

F1 HOW MERCEDES HUMBLLED FERRARI AT HOME

AUTOSPORT

ITALIAN GP

HAMILTON IN CHARGE AS FERRARI 'SCREWS UP'

POINTS RACE

HAMILTON

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Hamilton ahead, now Singapore is crucial

WHAT A DIFFERENCE A WEEK MAKES. AT THE Belgian Grand Prix, Lewis Hamilton had to be on top form to beat a surprisingly strong Ferrari challenge. Last weekend in the Italian GP, Mercedes had things all its own way, allowing Hamilton to move into the lead of the 2017 world championship for the first time.

It's not panic time for Ferrari just yet. As Sebastian Vettel points out in our report (p14), Monza is a special case, but Hamilton's form must be a worry for the German. Lewis's pole position in the wet – a record-breaking 69th – underlined how well he is driving and added weight to the claim that he is not only one of the best wet-weather drivers in F1 history, but one of the greatest qualifiers.

The Singapore GP later this month will be a good indicator of how the championship run-in will play out. It *should* be a Ferrari track, allowing Vettel to take the points lead back with six rounds to go.

A Spa-style race, in which the favourite isn't as far ahead as expected but still wins, would suggest the last few rounds could be very tight indeed. If Mercedes is able to find that little bit more and win, then Hamilton would become firm favourite to take a fourth crown.

But Singapore could bring an extra dimension too. Red Bull was closer to the pace at Monza than expected and has its sights set on a real push at Marina Bay, as all the deliberately induced power-unit changes and grid penalties in Italy proved. Max Verstappen has been incredibly unlucky so far this year. It would be great if he got the chance to really mix it with Mercedes and Ferrari before the title showdown takes centre stage.



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COVER IMAGE
Zak Mauger/LAT Images

COVER STORY

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NIGEL ROEBUCK

The penalty farce

When only one driver starts from the grid position in which they've qualified, the penalty regime has become detrimental to 'The Show'

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AFTER THE ITALIAN GRAND PRIX THERE WERE claims by the Formula 1 authorities that the spectator attendance was the biggest in the race's long history, and although it wasn't a sell-out – and I would swear the Monza crowds were bigger back in the 1970s – unquestionably this one was up on those of the recent past.

Although, in their thousands, they duly invaded the pit straight after the finish, one wondered quite what all the excitement was about, for Ferrari had been humbled at home. Two seconds behind Lewis Hamilton a week earlier at Spa, this time

Sebastian Vettel was more than half a minute adrift of the winning Mercedes, and Sergio Marchionne's thunderous expression told its own tale. On Monday morning the Italian papers were

full of the chairman's fury: the team's performance, he said, had been 'embarrassing'.

Difficult to take issue. Not since 2010, when Fernando Alonso won, has a Ferrari triumphed at Monza, and at no stage did Vettel and Kimi Raikkonen look like troubling Hamilton and Valtteri Bottas. Even before the race, Ferrari people were quietly murmuring they hadn't a prayer.

If therefore the tifosi had nothing obvious to celebrate in the result, neither had there been much to savour in the hour and a quarter of alleged 'racing' they had witnessed.

This Italian Grand Prix, sad to say, was frankly dire, with little of the wheel-to-wheel action with which Monza was once synonymous.

The 2017 cars, with their increased downforce and wider tyres, had been markedly quicker than their predecessors through the long corners of Spa, but before practice Vettel correctly suggested that at Monza, with its long straights and too many chicanes, that would not be the case. Throw in the inevitable effects of 'dirty air' through Parabolica, the Lesmos and so on, and it was no surprise that within a

very few laps of the start the cars were already widely strung out.

If there wasn't much action on Sunday, in terms of spectacle the day before had been a great deal better, for the early autumn sun one

takes for granted at Monza was nowhere to be seen, and instead there was a chill in the air, with rain throughout the day. Grip – the holy grail of Formula 1 – was in short supply.

Almost as soon as qualifying got under way, Romain Grosjean had a clumsy accident, bringing out the red flag, but if we expected the session swiftly to resume we were wrong, for conditions were deemed too perilous, and to widespread displeasure – not least from Niki Lauda and a sodden and increasingly restive crowd – more than two and a half hours went by before it resumed.

“Not since 2010, when Alonso won, has a Ferrari triumphed at Monza”



Monza has hosted close races, such as the famously tight 1971 Italian Grand Prix



Engine penalties
scrambled the grid



When it did, Hamilton put together one of the greatest laps of his life, taking pole position by well over a second. Well knowing what he had done, Lewis punched the air after taking the flag, and at the press conference was in overtly high spirits.

So, too, were the drivers who flanked him, Max Verstappen and Daniel Ricciardo, whose Red Bulls had worked a treat in the treacherous conditions, but even as we listened to them we knew that it would be not they, but – remarkably – Lance Stroll and Esteban Ocon who would line up second and third the following day, the dread ‘penalties’ – 25 for Daniel, 20 for Max – relegating them to 16th and 13th, respectively, on the grid.

How come, you may ask, with so many ‘place’ penalties did they start as high as they did, and the answer is that so many of their colleagues – Carlos Sainz, Fernando Alonso, Stoffel Vandoorne, Nico Hulkenberg, Jolyon Palmer, Grosjean, Sergio Perez – were in the same boat. Believe it or not, come Sunday afternoon, only one of the 20 drivers – poleman Hamilton – started from the position in which he had qualified.

This scenario has reached the level of farce. Did any of the 93,000 who had come to spectate – having paid a not inconsiderable sum for the privilege – give a toss which of their heroes had got through too many MGU-Ks or CEs or whatever this season? Did they think it a fine idea that a replacement gearbox meant losing five grid slots?

Alonso, with his 35-place penalty, topped the charts, with

Vandoorne next up, but this is a way of life for Honda users, and when I offered sympathy, Fernando just smiled resignedly, and shrugged: “Nothing new, is it?”

No, it isn’t, but it is terribly detrimental to a sport supposedly hell-bent on improving ‘The Show’, and indicative of the complicated mess it has got itself into in recent years – no surprise that there are those in MotoGP who think Formula 1 must have a death wish.

As I have said before, for me the light at the end of the tunnel is the presence, in this new regime, of Ross Brawn, who is at heart a purist, in the sense that – for example – he has always been offended by the artifice of DRS, and wants the characteristics of the next generation of F1 cars to be such that it can be pitched in the bin where it belongs.

As he made clear at Monza, Ross also deprecates the current ‘penalties’ system, which has such a damaging effect on races, not only for the drivers concerned but also those who watch them, and he is keen to find an alternative as soon as possible. In this, and his other aspirations for change in Formula 1, he should have all our support.

For the first time this season, Hamilton now narrowly leads the world championship from Vettel, but Ferrari is unlikely again to be as uncompetitive as it was at Monza, and should for example go to Singapore as favourite. With seven races remaining, there is every chance of the title fight going down to the wire: how tragic – and absurd – it would be if penalties, for either Lewis or Seb, should play any part in its outcome. ❄



L-r: Brawn, Whiting, Michel and Isola at the Monza launch

FORMULA 2

New F2: the car you must

THE NEW FORMULA 2 CAR THAT WAS launched at last weekend's Italian Grand Prix round will be almost compulsory to race in if a driver is to reach Formula 1.

The Dallara F2 2018, the championship's first new machine since the GP2/11 was introduced six years ago, features the halo cockpit-protection device. It will use a 3.4-litre turbocharged engine, which will produce 620bhp at 8750rpm and will be supplied by Mecachrome, which built the existing four-litre naturally aspirated V8.

F2 technical director Didier Perrin (see Q&A, right) revealed that "there is also [going to be] a revision of the attribution of points to get a superlicence. It will become almost obligatory to pass through F2 – it won't be mandatory in theory, but it will be the preferred way to get to F1."

At present, the champions of F2, the Formula 3 European Championship, Formula E, IndyCar and World Endurance LMP all receive the same points for an F1 superlicence. The World Series Formula V8 3.5 champion is at 87.5% of this, GP3 at 75% and FIA Formula 4 championships at 30%. All this means it is perfectly possible to bypass F2 to reach F1.

The new F2 car features an updated ECU and power-supply-management unit, upgraded DRS, virtual safety car and electronic systems, and is 159mm longer and 32kg heavier than its predecessor.

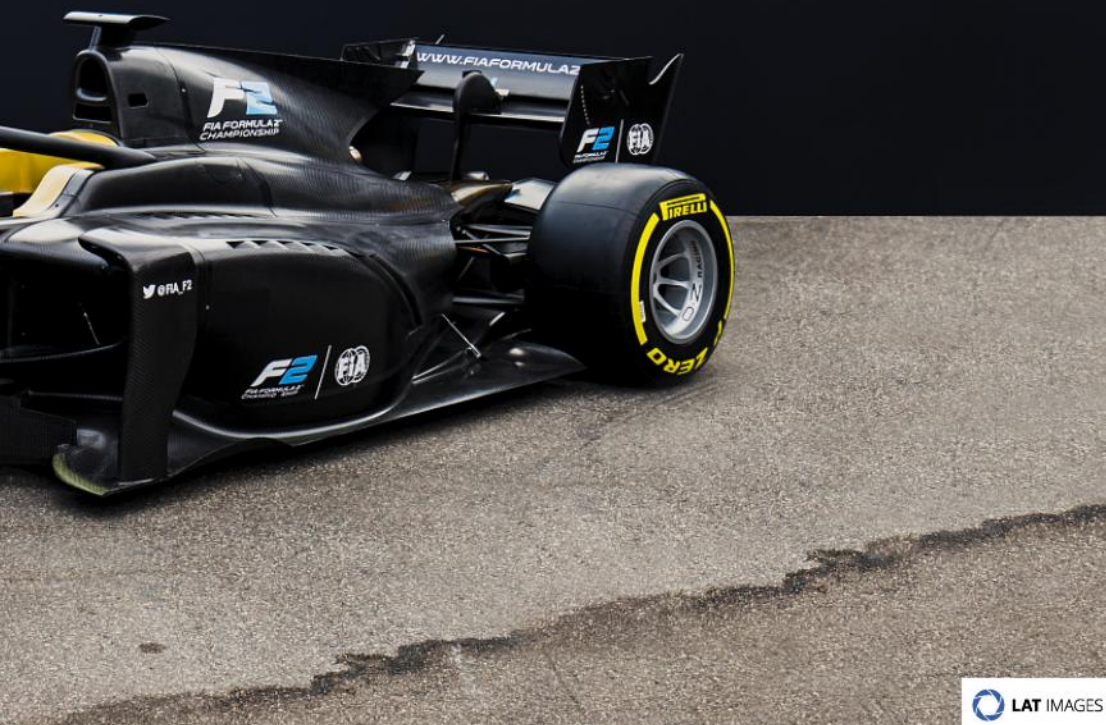
As revealed in Autosport (July 20 issue), the

F2 2018 retains a number of mechanical parts from the GP2/11, including the majority of the gearbox, brake system and some suspension components. The car has aggressive bodywork touches – particularly the engine cover fin and swept-back front and rear wings – in line with the latest generation of F1 machinery, with its wide nose reminiscent of the current GP3 car.

While the talking point of the launch was clearly the halo – the F2 2018 is the first car outside F1 to feature the structure – its characteristics are broadly the same as the GP2/11 when it comes to performance. "In terms of lap time, it would be about the same," said F2 series boss Bruno Michel, "because the car [is] a little bit heavier because of the turbo engine and we have a little bit more horsepower. We are not desperately going for performance – I think the level we have at the moment is what we need because it produces good racing and it teaches the drivers in the right way. If we wanted to be much better in terms of lap times, we would go with the wide tyres, which we have not done, because for us, racing with these tyres is more interesting."

With high-degradation Pirelli tyres remaining for 2018, the new car's wheels are based on F1's 2016 dimensions, albeit with a different approach to the compounds as tyre blankets are not used in the second-tier category. "With the big sizes you also have additional drag limiting the performance so we had to consider this impact, this effect, on the performance of the

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Q&A

DIDIER PERRIN F2 TECH DIRECTOR



What is the philosophy behind the new car?

It's been designed to the latest safety standards, to be like those of Formula 1, and with our usual criteria of being able to follow another car to produce good racing. It was necessary to upgrade, as the previous car was in its seventh season. We had to modernise everything.

Does the new car have more downforce?

A little more, but we weren't looking to go faster. We think that the performance and positioning of the current F2 does all that's necessary to prepare drivers for F1. We wanted to have the same level of performance as the current car, but with a car that's closer to F1, in a way to make the drivers better prepared for F1.

Is the halo the strongest part of the car?

The forces that the halo is capable of supporting are extremely great, and I think that it will overall make for an almost indestructible cockpit. I sincerely think that the efforts that have gone into the halo are incredible. It's at least equal, if not greater, than the rollhoop can support.

Is the new car part of a solution to fill up the grid (currently at 20 cars)?

We are now part of the FIA ladder [and] there is also [going to be] a revision of the attribution of points to get a superlicence. It will become almost obligatory to pass through F2 – it won't be mandatory in theory, but it will be the preferred way to get to F1. That will do a lot to promote F2, because it will be the category that gives the greatest number of points and the best technical preparation to get to F1. It will be made public soon, I don't want to talk for the FIA; it's up to the FIA to say it, but all is in place for F2 to become a formula almost obligatory to do to get to F1.

BENJAMIN VINEL



race in to get to F1?

car," said Pirelli head of racing Mario Isola. "There is no need on a Formula 2 car to increase the size of the tyres, and that's why they want to stick on the old ones."

The turbo engine does mean different levels of torque, so Pirelli will be making some minor changes to the F2 compounds for 2018 – "but I don't imagine a revolution," said Isola.

As well as the importance of the upgraded safety systems on the F2 2018 – "to ultimately bring it closer to a modern F1 car," as FIA F1 race director Charlie Whiting said – there was a sense from the launch that the new car would bond F2 closer to the top-tier of single-seater racing.

Together with Perrin's comments, F1 sporting boss Ross Brawn spoke of creating a MotoGP-Moto2-Moto3-style package: "It has so many benefits – commercially and from a sporting perspective – that we've got to make it work."

There are obvious drawbacks to such an approach – GP3 lost qualifying and an entire race at Monza because its fringe scheduling meant it lost out when rain delayed F1 qualifying – but there is a certain logic to it, and it reflects the FIA's push to complete its ladder of single-seater racing from Formula 4 to F1. The third-tier remains the problem, for now. It looks increasingly likely that the existing GP3 and

European F3 series will make way for a new F1-supporting International F3, for which the FIA is pushing for a single-spec chassis and an engine producing over 300bhp. This would be introduced for the 2019 season.

Naturally, the divisive F2 halo drew a lot of attention and Whiting revealed that adding the structure to the F2 2018 was "a bit of a late call. There were two chassis already made, so we had to stop that and make a second mould to produce enough chassis for the start of the year [2018].

But I'm told it was relatively straightforward."

Whiting explained that if a new approach to driver safety – such as the shield – is developed later on, it will be filtered down to the categories below F1. "[But] it's not like a crash helmet that they can all go out and buy, it depends

on how complicated it is to integrate," he said. "We're looking at ways it can do that and how that can be done – like a halo update package."

The next stage in the F2 2018's development is a Pirelli tyre test next week before two further evaluation sessions that are scheduled for December, which will focus on the car's performance capabilities. The F2 teams will take delivery of their first cars in mid-January 2018, with the second arriving next February.

ALEX KALINAUCKAS

"The halo was a late call. We had to make a new mould"

WORLD ENDURANCE CHAMPIONSHIP

WEC winter format may not stop freeze

TWO EDITIONS OF THE LE MANS 24 Hours in one season and two Sebrings in one weekend. Such outlandish happenings are part of a bold future outlined by the World Endurance Championship as it moves towards a winter season climaxing at the Le Mans 24 Hours each year.

The WEC needed a good-news day in the wake of the uncertainty created by Porsche's announcement of its premature withdrawal from LMP1. A move to a winter schedule straddling two calendar years and a 12-hour race at Sebring straight after the 'real' Sebring 12 Hours provided that. And the term 'superseason' to describe a transition period through Le Mans in both 2018 and '19 was a clear headline grabber when the wraps came off its plans last week.

The winter format could be the perfect cure for the Le Mans hangover that blights the WEC every year after its big event. And who wouldn't want the series to race at the home of US sportscar racing in front of a ready-made crowd after the Sebring 12 Hours?

But a radical revision of the calendar doesn't address the real problem facing the WEC. And that's a decline in the factory entry in LMP1 in particular and a lack of cars in the top category in general.

The WEC and series promoter the Automobile de l'Ouest didn't ignore this issue. The plan for the superseason and the inaugural winter series in 2019-20 is to give privateer P1s the same performance as the the factory hybrids. That's presuming that Toyota will be back, and there cannot be any

guarantee of that in light of the weekend's announcement.

The ACO is between a rock and a hard place right now as it strives to shore up the LMP1 class. It needs manufacturers and it also needs a big influx of cars, and that can only mean privateers in the short term. It has to do everything possible to lure back the independents, but it appears to be making the position of the only remaining factory team more or less untenable.

Is it realistic to expect a manufacturer spending somewhere in the region of €100million to return in the knowledge that it is going to have a fight on its hands to beat privateers spending perhaps a fifth of that on their non-hybrid cars? Would the board of Toyota – or any other major manufacturer – be ready to sign off such a programme?

The WEC needs the gloss provided by manufacturers, which leads on to another aspect of last week's announcement: the plan for a qualifying sprint race for GTE Pro cars has been shelved. That has to be wrong.

The GTE Pro class should be one of the selling points of the WEC going forward, with BMW joining an already fierce battle involving four manufacturers. Everything possible needs to be done to raise the profile of that fight, and a made-for-TV qualifying race on a Saturday before the regular six-hour races seemed perfect for the job.

Le Mans can survive, at least in the short term, without manufacturers. The WEC almost certainly cannot.

GARY WATKINS

CALENDAR QUESTIONS

THERE COULD BE A RACE AT SILVERSTONE AFTER ALL

SILVERSTONE COULD RETAIN ITS PLACE ON THE World Endurance Championship calendar next year, despite being absent from the 2018-19 'superseason' schedule announced last week.

Series boss Gerard Neveu boss stated on the announcement of the eight-race superseason, which is made up of four races next year and four at the start of 2019, that Silverstone could return to the WEC for the inaugural winter schedule in 2019-20. Now it has emerged that the British venue is on standby for a date next summer should the WEC be unable to fill the vacant date currently set for February '19.

Sources have revealed that in this eventuality, Silverstone would host a WEC round on the penultimate weekend of August 2018, slotting in between the Le Mans 24 Hours and the Fuji round in October. The race would be a double-header with a round of the European Le Mans Series,

which is due to announce its calendar later this month.

Neveu would not comment on the likelihood of Silverstone making an immediate return to the calendar,

except to say that he was maintaining a close relationship with the British circuit and that the track had an important place in the history of sportscar racing. Silverstone Circuits managing director Stuart Pringle has said that "we hope to get back on the roster" in the future.

Neveu said on the announcement of the superseason that there were three possibilities for the February date. He would not divulge further details, but it appears that Mexico City and US Grand Prix track Austin are candidates.

The Silverstone WEC round was set to move from its traditional April date to August had the WEC continued with a conventional annual schedule.

GARY WATKINS

2018-19 WEC CALENDAR

DATE	ROUND
May 5	6 Hours of Spa
Jun 16-17	Le Mans 24 Hours
Oct 14	6 Hours of Fuji
Nov 4	6 Hours of Shanghai
Feb 2019	TBA
Mar 17	12 Hours of Sebring
May 4	6 Hours of Spa
Jun 15-16	Le Mans 24 Hours





EUROPEAN FORMULA 3

RENAULT STARS MAKE EARLY F3 GRADUATION

TWO OF THE TOP FOUR drivers in the Formula Renault Eurocup will make their race debuts in the Formula 3 European Championship this weekend at the Nurburgring.

Eurocup points leader Sacha Fenestraz has joined Carlin, while Max Defourny, fourth in the Renault points, will line up with Van Amersfoort Racing.

Frenchman Fenestraz (below) – who was raised in Argentina and is the brother-in-law of Jose Maria Lopez (see story left) – had his first taste of F3 power at Silverstone on Thursday of last week, when he tested one of Carlin's Dallara-Volkswagens alongside newly crowned BRDC British F3 champion Enaam Ahmed and James Pull, who is third in British F3. His races at the Nurburgring will be a one-off outing.

Belgian Defourny already had F3 mileage under his belt when he joined the official test at Spa in late July. He did not race at Spa because competing that early in the year would have made him ineligible for the 2018 rookie title.

Motopark has also added an extra driver – Romanian Petru Florescu, a former British F4 race winner who is competing in Euroformula Open this year, will complete the F3 season with the team.

While Defourny occupies VAR's vacant fourth seat, Carlin and Motopark have expanded to five cars, with the FIA using its discretion allowed in the sporting rules to relax the four-cars-per-team regulation introduced for 2016.

MARCUS SIMMONS



FORMULAE

Lynn secures full-season ride with DS Virgin squad

ALEX LYNN WILL REPLACE THREE-TIME WORLD Touring Car champion Jose Maria Lopez in DS Virgin Racing's driver line-up for the 2017/18 Formula E season.

Lynn became DS Virgin's reserve driver earlier this year and claimed pole for his FE debut in New York when Lopez had to miss the double-header because of his Toyota LMP1 commitments. He retired from both races, but now steps up to a race seat on a "multi-year" deal that will pair him with Sam Bird, who remains with DS Virgin for a fourth season.

Lopez scored two podiums in a rapid-but-erratic rookie campaign and a report in the Argentinian's home country last weekend alleged a breakdown between Lopez and team principal Alex Tai. Lynn's promotion means Lopez may have to spend the next FE season on the sidelines, with

only a handful of seats understood to still be available.

Lynn will be a new addition to the FE entry list next season, but an old name will return. Dragon Racing reverts to its old title, shedding technical partner Faraday Future, although the electric-vehicle specialist insists its "multi-season" partnership remains in place. Nelson Piquet Jr's team has changed its name from NextEV to NIO, reflecting the Chinese-owned company's wider adoption of the moniker.

Several sporting regulation changes have also been confirmed for 2017/18. The headline changes are to the fastest lap rule – with only cars finishing in the top 10 now eligible for the bonus point – and the rise of race power from 170kW to 180kW.

SCOTT MITCHELL



FORMULA 1

D-day close for McLaren and Honda

HONDA FEARS IT CANNOT DO enough to convince McLaren to continue their Formula 1 partnership into 2018, but will not stop trying.

McLaren is expected to make a final decision on its future with Honda this week, with their relationship at breaking point. If McLaren decides it cannot continue with Honda, and Toro Rosso stays put with Renault, Honda would be forced out of F1.

Despite the uncertainty, Honda

has been pushing ahead with an aggressive development plan that yielded upgrades at Spa and Monza.

"I'm still trying to make good performance to convince them but I'm not sure it will be enough," said Honda F1 chief Yusuke Hasegawa (above, with McLaren boss Zak Brown). "Honda never give up on keeping this collaboration."

But F1 bosses are trying all they can to keep Honda in the category,

whether that means as a supplier to McLaren or Toro Rosso. "From what I understand now, no manufacturers can supply more than three teams – even if we forget the regulation," said FIA president Jean Todt. "Three by three makes nine, so it means that we will end up with a team without an engine, which we don't want. And we made regulations to avoid that, which needed to be applied before June."

LAWRENCE BARRETTO



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MOTOGP

Broken leg means Rossi's MotoGP title shot is over

VALENTINO ROSSI HAD CONSISTENTLY played down his hopes of winning an eighth MotoGP title in the weeks preceding the motocross crash that will prevent him from participating in this weekend's San Marino Grand Prix at Misano. But while he lay fourth in the standings, the 26-point deficit to points leader Andrea Dovizioso means the tibia and tibula fractures he sustained in his right leg on August 31 have turned the battle into a three-horse race.

Dr Raffaele Pascarella, director of the Orthopaedics and Traumatology Division of the Riuniti Hospital in Ancona that operated on Rossi's injuries, says a rest period of "30 to 40 days" is required. Currently, 38-year-old Rossi is certain not to race at Misano, while the Aragon Grand Prix that follows is also within that recovery time.

Rossi's crash was described by Yamaha as an "enduro training accident", and led to the fractures being fixed with a metal pin. No complications were encountered during the surgery. "I spent a good night, I slept, and this morning I felt good," said Rossi after the surgery. "The doctors visited me and they gave me the OK to go home, where I'll be able to rest even better.

"I will begin the rehabilitation as soon as possible and we'll see how my body reacts before making any decisions. I will do everything I can to get back as soon as possible."

Rossi's team Yamaha has confirmed it will run only one works bike for Maverick Vinales at Misano. Should Rossi miss the Aragon race, test rider Katsuyuki Nakasuga, who has made wildcard appearances for Yamaha over the previous six seasons, would be available if required.

Rossi had described this year's title fight as "something special" because of the number of riders involved. Ducati star Dovizioso leads the championship by nine points from Honda's Marc Marquez, with Vinales only 13 points off the lead. Speaking after the recent British Grand Prix, Rossi included Honda's second rider, Dani Pedrosa, as a threat as the Spaniard is only 35 points down.

Rossi had talked down his title hopes because of his and Yamaha's struggles to manage the tyres well enough to be strong late on in a race. In the British GP at Silverstone, he led the first 17 laps of the 20-lap race before being shuffled back to third. "Yeah, I have 26 points [deficit], which is not a lot, and six races to go, that is a lot, but for me it's difficult," said Rossi after the race. "I am not strong enough in the last laps to fight for the championship."

But electronics improvements during a pre-Silverstone test at Misano had improved matters, and despite Rossi's protestations he had to be taken seriously as a title threat – until the accident.

EDD STRAW

IN THE HEADLINES

MANSELL IS A STAR OF THE SHOW

British racing legend Nigel Mansell has been confirmed as a star guest at next January's Autosport International show at the Birmingham NEC. The 1992 world champion will attend the public days on January 13-14. "The British motorsport fans mean so much to me, and to be coming to my home town Birmingham and getting the opportunity to engage with them at Autosport International 2018 I couldn't be happier," said Mansell.

WIRTH PLOTS WEC LMP1 PROJECT

Wirth Research is planning to join the LMP1 class of the World Endurance Championship with a new car in 2019. The company of Nick Wirth, which produced the ultra-successful Acura prototypes for the American Le Mans Series, is seeking a partner for the project. Wirth envisages the programme being "more like what Dallara are doing with its Russian partners [SMP Racing and BR Engineering]" rather than a customer car such as Ginetta.

LECLERC GETS SAUBER FP1 OUTINGS

Runaway Formula 2 points leader Charles Leclerc will drive for Sauber in Friday free practice sessions at the Malaysian, US, Mexican and Brazilian grands prix. Ferrari junior Leclerc is heavily tipped for a race seat with the squad next year. Meanwhile, Antonio Giovinazzi missed out on Friday practice last weekend at Monza with Haas because of the anticipated poor weather on Saturday. He will likely run in Singapore instead.

SATO TIPPED FOR SWITCH TO RLLR

Indianapolis 500 winner Takuma Sato is strongly tipped to be on his way from Andretti Autosport to return to Rahal Letterman Lanigan Racing for next season, despite Andretti finally confirming it will remain with Honda engines. Sato drove for RLLR in 2012, and would join Graham Rahal in an expanded full-time two-car team.

TICKTUM MAKES HIS GP3 DEBUT

Red Bull junior and Formula Renault Eurocup race winner Dan Ticktum has joined DAMS for the remainder of the GP3 Series season, in addition to his Renault commitments. The Briton made his GP3 debut at Monza last weekend, and was in the points on the first lap of green-flag racing when he sustained a puncture in an incident. Meanwhile, fellow Red Bull junior and GP3 racer Niko Kari has been dropped by the scheme, although will continue in its colours until the end of 2017.

NISSAN GOES JAPANESE IN AUSTRALIA

Nissan is taking its famed Calsonic livery to Australia for the Sandown 500 Supercars enduro next weekend. The colour scheme – a favourite in Japan – will adorn the Altima of Michael Caruso and Dean Fiore.





Past is still present

Historic racing is a vivid and eclectic complement to our high-tech hybrid era – so be sure to enjoy it while the cars are still around

By Kevin Turner, Editor

[@KRT917](#)

SO WHY SHOULD YOU CARE ABOUT HISTORIC racing? Not everyone does, so why does Autosport give the Goodwood Revival, in particular, so much coverage?

For a start, older machines give many motorsport fans what they say they want. Barely a week goes by without Autosport receiving correspondence lamenting hybrids, the move towards electric racing, or the scourge of downforce, and many aren't happy with the proliferation of single-make categories.

But all these things – particularly the alternative-powerplant technologies – are here to stay. That's where the world is going, where the manufacturers are going, and, ultimately, where the sport has to go if it is to survive in the longer term.

Modern racing is going electric/hybrid, but that doesn't mean you can't get your fix of old-school howling V8s, screaming V12s and sweet straight-sixes. You just have to look (or listen) elsewhere, specifically towards historic racing, where the internal-combustion engine and multi-marque competition still rule the roost.

There are few major categories and engine configurations you won't find in one branch of historic racing or another. The Spa Six Hours meeting this month even features a pilot race for LMP and GT cars of recent years and includes Nicolas Minassian in a Peugeot 908!

And at the top end of historic racing the cars are driven properly too. At the grassroots level, there are plenty of clubmen quietly doing their thing in older cars as a hobby, but one criticism sometimes put forward is that they can't or don't do the cars justice. That's where events such as the Revival and the Silverstone Classic come in.

Top historic drivers racing alongside current or retired pros makes for a potent mix. Certain races, such as the Revival's RAC Tourist Trophy Celebration for 1960-1964 GT cars, have become important to win. That has its downsides, chiefly the issue of car development, but it also means the drivers *really* want to win. And that means the cars are driven flat-out.

Watching British Touring Car aces Gordon Shedden and Andrew Jordan (in Ford Lotus Cortinas) battle versatile all-rounder Frank Stippler (Alfa Romeo Giulia Sprint GTA) in the 2015 St Mary's Trophy remains one of my best memories of racing cars dancing perfectly on the limit.

Because many (though not all) historic categories feature cars with more power than grip, it's obvious the cars are on the limit too. They writhe, slide and move around while the

drivers wrestle with the steering and play with the throttle. The cars are slower than their modern counterparts, but they *look* quicker. As MotoGP shows, lap time becomes irrelevant if the racing is good and there is obvious virtuosity on display.

With no downforce, cars can race closely and overtake. As with any motorsport, domination can happen, but when competitors are evenly matched they can pass each other. There's no 'dirty air' to worry about, but you can still get a tow, so multiple lead changes are common.

At the same time, the more-relaxed atmosphere allows fans to get closer to the cars and stars than at many current top-line events. Where else would you get Le Mans winners Tom Kristensen, Mark Blundell and Jackie Oliver, current tin-top stars Jason Plato, Matt Neal and Rob Huff, and rally legend Rauno Aaltonen in the same place? This weekend they're all competing in the same race (St Mary's Trophy).

There are some fabulous venues too. Spa, Silverstone's Grand Prix circuit and Cadwell Park are among the best tracks in Europe, while Goodwood has no meetings for modern cars

so can only be enjoyed by older machines.

The high-speed circuit is worth a visit in its own right. The right-hand element of St Mary's – often referred to as 'No Name' – provides one of the finest viewing spots to

watch the art of driving. Top drivers get their cars turned in and drifting long before they reach the apex kerb, which can be kissed or hammered over depending on the machine and style. That approach allows cars to stay to the right on the exit for the left-hander without compromising too much corner speed. The very best can judge it to perfection every lap.

Another good reason to go is that nothing lasts forever. Some of the cars are becoming too valuable to risk, and either only do the big events or have been retired altogether. The 1959 Le Mans-winning Aston Martin DBR1, for example, used to be a regular Revival visitor, but was sold earlier this year for \$22.5 million. It seems unlikely that it will be racing wheel to wheel with Jaguar D-types and Ferrari Testa Rossas much any more. It's also easy to see a future when safety and/or environmental concerns finally catch up with all of motorsport.

For some older enthusiasts, it is probably true that historic racing doesn't truly represent the past. But for those of us who missed out the first time or who are looking for something different, it gives us many things to enjoy as the face of contemporary motorsport changes forever. ✨

“As MotoGP shows, lap time becomes irrelevant if the racing is good”

FEEDBACK

Penalise the teams, not the drivers

So, the penalties incurred after qualifying at Monza have robbed fans of a quite tasty front row of Lewis Hamilton and Max Verstappen. What a treat it would have been seeing these two drivers go wheel to wheel off the grid.

Surely the best way is to penalise the teams rather than the drivers by deducting points from their constructors' total. If this is where the prize money is to be found, a financial hit would be better than disappointing the fans.

Adrian Townsend
Retford, Nottinghamshire

Punishment is absurd

Mercedes dominant and Ferrari disappointing, but the Italian GP was spoiled by the multitude of grid penalties. It's absurd that the drivers are penalised for car-parts replacement when the penalties should obviously be points taken from the manufacturers.

When the grid was assembling, one of the commentators said Fernando



Alonso was a long way back – he was coming from Spa! That says it all.

Ray Strutt
Crawley Down, West Sussex

Alonso's next penalty...

If the penalties get any more stupid, Fernando Alonso will be made to start at the back, facing backwards and as the lights change perform a three-point turn.

Peter Allen
Byemail

Moss was wet-weather master

I have been an avid reader of Autosport since my teenage years and am now in my ninth decade! I greatly enjoyed your Rainmasters special issue (August 17), but was surprised that you didn't judge Stirling Moss among the best.

I witnessed him driving at Oulton Park and Silverstone, where he completely eclipsed the other drivers. For example, the British Empire Trophy at Silverstone in July 1961. The field included Clark,

Fernando Alonso
prepares to start from the back row at Monza after being hit with a 35-place grid penalty

Surtees, Hill, Brabham, McLaren, Brooks, Parnell and Salvadori. Only Surtees and Hill managed just to stay on the same lap – and some were lapped twice!

D Stewart-Russell
Cheltenham, Gloucestershire

Quit whining and just drive

If a vote were taken today there is no doubt who F1's biggest whiner is – Roman Grosjean needs to just shut up and get on with it. 'The brakes are no good', 'the suspension is no good', 'that move was not fair', 'the rain is too heavy'. Give me a break!

By the way, whining must be catching as symptoms of it are now showing up on the other side of the garage.

David C Berkey
New York

MotoGP's formula for success

As was the case throughout the 1980s and '90s, it was to Fifth Column that I would turn first to get my fix of journalistic gold every week.

Last week was no exception and Nigel Roebuck summarises it best when he says that the reason MotoGP retains its popularity is because the show remains "devoutly unpasteurised". Add to that the appeal of Marc Marquez, or "Gilles Villeneuve on a bike" as he's described, and it is not difficult to see what F1 needs to replicate if it is to survive.

James Stacey
Newton Abbot, Devon

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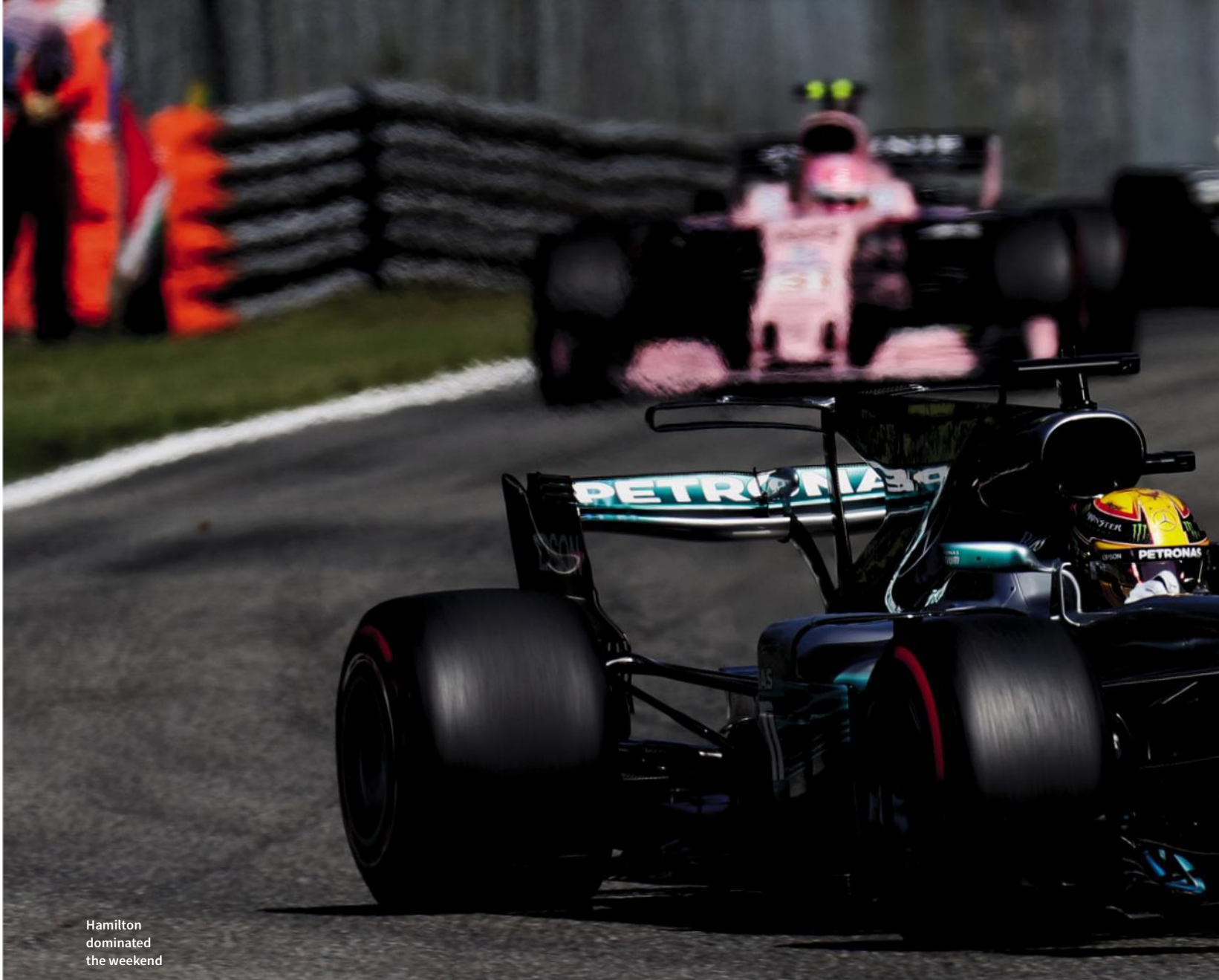
F

Heineken

Hamilton dampens Ferrari's home fans

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](#)





Hamilton dominated the weekend

THE LOYAL TIFOSI WHOOPED AND CHEERED SEBASTIAN VETTEL ON THE Formula 1 podium at Monza, and booed dominant race winner Lewis Hamilton. They love Ferrari no matter what – even a Ferrari that got utterly pulverised by Mercedes at the Italian team’s home race, while celebrating its 70th anniversary as a racing-car constructor.

Mercedes finishing one-two, with Vettel a distant third, was a terrible result for Ferrari, at Monza of all places – its own turf! Vettel finished more than 36 seconds behind chief F1 title rival Hamilton and consequently conceded the championship lead to Hamilton for the first time this season.

There is no doubt that Monza’s long straights, its relative lack of corners, low-downforce demands, and reliance on engine power played more naturally to Mercedes’ strengths than Ferrari’s, but even Mercedes was surprised to see Ferrari struggle so badly in the Italian Grand Prix.

“It looks like this weekend Ferrari has made a step back somehow,” said Mercedes motorsport chief Toto Wolff. “I think we were very solid, but also they haven’t performed in the way everyone expected. Our analysis, based on the Friday long runs, was we thought they would be close considering their Spa performance. I cannot tell you what the gap was, but certainly 30-plus seconds is something that is an outlier.

“Red Bull, starting from the back of the grid, almost finished P3. There’s just something that’s out of sync here, something that’s not how it should be.”

Vettel encouragingly lapped within two tenths of Mercedes over a single lap on Friday, but Ferrari showed poor long-run

pace as the drivers struggled with the balance of the car on low-downforce settings, which Ferrari put down to a particular characteristic of its car’s design.

“If we take pure layout, it’s probably one of the circuits that’s not going to be so easy for us, unfortunately our home grand prix,” Vettel’s team-mate Kimi Raikkonen said. “I think it’s something we have to fix in this kind of circuit with the low downforce. I don’t know what I’m supposed to say – we just didn’t have the speed.”

All indicators pre-weekend suggested this would be a Mercedes track anyway – even more so once it became clear that Ferrari would not introduce an engine upgrade but instead stick with the unit brought in at Silverstone in mid-July.

Ferrari carried a 5mph deficit to Mercedes along the Kimmel straight at Spa, but that track requires a compromise on downforce settings for the twisty second sector that isn’t necessary at Monza, and Monza also contains fewer corners in which Ferrari can exploit whatever downforce advantage it may hold over the Wo8.

Neither Raikkonen nor Vettel was happy with the way their Ferraris were handling over the long runs on Friday, and the result was a deficit of more than eight tenths of a second per lap on average to Mercedes.

It should have been possible to close that gap with some set-up



LAT IMAGES



Hamilton leads away, with Ocon to outside

adjustments and extra running in final practice on Saturday morning, but atrocious weather put paid to that plan. Ferrari also ran into serious tyre trouble in the last part of a wet qualifying session. Both drivers were beaten by a Williams, a Force India and the Red Bulls, as Hamilton blitzed the field for pole.

Ferrari was unable to get the wet tyres into their correct temperature working range, and interestingly Raikkonen said Saturday's wet weather exacerbated a fundamental handling characteristic of the car at Monza. In other words, the handling problems Ferrari experienced in qualifying carried over to the race as well – it's just that the extra grip available in the dry on Sunday closed the overall gap.

Whatever the specific reasons for its struggles, Ferrari president Sergio Marchionne was not impressed by his team's performance.

"I think we just screwed up," Marchionne told German broadcaster RTL. "The set-up for the car was wrong. I think we underestimated the circuit. We screwed up from Spa into here. Now we need to go back to the factory and find out which way the car went sideways."

Grid penalties for Max Verstappen and Daniel Ricciardo at least limited the damage to Ferrari before the start of the race, allowing Raikkonen and Vettel to begin the race from the third row of the grid instead of the fourth.

Raikkonen briefly got up to fourth by passing the second Mercedes of Valtteri Bottas into the Roggia chicane on the opening lap, but before the end of that lap it was Bottas back in front, the Mercedes coming around the outside of Raikkonen's Ferrari through Parabolica and squeezing it to the inside of the pit straight for good measure. >>

Vettel overtook
Ocon on his
way to third

LAT IMAGES



Raikkonen was struggling for grip, later complaining to Ferrari that he didn't "know how to fix the rear end" of the car. While Bottas made short work of passing Lance Stroll's Williams and Esteban Ocon's Force India to climb to second, Raikkonen put up little resistance as Vettel slipped past at the first Lesmo into fifth.

By the end of lap eight, Vettel had blown by the Force India and Williams too, and was up to third, 9.134s behind Hamilton. Over the remaining 45 laps, Vettel lost another 27.183s, which equates to a deficit of 0.604s per lap.

"We tried to keep as close as possible but we simply didn't have the pace," said Vettel. "I'm sure there are plenty of reasons, but I don't want to get too technical.

"The last 20 laps I was struggling – I went off in Turn 1 and I think something broke in the car. The left-hand side of the steering was a bit down and I couldn't trust the car,

especially on braking and it's a braking track, so the last laps I don't think we showed the pace we could have gone."

Ferrari said Vettel's power steering briefly dropped out as he approached the Rettifilo chicane at the start of lap 40. He lost almost 3.5s to Hamilton on that lap alone, but Vettel's pace thereafter didn't drop off significantly, despite his apparent lack of confidence.

"We probably lacked something like half a second per lap, but there's not all the parts of the race you can judge," Vettel added. "I'm not worried too much about the gap. Monza is a specific place. If you have that extra bit and confidence, it makes a big difference.

"We tried to keep as close as possible but we simply didn't have the pace"

We probably knew it would be a difficult race; probably expected as well that we would be closer [to Mercedes]. All in all, it's not nice to see those two [Mercedes drivers] winning, but at least we gave everything we had and that's most important. We gave everything for the people out there."

If losing to both Mercedes drivers on home turf wasn't bad enough, at one stage it looked as though Vettel's podium spot might come under serious threat from Ricciardo's charging Red Bull.

Starting down on the eighth row of the grid, Ricciardo defied expectations that Red Bull would struggle for speed on this track by perfectly executing an alternative tyre strategy and climbing into the top five.

He made short work of the lower order, climbing to ninth by the end of lap seven by picking off Pascal Wehrlein, Marcus Ericsson, Carlos Sainz Jr, Nico Hulkenberg, Daniil Kvyat and Kevin Magnussen, and

he gained an extra place thanks to team-mate Verstappen's lap-three clash with Felipe Massa's Williams at Rettifilo.

Ricciardo jumped Sergio Perez's Force India at the Roggia chicane on lap 17, then leapt to fourth when Stroll, Ocon and Massa pitted out of his way. Ricciardo went as far as the end of lap 37 of 53 before finally ditching his worn soft tyres for new super-softs, but had lapped quickly enough to clear the Ocon-Stroll-Massa train when he emerged.

His Red Bull fitted with much fresher and softer tyres, Ricciardo set off after the Ferraris, making mincemeat of Raikkonen with a late lunge on the brakes at the Rettifilo chicane at the start of lap 41



Hamilton won, but Tifosi still cheered Vettel



Ricciardo lunged past Raikkonen at Rettifilo on lap 41

— a move reminiscent of Ricciardo’s mugging of Bottas for fifth at the same spot in the closing stages of last year’s race.

That set up a thrilling chase of Vettel over the final 13 laps. Ricciardo took an average of 0.889s per lap out of Vettel for nine of those laps, before the Ferrari driver found a way to stem the tide. Vettel’s last four laps were near enough a match for Ricciardo’s, so the Red Bull fell four seconds short of stealing the final podium spot away.

Vettel put a brave face on his defeat, despite getting trounced by Mercedes and almost beaten by a Red Bull too. Sure, Monza is an outlier in the general spread of circuits, and it seems almost certain that Ferrari will be much stronger next time out, on the low-speed corners of Singapore, but it surely must hurt Vettel to have finally lost his long-held points lead in the title chase, at >>

QUALIFYING



LEWIS HAMILTON’S RECORD-BREAKING 69TH POLE POSITION IN Formula 1 was achieved in the sort of circumstances in which he often shines so spectacularly. That Hamilton masters difficult wet conditions in F1 with such regularity makes the whole enterprise seem straightforward, the obvious mark of a true genius at work.

The terrible weather conditions at Monza on Saturday negated some of Red Bull-Renault’s power disadvantage, and Max Verstappen and team-mate Daniel Ricciardo briefly locked out the top two positions in Q3, before a last-gasp lap from Hamilton propelled him back to the top of the heap by more than a second.

It was a fitting way for Hamilton to finally break Michael Schumacher’s record of 68 career pole positions.

“It’s very hard to find the words to explain how I feel,” said Hamilton. “I wish I had something iconic to say. I am very proud of what has been achieved. I have to keep going and keep extending it.”

The battle for pole was rendered meaningless by engine-related grid penalties for both Red Bulls. Verstappen dropped to 13th and Ricciardo to 16th on the grid, but Red Bull bosses Christian Horner and Helmut Marko insisted they did not regret the decision to take penalties on a circuit where their cars should have struggled.

“It’s very hard to find the words to explain how I feel”

Lewis Hamilton

The Red Bull penalties promoted Williams rookie Lance Stroll to a sensational front-row slot. Stroll was the other star of qualifying. Williams is usually awful in wet conditions, but Stroll impressively lapped inside the top five in Q1 and Q2, and was fourth fastest in Q3, only three tenths slower than Verstappen.

“Throughout the whole session I knew we were competitive,” said Stroll. “I had an idea where the best grip was under braking, and the high-speed corners, Lesmo 1 and 2. I just built up to it throughout the sessions, and in Q3 I put it all together and it worked out.”

Force India’s Esteban Ocon was an excellent fifth fastest, almost seven tenths down on Stroll. Hamilton’s Mercedes team-mate Valtteri Bottas set the pace in Q1, but abandoned his final flying lap in Q3 after struggling to generate sufficient tyre temperature and messing up the first two chicanes, winding up only sixth quickest.

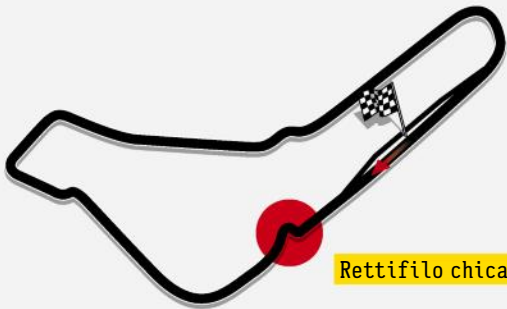
That was one place better than Ferrari managed, with Kimi Raikkonen seventh and championship leader Sebastian Vettel eighth as they bafflingly struggled for grip on the Pirelli wets and ended up more than 2.5s adrift of pole.

Vettel was third fastest in Q1 and fourth in Q2 before it all went wrong, while Raikkonen was well behind Vettel in Q1 and Q2 but jumped 0.077s ahead when it counted.

Williams didn’t know why it was fast; Ferrari didn’t really know why it was slow, but usually these swings have to do with the tyres. Pirelli brought its hard compound of wet tyres to Monza, and it seems Ferrari in particular was way off getting them into their correct temperature working range. Williams must have hit the sweet spot, just like Hamilton did yet again.



“THE MERCEDES LOOKS A REAL HANDFUL ON THE SOFT TYRE”



Rettifilo chicane



Rettifilo's slow corners are a challenge

MONZA IS STILL GRAND PRIX racing's 'cathedral of speed', a hallowed place where Formula 1 cars comfortably achieve their fastest laps of the season.

But while the chief focus is inevitably on the long straights and relatively quick cornering challenges presented by the Lesmos, Ascari and the Parabolica, Monza's low-speed chicanes are just as vital to the picture.

Autosport heads to the first of them – the Rettifilo – during first practice, to see how cars configured with super-low downforce get on under braking, changing direction

and trying to gain vital traction on the exit, despite set-ups that will actively promote a lack of grip.

You can hear the drivers treading ever so carefully on the throttle during their installation laps on the medium tyre, a compound that is way too hard for the circuit, so it's wheelspin galore for everyone.

When the real running starts, the Red Bull and McLaren are the most impressive cars through here initially. Max Verstappen looks as though he's barely trying. The Ferrari is good too, but seems to carry a bit more

understeer – good for traction, but not the change of direction.

The Mercedes looks a real handful on the soft tyre, the rear end swinging as it turns from right to left. Lewis Hamilton gradually bends it to his will, but it doesn't look easy as he rattles over the kerbs.

The W08 looks much more competent on the super-soft compound, although Hamilton looks less assured

than team-mate Valtteri Bottas, even though Hamilton tops the timesheet.

Hamilton slides out of the first part, picks up understeer through the second part, and gains audibly poor traction on the exit too – struggling to put the hammer down.

Of the midfield cars, the Force India looks very responsive; the Williams and the Haas a bit lazier to turn through the second part. The Toro Rosso responds

fantastically on turn-in too, gobbling up the kerbs, but seems to lack a bit of traction.

The Renault is much improved over recent races, but looks lazy as it turns in here. Previously, its weakness was low-speed instability at the rear; now it looks as though the car has moved too far the other way. The timesheet punishes Nico Hulkenberg (17th) and Jolyon Palmer (18th) accordingly.

BEN ANDERSON



Hamilton took win and title points lead



Vettel stayed upbeat in spite of struggles

Ferrari's home race of all places, and after such a strong performance in the previous race at Spa.

"The support has been amazing and, despite the numbers, the gap, you can name the negatives, I'm very, very positive," Vettel said. "I know that people are going into the office tomorrow more committed than before. The spirit is there; we just need to keep it up."

But "spirit" alone won't be enough to get the job done. Monza highlights how much better the Mercedes engine still is compared to the Ferrari — "a Mercedes whitewash", Red Bull team principal Christian Horner called it — and how much stronger Mercedes looks when downforce needs to be seriously trimmed from the cars, given it can run a bit more wing than its rivals and not worry so much about the drag.

The potential worry for Ferrari is that Mercedes also feels it took a step forward with the set-up of its car at Monza, after a surprisingly narrow victory over Ferrari at Spa last time out.

"Straight from the get-go we had a car that was really solid, good to drive," explained Wolff. "With the new [2017] car we are still finding out [how to] simulate in the best possible way what you think you are going to experience on the track."

"We had some very strong sectors in Spa, [but] we sacrificed raw speed for race speed, and therefore we lacked low-downforce performance, braking stability, apex stability and traction. We tried to understand and optimise that for Monza. You can see we didn't have any of those issues in the slow-speed at Monza. Our car was very strong through the corners, every kind of

corner, and that was encouraging."

Bottas, who completed the fourth lap of the race 3.397s behind Hamilton and finished the 53rd and final tour just 1.074s further back, revelled in what he called "a different kind of stability this weekend that we have not had before", while Hamilton said work behind the scenes after Spa should put Mercedes in better shape for the next race too.

"In Spa there were sections that Ferrari were killing us, and other sections that we were quicker," said Hamilton, who feels his home victory at Silverstone back in July "sparked a forest fire within me", empowering him to raise his level as the title race with Vettel has closed up.

"They analysed that, and within the set-up understood there was an area the car wasn't so comfortable in. They made changes this weekend so that we didn't sit in there. Again, from this weekend

we'll take some more learnings from this, and hopefully apply that.

"The learning from these two weeks should collectively put us in a better position for Singapore, but I think still Ferrari are going to be quick there — they're rapid through the medium and low-speed sections of circuits."

Singapore's Marina Bay should be a perfect track for Ferrari, in much the same way that Monza was the ideal circuit for Mercedes. The next race is one Ferrari really should be in prime position to win. If the Scuderia doesn't manage to beat Mercedes in the streets of Singapore, that really would represent a serious 'screw-up' for Vettel's championship ambitions. ✨

"Straight from the get-go, we had a car that was really solid, good to drive"



More strife for McLaren-Honda

McLAREN-HONDA suffered its third double retirement of the season in the Italian GP.

Honda suspects Stoffel Vandoorne suffered the same engine problem in successive days, while Fernando Alonso retired with a gearbox issue.

It was a frustrating weekend for the team, with Alonso taking a host of grid penalties for engine-component changes in a tactical move to prepare for the next round in Singapore.

Vandoorne had taken big penalties for the same reason at Spa the weekend before, but was forced to take more at Monza after Honda identified a problem with the MGU-K during qualifying. As there was not enough time to change it before the start of the race, Honda fitted a new engine and that yielded more penalties.

"The MGU-K was not working," said Honda's Yusuke Hasegawa. "It could be the same issue that we had on Saturday. The driveshaft wasn't completely broken."

Honda does not know why the MGU-K shaft broke on Saturday. "This is very low mileage, so we applied a new shaft on Saturday morning," said Hasegawa. "It had 200km. On Sunday, it was almost the same mileage. It might be a manufacturing issue or batch issue. Normally it lasts more than 800km."

He added that it will be possible to replace the MGU-K shaft without incurring a penalty for Singapore.

Bottas blames qualifying error for Monza defeat

VALTTERI BOTTAS FELT HE lost the race win in qualifying after suffering a narrow defeat to Mercedes team-mate Lewis Hamilton in the Italian Grand Prix.

Bottas had to battle past Kimi Raikkonen's Ferrari, Lance Stroll's Williams and Esteban Ocon's Force India in the early laps, after starting down in fourth and getting passed by Raikkonen at the start.

Hamilton reckoned he always had Bottas covered and "just controlled the gap", but Bottas, who lost only 1.074 seconds to Hamilton over 49 laps after getting up to second, felt the race could have turned out differently had he qualified better in the wet on Saturday.

"The race win I think I lost in qualifying," Bottas said. "The pace between me and Lewis, there was not much difference, then whoever is ahead at the beginning, without any drama,

that's going to be the finishing order.

"It's pretty much the case that the gap we had with Lewis when I got through the cars ahead, it stayed more or less the same towards the end of the race. I just need to try to improve my qualifying, try to be stronger in Singapore, and hopefully that way I can fight for the win."

Bottas is still not sure why he struggled so badly compared to Hamilton in the previous race at Spa. "I didn't change anything in terms of my operation or driving style or anything," he said, but added that he did feel that Mercedes found a better set-up for Monza.

"In Spa there's a lot of high-speed corners, so you need a much stiffer car," Bottas said. "Then the traction can be really poor. But here there are not really high-speed corners, so you can set the car a bit more for the chicanes and for traction, and this weekend it really worked."



Massa clash 'destroyed' Verstappen's race

MAX VERSTAPPEN FELT HIS ITALIAN GP was "basically finished after three laps" thanks to a collision with Felipe Massa's Williams at the first chicane.

Verstappen qualified second fastest, but started 13th because of a grid penalty. He rose to eighth on the opening lap, but ran into Massa while trying to pass the Williams for seventh into Rettifilo on lap three.

Verstappen came around the outside under braking, but Massa remained alongside the Red Bull through the second part and the pair made contact at the exit, which

punctured Verstappen's right-front tyre and forced him to switch to a two-stop strategy. He recovered to 10th, but also clashed with Haas drivers Romain Grosjean and Kevin Magnussen along the way. Race officials saw no reason to penalise anyone for the incidents.

"He was unlucky he picked up a puncture, which effectively destroyed his race," said Red Bull team boss Christian Horner. "It is difficult because it's a racer's instinct to make as much progress as possible. Had he made that pass and escaped cleanly with Massa, he would certainly have been on the podium."





LAT IMAGES

Honours even in Force India-Williams battle

WILLIAMS AND FORCE INDIA scored 10 points apiece in the Italian GP, as Esteban Ocon beat Lance Stroll, Felipe Massa and Force India team-mate Sergio Perez in a close fight for sixth.

Ocon jumped front-row starter Stroll at the first corner, after the Williams driver was blocked by Lewis Hamilton off the start. Both were passed early on by Valtteri Bottas and Sebastian Vettel, and shuffled back further by Kimi Raikkonen and Daniel Ricciardo at the pitstops, before Massa latched on to them in the second half of the race.

Stroll's challenge was hampered by a massive front-brake lock-up shortly after his pitstop, and he was forced to defend from Massa at Roggia on the final lap as Perez – who clashed with Massa at the first corner after the start – closed in. The four cars were blanketed by less than four seconds at the finish.

Force India felt Ocon could have stretched away from his rivals but for the need to lift and coast to save



fuel, and reckoned Perez could have jumped the Williams pair had the race gone on for “a couple more laps”.

The result was the Williams team's best since Stroll finished third at the Azerbaijan GP in June.

“It's really important; we needed to get some decent points,” said Williams technical chief Paddy Lowe. “It's been a tough couple of months, so 10 is a great number to bring home. We could have hoped to get better than that if we'd been ahead of Ocon. We could have got him at the pitstop, but unfortunately, unlike our normal form, we didn't get a great stop.”

Hamilton ‘on fire’ since Silverstone

NEW WORLD CHAMPIONSHIP leader Lewis Hamilton says he has felt “more heart and passion within myself” in recent races, winning three of the past four to overhaul season-long leader Sebastian Vettel at the top of the points

table with victory in Italy. Hamilton suggested after his Monza victory that winning July's British GP in front of his home crowd at Silverstone had “sparked a forest fire within me”, helping him to perform at his best.

Q&A

LEWIS HAMILTON MERCEDES DRIVER



It's been a year since you led the championship outright. How does it feel?

It's an empowering feeling, because it's been a constant search and battle for perfection, which is what's been needed to overhaul the Ferraris, because they've been exceptional all year long. To come through these last races, they've been real solid. I've felt more heart and passion within myself, I've found more in the last three or four [races]. I think Silverstone was a real empowering weekend, and from then it's sparked a forest fire within me, and that's hopefully reflected in my driving and the way I'm working with my guys.

All the way through the race you were setting fast laps, Bottas was only three-four seconds behind, was he keeping you on your toes?

I was comfortable generally from lap one, I had good pace and was able to answer the people behind. I think Valtteri did a solid job – he was very, very consistent every lap. I generally felt like I had a few tenths on him the majority of the time, but I don't know how much he was pushing. What I did know is that if he had given me a hard time, I felt certain I had the pace to at least answer it, if not improve on that. I just controlled the pace.

You've been on top since the summer break. Was there anything you did differently during the time off?

No, not really. I made sure I recharged the batteries, and that's what they are – they're fully charged and ready to go. It's like an ERS pack. Towards the end of the season you're running on the low end of the battery pack, whereas I'm operating at the top end – and it's a good feeling.



Alonso and Palmer clash again at Monza

JOLYON PALMER SAYS HE DOES not care about Fernando Alonso's complaints, after they clashed again in the Italian GP, since he feels the McLaren driver pushed him off the circuit.

The incident came after Alonso escaped sanctions for his driving when battling Palmer at the previous race at Spa.

Alonso was furious on team radio during the Monza race when Palmer did not concede position to him after running off-track at the second chicane as they fought under braking.

He also voiced his displeasure that Palmer only received a five-second penalty from the

stewards, whom he accused of "having a Heineken" rather than watching the race.

"It was not up to F1 standards," Alonso said. "There is not an interpretation possible there – it is black and white".

But Palmer felt the blame lay with Alonso. "I was ahead coming into the corner, he braked super-late and forced me off the track," Palmer told Sky Sports. "I'm sure it will be another talking point at the next race because Fernando is not very happy about it, but I don't care."

Palmer ultimately retired from the race, a conclusion Alonso described as "karma".



Steiner: Haas is punished more

HAAS TEAM PRINCIPAL Gunther Steiner feels his team has been hurt more than the team's rivals by inconsistent stewards' decisions this season.

Kevin Magnussen was "annoyed" that stewards did not give Max Verstappen a penalty for forcing him off track during the Italian GP.

After being passed by Verstappen at the first chicane, Magnussen attempted to get back alongside at the second

chicane. But as Verstappen moved across to take the line for the corner, the Haas was forced across the runoff area.

"That was pushing someone off the track," said Magnussen. "It's racing, stuff happens, but at least the penalty should be the same for everyone, that's my point."

It came after FIA F1 race director Charlie Whiting explained in the drivers' briefing why Magnussen had got a penalty for a clash with

Nico Hulkenberg in Hungary, but Fernando Alonso avoided one for his driving in a battle with Jolyon Palmer in Belgium.

Steiner joined Magnussen when he went to speak to the stewards. "We talked mainly about that but we expanded into the inconsistencies in general," Steiner said. "It seems Haas is a lot of times on the receiving end of the inconsistencies. They assure me we're not, but I'm pretty sure we are."



Kvyat unsettled by McLaren's pace

DANIIL KVYAT BELIEVES IT WAS "ALARMING" that McLaren could fight so closely with the Renault-powered Toro Rosso during the Italian GP.

The Russian spent several laps early in the race fending off McLaren's Stoffel Vandoorne, who eventually retired following an MGU-K failure. Kvyat finished 12th, a lap down, to complete a frustrating weekend for the Italian squad.

"Even McLaren was faster than us today," said Kvyat, whose team is still 29 points clear of the beleaguered Woking equipe in the constructors' championship. "They were looking very strong."

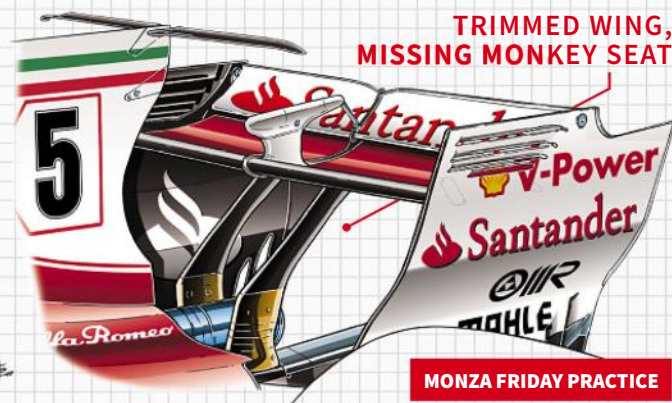
"They were focusing more on the corners with their set-up, and at the Parabolica he was able to stay close and I had to close the line every lap. It wasn't easy. It's a bit alarming if McLaren can stay with us in this kind of track."





DRAWING BOARD

BY GIORGIO PIOLA



WINGS CLIPPED FOR FERRARI, MERCEDES AND RED BULL

It was going to be interesting to see who came to Monza with maximum commitment to rear-wing design but, with the weather so changeable,

I don't think we ever saw who could have trimmed their car the most.

Ferrari ran a more conventional wing design

than at Spa, and even tried to run without the monkey seat on Friday, but put it back for Saturday. This may have been because of the weather.

Red Bull ran with a very shallow chord rear-wing-wise. The RB13 runs with a lot of rake (high rear rideheight), which helps produce downforce from the underfloor, so it always looks as if it has less wing on.

Mercedes retained some

of its 'V' shape, but a lot less than at Spa. Interestingly, Mercedes ran a much shorter chord assembly, with a more aggressive angle on the rear flap than the other two. The Mercedes package should produce a more-rearward centre of pressure, giving more stability under braking than the other two designs.

They all ran gurney flaps on the trailing edge of the rear wing, which aids stability in



the braking areas. The driver will always feel more stability with a gurney flap as opposed to no gurney flap, even if they are set up to produce the same amount of downforce.

GARY ANDERSON

MERCEDES



WHAT A DIFFERENCE A YEAR MAKES

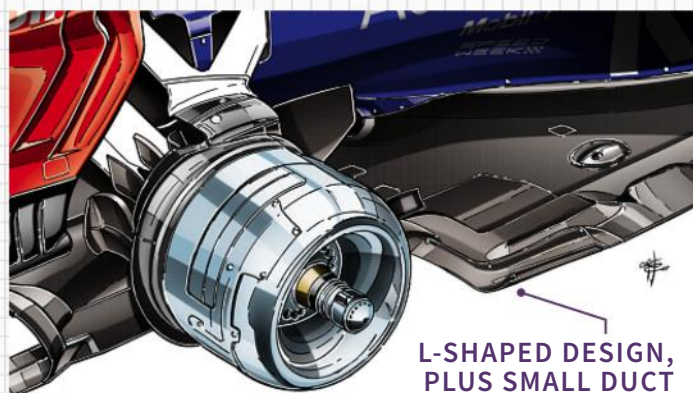
With the 2017 cars producing a lot more downforce from the underfloor, diffuser and bargeboard areas – and the wider wheels and tyres creating much more drag – the teams have had to produce a whole new family of rear wings for this one race at Monza.

The aim is mainly to reduce overall drag from the car, but with that comes a downforce

reduction from the wings.

Comparing the Haas design from 2016 shows how much smaller a rear-wing section it can now use. Perhaps when Romain Grosjean was spinning down the main straight on Saturday afternoon, he was wishing he had last year's rear wing on the car...

GARY ANDERSON



TORO ROSSO FLOORS OPPOSITION

The floor in front of the rear tyre has become a major development focus. This area and the detail of its louvres are what allow the cars to run with high rear rideheights or high rake angles.

The louvres are designed to minimise the airflow that would normally spill under the floor with high rear rideheights, reducing the diffuser's efficiency. Get this design working as a sealing skirt and the

diffuser and underfloor become much more powerful, allowing the rear rideheight to be increased, which again makes the whole underbody work better.

The normal louvre set-up is a row of six or seven angled slots, but Toro Rosso has gone out on a bit of a limb in this area with an L-shaped corner design with a small duct in front of it.

GARY ANDERSON

F1/ITALIAN GRAND PRIX RESULTS

STARTING GRID



Race results / 53 laps – 190.596 miles

Fastest laps

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Lewis Hamilton (GB)	Mercedes	1h15m32.312s	51	●●	23.725s
2	Valtteri Bottas (FIN)	Mercedes	+4.471s	2	●●	23.728s
3	Sebastian Vettel (D)	Ferrari	+36.317s		●●	24.307s
4	Daniel Ricciardo (AUS)	Red Bull-Renault	+40.335s		●●	23.951s
5	Kimi Raikkonen (FIN)	Ferrari	+1m00.082s		●●	25.367s
6	Esteban Ocon (F)	Force India-Mercedes	+1m11.528s		●●	24.432s
7	Lance Stroll (CDN)	Williams-Mercedes	+1m14.156s		●●	26.131s
8	Felipe Massa (BR)	Williams-Mercedes	+1m14.834s		●●	25.078s
9	Sergio Perez (MEX)	Force India-Mercedes	+1m15.276s		●●	25.377s
10	Max Verstappen (NL)	Red Bull-Renault	-1 lap		●●●	1m04.061s
11	Kevin Magnussen (DK)	Haas-Ferrari	-1 lap		●●	24.384s
12	Daniil Kvyat (RUS)	Toro Rosso-Renault	-1 lap		●●	25.826s
13	Nico Hulkenberg (D)	Renault	-1 lap		●●	24.418s
14	Carlos Sainz (E)	Toro Rosso-Renault	-1 lap		●●	24.865s
15	Romain Grosjean (F)	Haas-Ferrari	-1 lap		●●●	57.740s
16	Pascal Wehrlein (D)	Sauber-Ferrari	-2 laps		●●	25.212s
17	Fernando Alonso (E)	McLaren-Honda	50 laps-gearbox		●●	24.442s
18	Marcus Ericsson (S)	Sauber-Ferrari	49 laps-intercooler		●●	25.310s
R	Stoffel Vandoorne (B)	McLaren-Honda	33 laps-power unit		●	-
R	Jolyon Palmer (GB)	Renault	29 laps-transmission		●●	31.008s

POS	DRIVER	TIME	GAP	LAP
1	Ricciardo	1m23.361s	-	49
2	Hamilton	1m23.488s	+0.127s	50
3	Bottas	1m23.722s	+0.361s	53
4	Vettel	1m23.897s	+0.536s	51
5	Verstappen	1m24.351s	+0.990s	48
6	Perez	1m24.968s	+1.607s	48
7	Grosjean	1m25.020s	+1.659s	48
8	Raikkonen	1m25.054s	+1.693s	43
9	Massa	1m25.477s	+2.116s	30
10	Stroll	1m25.625s	+2.264s	51
11	Ocon	1m25.652s	+2.291s	53
12	Palmer	1m25.752s	+2.391s	27
13	Alonso	1m25.871s	+2.510s	44
14	Kvyat	1m25.894s	+2.533s	43
15	Magnussen	1m26.037s	+2.676s	48
16	Hulkenberg	1m26.131s	+2.770s	46
17	Sainz	1m26.210s	+2.849s	46
18	Wehrlein	1m26.547s	+3.186s	47
19	Vandoorne	1m26.912s	+3.551s	30
20	Ericsson	1m27.663s	+4.302s	20

WEATHER Dry, sunny; track, 36C, air 25C WINNER'S AVERAGE SPEED 151.382mph FASTEST LAP AVERAGE SPEED 155.451mph ● New ○ Used ● Ultra-Soft ● Super-Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

3

Ocon started from the highest position in his F1 career with third on the grid

5

This was the fifth fastest world championship grand prix in history at a speed of 151.382mph

9

Ricciardo took his ninth fastest lap in F1 – only 33 drivers have more

18

At the age of 18 years and 309 days, Stroll became the youngest driver to start on the front row in F1

69

Hamilton set a new record for F1 pole positions with 69, eclipsing Michael Schumacher

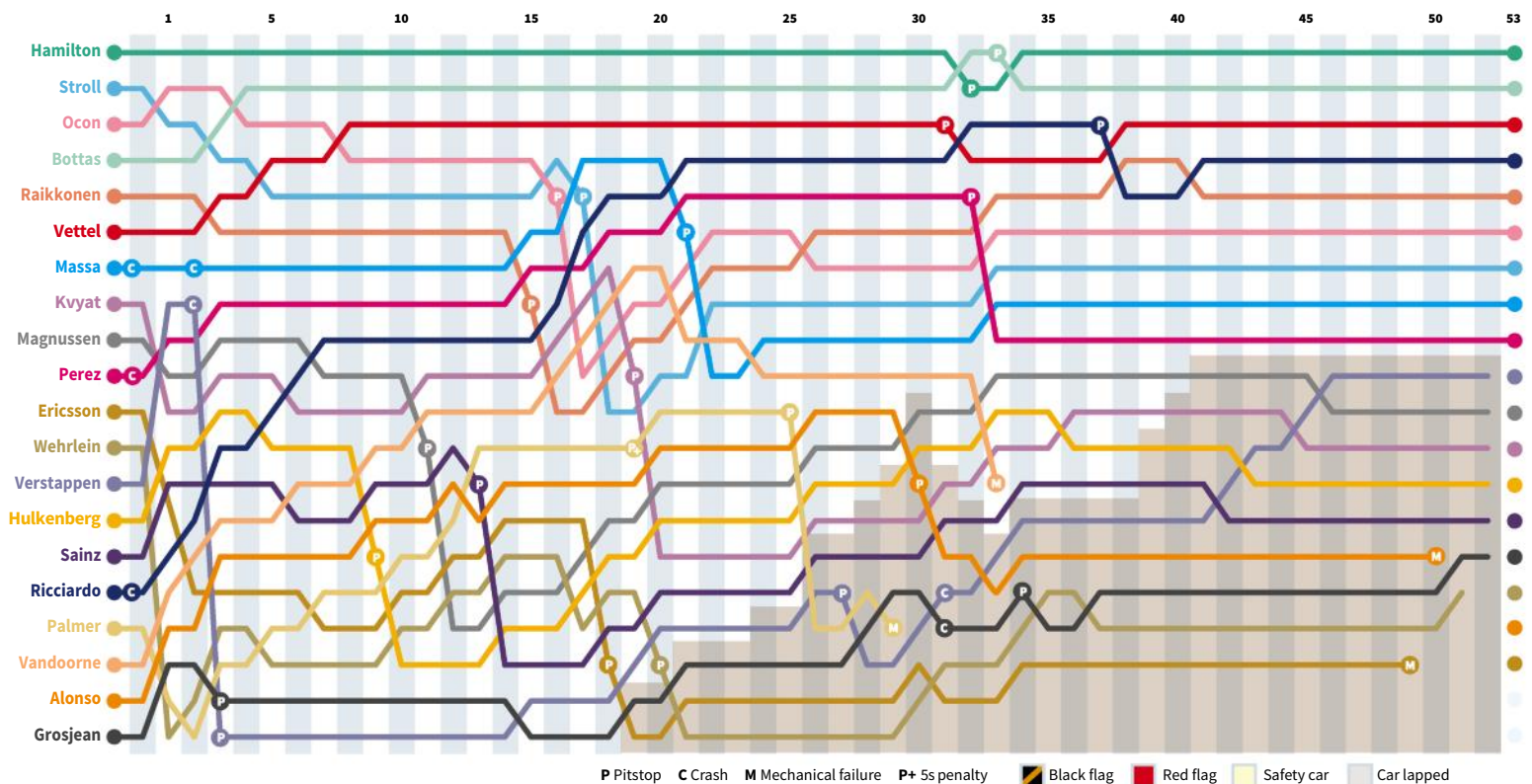
400

Alonso has now wasted 400 laps of his grand prix career running in 12th place, over half of those with McLaren-Honda

185,000

Organisers claimed that the 185,000 four-day attendance at Monza was a record for the venue

Lap chart / What happened, when



Stroll stars in the wet

Stellar qualifying nets the Williams rookie a Hamilton-equalling score

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



9 LEWIS HAMILTON
Was supreme in qualifying to claim record 69th pole, and only briefly threatened in a race he controlled from the front. Felt he had “a few tenths” on Bottas “the majority of the time”. The only lapses were a brief gravelly moment at Roggia and a small lock-up at Rettifilo. In his own words, a “98.2% perfect” race.



8 VALTTERI BOTTAS
Bottas was fastest in Q1, but loses marks for not replicating that form at the end of Q3, given his team-mate got pole in similar circumstances. That outcome proved crucial in the end. Bottas raced hard and fast up to second, and was on average only 0.022s per lap slower than Hamilton for most of the race.

RED BULL



9 DANIEL RICCIARDO
Ricciardo was “nowhere” in Q1 and Q2 compared with Verstappen, but got the wets working properly in Q3 and ended up only a tenth behind. Ricciardo’s race was exemplary. He was quick, decisive in battle, managed his tyres brilliantly, mugged Raikkonen, and almost caught Vettel. An excellent drive.

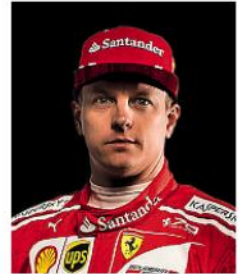


8 MAX VERSTAPPEN
Briefly qualified fastest until Hamilton produced that special lap at the end of Q3, but it was still a great effort. Was up to eighth by the end of the first lap, but collision with Massa spoiled his race. Recovered decently enough, but got involved in scrapes, and lacked Ricciardo’s pace in the final stint.

FERRARI



7 SEBASTIAN VETTEL
Ferrari wasn’t in Mercedes’ league in wet qualifying, but Vettel was still top-four fast until Q3, when Ferrari lost its way with the wet tyres. Once past struggling team-mate Raikkonen in the race, Vettel moved swiftly up to third, but was way off the Mercedes pace and had to work to stay out of Ricciardo’s reach.



6 KIMI RAIKKONEN
Raikkonen was well off Vettel’s pace for most of qualifying, but did a decent job to squeak ahead (by less than a tenth) amid Ferrari’s Q3 struggles. That was as good as it got. He was outmuscled by Bottas, stuck behind Stroll and Ocon, had to pit early to jump them, so became easy meat for Ricciardo.

FORCE INDIA



8 SERGIO PEREZ
Although Ocon qualified way higher on the grid, Perez was only 0.002s shy of displacing him from the top-10 shootout, so there was nothing in it really. Survived a first-corner clash with Massa to drive a strong race – particularly the second stint, in which Perez charged up behind the Williams drivers.



8 ESTEBAN OCON
Having made it into Q3 by the skin of his teeth, Ocon did an accomplished job to outqualify both Ferraris and Massa’s Williams, but he was well off Stroll’s pace. Got a bit of help from Hamilton’s aggressive defence of the lead after the start, but was resilient in keeping Stroll’s Williams out of reach thereafter.

WILLIAMS



9 LANCE STROLL
Stroll was the star of wet qualifying – fourth quickest in a car that usually struggles in such conditions, only three tenths behind Verstappen, almost seven clear of Ocon, and 1.2s ahead of team-mate Massa. Was unlucky Ocon got through after the start. Stroll’s only real mistake was a lock-up at Rettifilo.



8 FELIPE MASSA
Massa praised Stroll for doing a “really fantastic job” in qualifying, and admitted he would still have been seven tenths behind even with a perfect lap of his own in Q3. Drove a feisty race, though, getting his elbows out to defend from Perez and Verstappen, then almost overtaking Stroll at Roggia on the final lap.

McLAREN



8 STOFFEL VANDOORNE
Vandoorne was quicker than both Force Indias in Q2, so it was a shame his Honda engine broke before he could show his worth in Q3. The engine change denied him a top-eight start. Drove very well in the race – passing Sainz, hassling Kvyat, and stretching away from Alonso – until Honda gremlins struck again.



7 FERNANDO ALONSO
Alonso sacrificed qualifying to help Vandoorne, knowing strategic grid penalties made it irrelevant. Felt he could have been in the top five in normal circumstances, but we’ll never know. Was right with Vandoorne for the first five laps, but then got trapped behind Sainz and later Palmer before retiring.



Stroll shone in conditions that don't suit Williams



TORO ROSSO



7 DANIIL KVIAT
Kvyat deserves credit for making a better fist of qualifying than Sainz, beating him in Q1 and Q2 as Toro Rosso struggled on the intermediate rubber. Got overtaken by Magnussen's Haas on lap one and jumped by Hulkenberg in the pits, but at least managed to repass the Renault before the end.

6 CARLOS SAINZ JR
Sainz normally excels in difficult conditions, so it was a surprise to see him struggle so much compared with Kvyat in wet qualifying. Sainz's race was "nothing special" either. Got overtaken by one McLaren, held the other one off, and spent most of the race in fruitless pursuit of Hulkenberg.

HAAS



5 ROMAIN GROSJEAN
After a solid Friday, Grosjean's weekend fell apart. Raged at the FIA after he crashed his Haas on the main straight in Q1, but he was the only one to lose control there. Jumped Palmer and Wehrlein on the first lap, but clashed with both Red Bulls, broke a front wing, and was playing catch-up afterwards.

7 KEVIN MAGNUSSEN
Magnussen struggled to get the intermediate tyres to work in qualifying and managed to beat only his crashed team-mate, Palmer's Renault and the two Saubers. A raft of grid penalties gave Magnussen a top-10 start and he looked set to bag the final point, until Verstappen came charging past.

RENAULT



7 NICO HULKENBERG
Hulkenberg was top-10 fast on wet tyres in Q2, but not on intermediates, and he tumbled to 12th as rivals improved and he didn't. Found the race "a bit of a struggle". Had a close race with Magnussen and the two Toro Rossos, but couldn't jump the Haas in the pits and got repassed by Kvyat eventually.

6 JOLYON PALMER
Palmer was close to Hulkenberg on wets in Q1, but paid for an error on his third flying lap so missed Q2. Palmer's race was notable only for the irritation he caused Alonso by cutting the Roggia chicane. Wasn't too much slower than Hulkenberg, but had to stop early with transmission trouble.

SAUBER



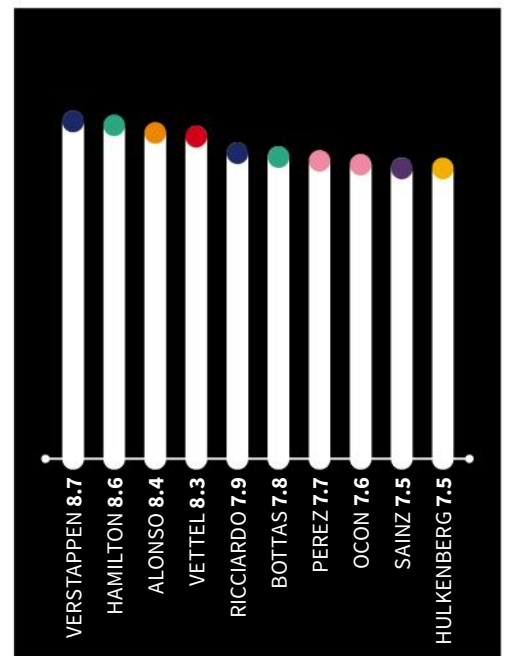
7 MARCUS ERICSSON
Ericsson was well off Wehrlein on wet tyres in qualifying, but squeaked ahead on inters, though he felt there was more time left in the car. It didn't take long for the Sauber to regress to its natural level in the race. Fought hard with Wehrlein for much of it, before the intercooler got too hot and he had to stop.

7 PASCAL WEHRLEIN
Was faster than Ericsson initially in qualifying, but slipped back after failing to improve on inters. Says he's struggled for straightline speed since Austria and cannot find the reason for it, but Ferrari sorted it for the race and he was back on song, overtaking Ericsson before their battle was spoiled.



Ricciardo was one of the stars of the race

TOP 10 AVERAGE RATING



Porsche hammers home its advantage

Brendon Hartley, Earl Bamber and Timo Bernhard were in command in Mexico for Porsche, and are closing on the drivers' title

By Gary Watkins, Special Contributor

[@gazzasportscars](#)

The destination of the victory laurels was never really in doubt last weekend. The clear advantage enjoyed by the Porsche 919 Hybrid in the altitude of Mexico City, combined with the German manufacturer's confirmation that it will continue to invoke team orders until it has sewn up the drivers' title, meant that points leaders Brendon Hartley, Earl Bamber and Timo Bernhard were always dead certs for the win.

Only some kind of reliability problem, or perhaps an unforeseen on-track drama, was going to stop the Le Mans 24 Hours winners from sweeping to a third straight World Endurance victory. A change of one of the mandatory fuel-flow meters, with the loss of a handful of seconds, and an errant baseball on the track – the circuit is located in a park packed with sports pitches – that triggered a full-course-yellow virtual safety car were as big as the hiccups got for the winning Porsche.

The two Porsches were again evenly matched, just as they had been at the Nurburgring in July. Hartley converted the pole position he had won with Bernhard into the race lead and edged away from Nick Tandy. But the Briton was in fuel-save mode in order that the two 919s could pit a lap apart to avoid one of the eventualities that might have upset the Porsche applecart.

Tandy wiped out the deficit of eight

seconds at the first round of pitstops – he was quicker on his in- and out-laps, and spent less time in the pits. The gap was barely a couple of seconds the next time the cars came into the pits, but it was at this point that the #2 Porsche would put some daylight between itself and the sister car Tandy shared with Andre Lotterer and Neel Jani.

Tandy had a problem pre-setting the pitlane speed limiter as he exited the stadium section and went over the limit when he accelerated in the pits. Lotterer had to take a drivethrough penalty and fell half a minute behind Bamber. If this was a real race, and it probably wasn't, then it was now over.

Bamber lost 10s in the middle of his double stint with the change of fuel-flow meter, but the gap was still over 20s when the Porsches made their final full refuelling stops during a second full-course yellow – this time to remove a more conventional piece of debris shed by a car – with just over an hour to go.

Jani had brought the deficit down to just seven seconds at the chequered flag as Bernhard backed off. It looked all too easy for a manufacturer that had been on top for most of practice and qualifying.

"It was an awesome race by the Porsche team," reckoned Hartley. "I said after qualifying that we had a great car from the first laps and only needed to make small tweaks. The team made the lives of us drivers easy and we had a fairly smooth race."

"I think it was very equal between >>



Bamber (centre), Hartley (right) and Bernhard (in car) were on top





Toyotas couldn't stay with Porsches

us,” added Lotterer. “We came back from the drivethrough, although they were clearly managing the gap. But we always knew we couldn’t do anything.”

Toyota was nowhere last weekend. It had been closer to the pace than expected at the 'Ring, but around the Autodromo Hermanos Rodriguez it was further away from its rival than envisaged.

The high-altitude track – which sits at over 2000 metres – reduces aerodynamic efficiency and puts

downforce at a premium. The Toyota Gazoo Racing squad screwed as much downforce as possible onto its pair of TS050 HYBRIDS, but it wasn't enough to keep pace with the 919s, particularly through the tight and twisty second sector. It was the final confirmation, if any was needed, that the high-downforce Porsche that made its debut at the Nurburgring does have more downforce than its rival.

Porsche, as its drivers explained,

#8 Toyota of Buemi, Davidson and Nakajima took last podium place



nailed the set-up from the get-go. Toyota took longer to fine-tune the car for what is a very specific track and wasn't remotely close to its rival until the final session of free practice ahead of qualifying.

“We are clearly lacking downforce and a bit surprised that such high downforce was the thing to do,” said Toyota Motorsport technical director Pascal Vasselon. “The second factor in the race was the tyres. We were not in the correct window until the temperatures started to fall at the end of the race.”

Toyota ran the medium-compound Michelin tyres, whereas Porsche ran a mixture of hards and mediums. The fact that the TS050 wasn't working its tyres was illustrated by the way that the #7 car, shared by Mike Conway, Jose Maria Lopez and Kamui Kobayashi, was able to do three stints on a set ofMichelins at one point.

The #7 Toyota had the narrowest of edges over the sister car driven by Sebastien Buemi, Kazuki Nakajima and Anthony Davidson. The two TS050s



REBELLION'S FIRST LMP2 SUCCESS

REBELLION RACING NOTCHED UP A FIRST WEC LMP2 victory at only the fifth time of asking after its switch from P1 for this season. Bruno Senna, Nicolas Prost and Julien Canal led for most of the way in Mexico aboard the best of the Anglo-Swiss team's pair of ORECA-Gibson 07s (pictured), but had to come from behind as the race reached its climax.

The best of the Manor ORECA's snuck into the lead when Ben Hanley divebombed Senna into the first corner as the Brazilian left the pits after his penultimate pitstop. The Manor car had made rapid progress up the order with Jean-Eric Vergne, and Hanley vaulted into contention when he didn't take tyres at his stop a couple of laps before Senna's.

The Rebellion driver couldn't find a way past Hanley, despite a fresher set of Dunlops, and then spun in the stadium section. Only seven seconds were lost, which meant that, when Hanley was given new rubber at the final stops and Senna took fuel only, Rebellion retook a lead it would hold to the end.

The foundations of the victory were set by a phenomenal first stint from Senna. He took the class lead on the opening lap and disappeared from the pack. His task was made easier because he was never going to double-stint his first set of tyres and by the rearguard action Signatech Alpine driver Nicolas Lapierre fought to maintain second position from the G-Drive ORECA with Alex Lynn at the wheel.

The #31 Rebellion was the quickest P2 car last weekend. Rebellion had opted to remove the rear gurney from its two ORECA's, giving them prodigious straightline speed down the

long front straight that resulted in a clear advantage in traffic.

"I knew the car was going to be good and I drove every lap like a qualifying lap, because I knew I didn't have to look after the tyres," said Senna. "But I was still surprised that I could build such a big gap."

Hanley looked set to take second together with Vergne and Matt Rao, only to spin in the closing stages when he took too much kerb in the stadium. Third still represented Manor's first podium since last year's Spa WEC round.

Hanley's spin allowed Lapierre to take second in the Alpine-badged ORECA. He and Andre Negrao had taken pole position, but couldn't match the pace of the winning car in the race. Signatech's cause wasn't helped when Gustavo Menezes, who was unable to exploit fresh rubber, haemorrhaged time behind Roman Rusinov in the G-Drive car during what became a heated battle.

Lynn and Rusinov, winners at Spa in May, ended up fourth together with silver-rated driver Pierre Thiriet, who didn't have his best race of the season.

Championship leaders Oliver Jarvis, Ho-Pin Tung and Thomas Laurent ended up last in class after losing time aboard the lead Jota-run Jackie Chan DC Racing ORECA in the second hour. Tung couldn't get going after taking over from Jarvis and the car was pulled into the garage with a suspected electric glitch, but again the car wouldn't start.

A washer had fallen out of the clutch-pedal mechanism and jammed the pedal, but by the time it was sorted eight laps had been lost.

swapped positions multiple times over the course of the race, but #7 gained the upper hand over #8 when it pitted during the first full-course yellow in the middle of the penultimate hour and Davidson, by his own admission, struggled before handing over to Buemi for the run to the flag.

The #7 car was on course for third, but when Kobayashi came in for a late splash of fuel, Toyota decided to change tyres when it wasn't necessary to reverse the positions. That allowed the #8 car to take the final spot on the podium and collect a few extra points for what is a rapidly fading championship challenge from Swiss driver Buemi and his team-mates.

Porsche was insistent after the race that it is not counting its chickens yet, and reckoned that Toyota will be closer next time out at Austin. But it looks increasingly likely that Porsche is going to bow out of LMP1 at the end of the season with a hat-trick of hat-tricks. It is looking unstoppable as it bids to again add the drivers' and manufacturers' crowns to victory at Le Mans. >>





GTE: great Danes finally great again

REIGNING GT CHAMPIONS MARCO Sorensen and Nicki Thiim claimed their first WEC win of the year in Mexico, although their Aston Martin was the second GTE Pro car across the line. The Ferrari of Sam Bird and Davide Rigon finished eight tenths ahead of them, but a 10s penalty for a full-course-yellow speeding infraction had already been communicated to the pitlane.

That meant Thiim didn't need to work out a way to muscle his Vantage GTE past Bird in the AF Corse Ferrari 488 GTE. He might well have been able to do so, based on what had gone before.

The lead Aston and the Ferrari were evenly matched throughout the race. The Michelin-shod Ferrari was quicker at the beginning of a stint, but the Aston's Dunlops came into their own at the end. The British car came past the Ferrari at the end of the first stint, dropped behind during the first stops but was back ahead after both cars had made their fourth pitstops with an hour to go.

Thiim, though, had pitted 25 minutes before the Ferrari, the Prodrive Aston

team opting to take what was almost certainly a necessary splash during the final full-course yellow. Despite the extra stop, Thiim resumed just seconds behind Bird. Then the news came through that the Ferrari had been penalised.

"It was back and forth all the time," said Sorensen. "There wasn't one lap in the race where we couldn't see the #71 car, either in front of us or behind. It's a long time since I've hammered a car that hard."

The rest of the GTE Pro field was fighting only for third place in Mexico City. Ford and Porsche didn't have the pace to challenge the frontrunners, while the other two cars from Aston and Ferrari endured torrid races.

The second Vantage, shared by Jonny Adam, Darren Turner and Daniel Serra, hit brake problems early on. The car spent more than three hours in the pits as the Prodrive squad attempted to rectify the problem before the cars were packed up for the trip to Austin.

The #51 AF Ferrari driven by James Calado and Alessandro Pier Guidi survived a clash with Olivier Pla's Ford

Close battle between Sorensen/Thiim in Aston and Bird/Rigon in Ferrari was finally decided by penalty

that broke the left-rear wheel, only for the mandatory FIA safety valve in the fuel system to jam on Calado as he left the pits in the fourth hour. On course for a distant third, Calado and Rigon ended up sixth as a result of the delay.

Porsche overturned a small performance deficit to Ford in qualifying during the race to take the final spot on the podium. Richard Lietz and Frederic Makowiecki got ahead of Harry Tincknell and Andy Priaulx on the undercut in the third hour. Fourth for Tincknell and Priaulx was still good enough for them to maintain their championship lead, though.

The advantage enjoyed by the Dempsey-Proton squad on a track that favoured the old rear-engined Porsche 911 RSR was such that it had GTE Am sewn up before secret weapon Matteo Cairoli got back in the car for the second time. Christian Ried and Marvin Dienst were already a long way up the road from the second-placed Aston Martin of Pedro Lamy, Mathias Lauda and Paul Dalla Lana when the Italian climbed back aboard with an hour to go.

Below left: Thiim and Sorensen celebrate win

Below: Tincknell and Priaulx in Ford GT took fourth and held their title lead



RESULTS ROUND 5/9, MEXICO CITY (MEX), SEPTEMBER 3 (240 LAPS – 641.852 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Brendon Hartley (NZ) Timo Bernhard (D) Earl Bamber (NZ)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	6h00m05.757s
2	Nick Tandy (GB) Neel Jani (CH) Andre Lotterer (D)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	+7.141s
3	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-1 lap
4	Mike Conway (GB) Kamui Kobayashi (J) Jose Maria Lopez (RA)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-1 lap
5	Bruno Senna (BR) Julien Canal (F) Nicolas Prost (F)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-21 laps
6	Nicolas Lapierre (F) Gustavo Menezes (USA) Andre Negrao (BR)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	-21 laps
7	Matt Rao (GB) Ben Hanley (GB) Jean-Eric Vergne (F)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-21 laps
8	Alex Lynn (GB) Roman Rusinov (RUS) Pierre Thiriet (F)	G-Drive Racing (TDS)	ORECA-Gibson 07	LMP2	-21 laps
9	David Heinemeier Hansson (DK) Mathias Beche (CH) Nelson Piquet Jr (BR)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-22 laps
10	Tristan Gommendy (F) David Cheng (USA) Alex Brundle (GB)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-22 laps
11	Emmanuel Collard (F) Francois Perrodo (F) Matthieu Vaxiviere (F)	TDS Racing	ORECA-Gibson 07	LMP2	-22 laps
12	Vitaly Petrov (RUS) Roberto Gonzalez (MEX) Simon Trummer (CH)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-23 laps
13	Oliver Jarvis (GB) Ho-Pin Tung (NL) Thomas Laurent (F)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-29 laps
14	Marco Sorensen (DK) Nicki Thiim (DK)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Pro	-31 laps
15	Sam Bird (GB) Davide Rigon (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-31 laps
16	Richard Lietz (A) Frederic Makowiecki (F)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-32 laps
17	Harry Tincknell (GB) Andy Priaulx (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-33 laps
18	Michael Christensen (DK) Kevin Estre (F)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-33 laps
19	Alessandro Pier Guidi (I) James Calado (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-34 laps
20	Stefan Mucke (D) Olivier Pla (F)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-35 laps
21	Christian Ried (D) Matteo Cairoli (I) Marvin Dienst (D)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-36 laps
22	Pedro Lamy (P) Paul Dalla Lana (CDN) Mathias Lauda (A)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Am	-37 laps
23	Mike Wainwright (GB) Ben Barker (GB) Nick Foster (AUS)	Gulf Racing	Porsche 911 RSR	GTE Am	-37 laps
24	Thomas Flohr (CH) Francesco Castellacci (I) Miguel Molina (E)	Spirit of Race (AF Corse)	Ferrari 488 GTE	GTE Am	-39 laps
25	Mok Weng Sun (MAL) Keita Sawa (J) Matt Griffin (IRL)	Clearwater Racing	Ferrari 488 GTE	GTE Am	-41 laps
NC	Darren Turner (GB) Jonny Adam (GB) Daniel Serra (BR)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Pro	83 laps

Winners' average speed 106.946mph.

Fastest lap Hartley 1m25.730s, 112.303mph.

LMP2 Senna 1m33.670s, 102.783mph. **GTE Pro** Bird 1m40.212s, 96.074mph.

GTE Am Molina 1m41.881s, 94.500mph.

QUALIFYING

1 Hartley/Bernhard 1m24.562s; 2 Lotterer/Tandy 1m24.710s;

3 Conway/Lopez 1m24.802s; 4 Nakajima/Buemi 1m25.378s;

5 Negrao/Lapierre 1m32.809s; 6 Laurent/Tung 1m33.105s;

7 Senna/Canal 1m33.605s; 8 Lynn/Thiriet 1m34.002s;

9 Petrov/Gonzalez 1m34.051s; 10 Brundle/Cheng 1m34.272s;

11 Vergne/Rao 1m34.483s; 12 Vaxiviere/Perrodo 1m35.365s;

13 Bird/Rigon 1m39.425s; 14 Thiim/Sorensen 1m39.534s;

15 Priaulx/Tincknell 1m39.640s; 16 Mucke/Pla 1m39.728s;

17 Serra/Turner 1m39.851s; 18 Estre/Christensen 1m39.870s;

19 Pier Guidi/Calado 1m40.059s; 20 Lietz/Makowiecki 1m40.252s;

21 Cairoli/Ried 1m42.056s; 22 Lamy/Dalla Lana 1m42.158s;

23 Barker/Wainwright 1m42.965s; 24 Griffin/Mok 1m43.296s;

25 Flohr/Castellacci 1m44.648s; 26 Beche/Heinemeier Hansson 1m33.407s.

Fastest in each class LMP1 Hartley 1m24.459s; LMP2 Senna 1m32.765s;

GTE Pro Bird 1m39.162s; GTE Am Barker 1m40.939s.

CHAMPIONSHIP

LMP drivers 1 Hartley/Bamber/Bernhard 134; 2 Nakajima/Davidson/Buemi 93;

3 Tandy/Jani/Lotterer 64; 4 Laurent/Jarvis/Tung 60.5; 5 Conway/Kobayashi 48.5;

6 Canal/Senna 40.

LMP manufacturers 1 Porsche 198; 2 Toyota 141.5.

LMP2 drivers 1 Tung/Jarvis/Laurent 118; 2 Senna/Canal 95; 3 Prost 77;

4 Menezes 76.

GTE drivers 1 Priaulx/Tincknell 96; 2 Makowiecki/Lietz 88; 3 Rigon 79.5;

4 Bird 79; 5 Pipo Derani 74; 6 Pier Guidi/Calado 70.

GTE manufacturers 1 Ferrari 162; 2 Ford 153; 3 Aston Martin 140; 4 Porsche 131.

GTE Am drivers 1 Ried/Dienst/Cairoli 114; 2 Lauda/Dalla Lana/Lamy 104;

3 Sawa/Griffin/Mok 98; 4 Barker/Wainwright/Foster 57.



Rossi nails his second IndyCar win

Clinical execution under pressure underlines ex-GP2 man's star potential

By David Malsher, IndyCar Correspondent

[@David Malsher](#)

Alexander Rossi joined an exclusive club last weekend. Along with Jim Clark, Graham Hill, Emerson Fittipaldi, Bobby Unser, Rick Mears, Scott Dixon and Ryan Hunter-Reay, the Andretti Autosport driver has now won both the Indianapolis 500 and the Watkins Glen IndyCar race – and he held off the previous two to join that club in completing the set.

It was fitting that Rossi should nail his first road-course win here. At the same fixture last year, this eminently composed young man from Nevada City in California was having to hide some inner turmoil. As an IndyCar rookie, he was still struggling to stay on his feet in the riptide of fame that had followed his shock triumph at the Brickyard, while also brushing off the criticism from misguided fans and media members who deemed him unworthy of such a huge result. At the same time, though, he was acknowledging that remaining an

open-wheel racer meant staying in IndyCar. Despite finishing runner-up in the 2015 GP2 Series and starting five Formula 1 races, he didn't have the backing to pursue that career path.

Yet to his great credit, even before he acknowledged his European ambitions had withered, Rossi had committed to making a success of his time in IndyCar. His studious approach throughout 2016 brought him ever closer to the pace of Andretti Autosport's de facto team leader, Hunter-Reay. At Watkins Glen last year, Rossi was fastest – or rather, least slow – of the team's four cars in qualifying, and at Sonoma he and Hunter-Reay were evenly matched.

This season Michael Andretti's squad has rebooted itself. Rossi's progress has been in step with the team's, and he should have won at Long Beach. Then, in July, he started getting tangible rewards for his efforts – second at Toronto, sixth at Mid-Ohio, third at Pocono, sixth at Gateway – but started last week uncertain of his future. As a committed Honda driver, his future had been muddled by Andretti's talks with Chevrolet, and Alex was deep in



Rossi led at the start from his first IndyCar pole position, chased by Sato (26) and Newgarden (2)



Newgarden lost a stack of points to Dixon due to crash and subsequent repair time

negotiations with Schmidt Peterson Motorsports. Then Andretti signed a new contract for HPD units, NAPA Auto Parts upped its primary sponsor deal for 2018 to 10 races, so Rossi decided to stay.

With his medium-term future sorted, Rossi headed to Watkins Glen without distraction. On Saturday, he took his first IndyCar pole, on Sunday his second IndyCar victory – but he and race engineer Jeremy Milless had to work extremely hard for both achievements.

Despite some minor tweaks in compound compared with last year's Glen race, Firestone's softer red-sidewall tyres and harder black tyres remained close in terms of overall performance, and during qualifying the drivers who prefer their cars' handling to be 'on the nose' – Dixon, Will Power, Hunter-Reay and Rossi – had a problem. They liked the reds in the slower corners, but found the blacks provided more stability and reassurance in the high-speed, long-duration turns included in this 3.377-



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“With his medium-term future sorted, Rossi headed to the Glen without distraction”

mile road course in New York state.

A couple of tail-end wobbles on reds were enough to spook a couple of regular ‘Fast Six’ contenders, Penske’s Power and Simon Pagenaud, into qualifying only eighth and 12th respectively, while none of those who made it to the final segment of qualifying was prepared to put their neck on the line on used reds. Instead, all elected to take black tyres, despite sub-20C ambient temperatures meaning the harder-compound rubber took at least four laps to reach prime operating temperature.

When Chip Ganassi Racing’s 2016 Watkins Glen polesitter and winner Dixon beat Penske’s championship leader

Josef Newgarden by 0.0001 seconds, he appeared to have pole position in the bag, but then Rossi pushed them aside by a mere half a tenth to claim his first pole. Team-mate Takuma Sato would line up fourth, a whole tenth slower, with Charlie Kimball as usual shining on a high-grip surface, and Helio Castroneves sixth. Hunter-Reay would start alongside Power on the fourth row.

On race day, heavy rain in the early morning and light showers as midday approached prompted the entire field to go to the dummy grid on grooved rain tyres. But combined effects of the Stadium SuperTrucks support race, the cessation of the rain and a strong >>

A STAR IN THE MAKING

AFTER TAKING HIS FIRST EVER INDYCAR POLE position last Saturday, Alexander Rossi revealed his steely side when asked by Autosport if he might take advantage of title protagonists Scott Dixon and Josef Newgarden wanting to take fewer risks.

“Yeah, no doubt, that’s for sure in my mind,” came the prompt reply. “At the same time, I would never put someone in position to hurt their championship.

“I’m also fighting [for sixth in points] and I have those guys [Graham Rahal and Takuma Sato] behind me. We need to capitalise and get good points tomorrow.

“But if it’s a move for the win at the end, yeah, I’m going to be able to take more of a risk than [Dixon and Newgarden] can.”

The question appeared redundant after Newgarden’s banzai approach to the first corner, and Dixon’s fierce pursuit in the closing stages. But in both cases, Rossi’s unflappability served him well – as it did when Helio Castroneves passed him on the second lap.

“It wasn’t anything too dramatic,” he said. “His tyres came in two or three laps faster than mine. But I was the only car on primary blacks who could hang with him and Scott on reds. That was confidence-building... I knew when I put on reds, it was going to be game time.”

When Andretti Autosport team manager Rob Edwards informed Rossi of the refuelling problem, Rossi again kept his cool.

“It’s not the first time something has gone a bit sideways in a race,” he remarked. “I knew there was a lot of time left, and I wasn’t letting myself get frustrated...”

Rossi’s critics like to mock his undemonstrative public personality, but the other side of that attribute is composure under fire – a quality that serves him well.





LAT IMAGES

breeze all combined to reveal a dry line. Some teams, notably Ganassi, used the pre-race time to lighten downforce and adjust dampers. Penske, by contrast, was so certain that the weather would turn again that it left a ‘full-wet’ set-up on its cars. This decision would prove to be Penske’s undoing; in a straight line at least three of Roger’s cars were slugs.

That didn’t stop Newgarden following his racing instincts at the start, making it three-wide into Turn 1 down the inside of the front-row starters. But he slithered wide on the exit kerb, allowing Rossi and Dixon back through. Further back – a lot further back – Power had dropped to 13th, his handling so ‘off’ that he was convinced something was broken on the car. By contrast, team-mate Pagnaud had surged swiftly from 12th to sixth.

At the end of that first lap, 19 of the 21 cars peeled in to the pits to grab slick tyres, and the other two – Spencer Pigot and Max Chilton – would stop the following lap. Andretti Autosport chose to put Rossi and Hunter-Reay on black rubber, while the other top runners chose red. Castroneves, who’d enjoyed a superb stop, was therefore perfectly equipped to duck past the slithering Rossi and into the lead at the end of the second lap.

Then, just as Rossi’s tyres were reaching a suitable temperature for a counter-attack, on lap six there was a full-course caution as James Hinchcliffe’s SPM Dallara-Honda sputtered to a halt on track. So on the restart, Castroneves was again on the preferable rubber. Dixon, needing to close down his 31-point deficit in the championship, made a first step in that direction by drafting past Newgarden into third place.

Another yellow flew on lap 15 as Sato, troubled with turbo-wastegate issues from the start, ground to a halt at Turn 6, and again there was a rush to the pits. Only the off-sequence Ed Carpenter Racing cars of Spencer Pigot and JR Hildebrand, Ganassi’s Max Chilton, Andretti’s Marco Andretti and SPM’s second car, driven by Jack Harvey, stayed

out on track. Dixon almost stalled in the pitlane as he slewed to a stop at an angle that made it hard for his crew to service him, and that enabled Hunter-Reay and Newgarden to jump him.

Both Rossi and Hunter-Reay were able to demote Castroneves’s Penske car after the restart, so once the off-sequence runners stopped Andretti cars ran one-two. Then the leader got a call from Andretti strategist and team manager Rob Edwards, to inform him that a fuel probe and hose problem meant his car had received nowhere near enough fuel. A crestfallen Rossi pitted for a top-up and went to the back of the field – but, miraculously, another yellow flew on lap 27 as Sato, who had got going again, was seen trailing smoke... which turned out to be only tyre smoke as he recovered after spinning at Turn 7. Again, all the top cars – excluding Rossi – dived pitward, so suddenly the polesitter was roughly back on sequence, firmly in the lead, and with three off-sequence cars as a buffer back to Hunter-Reay. He set about making the most of it.

Dixon, back in seventh after another slow stop, passed Castroneves, the off-sequence Hildebrand, and then

The podium finishers: Rossi leads Dixon and, if you can spot him, Hunter-Reay

Right: Castroneves was a threat for much of the race

Kimball grazed the wall but still managed to finish seventh

Hunter-Reay. But, by the time his team-mate Chilton pitted to give him second place, he was 12 seconds behind Rossi, who pitted with 18 laps remaining.

Dixon turned his fastest lap of the race so far before he too stopped, but he needn’t have bothered because two laps later the field was bunched by a full-course yellow, this time for a significant incident. Newgarden had been hunted down by recovering team-mate Power and they pitted together, whereupon the faultless #12 crew got Power out ahead. Newgarden responded over-anxiously and slid into the safety barrier on the downhill pit exit. Bourdais then replicated the error and rammed the stricken Penske machine. The otherwise anonymous Ganassi #10 car of Tony Kanaan responded in similar fashion, slapping the barrier and puncturing its left-rear tyre. After a couple of further pitstops for repairs, Newgarden resumed two laps down in 18th.

Dixon was informed that his chief title rival was out of the picture, but you’d never have guessed it from the way he went after Rossi on the restart, and over the remaining 11 tours this pair traded ultra-fast laps. Rossi, however, had all the counterpunches necessary and passed the chequered flag 0.95s ahead. In the big picture – the championship – Dixon was the big winner; he will enter Sonoma’s season finale just three points behind Newgarden.

Hunter-Reay, unable to keep pace, finished seven seconds in arrears but was never challenged by Castroneves in that final stint, and Helio in turn had three seconds in hand over Graham Rahal, who spent most of the race steering his Rahal Letterman Lanigan Racing Dallara-Honda clear of trouble and passing breathless or drag-laden Chevy-powered cars.

Power was sixth, aware that his title hopes have gone. He beat two of his title rivals – Pagnaud (ninth) and Newgarden (18th). But to help compensate for his Gateway blunder, he needed to beat Dixon and Castroneves too. ❄





IN THE HEADLINES



FOUR-WAY TITLE FIGHT SET UP

The focus will be on Josef Newgarden vs Scott Dixon in the championship showdown at Sonoma on September 18, but the double points on offer mean that Helio Castroneves and reigning champion Simon Pagenaud remain very much in the mix, just 22 and 34 points respectively off the lead. Will Power is probably favourite for race victory, having scored three wins and five poles at Sonoma.

DIXON AVOIDING COMPLICATIONS

Four-time champion Scott Dixon could scarcely have dreamed of slashing 28 points from Newgarden's 31-point lead, but said he'd be playing it cool in the Sonoma finale as he aims for title number five. "I think you've just got to treat it [Sonoma] as another race," said Dixon. "You can't overcomplicate it. Obviously we want to win it – there's a lot on the line. But if you overthink things too much, then it ends up being a very bad thing. With double points, you can have a pretty hefty swing, as we found out last year when we had a really bad race. We'll take it as it comes."

NEWGARDEN TAKES BLAME

Josef Newgarden was perfectly frank about the pit-exit blunder that caused him to shunt and finish 18th. "I just came out of the pits too hot, came off the [pitlane speed restrictor] button and slid wide... It looks like a pretty big error, but it's easy to do when you're pushing without tyre warmers. But that's the good thing about IndyCar: you want it to be difficult."

HARVEY RETURNS TO ACTION

Jack Harvey made his debut for the Schmidt Peterson team at Watkins Glen. Harvey (below), who made his IndyCar bow for Andretti Autosport in the Indy 500, started 18th, 0.45s behind incumbent James Hinchcliffe, and finished 14th. "I think we accomplished everything we wanted to coming into this weekend," said Harvey, who will also contest the season finale at Sonoma.



RESULTS ROUND 15/16, WATKINS GLEN (USA), SEPTEMBER 3, 60 LAPS – 202.200 MILES

POS	DRIVER	TEAM/CAR	TIME
1	Alexander Rossi (USA)	Andretti Herta Autosport · Dallara-Honda	1h42m03.9024s
2	Scott Dixon (NZ)	Chip Ganassi Racing · Dallara-Honda	+0.9514s
3	Ryan Hunter-Reay (USA)	Andretti Autosport · Dallara-Honda	+7.1592s
4	Helio Castroneves (BR)	Team Penske · Dallara-Chevrolet	+8.8938s
5	Graham Rahal (USA)	Rahal Letterman Lanigan Racing · Dallara-Honda	+11.8863s
6	Will Power (AUS)	Team Penske · Dallara-Chevrolet	+15.3787s
7	Charlie Kimball (USA)	Chip Ganassi Racing · Dallara-Honda	+16.1639s
8	Max Chilton (GB)	Chip Ganassi Racing · Dallara-Honda	+28.0410s
9	Simon Pagenaud (F)	Team Penske · Dallara-Chevrolet	+28.2941s
10	Carlos Munoz (CO)	AJ Foyt Enterprises · Dallara-Chevrolet	+29.4972s
11	Conor Daly (USA)	AJ Foyt Enterprises · Dallara-Chevrolet	+30.2436s
12	Spencer Pigot (USA)	Ed Carpenter Racing · Dallara-Chevrolet	+32.3478s
13	Ed Jones (UAE)	Dale Coyne Racing · Dallara-Honda	+33.1533s
14	Jack Harvey (GB)	Schmidt Peterson Motorsports · Dallara-Honda	+35.6826s
15	JR Hildebrand (USA)	Ed Carpenter Racing · Dallara-Chevrolet	+41.5905s
16	Marco Andretti (USA)	Andretti Autosport · Dallara-Honda	+52.7948s
17	Sebastien Bourdais (F)	Dale Coyne Racing · Dallara-Honda	+54.0444s
18	Josef Newgarden (USA)	Team Penske · Dallara-Chevrolet	-2 laps
19	Takuma Sato (J)	Andretti Autosport · Dallara-Honda	-4 laps
20	Tony Kanaan (BR)	Chip Ganassi Racing · Dallara-Honda	46 laps-accident
21	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports · Dallara-Honda	5 laps-engine

Winner's average speed 118.865mph. **Fastest lap** Bourdais 1m23.9166s, 144.572mph.

QUALIFYING

Q3 1 Rossi 1m22.4639s; 2 Dixon 1m22.5168s; 3 Newgarden 1m22.5169s; 4 Sato 1m22.5660s; 5 Kimball 1m22.8081s; 6 Castroneves 1m23.3350s.

Q2 Dixon 1m22.4171s; Rossi 1m22.7961s; Sato 1m22.8254s; Kimball 1m22.9014s; Castroneves 1m22.9662s; Newgarden 1m22.9822s; 7 Hunter-Reay 1m22.9854s; 8 Power 1m23.0987s; 9 Bourdais 1m23.1459s; 10 Rahal 1m23.2240s; 11 Munoz 1m23.2959s; 12 Pagenaud 1m23.2981s.

Q1 - GROUP 1 Dixon 1m23.0382s; Hunter-Reay 1m23.0438s; Bourdais 1m23.1444s; Rahal 1m23.2932s; Pagenaud 1m23.3266s; Munoz 1m23.5022s; 14 Daly 1m23.5089s; 16 Hinchcliffe 1m23.6854s; 18 Harvey 1m24.1390s; 20 Andretti 1m24.1779s; 21 Hildebrand 1m24.4543s.

Q1 - GROUP 2 Rossi 1m23.0804s; Newgarden 1m23.1305s; Castroneves 1m23.2093s; Sato 1m23.2479s; Kimball 1m23.2775s; Power 1m23.4104s; 13 Pigot 1m23.4917s; 15 Jones 1m23.9851s; 17 Kanaan 1m23.9982s; 19 Chilton 1m24.2012s.

CHAMPIONSHIP

1 Newgarden 560; 2 Dixon 557; 3 Castroneves 538; 4 Pagenaud 526; 5 Power 492; 6 Rossi 476; 7 Rahal 466; 8 Sato 421; 9 Kanaan 375; 10 Hunter-Reay 373.

The best of the Revival

This weekend will be the 20th running of Goodwood's showpiece race event, so we asked some key figures to pick out their highlights of the past two decades. Once race seems to be rather popular...



Simon Hadfield
Winning the 2013 RAC TT

In 2013 the universe decided to align the planets for a few hours to my benefit. I was so fortunate to be in the right car – Aston Martin Project 212 – at precisely the right moment to notch up probably the most unlikely result seen at Goodwood.

The Tourist Trophy Celebration has become totemic in historic racing and as much as anything else that day it was the peripheral bits and pieces that now mean so much. It was Bill Pye, sitting next to Marcus in the commentary box who first (probably actually even before me) noticed that the Aston and I were going rather faster than those around us once rain arrived. My intent to start with was simply to pass the car in front, there was no grand plan.



SUTTON

As we picked off yet another car, the cameras began to pick the Aston up, appearing out of the gloom, and the guys in the pits could see the progress on the big screen in front of them. Someone leant forward and gave (co-driver and car owner) Wolfgang Friedrichs an earpiece radio and said: "You should be listening to this." I am told he was transfixed on the screen and hearing every word Marcus was saying just added to the theatre.

In the car, I was unsure of just precisely how much time was left so just tried to maximise every opportunity. The guys gave me P4 on the board and that lap I passed three cars, one it turned out was Romain Dumas in the Ferrari 250 LM that I was actually lapping (that's a sentence that I'm unlikely to write again!) so the next board said P2. I was actually mildly pissed off and had a look at the big screen going into the chicane the next lap and it was showing the Lister Costin – which I could then see turning into Madgwick as I exited the chicane. So it really came down to that – catch and pass it.

My sheer delight was pretty obvious, as was Wolfgang's, as was it seemed pretty much everybody's.



Cobra-Ferrari-Cobra trio leads the exotic 2013 RAC TT pack away



Anthony Reid
Not quite winning the 2013 RAC TT!

I had a phone call a few months before the 2013 event from Richard Frankel, owner of the Lister-Jaguar coupe. He wanted me to lead a project to win the TT.

We got a new engine from Crosthwaite and Gardiner, but when it was first installed it didn't work properly. So we went testing and Oliver Crosthwaite sat alongside me and we spent a whole day optimising the fuel injection. We did quite a bit of testing, practised driver changes and I did some driver coaching with [co-driver] Chris Harris – he's a good driver but he likes to go sideways,



SUTTON



SUTTON

which isn't always the quickest way!

On the Saturday at the Revival, we had a problem with the oil pump – the drive sheared – and we thought our weekend was over. But Oliver got it running in time.

Chris drove a great opening stint [and grabbed the lead] so we kept him out later than planned. We did everything right except reading the TSL timing – when it started raining, if I'd have been in the pits, I would have seen Simon Hadfield was on the move and given my driver the hurry-up. It was only when Simon passed me I realised he was on the lead lap and by then it was really raining heavily.

The start of the race was delayed by 20 or 30 minutes and late on it started raining. If it had started on time it would have been a different story, but it's a classic story of racing.

It was a great race because of all the different cars and the quality of the drivers. We didn't win, but I just enjoyed the whole experience of being project manager. >>

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Jochen Mass

Leading the 1999 RAC TT

I've driven so many great cars at Goodwood over the years – I've only missed one since the Revival started back in 1998. There have been Ferraris, an Aston Martin, the Chevrolet Corvette Stingray and lots of AC Cobras.

One of my absolute favourites is the Stingray in which I led the TT Celebration in '99. I came through from fifth or sixth and got ahead of everyone, but unfortunately we didn't win.

That car was very demanding. It had so much grunt, but it was a lot of fun. All the cars I've driven are fun, though different shades of fun.



Nicolas Minassian

Learning in the 2005 RAC TT

My favourite Goodwood moment changes every year – it's when I drive through the gate at the start of the meeting each time I race at the Revival. It's like stepping back in time. Everyone is having fun and everything is so well organised.

Goodwood blows my mind every time. When I got in one of those old cars to take part in the TT Celebration for the first time, I said to myself, "I shouldn't have agreed to drive this around here." Two laps later, I'm loving it. The experience is so raw.

One of the standout memories for me was racing an AC Cobra with Patrick Tambay back in 2005. He was certainly no youngster back then and I arrived thinking I'd be a bit quicker than him, but it didn't happen all weekend. He was just faster than me.

Sharing a car with a gentleman like Patrick is a great memory for me. I was new to historic racing back then and I learnt so much driving with him. And we got a good result – we ended up third! >>





Marcus Pye

1999 Richmond and Gordon Trophies

Rain, the great leveller, has always seen motor racing's form book torn up by the most skilled drivers, at every level. While unwelcome for spectators, precipitation has sometimes 'spiced-up' Goodwood's Revival meeting. Never more so than in 2013 when Simon Hadfield – recovering from an excursion at Lavant in the wheeltracks of Tom Kristensen – charged Wolfgang Friedrichs' Aston Martin DP212 back past Anthony Reid (Lister-Jaguar coupe) in a monsoon to win the RAC Tourist Trophy Celebration in the marque's centenary year.

But, having reported on and commentated at all 19 previous Revivals, I have to turn back the clock to 1999 for my favourite memory. I attended races as a very small child when Stirling Moss was at the height of his pomp – and was a team-mate in Tony Gordon's Chevrons at an Historic Sports Car Club Snetterton enduro in '83 – but the Richmond and Gordon Trophies Intercontinental and F1 race was an opportunity for all of my age and younger to marvel at the ability of the man with by far the greatest win record in Goodwood's 1948-'66 period era, despite its last five seasons being lost to him.

Reunited with Swiss owner Peter Heuberger's Maserati 250F '2522', his 1956 Monaco GP winner, Moss qualified 16th in dry conditions. While race day's deluge dampened many rivals' ardour, it was manna to Stirling. In a stellar performance he danced the braying number 7 'Maser' to fourth place, retrieving its tail from seemingly impossible angles and demonstrating the astonishing balance and car control for which he was fabled in his youth.

Having just turned 70, Moss was the crowd's champion that soggy September day. Who beat him to the chequered flag? John Harper (BRM Type 25), five-time Le Mans winner and local hero Derek Bell (Cooper-Maserati T51) and long-time 250F tamer Willie Green ('2529') are still entitled to take bows.



Emanuele Pirro

Winning the 2005 RAC TT

Winning the TT Celebration with Dario Franchitti in 2005 in 4 WPD, that famous Jaguar Lightweight E-type, was special for so many reasons. Dario has become a great friend and thinks a little bit like me – he has a lot of passion for these great old cars.

We had good pace that weekend in the Jaguar and we were always looking good. The first driver needs to be gentle with the car, especially the brakes, so that the second driver can still have some pace, as well as a bit of fun. I was really happy with the way Dario treated the car.

I've made a bit of a habit of expressing my feelings over the years on the slowing-down lap after I've won a big race. I took my helmet and belts off and hung out of the car to wave to the crowd. When I got back to the start-finish line, Lord March asked me to do it again but this time with Dario as well. He saw how much the fans were enjoying it.

Unfortunately, I was summoned to the stewards. They told me I had broken all the rules and endangered myself and everyone else. They asked me how wealthy the owner of the car was and said would a £2500 fine work?

The owner of 4 WPD at that time was Bernie Carl. He said, "Let me deal with this." He wrote a letter with lots of nice words about me and then put, "By the way, I enclose a cheque for £5000 – I am paying in advance for the same offence next year."



WHAT TO LOOK OUT FOR IN 2017

As most of the memories chosen in this article prove, the RAC Tourist Trophy for pre-1965 GT cars is the highlight of the Revival for many. Picking a list of stars and potential winners would look very much like the entire entry list, but the Jaguar E-type of Chris Ward/Gordon Shedden is the closest thing you can get to a favourite, having won for the past two years.

E-types and Cobras (AC and Shelby varieties) have tended to rule the roost recently, but there are a number of potential strong challengers for the 20th edition. The TVR Griffith of Mike Jordan and Mike Whitaker brilliantly defeated the Cobras at the Members' Meeting in March, while Frank Stippler/Andy Newall (1964 250 GTO) and Gary Pearson/Chris Harris (250 LM) should provide a better Ferrari challenge than of late. There's also a phalanx of British Touring Car aces in thundering V8 Chevrolet Corvettes: Jason Plato (with Craig Davies), Colin Turkington (Sam Thomas) and Mat Jackson (Marco Attard).

The Kinrara Trophy for pre-1963 GTs was introduced last year and was an instant hit, a two-driver enduro similar to the RAC TT but for slightly older cars. Four different marques – Ferrari, Jaguar, AC and Aston Martin filled the top four last year and it could well be a similar story in 2017.

Last year's podium finishers James Cottingham/Andrew Smith (E-type) and Martin Hunt/Patrick Blakeney-Edwards (AC Cobra) return, while the combination of historic ace David Franklin and top all-rounder Stippler will be a formidable Ferrari pairing. Also look out for Phil Keen/Jon Minshaw (E-type) and Simon Hadfield/Wolfgang Friedrichs (Aston Martin DB4 GT).

Another popular two-driver contest is the St Mary's Trophy,

this year for touring cars of the 1950s (below). It's packed with stars, split across bigger cars such as the Jaguar Mk1, and the diminutive Austin A35s and A40s.

Father-and-son pairing Mike and Andrew Jordan will be contenders in their self-built A40, with fellow British Touring Car frontrunner Gordon Shedden sharing an A35 with engine guru Neil Brown. World Touring Car ace Rob Huff will drive the A40 of Richard Meins, while the Jaguar charge should be led by 2014 winners Anthony Reid/Justin Law and Stippler/John Young. The Austin A95 Westminster of double BTCC champion Plato and Nick Naismith and screaming BMW 700 of 1969 Le Mans winner Jackie Oliver should also not be overlooked.

Adding to the flavour will be the unusual Studebaker Golden Hawk of ex-BTCC racer Patrick Watts, the Ford Thunderbird of Bill Shepherd/Tom Kristensen and the Nash Metropolitan driven by John Cleland/Shawn Rainford.

As ever, Formula 1 fans won't be disappointed, with the Glover Trophy for the mid-engined racers of the first half of the 1960s and the Richmond Trophy for the previous front-engined era. Having missed last year, Andy Middlehurst will be looking to take his sixth Glover Trophy success in the Lotus 25 entered by Classic Team Lotus, while Tec-Mec, Scarab, Lotus and Ferguson machinery could be at the front of the 1950s mix.

As well as the usual busy off-track activities, there is also a demonstration of 1950s GP cars marking 60 years since the first win by a British car with British drivers in a F1 world championship event – the 1957 British GP at Aintree, courtesy of Stirling Moss, Tony Brooks and Vanwall.

KEVIN TURNER



Gary Pearson

Driving with Fangio in 2003 RAC TT

Goodwood is probably my favourite track and I've had lots of good races there. Winning at the first Revival in Adrian Hamilton's Jaguar C-type was special. But the standout is one I didn't win.

I drove Carlos Monteverde's Jaguar E-type with Juan Manuel Fangio II in the TT. We were leading towards the end and Mark Hales was attacking. Fangio got boxed in by backmarkers and was very cautious – in a car he didn't know and a track he didn't know – and Mark hustled through.

What made it special was sharing with Fangio. He and his wife were so nice and easy to get on with. He treated the car and the event with a lot of respect – it's one of the few times the car has finished the TT without a scratch on it! The TT is the one that's caught everyone's imagination – it's evolved into something much more competitive than what was conceived. ✨

TIMETABLE

Friday September 8

- | | |
|-----------|---|
| 0945-1815 | Official practice |
| 1845-1945 | Kinrara Trophy
<i>Closed-cockpit GT cars over three litres, pre-1963</i> |

Saturday September 9

- | | |
|-----------|---|
| 1000-1020 | Chichester Cup
<i>Rear-engined drum-braked Formula Junior, 1958-62</i> |
| 1045-1105 | Madgwick Cup
<i>Sports-prototypes under three litres, 1955-60</i> |
| 1150-1215 | RAC TT Official practice |
| 1255 | Ecurie Ecosse tribute parade |
| 1330-1355 | Barry Sheene Memorial Trophy – Part 1
<i>Motorcycles, 1960-66</i> |
| 1420-1445 | St Mary's Trophy – Part 1
<i>Saloon cars, up to 1959</i> |
| 1510-1530 | Goodwood Trophy
<i>GP cars and Voiturettes, 1930-51</i> |
| 1550-1600 | 1957 Grand Prix demonstration |
| 1625-1650 | Whitsun Trophy
<i>Sports-prototypes, up to 1966</i> |
| 1715-1735 | Freddie March Memorial Trophy
<i>Sports-racing cars 1952-55</i> |

Sunday September 10

- | | |
|-----------|--|
| 1000-1020 | Brooklands Trophy
<i>Sportscars, pre-1939</i> |
| 1045-1105 | Richmond Trophy
<i>Front-engined grand prix cars, 1952-60</i> |
| 1145-1210 | Barry Sheene Memorial Trophy – Part 2
<i>Motorcycles, 1960-66</i> |
| 1235-1300 | St Mary's Trophy – Part 2
<i>Saloon cars, up to 1959</i> |
| 1340-1345 | 1957 British GP celebration |
| 1410-1510 | RAC TT Celebration
<i>Closed-cockpit GT cars, 1960-64</i> |
| 1545-1555 | Ecurie Ecosse tribute demonstration |
| 1615-1635 | Glover Trophy
<i>1.5-litre grand prix cars, 1961-65</i> |
| 1700-1725 | Sussex Trophy
<i>World championship sportscars, 1955-60</i> |



Ghiotto (5) won both races on the road, but lost the main event to Fuoco (2)



Ghiotto wins a Monza lottery, then loses, then wins again

FORMULA 2
MONZA (I)
SEPTEMBER 2-3
ROUND 9/11

THE SHORT TRIP ACROSS NORTHERN ITALY from home to Monza was one of very mixed emotions for Luca Ghiotto. From feeling “worse than a punch on the face” after being stripped of his first-race win, to “just the best feeling in the world” after his sprint-race redemption, the Russian Time ace’s weekend was a wild, wet one, soaked in rain and champagne.

The Italian’s display rather pushed the Charles Leclerc-v-Oliver Rowland show down the bill, even though the title protagonists produced yet more thrills with their various adventures.

The feature race added many more options to any end-of-year montages as the Formula 2 field went racing in the wet for the first time in 2017. The torrential weather on Saturday pushed the race’s start time back almost two and a half hours, but those fans who did stick around were treated to a classic.

At the start, Nyck de Vries shot off the line to take first place from polesitter Nobuharu Matsushita, who had put in “the best lap in my life” to top GP2/F2 qualifying for the first time.

But at the Rettifilo chicane de Vries came together with an ambitious Artem Markelov, Matsushita ran wide, and all three scampered across the runoff. Just behind was series leader Leclerc, up to fourth from seventh on the grid after being “not happy” with his qualifying pace.

De Vries and Matsushita survived to lead, but in the pack Roberto Merhi, Markelov and Alexander Albon clashed at the Roggia chicane, causing Albon to spin. Now Leclerc was third.

Racing Engineering-run McLaren F1 junior de Vries made good his escape, but the ART Grand Prix car of Matsushita was soon under pressure from Prema star Leclerc, who took second by getting a better run out of the Parabolica, and then set off in pursuit of the win.

Rowland was another driver on a charge. Finding he was unexpectedly “struggling in the dry”, the Renault F1 development driver had qualified his DAMS car 13th. But he shot up the order to run sixth by the end of the first lap – “the rain was an equaliser,” he said afterwards.

The Briton then engaged in a thrilling fight with Merhi over fourth place, with the Rapax driver surviving an early attack from Rowland at the Rettifilo by cutting it – a move he repeated at the Roggia one tour later. But Rowland finally got through with a better run into the Curva



AT A GLANCE

RACE 1

- 1 Fuoco Prema
- 2 Matsushita ART
- 3 Latifi DAMS

RACE 2

- 1 Ghiotto Russian Time
- 2 Sette Camara MP
- 3 Fuoco Prema

 **P53 RESULTS**

 LAT IMAGES

Grande, and after that he quickly caught and passed Matsushita for third.

With Leclerc stalking de Vries for first and Rowland lighting up the timing screens, the race was set for a grandstand finish, which it got, albeit not in the way anyone had expected.

Prema waited until six laps from home to pit Leclerc for fresh wets, to avoid him emerging in traffic and in a bid to jump de Vries, but it didn't come off. De Vries came in one lap later and rejoined the track still in front. Rowland followed the Dutchman in, but on his out-lap the left-rear wheel rolled away from his car, stranding him at Roggia and bringing out the safety car. "They didn't really know [what happened]," Rowland said. "The mechanic seems to think it was on, but it came off."

At the restart, with two laps remaining, de Vries came under immense pressure from Leclerc, who took to the escape road at the Rettifilo. This pulled Ghiotto – who had made excellent progress from 11th on the grid – into the lead fight. Ghiotto passed de Vries as they ran through Curva Grande and Leclerc let them back past, and it was on the approach to that corner where the final-lap drama played out.

First Ghiotto cut the Rettifilo after an attack by de Vries, who then got a slow exit. That led

Leclerc to attempt a pass on his outside. But as de Vries slid wide they came together, Leclerc forced into the barriers and eventually coming home 17th, with his rival one place behind after getting a puncture. "It [wasn't] a smart move," declared Leclerc. "We ended in the wall in a race that I think we deserved to win."

De Vries was also frustrated by the incident, for which he was handed a fairly pointless 20-second penalty. "We deserved the win and it was a shame that the safety car brought a lot of chaos," he said. "I just felt it wasn't played fair because everyone was going straight at the chicane – you get under pressure which you're not supposed to get [when they let you back past]."

Ghiotto thereafter seemingly took his first win of 2017, setting the race's fastest lap as he did so, ahead of Antonio Fuoco and Matsushita. But hours later the stewards gave Ghiotto a five-second penalty for skipping the Rettifilo, handing Prema-run Ferrari junior Fuoco his first F2 win and promoting Nicholas Latifi to the podium.

"It was a bit tough," Ghiotto reflected. "I think I slept three hours [as] we were at the stewards' until almost midnight. Then I found it hard to remain calm and it took a while to fall asleep."

But any tiredness was banished on Sunday as Ghiotto made amends in the best way

possible, charging from fifth on the reversed grid to the sprint-race win at his home event. He was decisive when he needed to be – his opportunistic pass on early leader Sean Gelael for third place as the pack surged through the Lesmos was vital as it kept him in touch with Louis Deletraz and Sergio Sette Camara.

After hunting and dispatching both, he took the chequered flag 2.3s ahead of MP Motorsport man Sette Camara and Fuoco, who capped his best F2 weekend with a late pass on Deletraz.

Leclerc put in another brilliant battling display to rise from 17th to ninth, but lost ground in the fight for points when he damaged his front wing challenging the struggling Latifi. "It hasn't been the weekend we had hoped for and definitely not the one we deserved," he said afterwards. But at least he maintained his 59-point lead over Rowland, who also left Monza with nothing to show for his efforts points-wise.

Rowland quickly rose the race-two order from 19th in the early stages but just "wasn't fast enough" as he struggled with tyre degradation on his run to 11th.

And Leclerc's lack of points was not a consolation for the 25-year-old: "We needed to close the gap, not keep it the same."

ALEX KALINAUCKAS



Aitken leads Russell (right) and Hubert in frenetic all-ART battle

LAT IMAGES

Russell conquers the war of ART

GP3 SERIES
MONZA (I)
SEPTEMBER 2-3
ROUND 6/8

“A VERY EVENTFUL OR UNEVENTFUL weekend” – rather understandably, George Russell didn’t know how best to sum up GP3’s visit to Monza.

Just one week after two entertaining races at Spa, the third-tier category arrived in Italy ready for another weekend of action. But after practice on Friday evening, the drivers didn’t take to the track again until Sunday morning – and then only for single race – as the wet weather that delayed Formula 1 qualifying and created chaos in Formula 2 pushed GP3’s schedule to breaking point.

It worked out in the favour of Nirei Fukuzumi, though, as the Honda F1 junior picked up his first GP3 pole by virtue of topping practice ahead of his ART Grand Prix team-mates Russell, Anthoine Hubert and Jack Aitken – and the grid was set by those results when heavy rain prevented qualifying from going ahead.

Under the emerging Sunday sun the drivers finally got to do battle – except the luckless Fukuzumi, who couldn’t take up his grid spot as a sensor problem stranded him in the pitlane, unable to select gears. Russell took full advantage as he “managed to make a good start and maintain the lead” into the Rettifilo chicane on lap one. Aitken outdragged Hubert going through Curva Grande, but the Frenchman muscled his way back into second at the Roggia chicane.

And that was as far as the racing went for a while, as Leonardo Pulcini crashed into the back of Alessio Lorandi under braking for Roggia, with the Arden driver mounting the back of his compatriot’s Jenzer machine and they careered into the barriers, without injury to either.

After an eight-lap delay as Pulcini was extricated from his car, the racing resumed, with Hubert passing Russell before they swapped back two laps later. Shortly after that, Juan Manuel Correa slammed into the back of Jenzer team-mate Arjun Maini and lost a wheel on the approach to Rettifilo, where the Indian’s

damaged rear wing would disintegrate in spectacular fashion later on.

That led to a virtual safety car, which spelled trouble for Russell who “had a radio problem that made it tough to know when the VSC was ending”. When it did, just as the closely spaced ART cars were going through the Parabolica, Aitken “caught them napping a bit” and powered past both Russell and Hubert on the main straight to lead.

Russell was able to stay second and the two title contenders then engaged in a thrilling battle for the win. Their frantic scrap ended in Russell’s favour when he got a better run than Aitken out of the Roggia after they had gone side by side through Curva Grande. Mercedes F1 junior Russell then earned himself a black-and-white warning flag for weaving to try and break the tow – “I just played it safe and didn’t do that [again]” – but Renault protege Aitken accepted the incident had “been dealt with”.

Niko Kari brought the race – already down to a timed event – to a safety car finish when he crashed between the Lesmos during the closing stages.

Russell therefore secured his fourth win of 2017, with Marcos Siebert, Ryan Tveter, Giuliano Alesi, Tatiana Calderon and Julien Falchero completing the top eight. The result secured ART’s seventh GP3 teams’ crown in eight seasons.

Aitken had viewed the weekend as an opportunity to eat into Russell’s lead and was left hoping the lost sprint event can be added to the schedule at Jerez, where Russell – 43 points to the good – is hoping to “seal the championship”.

ALEX KALINAUCKAS

AT A GLANCE

RACE 1
1 Russell ART
2 Aitken ART
3 Hubert ART

RACE 2
Cancelled

➔ P53 RESULTS



Siebert (leading) was best of the rest in fourth

LAT IMAGES



Campbell took his second win in Supercup

Campbell wins as Olsen closes

PORSCHE SUPERCUP
MONZA (I)
SEPTEMBER 3
ROUND 7/8

MATT CAMPBELL SCORED A LIGHTS-TO-FLAG win, as Dennis Olsen closed on season-long leader Michael Ammermuller in the standings.

Campbell led from pole, which he secured by topping practice as qualifying was washed out. After surviving a safety car restart caused by a Turn 1 incident between Daniele di Amato, Dylan Pereira and Dan Cammish, the Australian was untroubled on his way to victory.

Zaid Ashkanani finished 1.5s behind, having escaped in second as Olsen and Ammermuller battled in the early stages. The scrap between the

title protagonists ended when Ammermuller was sent across the Ascari gravel trap in a clash with Robert Lukas. Olsen finished fifth having run third for a time, twice going wide at Turn 1 with what he later said was a brake problem. Mattia Drudi hunted down and passed Jaap van Lagen for third.

Ammermuller's nightmare race featured two more clashes before he finished 10th, one place behind the recovering Cammish, with his championship lead slashed to just three points.

RESULTS

1 Matt Campbell 14 laps in 27m51.057s; 2 Zaid Ashkanani +1.473s; 3 Mattia Drudi; 4 Jaap van Lagen; 5 Dennis Olsen; 6 Ryan Cullen; 7 Robert Lukas; 8 Thomas Preining; 9 Dan Cammish; 10 Michael Ammermuller. **Points 1 Ammermuller 157**; 2 Olsen 154; 3 Campbell 111; 4 Cammish 108; 5 Lukas 95; 6 Dylan Pereira 84.

Surprise for supersub Michelisz

TCR INTERNATIONAL
BURIRAM (T)
SEPTEMBER 3
ROUND 8/10

NORBERT MICHELISZ TOOK AN UNEXPECTED and almost accidental win as the TCR teams began their late-season Asian races in Thailand.

Works Honda World Touring Car star Michelisz drafted himself into his own MiRA Racing team at the last minute when Roberto Colciago pulled out of the trip, still suffering broken ribs from the pile-up at Oschersleben. As he did in a previous one-off on home ground at the Hungaroring, Michelisz went out to help his title-contending protege Attila Tassi, but this time messed it up.

Michelisz was running second to the fleeing DG

Sport Opel of Mato Homola when he backed off his Civic to allow the chasing Tassi through. But the looming Craft-Bamboo SEAT of Pepe Oriola was thrown into the gap, and Tassi got pushed wide. Michelisz was promoted to the lead when the luckless Homola suffered a front-left-tyre blowout with two laps remaining. One lap later, Oriola lost second when his gearbox failed.

From 11th on the grid, the charging Dusan Borkovic took second in his Alfa Romeo, with Tassi beating the WRT-run VW Golf of main title rival Jean-Karl Vernay to the final podium spot.

The second race was a simple win for reversed-grid polesitter Aurelien Panis, the TCR latecomer's Boutsen Ginion Honda leading the MiRA Civic of Giacomo Altoe and double champion Stefano Comini's Comtoy Racing Audi.

Michelisz positioned himself behind fourth-placed Tassi and in front of Vernay. By the time Michelisz's car expired in a cloud of smoke one lap from home, Tassi was safe to take the points lead.

RESULTS

Race 1 1 Norbert Michelisz (Honda Civic Type R TCR) 14 laps in 24m44.820s; 2 Dusan Borkovic (Alfa Romeo Giulietta TCR) +3.769s; 3 Attila Tassi (Honda); 4 Jean-Karl Vernay (Volkswagen Golf GTI TCR); 5 Rob Huff (VW); 6 Giacomo Altoe (Honda).

Race 2 1 Aurelien Panis (Honda) 14 laps in 24m34.503s; 2 Altoe +1.274s; 3 Stefano Comini (Audi RS3 LMS TCR); 4 Tassi; 5 Vernay; 6 Borkovic. **Points 1 Tassi 179**; 2 Vernay 177; 3 Comini 165; 4 Roberto Colciago 145; 5 Pepe Oriola 110; 6 Borkovic 108.



Michelisz does his job of keeping Vernay behind

IN BRIEF

INDY LIGHTS

Aaron Telitz won a wet final round at Watkins Glen, but seventh place was enough to crown Kyle Kaiser as the 2017 champion. Telitz emerged from a superb early scrap with Belardi team-mate Santi Urrutia and Andretti-Steinbrenner's Colton Herta. A red flag erased Telitz's lead, but the Wisconsin native was unfazed and controlled the restart to beat Urrutia and Herta. Kaiser had a spin, but the Juncos Racing driver's title was never in doubt. At the same event, Brazilian Victor Franzoni won both Pro Mazda races to wrap up the title, while Rinus van Kalmthout's USF2000 win wasn't enough to prevent Oliver Askew from winning the championship.

SCANDINAVIAN TOURING CARS

Robert Dahlgren moved to within touching distance of the crown after taking two out of three victories in his PWR SEAT at Anderstorp. Chief title rival Fredrik Ekblom, second in race one, failed to score in the second encounter following contact between his Krisoffersson Motorsport VW and the SEAT of Dahlgren's team-mate and race-one winner Daniel Haglof. Ekblom's team-mate Fredrik Blomstedt took a pair of seconds. Sweden's 'Mr Versatile' Felix Rosenqvist took part in the supporting Carrera Cup races. He led the first until he slid off with three corners to go, giving victory to Lukas Sundahl, before redeeming himself by winning the second.

SUPER TC2000

Renault works driver Facundo Arduso made it a perfect weekend for the French marque with victory in Saturday's night race on the streets of Santa Fe and in Sunday's midday counter to move into the points lead. Arduso led team-mate Leonel Pernia away from pole in race one and was never headed. Pernia remained second until mechanical gremlins stopped his Fluence, so Matias Rossi (Toyota) and reigning champion Agustin Canapino (Chevrolet) completed the podium. Polesitter Canapino led the field away on Sunday, before a clash with Rossi put the Corolla out. Just as Canapino looked set for victory, his Cruze's rear suspension let him down and Arduso inherited the win, followed by Pernia and Fiat's Bernardo Llaver.

PIRELLI WORLD CHALLENGE

Expat Scot Ryan Dalziel and former GP3-racing Canadian Daniel Morad won the Pirelli World Challenge SprintX finale at Austin in their Mercedes-AMG GT3. Morad held off the Porsche of Patrick Long, who had taken over from Jorg Bergmeister. Cadillac pair Jordan Taylor and Michael Cooper wrapped up the title despite Taylor's first-lap clash with the Ferrari of Daniel Mancinelli. The Ferrari had won the first race, Niccolo Schiro taking over from Mancinelli and winning a fight with Cadillac veteran Johnny O'Connell. A further race was run on Friday to make up for the cancelled Mosport event, and this was won by Long and Bergmeister. Alvaro Parente and Ben Barnicoat took two fourths in a McLaren.



Costa gets a Frey-up at Silverstone

**INTERNATIONAL GT OPEN/EUROFORMULA OPEN
RADICAL EUROPEAN MASTERS
SILVERSTONE (GB)
SEPTEMBER 2-3**

ALBERT COSTA AND PHILIPP

Frommenwiler may not have come away from Silverstone with the GT Open points lead, but their smiles were the widest in Northamptonshire after following up a lights-to-flag victory in race one with an unlikely third place in race two.

Following an intensive two-day test at Barcelona and a handy 1mm restrictor break, the Emil Frey Lexus RCF was the class of the field in Costa's hands, and the Spaniard's ability to save a set of tyres on his way to race one pole – "I didn't need to break sweat" – proved crucial.

Although Marco Mapelli gave dogged chase in the opening stint, Costa could rest easy in the knowledge that the third Imperiale Racing Lamborghini would have to spend an extra 15 seconds in the pits as a new entry to the championship. Thereafter, Frommenwiler managed the gap to Mapelli's team-mate Giovanni Venturini – split from his regular co-driver Thomas Biagi to increase Imperiale's title prospects – to secure a third win of the year, while Biagi and new co-driver Raffaele Giammaria completed the podium in third.

Race two was closer still, with just 0.3 seconds separating Teo Martin Motorsport BMW team-mates Lourenco Beirao and Victor Bouveng at the flag. Fran Rueda repaid the mechanics, who had stayed at the circuit until 3am replacing a holed radiator and the engine, by qualifying on pole. But he was ambushed by a robust move from Antonio Felix da Costa at Club on lap two, the pair making contact as the Portuguese mounted the kerb. While Rueda scrambled to recover his line, da Costa ducked back up the inside on the short run to the second element of Club, but was never able to escape more than a few seconds down the road with a damaged splitter. The understeer worsened once Beirao

was in the car and this allowed Bouveng to close in, but try as he might the Swede couldn't find a way by. "I was a lot faster, but P2 is good points so we have to smile about that," said Bouveng.

Instead, the main overtaking action came from Costa. Taking over from Frommenwiler in 13th after the 15-second success penalty hanging over from race one was applied, the Spaniard "pushed every lap like qualifying" and capitalised on a spin for Mario Farnbacher's FBR Lexus to run fifth with one lap to go. Passes on Andrea Fontana (Imperiale Lamborghini) and Mapelli on the final lap lifted him to a breathless third and reduced Venturini's points lead to six, with Biagi a further two behind. "Everything is going the right way," Costa said. "We did a huge job this summer with everyone on the team so I'm proud of that – the hard work has paid off."

Harrison Scott continued his domination of the Euroformula Open series with two stylish victories from pole and a pair of fastest laps to boot. The RP Motorsport-run Englishman reeled off fastest laps at will in race one and finished a commanding 14.5s clear of Carlin's Devlin DeFrancesco, before doubling up on Sunday as the constant threat of rain never materialised.

Scott was over a second clear of nearest rival DeFrancesco in qualifying and the Canadian had no answer to his pace from the moment the lights turned green, trailing home 11s behind. Alex Karkosik enjoyed his strongest performance

of the year with third in race one, but was disappointed to lose second to DeFrancesco with a slight lock-up at Village.

Polish racer Karkosik was unable to match his race-one heroics on Sunday and found himself shuffled back to sixth as Jannes Fittje and Nikita Troitskiy traded outside passes at Stowe, Fittje eventually coming out on top of the fight for third. With the ECU problems that left him "a sitting duck" in race one fixed, guest entry Ben Hingeley pushed Troitskiy down a further place with a firm pass into Brooklands, completing a strong day for Fortec with fourth place behind the sister car of Fittje.

Scott Mansell only received a call-up to race in the Radical European Masters at the eleventh hour, but left his mark by scoring two wins on his first time in an SR8 alongside John Corbett.

After charging to second in the opener behind John Harrison and Patrick McClughan, Mansell dominated race two from the outset and was assured of victory when Harrison's pursuit of Corbett ended in the gravel at Aintree.

A hefty success penalty made race three less straightforward. But when Andrew Ferguson was penalised for a too-short pitstop and McClughan retired with gearbox woes, Mansell made short work of Jim Booth to make it a double. Booth lost another place to the recovering Ferguson on the final lap, before spinning and falling to ninth.

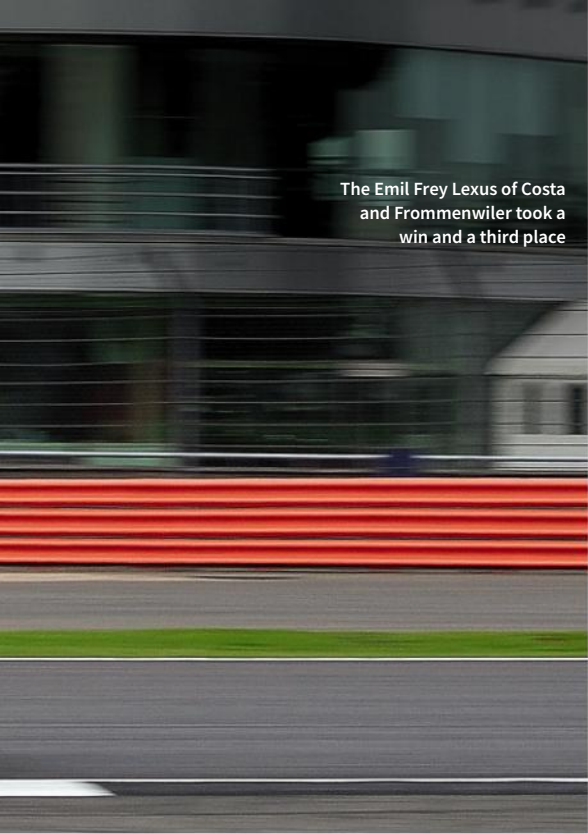
JAMES NEWBOLD

Scott didn't stay in the rest's sights for long



EUROFORMULA OPEN

The Emil Frey Lexus of Costa and Frommenwiler took a win and a third place



Close finish in race two between the BMWs

GT OPEN

RESULTS

INTERNATIONAL GT OPEN Race 1 1 Albert Costa/Philipp Frommenwiler (Lexus RC F GT3) 35 laps in 1h11m47.862s; 2 Giovanni Venturini/Marco Mapelli (Lamborghini Huracan GT3) +15.018s; 3 Thomas Biagi/Raffaele Giammaria (Lamborghini); 4 Shaun Balfe/Rob Bell (McLaren 650S GT3); 5 Dominik Farnbacher/Mario Farnbacher (Lexus); 6 Valentin Pierburg/Tom Onslow-Cole (Mercedes-AMG GT3). **Fastest lap** Costa 1m59.489s (110.284mph). **Race 2** 1 Lourenco Beirao da Veiga/Antonio Felix da Costa (BMW M6 GT3) 29 laps in 1h00m18.947s; 2 Victor Bouveng/Fran Rueda (BMW) +0.356s; 3 Costa/Frommenwiler; 4 Venturini/Mapelli; 5 Vito Postiglione/Andrea Fontana (Lamborghini); 6 Farnbacher/Farnbacher. **FL** Costa 2m00.282s (109.557mph). **Points** 1 Venturini 80; 2 Costa/Frommenwiler 76; 3 Biagi 74; 4 Rueda/Bouveng 72; 5 Miguel Ramos/Mikkel Mac 62; 6 D Farnbacher 57.

EUROFORMULA OPEN Race 1 1 Harrison Scott 15 laps in 28m21.409s; 2 Devlin DeFrancesco +14.547s; 3 Alex Karkosik; 4 Ameya Vaidyanathan; 5 Nikita Troitskiy; 6 Ben Hingeley. **FL** Scott 1m52.938s (116.681mph). **Race 2** 1 Scott 15 laps in 28m36.706s; 2 DeFrancesco +11.147s; 3 Jannes Fittje; 4 Hingeley; 5 Troitskiy; 6 Karkosik. **FL** Scott 1m53.573s (116.030mph). **Points** 1 Scott 233; 2 Troitskiy 131; 3 Vaidyanathan 109; 4 DeFrancesco 93; 5 Thiago Vivacqua 88; 6 Fittje 82.

RADICAL EUROPEAN MASTERS Race 1 1 John Harrison/Patrick McClughan 29 laps in 1h00m59.549s; 2 John Corbett/Scott Mansell +1m00.403s; 3 Richard Baxter; 4 Alex Mortimer; 5 Ryan Booth/Jim Booth; 6 Jack Manchester. **FL** McClughan 2m00.715s (109.165mph). **Race 2** 1 Corbett/Mansell 29 laps in 1h01m01.943s; 2 Jeremy Ferguson/Andrew Ferguson +1m01.114s; 3 Manchester; 4 Mortimer; 5 Booth/Booth; 6 Stuart Moseley/John Caudwell. **FL** Mansell 1m58.710s (111.008mph). **Race 3** 1 Corbett/Mansell 28 laps in 1h01m52.511s; 2 Ferguson/Ferguson +23.998s; 3 Caudwell/Moseley; 4 Mortimer; 5 Jani Hjerpe; 6 Ivan Lukashевич/Konstantin Gugkaev. **FL** R Booth 2m00.011s (109.805mph).

Hamlin puts error behind him for win

**NASCAR CUP
DARLINGTON (USA)
SEPTEMBER 3
ROUND 25/36**

DENNY HAMLIN MADE UP FOR A pitlane gaffe to take his second win of the season from team-mate Kyle Busch. Hamlin and Busch stayed out longer than most of the field before pitting with 53 laps remaining, but Hamlin locked up as he tried to enter the pitlane and had to go round again. His Joe Gibbs Racing Toyota rejoined 20 seconds behind the Furniture Row Racing Camry of Martin Truex Jr, who had won both of the first two stages. Hamlin carved into the gap of Truex, who complained of ill handling in the final stages, before light contact with Landon Cassill dropped him back. But then a flat right-front tyre caused Truex to make contact with the wall, and he dropped to eighth. As Hamlin moved through to win, Busch took second with older brother Kurt third.



Hamlin (11) won after Truex (78) led late on

LAT IMAGES

With one race to go before the Playoffs, Chase Elliott, Matt Kenseth and Jamie McMurray all face a nervous wait. If there is a first-time 2017 winner at Richmond this Saturday, and it's neither of this close-matched trio, one of them will miss the cut.

RESULTS

1 Denny Hamlin (Toyota Camry) 367 laps in 3h46m34s; 2 Kyle Busch (Toyota) +2.599s; 3 Kurt Busch (Ford Fusion); 4 Austin Dillon (Chevrolet SS); 5 Erik Jones (Toyota); 6 Matt Kenseth (Toyota); 7 Ryan Newman (Chevy); 8 Martin Truex Jr (Toyota); 9 Kevin Harvick (Ford); 10 Jamie McMurray (Chevy). **Playoff qualifying** 1 Truex 1000/4 wins; 2 Kyle Larson 884/3; 3 Jimmie Johnson 653/3; 4 Kyle Busch 893/2; 5 Hamlin 810/2; 6 Brad Keselowski 761/2; 7 Ricky Stenhouse Jr 536/2; 8 Harvick 867/1; 9 Ryan Blaney 629/1; 10 Kurt Busch 624/1; 11 Newman 604/1; 12 Dillon 473/1; 13 Kasey Kahne 464/1; 14 Chase Elliott 737; 15 Kenseth 735; 16 McMurray 734.



Kristoffersson was the master of the French mud

Kristoffersson heads convoy

**WORLD RALLYCROSS
LOHEAC (F)
SEPTEMBER 2-3
ROUND 9/12**

CHAMPIONSHIP LEADER JOHAN Kristoffersson beat local hero Sebastien Loeb to victory at Loheac to take a record-breaking fourth successive WRX win. Much to the delight of the partisan crowd, Loeb led his home event at the end of the opening day, but by the end of qualifying Kristoffersson had climbed to the top of the Intermediate Classification in his PSRX Volkswagen Polo, ahead of Peugeot-Hansen 208 driver Loeb and the EKS Audi S1 of reigning champion Mattias Ekstrom. Kristoffersson won the first semi-final to put his name on pole position for the final, while Loeb dropped to the second row when team-mate Timmy Hansen beat him to

victory in semi-final two. In the final, Kristoffersson led from start to finish, while Loeb passed the sister Peugeot of Hansen for second on lap two. Hansen dropped out with mechanical problems, leaving Ekstrom to complete the podium. With the second PSRX VW of Petter Solberg struggling with a puncture, that allowed Andreas Bakkerud to finish fourth in his Ford Focus. Former WRC driver Alister McRae made his WRX debut in a VW Polo but the Scot didn't make it to the semi-finals.

RESULTS

1 Johan Kristoffersson (Volkswagen Polo GTI) 6 laps in 4m08.408s; 2 Sebastien Loeb (Peugeot 208) +3.581s; 3 Mattias Ekstrom (Audi S1); 4 Andreas Bakkerud (Ford Focus RS); 5 Petter Solberg (VW); 6 Timmy Hansen (Peugeot). **Points** 1 Kristoffersson 241; 2 Solberg 195; 3 Ekstrom 180; 4 Loeb 169; 5 Hansen 155; 6 Bakkerud 146.



PICS: DUTCH PHOTO AGENCY

Fittipaldi leaps back to the top

WORLD SERIES FORMULA V8 3.5
MEXICO CITY (MEX)
SEPTEMBER 2-3
ROUND 7/9

PIETRO FITTIPALDI SAID HE FELT like he was racing at home as he reclaimed the lead of the World Series Formula V8 3.5 standings with a faultless weekend in Mexico City.

Cheered on by a passionate crowd at the Autodromo Hermanos Rodriguez, Fittipaldi topped both qualifying sessions in his Charouz-run Lotus car to break the series record in notching up his ninth and 10th poles. He then took a pair of wins to open up a 15-point gap to SMP Racing's Matevos Isaakyan.

But the Brazilian was lucky to finish the first race, as Egor Orudzhev missed his braking point going into Turn 1 for the first time and flashed across Fittipaldi's nose. The Russian missed the field, but couldn't slow down on damp grass and hit the barrier.

It got worse for the SMP Racing driver, who was third in the championship

coming into the series' first race in the Americas for 15 years, as he collided with Alex Palou at Turn 1 in race two. Orudzhev admitted the crash was his mistake and has to put his first double retirement of the season behind him in the penultimate round at Austin.

For Fittipaldi, his dominant win on Sunday morning – watched by double Formula 1 world champion grandfather Emerson – was a reward for the hard work put in since his own self-described “difficult” weekend at the Nurburgring.

His new lead in the championship was assisted by an up-and-down weekend for Isaakyan, who had topped the points after a winning weekend in Germany. A robust battle in race one with Palou – who replaced Nelson Mason at Teo Martin Motorsport due to ongoing sponsorship issues for the Canadian – secured second place. But while looking to force his way past Roy Nissany for third in race two, the pair collided at Turn 12, dropping Isaakyan to fourth.

That allowed Mexico City native Alfonso Celis an unpressured run to

Two poles and two wins went to Fittipaldi...

second place in his Fortec Motorsport car and promoted Konstantin Tereschenko to his first podium of the season. That result for Force India development driver Celis, combined with fifth in race one, moves him to third in the standings, 30 points behind Fittipaldi.

One driver falling away from the top is Rene Binder. The Austrian lamented the lack of speed from his engine as he struggled to sixth in the opening race. The Lotus driver looked set for second place in race two, but suspected engine failure forced him into his second retirement of the season. His issues are a continuation of the trouble he suffered at the Nurburgring, where he suffered from a lack of straightline speed.

There was also a below-par weekend for Nissany. Struggling with suspension issues in practice, the RP Motorsport driver couldn't get a handle on set-up and qualified down the order.

Two points for a disappointing ninth in the opening race and the four points gained for being classified eighth in race two have drawn the Israeli to one point behind Orudzhev, who has now fallen to fourth.

...and grandad Emerson was pretty happy about it

JOE HUDSON

RESULTS

Race 1 1 Pietro Fittipaldi 27 laps in 43m03.238s; 2 Matevos Isaakyan +3.227s; 3 Alex Palou; 4 Konstantin Tereschenko; 5 Alfonso Celis; 6 Rene Binder; 7 Yu Kanamaru; 8 Diego Menchaca; 9 Roy Nissany; 10 Giuseppe Cipriani. **Race 2** 1 Fittipaldi 25 laps in 42m15.595s; 2 Celis +1.062s; 3 Tereschenko; 4 Isaakyan; 5 Menchaca; 6 Cipriani; 7 Kanamaru; 8 Nissany; no other finishers. **Points** 1 Fittipaldi 208; 2 Isaakyan 193; 3 Celis 178; 4 Egor Orudzhev 155; 5 Nissany 154; 6 Binder 148.



RESULTS ROUND-UP

FORMULA 2 CHAMPIONSHIP

ROUND 9/11, MONZA (I), SEPTEMBER 2-3

RACE 1 (23 LAPS – 82.599 MILES)

1	Antonio Fuoco (I) <i>Prema Racing</i>	44m10.800s
2	Nobuharu Matsushita (J) <i>ART Grand Prix</i>	+0.351s
3	Nicholas Latifi (CDN) <i>DAMS</i>	+1.477s
4	Luca Ghiotto (I) <i>Russian Time</i>	+3.085s
5	Sean Gelael (RI) <i>Arden International</i>	+3.844s
6	Sergio Sette Camara (BR) <i>MP Motorsport</i>	+5.268s
7	Louis Deletraz (CH) <i>Rapax</i>	+6.031s
8	Gustav Malja (S) <i>Racing Engineering</i>	+6.930s
9	Artem Markelov (RUS) <i>Russian Time</i>	+7.878s
10	Jordan King (GB) <i>MP Motorsport</i>	+8.219s
11	Roberto Merhi (E) <i>Rapax</i>	+9.712s
12	Nabil Jeffri (MAL) <i>Trident</i>	+11.679s
13	Norman Nato (F) <i>Arden International</i>	+11.979s
14	Alexander Albon (T) <i>ART Grand Prix</i>	+12.046s
15	Ralph Boschung (CH) <i>Campos Racing</i>	+12.406s
16	Robert Visoiu (RO) <i>Campos Racing</i>	+13.531s
17	Charles Leclerc (MC) <i>Prema Racing</i>	+33.989s
18	Nyck de Vries (NL) <i>Racing Engineering</i>	+1m12.409s
R	Oliver Rowland (GB) <i>DAMS</i>	18 laps-wheel fell off
R	Santino Ferrucci (USA) <i>Trident</i>	5 laps-engine

Winner's average speed 112.175mph. **Fastest lap** Latifi 1m47.648s, 120.379mph.

QUALIFYING

1 **Matsushita** 1m30.982s; 2 **de Vries** 1m31.071s; 3 **Deletraz** 1m31.239s; 4 **Markelov** 1m31.266s; 5 **Merhi** 1m31.323s; 6 **King** 1m31.355s; 7 **Leclerc** 1m31.378s; 8 **Fuoco** 1m31.426s; 9 **Ferrucci** 1m31.482s; 10 **Albon** 1m31.511s; 11 **Ghiotto** 1m31.529s; 12 **Sette Camara** 1m31.653s; 13 **Rowland** 1m31.711s; 14 **Latifi** 1m31.747s; 15 **Nato** 1m31.772s; 16 **Boschung** 1m31.878s; 17 **Malja** 1m31.942s; 18 **Gelael** 1m32.171s; 19 **Visoiu** 1m32.267s; 20 **Jeffri** 1m32.373s.

RACE 2 (21 LAPS – 75.400 MILES)

1 **Ghiotto** 33m15.078s; 2 **Sette Camara** +2.296s; 3 **Fuoco** +4.505s; 4 **Deletraz** +6.246s; 5 **Merhi** +11.803s; 6 **Gelael** +17.305s; 7 **Matsushita** +20.010s; 8 **Albon** +20.588s; 9 **Leclerc** +23.263s; 10 **Nato** +23.704s; 11 **Rowland** +27.419s; 12 **de Vries** +29.307s; 13 **Boschung** +29.659s; 14 **Ferrucci** +29.906s; 15 **Markelov** +32.045s; 16 **Latifi** +32.965s; 17 **Jeffri** +33.237s; 18 **Malja** +57.447s; 19 **Visoiu** +1m00.129s; 20 **King** +1m06.302s.

Winner's average speed 136.054mph. **Fastest lap** King 1m32.921s, 139.457mph.

GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed.

CHAMPIONSHIP

1 **Leclerc** 218; 2 **Rowland** 159; 3 **Markelov** 152; 4 **Ghiotto** 150; 5 **Latifi** 132; 6 **Matsushita** 115; 7 **de Vries** 96; 8 **Nato** 91; 9 **Fuoco** 77; 10 **Albon** 66.



De Vries led Leclerc for much of a thrilling opening F2 race

GP3 SERIES

ROUND 6/8, MONZA (I), SEPTEMBER 3

RACE 1 (21 LAPS – 75.400 MILES)

1	George Russell (GB) <i>ART Grand Prix</i>	44m15.898s
2	Jack Aitken (GB) <i>ART Grand Prix</i>	+1.526s
3	Anthoine Hubert (F) <i>ART Grand Prix</i>	+2.361s
4	Marcos Siebert (RA) <i>Campos Racing</i>	+2.959s
5	Ryan Tveter (USA) <i>Trident</i>	+5.026s
6	Giuliano Alesi (F) <i>Trident</i>	+5.351s
7	Tatiana Calderon (CO) <i>DAMS</i>	+6.448s
8	Julien Falchero (F) <i>Campos Racing</i>	+7.044s
9	Kevin Jorg (CH) <i>Trident</i>	+7.207s
10	Bruno Baptista (BR) <i>DAMS</i>	+8.879s
11	Raoul Hyman (ZA) <i>Campos Racing</i>	+9.567s
12	Steijn Schothorst (NL) <i>Arden International</i>	+9.645s
13	Dan Ticktum (GB) <i>DAMS</i>	+16.268s
14	Dorian Boccocacci (F) <i>Trident</i>	+40.836s
15	Niko Kari (FIN) <i>Arden International</i>	19 laps-accident
16	Arjun Maini (IND) <i>Jenzer Motorsport</i>	18 laps-accident damage
R	Juan Manuel Correa (USA) <i>Jenzer Motorsport</i>	12 laps-accident
R	Leonardo Pulcini (I) <i>Arden International</i>	0 laps-accident
R	Alessio Lorandi (I) <i>Jenzer Motorsport</i>	0 laps-accident
NS	Nirei Fukuzumi (J) <i>ART Grand Prix</i>	sensor/gears

Winner's average speed 102.202mph. **Fastest lap** Hubert 1m40.232s, 129.285mph.

QUALIFYING (FROM PRACTICE)

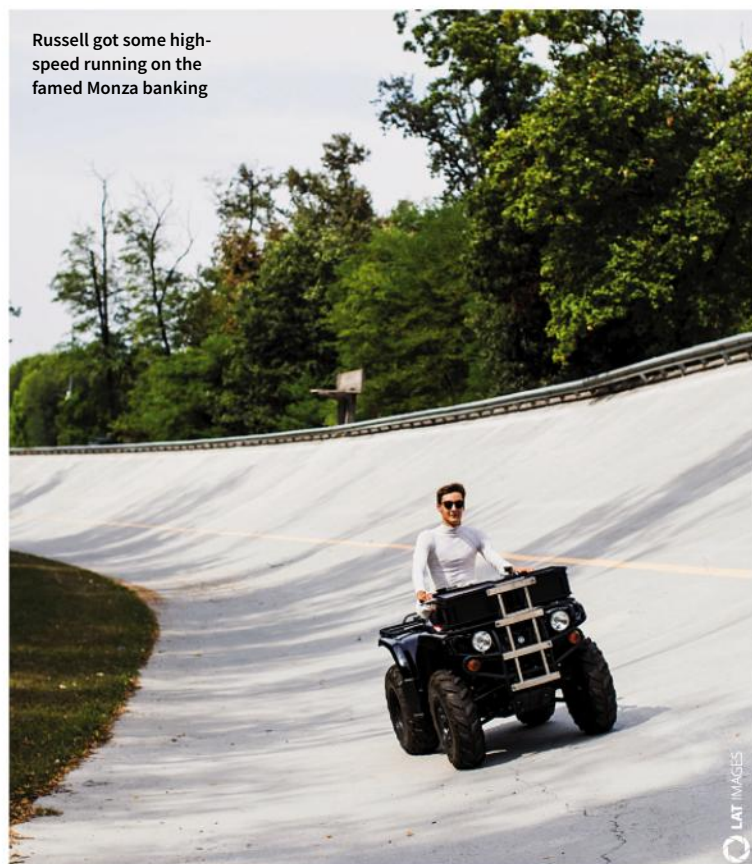
1 **Fukuzumi** 1m38.594s; 2 **Russell** 1m38.693s; 3 **Hubert** 1m38.776s; 4 **Aitken** 1m38.786s; 5 **Boccocacci** 1m38.933s; 6 **Schothorst** 1m38.963s; 7 **Pulcini** 1m38.971s; 8 **Maini** 1m39.033s; 9 **Lorandi** 1m39.148s; 10 **Ticktum** 1m39.232s; 11 **Siebert** 1m39.298s; 12 **Correa** 1m39.470s; 13 **Alesi** 1m39.518s; 14 **Kari** 1m39.565s; 15 **Hyman** 1m39.776s; 16 **Baptista** 1m39.860s; 17 **Tveter** 1m39.923s; 18 **Falchero** 1m39.968s; 19 **Calderon** 1m40.411s; 20 **Jorg** 1m41.112s.

RACE 2

Cancelled.

CHAMPIONSHIP

1 **Russell** 162; 2 **Aitken** 119; 3 **Fukuzumi** 99; 4 **Hubert** 97; 5 **Alesi** 95; 6 **Lorandi** 63; 7 **Tveter** 62; 8 **Boccocacci** 54; 9 **Maini** 53; 10 **Kari** 28.



Russell got some high-speed running on the famed Monza banking

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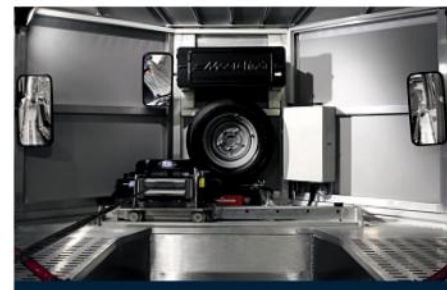
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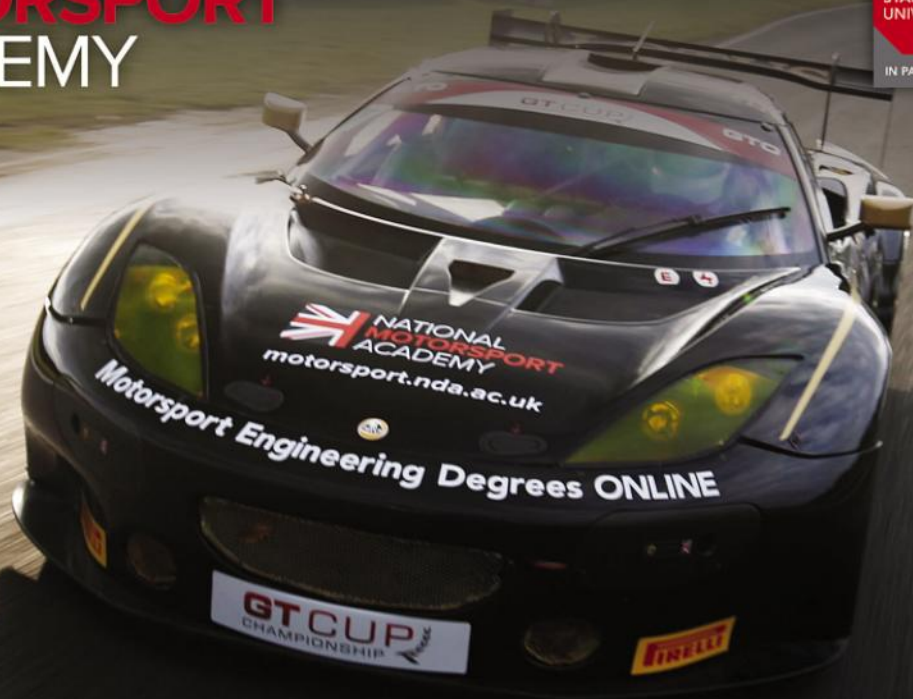


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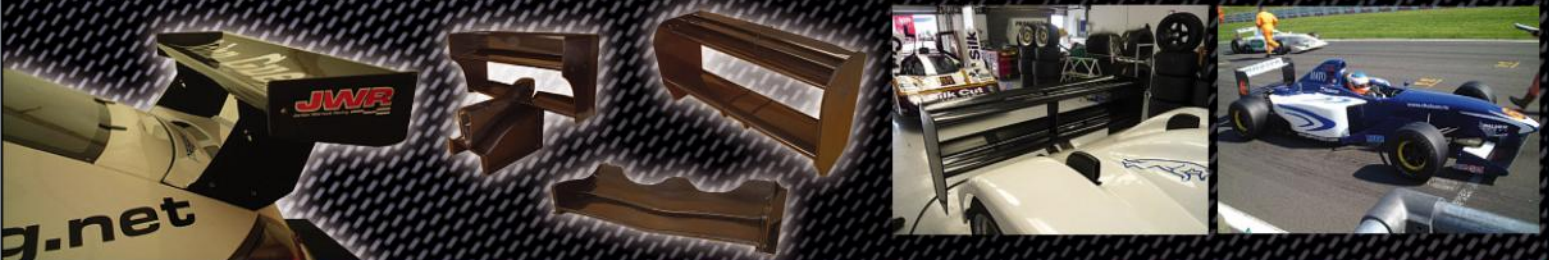
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BLOXHAM

FIA MASTERS HISTORIC F1

French racer Ferrer in critical condition after Zandvoort Historic GP crash

FRENCH HISTORIC RACER DAVID Ferrer remained in a critical condition in Amsterdam's specialist trauma hospital as Autosport closed for press.

Ferrer, 61, was involved in a substantial accident on the opening lap of Saturday's FIA Masters Historic Formula 1 championship round at Zandvoort, which was not restarted.

Following the usual rolling start, Ferrer's March 701 – which he had qualified 12th of 21 in Friday's rain-affected session – left the track at the fast right-handed Arie Luyendijk corner, which exits onto the start straight. The car hit the outside barrier at speed.

The gearbox – dislodged from the chassis – was hit by Briton Paul Tattersall's Ensign N179, which lost a front corner against the inside

barrier where it came to rest.

"I had a split second to decide whether to go left or right. Thank heavens I chose right or I'd have hit David," said the shaken Tattersall.

Marshals and medics were praised for their "exemplary" work in resuscitating and extracting the injured driver from what FIA technical scrutineer John Gentry described as "right up there" among the biggest accidents he had seen in his long F1 career.

Spokespersons from Circuit Zandvoort, the FIA and Masters Historic Racing have declined to comment further on the accident pending ongoing investigations, after releasing a statement on Saturday.

It read: "During the sixth running of the Historic Grand Prix Zandvoort, an

Ferrer's March 701 hit the barriers at speed during FIA Historic Masters event in Holland

incident occurred in the first race of the FIA Masters Historic Formula One Championship.

"At the end of the opening lap of the race on Saturday morning, Frenchman David Ferrer, who drove a 1970 March 701 with starting number 20, came off the track coming out of the Arie Luyendijk bocht, the final corner leading onto the start and finish straight.

"Marshals, safety and medical staff were on the scene almost immediately. The driver was resuscitated and transported to hospital for further treatment."

Ferrer, who has raced numerous F1 cars, plus high-powered sports and touring cars in recent years, was evacuated by helicopter to hospital, where his family is with him.

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SR1 Cup is being opened up to non-novices

STYLES

RADICAL SR1 CUP

Radical offers fully funded SR1 drive

RADICAL IS OFFERING THE CHANCE FOR one driver to win a fully funded season in its SR1 Cup – worth £45,000 – as part of a new shootout contest as the series scraps its all-novice philosophy for 2018.

The British marque has announced its inaugural SR1 Shootout competition, which will reward one driver with a funded season of SR1 racing with the Radical works team.

All candidates will be invited to an assessment day in association with Rockingham on either October 9 or 10, during which they will engage in on-track sessions in the new-generation SR1 as well as activities in road cars, simulators and media training.

At the end of the two days one driver will be chosen for an arrive-and-drive deal for the six-round 2018 season.

“We’ve launched the Shootout to find a real Radical brand ambassador for next year,” explained Radical motorsport and engineering director Alex Mortimer. “Just being fast in the SR1 won’t be enough – we’re looking for the whole package from our winner. The Shootout is open to everyone from gentleman club racers to career-focused karting graduates. The car suits all forms of drivers – it offers great mileage and the experience of aero-car racing.

“We want a fresh wave of drivers to come and try the car – drivers who probably never

considered Radical as an option before.”

The SR1 Cup was launched in 2012 and was designed to be a novice-only category. For next season the series will be opened up to more experienced drivers too, although a class for novice racers will remain. “It’s our most accessible and affordable model, so it’s only right that we give more drivers the chance to enjoy racing it,” added Mortimer.

Entries for the SR1 Shootout open this week, with a registration fee of £499 per driver. The Shootout entry fee can also be credited against the purchase of a new SR1 for 2018.

Interested parties can register by visiting the official website radicalsportscars.com/shootout.

RENAULT UK CLIO CUP JUNIOR

Hammerton and Grady join Clio Jr grid

JUNIOR SALOON CAR title contender Ethan Hammerton and Ginetta Junior podium finisher Connor Grady are among late entrants for the inaugural Renault UK Clio Cup Junior races at Snetterton this weekend.

Hammerton will contest the new Clio series with the Jamsport squad, while Grady – currently 10th in the Ginetta standings – will join WDE Motorsport ahead of a possible move to the senior series next year. Also competing with Jamsport will be karting

graduate Louis Doyle.

The series was originally due to begin in June, but was postponed until September after organisers felt it was not ready to launch.

The entry currently stands at seven cars, but championship manager Will Fewkes is confident of a strong end to the year.

“Once drivers and teams can see the performance of the cars and how cost-effective it is to run them in the two Clio championships, I think it will take off,” said Fewkes.



MICHELIN CLIO CUP SERIES

Palmer zones in on Clio crown

BEN PALMER TOOK A STEP CLOSER TO THE Michelin Clio Cup title at Anglesey last weekend, despite a false start in the first race.

A 10s penalty for Palmer put rival Anton Spires on top. The following day, Palmer extended his points lead after adding his seventh and eighth wins of the season in dominant fashion.

A retirement for Nic Harrison handed Shanel Drewe the advantage in the Road Series standings, although each driver claimed a win – along with Sean Thomas – across the three races.

Paul Rose in his Saker repeatedly overcame Joe Spencer’s Locosaki to claim a hat-trick of CNC Saloons wins. Oliver Thomas’s Subaru Impreza was similarly dominant in the Class D, E and F races.

James Thompson and Peter Drennan split the honours in four Global GT Lights contests.



LAWRENCE

Kapadia will share Jaguar with Warburton

HISTORICS

Kapadia to make historic debut

FORMER RADICAL CHAMPION AND current sports-prototype racer Alex Kapadia will make his historic racing debut at the Goodwood Revival this weekend, sharing Ross Warburton's ex-Protheroe Jaguar E-type in the TT Celebration.

Kapadia is currently eighth in the Michelin Le Mans Cup, in which he shares a Ligier

JSP3 with Warburton, and jumped at the chance to share the E-type.

"I did a few laps at Goodwood and a few more at Donington with the car, but it's a new challenge and completely different to anything I have done before," he said.

"It almost feels like you could drift it on the straights, but I really enjoyed it."

TEAM BRIT

Civilians allowed into Team BRIT

TEAM BRIT, WHICH USES motorsport to rehabilitate armed servicemen, is opening its doors to disabled civilians, with stuntwoman Olivia Jackson the first to join.

Jackson suffered injuries after colliding with a camera

truck while on a motorcycle during filming for Resident Evil in September 2015, and was in a coma for three weeks.

Her left arm was eventually amputated, while her scapula and collarbone fused in the wrong direction and she

suffered facial injuries.

The squad currently races in the Fun Cup, with a plan to step up to British GT4 next year, followed by GT3 and then Le Mans.

"This has been a significant decision for us," said Team BRIT's Dave Player of the expansion of his organisation's remit. "The message we are keen to promote is that disability is not a barrier, and that with the right hard work, determination and support, disabled drivers can seriously compete at the highest levels of the sport."



HAWKINS

LMP3 CUP

Mowlem and Grimes to LMP3 Cup

UNITED AUTOSPORTS WILL RUN FOUR cars in the final LMP3 Cup round at Donington Park on September 16-17, during which Johnny Mowlem and Bonamy Grimes will make their series debuts.

Experienced sportscar racer Mowlem and Grimes are regulars in the GT Cup in an FF Corse Ferrari 458 Challenge, and are planning to contest both series on the same weekend.

"Johnny has driven prototypes a lot, he's really experienced, so hopefully he'll transfer

some of that knowledge to me," said Grimes.

"It's a very different beast with no traction control and no ABS; it's not what I'm used to and the Pirelli tyres are hard, so trying to avoid locking up is quite tricky."

The duo will be joined by Sir Chris Hoy and Young Driver Initiative winner Sandy Mitchell. Nielsen Racing will expand to three cars; Jamie Spence and Jason Rishover will return, alongside Formula Ford ace Michael Vergers and Khaled Al Mudhaf in a third car.

IN BRIEF



PHOTOS@MS

MURRAY OUT OF LUCK AT THE GLEN

Niall Murray made his USF2000 debut at Watkins Glen last weekend (above), but the 2016 BRSCC National Formula Ford 1600 champion retired after hitting a wall. "Practice went really well and testing too, the qualifying not so well and the race even worse," said Murray. "In the race I was trying so hard to catch up, I made a small mistake and clipped the wall."

VOLUNTEER AWARD ENTRIES OPEN

The Motor Sports Association has opened entries for the Volunteer and Club of the Year awards. MSA-recognised regional associations, clubs and groups can submit nominations for both awards. Winners will be announced at the MSA's annual Night of Champions at the Royal Automobile Club in January.

REMEMBERING ANDREW MARTIN

A minute's silence was observed by the MG Trophy drivers at their presentation last Saturday at Oulton Park in memory of former driver Andrew Martin, who died of leukaemia at the end of last month.

KNOCKHILL FUNDRAISING EFFORT

Knockhill Racing Circuit is attempting to raise £10,000 for circuit commentator Garry Stagg and his wife, Hilda, who both suffered life-changing injuries in a motorcycle crash. To donate, visit knockhill.com.

FISHER v MOYERS IN APPEAL BATTLE

Castle Combe Formula Ford Championship rivals Josh Fisher and Michael Moyers are both waiting for verdicts on appeals they have lodged against each other. Moyers appealed against the legality of Fisher's engine, while Fisher protested Moyers's Spectrum chassis.

NASTY MG TROPHY CRASH AT OULTON

The MG ZRs of Gianni Picone and Adrian Wray (below) were launched into a series of high-speed rolls during the first MG Trophy race at Oulton Park last Saturday, with both needing hospital treatment. Picone suffered cuts to his eye and swelling, while Wray was diagnosed with fractures to two vertebrae in his neck.



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Zandvoort is a special place for Historic GP

By Marcus Pye, the voice of club racing

[@autosport](#)

STEEPED IN MOTOR RACING HISTORY SINCE ITS spectacular circuit opened in 1948, the town of Zandvoort is as proud of its sporting heritage as its sandy beach, abutting the grassy dunes through which Sammy Davis repurposed extant roads into the 2.64-mile course that earned The Netherlands its maiden world championship GP in '52.

Won by Alberto Ascari in a Ferrari 500, it was the dominant Italian combo's fifth of six successive victories in season one of the short-lived two-litre formula.

With major input from Porsche, BMW and other dedicated partners, Zandvoort loves to commemorate its firsts. In 1959, Swede Joakim Bonnier broke BRM's duck against considerable odds in a Type 25. Three years later Graham Hill became the marque's only world champion, robbing Jim Clark at the final hurdle in South Africa. The Scot and Team Lotus enjoyed great days in Holland, however, as a hat-trick in the 1500cc F1's final years and the three-litre Cosworth DFV engine's debut win in '67 attest.

That magnificent car, Lotus 49 R2, returned last weekend, American owner Chris MacAllister racing it in the sixth Zandvoort Historic GP event after an all-nighter by Classic Team Lotus, which had flown new parts in from Hethel. MacAllister also led the now traditional Saturday evening cavalcade of racing cars from the paddock into the town centre, barely a mile away.

My favourite town on the seasonal tour, Zandvoort's labyrinthine narrow streets are lined with bustling restaurants and bars. Its friendly smiling burghers and neighbours from miles around took countless selfies with

the green and yellow Lotus in the middle – where it was prepared 50 years ago, before the track had pits – then parked outside an Italian eaterie, its V8 requiring libation.

The look on children's faces as vintage Bentleys and an Invicta from Motor Racing Legends' Pre-War racing set disgorged their passengers was equally priceless.

Relaxed atmosphere aside, the other immeasurable draw for those who don't need a car over race weekend is that Zandvoort is a quick, easy (one change) and by UK standards inexpensive train ride from Schipol airport. And for anybody in your party not quite so keen on a day at the races or beach, a visit to postcard-pretty Haarlem nearby, or into the wonderful city of Amsterdam, is guaranteed to lift spirits.

We're now into the phase of the season that preparation teams refer to as 'Mad September.' With the incomparable high theatre of Goodwood's Revival this weekend and the majesty of Francorchamps – this year hosting the landmark 25th Spa Six Hours – taking them to Belgium's Ardennes directly afterwards, there is barely time to draw breath. October is little better in a seriously overcrowded calendar.

Having manned the pitlane microphone and conducted the post-race PA interviews at Goodwood in the 1948-'66 retrospective's early years, I'm delighted to be back in the main pit-top commentary tower, surrounded by the usual team of peripatetic punditae for the 20th Revival.

I'm certain that eventgoers will join me in offering condolences to our gracious host Lord March, whose father, the Duke of Richmond and Gordon, passed away last Friday, at the age of 87. 🍷



CORTINA VICTORY FOR SOPER

Steve Soper hurtled his Ford Lotus Cortina from the back to win Saturday's Masters Pre-1966 race at Zandvoort. Despite a time penalty for "misbehaviour" he could not explain, Soper beat Julian Thomas's Ford Falcon. Dutchman Mark Dols (Marcos GT) beat Soper to the chequer in the mixed race.



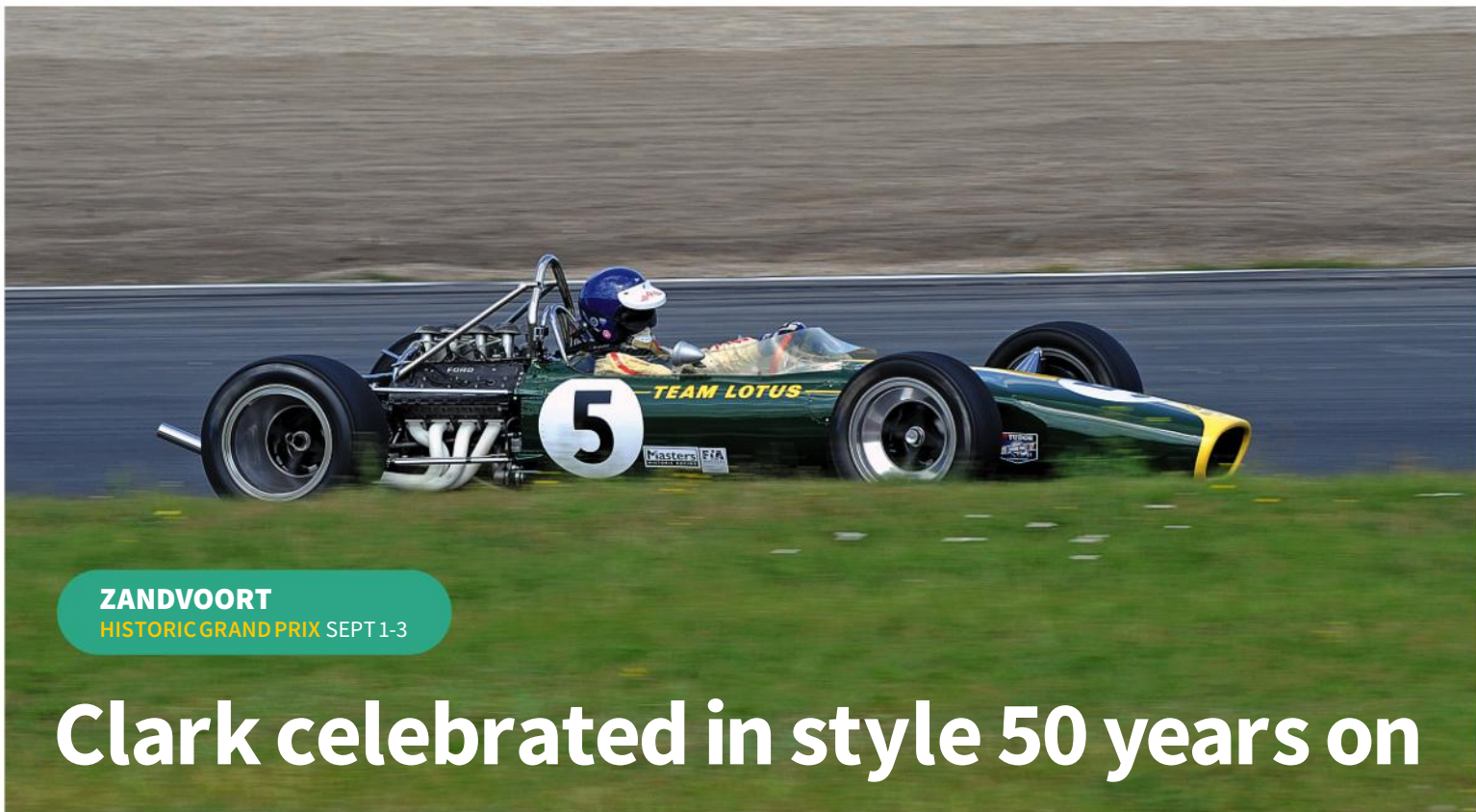
PEDRO DRIVES NELSON'S RALT

FIA F3 racer Pedro Piquet, 19, son of triple F1 world champion Nelson, demoted David Shaw's Ralt-Toyota RT1-131, one of two his father used to win the 1978 British F3 title, at Zandvoort. "I really enjoyed the opportunity," said Van Amersfoort Racing's Brazilian charge, who ran strongly within The Force's F1 daily car sessions.



BRADSHAW STARS IN DAD'S ARGO

Briton Tom Bradshaw hurtled through a big Classic F3 field to a rousing second place at Zandvoort last Sunday. The 2006 Oulton Park FF1600 champion qualified father John's newly restored ex-Thierry Tassin car on pole, only for oil pump failure to strike on Saturday's grid. Thomas Warken (Ralt RT3) won both races.



ZANDVOORT

HISTORIC GRAND PRIX SEPT 1-3

Clark celebrated in style 50 years on

JIM CLARK'S DUTCH GRAND PRIX victories remain iconic, thus Zandvoort's sixth Historic GP event was incredibly special. Fifty years after Scotland's double world champion won on the Cosworth DFV engine's debut in Lotus 49 R2, American Chris MacAllister racing Clark's car in the FIA Masters F1 round was an incredible coup, while Andy Middlehurst's masterful HGPCA Pre-'66 Saturday race victory in the 1500cc Climax V8-powered 25 R4, overseen by Clark's period Team Lotus mechanic Bob Dance, was equally poignant.

Following wet qualifying, Saturday's three-litre F1 feature was marred by a ghastly first-lap accident in which Frenchman David Ferrer's March 701 speared off the track at the fast right-hander onto the main straight. The race was cancelled but the programme resumed after the seriously injured driver was airlifted to hospital.

Sunday's F1 event saw MacAllister's green and yellow Lotus take centre stage with compatriot John Delane's ex-Jackie Stewart Tyrrell 001 and Belgian Paul Grant's De Tomaso 505. That on-form Martin Stretton (Tyrrell 012) ran away from Michael Lyons ('Williams FW07B') demonstrated the development of grand prix cars of the 1980s, still motivated by evolutions of Keith Duckworth's immortal DFV. Max Smith-Hilliard (Fittipaldi F5A) netted third when Forza mate Nick Padmore (Shadow DN5) ceded the class lead.

The best fight was for fifth, won by the doggedly determined Greg Thornton (ex-Mario Andretti Lotus 77-1). Hobbled by a graunching diff, which left him

unable to floor the throttle above 8000rpm, the 2013 champion carried more speed through the turns to outfox Jason Wright (Shadow DN8) and Phil Hall (Theodore TR1).

Reaching the hairpin first was key to Middlehurst's win over Peter Horsman (2.5 Lotus 18/21), but the latter turned the tables on Sunday, having out-accelerated the little V8 and resisted everything Middlehurst threw at him. Front-engined honours fell to Belgian Marc Valvekens' Aston Martin DBR4.

Run concurrently with a Dutch GT race – orange flagged-off after an hour with the rumbustious Chevrolet Corvette Grand Sport rep of Allard Kalff/Michiel Campagne ahead – the 90-minute Masters Gentlemen Drivers enduro got Sunday off to a flying start. The spectacular AC Cobra posse fell prey to Simon Hadfield in Leo Voyazides' Shelby Daytona Coupe derivative, who hounded down leader Nicky Pastorelli's Ferrari 250 GTO over seven laps. Having passed the pits with V12 and V8 engine notes enmeshed, Hadfield went ahead to stay. Andy Wolfe and Rob Hall, in for Michael Gans and Andy Willis, finished third and fourth, ahead of Tom Coronel, whose Cobra owner Hans Hugenholtz, son of circuit designer John, started at the back. Graham Wilson and exhilarated Zandvoort debutant David Pittard (Lotus Elan) landed a brilliant sixth.

Drama, attrition and safety car interludes peppered the FIA Masters Sports Car race. Mark Piercy and Michael Gans shot ahead at the start in their wingless two-litre Lolas, but the latter's T290 was soon out, jammed in

MacAllister gave Clark's Lotus 49 R2 a rare outing in FIA Masters F1

fourth gear. Dutchman Michiel Smits' T70 Spyder spun, signalling the first caution, which nullified poleman Piercy's 15-second lead. After the green, his T210's transmission failed and David Hart parked his T70 Mk3B at Tarzan when a rear corner collapsed.

Contact at Tarzan between Paul Gibson (T70) and Phil Hall (T212) – reacting to yellows thrown for Marc Deviss's stranded Chevron B19 and Jamie Boot's B16 which, suspension broken, hit Smits – then brought further delays.

Pastorelli (Ferrari 365 GTB/4) ignoring drivethrough signals for jumping the start, then stopping late, upset the order. Eventually, Hadfield blasted the Avallone team Mk3B (which Voyazides started at the back because it failed a rideheight test) past Jason Wright (T70) and Gibson's taped-up machine to his second chequer of the day. Wilson/Pittard brought the latter's Chevron B8 home to win the Bonnier division.

Classic F3 made its event bow with a superb field, but poleman Tom Bradshaw, debuting father John's ex-Thierry Tassin Argo JM6, was pushed from Saturday's grid with oil pump drive failure. Also out of luck was Italian champion Valerio Leone (ex-Teo Fabi March 783) who was shadowing German leader Thomas Warken (ex-Mario Hytten Ralt RT3) as they came to lap Sami Hamid's Brabham BT38C at the Luyendijkbocht.

As a gap to the inside closed, Warken threw his car sideways to avoid Hamid, while Leone chose left, ran out of road and hit the barrier. Valerio's son Davide (RT3) and Dane Michael Ringstrom

Pastorelli and Hadfield battle in Masters Gentlemen enduro



(March 753) thus finished second and third. British points leader Gaius Ghinn (RT3) was fifth, behind Dane Christian Olsen (Martini MK39).

Sunday's race looked to be Warken's, but, after much overnight work, Bradshaw's progress from the back was sensational. Eleventh within a lap, he charged to second despite losing his rear brakes. Ringstrom and Ghinn chased him home, while Olsen recovered from an early clash with father Tom's twin car.

Saturday's 1000cc Historic F3 Nations Cup opener lost Jon Milicevic (Brabham BT21) with a holed piston, leaving French stalwart Francois Derossi to mirror Jurg Dubler's 1970 Zandvoort win in a sister Chevron B17. Steve Smith (B15) and Thierry Gallo (Tecno) led the chase.

Smith upped his game on Sunday and was harassing Derossi, who tangled with veteran Swede Ferdinand Gustafsson (BT18A) at the final chicane, buckling a front corner. Smith picked his way through the melee for victory over Gallo and Mark Pangborn (BT28). Re-armed with Paul Waine's De Sanctis, Milicevic finished fifth from the back.

MRL's Pre-War Sportscars entertained again, Charles Gillett and Eddie Williams whirring their Frazer Nash clear of German Rudiger Friedrichs' lusty Alvis Firefly over the 40 minutes. In a field half-filled with Bentleys, Clive Morley wrestled his rapid 3/4½ into third. Steve Smith (Hotchkiss) jumped Duncan Wiltshire (Bentley) in the pits to decide the scrap of the race, netting seventh in the streamliner.

MARCUS PYE

Middlehurst charged to Pre-'66 GP cars win in ex-Clark 25 R4

RESULTS

FIA MASTERS HISTORIC F1 CHAMPIONSHIP (16 LAPS)

1 Martin Stretton (Tyrrell 012); 2 Michael Lyons ('Williams FW07B') +11.583s; 3 Max Smith-Hilliard (Fittipaldi F5A); 4 Nick Padmore (Shadow DN5); 5 Greg Thornton (Lotus 77-1); 6 Jason Wright (Shadow DN8).

Class winners Lyons; Smith-Hilliard; Jamie Constable (Brabham BT37); Paul Grant (De Tomaso 505). **Fastest lap** Lyons 1m33.788s (102.72mph).

HGPCA PRE-'66 GP CARS (11 LAPS)

1 Andy Middlehurst (Lotus 25 R4); 2 Peter Horsman (Lotus 18/21 P1) +10.798s; 3 Will Nuthall (Cooper T53); 4 Barry Cannell (Brabham BT11A); 5 Rod Jolley (Cooper T45/51); 6 Sid Hoole (Cooper T66). **CW** Horsman; Nuthall; Eddy Perk (Heron F1); Tony Ditheridge (Cooper T45); Marc Valvekens (Aston Martin DBR4/4); Ian Nuthall (Alta F2); John Bussey (Cooper T43). **FL** Middlehurst 1m54.045s (84.47mph). **P** Horsman. **S** 29.

RACE 2 (12 LAPS) 1 Horsman; 2 Middlehurst +0.400s; 3 W Nuthall; 4 Cannell; 5 Hoole; 6 Jolley. **CW** Middlehurst; W Nuthall; Perk; Brian Jolliffe (Cooper T45); Valvekens; I Nuthall; Bussey. **FL** Middlehurst 1m54.083s (84.45mph). **P** Middlehurst. **S** 28.

MASTERS GENTLEMEN DRIVERS PRE-'66 GT (42 LAPS)

1 Leo Voyazides/Simon Hadfield (Shelby Cobra Daytona Coupe); 2 Nicky Pastorelli (Ferrari 250 GT0) +2.407s; 3 Michael Gans/Andy Wolfe (AC Cobra); 4 Andy Willis/Rob Hall (AC Cobra); 5 Hans Hugenholz/Tom Coronel

Jan Lammers drove Brabham BT52 in demo run



(AC Cobra); 6 Graham Wilson/David Pittard (Lotus Elan).

CW Wilson/Pittard; Keith Ahlers/Billy Bellinger (Morgan +4 SLR); Allard Kalf/Michiel Campagne (Chevrolet Corvette Grand Sport). **FL** Kalf 1m58.992s (80.96mph). **P** Pastorelli. **S** 42.

FIA MASTERS HISTORIC SPORTS CAR CHAMPIONSHIP (27 LAPS)

1 Leo Voyazides/Simon Hadfield (Lola-Chevrolet T70 Mk3B); 2 Jason Wright (Lola-Chevrolet T70 Mk3B) +33.691s; 3 Paul Gibson (Broadley Lola T70 Mk3B); 4 Frank Jacob (Lola-FVC T212); 5 Chris Lillingston-Price (Chevron-BMW B8); 6 Andrew Beaumont/Andy Middlehurst (McLaren-Chevrolet M1B). **CW** Jacob; Beaumont/Middlehurst; Graham Wilson/David Pittard (Chevron-BMW B8); Nicky Pastorelli (Ferrari 365 GTB/4). **FL** Hadfield 1m45.927s (90.95mph). **P** Piercy (Martin Stretton) Lola-FVC T210. **S** 21.

CLASSIC F3 (14 LAPS)

1 Thomas Warken (Ralt-Alfa Romeo RT3); 2 Davide Leone (Ralt-VW RT3) +16.631s; 3 Michael Ringstrom (March-Toyota 753); 4 Christian Olsen (Martini-Alfa Romeo MK39); 5 Gaius Ghinn (Ralt-VW RT3); 6 Marcel Biehl (March-Toyota 793). **CW** Randall Lawson (Martini-Ford MK12). **FL** Warken 1m49.095s (88.31mph). **P** Tom Bradshaw

(Argo-Toyota JM6). **S** 31. **RACE 2 (15 LAPS) 1 Warken;** 2 Bradshaw +2.390s; 3 Ringstrom; 4 Ghinn; 5 Pat Gormley (Safir-Toyota RJ03); 6 Daniel Hornung (Ralt-Toyota RT3). **CW** Lawson. **FL** Bradshaw 1m44.421s (92.26mph). **P** Warken. **S** 30.

HISTORIC 1000cc F3 (11 LAPS)

1 Francois Derossi (Chevron B17); 2 Steve Smith (Chevron B15) +2.541s; 3 Thierry Gallo (Tecno); 4 Jim Blockley (Chevron B17); 5 Mark Pangborn (Brabham BT28); 6 Paul Waine (De Sanctis 302). **FL** Derossi 1m55.081s (83.71mph). **P** Geoffroy Rivet (March 703). **S** 28.

RACE 2 (13 LAPS) 1 Smith;

2 Gallo +23.140s; 3 Pangborn; 4 Mike Scott (Brabham BT28); 5 Jon Milicevic (De Sanctis 302); 6 Gerald Ludwig (Brabham BT28). **FL** Smith 1m53.269s (85.05mph). **P** Derossi. **S** 26.

MRL PRE-WAR SPORTSCARS (17 LAPS)

1 Charles Gillett/Eddie Williams (Frazer Nash Supersports); 2 Rudiger Friedrichs (Alvis Firefly) +5.048s; 3 Clive Morley (Bentley 3/4½); 4 Richard Hudson/James Morley (Bentley 3/4½); 5 Trevor Swete (Invicta S-type); 6 Chris Chilcott/Steve Futter (Frazer Nash Fast Tourer). **CW** Friedrichs; Morley; Steve Smith (Hotchkiss AM80). **FL** Gillett 2m17.840s (69.89mph). **P** Gillett. **S** 12.



Voyazides/Hadfield won FIA Masters Historic Sports Car race

ALL PICS: JEFF BLOXHAM



DONINGTON PARK
BARC SEPTEMBER 2-3

Magnificent Mosler rolls back the years

MOSLER MT900 DRIVERS JAVIER Morcillo and Manuel Cintrano took two wins from two in the Britcar Endurance Championship at Donington Park.

The Spanish pair started the weekend 17th in the standings after a series of non-finishes and missed races, but made amends in impressive style.

Their win in the shorter opener owed much to their pitstop success penalty being one minute less than most of their rivals – they beat second-placed Witt Gamski and Ross Wylie in the Ferrari 458 GTE by around that margin.

Morcillo and Cintrano then won the two-hour Endurance race on pure pace. Both times Cintrano fell back in the opening stint, but Morcillo recovered strongly upon taking the wheel.

Afterwards Morcillo admitted they were struggling for fuel mileage in the longer race and would have required a third pitstop had it not been for two safety-car interruptions.

“We didn’t know if we were going to make it – I had to conserve fuel every lap,” he said. “We’re very happy. To have the two wins is a total relief. It’s a fantastic circuit for our car.”

Gamski and Wylie, who entered the meeting as championship leaders, had the second race ruined after Gamski was nudged into the McLeans gravel by a Ginetta. They lost 15 laps extracting

themselves and initiating repairs, later slowing for a puncture.

With the Ferrari hitting trouble, Jonny MacGregor drove through the field in his Taranis to finish second. He’d started from the back after missing the opening race due to a blown engine on his Arrinara during qualifying, forcing him to dash to the team’s nearby workshop to fetch a replacement car between races.

“We had an unknown second-hand engine that failed and we were never going to repair that [in time],” said MacGregor. “Fortunately, our workshop is only 10 minutes away.”

MacGregor also made one pitstop

Cintrano and Morcillo proved untouchable in Britcar Endurance Championship

Kirkpatrick followed Dyrdal home in first Junior Saloon race but won the second

rather than the standard two: “We were gentle on the throttle in the middle stint of the race, and the safety cars helped!”

Calum Lockie and David Mason (Ferrari 458 GT3) comfortably won the sprint race, two laps clear of Marcus Clutton’s Porsche Cayman GT4.

Daniel Fisher (Honda Civic) secured a double win in the Tin Tops Championship. He held off a challenge from Rod Birley’s Honda Integra to edge the first race by less than a second, but fell to fourth with an error on lap two in the second race. With just one lap to go, Fisher was still in third until long-time leader Robert Hosier (SEAT Leon) ran wide and held up second-placed Birley at the Roberts chicane.

Fisher outdragged Birley on the start-finish straight, then passed Hosier to lead after going side by side through the Craner Curves.

Brian Arculus, driving a Lotus Elite, scored a comfortable win in the FISCAR Intermarque race for 1950s cars.

Sam Kirkpatrick stole the show from the other championship contenders with a win and second place in the Junior Saloon Car Championship for Citroen Saxos. He was a close runner-up to championship leader Will Dyrdal in the first race, then won the second race from Dyrdal’s title rival Ethan Hammerton after a four-car battle. Despite being beaten to



WALKER



CHERRY

OULTON PARK
MGCC SEPTEMBER 2

Makar soaks up the pressure for MG Trophy win

A FINE DEFENSIVE DRIVE FROM ROSS Makar was rewarded with victory in the MG Trophy at Oulton Park. Polesitter Makar was never headed, but Graham Ross, Colin Robertson and Doug Cole made him work for it. When Ross lined up a cutback on Makar at Lodge, Robertson took advantage to dive underneath his fellow Scot and Cole followed him through. After Cole missed a gear on Clay Hill, Ross returned to second with a move on Robertson at Old Hall, with barely a second covering all four throughout.

Row-two starter Jason Burgess cursed his luck after suffering driveshaft failure on the opening lap. Earlier he had passed Ross and Makar around the outside at Old Hall to lead the first race, only for it to be red-flagged and subsequently abandoned for a violent accident in which Gianni Picone and Adrian Wray rolled.

Russell McCarthy and James Wheeler disputed an entertaining first BCV8 race, which was missing polesitter Neil Fowler following a crash in qualifying. McCarthy got a run on Wheeler and passed him through The Avenue, then led until he ran wide on oil at the final corner. Wheeler slid on the slick too and the pair made contact, but Wheeler ultimately prevailed in the scramble to the finish.

Ian Prior picked up the pieces and won when Wheeler suffered a suspected halfshaft failure in race two and retired. An ill-handling car contributed to a spin for McCarthy, but he still recovered to finish second ahead of Ollie Neaves.

Mark McAleer took a step closer to the Porsche Club title with a win and a second behind Mark Sumpter. McAleer and Craig Wilkins, who retired from race two with engine failure, benefited from Sumpter's similar 996 getting stuck in third gear in the opener. Sumpter dropped from

third place by Alicia Goundry, Dyrdal extended his series lead from Hammerton over the weekend from three points to six.

Steve Kite claimed both Hyundai Coupe Cup victories comfortably. His greatest threat was an early challenge from Alex Cursley in race one, although Cursley eventually finished sixth after running off at McLeans.

Colin Wells (M3) had a straightforward win in the opening Class A Kumho BMW Championship race, but could only manage third in race two after technical issues. Oliver Taylor, in an E90 M3, initially had the lead but later crawled into the pits with woes of his own, which left James Macintyre-Ure (M3 E46) as the unlikely winner.

There was more unreliability for the Class B, C and D machines. Peter Miller (M3) took his first-ever outright win in race one after first Ben McClelland, then long-time leader Ross Elliot, dropped out. These problems put them out of the second race too. After a poor start, Miller finished second in that race to Christopher Cheverall's M3 E36. The pair enjoyed a thrilling fight in which they swapped places several times.

Lewis Smith garnered both Intermarque Championship wins in his Vauxhall Tigra. In the first race, he held off a strong challenge from Malcolm Blackman's similar machine. The second win was more comfortable.

GRAHAM KEILLOH

[→ P76 FULL RESULTS](#)



Makar led from pole but didn't have it easy

pole to third in the second race, but picked off Peter Morris and then pounced on McAleer around the outside at Old Hall to claim victory.

The first MG Cup race brought a maiden win for Matt Simpson in his Rover 220 Tomcat. A storming recovery from Alan Brooke's Rover Metro GTi – which was tagged into a half-spin at Old Hall – lifted him from 11th to the race lead, only for Brooke to retire when he dropped a wheel onto the grass and almost rolled at Cascades. The MG ZS of Peter Burchill pressured Simpson throughout but had to settle for second ahead of Iain Dowler (ZR) and Dave Nixon. The latter pair then contested victory in race two, Dowler just holding off Nixon's Tomcat, which was transformed by improved damper settings. Simpson ran third until the final lap, when Burchill snatched the place.

A sublime opening half-lap lifted Jack Ashton from third to first in the Metro Cup race. He dived inside brother Andrew for the lead at Shell Oils, and then pulled clear. The elder Ashton brother held off Lee Connell – who was recovering after contact with Mike Williams sent him on a wild ride on the grass up Lakeside – for second.

Tom Smith overhauled Wilf Penrose's TVR Grantura in the pitstops to win the Equipe GTS race in his MGB. Mark Ashworth (Grantura) held off Simon Cripps's MGB for third.

Late entry Phil Standish took the Cockshoot Cup victory in his MG TLF. Peter Bramble overcame Mike Peters for second, while Ashley Woodward recovered to fourth from 12th on the grid after mismatched tyres hampered his qualifying.

MARK PAULSON

[→ P77 FULL RESULTS](#)



Sumpter bounced back from gearbox woes to win race two



THRUXTON
BARC SEPTEMBER 2-3

Highs and lows for Walton in VAG

IT WAS A MIXED WEEKEND FOR Simon Walton in the penultimate round of the VAG Trophy at Thruxton. The Audi TT driver was wiped out of the second race, caught up in a collision between Ben Wallace and Callum Jenkins in their Volkswagen Golfs, only hours after taking a win in the opener.

The race was red-flagged, cutting short championship leader Paul Taylor's battle with Brayden Fletcher at the front of the field. Kenan Dole, who narrowly avoided the crash, inherited third, having finished second in the opening race, and moved ahead of Wallace in the title fight.

Dole went on to triumph in the following day's VW Racing Cup opener. He carved his way through the field from the third row of the grid, leaving Darelle Wilson, Tom Witts, Kieran Gordon, and Bobby Thompson to squabble over second. Thompson claimed the runner-up position before winning race two, beating Dole, Jamie Bond, and Witts in a four-way battle for the win.

Philip House (VW Beetle) claimed a victory in a guest appearance in the Classic VW Cup after a race-long battle with championship regular Ken Lark. Lark initially snatched the lead at the start, but House fought back to retake the position. They swapped places twice more before House took the flag only 0.3 seconds ahead of Lark's Corrado.

Lark took a dominant race two victory in the rain, with House not taking part. Brad Kaylor cut through the pack to take second in his Volkswagen Vento, but couldn't close the gap to Lark. Class B leader Steven Rowland lost out to Ian Knight in a fight for third overall.

Daniel Turner and Simon Horrobin



both took wins in the 4Two Cup class.

James Clarke dominated in the Clubmans Cup, despite poor starts, claiming a hat-trick of wins and securing the title with a round to spare. The 17-year-old fell to last in race one when he stalled on the grid, but sliced through to the lead after only a handful of laps and remained unchallenged for the rest of the race. Another poor start in race three dropped Clarke into the chasing pack, but he battled back into the lead before the end of lap one and went on to lap every driver before the end.

Ray West (BMW M3) took a pair of lights-to-flag victories in the Pre-'93 Touring Cars. In the opening event, Class B leader Karl Cattliff battled hard to keep second ahead of Kevin Willis. Willis found a way past on the final lap, while Cattliff dropped back to fourth.

West had an equally smooth ride in a wet race two, finishing more than 14 seconds ahead of Ross Craig, who won the Pre-2003 Touring Cars category. Luke

Clarke was the toast of the Clubmans Cup competition and sealed the title

Allen, who took the Pre-'03 victory in race one, held off a late challenge from Alexander Tait, who took the Blue Oval Saloon Series victories in both events.

Jim McLoughlin was denied a double Pre-1983 Touring Car victory when a suspected engine problem in the opening race forced him to retire from the lead. It was later discovered to be nothing serious and the Ford Capri was back on the grid for race two, where he quickly worked his way through the field to second. He soon closed in on Stephen Primett's Ford Escort and fired past the race one winner to take victory.

Alan Greenhalgh (Ford Falcon) and Neil Bray (Mini Cooper) shared victories in the Pre-1966 Touring Car class.

Elsewhere in the Classic Touring Car categories, Dale Gent's Subaru Impreza took a pair of victories in Thunder Saloons, with Andy Robinson and Tom Hibbert completing the podium on both occasions. Chris Criddle was victorious in the VTEC Challenge, winning both races in his Honda Integra.

Jon Halliwell bounced back from a non-score in the last round to take two victories in the MaX5 Championship and the points lead. Paul Roddison and Ian Loversidge kept Halliwell under pressure in race one, but neither could find a way past the polesitter. Halliwell enjoyed a calmer race two when Roddison struggled to pass backmarkers late in the race.

Lee Gillard (Subaru Impreza) took two dominant victories in the Track Attack Race Club, while Gary Culver claimed a pair of Ferrari Formula Classic wins.

BETHONIE WARING

➔ P77 FULL RESULTS

Celica glory in Trackday Trophy thriller

ANY ONE OF FOUR CARS COULD have been steered to victory in the gripping Trackday Trophy race, but it was Matt Shawyer and David Traviss who battled through to claim the spoils at Brands Hatch.

A poor start by poleman Traviss (Toyota Celica) initially handed Mark Penny the initiative in his Vauxhall VX220, but he was relieved of his lead by the Honda Civic of Mark Steward by the end of the second tour.

Behind the leading group, Dean Hyde was making impressive progress in his BMW E30. Having disposed of Traviss for third at Druids on lap nine, he passed Penny at Clearways soon after.

Hyde then hunted down Steward, before the pair made their mandatory pitstops together. Steward's co-driver Richard Clarke briefly held the lead exiting the pits, but Hyde was back in front by Druids.

However, the battle was not over. Attempting to regain the lead two laps later, Clarke nudged Hyde wide, and the pair made further contact at Surtees. Consequently, Penny inherited the lead and was closely followed by Shawyer, the latter having taken over second position from Traviss at the stops.

Penny's moment of glory proved short-lived, though, when he ran wide at Paddock, allowing Shawyer through. Penny pressured hard for the remainder

of the race, but backmarkers did little to help his cause and by the flag the victorious Shawyer had pulled out an eight-second lead.

Hopes were high for a fierce battle in the Champion of Brands contest, with the top four qualifiers covered by less than 0.1s. Irishman Jordan Dempsey set the initial pace in his Van Diemen RFoo, chased hard by Jamie Thorburn's Ray GR and Luke Cooper in his Swift SC16. Thorburn snatched the lead with a decisive overtaking move on the approach to Paddock on lap seven, with Cooper overhauling Dempsey shortly after. Both threatened Thorburn's victory on the drag to the line, but the leader held his nerve.

There was little to worry Ryan Savage in the opening combined Lotus Cup and Elise Trophy contest as he followed up his Donington Park double with another crushing success.

David McInulty finished a distant second in his Exige V6 ahead of Andrew Wright. Cup Class series leader Simon Atkinson suffered an engine failure that would also rule him out of race two.

McInulty claimed victory in the second race, having taken the lead from Wright at half distance. Wright settled for second with Ken Savage, Ryan's father, taking third in the 2-Eleven car in which his son had taken victory earlier in the day.



Matt Shawyer battled hard to take lead in Trackday Trophy race, which he extended to eight seconds by flag

Championship leader Will Stacey endured mixed fortunes in the Elise Trophy class. In the first race, he stormed back from an excursion at Paddock to claim victory ahead of Craig Denman and Jason McInulty. But two spins in race two led to retirement, handing victory to Denman.

Chris Enderby won the opening Allcomers race in his Radical SR4, ahead of the Caterhams of Colin Watson and Jonny Pittard. Watson took a lights-to-flag win in race two ahead of Pittard, whose brother Christian salvaged third despite a spin at Surtees earlier in the race.

MARK LIBBETER



David McInulty claimed the second Lotus Cup win

RESULTS

TRACKDAY TROPHY (44 LAPS)

1 Matt Shawyer/David Traviss (Toyota Celica); 2 Mark Penny (Vauxhall VX220) +8.234s; 3 Dean Hyde (BMW E30); 4 Lawrence Davey/Toby Hotston (Mini JCW); 5 Dan Abbitt (Peugeot 306); 6 John Lyne (VW Golf). **Class winners** Penny; Ben Abbitt/Jack Mitchell

(Mazda MX-5). **Fastest lap** Keith Issatt (Mini Cooper S) 55.132s (78.87mph).

Pole Shawyer/Traviss. **Starters** 34.

CHAMPION OF BRANDS (17 LAPS)

1 Jamie Thorburn (Ray GR); 2 Luke Cooper (Swift SC16) +0.395s; 3 Jordan Dempsey (Van Diemen RFoo); 4 Tom McArthur (Van Diemen LA10); 5 Rory Smith (Van Diemen JL15); 6 Keith Wood (Swift SC93). **FL** Thorburn

50.635s (85.88mph). **P** Dempsey. **S** 19.

LOTUS CUP AND ELISE TROPHY (35 LAPS) 1 Ryan Savage (2-Eleven);

2 David McInulty (Exige V6 Cup) +48.486s; 3 Andrew Wright (Exige S1); 4 Bob Drummond (Exige V6); 5 Will Stacey (Elise S2 K-Series); 6 Craig Denman (Elise 111R). **CW** Stacey. **FL** Savage 51.049s (85.18mph). **P** Savage. **S** 25.

RACE 2 (34 LAPS) 1 D McInulty;

2 Wright +6.333s; 3 Ken Savage (2-Eleven); 4 Drummond; 5 Denman; 6 Jason McInulty (Elise S3 Cup R). **CW** Denman. **FL** D McInulty 51.673s (84.15mph). **P** Drummond. **S** 24.

MSVR ALLCOMERS (25 LAPS)

1 Chris Enderby (Radical SR4); 2 Colin Watson (Caterham) +0.336s; 3 Jonny Pittard (Caterham); 4 Christian Pittard

(Caterham 7); 5 Tim Davis (Caterham C400); 6 Ian McDonald (Radical SR1).

FL C Pittard 48.775s (89.15mph).

P Joe Wiggins (Saber GT). **S** 18.

RACE 2 (24 LAPS) 1 Watson;

2 J Pittard +3.631s; 3 C Pittard; 4 Davis; 5 David Enderby (Radical SR4); 6 Joe Jackson (Vauxhall Tigra Silhouette). **FL** Watson 49.536s (87.78mph). **P** D Enderby. **S** 15.



Spedding won both rounds with identical times

WALDER

PRESCOTT

BRITISH HILLCLIMB CHAMPIONSHIP

Willis crowned, Spedding wins

TREVOR WILLIS DID ENOUGH to secure his second British Hillclimb Championship title with third and fifth-place finishes at Prescott. Weather affected qualifying for both rounds, and there was a stunning outcome for Richard Spedding who triumphed with two identical times in his diminutive GWR-Suzuki Raptor, taking his season tally of wins to five.

"This season has been perfect for me," said Spedding, who is now a shoo-in for his first class-based MSA Leaders Championship. "I could scarcely have expected five victories back in April."

Even though main rival Wallace Menzies spun out in the first encounter, Willis had to wait for the conclusion of the second run-off to be declared champion, and then had to suffer the customary awards-presentation soaking, led by Menzies.

Willis spent more time being complimentary about Spedding than about his own championship success. "We don't really consider Richard to be just a quick 1600cc runner, he's usually there with the big cars," he said. "I'm always looking over my shoulder."

It was another great weekend for Jerseyman Jason Mourant, who qualified fastest in the day's wettest conditions for the second run-off and leapfrogged the absent Scott Moran in the points table. Mourant is now expected to go to Doune next week to try to consolidate that advantage before Moran returns for the Loton Park finale.

Sean Gould was only half a second behind Spedding in the first shootout, but crashed in the wet Q2 and caused substantial damage to the rear of his all-carbon GR59. That may threaten an appearance at his favourite event, Doune, as Gould Engineering's F1 work

takes precedence over his own spare-time racing ambitions.

Spedding's main rival for third overall, Will Hall, was agonisingly out of the points in the wet conditions early on and scored just four points later, costing him the position to the rampant Spedding.

It was a day of notable statistics, topped by Spedding's equal BTD times. It's the first time this has happened since the two-in-a-day format was adopted in 1999.

Willis's title is also a continuation of the dominance by Teme Valley residents since 2011, as both Moran and Alex Summers are from the valley that is also home to Shelsley Walsh hillclimb. And Debbie Dunbar, the partner of injured absentee Summers, scored her first ever British points in both rounds.

Meanwhile, Ray Rowan got into his first showdowns since his championship-winning year of 1989. The car he used at Prescott is the same Pilbeam MP43 that Simon Fidoe employed to win the Leaders in 2008.

Multiple Midland champion Robert Kenrick was a late registrant for the British championship and chose his moment well, thrusting the sensationally quick one-litre Raptor Mk2 to points both times, his first since his previous single-seater spell in the original Force PC in the late 2000s.

Paul Haines got the now-less-recalcitrant turbo Gould into both run-offs, but fell foul of a slippery Pardon hairpin, as had Menzies a couple of hours earlier.

OMS championship-winning constructor Steve Owen is often a wet-track wizard, and so proved again by outqualifying a number of bigger cars to round off a very happy if damp day.

EDDIE WALDER

[FULL RESULTS](#)

RESULTS

DONINGTON BARC

BRITCAR ENDURANCE (42 LAPS)

1 Manuel Cintrano/Javier Morcillo (Mosler MT900); 2 Witt Gamski/Ross Wylie (Ferrari 458 GTE) +1m02.675s; 3 Bonamy Grimes/Charlie Hollings (Ferrari 458 Challenge); 4 David Mason/Calum Lockie (Ferrari 458 GT3); 5 Scot Adam/Mike Moss (BMW 1M E82); 6 Mark Cunningham/Peter Cunningham (Porsche 997 Cup).

Class winners Grimes/Hollings; Mason/Lockie; Adam/Moss; Marcus Clutton (Porsche Cayman GT4 Clubsport); Sam Allpass (BMW M3 E46 GTR); Rob Hudson/Adriano Medeiros (BMW M3 E46); Adam Hatfield (Ginetta G55 GT4). **Fastest lap** Morcillo 1m06.417s (107.27mph). **Pole** Cintrano/Morcillo. **Starters** 24.

RACE 2 SPRINT (40 LAPS) 1 Mason/Lockie; 2 Clutton -2 laps; 3 Allpass; 4 Barry McMahon (Alfa Romeo 156 T); 5 Marcus Fothergill/Dave Bennet (Porsche 911 Cup); 6 Roland Hopkins/Matthew Sleigh (VW Golf). **CW** Clutton; Allpass; McMahon. **FL** Lockie 1m06.243s (107.55mph). **P** Mason/Lockie. **S** 10.

RACE 2 ENDURANCE (98 LAPS)

1 Cintrano/Morcillo; 2 Jonny MacGregor (Taranis) +49.718s; 3 Grimes/Hollings; 4 Angus Dudley/Callum Hawkins-Row (Ginetta G55 GT4); 5 Chris Papageorgiou/Jayde Kruger (Ginetta G55 GT4); 6 Adam/Moss. **CW** Grimes/Hollings; Dudley/Hawkins-Row; Hudson/Medeiros; Colin Wilmott/James Crabtree (BMW M3 E36). **FL** Wylie 1m06.281s (107.49mph). **P** Cintrano/Morcillo. **S** 15.

BARC SE CENTRE TIN-TOPS

(8 LAPS) 1 Daniel Fisher (Honda Civic Type R); 2 Rod Birley (Honda Integra) +0.715s; 3 Robert Hosier (SEAT Leon); 4 James Ross (Vauxhall Astra VXR); 5 Dave Hutchins (Honda Civic Type R); 6 Vic Hope (Honda Civic). **CW** Hosier; Matt Ellis (Citroen Saxo); Gideon September (Mitsubishi Mirage). **FL** Birley 1m21.358s (87.57mph). **P** Fisher. **S** 16. **RACE 2 (11 LAPS) 1 Fisher**; 2 Birley +0.620s;

3 Hosier; 4 Ross; 5 Hutchins; 6 Hope. **CW** Hosier; Steve Everson (Citroen Saxo); September. **FL** Fisher 1m20.867s (88.10mph). **P** Fisher. **S** 16. **HISTORIC INTERMARQUE (19 LAPS) 1 Brian Arculus (Lotus Elite)**; 2 Kevin Kivlochan (AC Ace Bristol) +15.339s;

3 Jim Campbell (Austin Healey 100/4); 4 Alex Quattlebaum (LECo Mk2 Sport); 5 John Waterson (Lotus Elite); 6 Keith Hampton (Sunbeam Alpine Le Mans). **FL** Arculus 1m30.684s (78.56mph). **P** Arculus. **S** 9.

JUNIOR SALOON CARS (12 LAPS)

1 Will Dyrdal; 2 Sam Kirkpatrick +0.476s; 3 Ethan Hammerton; 4 Thomas Krasonis; 5 Alicia Goundry; 6 Lucas Nannetti. **FL** Dyrdal 1m28.191s (80.78mph). **P** Kirkpatrick. **S** 18.

RACE 2 (9 LAPS) 1 Kirkpatrick;

2 Hammerton +0.494s; 3 Goundry; 4 Dyrdal; 5 Gordon Mutch; 6 Krasonis. **FL** Goundry 1m28.291s (80.69mph). **P** Kirkpatrick. **S** 18.

HYUNDAI COUPE CUP (10 LAPS)

1 Steve Kite; 2 Wayne Rockett +4.533s; 3 William Taylforth; 4 Jon Winter; 5 Simon Miles; 6 Alex Cursley. **FL** Kite 1m27.741s (81.20mph). **P** Kite. **S** 22. **RACE 2 (11 LAPS) 1 Kite**; 2 Taylforth +4.359s; 3 Rockett; 4 Cursley; 5 James Goodwin; 6 Kevin Middleton. **FL** Kite 1m27.565s (81.36mph). **P** Kite. **S** 22.

KUMHO BMW CLASS A (15 LAPS)

1 Colin Wells (M3); 2 Piers Reid (E46 M3) +2.093s; 3 Oliver Taylor (E90 M3); 4 James Card (E46 M3); 5 Lucky Khera (E92 M3); 6 Lee Frost (E90 V8 WTCC). **CW** Taylor; Andrew Armstrong (E46 M3). **FL** Reid 1m13.030s (97.55mph). **P** Wells. **S** 18. **RACE 2 (16 LAPS) 1 James Macintyre-Ure (M3 E46)**; 2 Card +32.935s; 3 Wells; 4 Daniel Wylie (1-series); 5 Roger Lavender (E46); 6 Frost. **CW** Wylie; Martin Duffy (M3). **FL** Card 1m15.142s (94.81mph). **P** Wells. **S** 15.

KUMHO BMW CLASS B, C & D

(15 LAPS) 1 Peter Miller (M3); 2 Christopher Cheverall (E36 M3) +1.811s; 3 Kevin Denwood (E46 Compact); 4 Russell Dack (E46); 5 Paul Wood (E46); 6 Stephane Jansem (E46 Compact). **CW** Denwood; Giuseppe Callari (318is); Max Walton (318is); Gareth Montgomery (323i). **FL** Ross Elliott (E36 M3) 1m20.992s (87.96mph). **P** Elliott. **S** 16.

RACE 2 (15 LAPS) 1 Cheverall; 2 Miller +0.617s; 3 Denwood; 4 Dack; 5 Montgomery; 6 Walton. **CW** Denwood; Montgomery; Walton; Callari. **FL** Miller 1m22.901s (85.94mph). **P** Miller. **S** 14. **INTERMARQUE (13 LAPS) 1 Lewis Smith (Vauxhall Tigra)**; 2 Malcolm Blackman (Vauxhall Tigra) +0.882s; 3 Steve Burrows (Peugeot 206CC);



Kumho BMW pack chases the fleeing Wells at Donington

WALKER

ROUND-UP

4 Keith White (BMW Z4); 5 Michael Thurley (Vauxhall Tigra); 6 Richard Smith (Mercedes SLK). **CW** Daniel Fisher (Honda Civic Type R). **FL** Blackman 1m13.306s (97.19mph). **P** L Smith. **S** 14. **RACE 2 (12 LAPS)**
1 L Smith; 2 Blackman +10.357s; 3 White; 4 Burrows; 5 Reuben Taylor (Peugeot 206CC); 6 Philip Young (Mitsubishi Colt). **FL** L Smith 1m14.325s (95.85mph). **P** Taylor. **S** 11.

OULTON PARK MGCC

MG TROPHY (8 LAPS) **1 Ross Makar (ZR 190)**; 2 Graham Ross (ZR 190) +0.390s; 3 Colin Robertson (ZR 190); 4 Doug Cole (ZR 190); 5 Gary Wetton (ZR 190); 6 Robin Walker (ZR 190). **CW** Fergus Campbell (ZR 170); Andy Spencer (ZR 160). **FL** Cole 1m57.637s (82.38mph). **P** Makar. **S** 30.

MGBCV8 (11 LAPS) **1 James Wheeler (B GTV8)**; 2 Russell McCarthy (B GTV8) +2.078s; 3 Ian Prior (B GTV8); 4 Ollie Neaves (B GTV8); 5 Simon Cripps (B Roadster); 6 Paul Khouri (B GTV8). **CW** Neaves; Cripps; Simon Tinkler (B GT). **FL** Wheeler 1m54.458s (84.67mph). **P** Neil Fowler (B GTV8). **S** 16. **RACE 2 (10 LAPS)** **1 Prior**;

2 McCarthy +30.184s; 3 Neaves; 4 Khouri; 5 Cripps; 6 Jim Bryan (B GTV8). **CW** Neaves; Cripps; Tinkler. **FL** McCarthy 1m53.361s (85.49mph). **P** McCarthy. **S** 15.

PORSCHE CLUB (14 LAPS) **1 Mark McAleer (996 C2)**; 2 Craig Wilkins (996 C2) +8.625s; 3 Mark Sumpter (996 C2); 4 Peter Erceg (Cayman S); 5 Mike Price (996 C2); 6 Peter Morris (996 C2). **CW** Steve Cheetham (Boxster S). **FL** Sumpter 1m50.604s (87.62mph). **P** Sumpter. **S** 13. **RACE 2 (13 LAPS)**
1 Sumpter; 2 M McAleer +3.049s; 3 Erceg; 4 Chris Dyer (Cayman S); 5 Price; 6 Jake McAleer (Boxster S).

CW J McAleer. **FL** Sumpter 1m50.668s (87.57mph). **P** Sumpter. **S** 13. **MG CUP (BOTH 9 LAPS)** **1 Matt Simpson (Rover 220 Tomcat Turbo)**;

2 Peter Burchill (ZS 180) +0.748s; 3 Iain Dowler (ZR 160); 4 Dave Nixon (Rover 220 Tomcat Turbo); 5 James Darby (B GT); 6 Ian Boulton (ZR 170). **CW** Dowler; Joshua Wright (ZR 160). **FL** Alan Brooke (Rover Metro GTI) 2m04.778s (77.66mph). **P** Simpson. **S** 13. **RACE 2 1 Dowler**; 2 Nixon +0.145s; 3 Burchill; 4 Simpson; 5 Darby; 6 Wright. **CW** Nixon; Wright. **FL** Nixon 2m06.037s (76.89mph). **P** Brooke. **S** 11.

MG METRO CUP (9 LAPS) **1 Jack Ashton**; 2 Andrew Ashton +4.012s; 3 Lee Connell; 4 Mike Williams; 5 Tony Connell; 6 Mark Eales. **FL** L Connell 2m05.398s (77.28mph). **P** L Connell. **S** 18. **EQUIPE GTS (17 LAPS)** **1 Tom Smith (MGB Roadster)**;

2 Wilf Penrose (TVR Grantura MkIII) +5.725s; 3 Mark Ashworth (TVR Grantura MkIII);

4 Simon Cripps (MGB); 5 Pete Foster (Triumph TR4); 6 Andrew Bentley (MGB). **CW** Foster; Robin Ellis (Lotus Elite). **FL** Penrose 2m05.970s (76.93mph). **P** Penrose. **S** 36.

MG COCKSHOOT CUP (9 LAPS) **1 Phil Standish (TLF LE500)**; 2 Peter Bramble (B Roadster) +5.335s; 3 Mike Peters (Midget); 4 Ashley Woodward (ZS 180); 5 Peter Burchill (ZS 180); 6 Philip Bowden (ZS 180). **CW** Peters; Brian Butler (F VVC); Ian Wright (Midget). **FL** Standish 2m01.691s (79.63mph). **P** Standish. **S** 20.

THRUXTON BARC

VAG TROPHY (7 LAPS) **1 Simon Walton (Audi TT)**; 2 Kenan Dole (Volkswagen Golf) +2.277s; 3 Paul Taylor (VW Golf); 4 Owen Walton (Audi TT); 5 Callum Jenkins (VW Golf); 6 Matthew Wilson (VW Golf). **CW** Martyn Culley (SEAT Leon). **FL** O Walton 1m23.636s (101.41mph). **P** S Walton. **S** 16. **RACE 2 (6 LAPS)**
1 Taylor; 2 Brayden Fletcher (VW Golf) +0.378s; 3 Dole; 4 Wilson; 5 Tim Docker (VW Scirocco); 6 Matthew Evans (VW Scirocco). **CW** Culley. **FL** Ben Wallace (VW Golf) 1m23.709s (101.32mph). **P** Fletcher. **S** 16.

VOLKSWAGEN RACING CUP (BOTH 14 LAPS) **1 Kenan Dole (Golf)**;

2 Bobby Thompson (Golf) +0.693s; 3 Darelle Wilson (Scirocco); 4 Kieran Gordon (Scirocco); 5 Tom Witts (Scirocco); 6 Stephen Johansen (Polo). **FL** Thompson 1m27.752s (96.65mph). **P** Gordon. **S** 13. **RACE 2 1 Thompson**;

2 Dole +2.119s; 3 Jamie Bond (Golf); 4 Witts; 5 Wilson; 6 Gordon. **FL** Thompson 1m28.186s (96.17mph). **P** Witts. **S** 13. **PRE-'05 PRODUCTION TOURING CARS, 4TWO CUP & CLASSIC VW (10 LAPS)** **1 Philip House (VW Beetle RSI)**;

2 Ken Lark (Volkswagen Corrado) +0.299s; 3 Ian Knight (Volkswagen Golf); 4 Robert Gilham (VW Golf); 5 Nick Sanderson (SEAT Leon Supercopa); 6 Brad Kaylor (SEAT Leon). **CW** Lark; Knight; Alistair Lindsay (VW Golf); Neil Bray (MG ZR); Wil Arif (Alfa Romeo 145 TS); Steve Barber (Renault Clio 182); Marcus Lambert (Peugeot 206 180 GTI); Daniel Turner (Smart ForTwo); Steven Needham (Smart ForTwo). **FL** House 1m28.270s (96.08mph). **P** House. **S** 31. **RACE 2 (9 LAPS)** **1 Lark**;

2 Kaylor +11.369s; 3 Knight; 4 Steven Rowland (VW Beetle); 5 Gilham; 6 Lindsay. **CW** Knight; Rowland; Gary Robinson (VW Golf GTI Mk4); Arif; Lambert; Bray; Rahim Baloo (Peugeot 306 GTI); Simon Horrobin (Smart ForTwo); Turner; Needham. **FL** Lindsay 1m37.945s (86.59mph). **P** Lark. **S** 30. **CLUBMANS (13 LAPS)** **1 James Clarke (Mallock Mk27)**;

2 Ian Crombie (Mallock Mk27 Synergy) +53.493s; 3 Peter Richings (Mallock Mk30PR);



4 Rodney Player (Gem Mk2); 5 Mike Evans (Mallock Mk27); 6 Clive Wood (Mallock Mk20B). **CW** Player; Wood. **FL** Clarke 1m13.521s (115.36mph). **P** Clarke. **S** 17. **RACE 2 (8 LAPS)**
1 Clarke; 2 Richings +1m26.860s; 3 Evans; 4 Player; 5 Wood; 6 Barry Webb (Delapena Mallock Mk16BW). **CW** Evans; Wood. **FL** Clarke 1m20.657s (105.15mph). **P** Clarke. **S** 15. **RACE 3 (12 LAPS)** **1 Clarke**;

2 Richings -1 lap; 3 Evans; 4 Wood; 5 Crombie; 6 Player. **CW** Evans; Wood. **FL** Clarke 1m19.834s (106.24mph). **P** Clarke. **S** 15. **PRE-'03 TOURING CARS, PRE-'93 TOURING & BLUE OVAL SALOONS (11 LAPS)** **1 Ray West (BMW M3)**;

2 Kev Willis (BMW M3) +24.282s; 3 Luke Allen (Honda Civic Type R); 4 Karl Cattiff (BMW E36 M3); 5 Simon Ward (Vauxhall Astra GTE 16V); 6 Benjamin Griffiths (Honda Accord Type R). **CW** Willis; Allen; Ward; Stephen Cripps (Ford Escort Mk2 RS2000); Alexander Tait (Ford Fiesta); Martin Reynolds (Ford Escort Mk1); Andrew Anderson-Smith (Honda Civic). **FL** West 1m26.774s (97.74mph). **P** West. **S** 23. **RACE 2 (10 LAPS)**
1 West;

2 Ross Craig (Honda Civic Type R) +14.237s; 3 Allen; 4 Tait; 5 James Alford (Honda Civic Type R EP3); 6 Willis. **CW** Craig; Tait; Chris Brown (Ford Fiesta XR2); Alistair Lindsay (Volkswagen Golf); Trevor Pickard (BMW E36 M3). **FL** West 1m38.068s (86.48mph). **P** West. **S** 16. **PRE-'66 & PRE-'83 TOURING CARS (10 LAPS)** **1 Stephen Primett (Ford Escort Mk1)**;

2 Mark Cholerton (Ford Escort) +10.657s; 3 Stuart Caie (Ford Capri); 4 Mostyn Rutter (Vauxhall Firenza Droopsnoot); 5 David Hall (Vauxhall Firenza Droopsnoot); 6 Gary Fletcher (Vauxhall Firenza). **CW** Caie; Malcolm Jeffs (Alfa Romeo Alfusud); David Howard (Jaguar XJ12); William Jenkins (BMW 3.0 CSL); Alan Greenhalgh (Ford Falcon); Richard Bateman (Ford Cortina Lotus); Neil Bray (Mini Cooper); Tony Preston (Morris Minor); Freddie Brown (Hillman Imp). **FL** Mark Osborne (Triumph Dolomite Sprint) 1m31.267s (92.93mph). **P** Jim McLoughlin (Ford Capri). **S** 29. **RACE 2 (9 LAPS)** **1 McLoughlin**;

2 Primett +6.575s; 3 Caie;

4 Hall; 5 Stephen Cripps (Ford Escort Mk2 RS2000); 6 Fletcher. **CW** Primett; Bray; Jeffs; Howard; Mark Taylor (Jaguar XJS); Brown; Luc Wilson (Austin A40). **FL** McLoughlin 1m38.792s (85.85mph). **P** Primett. **S** 22. **THUNDER SALOONS & HONDA VTEC (BOTH 11 LAPS)** **1 Dale Gent (Subaru Impreza)**;

2 Andy Robinson (Ford Falcon) +10.206s; 3 Tom Hibbert (BMW E36 M3 Evo); 4 Jamie Sturges (SEAT Eurocup); 5 Andy Thompson (SEAT Toledo); 6 Chris Criddle (Honda Integra DC2). **CW** Robinson; Thompson; Criddle; William Casswell (Honda Civic); Steve Waterman (Toyota Starlet); Richard Askham (Jaguar XJR); Peter Dunmore (Honda Civic Type R); Martin Reynolds (BMW 323). **FL** Gent 1m20.477s (105.39mph). **P** Gent. **S** 17. **RACE 2 1 Gent**;

2 Robinson +10.614s; 3 Hibbert; 4 Sturges; 5 Thompson; 6 Andrew Wilson (Holden Monaro). **CW** Robinson; Thompson; Brad Kaylor (SEAT Leon); Criddle; Waterman; Richard Chipchase (Honda Civic); Dunmore. **FL** Gent 1m27.335s (97.11mph). **P** Gent. **S** 15. **MAXS (BOTH 13 LAPS)** **1 Jon Halliwell (Mk4)**;

2 Ian Loversidge (Mk4) +2.549s; 3 Paul Roddison (Mk4); 4 Jeremy Shipley (Mk4); 5 Matthew Tidmarsh (Mk3); 6 Lee Hollin (Mk3). **CW** Tidmarsh; Josh Malin (Mk1). **FL** Loversidge 1m31.928s (92.26mph). **P** Halliwell. **S** 12. **RACE 2 1 Halliwell**;

2 Roddison +8.078s; 3 Loversidge; 4 Shipley; 5 Tidmarsh; 6 Andrew Pretorius (Mk3). **CW** Tidmarsh; Malin. **FL** Halliwell 1m37.315s (87.15mph). **P** Halliwell. **S** 12. **TRACK ATTACK RACING CLUB (BOTH 11 LAPS)** **1 Lee Gillard (Subaru Impreza)**;

2 Nerijus Zabolka (Subaru Impreza) +4.816s; 3 Gary Prebble (Peugeot 205 GTi); 4 Rob Horsfield (Toyota MR2 Speedster); 5 Nick Gwinnett (Renault Clio); 6 Richard Hockley (Honda Civic). **CW** Zabolka; Prebble; Gwinnett; David Clark (Renault 5 Turbo); Ty Luffarelli (Peugeot 106 GTi); Andy Roberts (Mazda MX-5); Paula Miller (Honda Civic); Daniel Bryant (Toyota MR2 Mk1); Carl Powell (Peugeot 206 GTi Cup). **FL** Gillard 1m26.376s (98.19mph). **P** Gillard. **S** 32. **RACE 2 1 Gillard**;

2 Zabolka +18.962s; 3 Horsfield;

4 Prebble; 5 Gwinnett; 6 Don Hughes (Peugeot 306). **CW** Zabolka; Prebble; Gwinnett; Luffarelli; Roberts; Sam Stride (Honda Civic); Adam Lockwood (Toyota MR2 Mk1); Josh Bennett (Renault Clio); Powell. **FL** Gillard 1m26.790s (97.72mph). **P** Gillard. **S** 32. **FERRARI FORMULA CLASSIC (13 LAPS)** **1 Gary Culver (328 GTB)**;

2 Nigel Jenkins (F355 Challenge) +43.898s; 3 Richard Cook (F355 Challenge); 4 Chris Butler (328 GTB); 5 Nick Cartwright (328 GTB); 6 Peter Everingham (328 GTB). **CW** Jenkins; Butler; Christopher Compton Goddard (308); William Moorwood (308 GT4). **FL** Culver 1m37.007s (87.42mph). **P** Culver. **S** 11. **RACE 2 (8 LAPS)** **1 Culver**;

2 Cartwright +43.467s; 3 Butler; 4 Cook; 5 Peter Fisk (550 Maranello); 6 Compton Goddard. **CW** Butler; Cook; Compton Goddard; Moorwood. **FL** Culver 1m43.569s (81.89mph). **P** Culver. **S** 11.

PRESCOTT BHC

BRITISH HILLCLIMB ROUND 29 **1 Richard Spedding (GWR-Suzuki Raptor) 43.80s**; 2 Sean Gould (Gould-Suzuki GR59) 44.33s; 3 Trevor Willis (OMS-RPE 28) 44.70s; 4 Jason Mourant (Gould-Judd GR55) 45.35s; 5 Robert Kenrick (GWR-BMW Raptor) 45.62s; 6 Simon Fidoe (Empire-Suzuki Wraith) 45.65s; 7 Debbie Dunbar (DJ-Suzuki Firehawk) 46.26s; 8 Ray Rowan (Pilbeam-Hart MP43) 46.29s;

9 Steve Owen (OMS-Suzuki 28) 47.22s; 10 Paul Haines (Gould-Suzuki GR59) 47.34s; 11 Will Hall (Force-AER/XTec WH) 47.84s; fail Wallace Menzies (Gould-Cosworth GR59M).

ROUND 30 1 Spedding 43.80s;

2 Menzies 44.11s; 3 Mourant 44.75s; 4 Kenrick 44.92s; 5 Willis 45.18s; 6 Fidoe 45.57s; 7 Hall 46.12s; 8 Owen 46.16s; 9 Dunbar 46.25s; 10 Rowan 46.69s; 11 Tina Hawkes (Force-Suzuki PC) 47.84s; fail Haines. **POINTS 1 Willis 219**;

WHAT'S ON



Women working at the top of the F1

AHEAD OF THIS YEAR'S BRITISH Grand Prix, four Dare to be Different competition winners spoke to two women working in Formula 1 about their careers and specialist jobs within the paddock.

Lucy Taylor – BP trackside technologist for McLaren

While Lucy Taylor studied environmental geology at university, motorsport may not have been an expected career route, but she reckons part of the joy of her job is getting hands on with formidable cars and visiting beautiful cities.

While at university, Taylor completed a work experience stint at Shell, and during the following year continued to “pester” them for a job. Her dogged determination paid off when she was offered a year-long contract to study elemental analysis.

In 2006, Taylor was offered a permanent contract with Shell to support Ferrari and attended up

to 13 races per season, with trips to Maranello, before making an internal move at Shell in 2013. Taylor was approached by BP in 2017 after the company agreed a technical partnership with McLaren, which, as a result, she is now supporting through every event of the current F1 season.

As a trackside technologist, Taylor's job is to analyse the fuel and oil used throughout a race weekend, either checking for any illegal contamination in the fuel or analysing the engine/gear oil for metal content.

Sample gathering starts as early as the Wednesday when the fuel rigs are set up. The FIA can request test samples at any point over the weekend. Each time three are gathered: one for Taylor to test herself, one for the FIA and a third for testing by an external party should findings differ. If the fuel is found to be illegal, penalties can range from a fine on practice days to disqualification from races. Oil analysis can also act as an early warning system for potential mechanical failures.

Started by ex-F1 test driver Susie Wolff, the Dare to be Different initiative aims to increase female participation in motorsport

Taylor relays the data to the race engineers to help them resolve any issues. Although her work does not take place front and centre, it is crucial to ensuring an F1 weekend runs as smoothly as possible.


CATHERINE BENHAM AND GEORGIA ALLEN

Liz Elward – Williams Commercial Manager

Liz Elward completed a marketing degree at Portsmouth University, before beginning her career with an industrial placement at Microsoft. She worked for the company's MSN, Hotmail and Xbox divisions in a trade marketing role and then briefly worked at Spotify before moving into music advertising at technology giant Apple.

Elward fell into F1 completely by chance, after a friend contacted her about a role at Williams: “I'd love to say that it was a really thought-out career move to come to Williams, but I was fortunate that someone contacted me and asked if I would like to come and

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HOT ON THE WEB THIS WEEK

YouTube **INSIDE A MOTORHOME FROM HOME**

Search for Daniel's Motorhome Tour

Red Bull's ever-affable Daniel Ricciardo takes YouTube viewers on a guided tour of his exceedingly comfortable accommodation laid on for European rounds of the Formula 1 season. Worth a watch for one particular snort-your-tea-through-your-nose moment.



CATHERINE BENHAM

Taylor (above) and Elward explain their roles with McLaren and Williams

INTERNATIONAL MOTORSPORT

EUROPEAN FORMULA 3

Rd 8/10
Nurburgring, Germany
September 9-10
WATCH ONLINE
Live fiaf3europe.com

DTM

Rd 7/9
Nurburgring, Germany
September 9-10
TV Live BT Sports ESPN,
Saturday 1330, Sunday 1400

NASCAR CUP

Rd 26/36
Richmond, Virginia, USA
September 9
TV Live Premier Sports,
Sunday 0000

MOTOGP

Rd 13/18
Misano, Italy
September 10
TV Live BT Sport 2,
Sunday 1245

SUPER FORMULA

Rd 5/7
Autopolis, Japan
September 10

JAPANESE FORMULA 3

Rd 8/9
Autopolis, Japan
September 9-10

V8 STOCK CARS

Rd 8/12
Londrina, Brazil
September 10

UK MOTORSPORT

GOODWOOD REVIVAL

September 8-10
Classic and historic races

DONINGTON PARK

CSCC
September 9-10
Morgans, Jaguar
Saloon/GT, Swinging
Sixties, Future Classics,
Magnificent 7s, Modern
Classics, Special Saloon
and Modsports, New
Millennium, Open Series

OULTON PARK BRSCC

September 9
FF1600, TVR, Production
GTI, Welsh Sports/Saloons,
Global Lights

BRANDS HATCH MSVR

September 9-10
Dutch Supercar Challenge,
F3 Cup, Radical Challenge,
Porsche Club, Sports 2000,
Trackday Championship,
Modified Saloons, Classic K

KNOCKHILL SMRC

September 10
Mini Cooper, Fiesta,
FF1600, Classic Sports and
Saloons, Legends, Sports
and Saloons, BMW



SNETTERTON BARC

September 9-10
Trucks, Caterham
Graduates, Clio
Juniors, Pickups

ROCKINGHAM 750MC

September 9-10
BMW 330, Formula Vee,
Locost, RGB, Roadsports,
Historic 750 Formula,
Bikesports, Classic Stock
Hatch, Hot Hatch, 5Club
MX-5, M3 Cup, Super
Cooper, Armed Forces

CADWELL PARK BARC

September 9-10
Classic FF1600, Mighty
Minis, MGOC, Legends,
Citroen C1

paddock

talk about a job that they had," she says.

After becoming an F1 fan, she later fell in love with the technological side of the sport. "I thought it was incredible when they introduced things like KERS and DRS," she explains.

When asked what challenges she has faced being a women working in F1, she explains that it has not been an issue. "I've never felt that being a female has been anything but a positive thing – if anything, it's been the thing about me that's been different."

Elward also offers an insight into what her career within F1 is really like, and how it differentiates from other roles she has held throughout her career. Aside from the obvious perks, such as attending various events and races throughout the season, she explains that the championship's global reach means she is able to meet a wide assortment of people and companies that are keen to get involved and learn more about F1, the Williams story and the people behind it.

GEORGINA YEOMANS AND SAMANTHA SIMS

NEXT WEEK ON SALE THURSDAY

GOODWOOD REVIVAL ALL THE HIGHLIGHTS FROM THE HISTORIC EXTRAVAGANZA



SU MISURA
ogni motore il carburante adatto

BP visco-static

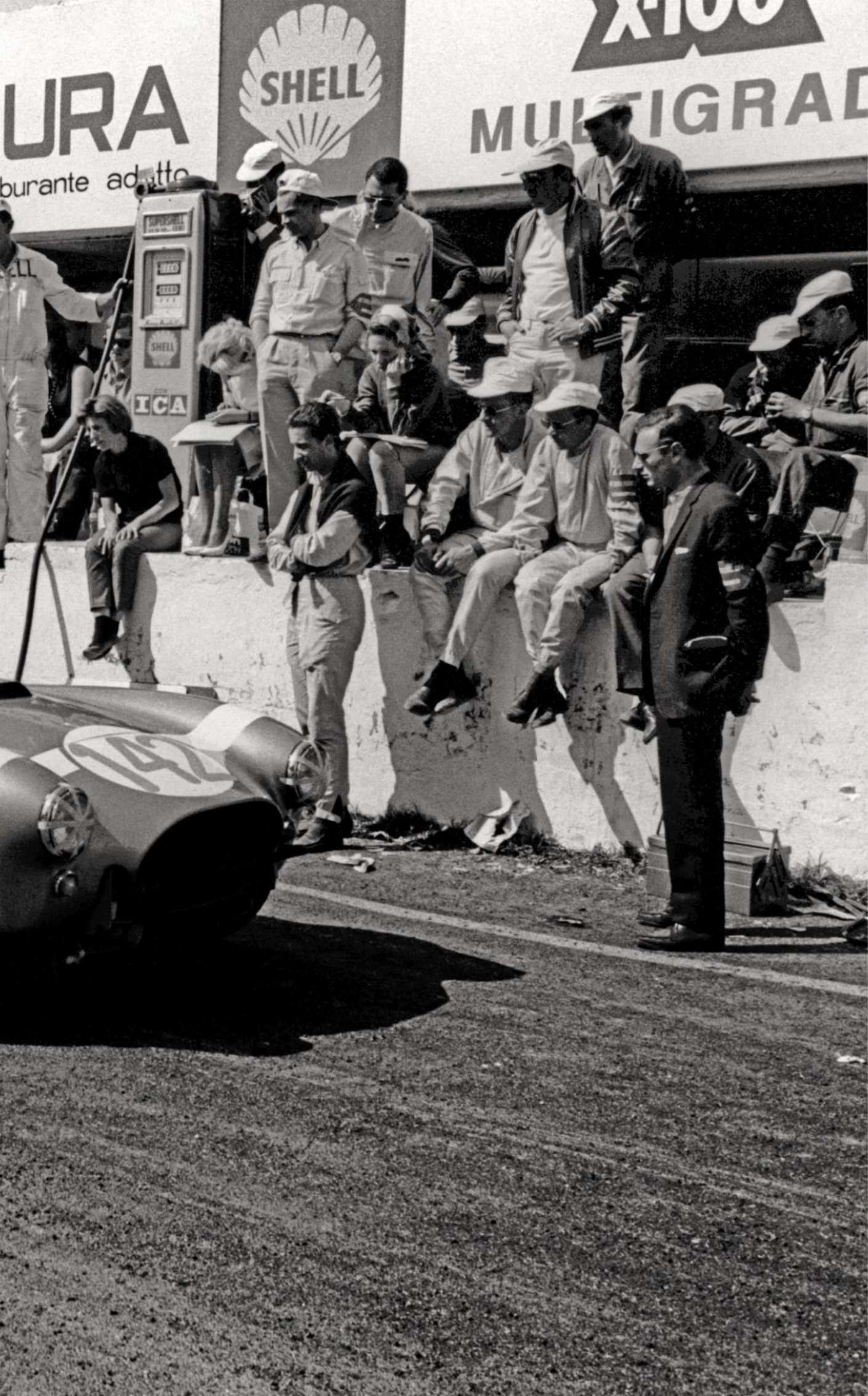
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SU MIS

ogni motore il car





FROM THE ARCHIVE

As the Goodwood Revival looms, here's some Cobra action from back in the day. The Shelby Cobra of Phil Hill and Bob Bondurant was running fourth in the 1964 Targa Florio when a right-rear suspension problem put them out with one lap to go.

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TOP FIVE

JACQUES VILLENEUVE F1 RACES

On October 26 2017, it will be 20 years since Jacques Villeneuve won the 1997 Formula 1 world title, triumphing in an infamous championship battle with Michael Schumacher, which culminated in the Ferrari driver being thrown out of that year's classification. Here are JV's top five F1 – so no Indycar races – performances.



LAT IMAGES

1 PORTUGUESE GRAND PRIX 1996, ESTORIL

Autosport described this victory as the “finest race of Villeneuve’s career to date”. After dropping from second to fourth at the start, the Williams driver stalked and passed Michael Schumacher with a sensational around-the-outside move on the Ferrari as they lapped a backmarker at the Parabolica, then put in a series of rapid laps to overhaul long-time leader – and title rival – Damon Hill. That pace got Villeneuve out ahead at the final stops and kept his slender championship hopes alive.



2 EUROPEAN GRAND PRIX 1997, JEREZ

Villeneuve started on pole for the title decider, with Schumacher and Heinz-Harald Frentzen also recording exactly the same time – a 1m21.072s – in qualifying. After falling behind Schumacher early on and then benefiting from Frentzen holding up the Ferrari, Villeneuve used new tyres in the last stint to attack Schumacher and catch him unawares, which led to that infamous collision and the title.

3 GERMAN GRAND PRIX 1998, HOCKENHEIM

JV clinched the first podium of his disappointing title defence in Germany, harrying the dominant McLarens of Mika Hakkinen and David Coulthard to take third. He qualified just behind them, but dropped behind Ralf Schumacher at the start, getting back past when he pitted. Villeneuve closed in on the lead late on as Hakkinen had fuel concerns, but a differential sensor problem halted his charge.



4 SAN MARINO GRAND PRIX 2005, IMOLA

Villeneuve began what would turn out to be his final full F1 season with a best finish for Sauber of 11th in Bahrain from the first three races. But he put in a storming drive at Imola – famous for the late-race duel between Fernando Alonso and Schumacher – to rise from 11th on the grid to sixth at the flag. This was upgraded to fourth – his best result of 2005 – when the BAR cars were disqualified.



5 AUSTRALIAN GP QUALIFYING 1997, MELBOURNE

Villeneuve “stunned Formula 1”, said the March 13 1997 issue of Autosport, by claiming pole by 1.754 seconds over team-mate Frentzen, 2.103s clear of the nearest non-Williams, and reckoning he could have gone even quicker with a perfect lap. Although he was eliminated from the race at Turn 1, his pole margin was the biggest since Nigel Mansell had beaten Ayrton Senna to pole at Spa in '92 by 2.2s.



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