

**JAGUAR
SPECIAL**

**INSIDE THE NEW
FORMULA E TEAM**

**WHY IT FAILED
IN FORMULA 1**

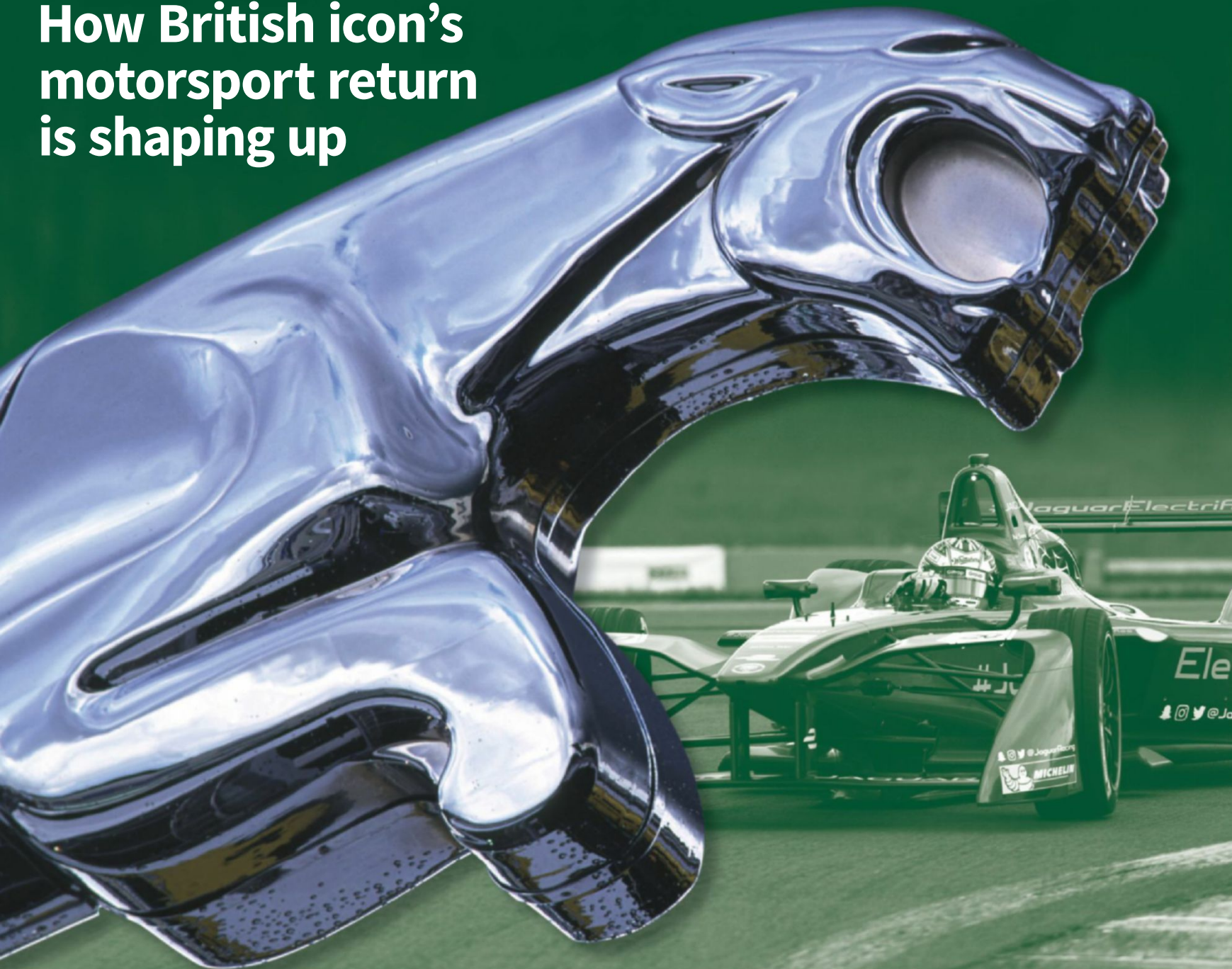
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**How British icon's
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When will Jaguar win in Formula E?

IT MAY SEEM STRANGE THAT JAGUAR HAS CHOSEN a single-seater category in which to make its motorsport return, as its history is very much rooted in sportscars and touring cars. But it's also a firm that likes innovation.

Most famously, Jaguar pioneered the use of disc brakes in the '50s. Six decades later, one of the key areas in automotive technology is alternative power sources. Some of the developments that can be made – and highlighted – in Formula E are fresh and cutting-edge. That's why it appeals to manufacturers like Jaguar.

Expecting the Williams-assisted team to win from the off in Formula E is unrealistic. As Scott Mitchell shows in our cover piece (page 4), ground needs to be made up against those that already have two seasons under their belts. But the expectation is that Jaguar should be fighting for wins in the future.

Signing Adam Carroll and Mitch Evans is a good sign. Although neither has extensive experience of Formula E, both are quick drivers who are better than their (still impressive) CVs suggest.

Everyone will certainly be hoping that the Formula E campaign is more like the Tom Walkinshaw effort of the '80s, which culminated in Le Mans success and world sportscar titles, than the dismal Formula 1 project of the early 2000s. Our technical expert Gary Anderson was there when Ford bought the Stewart squad and rebranded it. His insights on page 12 offer a fine example of how not to run a team at the top of the sport.



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CAN JAGUAR WIN AGAIN?



The British manufacturer is back and playing down expectations ahead of its Formula E debut. But success is a requirement for such an illustrious brand

By **Scott Mitchell**, Features Editor

 @ScottAutosport



SOME 4368 DAYS AFTER JAGUAR'S ILL-FATED FORMULA 1 STINT ENDED IN THE ignominy of its two drivers colliding during the 2004 Brazilian Grand Prix, the British manufacturer's absence from top-level international motorsport will end. And it will end somewhere quite apart from the places its rich motorsport heritage is rooted in: Hong Kong, in a championship for electric cars.

Think Jaguar, and you think of history. Now it's all about the future. Where there was once the groundbreaking D-type, there's now the I-type. Where there was the disc brake, there are now millions of lines of software code. Where there was the challenge of a 24-hour enduro around an 8.38-mile circuit, there is now the efficiency challenge of a 45-minute blitz on the streets of the world's most famous cities.

One thing that has not changed is the expectation. Le Mans? Success. Touring cars? Success? Sportscar racing in America and across the world? Success.

The five-year stay in F1 yielded little, but it promised so much. Jaguar kicked off its last major motorsport venture by signing Formula 1's runner-up, Eddie Irvine, to partner a proven grand prix winner in Johnny Herbert.

The project ultimately flattered to deceive, but it is fair to say its entry into F1 carried with it greater oomph than the official launch of its Formula E programme, almost 17 years to the day of the announcement that Irvine would spearhead its F1 debut.

The point is that wherever Jaguar has gone, expectations have been high. And it is no different in FE, where Adam Carroll and Mitch Evans are tasked with returning the Big Cat to success. But emulating the likes of Peters Walker and Whitehead, Jaguar's victors on the C-type's Le Mans debut in 1951, in Hong Kong on October 9 is unlikely to be on the cards.

Jaguar's intent to race in FE was only confirmed last December, when the Trulli entry withdrew from the series.

That gave Jaguar a four-month timeframe before its powertrain – motor, inverter and gearbox – needed to be crash-tested in April ahead of homologation by the FIA by June 1.

While its rivals have had to adhere to the same deadlines, senior Jaguar figures point out that most teams have a year's experience with their own powertrains, and their overall development process started at the end of 2014.

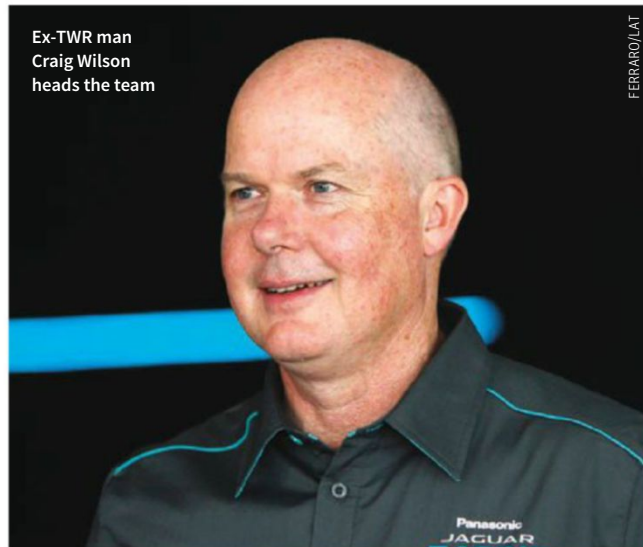
Jaguar race director Craig Wilson stresses that it is "playing catch-up" across its "drivers, team and operations". Carroll and Evans are rookies, while its inaugural powertrain will only be a glimpse at what the Jaguar Land Rover-Williams Advanced Engineering technical partnership can produce, because of the short leadtime before the homologation process began.

"If we're winning straight away, having never done it before, something is wrong with the formula," says Wilson.

"The formula is very competitive. We know we've got our work cut out to be in that ballpark. That's exciting for us, but in the first few races the target is to be reliable and competitive."

In addition to a compromised motor/gearbox/inverter package, Jaguar also has significantly less data than its rivals in areas such as car set-up and energy management. With the exception of Carroll's race engineer Patrick Coorey, signed from DS Virgin Racing, none of the Jaguar team – a mix of JLR and Williams personnel – has race-event FE experience.

"We've had a very steep learning curve and timeframe to work on since last year," adds Wilson. "There's no question



Ex-TWR man
Craig Wilson
heads the team

FERRAROLI/AT



"If we're winning straight away then something is wrong with the formula"



it's like being in a 100-metre race and giving them a headstart. But it's part of the data set we're still developing. We don't have that toolbox to turn to for solutions when the car is behaving in a certain way."

Team director James Barclay also expresses caution. He says the weight of the marque's motorsport heritage means it is entering the series with the expectation of success – but nods to the fact that Jaguar's plans in FE extend beyond the 2016/17 campaign.

"Jaguar is a brand with incredible history and success in the sport," he says. "We've got a long-term commitment and it's no small thing, but everyone knows the first season is a learning season.

"We've been around the sport long enough to know that to expect we can dominate from round one is foolhardy."

Experience is a sought-after attribute in FE. The restricted track time at events piles the pressure on preparation and feedback – bumpy street tracks pose a specific challenge

on set-up, while the final layout for new venues is often unknown until a only few weeks beforehand.

From track data for configuring damper settings (absolutely crucial in FE) to simulating electronic mapping for harvesting energy under braking and energy management, every lap counts. This is why at Donington Park, when the likes of Renault e.dams and its customer team Techeetah were engaging in a fight for the lap record, Jaguar quietly got on with the tasks at hand. It logged 464 laps, making it the fifth-busiest team, and showed impressive reliability.

Ultimate lap time eluded Jaguar – it was one of only two teams not to dip below the 1m30s barrier (Sebastien Buemi's benchmark was a 1m28.910s). Could it have done so had it been pushing?

"I'm not saying we would have been among them from a Donington perspective, but it wasn't our objective," says Wilson. "We weren't chasing a lap time. Reliability and efficiency strategies were the priorities, getting data >>



Jag's history is juxtaposed with forward-looking FE

Mitch Evans won – literally – the right to race for Jaguar



that we haven't had available to us.

"We focused more on that than others and made really big inroads in that area. I'm very satisfied with where we are in the programme."

If 2016/17 is to be a learning season for Jaguar, it would be fair to question its driver choice. Starting from zero at each event is already a disadvantage for Jaguar – and the fact that its drivers have the same base exacerbates that.

Time wasted on drivers who need to get up to speed with the car – very different from conventional single-seaters due to its excessively rearward weight distribution, unusual tyres and minimal aero – or who have limited points of reference for what's working and what isn't is problematic.

Any weak link will be exposed. Witness Formula Renault 3.5 champion Oliver Rowland's struggle to make an immediate impact in the series when drafted in for Punta del Este last season.

The other three rookies in the field – Jose Maria Lopez (DS Virgin), Felix Rosenqvist (Mahindra) and Maro Engel (Venturi) – are all partnering third-year FE drivers, but Carroll and Evans do not have that luxury. Small consolation comes from Carroll's prior flirtations

with the series, having tested with Mahindra last summer.

So why the rookies? It would be easy, and churlish, to dismiss the Carroll/Evans choice as being made because nobody else was available.

But ex-FE drivers Bruno Senna and Mike Conway, among others, had a shot. Both Carroll and Evans are seriously fast, but how they assimilated with the team was important as well. They are drivers whom Jaguar feels will allow it to get to grips

with the challenges of the series as quickly as possible.

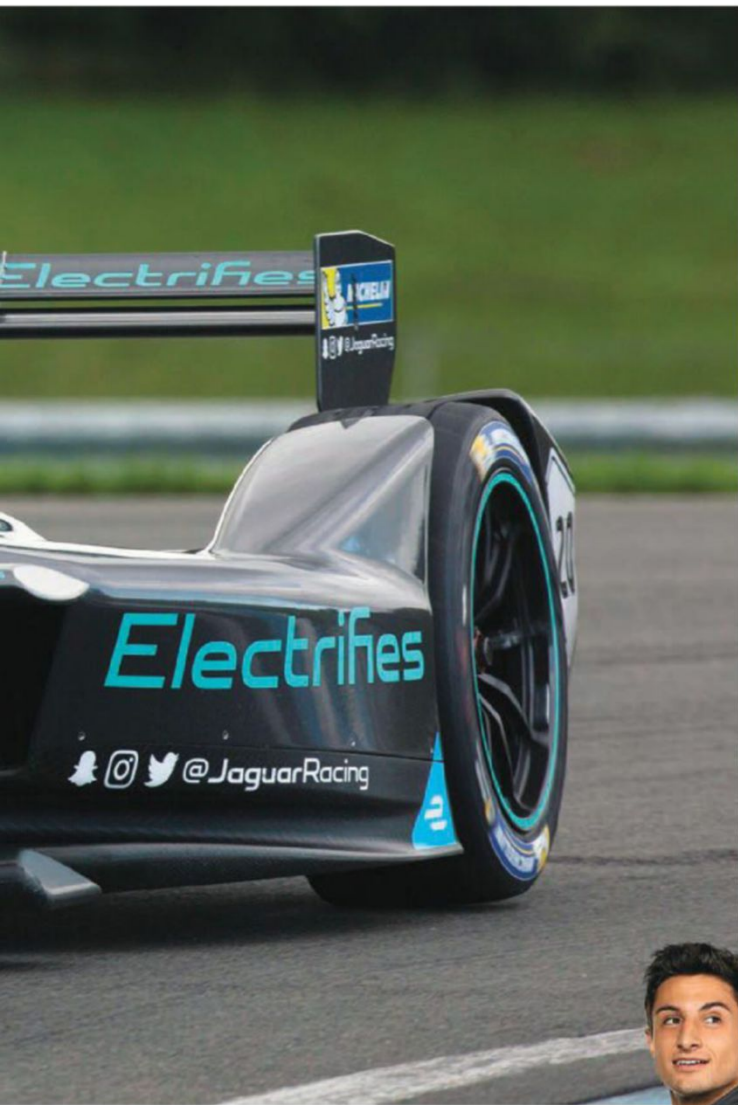
Evans is the best example of that. He earned the chance to fight Alex Lynn and Harry Tincknell for the second seat in a shootout at Donington Park – which, interestingly, meant Jaguar immediately gave itself extra work to do,

because acclimatising different drivers on each day ate up a little bit more precious time.

Evans had not driven an FE car, nor the circuit, before, but after one day each in the I-type 1 it was the New Zealander who was called back for the full three days in the second test. What Jaguar saw was clearly convincing.

Both are capable of getting to grips with the nuances of the series quickly enough, but agree that the challenge posed to them and the team means expectations have to

"Of course we have expectation – we're here to win, when we can"



TWO TALENTS GET THE OPPORTUNITY THEY'VE BEEN WAITING FOR

AT 33, WITH FIVE YEARS OF professional GT racing and plenty of driver coaching on his CV, Adam Carroll has not been sitting on the sidelines since his single-seater career ended. He's further along the experience spectrum than his new team-mate Mitch Evans, who at 22 represents a rare investment in youth from a manufacturer.

What both drivers share is a common 'injustice' when it comes to the opportunities they have had compared to their respective abilities.

Carroll's single-seater pedigree should be well known. Team Ireland's 2008/09 A1 Grand Prix champion was a race winner in GP2, and tested regularly for BAR/Honda from late 2004 to late '05.

After his main GP2 push ended in 2007 Carroll spent his time making sporadic single-seater appearances, turning up in odd IndyCar, Formula Renault 3.5 and GP2 races and winning in Auto GP

until '11. So how has he earned his shot now? Carroll has been sniffing around FE for over a year, having tested for Mahindra in the summer of 2015, and came close to making his series debut with that team, and later Team Aguri, last season.

A seriously quick and professional driver, Carroll has been afforded the opportunity his first single-seater career never offered – the closest he came was being in the running for Lola's ultimately rejected F1 entry.

Evans' story isn't as long, but it has been going in a similar direction. As fourth-year GP2 driver, it is easy to dismiss Evans – like Carroll a multiple race winner in the category – as one of several perfectly fine drivers sticking around at a level below F1 without setting the world alight.

But the 2012 GP3 champion – a title earned against the likes of new FE rivals Daniel Abt and Antonio Felix da Costa – is a driver for whom opportunities have been scarce, even with the assistance of his mentor Mark Webber, due to funding issues.

Both Evans and Carroll will be keen to grab this chance with both hands. What's more, if Jaguar's package is up to the required standard, then both are more than capable of returning it to the top of the podium.

be tempered initially. Carroll calls it the "reality of the situation".

"Of course we have expectation," he says. "We're here to win when we can. But we have a lot of work to do – other teams have two years' headstart. We have to perform and get there, but we know it's competitive and a high level in every aspect.

"It's really only the start, for all of us."

Evans shares the view of many FE newbies that "it's probably one of the trickiest cars I've ever driven", and backs up the low-expectation rhetoric when he says "we've got to be realistic with our goals".

"We've got a lot less experience than the others we're up against and we haven't been to any of the circuits," he says. "We respect our rivals. We do want to win but we've got to build up to that."

On the subject of rivals, Jaguar will be reunited with old ones in FE, and facing a host of new adversaries as well. Old F1 opponent Williams is now part of the fold, thanks to the Jaguar Land Rover engineering tie-up with Williams Advanced Engineering, but another F1 competitor from the early noughties – Renault – is a rival FE entity.

BMW's increasing engineering alliance with the Andretti squad reunites Jaguar with its European Touring Car Championship competitor of the >>



Reliability was impressive at Donington for the team's first public running



'80s, while Audi's growing role with the Abt team pitches the German manufacturer against Jaguar for the first time.

Then, along with Citroen's sister brand DS, there is the new wave, the emerging EV specialists: Chinese-owned NextEV, Chinese-backed Faraday Future, Monegasque outfit Venturi and growing Indian firm Mahindra – one of the biggest competitors of Tata Motors, JLR's parent company.

There is serious investment from allcomers in FE. Jaguar cannot simply improve its package season to season; if it is truly playing catch-up, then it will need to outdevelop its rivals as well.

If a debut victory is unrealistic, and it is at best optimistic, then a bit of longer-term thinking is required.

Can it challenge later this season? Provided Jaguar's powertrain is in the ballpark, there is reason to think it could. In FE, the driver and the team make a huge difference because the hardware has converged. Variety among the technical specifications has dwindled immediately after last year's initial foray into open powertrain competition.

So, assuming Jaguar hasn't gone for an immediate silver bullet – and its single-motor, two-speed gearbox package suggests it hasn't – it should not find itself all at sea. There are two areas it now needs to focus on: maximising its opportunities and developing software.

"Where we have to be really clever now is to work hard at understanding the data we have got and what we can deploy," reckons Wilson. Arguably the benefit of this was proved last year when Team Aguri and Andretti ran competitively despite retaining a season-one powertrain

in the face of bespoke packages from their rivals.

DS Virgin's technical chief Sylvain Filippi concedes that "the difference will be R&D in the manufacturing stage" in terms of big gains season to season, but there are obvious benefits to maximising the potential of the homologated package in each campaign.

"You can try to improve a little bit, but the hardware is what makes the difference on efficiency," he adds. "Software is about getting the driver to drive faster with less energy use."

In terms of developing the physical parts of the powertrain and the algorithms that are key to it, Jaguar has an ace up its sleeve: access to the JLR facility, plus those at Williams Advanced Engineering. A core team of about a dozen JLR employees are embedded in the FE programme, but those with experience in specific areas will be drafted in from time to time to get involved with relevant input.

Nick Rogers, JLR's director of engineering, compares the software development to the ECU revolution with the internal combustion engine in terms of significance.

"On a battery electric vehicle, the priority is achieving maximum efficiency on the motor's acceleration and deceleration," he says, "every watt of energy going into the motor. Those algorithms of how to look after the battery and cells, that's core intellectual property and understanding that is as important as the mechanical world.

"A software war makes it really cool and inspires the next generation. It's exciting we're talking about the importance of control systems. Never underestimate how much the electronic control system can make a difference."

HOW DOES JAGUAR'S TECHNOLOGY COMPARE TO ITS RIVALS?

JAGUAR IS THE ONLY powertrain manufacturer with what can be described as a season-one layout.

It has adopted hardware listed as being its own build, albeit with Williams Advanced Engineering input along the way. There was not the time to develop a new-generation layout before crash tests and initial testing were required.

With this compromise, what was designed as a four-speed gearbox is being run with just a pair of gears. The inverter remains atop the battery. It's a compromise forced by timescales, but not a huge handicap for the team in its first year.

Every other team retains some aspect of the season-one layout, albeit with

different hardware.

Abt sticks with a Schaeffler-developed motor mounted longitudinally and driving a three-speed transverse gearbox. These parts and the inverter are mounted inside aluminium bellhousing and gearcase castings.

Closest to the Jaguar set-up is Venturi, which races a McLaren Advanced

Engineering-developed motor and inverter, now mated to a two-speed gearbox.

Andretti's powertrain has been developed around the Magneti Marelli motor, retaining the season-one layout with a longitudinal motor and two-speed gearbox. Mahindra and Dragon Racing are effectively using the same set-up, the

Mahindra-developed powertrain with Magneti motors. That's a two-speed 'box in a carbonfibre casing.

The 2015/16 Renault powertrain, FE's benchmark, has been copied by DS Virgin – motor transversely behind the inverter, which was moved from atop the battery to behind it, all within a carbonfibre casing.



Carroll finally has a shot with a works team

STALEY/LAT



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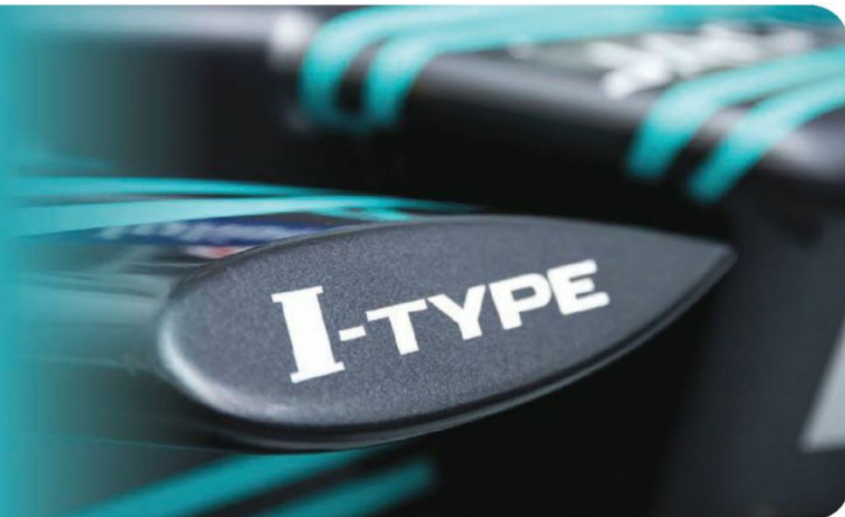
Jaguar says it is "satisfied" with its progress

This takes us back to experience, and preparation. Jaguar has fewer arrows in its quiver than others, but does not lack for resource – and this is an area that will inevitably help it in both the short- and long-term.

Preparation is absolutely key to any proper race team and that is particularly the case when going to new circuits. Any time a new variable is introduced, the team that does its homework best will make gains.

So, while Jaguar has less data to go off than its rivals, it also has the resource at its disposal to utilise simulation tools as much as it needs to. Not only will that give it the best possible platform for each event – and we've already covered how crucial that is in Formula E – it will also pay it back handsomely in terms of development of the next powertrain.

If Jaguar has joined the likes of Renault and DS in sparing little expense in the pursuit of FE success – the suggested



“We have to be really clever in understanding the data and what we can deploy”

figure is more than €10million – then its first attempt at a powertrain will, at the very least, be respectable, regardless of the short lead time.

Will Jaguar win in Formula E? Maybe the 2016/17 season will come too soon for that – but it is not in Formula E for one campaign. Even if dominating from round one is unrealistic, success before too long is not just reasonable – it is to be expected. ❄

WHY JAGUAR FAILED IN F1

After winning a grand prix in 1999 as Stewart, much was expected of the rebranded Jaguar Formula 1 team in 2000. The squad's then technical director reflects on why it struggled from the start

By Gary Anderson, Technical Expert

[@Autosport](#)

I FOUND OUT BEFORE THE CANADIAN GRAND PRIX IN JUNE 1999 THAT the Stewart team, where I was technical director, had been bought out by Ford and would be rebranded for 2000. Things should have got better from there, but they certainly did not.

I was in California, because we used the Swift windtunnel, and I got a call from Jackie Stewart's secretary to set up a meeting in Detroit on the way to Montreal. I went there, and there was a dinner suit, shirt and shoes all ready for me in my hotel room. The meeting was with Jackie, Jackie's wife Helen, Edsel Ford II, and me – that's when I found out the company had been sold.

It seemed like a very good move, and it alleviated a lot of financial pressures. Although Stewart was getting some good results and did win a race late in 1999 at the Nurburgring with Johnny Herbert, we were not a big team and didn't have endless budgets. By becoming a works team, that was going to let it build.

The decision to sell was the right one, but Ford ownership was of no great use to us, even though the potential was there. The idea of using the Jaguar brand was a very good one; the financial support was there, but ultimately it didn't work. It wasn't because of the team itself, but because of the management style.

The problem was that the Ford people believed they could come in and reinvent the wheel, rather than building on what was there. We gave them some projects to get on with – for example the rollover-bar structure. The idea was to come up with something that met the crash-test requirement, but was lighter. It's the highest part of the car, so weight is »



JAGUAR RACING YEAR BY YEAR



2000

After showing good pace in pre-season testing, much was expected of Jaguar. Unfortunately, with the exception of Irvine's fourth place in Monaco and sixth in Malaysia, it was a struggle and Johnny Herbert failed even to score a point. A diffuser-stall problem shrouded the fundamental quality of the chassis, but the upshot was the first of a series of major management changes at the end of the year.

ETHERINGTON/LAT

significant because of its impact on the centre of gravity.

Ford did come up with a super-light solution. Great. But unfortunately it never got anywhere near passing the crash test. This kind of thing happened all the time, no matter in what area.

There were a couple of decent guys at Ford who knew how to do things, but they just got steamrollered by the rest of them.

The 2000 car, the Jaguar R1, was a decent car. That might seem a strange thing to say given that we only scored four points – three for Eddie Irvine's fourth place in Monaco and one for his sixth in Malaysia – but it was.

It had a few basic problems, but we could not fix them because of the way the Ford system worked.

One of the head honchos of the Ford Motor Company sat in one of our first engineering meetings after they had taken over and told us all, 'Do it our way, or we will find someone else who will' – which tells you everything you need to know.

The R1 was a development of the previous year's Stewart. It had some novel systems in terms of the suspension that helped us reduce the centre of gravity and get the top of the gearbox lower, and that helped aerodynamically as well. But there were two main errors, one mechanical and one aerodynamic.

“A Ford head honcho said, ‘Do it our way, or we’ll find someone else’”

Ford brought in someone, who did analytical research for them, who went through all the parameters that could influence things – ambient temperature, rideheight, etc, lots of information. He would hit the button in the programme and it was supposed to spit out the result. No matter if it didn't relate to the real world, it was considered gospel.

This slowed progress a lot and when we did want to change something, there was enormous lag in the system. You can

waste two months thinking about something when you are producing a road car, but you can't when you have races every couple of weeks in F1. That wasn't a fault unique to Ford, as other car manufacturers like Toyota have made similar mistakes.

They also made it difficult for me to do my job as technical director. I was warned off getting involved day to day and told to concentrate on managing. Well, we already had technical managers and I'm a hands-on person whose strength is to think about things and the potential solutions. But I wasn't allowed to do that. I always had to go through those responsible for set areas and if they didn't see what I saw, nothing would change.

For example, we had a gearbox problem during the season.



2001

Irvine's podium finish in Monaco, from sixth on the grid, was a high point, but he and Pedro de la Rosa (who replaced Luciano Burti after four races) managed only nine points between them to take 12th and 16th respectively in the drivers' championship. Although the squad finished just one point down on the struggling Benetton team, it only defeated the relative minnows of Prost, Arrows and Minardi.



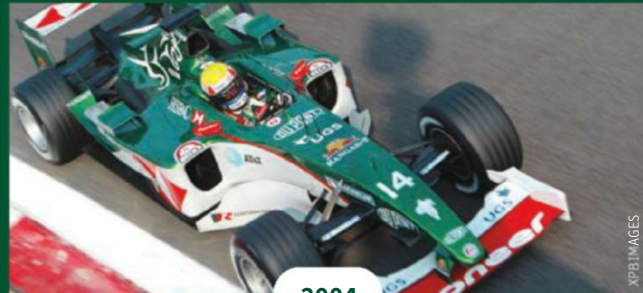
2002

Irvine's fourth place in the season-opening Australian GP proved to be a false dawn. After all, he had started 19th, only eight cars finished and the car simply wasn't that quick. A third place at Monza showed that the Cosworth engine was decent, but at higher-downforce tracks there was little to cheer, with just one other points finish. Even so, Jaguar did at least move up from eighth to seventh in the table.



2003

This was Jaguar's best season in terms of relative pace but, despite being just 1.201% off on average, that translated to only seventh in the championship for a second consecutive year. While Mark Webber had a strong season, claiming seven sixth/seventh places, Antonio Pizzonia was dropped with five races remaining in favour of Justin Wilson, who scored a point in the United States GP.



2004

With heavily Red Bull-backed Christian Klien joining the team in place of Wilson, and Webber staying on, this was very much a wind-down season for the team, which was sold to Red Bull once the campaign was over. While it held on to seventh in the championship, Jaguar scored just 10 points to the previous season's 18, with a couple of sixth places as good as it got.

Eddie had no problems, but Johnny would regularly break gears downshifting. This went on race after race and the only response I got was that the gears were clearly too flimsy. If they worked for Eddie, that clearly wasn't the real issue.

We went to Monza and did a day's testing with Eddie and there was no problem. Johnny was driving for the next couple of days and on day one twice broke gears downshifting for the first chicane.

The chief mechanic called me and I asked him to leave the gearbox unassembled so I could have a look, as I was taking some parts down to test on the final day. We weren't meant to do this, but what the hell – the season was ebbing away on us.

It took 10 minutes to work out a simple fix by drilling a 3mm hole to allow a hydraulic plunger to breathe. Suddenly Johnny could downshift, no problem. We had that issue from early in the season, but the Ford system didn't allow us to fix it until September.

The aerodynamic problem with the diffuser stalling appeared as early as the second race of the year in Brazil. If you look back at the articles in Autosport from pre-season testing, you'll see that Johnny and Eddie were talking about fighting for the championship. This diffuser situation was a big problem, but it only started to highlight itself when we went to hotter climates.

I was confident that the diffuser was stalling at low

rideheight, which is normal, but then not reattaching the airflow when the rideheight increased. It had all the traits of that sort of problem, but identifying and rectifying it would take company commitment.

The Ford way was that we had a progress meeting once a month, and if I suggested a new diffuser because I had a 'gut feeling' it would go down like a lead balloon. Everything needed engineering facts.

Our own aerodynamics department was not as sure as I was because all the windtunnel data said it was fine, but we kept having this problem and I was pretty confident what it was. But I was warned off getting involved with it.

I went to the Swift windtunnel, which we were using for a test, and it was quickly clear that the way the software ran the windtunnel wasn't fit for our purposes of trying to trace the hysteresis – the gap between the physical conditions changing and the effect of that change – of a stalling diffuser.

To work out the hysteresis you would run the car down to the diffuser stall point, then raise it half a millimetre at a time to see how quickly the airflow reattached. But the way the windtunnel worked it always returned to the reference rideheight, which was much higher, before going to the new rideheight, so you weren't getting an accurate reading.

Eventually we did an aero test up in Yorkshire. We attached some wool tufts to the diffuser and, with a high-speed camera inserted up the R1's rear end, watched them drop. >>



We had a hydraulic rear-suspension unit so we could adjust the rideheight as required, and we saw the stall was there and it took a much greater increase in rear rideheight than was expected before it reattached. This meant, as I had believed for months, that as soon as you hit the brake pedal you had no rear downforce.

We used bodyfiller to make some inserts to modify it and it solved the problem ahead of the last two races of the year in Japan and Malaysia. Bearing in mind we'd effectively lost all of our set-up work and all the development progress we should have made had the diffuser problem been picked up, Eddie showed that the car could be competitive with seventh on the grid for both races.

At the previous race at Indianapolis, we'd qualified 2.467% off the pace, but at Suzuka we were 1.121% and at Sepang 1.334% – so the difference was clear. And it shows that the claim the car was a good one has some basis!

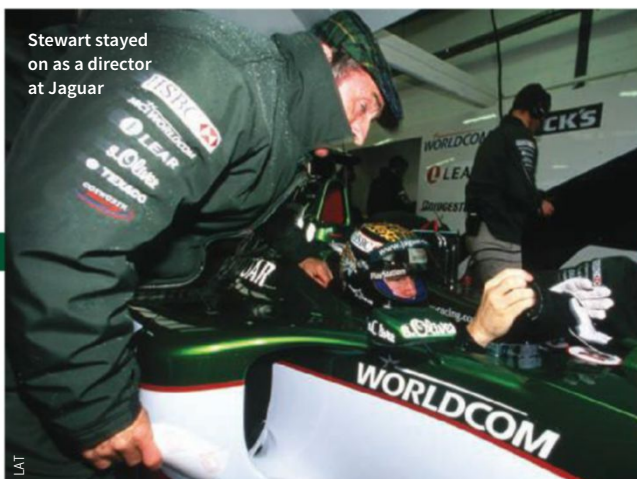
The issues with the management caused problems in so many areas. Late in the 1999 season with Stewart we tested used engine oil to cool the gearbox and that ran perfectly. We were working with Texaco and they made a special additive to make it work better and use the overspill of the engine oil-pumps to lubricate the gearbox, saving weight and the power required to run another pump.

In 2000 it all ran fine, but at the first race in Australia Cosworth fitted a much finer filter system on the return oil from the gearbox. Basically the oil couldn't get through it – I had to shove a screwdriver through the filter to make it work. But Ford had its relationship with Cosworth and the Cosworth people were considered gods who could do no wrong. Cosworth was a good engine builder, but it wasn't perfect.

An example of the Ford management style was at the final round in Malaysia after one of the practice sessions. Neil Ressler, the team chairman, came into the meeting and asked why Eddie's car was 5km/h (3mph) slower on the straights. One of our engineers said the aero was the same so it must be the engine, and Neil went berserk.

By this time in the season I'd had enough. We had a lot of good people and they were being destroyed. I took Neil to one side and asked him to keep out of things because we had a lot of work to do to make up for the lost time and had a chance to do well. I knew my days were numbered then and it was no surprise when I was subsequently told that my services were no longer required.

Motivation comes from the people above you and if you don't have that, there's no hope. I'm not an Adrian Newey or a Ross Brawn, but if you can motivate me I'll do a decent job. If I'd been able to do that, then I'm sure we'd have won races



“Eddie told me he needed two steering wheels to deal with the unpredictable car!”

and maybe even been able to fight for championships.

When I heard a few days later that Steve Nichols was taking over, I realised they had no idea what they were doing because I had worked with him for a short time at Jordan and he definitely wasn't the right person for the job. I remember Eddie Irvine calling me in 2001 and telling me that you needed

THE REVOLVING DOOR

BETWEEN THE END OF THE 2000 season and the start of the next, it wasn't just Gary Anderson who was replaced. Neil Ressler retired, with three-time world champion Niki Lauda being drafted in to head up the Premier Performance Division of Ford, and Bobby Rahal installed as team principal.

Gunther Steiner, now team principal of Haas F1, was brought in from the Ford World Rally Championship programme to become managing director.

"With Jaguar it was very difficult to do anything because there was clearly no understanding from the owners," says Steiner. "When Niki and I got there it was in a mess, it was complete anarchy. There was nobody in charge. People were doing things but it wasn't coordinated.

"There was no chance to stabilise, because once we started that process we had to cut the budget by 40% in the middle of

the season and let 70 people go out of the blue. You never focused on running a race team, you were just handling instructions on how to manage a budget more than anything and being told you have less, but you need to do better.

"They wanted to spend no money and just say, 'We do it better than anybody else'. Well, the last guy who did miracles, they put him up on a cross..."

"The best thing they did was selling it because Red Bull was the complete opposite. Dietrich Mateschitz wanted to win, he invested and they moved forward."

What existed under Ford was a revolving-door management policy. Steiner was put on gardening leave after a season, Rahal left at the end of August 2001 and Lauda departed the following year. Notably, Rahal had come close to bringing Adrian Newey to Jaguar, although the deal



Canada 2013:
Vettel scores one
of Red Bull's 51 wins

ETHERINGTON/LAT

fell through before he left. Many put Newey not leaving McLaren down to a new financial deal and promises of working flexibly, but Newey himself says he got wind that Rahal was being ousted and backed away.

So the revolving-door template had been firmly established. The common factor was a lack of success, one that supports the notion that Ford was at first not able to understand the demands of an F1 team and, subsequently, gradually backed away as it cut investment. So much so that the main achievement

of the team seemed to be achieving mid-grid status and the very occasional good result in increasingly efficient ways.

John Hogan, Richard Parry-Jones, David Pitchforth and Tony Purnell also had stints in senior positions, and there was no lack of able technical and engineering personnel, but the story never changed.

In its five seasons Jaguar managed two podiums, 22 points finishes and always finished in the seventh-to-ninth-place bracket in the constructors' championship.

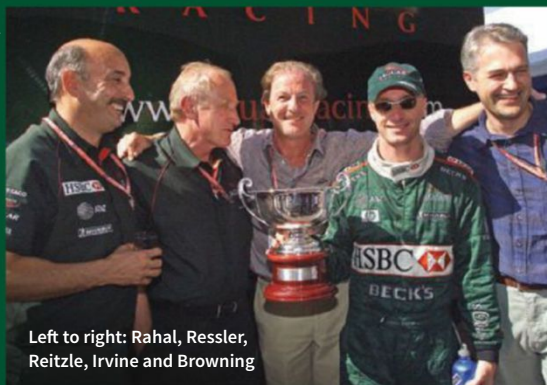
When Red Bull took over,

dispensing with Purnell and Pitchforth despite originally saying it would retain them, it was the attitude of the ownership that made the difference.

The long-term approach led to four years of dominance from 2010-13 and, 51 victories later, Red Bull is still going strong. Perhaps that lies at the heart of Ford's failure to understand the demands of F1 – changes made today don't bear fruit tomorrow.

As Steiner puts it: "If you didn't turn it around in three weeks, it was a case of, 'What are you doing?'"

EDD STRAW



Left to right: Rahal, Ressler, Reitzle, Irvine and Browning

ETHERINGTON/LAT

two steering wheels to deal with the car because it was so unpredictable – one to steer the front axle and one the back!

Adrian did almost go to Jaguar under Bobby Rahal, and for all his successes I'd say the brightest thing he ever did was not join the team until it was under Red Bull ownership a few years later. Obviously it would have been a little different, as they would probably have let him do what he wanted, but the way the Ford system worked I can't see the team ever having been able to achieve success.

To give Jaguar credit, from the outside I could see that they were making some progress and improved in their final

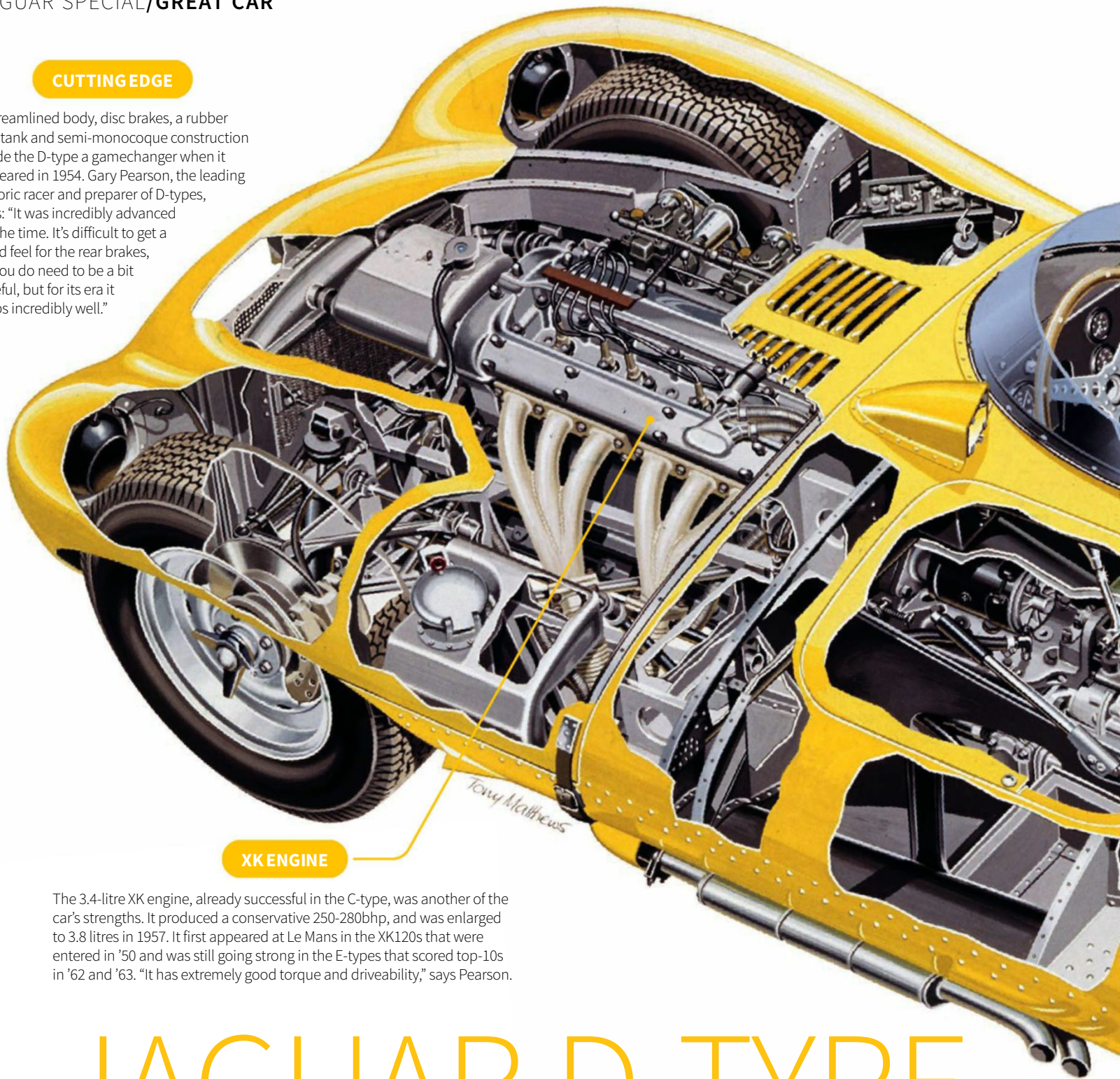
season in 2004, but there were still too many mistakes.

I'm happy with what I did there and was pleased to see the team get the success it deserved after Red Bull took over. If Jaguar had started doing very well after I left, I'd have to look at what I did wrong. But it wasn't exactly a success story so, looking back, all I can say is that I was quite happy not to be involved after 2000.

It's a shame because with Ford's financial backing and with an upper-management restructure, everything could have been put in place to give a decent level of success. Jaguar would have been a very popular team in F1 with a lot of fans behind it. ❧

CUTTING EDGE

A streamlined body, disc brakes, a rubber fuel tank and semi-monocoque construction made the D-type a gamechanger when it appeared in 1954. Gary Pearson, the leading historic racer and preparer of D-types, says: "It was incredibly advanced for the time. It's difficult to get a good feel for the rear brakes, so you do need to be a bit careful, but for its era it stops incredibly well."



XK ENGINE

The 3.4-litre XK engine, already successful in the C-type, was another of the car's strengths. It produced a conservative 250-280bhp, and was enlarged to 3.8 litres in 1957. It first appeared at Le Mans in the XK120s that were entered in '50 and was still going strong in the E-types that scored top-10s in '62 and '63. "It has extremely good torque and driveability," says Pearson.

JAGUAR D-TYPE

Three Le Mans 24 Hours victories between 1955 and '57 made the D-type one of the most iconic sportscars of its era and bolstered Jaguar's reputation after the successes of the C-type

By Kevin Turner, Editor

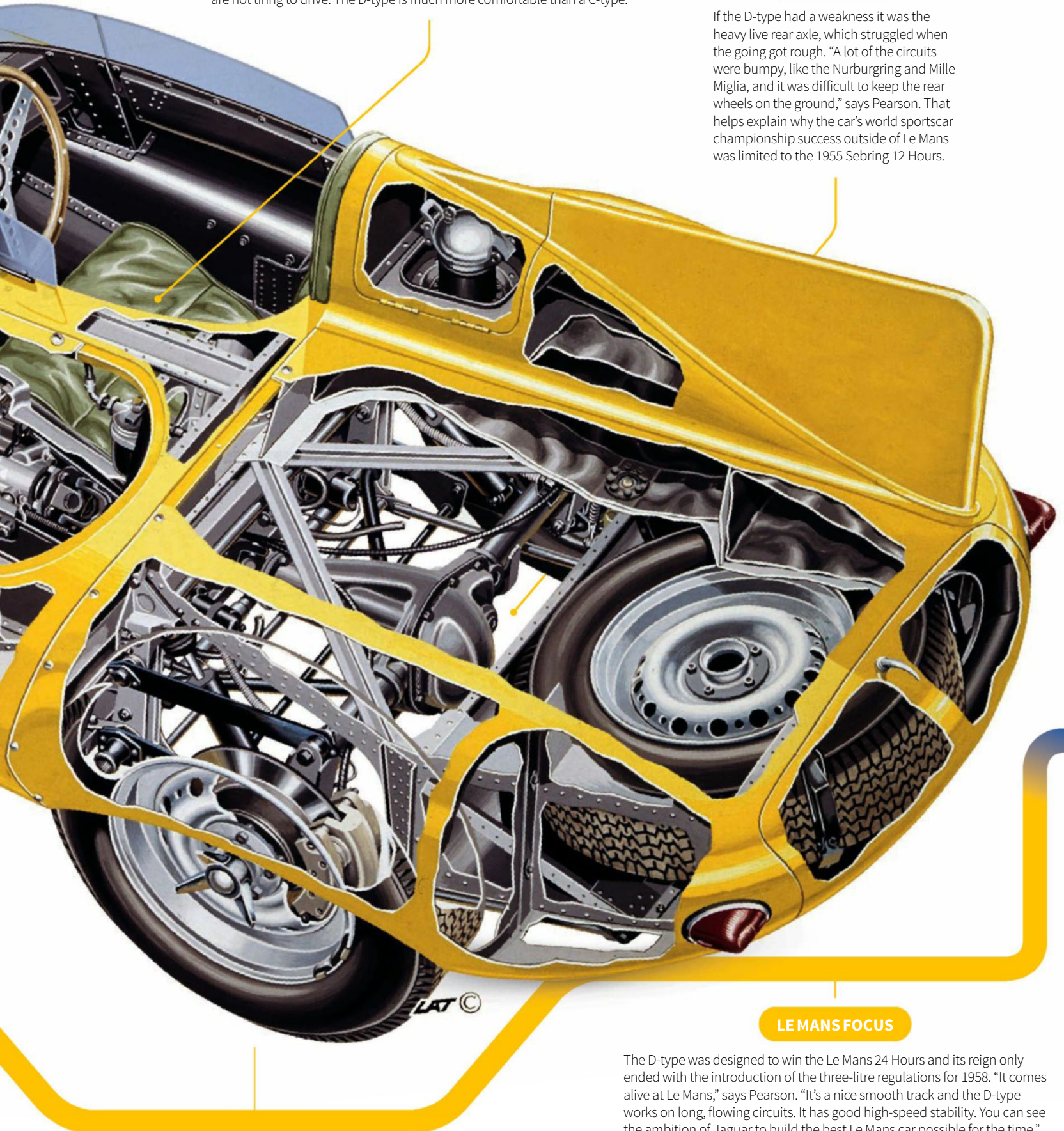
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THE LONG HAUL

The C-type won Le Mans in 1951 and '53, but its successor moved the game on considerably. "The D-type is a properly designed long-distance racing car," adds Pearson. "There are a handful of successful endurance racers – like the D-type and the Porsche 956/962 – in which the ergonomics are just right. They are not tiring to drive. The D-type is much more comfortable than a C-type."

BUMPY RIDE

If the D-type had a weakness it was the heavy live rear axle, which struggled when the going got rough. "A lot of the circuits were bumpy, like the Nurburgring and Mille Miglia, and it was difficult to keep the rear wheels on the ground," says Pearson. That helps explain why the car's world sportscar championship success outside of Le Mans was limited to the 1955 Sebring 12 Hours.



LE MANS FOCUS

The D-type was designed to win the Le Mans 24 Hours and its reign only ended with the introduction of the three-litre regulations for 1958. "It comes alive at Le Mans," says Pearson. "It's a nice smooth track and the D-type works on long, flowing circuits. It has good high-speed stability. You can see the ambition of Jaguar to build the best Le Mans car possible for the time."

THE ROAD TO '88

Two of Jaguar's most defining motorsport moments are its European Touring Car spell and return to sportscar glory in the 1980s. And the key players behind it trod the same path

By Gary Watkins,
Special Contributor

[@gazzasportscars](#)







Walkinshaw/Nicholson XJS
(3) won 1982 Silverstone TT
from Dieudonne/Lovett (4)

TWO HARD-NOSED TEAM BOSSES FROM DIFFERENT SIDES OF THE ATLANTIC beat a path to the door of Jaguar chairman John Egan in 1981. And both would end up with deals to run the company's cars. What no one could have known was that these two programmes would set Jaguar on course to reviving its 1950s glory days at Le Mans and in world championship sportscar racing.

It's doubtful that Group 44 Inc boss Bob Tullius and the late Tom Walkinshaw knew much about each other 35 years ago. But their respective programmes in the IMSA GTP Championship and the European Touring Car Championship for 1982 were very different kinds of deals and entirely separate. To say that they somehow became entwined would probably be only half right, but it's fair to suggest that one without the other would probably not have led to two Le Mans triumphs and three drivers' world titles between 1988 and '91, not to mention a pair of Daytona 24 Hours victories.

Le Mans was always on the cards when Virginia-based Group 44 was signed up by Jaguar to mount an IMSA GTP prototype campaign in 1982. Egan, who would go on to be knighted for his efforts in reviving the hitherto dwindling Jaguar brand, made that much clear to Tullius when they shook hands on the deal in January of the previous year.

"At the conclusion of our meetings, John and I met at the head of the table in the boardroom," recalls Tullius. "And he looked me in the eye and said, 'I want you to know two things. First, I want you to take us back to Le Mans.' Then he said, 'Secondly, we will do this ourselves one day. The factory will theoretically do their own racing.'"

The Group 44 programme was conceived by Jaguar Cars Inc vice-president Mike Dale as a means of "reinvigorating the dealer network" in the USA, according to Tullius. But Egan, the man brought in to save a state-owned British manufacturer that was still part of the British Leyland conglomerate, saw the bigger picture. Going to Le Mans, he says, "was part and parcel of putting the Jaguar story back together".

Egan does remember intimating to Tullius that the manufacturer had aspirations to take over the baton at Le Mans itself. It was far from a solid plan and something that Egan

"Walkinshaw said Jaguar didn't need to put any money in – only if he won"



LAT

claims “was at the back of my mind”, but Tullius reckons he interpreted their conversation correctly.

“I knew the company couldn’t do it themselves, but that they would somehow develop a British team,” he explains. “It was understandable that it would eventually want its race team to be, so to speak, a home team.”

Tom Walkinshaw Racing would eventually become that team, but sportscar racing wasn’t on the agenda when the first meeting between its founder and Egan was arranged for November that year. Not on either side.

Walkinshaw was looking for a car to take over from the Mazda RX7 as his weapon of choice in what was then commonly known by the ETC acronym.

“Racing the Jaguar was definitely Tom’s idea,” recalls Paul Davis, who was team manager for TWR’s XJS ETC campaigns. “He always had a good eye for what was going to work with the regs. The Jag had big wheel housings and you could get big wheel combinations in, which was all part of the new Group A rules – the bigger the engine, the more rubber you got.”

Walkinshaw was already in bed with BL after taking over its campaign with the V8-engined Rover SD1 in the British Saloon Car Championship, still six years away from adopting the word ‘Touring’ for 1981. It was BL competitions boss John Davenport who set up the first meeting with Egan.

“I didn’t think they would get on at all, and they didn’t to start with,” recalls Davenport. “Tom set out what he wanted to do. Egan was waiting to be hit with the large figure that this was going to cost him, when Tom said, ‘You don’t need to put any money in, I’ll work on a bonus system – you only pay me if we win.’ From that moment on it was all plain sailing.” >>

THE MYSTERIOUS RACING PLAN THAT NEVER WAS

WHAT DID JOHN EGAN MEAN with those words, “We will do this ourselves one day?” Bob Tullius got it right when he interpreted what it *would* end up meaning, but did Jaguar really have aspirations of running an in-house programme just as it did in the 1950s?

The idea of going racing out of the same Brown’s Lane engineering facility in which its road cars were developed would have sounded barely any less preposterous in 1981 than it would today. Yet there is more than circumstantial evidence to suggest that there were those inside Jaguar who believed that the company could rekindle the glory days from within its own factory gates.

Soon after John Davenport took over as British Leyland competitions boss between the 1976 and ’77 seasons, he came across a race-prepared XJS at the engineering facility.

“I really stumbled across it,” recalls Davenport. “Bob Knight, who was director of engineering, had this project going on all on its own with the apprentices.”

Simon Pearson was Davenport’s predecessor as BL’s competitions boss and the man at the helm when the XJ12 (below) was signed off, but has no recollection of the in-house

XJS. But he does remember Jaguar insisting that there was no way the replacement for the E-type could be homologated when only small revisions to the production car were required.

“We put forward the idea of doing the ETC to Derek Whittaker [Jaguar’s MD], and he said yes,” explains Pearson. “But the request to move the rear seat a few millimetres either down or forward – I can’t remember which – was rejected.”

“There was no input from Jag whatsoever. I think what they wanted to do was destroy it”

The only choice was to go with the [XJ12] coupe.”

The idea that there were factions inside Jaguar that wanted to scupper the manufacturer’s factory return is given credence by Pearson.

“There was absolutely no input from Jaguar whatsoever,” he says. “I think what they wanted to do was destroy it and I suspect that they were quite happy with the way it turned out.”



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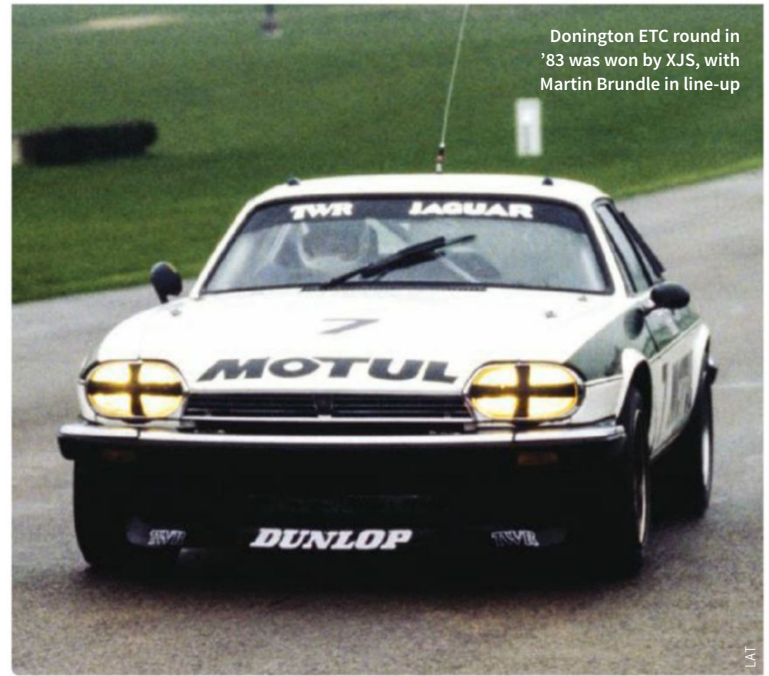
The funding for the programme came from multiple sources. Amateur racer ‘Chuck Nicholson’, a long-time Walkinshaw associate who under his real name of Charles Nickerson would front TWR’s ill-fated takeover of the Prost Formula 1 team in 2002, funded the build of the first two cars. Belgian oil company Motul, for which Walkinshaw held the UK concession, was the primary sponsor.

Davenport and TWR had already cleared another hurdle by the time they went to see Egan: homologating the car for the new regulations. The internal dimensions necessary for the XJS to be classified as a touring car hadn’t changed since BL had been denied homologation half a dozen years previously, a failure that resulted in the company heading into the ETC with the XJ12 coupe (see previous page) and what has to be regarded as a disastrous two seasons in the series with the Broadspeed team. This time the Big Cat made it through.

“I can’t recall the inspection,” says Davenport, “but I do remember that we took a sledgehammer to a couple of XJSs to make sure they had the right headroom.”

That story is disputed by Davis. He suggests that the XJS was on the limit of the crucial rear-headroom minimum: “You needed a shell that was right to the maximum tolerance.”

Long-time FIA homologation man Gabriele Cadringer backs up Davenport’s version. He didn’t join the governing body until 1982, but he remembers that the dimensions were measured again during the lifespan of the XJS and its homologation cancelled. Exactly when this happened and if it actually affected TWR’s ETC programme has been lost in the mists of time.



Donington ETC round in '83 was won by XJS, with Martin Brundle in line-up



MEKLEIN.DE

THE SOMEWHAT INGLORIOUS RETURN TO LE MANS

GROUP 44 MIGHT NOT have challenged the Porsche hegemony, but its two-year stint at the Circuit de la Sarthe was bookended by twin achievements that should be regarded as more than a footnote in Le Mans history. It led the race and registered a first finish for the marque since 1963.

The better fuel consumption of the normally aspirated V12 in comparison to its rivals helped Tullius lead the race on Group 44’s 1984 debut.

“We knew that it was possible because we could go longer on the fuel, but we weren’t sure what sequence everyone would pit,” recounts Tullius.

“I was told that the thousands of British fans across in the grandstands were screaming and shouting, and waving their flags, while I was out in front for that lap or two.”

The Union flags were waving at the end of the following year’s Le Mans 24 Hours, but the Jaguar that took the finish was

only there, says Tullius, owing to the “inventiveness of the people who worked for me”.

The car Tullius shared with Claude Ballot-Lena and Chip Robinson had already needed two new ignition boxes when the car holed its cylinder head in the final hour. A Heath Robinson arrangement

allowed the car to make the finish in 13th position and first in GTP.

The fix involved blanking off a cylinder and using RTV sealant to plug the hole. Tullius was able to take to the track with the intention of completing one lap. He actually went too fast and had to go around again. But the repair held.



Group 44 led the Jaguar charge in IMSA



The XJR-6 made its debut at Mosport in 1985

As Walkinshaw was beginning to think about racing the XJS in Europe, Group 44 was already doing just that in North America as a prelude to its GTP entry. The Jaguar Cars Inc plan called for the team to begin racing right away, which meant a hastily-put-together Trans-Am assault with the same model with which Tullius had taken class honours in the same series back in 1977 and '78.

The deal allowed Tullius to keep racing. He'd competed in IMSA GTO with a Triumph TR8 in 1980, but the withdrawal of BL from the US marketplace – Jaguar excepted – brought that programme to an end. It wasn't, however, what Tullius wanted.

"We knew doing Trans-Am would dilute the GTP effort," he says. "It meant I had to set up separate teams to race the XJS and develop the GTP car."

Tullius had to put a new structure together to design and build the team's first purebred racer. Among the suggestions coming from across the pond was the possible involvement

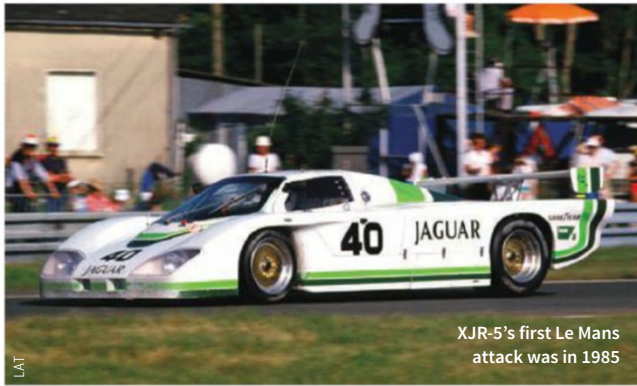
of Williams technical director and Formula 1 designer of the moment Patrick Head.

"I nipped that in the bud," recalls Tullius. "Trying to design a car for the USA in England would have been a disaster."

Group 44 turned, instead, to American Lee Dykstra, whose CAC Can-Am cars had won races with Al Holbert Jr. He was commissioned to produce a car for the rough-and-tumble of the North American tracks, but which could also stretch its legs around the Circuit de la Sarthe at Le Mans. "The result," admits Tullius, "was always going to be a compromise."

The XJR-5, so named because it was Group 44's fifth racing Jag after one E-type and three XJSs, didn't race for the first time until August 1982 at Road America. Tullius and Bill Adam finished third in what would be the best result for Group 44 in a short campaign that season.

TWR did rather better in its maiden season with Jaguar. It, too, was low-key, TWR running just one car until the Spa >>



XJR-5's first Le Mans attack was in 1985



Walkinshaw (right) with Southgate

Watson: “The XJR-5 wasn’t at its rivals’ level. The team was a fish out of water”

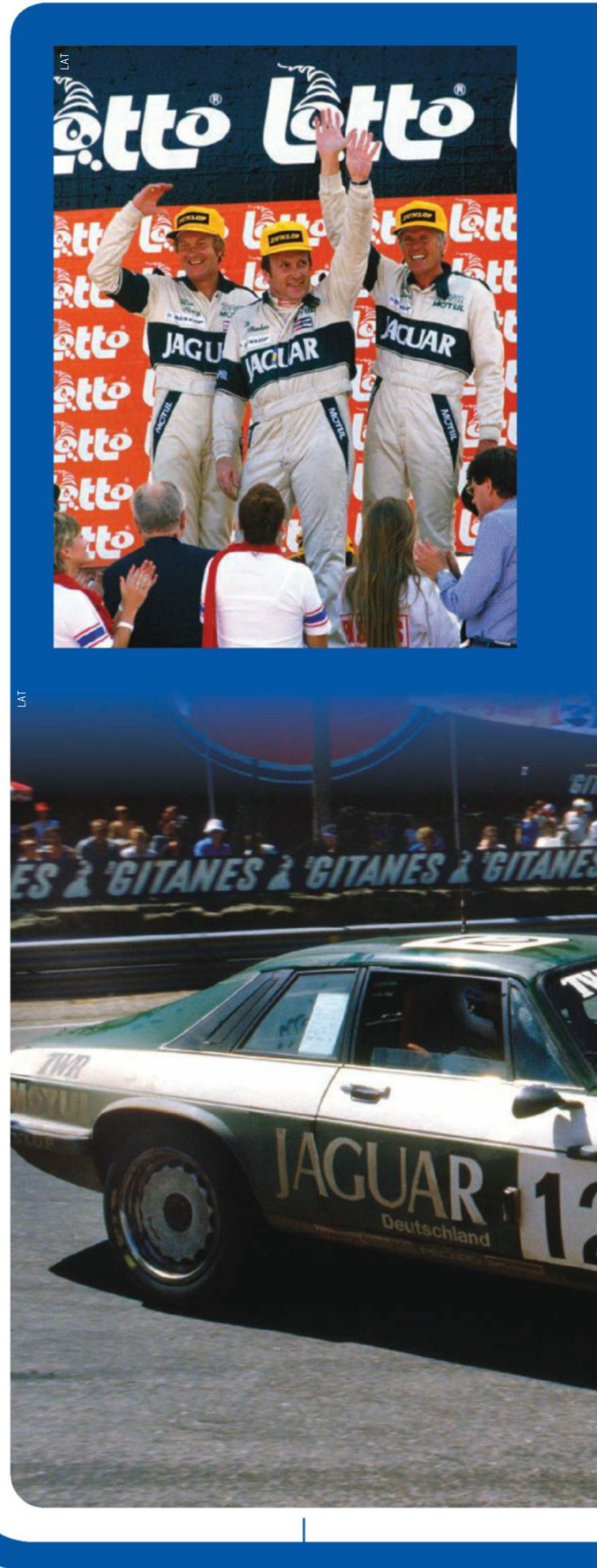
24 Hours at the end of July. It was by then, however, already a winner. Walkinshaw and Nicholson took victory on the old 6.79-mile Brno street track in June, before leading one-two finishes in the final two ETC rounds at Silverstone and Zolder.

The terms of TWR's arrangement changed for 1983. Its ETC campaign became more of an overt factory programme. The relationship that would eventually make Jaguar a Le Mans winner was being cemented, though exactly when Walkinshaw entered the frame with regards to Le Mans isn't clear. There was, however, definite interest as early as '83, a year in which Walkinshaw would fall 10 points short of the ETC title.

Jaguar famously tested a Group 44 car at Silverstone straight after the 1000km World Endurance Championship fixture in May 1983 with none other than Derek Bell at the wheel. It was a test that made headline news for a manufacturer that was being lined up for privatisation.

It appears that the test played a role in Jaguar's final decision to send Group 44 to Le Mans the following year, though Bell – who was given a release by Porsche to drive the XJR-5 – remains confused about the run to this day.

“Jaguar wanted to do a kind of back-to-back on a track where the Porsche had run,” recalls the five-time Le Mans winner. “I guess they wanted to know if they could really bring the Group 44 cars over to Europe. But it wasn't a fair test really; we didn't set it up for Silverstone. And I never actually found out what times I did.”



1984'S DEFINING MOMENT

JAGUAR NOTCHED UP its first 24-hour race win since 1957 when TWR's XJS programme finally came good in its title year in 1984. Like Group 44's 1985 Le Mans finish, the resourcefulness of the team played a part in the victory for Tom Walkinshaw, Win Percy and Hans Heyer.

Spa '84 was a wet one interrupted by multiple safety-car periods. The conditions had already caught out Enzo Calderari, who damaged the second Jag beyond immediate repair early on, when the weather deteriorated during the night.

"The pressure was really on us because we

were down to one car and the weather was so bad," recalls Percy. "The fog would come over, and one minute you could see the marker boards and the next you couldn't. So we sent Allan Hodge [a long-time Jaguar PR man] up to Les Combes with a torch. The team would radio him when we went past the pits and he would shine a beam across the track at the 200-metre board."

TWR opted for a conservative pace for a car that had failed to make the finish at Spa in any of its previous two attempts. "The idea was to run at a sensible pace that wouldn't stress it,

try to stay on the lead lap and then start to thrash it at dawn," continues Percy.

The remaining Jag was ahead of plan as the sun came out. The top two BMW 635CSis, one Juma-entered and one run by Schnitzer, lost time in the same incident. First, Alain Cudini crashed the leading Juma Bimmer and then Dieter Quester went off in the chasing Schnitzer car avoiding the aftermath.

"Tom always told me that it would take three years to nail it," says Percy, who drove the Jag in all three of its Spa assaults. "And he was right."



Tullius claims that Group 44 was barely involved in the test. And nor was TWR. But Davis remembers that a group of employees from the British organisation was present.

Walkinshaw was also present at a test of the Group 44 cars at Daytona at the end of 1983. There's a story, disputed by Tullius and others, that Egan wanted the Scot to get behind the wheel of one of the Group 44 cars. Adam, the winner of three IMSA GTP races that season with Tullius, takes up the tale: "Egan explained that he only wanted Tom to try it for a few laps. At that point Bob dabbed off his mouth and said, 'This matter is not open for discussion.' He turned to Lee [Dykstra] and me, and just said, 'Gentleman, we are leaving.'"

Tullius was right to be defensive, even though he was probably not aware of how Walkinshaw had ended up taking control of BL's Rover BTCC assault. He had initially been brought in to test one of the Bracey Price Racing SD1s as a suspension expert and, recalls Davenport, "before we knew where we were, he was doing the programme".

Group 44 had enjoyed a strong 1983, winning four IMSA races. It would have another victory under its belt by the time it hoisted the Jaguar flag over the Circuit de la Sarthe in 1984. A glance at the results of that year's Le Mans would suggest a disappointing maiden assault on the 24 Hours.

The best of the two XJR-5s qualified 18 seconds from the pole-winning Porsche and neither car finished. But the entry shared by Tullius, Brian Redman and Harry 'Doc' Bundy was firmly ensconced in fifth position in the 17th hour when the gearbox problems that would result in its retirement intervened.

John Watson, who drove the sister car that year with Claude Ballot-Lena and Tony Adamowicz, remembers a highly regimented team with amazing attention to detail. But he suggests that the car "wasn't at the performance level of its European-built rivals" and that the North American team was a "fish out of water". Egan had a similar view.

"I didn't think Bob was going to be able to win Le Mans," he recalls. "His was a brave effort and it got us over the first hurdle, but it didn't bring the degree of engineering expertise that I thought Tom could."

Egan recalls that he made his decision to look beyond Group 44 in the wake of its maiden Le Mans in '84. By the time the US team went back 12 months later, TWR was a couple of months away from giving a carbon-chassis Jaguar designed by Tony Southgate its WEC debut. Having just clinched the ETC title with Walkinshaw the previous autumn, the team had revealed its plans, suggesting that it would start the season and contest Le Mans with modified versions of the XJR-5.

TWR did test an XJR-5 on two occasions, but it appears there was never any intent to race it before the XJR-6 came on stream. "I joined around Christmas '84 and it [the XJR-6] was a real rush job," says Southgate. "But you can't really imagine Tom running someone else's car, can you?"

Tullius continued to represent Jaguar in IMSA until the end of 1987. But the task of adding to its tally of Le Mans wins was now in the hands of Tom Walkinshaw. ❦



BRITISH GRAND PRIX

Palmer and MSV make

JONATHAN PALMER'S MOTORSPORT VISION company has made an official offer to purchase Silverstone, Autosport understands.

MSV currently owns and runs five circuits across England: Brands Hatch, Oulton Park, Cadwell Park, Snetterton and Bedford Autodrome, which is used for corporate days.

It is understood Palmer only contacted British Racing Drivers' Club chairman John Grant last month about making a bid after Jaguar Land Rover's attempted deal encountered problems.

JLR's period of exclusivity of negotiation, which prevented any other interested parties making a counter-offer and holding their own talks, expired in July.

In April this year Ginetta owner Lawrence Tomlinson made a second offer of his own, which received only 54% support, prior to the BRDC members voting on the JLR bid.

While Tomlinson's deal is believed to be far more favourable for Silverstone than that from JLR, it has been suggested by a source that there has been some friction between the BRDC and the 52-year-old Yorkshireman.

Palmer's position

Ex-Formula 1 driver Palmer has now officially entered the running, with an offer on the table, and given his experience in circuit management the BRDC has opened a dialogue.

Although Palmer, along with sons Jolyon (current Renault F1 driver) and Will, are members of the BRDC, there is believed to be no conflict of interest.

When contacted by Autosport, Palmer refused to confirm or deny making a bid. He said: "I've long felt that Silverstone could benefit from the experience and stability of MSV running the circuit, including the grand prix, and we're certainly keen to do that. But only if we can do so on a sensible basis that's commercially viable.

"Our experience of the business, of running circuits, running them well and providing a high quality to our customers, is well known.

"To be fair to Silverstone they ran a fairly good grand prix this year, putting in a huge amount of effort, lots of detail, and it looked great.

"But nevertheless the bit that has to be sorted



bid to buy Silverstone from BRDC

out, which is currently of major concern, is how we get ongoing commercial viability from it, while maintaining and continuing to improve standards further. So I feel MSV would be well placed to do that.”

Grant did not wish to comment on the potential deal, but did confirm that BRDC members were due to be brought up to date on Silverstone’s sale plans at its AGM yesterday (Wednesday).

Earlier this month Silverstone announced the departure of former managing director Patrick Allen from the organisation, despite him helping the track record a profit for the first time in 10 years last season, with a new permanent management team to be put in place.

A fine track record

MSV has a fine record with its four racing venues, Brands, Cadwell, Snetterton and Oulton.

It bought the circuits from Octagon Motorsports in 2004 after a bid to take the British Grand Prix to Brands Hatch failed and placed financial pressures on Octagon, which had recorded losses of £129 million in 2001.

There were five bidders towards the end of 2003, and although MSV was believed not to have been the highest bidder, its business plan was strong.

“We made it clear from the outset that this was an equity-funded deal and it was clear to [Octagon owner] Interpublic that this was a bid that might not be top in terms of the sum, but did have a certainty about it at a price that could be afforded,” said Palmer at the time.

“The first thing we’ve got to do is to stop the business from losing money. There has been a lot of concern about these circuits being sold off for development and being lost as British race tracks. That is not on our agenda whatsoever.

“A deal could go a long way to securing the British GP”

Our interest is purely to develop them as very successful motorsport venues.

“There are probably easier and more predictable industries to make successful, but this is the only sort of business I know. I’ve grown up in a motorsport business and I do believe passionately in the sport.”

Since then MSV, which was founded by Palmer, John Britten and Sir Peter Ogden, has proved profitable, improving all of the circuits and expanding their uses. As well as upgrading facilities, Palmer also invested in redesigning Snetterton, introducing the 300 layout for 2011.

Palmer taking on Silverstone could raise issues in terms of too much power in one place, with a single organisation controlling five UK racing circuits, including two of the country’s three leading venues in Silverstone and Brands Hatch.

But the ongoing quality of the home of the British GP would not be in doubt, and a deal could go a long way to securing both the future of the UK round of the Formula 1 world championship and the BRDC.

IAN PARKES AND KEVIN TURNER



THE FUTURE OF LMP2 The new Ligier JSP217 has become the first of the new generation of LMP2 machinery for 2017 to be unveiled. Ligier manufacturer Onroak Automotive took the wraps off the new car last Friday at Spa, ahead of the penultimate round of the European Le Mans Series at the Belgian track. The JSP217, which is powered by the new Gibson one-make V8 engine, was completed at Onroak's Le Mans facility before undertaking a series of shakedown runs at Magny-Cours ahead of the launch. Onroak is not the first of the four constructors granted licenses to build LMP2 machinery for next season to test its new car – Dallara's P2 ran in the USA earlier this month in the Cadillac-engined Daytona Prototype international specification, which allows for bodywork revisions as well as the manufacturer's own powerplant. **Photograph by DPPI**

WTCC

Yvan Muller steps down from WTCC

FOUR-TIME WORLD TOURING CAR champion Yvan Muller has announced that he will call time on his career in the series at the end of this season.

Citroen driver Muller, the 2008, '10, '11 and '13 champion, has raced in the WTCC since '06 and holds all of the series' most significant records.

The Frenchman joined Citroen ahead of the start of its WTCC project in 2014, but has played second fiddle to team-mate Jose Maria Lopez.

Muller is currently second in the 2016 standings and 126 points behind Lopez, who provisionally clinched a third title in as many years earlier this month in Japan.

But Muller remains the most successful driver in the championship's modern era and has the outright records for wins, pole positions, podiums, fastest laps and points scored.

His first crown with SEAT in 2008 ended Andy Priaulx's run of three titles in the first three years of the revamped

WTCC, and he won the rest of his championships during a dominant spell with the Chevrolet team.

Muller, who also won the British Touring Car Championship in 2003, said the demands of competition now exceeded what he was prepared to commit to, and that stepping down would allow his family commitments and the running of his racing team to take precedence.

"I am not sure that age is the main factor when it comes to ending a career," said the 47-year-old. "It's more a matter of desire and motivation."

"With all the testing, the simulator sessions, the physical training and the travel to the race venues, a season of professional motor racing requires a level of personal commitment that I am no longer prepared to put in."

"I am at a time of my life where I want to do something else and I am happy to be able to make that decision."

JACK COZENS



Family and his own racing team now take priority for Muller

JEAN MICHELLE MEUR / DPPI

IN THE HEADLINES

NO MALAYSIA F1 RUN FOR LECLERC

Ferrari protege and GP3 points leader Charles Leclerc's planned Formula 1 practice outing for Haas in Malaysia this weekend, which would have been his fourth of the year, has been dropped because of changes to the GP3 timetable. Leclerc's next F1 outing will be in Brazil.

HONDA EXPANDS UK F1 OPERATION

Honda has expanded its Formula 1 operation in Milton Keynes to provide the space required to supply further teams in the future. The Japanese manufacturer has said it is keen to take on additional teams at some point, although it is believed McLaren has a veto on any deal.

MALYSIAN GP TRACK ASSURANCES

Malaysian Grand Prix bosses have "taken every reasonable precaution" ahead of Formula 1's return after a MotoGP test was marred by issues resulting from resurfacing, says the FIA. A Michelin tyre test in early July was thwarted by problems with the track drying and then water seeping back through the surface, but measures have been taken to prevent this weekend's grand prix being affected.

McLAREN DENIES APPLE DISCUSSIONS

McLaren has denied that technology giant Apple is in talks over taking a stake in the company. A team statement read: "We can confirm McLaren is not in discussion with Apple in respect of any potential investment."

HONDA COMMITS TO WTCC IN 2017

Honda has confirmed it will continue to compete in the World Touring Car Championship next year. Its current agreement ends this year, but it has now signed up for 2017.

EKSTROM PRIORITISES RALLYCROSS

Mattias Ekstrom will skip next month's DTM finale at Hockenheim to prioritise his World Rallycross title bid. Rene Rast will stand in for Ekstrom, who leads the WRX standings ahead of this weekend's Riga round.

DA COSTA SWITCHES FOCUS TO FORMULA E

Antonio Felix da Costa will leave BMW's DTM line-up at the end of the 2016 season to prioritise Formula E. BMW will still field the 25-year-old Portuguese in GT races, but da Costa's deal with Andretti will become his main focus.

TANDER LOSES WALKINSHAW DRIVE

Garth Tander will not stay with Walkinshaw Racing in the Australian Supercars series when it loses its Holden Racing Team branding in 2017. The 39-year-old, who is leaving after 12 years, will be replaced by Scott Pye.

LORANDI MAKES GP3 SWITCH

Pau Grand Prix winner Alessio Lorandi will race for Jenzer Motorsport in the final two rounds of the GP3 season, starting in Malaysia this weekend. The 18-year-old told Carlin prior to the last F3 round at the Nurburgring that he wanted to call a halt to his season in the category.

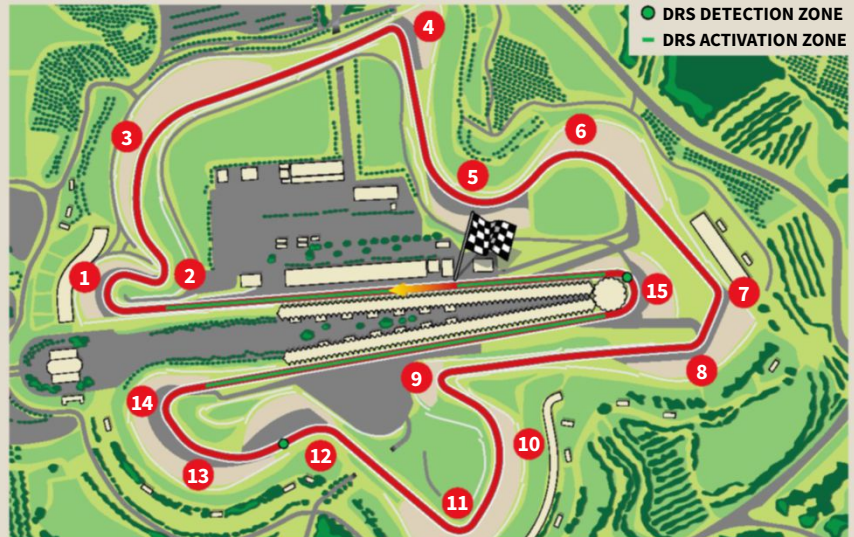
CITROEN EXPANDS 2016 WRC SCHEDULE

The PH Sport-run Citroen team has expanded its World Rally Championship programme for the rest of 2016 and will contest three of the final four rounds. In addition to the brace of cars for this week's Tour of Corsica, three DS 3 WRCS have been confirmed for next month's Rally of Spain - to be driven by Kris Meeke, Craig Breen and Khalid Al Qassimi. Citroen always planned to contest Rally GB.

F1 PREVIEW

Malaysian Grand Prix

September 30-October 2



SEPANG INTERNATIONAL CIRCUIT

LENGTH 3.444 miles **NUMBER OF LAPS** 56

2015 POLE POSITION Lewis Hamilton 1m49.834s

POLE LAP RECORD Michael Schumacher 1m33.074s (2004)

RACE LAP RECORD Juan Pablo Montoya 1m34.223s (2004)



Tyre allocation



UK start times

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FRIDAY

FP1 0300 **FP2** 0700

SATURDAY

FP3 0700 **QUALIFYING** 1000

SUNDAY

RACE 0800

RADIO COVERAGE

BBC RADIO 5 LIVE

Previous winners

2015	Sebastian Vettel	Ferrari
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Fernando Alonso	Ferrari
2011	Sebastian Vettel	Red Bull
2010	Sebastian Vettel	Red Bull
2009	Jenson Button	Brawn
2008	Kimi Raikkonen	Ferrari
2007	Fernando Alonso	McLaren
2006	Giancarlo Fisichella	Renault

Themes to watch

TITLE CLINCHER?

Mercedes can seal the 2016 constructors' championship this weekend. It needs a 215-point lead after the race to do so, and currently has a 222-point gap.

HAMILTON'S REVENGE

After three consecutive Rosberg wins, Hamilton has lost the world championship lead. A victory here would put him back on track for a fourth title.

RAIN-WATCH

Malaysia is bang in the middle of the tropics, so heavy rain is always likely. In 2009 it became only the fifth F1 race shortened by the weather to pay half-points.

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DRAGON ENGINE

FEEDBACK

Think again about teenagers racing in F1



LEVITT/LAT

This is an open letter to the Grand Prix Drivers' Association. I recently bought a book entitled *The Teenage Brain* by Dr Frances E Jensen. I did so to better understand the changes my teenage kids were going through and maybe offer some informed, fatherly advice.

While I failed on the second aim (teenagers do not take advice), the book was most enlightening. In particular it helped explain Max Verstappen's behaviour during and immediately after the Belgian Grand Prix.

You see, it transpires that the human brain does not fully form until you are in your early twenties and in particular the frontal lobes are not properly connected to the rest of your brain until that time. Why is this important?

Well, the frontal lobes are, I quote, "the seat of our ability to generate insight, judgement, abstraction and planning. They are the source of self-awareness and our ability to assess dangers and risk."

Not only that, but "adolescents have less ability to process negative information than adults do, so they are less inclined not to do something risky, and less inclined to learn from the ensuing mistake".

Not only did Verstappen make a move that nearly caused what I think could have been a fatal accident (last-minute jinking on the Kemmel Straight in front of Kimi Raikkonen), but in interviews afterwards he refused to accept that he'd done something wrong.

This research really does question the involvement of teenagers in motorsport.

Mark Kelsall
Byemail

Spice up the silly season

In bygone days the silly season used to be a welcome addition to a race weekend. Rumours abounded as to who was going where for next season, most of which came to nothing but at least theories tended to be based on driver talent.

Recent years have seen things go the other way, with little or no driver movements and those that do take place governed by money more than anything else.

So, how about a radical idea to spice things up a little and create interest throughout the grid all season long? The bottom four or five drivers in the championship come season's end would be at threat of relegation at the expense of the top four or five from a feeder

NASCAR knows how to bring fans and drivers closer together

series. Any drivers who leave for other reasons would just open up further places for those below to progress. Teams are then forced to pick from the existing pool, retain their current charges, or take one of the potential promoted drivers.

A clear single-seater motorsport ladder would need to be in operation, F1, GP2, GP3, 'GP4' and so on, with existing series having to merge into the ladder where appropriate. This should leave a grid of the world's best drivers, who have reached the top on talent.

Michael Brierley
Stalybridge, Cheshire

Simple fixes for Formula 1

Having just read what Jenson Button had to say about F1 and Pokemon, I would think the answer is fairly simple. Turn F1 races back into races. Here are my ideas.

Give the car back to the driver. At the moment he is just a remote control for the engineers.

Give the teams all the same tyre type. With some skilful driving, make it last until the end of the race.

No instructions from the team, no information on engine modes and when to use them. Leave that to the driver.

F1 is so self-important. The teams are wrapped up in their own little world, there might as well be no fans at the track. Bring back paddock access. Allow the cars and drivers to be seen up close.

I've been to three NASCAR races. At Daytona I bought a pass and could walk the front stretch and watch driver introductions from the infield. I felt involved. F1 should get off its high horse, with involvement for the fans again.

Clive Grainger
Byemail

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Renault is all at sea

When one of the men in charge of the French squad says its main problem is lack of leadership, it's pretty obvious that all is not well

By Ian Parkes, Chief F1 Correspondent

[@ianparkesf1](#)

I WISH I COULD USE THE PHRASE RECENTLY OFFERED up to me by an insider to describe the behind-the-scenes farrago at Renault. Unfortunately, it is highly derogatory, but it leaves no doubt as to what this person thinks is going wrong with the make's return to Formula 1 this season.

They are extremely concerned, if only for the fact that they genuinely care about what's going on inside the team. Right now Renault is sending out the message that it is a rudderless ship.

You would have expected a French corporate entity such as Renault to have put a firm structure in place following its acquisition of Lotus last December. For all of France's trade-unionist ways, and the perception from the outside that its workforce strikes at the drop of a hat, the country's businesses tend to be very well structured.

In France the buck stops with someone somewhere. There is a leader, a figurehead to whom the rest of the company reports and who makes decisions.

In the Renault F1 team this is clearly not the case, and the lack of an authoritative figure is undermining its cause.

In an interview with Autosport in Singapore, managing director Cyril Abiteboul conceded that "the one thing the team needs is not money, investment or people, but leadership – very clear leadership".

Abiteboul added that he, Renault Sport Racing president Jerome Stoll and team principal Fred Vasseur were the triumvirate charged with forging that leadership. "People just need to give us a bit of time so that there is a clear understanding and perception of who is responsible for what," he said.

But that should have been clear from day one, not nine months into the process. The problems are underlined by the fact that Vasseur changed his job title and took up his current position – after previously being appointed as racing director – in early July, with Abiteboul switching his focus from Viry to the chassis base in Enstone.

The suggestion is, however, that Vasseur is often at odds with Abiteboul, and may be gone by the end of the season. Manor is rumoured to be a likely destination, where his forte as a strong driver manager would come to bear.

The lack of leadership is why number-one driver target Sergio Perez has not signed for Renault for 2017, and will instead remain with Force India. The Mexican is believed to have expressed concern that he did not know who was

going to be his boss. There is still a very small window of opportunity for Renault to acquire Perez's services, but the situation is almost too far gone to be salvaged – and the management at Renault only has itself to blame.

It's this lack of leadership that had Kevin Magnussen, after expressing confidence post-Italian Grand Prix that his future would be sorted before the next race in Singapore, turning up at the Marina Bay circuit none the wiser.

"If there was absolute clarity about who was in charge at Renault right now, I'm sure there would have been a decision," said Magnussen at the time.

That tells you all you need to know about the problems behind the scenes at Renault. They are so endemic that a high-profile paddock figure from another team has stepped in to work as a kind of external referee.

Renault's bid to recruit James Allison has also stalled following preliminary discussions that began in early August. It's unclear where he would fit into such a complex technical-department structure. Renault already has chief technical officer Bob Bell, chassis technical director Nick

Chester and engine technical director Remi Taffin on its books.

Abiteboul conceded back in August that the team was behind in its recruitment plans, that bringing people in of the quality and quantity

required had been "more difficult than anticipated" as they were "struggling" to convince their targets of their ambitions, which he could not understand.

But if the perception of Renault is of a team lacking direction, it should be clear to Abiteboul why enlisting those people has been so difficult.

When Abiteboul says: "It's year one, everyone has had to find their own space, their position," it is indeed true that this is Renault's first year back in F1. But that is surely just an excuse because the team it took over has been in existence at its Enstone base for more than two decades.

This wasn't some debutant entering F1, like Haas (which has comfortably outperformed Renault this year), but a works team with all the might of a major manufacturer behind it.

As one observer put it: "It feels like the whole thing has gone to sleep." If that's the case, Renault needs to wake up because the targets it set itself of wins in three years and a championship challenge in five are currently nothing more than a pipedream. ❄

**"As one observer put it:
'It feels like the whole
thing's gone to sleep'"**


MAUGER/LAT



Simon – le bon champion

Team Penske's Frenchman came of age in 2016 to beat the wild boys of the IndyCar Series to title glory

By Bruce Martin, IndyCar Correspondent

 @BruceMartin_500



Shortly after decisively winning the IndyCar Series title with a victory in the season-ending race at Sonoma Raceway, Simon Pagenaud had a flashback to the beginning of his motor racing journey.

“What I’m thinking about right now is it’s been a long career,” Pagenaud said, still holding the crystal goblet trophy filled with red wine that goes to the race winner. “I started at seven years old. You go through a lot. I remember my first race in France in a go-kart. It was raining. I had my visor open because I had the wrong helmet. I still have that picture at home. The ground I’ve covered since is quite incredible.”

That flashback perfectly describes the Frenchman’s quest for the championship. The open visor as a seven-year-old showed his steely focus and determination that would serve him well later in his career.

The journey would include steps up the ladder from Formula Campus in 2001 to French Formula Renault in 2002-03, to finishing runner-up to Scott Speed in the ’04 FRenault Eurocup, and on to a difficult campaign in the Formula Renault 3.5 Series in ’05.

Pagenaud then moved west to North America for the Formula Atlantic Championship in 2006 with Team Australia, and claimed the title by just a few points over a young driver from the United States named Graham Rahal. That championship came with \$2million that could be applied towards a Champ Car Series ride in ’07. He stayed at Team Australia and was paired with a quirky character from Toowoomba, Australia as his team-mate – Will Power.

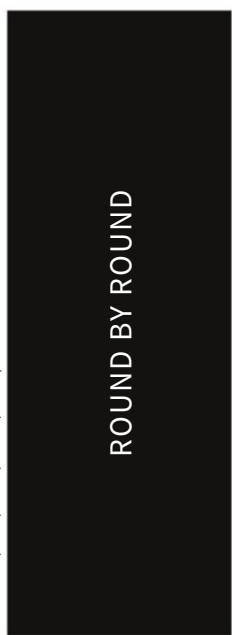
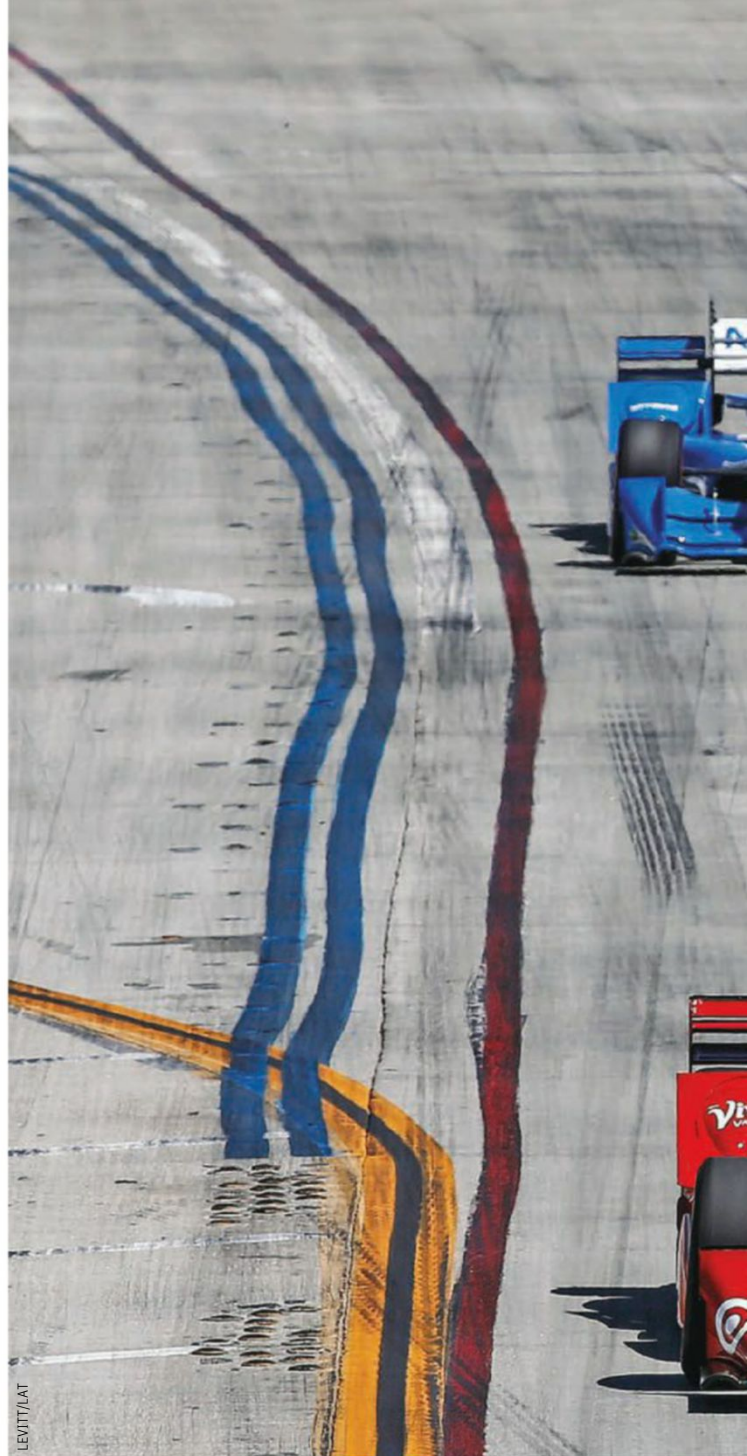
The two already knew each other.

“Who would have known we would be contending for the championship on the same team in IndyCar?” Pagenaud says. “I remember having dinner with him at Estoril back in Europe when we were both in Formula Renault 3.5 in 2005. Who would have known we would be fighting for a championship 11 years later? I respect him a lot as a driver and competitor. I think Will has matured a lot but has the same kind of humour.”

Pagenaud would have a solid rookie season in what turned out to be the final year of competition for the Champ Car Series. He finished eighth in the standings, including three fourth-place finishes, but during the off-season Champ Car folded, the team went out of business and did not move over to the unified IndyCar Series.

Without an IndyCar ride, Pagenaud turned to Gil de Ferran and joined his American Le Mans Series team driving the Acura LMP2 car. He then moved over to Highcroft Racing in 2010 and won the LMP1 title with David Brabham in the squad’s HPD. He was also a winning driver with Peugeot in Europe, taking two wins at Spa and one at Silverstone over the 2009-11 period, but his dream was to get an IndyCar ride.

Power helped convince Dennis Reinbold to give Pagenaud a chance when the team was looking to replace Ana Beatriz in 2011, and he drove in three races split between Dreyer & Reinbold Racing and HVM Racing. Those performances were enough to get a full-time ride with Schmidt-Hamilton Motorsports for 2012. He finished fifth in the standings that season and followed that with two wins and a third-place finish in the points in ’13. Two more victories followed in ’14 and a fifth in the standings with the medium-sized Schmidt-Hamilton convinced Team Penske to expand to four cars to >>



PICS: ABBOTT; COBB; GRADY; LePAGE; LEVITTI/LAT

St Petersburg

- 1 Montoya
- 2 Pagenaud
- 3 Hunter-Reay

After losing the 2015 title in a tiebreaker, Team Penske driver Montoya gave notice that he expected to win in 2016 by defeating team-mate Pagenaud by 2.3s. Missing was Power, who won the pole but suffered concussion-like symptoms in the wake of a crash.



Phoenix

- 1 Dixon
- 2 Pagenaud
- 3 Power

In the first IndyCar race at this short oval since 2005, Dixon blitzed the field, leading 155 of 250 laps. Pagenaud finished second again, and that was enough to give him a lead he would never relinquish in the standings. Power returned with a third-place finish.

Long Beach

- 1 Pagenaud
- 2 Dixon
- 3 Castroneves

Pagenaud scored a controversial victory when he was given a warning instead of a penalty for crossing the blend line exiting the pits. The move got him out ahead of a furious Dixon, and led to Pagenaud’s first win for Penske. The race ran without a single caution.



Barber

- 1 Pagenaud
- 2 Rahal
- 3 Newgarden

A ho-hum race ended up as a thriller thanks to a late charge from Rahal when he tracked down Pagenaud and passed him for the lead late on. The two cars made contact, but Pagenaud came back to knock Rahal out of the way four laps later and drive to the victory.

Indianapolis

- 1 Pagenaud
- 2 Castroneves
- 3 Hinchcliffe

Pagenaud scored his third win in a row by dominating the race around the Indy ‘roval’. He won on his final pitstop when he exited the pits with the lead, and beat Castroneves. Hinchcliffe was third on his return to the venue that nearly killed him 12 months earlier.





Dixon (left) was succeeded as champion by Pagnaud, via this contentious race back in April at Long Beach



Detroit 1

- 1 Bourdais
- 2 Daly
- 3 Montoya

After starting 13th, four-time Champ Car title winner Bourdais won by two seconds over rookie Daly. This was a race of various pit strategies, and once Bourdais was on the Firestone black tyres his car came to life. Montoya finished third, his best since the opener.



Indy 500

- 1 Rossi
- 2 Munoz
- 3 Newgarden

The 100th Indy 500 served up a dramatic finish as rookie Rossi stretched his final tank of fuel for an incredible 36 laps for his first IndyCar win. The 24-year-old coasted across the line to defeat the heartbroken Munoz, who'd had to pit with four laps remaining.



Detroit 2

- 1 Power
- 2 Pagnaud
- 3 Hunter-Reay

Power scored his first victory in more than a year when he overcame a penalty for blocking that forced him to start eighth after setting a record-setting lap in quali. He made a perfect race-winning pass on Pagnaud at Turn 3 with 18 laps to go. Hunter-Reay was a close third.

Road America

- 1 Power
- 2 Kanaan
- 3 Rahal

It was a grand return to Road America for the first IndyCar race since 2007, and a huge crowd watched Power claim his second straight win. He led most of the race from pole, but a late caution meant he had to use all his guile to fight off Kanaan during the closing laps.



Iowa

- 1 Newgarden
- 2 Power
- 3 Dixon

Ed Carpenter Racing youngster Newgarden took his only win of the season after leading 282 of the 300 laps on this banked short oval. He blew by polesitter Pagnaud on the opening lap and was never challenged after that. Power was second, 4.3s behind.

Toronto

- 1 Power
- 2 Castroneves
- 3 Hinchcliffe

Dixon appeared to be driving the perfect race until a caution foiled his ploy of being the last driver to pit. Power was called in just before the pits closed due to a crash, and held off Castroneves to win, while Dixon went from an apparent victory to fighting his way back to eighth place.





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accommodate him in '15. Pagnaud had become 'Penske material'.

At the time, he said his goals were to win races and a championship. "Those are decisions you have to make in your career and it was a decision that was right," Pagnaud says. "Team Penske was the best team there and it was my dream since I was a kid to drive for Roger Penske. And here I am."

But he admits he had to go through the bad times in order to prepare himself for the 2016 title shot. The '15 season was one of dramatic disappointment in which he claimed just one pole, didn't win a race and finished out of the top 10 in the points standings, far behind team-mates Power, Juan Pablo Montoya and Helio Castroneves.

Pagnaud huddled with his team manager, Kyle Moyer, and long-time engineer Ben Bretzman during the off-season to make sure 2016 would be a major turnaround. Sure enough, he burst out of the blocks – second in each of the first two races, he then won the next three to build what would prove to be an unassailable points lead.

"It was a lot of work in the winter trying to understand how we could make it better, with communication within the team and being open-minded," he says. "The beginning of the year was all about consistency. We went out there to try to make the car as good as possible and we ended up winning seven poles this year. It was a dream season where nothing could stop us."

Team-mate Power did his best to try to do just that, despite missing the first race of the season. During a six-race stretch in the summer Power won four races and finished second twice to come to within 20 points of Pagnaud's lead. But at Watkins Glen Power was knocked out of the race, and in the Sonoma finale his now-distant hopes faded completely



when an electronics failure in the clutch forced him into the pits for nine laps for repairs, while Pagnaud sailed to victory.

"It was important for me to show that pressure doesn't affect me," says 32-year-old Pagnaud. "That is one thing that has been my trademark but I don't think a lot of people have seen it. I wanted to make a statement that we've been strong all championship and this was going to be our day. No matter what, we were going to take our destiny in our own hands."

"I went out on the offensive side trying to drive the car as hard as I could and manage the tyres. It also meant if

Just in case there was any doubt that the new champ is French... Pagnaud celebrates Sonoma-style

I was away from everybody there would statistically be less of a chance for an incident. It was very exciting that we were able to do this.

"Will is a tremendous driver. I'm even more satisfied to win against him. I always thought he was the benchmark of speed, especially in the IndyCar Series. But even since we raced since 2005, he was [sometimes] faster than [runaway champion] Robert Kubica when we were racing World Series by Renault in Europe. Will is one of the most talented drivers I have seen. He's shown a lot of strength this year. Being able to come back like he did was incredible." >>



Pocono

- 1 Power
- 2 Aleshin
- 3 Hunter-Reay

Power's fourth victory of the year cut Pagnaud's points lead in a race that was rained out until the Monday. Aleshin led 87 laps but Power was able to take the lead and finish 1.1s ahead of him. Hunter-Reay had an outstanding race, but was hit by an electronics glitch while leading.



Mid-Ohio

- 1 Pagnaud
- 2 Power
- 3 Munoz

The top two drivers in the points banged wheels to decide this one as Pagnaud knocked Power out of the way to make the deciding pass at the final turn on the last restart, with 25 laps remaining. Daly was in the lead at that time but on a different strategy.



Watkins Glen

- 1 Dixon
- 2 Newgarden
- 3 Castroneves

The first IndyCar race here since 2010 brought a familiar finish as Dixon drove to his fourth victory at the track. It was a perfect weekend for Dixon, who claimed pole and led most of the race. The points battle took a dramatic turn when Kimball knocked Power into the barrier.



Texas

- 1 Rahal
- 2 Hinchcliffe
- 3 Kanaan

A race that had started 76 days earlier before it was rained off proved well worth the wait, providing the closest finish in TMS history. Rahal passed Hinchcliffe coming out of the fourth turn heading to the flag to win by 0.0080s. Pagnaud was fourth and Power eighth.



Sonoma

- 1 Pagnaud
- 2 Rahal
- 3 Montoya

Pagnaud won the pole, and led most of the laps in the race to defeat Rahal by over three seconds, and with it claimed the title. Even without Power suffering clutch dramas – prompting the only caution – there was little doubt over Pagnaud becoming champion.

ROUND BY ROUND

PICS: ABBOTT; FEISTMAN; LEVIT/LAT

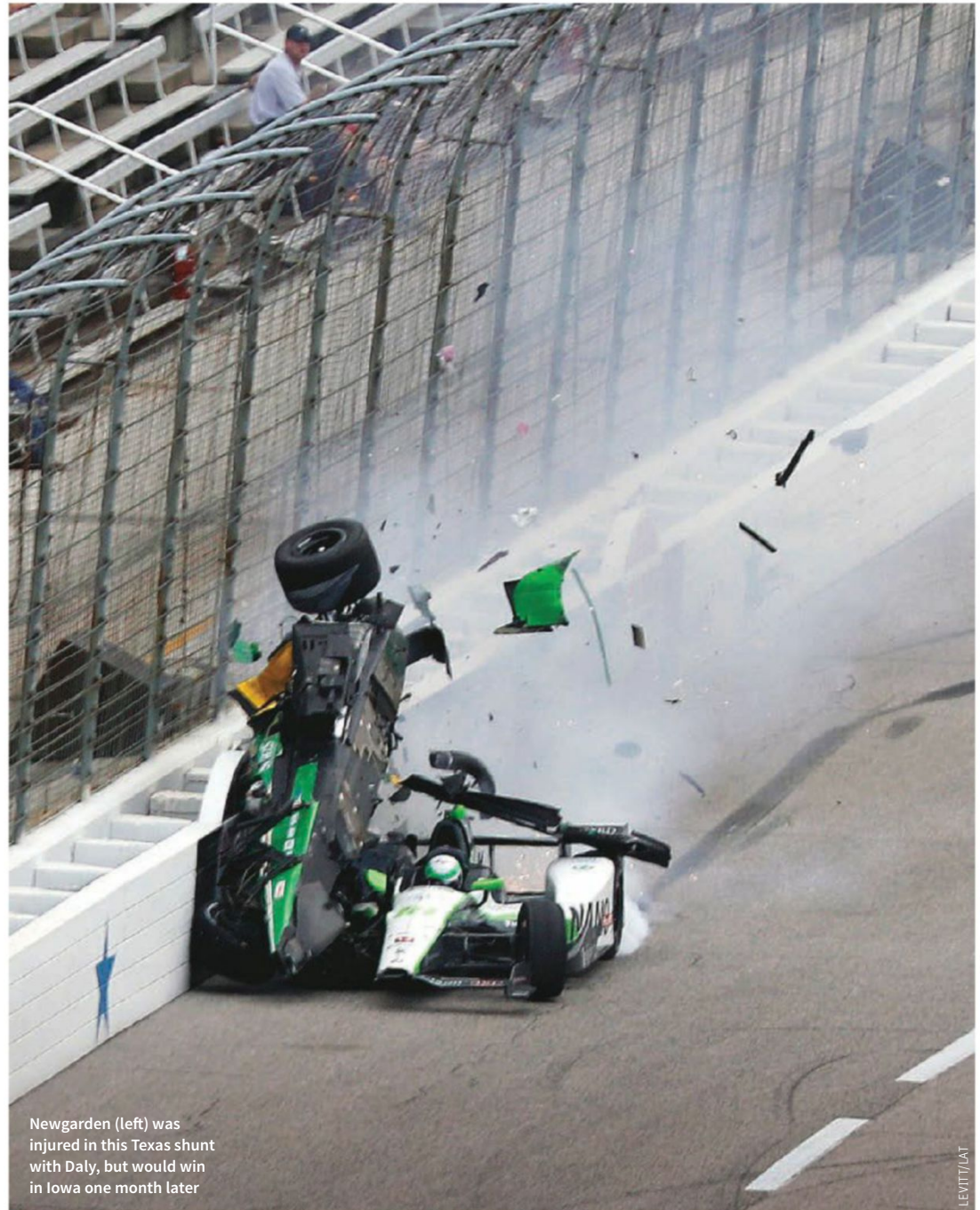
INDYCAR/SEASON REVIEW

The key part of Pagnaud's championship run was getting the most out of his race on days when he didn't have the car to win. "It was the tough times," he says. "Toronto didn't really go our way but we came back from 17th to finish ninth and drove through the pack on a track where it's difficult to pass. Watkins Glen was a very difficult weekend for me because I didn't have any pace on that track and struggled to get a grip on it. But I still managed to get a jump at the start to third and race up front all day. We increased our points gap in that race."

Pagnaud is a cerebral driver who has learned plenty during his career. "The mental side, to me, is 85% of the job," he says. "The physical aspect is easy to get so you can focus. And knowing what you need is key. I know I have a super team behind me. I can rely on everybody on a bad day and know that even when I'm not 100% they will give me a little bit more and we'll salvage a good day."

Penske legend and team advisor Rick Mears also tips his hat to Pagnaud. "Simon did a great job," says the four-time Indy 500 winner. "In 2015 he was much better than the numbers showed. He had bad luck here and there a few times and created some once or twice himself. But it was continuous learning and you could see it all coming together. This year they got to start over fresh and he was more relaxed. He was more comfortable and settled in with all of his guys and learned the way the team operates. I knew he would be strong from the word go."

Now the target is to try to repeat that in 2017, while also shooting for a first win in the Indy 500. But, just briefly, there's time to reflect on the many achievements of this year. "I just feel so blessed being a human that has been able to live his dream and get to this," he says. "This was my dream as a kid, so I'm very emotional inside." ❁



Newgarden (left) was injured in this Texas shunt with Daly, but would win in Iowa one month later

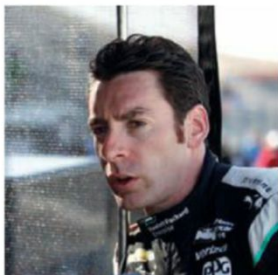
LEVITT/LAT

DRIVERS' CHAMPIONSHIP

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	PTS
1	Simon Pagnaud (F)	Team Penske	Dallara-Chevrolet	2	2	1	1	1	19	13	2	13	4	9	1	18	4	7	1	659
2	Will Power (AUS)	Team Penske	Dallara-Chevrolet	NS	3	7	4	19	10	20	1	1	2	1	2	1	8	20	20	532
3	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet	4	11	3	7	2	11	5	14	5	13	2	15	19	5	3	7	504
4	Josef Newgarden (USA)	Ed Carpenter Racing	Dallara-Chevrolet	22	6	10	3	21	3	14	4	8	1	22	10	4	22	2	6	502
5	Graham Rahal (USA)	Rahal Letterman Lanigan	Dallara-Honda	16	5	15	2	4	14	4	11	3	16	13	4	11	1	21	2	484
6	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Chevrolet	7	1	2	10	7	8	19	5	22	3	8	22	6	19	1	17	477
7	Tony Kanaan (BR)	Chip Ganassi Racing	Dallara-Chevrolet	9	4	6	8	25	4	9	7	2	7	4	12	9	3	19	13	461
8	Juan Pablo Montoya (CO)	Team Penske	Dallara-Chevrolet	1	9	4	5	8	33	3	20	7	20	20	11	8	9	13	3	433
9	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Chevrolet	10	12	11	9	5	5	8	16	6	10	11	8	15	6	6	9	433
10	Carlos Munoz (CO)	Andretti Autosport	Dallara-Honda	8	22	12	14	12	2	6	15	10	12	17	3	7	7	11	15	432

11Alexander Rossi (Andretti Herta Autosport Dallara-Honda) 430; **12**Ryan Hunter-Reay (Andretti Autosport Dallara-Honda) 428; **13**James Hinchcliff (Schmidt Peterson Motorsports Dallara-Honda) 416; **14**Sebastien Bourdais (KVSH Racing Dallara-Chevrolet) 404; **15**Mikhail Aleshin (Schmidt Peterson Motorsports Dallara-Honda) 347; **16**Marco Andretti (Andretti Autosport Dallara-Honda) 339; **17**Takuma Sato (AJ Foyt Enterprises Dallara-Honda) 320; **18**Conor Daly (Dale Coyne Racing Dallara-Honda) 313; **19**Max Chilton (Chip Ganassi Racing Dallara-Chevrolet) 267; **20**Jack Hawksworth (AJ Foyt Enterprises Dallara-Honda) 229.

AUTOSPORT'S TOP 10 DRIVERS



1 SIMON PAGENAUD

Pagenaud has the special combination of skill, aggression and intelligence to know when to risk it and when not to. That is why his decision to back off from a four-abreast battle in the closing laps in Texas rather than crash was a “points move”, according to his race strategist Kyle Moyer. It was a wise decision at the time and may have been one of the moves that won him the championship. He started the season strong and finished it even stronger. If there was one shortcoming, it was his performance in the big one, the Indy 500.



2 WILL POWER

Considering he gave the rest of the field a one-race head start when he was forced out of competing in the season opener, that he made it a close title race is a remarkable achievement for Power. What was most impressive about his season was his attitude. His demeanour was much more focused, no longer the ‘wild man’ we’ve seen in the past, and that played its part in his return to competitiveness in 2016. Rather than trying to get all those lost points from St Pete back at once, he took the attitude of getting them back a little at a time.



3 SCOTT DIXON

When it comes to true racing ability there is probably no one better than Scott Dixon. After all, he didn’t win the 2008 Indianapolis 500 and his four IndyCar title without a tremendous amount of racecraft and skill. The Chip Ganassi Racing warhorse is notoriously a slow starter to IndyCar seasons, so when he drove to victory in the second round at Phoenix it looked as though another title bid was on the cards. But bad luck dogged his campaign and the instance of him getting caught out of the pits while leading in Toronto was a microcosm of his season.



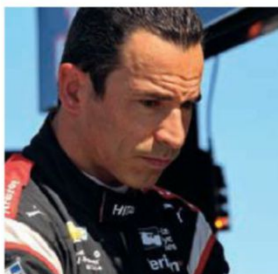
4 JOSEF NEWGARDEN

At 25 years old, Newgarden came of age with his best finish in the points yet with Ed Carpenter Racing. The ex-GP3 racer overcame a massive crash at Texas Motor Speedway in June that left him with a broken clavicle and a fractured right wrist. But the kid was tough and didn’t miss a race, finishing eighth just two weeks later at Road America and winning at Iowa Speedway a fortnight after that. Combined with his youth, that’s why he is one of the hottest properties in IndyCar, and why the Tennessee driver is tipped to be on his way to Penske to replace Montoya.



5 GRAHAM RAHAL

After his breakout title-challenging season in 2015, expectations were high for Rahal, who remained at his father’s Rahal Letterman Lanigan Racing team. Once again he finished as the top Honda-powered driver among the sea of Chevrolet teams, but his year was hampered by inconsistency and bad luck. Still, it’s the bravado that stands out for Rahal, highlighted by his getting physical with Pagenaud in the closing laps at Barber Motorsports Park, and his last-gasp win when he pipped Hinchcliffe to the flag in a dramatic race in Texas.



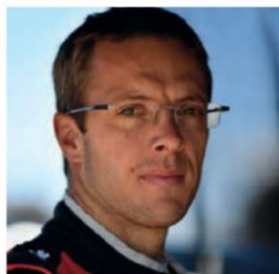
6 HELIO CASTRONEVES

The likeable 41-year-old Brazilian continues to show no signs of slowing down in the latter years of his career as he continues to search for his first IndyCar title. In his 17th season with Penske, Castroneves was able to parlay two poles and four podium finishes into third place in the championship. But on the downside he hasn’t actually won a race since Detroit in 2014. The veteran may not win as often as he used to, but Roger Penske refuses to turn him into an ‘Indy 500-only’ driver, and he remains competitive and a great asset to the team.



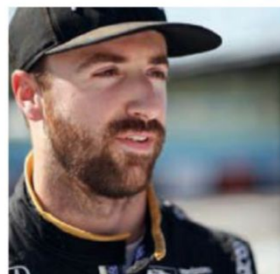
7 RYAN HUNTER-REAY

This was Hunter-Reay’s first season without a victory since 2009, but that doesn’t mean he didn’t have the speed to win two of the biggest races of the season. He led the Indy 500 for 52 laps before he was slammed into by Townsend Bell as they left the pits near the 300-mile mark, and lost two laps at Pocono when the electronics failed, cutting his engine, before storming back to third. The 2012 champion and his Andretti Autosport team-mates were plagued by mechanical-grip issues on the street and road courses during the season but were very fast on the ovals.



8 SEBASTIEN BOURDAIS

While his compatriot and former Peugeot LMP1 team-mate sped to the title, Bourdais had a downer of a season. But there is plenty of good racing left in him, and he showed as much when he took victory on the Saturday of the Detroit double-header. Bourdais still has a suitable combination of aggression and savvy to become a threat in most races, and led four events over the season with KVSH Racing, which he will likely leave for a return to Dale Coyne Racing in 2017 after asking Kevin Kalkhoven and Jimmy Vasser in vain over the season for a new contract.



9 JAMES HINCHCLIFFE

That the Canadian was back in a race car at all after he was nearly killed in a terrifying crash during practice for the 2015 Indy 500 was an accomplishment to be celebrated. And that 12 months later he returned to the Brickyard to finish third on the road course and then take an emotional pole for the Indy 500 in his Schmidt Peterson Motorsports car was one of the most poignant and emotional stories of the season. After this, he came heartbreakingly close to winning on the Texas oval, only to be pipped by Rahal by a few inches.



10 JUAN PABLO MONTOYA

Much more was expected from the popular Colombian. He lost the 2015 title to Dixon on a tiebreak of race wins, and bounced into the ‘16 season with a win in the opening round at St Petersburg. But then his season went into freefall, and Montoya dropped as low as 14th in points with one round to go before blasting back up to eighth with a third place in the double-points finale. While it appears he has fallen out of favour at Team Penske and will likely be racing elsewhere in 2017, he has told Autosport he will be racing IndyCars “harder than ever”.



Marquez 'back' on top

Honda's Marc Marquez moved another step closer to a third MotoGP title with a dominant Aragon Grand Prix performance

By Mitchell Adam, International Editor

[@DrMitchellAdam](#)

A lot has happened since Marc Marquez took the MotoGP championship lead by finishing second to Valentino Rossi at Barcelona in June. That was the second leg in what ended up as a run of eight different winners in as many races, a streak eventually broken by Marquez himself at Motorland Aragon last weekend. It included four first-time victors, and the end of winless runs for Ducati and Suzuki, as reigning champion Jorge

Lorenzo fell into a puzzling slump. And, as if by stealth, the ultra-consistent Marquez built his championship lead from 10 points after seven races to a commanding 43 after 13.

But one thing that was missing was a blistering performance from Marquez, as he raced towards a likely third title. Sure, he won at the Sachsenring, but that victory in wet-dry conditions was more through cunning, nailing the tyre strategy and then taking full advantage of it.

So by the time the field headed to Aragon for the 14th round of the season, Marquez had only won three races – the other two coming early in the season in Argentina and the United States. The

Until this weekend Marquez hadn't delivered great spectacle relative to previous seasons

'only' comes in contrast to his first three seasons in MotoGP. He'd won five races by this point as a rookie in 2013, the first 10 a season later, and four last year when he didn't win the title.

Talk was more about how Marquez's new-found, conservative mental approach was paying off than about how fast he was on any given occasion. He even said before the Aragon weekend that he'd be happy not to win another race all year, if he still claimed the title.

As it was, that notion was short-lived. Marquez had not visited a podium in the previous four races, finishing behind Rossi each time to encourage those hoping for a title showdown.



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Honda dominated the weekend nearly from the outset, but Marquez's Saturday turned heads. He was fastest in the morning's first session despite a crash, and then in the fourth practice session – just before qualifying and considered the weekend's best form guide – he was quickest by 0.746 seconds.

Then in qualifying, he was 1.5s clear after the first flying laps. Others got closer and Marquez did not improve, but he was still on pole for the fourth year in a row in Aragon – by MotoGP's biggest margin in a dry qualifying session for more than two years, 0.631s.

After qualifying, Rossi said what everybody was thinking, that Marquez would be “very, very difficult” to beat. Marquez tried to combat ‘favourite’ talk by citing the recent run of unpredictable races, and suggesting that conditions could be different on Sunday.

But the only thing that could stop Marquez, it seemed, was himself. And it nearly did. On the third lap he all but lost the front end at Turn 7, dropping to fifth.

“I was already on the floor – I don't know how I saved the crash,” Marquez

said of the latest addition to his ‘miraculous-save’ collection. “After that I said ‘OK, quiet, step by step again.’”

At the front, Suzuki's Maverick Vinales led Lorenzo and Rossi, but the latter pair soon swapped positions in circumstances far more civilised than their Misano exchange of the lead. By the time Rossi caught and passed Vinales on lap nine, Marquez was back up to third. And it looked like one of those days he wanted to fight for the win, rather than just settle for a result.

A Vinales mistake on the following lap gifted Marquez second, and he wasted little time chasing down his arch rival. Rossi's lead of six tenths was quickly gone, and on lap 12 of 23 Marquez annexed the lead at his favourite overtaking location, Turn 15.

Rossi hung on bravely but, after edging away gradually by a couple of tenths a lap, Marquez dropped the fastest lap of the race on the 15th tour. His 1m48.694s was nearly a second faster than the Italian could manage at that stage.

Having broken this resistance, the race was Marquez's. There was no repeat >>



KTM is also moving up to Moto2 next year

BINDER SECURES MOTO3 CROWN

FOR THE FIRST TIME SINCE 1980, and just the third time ever, South Africa has a motorcycle grand prix world champion, after Brad Binder secured the Moto3 title at Motorland Aragon.

Binder did not win a race in his first four seasons in Moto3, but has been the dominant force in 2016. His first victory came at Jerez and from the rear of the grid, penalised for running an unhomologated ECU in his KTM in qualifying.

That was followed by victories at Le Mans, Mugello, Silverstone and Misano, and he headed to Aragon 106 points clear of Enea Bastianini and 111 ahead of Jorge Navarro.

With four races to go after Aragon, beating or even finishing with them would have been enough for Binder to seal the title. The 21-year-old was caught out by traffic and qualified seventh, but settled into the lead pack, which became a four-rider breakaway of Binder, Bastianini, Navarro and Fabio Di Giannantonio.

Binder hit the front on several occasions, including with a bold, fourth-to-first move into the final corner with four laps to go. But it was Bastianini ahead at the start of the final lap, as Binder moved up to second at the first corner, only to drop back to fourth.

Finishing there would have kept the title alive, but Binder got back into third, and then slipstreamed his way down the back straight and into the lead in the final braking zone.

But he overshot the corner slightly and ran wide, letting Navarro slip through to take his second win of the campaign. Second place and just 0.030 seconds behind, though, was good enough for Binder to wrap it up. Bastianini grabbed the final podium position.

The last South African to win a world title was Jon Ekerold in the 350cc class in 1980. Binder will move up to Moto2 next year with KTM.



of the early error and he duly went on to take his first win on home soil since the 2014 finale at Valencia by the best part of three seconds.

“I gained positions, time against Valentino, and when I caught him I relaxed for one lap, then I overtook him and I attacked to open a gap,” he said. “It was enough to win the race.

“It was important, this victory. Since Germany [in July] – or since Austin in a dry race – we could not win again. And it was important because Valentino was catching me step by step, and it was important to stop that. If not, his mentality is going up, up, up, and we would start to have some doubts. But here I felt good again on the bike. I was waiting for this race; on the calendar there was a red point here to attack for a win, and everything went to plan.”

Rossi eventually fell back into the clutches of Lorenzo, and a battle between the Yamaha team-mates that would settle the order of the podium. In contrast to the year’s first two races in Spain, Lorenzo had the better of his team-mate in hot conditions.

Lorenzo got past with five laps remaining but Rossi somehow still had enough to stay in touch, threatening to launch a bold attack amid the animosity that lingers after the Misano incident. That came two laps from home, at Turn 12, but Rossi overshot the corner, sailing past Lorenzo down the inside and off the track, regrouping in third.

“From behind I could stay with him, and I wanted to try to make the fight on the last lap but unfortunately in T12 I did a mistake in braking,” Rossi said. “I braked, it was a little bit too fast and it was too dangerous, and I decided to cut the corner and go wide.”

Expecting the fight to go down to the final corner, Lorenzo admitted he was “lucky” Rossi made his mistake, which gave him a smooth run to second. It was the first time he has finished in the top two since he won at Mugello in May, and the reigning champion credited it to crashing in the morning warm-up, which



prompted him to make a late switch to the hardest rear tyre.

After beating the Yamahas, Marquez now leads the championship by 52 points over Rossi and 66 over Lorenzo, with a maximum of 100 up for grabs in the final four grands prix. But he dismissed the notion that he could seal it at Motegi next month, the start of a flyway triple-header.

“No, in Japan I will not win the championship,” he said. “I would like to because it’s Honda’s home circuit, but I don’t think so. We must wait, we need to be patient. We cannot make any mistakes. We know that Japan will be one circuit where maybe we will struggle more, but we will arrive on other tracks that will be better for us.

“It’s a nice advantage, but like we saw today it’s important to concentrate, because to crash is really easy.”

Vinales pounced on the lead on the opening lap when Marquez mugged Lorenzo for the first of two occasions – after the second at Turn 15, Marquez issued an ‘excuse-me’ hand gesture – and ultimately finished fourth. On paper

Rossi shadowed the leading group until he made his move

perhaps a disappointing result, but he regrouped well from an initial off just after losing the lead to Rossi.

It represented another key step for Suzuki in warm conditions, in which it has struggled to maintain rear grip, halving his deficit to the winner from the preceding Misano race to eight seconds.

LCR Honda’s Cal Crutchlow was frustrated by a crash in qualifying that he felt cost him an easy front-row starting position and a shot at the podium. Dropping from fifth to eighth on the first lap didn’t help, but he was quick and consistent thereafter to get back to fifth.

That was one spot ahead of Marquez’s factory team-mate Dani Pedrosa, who saw off a challenge from Aleix Espargaro on the second Suzuki.

Aprilia continues to make progress with the RS-GP, its first proper MotoGP bike, and Alvaro Bautista and Stefan Bradl finished ninth and 10th, behind Tech3 Yamaha’s Pol Espargaro.

In a rare outcome, Aprilia was the best of the two Italian makes, since Ducati endured a disastrous weekend. Andrea Iannone didn’t make it past first practice owing to the fractured vertebra he sustained at Misano, and was replaced by tester Michele Pirro. Andrea Dovizioso qualified fourth, but plummeted to finish a distant 11th. Dovizioso was perplexed in getting the Desmosedici to work with Michelin tyres, having spent the race on a “front [that] didn’t work like on Saturday”; then picking up a vibration.

That was probably better than the Pramac Ducati satellite outfit. Danilo Petrucci took a knock on the head on Saturday morning, and then collected team-mate Scott Redding at Turn 12 on the first lap of the race. Redding was livid, saying he had “lost respect for him”.

At the other end of the order, if anybody was not respecting or appreciating Marquez’s run to the title, his performance in Aragon gave them one more reason to change their mind. ❄



Rossi attacked, but Lorenzo got the better of him in the end



Crutchlow raced to fifth after crashing in qualifying

RESULTS ROUND 14/18, MOTORLAND ARAGON (E), SEPTEMBER 25 (23 LAPS – 72.572 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (E)	Honda	41m57.678s
2	Jorge Lorenzo (E)	Yamaha	+2.740s
3	Valentino Rossi (I)	Yamaha	+5.983s
4	Maverick Vinales (E)	Suzuki	+8.238s
5	Cal Crutchlow (GB)	LCR Honda	+13.221s
6	Dani Pedrosa (E)	Honda	+17.072s
7	Alex Espargaro (E)	Suzuki	+18.522s
8	Pol Espargaro (E)	Tech3 Yamaha	+19.432s
9	Alvaro Bautista (E)	Aprilia	+23.071s
10	Stefan Bradl (D)	Aprilia	+27.898s
11	Andrea Dovizioso (I)	Ducati	+32.448s
12	Michele Pirro (I)	Ducati	+35.033s
13	Hector Barbera (E)	Avintia Ducati	+36.224s
14	Eugene Laverty (IRL)	Pull & Bear Aspar Team	+37.621s
15	Nicky Hayden (USA)	Marc VDS Honda	+40.509s
16	Yonny Hernandez (CO)	Pull & Bear Aspar Team	+43.906s
17	Danilo Petrucci (I)	Pramac Ducati	+56.740s
18	Loris Baz (F)	Avintia Ducati	+59.681s
19	Scott Redding (GB)	Pramac Ducati	+1m34.126s
R	Tito Rabat (E)	Marc VDS Honda	16 laps-accident
NS	Alex Lowes (GB)	Tech3 Yamaha	injury
NS	Andrea Iannone (I)	Ducati	injury



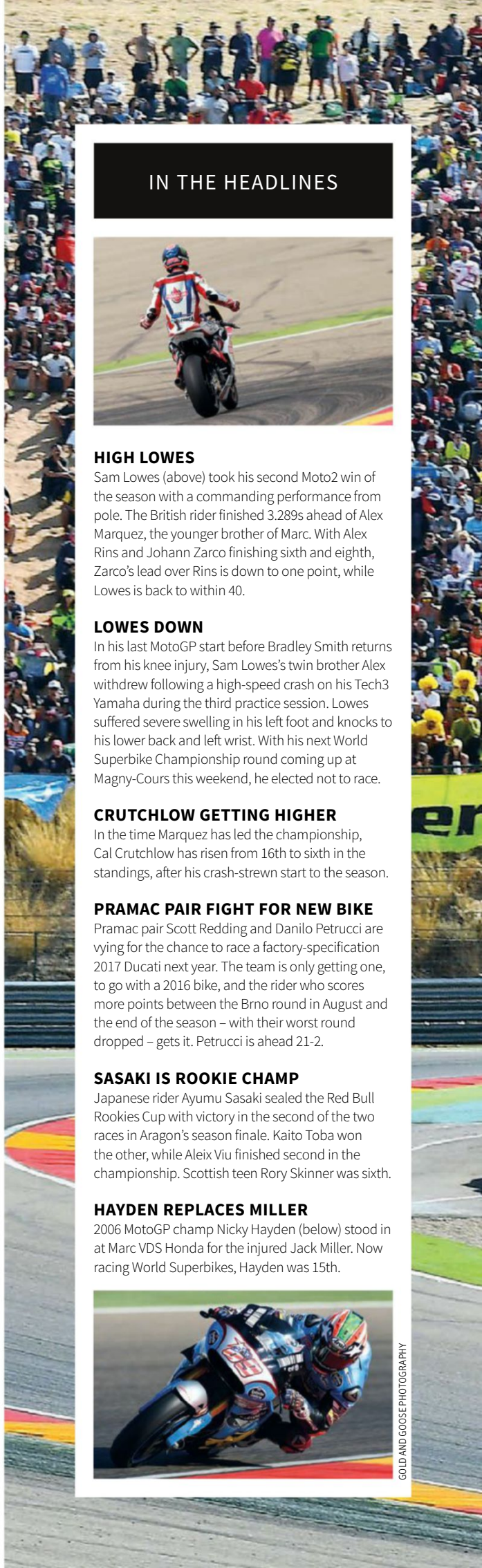
Winner's average speed 103.770mph. **Fastest lap** Marquez 1m48.694s, 104.505mph.

Qualifying 2 1 Marquez 1m47.117s; 2 Vinales 1m47.748s; 3 Lorenzo 1m47.778s; 4 Dovizioso 1m47.819s; 5 Crutchlow 1m47.843s; 6 Rossi 1m47.951s; 7 Pedrosa 1m48.017s; 8 A Espargaro 1m48.230s; 9 Petrucci 1m48.236s; 10 Redding 1m48.242s; 11 P Espargaro 1m48.448s; 12 Bradl 1m49.083s.

Qualifying 1 1 Petrucci 1m48.596s; 2 Bradl 1m48.622s; 3 Barbera 1m48.699s; 4 Bautista 1m48.904s; 5 Hernandez 1m48.954s; 6 Laverty 1m49.052s; 7 Pirro 1m49.139s; 8 Rabat 1m49.319s; 9 Hayden 1m49.490s; 10 Baz 1m49.841s.

Riders' Championship 1 Marquez 248; 2 Rossi 196; 3 Lorenzo 182; 4 Pedrosa 155; 5 Vinales 149; 6 Crutchlow 105; 7 Dovizioso 104; 8 Iannone 96; 9 P Espargaro 96; 10 Barbera 84; 11 Laverty 71; 12 A Espargaro 69; 13 Redding 55; 14 Bautista 54; 15 Petrucci 50; 16 Bradl 49; 17 Miller 42; 18 Smith 42; 19 Pirro 36; 20 Rabat 27; 21 Baz 24; 22 Hernandez 13; 23 Lowes 3; 24 Hayden 1.

Manufacturers' Championship 1 Honda 291; 2 Yamaha 278; 3 Ducati 187; 4 Suzuki 155; 5 Aprilia 72.



IN THE HEADLINES



HIGH LOWES
Sam Lowes (above) took his second Moto2 win of the season with a commanding performance from pole. The British rider finished 3.289s ahead of Alex Marquez, the younger brother of Marc. With Alex Rins and Johann Zarco finishing sixth and eighth, Zarco's lead over Rins is down to one point, while Lowes is back to within 40.

LOWES DOWN
In his last MotoGP start before Bradley Smith returns from his knee injury, Sam Lowes's twin brother Alex withdrew following a high-speed crash on his Tech3 Yamaha during the third practice session. Lowes suffered severe swelling in his left foot and knocks to his lower back and left wrist. With his next World Superbike Championship round coming up at Magny-Cours this weekend, he elected not to race.

CRUTCHLOW GETTING HIGHER
In the time Marquez has led the championship, Cal Crutchlow has risen from 16th to sixth in the standings, after his crash-strewn start to the season.

PRAMAC PAIR FIGHT FOR NEW BIKE
Pramac pair Scott Redding and Danilo Petrucci are vying for the chance to race a factory-specification 2017 Ducati next year. The team is only getting one, to go with a 2016 bike, and the rider who scores more points between the Brno round in August and the end of the season – with their worst round dropped – gets it. Petrucci is ahead 21-2.

SASAKI IS ROOKIE CHAMP
Japanese rider Ayumu Sasaki sealed the Red Bull Rookies Cup with victory in the second of the two races in Aragon's season finale. Kaito Toba won the other, while Aleix Viu finished second in the championship. Scottish teen Rory Skinner was sixth.

HAYDEN REPLACES MILLER
2006 MotoGP champ Nicky Hayden (below) stood in at Marc VDS Honda for the injured Jack Miller. Now racing World Superbikes, Hayden was 15th.



GOLD AND GOOSE PHOTOGRAPHY



Ekstrom makes his escape from Mortara as Green and Wittmann shoulder each other

Ekstrom free as title

DTM
HUNGARORING (H)
SEPTEMBER 24-25
ROUND 8/9

MATTIAS EKSTROM'S FIRST DTM WIN FOR over a year, coming as it did just days after he'd announced that he would skip the season finale to prioritise his World Rallycross title bid, should have stolen the headlines at the Hungaroring.

But instead it was a startline clash between the two main championship protagonists – BMW star Marco Wittmann and Audi ace Edoardo Mortara – and Wittmann's post-race exclusion that left the biggest mark in Hungary.

Mortara had dominated on Saturday, claiming pole position and leading all the way in his Abt Sportline-run RS5. With the Audis (which started the race heavier than the BMWs but 15kg lighter than the Mercedes octet) stealing the show, Wittmann could only manage seventh as his advantage was slashed to 14 points.

Momentum was undeniably with Audi and Mortara, so it was little surprise a day later when the Italian romped to his second pole of the weekend. But Wittmann did record a stunning lap to claim third, breaking up the Audi pack that had proved so impenetrable on the Saturday.

Mortara had every reason still to be confident, having been the form man all weekend, but

instead gave off the aura of an anxious man before the race-two start.

"I'm not [relaxed]; I'm really not," he said. "I cannot wait for the race to be finished. We did the first part well, now we've got to make this one count."

But he didn't. An aborted first attempt at the start, thanks to Robert Wickens lining up out of position, doubtless didn't help, and when the race did start Mortara spun his wheels, allowing Abt Audi team-mate Ekstrom into the lead and Wittmann to make a challenge for second.

Eager to keep his rival behind, Mortara crept left and forced Wittmann onto the grass, but could not stop the BMW from edging ahead. As Wittmann attempted to move back onto the track, Mortara became boxed in between the BMW and fellow Audi man Jamie Green – the Brit also with an outside shot at the title.

Whack. Wittmann was turned across the front of Mortara's car and into the side of Green as the trio got together, before he continued forward. Mortara briefly recovered to second, but soon slid down the order after picking up a puncture.

He headed for the pits at the end of the lap (followed by Green) before returning to the track, but hobbled round in 21st and pulled in to retire his RS5 three laps from home.

Having held his rival up as he limped back to the pits, Mortara had at least laid any chance of

AT A GLANCE

RACE 1

- 1 Mortara Audi
- 2 Green Audi
- 3 Molina Audi

RACE 2

- 1 Ekstrom Audi
- 2 Tambay Audi
- 3 da Costa BMW

➔ P53 RESULTS



Sekiguchi now leads Super Formula points

ISHIHARA/LAT

Sekiguchi superb at Sugo

SUPER FORMULA
SUGO (J)
SEPTEMBER 25
ROUND 6/7

STAR SUPER FORMULA ROOKIE YUHI Sekiguchi moved back into the series lead with one round remaining after a superb performance in his Team Impul Dallara-Toyota to take his second win of the season.

Sekiguchi got away well from pole, while Kazuki Nakajima made his customary great start to move from third to second. But Nakajima's TOM'S car lost third gear on lap five, dropping him to sixth position, although he continued in the race.

That moved Honda men Tomoki Nojiri (Dandelion Racing) and Nakajima's younger brother Daisuke (Nakajima Racing) up to second and third, but the complexion of the race changed when Sekiguchi's team-mate Joao Paulo de Oliveira spun off, causing a safety car.

Nakajima Jr had already made his pitstop, and now others dived in. Not Sekiguchi though. He stayed out and proceeded to put in an amazing drive, extending a gap of over 35 seconds. He then made a fuel-only stop with 13 laps to go and rejoined 5s in front of Nakajima Jr, pulling away to win by 14.3s.

Nojiri completed the podium trio, while Nakajima Sr coped with his problem to take fourth ahead of team-mate Andre Lotterer. Stoffel Vandoorne completed the top six, three places behind team-mate Nojiri.

JIRO TAKAHASHI

RESULTS

- 1 Yuhi Sekiguchi (Dallara-Toyota)** 68 laps in 1h22m26.480s;
2 Daisuke Nakajima (D-Honda) +14.278s; 3 Tomoki Nojiri (D-H); 4 Kazuki Nakajima (D-T); 5 Andre Lotterer (D-T); 6 Stoffel Vandoorne (D-H); 7 Takashi Kogure (D-H); 8 James Rossiter (D-T); 9 Bertrand Baguette (D-H); 10 Will Buller (D-T).
Points 1 Sekiguchi 28; 2 Yuji Kunimoto 23.5; 3 Lotterer 22; 4 K Nakajima 20; 5 Hiroaki Ishiura 19; 6 Vandoorne 19.

rivals clash

a Wittmann podium pretty much to rest. But with a train of five more Bimmers behind him, it didn't look as though Wittmann was at risk of losing any places either.

Sure enough, 2014 champion Wittmann brought his Team RMG M4 home in a comfortable fourth, some way behind the dominant Ekstrom. After a clear run into Turn 1, the Swede had it all his own way from there as he eased to victory. The two-time champion was backed up by Audi Team Rosberg's Adrien Tambay, while Mercedes' Dani Juncadella crossed the line in third having dodged the first-lap chaos from 11th on the grid.

But then came the twist in the tale. Four hours after the race finish, Wittmann was excluded after a check by the technical delegate found the thickness of the skid pads on his M4 to be "insufficient" in line with the regulations.

His exclusion instead brought the gap between Wittmann and Mortara back to 14 points with only the Hockenheim finale to run and also brought Green back into title contention, despite the Team Rosberg man's retirement after sustaining damage in the startline clash.

Juncadella's C63 fell afoul of the same offence as Wittmann, and that meant that the Spaniard was cruelly stripped of a first podium in the series, with BMW's Antonio Felix da Costa instead inheriting third in the final classification.

Harvick digs deep for win

NASCAR SPRINT CUP
NEW HAMPSHIRE MOTOR SPEEDWAY (USA)
SEPTEMBER 25
ROUND 28/36

KEVIN HARVICK HAD TO DELIVER A BIG performance to ensure he moved out of the bottom four in the Chase standings, but very few expected victory from starting 19th.

Harvick's Stewart-Haas Chevrolet crew delivered efficient pitstops while the number of caution flags allowed him to use his aggressive style. After clearing Martin Truex Jr, he passed Matt Kenseth — who had won three of the previous four races in New Hampshire — with five laps left to advance to the 'Round of 12'.



Harvick is through to the next phase

WHITTON/LAT

It was a missed opportunity for Kenseth, who led the race for 105 laps, while reigning champion Kyle Busch used an extra stop to great effect as he charged through to third.

Brad Keselowski and Kurt Busch demonstrated the maturity befitting past NASCAR champions, pitting at the right times to finish fourth and fifth respectively, while Carl Edwards failed to convert pole into victory again after a penalty for crossing the white line when entering pit road.

The Furniture Row crew of Truex was left to rue changing only two tyres in the middle stint and Truex, who led 141 laps, consistently lost position using the inside line on restarts. But as the winner last time out he is already through to the next phase anyway.

RESULTS

- 1 Kevin Harvick (Chevrolet SS)** 300 laps in 2h54m15s;
2 Matt Kenseth (Toyota Camry) +0.442s; 3 Kyle Busch (Toyota); 4 Brad Keselowski (Ford Fusion); 5 Kurt Busch (Chevy); 6 Carl Edwards (Toyota); 7 Martin Truex Jr (Toyota); 8 Jimmie Johnson (Chevy); 9 Kasey Kahne (Chevy); 10 Kyle Larson (Chevy). **Round of 16 1 Truex 1 win/2086 points;** 2 Harvick 1/2071; 3 Keselowski 2087; 4 Kyle Busch 2085; 5 Kenseth 2078; 6 Joey Logano 2073; 7 Denny Hamlin 2071; 8 Johnson 2070; 9 Edwards 2068; 10 Chase Elliott 2068; 11 Kurt Busch 2067; 12 Larson 2057; 13 Jamie McMurray 2052; 14 Austin Dillon 2052; 15 Tony Stewart 2046; 16 Chris Buescher 2027.

Bjork wins a bruiser for Volvo



Bjork gets to the line in front of Michelisz

WORLD TOURING CAR CHAMPIONSHIP
SHANGHAI (PRC)
SEPTEMBER 25
ROUND 10/12

THERE WAS SOMETHING MISSING from Polestar's first full campaign in the World Touring Car Championship before the series' visit to China.

Sure, the Volvo team had a brace of fourth places to its name. Progress had been made throughout the season too. But an elusive podium had never really been within grasp. Things started promisingly at Shanghai, with Thed Bjork and the returning Fredrik Ekblom topping a practice session apiece – although Volvo has tended to show its pace early on in race weekends, so that was nothing particularly eye catching.

Still, the team and its drivers appeared on good form. Without an event in Sweden, the China round served as a surrogate home round, with Volvo's parent group Geely based the short (in terms of China, anyway) 110-mile drive away in Hangzhou. The Shanghai International Circuit was also the scene of Bjork's first appearance in the WTCC

with Polestar in 2013 – and, almost three years later, he sealed a famous first win for the team in the opening race.

Bjork started the reversed-grid affair in sixth but jumped team-mate Ekblom at the start and, after a near-lap-long tussle, barged past polesitter John Filippi's Chevrolet for fourth.

A safety car neutralised the field two laps later when Filippi, who had dropped further back, stopped on track with a crumpled left-front suspension after being squeezed between Ekblom and Jose Maria Lopez at Turn 1. Bjork stalked Tom Chilton's Sebastien Loeb Racing Citroen and the Lada of Gabriele Tarquini on the restart, but was saved any hard work when the pair collided on the exit of the Turn 12 hairpin after Chilton had run wide, forcing both back to the pits.

Race leader Norbert Michelisz had been allowed to escape after breaking Chilton's tow, but once promoted to second Bjork unleashed the pace of the ballast-free S60 Polestar and wiped out the three-second difference between the pair to catch the Hungarian Honda driver.

Michelisz put up a robust defence – he was shown a black-and-white flag for

driving standards after touching Bjork in the braking zone at the end of the back straight – but looked to have the measure of the Volvo. But on the last lap Bjork got a fantastic run onto the back straight and drafted past the Civic, tagging and removing its rear bumper in the process, before moving across to the inside to block off Michelisz's line. The pair again made contact exiting the hairpin, which appeared to knock Bjork's already protruding left-rear toe even further in, but the Swede held firm – and escaped a subsequent investigation for contact with a reprimand – to crab across the line for a memorable win.

Michelisz finished on the bumper of the Volvo, having been denied a second opening-race win in as many events, while Yvan Muller, the man in the headlines in China after announcing his retirement from the WTCC at the end of the season (see p30), grabbed third in his Citroen C-Elysee.

The main race failed to live up to the earlier spectacle, with Citroen's Jose Maria Lopez – now confirmed as champion – sweeping to an eighth win of the season. Hopes of a similar battle for victory rested largely on the start but, with Lada's Nicky Catsburg dropping back to fourth from the outside of the front row, Lopez was allowed a clear run to the first corner and shot off into the distance, winning by 11s from team-mate Muller.

On the weekend that Citroen wrapped up its third successive manufacturers' crown, it was fitting that it captured its first 1-2-3 of the season. That was sealed by satellite Sebastien Loeb Racing driver Mehdi Bannani, who with third secured the 2016 Independents' title.

JACK COZENS

AT A GLANCE

RACE 1

- 1 Bjork Volvo
- 2 Michelisz Honda
- 3 Muller Citroen

RACE 2

- 1 Lopez Citroen
- 2 Muller Citroen
- 3 Bannani Citroen

➔ **P53 FULL RESULTS**



Champion Lopez led a Citroen 1-2-3



Yamashita had the measure of Mardenborough

Mardenborough denied title

JAPANESE FORMULA 3
SUGO (J)
SEPTEMBER 24-25
ROUND 8/8

KENTA YAMASHITA WAS UNSTOPPABLE IN the season-closing triple-header to snatch the title from the grasp of Jann Mardenborough.

TOM'S-run Toyota protege Yamashita — series runner-up in 2014 and '15 — topped both qualifying sessions. Mardenborough, who led the points coming into the finale, ran third in the first race behind the sister B-Max Dallara-Volkswagen of Nissan stablemate Katsumasa Chiyo until Chiyo crashed, causing a safety car that wiped out Yamashita's large advantage. The second TOM'S car of Sho Tsuboi charged through to grab third from Tadasuke Makino on the run to the line.

Mardenborough jumped front-row man Tsuboi

in race two but once again had to chase Yamashita, who took a one-point lead into the final race.

Yamashita made no mistakes in this one, while Welshman Mardenborough had to turn his attentions to fending off an attack from Tsuboi.

JIRO TAKAHASHI

RESULTS

Race 1 1 Kenta Yamashita (Dallara-Toyota F312) 25 laps in 34m29.508s; 2 Jann Mardenborough (Dallara-Volkswagen F314) +1.594s; 3 Sho Tsuboi (D-Toyota F314); 4 Tadasuke Makino (D-Toda F316); 5 Keishi Ishikawa (Dallara-Toda F316); 6 Hiroki Ohtsu (D-Mugen Honda F312). **Race 2 1 Yamashita** 18 laps in 22m34.066s; 2 Mardenborough +1.019s; 3 Tsuboi; 4 Ishikawa; 5 Sena Sakaguchi (D-MH F312); 6 Hong Li Ye (Dallara-VW F315). **Race 3 1 Yamashita** 18 laps in 26m34.338s; 2 Mardenborough +2.943s; 3 Tsuboi; 4 Ishikawa; 5 Sakaguchi; 6 Ohtsu. **Points 1 Yamashita 113**; 2 Mardenborough 110; 3 Tsuboi 87; 4 Mitsunori Takaboshi 42; 5 Makino 41; 6 Katsumasa Chiyo 34.

Norris champ, Boccolacci wins

FORMULA RENAULT EURO CUP
SPA (B)
SEPTEMBER 24-25
ROUND 6/7

LANDO NORRIS TOOK HIS THIRD SINGLE-seater title of the past 12 months by adding the Formula Renault Eurocup crown to his 2015 MSA Formula and 2016 Toyota Racing Series honours.

Sixteen-year-old Norris — who also stands on the brink of winning the secondary FRenault NEC series this coming weekend — took pole for race one in his Josef Kaufmann Racing car but lost the lead at the start to chief title rival Max Defourny. But the Belgian was deemed to have jumped the start, and the subsequent drivethrough penalty dropped him outside the points.

Tech 1 Racing pair Hugo de Sadeleer and Dorian Boccolacci moved into first and second, and the

Swiss held on for his first FRenault 2.0 victory, while Norris finished third.

Having complained of neck pain, Norris qualified an uncharacteristic sixth for race two, but was presented with a chance to seal the championship when polesitter Defourny broke part of his wing as he tried to keep his car up the inside of de Sadeleer through the second part of Les Combes on the opening lap.

Defourny fell down the order thereafter before a second bit of contact — this time with Gabriel Aubry — forced him to head for the pits.

Safe in the knowledge that sixth or higher would guarantee him the title, Norris nevertheless picked his way through the pack and snuck past de Sadeleer on the penultimate lap to clinch second, following Boccolacci across the line to confirm his coronation.

Boccolacci's strong weekend allowed him to assume second in the points standings in Norris's wake, leapfrogging Defourny and AVF's Harrison Scott. Scott fell out of title contention with troubles in race one before finishing fifth on Sunday.

RESULTS

Race 1 1 Hugo de Sadeleer 12 laps in 27m57.292s; 2 Dorian Boccolacci +1.417s; 3 Lando Norris; 4 Sacha Fenestraz; 5 James Allen; 6 Gabriel Aubry. **Race 2 1 Boccolacci** 12 laps in 27m48.737s; 2 Norris +0.644s; 3 de Sadeleer; 4 Fenestraz; 5 Harrison Scott; 6 Julien Falchero. **Points 1 Norris 235**; 2 Boccolacci 176; 3 Max Defourny 163.5; 4 Scott 158; 5 Fenestraz 86.5; 6 de Sadeleer 65.



Boccolacci leads Norris and de Sadeleer

IN BRIEF

BRAZILIAN V8 STOCK CARS

A colossal battle at Londrina between the Cimed Racing Peugeot 408 of Felipe Fraga and the RC Chevrolet Cruze of Max Wilson ended with three laps to go when a puncture sidelined Wilson. That moved local hero Valdeno Brito up to second at the flag ahead of Ricardo Mauricio. A magnificent strategy gave Rubens Barrichello an unforeseen win in the reversed-grid race two. Unhappy with his car, Barrichello saved fuel and tyres to stay out of the pits all day (you can make your stop in either race), crossing the line 1.8s ahead of Atila Abreu and Vitor Genz.

ARGENTINIAN SUPER TC2000

Fiat's Bernardo Llaver claimed his second win of the year after leading most of the way at La Pampa. Llaver emerged from an early battle with team-mate Jose Manuel Urcera, who was later demoted to third by the Toyota of Esteban Guerrieri. But the stewards considered Guerrieri's tactics a touch too robust in overtaking Mariano Werner for third, their penalty dropping him behind Urcera.

RENAULT SPORT TROPHY

Robert Kubica finished on the podium on his RST debut at Spa, but only after penalties were imposed on the Schothorst family in the Endurance race. Pieter and father Jeroen Schothorst finished first, but breached the minimum-pitstop time and were pushed down to second. Pieter's brother Steijn was second with Miguel Ramos, but his move on Markus Palmtala earned a penalty, relegating them to fifth. That promoted Raoul Owens and Fredrik Blomstedt to victory, with Kubica taking third with Christophe Hamon. Pieter Schothorst beat his younger brother to win the Pro sprint race, with Kevin Korjus passing Kubica for third. Fabian Schiller's win from Jelle Beelen in the Am race clinched the category title for the German.

GT3 LE MANS CUP

Victor Shaytar kept his SMP Racing Ferrari (started by Aleksey Basov) ahead of the chasing Mentos Porsche of Klaus Bachler (who took over from Egidio Perfetti) to win at Spa and put one hand on the title. Adrian Quaife-Hobbs looked set for third in his McLaren until a puncture handed it to the TF Sport Aston Martin of Euan Hankey and Salih Yoluc.

VLN

The Manthey Porsche of Kevin Estre and Earl Bamber pipped the Haribo Mercedes of Uwe Alzen and Lance David Arnold to the line on the Nurburgring Nordschleife. But a penalty for passing under yellows dropped the 911 to second, ahead of the Falken version of Peter Dumbreck and Martin Ragginger.

ITALIAN FORMULA 4

Jenzer-run Dutchman Job van Uitert broke his duck with two wins at Imola. Mick Schumacher topped qualifying, but his weekend unravelled with a drivethrough for a jumped start. He finished with no points, losing ground against series leader Marcos Siebert.

Dragons breathe fire over ELMS field at Spa

EUROPEAN LE MANS SERIES

SPA (B)
SEPTEMBER 25
ROUND 5/6

THE DRAGONSPEED TEAM TOOK ITS maiden ELMS win thanks not only to the speed of Nicolas Lapierre and long-overlooked talent Ben Hanley, but also beneficial strategy.

Lapierre qualified the ORECA-Nissan on pole position and held a comfortable lead in the early stages of the race. The Frenchman then handed over to Florida-based Swede Henrik Hedman, and the gentleman driver's LMP3 lap times provided little obstacle to Pierre Thiriet wresting the lead in the TDS ORECA-Nissan.

Hedman was down to fifth – roughly a minute behind Thiriet – when, crucially, a safety car (rather than a full-course yellow) was called after the Murphy Prototypes ORECA of Garry Findlay spun into the barriers exiting Bruxelles. That pretty much halved Hedman's deficit and, with the rapid Hanley also a silver-rated driver and therefore able to contribute to the minimum silver driving time, Hedman was able to hand over to the Brit after just 43 minutes behind the wheel.

Soon there was another lengthy safety car, caused by the customary Remy Striebig crash. And when the race went green for



DragonSpeed ORECA led the first stint – and most of the last

the final time with 90 minutes remaining, pitstops for the TDS car, the Jota-run G-Drive Gibson, the Greaves Ligier and the SMP BRE dropped them out of contention.

The race was now between DragonSpeed and LMP2 debutant WRT. The Belgian GT3 behemoth worked wonders to build up a new Ligier-Judd after a stuck throttle had sent Dries Vanthoor into the barriers in practice. Vanthoor, older brother Laurens and Will Stevens didn't quite have top pace, but they had awesome strategy. Vanthoor Sr led into the final hour, but was passed by Lapierre with half an hour to go, and a late splash of fuel for Vanthoor settled it.

Thiriet, Mathias Beche and Ryo Hirakawa brought the TDS car home third, extending their points gap over Jota trio Harry Tincknell, Giedo van der Garde and Simon Dolan, who finished fifth.

Graff Racing's Enzo Guibbert, Paul Petit and Eric Trouillet dominated LMP3. A scrap for second between the United Autosports pair and the Tockwith entry went to UA's Alex Brundle, Christian England and Mike Guasch, who wrapped up the title.

In GTE, the speed of JMW Motorsport's Ferrari with Andrea Bertolini, Rory Butcher

and Rob Smith, combined with a self-destruct tendency for most of their rivals, brought them home comfortably clear of the Matteo Cairoli-led Proton Porsche.

RESULTS

1 Nicolas Lapierre/Ben Hanley/Henrik Hedman (ORECA-Nissan 05) 96 laps in 4h01m13.639s; 2 Will Stevens/Laurens Vanthoor/Dries Vanthoor (Ligier-Judd JSP2) +2m20.556s; 3 Pierre Thiriet/Mathias Beche/Ryo Hirakawa (O-N 05); 4 Nathanael Berthon/Memo Rojas/Julien Canal (L-N JSP2); 5 Giedo van der Garde/Harry Tincknell/Simon Dolan (Gibson-N 015S); 6 Vitaly Petrov/Stefano Coletti/Andreas Wirth (BRE-N BR01). **LMP3**
1 Eric Trouillet/Paul Petit/Enzo Guibbert (Ligier JSP3); 2 Alex Brundle/Christian England/Mike Guasch (Ligier); 3 Wayne Boyd/Matt Bell/Mark Patterson (Ligier). **GTE 1 Andrea Bertolini/Rory Butcher/Rob Smith (Ferrari 458 Italia);** 2 Matteo Cairoli/Gianluca Roda/Christian Ried (Porsche 911 GT3-R); 3 Matt Griffin/Aaron Scott/Duncan Cameron (Ferrari). **Points 1 Beche/Thiriet 91;** 2 van der Garde/Tincknell/Dolan 78; 3 Wirth/Coletti 69; 4 Hirakawa 65; 5 Julian Leal 61; 6 Hanley/Lapierre/Hedman 57. **LMP3 1 Brundle/England/Guasch 108;** 2 Trouillet/Petit 78; 3 Guibbert 66. **GTE 1 Bertolini/Butcher/Smith 93;** 2 Alex MacDowall/Andrew Howard/Darren Turner 73; 3 Alexander Talkanitsa/Alexander Talkanitsa Jr 61.

Goransson crowned as Kristoffersson stars

SCANDINAVIAN TOURING CARS

KNUTSTORP (S)
SEPTEMBER 24
ROUND 7/7

RICHARD GORANSSON SECURED secured the title from Volvo team-mate Robert Dahlgren with two tactical drives.

Dahlgren had to start the first race last after battery problems in qualifying, but he managed to climb to third, with SEAT racer Johan Kristoffersson winning the opener from Goransson.

Kristoffersson also scored full points in first qualifying and was the man of the day. Had he not missed one event due to his rallycross commitments, he would have challenged the Volvo duo for the title.

A distant fourth in the first race, Bjorn Wirdheim was third in the reversed-grid



counter, his Saab heading a group of four cars in close formation. Up front, Dacia's Mattias Andersson led all the way from pole with the Q1 order reversed.

Dahlgren climbed from ninth to second but could not pass Andersson. Had he managed to do so, he would have equalled Goransson's points total and four race wins... That would have forced Goransson

Dacia of Andersson claimed reversed-grid season finale

to pass Wirdheim before the flag, which he tried in vain to do throughout. Kristoffersson was sixth, behind Reuben Kressner's well-driven Saab.

The event was the last under the STCC's silhouette rules before the series switches to the TCR format for next season.

TEGE TORNVALL

RESULTS

Race 1 1 Johan Kristoffersson (SEAT Leon STCC) 20 laps in 19m31.235s; 2 Richard Goransson (Volvo S60) +0.486s; 3 Robert Dahlgren (Volvo); 4 Bjorn Wirdheim (Saab 9-3); 5 Daniel Haglof (SEAT); 6 Carl Philip Bernadotte (Volvo). **Race 2 1 Mattias Andersson (Dacia STCC Edition)** 20 laps in 19m46.250s; 2 Dahlgren +0.927s; 3 Wirdheim; 4 Goransson; 5 Reuben Kressner (Saab); 6 Kristoffersson. **Points 1 Goransson 331;** 2 Dahlgren 318; 3 Kristoffersson 247; 4 Wirdheim 220; 5 Haglof 216; 6 Andersson 178.

RESULTS ROUND-UP

DTM

ROUND 8/9, HUNGARORING (H), SEPTEMBER 24-25

RACE 1 (26 LAPS – 70.778 MILES)

1	Edoardo Mortara (I) <i>Abt Sportsline</i> · Audi RS5	42m20.736s
2	Jamie Green (GB) <i>Team Rosberg</i> · Audi RS5	+1.090s
3	Miguel Molina (E) <i>Abt Sportsline</i> · Audi RS5	+9.240s
4	Mike Rockenfeller (D) <i>Team Phoenix</i> · Audi RS5	+10.602s
5	Nico Muller (CH) <i>Abt Sportsline</i> · Audi RS5	+11.535s
6	Adrien Tambay (F) <i>Team Rosberg</i> · Audi RS5	+21.045s
7	Marco Wittmann (D) <i>RMG</i> · BMW M4	+23.177s
8	Felix Rosenqvist (S) <i>ART Grand Prix</i> · Mercedes C63	+24.729s
9	Timo Scheider (D) <i>Team Phoenix</i> · Audi RS5	+25.754s
10	Robert Wickens (CDN) <i>HWA</i> · Mercedes C63	+26.916s
11	Daniel Juncadella (E) <i>HWA</i> · Mercedes C63	+29.399s
12	Maxime Martin (B) <i>RBM</i> · BMW M4	+32.843s
13	Timo Glock (D) <i>RMG</i> · BMW M4	+34.316s
14	Bruno Spengler (CDN) <i>MTEK</i> · BMW M4	+36.197s
15	Lucas Auer (A) <i>Mücke Motorsport</i> · Mercedes C63	+37.259s
16	Antonio Felix da Costa (P) <i>Team Schnitzer</i> · BMW M4	+44.405s
17	Christian Vietoris (D) <i>Mücke Motorsport</i> · Mercedes C63	+45.334s
18	Mattias Ekström (S) <i>Abt Sportsline</i> · Audi RS5	+50.675s
19	Augusto Farfus (BR) <i>MTEK</i> · BMW M4	+53.287s
20	Gary Paffett (GB) <i>ART Grand Prix</i> · Mercedes C63	+54.002s
21	Maximilian Gotz (D) <i>HWA</i> · Mercedes C63	+55.420s
22	Tom Blomqvist (GB) <i>RBM</i> · BMW M4	+1m03.546s
23	Martin Tomczyk (D) <i>Team Schnitzer</i> · BMW M4	+1m24.939s
R	Paul di Resta (GB) <i>HWA</i> · Mercedes C63	11 laps-suspension

Winner's average speed 100.286mph. Fastest lap Mortara 1m36.959s, 101.073mph.

QUALIFYING 1

1 Mortara 1m35.282s; 2 Green 1m35.364s; 3 Molina 1m35.449s; 4 Rockenfeller 1m35.498s; 5 Muller 1m35.525s; 6 Tambay 1m35.589s; 7 Scheider 1m35.753s; 8 Ekström 1m35.810s; 9 Rosenqvist 1m35.870s; 10 Wittmann 1m35.893s; 11 Blomqvist 1m35.923s; 12 Tomczyk 1m35.926s; 13 Glock 1m35.951s; 14 Martin 1m35.986s; 15 Juncadella 1m36.023s; 16 Vietoris 1m36.045s; 17 Wickens 1m36.081s; 18 Paffett 1m36.218s; 19 Farfus 1m36.234s; 20 da Costa 1m35.992s*; 21 Spengler 1m36.389s; 22 di Resta 1m36.408s; 23 Auer 1m36.528s**; 24 Gotz 1m36.637s**.

* Grid penalty. ** Excluded from qualifying.

RACE 2 (36 LAPS – 98.000 MILES)

1 Ekström 59m09.402s; 2 Tambay +4.350s; 3 da Costa +24.209s; 4 Blomqvist +26.067s; 5 Glock +26.813s; 6 Scheider +31.792s; 7 Martin +38.310s; 8 Rockenfeller +38.675s; 9 Tomczyk +39.966s; 10 Wickens +40.327s; 11 Rosenqvist +40.710s; 12 Spengler +41.317s; 13 di Resta +41.777s; 14 Vietoris +42.352s; 15 Auer +42.755s; 16 Paffett +43.015s; 17 Gotz +45.388s; 18 Molina +1m07.034s; 19 Mortara 33 laps-damage; EX Juncadella +15.870s; EX Wittmann +23.295s; R Muller 8 laps-accident damage; R Farfus 2 laps-radiator; R Green 1 lap-accident damage.

Winner's average speed 99.397mph. Fastest lap Ekström 1m36.538s, 101.514mph.

QUALIFYING 2

1 Mortara 1m34.984s; 2 Ekström 1m35.138s; 3 Wittmann 1m35.139s; 4 Green 1m35.145s; 5 Molina 1m35.191s; 6 Martin 1m35.303s; 7 Blomqvist 1m35.373s; 8 Wickens 1m35.388s; 9 Muller 1m35.460s; 10 Tambay 1m35.476s; 11 Juncadella 1m35.534s; 12 da Costa 1m35.537s; 13 Scheider 1m35.562s; 14 Farfus 1m35.563s; 15 Glock 1m35.567s; 16 Rockenfeller 1m35.651s; 17 Tomczyk 1m35.723s; 18 Vietoris 1m35.767s; 19 Spengler 1m35.835s; 20 Auer 1m35.849s; 21 di Resta 1m35.859s; 22 Paffett 1m35.913s; 23 Gotz 1m35.961s; 24 Rosenqvist 1m36.062s.

CHAMPIONSHIP

1 Wittmann 176; 2 Mortara 162; 3 Green 137; 4 Wickens 122; 5 Ekström 107; 6 Blomqvist 105; 7 di Resta 100; 8 Muller 88; 9 Martin 82; 10 Paffett 73.



Mortara beat Green in the Saturday race

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ROUND 10/12, SHANGHAI (PRC), SEPTEMBER 25

RACE 1 (16 LAPS – 45.763 MILES)

1	Theo Bjork (S) <i>Polestar Cyan Racing</i> · Volvo S60 WTCC	31m58.340s
2	Norbert Michelisz (H) <i>Honda Racing Team JAS</i> · Honda Civic WTCC	+0.361s
3	Yvan Muller (F) <i>Citroen Total</i> · Citroen C-Elysee WTCC	+0.528s
4	Jose Maria Lopez (RA) <i>Citroen Total</i> · Citroen C-Elysee WTCC	+2.215s
5	Nicky Catsburg (NL) <i>Lada Sport</i> · Lada Vesta WTCC	+2.315s
6	Hugo Valente (F) <i>Lada Sport</i> · Lada Vesta WTCC	+6.290s
7	Tom Coronel (NL) <i>ROAL Motorsport</i> · Chevrolet RML Cruze TC1	+6.911s
8	Fredrik Ekblom (S) <i>Polestar Cyan Racing</i> · Volvo S60 WTCC	+12.151s
9	Rob Huff (GB) <i>Honda Racing Team JAS</i> · Honda Civic WTCC	+13.494s
10	Tiago Monteiro (P) <i>Honda Racing Team JAS</i> · Honda Civic WTCC	+16.586s
11	Mehdi Bennani (MA) <i>Sebastien Loeb Racing</i> · Citroen C-Elysee WTCC	+17.078s
12	James Thompson (GB) <i>Munnich Motorsport</i> · Chevrolet RML Cruze TC1	+18.405s
13	Gregoire Demoustier (F) <i>Sebastien Loeb Racing</i> · Citroen C-Elysee WTCC	+26.284s
14	Ferenc Ficzá (H) <i>Zengo Motorsport</i> · Honda Civic WTCC	+26.583s
15	Daniel Nagy (H) <i>Zengo Motorsport</i> · Honda Civic WTCC	+32.857s
16	Gabriele Tarquini (I) <i>Lada Sport</i> · Lada Vesta WTCC	11 laps-damage
R	Tom Chilton (GB) <i>Sebastien Loeb Racing</i> · Citroen C-Elysee WTCC	9 laps-accident damage
R	John Filippi (F) <i>Campos Racing</i> · Chevrolet RML Cruze TC1	2 laps-suspension

Winner's average speed 85.879mph. Fastest lap Bjork 1m52.578s, 91.462mph.

GRID FOR RACE 1

1 Filippi; 2 Michelisz; 3 Chilton; 4 Ekblom; 5 Tarquini; 6 Bjork; 7 Bennani; 8 Muller; 9 Catsburg; 10 Lopez; 11 Coronel; 12 Thompson; 13 Valente; 14 Monteiro; 15 Huff; 16 Demoustier; 17 Ficzá; 18 Nagy.

RACE 2 (15 LAPS – 42.903 MILES)

1 Lopez 28m18.258s; 2 Muller +11.037s; 3 Bennani +12.742s; 4 Catsburg +13.205s; 5 Tarquini +15.715s; 6 Ekblom +18.176s; 7 Bjork +18.516s; 8 Monteiro +23.878s; 9 Chilton +24.700s; 10 Coronel +26.509s; 11 Michelisz +30.202s; 12 Valente +34.387s; 13 Huff +36.452s; 14 Thompson +42.431s; 15 Filippi +51.238s; 16 Ficzá +57.430s; 17 Demoustier +58.850s; 18 Nagy +58.880s.

Winner's average speed 90.945mph. Fastest lap Lopez 1m52.224s, 91.750mph.

QUALIFYING

Q3 1 Lopez 1m49.339s; 2 Catsburg 1m49.500s; 3 Muller 1m49.911s; 4 Bennani 1m49.944s; 5 Bjork 1m50.677s.

Q2 Lopez 1m49.524s; Bennani 1m50.109s; Bjork 1m50.164s; Muller 1m50.248s; Catsburg 1m50.310s; 6 Tarquini 1m50.393s; 7 Ekblom 1m50.439s; 8 Chilton 1m50.498s; 9 Michelisz 1m50.787s; 10 Filippi 1m50.809s; 11 Coronel 1m50.825s; 12 Thompson 1m50.971s.

Q1 Lopez 1m50.279s; Catsburg 1m50.405s; Ekblom 1m50.532s; Tarquini 1m50.634s; Chilton 1m50.761s; Bennani 1m50.795s; Muller 1m50.864s; Filippi 1m50.919s; Michelisz 1m51.039s; Bjork 1m51.070s; Coronel 1m51.251s; Thompson 1m51.254s; 13 Valente 1m51.399s; 14 Monteiro 1m51.404s; 15 Huff 1m51.523s; 16 Demoustier 1m51.848s; 17 Ficzá 1m52.519s; 18 Nagy 1m52.810s.

CHAMPIONSHIP

1 Lopez 361; 2 Muller 235; 3 Monteiro 204; 4 Michelisz 190; 5 Huff 180; 6 Bennani 176; 7 Catsburg 171; 8 Chilton 145; 9 Tarquini 116; 10 Coronel 109.



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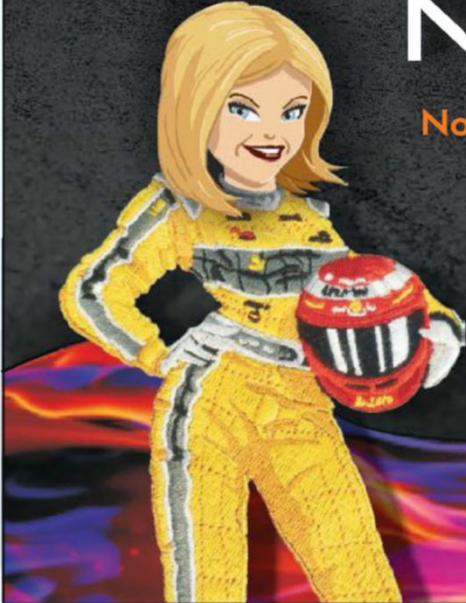
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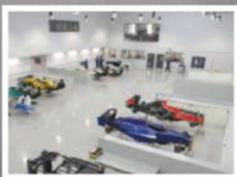
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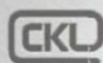


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Junior Dempsey for Festival and WHT

THE LATEST MEMBER OF THE Dempsey racing dynasty is to contest the prestige end-of-season Formula Ford 1600 events with the support of Motorsport Ireland.

Sixteen-year-old Jordan Dempsey will campaign the Motorsport Ireland-backed Van Diemen LA10 in this weekend's Martin Donnelly Trophy at Kirkistown, the Formula Ford Festival at Brands Hatch in October and the Walter Hayes Trophy at Silverstone in November.

The car, run by Bernard Dolan, is traditionally entered for the winner of the annual Motorsport Ireland Young Driver of the Year Award.

But this year's winner Jake Byrne opted to leave the programme earlier this season and revert to using his own car. Dempsey, himself a two-time award contender, has now been handed the Van Diemen drive instead.

He is one of a long line of Dempseys to compete in FF1600. Great-uncle Cliff went on to become a prominent team owner, cousin Peter won in Indy Lights, while father Morgan Jr is a category

regular. Jordan has raced in UK National FF1600 this year, taking a best result of fourth at Donington Park.

Morgan Jr said: "Jordan was speechless when we got the offer. It's a really special chance for him, but there's no pressure on him for any of the events."

"The chassis is a newer generation than he's used to and he's never driven Brands Hatch Indy or Silverstone National before. It's a great opportunity."

Moyers commits to Hayes assault
Castle Combe frontrunner Michael Moyers will return to the Walter Hayes Trophy for a sixth shot at victory this year.

Moyers, 31, is one of the first drivers to sign up for the blue-riband Formula Ford 1600 event at Silverstone on November 5-6. He will drive the same Spectrum 011C he is using to challenge for the Castle Combe FF1600 title this year. He is currently second in the points in that championship.

Moyers has a strong record at the WHT, having started from the front row in the final twice in 2014 and '15, only to retire



Moyers fancies his chances at the Walter Hayes after three years bedding-in Spectrum

both times through incidents.

"My luck has to change at the Hayes, and I really do feel I'm owed a good result soon," said Moyers. "This will be my sixth event, but my fourth with Kevin Mills in a car that is capable of winning it. In past years it's just been down to bad luck. The heats and semis have always gone well for me, but then I always get caught in something in the final."

"The Spectrum is feeling great this year and I'm 100% ready. It has so many set-up options that you don't just get in the Spectrum and be on the pace, you have to learn and adapt to it. I know it inside out now, so hopefully that'll help."

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BRITISH F4

New budget Challenge Cup for 2017

BRITISH F4 SERIES ORGANISERS HAVE introduced a new Challenge Cup for 2017 for drivers who do not have the budget to complete a full season.

The Challenge Cup, which will replace the current rookie class, will allow drivers to compete for less than £100,000.

Instead of taking part in all 10 race weekends, Challenge Cup drivers will contest seven. They must race at the Knockhill and Brands Hatch GP rounds and will nominate their other five weekends at the start of the year.

The sporting and technical regulations will be the same as the main series, and drivers will also score points for the overall championship.

Some of the Challenge Cup's finer details

are still provisional, but drivers are set to have a £1000 prize fund per weekend and a separate podium, and the first Challenge Cup driver to take an overall win will receive a one-off £5000 prize.

Testing will also be restricted to keep costs down. Drivers will only be allowed to take part in Friday test days before race meetings and seven other official test days after February 1.

Championship manager David Lowe said: "There are drivers out there that have got cash and some that haven't, and we want to try to introduce a way so that other drivers [with a smaller budget] can have a fair crack of the whip.

"We're reducing costs with the Challenge Cup by just doing seven of the 10 rounds.

The technical regulations will be exactly the same so it makes it a level playing field.

"The Challenge Cup helps to let the drivers build themselves up before going for the main championship. It's good for drivers to come in from karting with a two-year programme – they can get to know the circuits and get used to the cars. It's all looking great, we've had lots of interest from drivers and new teams."

If a Challenge Cup driver has a strong start to the season, or finds extra budget, they can also switch to the main championship during the year. There will also be a testing ban from December 21 to January 31 for all British F4 drivers contesting both the main series and the Challenge Cup.

PROTOTYPE CUP

Douglas to run LMP3 car in Prototype Cup

GINETTA AND BRDC British Formula 3 squad Douglas Motorsport will enter the British Prototype Cup Series next year after taking delivery of a Ligier JSP3.

The Northamptonshire-based squad received its LMP3 chassis last week from Ligier's UK agent, United Autosports.

The car has been bought by Douglas's GT4 Supercup driver Mike Newbold, who will race the car alongside an as yet unnamed driver in the inaugural Prototype

Cup round at Snetterton on October 8-9.

Douglas will then enter the full series next season, and is considering running multiple cars.

"The deal came about mainly through Mike, but it's one that really suits us," said team boss Wayne Douglas (right).

"There's a lot of buzz around LMP3 racing at the moment and it fits in with our ladder of series.

"[It's a] great option; the Ligier is a great piece of kit."



OSS

Marshall retires from OSS racing

FORMER SPECIAL SALOONS RACER GINGER Marshall has announced his retirement from prototype sportscar racing.

The 73-year-old has raced in the BRSCC's OSS series since the category began in 2009 and was fourth in the championship last year, driving a Bowlby Mk2.

"Back in 2009, having found ourselves in the wilderness, with a newly built car and nowhere to race it, OSS became a haven of camaraderie and competition," said Marshall, who has competed in club racing for 56 years with the Marshall and Fraser team.

"We've had eight incredible seasons, but now it's time to move on. I'm no longer going to be racing prototype sportscars."

Matt Manderson will take over the Bowlby car for the OSS finale at Silverstone next month.

BRITISH GT

GT4 champions to return next year

REIGNING BRITISH GT4 CHAMPIONS Graham Johnson and Mike Robinson will defend their crown next season with Optimum Motorsport.

Johnson and Robinson secured their first GT4 title in their second season this year, taking three wins. Their BMW-backed Ginetta G55 will run a new livery,



created by V8 Supercars designer Nick Moss.

“British GT was always a three-year deal for us, so coming back to defend the title with #1 on the car will be very special,” said Johnson. “As an all-amateur pairing, Mike and I had a steep learning curve, but we work together and race together and know each other’s driving inside-out, so there’s no reason we can’t go for a second crown.”

Johnson added that he was happy to remain in GT4 beyond next season, and hasn’t ruled out switching to a Porsche Cayman.

“GT4 makes sense as it’s a thriving class and the costs are reasonable,” he added.

IN BRIEF



JAMSPORT EXPANDS TO SEVEN CARS

Jamsport will run seven drivers in the Renault UK Clio Cup finale at Brands Hatch this weekend. British Rallycross racer James Grint and series returnee Paul Donkin will join regular drivers Ant Whorton-Eales, Luke Kidsley, Chris Smiley, George Jackson and Graham Field at the team.

BERGER’S SPA 6 HOURS CRASH

Autosport would like to correct an error in the September 22 issue: the Ford GT40 in which Gerhard Berger crashed out of the Spa 6 Hours due to a brake caliper issue was not run by Lanzante as stated. The ex-F1 driver was uninjured after the Grant Tromans-owned car crashed half an hour into the race.

FERRARI CLASSIC AT SILVERSTONE

The final races of the 2016 Ferrari Formula Classic season took place last weekend as part of Silverstone’s Passione Ferrari event. The opener was won by Tristan Simpson’s F355 ahead of David Tomlin’s 308 GTB. Simpson’s victory looked set to be repeated in race two as he built an early lead from pole, but he had to retire with an engine problem, giving Lee Moulden the win from sixth on the grid.

FUNERAL OF BRSCC’S ARMSTRONG

The funeral of former BRSCC competitions manager Bob Armstrong, who died earlier this month at the age of 69, will take place on Thursday, October 6, at Medway Crematorium, Robin Hood Lane, Chatham, Kent, ME5 9QU.

FULLER AND WILMOT TEST GINETTA

Former British Touring Car Championship drivers Howard Fuller and Andy Wilmot tested a Team Hard Ginetta G55 GT4 at Brands Hatch last week as they evaluate a campaign in British GT with Tony Gilham’s team. They are now in talks about driving one of the G55s with Team Hard – which won the GT4 teams’ title in British GT this year – in 2017 and are expected to test the car again next month.



HOT HATCH

Rare Montego to race in 750 Hot Hatch

A RARE MG MONTEGO WILL race in the 750 Motor Club Hot Hatch race at Donington Park this Saturday driven by Henry Sharpe.

The car has been built using parts from Paul Haylett’s old Montego estate, which

suffered a big accident at Brands Hatch.

“I’ve been racing an MG for some time now. We raced a Maestro last year but now we’re taking on the Montego,” said Sharpe.

“It’s a very interesting car,

very well put together.

“It was a road car originally. Paul Haylett used to race a Montego estate and had a huge crash, and all the salvaged parts from that estate are on this car now.”



GINETTA GT4 SUPERCUP

Bartholomew to make G55 debut

BRITISH GT4 RUNNER-UP JACK Bartholomew will make his Ginetta GT4 Supercup debut at Brands Hatch this weekend.

Bartholomew, 17, will handle one of Century Motorsport’s G55 racers as team-mate to Jack Mitchell. It will be Bartholomew’s first experience of a Ginetta, having raced a Beechdean AMR Aston Martin Vantage to second in British GT4 this year.

“As a GT driver you have to adapt to new

cars, so it will be good to try out what I’ve been racing against all year,” he said.

Bartholomew will also have his first GT3 test with Beechdean AMR at Snetterton this week as he assesses his options for 2017.

● The Ginetta GT4 Supercup and Junior series will continue to run alongside the British Touring Car Championship until at least the end of 2019 after signing a new deal. The GT5 Challenge will also guest at two rounds.



750MC

COWLEY MAKES HIS MARK IN LOCOSTS

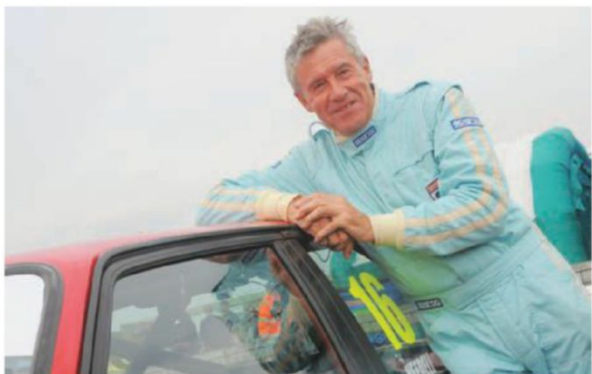
750 FORMULA REGULAR Bill Cowley traded his 40-year-old Cowley MkIV for his first appearance in the 750MC Locost championship at Snetterton last weekend.

Cowley, the 750 Formula runner-up in 2014, qualified seventh on the 38-car grid on his first outing in the Caterham Seven-inspired Locost and took fourth in the initial encounter, but did not start the second race.

"I really enjoyed the experience," said Cowley. "I knew it was going to be mad, but it was absolutely bonkers. The driving standards need to be looked at if I'm honest, but it hasn't put me off having another crack."

Cowley will continue to race in 750 Formula, but is considering buying his own Locost for further outings, having borrowed Sian Stafford Atkinson's car for the Snetterton meeting.

"I'm thinking of buying or building a car to do it," he said. "I'd much prefer to bend a car I own."



PRODUCTION BMW Television presenter and former Le Mans and grand prix racer Tiff Needell made his debut in the Production BMW Championship at Thruxton last weekend (report, p74). Needell, who entered two Formula 1 grands prix in 1980 and finished third overall at Le Mans in a Porsche 962C in 1990, competed in a Graves Motorsport BMW E30 320. The 64-year-old topped last Saturday's practice session at the Hampshire circuit – where he is also a thrill-ride instructor – and qualified third for the opening race. He finished fourth in that encounter, but snuck past Harry Goodman on the exit of the Club chicane on the final lap of race two to claim a podium. **Photographs by Ollie Read**

CLIO JUNIOR

Clio Cup teams Pyro and 20Ten cooperate for Junior programme

RENAULT UK CLIO CUP squads 20Ten Racing and Team Pyro will enter a partnership to run multiple cars in the new Clio Junior series next season.

Team Pyro is the most successful current team in the main Clio series, but team principal Mark Hunt doesn't want a full campaign in the Junior series – for 14-17-year-olds – to distract from the senior championship. 20Ten Racing will therefore run the cars with engineering input from Pyro.

20Ten boss Simon Hunt (no relation) said: "I get on well with Mark and he asked if I'd be interested in doing Juniors with him. Working

with him would be great, so I jumped at the chance. We would like to run four cars and try to win it.

"We are going to transport and maintain the cars and Mark is going to try to get the drivers on board and engineer the cars at race weekends. It should be quite good fun."

● Renault will hold a 'sampler' day for drivers looking to enter the Renault UK Clio Cup Junior series next year on October 30 at the Blyton Park circuit in Lincolnshire. Prospective racers will just have to pay running costs to teams.



Pyro will try to carry Clios success over to Juniors with 20Ten

EBREY/LAT



Something for all in vintage motor racing

By Marcus Pye, the voice of club racing

[@Autosport](#)

THE SHEER VARIETY OF MOTOR RACING AVAILABLE to those fortunate to own older cars, and equally enthusiasts content to spectate from the sidelines, never ceases to amaze me.

This month alone I have reported on races for three-litre Formula 1 chassis at the high-profile Zandvoort Historic Grand Prix and Spa Six Hours internationals, Pre-'66 GTs at both of the above plus the globally-visible Goodwood Revival, and everything from Edwardian leviathans to Formula Juniors and Morgans at Vintage Sports-Car Club's Mallory Park staple last Saturday.

Watching anything being driven 'on the limit' through Eau Rouge and up over Raidillon at Spa captures the attention, but standing on the inside of Mallory's Esses as arguably braver souls fling aero-engined monsters (some with brakes on only two wheels) through a different kind of right-left switchback is just as compelling.

Sadly the engine in Mark Walker's 25-litre Darracq 200hp grenaded spectacularly in practice, yet Duncan Pittaway's tail-out mastery of his throbbing 8.2-litre Monarch – the chassis of which is reminiscent of an iron bedstead – kept bystanders agog.

A typical VSCC meeting brings a very loyal band of supporters on both sides of the barriers, and Mallory brings them perhaps closest together. On one hand there are competitors who eagerly discuss gearing sprockets and white metal bearings over a splendid full English breakfast and cuppa in The Lakeside Diner – which boasts a window on the aforementioned Esses (maybe there is room for a rooftop gallery?) – while, on the banking opposite the startline and race control tower, hardy perennials picnic from hampers set out alongside their beloved vintage roadsters.

The genre showcases an incredible automotive miscellany, ranging from diminutive stripped-out Austin 7 racers

through chain-gang Frazer Nashes, nimble HRGs and the shapeliest of Riley specials to such monsters as Tom Walker's incredible 11.7-litre Hispano-Suiza-powered Amilcar from the Baker brothers' stable.

Progressing with the low-revving thud of a First World War fighter plane on the ground, this amazing hybrid provides among the most captivating spectacles on any race track when it's working at anything like its potential.

Lapping road-going cars quickly and consistently on narrow treaded tyres takes another skill set, thus it's always great to watch John Guyatt's Owner-Driver-Mechanic series competitors at work. These grids boast the greatest range of marques – 12 at Mallory – and invariably engender crowd-pleasing David-versus-Goliath battles. While some cars are trailed to events it is excellent to see some driven. The imposing sight of Steve Smith's extraordinary Hotchkiss AM80 streamliner evocation – with intrepid full-face helmeted passenger perched, somewhat incongruously within the wider sidepod seat for the trip home, like something out of a Jules Verne science-fiction work – must have brought double takes. The neat Riley Special I followed for the first 20 minutes of my return journey certainly did from a few burghers locally.

This Saturday my focus switches to another fascinating and pleasant event, the fifth Castle Combe Autumn Classic, a relaxed one-day affair, which many competitors – exhausted by a relentless season of multi-day grinds – now regard as their favourite meeting of the season.

An Austin-Healey double-header takes centre stage as usual – reminding me of my soggy first visit to the Wiltshire venue in 1967 – with Aston Martin and Jaguar marque races, VSCC 'O-D-M' Pre-War and FiSCar 1950s sports cars grids, plus races for 500cc F3 and Historic Racing Drivers' Club Pre-'66 saloons guarantees an entertaining day. 🏁



PATERSON TAKES TITLE TO COMPLETE FAMILY SET

Eighteen-year-old Elliot Paterson's Aero Racing Motorsport Morgan Series title in a three-litre Roadster prepared by his family's Revolutions dealership completes a trilogy. Father Russell – who led a one-two finish in Saturday's Mallory Park round – won the marque racing crown in 2006. Grandfather Ninian was Scottish rally champion with MGAs in 1955 and '57.



SECOND CONDO SII MAKES ITS UK RACING DEBUT

Repatriated from the USA, the second Formula Junior Condor-Ford SII finished eighth on its UK championship debut at Mallory Park on Saturday. Keith and Stuart Roach, who own its sister, recommissioned the 1960 machine, built by Ted Whiteaway at Worplesdon, Surrey, for Alex Morton, who gave it an initial run-out at the Goodwood Revival.



SNETTERTON
750MC SEPTEMBER 24

Allee claims title despite exclusion

SNETTERTON WAS THE SCENE OF THE Locost championship showdown, as Ian Allee triumphed despite he, Danny Andrew and Tim Neat all being set back by exclusions.

Coming into the weekend Andrew was leading the championship and started fourth in the first race. Steve Paddock won that affair but, having spun back to 10th on the final lap, Andrew was later excluded due to contact with Neat at Agostini while fighting for the lead. Neat was also excluded. Allee took third, and the advantage going into the final race.

A big shunt at the start between Oliver Batten, Kevin McCarthy and Victoria Baldwin brought out the red flag. Then, while sitting on the grid, 750 Formula regular Bill Cowley had to be pushed off because of a head gasket issue after inheriting fourth place in the first race on his Locost debut.

When the race did get going, the fight for honours looked to be between Andrew and Neat, who led in the closing stages while Allee and Jack Coveney dropped back. But on the penultimate lap Andrew and Neat made contact heading into Brundle after going three-wide with Martin West down the Bentley Straight, allowing Coveney back into the lead.

West and Paddock then collided on the run to the line, and while West was able

to cross the line in third behind Coveney and Allee, Paddock stopped a couple of metres short. Neat was again excluded for contact, as was Allee after a separate clash. But with Andrew only fifth, Allee took the crown by a single point.

With the Formula Vee title already decided in favour of Paul Smith, it was all about the battle for second place in the points. Thwarted by red flags in qualifying, Smith still fought his way to the front after starting down the order (ninth and 18th) and added another two race wins to his impressive 2016 tally.

Adam Macaulay defended strongly in race one, retaking the lead briefly before Smith slipstreamed ahead on the final

Third in opening race was enough for Allee to claim Locost title, despite R2 exclusion

tour. David Hughes was Smith's rival in the second outing. The pair dived for the lead through Riches and Montreal. Hughes stuck the nose of his Bears GAC up the inside through Brundle on the final lap, but Smith was able to get alongside exiting Murrays. The pair finished just a hundredth of a second apart, with Macaulay making it a three-wide finish.

Ian Jordan secured second place in the championship, despite retiring from the first outing after contact while defending from Smith caused his engine to seize – and also left a noticeable tyre mark on the nosecone of Smith's AHS Dominator.

After changing his engine, Jordan had to rely on the misfortune of James



Vee champion Smith beat Macaulay in R1



Rawles led at start of Allcomers R2 but was beaten by Goodman



Rozier took a win and a second in Classic Stock Hatch

Harridge in race two. The Maverick driver suffered the same gearbox problems he had at Anglesey. Harridge started the first outing from the front row, but a bad start coupled with contact through Oggies put him outside of the top 10 before he recovered to seventh.

Things didn't improve in the next outing when he dropped back from fourth on the grid and found himself in the clutches of Jordan. The pair battled and clashed at Hamilton, sending them both off. They both made it back onto the track and remained close until the end, with Jordan making use of the slipstream down the Senna Straight to get ahead into Riches before Harridge was able to repass him through the final twists of the circuit. Harridge finished ahead, but Jordan did enough to stay ahead in the championship standings.

In Classic Stock Hatch, Andrew Thorpe's Citroen AX beat double champion Matt Rozier's Peugeot 205 after a hard-fought battle for the lead. Rozier looked quicker at several points on the track, but Thorpe remained firm.

Pip Hammond's Vauxhall Nova secured third having overcome the Ford Fiesta of Lee Scott. After a few tries through Agostini and down the Bentley Straight, Hammond eventually snatched third into Riches and beat the lap record for the

series by over a second in the process.

Hammond was on pole for the second encounter but after a few mistakes, including selecting the wrong gears, he dropped to fourth. Rozier went the opposite way, grabbing an early lead from fifth on the grid. He then held off Scott, with Thorpe and Hammond never very far behind.

Rod Goodman took both wins in the Allcomers races. Goodman didn't make a good start in race one, but retained the lead from David Constable-Berry, who finished second on his racing debut. In the Super Cooper part of the race Andy Knowlton and Eliot Dunmore shared the race wins.

Dunmore forfeited the lead on the opening lap of the first race, after pitting because he thought he had been asked to serve a penalty for a jumped start. It was only a few laps later that the stewards issued him a penalty (with 10 seconds added to his time post-race), which dropped him to fifth, despite charging to second on the road.

Michael Harvey won the 750 Trophy scratch race in his JB Special, while John Slatter took the spoils in the later Handicap race after snatching the lead from Jonathan Sadler through the Bomb Hole on the final lap.

RORY MITCHELL

RESULTS

LOCOST (7 LAPS) 1 Steve

Paddock; 2 Jack Coveney +1.53s; 3 Ian Allee; 4 Bill Cowley; 5 Martin West; 6 James Millman. **Fastest lap** Coveney 2m24.58s (73.93mph). **Pole** Coveney. **Starters** 38.

RACE 2 (6 LAPS) 1 Coveney;

2 West +8.18s; 3 Glenn Boyer; 4 Shaun Brame; 5 Danny Andrew; 6 David Boucher. **FL** West 2m23.36s (74.56mph). **P** Coveney. **S** 33.

FORMULA VEE (BOTH 7 LAPS)

1 Paul Smith (AHS Dominator); 2 Adam Macaulay (Sheane) +0.35s; 3 Graham Gant (WEV FV01); 4 Jack Wilkinson (Sheane Mk3); 5 Paul Taylor (Bears GAC); 6 Ian Buxton (GAC Daghorn). **Class winner** Wilkinson. **FL** Smith 2m10.68s (81.79mph). **P** Belsey. **S** 25.

RACE 2 1 Smith;

2 David Hughes (Bears GAC) +0.01s; 3 Macaulay; 4 Gant; 5 Buxton; 6 Harry Webb (AHS Dominator). **CW** Wilkinson. **FL** Smith 2m10.99s (81.60mph). **P** Belys. **S** 23.

CLASSIC STOCK HATCH (BOTH 7 LAPS) 1 Andrew Thorpe

(Citroen AX GTi); 2 Matt Rozier (Peugeot 205 GTi) +0.21s; 3 Pip Hammond (Vauxhall Nove GTE); 4 Lee Scott (Ford Fiesta XR2i); 5 Matthew Stubbington (Peugeot 205 GTi); 6 Martyn Fowdrey (Ford Fiesta XR2). **FL** Hammond 2m24.64s (73.90mph). **P** Rozier. **S** 23.

RACE 2 1 Rozier;

2 Scott +0.31s;

3 Thorpe; 4 Hammond; 5 Fowdrey; 6 Derek Rozier (Peugeot 205 GTi). **FL** Hammond 2m24.34s (74.05mph) **record**. **P** Hammond. **S** 19.

ALLCOMERS/SUPER COOPER

(BOTH 10 LAPS) **1 Rod Goodman (Radical SR3);** 2 David Constable-Berry (BDN S3) +32.01s; 3 Kelvin Rawles (Arion S2); 4 Richard Gilmore (Mallock Mk18/25M); 5 Lloyd Chafer (BMW E36 M3); 6 Matt Cherrington (BMW Z3). **CW** Chafer; Ryan Steel (Citroen Saxo VTR); Andy Knowlton (Mini Cooper S). **FL** Goodman 2m02.54s (87.22mph). **P** Goodman. **S** 24.

RACE 2 1 Goodman; 2 Rawles +48.18s; 3 Chafer; 4 Neil Constable-Berry (BDN S3); 5 Cherrington; 6 Steel. **CW** Chafer; Steel; Eliot Dunmore (Mini Cooper S). **FL** Goodman 2m01.61s (87.89mph). **P** Goodman. **S** 21.

750 TROPHY (6 LAPS)

1 Michael Harvey (JB Special); 2 Gregan Thruston (Rawson) +0.31s; 3 Martin Depper (Centaur Mk4); 4 Paul Lawrence (Racekits Merlin); 5 John Davies (Rapide 750T); 6 Ian Grant (Austin 7 Pigsty Spec). **FL** Thruston 2m33.46s (69.95mph). **P** Thruston. **S** 14.

RACE 2 (5 LAPS) 1 John Slatter (Centaur Mk11); 2 Jonathan Sadler (Rosengart LR2 R5) +10.32s; 3 Lyndon Thruston (DNC); 4 Michael Dorsett (Time MkIIIB); 5 Harvey; 6 Lawrence. **FL** Slatter 2m34.14s (69.34mph). **P** Thruston. **S** 13.



Harvey pedalled to Scratch race 750 Trophy win



Knowlton took Super Cooper win in Allcomers R1

MALLORY PARK
BRSCC SEPTEMBER 25

Styrin storms to Porsche triple victory

FORMER CHAMPION RICK STYRIN took another step towards claiming this year's Toyo Tires Porsche title with a triple victory in his Boxster.

Styrin took a lights-to-flag win in the first race. James Coleman was his closest challenger, while Garry Lawrence fended off Richard Avery in the battle for third once Kevin Molyneaux had dropped out of their midst with a spin at Gerards.

During lappery Avery briefly edged ahead of Lawrence, before getting boxed in at Gerards. Lawrence therefore completed the podium behind Styrin and Coleman, while Avery had to settle for fourth.

Styrin was able to get away again in race two. Once again there was fierce battling behind as four cars wrangled for second, with Avery the man on the move. On lap seven he managed to squeeze up the inside at the Esses to snatch third from Coleman into Shaws Hairpin.

When a backmarker spun exiting the Esses, Avery backed off and both Coleman and Molyneaux surged past. It took two laps for Avery to recover fourth at the Hairpin, and then he reclaimed third from Coleman at the Esses.

Having succeeded in his quest to oust Lawrence from second, Avery lost the place with a lap to go as the heavens opened. Styrin kept his lead through this deluge, while Coleman and Molyneaux held station for fourth and fifth.

With a reversed grid for the third race, action was guaranteed and early leader Nick Hull was soon under pressure. He survived until running wide at the Hairpin on lap four, from where Styrin eased clear for win number three.

Lawrence was second again but had Avery, Molyneaux and Coleman line astern. Into the Hairpin for the 10th time Coleman dived for the inside, which put



Molyneaux wide onto the grass and Avery out of the race.

"It was a lot wetter on the inside than I had expected and I slid straight into Avery," Coleman explained. The safety car was briefly deployed and Coleman was later excluded from third place.

Lawrence and Molyneaux also clashed over second. "We were side by side on the Stebbe Straight, touched and I went pirouetting," said Molyneaux, which left Lawrence in the clear and Hull completing the podium.

There was a double win in the MR2 Series too as Arron Pullan showed a clean pair of heels twice over. Adam Lockwood had been fairly secure in second in the opening race but, as a three-way fight for third between Peter Higton, Nathan Harrison and Daniel Bryant closed in, the pressure began to build.

Styrin was dominant out front as the battle raged behind him in the Porsche contests

Harrison scythed ahead of Higton into Gerards and took Lockwood for second at the Esses on the same lap, as Bryant departed the scene with a spin.

Although he retained second on the road, a jumped-start penalty put Harrison down to fifth, with Higton classified second after taking Lockwood three laps from home.

Lockwood stuck with Pullan for the whole of race two, as Harrison and Neil Stratton disputed third early on. Stratton finally made it through into the Esses on lap six. Although Harrison initially fell back, a storming finish helped him reclaim third at Gerards with three laps to go.

Richard Hockley's Honda Civic was in the clear from the start of the first Nippon Challenge/Deutsche Marques Cup contest, with poleman Craig



Harrison (l) and Kelly battle in Monoposto



Hockley leads the Nippon Challenge/Deutsche Marques field



Tomkinson an equally solitary second in his Opel Corsa.

Andrew Roberts (Civic) was an early third, but had Kevin Middleton's wild Subaru Impreza challenging. He finally dived inside Roberts at Devil's Elbow, before a lurid tankslapper sent him right and left before making contact with Roberts and spinning. "I tried to go either way and he still speared me," said the Civic driver, who still claimed third.

In the first of the Monoposto Tiedeman Trophy races Neil Harrison's Formula 3 Dallara ousted the Formula Ford 2000 Van Diemen of Terry Clark into the Esses on the first lap. Chris Kite, also in a Dallara, briefly threatened Clark, who then eased away to consolidate second. Bryn Tootell (Van Diemen) was promoted to third after Kite received a jumped-start penalty.

On a damp track there was no stopping Shane Kelly's Formula Renault Van Diemen in the second race. He led from Gerards on the second lap, heading a cautious Harrison by nearly 25 seconds.

Andrew Mitchell's Peugeot 205 GTi held off the determined David Clark in his Renault 5 GT Turbo to win the Tricolore Trophy invitation, but when the Nippon and Deutsche Marques Cup joined in for race two it was Richard Hockley with his Civic who just edged out Mitchell for the win.

PETER SCHERER

→ **P76** FULL RESULTS



Vintage Collings on Edwardian day

HANDICAPPERS UNDERESTIMATED BEN Collings's legendary prowess in ancient motor cars, for on the oldest machine – a thumping 9.2-litre four-cylinder engined 1903 Mercedes 60hp – he trounced 15 rivals in the Vintage Sports Car Club's annual Edwardian jamboree for Pre-1918 cars.

Hunched over its lofty perch, Collings wrestled the 113-year-old car round the 1.35-mile circuit, cutting a remarkable 1m12.96s (66.61mph) best lap as he scythed past five bolides with one fewer lap to complete and seized an unassailable lead.

Eclipsed only by previous winners Tony Lees (11.8 Vauxhall Viper Special) and Richard Scaldwell (16.4 De Dietrich Course), plus Duncan Pittaway (8.2 Monarch Special) (all in the 69s), Collings took the chequer almost 12s clear of Peter Wilson's Brasier.

Scaldwell charged to third, heading a quartet bookended by Pittaway and blanketed by 2.54s. Lees had been among them but was grateful for eighth having survived a scary gravelly rodeo ride when forced wide exiting Devil's Elbow in the scramble for the line.

Earlier Lees – aboard his beloved AC/GN Cognac Special – had won a Vintage Racing Cars photo-finish with Charles Gillett (Frazer Nash Super Sports).

Sue Darbyshire's Morgan Super Aero was fourth when the three-wheeler got out of shape on the descent from Devil's Elbow, shot into the gravel and rolled, ejecting her. She was hospitalised but to universal relief

was discharged, battered but undeterred.

Outgunned as the Union flag fell by Marcus Black's Talbot-Lago and Simon Blakeney-Edwards's FN Super Sports, poleman Andrew Mitchell jostled his swift HRG back to narrowly win the Mallory Mug race from Black. The effervescent Dougal Cawley's GN/Ford Piglet was too strong for Mitchell in their Mallory Trophy encounter.

The thin Bob Gerard Memorial Trophy headliner was a gift for the very capable Nick Topliss in ERA R4A, Pat Fairfield's 1935-37 mount which Leicester garagiste 'Mr Bob' owned from '45-'55. Last year's victor Duncan Ricketts, in David Baldock's Alta, chased Topliss home.

Topliss won the closing sprint race too, although Julian Grimwade set best lap in the imposing 3.5-litre Alvis-engined FN Norris Special he debuted in 2014. The monoposto knows its way round Mallory having previously been a star VSCC performer with Guy Smith and James Baxter up.

Young Harry Painter left allcomers standing in the Novice Scratch race, recording consistent 62s in the MG Kayne Special. Practice spinner Jo Blakeney-Edwards netted fifth on her first shot in the Austin 7 normally raced by son Tom Waterfield, third in Tom Walker's GN.

Eddie Williams (Austin 7 Rolt Ulster) romped the first Handicap and Burghley Trophy prize. Feisty octogenarian Norman Pemberton led the second before his Talbot 95/105 was gobbled up. With Tony Seber's rasping Wolseley closing fast, Douglas Martin's Hillegass Sprint Car won from Steve Riddington's Riley 12/4 Special.

Set free when challenger Stuart Roach's Alexis shed a rear wheel at Gerards, Chris Drake (Terrier) retained his John Taylor Memorial Trophy Formula Junior crown, while points leader Mark Woodhouse pipped title rival Mike Walker to second.

The Morgan guest race rewarded Scottish raiders Russell and Elliot Paterson, the father-and-son combo netting a one-two.

MARCUS PYE

→ **P76** FULL RESULTS





THRUXTON
BARC SEPTEMBER 24

BMW wins seal the deal for Swaffer

HAVING FINISHED RUNNER-UP IN THE Production BMW Championship last year, Matt Swaffer clinched the title at Thruxton on Saturday after battling his way to two hard-earned victories.

In the opening race Swaffer initially took the lead but was never given time to relax by the chasing Harry Goodman and Will Davison. All three drivers enjoyed spells at the front in a breathless encounter as they sought to take advantage of the slipstream on the approach to the Club Chicane. The trio was also kept honest by the fight for fourth between Stuart Waite, Rob Cooper and TV presenter Tiff Needell, making a guest appearance.

A mistake at the Complex at mid-distance stymied Davison's momentum and enabled Goodman to take the battle to Swaffer. The duo continued to jostle for the remainder of the race, but Swaffer defied his lack of circuit knowledge to secure the win. Davison held third, but a sideways moment at the exit of Club from 2014 champion Waite on the final tour delayed him and Cooper, and allowed Needell to dive inside both and snatch fourth at the line.

Waite proved Swaffer's toughest opponent in race two, but ultimately he would not be denied his second win of the day and his title success. "This is just fantastic," Swaffer said afterwards. "It will take a while for this to sink in."

The lead battle was eclipsed by an absorbing tussle for fourth between Needell and Goodman. To the delight of the crowd, the pair swapped positions

numerous times as they braked as late as they dared for Club, the clouds of tyre smoke being a clear indicator of the ferocity of the battle.

On the final lap the pair was handed an added incentive when third-placed Davison felt his car falter climbing Woodham Hill. Goodman led Needell as the pair approached Club, but the former F1 and Le Mans driver muscled his way through exiting the chicane to steal the final podium spot.

The third race was a non-championship 'handicap' event. Drivers were released from the pits at specific time intervals, with the faster runners let loose last. Bryn Beaurain took victory ahead of Steve Carter and Senna Osman, with Waite finishing fourth despite needing to overcome a 70-second deficit.

Following Mike and Andrew Jordan's victory in the St Mary's Trophy at Goodwood and Andrew's race-two win in

Swaffer leads the way from Goodman, Davison, Waite, Needell and Cooper

the BTCC at Silverstone, Jordan Sr looked all set to continue his family's run of success in the HRDC Touring Greats and TC63 contest at the wheel of his Austin A40. After 10 laps he had built up a huge lead over the battle for second involving Mark Daniell's similar car, Neil Brown's Austin A35 and Roger Cope's Jaguar Mk1.

But the race was red-flagged at this point, crucially seconds after the mandatory pitstop window had opened. The main beneficiary was Ding Boston in his Riley 1.5, who had pitted during this phase. It was to prove a crucial factor in the outcome of the race.

At the restart, Jordan was among several of the leading contenders to head to the pits to complete the compulsory stop. With Boston not needing to pit, he inherited the lead, leaving Jordan to embark on a heroic charge to close down a 50-second gap. Despite driving flat-out and lapping significantly faster than



Cortina of Chambers was convincing HRDC Allstars winner

READ



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Boston, Jordan fell marginally short. Boston held on to claim a popular – if somewhat unlikely – win by just 0.480 seconds. Behind the top two, Daniell held off Brown to take third.

There was a nailbiting finish to the first Mighty Mini Championship race too. Scott Kendall survived a last-gasp attempt by Adrian Tuckley to claim victory in the Super Mighty Mini class in race one, after the pair made contact as they exited Club. Tuckley was slowed sufficiently as a result to allow Alex Comis to grab second on the drag to the line.

Kendall and Tuckley renewed their battle in race two, with Kendall coming out on top again, while Comis just held off Louise Inch to claim third. Greg Jenkins scored two Mighty Mini wins to strengthen his claim for the 'Class A' title, with Sam Tomlinson and Stuart Coombs taking a second each, despite Coombs being concerned by fading brakes.

Former Porsche racing stalwart Pete Chambers took a lights-to-flag victory in the HRDC Allstars, Academy and A-Series race in his Lotus Cortina Mk1. Despite the intervention of a safety car, John Spiers was unable to close the gap to Chambers in the closing stages and had to settle for second in his similar car. Ben Adams recovered from a spin on oil at Church on lap two to claim third in his Turner Mk2, while James Colburn was the first Academy driver home in his Austin A30.

MARK LIBBETER

➔ **P77** FULL RESULTS

ANGLESEY
BRSCC SEPTEMBER 24-25

BTCC star Reid shares honours with Farquini

THE TROOPER LIVERY PLASTERED ON the PW Racing car proved to be more than just eye-catching aesthetics as the team demonstrated extreme perseverance and grit over the course of the Fun Cup double-header at Anglesey, earning a maiden win and a second place in torrid conditions.

After drawing pole for the first three-hour race, ex-BTCC hero Anthony Reid was able to build a gap in the PWR car to the chasing Sheradize UK machine heading into the first round of pitstops. But the lead was extinguished as the weather worsened, with Paul Wighton struggling for pace in the strong wind and rain after taking over from Reid. Their plight was Sheradize UK's and JPR UVio's gain, the frontrunners slowly beginning to excel in the tricky conditions where others were starting to fade.

By the halfway point the PW Racing car was back in seventh, but the team was poised with its fastest driver, Reid, and had a tactical advantage up its sleeve. Despite a stop-go penalty for a pitlane infringement, his lap times had put PW just behind the third-placed masters of the wet, JPR UVio, by the final stop. While the leading Sheradize UK and UVio required fuel, PW Racing didn't, allowing the car to spend less time in the pits and return in the lead to cement victory. JPR UVio, with Farquini Deott at the wheel, had looked set to pass Sheradize for second, but it proved too difficult and he settled for third.

In the second race, held at night, it looked as though it would be the same cars in the top three. JPR UVio, which had led from pole under the floodlights, built a strong lead to Sheradize UK by the penultimate stop. But as Marcus Clutton took the helm of the silver #251 Sheradize car, he began to eat into UVio's 30s lead at 2s a lap, a gap that became a handful of seconds by the final stop.



BOURNE

PW Racing crew (right) scored first Fun Cup win

But a last-stint climax was not to be: a mechanical failure forced Sheradize UK to retire, allowing JPR UVio to seal a third win out of four ahead of the PW Racing and Track Torque 2 Dominos crews.

Texan Chase Owen was a three-time winner in the Formula Ford 1600 Northern Championship. The Cliff Dempsey Racing Ray driver then opted for an early departure from the paddock, along with seven other drivers, which left just six entrants in the final, non-championship race. Bruce Evans prevailed in his Reynard 84FE, narrowly pipping Ivor Mairs to the chequered flag.

There was also a hat-trick of wins for reigning champion Michael Heath in the XR Challenge. Heath had a much better weekend than series leader Greg Speight, who suffered from reduced power after blowing a head gasket in race one.

Simon Horrobin led a Specialized Motorsport one-two ahead of Sam Priest in the first Fiesta Championship race. It was the same top two in the second race, which became a five-minute sprint after a lengthy red-flag period brought on by a dramatic collision involving Jamie Going, Nathan Edwards and Aaron Thompson.

In the opening Fiesta Junior Championship race there was a first win for Callum Hawkins-Row, though his joy was blighted when he lost his front-right tyre coming out of Corkscrew in race two, pitching him into the tyre wall. Eventual winner Harry Gooding added to his race-one second place, as he extended his championship lead ahead of next month's final round at Brands Hatch.

DOM D'ANGELILLO

➔ **P77** FULL RESULTS



Hawkins-Row took maiden Fiesta Juniors victory

BOURNE



Champion Moran won first run-off, but will skip events in '17

Moran denied perfect finish

THE MAN WITH NOTHING left to prove, with 152 run-off wins over 13 seasons, six-time British Hillclimb champion Scott Moran demonstrated his virtuosity by taking the penultimate victory of the 2016 campaign, just as a short burst of rain threatened to snatch it from his grasp.

But a later shower prevented him from completing his sweep with victory in the last run-off of the year. A mere 0.02 seconds separated winner Wallace Menzies, second-placed Will Hall and Moran to conclude a pair of thrilling shootouts.

"I'm relieved to finish the year with the sixth title," said Moran. "It has been a hard season and I've decided only to partially defend the #1 next year as my family deserve more of my time. That's not to say I won't try for title number seven at some time in the near future."

With the 1-2-3 places in the championship already sewn up, the remainder of the top 10 was settled at Loton Park, with only one change from post-Doune positions.

Eynon Price scored eight points – including a fine fourth on the final run-off – to climb to eighth overall at the expense of Ed Hollier, who could only manage two points. Price's co-driver Sean Gould achieved his first top-10 championship position since 1988.



Menzies edged rivals to win final run-off of the year

With seventh in the first run-off, Richard Spedding sealed fourth in the championship, the highest placing ever achieved by a modern motorcycle-engined car. Following an engine-mounting fracture at Doune, the entire rear bulkhead had been replaced using a part from Jos Goodyear's similar GWR Raptor, which has yet to be rebuilt after a bad crash in July '15.

Jason Mourant went into the event in 10th, only two points ahead of Alex Summers. Neither scored in the first encounter as each drove into the short rain squalls on their respective runs. Later, with the position still at stake, Mourant brought his Gould-Judd home one place behind Summers and that last place in the top 10 was his. He is the first Jerseyman ever to hold a top-10 position since the practice was introduced in the late '60s.

Following his Doune shunt, Trevor Willis's car could not be fixed in time and, with Will Hall's sixth overall no longer under threat, Hall offered him use of his brutal Force-AER. Willis was astonished by the car's kick-in-the-back acceleration and exceptional braking, but he was not fully comfortable, which limited his performance. Hall's second place was his best result of the year.

Peugeot 205 driver Colin Satchell retained the Leaders title for another year and scored the perfect nine points in each set of class runs, adding a bonus point for breaking the class record set by Keith Murray in 2014. That record had been thought to be beyond a front-wheel-drive car, as Murray drove a flat-floor turbocharged Audi 80 quattro built in the European Bergrennen style.

EDDIE WALDER

→ P77 FULL RESULTS

RESULTS

MALLORY PARK BRSCC

PORSCHEs (23 LAPS) 1 Rick Styryn (Boxster); 2 James Coleman (Boxster) +0.560s; 3 Garry Lawrence (Boxster); 4 Richard Avery (Boxster); 5 Angus Archer (Boxster); 6 Nick Hull (Boxster). **Class winners** Philip Waters (924); Andrew Baker (Boxster). **Fastest lap** Coleman 52.044s (93.38mph).

Pole Coleman. **Starters** 14.

RACE 2 (19 LAPS) 1 Styryn; 2 Lawrence +10.141s; 3 Avery; 4 Coleman; 5 Kevin Molyneux (Boxster); 6 Hull. **CW** Waters; Baker. **FL** Styryn 52.316s (92.89mph). **P** Styryn. **S** 14. **RACE 3 (21 LAPS) 1 Styryn;** 2 Lawrence +8.419s; 3 Hull; 4 Archer; 5 Waters; 6 Jamie Callender (924). **CW** Waters; Baker. **FL** Styryn 52.722s (92.18mph). **P** Archer. **S** 14.

MR2 RACE SERIES (BOTH 16 LAPS)

1 Arron Pullan; 2 Peter Higon +7.262s; 3 Adam Lockwood; 4 Neil Stratton; 5 Nathan Harrison; 6 Philip O'Halloran. **FL** Pullan 56.775s (85.60mph). **P** Pullan. **S** 18. **RACE 2 1 Pullan;** 2 Lockwood +0.639s; 3 Harrison; 4 Stratton; 5 Daniel Bryant; 6 Gareth Baxter. **FL** Pullan 57.770s (84.12mph). **P** Pullan. **S** 17.

NIPPON CHALLENGE/DEUTSCHE MARQUES CUP (17 LAPS) 1 Richard Hockley (Honda Civic);

2 Craig Tomkinson (Opel Corsa) +25.835s; 3 Andrew Roberts (Honda Civic); 4 Tony Markham (Honda Civic Type R); 5 Mark Inman (Vauxhall VX220); 6 Paul Buckmaster (Mazda RX7). **CW** Tomkinson; Roberts; Inman; Buckmaster; Nathan Harrison (Toyota MR2); Jason Jesse (VW Bora); Steve Harman (Subaru Impreza). **FL** Hockley 51.924s (93.59mph). **P** Tomkinson. **S** 17.

MONOPOSTO TIEDEMAN TROPHY (20 LAPS) 1 Neil Harrison (Dallara F302);

2 Terry Clark (Van Diemen RF00) +2.710s; 3 Bryn Tootell (Van Diemen RF99); 4 Chris Kite (Dallara F3); 5 Elliott Mitchell (Jedi); 6 Shane Kelly (Van Diemen FR). **CW** Clark; Kite; Mitchell; Ewen Sergison (Swift SC992); Geoff Fern (Van Diemen RF89); Ian Hughes (Van Diemen RF88). **FL** Harrison 44.352s (109.57mph). **P** Clark. **S** 13.

RACE 2 (17 LAPS) 1 Kelly; 2 Harrison +24.970s; 3 Sergison; 4 Tootell; 5 Clark; 6 Fern. **CW** Harrison; Sergison; Fern; Mitchell. **FL** Kelly 51.627s (94.13mph). **P** Harrison. **S** 14.

TRICOLEUR TROPHY (15 LAPS)

1 Andrew Mitchell (Peugeot 205 GTi); 2 David Clark (Renault 5 GT Turbo) +1.204s; 3 Tony Hunter (Renault Clio); 4 Russ Thomson (Renault Clio); 5 Robert Buckland (Renault Clio); 6 Ian Collins (Renault Clio). **CW** Clark; Hunter; Thomson; George Goucher (Renault Clio); Steve Cutts (Citroen Saxo VTS). **FL** Mitchell 1m01.487s (79.04mph). **P** Mitchell. **S** 13.

NIPPON CHALLENGE/DEUTSCHE MARQUES CUP/TRICOLEUR TROPHY INVITATION (21 LAPS) 1 Richard Hockley (Honda Civic);

2 Andrew Mitchell (Peugeot 205 GTi) +0.677s; 3 Craig Tomkinson (Opel Corsa); 4 Tony Hunter (Renault Clio); 5 David Clark (Renault 5 GT Turbo); 6 Ian Collins (Renault Clio). **CW** Mitchell; Tomkinson; Hunter; Clark; Andrew Roberts (Honda Civic); Ash Bruneau (Renault Clio); Mark Inman (Vauxhall VX220); Russ Thomson (Renault Clio); Andy McLennan (Suzuki Swift GTi); Nathan Harrison (Toyota MR2); Steve Cutts (Citroen Saxo VTS). **FL** Mitchell 51.889s (93.66mph). **P** Mitchell. **S** 27.

MALLORY PARK VSCC

EDWARDIAN TROPHIES HANDICAP (6 LAPS) 1 Ben Collings (Mercedes 60hp);

2 Peter Wilson (Brasier Voiture de Course) +11.93s; 3 Richard Scaldwell (De Dietrich 130hp Course); 4 Tom Walker (Hispano-Suiza Alfonso); 5 Leslie Murray (De Dion Bouton/Curtiss Ox); 6 Duncan Pittaway (Monarch Special). **FL** Tony Lees (Vauxhall Viper Spl) 1m09.04s (70.39mph). **P** Rob Hubbard (Sunbeam 16/20). **S** 16.

VINTAGE RACING CARS (7 LAPS)

1 Tony Lees (AC/GN Cognac Spl); 2 Charles Gillett (Frazer Nash Super Sports) +0.56s; 3 Dougal Cawley (GN/Ford Piglet); 4 Nick Leston (Lovell Elkhart Sprint Racer); 5 Chris Hudson (Bugatti T35B); 6 Bo Williams (Bugatti T35B). **FL** Lees 59.70s (81.41mph). **P** Gillett. **S** 11.



Mitchell heads Clark for Tricolore Trophy honours

ROUND-UP

MALLORY MUG FOR STANDARD & MODIFIED PRE-WAR SPORTS-CARS (9 LAPS)

1 Andrew Mitchell (HRG 1½ litre); 2 Marcus Black (Talbot Lago T23) +1.53s; 3 Mark Brett (Ballamy-Ford LMB V8 Special); 4 Simon Blakeney-Edwards (Frazer Nash Super Sports); 5 Steve Smith (Hotchkiss AM80); 6 Mark Groves (Frazer Nash TT Rep Emeryson). **FL** Mitchell 1m03.69s (76.31mph). **P** Mitchell. **S** 23.

MALLORY PARK TROPHY FOR SPECIAL PRE-WAR SPORTS-CARS (11 LAPS)

1 Dougal Cawley (GN/Ford Piglet); 2 Andrew Mitchell (HRG 1½ litre) +8.17s; 3 Richard Iliffe (Riley Kestrel 12/4 Spl); 4 Mark Brett (Ballamy-Ford LMB V8 Spl); 5 Jeffrey Edwards (Alvis Sports Spl); 6 Alex Peacock (Frazer Nash AC). **FL** Mitchell 1m01.99s (78.40mph). **P** Cawley. **S** 18.

BOB GERARD MEMORIAL & ROBERT ASHLEY TROPHIES FOR PRE-1961 RACING CARS (15 LAPS)

1 Nick Topliss (ERA R4A); 2 Duncan Ricketts (Alta 2-litre) +13.23s; 3 Terry Crabb (ERA R12C); 4 Julian Grimwade (Frazer Nash Norris Special); 5 Matt Ricketts (Cooper T41); 6 Tim Greenhill (Wolseley Hornet Spl 'Red Henry'). **FL** Topliss 56.29s (86.34mph). **P** Topliss. **S** 9.

PRE-WAR SCRATCH (10 LAPS)

1 Nick Topliss (ERA R4A); 2 Julian Grimwade (Frazer Nash Norris Special) +1.23s; 3 Charles Gillett (Frazer Nash Super Sports); 4 Dougal Cawley (GN/Ford Piglet); 5 Tony Seber (Wolseley Hornet Spl); 6 Christian Pedersen (Austin 7 Monoposto). **FL** Grimwade 58.70s (82.79mph). **P** Topliss. **S** 13.

NOVICE SCRATCH (10 LAPS)

1 Harry Painter (MG Kayne Spl); 2 Michael James (Riley 12/4 TT Sprite Rep) +10.89s; 3 Tom Waterfield (GN Spl); 4 Hughie Walker (GN Thunderbug); 5 Jo Blakeney-Edwards (Austin 7 Spl); 6 Ralf Emmerling (Riley Brooklands). **FL** Painter 1m02.30s (78.01mph). **P** Painter. **S** 12.

PRE-WAR HANDICAP/BURGHLEY TROPHY FOR AUSTIN 7s (8 LAPS)

1 Eddie Williams (Austin 7 Rolt Ulster); 2 Michael New (Riley 12/4) +6.73s; 3 James Ricketts (Austin 7 Monoposto); 4 Mike Painter (MG Kayne Spl); 5 Duncan Potter (MG Monthery

Midget); 6 Anne Boursoit (MG PA). **FL** Painter 1m04.67s (75.15mph). **P** Robert Barbet (Riley Sports). **S** 18.

PRE-WAR HANDICAP (8 LAPS)

1 Douglas Martin (Hillegass Sprint Car); 2 Steve Riddington (Riley 12/4 Spl) +5.62s; 3 Jeffrey Edwards (Alvis Sports Spl); 4 Tony Seber (Wolseley Hornet Spl); 5 Nick Hayward-Cook (Austin 7 Monoposto); 6 James Ricketts (Riley 9 Monoposto). **FL** Seber 1m03.19s (76.91mph). **P** John Briggs (Aston Martin Ulster). **S** 17.

JOHN TAYLOR TROPHY FOR FJHRA FORMULA JUNIOR (14 LAPS)

1 Chris Drake (Terrier Mk4); 2 Mark Woodhouse (Elva 100) +13.71s; 3 Mike Walker (Bond); 4 Andrew Tart (Bond); 5 Ian Phillips (BMC Mk1); 6 John Arnold (Elva 100). **CW** Pat Barford (EFAC Stanguellini); Richard Utley (Caravelle Mk1). **FL** Drake 53.41s (90.99mph). **P** Drake. **S** 16.

MORGAN CHALLENGE (23 LAPS)

1 Russell Paterson (+8); 2 Elliot Paterson (Roadster) +7.14s; 3 Andrew Thompson (ARV6); 4 Tony Lees (+8); 5 Phill Thomas (+4); 6 Craig Hamilton Smith (+4). **CW** E Paterson; Tim Parsons (4/4 Supersports); Henry Williams (4/4); Tim Ayres (+8); Michele Bailey (+4). **FL** R Paterson 52.19s (93.12mph). **P** R Paterson. **S** 18.

THRUXTON BARC

PRODUCTION BMW (10 LAPS)

1 Matt Swaffer (E30); 2 Harry Goodman (320i) +0.790s; 3 Will Davison (E30); 4 Tiff Needell (E30 320); 5 Rob Cooper (320i); 6 Stuart Waite (320i). **FL** Davison 1m34.725s (89.53mph). **P** Goodman. **S** 24.

RACE 2 (10 LAPS) **1 Swaffer**; 2 Waite +0.313s; 3 Needell; 4 Goodman; 5 Andy Strong (E30 320i); 6 Justin Turner (E30 320i). **FL** Davison 1m34.283s (89.95mph). **P** Swaffer. **S** 24. **RACE 3 (9 LAPS)**

1 Bryn Beaurain (E30 320i); 2 Steve Carter (E30 318) +4.864s; 3 Senna Osman (E30 320); 4 Waite; 5 Edd Giddings (320); 6 James Vickers (E30 320i). **FL** Waite 1m33.808s (90.41mph). **P** John Stonehouse (320i). **S** 20.

HRDC TOURING GREATS & TC63 (9 LAPS)

1 Ding Boston (Riley 1.5); 2 Mike Jordan (Austin A40) +0.480s;

3 Mark Daniell (Austin A40); 4 Neil Brown (Austin A35); 5 Gavin Watson (Alfa Romeo Giulietta Ti); 6 Glenn Pearson/Peter Dorlin (Jaguar Mk1).

CW Jordan; Watson; Pearson/Dorlin; Paul Unsworth/Antony Ross (Alfa Romeo Giulia Ti); Bruce Chapman (Austin A35 Academy). **FL** Jordan 1m36.128s (88.23mph). **P** Jordan. **S** 22.

SUPER MIGHTY MINI & MIGHTY MINI (BOTH 12 LAPS)

1 Scott Kendall (Super Mighty Mini); 2 Alex Comis (Super Mighty Mini) +0.314s; 3 Adrian Tuckley (Super Mighty Mini); 4 Louise Inch (Super Mighty Mini); 5 Steven Rideout (Super Mighty Mini); 6 Ben Butler (Super Mighty Mini). **CW** Greg Jenkins (Mighty Mini). **FL** Inch 1m38.498s (86.10mph). **P** Tuckley. **S** 16.

RACE 2 1 Kendall; 2 Tuckley +0.066s; 3 Comis; 4 Inch; 5 Rideout; 6 Butler. **CW** Jenkins. **FL** Kendall 1m38.138s (86.42mph). **P** Butler. **S** 16.

HRDC ALLSTARS, ACADEMY AND A-SERIES (18 LAPS)

1 Pete Chambers (Lotus Cortina Mk1); 2 John Spiers (Lotus Cortina Mk1) +4.275s; 3 Ben Adams (Turner Mk2); 4 Chris Morgan (Austin Mini Cooper); 5 James Dorlin (Austin Cooper S); 6 Peter Crewes (Austin Cooper S). **CW** Adams; Morgan; Ding Boston (Riley 1.5); James Colburn (Austin A30 Academy). **FL** Chambers 1m35.559s (88.75mph). **P** Spiers. **S** 31.

ANGLESEY BRSCC

FUN CUP (116 LAPS)

1 PW Racing (Anthony Reid/Paul Wighton); 2 Sheradize UK (Pete Belshaw/Marcus Clutton) +6.841s; 3 JPR UVio (Graham Roberts/Farquini Deott); 4 Eco Racing 209 (Paul Abraham/Tom Mills/Paul Turner); 5 JPR Team OBR (Mark Burton/Eugene O'Brien); 6 Team Lane Roofing Evolution (Nigel Griffiths/Geoff Fawcett/Christopher Weatherill). **FL** Reid 1m20.632s (69.20mph). **P** PW Racing. **S** 24. **RACE 2 (111 LAPS)**

1 JPR UVio (Roberts/Deott); 2 PW Racing (Reid/Wighton) +49.842s; 3 Track Torque 2 Rent Dominos (Chris Hart/Henry Dawes); 4 CCS Media (Nigel Greensall/Ciro Carannante/Bob Tomlinson/Alan Honarmand); 5 Eco Racing 209 (Turner/Mills/Abraham); 6



Chasing pack couldn't stop Owen on way to three Anglesey wins

DespatchBay.com (Andy Bicknell/James Littlejohn). **FL** Clutton 1m27.408s (63.83mph). **P** JPR UVio. **S** 23.

FORMULA FORD 1600 NORTHERN - PRE '90 & POST '89 (14 LAPS)

1 Chase Owen (Ray GR14/15); 2 Matt Round-Garrido (Van Diemen JL016K) +19.645s; 3 Matthew Cowley (Van Diemen JL13); 4 Tom McArthur (Van Diemen RF89); 5 Jaap Blijleven (Reynard 88FF); 6 Jamie Jardine (Reynard 84FF). **CW** McArthur; Jardine; Mario Sarchet (Van Diemen RF91). **FL** Owen 1m24.610s (65.95mph).

P Owen. S 17. RACE 2 (13 LAPS)

1 Owen; 2 McArthur +3.187s; 3 Round-Garrido; 4 Blijleven; 5 Cowley; 6 Jardine. **CW** McArthur; Sarchet; Edwin Hannah (Reynard 84FF). **FL** Owen 1m12.150s (77.33mph). **P** Owen. **S** 18. **RACE 3 (13 LAPS)**

1 Owen; 2 Cowley +9.010s; 3 McArthur; 4 Nick Barnes (Van Diemen RF87); 5 Neil McArthur (Van Diemen LA10); 6 Michael Beaver (Mondiale M84S). **CW** Cowley; Sarchet; Hannah. **FL** Owen 1m12.525s (76.93mph). **P** Owen. **S** 14.

RACE 4 (12 LAPS)

1 Bruce Evans (Reynard 84FF); 2 Ivor Mairs (Mondiale M84S) +0.172s; 3 Hannah; 4 Aled Pennant (Van Diemen RF85); 5 Andrew MacGregor (Van Diemen RF86); 6 Ian Cowley (Reynard 88FF). **FL** Mairs 1m14.442s (74.56mph). **P** Hannah. **S** 6.

XR CHALLENGE (13 LAPS)

1 Michael Heath (Fiesta XR2); 2 Steve Poole (Fiesta XR2) +2.402s; 3 Ralph Fernihough (Fiesta XR2); 4 Michael Blackburn (Escort XR3i); 5 Ben Atkinson (Fiesta XR2); 6 Lee Bowron (Escort XR3i). **CW** Blackburn. **FL** Poole 1m33.530s (59.66mph). **P** Heath. **S** 15. **RACE 2 (13 LAPS)** **1 Heath**; 2 Blackburn +3.127s; 3 Fernihough; 4 Poole; 5 Justin Roberts (Fiesta XR2); 6 Lee Shropshire (Fiesta XR2). **CW** Blackburn. **FL** Blackburn 1m23.388s (66.91mph). **P** Heath. **S** 15.

RACE 3 (15 LAPS) **1 Heath**; 2 Roberts +1.237s; 3 Blackburn; 4 Fernihough; 5 Peter Lancaster (Fiesta XR2); 6 Atkinson. **FL** Blackburn 1m22.815s (67.37mph). **P** Heath. **S** 15. **FIESTAS (13 LAPS)** **1 Simon Horrobin (ST)**; 2 Sam Priest (ST) +4.467s; 3 Nathan Edwards (ST); 4 Aaron Thompson (ST); 5 Ryan Faulconbridge (ST); 6 Lee Dendy-Sadler (ST). **CW** Alastair Kellett (Zetec S); John Bateman (Si); Luke Bannister (Zetec). **FL** Horrobin 1m19.059s (70.58mph). **P** Horrobin. **S** 24. **RACE 2 (4 LAPS)** **1 Horrobin**; 2 Priest +1.034s; 3 Myles Baker (ST); 4 Kellett; 5 Tim Glover (ST); 6 Stuart

Robbins (Zetec S). **CW** Kellett; Bateman; Bannister. **FL** Horrobin 1m19.260s (70.40mph). **P** Horrobin. **S** 24.

FIESTA JUNIORS (BOTH 15 LAPS)

1 Callum Hawkins-Row; 2 Harry Gooding +2.242s; 3 Danny Harrison; 4 Bradley Burns; 5 Lewis Kent; 6 Jack Davidson. **FL** Harrison 1m21.358s (68.58mph). **P** Hawkins-Row. **S** 12.

RACE 2 1 Gooding; 2 Harrison +9.437s; 3 Burns; 4 Davidson; 5 Nicholas Reeve; 6 Kent. **FL** Gooding 1m21.874s (68.15mph). **P** Hawkins-Row. **S** 11.

LOTON PARK HILLCLIMB

MSA BRITISH HILLCLIMB ROUND 33

1 Scott Moran (3.5 Gould-NME GR61X) 44.89 BTD; 2 Wallace Menzies (3.5 Gould-NME GR55) 45.05s; 3 Will Hall (2.0 Force-AER/XTec WH) 45.74s; 4 Dave Uren (1.3t Force-Suzuki PC) 46.09s; 5 Sean Gould (1.6 Gould-Suzuki GR59) 46.47s; 6 Trevor Willis (2.0 Force-AER/XTec WH) 46.54s; 7 Richard Spedding (1.6 GWR-Suzuki Raptor) 46.75s; 8 Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 46.80s; 9 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 46.83s; 10 Eynon Price (1.6 Gould-Suzuki GR59) 46.86s; 11 Jason Mourant (4.0 Gould-Judd GR55) 47.75s; 12 Alex Summers (3.5 Gould-Cosworth GR55) 48.52s.

ROUND 34 1 Menzies 46.44s; 2 Hall 46.45s; 3 Moran 46.46s; 4 Price 48.21s; 5 Uren 48.33s; 6 Spedding 48.69s; 7 Summers 49.46s; 8 Mourant 50.63s; 9 Gould 52.27s; 10 Willis 53.26s; 11 Tomlin 55.92s; Fail Simon Marsh (1.3s DJ-Suzuki Firestorm).

Class Winners Richard Brant (2.0 Renault Clio 172 Sport) 62.60s; Jamie Powell (2.0t Mitsubishi Evo 5) 58.15s; Allan Warburton (2.5 Caterham-Duratec) 55.69s; Brad Drown (1.4 Citroen AX) 60.45s; Colin Satchell (2.0 Peugeot 205 GTi) 54.62s **Rec**; Mike Turpin (2.2s Vauxhall VX220) 55.88s; Ash Mason (1.3s Westfield-Suzuki) 53.37s; Derek Kessell (1.4 Maguire Mini) 58.98s; Allan McDonald (2.4t Morris Mini Evo) 54.07s; David Tatham (0.6 Terrapin-Honda M41A) 54.06s; Martin Jones (1.0 DJ-Suzuki Firehawk) 49.62s; Roger Moran (1.6 Van Diemen RF92) 59.24s; Spedding 46.20s; Tim Davies (2.0 Pilbeam-Millington MP88) 48.22s; Uren 46.41s; S Moran 45.20s.

FINAL POINTS 1 S Moran 271; 2 Willis 248; 3 Menzies 238; 4 Spedding 159; 5 Uren 148; 6 Hall 123; 7 Gould 103; 8 Price 89; 9 Hollier 88; 10 Mourant 70.



Kendall kept Tuckley at bay in Thruxton Minis

WHAT'S ON



What Button should really do in 2017

SUPER GT? RALLYCROSS?

Miscellaneous GT races? A concerted attack on the major end-of-season Formula Ford 1600 races (if only!)? Jenson Button is clearly beginning to slightly tire of the “what are you doing in 2017?” questions that have dominated his meetings with the media since he announced his not-quite-retirement from Formula 1 during the Italian Grand Prix weekend earlier this month.

But the answer to what he should do next has been obvious for years. He has massive untapped potential in what *should* be his next career.

Opinionated, intelligent, likeable, good at making F1 nuances and rivalries accessible. The man needs to be on television.

He's experienced life at both ends of the F1 grid, been lambasted as a wasteful playboy and celebrated as a world champion, won dominantly from the front and heroically from last, battled against every driver who has won a world championship since 1997 and driven cars from multiple generations of technical regulations. And most importantly for what comes next: he can talk about it.

An interview with Button is always insightful and engaging. As a journalist, if you're putting together a story combining multiple paddock views on a major topic then you'll want Button's voice in there because you can guarantee a) he won't shy away from expressing an opinion and b) that opinion won't be ill-considered nonsense fluff.

He's already carried out a sort-of-audition for commentary. When his 2015 Bahrain Grand Prix became a non-event due to the endless string of problems that meant his McLaren-Honda did only 32 laps in three days (only one of them in qualifying and none in the race), Button didn't sulk or look for the quickest flight home. Instead he 'live-tweeted' the race via his personal account.

It wasn't all ultra-gold unique insight (“Loving the sparks from the cars”) but he narrated the leading cars' strategies, explained radio messages and stoked some Mercedes controversy: “Ooh is Lewis backing his team-mate into Vettel?!? #oldstory #whynot”. He proved he could take an overview and read how a race was unfolding. And we already know he's not just eloquent in 140 characters.

Button already has all the right qualities to build a successful broadcasting career

British broadcasters aren't struggling for drivers-turned-commentators at the moment: Martin Brundle, David Coulthard, Anthony Davidson and Allan McNish are all exceptional. And the number of jobs available is set to shrink when Channel 4's shortlived tenure ends and UK F1 coverage goes all-Sky in 2019.

But Button has the edge for bagging one of those slots as his experience of recent F1 is so much greater than those currently starring in the commentary box.

And we know from countless pre-race television features — most famously his rallycross test — that he makes a very sparky double-act with Coulthard, two friends who know each other well but make their banter inclusive to audiences, not a turn-off.

You could slot him in the commentary box, as a pitlane pundit or a gung-ho participant in build-up features and analysis. Or all of the above.

Brundle and Coulthard were excellent grand prix drivers but it was Button who became a world champion. He might just have the long-term potential to outshine them behind the mic too.

MATT BEER

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HOT ON THE WEB THIS WEEK

YouTube **MINOR PART'S STARRING ROLE**

Search for The Life of a Bolt

This is the story of RB12-FS-00663-02, a humble bolt destined for the front suspension of a Red Bull Formula 1 car. Follow its journey from sketch to drawing, machining to testing, assembly to racing. Red Bull manages to make something that should be prosaic seem almost poignant.

INTERNATIONAL MOTORSPORT

MALYSIAN GRAND PRIX FORMULA 1 WORLD CHAMPIONSHIP

Rd 16/21
Sepang, Malaysia

October 2

WATCH ON TV

Live Channel 4, Sunday 0700;
Sky Sports F1, Sunday 0730

Highlights Channel 4,
Sunday 1650

GP2 SERIES

Rd 10/11
Sepang, Malaysia

October 1-2

WATCH ON TV

Live Sky Sports F1, Saturday
0445; Sunday 0415

GP3 SERIES

Rd 8/9
Sepang, Malaysia

October 1-2

WATCH ON TV

Live Sky Sports F1, Saturday
0325; Sunday 0300

TCR INTERNATIONAL

Rd 10/11
Sepang, Malaysia

October 1-2

TOUR OF CORSICA WORLD RALLY CHAMPIONSHIP

Rd 10/13
Bastia, France

September 29-October 2

WATCH ON TV

Live BT Sport, Sunday 1100

Highlights Channel 5,
Monday 1900

PETIT LE MANS IMSA SPORTSCAR

Rd 12/12
Road Atlanta, Georgia, USA

October 1

WATCH ONLINE

Live imsa.tv, Saturday 1600

EUROPEAN FORMULA 3

Rd 9/10
Imola, Italy



BTCC BRANDS HATCH

ITV4
Sunday 1015

We can't think of a single good reason not to go but, if your missus has commandeered the car to take the kids to ballet lessons or whatever, make sure you park yourself in front of the box for the BTCC title showdown. It's Tordoff v Shedden v Neal v Collard v Jackson v Jordan v Turkington v Plato. Unmissable.

October 1-2

WATCH ONLINE

Live fiaf3europe.com,
Saturday 1010 and
Sunday 1010 & 1500

EUROPEAN TOURING CAR CUP

Rd 6/6
Imola, Italy

October 2

BLANCPAIN SPRINT CUP

Rd 5/5
Barcelona, Spain

October 2

WATCH ON TV

Live BT Sport 2,
Sunday 0800

FORMULA V8 3.5

Rd 7/9
Monza, Italy

October 1-2

EUROFORMULA OPEN

Rd 6/8
Monza, Italy

October 1-2

INTERNATIONAL GT OPEN

Rd 6/7
Monza, Italy

October 1-2

NASCAR SPRINT CUP

Rd 29/36
Dover, Delaware, USA

October 2

WATCH ON TV

Live Premier Sports TV,
Sunday 1830

ADAC GT MASTERS

Rd 7/7
Hockenheim, Germany

October 1-2

FORMULA RENAULT NEC

Rd 7/7
Hockenheim, Germany

October 1-2

WORLD RALLYCROSS

Rd 10/12
Bikernieki, Latvia

October 1-2



UK MOTORSPORT

BRANDS HATCH BTCC

October 1-2
BTCC, British Formula 4,
Porsche Carrera Cup, Renault
Clio, Ginetta GT4, Ginetta Junior

WATCH ON TV

Live ITV4, Sunday 1015

CASTLE COMBE CCRC AUTUMN CLASSIC

October 1
Austin-Healeys, 500cc F3,
Pre-War Sports, FISCAR, Pre-
1966 Touring Cars, Pre-1966
Jaguars, Aston Martins



OULTON PARK BARC

October 1
Britcar Endurance, Britcar
Production, NW Sports/
Saloons, Karts

SILVERSTONE MSVR

October 1
Aston Martin GT, Inter Marque,
Innes Ireland Cup, '50s Sports
Cars, Pre-War Team Challenge

KIRKISTOWN 500MRCI MARTIN DONNELLY TROPHY

October 1
FF1600, Saloon and GTs,
Road Sports, Ford Fiestas,
Formula Vee, Stryker Sportscars

SNETTERTON MGCC

October 1-2
Four-Hour Relay, Morgans,
Quaife Saloons, Tin Tops,
MG Trophy, Peter Best MG,
MG Metro, Midget and Sprite,
BCV8, Thoroughbred Sports

DONINGTON PARK 750MC

October 1-2
Historic F3, Toyota MR2, RGB,
Roadsports, Bike Sports, Civic
Cup, Sport Specials, Stock
Hatch, Hot Hatch, 5Club MX-5,
Tegiva M3, Classic Interseries

KNOCKHILL SMRC

October 2
Mini Cooper, Fiesta,
FF1600, Classic Sports and
Saloons, Legends Cars,
Sport and Saloons,
BMW Compacts



GOODYEAR

ALBILAD

دلالة
dallah AVCO

AKAI

AKAI AKAI

SIMPSON

AKAI's Okay OK. Akai's Okay OK. Akai's Okay

AUDIA



THE ARCHIVE

Frank Williams and Alan Jones confer in the pitlane at the 1979 British Grand Prix at Silverstone. It was to be a landmark race for the Williams team. Jones secured its first pole position, but was forced to retire from the lead at just over half-distance when the water pump on his FW07's Cosworth engine failed, so it was Jones's team-mate Clay Regazzoni who had the honour of scoring the squad's first grand prix victory.

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INTRODUCING



GUS GREENSMITH

THERE'S NOTHING WORSE THAN A Hollywood A-lister getting in the way of your chat with a five-time British Rally Champion. Just ask Gus Greensmith. He was team-mate to Idris Elba when the star was making his documentary on the Circuit of Ireland Rally last year. Jimmy McRae was on-hand to help Elba find his way.

"Idris was great," says Greensmith, "but definitely the coolest thing about that was the chance to spend some time with Jimmy."

Rallying has been at the centre of Greensmith's world ever since the then 12-year-old karter caught a glimpse of Sebastien Loeb threading a Citroen C4 WRC through the Alps on TV. "That was it for me," he says. "Everything was about rallying."

When he passed six foot, aged 16, the time had come to get out of karts and into Junior 1000 rallying, where he showed plenty of early speed in a Nissan Micra. A step up to the British Rally Championship coincided with the arrival of a driving licence and success was immediate with the Junior title.

The decision was taken for another step up the ladder into the WRC-based Drive DMACK Fiesta Trophy. The switch from domestic to global rallying was made with the kind of ease that comes with the innocence of youth; a stage is, after all, just a stage, regardless of whether it's North Yorkshire or north of Jyväskylä. Greensmith bagged a couple of fourth places and the Rookie award in a season he really enjoyed. But the turning point came at Rally GB last year, when Greensmith started working with Ken Block's co-driver Alex Gelsomino.

Improved pacenotes have been the key to his upturn in speed this season. But, despite plenty of scratch times, there's been frustration – particularly at the DDFT opener in Portugal.

"I felt robbed," he says of the double-puncture and double-driveshaft failure that knobbled his Ford Fiesta R2. "I was driving at 80 per cent and the times were just coming. After that, things didn't go our way. I'm going to the final round in Spain without pressure. I want to enjoy it and really go for it."

Then comes the big one for this young talent: a Rally GB entry in an M-Sport-run Ford Fiesta R5. Late October is the moment Greensmith's been waiting for. **DE**

DAVID EVANS



- Age** 19
- 2016** 7th in Drive DMACK Fiesta Trophy
- 2015** 6th in DDFT, rookie champion
- 2014** British Junior Rally champion
- 2013** Rally debut in F1000
- 2008-12** Karting



ALL PICS: MCKLEIN/DAE



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