Scott's neon-laced sci-fi epic.

Unlike *Blade Runner*, there were no flying cars (not counting Adrian Sutil in practice) or Harrison Ford chasing human replicant Rutger Hauer, trying to 'retire' him – although Mark Webber was quite successful at doing that to Lewis Hamilton.

With its pre-race build-up and post-race forum, the BBC managed

to stretch its raceday coverage to a mind-boggling 275 minutes. With almost as much time again devoted to practice and qualifying on the red button, that's over nine hours. To paraphrase Harold Macmillan: "People have never had it so long."

They say there's a fine line between genius and madness, and again Eddie Jordan boldly straddled it in the forum: "Let's just ask this question: if Michael Schumacher was not Michael Schumacher driving as he is currently driving inside Mercedes [eh?], would he be in the seat next year?" he asked, er, himself.

"My guess is no.

I'm sorry, I'm going to be controversial. I would sack him. He's clearly not good enough on this performance we've seen today. If he does it again next year and doesn't win, he will be slaughtered. It'll be terrible."

From saturation coverage to a single hour of excellence: ITV4's *Goodwood Revival* highlights package (Monday, 2000) was a true joy to behold. The race action was fantastic, the commentary pairing of Ben Edwards and Simon

Taylor sublime, and the off-track stuff – which paired animal fonder/Atlantic rower Ben Fogle with not-sure-who-you-are Natalie Pinkham – was short and snappy.

In fact, Fogle's splendid interviews with John Surtees and WWII Spitfire ace Tony Gaze were gems that took the show well beyond mere highlights of a race meeting. And where else could you see Christian Horner dressed as a vampire, or a dwarf circus? More please! *Revved Up*

"They say there's a fine line between genius and madness, and once again Eddie Jordan boldly straddled it"

# THE WEEK IN PICTURES

The lensmen pounding the beat, from Singapore to Brands Hatch

## I'VE BEEN MISSING THIS...

Nick Heidfeld reacquaints himself with the challenge of attacking the racetrack on a GP weekend



## STARTING FROM POLE AT BRANDS IS AS EASY AS PYE

It's often said that starting from the bottom of the slope isn't advantageous, but new F1 champ Scott Pye proves otherwise



## THE REAL US F1 TEAM

Well done to Team Unitus from the USA, who won the F1 in Schools World Finals in Singapore



## JENSON COOLS HIS BUTTONS IN THE PITS

The heat and humidity of Singapore required drastic cooling in the pitboxes, as is demonstrated here by world champ Button



## Engineering debrief – Night race visors



**DRIVERS HEADING** out to the inaugural Singapore Grand Prix in 2008 took a variety of visors of different tints to experiment in Formula 1's first night race. Rubens Barrichello likens the wrong visor choice to watching a normal television when you're used to HD.

Some favour running a fully clear visor (left), others a mild tint to increase the sharpness. With the floodlights only 10 metres above the track and only on one side, it's glare that has proved to be the biggest problem.

"The glare is pretty tricky, because you want to run with a slight tint on your visor and you want to run with tear-offs for the race," explains Jenson Button. "As soon as you put a tear-off on your visor you get a massive amount of glare. In the dry it's fine, but when it's wet it's tricky."

Edd Straw

Got an engineering question you'd like answered? Send it to [mark.glendenning@haymarket.com](mailto:mark.glendenning@haymarket.com)

# FROM THE ARCHIVE

Ralf Schumacher, Belgian Grand Prix 1998



Schumacher glum after EJ (left) imposed team orders

**"I nearly killed Eddie Jordan afterwards, and I don't think I spoke to him for a month"**

**THE HOT** topic of team orders in Formula 1 this summer has led to several cases in years gone by being revisited. Yes, there were countless efforts by Ferrari during the Michael Schumacher era, but his brother Ralf was on the wrong end of a high-profile example.

The 1998 Belgian Grand Prix is rightly remembered for Damon Hill taking Jordan's first grand prix victory, leading the younger Schumacher home for a one-two in atrocious conditions. But it is well known that things could have been different were it not for a decision from the pitwall to prevent Schumacher from challenging the team leader.

"Spa in 1998 was one my best races," Schumacher recalls. "Obviously it is remembered as the race where I wasn't allowed to overtake Damon. I nearly killed Eddie Jordan afterwards, and I don't think I spoke to him for a month."

Once Michael Schumacher had lost the lead in his dramatic clash with David Coulthard, new race leader Hill had to turn his attentions to the second Jordan. Schumacher Jr was reeling him in, and at times he was three to five seconds per lap

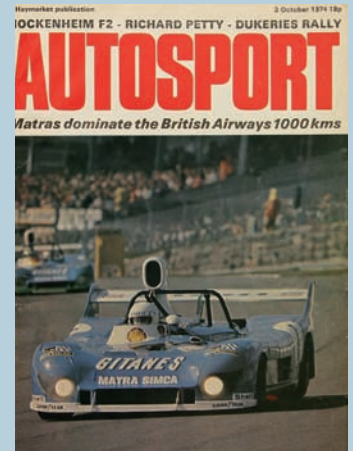
faster. The initial message from Sam Michael, Schumacher's engineer at Jordan, was clear: "Push like hell and you can catch Damon. You can catch him and you can win."

Hill had to act fast, and he did. This was his radio message to the team: "I'm going to put something to you here, and I think you'd better listen to this. If we race, if we two race, we could end up with nothing. So it's up to Eddie, you've got to tell Eddie, if we don't race each other, we've got an opportunity to get a first and second. It's your choice."

Naturally, a nervous EJ gave the order that engineer Michael had to tell his driver to slow down. The instruction was given four times before Schumacher responded. But while it is believed that he didn't acknowledge the message because he intended to ignore it, he says that wasn't the case.

"I heard him clearly the first time, and I backed off," he says. "The reason I didn't respond was because I wasn't happy, that was all. But to be honest before I even caught Damon I knew that I wouldn't be able to pass him cleanly. He wasn't my easiest team-mate, and there's no way he was going to let me win."

## THIS WEEK IN...



**OCTOBER 3 1974**

Matra dominated the BOAC 1000Km at Brands Hatch, Jean-Pierres Jarier and Beltoise coming from a lap down to beat team-mates Henri Pescarolo and Gerard Larrousse.

A battery change for long-time leader Pescarolo's MS670C gave Jarier the lead at the final pitstops, sparking a superb duel at the front. But with Pescarolo's oil-filler cap having not been properly closed, fluid was spilling onto his rear tyres – giving him a few hairy moments and forcing him to settle for second.

Patrick Depailler didn't cross the line first in either part of a two-legged European F2 affair at Hockenheim (below), but a pair of seconds gave him overall victory in his March. Hans Stuck and Jean-Pierre Jabouille won the heats to take second and third.

A European F3 'pilot' race was mooted for Paul Ricard.



**NEXT WEEK**



With Ferrari's brilliant enigma...

**ALONSO**

Taking us into Fernando's world

On sale Oct 7

**PLUS**

Sportscar thrills at Petit Le Mans; Franchitti v Power in IndyCar title showdown

# PETER SAUBER

■ South African Grand Prix, Kyalami ■ March 14, 1993 ■ Sauber-Ilmor C12 ■ Debut points for Swiss team



LAT

Lehto leads Wendlinger; the Finn took fifth place

**WHEN I** built the first Sauber, the C1, in 1970, it was unrealistic to think about racing at Le Mans or in Formula 1. To see JJ Lehto finish fifth in my team's first grand prix was an impossible dream.

Ken Tyrrell told me I was mad to run a team outside England when I decided to come into F1. It was a huge challenge for a small company with 60-65 employees to go up against very well established teams. We had a lot of respect for the task, but we'd built sportscars that were technically more complex than an F1 car at that time.

With our small budget, F1 did not take us seriously. But winter testing went very well, especially in Barcelona where the car set some amazing times. We had two solid drivers, rather than superstars, and JJ qualified sixth alongside Jean Alesi's Ferrari. Karl Wendlinger was 10th and it was unbelievable to have both cars in the top 10.

It was a difficult weekend. We'd had to make some changes to the internal design of the oil tank on both Friday and Saturday because it wasn't delivering oil consistently. We also had some difficulties in

**"We had a lot of respect for the task but we had built sportscars that were technically more complex than F1. With our small budget F1 did not take us seriously"**

the race, which was unusual – we were used to having few reliability problems in sportscars.

At the end of the first lap, JJ and Karl were running fourth and fifth behind only Ayrton Senna, Michael Schumacher and Alain Prost! JJ had

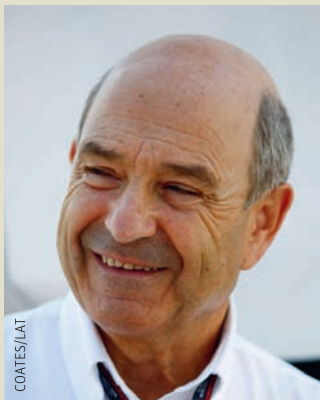
to pit after six laps because he was stuck in third gear. We had to take the rear bodywork off and change a small ECU, losing two laps.

Karl eventually retired with an engine problem, but JJ kept going and a lot of cars stopped. On the

penultimate lap, driving on slick tyres on a wet track, he passed Derek Warwick for sixth coming out of the final corner. Because Gerhard Berger's Ferrari retired he took the chequered flag in fifth. There was huge pressure on us because we needed sponsors and Mercedes was still undecided whether to come into F1 with us. From that point of view, this result was extremely important.

Nobody really noticed us at the start of that season. After the race, Frank Williams congratulated me and since then I've always had a good relationship with him. So at least one of the big teams started to pay attention to us! **W**  
*Peter Sauber was talking to Edd Straw*

## IN PROFILE



COATES/LAT

**PETER SAUBER** built his first eponymous racing car, the C1, in 1970 when still a racer in his own right. By 1977 Saubers were racing in the Le Mans 24 Hours. His team became the works Mercedes outfit in 1985 and won at La Sarthe in 1989. The squad joined F1 in '93 and competed in its 300th race in last weekend's Singapore GP. The team's only win, albeit in BMW guise, came in the 2008 Canadian GP. Sauber, who retained 20 per cent of the team throughout the BMW years, reclaimed control of the squad ahead of this season after the manufacturer left F1.

**NEXT  
WEEK**

**Damon  
HILL**



The Make Cars Green Campaign consists of 10 points for greener motoring encouraging drivers to think green before they drive. For details on the other 9 points please visit [www.makecarsgreen.com](http://www.makecarsgreen.com)

# Check your tyre pressures frequently.

A correctly inflated tyre increases the grip on the road and therefore is not only a greener, but a safer tyre.



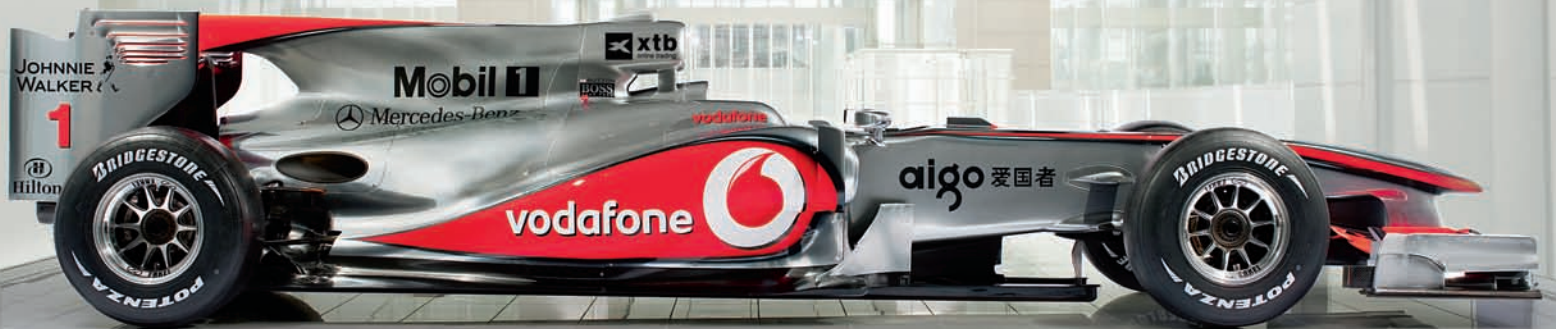
**BRIDGESTONE**

The F1 FORMULA 1 logo, F1, FORMULA 1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX and related marks are trade marks of Formula One Licensing BV, a Formula One group company. All rights reserved.

Our passion for the very best in technology, quality and service is at the heart of our commitment to you wherever you are in the world. Bridgestone wants to inspire and move you.



**BRIDGESTONE**  
*PASSION for EXCELLENCE*



# A big shiny thank you to all our customers

Until 31 October, you have the chance to get  
tickets to the McLaren Technology Centre.

Join in at [vodafone.co.uk/vip](http://vodafone.co.uk/vip)

*power to you*



**vodafone**