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OCTOBER 23 2014 • £3.60

EXCLUSIVE INTERVIEW

BUTTON **ALONSO** **DOESN'T** **SCARE ME**

“He’s not as quick as Lewis over one lap”

SPECIAL REPORT

We make sense of the route to F1



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CARLOS SAINZ
DTM & EURO F3

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Storm Gathering



VXR8 GTS

6.2 Litre 585PS Supercharged V8

Official Government Test Environmental Data. Fuel consumption figures mpg (litres/ 100km) and CO₂ emissions: 363g/km#.

Model shown New VXR8 GTS 6.2i V8 (585PS) £54,499. Vauxhall does not condone irresponsible driving. #Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style.

VXR.co.uk



VAUXHALL

CO₂ emissions (g/km). VXR8 GTS: Urban: 12.9 (21.9), Extra-urban: 24.4 (11.6), Combined: 18.5 (15.3).

road conditions and other non-technical factors.

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Fuel consumption figures for the CR-V 2.2 i-DTEC Black Edition in mpg (l/100km): Urban 43.5 (6.5), Extra Urban 55.4 (5.1), Combined 50.4 (5.6). CO₂ emissions: 149g/km. Fuel consumption figures sourced from official EU-regulated laboratory test results, are provided for comparison purposes and may not reflect real-life driving experience.

Model Shown: CR-V 2.2 i-DTEC Black Edition in Crystal Black Pearl at £30,510 On The Road (OTR). **Terms and Conditions:** New retail CR-V registered from 1 October 2014 to 31 October 2014. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. **CR-V Black Special Edition Honda Aspirations (PCP):** *0% APR Representative example shown based on CR-V 2.2 i-DTEC Black Edition in Crystal Black Pearl at £30,510 total cash price (and total amount payable) with 37 months 0% APR Representative (interest rate per annum 0% fixed). Minimum customer deposit 0%, maximum customer deposit 30%. Representative example based on a £7,387.12 (24%) deposit = £269 monthly payment, Guaranteed Future Value / Optional Final Payment of £13,438.87, annual mileage of 10,000 and excess mileage charge: 12p per mile. You do not have to pay the Final Payment if you return the car at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage of 10,000 has not been exceeded. Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Credit provided by Honda Finance Europe Plc. 470 London Road, Slough, Berkshire SL3 8QY. Honda Finance Europe plc is authorised and regulated by the Financial Conduct Authority, Financial Services Register number 312541. **The 5 Year Care Package includes: Servicing:** All scheduled servicing, as detailed in the vehicles service book, will be covered for 5 years or 62,500 miles, whichever comes first. **Warranty:** In addition to the standard 3 year warranty the customer will receive a complimentary 2 year extended guarantee taking the warranty to 5 years or 90,000 miles, whichever comes first. **Roadside Assist:** In addition to the standard 3 years roadside assistance package the customer will receive complimentary Hondacare Assistance for a further 2 years, taking it to 5 years or 90,000 miles, whichever comes first. **The 5 Year Care Package:** The 5 Year Care Package is optional. It is being offered for **£555 including VAT** (usual value £1,845 including VAT, resulting in a £1,290 saving for the customer) and is available to finance or non-finance customers. Please note, should you sell the vehicle during the period of cover, the package remains with the vehicle.

POLE POSITION

McLaren is on verge of huge Alonso resolution

McLAREN FINDS ITSELF IN AN INTRIGUING SITUATION at the moment. On the verge of a new Honda era, with recent experience of the best engine in Formula 1, it could (re-)sign one of the sport's top three drivers in Fernando Alonso, and has the choice of re-inking with another ex-world champion in Jenson Button or pressing on with Kevin Magnussen's long-term promise.

Clearly three into two won't go, with the smart money on an Alonso/Button pairing (Magnussen retained but farmed out) that echoes its previous Lewis Hamilton/Button epoch. And that didn't go too badly, did it? It's often been said that there are a 100 million reasons why Alonso wouldn't return to a Ron Dennis-run squad, but I don't see it that way. Fernando may or may not be scheming behind the scenes to fashion an opening at Mercedes for 2016, but unless there's a full-on intra-team explosion at Brackley in the next 12 or so months you can't bank on that.

So has Alonso left himself exposed by recent events, weakening his bargaining position and rate card? That's as maybe, but if his contingency option is to spearhead a McLaren-Honda partnership for the 21st century, then that ain't so bad for all concerned.



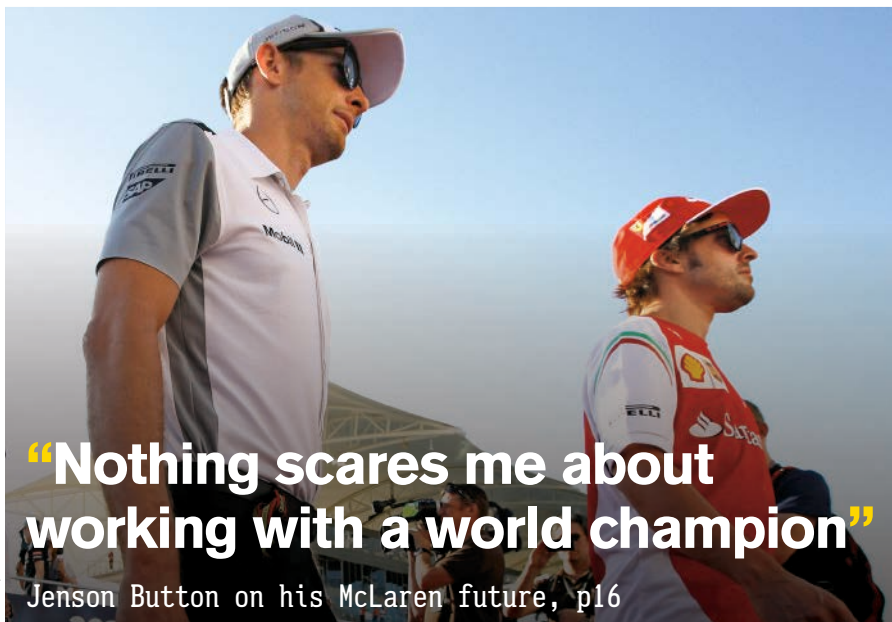
Bradley

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COVER STORY



"Nothing scares me about working with a world champion"

Jenson Button on his McLaren future, p16

COATES/LAT

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Cover images: Charmiaux/XPB; Rozendaal/LAT

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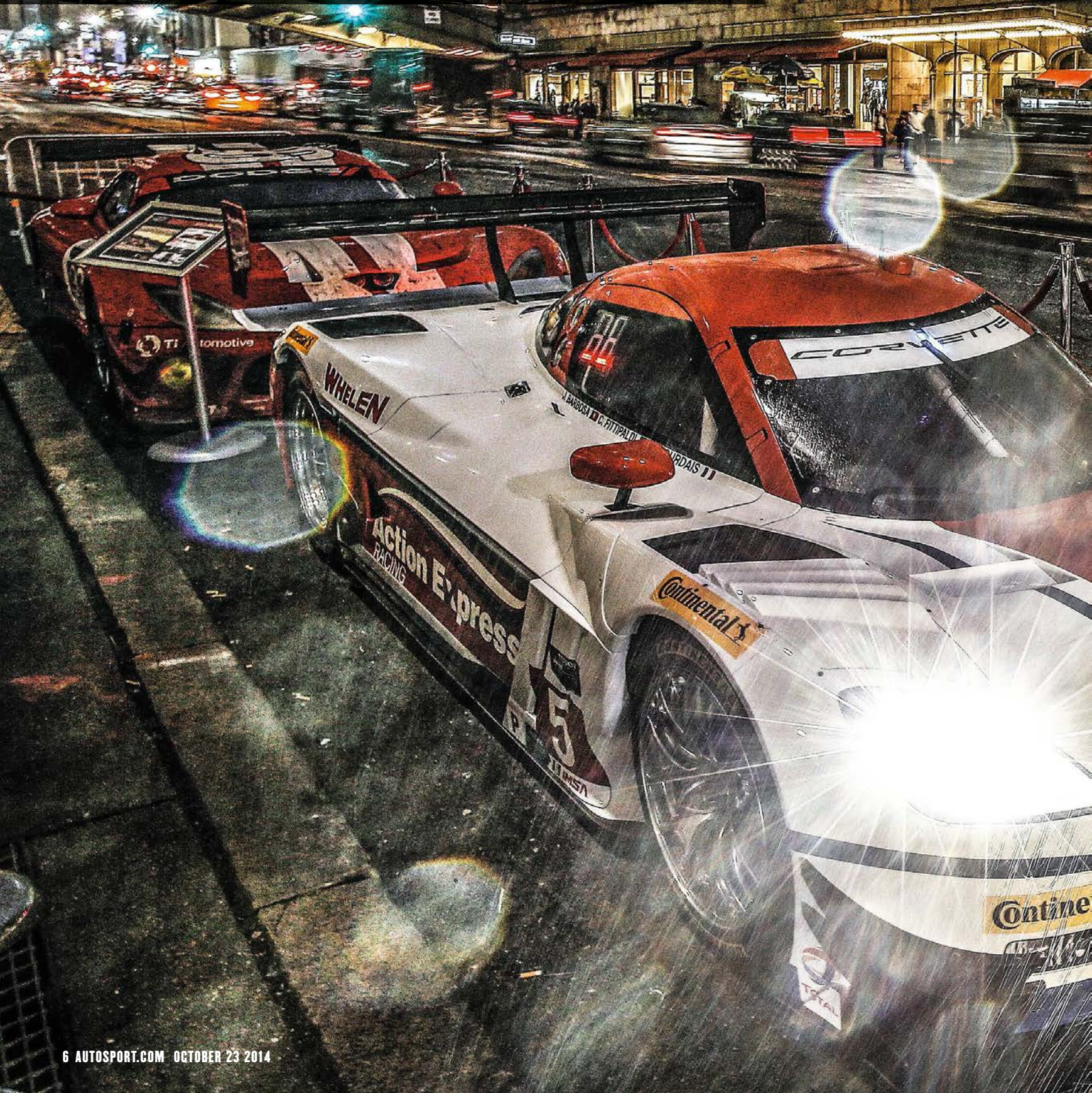
The best track and TV action in the coming week

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THE BIG PICTURE

Christian Fittipaldi/Joao Barbosa's Action Express Corvette takes pride of place on New York's 42nd Street. The USC crown was Fittipaldi's first since his F3000 title in 1991!

LEVITT/LAT





This week in F1

HULKENBERG TO STAY AT FORCE INDIA

Nico Hulkenberg will remain with Force India next season.

The German rejoined the team this year, after a single season with Sauber, and is currently eighth in the drivers' championship, having scored points in 13 of the 16 races held so far.

"The team has big ambitions and I believe we can have a competitive package once again next year," he said.

Team boss Vijay Mallya added: "He's a true racer and knows how to motivate the team. I am convinced he is one of the best talents on the grid and I am proud that he will continue to race in the colours of Force India."

Team-mate Sergio Perez remains in discussions about extending his own stay at the squad.



HULKENBERG & FORCE INDIA IN NUMBERS

36 RACES | **0** WINS | **4TH** BEST FINISH | **139** POINTS | **0** PODIUMS | **2** SEASONS
1 FASTEST LAP | **0** POLES

P11 HULKENBERG'S PERCEPTION PROBLEM

Backlash prompts tyre change

Pirelli will bring softer tyres to November's Brazilian Grand Prix, following criticism from drivers.

Pirelli originally intended to take medium and hard compounds to Interlagos, prompting Ferrari driver Fernando Alonso to declare the selection "surprising" and Williams racer Felipe Massa to brand the decision "dangerous".

Following a meeting of F1's tyre working group last week, Pirelli has obtained unanimous agreement from teams to change its Brazil allocation to medium and soft. Pirelli said the recent resurfacing of the Interlagos track – a specific issue raised by

Massa in his criticism – had prompted the change.

Leading drivers have also asked the FIA to consider specifying a different type of wet tyre following the serious accident that befell Jules Bianchi. They believe the current specification is encouraging them to take risks on intermediates.

World champion Sebastian Vettel spoke out in a drivers' meeting during the Russian Grand Prix.

"Currently the extreme [wet] tyre has a very narrow window and the intermediate is quicker. That's something we need to work on," he said afterwards.



For all the breaking news, visit **AUTOSPORT.COM**

Anger over Bianchi crash claims

Marussia has reacted angrily to claims made against it and Jules Bianchi over the circumstances behind the French driver's Japanese Grand Prix crash.

Several media outlets reported that Bianchi had not slowed down under double waved yellow flags before his crash, and that the Marussia team had urged him to push hard in a bid to keep ahead of Caterham's Marcus Ericsson.

Both claims have been strongly denied by Marussia, which has yet to decide how it will adjust its driver line-up for the final three races, while

Bianchi remains critically ill in hospital.

Meanwhile, the FIA has written to all teams asking them to forward relevant information to the Accident Panel it has set up to investigate the circumstances of Bianchi's accident.

The panel, which includes former Ferrari team principal Stefano Domenicali, ex-Mercedes boss Ross Brawn, double world champion Emerson Fittipaldi, and new Grand Prix Drivers' Association president Alex Wurz is expected to report to the World Motor Sport Council in December.



Vettel denied early release

Red Bull will not give Sebastian Vettel an early release from his contract, so he will not be able to drive for Ferrari in the Abu Dhabi post-season test. Red Bull owner Dietrich Mateschitz said that his team would hold Vettel to the full terms of his deal, which runs until five days after the season finale. "Only after that will he become a free agent," Mateschitz said.



DTM champ to test Toro Rosso

DTM champion Marco Wittmann will test a Toro Rosso F1 car as a reward from BMW for winning the touring car series this year. Meanwhile, Sauber was due to hand Chinese driver Adderly Fong and Israeli Roy Nissany tests in a two-year-old car at Valencia this week.



Lotus to trial new nose

Lotus will try running without the unique twin-tusk nose on its E22 during free practice for the United States Grand Prix.

Lotus will be forced to abandon its current design next season, following a push by F1's governing body to eliminate the aesthetically controversial nose designs that have appeared on cars this year. The Enstone squad will test a low nose, similar to that of the current Mercedes and Ferrari, as it pushes on with developments for 2015. It will revert to the twin-tusk nose for the race.

Lotus technical director Nick Chester told AUTOSPORT: "The rules are pushing everybody in that direction, so pretty much everybody will be looking at a fairly low and narrow nose [for next season]."

"We're going to test a nose like that in Austin, do some aero measurements and see what that does on track compared with what we see in the [wind]tunnel."



Tilke defends Sochi circuit

Circuit designer Hermann Tilke insists the layout of the Sochi Autodrom was not to blame for the lack of thrills in the inaugural Russian Grand Prix.

Tilke believes that circumstances, including Pirelli's tyre choice, were bigger influences than the track configuration that ran around the Olympic Park.

When asked if he thought that changes to the layout were needed for 2015, Tilke told AUTOSPORT: "No, I think it is fine. I think Pirelli were a little bit conservative because they were afraid of what happens with the new track. Hopefully next year they will make a different strategy."

TILKE HITS AND MISSES

HITS

- **Istanbul Park (Turkey)**
Earned praise for the challenge of the iconic, high-speed, triple-apex left-hander at Turn 8.
- **Sepang (Malaysia)**
Arguably the most flowing Tilke track with a good mix of corners, including fast ones. Deservedly popular.
- **Austin (United States)**
An intriguing counter-clockwise circuit with challenging sequences based on various other tracks from around the world.

MISSES

- **Valencia (Spain)**
A jejune layout with 'straights that aren't straights', which were terrible for racing. Already forgotten.
- **Yas Marina (Abu Dhabi)**
The first three corners are good but the rest of the layout is a missed opportunity, given the blank canvas.
- **Korea International (Korea)**
Folly from start to finish. A white elephant street circuit shaped to suit streets that will never be built. And that pit exit – what was he thinking?

McLaren understands Button concerns

McLaren racing director Eric Boullier says the team can understand if Jenson Button is unhappy with having to wait on a new contract while McLaren courts Fernando Alonso. "Jenson is more than considered to stay with us for long term, but we are still investigating what we want to do with our driver line-up," he said.



"He has suffered not winning these years and I think he wants to try to go for it elsewhere."



Outgoing Ferrari president Luca di Montezemolo confirms Fernando Alonso will leave the F1 team this season



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Jonathan Noble

F1's newshound

Nico Hulkenberg's modesty does him no favours. He needs to start blowing his own trumpet if he's to secure a top drive in F1

While modesty in a successful sports star is something to be admired, there are times when they need to shout from the rooftops to remind the world just how good they are. The conundrum of doing what they think is right against what may be best for their career is something that fits well for the situation Nico Hulkenberg finds himself in right now.

While confirmation this week of his new contract with Force India may ensure he retains his rightful place on the Formula 1 grid, it has prompted the return of the debate about why he has still not been snapped up by a top team. Rewind to last summer and the super-fast German appeared to have the world at his feet.

He was openly courted by Ferrari as it considered a replacement for Felipe Massa. But despite coming close to a deal, he eventually lost out to Kimi Raikkonen amid the political infighting caused by Fernando Alonso throwing his toys out of the pram. With Ferrari eager to make it clear to Alonso that Maranello did not just revolve around him – as well as guarantee a big-name star in case the Spaniard jumped ship – Hulkenberg was overlooked for the biggest chance of his career.

But even having lost that opportunity, his continually strong performances for Sauber made him a key target for Lotus. That chance went south too, when much-promised funds for Quantum Motorsports failed to materialise and left Lotus sorting out a deal for



Hulk's new Force India deal unlikely to pave way to title

It says much that some of the most positive comments about Hulkenberg's brilliance behind the wheel have come not from himself, but from Alonso, who is the master of self-publicity. At the end of last season, Hulkenberg took heart from very positive comments that the Spaniard had made about him. But he should not be relying on either onlookers or rivals – he needs to seize the initiative.

Look at how Alonso does it. When does an opportunity ever go by without him pointing out just how he is driving better than ever; or how his stats stack up against his team-mates at Ferrari; or just how

“It remains baffling as to why that top-line opportunity hasn't happened for Hulkenberg”

Pastor Maldonado and his PDVSA millions instead.

That was ultimately a blessing in disguise, for it removed Hulkenberg from the prospect of a nightmare 2014 season with the Enstone-based squad, but left him heading to Force India and away from potential title-winning contention.

For anyone who's followed Hulkenberg's career closely, it remains baffling as to why that top-line opportunity hasn't happened. If you speak to team bosses about why there is no clamour to hire him, they cite the lack of a truly headline-grabbing result – for despite nearly four full seasons in F1, he still has yet to finish on the podium. They mention his height. They also question whether he has the true killer instinct off track to fire-up the troops.

The latter may just come down to image. It's true that Hulkenberg remains a deeply modest man, and one who doesn't find it comfortable bigging himself up. He much prefers to let his driving do the talking.

far back the second car was as it crossed the finish line? The relentless pace of the modern media world means it becomes all too easy to fall out of the public eye.

If you are in a car that only on exceptional days can fight for a podium finish, and a situation where things are close between you and your team-mate, then why should the world focus its gaze your way? And equally, if the world is not watching, then what chance will the top team bosses, whose attention rarely extends beyond their own factory walls?

Few would disagree that Hulkenberg deserves the chance with a top team, but even he must admit that a new generation of youngsters – look at how Red Bull instantly pounced for Daniil Kvyat – are at risk of locking out the top seats over the next few years.

For Hulkenberg, it's time to stand up and do more to show the world off track why he is still so good. If he wants people to make a lot of noise about him, he's going to need to start making that noise himself. ❧

This week in motorsport

BRITISH F3 HITS END OF THE ROAD

The British Formula 3 Championship looks set to be canned for 2015 after exhausting all avenues to strengthen it.

A proposed merger with German F3, to form a four-plus-four calendar of one British mini-series and one German mini-series, bit the dust when the German organisers

decided not to proceed.

Benjamin Franassovici of British F3 promoter SRO said: "We had a very positive meeting with Gerhard Berger [FIA Single Seater Commission president] and his team in Paris two or three weeks ago. They told us they would give their full support and I was very

optimistic. But sadly it would appear the German side weren't keen on the concept and our format couldn't go forward.

"We supported it last year and this year when financially it wasn't good business anymore. Not enough drivers and teams took up the challenge."



Berger stands down from FIA

Ex-Formula 1 star Gerhard Berger will stand down from his role as president of the FIA Single Seater Commission at the end of this year.

Fifty-five-year-old Berger, who took over the position three years ago, told teams in the Formula 3 European Championship – a series he was instrumental in reviving for 2012 – of his decision in the Hockenheim paddock last Saturday evening.

AUTOSPORT understands that there is not yet an obvious candidate to replace him at the helm.

P56 RACING'S COMPLEX LADDER



Todt quashes rally revolution

FIA president Jean Todt has stepped in to end WRC Promoter's plans to revolutionise the World Rally Championship for next season.

The promoter had proposed a plan to artificially cut the gaps between crews to close up the competition. With the idea already rejected by September's World Motor Sport Council, Todt attended an emergency WRC Commission meeting in Geneva last week and made it clear this was not the way forward.

WRC Promoter's Oliver Ciesla said: "The proposal was not mature enough. We were always ambitious with the outcome. But it is stopped now. We remain loyal to the objectives of making rallying more attractive and reaching more audience."

Dutchman de Vries got first FR3.5 run at Jerez on Tuesday



McLaren man to DAMS for FR3.5

McLaren protege Nyck de Vries will graduate to Formula Renault 3.5 with reigning champion team DAMS for 2015.

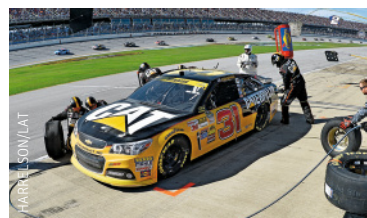
This year's Formula Renault Eurocup champion will step up to FR3.5 – with a €500,000 budget contribution from Renault as part of his prize – with the team that has taken Kevin Magnussen

and Carlos Sainz Jr to the past two titles.

DAMS is also in talks with another McLaren junior for GP2, with race winner Stoffel Vandoorne potentially switching from ART for 2015.

"Both teams are very strong and have positives and negatives," Vandoorne told AUTOSPORT.

Newman fear in Chase verdict



Sprint Cup star Ryan Newman faced a nervous wait early this week on NASCAR's verdict regarding a ride-height infringement at last weekend's crucial Talladega round.

Fifth place at the Alabama track put Newman comfortably into the Eliminator 8 round of the Chase, before his Richard Childress Racing Chevrolet was found to be too low at the rear.

A severe points penalty could drop Newman out of the title hunt, and instead promote Kasey Kahne. Or NASCAR could give him a points handicap for the start of the three-round Eliminator 8.

For all the breaking news, visit AUTOSPORT.COM



Status takes over Caterham

GP3 squad Status Grand Prix is to branch out into GP2 after acquiring the Caterham Racing team.

Although the new ownership is effective immediately, the team will run under the Caterham name for this year's GP2 finale in Abu Dhabi next month before switching to Status nomenclature in 2015.

Team principal Teddy Yip Jr said that the GP2 operation would join the GP3 squad at Status's Silverstone base.

Caterham first entered GP2 in 2011 under the AirAsia banner, and has won races with Davide Valsecchi, Giedo van der Garde and Alexander Rossi.

BIG NUMBER

5

Number of people seen in the Hockenheim DTM/F3 paddock who were team-mates to reigning world champions at McLaren. Keke Rosberg, Stefan Johansson, Gerhard Berger, David Coulthard and Lewis Hamilton were all in Germany.

You know, it's only about the third time I've said this is gonna be my last race, but this is really gonna be the last one



Two-time NASCAR Cup champion Terry Labonte announced last weekend at Talladega that he is retiring. Again.



Infiniti BTCC car breaks cover

Here is the Infiniti Q50 that is the basis for Nissan's return to the British Touring Car Championship next year. Derek Palmer and Richard Hawken, who compete in the Super Touring club series, will race the cars under the Infiniti Support Our Paras Racing banner.

Renault returns to Silverstone

The free-ticket World Series by Renault package will return to Silverstone next year for the first time since 2011.

Renault announced its 2015 calendar last weekend, with the headlining Formula Renault 3.5 schedule undergoing three changes. Silverstone replaces Moscow Raceway, Austria's Red Bull Ring replaces Monza, and the French round switches from Paul Ricard to the Le Mans Bugatti circuit.

Renault Sport CEO Patrice Ratti said teams had pushed for a return to the British Grand Prix venue.

2015 CALENDAR FORMULA RENAULT 3.5

DATE	LOCATION
April 25-26	Motorland Aragon (E)
May 24	Monte Carlo (MC)
May 30-31	Spa (B)
June 13-14	Hungaroring (H)
TBC	Red Bull Ring (A)
August 29-30	Silverstone (GB)
September 12-13	Nurburgring (D)
September 26-27	Le Mans (F)
October 17-18	Jerez (E)

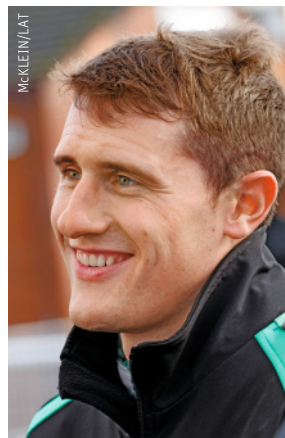


Wilson back for 160-car Rally GB

Briton Matthew Wilson will celebrate the 10th anniversary of his maiden World Rally outing by returning to next month's Rally GB.

The event is the first for Wilson – who now works as Bentley's race-team manager at his family's M-Sport firm – in the WRC since Rally Sweden last season, and he will drive a Ford Fiesta RRC.

Rally GB has attracted its first capacity entry since its move to Wales in 2000, with international and national entries totalling the maximum 160 for the November 13-16 event.



In brief



WITTMANN'S BMW STAY

DTM champion Marco Wittmann has extended his contract with BMW Motorsport. His new multi-year deal makes him the first of the Munich marque's DTM drivers to officially be locked in for next season.

STONEMAN'S FR3.5 RUN

GP3 star Dean Stoneman was due to drive with Arden Motorsport and Pons Racing in this week's Formula Renault 3.5 test at Jerez. Fellow GP3 race winner Jimmy Eriksson was to test with DAMS. A number of FR2.0 aces were set to run, including Bruno Bonifacio (Draco), Dennis Olsen (Strakka), Andrea Pizzitola (ISR) and Egor Orudzhev (Arden and Fortec).

SARRAZIN IN CORSICA

Toyota has given its WEC driver Stephane Sarrazin the green light to return to the Tour de Corse next month in a Ford Fiesta RRC. The versatile Frenchman finished third on last year's island event.

BLOCK IN RALLY SPAIN

Gymkhana star Ken Block returns to the World Rally Championship for the first time in 18 months for this week's Rally of Spain. The American will drive his usual Monster-backed Ford Fiesta RS WRC. He tested on asphalt last week and gravel on Monday in preparation for the mixed surface event.

Triple Eight for Baku Blancpain

The Triple Eight BMW team will field a car in the final round of the Blancpain Sprint Series in Baku next month.

The British team will run a solo BMW Z4 GT3 for team regulars Joe Osborne and Ryan Ratcliffe, who is part of its driver-development scheme, in the Silver Cup class for silver-rated drivers who are 25 or under.

The move has been planned as a lead-in to a proposed full-season assault on the BSS in 2015.



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CRÉATIVE TECHNOLOGIE



Carlos Sainz Jr

The Inside Line

The new Formula Renault 3.5 champion talks about coming back from adversity – and keeping the Formula 1 dream alive



When I knew I would be racing in Formula Renault 3.5 this year I quickly realised the pressure I had on my shoulders. It was win or win – anything else could be a disaster for my career. So to have all of this pressure and take myself to the next level of performance was, I think, a great achievement. To be the youngest champion of this series feels great – it's one more thing to show people, along with the record for victories in a season.

The only thing I brought with me this year from a tough 2013 season was my talent. Apart from that, it was starting from zero. It was matter of knowing how to exploit my ability – not the things you see in front of the cameras, but everything behind the scenes.

Together with my team, DAMS, I had a plan from the winter of how to do this, and that made us very dominant from the beginning. It also made me more confident that I could bounce back when things went wrong, like they did a couple of times this season. I think I'm much stronger now, and it's not only the championship that helps my case – the turnarounds after the bad days are nearly as important.

The low point of my season was the Hungaroring. After Spa in June I had a big lead in the championship, and then by September it was down to 16 points. I was pipped off, but I still had confidence in myself. I said I was going to win the next race at Paul Ricard, and maybe before this year I wouldn't have said that. I still had the



Sainz won the title without scoring points at final round

Championship in 1990. I was surprised, and then I knew I had to do it! It's a really good date for our family, a nice coincidence. My Dad has been supporting me for all these years, and without his support I wouldn't be here. To give him this present on this date was special.

Now there is a lot of attention on what happens next in my career. With Formula 1, it's just a matter of waiting and hoping. The summer was very difficult for me, I have to admit. First the news of Toro Rosso taking Max Verstappen came in August, and then I went to my next race in Hungary and had a tough weekend. Then everything changed. I won two races at Paul Ricard, and

“With Formula 1, it's just a matter of waiting and hoping. The summer was very difficult for me”

belief that it would come – and those two wins in France were the most important of my career.

Obviously the results last weekend were not ideal, but we didn't win the championship at Jerez – we won it with weekends like Paul Ricard, and all the other races. Because we were struggling, 10 minutes after I was celebrating the championship in the pitlane I was in the garage working with my engineer on making the car faster. [DAMS boss] Jean-Paul Driot came in and said “What the hell are you doing?! You've just won the championship!” Then he paused and said, “But I like it!” and walked out.

I know that this week everyone will talk about what happened to us this weekend – not scoring a single point – but in one month's time all anyone will remember is who won the championship, and the numbers we have posted this year.

On the morning of the race somebody told me it was the anniversary of my Dad winning his first World Rally

the news came out about another ‘free’ seat at Toro Rosso because Daniil Kvyat is going to Red Bull. Everyone was placing me there straight away, but I was the first to say ‘wait’. In Red Bull anything can happen. Sure enough, one week after I played things down, rumours came out that Jean-Eric Vergne could keep the seat.

I have to stay calm, because from now on I cannot do much more. I've finished my job by winning this championship. I will keep pushing in the F1 simulator, and I will do the same when I get my test with Red Bull in Abu Dhabi as a prize for winning in FR3.5. Now I just have to wait. In F1, sometimes it goes like that.

This year I feel more prepared than ever to arrive in F1. If I had jumped last year to Toro Rosso, I would have been quick, but maybe in tricky situations I wouldn't have known how to turn things around. This year I have achieved the whole package, and that's what gives me the confidence that if I step up next year I can do a good job from the beginning. Let's hope it happens. ❧

What next for Jenson?

Jenson Button is waiting anxiously; it appears his destiny is not in his own hands. He is the most experienced driver currently in Formula 1 (263 starts to his name), he is also a world champion (with Brawn in '09), and he has won 15 grands prix (on the current grid only Sebastian Vettel, Fernando Alonso, Lewis Hamilton and Kimi Raikkonen have won more). Surely his fate should be his to control? But it is not. The reason? Fernando Alonso.

By **BEN ANDERSON**

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The irreversible breakdown of Fernando Alonso's tumultuous five-season romance with Ferrari (following summer overtures to Mercedes that so offended team principal Marco Mattiacci) has put Jenson Button's present team McLaren on red alert. The

Woking team is prepared to let the sour end to its previous fling with Alonso in 2007 fade from memory. It has courted the Spaniard since the spring, armed with a new works Honda engine deal (for the first time since 1992) and some solid Japanese Yen with which to snare a 'star' name to satisfy its Asian partner. There's no doubt Alonso – with two world titles and 32 grands prix victories under his belt – fits that bill.

Until Alonso decides whether to rejoin McLaren or not, Button must sit and wait. The Briton is out of contract after this season, and McLaren has yet to confirm any drivers for 2015. That means it could retain Button alongside Alonso, or exercise its option to retain impressive rookie Kevin Magnussen. Or, if Alonso doesn't sign on the dotted line, retain its current line-up.

Alonso holds most of the cards and Button must wait to see which hand he is dealt. Two scenarios involve him remaining in Woking, which improves his personal odds, but McLaren may yet decide he is a busted flush – in which case this would likely be Button's final season in F1 given there are no better seats available elsewhere, and he is not interested in racing uncompetitive machinery for the sake of it.

McLaren would do well to note that Button's

record against his team-mates in Formula 1 is impressive. He has out-scored all bar his first two (see page 20) during their time together, which includes a driver Button himself labels "the fastest over a single lap" – 2008 world champion Hamilton – who partnered Button for three seasons at Woking from 2010–2012. Not many credit Button as one of the sport's top-drawer drivers, but his achievements – particularly alongside Hamilton – should rightly fill him with some confidence should he end up paired with Alonso next season.

"Nothing scares me about working with a world champion," says Button, who won't comment on "speculation" linking Alonso to McLaren. "I've worked with two in the past – Jacques Villeneuve, when I was young, and with Lewis for three years. I'm not fearful of any team-mate, and I find it exciting learning new people and the way they work, because it's not always what it might seem from the outside.

"Certain individuals are very good at portraying themselves in a certain light, so it's always interesting to learn first-hand what that person is actually like. That's why I've really enjoyed working with lots of different team-mates over the years."

Button knows Alonso from their early days on the international karting scene, and does not appear fazed by the prospect of going up against him in the same car.

"I think he's a great driver, and I don't know if it's true or not but it seems he's intelligent, likes to get his own way, and he's obviously very talented," Button adds. "He was a year behind me through karting, so I saw a lot of him when we were young – 15 to 17 years-old; it's always interesting seeing people a year behind you coming up through the categories. ▶





Will Alonso and Button team up at McLaren or will Fernando oust Jenson?

► “We ended up as team-mates at Renault [in 2002] – he was test driver and then he took my seat in 2003 when I went to BAR. He’s very talented; [but] there are lots of drivers in F1 who are very talented. There are always three drivers people pick out as being better than the rest [we assume he means Alonso, Hamilton and Vettel – ed]; I totally disagree with that. I think they’ve found themselves in the right position at the right time on more occasions than others.

“I wouldn’t say over a lap Alonso is the quickest driver out there – I think Lewis is – but I think as a package he’s very good. I don’t know how he works with the team; there are always rumours – from this team when he was here and from Ferrari – but he’s a clever guy and he’s very technically sound. He understands a racing car, so we’re similar in ways – we understand how to get from A to B as quick as possible in a race.”

THE ALONSO PHENOMENON

For all Button’s bravado, he cannot fail to note Alonso’s reputation: a relentless force of nature

with an iron will, who many see as the most complete driver racing in the sport today. Alonso’s record against 2007 champion Kimi Raikkonen at Ferrari this season is imperious: out-qualified just twice and beaten only once in races in which they’ve both finished. That’s no mean feat against a driver considered one of the most naturally talented in the history of F1.

For Williams racer Felipe Massa – team-mate to Alonso at Ferrari from 2010 to 2013 – going up against the Spaniard in the same squad is a prospect like no other. “It’s very difficult, because first of all he’s an amazing driver. His talent is really complete,” Massa explains. “He’s one of the quickest drivers, but also one of the most consistent drivers, one of the more aggressive – he has everything. It is not easy to be his team-mate, and for sure the problem Kimi is having [this year] is in his head.

“Fernando is able to use the car in the best way. He’s very intelligent, so he’s able to understand the race and everything that’s happening. He’s a bastard! So he knows how to not show [his hand]

when he wants, which is part of the job. He’s a top driver.”

According to Massa’s former Ferrari race engineer Rob Smedley, now in charge of vehicle performance at Williams, Alonso is peerless among the current crop of drivers. “I think Fernando is the very best driver of his generation, if not ever – he’s that good,” Smedley contends. “I’m a massive fan of his. He brings so much performance to the team. By pure proxy of his talent he tends to motivate people.

“When you’re at the absolute top of your game and there aren’t many people who can come near you, that’s just motivation in itself [for the team]. If you’re excellent at what you do, in whatever walk of life, or guise within Formula 1 – be it driver, engineer, technician, anything – if you work with people of very high talent it forces everyone around you to raise their game, and that’s where the motivation from working with Fernando comes from.

“He’s pretty coherent in his views. He knows what he wants. But most people who are very



STALEY/LAT



HONE/LAT

Massa reckons Alonso is one of the toughest teammates a driver could have



Button scored more points than Hamilton during their three years together

“I wouldn’t say Alonso is the quickest driver out there, but as a package he’s very good” JENSON BUTTON

good at their job do. That’s a strength as well – he doesn’t waiver from what he wants. I think he’s mentally very strong, [and] able to adapt to whatever the regulations are – he’ll get on top of it and wring 100 per cent from the car, if not more. He tends to amalgamate people, just because of how good he is.

“I was working on the other side of the garage with Felipe [at Ferrari], so to have Fernando as your team-mate, as most people have found out – Kimi Raikkonen has certainly found out this year – is not easy,” Smedley continues. “We’re talking about very good drivers who sit on the other side of the garage. I don’t think there’s

anyone in this paddock who could live with him.”

High praise indeed – from people who should know. Clearly that’s why McLaren is so eager to snare Alonso’s signature. Should the Woking team opt to pair that signature with Button’s, it will be up to the Brit to prove he has what it takes to challenge ‘the best driver of his generation.’

THE HONDA CHALLENGE

For his part, Button appears up for the fight, and not yet ready to call time on his career after 15 seasons racing at the top level. He’s been a McLaren man since winning his world championship in 2009, and the only other

organisation with which he has a longer-standing F1 relationship is Honda (having raced for BAR-Honda and then the works squad from ’03 to ’08). There’s no doubt in Button’s mind that he wants to be part of the new McLaren-Honda project, and that at the ripe age of 34 he still has much to offer as a top-line F1 driver.

“It’s a very exciting project. I think it’s a massive challenge for any manufacturer coming into the sport, but if anyone can do it, it’s Honda,” says Button. “They’re putting everything behind it to achieve results as early as possible. Of course, I would love to be a part of that, and there’s a good chance I will be a part of that. ▶



TEFLAT

F1 still makes Button smile and he's not yet ready to quit McLaren

► “My reactions are still very good – the best they’ve ever had at GSK [GlaxoSmithKline – McLaren’s human-performance laboratory partner] out of all the athletes they’ve tested. Not bad for 34! In terms of experience, I’ve got so much from driving different cars and working with different people – engineers, aerodynamicists – and different machinery.

“Personally, I feel I have a lot to give, and I don’t feel I’ve driven better before. I think Saturdays have been a little bit tough this season – some has been bad luck and some I just haven’t got the best out of the car. But Sundays – the place where you pick up points – I always feel like I’ve done a very good job. And that is what counts, or what should count. I’m happy with what I’m doing – I think I’m doing a good job and I don’t think that’s going to go away in the next couple of years.”

The results this season so far support Button’s argument. Rookie team-mate Kevin Magnussen has out-qualified Button nine times to seven, but Button is 45 points better off in the drivers’ championship on account of his consistently impressive Sunday drives.

Button is banking on McLaren backing his technical strength, tactical ability, and uncanny knack of picking up decent points in races when deciding whether he or rookie team-mate Magnussen should partner Alonso. Button also has that prior relationship with Honda, a wealth

“It would be very at McLaren. I feel

of technical experience that he reckons will be invaluable to the Japanese manufacturer as it feels its way through the most complicated engine regulations in Formula 1 history, and his five seasons with McLaren to fall back on.

“It’s been an interesting few years, because obviously the first three years with the team we were very competitive – very close to winning the world championship every year – and you knew pretty much every year you’d win a race or two, or three,” Button adds. “It was always great – we had some really good fights, Lewis and myself, and then it came to the tougher years, last year and this year, and it’s always a different atmosphere when things aren’t going so well. Last year was tough for everyone involved in the team [McLaren’s first campaign without a podium finish since 1980].

“This year it’s very different because there is progress being made and change within the team in terms of aerodynamicists and engineers, and

BUTTON’S SCORECARD

The 2009 world champion has had nine full-time team-mates during his 15 seasons in F1. Here’s how he stacks up against them in terms of “what should count” – points scored on Sundays.

SEASON	TEAM	■ BUTTON	■ TEAM-MATE
2000	Williams	Button 12-24	Ralf Schumacher
2001	Benetton	Button 2-8	Giancarlo Fisichella
2002	Renault	Button 14-9	Jarno Trulli
2003	BAR	Button 12-6	Jacques Villeneuve
2003-05	BAR	Button 127-38	Takuma Sato
2006-09	Honda/Brawn	Button 160-118	Rubens Barrichello
2010-12	McLaren	Button 672-657	Lewis Hamilton
2013	McLaren	Button 73-49	Sergio Perez
2014	McLaren	Button 94-49	Kevin Magnussen



COATES/LAT

sad if I couldn't enjoy the future a big part of this team" JENSON BUTTON

obviously the future with Honda. I do feel a big part of this team, and that's why I find it strange reading certain articles about me not being here next year. It would be very sad if I couldn't enjoy the future with this team and also help with the experience I have."

THE THREAT FROM MAGNUSSEN

But there is a real possibility that Button could be frozen out of McLaren next year, should the team decide Magnussen has shown enough potential to be a better long-term bet for Honda alongside Alonso. The Dane has certainly been fast, but there have been mistakes, which have cost McLaren vital ground in its fight with Force India for fifth in the constructors' championship.

Force India's Sergio Perez knows very well from his chastening 2013 season at McLaren that comparing well against Button in qualifying isn't enough in itself to guarantee a second season at the team. But Perez admits now that his attitude

during a fallow campaign did not endear him to key staff in Woking. After an early period of readjustment to cure what racing director Eric Boullier described as the "rookie syndrome" of joining F1 in uncompetitive machinery, Magnussen cannot be accused of having an attitude problem. He has grown steadily more impressive through the year, and McLaren may well decide to keep faith in a driver it has nurtured since 2010, when he graduated to German Formula 3 from Formula Renault.

THE OTHER OPTIONS

If that happens, Button could well find himself with nowhere to turn that would satisfy his competitive desire. Looking beyond F1, Button has said before that he wouldn't like to race at Le Mans, so that would rule out the typical F1-to-sportscars path beloved of those drivers who don't wish to give up motorsport 'cold turkey'. Perhaps a future racing in Japan, beloved homeland of his fiancée Jessica, beckons when his F1 career comes to an end, next season or beyond?

"Well, I have interests in Japan and I have interests in motorsports – I have friends who race in Super Formula and Super GT, but that's it, that's as far as my interest goes," Button states. "Technology-wise we are advanced of any formula [in F1]. This is still the best place to be, and you're still racing against the most competitive drivers. Even if there was another category that was a second quicker than us, Formula 1 is still the place to be.

"It's obviously a lot slower than previous years. Ten years ago in a race we were eight seconds a lap quicker or something, so it's very different to drive. Is it as enjoyable when you're on your own? Probably not. But in a race it is. In a race there is such good fighting. The racing has been fantastic this year. The wheel-to-wheel action I've loved, and it makes me want to race for many more.

"I'm sure I will want to compete in other motorsports, but at the moment I haven't thought about it because it's not on my mind right now. I love motorsport, but for me the pinnacle is Formula 1. It's where I've been for many years; it's very competitive right now in terms of teams and drivers, so that's where I want to be. I love racing against the best drivers in the world."

Button sounds bullish, and eloquently states his case to continue racing for McLaren in F1 next season. The trouble is, until a certain Spaniard has confirmed whether he is racing or sitting at home next year, a decision on Button's future is not entirely in his own hands. But, if he keeps performing as well as he has done in recent races (his race to fifth in the sodden Japanese GP was one of the finest of the season), he will give McLaren plenty to think about as it ponders which drivers it wants to lead it into a new era with Honda power.

Nothing to do until then but continue to drive well, and wait... ❧



VANDOORNE: McLAREN'S NEXT STARLET

It is too early for Stoffel Vandoorne to have forced his way into the reckoning for a McLaren drive. But give it 12 months and there's every chance that the Belgian, looked after by The Sports Partnership company run by Jenson Button and manager Richard Goddard, will be banging down the door to get into F1.

Three wins and three poles in his rookie season in GP2, after finishing as runner up to Kevin Magnussen in Formula Renault 3.5 last season, Vandoorne is set for another season in F1's feeder formula. Whether he stays with current team ART or switches to DAMS, which ran Jolyon Palmer to this year's crown, he will go into the campaign as short-odds favourite. No surprise for a driver able to learn from the 2009 world champion.

"I know Jenson pretty well because we are involved in the same management, so I spend quite a bit of time with him at race weekends, outside GP2 obviously," he says. "When I go to the races and I'm reserve driver, it's good to discuss things with a world champion who has a lot of experience. And when he talks on the radio to the team, he's 100 per cent focused on doing the job and he's 100 per cent sure about the feedback he's giving."

You can see some of Button's traits in Vandoorne. Very smooth, sensitive to what the car is doing and with a keen interest in the technical side, there are obvious similarities. But the 22-year-old is just as much a McLaren protege. And as Magnussen has demonstrated, that does offer a potential path to a race seat.

"Even if I win next year, it's not a guarantee of going into F1 but it opens a good door," he says. "I'm in a very good place here, I feel comfortable here and have good people around me. So if I do a good job I think that I can get a chance, yes.

"I am feeling at home here at McLaren and I got a lot of support and I learn everything here about the car, about Formula 1, about the media, about fitness. I do a lot of simulator work for them, I'm their reserve driver as well so especially this season I'm learning a lot."

Vandoorne has already acquitted himself well in his two McLaren F1 tests so far, and if he can live up to expectations next season he will be ready for a step into the big time.

Edd Straw

Qualifying this year has been tough but Button has shown his class in races



Mercedes' power unit is the most competitive available in 2014



WR12/NET

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Why Mercedes is holding out on the engine freeze

Pressure is mounting on Mercedes and its partners after a meeting at Sochi in which they tried to block a move to relax the freeze on power unit development. **JONATHAN NOBLE** explains

With the jubilation of claiming the constructors' championship still fresh in the memory, Mercedes finds itself at the centre of a growing political storm over an engine freeze overhaul that could shake up the competitive order.

The German car manufacturer's embattled rivals, as well as the sport's chiefs, are adamant that Formula 1 needs to free up its engine freeze regulations for the good of the sport. But Mercedes is

standing its ground and has vowed to block an effort to change the rules when it next comes up for a vote, at a Formula 1 Commission meeting next month.

AUTOSPORT looks at how F1 has reached this point and analyses the arguments that both sides have put forward.

BACKGROUND TO THE ROW

In a bid to keep costs of F1's new turbo engines under control, the manufacturers involved all agreed to a structure of limited development

over the next few years (see box, opposite). But, amid frustration about the advantage Mercedes has enjoyed this season – with Ferrari and Renault powerless to close the gap during the campaign – a push to change the rules began.

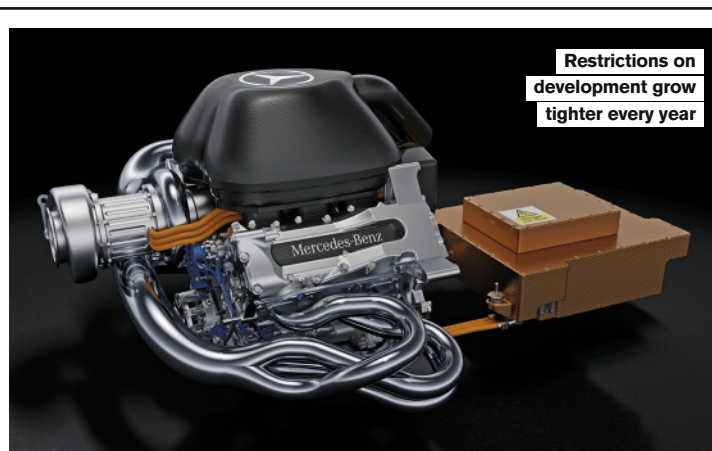
At the Belgian Grand Prix, Ferrari boss Marco Mattiacci first suggested in a team principals' meeting that the freeze should be relaxed and that limited in-season development be allowed. A subsequent get-together at the Singapore Grand Prix, chaired by

Bernie Ecclestone, pushed the idea forward – and all teams agreed that the rules should be looked at.

But at a meeting of F1's Strategy Group at the Russian Grand Prix to vote on a proposal to relax the freeze, Mercedes stood against it and was backed by its partner teams Williams and Lotus (the latter of which had just announced a new Mercedes engine deal that weekend). Their opposition was not enough to block the rules going forward though, because Strategy Group decisions are based on a



Mattiacci (right) claims an un-freeze would be "a win for all stakeholders"



Restrictions on development grow tighter every year

HOW THE FREEZE RULES WORK

During discussions to frame the new turbo V6 regulations, an engine freeze was agreed to prevent costs getting out of control.

Once a power unit design was lodged with the FIA on February 28 2014, changes were only permitted during the season for 'reliability, safety or cost-saving reasons'. However, each winter a limited number of modifications are still allowed. The scope of the change would be limited by a 'token' system that related to the individual components on the engine and its hybrid systems.

The entire power unit is made up of 66 'tokens' – which are weighted individually between one and three depending on how important they are. Ahead of 2015, five of these tokens are 'frozen' completely – but

there is scope to review the 61 remaining items if a manufacturer feels improvements are needed.

However, it cannot change all the parts. Only 32 tokens can be used for 2015, which is approximately 48 per cent of the power unit. Longer term, the restrictions increase each year. So for 2016, 38 per cent of the engine can be changed, going down to 30 per cent in 2017, 23 per cent in 2018 and just five per cent for 2019 and 2020.

The proposal to lift the freeze is not designed to allow unlimited development, but to give manufacturers a bigger window to make changes. So if, for example, they do not use up their full quota of tokens this winter, then they could be able to cash them in next summer.



Lotus is swapping from Renault to Mercedes power

"You are spending considerably more and every other argument is because they don't think they are where they should be"

TOTO WOLFF

majority vote. However, the situation will be different at next months' F1 Commission meeting, which will require unanimous support if changes to the engine homologation rules are to be approved for 2015.

This means the future of the rules is in Mercedes' hands now – which is why it is coming under pressure to not block the changes.

WHY MERCEDES OBJECTS

As F1's current benchmark team it is no surprise Mercedes is against



ETHERINGTON/LAT

lifting the freeze, since it has the most to lose. But it says its reluctance to accept the change is not just down to protecting its competitive position. It claims to have concerns about the cost implications for customers that will come from in-season development.

Mercedes' stance on costs is different to Ferrari, which reckons customers will face no more expense and that development budget increases will be negligible. Mercedes' motorsport boss Toto Wolff said: "I don't know how they

make that calculation – but we probably need to send them a calculator. There is no way you are not spending more. You are spending considerably more and every other argument is just because they don't think they are where they should be."

WHY ITS RIVALS DISAGREE

Mercedes' rivals know they face a battle to convince it to change its mind – but they are not giving up. For as well as the potential competitive benefits at stake, they have gathered support from Bernie Ecclestone in suggesting a more level playing field will be a boost to the spectacle of F1.

"It [lifting the freeze] is an idea that is a win for the media, a win for teams and a win for all the stakeholders," Mattiacci told AUTOSPORT. "Looking at it from the small teams' perspective, if I have the possibility to deliver a more performing engine to them, then they have the opportunity to score more points and gain revenue."

There is, though, a danger of a relaxed freeze allowing Mercedes to pull even further ahead. "Today it represents more risk," admitted Mattiacci. "It is not a simple rule

that someone writes which goes in one direction. Mercedes may have something in their pocket and boom, they could go more ahead."

WHAT HAPPENS NEXT

As the fate of the engine freeze change rests on a vote of the F1 Commission, pressure is likely to ramp up on Mercedes to change its mind. And while Mercedes is unlikely to be moved by rival teams' opposition, Ecclestone's eagerness for the change to happen may carry more weight. He could find a way to persuade Mercedes that it is in its own best interests not to block the rule change for 2015; and Wolff is well aware that when any one team exerts too much dominance, fan fatigue begins to set in.

"That is the price you have to pay when you are winning," says Wolff. "You have seen it with Red Bull, that they have transitioned from a cool little team that were seen as something different.

"You get the momentum against you and that [fan backlash] is what happens. But we want to be fair and respect the rules. There is a governance in place and rules in place, and there is nothing else we want to follow." ❧

What next for the Red Bull Juniors?

There's a Formula 1 seat up for grabs at Toro Rosso for 2015 – but which of Red Bull's up-and-coming drivers will get it? **BEN ANDERSON & GLENN FREEMAN** investigate

Red Bull team principal Christian Horner says there is “no rush” to decide who will partner Formula 3 prodigy Max Verstappen in the Toro Rosso Formula 1 team next season.

Sebastian Vettel's shock decision to quit Red Bull for Ferrari in 2015 – and the

subsequent promotion of Toro Rosso rookie Daniil Kvyat to partner Daniel Ricciardo at Red Bull next year – means there is once again a seat available in the Red Bull ‘junior’ F1 team.

This could offer an unanticipated career lifeline to STR incumbent Jean-Eric Vergne. But the Frenchman faces

stiff competition from newly crowned Formula Renault 3.5 champion Carlos Sainz, runaway GP3 points leader Alex Lynn, and impressive FR 3.5 rookie Pierre Gasly.

“It's great for the junior programme to have the situation we've got,” Horner told AUTOSPORT. “There's no

particular rush. A decision will be taken by [Red Bull owner] Dietrich [Mateschitz], and plenty of consideration will be given to it. First of all we have to see how it all pans out, but all the drivers are in contention.”

Here AUTOSPORT analyses each of the contenders for that coveted spare Toro Rosso seat.

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Sainz, Lynn and Gasly are all in the running for Toro Rosso



JEAN-ERIC VERGNE

Vergne's days in F1 looked numbered when Red Bull announced Verstappen would be joining its junior programme and heading straight for F1, after one season in single-seater racing.

That news came in the build-up to August's Belgian Grand Prix, and STR boss Franz Tost said subsequently that Vergne was always likely to be dropped for 2015, having missed his chance to graduate to the Red Bull A-team for 2014, when it passed him up as Mark Webber's replacement in favour of Ricciardo.

Such is STR's position in the competitive order that Tost does not favour running two rookies alongside each other, so would

probably prefer to retain Vergne now that Kvyat is departing for Red Bull. Mateschitz admitted to AUTOSPORT after the Russian GP that "having an experienced driver and a rookie at STR in 2015 would be an argument".

That suggests Vergne now stands a very real chance of being handed a reprieve by his current paymasters, although eventual promotion to Red Bull's top team is not currently on the cards.

He says: "Everyone knows that I've not been dropped by Toro Rosso because of a lack of results, or a lack of performance. I've had the best results for the team since they started building their own cars."



CARLOS SAINZ JR

Before Verstappen's shock arrival on Planet Red Bull this summer, Sainz appeared to be sitting comfortably at the front of the queue for graduation to F1 with Toro Rosso.

Verstappen's lightning promotion suggested that Red Bull viewed him as a better prospect than Sainz. But Kvyat's move to the senior team created another vacancy, and Sainz strengthened his case by becoming the first Red Bull junior to win the Formula Renault 3.5 title last weekend.

With that achievement – along with a record number of wins in a season – in his back pocket, it seems ludicrous that Sainz could be passed over for two seats at

Toro Rosso, but the fierce competition from within Red Bull's junior ranks – and the apparent concern about running two rookies in 2015 – could work against him.

Sainz does have a number of personal sponsors, but they are unlikely to be able to summon a competitive F1 budget, and his long-time supporter CEPSA is about to end its association with Toro Rosso at the worst possible time for the Spaniard.

He says: "I've done my job this year, so now my cards are on the table. Lots of people have placed me in Daniil's seat already, but I know I have to wait and see. Whether it's good or bad I hope to receive some news soon."



ALEX LYNN

Verstappen's unprecedented rise through the ranks of the Red Bull Junior Programme this summer seemed to deliver a hammer blow to Lynn's own F1 prospects.

The Briton has dominated this season's GP3 Series with Carlin, and has already scored more points in the series than last year's champion Kvyat did. It's difficult to see what else he could do to convince Red Bull to give him an F1 shot. Junior Team boss Helmut Marko put the Brit on the scheme to "see what he could do" and now he surely knows. Whether that's enough to get Lynn into Toro Rosso is unclear.

The apparent desire from within STR to have an experienced driver alongside Verstappen does Lynn's chances no favours, while Sainz's success in Formula Renault 3.5 and Renault's support of Gasly could push Lynn down the queue.

Perhaps his best hope is to plough on, and if he can't secure a place in F1, then maybe Red Bull would consider helping him make a sideways move into the DTM?

He says: "They [Red Bull] are in a great position because we're all doing a good job. There's no greater motivation than knowing there's a seat available. All I can do is prove I deserve it."



PIERRE GASLY

The 18-year-old Frenchman was considered to be at the back of the queue for graduation to F1, with GP2 seemingly on his horizon after finishing his rookie year in Formula Renault 3.5 as runner-up to Sainz.

But Gasly could, crucially, have the support of Red Bull and Toro Rosso engine supplier Renault, which is understood to be keen for him to make the step to F1.

The only drawback is that it would probably require a financial contribution from the manufacturer, something that appears unlikely. Still, several senior personnel at Toro Rosso

are known to be interested in what the 2013 Formula Renault Eurocup champion could be capable of.

Gasly didn't win a race in FR3.5 this year, but he led the Arden team through the year despite his inexperience, and over the last four weekends of the season he only scored two points fewer than 2014 champion Sainz.

He says: "I think I have a chance for F1. I'll try to show that I can make that step. I will do everything that I can to get it, and only one man can decide – so let's see what he thinks. I'm sure I am ready."

Why IndyCar kings Penske added Pagenaud for 2015

On the back of winning its first open-wheel title since 2006, Team Penske has added a fourth driver to its roster for next season.

MARK GLENDENNING finds out why

As a bald fact, Simon Pagenaud's recruitment by Team Penske is not much of a surprise. The unexpected bit is that he'll be there next year.

The looming end of the Frenchman's contract with Schmidt Peterson Motorsport was one of the main points of paddock chatter over the second half of the season, and a common wisdom rapidly established itself. Pagenaud was on the 'big team' radar, but opportunities for 2015 seemed limited. Ganassi was committed to its existing line-up (although question marks have since arisen over Ryan Briscoe's future). Penske's three drivers were all locked down, and Andretti already has its hands full trying to secure the funding to keep James Hinchcliffe on board.

What everybody forgot to take into account was how quickly Penske responds to an opportunity. We saw this just 12 months ago, when it snapped up Juan Pablo Montoya before it had even worked out how to fund his car. And Pagenaud was clearly the best-credentialed driver on the brink of free-agency. His three seasons with SPM went a long way to redefining what it meant to be a 'small team' in IndyCar: he never finished lower than fifth in the points, and was the only driver mathematically capable of denying Penske the drivers' title at Fontana this year.

Despite the blindside, it's not hard to imagine that this has been in the works for a few months. Pagenaud possesses many of the qualities that Penske values, and his years as an ambassador for Honda have prepared him well for working with a brand-conscious employer. The interesting



26

More success ahead for Pagenaud with Penske?

'Pagenaud and Power had a falling out in 2014, due to their habit of running into each other'



bit is how he'll settle into a team of delicately-balanced all-stars, but those wishing for fireworks are likely to be disappointed.

Pinning down the ingredients of the magic dust that Roger Penske uses to ensure harmony within the team isn't easy, and he doesn't need the money he could make by bottling and selling it to certain F1 outfits. But respect — of the kind that almost straddles the border with fear — might be a factor. Aside from the fact that all of Penske's drivers are alpha personalities, the one thing they share is the knowledge that none of them are unlikely to find a better opportunity should the door to Penske ever close.

And this is a big part of the reason why the speculation over how Pagenaud and Will Power will work together is likely wasted. The pair have already established quite a history: they developed a solid friendship during their time as Team Australia team-mates during the Champ Car's twilight, only to have a falling out during 2014 over their habit of running into each other. But it was hardly the stuff of

Prost versus Senna, and never escalated much beyond a couple of heat-of-the-moment remarks.

Even if there were more to it, that flame would be swiftly doused by the team. Penske's credo is to let its drivers race each other hard, with the understanding that there will be hell to pay if they take each other out. The extent to which they've been able to make it work was evident several times during 2014, including the hair-raising battle between Power and Castroneves during their title showdown at Fontana. And Pagenaud, like all of Penske's drivers, is too smart to let any potential short-term concern blur the bigger picture. The Frenchman's career has been of the slow-burn variety, and having been finally handed his big opportunity at age 30, he's not about to blow it through a friendly fire incident.

THE FOUR-CAR FACTOR

From Penske's perspective, fitting Pagenaud into the team is not just a matter of getting the personalities to mesh. What was a two-car team 12 months ago now has to find a way to add a fourth full-time entry without diluting its existing

strengths. Pagenaud enjoyed a strong relationship with engineer Ben Bretzman at SPM, and Penske can be open to allowing its drivers to bring key personnel into the team with them: Power's engineer David Faustino previously worked with the Australian at KV Racing. At the time of writing, there was no confirmation regarding Bretzman one way or the other, although AUTOSPORT understands that a deal is in place for he and Pagenaud to continue working together.

The broader complications of entering a fourth car were evident elsewhere on the grid this year. Ganassi and Andretti both ran four cars in 2014, and neither had a driver still in contention for the championship at the final round. In both cases the problems were more complicated than a simple overextension of resources (Ryan Hunter-Reay won the title with a four-car Andretti Autosport in 2012), however Penske's Tim Cindric says that he is aware of the risks.

"Personnel is the first challenge that you have, and logistically how do you place four cars, how do you put them under the tent?" he says. "How do you debrief?"

"What you have in terms of car count, obviously [more cars] raises your odds in some ways. But if you don't do it right, it can be a distraction, and we've seen that within our NASCAR programme. We've been a stronger team with two guys than we were when we ran three cars. It really depends on when you add those cars and what your capabilities are.

"But Simon is someone that we've been interested in since he drove for Gil [de Ferran], and this is the first time we've had an opportunity to get together. And who knows when the next time might be?" ❧

How Hinchliffe will fill the void

Pagenaud's move to Penske is a blow not just for SPM but also for Honda: with Josef Newgarden set to drive a Chevy-engined CFH Racing car next year, the Japanese manufacturer has lost two of its brightest stars in a matter of weeks.

The priority, then, was on filling the Pagenaud-shaped hole at SPM with someone similarly well-credentialed. Enter three-time race-winner James Hinchliffe, who recently announced a three-year deal to join the team from Andretti Autosport with whom he finished 12th last year.

Team co-owner Sam Schmidt said that Hinchliffe had been on his radar for several seasons.

"He would already be with us if he would have been available three years ago," said Schmidt. "We went after him in 2011, but it didn't work out then.

"We know that his success in the IndyCar Series is no fluke. We've now won races and contended for championships, and we believe he's going to be the person we need to keep moving forward as a team."

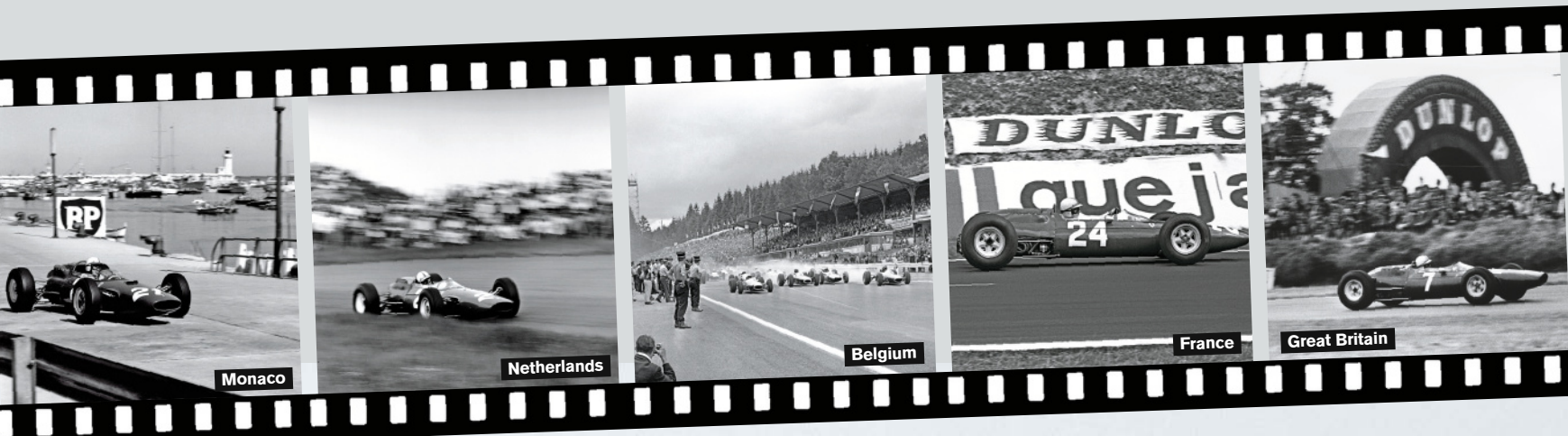
There has been no word as to whom — if anyone — will take Hinchliffe's place at Andretti, although AUTOSPORT sources indicate that another Honda-related driver deal is due in the near future.



WEBB/LAT



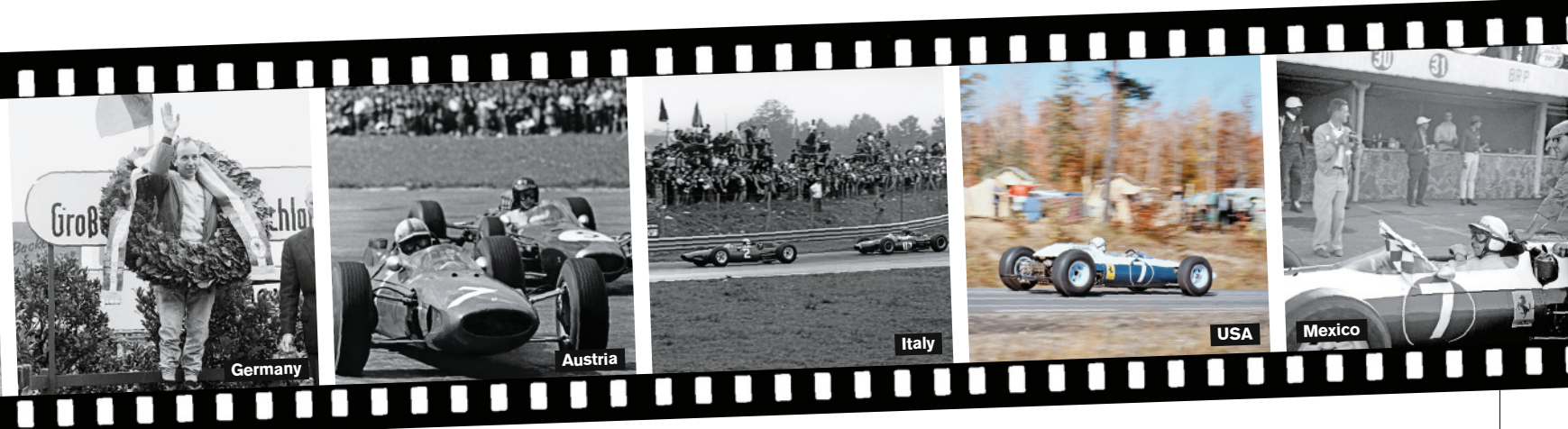
Can Pagenaud take it to the big boys?



Surtees in 1964: 10 races, two wins, three seconds, one third, one world title



Surtees, here leading Arundell's Lotus, took second at Zandvoort



Surtees on his Ferrari fightback

It's 50 years since John Surtees added the Formula 1 world title to his two-wheeled successes. He tells **KEVIN TURNER** the story of a hard-fought comeback campaign

The failure of Jim Clark's Lotus with just over a lap of the Mexican Grand Prix to go, which robbed the Scot of a second consecutive Formula 1 title, could be seen as the defining moment of 1964. That, or the clash in the same race between championship contender Graham Hill and the second Ferrari of Lorenzo Bandini. But both sell John Surtees's world crown far too short.

Having moved to a beleaguered Ferrari — this was shortly after a team split and a dire title defence in 1962 — Surtees had work to do. Not only did he help raise the Scuderia's game, but he also had to dig deep to recover from a poor start to the '64 campaign.

Unlike Clark, Surtees's bad luck came more at the beginning of the year. In the first four rounds, the Englishman's Mauro Forghieri-penned Ferrari 158 finished only once.

"The 158 suffered from being a bit late and not having quite as much dedication into the package as we would have liked, if Ferrari had been totally focused on F1," says Surtees. "Unfortunately, the first focus was on testing cars for the prototype series — the Monza 1000Km and Nurburgring. I had great enjoyment driving those super cars, but it was tinged by the fact we were neglecting the F1 programme."

The semi-monocoque 158 was not a bad chassis, but engine performance — supposedly one of Ferrari's fortes — was a key issue. Not only ▶



Mexico: race winner Gurney (on wrong step) looks down on new champion Surtees

JACK MITCHELL

2014 Ginetta Junior Championship Winner



A special thanks to Vic Lee my manager and his patient wife and to all our sponsors and supporters throughout the season.

Thanks to Dave Bartrum from Motorbase and all his team. Driver coaches Phil Glew, Chris Hodgetts & Stephan Hodgetts. Mike at Tollbar, Windsor & Brumie. Steve Hunter and all the team at JHR, especially our number one Richard along with Ash Gallagher from Ginetta for all the help and advice, Jason at Corbeau Studio for keeping the car looking great. Well done to all the competitors in the 2014 championship, good luck in 2015.

This thanks goes out to all the unsung heroes and marshalls in the Ginetta 2014 Championship.

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First British GP at Brands: Surtees took third behind title rivals Clark and Hill

► did the team run or develop six-, eight- and 12-cylinder engines during the season, it also had trouble with direct fuel injection.

Surtees: "Whereas the six-cylinder tubular car [of 1963] was a little more like the Cooper to drive – driveable but consuming a bit of power when travelling sideways – the eight-cylinder became a good-handling car, certainly more economical with its power. Not to the degree a Lotus was, but certainly an improvement.

"The Climax engine [as used by Brabham and Lotus] had a very good mid-range. This was one of the things that Ferrari had to come to terms with – Climax tended to produce a more useable power range. The Italian-type engines tended to be a little bit top-endy.

"Ferrari tried to do a bit of a catch-up by thinking that direct injection, working with Michael May and using developments of the systems that had been used in the Mercedes-Benz cars, was the way to go. Making that work on the smaller-capacity engines brought a number of teething problems and early-season retirements."

Gearbox trouble was the main problem at the season-opening Monaco GP, which Hill won. Surtees took second at the Dutch GP, but engine issues prevented a possible win in the Belgian GP, where Clark took a rare lucky victory when three cars failed ahead of him on the final lap.

When Clark narrowly beat the consistent Hill

"The saddest thing was when the car broke in Austria. I didn't expect the Ferrari to break its suspension" JOHN SURTEES

in the British GP, it looked like a two-horse race for the title. At that halfway mark, Surtees had just 10 points to Clark's 30 and the 26 of Hill.

But then two things happened: Ferrari hit form and bad luck befell the two championship leaders.

"It wasn't until Le Mans [in June] was over that we went to Bosch and did some more testing, and that we got better regulation introduced to the injection system," adds Surtees. "We got it working just before the German GP. That made the car more driveable, without problems in the power curve."

Surtees was always a force on Nurburgring's awesome Nordschleife, having taken his first Ferrari win there in 1963 and been a close second

for Lola the year before. He took pole and soon overcame a fast-starting Clark. After a dice with Dan Gurney, Surtees drew clear to win with what AUTOSPORT's Gregor Grant described as "a display of driving virtuosity that wore down the entire opposition". Hill was second, taking the championship lead, while Clark retired with engine trouble of his own.

Surtees led the Austrian GP early on, only to suffer a rare Ferrari chassis (as opposed to engine) failure on the bumpy Zeltweg circuit. "The saddest thing, in some ways, was in Austria when the car broke when I was leading the race," says Surtees. "The circuit was very rough, but one thing I didn't expect was for the Ferrari to break its suspension."

Fortunately for Surtees, all the major runners broke down, leaving Bandini to win in the six-cylinder Ferrari, but now there were just three rounds left to catch Hill and Clark. The 'best-six-results-count' rule gave him a chance, but he was still 13 points off the top of the table with nine on offer for a win.

Despite a crash at Goodwood before the Italian GP, Surtees was on fine form at Monza. "You do not have such a requirement for torque as you have at some of the circuits," says Surtees. "We got the car working very well through Curva Grande and the Lesmos, which controlled all your speed up the back section." ►

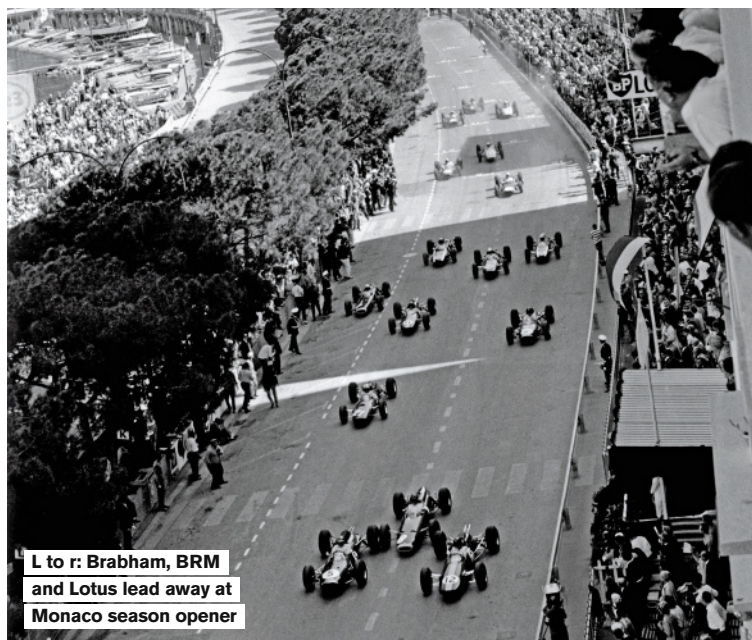
FERRARI'S RIVALS

There were four stand-out cars in 1964. As well as the Ferrari 158, the BRM P261 and the leading Climax-engined runners – the Lotus 25/33 and Brabham BT7 – all won races.

Reliability was mixed, with the exception of the BRM, which had the best finishing record of all the cars. "The BRM at that time was a very well-engineered car," says John Surtees. "The 1.5-litre engine was a good engine, a very progressive at the top end. It was a very driveable, sorted car."

Nevertheless, Surtees is clear on which team he thinks had the best package. Given the number of poles and fastest laps scored by Jim Clark (see right), it's hard to disagree.

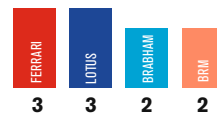
"As they had with both Climax and later Cosworth, Lotus had the works development engines because of their successes," says Surtees. "Colin Chapman was someone who put a very special team together, inspired by him, and it was the most complete car."



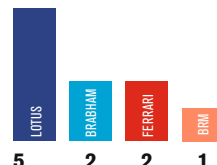
L to r: Brabham, BRM and Lotus lead away at Monaco season opener

1964 STATS

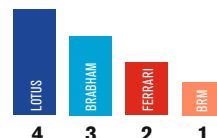
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► The Ferrari took pole before engaging in a slipstreaming fight with Gurney, which was resolved when the Brabham's battery went flat in the closing stages. Hill's clutch had failed on the line, while Clark went out with more Climax engine problems.

Surtees was now back in the game, but it was at this moment Enzo Ferrari had a falling-out with the sport's governing body. The Italian firm had tried to homologate the prototype-like 250LM as a GT car and failed. Enzo responded in typical fashion by threatening never to enter F1 again...

Ferrari's F1 squad did make its way to America, for the season-ending US and Mexican GPs, albeit in the white-and-blue colours of the North American Racing Team. Things, however, didn't go right for Surtees at Watkins Glen.

"We were competitive, but I had a bit of an off in the race when I was with Graham and we were lapping someone, which lost me the chance of actually winning that race," he says.

Clark led, only to hit yet more engine bother, but Hill won. Although the BRM driver discarded his points for fifth in the Belgian GP – his seventh-best result of the season – he was still five ahead going into the finale. Clark, who hadn't scored since his win at Brands Hatch in July, could still take the crown but had to win in Mexico.

Interestingly, AUTOSPORT printed its GP driver ratings before the final round. It awarded Surtees, Hill, Clark and Gurney five stars, but put Surtees on top. "John's absolute dedication, together with his magnificent drives at Nurburgring and Monza, have given him a fractional preference," wrote Grant. "To our way of thinking, John Surtees is the sole reason for Ferrari's comeback in F1 racing."

Once up and running at the Mexico City circuit, things seemed to be heading Clark's way. The Lotus easily took pole, while Surtees and Hill both had car issues.

SURTEES'S 1964 SEASON

	QUAL		RACE
Monaco GP	4th	▼	R – gearbox
Dutch GP	4th	▲	2nd
Belgian GP	5th	▼	R – engine
French GP	3rd	▼	R – engine
British GP	5th	▲	3rd
German GP	1st		1st
Austrian GP	2nd	▼	R – suspension
Italian GP	1st		1st
US GP	2nd		2nd
Mexican GP	4th	▲	2nd



Surtees, with Enzo Ferrari, got the team galvanised

“On this occasion I had some good fortune in that Jim Clark retired. I think that balanced it up” JOHN SURTEES

"Our big problem came in Mexico in that we found it difficult to adjust the injection for the altitude," remembers Surtees. "We'd already had problems with the metering and we were tempted to use the 12-cylinder, because that was on Lucas and was working better. But there was some concern about potential reliability because, as most people found with flat-configuration engines at the time, you have to overcome the question of oil surge and pick-up. Mexico had a

corner where you got pretty high g-forces because it was banked and this was a bit of a worry.

"It was decided to stick with the eight-cylinder and they adjusted the injector a bit more and this meant, when it went off the line, it wasn't running cleanly on eight cylinders. I had some misfires until the thing overheated. Once the engine had got hot it started to run on eight!"

While Clark led Gurney, Hill and Surtees moved through the pack. Hill engaged in a fight for third with Bandini, as Surtees reeled in both. On lap 31 of the 65-lapper Bandini clipped the rear of the BRM exiting the hairpin, spinning Hill. The BRM made it back to the pits, but was now no longer a factor.

"I think the incident came about because in one moment Graham had one Ferrari – that was not that important – and then I appeared, in the important one," says Surtees, who saw the incident. "He was trying to protect his track position against me."

"Graham was taking tight lines at the hairpin in order to safeguard his position, but the tighter you went in the wider you went so you had potentially three cars there, which couldn't really be on the same part of the road."

Into the final stages and still the title looked to be going to Clark, who would tie on points with Hill but beat him on victories countback, with Gurney being the vital factor separating the Ferraris from the runner-up spot Surtees needed. But the leading Lotus was losing oil and, as he completed the penultimate tour, the Scot slowed, allowing Gurney to shoot past.

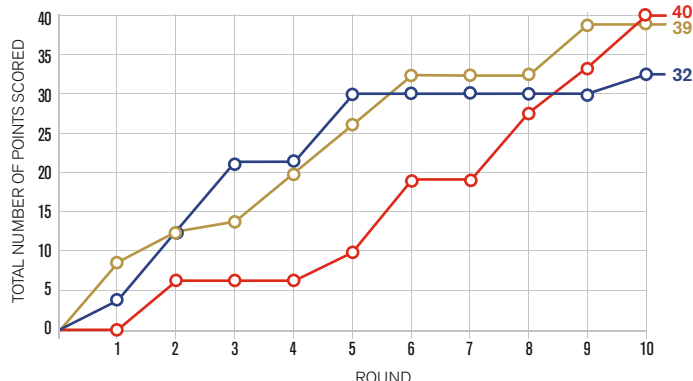
As Clark cruised round to salvage fifth place, Bandini stepped aside to allow Surtees into second. The world title was the Englishman's, by just a point from Hill.

"After some of the misfortune that had befallen us, on this occasion I had some good fortune in that Jim retired," says Surtees. "I think that balanced it up!"

ROAD TO THE TITLE

○ SURTEES
○ HILL
○ CLARK

Best six results count, so when Hill won the US GP (round nine), he dropped the two points he scored for fifth in the Belgian GP.



Surtees leads Bandini in Mexico after his Italian team-mate let him past

FR3.5

Jerez (E)

October 18-19

Round 9/9



RESULTS

RACE 1: 27 LAPS, 74.288 MILES

1	WILL STEVENS (GB)	42m03.815s
Strakka Racing; Grid: 1st-1m27.783s		
2	OLIVER ROWLAND (GB)	+0.078s
Fortec Motorsports; Grid: 2nd-1m27.825s		
3	SERGEY SIROTKIN (RUS)	+0.493s
Fortec Motorsports; Grid: 5th-1m27.940s		
4	MATTHIEU VAXIVIERE (F)	+9.079s
Lotus (Gravity-Charouz); Grid: 8th-1m28.062s		
5	BEITSKE VISSER (NL)	+21.877s
AVF; Grid: 12th-1m28.191s		
6	PIERRE GASLY (F)	+22.165s
Arden Motorsport; Grid: 7th-1m28.010s		
7	MEINDERT VAN BUUREN (NL)	+27.034s
Pons Racing; Grid: 14th-1m28.336s		
8	NORMAN NATO (F)	+33.933s
DAMS; Grid: 18th-1m28.530s		
9	MARCO SORENSEN (DK)	+37.496s
Tech 1 Racing; Grid: 17th-1m28.515s		
10	MATIAS LAINE (FIN)	+38.600s
Strakka Racing; Grid: 9th-1m28.151s		

Winner's average: 105.966mph. Fastest lap: Pietro Fantin, 1m31.954s, 107.718mph.

RACE 2: 26 LAPS, 71.537 MILES

1	ROWLAND	42m09.126s
Grid: 1st-1m27.802s		
2	NICHOLAS LATIFI (CDN)	+7.703s
Grid: 4th-1m27.959s		
3	WILL BULLER (GB)	+15.879s
Arden Motorsport; Grid: 5th-1m27.988s		
4	GASLY	+16.608s
Grid: 2nd-1m27.831s		
5	SIROTKIN	+18.752s
ISR; Grid: 4th-1m47.913s		
6	PIETRO FANTIN (BR)	+21.269s
International Draco Racing; Grid: 6th-1m28.066s		
7	OSCAR TUNJO (COL)	+21.730s
Pons Racing; Grid: 7th-1m28.098s		
8	VAXIVIERE	+22.349s
Grid: 9th-1m28.100s		
9	MARLON STOCKINGER (RP)	+22.751s
Lotus (Gravity-Charouz); Grid: 12th-1m28.153s		
10	NATO	+42.392s
Grid: 15th-1m28.279s		

Winner's average: 101.842mph. Fastest lap: Fantin, 1m31.927s, 107.754mph.

DRIVERS' CHAMPIONSHIP

1	SAINZ	227	6	STEVENS	122
2	GASLY	192	7	NATO	89
3	MERHI	183	8	VAXIVIERE	83
4	ROWLAND	181	9	STOCKINGER	73
5	SIROTKIN	132	10	JAAFAR	73

TEAMS' CHAMPIONSHIP

1	DAMS	316	4	ZETA	183
2	FORTEC	313	5	LOTUS	177
3	ARDEN	222	6	STRAKKA	162

POINTS SYSTEM EXPLAINED 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.



Rowland had the field covered

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New champ was crowned after finishing 15th

Sainz crowned as the Brits take the spoils

ONCE THE DUST HAS SETTLED ON THE 2014

Formula Renault 3.5 season, Carlos Sainz Jr's title success won't be remembered for the way he sealed it. What will be remembered is that he became the series' youngest champion in its 10th year, taking a record number of victories in a season. And, perhaps most importantly, he became the first Red Bull junior to win this championship.

Roberto Merhi needed a miracle to have any hope of denying Sainz, and remarkably half of the required equation came true: Sainz didn't score a point all weekend. But that still meant Merhi needed two wins to steal the crown from under his nose. Unfortunately, the ex-DTM driver's hopes of pulling off that unlikely result lasted a matter of seconds in race one (see opposite page), and Sainz was champion. He crossed the line a disappointing ninth, and was later dropped to 15th for hitting Oscar Tunjo in the first couple of corners.

"By lap two I had forgotten I was champion and I was just pissed off that I was P9," Sainz said afterwards. "I wasn't happy to score the title in this way, and I didn't know how to react. But when I arrived in the pits everyone was cheering and celebrating. We haven't won the championship with this race, we won it with all of the other good races earlier in the season."

Sainz's lack of pace was put down to a lack of rear grip, which his DAMS team couldn't find a solution for. And with the identity of the champion decided, the battle to be runner-up took centre stage on Sunday. Merhi had yet more dramas, meaning that Pierre Gasly only needed to finish eighth to make it a Red Bull one-two in the standings. He chased race leader Oliver Rowland in the first stint, but a slow pitstop relegated him to fourth. The bigger picture was all about the championship, though, and despite failing to find a way past Arden team-mate Will Buller, Gasly punched the air when he crossed the line, celebrating what he felt was the maximum he could achieve in his rookie season.

"It's been a great year," he beamed afterwards. "We don't care about the race result now we have second in the championship – that's the best. We can only be happy."

Up front Rowland took a dominant win, completing a British sweep of the weekend. He had been involved in a nailbiting finish a day earlier, hassling Will Stevens all the way to the finish line and only missing out on victory by 0.078 seconds. Had Rowland doubled up this weekend, he would have beaten Merhi to third in the standings.

"I'm not really bothered about the championship position," said Rowland. "Coming here the aim was to win two races and we only missed that by seventh hundredths. Our car was insane this weekend, and I drove the best I have ever driven. Normally when you're out front you worry about a safety car messing things up [there was one in the middle of race two], but I wasn't concerned at all. I wasn't on the limit so I knew nobody could get past me."

Rowland had witnessed first-hand how hard it was to pass at Jerez in his duel with Stevens in race one. As the Strakka driver's rear tyres went off he fell into the clutches of Rowland and Sergey Sirotkin, but the Fortec pair could do nothing. Stevens made a bit of a mess of the last sector on the final lap, allowing Rowland to get alongside into the final corner, but the leader kept his cool to win the drag race to the line. In what has largely been a third FR3.5 campaign to forget, Stevens at least bookended it with victories, having won the season-opener at Monza, too.

"Qualifying has been our problem all year and you can't do anything when you're in the pack," he said. "We went in the right direction this weekend, closer to what we had last year, and it worked." ❧



Stevens held on in race one

IN THE PADDOCK

GLENN FREEMAN
ONLINE EDITOR

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CARLOS SAINZ JR HAS ALREADY had to deal with the heartache of being overlooked for a Formula 1 drive with Toro Rosso for 2015. During Formula Renault 3.5's mammoth two-month summer break, news broke that car racing rookie Max Verstappen would be plucked from the F3 European championship to go straight to F1, effectively at Sainz's expense.

It was a hammer blow to a then 19-year old who was on course to do something no Red Bull junior has managed: become FR3.5 champion.

Two months later, Sebastian Vettel's departure from Red Bull's F1 team, and the Austrian firm's decision to replace him with F1 newcomer Daniil Kvyat, has created another vacancy at Toro Rosso. A lifeline for Sainz, surely.

With all of that going on in the background, Sainz kept his head, wrapping up the FR3.5 title with a race to spare to become this series' youngest champion.

To overlook him once can perhaps be explained away by Verstappen's seemingly one-off talent. Maybe Red Bull really didn't have a choice but to make that startling decision. Red Bull is, of course, free to spend its money as it wants, but to have two seats available and still not promote its champion would make a mockery of a junior scheme that has done so much good for young drivers in the last 10 years.



Sainz waits for Red Bull verdict

ANNIVERSARY

Carlos Sainz Jr was crowned Formula Renault 3.5 champion 24 years to the day that his father won his first World Rally Championship in 1990.



FORMULA RENAULT EUROCUP RD7/7

Russell shakes up the Eurocup establishment

GEORGE RUSSELL CAPPED OFF

just his second appearance in the Formula Renault Eurocup with victory in the season finale, beating 2014 champion Nyck de Vries in a straight fight.

After a season focused on the BRDC Formula 4 championship and Formula Renault ALPS, Russell joined Tech 1 for the Eurocup finale "for a change" after his FR2.0 season had trailed off with Koiranen GP. The result was a fifth place in race one, and then a race where he drove away from the usually dominant de Vries to victory.

"It's been a tough year for me at times, so we came to this last round because we felt we needed a change," said Russell. "This is the first time I've driven the Tech 1 car and it seems to have paid off. It's great to come in at the end of the season and win in only my second weekend here."

De Vries had been on the attack before a mid-race safety car, but after some strong defending from Russell following the restart, the McLaren junior had to settle for second. He had, however, taken what he described as "a very satisfying" win a day earlier, passing championship runner-up Dennis Olsen for victory with a bold move into the Dry Sack hairpin.

"It's good because my wins usually come



Russell led home de Vries in race two

from the front, but this time I had to race for it," said de Vries, who finished the year 130 points clear in the title race.

Olsen's second place didn't last long, since his car failed scrutineering post-race.

The Eurocup's British contingent enjoyed a good weekend, with Jack Aitken taking two podium finishes, Alexander Albon twice scoring points and starting race two on the front row, and Matt Parry fighting towards the front on Sunday.

RESULTS Race 1 Nyck de Vries, 14 laps

in 26m50.178s; 2 Jack Aitken, +3.162s; 3 Hans Vilemi; 4 Alexander Albon; 5 George Russell; 6 Anthoine Hubert; 7 Bruno Bonifacio; 8 Steijn Schothorst. **Race 2 1 Russell**, 15 laps in 27m57.026s; 2 de Vries, +1.561s; 3 Aitken; 4 Kevin Jorg; 5 Albon; 6 Matt Parry; 7 Dennis Olsen; 8 Jake Hughes. **Points 1 de Vries, 254**; 2 Olsen, 124; 3 Albon, 117; 4 Andrea Pizzitola, 108; 5 Bonifacio, 88; 6 Jorg, 87; 7 Aitken, 86; 8 Egor Orudzhev, 83.



Buller and Merhi (right) collide on run to Turn 1

Merhi's season ends in misery

ROBERTO MERHI ENDURED A disastrous final round of the Formula Renault 3.5 season, failing to capitalise on the fact that Carlos Sainz Jr did not score a point.

The ex-DTM racer needed to win both races at Jerez to have any hope of snatching the championship, but two retirements left him powerless to fight for the title, even though Sainz's difficult weekend opened the door for his countryman.

Merhi was caught up in a first-corner collision between Will Buller and Marlon Stockinger which eliminated him at the start of race

one, handing Sainz the title. He was then stripped of race two pole position for impeding Marlon Stockinger in qualifying, and he retired again when a lack of pneumatic pressure caused a gearbox problem while he was third.

Zeta also started the weekend on the back foot after it fitted the differential the wrong way around in Merhi's car on Friday.

"I had a chance to put pressure on Carlos this weekend," Merhi told AUTOSPORT. "We missed that chance – it's a shame because it was possible to do something."

PRACTICE SURPRISE

For the first time in 2014, the fastest time from Friday practice was set in the morning session rather than the afternoon. This was put down to track temperatures, and some teams using their new tyres for race simulation work rather than qualifying set-up.

FANTIN MISSES OUT

Pietro Fantin was unable to capitalise on a fourth-place grid position in race one when an electrical problem meant his car wouldn't start for the formation lap. The Brazilian joined the race from the pitlane, and set fastest lap.

NO GO FOR COMTEC

Comtec Racing was forced to pull out of the Jerez finale at the last minute after it emerged that driver Cameron Twynham was unable to travel to Spain for the event. The team joined up with the rest of the field for post-season testing.



FLAMAND/DPPI

Euro F3 Hockenheim (D)



October 18-19

Round 11/11



RESULTS

RACE 1: 22 LAPS, 62.527 MILES

1	MAX VERSTAPPEN (NL)	34m20.525s
Van Amersfoort Racing Dallara-Volkswagen F314; Qualifying: 1st-1m32.002s		
2	LUCAS AUER (A)	+3.783s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 2nd-1m32.020s		
3	TOM BLOMQVIST (GB)	+10.143s
Carlin Dallara-Volkswagen F312; Qualifying: 3rd-1m32.076s		
4	ANTONIO GIOVINAZZI (I)	+11.659s
Carlin Dallara-Volkswagen F314; Qualifying: 4th-1m32.341s		
5	FELIX ROSENQVIST (S)	+14.467s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 7th-1m32.485s		
6	JORDAN KING (GB)	+16.260s
Carlin Dallara-Volkswagen F312; Qualifying: 5th-1m32.379s		
7	ESTEBAN OCON (F)	+18.622s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 6th-1m32.414s		
8	GUSTAVO MENEZES (USA)	+22.142s
Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 10th-1m32.760s		
9	FELIX SERRALLES (USA)	+27.519s
Team West-Tec Dallara-Mercedes F314; Qualifying: 9th-1m32.676s		
10	SEAN GELAE (R)	+30.659s
Carlin Dallara-Volkswagen F312; Qualifying: 8th-1m32.535s		

Winner's average speed: 109.243mph. Fastest lap: Verstappen, 1m33.085s, 109.918mph.

RACE 2: 19 LAPS, 54.001 MILES

1	BLOMQVIST	30m37.664s
Qualifying: 1st-1m31.817s		
2	GIOVINAZZI	+3.903s
Qualifying: 2nd-1m32.152s		
3	AUER	+5.283s
Qualifying: 3rd-1m32.245s		
4	OCON	+5.986s
Qualifying: 6th-1m32.422s		
5	VERSTAPPEN	+8.093s
Qualifying: 9th-1m32.832s		
6	ROSENQVIST	+9.418s
Qualifying: 5th-1m32.414s		
7	ROY NISSANY (IL)	+12.165s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 11th-1m32.922s		
8	TATIANA CALDERON (CO)	+13.469s
Jo Zeller Racing (Mucke) Dallara-Mercedes F312; Qualifying: 8th-1m32.754s		
9	MENEZES	+16.583s
Qualifying: 12th-1m32.950s		
10	DENNIS VAN DE LAAR (NL)	+20.189s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 13th-1m33.000s		

Winner's average speed: 105.788mph. Fastest lap: Blomqvist, 1m33.423s.

RACE 3: 21 LAPS, 59.685 MILES

1	AUER	34m16.838s
Qualifying: 2nd-1m32.286s		
2	KING	+3.380s
Qualifying: 5th-1m32.669s		
3	BLOMQVIST	+4.574s
Qualifying: 1st-1m31.987s		
4	ROSENQVIST	+7.906s
Qualifying: 3rd-1m32.429s		
5	GIOVINAZZI	+8.707s
Qualifying: 4th-1m32.545s		
6	VERSTAPPEN	+12.635s
Qualifying: 7th-1m32.846s		
7	OCON	+13.810s
Qualifying: 6th-1m32.710s		
8	GELAE	+19.055s
Qualifying: 8th-1m32.848s		
9	ED JONES (UAE)	+23.002s
Carlin Dallara-Volkswagen F312; Qualifying: 10th-1m33.201s		
10	VAN DE LAAR	+26.806s
Qualifying: 13th-1m33.356s		

Winner's average speed: 104.464mph. Fastest lap: Auer, 1m32.970s, 110.054mph.

DRIVERS' CHAMPIONSHIP

1	OCON	478	6	GIOVINAZZI	238
2	BLOMQVIST	420	7	KING	217
3	VERSTAPPEN	411	8	ROSENQVIST	198
4	AUER	365	9	DENNIS	174
5	FUOCO	255	10	LATIFI	128

POINTS SYSTEM EXPLAINED In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

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Auer (3) got the better of Blomqvist (31) in the finale

Auer strikes for final win

FORGET THE FACT THAT HIS UNCLE GERHARD BERGER is a hero of Formula 1 and is the godfather of the championship in which he has competed for the past two years, because Lucas Auer is a tough little racer who this season has maximised virtually any opportunity given him.

Far from basking in any refracted beams of attention from his famous relative, Auer cuts a low profile. There's no website, he hasn't tweeted for five years, and he's notoriously hard to get hold of. But this softly spoken Austrian is a likeable lad and as committed a fighter as there is in the Formula 3 pack.

The Mucke Motorsport team has struggled to get its cars consistently right this season, but Hockenheim is a circuit on which those orange Dallara-Mercedes have always gone well, and where Auer had already won this year. He was fastest in free practice – not that this necessarily means much – and backed that up with a hat-trick of top-three qualifying positions.

In the first race he briefly challenged Max Verstappen as the Dutchman stylishly began his bid to win his fight with Tom Blomqvist to become series runner-up. Verstappen had damaged his nose and a front trackrod with an off in free practice, but edged out Auer for pole by 0.018 seconds. He then found he had no grip in second qualifying, and engine problems also cost him time, relegating him to the lower reaches of the top 10 on the grid for races two and three.

With changes to his Van Amersfoort Racing Dallara-Volkswagen before the first race, Verstappen needed some time to find a rhythm.

"The first three laps were difficult but then I pulled a gap," he said.

From now on Blomqvist had the upper hand in his championship battle with Verstappen. He topped second qualifying by a whopping 0.3s, and led race two all the way. Auer looked set to finish second again, only for his car to get stuck in third gear with a few laps to go as he braked for the Spitzkehre hairpin, sending him wide and allowing Antonio Giovinazzi by to complete – behind Blomqvist – a one-two for Carlin's Jagonya Ayam proteges.

Auer was unimpressed. "I had a mega start [to leapfrog Giovinazzi] and it all looked good," he said. "But at one point I got stuck in third gear – we have had this every session one or two times and we really have to fix it."

The third race was a spectacular one from Auer. After pressure at virtually every corner on lap one, Blomqvist had no choice but to surrender the lead exiting the Mercedes Arena. An early safety car gave Blomqvist another sniff, and he tried a move on Auer just after the restart, but ran wide.

"I really wanted to end the championship with a win, because we had the speed," said Auer, a lot happier this time. "Once I got past him I got stuck again in third gear, but this time I could stay in front of Tom. This weekend we showed how competitive we can be if everything goes right."

Blomqvist was running with a new clutch after problems in race two, and this possibly prevented him getting a break at the start. Later on he began to struggle with his tyres, allowing team-mate Jordan King to catch up. An opportunist move at Spitzkehre on the penultimate lap – "It was a bit of a late move, and I probably couldn't do that to many people on the grid," grinned King – gave him second place. No matter, for Blomqvist had his title runner-up spot.

Verstappen recovered fifth and sixth places from his lowly grid positions, and in the last race completed a beautiful move on champion Esteban Ocon, with the two running millimetres apart in the Mercedes Arena. It was stunningly judged stuff, worthy of F1. Amazingly, it earned both a warning flag for unsafe driving.



Verstappen had car trouble in practice

IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

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THE FLAG FELL AT HOCKENHEIM on a European F3 season during which AUTOSPORT has found itself drinking beer on a fake beach in Nuremberg, drinking beer in a Caribbean-styled cocktail bar in an Austrian industrial estate... and drinking beer in an Irish theme pub in Pau.

Hockenheim's highlight was not beer. It was a flip of the coin between two things: spying a caravan of camels (yes, I've just been on Google to find the collective noun for the ships of the desert) in deepest

Baden-Wuerttemberg; and Tatiana Calderon's audacious, spectacular and incisive pass on Max Verstappen around the outside of Mercedes Arena during the second race. The Dutchman got her and Felix Rosenqvist back a short while later, but it was a great cameo from the vastly improved Colombian.

And there was another thing that left a good feeling: the continuing rehabilitation of the career of Tom Blomqvist. He has proved a very worthy opponent for Esteban Ocon and Verstappen – so much so that he beat the new Toro Rosso F1 recruit to the runner-up spot in the standings.

Macau is coming up, and that's an event for which we labelled Blomqvist a dark horse last year following his switch to Fortec. Now, with Carlin, could



he be the favourite? He has been the most consistent performer among the leading runners over the past couple of rounds, and he'll slip nicely under the

radar of any distracting pre-event hype. This year, I may actually visit a casino when I arrive in the Far East to see what the odds are.

F3 leaders head for the exit

THE FORMULA 3 EUROPEAN Championship is on a roll. It needs to be, because many of this year's leading runners are moving on.

Max Verstappen is graduating to Formula 1 with Toro Rosso, and AUTOSPORT understands that champion Esteban Ocon has a race drive sorted in a category above F3.

Championship runner-up Tom Blomqvist will definitely move on, and at present the plan for the Jagonya Ayam initiative – in which Blomqvist is joined by Antonio

Giovinazzi and Sean Gelael – is to compete in Formula Renault 3.5.

Meanwhile, Lucas Auer and Felix Rosenqvist both say their time in F3 has come to an end. Auer is vague about his future, only saying that he wants to race in a higher single-seater category, while Rosenqvist was accompanied to Hockenheim by ex-F1 ace Stefan Johansson.

Potentially, of this year's top dozen only Antonio Fuoco, Jake Dennis and Gustavo Menezes are likely to remain in F3.



Fuoco breaks thumb in crash

FERRARI PROTEGE ANTONIO

Fuoco was forced out of the finale after breaking his right thumb in a crash with Jake Dennis in the second race.

Fuoco, who had dropped to the back of the field in a first-lap tangle with Sean Gelael, lunged at Dennis for 12th place in the closing stages at the Mercedes Arena. He crashed over the front of Dennis's car and into the barriers. An academic five-place grid penalty was handed to Fuoco for the shunt, which caused red flags.

The incident completed a tough weekend for Prema Powerteam. "We have struggled a bit with the car, the first time of the year that we have this problem," said new champion Esteban Ocon.

STROLL STEPS UP

Italian Formula 4 champion Lance Stroll was set to test at Hockenheim on Monday with Prema Powerteam. The Canadian Ferrari protege, who won his F4 title with Prema, was due to be joined by team-mate Brandon Maisano for the run. Stroll recently had his first F3 outing with Prema at Fiorano.

CARLIN STELLAR

Carlin's mechanics completed an engine change for Jake Dennis in an estimated 40 minutes after the Briton ground to a halt in the closing minutes of free practice. The new VW motor meant that Dennis was the last man this year to be hit with a trio of 10-place grid penalties. He struggled for pace and balance with the new engine on a circuit where he has traditionally shone.

MOTOPARK ABSENT

Leading German team Motopark's planned return to the top echelon of F3 will have to wait until the Macau Grand Prix. The team, which completed the recent two-day Imola test with Marvin Kirchhofer, missed Hockenheim after citing a lack of spare parts to series officials.

COLETTI TEST JOB

GP2 ace Stefano Coletti completed his Macau Grand Prix qualification task with EuroInternational at Hockenheim. The bestbubbled Monegasque (below) ran all weekend trying different Macau set-ups on the team's Dallara-Merc, and started each race from the pitlane.



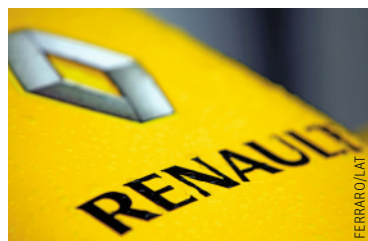
MILESTONE

Hockenheim was the first time Prema Powerteam has ever failed to get any of its drivers on to an overall podium at any F3 European Championship race weekend since the series was revived in 2012.



French engine set to return

MA-CON MOTORSPORT HOPES to return to European F3 after a year's absence in 2015 with the Renault-badged engine.



Ma-Con has tested the ORECA-built powerplant recently with Nick Cassidy, and team boss Otto Schwadtke told AUTOSPORT that his squad would have been at the Imola official test had it not been for Cassidy's late deal with T-Sport. "We have done a lot of work with the ORECA engineers and the engine is very good," said Schwadtke.

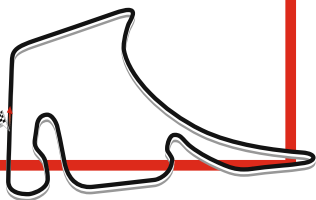
He added that its lack of pace in this year's pre-season tests was mostly down to electronics and ancillary issues, rather than poor performance of the engine itself.

DTM

Hockenheim (D)

October 19

Round 10/10



RESULTS

42 LAPS, 119.37 MILES

1	MATTIAS EKSTROM (S)	1h08m37.604s
Abt Sportsline Audi RS5; Qualifying: 2nd-1m33.316s		
2	MIKE ROCKENFELLER (D)	+2.402s
Team Phoenix Audi RS5; Qualifying: 7th-1m33.588s		
3	JAMIE GREEN (GB)	+3.914s
Team Rosberg Audi RS5; Qualifying: 5th-1m33.480s		
4	PAUL DI RESTA (GB)	+4.163s
HWA Mercedes C-coupe; Qualifying: 10th-1m33.468s		
5	MARCO WITTMANN (D)	+4.962s
RMG BMW M4; Qualifying: 13th-1m33.642s		
6	TIMO SCHEIDER (D)	+6.540s
Team Phoenix Audi RS5; Qualifying: 8th-1m33.650s		
7	MARTIN TOMCZYK (D)	+7.526s
Schnitzer Motorsport BMW M4; Qualifying: 20th-1m33.827s		
8	MIGUEL MOLINA (E)	+11.104s
Abt Sportsline Audi RS5; Qualifying: 1st-1m33.316s		
9	ANTONIO FELIX DA COSTA (P)	+12.198s
MTEK BMW M4; Qualifying: 9th-1m33.381s		
10	GARY PAFFETT (GB)	+14.781s
HWA Mercedes C-coupe; Qualifying: 16th-1m33.708s		
11	TIMO GLOCK (D)	+15.179s
MTEK BMW M4; Qualifying: 19th-1m33.775s		
12	BRUNO SPENGLER (CDN)	+15.838s
Schnitzer Motorsport BMW M4; Qualifying: 14th-1m33.643s		
13	NICO MÜLLER (CH)	+15.973s
Team Rosberg Audi RS5; Qualifying: 18th-1m33.864s		
14	CHRISTIAN VIETORIS (D)	+17.497s
HWA Mercedes C-coupe; Qualifying: 22nd-1m34.066s		
15	JOEY HAND (USA)	+17.769s
RBM BMW M4; Qualifying: 21st-1m33.939s		
16	AUGUSTO FARFUS (BR)	+23.024s
RBM BMW M4; Qualifying: 4th-1m33.460s		
17	ROBERT WICKENS (CDN)	+40.344s*
HWA Mercedes C-coupe; Qualifying: 12th-1m33.525s		
18	VITALY PETROV (RUS)	-1 lap
RSC Mücke Mercedes C-coupe; Qualifying: 23rd-1m34.443s		
19	ADRIEN TAMBAY (F)	-1 lap
Abt Sportsline Audi RS5; Qualifying: 11th-1m33.498s		
20	PASCAL WEHRLEIN (D)	-2 laps
HWA Mercedes C-coupe; Qualifying: 6th-1m33.483s		
21	DANIEL JUNCADILLA (E)	-6 laps
RSC Mücke Mercedes C-coupe; Qualifying: 17th-1m33.864s		
22	EDOARDO MORTARA (I)	-11 laps
Abt Sportsline Audi RS5; Qualifying: 3rd-1m33.406s		
R	MAXIME MARTIN (B)	27 laps-accident damage
RMG BMW M4; Qualifying: 15th-1m33.664s		

Winner's average speed: 104.365mph. Fastest lap: Wittmann, 1m33.643s, 109.263mph.
* - 30-second time penalty.

DRIVERS' CHAMPIONSHIP

1	WITTMANN	156	6	TOMCZYK	49
2	EKSTROM	106	7	MARTIN	47
3	ROCKENFELLER	72	8	WEHRLEIN	46
4	VIETORIS	69	9	SCHIEDER	44
5	MORTARA	68	10	GREEN	43

MANUFACTURERS' CHAMPIONSHIP

1	AUDI	411	3	MERCEDES	219
2	BMW	380			

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.



Audis had to fight for manufacturer title

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Starting on the hard tyre put Ekstrom in command after safety car period

Ekstrom gamble pays off

FOR THE SECOND RACE IN A ROW, MATTIAS Ekstrom bet on the safety car – and won.

After qualifying second for the Hockenheim race, Ekstrom and Audi decided to buck the trend of the season so far and start on the harder compound Hankook tyre, despite being at the business end of the grid. Their reasoning was simple: with the procedures for recovery of crashed cars a sensitive topic in motorsport around the world right now, a safety car period at some point was likely. Therefore, they figured it was a better bet to sacrifice track position early by running the slower tyres, but cover off the chance of a late safety car taking them out of the game.

Ultimately, it worked perfectly. Ekstrom drove a clean, smart first stint on the slower rubber, and pitted for the option tyres at the first available opportunity while a little over 20 seconds behind early leader Jamie Green.

Then, he put in one of the stints of the season to hunt Green down. He efficiently passed the six cars between him and the leader, constantly lapping in excess of a second quicker than Green. Ekstrom's pace and alacrity during the stint was good enough that even without a safety car he would probably have gone on and won the race.

In the end, the safety car played its part anyway. With six laps to go Daniel Juncadella shunted on his way into the autodrome, sparking a caution and removing any doubt about the result. When the race restarted two laps from the end, Ekstrom took just three corners to ease his way past Green, before cruising to his second win in as many races.

"The first couple of laps of the race with standards you have option runners around you, so you need to have the mirrors working, but then you have the advantage that if a safety car comes you are on the gaining side of things," he said. "If you start on options, you're on the losing side. It's a calculated risk; if you're able to pass guys in the second stint on the option, if you're confident



Ekstrom made it two wins in a row

with that, then it's not dangerous. It was definitely the right choice."

Mike Rockenfeller finished second, having mirrored Ekstrom's strategy and essentially been glued to the Swede's bumper for the entire race, while for Green it was another case of being oh-so-close to a great result. Having been stunningly quick in the first stint, Green led more than 40 of the 42 laps, but that late safety car not only took away any chance of him winning the race, it almost cost him a podium; Paul di Resta and his options-shod Mercedes tried to barge past right at the flag, falling just 0.2s short of nabbing third.

Still, after a tough year Green admitted he was satisfied enough with the result.

"Being in front of the whole race is pretty tough. I drove a good race, so I'm happy with my performance," he said.

"It was pretty obvious that at some point my mirrors would get fuller and fuller, and the safety car didn't help me. But I'm happy to finish on the podium, and to finish a difficult year. The positive thing is my pace is back to where it should be."

Marco Wittmann was, almost inexplicably, the best-placed BMW... again. The 2014 champion endured a tough Saturday, turning P1 in practice into a disappointing P13 in qualifying. Starting on the harder compound rubber for the first time this season, he seemed to spend most of the race just circulating in the midfield. Then, after making some decent ground after switching to the options, he suddenly found himself in contention for a podium two laps from the end thanks to the safety car.

Ultimately it wasn't to be, and after being mugged by di Resta at the restart he had to settle for fifth, his ninth points finish of the season. ❧



Jamie Green led 40 of the 42 laps

IN THE PADDOCK

ANDREW VAN LEEUWEN
DTM CONTRIBUTOR

@avleeuwen



IT WILL BE INTERESTING TO SEE what Mercedes does with Pascal Wehrlein in 2015. It's been a heck of a month or so for the 20-year-old, who became both the youngest-ever DTM race-winner in history and the reserve driver for Mercedes' all-conquering Formula 1 team just a few short weeks ago.

It's no secret that Wehrlein is the golden boy at Mercedes, little surprise given that he's young, quick and grew up little more than a stone's throw from Stuttgart. It's also no secret that the DTM isn't the young German's intended final career destination. So, what does Mercedes do now?

At Hockenheim, Toto Wolff laid out Wehrlein's options for 2015: GP2, DTM, or a third-driver role with an F1 team, complete with Friday outings.

Obviously, given how young and still relatively inexperienced Wehrlein is, it would be advantage to keep him racing, which leaves GP2 and DTM as the real contenders. And there are pros and cons for both choices.

If he goes into GP2, he'll be driving high-powered open-wheelers, excellent grounding for the step up to F1.

But then the DTM has the advantage of being not only ultra-competitive, but having a tidy, 10-race schedule that doesn't clash with F1. That means his grand prix Fridays will be free for seat time should the opportunity present itself.

One final consideration is which option will benefit Mercedes and its motorsport programme the most. Wehrlein has proved to be Mercedes' stand-out DTM driver in 2014, and if the new-spec car can deliver next season, he could realistically be a title contender.

Surely Wehrlein's driving talent can do more good for the Mercedes brand if he's racing, and winning, in a Mercedes – rather than sitting on the sidelines.

Two-compound tyre formula to be dropped

THE DTM WILL USE ONLY A single tyre compound in 2015.

It was announced over the Hockenheim weekend that this season's finale will be the final race to feature an 'option' tyre choice as well as a standard one. The option tyre was first brought in to the category ahead of the 2013 season, before its usage was capped to 50 per cent of the race for this year. That rule change resulted in the majority of pitstops occurring on the same lap during races, a situation that has provoked widespread criticism throughout the paddock.

"Our tyre partner Hankook has produced a nearly perfect tyre that the drivers really liked. However, it didn't bring the additional excitement to the races that we wanted," said ITR chairman Hans Werner Aufrecht.

"This season, there were basically two halves of the races



'Option' tyre can only be used for half the race

that admittedly were clearer than last year, but not perfect yet. I want to achieve that a TV spectator, who is probably a few minutes late in

switching on, will find his way into the race action right away and knows who will be challenging for victory at the front of the field."

F1 contract could scupper DTM test



Verstappen 'earns' Audi test

MAX VERSTAPPEN WILL BE offered an Audi DTM test for his exploits in Formula 3 this season, although Audi boss Dieter Gass isn't sure if the F1-bound teenager will accept the offer.

Audi traditionally gives a DTM test to the two best drivers of Volkswagen-powered cars in the FIA Formula 3 European

Championship, which this year are Tom Blomqvist and Verstappen. However, Verstappen's commitments in Formula 1 may prevent him taking up the invitation.

"It does happen that drivers are already under another contract and they refuse the test, but as a formality we will ask him," confirmed Gass.

BIG NUMBER

1

BMW's Marco Wittmann went within one event of having a clean-sweep of Q3 outings in 2014. The champion qualified 13th at Hockenheim, meaning he was dumped out of qualifying in Q2 for the first time this year.

Paffett inks 2015 contract



GARY PAFFETT IS THE FIRST Mercedes DTM driver to be officially confirmed for the 2015 season.

The Briton's place in the Mercedes team was announced on the Friday at Hockenheim, along with the news

that electronic retailer Euronics has extended its sponsorship deal for next season.

"We've been working hard all year to rebuild not just the car, but the team, and it's nice to know that I'm part of the team," said Paffett, DTM champion in 2005.

"We can really work hard together over the winter to make sure we're even stronger coming back next year. It is good, it's very good news both for me and the sponsor. We can start getting things together as early as possible."

AUDI TAKES TITLE

Audi wrapped up the manufacturers' title at Hockenheim, edging out BMW thanks to clean-sweeping the podium and getting a total of five cars home in the points. Audi finished the season with 411 points, ahead of BMW (380 points) and Mercedes (219 points).

SPENGLER PUNISHED

Community service in the DTM? For colliding with Daniel Juncadella at Hockenheim, Bruno Spengler was given a post-race penalty of three hours charitable work, to be carried out in conjunction with the Deutsche Motor Sport Bund.

DI RESTA OPTIMISTIC

Paul di Resta may not be confirmed as a Mercedes DTM driver for 2015, but he did drop a big hint that he'll be back for another season after the Hockenheim race: "We'll have to see, but I'm pretty sure I'll be back, fighting fit," he said.

TT CUP LAUNCHES

Audi launched a new one-make series at Hockenheim. The Audi Sport TT Cup will replace the out-going VW Scirocco R-Cup on the DTM support bill as of 2015. The new cars make 310 horsepower, with a 30 horsepower push-to-pass system, and a full season will cost €99,000 plus taxes.



MEGA MARCO DTM CHAMPION 2014

BMW Motorsport



Sheer
Driving Pleasure



BMW Official License Partner



Title rivals Albuquerque (l) and Panciatici jostled in the opening stint...



EUROPEAN LE MANS SERIES ESTORIL (P), OCTOBER 19 RD 5/5

Alpine tops again after a stressful day

SIGNATECH ALPINE SUCCESSFULLY defended its ELMS crowns at Estoril on Sunday. But the French team didn't make it easy for themselves during the four-hour race. Nelson Panciatici, Oliver Webb and Paul-Loup Chatin eventually took the LMP2 drivers' and teams' titles despite two separate stop-go penalties, the second of which lost them two laps.

Taking a surprise race win and their first victory in LMP2 was the Sebastien Loeb Racing Oreca-Nissan of Vincent Capillaire and sportscar rookie Jimmy Eriksson. The pair enjoyed a trouble-free run in their Michelin-shod LMP2 which paid dividends when most of the other runners suffered delays.

At the start of the race Jota Sport's Filipe Albuquerque had led from pole position, which was earned earlier in the day by team mate Harry Tincknell. The extra point for pole had reduced the gap to just nine points. Panciatici tailed local ace Albuquerque in the

opening exchanges with the gap fluctuating in traffic. When the Portuguese works Audi driver handed over to Simon Dolan just before the first hour, Jota's chances of usurping their rivals looked to be going well. However, contact with Duncan Cameron's AF Corse Ferrari and then a brake issue-induced excursion lost the Jota Zytek-Nissan valuable momentum.

At the same time as Jota hit problems, Signatech was informed of a stop/go penalty for having one too many personnel working on the car during a pitstop. When Oliver Webb served this penalty, he inadvertently spun his wheels leaving his pit-apron, triggering another breach of pitlane etiquette. This time the consequences were more serious when the race director handed out a three minute stop/go penalty to the car.

This penalty lost the team two laps and relegated them to sixth place, now two spots behind its title rivals, Jota Sport. When the final

pitstops shook out this became fifth, and with the Jota Zytek, now in the hands of Tincknell in third position, the five-point advantage that this gave was good enough for the title.

"It was a tough and crazy race today," said Signatech boss Philippe Sinault afterwards. "We never gave up and we always believed. It was a fantastic year with some great racing. We had a fantastic car and three fantastic drivers. We are all very proud and happy."

Taking second behind Sebastien Loeb Racing was the Morgan-Judd of New Blood by Morand. Christian Klien, Pierre Ragues and Gary Hirsch should have been in a position to challenge the Loeb Oreca for victory had it not been for an extra pitstop to adjust Hirsch's seatbelts after they were not done up properly.

Another team ruing its misfortune was the Thiriet by TDS team. Tristan Gommendy had driven an excellent second stint and taken the Ligier-Nissan coupe in to the lead before handing over to team mate Ludovic Badey. Soon after this though, the car pitted with a terminal oil leak.

SMP Racing celebrated a double title success in the LMGTE and GTC classes. Andrea Bertolini, Viktor Shaitar and Sergey Zlobin scored an unlikely LMGTE title victory, overturning a 21-point deficit to the AF Corse pairing of Matt Griffin and Duncan Cameron. As well as their brush with the Jota Zytek, the British pair suffered more contact with one of the ART McLarens and finished outside of the points,

opening the way for the SMP trio to snatch the title when they took the lead of the category in the final hour.

The Gulf Aston Martin had led the LMGTE class for much of the first three hours after scintillating stints by first Daniel Brown and then Stuart Hall.

Olivier Beretta, David Markozov and Anton Ladygin cruised to the GTC title, playing the percentage game in their SMP Racing Ferrari 458 Italia, finishing in third position.

Taking a debut ELMS race win was the BMW Sport Trophy Marc VDS trio of Markus Paltalla, Bas Leinders and Henry Hassid.

● Sam Smith

RESULTS

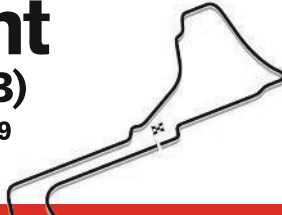
1 Vincent Capillaire/Jimmy Eriksson (Oreca-Nissan O3R), 146 laps in 4h00m27.461s; 2 Christian Klien/Pierre Ragues/Gary Hirsch (Morgan-Judd LMP2), +35.399s; 3 Harry Tincknell/Filipe Albuquerque/Simon Dolan (Zytek-Nissan Z11SN); 4 Franck Mailleux/Michel Frey/Patric Niederhauser (Oreca-Judd); 5 Nelson Panciatici/Oliver Webb/Paul-Loup Chatin (ORECA-Nissan); 6 Pipo Derani/James Littlejohn/Tony Wells (ORECA-Nissan).
GTE 1 Andrea Bertolini/Viktor Shaitar/Sergey Zlobin (Ferrari 458 Italia); 2 Piergiuseppe Perazzini/Marco Cioci/Michael Lyons (Ferrari); 3 Daniel McKenzie/Daniel Zampieri/George Richardson (Ferrari).
GTC 1 Bas Leinders/Markus Paltalla/Henry Hassid (BMW Z4 GT3); 2 Johnny Laursen/Mikkel Mac/Jan Magnussen (Ferrari 458 Italia GT3); 3 Olivier Beretta/Anton Ladygin/David Markozov (Ferrari).
Points 1 Panciatici/Webb/Chatin, 78; 2 Tincknell/Albuquerque/Dolan, 74; 3 Klien/Hirsch, 68; 4 Capillaire, 57; 5 Franck Mailleux/Michel Frey, 57; 6 Ragues, 53.



... although both gave best to the SLR Capillaire/Eriksson Oreca-Nissan

Blancpain Sprint Zolder (B)

October 18-19
Round 6/7



RESULTS

35 LAPS, 87.083 MILES

1	MAXIMILIAN BUHK (D)/MAXIMILIAN GOTZ (D)	
	HTP Motorsport Mercedes SLS AMG GT3 (Grid: 6th)	1h00m00.027s
2	HARI PROCZYK (A)/JEROEN BLEEKEMOLEN (NL)	
	Grasser Racing Team Lamborghini Gallardo FLII (Grid: 3rd)	+2.895s
3	CESAR RAMOS (BR)/LAURENS VANTHOOR (B)	
	WRT Audi R8 LMS ultra (Grid: 1st)	+4.251s
4	STEF DUSSELDORP (NL)/SERGEI AFANASIEV (RUS)	
	HTP Motorsport Mercedes SLS AMG GT3 (Grid: 11th)	+17.084s
5	ANDY SOUCEK (ESP)/JONATHAN ADAM (GB)	
	Beechdean AMR Aston Martin Vantage GT3 (Grid: 5th)	+18.140s
6	FABIO ONIDI (I)/GIORGIO PANTANO (I)	
	Bhaitech McLaren MP4-12C GT3 (Grid: 7th)	+18.814s
7	FILIP SALAQUARDA (CZ)/ALESSANDRO BALZAN (I)	
	Scuderia Villorba Corse Ferrari 458 Italia GT3 (Grid: 9th)	+19.178s
8	CACA BUENO (BR)/SERGIO JIMENEZ (BR)	
	BMW Sports Trophy Team Brasil BMW Z4 GT3 (Grid: 21st)	+20.330s
9	ROMAN RUSINOV (RUS)/TOMAS ENGE (CZ)	
	G-Drive Racing Lamborghini Gallardo FLII (Grid: 13th)	+21.158s
10	STEPHANE ORTELLI (F)/STEPHANE RICHELMI (MC)	
	Belgian Audi Club (WRT) Audi R8 LMS ultra (Grid: 23rd)	+26.424s
11	VINCENT ABRIL (F)/MATEUSZ LISOWSKI (PL)	
	Belgian Audi Club (WRT) Audi R8 LMS ultra (Grid: 13th)	+35.001s
12	LUCAS WOLF (D)/LUCA STOLZ (D)	
	HTP Motorsport Mercedes SLS AMG GT3 (Grid: 19th)	+37.759s
13	ALEX ZANARDI (I)	
	ROAL Motorsport BMW Z4 GT3 (Grid: 10th)	+38.833s
14	MIGUEL TORIL (E)/BENJAMIN HETHERINGTON (GB)	
	Fortec Motorsport Mercedes SLS AMG GT3 (Grid: 23rd)	+49.082s
15	MARC BASSENG (D)/ALESSANDRO LATIF (GB)	
	Phoenix Racing Audi R8 LMS ultra (Grid: 15th)	+49.706

Winners' average speed: 87.082mph. Fastest lap: Vanthoor, 1m30.513s, 98.959mph.

QUALIFYING RACE

38 LAPS, 94.547 MILES

1	RAMOS/VANTHOOR	
	Audi (Q1-1m28.580s)	1h01m22.719s
2	PETER KOX (NL)/NICKY CATSBURG (NL)	
	NSC Motorsports Lamborghini Gallardo FLII (Q4-1m28.995s)	+15.940s
3	PROCYK/BLEEKEMOLEN	
	Lamborghini (Q2-1m28.882s)	+21.715s
4	ENZO IDE (B)/RENE RAST (D)	
	Belgian Audi Club (WRT) Audi R8 LMS ultra (Q3-1m28.913s)	+22.667s
5	SOUCEK/ADAM	
	Aston Martin (Q14-1m29.972s)	+23.467s
6	GOTZ/BUHK	
	Mercedes (Q12-1m29.711s)	+25.944s
7	ONIDI/PANTANO	
	McLaren (Q5-1m29.127s)	+26.416s
8	THOMAS JAGER (D)/DOMINIK BAUMANN (A)	
	BMW Sports Schubert BMW Z4 GT3 (Q6-1m29.135s)	+30.125s
9	FILIP SALAQUARDA (CZ)/ALESSANDRO BALZAN (I)	
	Scuderia Villorba Corse Ferrari 458 Italia GT3 (Q13-1m29.818s)	+31.172s
10	ZANARDI	
	BMW (Q17-1m30.233s)	+33.246s

DRIVERS' CHAMPIONSHIP

1	BUHK	164	6	RAMOS	101
2	VANTHOOR	144	7	BLEEKEMOLEN/PROCYK	91
3	GOTZ	134	8	GREGORY GUILVERT	88
4	RAST	108	9	CHRISTOPHER MIES	75
5	ORTELLI	103	10	DUSSELDORP/AFANASIEV	72

POINTS SYSTEM EXPLAINED
25-18-15-12-10-8-6-4-2-1 to top 10 finishers in each class.



Maxi-mum attack from Mercedes pair

MAXIMILIAN BUHK AND MAXIMILIAN GOTZ WEREN'T confident coming into Zolder. Not after Buhk qualified the lead HTP Mercedes only 12th, not after he dropped to the same position after the pitstops, and not even after he'd muscled his way to sixth by the end of that race. Somehow a day later they were celebrating an unlikely victory.

The Mercedes-Benz SLS AMG wasn't the car to have around the tight and twisty 2.49-mile Circuit Zolder. The front-engined machine, the heaviest GT3 car on the grid, doesn't change direction quite like the mid-engined opposition and there is no long straight on which it can stretch its legs. And extra weight meant the Merc struggled more than its rivals under braking when running in traffic.

The Germans owed their unlikely victory to a combination of a storming end to the first race from Buhk, a strong start to the main event and then a super-quick turnaround from the HTP squad during the mandatory pitstops. Those factors combined to make it look almost easy.

Buhk was 12th after the pitstops on Saturday, but somehow managed to pick his way through to sixth, taking the last point with what looked like a clumsy manoeuvre at the final corner that sent Caca Bueno's Team Brazil BMW Z4 into the gravel. Examination of on-board footage showed that the BMW had made contact with the Merc while defending, and so Buhk avoided sanction.

"Every move required taking a big risk," said Buhk. "I had to be really aggressive and there were quite a few little touches."

The 21-year-old German called it right ahead of the full-points race on Sunday: "I hope I can make something happen at the start, otherwise our next chance comes at the pitstop."

The Merc driver squeezed alongside Enzo Ide's WRT Audi as the lights went green, hung it around the outside at the first corner and emerged from the second corner in fourth. He was powerless to do anything about third-placed Cesar Ramos, who had won the qualifying event with Laurens Vanthoor in the lead WRT Audi R8 LMS ultra, to the pitstops. Crucially he went two or three laps longer than the cars ahead of him.

The tenths gained in clean air and then HTP's prowess in the pits got Gotz out just ahead of Jeroen Bleekemolen in the Grasser Lamborghini Gallardo FLII he shared with Hari Proczyk, who in turn had Ramos right on his tail.

Gotz, on cold tyres, wasn't confident of his chances: "I thought it was going to be very tough, but I pushed like hell and kept him behind."

Not only that, but he eked out an advantage of more than two seconds to take a victory that extends his lead at the top of the BSS table and does the same for Buhk in the race for the overall Blancpain GT Series title.

Vanthoor and Ramos, who had dominated on the way to a 15s victory on Saturday, lost this one at the start. Polesitter Ramos was outgunned by fellow front-row starter Peter Kox in the Reiter-run NSC Motorsports Lambo and Proczyk.

Proczyk and Bleekemolen missed out because the former pitted one lap before Kox, who had finished second in race one with fellow Dutchman Nicky Catsburg. That cost Proczyk time, approximately a second, because the presence of a car in front of him meant he couldn't power into pitlane entry that takes the cars straight on at the final chicane.

By such slender margins are BSS races won and lost these days.



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THE GT3 CATEGORY HAS democratised sportscar racing. Not only has it brought down the price of competing at almost the highest level, Stephane Ratel's brainchild has taken our branch of the sport into new markets. And that has opened it up to more drivers, from more countries, who appear to have an ever-wider range of experience and ability. That's why the Sean Edwards Test is a step in the right direction.

You can't help but wonder about the racing credentials of some of the drivers competing in GT3 cars these days. Some, I

am sure, wouldn't have the experience to gain the requisite licence — an international C for the moment — under MSA regulations in the UK. It's not just ability, it is the knowledge and nous of how to react in certain situations.

Ratel points out that as a series organiser he can't control the way licences are issued by national sporting authorities, but he can make sure that drivers understand flag signals, safety-car procedures and the like. Which is where the SET comes in.

Drivers who fail will then be given a special briefing, hopefully in their own language (remember drivers' briefings are given in English on the surely incorrect assumption that everyone speaks or understands the language). The SET is a worthwhile initiative, but surely there's much more that can be done.

Driving-standard variety must be cleaned up in GT3



How can it be that the requirements for an international race licence are different the world over? Surely it falls to the FIA to make sure that drivers competing in the big

races — in big, powerful machines — on its international calendar are suitably qualified.

A standardisation of licensing procedures has to be the next step.

Blancpain drivers support the SEF



GT3-driver test gets go ahead

STEPHANE RATEL'S SRO FIRM

is to launch a new safety initiative in memory of the late Sean Edwards.

It is working on the Sean Edwards Test to be taken on computer by bronze-rated amateurs ahead of the start of the two Blancpain GT Series and the Spa 24 Hours. It will test drivers' knowledge of flag signals, safety-car and start procedures.

Ratel said the move, which was proposed by the Sean Edwards Foundation, was a reaction to the growing number of nationalities competing in its series and concerns over the licensing requirements in different countries.

VITA4ONE BACK ON TRACK

The Vita4One BMW squad made a late decision to race at Zolder ahead of a planned full-season return to competition next season.

The German team, which as Vitaphone Racing won multiple FIA GT and FIA GT1 titles with Maserati, had not raced this season prior to the event. It decided to take part on the Wednesday before with a solo BMW Z4 for boss Michael Bartels and team regular Yelmer Buurman.

The team will now contest this

weekend's VLN race at the Nurburgring and is planning to take in the Daytona and Sebring United SportsCar Championship enduros in the GT Daytona class before mounting a 2015 campaign in the BSS or the Blancpain Endurance Series or both.

Bartels said: "We didn't race this year because we couldn't put the right package together. We plan to race next year with the Stephane Ratel Organisation because this is our home."



Bartels/Buurman came out to play at Zolder



BRITON BACK IN MERC

Briton Benji Hetherington returned to the Blancpain Sprint Series with the Fortec Mercedes team for the first time since the series opener at Nogaro in April. The former British GT Championship racer drove the squad's solo Mercedes-Benz SLS AMG (above) alongside Miguel Toril in place of Armann Ebrahim, who has stood down for financial reasons. Hetherington will also contest the series finale at Baku next month.

RUSSIANS SIGN UP

The new GT Russian Team is aiming for a two-car assault on both the BSS and the BES with a pair of Mercedes next season. The German-based squad, set up by Alexey Vasilyev, is also planning to run in the Gulf 12 Hours at Abu Dhabi in December and the Dubai 24 Hours in January.

PHOENIX DUO ON TOP

Phoenix Audi drivers Marc Basseng and Alessandro Latif wrapped up the Pro-Am title at Zolder with their fourth double victory of the season.

VILLORBA IS RESERVE

BSS regular Villorba Corse is first reserve for the Baku series finale after a late confirmation of its participation in the Azerbaijan race. The event was oversubscribed and has attracted a capacity 30-car entry.

BIZARRE FACT

WRT Audi drivers Stephane Ortelli and Stephane Richelmi became the first Monegasque pairing to team up in a major international sportscar event since Louis Chiron and Andre Testut shared a Citroen DS in the 1957 Mille Miglia.



BAKU CIRCUIT IS MODIFIED

THE BAKU STREET CIRCUIT IN

Azerbaijan will be significantly different from last year when the BSS field arrives for the series finale on November 2.

Two of the four chicanes on last year's 2.72-mile layout have been removed and the length of the circuit reduced.

The second chicane has disappeared as a result of construction work in the city and the following right-hander that takes the cars into the old quarter tightened to nearly 90 degrees. The penultimate chicane has also gone because the run to



Azerbaijan venue will be different

the following hairpin is now approximately 150 metres shorter.

Race promoter Renaud Jeanfils said: "We think this will make for a much better circuit. We are more than on time and the circuit is nearly finished."

Keselowski leads the pack on to the last lap at 'Dega



CHRISTIAN JACOB

NASCAR SPRINT CUP TALLADEGA (USA), OCTOBER 19 RD 32/36

Keselowski saves his skin with a win

BRAD KESELOWSKI MARSHALLED the perfect response to the criticism of a week ago by securing his progression to the next round of the Chase with a fine win at Talladega on Sunday.

The Penske driver, who was fined and placed on probation for his part in the post-race skirmishes at Charlotte, was one of several big-name drivers whose title hopes relied on their results on Sunday. A perfectly timed move around Ryan Newman on a green-white-chequered finish set the win up, but Keselowski still needed to fend off several challenges through the final

corners to finish the job.

"I went through a lot of adversity [at Charlotte]; that makes this week a little more special," he said after the win, which came off the back of two consecutive bad races. "There's probably not many people happy that I won, and I understand that. I'm not real proud of last week, but I'm proud of today."

It was a disastrous outing for the Hendrick team, which saw three of its four drivers knocked out of title contention in one swoop. That list included six-time champion Jimmie Johnson, who is unable to move into the next phase of the Chase on points, as well as fan favourite

Dale Earnhardt Jr and Kasey Kahne. "We tried our best," said Johnson. "Unfortunately, we just didn't get it done. You're not going to win every championship battle you enter. We'll be back next year."

Kyle Busch, who entered the weekend second in the points but started 40th after becoming one of the many drivers caught out by the new qualifying format, was also eliminated from the Chase, although his downfall eventuated from his involvement in a multi-car pile-up just after the halfway mark.

Matt Kenseth earned a ticket into the Eliminator round of the championship run-off courtesy of

his second-place finish ahead of Clint Bowyer.

● Mark Glendenning

RESULTS

1 Brad Keselowski (Ford Fusion), 194 laps in 3h13m09s; 2 Matt Kenseth (Toyota Camry), +0.141s; 3 Clint Bowyer (Toyota); 4 Landon Cassill (Chevrolet SS); 5 Ryan Newman (Chevy); 6 Travis Kvapil (Chevy); 7 Kurt Busch (Chevy); 8 Marcos Ambrose (Ford); 9 Kevin Harvick (Chevy); 10 Casey Mears (Chevy). **POINTS 1 Joey Logano**, **1 win/3121**; 2 Harvick, 1/3117; 3 Keselowski, 1/3085; 4 Newman, 3117; 5 Denny Hamlin, 3100; 6 Kenseth, 3099; 7 Carl Edwards, 3099; 8 Jeff Gordon, 3093. **Eliminated** Kahne, Busch, Johnson & Earnhardt.

BRAZILIAN TOURING CARS CURITIBA (BR), OCTOBER 19

Casagrande's home victory

TEENAGER GABRIEL CASAGRANDE WON at his home circuit of Curitiba, and followed it up with a runner-up finish in race two in his Chevy Cruze.

From third on the grid, he took second from front-row starter Galid Osman at the start and then benefited from a mistake by polesitter and early leader Denis Navarro to grasp victory. Osman finished third, ahead of Cesar Bonilha.

Felipe Gama received a 20-second penalty in race one, dropping him from eighth to 10th, but he made a blinding start to win race two in his Toyota Corolla. Casagrande, who ran fourth early on, was promoted to second when Thiago Marques was forced out with steering problems, while Bonilha and Vitor Meira clashed.

Points leader Ricardo Mauricio



Casagrande leads opening event

CARSTEN HORS

finished sixth, and has a 46-point advantage over Alceu Feldmann with 92 on offer in the double-points finale.

● Lito Cavalcanti

RESULTS

Race 1 1 Gabriel Casagrande (Chevrolet Cruze), 20 laps in 31m53.664s; 2 Denis Navarro (Toyota Corolla), +1.669s; 3 Galid Osman (Toyota); 4 Cesar Bonilha (Ford Focus); 5 Vincente Orige (Honda Civic); 6 Vitor Meira (Ford). **Race 2 1 Felipe Gama (Toyota)**, 20 laps in 32m42.151s; 2 Casagrande, +5.318s; 3 Navarro; 4 Meira; 5 Ricardo Mauricio (Honda); 6 Osman. **POINTS 1 Mauricio**, 192; 2 Alceu Feldmann, 146; 3 Navarro, 141; 4 Gama, 138; 5 Casagrande, 134; 6 Osman, 132.

MRF CHALLENGE LOSAIL (QAT), OCTOBER 17-18 RD 1/3

Sowery trips night fantastic

TOBY SOWERY CAME AWAY FROM THE Losail circuit in Qatar with a brace of victories as the first four races of the new season kicked off under lights.

Sowery's victories booked the two-day meeting, winning the opener by a country mile from pole position. He also won race four, despite a poor start, and after battling his way to the front held off Raj Barath by 0.2s in the closing stages.

Barath also scored a narrow win

in race three, fending off South African Kyle Mitchell by 0.3s with Sowery right in his wheeltracks.

Tarun Reddy won the reversed-grid race two, keeping the challenge of 15-year-old Russian Nikita Mazepin at bay. Sowery just pipped Mathias Lauda – son of Niki Lauda – to third, having gone off on the opening lap and dropped to 10th.

RESULTS

Race 1 1 Toby Sowery, 15 laps in 30m19.592s; 2 Ryan Cullen, +18.713s; 3 Kyle Mitchell; 4 Mathias Lauda; 5 Nikita Mazepin; 6 Tarun Reddy. **Race 2 1 Reddy**, 15 laps in 30m26.545s; 2 Mazepin, +1.655s; 3 Sowery; 4 Lauda; 5 Mitchell; 6 Cullen. **Race 3 1 Raj Bharath**, 15 laps in 30m33.379s; 2 Mitchell, +0.326s; 3 Sowery; 4 Cullen; 5 Pedro Cardoso; 6 Lauda. **Race 4 1 Sowery**, 15 laps in 30m28.285s; 2 Bharath, +0.212s; 3 Cullen; 4 Cardoso; 5 Reddy; 6 Mazepin. **POINTS 1 Sowery**, 85; 2 Bharath, 53; 3 Cullen, 53; 4 Mitchell, 51; 5 Reddy, 49; 6 Mazepin, 36.



Barath (right) passes Lauda



Melker scored two important wins in Bortolotti's absence

FORMULA ACCELERATION 1 ASSEN (NL), OCTOBER 19 RD 5/5

Melker cruises to title with double win

WITH TITLE RIVAL MIRKO BORTOLOTTI absent, Nigel Melker assured himself of the inaugural Formula Acceleration 1 title by scoring two victories on home turf at Assen.

He beat Bortolotti's replacement Sergio Campana in the Ghinzani-run Italian entry by almost 10s in race one. He repeated his success in a wet race two, this time over series debutant Dani Clos, who led after the start behind the safety car but

had no answer to Melker's pace after that. "Clos made a mistake on the first lap, so I overtook him and drove my own race from there on," said former GP2 racer Melker.

Campana finished third in race two, ahead of another driver making his debut in the series, Superleague Formula ace Craig Dolby. Richard Gonda kept his third place in points, while Sebastian Balthasar passed the absent Felix Rosenqvist for fourth.

RESULTS

Race 1 1 Nigel Melker (Azerti), 21 laps in 31m23.357s; 2 Sergio Campana (Ghinzani), +9.553s; 3 Richard Gonda (Ghinzani); 4 Nathanael Berthon (Lazarus); 5 Dani Clos (Moma); 6 Jeroen Mul (Performance).

Race 2 1 Melker, 24 laps in 45m32.584s; 2 Clos, +38.051s; 3 Campana; 4 Craig Dolby (Performance); 5 Berthon; 6 Gonda.

Points 1 Melker, 183; 2 Mirko Bortolotti, 135; 3 Gonda, 94; 4 Sebastian Balthasar, 76; 5 Felix Rosenqvist, 73; 6 Campana, 72.



Eng indicates how many points he won the title by

GERMAN CARRERA CUP HOCKENHEIM (D), OCTOBER 18-19 RD 9/9

Eng rocks around the Hock' to title glory

THE FINAL ROUND AT HOCKENHEIM resulted in joy for Philipp Eng – and for those who make their living from spare parts for Carrera Cup cars.

The two races turned into something of a destruction derby throughout the 36-car field, with three safety-car periods and both events red-flagged.

Ex-Formula 2 ace Eng had moved to the top of the points after gaining the 'virtual' points he scored at the Red Bull Ring in August – he raced in Austria under appeal concerning a minor technical issue, and won the verdict owing to an error in the administration of the protest.

Former GP2 racer Michael Ammermuller therefore had it all to

do to overhaul Eng. While Christian Engelhart led race one all the way in his Konrad Motorsport car, Nicki Thiim sliced past Sven Muller for second on the opening lap, with Ammermuller in pursuit.

With Eng down in seventh, that effectively meant Lechner-run Ammermuller had to finish three places ahead of him on Sunday to take the crown. While Ammermuller led from Thiim, Muller made life very easy for Project 1 team-mate Eng as the Austrian took third place at the hairpin on the opening lap.

Ammermuller seemed to be struggling for pace and had a train of six cars behind him when the race was neutralised for the first time, but

the constant stoppages allowed him to keep ahead to the temporary conclusion, when a spin for Clemens Schmid exiting Turn 1 caused chaos and destruction in the lower midfield. Even so, it wasn't enough to overhaul Eng in the points.

● Marcus Simmons

RESULTS

Race 1 1 Christian Engelhart, 11 laps in 20m57.596s; 2 Nicki Thiim, +2.165s; 3 Sven Muller; 4 Michael Ammermuller; 5 Klaus Bachler; 6 Christopher Zochling. **Race 2** 1 Ammermuller, 15 laps in 30m00.752s; 2 Thiim, +0.481s; 3 Philipp Eng; 4 Muller; 5 Engelhart; 6 Norbert Siedler. **Points** 1 Eng, 233; 2 Ammermuller, 231; 3 Engelhart, 208; 4 Muller, 186; 5 Thiim, 181; 6 Zochling, 167.5.

BRAZILIAN F3

Champion Pedro Piquet dominated the first race of the weekend at Curitiba from pole position, crossing the line almost 15 seconds ahead of team-mate Victor Baptista, the Class B winner. Piquet was forced out of the reversed-grid race two, however, when a wishbone collapsed after some aggressive contact with the kerbs. Baptista grabbed the victory instead.

FRENAULT 1.6 NEC

Anton de Pasquale won the championship in the opening race at Zandvoort, and promptly followed this up with victory in race two. In the series finale, however, Florian Janits prevailed in wet conditions as de Pasquale slipped down the order to finish seventh.

FMASTERS CHINA

Seventeen-year-old Kiwi James Munro of the KCMG team sealed the 2014 title with a lights-to-flag victory in the penultimate round at Shanghai. Australia's Jake Parsons won race two, while Briton Dan Wells won the final race of the season after passing Parsons.

FRENCH F4

Lasse Sorensen maintained his series lead at Jerez with a win in race three on Sunday. Australia's Joseph Mawson and Swiss racer Gjergj Haxhiu won races one and two respectively.

VW SCIROCCO CUP

South African Jordan Lee Pepper won the last-ever Scirocco R-Cup race at Hockenheim. The champion-elect started from seventh on the grid and charged to the front. He grabbed the lead from series runner-up Jason Kremer on the penultimate lap.

MIDDLE EAST RALLY

Local hero Khalid Al-Qassimi and Ulster co-driver Chris Patterson cruised to a three-minute victory in the inaugural Abu Dhabi Rally, a candidate event based at the Yas Marina circuit. The Citroen DS3 RRC driver's half-brother Abdullah Al-Qassimi was second in a Ford Fiesta RRC and Qatar's Abdullah Al-Kuwari (Mitsubishi) finished third.

NASCAR TRUCKS

Timothy Peters won on the high banks of Talladega on Saturday. The 2012 series runner-up scored his first win of the season after a great push from behind on the final lap by Tayler Malsam during a green-white-chequered finish (below). He crossed the line 0.143s clear of Malsam, as points leader Matt Crafton placed 14th after a pitlane collision damaged the front end of his truck, allowing fifth-placed Ryan Blaney to close to within 16 points with four races remaining.



Tamas Pal Kiss
won race one to go
second in the points



AUTO GP ESTORIL (P), OCTOBER 19 RD 8/8

Pal Kiss seals runner-up spot in style

TAMAS PAL KISS AND SHINYA MICHIMI took a victory apiece at the final Auto GP races of the season at Estoril over the weekend.

Virtuosi UK driver Pal Kiss triumphed in a well-controlled first race, sealing the third win of his 2014 Auto GP season, his second with Virtuosi. The Hungarian dominated from pole position and the win confirmed his runner-up status, behind Kimiya Sato, who was crowned champion at the Nurburgring in August.

The first race began under some confusion as an apparently clean initial start was then red-flagged, because of what appeared to be a procedural issue involving the circuit medical car at the back of the grid. The cars took the second start under the safety car, with Kiss leading away and soon opening up a four-second gap which he expanded to over four at the chequered flag.

The only other driver to stay in touch with Pal Kiss in the early exchanges was single-seater returnee Antonio Pizzonia. The former Jaguar and Williams F1 driver teamed up with Zele Racing for the weekend, marking his comeback to the series after signing off at Sears Point in 2012.

Pizzonia showed all his experience to take second place at the 'second start' after catching Super Nova's Vittorio Ghirelli unawares at Turn 1. Any chance Pizzonia had of harrying

Pal Kiss for the win evaporated, though, when a recalcitrant left-rear wheel at his pitstop cost him almost 10 seconds and dropped him back to fourth position.

The Brazilian was still satisfied with his performance, and said: "It wasn't so bad for an old man like me after a long time away. These cars are physically hard to drive but I am OK with the result, especially as I lost time in the pitstop."

Inheriting the runner-up spot after the pitstops was reigning Auto GP champion Ghirelli, who finished four seconds back from Pal Kiss. Fellow Super Nova driver Markus Pommer rounded out the podium, but it was not enough for him to hold on to second position in the championship points table.

Race two, held as the sun began to set, was led by Michele La Rosa from his reversed-grid pole position before Luis Sa Silva snatched the lead on lap two. Behind Sa Silva, Shinya Michimi, returning to Vincenzo Sospiri's Euronova Engineering squad for the season finale, combined pace and a perfect pitstop to emerge as the net leader of the race after the frontrunners completed their stops.

When Francesco Dracone was the final pit visitor five laps from the end, Michimi had a two-second advantage over the Zele Racing Lola of Sa Silva. Despite a broken front wing that sparked spectacularly

along the straights, Sa Silva managed to stay in touch with the new leader though he couldn't close in.

"I am so happy to get my first win in Auto GP as it is my first win since karting days," said Michimi. "I had a perfect car today and the team was very good in the pits. I could see Sa Silva in my mirrors but knew the wing issue would stop him getting too close."

Another front wing problem accounted for Vittorio Ghirelli, who watched incredulously as the entire assembly detached from his car on lap four, sending him briefly off the track.

Pizzonia completed a steady return to international single-seater competition by taking the final

podium spot, while Pal Kiss fought past a subdued Pommer to claim fourth place. A tough day for Super Nova was brightened slightly by the team securing the Auto GP teams' title by six points.

● Sam Smith

RESULTS

Race 1 Tamas Pal Kiss (Virtuosi UK), 24 laps in 51m00.058s; 2 Vittorio Ghirelli (Super Nova), +4.094; 3 Markus Pommer (Super Nova); 4 Antonio Pizzonia (Zele Racing); 5 Andrea Roda (Virtuosi UK); 6 Shinya Michimi (Euronova). **Race 2** Michimi, 20 laps in 31m02.608s; 2 Luis Sa Silva (Zele Racing), +3.698s; 3 Pizzonia; 4 Pal Kiss; 5 Pommer; 6 Michele La Rosa (MLR 71). **Points** 1 Kimiya Sato, 220; 2 Kiss, 206; 3 Pommer, 179; 4 Roda, 166; 5 Kevin Giovesi, 155; 6 Michela Cerruti, 113.



Neat pitwork helped Shinya Michimi to race two victory



Congratulations Josh Webster

2014 Porsche Carrera Cup GB Champion

With five wins and a further 13 podiums in 19 races, Josh Webster is the 2014 Porsche Carrera Cup GB champion.

It was a remarkable season for the young racer from Suffolk, who transferred from a promising single-seater career as the winner of the Carrera Cup GB Scholarship. The £80,000 Scholarship fund helped Josh secure a seat with Redline Racing and he was instantly on the pace.

His first win came at Donington Park in round four when an inspired call on tyres secured a clear victory. He later added double victories at Croft and Snetterton and went to the final rounds at Brands Hatch with a narrow lead over Michael Meadows. Two assured performances in difficult conditions sealed the overall title.

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

PORSCHE

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GREAT BRITAIN



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Porsche Driver's Selection



Congratulations Justin Sherwood

2014 Porsche Carrera Cup GB Pro-Am1 Champion

Three wins and a further 11 podiums from 16 races made Justin Sherwood a worthy Pro-Am1 champion in the 2014 Porsche Carrera Cup GB. The Leicestershire racer stepped up to the Carrera Cup as reigning GT3 Cup Challenge champion and continued his successful partnership with Team Parker Racing.

Justin's success will earn him £7,000 in prize money at the end of season awards' dinner, as well as the use of a road-going Porsche 911 for a year.

Congratulations Redline Racing

2014 Porsche Carrera Cup GB Team Champions

Redline Racing secured the coveted teams' championship title for the sixth time in the 2014 Porsche Carrera Cup GB.

The Cleveland-based team, headed by Simon Leonard, scored points with Josh Webster and Victor Jimenez this season and was secure as champions with two races left to run.

Webster enjoyed an outstanding season and, under the wing of Redline Racing, became the first Scholarship driver to win the title. Jimenez, meanwhile, stepped up to the Pro category as the reigning Pro-Am1 champion and was a consistent podium challenger on his way to fourth in the overall standings.

Success in the teams' championship will earn the squad £7,000 in prize money at the end of season awards' dinner, along with the use of a road-going Porsche for a year.



PORSCHE

**CARRERA
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GREAT BRITAIN**





Congratulations Steven Liquorish **2014 Porsche Carrera Cup GB Pro-Am2 Champion**

Six wins and a further 11 podiums in 19 races made Steven Liquorish the Pro-Am2 champion in the 2014 Porsche Carrera Cup GB. Oxford-based Liquorish (Team Parker Racing) battled all season with Peter Kyle-Henney (Parr Motorsport) and took the title by a single point in a nail-biting finale at Brands Hatch.

Steven's success will earn him £5,000 in prize money at the end of season awards' dinner.





Thank You

Porsche Cars GB would like to thank all drivers, teams and sponsors involved in making 2014 another great season for the Porsche Carrera Cup GB. In particular, we would like to acknowledge the support of championship sponsors Michelin, Mobil1, Adidas, PFC, Drift Innovation, Samsung, Sacred, gomotorsport.net and Porsche Drivers' Selection.

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

PORSCHE

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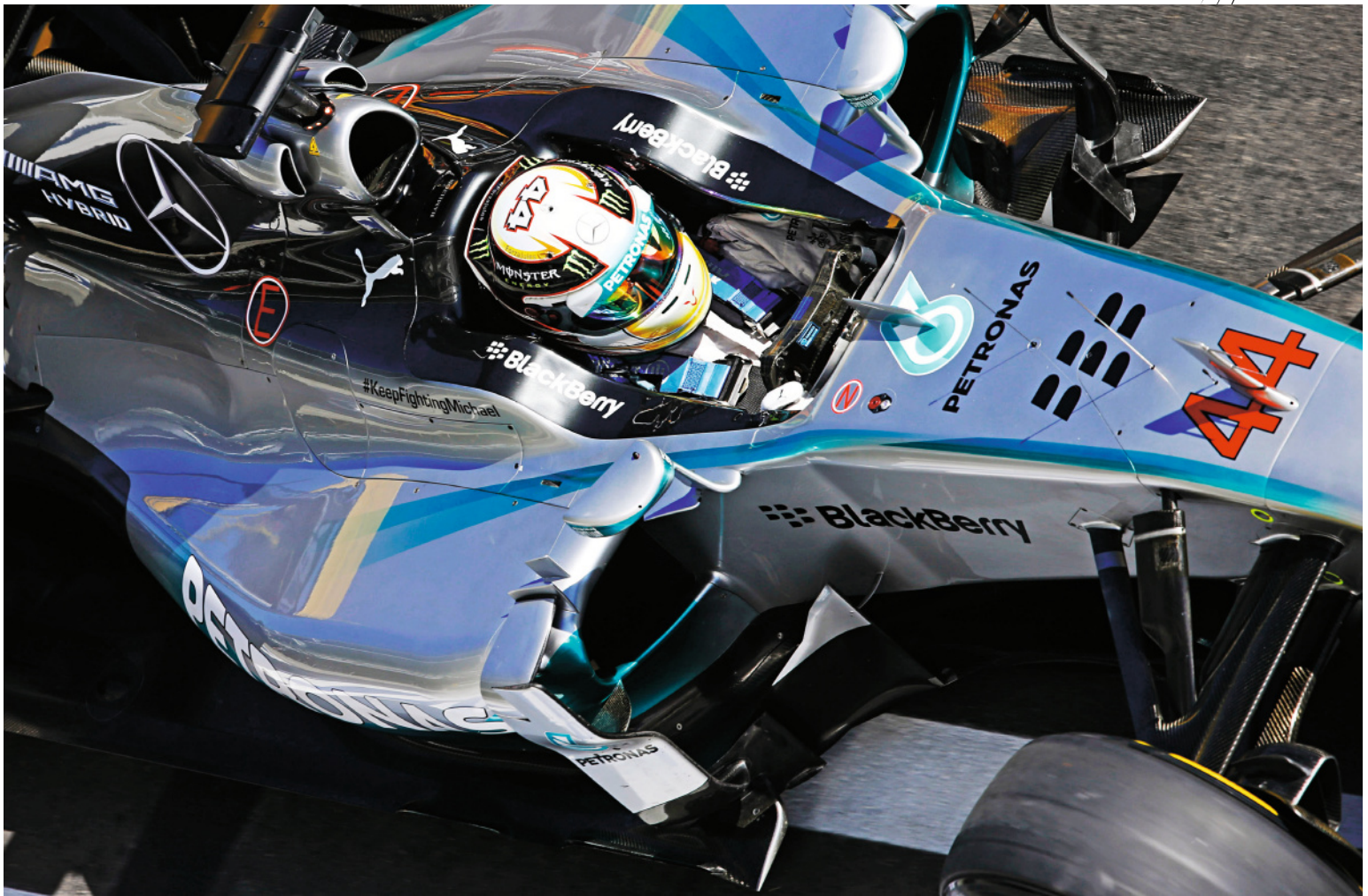


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**WHO WERE YOUR STAR DRIVERS OF 2014?
AND WHICH RACE AND RALLY CARS
DO YOU THINK DID THE BUSINESS?**

» VOTE NOW ON PAGE 53



VOTE NOW FOR YOUR MOTORSPORT

HEROES OF THE YEAR

On December 7, many of our sport's brightest stars will flock to the Grosvenor House Hotel in London for a glittering evening of prize-giving celebration. As last year, website subscribers can vote for our nominees online, otherwise use the form that you'll find on the opposite page.

All votes will be counted to crown the AUTOSPORT Award winner for each of the eight categories, which is the ultimate accolade following an intense season of action. In Formula 1, this year was all about Mercedes.

The Brackley team might have lost Ross Brawn, but his legacy was an awesome racing machine that bossed the majority of the season in the hands of Lewis Hamilton and Nico Rosberg. Outgoing world champions Red Bull had a new star in Daniel Ricciardo, while Williams showed glimpses of emulating its former glories with Valtteri Bottas playing a starring role.

On the rally stages, Sebastien Ogier and Jari-Matti Latvala fought an intra-VW battle just as intense as Hamilton v Rosberg. Kris Meeke raised his game with Citroen, and Hyundai broke

through with a surprise victory in Germany. In America, Will Power gave Roger Penske a long-awaited IndyCar title after another super-competitive season that was enhanced by the return of the exciting Juan Pablo Montoya.

As well as the National classes, which produced some phenomenal performances including Colin Turkington's second British Touring Car Championship title, don't forget our Rookie of the Year category which has plenty of fresh talent vying for your attention. Remember, your vote counts – so make sure you have your say!

INTERNATIONAL RACING DRIVER OF THE YEAR

Open to professional racing drivers competing at an international level

Valtteri BOTTAS

Formula 1's new flying Finn. Led the line during the renaissance of Williams, racking up a sequence of podiums along the way



Lewis HAMILTON

Suffered misfortune from the very opening round but refused to let it get him down. Two race-winning streaks were quite superb



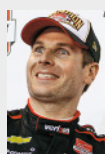
Andre LOTTERER

Arguably the fastest prototype driver in the world, he scored his third Le Mans 24 Hours success and even made his F1 bow



Will POWER

After years of playing the bridesmaid role, he finally nailed his first IndyCar title after a tough fight with Helio Castroneves



Daniel RICCIARDO

Was expected to find Sebastian Vettel a tough team-mate, then won a trio of races to rewrite the Red Bull dynamic



Nico ROSBERG

In the thick of the title fight with Hamilton, he's raised his game to a genuine world title contender – and with a steely edge too



RACING CAR DRIVER OF THE YEAR

Open to cars competing in any class of circuit racing

BMW M4 DTM

Dominated its first season in the DTM as the venerable M3 was put out to pasture. Marco Wittmann drove it to the title



Citroen C-ELYSEE WTCC

All-new regulations allowed Citroen to fly out of the blocks in a mega first World Touring Car campaign



Mercedes-Benz W05 HYBRID

The class of the F1 field, it combined the best engine with a superb chassis and aerodynamic package



Red Bull RB10

Showed Red Bull's design strength as Adrian Newey's car won three grands prix despite its engine deficiency



Toyota TS040 HYBRID

Although Le Mans success remains elusive, the World Endurance Championship proved otherwise



Williams FW36

Didn't have the wide operating window of the Mercedes, but slippery FW36 was often the best of the rest

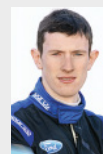


INTERNATIONAL RALLY DRIVER OF THE YEAR

Open to professional or semi-professional rally drivers in international events

Elfyn EVANS

Took his time learning the trickier events, but showed speed on the ones he knew in his rookie season at rallying's highest level



Jari-Matti LATVALA

Finland win was highlight of a season where the Finn really came of age in the VW team. A genuine threat to Ogier now



Kris MEEKE

Started first full WRC season with stunning podium on the Monte and grew in confidence. Speed in Finland was outstanding



Andreas MIKKELSEN

Showed much improved speed and consistency. Now capable of living on the edge and trading times with illustrious team-mates



Thierry NEUVILLE

First win for him and Hyundai in Germany might have been fortuitous, but it's reward for hard work, speed and commitment



Sebastien OGIER

Brilliant through the first half of the year, but a couple of white-line fever wobbles when title was in sight. Still the fastest. Still the best



RALLY CAR DRIVER OF THE YEAR

Open to cars competing in rallying from international to national level

Citroen DS3 WRC

Continued to run at sharp end of the WRC this season, but struggled to keep pace with the VWs in the rough stuff



Ford FIESTA RS WRC

M-Sport worked hard without manufacturer support to keep it on level terms with the best of the rest



Hyundai I20 WRC

Not much hope of a podium when they arrived, but a top three was done in Mexico and a win followed in Germany



Mini DAKAR

There might have been the odd quarrel over who took the win, but a third Dakar success on the bounce shows the Mini's lasting pace



Porsche 911

Hit the stages via private teams such as Tuthill, but rocketed to the top of the charts for fan appeal. Noisy & sideways still works best



Volkswagen POLO R WRC

Another dominant year; sublime in just its second season in competition. Records continue to be broken





Mercedes-Benz



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BRITISH COMPETITION DRIVER OF THE YEAR

Open to British drivers in any class at international level, from F1 to F3

Jenson BUTTON

Another solid season from McLaren's F1 elder statesman



Mike CONWAY

A pair of IndyCar wins, plus a new opportunity with Toyota in the prototype ranks



Anthony DAVIDSON

On target for WEC crown with Toyota, and Le Mans podium



Lewis HAMILTON

His most successful year in F1 yet, with nine wins to date



Alex LYNN

GP3 title with Carlin should be a mere formality in Abu Dhabi final round



Jolyon PALMER

Stormed to GP2 title with some barnstorming performances



NATIONAL DRIVER OF THE YEAR

Open to drivers racing in British F3 or BTCC or equivalent national series and BRC

Martin CAO

Won British F3 title after tight battle with Matt Rao, helped by 15 podiums



Andrew JORDAN

Bolstered his BTCC title defence with four wins



Jason PLATO

Half a dozen BTCC wins for MG and took the title down to final round



James ROSSITER

Leading Japan's domestic GT series into final round for Lexus



Gordon SHEDDEN

Three victories and third place in the BTCC with Honda



Colin TURKINGTON

A second BTCC title in five years for WSR BMW squad



BRITISH CLUB DRIVER OF THE YEAR

Open to British drivers in any class of TOCA supports or equivalent and below

Ben BARNICOAT

Racing Steps and McLaren-backed rookie won FR2.0 NEC



Mike BUSHELL

Team Pyro racer took Clio Cup UK glory after a superb second half of 2014



Joe FULBROOK

Experienced Golf-er made it a hat-trick of titles in the VW Cup



Charlie ROBERTSON

Stellar rookie Ginetta GT4 Supercup campaign



George RUSSELL

BRDC F4 title challenger and Formula Renault ALPS frontrunner



Josh WEBSTER

GT rookie won the Porsche Carrera Cup in scholarship year



ROOKIE OF THE YEAR

Open to professional racing drivers in their first season at their respective level

Daniil KVIYAT

Impressed after huge jump from GP3 to F1 with Toro Rosso, scoring on debut



Kyle LARSON

Chip Ganassi's protege joined NASCAR's top tier with five top-5 finishes



Kevin MAGNUSSEN

Podium finish on his F1 debut in Melbourne was major highlight



Esteban OCON

Nine wins on his way to European F3 title with Prema team



Stoffel VANDORNE

McLaren junior won on his GP2 debut, and three poles on the trot



Max VERSTAPPEN

Scored 10 wins in Euro F3 to earn Toro Rosso F1 call-up



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MAKING SENSE OF THE SINGLE-SEATER MORASS

Want to get to Formula 1 (eventually)? There are plenty of ways to do it on the single-seater ladder system. **MARCUS SIMMONS** is your guide to a confusing landscape across Europe

Look at the graphic on the opposite page: the European single-seater ladder is a mess. But it's not as messy as it was a couple of years ago.

Nearly every country or region has gone down its own cost-cutting routes, whether that's by using spec engines or older machinery, or launching one-make series – often with manufacturer support – that are indigenous to one nation. The whole scene has become fragmented, and across Europe it's been almost impossible to find any countries that have the same category running to the same rules, at any level. You could probably trek from Galway to Athens and find more than 30 different junior single-seater formulae.

Since Gerhard Berger took over as president of the FIA Single-Seater Commission, the ladder has become simplified. A bit... Our graph shows

what effectively is the FIA-approved path up the middle, from FIA Formula 4, possibly via FRenault 2.0 into the F3 European Championship, and then into either GP2 or Formula Renault 3.5 and then on to Formula 1.

Off to the side we have the non-FIA series at F4 level (including BRDC F4 in the UK), lower-level F3 and GP3. Out in the ether are Auto GP and Formula Acceleration 1, both of which tend to vacuum up drivers from totally random series, and from which there is no obvious path to graduate to.

If we climb the ladder from the bottom, we start at FIA F4, a concept that has arguably provided the biggest explosion in the junior market since the original FFord swept Europe and the rest of the world in the late 1960s and early '70s. Italy set the ball rolling with Tatuus chassis and Abarth engines this year, and for next season there will be series in Germany (replacing Formel Masters, with Tatuus chassis and engine to be decided), the UK (replacing Formula Ford, with Mygale chassis and Ford

engine), the Northern European Zone (Finland, Russia and Estonia, with Tatuus-Abarths centrally run by Koironen GP), plus a 90 per cent chance of a Spanish/Portuguese series organised by head honchos from the Navarra circuit.

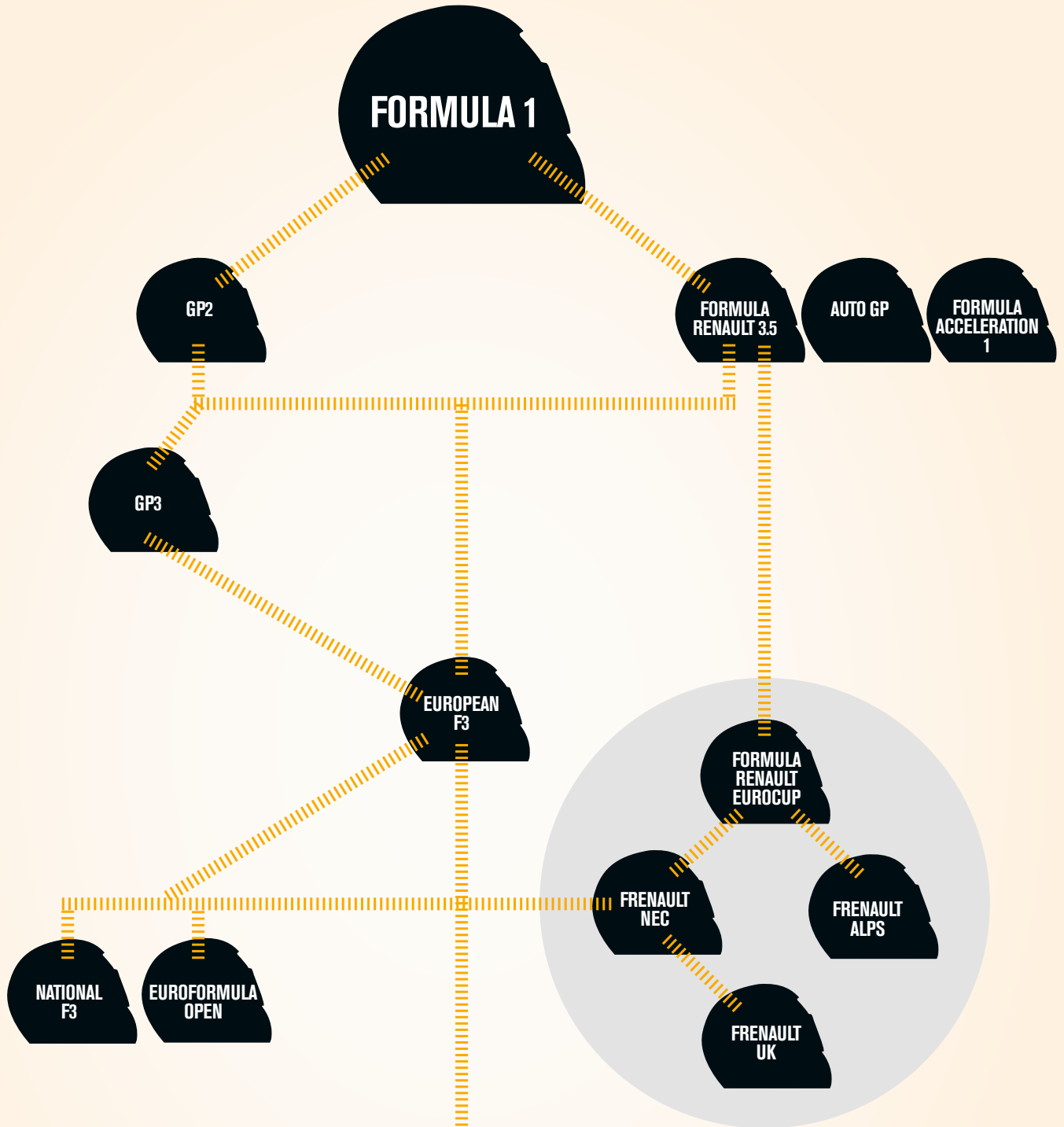
Outside Europe, FIA F4 will run in Australia (replacing FFord on the V8 Supercar package, with Mygale chassis), China (replacing Formula Masters China, with Mygale chassis and Geely engine), Japan (replacing Formula Challenge Japan, with Dome chassis and TOM'S engine), and likely a series on the Pacific side of Latin America called the 'Nacam' region and spreading from Costa Rica to Chile.

Talking of the first year of Italian F4, Berger says: "It was important to prove the concept. It's a very nice championship and it's going to look very promising in many countries, but we've got work to do over the next three years.

"It's something that the market needs. Three weeks ago in Britain they presented the championship, and had straight away 54 requirements for cars and 28 orders. This is the ►



Alternative routes: GP2 (left) and Formula Renault 3.5 provide the traditional gateway to Formula 1 – but is there room for both?



F4: ● FIA ● NON-FIA



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Clockwise from top left: GP3; Formula Renault 2.0; FRenault Eurocup graduate Jake Dennis; Gerhard Berger

► first time in Britain I see all the interests coming together to one point..."

Except they aren't. And in Europe they're laughing at us. Next year we get FIA F4, except it can't be called F4 because MSV owns the trademark to the name for its own BRDC F4 series. So we'll have FIA F4 running as MSA Formula, while BRDC F4 doesn't run to FIA F4 monocoque-chassis rules until the end of 2015. Then, when BRDC F4 *does* replace its tubeframe cars with Tatuus monocoques, even though it will conform to FIA F4 rules it won't be our certified FIA F4 series – instead, that will be the championship that isn't allowed to call itself F4.

Berger advised MSV boss Jonathan Palmer to wait until 2014 and go the FIA way with monocoque chassis, but Palmer saw that the ailing British market desperately needed a new category and went ahead with his tubeframe RFR-built cars for 2013. He's been proved right, as BRDC F4 has been a roaring success, but the lower minimum age limit – 15 years old – for drivers in monocoque cars meant that his series would have a disadvantage against FIA F4 in the form of MSA Formula. But from late 2015, it will be on an even keel.

"I have to say, "Thank you Jonathan for proving our concept. I told you to forget your tubular chassis and go the right way!" laughs Berger. "At the end of the day you have a competition against the MSA, Ford, the BTCC, live TV and... good luck! But I like also that Jonathan is a fighter."

So far, you'd have to say that the combination of the MSA, Ford, the BTCC and live TV hasn't done British FFord much good, and Palmer has

“RENAULT 2.0 IS A GOOD CAR & YOU'RE UP AGAINST THE BEST”

JAKE DENNIS

certainly won that competition. Short-term prospects for MSA Formula look enticing, but further down the road you have to wonder whether we'd be better off combining its strong points with Palmer's indomitable passion – that fighting spirit Berger mentions – and marketing acumen for one, super-strong category.

Renault's pyramid of FR2.0 series also provides a very good starting point for the cream from European karting. The Northern European Cup and ALPS series operate on a lower platform than the Eurocup, with any driver from the three championships allowed to contest three rounds of a second series as a 'wildcard', or complete a full second series in exchange for forfeiture of some test days. Moves are also being made to launch FRenault UK, but things have gone a bit quiet here lately.

F3 teams are increasingly amazed at the remarkable level of the drivers emerging from

the Eurocup. One such is Jake Dennis, who after winning the UK InterSteps title (for old Formula BMW cars) progressed through the Renault pyramid, winning the NEC title in 2012 before finishing fourth in the '13 Eurocup.

"NEC's not the pinnacle, but it gives you that year of learning and making the mistakes," he says. "It gives you the experience you need to do well in the Eurocup. The driving quality's not so good but there are still some good drivers."

Dennis believes that it's not the speed that a driver has to learn in NEC or ALPS, more the ability to put it all together at the right time. "The pace would still be there," he says. "But the higher up you get, the more important qualifying is. A new driver can have the pace in testing, but on a race weekend you might struggle whereas in NEC or ALPS you could get away with it."

He states that NEC was good preparation for Eurocup. "We were the most consistent," he points out. "I had the most top fives of everyone last year [11 in 14 races]." When your opposition includes Pierre Gasly, Oliver Rowland and Esteban Ocon, that's a record to be proud of.

Dennis also reckons that FR2.0 will keep its place in the market in the face of F4 as ideal preparation for F3. "The Renault is a good car," says Dennis. "And there are so many drivers, and you're up against the best."

Moving up to the next level, it's a question of European F3 versus GP3 or lower-level F3. The last of these options is on its knees; British F3 is apparently no more and there are question marks over the German series, leaving only the Spanish-run Euroformula Open in a state of health. This has an amazingly cosmopolitan ►



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► field, with 17 nations among the 20 drivers last time out at Monza, but many come from disparate and mainly lower-level junior categories around the world.

The real talent is in Euro F3 or GP3. Among those who've done both is 2013 Macau GP winner and 2014 GP3 champion-in-waiting Alex Lynn. "In my opinion F3 is the best learning category out there," he says. "Everything is in-depth, the technology is so high. The rules are tightening all the time but it's still a lot more advanced than most championships.

"Without a doubt last year [in Euro F3] is the toughest I had in racing. I was doing the

best qualifying laps I'd ever driven that were only good for second or third. It makes you appreciate the level everyone's at – there's a lot of respect in Formula 3 as a result, because they're really good drivers."

But GP3 has the F1 package and consequent limelight. "I don't think I've ever had so much attention as this year," adds Lynn. "It doesn't offer as much track time as F3, and as a learning formula I wouldn't say it's the place to go, but it is if you want to showcase your talent."

Does it help being on the Pirelli tyres, to get a driver used to what they'll encounter in F1? Lynn isn't convinced about that point. "Most of

"LAP TIMES BETWEEN GP2 & FR3.5 ARE PRETTY DAMN CLOSE"
TREVOR CARLIN



ITALY KICKS OFF THE F4 GENERATION

The first year of FIA Formula 4 has been a roaring success in Italy. Grids have averaged in the low twenties, and of the 28 drivers who've competed there have been 13 nations represented alongside the eight home-grown lads. It has finally killed off the limping Formula Abarth, while another would-be rival, Formula Renault ALPS Junior (for the Renault 1.6 car as used in NEC Junior and Sweden), never got going.

Not only that, but attention is guaranteed by the first champion being Ferrari Driver Academy member Lance Stroll, who only turns 16 next week so could not have raced in FRenault or F3.

Prema Powerteam has run Canadian Stroll as well as Frenchman Brandon Maisano, who won the 2010 Abarth title but whose career had stalled of late, and team manager Rene Rosin is very pleased with how the category has turned out. He points to the simple but effective chassis from Tatuus – "the wings don't really influence the balance" – as well as strong promotion from WSK, which has its background in karting, the fact that the FIA appoints a technical delegate to the series, and great equivalence of the turbo engines from series tuner Autotecnica Motori.

The Scuola Federale from the national motorsport governing body has proved a neat addition. Led by Cristiano del Balzo, and with seasoned racers Andrea Piccini, Enrico Toccacelo and Raffaele Giammaria among the instructors,

they give approximately one session of classroom instruction per day – using data from the fastest driver – to the competitors.

"It's not only competitive on price but on parts," says Tatuus boss Gianfranco de Bellis. "We're definitely happy about the final result, but it's not been easy. Nobody in the winter knew what F4 would be, but now I'm sure what's happened in Italy has given opportunities for other countries to see how big the potential of it is.

"More countries are coming, the cars are running well, the teams are happy and it's given opportunities to young drivers to learn how to drive a single-seater and prepare their steps forward to other categories."

One of which is Formula Renault, for which Tatuus also builds the cars. "The level in Renault is a step forward in terms of power, performance, aero and so on," adds de Bellis. "But F4 gives drivers the chance also to learn what they need to go to F3."

Rosin reckons it's more realistic only for the cream of F4 drivers to step to F3 and be competitive straight away, and is delighted about what it has done for Italian motorsport.

"It's come back," he says. "Let's hope the Italian people can keep it at that level. Formula Abarth had 40 drivers in its first year and then they automatically destroyed it!"

the top drivers can deal with that pretty quickly, to be honest," he says.

Trevor Carlin, whose team has squads in both F3 and GP3, adds: "We love F3 because there is that extra bit of freedom to help your drivers. There's no really no comparison. F3 is double the mileage and the car's more technical. The name of GP3 and the fact that it's with F1 helps massively, and of course it had paddle-shift gearboxes. But F3 has them now so the pendulum is swinging back."

From this level, the jump is to either GP2 or Formula Renault 3.5, both of which offer very similar concepts. While FR3.5 had the edge on driving talent in 2013, GP2 has bounced back for '14, albeit with many drivers who've been around in the category so long that they'll be up for Lifetime Achievement awards before you know it. "I don't think there's room for both," says Carlin, whose team kind of proved his point this year since he was forced to mothball the FR3.5 operation because no one came along with a sensible budget.

"What you've got is two championships with half a field of good drivers and half with semi-decent budgets. If you put them together you'd have all the good drivers racing together, and teams wouldn't be going bust left, right and centre. Which they are – or on the verge of.

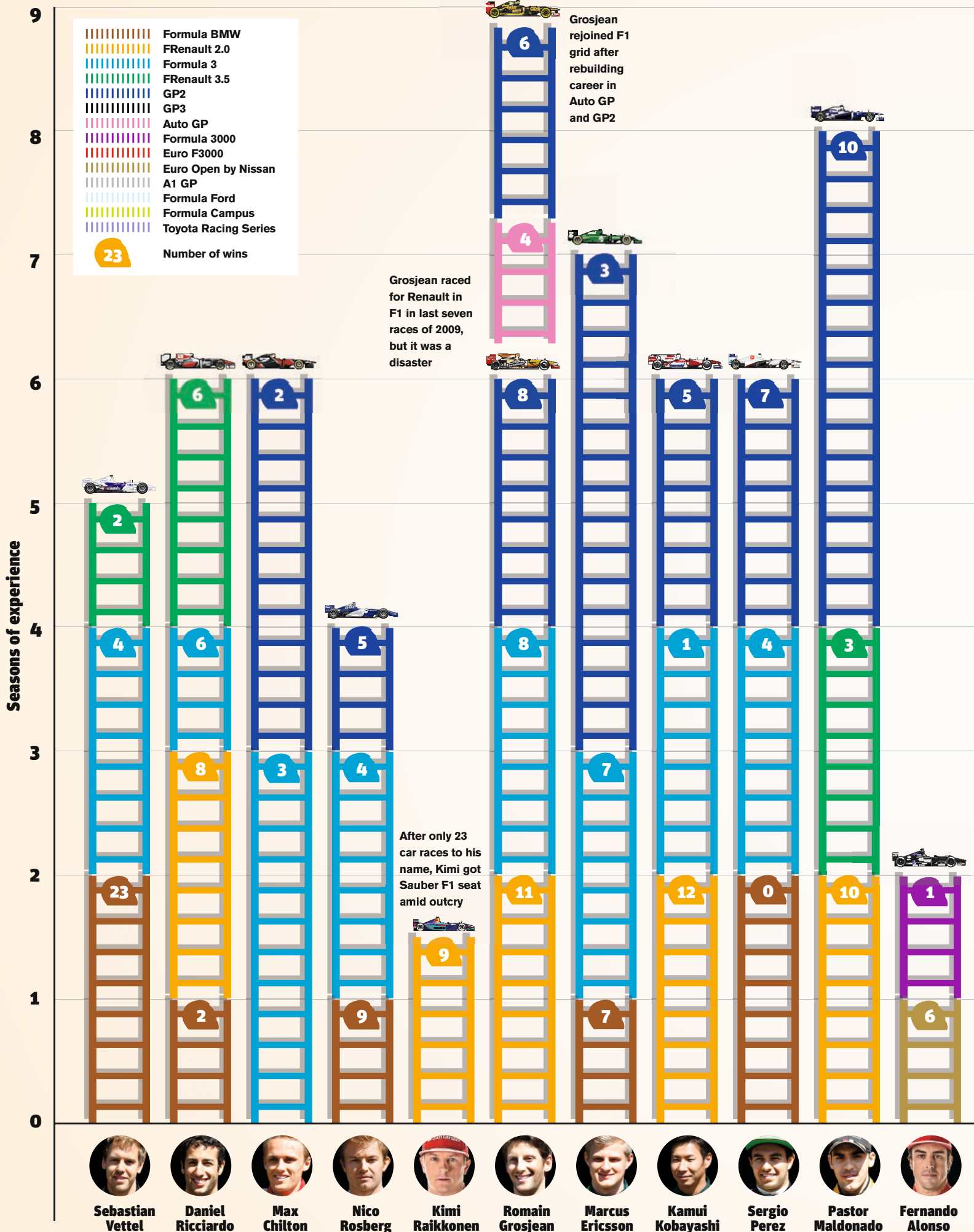
"The FR3.5 car used to be a little bit closer in driving style to an F3 car, but since they upped the power and downforce it's a different beast now. It's got as much downforce as an F1 car – unbelievable! GP2 has more power but FR3.5 has better tyres, so the lap times are pretty damn close."

Berger's bid to complete the ladder to F1 with a new Formula 2, thereby getting rid of GP2 and FR3.5, is proving the most difficult, although some believe this could come as early as 2016. Carlin believes there's a solution: "The FIA could push F2 and keep everyone happy by having 10 races as an F1 support, plus two standalone World Series by Renault events and have it powered by Renault. So Renault would get the kudos, they'd get Monaco, which they love, and everyone's a winner."

But Berger is not so sure. "I don't think the solution is to make it out of GP2 and FR3.5," he says. "The good thing is in F4 we started with a white sheet of paper. F2 is part of the pyramid so sooner or later it has to be dealt with, but we'll see what the future brings."

Berger, who will stand down at the end of 2014 from a role that was only supposed to occupy him for a year, is still seeking a successor who can carry on his work. The hope is that the streamlining of the ladder can continue. "With what Berger's set up with F3 and F4, if the FIA can pull off the F2 side of it he'll have absolutely succeeded," says Carlin. 🏎️

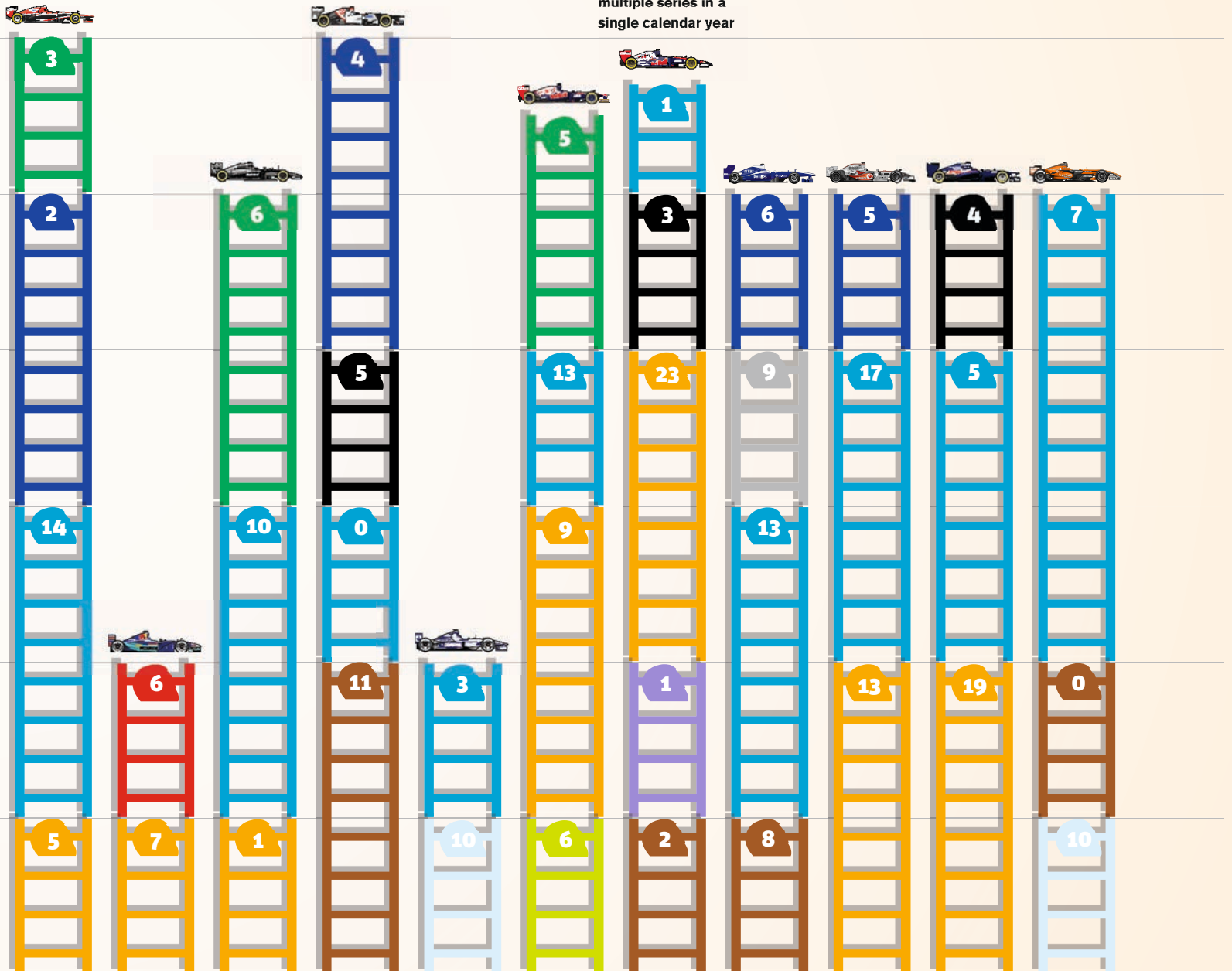
SPECIAL REPORT: SINGLE-SEATERS



THE GRADUATES

History shows us there's no one-size-fits-all route to Formula 1. We examine the 2014 crop's junior-formula path, the seasons they spent in each class and their wins. By **CHARLES BRADLEY**

Kvyat crammed in an amazing amount of races by running in multiple series in a single calendar year



Jules Bianchi Felipe Massa Kevin Magnussen Esteban Gutierrez Jenson Button Jean-Eric Vergne Daniil Kvyat Nico Hulkenberg Lewis Hamilton Valtteri Bottas Adrian Sutil

THE BATTLE OF FORMULA 4

Just as Britain's single-seater scene was beginning to gain clarity, the waters have muddied yet again. **SCOTT MITCHELL** identifies five key areas ahead of a crunch year for UK junior racing

The introduction of BRDC Formula 4 in 2013 did two things. First, it lit the blue touchpaper in a battle between Jonathan Palmer, its promoter, and Gerhard Berger, architect of the FIA's Formula 4 regulations, that had previously been a war of words. Second, it proved there was still a strong appetite to race in the UK among home-grown hopefuls and young international racers.

There's no denying that BRDC F4 has established itself as the leading category. It's averaged just over 20 starters and multi-driver title fights in its two seasons, while at the same time British Formula Ford mustered an average of roughly 11 and 12 starters despite a new, more relevant car and a prime slot on the British Touring Car Championship support bill.

What seemed like a formality for young drivers has, however, become anything but. For while BRDC F4 looked to be ready itself to strike a fatal blow to British Formula Ford, the Blue Oval's decision to align itself to FIA F4 regulations has given it a new lease of life.

We will have a straight battle of the F4s in 2015, a year that could prove to be a defining year for single-seater racing in Britain.

1 THE RISE OF MSA FORMULA

The concept took a long time to shake itself out, but since the Mygale-Ford that MSA Formula – ignore the name, it's FIA F4 – will use from next year broke cover at the end of



1 MSA Formula will replace British Formula Ford for 2015 season



2 Top BRDC F4 teams such as Lanan have pledged loyalty to two-year-old series

September the rate of progress has rocketed.

Without listing the full roster, next year's grid will likely comprise single-seater powerhouses Carlin and Fortec, other top teams from international single-seaters and the best of the current domestic squads. It is believed that 28 cars were provisionally "sold" at the launch, far exceeding the initial expectations from organisers. While that's not yet translated into a bank transfer or cars on track, it's as strong a start as it could have hoped to make.

There's also a crucial FIA link. Hankook tyres could make the cars overgripped and underpowered (that's the risk of the formula's detuned 160bhp EcoBoost engine), but it brings it in line with European F3. The test with a leading Euro F3 team takes advantage of the same link and could be a significant springboard for both drivers and teams.

But it could still trip up before it gets going, and the onus is really on Mygale now. The first 15 cars must be built and delivered by the end of December; the remaining baker's dozen by early 2015. That requirement comes after orders from Germany and China too, with Mygale boss Bertrand Decoster telling

AUTOSPORT that 100 cars will be built in total.

"It's not a project we started overnight," he says, before attempting to dissuade fears the car will prove underdeveloped. "The prototype has covered 2000km of testing."

Dallara has the Formula 3 market locked down and Tatuus, in addition to its own FIA F4 projects, is reaping the rewards of Formula Renault's prosperity. Mygale, as much as Ford, needs this to be a success.

2 CAN BRDC F4 MAINTAIN MOMENTUM?

Prior to the MSA Formula launch at Silverstone last month, BRDC F4 was still a clear favourite.

Already on the front foot, it then reacted to the MSA lowering the single-seater age limit to 15 by committing to a new FIA F4-spec car – which had been part of a three-year plan anyway – and within two weeks Palmer and MSV had agreed a deal with Italian manufacturer Tatuus and ordered 26 cars, with an option for four more.

With the leading teams firmly behind MSV – including championship-winning squad Lanan, title rival HHC and race winners Douglas

Motorsport, Hillspeed, Petroball and SWR-Caterham – there was no threat of an exodus. Palmer is confident, that much is clear.

“F4 is very precious to me,” he says. “The teams know we care passionately about it. There wasn’t a team that, once we talked about a new car, saying we don’t want to be involved. There’s going to be more demand than capacity.”

Take-up for a car that will not be utilised before 2016 in the main championship, though will make its race debut in the Winter Series next year, has been promising. A reported 23 cars have been sold, with all teams – bar Mark Godwin Racing, which is withdrawing from the series in favour of an MSA Formula entry and expanded Formula Renault push in Europe – committing to buying the new car and staying with the series for a three-year period.

Having plenty of cars and the teams to run them is one thing, but maintaining driver interest is BRDC F4’s biggest challenge. Get through 2015 with good grids and its reputation close to its current heights, and it will be well-placed with the new car thereafter.

3 SINGLE-SEATERS FOR 15-YEAR-OLDS

One challenge BRDC F4 will have to negotiate is that until that new car comes in, it remains closed off to 15-year-olds, arguably the biggest changing variable in the run-up to 2015.

The MSA’s argument for lowering the single-seater age limit in certain circumstances was that its hands were tied – the fear was that top British karters would bypass UK championships and race in Europe at 15 if they could not do so domestically. It also, rather handily, avoids the MSA/Britain being out of step with an FIA F4 category that has a higher age limit than anywhere else.

While the true value of lowering the age limit is yet to be known, world karting champions Lando Norris and Enaam Ahmed are two high-profile Britons targeting MSA Formula next year as 15-year-old entries.

But the rule change has sparked an argument over safety. Palmer is chief among the critics, and believes the MSA has made a “major mistake” by bowing to FIA pressure.

“I actually think it is unnecessary for 15-year-olds to be racing single-seaters,” he argues. “The idea of a pack of 15-year-olds racing wheel-to-wheel at up to 150mph around Thruxton for example, is pretty terrifying. It smacks of desperation by the MSA to try to add appeal to this evolution [of Formula Ford].”

4 WILL BUDGETS BE A PROBLEM?

Doing the maths at the MSA Formula was relatively painless. Registration, race entries,



tyres and fuel come to around £25,000, so once team costs, testing and expenses are considered budgets are going to be between £75,000 and £100,000, depending on which team you are running with.

That sounds sensible, and not at all dissimilar to what BRDC Formula 4 drivers face at present. That makes it appealing and viable for prospective racers and thus the championships themselves should prosper.

Entry-level costs might be lower than before (think back to £200,000 Formula Renault UK budgets) and they are also a reduction in the fees being paid at top-level international karting. But the top isn’t getting any cheaper, and that’s where the change needs to come to create a genuine pathway for young drivers.

Reducing the cost at entry is only successful in terms of getting drivers onto the ladder. That partially solves one problem but creates another as it widens the gulf between the first step on that ladder and the next.

Champions and race winners make themselves a more marketable product to potential investors

but for others it becomes a new challenge to get those backers to double (or increase by a greater multiplier) their input if they want to progress.

5 FORMULA RENAULT'S UNCERTAIN FUTURE

The elephant in the room is Formula Renault. Is it dead in Britain?

The club-level BARC series admirably filled the void in 2012 when Formula Renault UK hit the skids, and it coped well enough last year – but its interminable decline this year is one that even the 2000 Tatuus warhorse can’t carry on with.

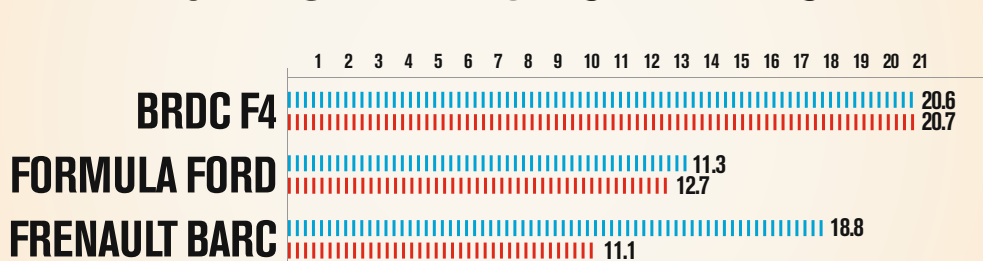
That led to the bold plan, pushed by championship promoter Grovewood, to revive FR UK after a three-year hiatus. For 2015 the latest Tatuus chassis would be introduced to Britain for the first time and the older car would be kept on to form a two-tier championship. It seemed sensible, even if plans for a guest round for the newer cars as part of the Formula Renault Northern European Cup have been scrapped.

Since AUTOSPORT revealed those plans in the early summer, ones that grabbed the attention of several teams and looked set to reintroduce a category that would prove a step up from entry-level Formula 4 concoctions, there’s been radio silence on the subject. That said, officials insist that teams remain committed, are buying cars and that a calendar is imminent.

Teams believe that FR UK can exist with two F4 categories underneath it. With no discernible Formula 3 future in this country and MSA Formula and BRDC F4 set to become detuned versions of their former selves, there is a clear gap in the UK ladder.

There is still an appetite for junior single-seater racing in this country but if Formula Renault is to have any chance of benefiting from that it needs to clarify its own future, fast. ❧

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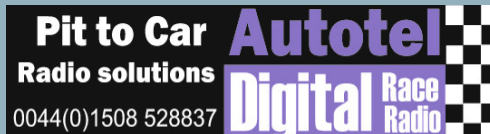


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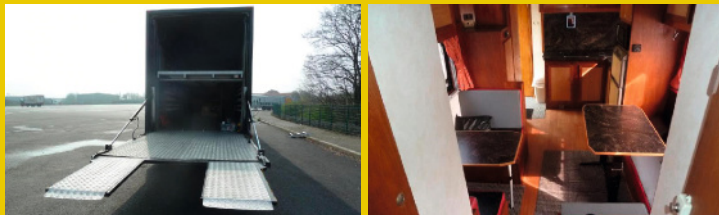
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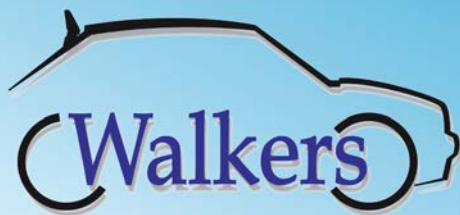
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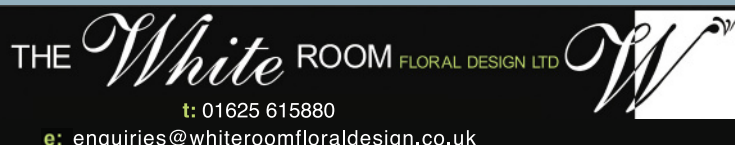
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MOTORSPORT JOBS

AUTOSPORT

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JOB TITLE - Internal Sales Executive
BRAND - Autosport | **LOCATION** - Teddington

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Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP

"The decision to advertise for staff in Autosport was easy as the magazine is one of the most widely read motorsport publications in the world. The resulting response also met our expectations providing us with a large number of high quality candidates. What exceeded our expectations was the friendly and helpful nature of the Autosport staff who helped us with the timing and preparation of our advertisement. I would recommend the use of Autosport to any organization looking to recruit staff in our business."

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The editor will ensure that the brand's excellent reputation in racing circles is not only maintained, but grown over time. You will be used to working in a similar consumer publishing/ media environment – ideally at editor level. Strong motorsport knowledge is also a key requirement.

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- Be audience and client led
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- Maintain the highest possible editorial standards
- Ensure all content is produced on budget, with appropriate quality control measures in place
- Take responsibility for stylistic or legal issues arising from content
- Establish and manage effective forward planning systems for all content
- Generate and/or manage content ideas
- Set high standards of behaviour, attitude, professionalism and commitment
- Ensure this demanding weekly publication is produced on time
- Have a strong knowledge and huge passion for motorsport as a whole and not just Formula 1
- Have experience in spotting new development opportunities for the brand
- Be able to tackle unfamiliar and complex topics

Key Responsibilities include:

- Play a key role in event brand developments
- Ensure that Autosport is making the most of digital opportunities as well as remaining relevant in print
- Working with the editor of Autosport.com and the group editor to develop digital strategy, with the aim of growing our digital presence in the sector; consolidating our market leading position across all media channels including online, tablet (apps), mobile, live events and social media where necessary
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The BRDC will increase its role in running Silverstone



BRDC shake-up at Silverstone

Three SCL executives suspended as club seeks to expand its role

THE BRITISH RACING DRIVERS' Club has taken over the day-to-day running of Silverstone after three senior executives were suspended amid a major management restructuring at the Formula 1 venue.

The futures of Silverstone Circuit Limited's former managing director Richard Phillips and financial and legal directors Ed Brookes and David Thompson are in doubt as the BRDC undergoes what it is calling a process of consultation on senior management positions.

BRDC chairman John Grant and director Lawrence Tomlinson have undertaken the roles of joint acting chief executives of Silverstone Circuit Limited.

It is part of a desire for the club

to take a closer role in the running of the circuit, which has been the subject of two failed sales in the past few years, and Grant and Tomlinson both assumed the joint interim executive roles last month.

The BRDC said "the suspension of senior executives at SCL" was "coincidental to the restructure".

It also said: "To clarify, the British Racing Drivers' Club [BRDC], who own SCL, are taking a closer role in the running of the Silverstone business, with a new operating structure between the Club and the circuit.

"John Grant, Chairman of the BRDC, and Lawrence Tomlinson, Director of the BRDC, have assumed the role of Joint Acting Chief Executive of SCL.

"Having reviewed the Silverstone business, they have embarked on an exciting programme of restructuring to make the business more streamlined, concentrating on their core competencies as a circuit operator and the home of the British Grand Prix."

Tomlinson, whose LNT business portfolio includes sportscar manufacturer Ginetta, was elected to the BRDC's board of directors only last month.

Grant, who became BRDC president in late 2013, said earlier this year that Silverstone's future as the home of the British Grand Prix – a deal that was renewed for 17 years in 2010 – was safe despite the most recent breakdown in negotiations to sell the venue.

A deal to sell SCL and a long-term lease on the facility fell through but it did lease 760 acres of industrial land to commercial property company MPEC.

There are no current plans to sell the circuit, but any potential sale would now have to go to a vote of the 800-strong membership of the BRDC, which is a mutual society, after its previous Members' Charter – which was established in 2010 and granted the BRDC board authority to sell the track – recently expired.

SCOTT MITCHELL
ASSISTANT EDITOR

scott.mitchell@haymarket.com
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COME THE END-OF-SEASON

AUTOSPORT Awards, all eyes will be on the six young drivers hoping to clinch a McLaren Formula 1 test and pocket £100,000.

The McLaren AUTOSPORT BRDC Award is the jewel in the crown as far as our annual celebration goes, but having followed the frontrunning Britons in a variety of categories it's intriguing to find which of them, both at home and abroad, have impressed our readers.

The Club Driver of the Year Award, for example, is open to British drivers competing in a British Touring Car support championship or equivalent, and this year's final six is a strong bunch, with five of them already confirmed as champions.

The title winners vying for your votes are: Ben Barnicoat (Formula Renault Northern European Cup); Mike Bushell (Renault Clio Cup UK); Joe Fulbrook (Volkswagen Racing Cup); Charlie Robertson (Ginetta GT4 Supercup) and Josh Webster (Porsche Carrera Cup GB). BRDC Formula 4 title contender and Formula Renault Eurocup race winner George Russell completes the six.

There are other gongs up for grabs, and you can check out all the information on how to vote for the AUTOSPORT Awards on page 51.

● Change is not so much imminent at Silverstone as ongoing. The British Racing Drivers' Club is shaking things up in order to, it argues, improve the running of the Silverstone business.

The suspension of three senior SCL executives is coincidence, according to a BRDC statement. We must wait and see what happens next.



Phillips, who oversaw Silverstone's redesign, has been suspended



Tomlinson: part of Silverstone review



Jamie Hunter raced in FR UK in 1995

Single-seaters

JHR targeting single-seaters for 2015

TOP BRITISH TEAM JHR Developments has targeted a single-seater move for next season.

Team boss Steven Hunter wants the squad, which has won races in the Porsche Carrera Cup GB, Renault Clio Cup UK and both Ginetta championships on the British Touring Car support package, to establish itself as a single-seater presence in Britain.

MSA Formula, which will replace

British Formula Ford on the BTCC bill, is a possible destination, but Hunter says nothing has been decided and he hopes to have a confirmed programme shortly.

"We're certainly going to be going single-seaters next year," said Hunter, whose brother Jamie – in memory of whom JHR is named – competed in Formula Renault UK in 1995 with the family-run Frepau Racing team.

"Exactly which championship is under discussion, but it's time to move back into it. It will be a move for the future.

"We are in a situation where our single-seater experience is capable of showing. It will be nice to be able to show that side of JHR."

The team ran Jack Mitchell to the 2014 Ginetta Junior title and intends to continue in the series for 14-to-17-year-olds, as well as the

senior GT4 Supercup.

"Don't get me wrong, we'll be maintaining our relationship with Ginetta on both sides," he added. "JHR was set up for a reason. Winning is imperative to us; we've had 11 titles in 10 years.

"The one championship we hadn't won was Juniors and now we've won everything on TOCA. It's nice to put that to bed and we'd like to maintain the performance."

Formula Renault Eurocup

Russell eyes Eurocup title assault after wildcard win

GEORGE RUSSELL IS TARGETING a Formula Renault Eurocup title challenge in 2015 after winning last weekend's Jerez finale as a wildcard.

The 16-year-old McLaren AUTOSPORT BRDC Award finalist finished fourth in the FR ALPS series this year with Koiranen GP and made a winning debut with the Tech 1 team after switching Renault squads for the final Eurocup round.

He finished fifth in Saturday's opener at the Spanish circuit, where he competed two weeks previously in the ALPS finale, before claiming pole on Sunday and heading Eurocup champion Nyck de Vries throughout.

"It feels great to come in and end the season with a win," said Russell, who

will fight for the BRDC Formula 4 title at this weekend's Snetterton finale.

"I felt I needed a change. We said we'd see how we got on this weekend, and if the pace was good enough then Eurocup would be the step for us.

"It's been a tough year but I've learned a lot and hopefully next year I can go out and win the championship."



Russell won at Jerez

Formula Renault Eurocup

Hughes, Morris top Jerez test as FFord ace Scott debuts

JAKE HUGHES SET THE PACE IN Monday's post-season Formula Renault Eurocup test at Jerez, with Seb Morris making it a British one-two.

Hughes, a podium finisher in Formula Renault NEC this season, went quickest with a time of 1m41.044s during the morning session at the Spanish circuit, driving for the ART Junior Team.

That time put the 2013 BRDC Formula 4 champion six tenths clear of McLaren AUTOSPORT BRDC Award finalist Morris, who went



Hughes was quickest with ART

quickest in the afternoon with a 1m41.634s for Manor MP Motorsport.

Both outpaced Dennis Olsen, who finished runner-up to McLaren junior Nyck de Vries in this year's Eurocup and was testing with Strakka Racing.

British Formula Ford runner-up Harrison Scott, also an Award finalist, made his first appearance in the two-litre Renault with AVF and ended up just outside the top 10, just behind BRDC F4 racer Charlie Eastwood, who had previously tested with Fortec.

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Formula Renault UK

No Northern European Cup round for revived FR UK

THE REVIVED FORMULA RENAULT UK Championship will not include a round as part of the FR Northern European Cup at Silverstone.

AUTOSPORT revealed plans from current FR BARC promoter Grovewood to reintroduce the UK series next year by introducing the latest-specification Tatuus-Renault to the country.

The initial proposal included a seven-round, two-tier series that included a Class A for new cars

and Class B for the older Tatuus, first introduced in 2000, that has been used in the club-level series until now.

While there have been no official updates on the series, a calendar is expected next month, although it will only comprise six rounds after the planned seventh meeting – for Class A runners only as part of the NEC Silverstone grid – was dropped.

Promoter Simon North said: "What was said [in the summer] is pretty close to how it is going to be. It will be six race meetings and the teams can dip into the NEC race at Silverstone but it will be an extra meeting.

"We discussed that with the teams and decided it was not really worth it. I had a meeting with Renault on Friday and the teams are buying cars – that shows they are committed."



NEC and UK will remain separate

EBREY



Toyota unveils its new TRS racer

The new Toyota FT50 that will be used in New Zealand's Toyota Racing Series from 2015 broke cover last week. Double TRS champion Daniel Gaunt drove the Tatuus-built carbon-composite monocoque car at Hampton Downs. The FT50 has an all-new tub with uprated brakes and suspension and retains the same 1.8-litre Toyota engine.

Volkswagen Scirocco-R Cup

VW champions swap places

VOLKSWAGEN RACING CUP champion Joe Fulbrook was forced to forfeit his prize Scirocco-R Cup drive at Hockenheim last weekend through injury.

Fulbrook withdrew from the DTM support race due to back pain, with 2013 VW Cup champion Aaron Mason taking his place.

The 35-year-old, who contested the 2013 Scirocco finale when he won the UK series, rose two positions from his grid slot during the race to finish 14th.

"I'm gutted but I knew I would do further damage if I tried to race," said Fulbrook. "Aaron raced [at Hockenheim] last year, so he was the perfect guy to deputise."

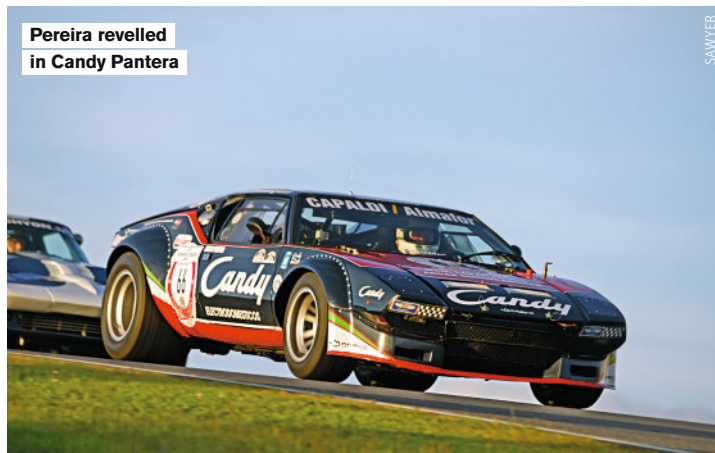


Mason drove in Fulbrook's place at Hockenheim

HUMBLE PYE

The voice of club racing

Pereira revelled in Candy Pantera



SAWYER

Record Algarve Classic had the feel-good factor

As we prepare to turn the clocks back one hour to end British Summer Time, 38-year-old multiple Portuguese champion Hugo Pereira turned the clocks back to his childhood at last weekend's Algarve Classic Festival when he raced the famous Candy-sponsored De Tomaso Pantera in which his father Tino competed in the late 1970s and early '80s.

"It was a dream come true for me," beamed Pereira Jr, who graduated from karting and found considerable success in Formula Ford (1600 and Zetec), FRenault, FBMW and Porsches, before switching to Radicals and sports-prototypes. "I remember growing up with that car, the noise of its [Ford V8] engine and the ground shaking. It is fantastic."

Pereira was overjoyed when the De Tomaso's Belgian owner Patrick Hals invited him to race it at the Autodromo Internacional Algarve. Watched proudly by his father, who raced Panteras in Portugal and Angola – with the car in that form in 1981 – Hugo qualified comfortably on pole and won Saturday's safety-car-interrupted Iberian Historic Endurance race with Hals, who ran out of fuel crossing the line.

Thoughts of a double were dashed by having to fix an electrical problem during the driver change, which lost them 1m22s to the winning Ford GT40 of Germany's Georg Nolte/Frank Stippler. Another lengthy full-course caution threw them a lifeline, but Pereira was restricted to sixth – in the slipstream of Peter Boel's Pantera – by a one-lap green. Another lap and a podium place looked assured.

There was plenty of great action

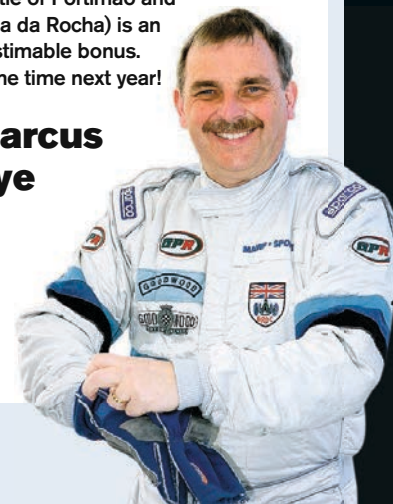
from big grids in Portugal, none better than the Classic Endurance Racing and GT & Sports Car Cup events, which boasted world-class entries. I have always adored two- and three-litre sports-prototypes, so masses of Chevrons and Lolas, with a wailing BMW M12-powered TOJ SC206 and Sauber C5 in their midst, needs no selling to me. Hopefully, a fresh initiative will bring a few more

"Racing the Candy Pantera was a small boy's dream come true for Pereira"

cars to the HSCC's Martini Trophy series in 2015.

New promoter Diogo Ferrao was delighted with unprecedented interest in the sixth Algarve Classic Festival, which attracted record entries and more spectators than before. It's a wonderful place to form in, and the discovery of a sensational local eatery within 10km of the venue (otherwise 20 minutes from the bustle of Portimao and Praia da Rocha) is an inestimable bonus. Same time next year!

Marcus Pye

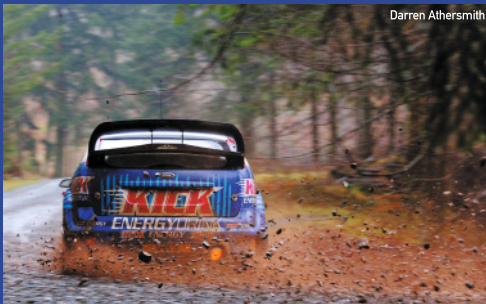


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**VITAL
EQUIPMENT**



BTCC racer
Newsham drove
Hot Hatch Saxo



In brief

Powell back to F3 Cup

F3 Cup race winner Alice Powell will return to the series for this weekend's finale at Snetterton. Powell (above), drove with the Gale Force Racing team at Rockingham earlier this year, and will rejoin the team and drive the Dallara F306 she took to two victories at the Corby track.

BARC to run RX in '15

The British Automobile Racing Club will team up with Lydden Hill Motor Club to promote and run the British Rallycross Championship from 2015 in a three-year deal. British rallycross already operates on two circuits run by the BARC, Croft and Pembrey.

Uni team to FR UK

Students from the University of Wolverhampton will form part of a new team set to make its debut in the secondary class of the revived Formula Renault UK championship in 2015. Ex-Club F3 champion Shane Kelly will drive the older-spec Tatuus, which will be run by a team linked to the provision of a range of Motorsport and Automotive Engineering courses at the Telford Innovation Campus.

GT4 duo in GT3 run

Ginetta GT4 Supercup duo Carl Breeze and Luke Davenport drove United Autosports' Audi R8 LMS ultra GT3 at Donington Park last week. The race winners were given the test in the team's British GT-winning car after helping the squad to its first teams' championship success.

Ginetta-Juno to Taiwan

The first Ginetta-Juno LMP trackday car has been sold to a team in Taiwan. The car will be exported to the BC Racing Team, which has competed in both touring car and GT racing since it was founded in 2012. The team is also set to become the official Ginetta and Ginetta-Juno distributor within Taiwan.

Rallycross Grand Prix

Palmer, Newsham in GP runs

EX-FORMULA FORD FESTIVAL

winner Chrissy Palmer and touring car drivers Dave Newsham and Harry Vaulkhard made their rallycross debuts in last weekend's popular Grand Prix event at Croft.

Palmer, winner at the Festival in 2009, made his debut in the RX150 category. He finished second in the final round of the British Championship on Saturday and third in Sunday's Grand Prix after a close battle with series champion Marc Scott and former rally driver James Grint.

"Racing in rallycross was amazing, so much more exciting than anything I've ever done before," said Palmer. "It's almost like karting again with the three heats and finals format."

"I had some great races with Marc [Scott]. In one of the heats we finished two thousandths of a second apart, it really is very close and competitive."

BTCC race winner Newsham drove Hot Hatch champion Craig Lomax's Citroen Saxo in the GP and ended the event 15th out of 46 runners.

"It was a lot of fun – nice getting on the loose stuff and bouncing all over the place," said Newsham. "I messed up one of the heats in the second corner but otherwise had a really good day."

Former BTCC and WTCC driver Harry Vaulkhard and Emmerdale television actor Kelvin Fletcher competed in the Suzuki Swift category. Vaulkhard finished third in the B final on Saturday while Fletcher, who made his rallycross debut in last year's GP, retired from the A Final after one lap and crashed out on Sunday.



Birkett grid is packed once more

JONES

Goodwood Members' Meeting

High-airbox F1 at Goodwood

THE 2015 GOODWOOD MEMBERS' Meeting will feature a demonstration of 'high-airbox' Formula 1 cars in a celebration of one of the sport's most visually-distinctive periods.

More than 25 of the early-to-mid 1970s cars will appear for the 73rd Members' Meeting, which runs over the March 21-22 weekend. Niki Lauda's 1975 title-winning Ferrari 312T and 1974 312B3 will both feature.

A pair of John Player Special-liveried Lotus 72s campaigned by Emerson Fittipaldi and Ronnie Peterson will also run, along with models from McLaren, Tyrrell and March among others.

Goodwood has also announced provisional dates for its Festival of Speed and Revival meetings next year, which will take place on June 25-28 and September 11-13 respectively.

Birkett Six Hour Relay

Saxo aces back for Birkett

STOCKHATCH SIBLINGS LEE AND Shayne Deegan will return to the 750 Motor Club's Birkett Six Hour Relay race this weekend in an attempt to repeat their 2013 victory.

The Citroen Saxo-driving brothers, who entered on a whim and won the big prize last year, are entering with two new team-mates – Carl Swift and Joe Ferguson – for the sold-out race.

A capacity entry of 70 teams and around 340 drivers, including the Clío 182 quartet of Jeff Humphries, Matt Fincham, 'Patch' Fletcher and Mark Hammersley, will fight on Silverstone's Grand Prix circuit.

Last year's battle to cover the greatest distance went to the wire, with Aaron Bailey's now-renamed The Winning Radicals prevailing.



Aitken and Fowlie (29) bagged prizes

Single-seaters

Aitken among Surtees karting prize winners

FORMULA RENAULT EURO CUP race winner Jack Aitken was among those to win single-seater tests at the Henry Surtees Foundation karting event earlier this month.

Aitken took victory in the Buckmore Park race for the second time, winning a

test in a Carlin Formula 3 car as a result. He has previously won a GP3 run with the British team.

Formula Renault NEC champion Ben Barnicoat finished second but passed his prize on to Ross Gunn, who scooped a two-day Formula Renault 2.0 test with

Manor Motorsport. Formula Renault 3.5 frontrunner Oliver Rowland also chose to forgo his prize, handing Scottish kart racer Kyle Fowlie a BRDC F4 test with Hillspeed, while Piers Prior will travel to Spain to test an MSA Formula car for Falcon Motorsport.

O'Connell is crowned classic enduro king

ALL PICS: ERIC SAWYER



SENSATIONAL SPORTS-PROTOTYPE racing took centre stage as the sixth Algarve Classic Festival raised the Portuguese event's profile to unprecedented heights.

Martin O'Connell's superbly measured victory in Sandy Watson's Chevron B36 confirmed the Briton as the champion of Peter Auto's 2014 Classic Endurance Racing season.

O'Connell went into Sunday's race seven points behind Patrice Lafargue in the Proto 2 table, but the French driver could only salvage seventh on the day after gearbox problems with his Lola-BMW T298.

Chevrons filled the first three positions, but runner-up Russell Busst's had an early brush with the Michel Lecourt/Raymond Narac Porsche 911 RSR before Greg Caton took over his B31. Guillaume Mahe was a strong third in father Yvan's

B21. The incident cost Lecourt/Narac GT1 seasonal honours to the similarly mounted Hans Hubner/Jurgen Barth.

Flavien and Vanessa Marcais's eighth GT & Sports Car Cup finale was a blinder, its 45-car field replete with rorty Jaguar E-types, AC Cobras, monstrous Bizzarrini 5300GT/ISO A3Cs, Count Volpi's Ferrari 'Breadvan', Austin-Healey 3000s, all three Morgan +4 SLRs and deceptively swift TVR Granturas.

As at Silverstone's opener in May, Mark Lewis/Ewan McIntyre won outright in the former's Lister-Chevrolet evocation, turned around from the previous night's Motor Racing Legends race in which the duo finished fourth.

As fortunes ebbed and flowed, McIntyre grunted the Lister clear, although Martin Stretton (in Andrew Haddon's Cobra) kept owner Lewis



Carlos Monteverde and Gary Pearson (second in shot) won in U2TC

sweating to the flag and third stinter Jason Minshaw hurtled Martin Melling's E-type low-drag coupe back to third having taken over from Graeme Dodd. The drive of the race came from Richard Shaw who, on his E-type debut, wailed Hans Hubner's low-drag coupe from 30th to eighth, despite a hairy downhill gyration chasing Stretton.

Jeremy Welch/Mark Pangborn (Healey) trumped the Morgan posse for GT3 gold, while 'Giuseppe' Ward/Richard Bull pipped TVR rivals Malcolm Paul/Rick Bourne in GT2.

The MRL 50s Sportscars enduro started 50 minutes late and thus ran mostly in darkness. Despite timing issues and problems with car lighting, the two-hour race was a spectacular Lister-Jaguar benefit, Jon Minshaw/Rob Hall narrowly beating Tony Wood/Will Nuthall and Carlos Monteverde/Gary Pearson.

Giant-slayers Malcolm Paul/Rick Bourne finished fifth in their Elva MkV after passing Keith Ahlers/Billy Belling (Lola Mk1), though Philip Champion/Martin Stretton (Lotus 11) split them at the finish despite a drive-through penalty. Dion Kremer hounded the Listers and set fastest lap before his Lotus 17's diff broke.

Jonathon Hughes had the FIA Lurani Trophy Formula Junior title in the bag ahead of the final double-header, in which he gave the ex-Bob Birrell/Dave Methley Brabham BT6 its debut. Hughes sportingly lent his Montenegro-liveried sister car to Switzerland's Philipp Buhofer, whose Lola's CWP failed in testing, and they locked out the front row.

Hughes dropped everybody at Saturday's start, leaving Buhofer battling with James Claridge (Lola Mk5A) and French Historic FF1600 ace Olivier Rechede, debuting his



Minshaw/Hall Lister-Jaguar won Saturday's 50s Sportscar thrash



O'Connell (45) hurtled to victory in the B36

RESULTS

CLASSIC ENDURANCE RACING (31 LAPS) 1 Martin O'Connell (Chevron-BDG B36) 1h00m21.695s (89.09mph); 2 Russell Buss/Greg Caton (Chevron B31) +37.017s; 3 Guillaume Mahe (Chevron B21); 4 Philipp Brunn/Siegfried Brunn (TO)-BMW SC206; 5 Yves Scemama (Saubler-BMW C5); 6 Carlos Barbot (Lola-DFV T280). **Class winners** Andrew Kirkaldy (Chevron-BMW B8); Christian Traber (BMW M1); Peter Mulder/Patrick Simon (Porsche 911S/T). **Fastest lap** O'Connell 1m48.457s (95.96mph).
GT & SPORTS CAR CUP (51 LAPS) 1 Mark Lewis/Ewan McIntyre (Lister-Chevrolet Knobblly) 2h00m36.009s (73.35mph); 2 Andrew Haddon/Martin Stretton (AC Cobra) +7.460s; 3 Martin Melling/Graeme Dodd/Jason Minshaw (Jaguar E-type); 4 Pierre-Alain France/Erwin France (Cobra); 5 Ross Warburton/Andy Newall (E-type); 6 Rui Silva/Joao Macedo Silva (Cobra). **CW** Jeremy Welch/Mark Pangborn (Austin-Healey 3000); Keith Ahlers/Billy Bellinger (Morgan Plus 4 SLR); Joe Ward/Richard Bull (TVR Grantura MkIII); Paul Griffin/Will Nuthall (Connaught ALSR). **FL** Frank Stippler (Bizzarrini 5300GT) 2m08.487s (81.00mph).
MRL '50S SPORTS CARS (53 LAPS) 1 Jon Minshaw/Rob Hall (Lister-Jaguar Knobblly) 2h01m57.960s (75.38mph); 2 Tony Wood/Will Nuthall (Lister-Jaguar) +1m10.304s; 3 Carlos Monteverde/Gary Pearson (Lister-Jaguar); 4 Mark Lewis/Jamie McIntyre (Lister-Chevrolet Knobblly); 5 Malcolm Paul/Rick Bourne (Elva MKV); 6 Philip Champion/Martin Stretton (Lotus 11 Le Mans). **CW** Paul/Bourne; Champion/Stretton; Till Bechtolsheimer (Allard-Cadillac J2); Paul Griffin/Ian Nuthall (Cooper Monaco); Wolfgang Kaufmann/Siamak Stassi (Jaguar XK120). **FL** Dion Kremer (Lotus 17) 2m08.707s (80.86mph).
FORMULA JUNIOR (12 LAPS) 1 Jonathon Hughes (Brabham BT6) 25m18.584s (82.24mph); 2 Philipp Buhofer (Brabham BT6) +12.795s; 3 James Claridge (Lola Mk5A); 4 Christian Traber (Lotus 22); 5 Joao Paulo Campos Costa (Lola Mk5); 6 Richard Smeeton (Wainer). **FL** Hughes 2m04.579s (83.54mph).
RACE 2 (11 LAPS) 1 Buhofer 25m22.303s (75.21mph); 2 Olivier Rechede (Brabham BT2) +1.119s; 3 Stephane Rey (Lola Mk5A); 4 Claridge; 5 Traber; 6 Smeeton. **FL** Claridge 2m08.167s (81.20mph). **RACE 1 + RACE 2 (23 LAPS) 1 Buhofer 50m53.683s (78.39mph);** 2 Claridge +12.868s; 3 Traber; 4 Rey; 5 Smeeton; 6 John Dowson (Brabham BT2). **CW** Alex Morton (Auserp T3); Charles Cook (Envoy Mk1); Erik Justesen (U2 Mk2); Simon Durling (Lotus 18).

U2TC (26 LAPS) 1 Carlos Monteverde/Gary Pearson (Ford Lotus Cortina) 1h01m47.872s (87.05mph); 2 Richard Shaw/Jackie Oliver (BMW 1800TiSA) +13.278s; 3 Dion Kremer (Cortina); 4 John Clark/Jon Minshaw (1800TiSA); 5 Peter Baldwin/Graham Churchill (Austin Cooper S); 6 Bradley Ellis (Morris Cooper S). **CW** Shaw/Oliver; Ellis. **FL** Minshaw 2m17.039s (75.95mph).
CLASSIC GP (12 LAPS) 1 Nick Padmore (Williams FW05) 20m50.313s (99.89mph); 2 Simon Fish (Ensign N180) +13.651s; 3 Patrick d'Aubrey (March 761); 4 Ian Simmonds (Tyrrell 012-1); 5 Darwin Smith (March 722); 6 Greg Thornton (Chevron B24). **FL** Padmore 1m43.447s (100.61mph). **RACE 2 (15 LAPS) 1 Padmore 26m20.666s (98.77mph);** 2 Fish +10.322s; 3 d'Aubrey; 4 Simmonds; 5 Smith; 6 Jamie Brashaw (March 782). **FL** Padmore 1m43.958s (100.12mph).
HGPCA PRE-'61 (10 LAPS) 1 Julian Bronson (Scarab-Offenhauser) 26m50.476s (64.62mph); 2 Guillermo Fierro (Maserati 250F) +12.401s; 3 Mark Gillies (ERA R3A); 4 Rod Jolley (Lister-Jaguar Monza); 5 Tony Wood (TecMec-Maserati F415); 6 Philip Walker (Lotus 16). **FL** Jolley 2m13.199s (78.14mph). **RACE 2 (12 LAPS) 1 Bronson 25m47.478s (80.71mph);** 2 Walker +0.668s; 3 Wood; 4 Jolley; 5 Fierro; 6 Gillies. **FL** Walker 2m07.961s (81.34mph).
HGPCA PRE-'66 (13 LAPS) 1 Miles Griffiths (Cooper T51) 27m19.282s (82.54mph); 2 Andrew Beaumont (Lotus 24) +51.012s; 3 Patrick Jamin (Lola T54); 4 Paul Griffin (Cooper T51); 5 Eddie McGuire (Cooper-Bristol T20); 6 Brian Jolliffe (Cooper-Climax T45). **FL** Griffiths 2m04.629s (83.51mph).
RACE 2 (12 LAPS) 1 Griffiths 25m25.283s (81.88mph); 2 Beaumont +46.740s; 3 Jamin; 4 Griffin; 5 Jolliffe; 6 McGuire. **FL** Griffiths 2m05.557s (82.89mph).
MRL PRE WAR SPORTS CARS (BOTH 12 LAPS) 1 Robert Spencer (Bugatti T35B) 31m10.661s (66.76mph); 2 Mike Grant Peterkin/Patrick Blakeney-Edwards (Frazer

Nash Super Sports) +0.660s; 3 Rudiger Friedrichs (Alvis Speed 20); 4 Richard Hudson/Stuart Morley (Bentley 3/4½); 5 Iain Stewart (Morgan Super Aero); 6 Paul Chase-Gardener (Aston Martin Speed Model). **FL** Spencer 2m27.947s (70.35mph). **RACE 2 1 Grant Peterkin/Blakeney-Edwards 30m44.601s (67.71mph);** 2 Friedrichs +45.966s; 3 Spencer; 4 Hudson/Morley; 5 Martin Halusa (Bugatti T35C); 6 Chase-Gardener. **FL** Blakeney-Edwards 2m28.801s (69.94mph).
HISTORIC TOURING CAR CHALLENGE & CSS (17 LAPS) 1 Dan Cox (Ford Escort RS1600) 40m37.714s (72.58mph); 2 Richard Postins (Rover SD1) +20.192s; 3 Tom Pochciol (Ford Capri); 4 Paul Pochciol (Jaguar XJ12C); 5 Rui Macedo Silva (Porsche 911 RSR); 6 Antonio Magalhaes (Ford Escort RS2000). **FL** P Pochciol 2m11.645s (79.06mph).
RACE 2 (18 LAPS) 1 P Pochciol 40m24.927s (76.85mph); 2 Macedo Silva +34.681s; 3 T Pochciol; 4 Postins; 5 Peter Mallett/Tim Clarke (Rover SD1); 6 Tiago Magalhaes (Escort RS2000). **FL** Joao Macedo Silva (Porsche 911 RSR) 2m05.664s (82.82mph).
IBERIAN HISTORIC ENDURANCE (19 LAPS) 1 Hugo Pereira/Patrick Hals (De Tomaso Pantera) 50m05.585s (65.79mph); 2 Georg Nolte/Frank Stippler (Ford GT40) +27.420s; 3 Paul Pochciol/Tom Pochciol (Ford Capri); 4 Peter Mulder/Patrick Simon (Porsche 911S/T); 5 Peter Boel/Richard Rubbio (Pantera); 6 Graham Wilson (Lotus Elan). **CW** Nolte/Stippler; Mulder/Simon; Paulo Antunes (Datsun 1200). **FL** Stippler 2m03.397s (84.34mph).
RACE 2 (21 LAPS) 1 Nolte/Stippler 51m27.607s (70.79mph); 2 Michiel Campagne/Frits Campagne (Chevrolet Corvette Grand Sport) +4.883s; 3 Alvaro Rodriguez (Porsche 911 RSR); 4 Pochciol/Pochciol; 5 Boel; 6 Hals/Pereira. **CW** Rodriguez; Alex Guimaraes/Manuel Melo (Elan); James Willis (MG Midget Coupe). **FL** Stippler 2m04.145s (83.84mph).



Buhofer borrowed Hughes's Brabham to win on Sunday



Padmore took Classic F1 glory

father's newly restored Brabham BT2. Rechede eventually spun, leaving Hughes and Buhofer clear. A broken wheel put Hughes out on the first lap on Sunday and, after a safety-car period and a spin scuppered Claridge's break, Buhofer emerged a delighted victor from Rechede and Stephane Rey (Lola Mk5A). Alex Morton (Auserp) and Charles Cook (Envoy) scored class doubles, while Dane Erik Justesen (U2) headed the front-engined set after a Sunday dice with Robin Lackford (Elva) and finished runner-up in the points. Richard Shaw was surprised to bag U2TC pole after a recurrent head-gasket issue in his BMW TiSA, and borrowed a less-temperamental engine for the race. He tussled with Carlos Monteverde (Lotus Cortina) early on, but not even Jackie Oliver could hold the Brazilian's partner Gary Pearson, who cemented the win.

Scot John Clark grappled with a phalanx of Cortinas in his new Laranca-built 'Beemer', in which he relayed Jon Minshaw, who cut fastest lap en route to fourth behind Dion Kremer's Cortina. The Mini war was epic: 2007 British GT champion Bradley Ellis recovered from a 'moment' to shadow Peter Baldwin/Graham Churchill to the chequer. A Cosworth DFV engine's bark in still air always thrills, as Nick Padmore demonstrated with two faultless Classic GP wins in Max Smith-Hilliard's 'Wolf' Williams FW05. Simon Fish (Ensign N180) and Frenchman Patrick d'Aubrey (March 761) chased gamely as Ian Simmonds (Tyrrell 012) shook off tenacious Historic F1 aspirant Darwin Smith's F2 March 722. The confrontation between two-litre March men Phil Hall (752) and Jamie Brashaw (782) and Greg Thornton (F5000 Chevron B24) lit up Sunday's stanza. Four Maserati 250Fs and Valerio Colotti's unique TecMec evolution topped the stellar HGPCA front-engined field, but Julian Bronson (Scarab) triumphed each time. The four-time Monaco winner mastered a damp but drying track on Saturday to head Spaniard Guillermo Fierro (250F) and Algarve debutant Mark Gillies (ERA R3A). Having missed practice while awaiting a replacement damper, Philip Walker (Lotus 16) charged to sixth in

the opener, and harassed Bronson mercilessly in Sunday's sequel. Tony Wood (TecMec) finished third then collapsed, dehydrated after back-to-back races. The thin field of rear-engined Pre-'66 machinery should have been amalgamated with the earlier cars. "It would have made it more interesting for me," said runaway winner Miles Griffiths, whose torquey 2.5-litre Cooper T51 twice trumped Andrew Beaumont's screaming 1500cc Lotus 24 V8 and Frenchman Patrick Jamin's 1-litre F2 Lola T54, completing an HGPCA full house for Mick Moberley's Hi-Tech equipe. Lead battles atoned for the MRL Pre-War Sports cars' lack of depth. After exchanges between Rudiger Friedrichs (Alvis) and Robert Spencer (Bugatti), Patrick Blakeney-Edwards whirred Fred Wakeman's

Frazer Nash onto Spencer's tail for the weekend's closest finish. Patrick's team-mate Mike Grant Peterkin started more confidently on Sunday, making the soloists rue their 15-second pitstop penalties. With 'Chainman Pat' uncatchable, Friedrichs snatched second after a titanic fight with Spencer. Veteran BRDC member Vince Woodman watched protege Dan Cox take Saturday's HTCC leg in a clone of his VMW Ford Escort RS1600. Paul Pochciol's Jaguar XJ12C growled to Sunday honours as Cox retired. Event promoter Diogo Ferrao's packed Iberian Historic Endurance races, in which pace cars caused chaos, were won by Portuguese star Hugo Pereira (in Belgian Patrick Hals's De Tomaso Pantera) and Georg Nolte/Frank Stippler (Ford GT40). ● Marcus Pye



Georg Nolte/Frank Stippler Ford GT40 won Sunday's IHE race

Fowler takes frantic win on comeback

NEIL FOWLER MADE A WINNING return to Historic Formula Ford, coming out on top in a frantic three-way battle with Callum Grant and Mark Draghicescu.

Beforehand, Grant admitted that he was looking forward to racing five-time champion Fowler. "I've been begging Neil to come back for the past three years," said the 19-year-old.

At the start, it was as if Fowler had never been away, as he took an early lead from Grant. On the second lap, Draghicescu joined the pair and took the lead at Brooklands, but Fowler got back in front at Becketts a lap later.

Grant then took his turn at the front, but Fowler again managed to regain the lead almost immediately.

The leading trio held station until half distance, when Draghicescu snatched second from fellow Merlyn runner Grant at Brooklands. Soon after, the trio went three abreast into Becketts, with Grant getting back into second behind Fowler's Lola.

In the closing stages, Grant tried everything he knew in an attempt to



Fowler (leading) took victory on his Historic Formula Ford return

prise the lead from Fowler. He was able to use the traffic to his advantage to momentarily lead at Becketts and tried to go around the outside of his rival at Copse, but he just couldn't make a move stick.

On the final lap, Grant got the better run out of Luffield, but it was Fowler who just won the drag race to the line by the narrowest of margins, taking victory by less than a tenth. Draghicescu rounded out the podium

a further seven tenths behind.

"With racing like that, I don't know why I've been away for so long", said Fowler on the podium, while Grant described the victor's racecraft as "incredible" after conceding defeat.

Josh West finished a distant fourth place, 15 seconds down on the leading three, after a race-long four-way battle with Simon Toyne, James Buckton and Maxim Bartell. Simon Brown, meanwhile, made impressive

progress from 31st on the grid to complete the top half-dozen, passing both Buckton and Bartell.

● Matt Upton

RESULTS (19 LAPS) 1 Neil Fowler (Lola T200) 20m49.611s (89.47mph); 2 Callum Grant (Merlyn Mk20a) +0.069s; 3 Mark Draghicescu (Mk20); 4 Josh West (Mk20a); 5 Simon Toyne (T200); 6 Simon Brown (Mk11A). **Class winner** Daniel Stanzl (Mk8). **Fastest lap** Draghicescu 1m04.763s (91.10mph).



Race winner Briggs leads champion Davies

CLASSIC TOURING CARS SILVERSTONE, OCTOBER 18 HSCC

Briggs' victory, Davies' title

WARREN BRIGGS WAS VICTORIOUS IN the Classic Touring Cars encounter, while Tim Davies clinched the title by finishing in second place.

Briggs and Davies traded places several times in the early laps, with Briggs' powerful Mustang getting by on the straights only to lose the lead to the Cortina at Becketts.

Having started a lowly 18th on the grid, Neil Brown was busy reeling the pair in. He took third from Mike Gardiner's Cortina by half-distance, and was right with the leaders when oil on track brought out the red flags.

Unfortunately for Brown, his Mustang overheated while he was

waiting for the race to be restarted, and he was unable to continue.

When racing resumed, Briggs took the win by two seconds after Davies made a mistake at Becketts, with Gardiner completing the podium.

● Matt Upton

RESULTS (15 LAPS) 1 Warren Briggs (Ford Mustang) 17m57.641s (81.85mph); 2 Tim Davies (Ford Lotus Cortina) +1.940s; 3 Mike Gardiner (Cortina); 4 John Avill (Cortina); 5 Graham Pattle (Cortina); 6 Alex Thistlethwayte (Mustang). **CW** Davies; Gardiner; Avill; Simon Benoy (Hillman Imp); Roger Godfrey (Mini Cooper S); Tom Westley Jnr (Cooper S). **FL** Briggs 1m10.529s (83.65mph).

GUARDS TROPHY SILVERSTONE, OCTOBER 18 HSCC

Guards glory for Schryver

WILL SCHRYVER BENEFITTED FROM James Dodd's misfortune to take victory in the Guards Trophy race.

Dodd tried to wrest the lead from Schryver at Becketts on the first lap, but spun after putting two wheels on the wet grass. That left the Ginetta driver down in 17th position, but Dodd was soon back up to second after ruthlessly scything his way through the field.

He was back on terms with Schryver's Chevron at two-thirds distance, and briefly took the lead at Copse before he was forced to pull off with a mechanical problem.

Dodd's retirement made it an all-Chevron podium, with James Cottingham taking second behind Schryver after passing Steve Hodges four laps from the end.

● Matt Upton

RESULTS (19 LAPS) 1 Will Schryver (Chevron B6) 20m31.090s (90.82mph); 2 James Cottingham (B8) +16.980s; 3 Steve Hodges (B6); 4 Nick Thompson (B6); 5 Stuart Tizzard (Lenham Spider); 6 Hugh Colman (B8). **CW** Hodges; Tizzard; Bob Brooks (TVR Griffith); Andrew Hibbard (Lotus 23B); Paul Tooms (Lotus Elan); Colin McKay (Jaguar E-Type); Andrew Bentley (MGB). **FL** James Dodd (Ginetta G16) 1m02.215s (94.83mph).

Dodd's breakdown paved the way for Schryver (pictured) to win



TIEDEMAN TROPHY
SNETTERTON, OCTOBER 18 CSCC

Triumphant Fern leaves rivals to war

GEOFF FERN CLINCHED THE Tiedeman Trophy with a win and a third place in the two Monoposto races at Snetterton, aided by a race-one clash between Anthony Bishop and Malcolm Scott.

Poleman Bishop and Scott set the pace in the restarted opening race, and were engaged in a thrilling duel for supremacy before Bishop tried an over-ambitious move to reclaim the lead from his rival on the exit of Coram.

The pair collided and both retired in short order, gifting a grateful Geoff Fern the victory. Fern's JKS took the flag just clear of a fast-closing Ray Rowan, whose late charge almost made amends for a scrappy opening lap, with Nigel Davers completing the podium over 30 seconds adrift of the leading duo.

Scott was a man on a mission in race two, snatching the lead from Bishop with a gutsy move on the second lap. Meanwhile, a better



start for Rowan earned him third early on, before he was forced to retire his Dallara after an off at Murrays.

His stranded car brought the safety car out for three laps, after which Scott steadily edged away from Bishop in the lead. There were to be no late dramas this time, as Scott held his rival at bay for a well-earned win.

Fern benefitted from Rowan's earlier retirement to claim a distant third and secure the trophy, with Davers finishing three seconds behind in fourth place.

● Oliver Timson

RESULTS (7 LAPS) 1 Geoff Fern (JKS TFR11)

9m12.163s (90.54mph); 2 Ray Rowan (Dallara F305) +0.688s; 3 Nigel Davers (JTFR10); 4 Marcus Sheard (Mygale SJ00); 5 Steve Mellish (Van Diemen RF89); 6 Steve Griffin (Van Diemen Formula Ireland). **CW** Rowan; Sheard; Mellish; Kevin Couling (Renault Tatuus RC97). **FL** Anthony Bishop (Dallara F304) 1m12.267s (98.83mph).

RACE 2 (10 LAPS) 1 Malcolm Scott (Dallara F398)

15m24.434s (77.26mph); 2 Bishop +1.616s; 3 Fern; 4 Davers; 5 Pedro Ferreira (RC97); 6 Sheard. **CW** Fern; Ferreira; Sheard; Mellish. **FL** Scott 1m12.427s (98.61mph).



In brief

Classic F3

David Shaw (above) sealed the championship behind the wheel of his March with a dominant lights-to-flag victory in a restarted race at Silverstone. Max Bartell finished second in his father's Chevron B34 five seconds back, while third went to the Van Diemen of John Finch.

Historic Roadsports

Matthew Truelove took a commanding victory at Silverstone in his TVR Griffith, taking the lead from Peter Shaw's Lotus Elan at Brooklands and never being headed thereafter. Frazer Gibney's Elan was third, grabbing the position from Bruce Stapleton's Morgan by going around the outside of him at Luffield. Class D victory for John Shaw (Porsche 911) meant he secured the title.

Historic Formula Junior

Andrew Hibberd passed his father Mike on the opening lap and then briefly took the lead from Sam Wilson before slithering wide at Brooklands. This gave Wilson a healthy lead that he would maintain to the finish. Hibberd slipped to eighth after a spin at Brooklands, but he managed to recover to third, while second for Jon Milicevic was enough to clinch the championship.

Tin Tops

Paul Mensley followed up his series victory last time out with a narrow win in the season finale at Snetterton. Having overtaken leader Nigel Ainge on lap two, he controlled the first half of the race. Despite dropping to second during the pitstops, he swept back past Reece Jones to win, while Daniel Turner just held off a late-charging Mike Jordan to secure third.

New Millennium Series

Dean Cook (below) led home fellow TVR driver Tim Davis to take a narrow victory at Snetterton, passing his rival to claim top spot early on and only briefly relinquishing it around the mandatory pitstops. With John Danby's graceful Evora retiring from third mid-race, Adrian Moulton-Smith benefitted to complete the podium in his M3.



SWINGING SIXTIES SNETTERTON, OCTOBER 19 CSCC

Barrow wheels his way to final win of year

RAY BARROW TOOK HIS CHEVROLET Camaro to victory in the final Swinging Sixties race of the season.

Having jumped Keith Fell's polesitting Lotus Elan to lead off the start, Barrow stayed ahead until the mid-race pit window opened.

Dropping to seventh after his stop, Barrow made short work of clambering back up the order, reclaiming the lead within four laps and staying ahead to the finish.

He took the flag three seconds clear of the indefatigable Fell, who kept him honest throughout despite

his horsepower disadvantage. A remarkable third place went to David Holroyd, who swept through the pack having qualified in 28th position in his Elan after struggling with his compound of tyres in the damp practice session.

He was eighth within five laps and overtook Richard Skinner's Marcos late on to claim the final podium spot. Jon Ellison followed suit in his Triumph, passing Skinner in the final laps to take fourth.

Meanwhile, Joe Henderson overcame a stop-go penalty for

a pitstop infringement to complete the top six in his Triumph.

● Oliver Timson

RESULTS (27 LAPS) 1 Ray Barrow (Chevrolet Camaro)

40m29.848s (79.36mph); 2 Keith Fell (Lotus Elan 26R) +3.473s; 3 David Holroyd (Elan); 4 Jon Ellison (Triumph TR6); 5 Richard Skinner (Marcos 1800); 6 Joe Henderson (TR6). **CW** Fell; Ellison; Tim Cairns (Frogeye Sprite); Christopher Edwards (TR4); Roger Bowman (Jaguar Mk1); Thomas Pead (BMW 1600Ti); Cliff Gray/Piers Bridgeman-Williams (Alfa Romeo GT Sprint); Martin Whitlock (MGB Roadster). **FL** Barrow 1m25.832s (83.21mph).

Slark claims Mighty Mini title by an Inch

THE BATTLE IN BOTH CLASSES CAME down to the wire, with Ian Slark and Jamie White claiming their respective titles in the final round.

Paul Inch made a brilliant start to the first Mighty Mini bout, leading by 1.9s at the end of the opening lap. He was rapidly chased down by the buzzing pack, however, with Damien Harrington emerging in the lead at Schwantz Curve on lap four. Inch reclaimed the advantage only to lose out to Brayden Fletcher at McLeans on lap seven.

Fletcher got bundled down to the back of the lead quintet two laps later, with Inch holding the lead thereafter. Harrington and Fletcher completed the podium, while the erstwhile top two in the championship, Slark and Sam Hathaway, finished fifth and seventh respectively.

That set up a winner-takes-all fight for championship honours between Inch and Slark on Sunday, for which Slark started on row two and Inch on row four. It was a sublime race, with Slark leading into Redgate for the first time only for Inch to charge up the order to snatch the lead from him there two laps later.

Inch dropped back to fifth on the next tour, then re-took the lead on



Slark (left) defeated the red Mini of title rival Inch in race two

the one after, then dropped back again. He made a decisive error at the start of the penultimate lap, opting for the outside line into Redgate to try to get the lead back from Slark, only to be hung out to dry and forced out of contention.

A delighted Slark won from Harrington and Adrian Tuckley, with Inch fourth.

● Ian Sowman

MIGHTY MINI (13 LAPS) 1 Paul Inch 21m14.799s (72.65mph); 2 Damien Harrington

+0.310s; 3 Brayden Fletcher; 4 Adrian Tuckley; 5 Ian Slark; 6 Paul Rhodes.

FL Tuckley 1m36.054s (74.17mph).

RACE 2 (13 LAPS) 1 Slark 21m28.861s

(71.86mph); 2 Harrington +0.524s;

3 Tuckley; 4 Inch; 5 Fletcher; 6 Rhodes.

FL Fletcher 1m36.616s (73.74mph).



Murphy outshone the title protagonists

Eaton crowned in adversity

ABBIE EATON WRAPPED UP THE Supercup despite failing to finish either of the races at Donington, while Liam Murphy took his first two victories of the year.

Eaton's car needed an overnight engine change following retirement after six laps of the opener, and started at the back for race two knowing that fourth place would guarantee the title. She was up to sixth by lap seven, only to be spun out from a jostling pack disputing second at Redgate.

Tom Roche, who had finished second to Murphy in a close opening race and needed to win to snatch the title, suffered a clutch failure on the line and plunged down the order.

Somehow he retrieved — and held onto — second, admitting he could not have done it without the help of his team-mate Simon Goddard, who finished third ahead of Matt Davies and George Line. Murphy, meanwhile, was more than 10 seconds up the road.

● Ian Sowman

RESULTS (15 LAPS) 1 Liam Murphy 21m23.222s (83.28mph); 2 Tom Roche +2.398s; 3 Clint Bardwell; 4 Simon Goddard; 5 Justin Newnam; 6 Adam Brindle. **FL Murphy 1m24.104s (84.71mph).**

RACE 2 (12 LAPS) 1 Murphy 17m15.173s (82.59mph); 2 Roche +10.765s; 3 Goddard; 4 Matt Davies; 5 George Line; 6 Brindle. **FL Eaton 1m24.374s (84.44mph).**

Super White is crowned

THE OPENING SUPER MIGHTY MINI race was no contest, with Jamie White converting his pole position into a dominant victory by more than 16 seconds.

Championship rival Elliott Stafford climbed from seventh to an eventual second after battling with Scott Kendall and Mark Burnett, with the latter completing the podium.

With 16 points in hand, White could afford to take a relatively cautious approach to race two, which he started eighth as a result of the reversed grid.

From the back, Neven

Kirkpatrick took the lead from Kendall at McLeans on lap 11. Stafford, who led mid-race, tried valiantly to put sufficient cars between himself and White, but they finished third and fourth.

● Ian Sowman

MIGHTY MINI (14 LAPS) 1 Jamie White 21m06.849s (78.73mph); 2 Elliot Stafford +16.075s; 3 Mark Burnett; 4 Scott Kendall; 5 David Kirkpatrick; 6 Steve Maxted. **FL White 1m29.779s (79.35mph).**

RACE 2 (13 LAPS) 1 Neven Kirkpatrick 20m00.688s (77.13mph); 2 Kendall +0.277s; 3 Stafford; 4 White; 5 D Kirkpatrick; 6 Burnett. **FL White 1m29.880s (79.26mph).**



Race-one triumph set White on his way to the title



Avery was one of three different Porsche winners

JONES

TOYO PORSCHE DONINGTON PARK, OCTOBER 18-19 BRSCC

Greensmith champion as rivals triumph

FORMER MAZDA MX-5 CHAMPION Jonathan Greensmith did just enough to wrap up his first Porsche crown, as three different drivers took the race wins.

The first race was blighted by a safety-car period, and gave Greensmith scant opportunity to find a way past Ed Hayes, who took his first victory of the year.

Richard Avery cemented the lead of the second encounter at Roberts on lap two, while Hayes settled for a solitary third after the retirement of Gary Duckman. Greensmith needed just a finish

from the reversed-grid final, and did just enough with seventh. Adam Southgate — third in race one and fourth in the sequel — took his maiden win after Garry Lawrence tangled with a backmarker.

Simon Hawksley — the 924 champion — took a class win, a second and a third as Alastair Kirkham triumphed twice, and was thus piped to the overall crown.

● Ian Sowman

RESULTS (12 LAPS) 1 Ed Hayes (Boxster) 20m32.550s (69.36mph); 2 Jonathan Greensmith (Boxster) +1.336s; 3 Adam

Southgate (Boxster); 4 Richard Avery (Boxster); 5 Adam Croft (Boxster); 6 Garry Lawrence (Boxster). **CW** Hayes; Stephen Warburton (Boxster); Simon Hawksley (924). **FL** Hayes 1m20.828s (88.14mph).

RACE 2 (15 LAPS) 1 Avery 20m33.650s (86.62mph); 2 Greensmith +1.922s; 3 Hayes; 4 Southgate; 5 Lawrence; 6 Marc Mackenzie.

CW Avery; Warburton; Alastair Kirkham (924). **FL** Hayes 1m20.891s (88.07mph).

RACE 3 (15 LAPS) 1 Southgate 20m54.734s (85.17mph); 2 Gary Duckman (Boxster) +1.098s; 3 Hayes; 4 Lawrence; 5 Croft; 6 Ben van den Bos (Boxster).

CW Southgate; Warburton; Kirkham. **FL** Duckman 1m20.855s (88.11mph).



WALKER

In brief

HRDC Touring Greats

A lengthy safety-car period looked like it might not give Mike Jordan enough time to get back ahead of Mark Daniell's similar A40, but he made a move at Roberts with two laps to go to share the victory with 2013 British Touring Car champion son Andrew (above). The combination of Richard Butterfield and another ex-BTCC champion, Robb Gravett, took third in their Jaguar Mk1.

Mazda MX-5

James Blake-Baldwin took a clear victory in the first race of the weekend, but wrapped up the championship with a hard-fought victory in the second race over his championship rival Alan Henderson. Will Blackwell-Chambers saw off Henderon's challenge to win the finale, as Blake-Baldwin climbed to the podium from the pitlane.

Production GTI

It was a double triumph for Martyn Walsh, the first of them coming quite comfortably over champion Simon Hill, who was only eighth later after a trek through the gravel. In race two, Josh Smith added second to his earlier third position, with the driver he was pushed hard by, Christopher Sanders, excluded for track-limits infringements.

HRDC Allstars

Mike Whitaker led from lights to flag in his TVR Griffith, taking victory by almost 40 seconds from the Jaguar E-Type piloted by Matt Nicoll-Jones. Another Griffith, driven by John Spiers, was third, while John Young's Ford Mustang crawled over the line with a late problem to take fourth, having missed qualifying and storming through from the back.

Alfa Romeos

Ian Stapleton (below, 69) took his Alfetta to a crushing victory in the first race at Silverstone, winning by a margin of 46 seconds over the GTV of nearest rival Graham Seager. Stapleton appeared to be on course for a double, but was passed by Tony George's 156 with three laps to go and was forced to settle for second, three seconds adrift.

CATERHAM SUPERLIGHT R300 SILVERSTONE, OCTOBER 18-19 BRSCC

Robinson signs off with double win

DAVID ROBINSON ROUNDED OFF HIS season with a hard-fought double win in the Superlight R300 finale.

Surging from fourth on the grid into the lead by the end of the first lap of the first race, he quickly built a healthy lead as poleman Terry Langley dropped to fourth.

After recovering to second, Langley was unable to make significant inroads into Robinson's lead, taking the chequered flag just under six seconds behind the winner, with Sean Byrne leading home a train of cars to take third place.

The closing laps of the second race featured a straight fight between Robinson and Langley, who fell just



Robinson scored a pair of wins

WALKER

three tenths short of victory. Lee Wiggins completed the podium a further second behind.

Tom Onslow-Cole had an understated Caterham debut, finishing down in ninth in race one before retiring from the second.

● Jacob Pettit

RESULTS (25 LAPS) 1 David Robinson 30m57.879s (89.66mph); 2 Terry Langley +5.705s; 3 Sean Byrne; 4 Lee Wiggins; 5 Aaron Head; 6 Mark Farmer. FL Danny Winstanley 1m 13.835s (90.24mph). **RACE 2 (24 LAPS) 1 Robinson 29m50.793s (89.29mph); 2 Langley +0.265s; 3 Wiggins; 4 Byrne; 5 Winstanley; 6 Farmer. FL** Langley 1m 13.534s (90.61mph).



WALKER

Godfrey added the Grand Prix title to his British triumph



RALLYCROSS GRAND PRIX CROFT, OCTOBER 18-19 BRITISH RALLYCROSS CHAMPIONSHIP

Champion Godfrey's GP glory

ALL PICS: JEREMY HALSE

FOUR-TIME BRITISH RALLYCROSS champion Julian Godfrey was only fastest in one of the three qualifying heats for the end-of-season Rallycross Grand Prix, but was on top when it mattered in the final to claim his second GP title in three years.

Godfrey lined up on the outside of the front row for the final, alongside returning British rallycross competitor Mark Flaherty and with 2013 GP victor Kevin Procter on pole. Procter's weekend had been marred by startline-procedure issues with his new Ford Fiesta and those problems emerged again in the Supercar final as the lights went out and he was left sitting on the grid.

Godfrey got a good getaway but it was second-row starter Steve Hill who led into the first corner, only to brake early for the next turn and force Godfrey into avoiding action.

The engine builder's Fiesta got fully sideways and appeared out of control, but he got it back together and launched up the inside of Hill into the following chicane onto the loose section. Procter eventually got his Fiesta fired up and away, once the pack were well on their way around lap one.

Having taken the lead, Godfrey continued to pull out a lead for the



Saturday winner O'Donovan failed to start the GP final

rest of the race, leaving Hill to run on his own in second with Flaherty third, enthusiastically chased by rallycross stalwart Dave Bellerby in his Lotus Exige in the early stages.

It took Procter until the end of the first lap to catch the next car, SuperNational runner Mike Howlin, who he passed at the start of the second tour before quickly dispatching the Vauxhall Corsa of Allan Tapscott on the loose section.

Supercar drivers Simon Horton and Colin Anson squabbled over fifth place, the position changing hands a number of times over the opening laps. The battle slowed the pair, while

Procter passed Jack Thorne before catching and passing Anson. On lap three, Horton made a move stick for fourth on Bellerby while Procter closed the pair down and attempted to overtake both on the final lap.

He chose the outside line on the loose for his move and cleared Bellerby, but couldn't make it stick around the outside of Horton before the final hairpin and spun, undoing all his hard work and allowing the pack back through to reclaim their positions. Horton finished fourth with Bellerby, the top two-wheel-drive runner, a fine fifth ahead of fellow star performer Thorne in his

Super1600-specification Citroen C2.

One of the main contenders for the Grand Prix failed to make it past the second heat. Irishman Ollie O'Donovan had dominated the final round of the British Rallycross Championship on the Saturday, claiming his second victory of the season ahead of Godfrey and Procter. Fastest in heat one of Sunday's GP event, O'Donovan again looked on top form but his engine let go in heat two and he was out.

Bellerby's strong Sunday followed SuperNational victory on day one, while his youngest daughter Drew won the Junior category before moving to a senior version of the Suzuki Swift for Sunday.

Marc Scott returned to RX150s a week after making his World Rallycross debut for Albatec Racing and won on both days, but was made to work harder than usual by James Grint, Kevin Feeney and ex-Formula Ford ace Chrissy Palmer.

Craig Lomax finished second to Jack Thorne on his Super1600 debut on Saturday, driving his Hot Hatch Citroen Saxo before handing over the reins to British Touring Car driver Dave Newsham, who wound up 15th overall in the Grand Prix.

● Hal Ridge

RESULTS

RALLYCROSS GRAND PRIX (5 LAPS) 1 Julian Godfrey (Ford Fiesta) 3m42.284s; 2 Steve Hill (Mitsubishi Evo) +7.321s; 3 Mark Flaherty (Citroen DS3); 4 Simon Horton (Subaru Impreza); 5 Dave Bellerby (Lotus Exige); 6 Jack Thorne (Citroen C2).

RX150 (3 LAPS) 1 Marc Scott 2m26.480s; 2 James Grint +2.058s; 3 Chrissy Palmer; 4 Stephen Jones; 5 Adam Sargent; 6 Kevin Feeney.

RETRO RALLYCROSS PRE-1982 (3 LAPS) 1 Ray Morgan (Ford Escort) 2m35.639s; 2 James Harrold (VW Beetle) +1.238s; 3 Marc Griffin (Ford Fiesta); 4 Ian Biagi (Mini Clubman); 5 Paul Haigh (Vauxhall Nova).

RETRO RALLYCROSS 1982 - 1987 (3 LAPS) 1 Rob

Gibson (Metro 6R4) 2m23.617; 2 Gary Dixon (Vauxhall Astra) +9.961s; 3 Vincent Bristow (BMW 328); 4 Dave Black (Vauxhall Astra); 5 Jim Black (Astra); 6 Paul Smith (VW Polo).

SUPERCAR A FINAL (4 LAPS) 1 Ollie O'Donovan (Ford Focus) 3m01.679s; 2 Julian Godfrey (Ford Fiesta) +2.067s; 3 Kevin Procter (Ford Fiesta); 4 Mark Flaherty (Citroen DS3); 5 Steve Hill (Mitsubishi Evo); 6 Andy Grant (Ford Focus).

SUPERNATIONAL (4 LAPS) 1 Dave Bellerby (Lotus Exige) 3m22.302s; 2 Gary Simpson (BMW E30) +6.331s; 3 Guy Corner (Peugeot 206); 4 Jef Mertens (Opel Corsa); 5 Mike Howlin (Ford Fiesta); 6 Paige Bellerby (Lotus Exige).

SUZUKI SWIFT (4 LAPS) 1 Tristan Ovenden 3m28.085s; 2 Graham Rodemark +2.267s; 3 Chris Mullen; 4 Jack Brown;

5 Darren Scott; 6 Rob Maynard.

JUNIOR SWIFT (4 LAPS) 1 Drew Bellerby 3m55.498s; 2 Jake Taylor +9.421s; 3 Jennie Hawkes; 4 Charlie Bean.

RX150 (4 LAPS) 1 Marc Scott 3m21.072s; 2 Chrissy Palmer +2.669s; 3 Kevin Feeney; 4 James Grint; 5 Jake Harris; 6 Stephen Jones.

HOT HATCH/BMW MINI (4 LAPS) 1 Joe Cunningham (Citroen Saxo); 2 Kris Hudson (Mini); 3 David Bell (Mini); 4 John Clayton (Mini); 5 Rebecca Ryder (Mini); 6 Keifer Hudson (Mini).

SUPER1600 (4 LAPS) 1 Jack Thorne (Citroen C2) 3m25.406s; 2 Craig Lomax (Citroen Saxo) +7.978s; 3 Phil Chicken (C2); 4 Ashley Walton (C2).



Bellerby took Supernation win

NATIONAL RESULTS ROUND-UP

SILVERSTONE
OCTOBER 18, HSCC



CLASSIC RACING CARS (16 LAPS) 1 Ian Jones (Lotus 59) 20m06.771s (77.98mph); 2 Andy Jarvis (Palliser WDB) +16.484s; 3 Antony Ross (Lotus 59); 4 Steve Seaman (Brabham BT21); 5 Leif Bosson (Brabham BT28); 6 Michael Scott (BT28). **Class winners** Seaman; Jonathan Baines (Merlyn Mk20); Lincoln Small (Brabham BT10). **Fastest lap** Ross 1m12.204s (81.71mph).

HISTORIC ROADSPORTS (17 LAPS) 1 Matthew Truelove (TVR Griffith) 20m11.176s (82.57mph); 2 Peter Shaw (Lotus Elan S1) +5.418s; 3 Andrew Hibberd (Elan S1); 4 Kevin Kivlochan (Morgan Plus 8); 5 Roger Waite (Elan S1); 6 Bruce Stapleton (Plus 8). **CW** Shaw; Chris Keen (Kurtis 500S); John Shaw (Porsche 911); Jim Gathercole (MG Midget); Richard Owen (Triumph TR2). **FL** Truelove 1m09.800s (84.53mph).

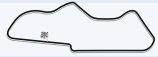
HISTORIC FORMULA JUNIOR (19 LAPS) 1 Sam Wilson (Cooper T59) 21m02.502s (88.56mph); 2 Jonathan Milcevic (T59) +11.513s; 3 Andrew Hibberd (Lotus 22); 4 Michael Hibberd (Lotus 27); 5 William Mitcham (U2 Mk2); 6 John Sykes (Merlyn Mk5/7). **CW** Mitcham; Robert Barrie (Lotus 18); Laine Martin (Lotus 20); Gregan Thruston (Lotus 20); Gordon Wright (Stanguellini). **FL** A Hibberd 1m05.010s (90.76mph).

CLASSIC F3 (18 LAPS) 1 David Shaw (March 803B) 18m19.467s (96.32mph); 2 Max Bartell (Chevron B34) +5.474s; 3 John Finch (Van Diemen RF82); 4 Scott Temple (Crosle 33F); 5 Marcus Mulla (March 783); 6 Rudolf Ernst (Ralt RT1). **CW** Finch; Temple; Gareth Walters (Mallock Mk11B). **FL** Shaw 1m00.277s (97.88mph).

DEREK BELL TROPHY (22 LAPS) 1 Neil Glover (Chevron B37) 20m38.558s (104.56mph); 2 Frank Lyons (Gurney Eagle FA74) +22.387s; 3 Paul Campfield (Chevron B24); 4 Andrew Smith (March 79B); 5 Michael Bletsoe-Brown (Chevron B27); 6 Christopher Atkinson (Surtees TS8). **CW** Smith; Bletsoe-Brown; Atkinson; John Finch (Chevron B34); David Brown (Brabham BT30). **FL** Glover 55.661s (106.00mph).

70s ROADSPORTS (17 LAPS) 1 Charles Barter (Datsun 240Z) 20m03.922s (83.06mph); 2 Nic Strong (Ford Capri) +1.939s; 3 Oliver Ford (Lotus Europa); 4 Barrie Woolston (Morgan Plus 8); 5 Mark Bennett (MGB); 6 Stephen Cooke (Lotus 7 54). **CW** Strong; Ford; Woolston; Bennett; Brian Jarvis (Porsche 924); David Karaskas (MG Midget); David Tomkinson (Triumph Spitfire). **FL** William Jenkins (BMW 3.0 CSL) 1m09.511s (84.88mph).

DONINGTON PARK
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OSS TROPHY (BOTH 18 LAPS) 1 Mike Jenvey (Jenvey-Gunn T56) 20m04.577s (106.46mph); 2 Duncan Williams (Juno) +15.351s; 3 Simon Tilling (Ligier JS49T); 4 Jonty Hair (Nemesis); 5 Jon-Paul Ivey (Radical PR6); 6 Graham Hill (Radical ProSport). **CW** Tilling; Ivey; Richard Wise (Spire GT3). **FL** Williams 1m05.661s (108.50mph). **RACE 2** 1 Williams 20m09.255s (106.05mph); 2 Ivey +46.139s; 3 Tim Gray (Radical SR4); 4 Richard Fearn (Radical SR8); 5 Paul Spencer (Radical SR8); 6 Darcy Smith (Radical PR6). **CW** Ivey; Fearn; Wise. **FL** Jenvey 1m05.401s (108.93mph). **MAZDA MX-5 CHAMPIONSHIP (ALL 14 LAPS)** 1 James

Blake-Baldwin 20m19.052s (81.82mph); 2 Alan Henderson +9.695s; 3 Martin Tolley; 4 Will Blackwell-Chambers; 5 Sam Smith; 6 Jason Greatrex. **FL** Blake-Baldwin 1m26.347s (82.51mph). **RACE 2A** 1 Blake-Baldwin 20m21.256s (81.67mph); 2 Henderson +0.157s; 3 Blackwell-Chambers; 4 Charlie Charman; 5 Jonathan Clements; 6 Ben Tuck. **FL** Henderson 1m26.276s (82.57mph). **RACE 3A** 1 Henderson 20m25.872s (81.36mph); 2 Blackwell-Chambers +5.607s; 3 Blake-Baldwin; 4 Charman; 5 Ben Short; 6 Tuck. **FL** Blake-Baldwin 1m25.437s (83.39mph). **RACE 1B** 1 Darron Lewis 20m55.683s (79.43mph); 2 Andrew Caird +5.456s; 3 Chris Hart; 4 Bruce Carter; 5 Graham Colby; 6 Matthew Tasker. **FL** Lewis 1m28.288s (80.69mph). **RACE 2B** 1 Simon Baldwin 20m43.921s (80.18mph); 2 Short +9.853s; 3 Oliver Allwood; 4 Lewis Field; 5 Joshua Jackson; 6 Tony Liversidge. **FL** Baldwin 1m27.737s (81.20mph). **RACE 3B** 1 Greatrex 20m46.848s (79.99mph); 2 Tolley +2.128s; 3 James Harris; 4 Caird; 5 Scott Ferguson; 6 Richard Broad. **FL** Greatrex 1m27.677s (81.26mph).

PRODUCTION GTI (11 LAPS) 1 Martyn Walsh 16m00.133s (81.62mph); 2 Simon Hill +2.911s; 3 Josh Smith; 4 Tim Hartland; 5 Christopher Sanders; 6 Simon Tomlinson. **CW** Craig Roberts. **FL** Smith 1m26.203s (82.64mph). **RACE 2 (14 LAPS)** 1 Walsh 20m25.532s (81.38mph); 2 Smith +1.190s; 3 Nick Porter; 4 Chris Webb; 5 John Mawdsley; 6 Tomlinson. **CW** Roberts. **FL** Sanders 1m26.375s (82.48mph). **HRDC ALL STARS (22 LAPS)** 1 Mike Whitaker (TVR Griffith) 30m10.572s (86.57mph); 2 Matt Nicoll-Jones (Jaguar E-type) +39.876s; 3 John Spiers (Griffith); 4 John Young (Ford Mustang); 5 Nigel Reuben (Mustang); 6 Bill Watt (Lotus Elan). **CW** Watt; Peter Alexander (Ford Anglia); Jon McDonald (Ashley GT). **FL** Whitaker 1m19.534s (89.57mph).

HRDC TOURING GREATS (27 LAPS) 1 Andrew Jordan/Mike Jordan (Austin A40) 45m22.686s (70.65mph); 2 Mark Danieli (Austin A40) +0.424s; 3 Richard Butterfield/Robb Gravett (Jaguar Mk1); 4 John Polson (Riley 1.5); 5 David Devine (Riley 1.5); 6 Stephen Miles (Austin A40). **CW** Butterfield/Gravett; Polson; Devine; Paul Alcock (Morris Minor); David Lillywhite (Austin A35). **FL** A Jordan 1m28.689s (80.33mph).

SILVERSTONE
OCTOBER 18-19, BRSCC



ALFA ROMEO CHAMPIONSHIP (15 LAPS) 1 Ian Stapleton (Alfetta GTV6) 20m03.820s (83.02mph); 2 Graham Seager (GTV) +46.226s; 3 Darelle Wilson (GT Diesel); 4 Anthony George (156 Turbo); 5 Bryan Shrubbs (33); 6 Ray Foley (156 GTA). **CW** Wilson; Shrubbs; Foley; James Bishop (156). **FL** Stapleton 1m 17.151s (86.36mph). **RACE 2 (13 LAPS)** 1 George 20m23.845s (70.77mph); 2 Stapleton +2.962s; 3 Seager; 4 Wilson; 5 Shrubbs; 6 Louise West (33). **CW** Wilson; Shrubbs; Foley; Bishop. **FL** George 1m 14.367s (89.59mph). **SALOON AND SPORTSCAR CHAMPIONSHIP (BOTH 17 LAPS)** 1 Ricardo Sanchez (Nissan 370Z GT4) 20m29.219s (92.15mph); 2 Lee Allen (SEAT Leon Cupra) +1.250s; 3 Doug Ellwood (Marcos Mantis); 4 Ahmed Binkhanen (370Z GT4); 5 Gaetan Paletou (370Z); 6 Paul Brown (370Z). **CW** Allen; Ellwood. **FL** Sanchez 1m 11.345s (93.39mph). **RACE 2** 1 Sanchez 20m57.070s (90.11mph); 2 Allen +0.609s; 3 Ellwood; 4 Binkhanen; 5 Paletou; 6 Brown.



Jack Lang won both Jedi races

CW Allen; Ellwood. **FL** Allen 1m 12.459s (91.95mph). **CATERHAM ROADSPORTS (BOTH 15 LAPS)** 1 Jack Sales 20m33.212s (81.04mph); 2 Chris Hutchinson +0.153s; 3 Timothy Dickens; 4 Richard Osgerby; 5 Max McDonagh; 6 Dan Gore. **FL** Sales 1m 20.081s (83.20mph). **RACE 2** 1 Sales 21m15.362s (78.36mph); 2 Dickens +0.216s; 3 Hutchinson; 4 Gore; 5 William Smith; 6 McDonagh. **FL** Dickens 1m 20.101s (81.15mph). **CATERHAM SUPERSPORTS (20 LAPS)** 1 Mike Hart 30m10.031s (73.62mph); 2 James Robinson +0.474s; 3 Matt Dyer; 4 Clive Richards; 5 Paul Thacker; 6 Jonathan Mortimer. **FL** Hart 1m 21.111s (82.14mph).

RACE 2 (23 LAPS) 1 Hart 30m03.289s (84.98mph); 2 Mortimer +8.817s; 3 Danny Killeen; 4 Robinson; 5 Andrew West; 6 Steve Day. **FL** Robinson 1m 17.127s (86.39mph). **CATERHAM TRACKSPORTS (BOTH 23 LAPS)** 1 Andres Sinclair 30m40.161s (83.28mph); 2 Richard Noordhof +0.156s; 3 Pete Fortune; 4 Nick Portlock; 5 Gavin Crawford; 6 Christian Szaruta. **FL** Szaruta 1m 18.352s (85.04mph). **RACE 2** 1 Noordhof 30m35.090s (83.51mph); 2 Szaruta +8.571s; 3 Fortune; 4 Sinclair; 5 Tony Mingoia; 6 Adrian Hume. **FL** Szaruta 1m 18.910s (84.44mph). **CATERHAM ACADEMY (10 LAPS)** 1 Olly Wigg 15m13.842s (72.91mph); 2 Alistair Calvert +0.368s; 3 Benjamin Wigg; 4 Duncan Higgins; 5 Peter Rimer; 6 Kevin Tarrant. **FL** O Wigg 1m 22.002s (81.25mph).

RACE 2 (11 LAPS) 1 David Webber 15m18.358s (79.81mph); 2 Robert Ryder +11.900s; 3 Paul Aram; 4 Steve McCulley; 5 Graham Williams; 6 Tim Gascoyne-Day. **FL** Ryder 1m 22.604s (80.66mph). **RACE 3 (6 LAPS)** 1 Calvert 8m27.447s (78.78mph); 2 B Wigg +18.259s; 3 McCulley; 4 O Wigg; 5 Higgins; 6 Anthony Barnes. **FL** O Wigg 1m 22.150s (81.11mph). **RACE 4 (11 LAPS)** 1 O Wigg 15m16.656s (79.95mph); 2 B Wigg +18.259s; 3 Rimer; 4 Barry Moore; 5 Nick Cozzi; 6 McCulley. **FL** O Wigg 1m 22.469s (80.79mph).

FORD XR CHALLENGE (BOTH 14 LAPS) 1 Adam Burgess (XR3i) 20m29.111s (75.89mph); 2 Jonathan Wells (XR3i) +6.135s; 3 Lee Shropshire (XR2); 4 John Bidduhl (XR2); 5 Tony Rudd (XR2); 6 Peter Lancaster (XR2). **CW** Shropshire. **FL** Rudd 1m 25.705s (77.74mph). **RACE 2** 1 Burgess 20m19.271s (76.50mph); 2 Rudd +0.904s; 3 Shropshire; 4 Bidduhl; 5 Lancaster; 6 Steven McMurrough (XR2). **CW** Rudd. **FL** Wells 1m 25.305s (78.11mph). **FORMULA JEDI (19 LAPS)** 1 Jack Lang 20m55.936s (100.80mph); 2 Matthew Ryder +7.258s; 3 Ryan Harper-Ellam; 4 Scott Stevens; 5 Paul Butcher; 6 Michael

Walker. **FL** Ryder 1m 04.874s (102.71mph). **RACE 2 (18 LAPS)** 1 Lang 19m53.924s (100.45mph); 2 Watton +4.689s; 3 Richard Gittings; 4 Ryder; 5 Butcher; 6 Harper-Ellam. **FL** Ryder 1m 05.282s (102.06mph).

SNETTERTON
OCTOBER 18-19, CSCC



MODERN CLASSICS (27 LAPS) 1 David Whelan/Richard Chamberlain (Porsche 993 RSR) 40m47.235s (78.80mph); 2 Mark Smith/James Moulton-Smith (BMW M3) +20.058s; 3 Will Sharpe (Porsche Boxster S); 4 Neville Anderson (Vauxhall Vectra); 5 David Wylie/Owen Fitzgerald (M3); 6 Steve Cheetham (Boxster S). **CW** Sharpe; James Sturges (Renault Megane 225); Carl Owen (Audi TTS Quattro); John Atherton (Porsche 944 S2); John Boulton (Porsche 968); Matthew House (Smart ForFour Brabus); Rob Baker (Smart 4.2 Turbo). **FL** Chamberlain 1m20.935s (88.25mph).

TIN TOPS (28 LAPS) 1 Paul Mensley (Ford Focus) 41m01.479s (81.24mph); 2 Reece Jones (Honda Civic Type R) +3.840s; 3 Daniel Turner (Civic); 4 Nigel Ainge/Mike Jordan (Honda Integra DC5); 5 Lee Williams (Citroen Saxo); 6 Mark Livens (Civic Type R). **CW** Turner; Robert Chase/Ryan Colvey (Renault Clio 172); William Hardy (Vauxhall Nova); Luke Johnson (Ford Puma). **FL** Jordan 1m23.116s (85.93mph).

NEW MILLENNIUM SERIES (30 LAPS) 1 Dean Cook (TVR Sagaris) 41m06.761s (86.86mph); 2 Tim Davis (TVR Tuscan) +3.751s; 3 Mark Smith/Adrian Moulton-Smith (BMW M3); 4 Christian Douglas (Tuscan); 5 Martin Crass (Tuscan); 6 Darren Johnson (Renault Clio Cup). **CW** Smith/Moulton-Smith; Johnson; Matt Cherrington/Martin Gambing (BMW Z3). **FL** Cook 1m18.643s (90.82mph).

SPORTS V SALOONS (27 LAPS) 1 Lee Williams (Citroen Saxo) 40m42.896s (78.94mph); 2 John Hammersley (Vauxhall Astra GTE) +0.855s; 3 Darren Johnson (Renault Clio Cup); 4 Bruce White (Clio Cup); 5 James Sturges (Renault Megane 225); 6 Joe Henderson (Triumph TR6). **CW** Hammersley; Henderson; Brent Fowler/Phil Briggs (MG Midget). **FL** Hammersley 1m26.115s (82.94mph). **MAGNIFICENT SEVENS GROUP 1 (27 LAPS)** 1 Steve Owen (Seven Blackbird) 40m07.573s (80.10mph); 2 Oliver Clarke/Wayne Crabtree (Sigma) +8.392s; 3 Lucy Redding (Supersport); 4 Robert Cooper/Tim Abbott (Supersport); 5 Stephen Mansell/Lewis Mansell (Roadsport); 6 Michael Jordan/Robert West (Supersport). **CW** Clarke/Crabtree; Ian Haire/Andrew Greenwood (Roadsport A). **FL** S Mansell 1m23.885s (85.14mph). **GROUP 2 (30 LAPS)** 1 Peter Ratcliff (C400) 40m38.098s (87.88mph); 2 Anthony Bennett (R300) +7.364s; 3 Jonathan Gibbs (C400); 4 Kevin Williams (C400); 5 Tom Eden (CSR); 6 Richard Carter (Superlight R300). **CW** Gibbs; Carter; Gerry Fincham/Brad Fincham (R400); Charles Holroyd (CSR). **FL** Andrew Sterling (Dax Rush) 1m17.010s (92.74mph).

FUTURE CLASSICS (27 LAPS) 1 Martyn Adams (Triumph TR7 V8) 40m00.459s (80.33mph); 2 Robin Gray/Thomas Gray (Pontiac Trans Am) +25.618s; 3 Stuart Jefcoate (Porsche 911 Carrera); 4 Geoff Beale/Phil Seaman (Talbot Sunbeam Lotus); 5 Simon Taylor/John Hammersley (Vauxhall Astra GTE); 6 Anthony McEvoy (Porsche 944 S2). **CW** Jefcoate; Beale/Seaman; Taylor/Hammersley; Jon Jeffery (Davrian Mk8). **FL** Mark Chilton (Porsche 928 S4) 1m23.288s (85.75mph). **SEVEN TYPES CHALLENGE (29 LAPS)** 1 Barney Pryor/Pascal Green (C400) 40m20.712s (85.56mph); 2 Gerry Fincham/Brad Fincham (R400) +22.450s; 3 Tom Eden (CSR); 4 Hugh Coulter (R400); 5 Gary Bate (Superlight); 6 Michael Jones (CSR). **CW** Fincham/Fincham; Eden; Steve Owen (Seven); Robert Cooper/Tim Abbott (Supersport); Andrew Greenwood/Ian Haire (Roadsport A). **FL** Anthony Bennett (R300) 1m18.805s (90.63mph).



Jack Sales took two Silverstone Roadsport victories



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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Make it easier to follow a race

I have a reasonable knowledge of motorsport, gained, in part, from reading AUTOSPORT for 40 years. Despite this I always find it difficult to follow a race.

I would therefore like to ask why each and every circuit does not have leader boards/poles readable from all points of the track.

Unless you are an avid lap-charter or watch a timing screen (instead of the race), it is difficult to keep abreast of who's where. TV screens are not a substitute.

There is much talk about making racing more attractive. I would suggest making it easier for people to follow races would be a good start. It's not rocket science – Indianapolis has had one for years.

If the circuits are unable to see the benefit, what about the BTCC having mobile ones? Speed traps would also be a good addition.

Let's do some simple things to give the paying spectator a better and more informed experience.

Martin Deary, Farnham, Surrey

In reply to Steve Burden's letter (October 16), part of the skill and strategy is being on the right tyre at the right time, as Martin Brundle often says.

Take this decision away from the drivers and you take away part of what F1 is about. Also, banning inters could make it worse as drivers will be on a totally slick tyre during changing conditions before they give in and pit for wets.

Dan Parry
Chester

Motor racing is indeed dangerous, as recently was drawn to our attention. But it's not alone; other sports share this problem. The only way to solve it is to ban motor racing,

along with those other sports.

To give some perspective, last Friday at Newmarket those present observed a minute's silence to remember the three jockeys killed during the week in horse races, two in Australia and one in the US.

Marcus Armytage, writing in *The Daily Telegraph*, reminded us that between 1997 and 2008, 37 riders were killed in falls during the cross-country stages of eventing, and since 1980 12 jockeys had been killed in races in Britain and Ireland.

Over time, as in motor racing, improved safety measures have been introduced: better helmets, better body protectors, installing plastic running rails at tracks (replacing wood and concrete posts) and by modifying jumps. None of these has, nor

will, ensure complete safety for the riders.

Nor will any new measures that might now be introduced into our sport of motor racing make it completely safe for drivers, but that is not to say we should stop trying.

Such measures under consideration must not be ill thought-out just to be seen to be doing something following Jules Bianchi's accident.

Peter Putterill
By email

With Vettel at Ferrari, we'll now have two underperforming ex-world champions in an underperforming team. Sounds like a winning formula to me!
John Simons
Bexhill

In pictures

Images around the globe, from Talladega to Jerez, via London to Brighton



PLOUGHING YOUR OWN FURROW
 Joey Logano had already qualified for the next round of NASCAR's Chase so didn't have to worry too much about how his Talladega race went. He still finished 11th after this!

FERREY/GETTY

BEJESUS & MERHI
CHAIN REACTION
 Will Buller (sideways) is about to extinguish Roberto Merhi's slim F1 Renault 3.5 title hopes. Buller had already clashed with Marlon Stockinger



GULLAUMOT/PPPI

IT'S A WRAP
 At Zolder the Audi R8 LMS ultra of Laurens Vanthoor and Cesar Ramos bore this one-off colour scheme on vinyl, the winning entry in a design competition



VETERAN BRAWN
IN VETERAN RUN
 F1 technical king Ross Brawn will drive the London to Brighton Run in this, the only known surviving British-built Wilson Pilcher



In the shops

Desirable new releases

JAGUAR D-TYPE T-SHIRT

£20 inc. UKP&P – slickattire.com
 A new addition to the funky retro-style T-shirt collection from Slick Attire is this homage to Jaguar's mighty D-type that took three wins on the bounce in the mid-1950s (in '55 with the factory and in '56 and '57 courtesy of plucky privateer Ecurie Ecosse). Sizes for the 100 per cent 'military-green' T-shirts, which cost £20, range from S to XXL.



RED BULL RB10 1:43 MODELS

£51.99 each – autosport.com/shop
 The Red Bull RB10s of world champion Sebastian Vettel and team-mate Daniel Ricciardo have been accurately reproduced by those masters of miniature at Spark. The 1:43-scale cars are resplendent in Australian GP livery and feature very good detailing. You'll have to choose between the #1 or #3 car – you don't get both for that price, sadly.



GOODWOOD REVIVAL BOOK

£39.95 – shop.goodwood.com
 Celebrated photographer Uli Weber has collated some of his favourite images from the Goodwood Revival for this sumptuous tome. The brief he gave himself means we're treated to action shots, stunning detail and plenty of the characters – drivers, riders, mechanics, officials and spectators – that make the event, and this excellent-value book, unique.



16

WHAT'S ON

ON TRACK IN THE UK

SNETTERTON

MSVR

October 25/26

snetterton.co.uk

Gerhard Berger may be a little sceptical (see page 56) but the BRDC F4 championship has revived the junior single-seater scene in the UK. It reaches its conclusion with a triple-header at the Norfolk venue to round off the year. Arjun Maini, George Russell, Sennan Fielding and Raoul Hyman all arrive at Snetterton with a realistic shot at glory, and the pressure of the title fight should make for some scintillating action. Also in action will be the F3 Cup, Production BMWs and Racing Saloons, among others.



BRDC F4 roars to a conclusion at Snetterton

EBREY/LAT

BRANDS HATCH

BRSCC

October 25/26

brandshatch.co.uk

The venerable Kent speedbowl plays host to the 43rd running of the famous Formula Ford Festival this weekend, in which there will be a host of young drivers looking to emulate past Festival winners, including Jenson Button, Johnny Herbert and Eddie Irvine. The Fiesta Championship and Sports 2000 series provide support.

OULTON PARK

MSVR

October 25

ouiltonpark.co.uk

The Chesire circuit provides the backdrop for Saturday's season finale of the GT Cup series. The VAG Trophy and the Mk2 Golf GTi Championship will lend proceedings a Teutonic flavour, with a 50-minute Masters All Series encounter to follow.

SILVERSTONE

750MC

October 25

silverstone.co.uk

The 64th running of the eclectic six-hour Birkett Relay takes centre stage at the British Grand Prix venue on Saturday, for which everything from MG Midgets to BMW M3s, Caterhams and Radicals will be eligible to compete.



Fiestas will support the Formula Ford Festival at Brands

GARY HAWKINS

ON TRACK AROUND THE WORLD



Drivers' crown could be decided in Rally Spain

MCKLEIN



Iconic Surfers Paradise welcomes V8s

CIANFLONE/GETTY

NASCAR SPRINT CUP

Rd 33/36

Martinsville, Virginia, USA

October 26

nascar.com

EUROPEAN RALLY CHAMPIONSHIP

Rd 10/11

Valais Rally,

Martigny, Switzerland

October 23-25

fiaerc.com

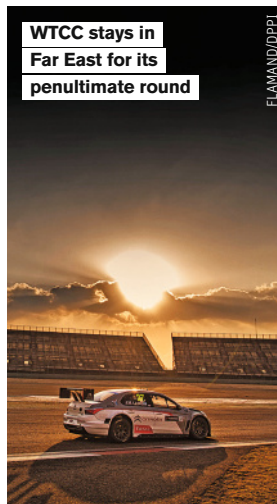
SUPER TC2000

Rd 10/12

Rio Hondo, Argentina

October 26

super-tc2000.com.ar



WTCC stays in Far East for its penultimate round

FLAMAND/DPPI

RALLY SPAIN

World Rally Championship

Rd 12/13

Salou, Spain

October 25-26

wrc.com

WORLD TOURING CARS

Rd 11/12

Suzuka, Japan

October 26

fiawtcc.com

V8 SUPERCARS

Rd 12/14

Surfers Paradise,

Queensland, Australia

October 25-26

v8supercar.com.au

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

ON TELEVISION

THURSDAY OCTOBER 23

1330-1430 ESPN
 NASCAR: Talladega highlights
1530-1630 BT Sport 2
 DTM review
1630-1700 BT Sport 2
 WRC magazine
1700-1800 BT Sport 2 LIVE
 WRC: Spain SS1
2100-2245 Sky Sports F1
 Classic F1: 2003 British GP
2330-2345 Eurosport
 ERC: Valais Day 1 highlights



HYDE/GETTY

FRIDAY OCTOBER 24

1430-1530 BT Sport 2
 Euro F3: Hockenheim highlights
1530-1630 BT Sport 2
 Blancpain Sprint: Zolder highlights
2100-2315 Sky Sports F1
 Classic F1: 2010 German GP
2300-2330 Eurosport
 ERC: Valais Day 2 highlights
2300-2330 BT Sport 2
 WRC: Spain Day 1 highlights

2300-2330 Eurosport
 ERC: Valais Day 3 highlights

SUNDAY OCTOBER 26

0315-0700 ESPN LIVE
 V8 Supercars: Surfers Paradise Race 2
0545-0745 Eurosport LIVE
 WTCC: Suzuka Races 1+2
1100-1200 ESPN LIVE
 WRC: Spain Powerstage
1200-1445 Motors TV
 V8 Supercars: Surfers Paradise Race 2
1600-1700 Eurosport
 WTCC: Suzuka highlights
1600-1700 ESPN
 WRC: Spain Day 3 highlights
1800-2300 Premier Sports LIVE
 NASCAR: Martinsville
2235-2305 Motors TV
 WRC: Spain Day 3 highlights

SATURDAY OCTOBER 25

0530-0815 ESPN LIVE
 V8 Supercars: Surfers Paradise Race 1
0730-0830 Eurosport LIVE
 WTCC: Suzuka qualifying
1200-1445 Motors TV
 V8 Supercars: Surfers Paradise Race 1
2100-2200 Sky Sports F1
 Classic F1: 1985 Portuguese GP
2200-2230 BT Sport 2
 WRC: Spain Day 2 highlights
2235-2305 Motors TV
 WRC: Spain Day 2 highlights

TUESDAY OCTOBER 28

2220-2250 Eurosport
 Inside ERC
2250-2320 Eurosport
 Inside WTCC

ONLINE

HOT ON THE WEB THIS WEEK

Dailymotion **ASTON GT ACES TURN THE TABLES ON EACH OTHER**



SEARCH FOR: Tête à tête with Stefan Mücke and Darren Turner (5:28)
 Factory Aston Martin Racing GTE Pro drivers Stefan Mücke and Darren Turner sat down at the recent Fuji WEC round and asked each other a few searching questions on camera, involving collecting towels and keeping secrets.

AUTOSPORT+

Red Bull's star junior drivers in the Formula 1 spotlight

As a follow-up to our analysis of the battle for the second seat at Toro Rosso for 2015 (see p24), hear more from all of the drivers in the running. Could Jean-Eric Vergne really earn a reprieve and keep his seat? Also look out for Gary Anderson taking questions on Formula 1 safety.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM FRENault 3.5, EURO F3, NASCAR & BLANCPAIN SPRINT
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM



36

Revved up over what's on the box

A favourite insult among hardcore sports viewers is to declare that they watch a particular broadcast with the sound muted and the inevitably superior commentary of whichever radio station covers that event up loud instead.

With Premier Sports' welcome broadcasts of live NASCAR Sprint Cup races in the UK, you often don't even have to hit mute to prioritise the Motor Racing Network's streamed audio. With rather more of a clamour for advert slots in the US networks' NASCAR shows that Premier gets, swathes of American ad breaks become commentary-free race footage for UK viewers. But even when the US TV commentators are ostensibly on talk-about-stuff-you-see duty, they

have a tendency to let car and crowd noise do the talking, interjecting only with the inevitable "trouble!" exclamation. This silence is particularly common early in the race, and often for several straight laps at



KINRADE/FLAT

the start. That would be unthinkable in European racing, where the start is so vital, but NASCAR likes to cram its excitement to the end – something it's often disparaged for, yet surely more logical as a spectacle than most of the cool stuff in the first five per cent of your event?

Silence really isn't an option for MRN at any stage. It was victim of a backlash this year when its Grand-Am affiliations meant it – rather than American Le Mans Series broadcaster Radio Le Mans – got the United SportsCar gig. Rather than try to merge the two, perhaps with a DP/LMP2 performance-balancing attempt such as adding ballast to John Hindhaugh if he gets too informative, IMSA has wisely given Radio Le Mans the 2015 nod.

But in its NASCAR comfort zone, it's hard to fault MRN. A Chase-critical Talladega finish should be baffling by ear-only, but its announcers made it possible to keep abreast of the lead battle and the main contenders' movements even as 30 cars crossed the line within two seconds of each other. It's worth keeping the rather lower-key MRN stream in reserve for the day when Dale Earnhardt Jr wins a title or Danica Patrick wins a race, and the US TV stations' bombast hits the stratosphere as they portray either scenario as being as remarkable as Christ himself winning at Daytona from the back of the grid in a Eurocar V6 found at the bottom of Mallory Park's pond.

Revved Up

Phil Short

“Jimmy thought we were letting him through. He should’ve known better!”

■ Scottish Rally ■ June 13-15 1987 ■ Audi Coupe Quattro ■ First British Open victory on gravel



Short guided Llewellyn to victory in Scotland after a big scrap with McRae

THE SCOTTISH RALLY IN 1987 is an event that will always stay with me. It was an action-packed rally, right from the off. I was co-driving David Llewellyn in an Audi Coupe Quattro, the non-turbo car, and we had a fantastic battle with Jimmy McRae and Ian Grindrod – they were in a Ford Sierra Cosworth.

One of the early stages was at the Knockhill track. Jimmy started first and we were off second. The stage consisted of two laps and a lap took around one minute – the difference between our start times...

I'd done quite a bit of instructing there for Audi's high-performance driving course, so I'd spent a bit of time there. Before we went off the line, I said to David, 'For this first corner here, stay well to the left and make a really late turn. That puts you in the right line for the next left.'

We blasted off the line, with no sign of Jimmy in the mirrors. Of course he had a lot more speed, especially down the straight. We came to the first corner and David

kept well to the left. Jimmy, now behind us, misinterpreted this. He thought we were letting him through. He should've known better!

The first I knew of anything untoward was when that red and white nose appeared in my side of the car! He hit us, we spun off and Jimmy got a puncture. And that really set the scene for the way the event would go.

We were really closely matched all

rally long. The Audi was not the most powerful car – we had about 190bhp, while Jimmy had getting on for double that, but we had four-wheel drive and his car was only rear-wheel drive. On Tarmac, he ran rings around us, but we had a chance on gravel.

Anyway, we broke a front strut on Erochty, which dropped us the best part of a minute behind. But it was one of those rallies where you could

pull time back, especially where the stages suited our car. The final morning was a really early restart and we went straight into Dalbeattie.

It's a really twisty stage with lots of junctions. We knew it would suit our car and we had a good idea that David was better in the dark than Jimmy – something to do with younger eyes! There was a crossroads in one section of the stage and as we came down to the junction and turned left, we saw Jimmy coming the opposite way towards the junction. I knew that, for us to see him there, we must have taken a fair bit of time out of him.

I told David it was looking good and he went on the attack. On the onboard, you can hear Ian saying to Jimmy: 'Don't let his lights worry you...' But I think they did slip off the road later in the stage.

That brought the gap down to zero and for the last few stages we were at it hammer and tongs. We won by 11 seconds. It was a big win for David and an unforgettable one for me. ❧ Phil Short was talking to David Evans

PROFILE



PHIL SHORT, WHOSE BEST

WRC result was fourth on the 1981 RAC alongside Pentti Airikkala, retired from professional co-driving in 1990 after landing his second British title with David Llewellyn. He moved into team management, masterminding four world titles for Tommi Makinen and Mitsubishi in the late '90s. He now works in co-ordination of the Drive DMACK series. And he still loves cricket.

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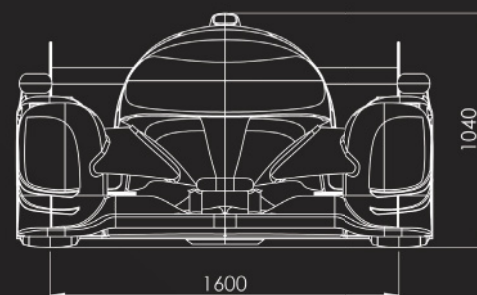
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