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SAME CAR, SAME ENGINE, SAME CHANCE... WHY ROSBERG CAN'T BEAT HAMILTON

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POLE POSITION

When high quality isn't quite good enough

NICO ROSBERG IS A DRIVER FOR WHOM I HAVE PLENTY of respect, despite the somewhat negative tone of this week's cover feature on why he can't beat Lewis Hamilton.

Grand prix history is littered with very good drivers made to look far less effective than they really are by being in the shadow of an all-time-great team-mate. There's little doubt that Hamilton, probably on course for his third title, is in that bracket. But the fact that Rosberg has been able to be a thorn in his team-mate's side is an endorsement of the German's quality.

Often, it's the drivers who are *almost* there but not quite who are the most fascinating. Rosberg was able to beat Hamilton comfortably over the 2014 season in qualifying, which is no mean feat. Yet, ranged against that, he too often squandered the winning positions that the advantage of pole position afforded him.

Rosberg has always been a driver with a great capacity to develop himself. A thorough, intelligent driver in the way he approaches his craft, which combined with the pace he has allows him to be a very effective racer. So why can't he go that half-step further?

To find out, read Ben Anderson's excellent article.



Edd Straw
EDD STRAW EDITOR
 edd.straw@haymarket.com
 @eddstrawF1

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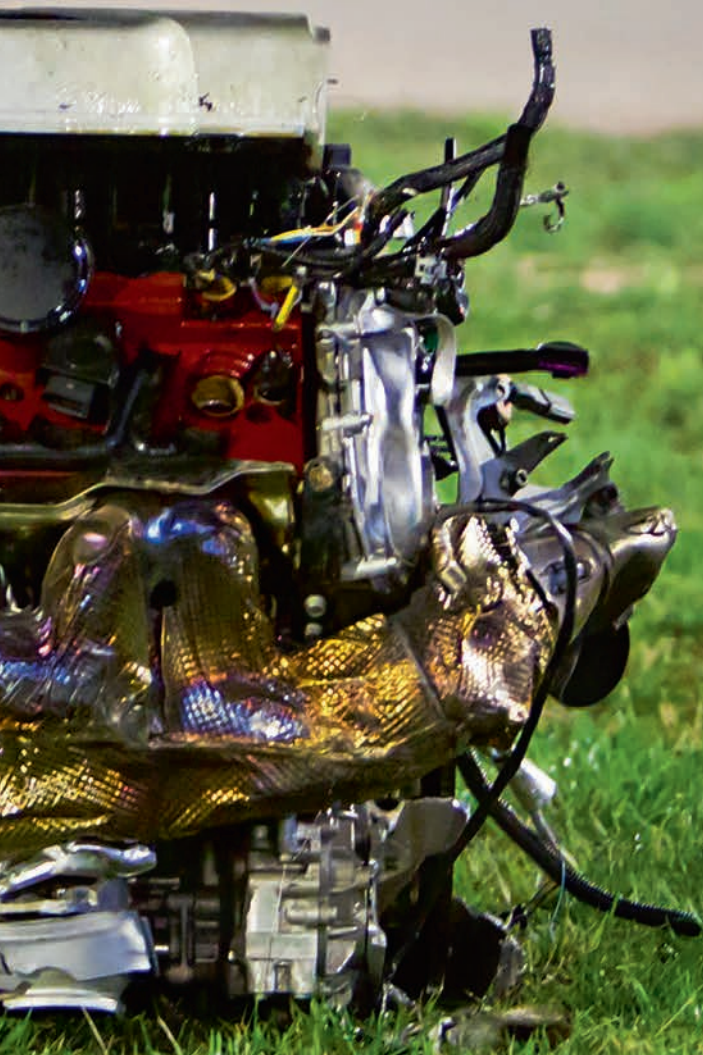




THE BIG PICTURE

Blancpain Sprint Series leader Laurens Vanthoor has been ruled out of this weekend's Zandvoort finale after hitting the wall hard last Saturday at Misano

Photographer Chris Schotanus



This week in F1

BUTTON TO STAY WITH McLAREN IN 2016...

McLaren has put an end to months of speculation by stating that it has exercised its contractual option to retain Jenson Button's services for the coming season.

The 2009 world champion had suggested that he has been lacking

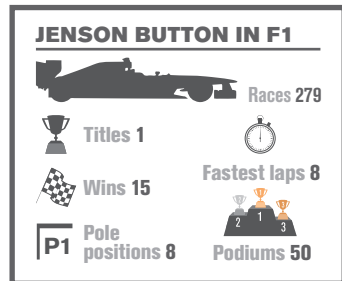
"joy" in driving given McLaren-Honda's woes this season, leading to suggestions the 35-year old would retire. But after talks with McLaren Group chairman and CEO Ron Dennis, Button has chosen to continue.

"Over the past month or so I have done quite a lot of thinking, and it's no secret that I was at one point in two minds about my future," said Button.

"But I have been a McLaren driver for six seasons now, and in that time I have got to know Ron very well. He and I have had some very good chats these past few weeks, and during those chats it has become clear to me that Ron is both utterly determined and uniquely equipped to lead our team through its current difficulties to great successes

As soon as I had made that decision, straight away I realised it was the correct one

Jenson Button on agreeing to stay in F1 for a 17th season



in the future. That gives me great confidence, and it's for that reason that, together, he and I have decided to continue our partnership."

Dennis remarked in Japan that talks with Button had eliminated doubt from his driver's mind that he remained a wanted man by the team.

"There is a 'terminate-after-year-one' option that McLaren could have triggered if we had wished to do so, but once it became clear that he remained as enthusiastic and as committed and as focused as ever, that option immediately became an irrelevance," said Dennis.

...AND BACKS THE FUTURE DIRECTION OF F1

Jenson Button has endorsed the roadmap laid down by Formula 1's stakeholders to develop the sport.

From 2017, there are plans to introduce cars that are around five seconds per lap faster and more aggressive-looking, with wider front and rear wings and bigger rear tyres.

"For me, 10 years ago, the sport was in a great place in terms of how the cars felt, and I think they are going back in that direction," said Button. It [2017] is probably the most exciting year for Formula 1 for a long time in terms of the cars being four or five seconds quicker again."



BIG NUMBER

300

By staying on with McLaren for another season, Jenson Button is set to become the first British driver to surpass 300 grand prix starts.



MANOR GETS MERCEDES ENGINES

The Manor team will change up from year-old Ferrari engines to current-spec Mercedes units next season.

Manor team principal John Booth said: "Although there were many factors governing our selection of an engine partner to help power us towards our long-term ambitions, ultimately the strength of the Mercedes-Benz package speaks for itself."



Grosjean from Lotus to Haas

The new Haas F1 team has signed Romain Grosjean for 2016.

Grosjean, who has competed in 78 grands prix, believes Haas will buck the trend of new teams failing to make an impact.

"They have a new approach to Formula 1, one that is going to

work," he said. "I spent 10 years at Enstone, and it would have been easy to have stayed there.

"On the other hand I want to try to win races, win championships, and I thought coming here to Haas would be a good step to achieving that."

F1 to be made louder in 2016

Changes to the exhausts of F1 cars to make the engines louder for 2016 have been approved.

An FIA statement said: "For 2016, all cars must have a separate exhaust-wastegate tailpipe through which all and only wastegate exhaust gases must pass. This measure has been undertaken to increase the noise of the cars and will not have any significant effect on power or emissions."



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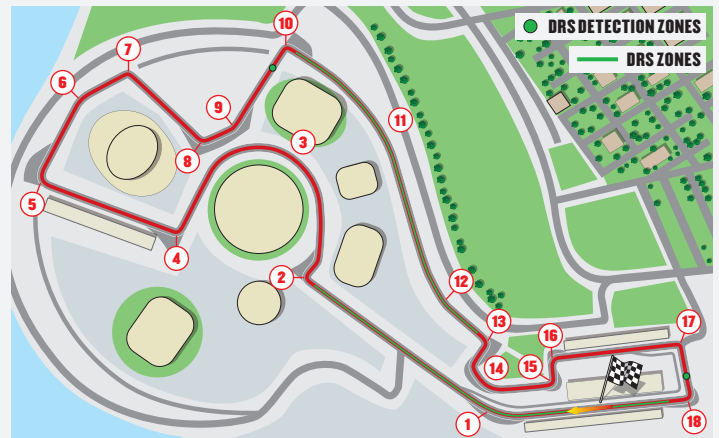


TEE/LAT

F1 PREVIEW

RUSSIAN GRAND PRIX

October 9-11



CIRCUIT INFORMATION

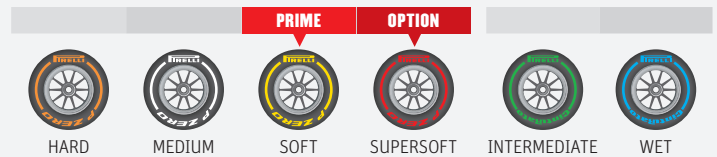
SOCHI

LENGTH 3.634 miles NUMBER OF LAPS 53



2014 POLE POSITION Lewis Hamilton 1m38.513s
QUALIFYING LAP RECORD Lewis Hamilton 1m38.513s (2014)
RACE LAP RECORD Valtteri Bottas 1m40.896s (2014)

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UK START TIMES

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SATURDAY
 FP3 1000 QUALIFYING 1300

SUNDAY
 RACE 1200

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PREVIOUS WINNERS

2014 Lewis Hamilton Mercedes



STALEY/LAT

THEMES TO WATCH



McLAREN MELTDOWN?
 McLaren-Honda will be desperate to move on from a showing in Japan that proved to be a new low for the alliance.



ROSBERG RESPONSE
 With his title hopes fading fast, Nico Rosberg needs to wrestle some momentum away from Lewis Hamilton at Sochi.



WILLIAMS IN THE HUNT
 Williams underperformed operationally in Japan but its car should have the pace to challenge for a podium at this circuit.



TEE/LAT

OZ GP BACK TO MARCH

A new version of the 2016 Formula 1 calendar confirms an earlier start to the season and the return of the August four-week summer break.

The Australian GP has moved forward from April 3 to March 20, easing the pressure on an already condensed schedule, which features a record 21 races. Pre-season testing will remain at Barcelona but will now take place on February 22-25 and March 1-4.

THE 2016 CALENDAR

DATE	LOCATION
March 20	Australia
April 3	Bahrain
April 17	China
May 1	Russia
May 15	Spain
May 29	Monaco
June 12	Canada
June 19	Europe (Baku)
July 3	Austria
July 10	Britain
July 24	Hungary
July 31	Germany
August 28	Belgium
September 4	Italy
September 18	Singapore
October 2	Malaysia
October 9	Japan
October 23	USA
November 6	Mexico
November 13	Brazil
November 27	Abu Dhabi

Formula One • Le Mans 24hr • MotoGP • Superbikes • Historic

2015 End of Season

F1 Abu Dhabi GP
Escorted Tour
F1 Drivers Party

Historic Motorsport Escorted Tours

- Mille Miglia
- Le Mans Classic
- Goodwood Festival of Speed
- Goodwood Revival
- Classic Car Touring Holidays
- Monaco Historic

W E C 2016 Tours

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Nurburgring 6hr
Bahrain 6hr

Le Mans 24hr

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Ben Anderson

From the paddock

So, this Formula 1 season would be much more exciting without Mercedes dominating, would it? Race results suggest otherwise

The cries are exasperated and oft repeated within and without the Formula 1 paddock. There were murmurings last year, but the volume has been loud and clear since March's season-opening Australian Grand Prix: Mercedes' continued domination is bad news for F1. "The problem is the gap is so big you end up with three-tier racing," argued Red Bull boss Christian Horner in Melbourne, "and that is not healthy for F1."

Now, 13 races further along the road, would F1 be in better shape without Mercedes running away with things at the front? Would the races be more exciting? Would the title race be closer? Would those fans who have deserted F1 in the face of pay-per-view rollouts across the world suddenly be clamouring for Sky subscriptions?

Let's find out.

March 2 2015. Mercedes falls foul of new regulations introduced to level the playing field in F1 and is deemed to be too dominant, undermining 'the show'. The FIA convenes an extraordinary court hearing ahead of the first race in Australia and decrees the team should be banned from the championship immediately for one year.

At the stroke of a pen the grid temporarily loses its most-dominant entity. Forced into a sabbatical instead of his planned title defence, Lewis Hamilton heads for the Barbados beaches, and declares he will spend the season focusing on his music career in the United States. Nico Rosberg elects to spend a year on the sidelines raising a family, and helping his wife out with her ice-cream business.

Consecutive wins for Williams in Canada and Austria offer fans hope that the former champion team can perhaps make a real race of this world championship, and that strong form continues at Silverstone, where Williams locks out the front row of the grid and dominates most of the race.

Then rain falls at the perfect time for Vettel to steal victory on an off-form weekend for Ferrari. The media now suggests the German can walk on water after opening up an 80-point lead over Valtteri Bottas in the title race.

Vettel strikes an even bigger blow next time out in Hungary, dominating from pole as Williams struggles on a low-speed track. Three weeks later the F1 circus reconvenes at Spa, where a spectacular rear-tyre failure for Vettel opportunistically hands Romain Grosjean his maiden F1 win for the beleaguered Lotus team.

At Monza, Raikkonen takes his second pole of the season in the updated Ferrari, but blows the start with 'finger trouble' on his clutch, allowing Vettel to score his ninth win of the season in front of the delirious tifosi. Vettel makes it 10 from 13 next time out in Singapore, then follows up with win number 11 after jumping first-time poleman Bottas at the start of the Japanese Grand Prix.

That result is enough to crown Vettel champion, for a fifth time, with five races to spare, while Raikkonen lies three points clear of Bottas in a close fight for second.

Ferrari is just a handful of races away from clinching the constructors' title too, and with it a surefire ban for 2016 under the new 'dominance laws'.

"With Mercedes gone, Vettel would have been crowned champion with five races still to go"

With Mercedes out of the picture – but still duty-bound to honour customer engine-supply deals with Williams, Force India and Lotus – the season gets off to a sensational start in Melbourne. Felipe Massa's Williams narrowly defeats both Ferrari drivers in a thrilling battle for pole position, as 0.072 seconds covers the top three in qualifying. Massa and Sebastian Vettel then engage in a tense, tactical fight for victory, which Vettel wins by jumping the Williams in the pits.

Felipe Nasr is hailed the new Ayrton Senna, after finishing on the podium on his F1 debut for Sauber. Everyone declares F1 is sensational to watch with Mercedes out of the picture.

But when Vettel scores his fifth win from six starts (again from pole) in Monaco, the pundits begin muttering about Ferrari's dominance. When Daniil Kvyat and Daniel Ricciardo both outfox Kimi Raikkonen to score Red Bull's first podium finishes of the campaign, those same pundits bemoan the fact that Raikkonen is unable to give his new team-mate a proper run for his money.

ALTERNATIVE CHAMPIONSHIP STANDINGS (AFTER 14 RACES)

1	Vettel	299
2	Raikkonen	169
3	Bottas	166
4	Massa	147
5	Kvyat	101
6	Ricciardo	98
7	Grosjean	78
8	Perez	72
9	Hulkenberg	62
10	Verstappen	52

'Click! And we're back in the room. The daydream is over.

This is a crude reimagining but, apart from the novelty of a close start in Australia, Williams's winning 'run' in June, and maiden GP victories for Bottas and Grosjean, it turns out F1 would arguably be *less* exciting if Mercedes wasn't around.

We'd be hearing complaints about Ferrari's supremacy, and how Vettel is again dominating in the fashion that earned criticism during his Red Bull days.

F1 would still be 'three-tier', except those tiers would be Ferrari, then Williams, then the rest.

Be careful what you wish for... ❧

This week in motorsport

ROSENQVIST TOPS MACAU GP ENTRY

Formula 3 European champion Felix Rosenqvist is to return to the Macau Grand Prix in a bid to become only the second two-time winner of the event in the F3 era along with Edoardo Mortara.

Rosenqvist (below) tops the entry with Prema Powerteam, which for the third year will be backed by Theodore Racing, the entity founded by Macau GP godfather Teddy Yip.

His main title rivals Antonio Giovinazzi, Charles Leclerc and Jake Dennis are entered, as well as joint Japanese F3 leaders Nick Cassidy and Kenta Yamashita. BMW-contracted GT racer Alexander Sims returns for his sixth Macau GP, with Double R Racing.



MACAU GP ENTRY LIST

PREMA

Felix Rosenqvist (right), Jake Dennis, Lance Stroll

CARLIN

Antonio Giovinazzi, George Russell, Gustavo Menezes, Callum Irott

VAN AMERSFOORT

Charles Leclerc, Alessio Lorandi

SIGNATURE Alexander Albon, Dorian Boccia

MUCKE Mikkel Jensen, Santino Ferrucci

MOTOPARK Markus Pommer, Sergio Sette Camara

FORTEC Pietro Fittipaldi, Martin Cao, Andy Chang

WEST-TEC Sam MacLeod, Ryan Tveter

T-SPORT Arjun Maini

DOUBLE R Alexander Sims, Matt Solomon

ZELLER Peter Li

TOM'S Nick Cassidy, Kenta Yamashita

B-MAX Mitsunori Takahashi, Yuki Sekiguchi



DAMS QUILTS RENAULT 3.5 IN FAVOUR OF GP3 SWITCH

Top single-seater team DAMS is to leave the Formula Renault 3.5 Series in favour of the switch to GP3.

The Le Mans-based squad, which most recently claimed the FR3.5 crown with Carlos Sainz Jr in 2014, will line its GP3 attack up alongside its existing GP2 team.

FR3.5 organiser RPM last week announced the 11 teams for next season, and said it is in negotiation

with "other new teams in regard to a possible entry".

Meanwhile, GP3 confirmed its eight teams for the three-year cycle of the new chassis. DAMS is joined by Virtuosi, which this year has run GP2 squad Russian Time. But Carlin and Status Grand Prix – both ever-present since GP3's inception in 2010 – have both departed the series. Carlin won the title with Alex Lynn last year.

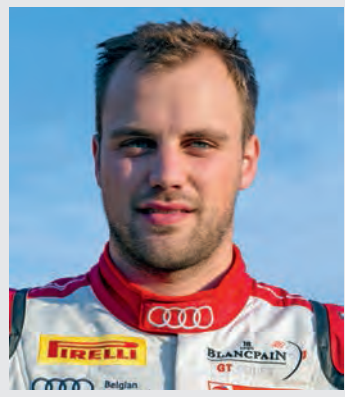


Injury puts Vanthoor out

Blancpain Sprint Series leader Laurens Vanthoor will miss this weekend's Zandvoort finale due to a double fracture of the right hip.

The WRT Audi driver, who crashed heavily during the qualifying race at last weekend's Misano round, was diagnosed with the injury on Monday in his Belgium homeland. It comes in addition to a hairline fracture of his left fibula that was discovered at the circuit medical centre.

WRT had yet to reveal as we went to press who would now partner Robin Frijns, who leads the BSS points with Vanthoor, at Zandvoort.



Menu gets BTCC dessert

Double British Touring Car champion Alain Menu will return to the series for this weekend's Brands Hatch finale at the wheel of a Team BMR Volkswagen.

The Swiss driver will deputise for team owner Warren Scott, who fractured two vertebrae in an accident last time out at Silverstone.

Menu, 52, drove for the BMR squad in 2014 and took podiums at Rockingham and Silverstone. This year he has been a driver coach for Scott.

"I will not get any testing before the event, so that will be tough, but Brands Hatch GP is one of my favourite tracks," said Menu. "It's unfortunate that this chance comes because Warren is injured, but I'm grateful to him."



Eurotech to get new Civics

The Eurotech BTCC team has agreed a deal with the factory Honda squad to run two new Civic Type-Rs next season. Eurotech has run NGTC Civics (Jeff Smith, above) in partnership with Team Dynamics since 2012.

Changes made for Formula E

Formula E has signed off a number of changes ahead of its 2015-16 season.

Last week's FIA World Motor Sport Council ratified full-course yellows, limits to in-season driver changes, the date for the London round of the series and an extension on Michelin's contract as the official tyre supplier up to and including the 2018-19 campaign.

Formula E's version of Formula 1's virtual safety car will result in a limit of 50km/h declared in lieu of a full safety car, with drivers required to remain in single file and not close on the car ahead.

The London round, which awaits confirmation of its venue, has been pencilled in for July 2-3.

UNITED PLUMPS FOR LIGIER OVER GINETTA

The Anglo-American United Autosports team has switched from Ginetta to Ligier chassis for its graduation to LMP3 in next year's European Le Mans Series.

United, which had already taken delivery of its first Ginetta-Nissan LMP3, has decided to buy Ligiers rather than the British chassis to smooth its eventual

graduation to the LMP2 ranks and the Le Mans 24 Hours. United will continue to assist the Team LNT factory squad in this month's ELMS finale at Estoril.

For all the breaking news, visit AUTOSPORT.COM

FORMULA RENAULT 3.5 TEAMS

- ARDEN MOTORSPORT
- AVF
- CARLIN
- COMTEC RACING
- FORTEC MOTORSPORTS
- INTERNATIONAL DRACO RACING
- LOTUS
- PONS RACING
- SPIRIT OF RACE
- STRAKKA RACING
- TECH 1 RACING

GP3 TEAMS

- ARDEN INTERNATIONAL
- ART GRAND PRIX
- CAMPOS RACING
- DAMS
- JENZER MOTORSPORT
- KOIRANEN GP
- TRIDENT
- VIRTUOSI RACING



VAN DER LAAN/LAT



ROZENDAAL/LAT

Stoneman gets Carlin GP2 seat

Red Bull Junior Dean Stoneman is to make his GP2 Series debut at Sochi this weekend with Carlin.

The 25-year-old Briton, who is third in the Formula Renault 3.5 rankings, replaces Colombian GP2 veteran Julian Leal, who has announced his 'retirement' from the series.

Stoneman, who joins Sean Gelael in Carlin's line-up, said: "I'm excited. I'm not going to know what to expect until I get out there and get a feel of the car."



XPB IMAGES

Le Mans LMP1 power cap

The maximum power of LMP1 hybrid systems has been capped for next year's Le Mans 24 Hours.

An upper limit of 300kW, equivalent to approximately 400bhp, has been introduced on safety grounds at Le Mans because it is an FIA grade 2 circuit. Hybrid power will not be restricted at other rounds of the World Endurance Championship on Formula 1 tracks.

The rule was erroneously announced after last week's World Motor Sport Council as a restriction of 1000bhp on the combined power of the internal-combustion engine and hybrid systems.

WOLFF IN RoC TARTAN ARMY

Susie Wolff will join David Coulthard at November's Race of Champions in a Team Scotland line-up of Williams F1 test drivers past and present.

The event in London's Olympic Stadium will be Wolff's second attempt at RoC. "Last year was a fantastic experience so I'm delighted to be coming back," she said. "It was great to have David as my team-mate last year and even better to reach the final of the RoC Nations Cup."



DUNBAR/LAT

In brief

ASTON'S WEC BREAK

The GTE Balance of Performance has been tweaked ahead of this weekend's Fuji round of the WEC. In GTE Pro, the Porsche 911 RSR has been given an extra 5kg and the Aston Martin Vantage GTE an air-restrictor 2mm larger in diameter.

TIME TRIAL FOR WTCC

The WTCC is introducing a new cycling-style time-trial element, solely for manufacturer points. Each make will nominate three cars to run together on a run of up to three laps, with the slowest driver's time earning the points.

TO-C'S WRX PODIUM

British GT racer Tom Onslow-Cole took third on his World Rallycross debut at Istanbul Park last weekend in the RX Lites class. Onslow-Cole, who got his prize drive for winning the RX Talent Search, was just three seconds away from victory.

GILHAM FOR BRANDS

Tony Gilham will continue in his Team Hard squad's Toyota Avensis in the BTCC finale at Brands Hatch this weekend. A best finish of 15th on his season debut last time out at Silverstone doubled the team's points tally for the season.

F4 KING IN ARTECH

Newly crowned German Formula 4 champion Marvin Dienst makes his Euro F3 debut in the Hockenheim finale next week. The 18-year-old will drive the second of the new NBE-engined ArtTech chassis, which debuted with Harald Schlegelmilch last time out at the Nurburgring.

PALMER'S F3 TEST

BRDC Formula 4 champion Will Palmer was due to get his European F3 test this week. Palmer (below) was set to run with Motopark on the team's home track of Oscherleben.



EBREY/LAT

25 BIG NUMBER

Age at which Jaime Alguersuari has announced his retirement from motorsport. The ex-Toro Rosso Formula 1 driver and Formula E racer said: "It's time for a change. Something inside me says it's the moment to take a different path, because I think I have fallen out of love with this girlfriend."



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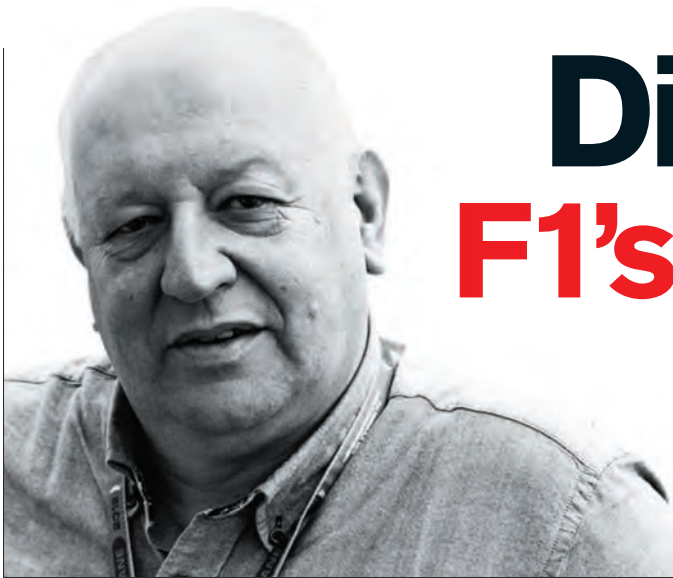
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Dieter Rencken

F1's political animal

The complaint to the EU from two of F1's minnows means the sport's financial dealings will be laid bare for all to see

Although widely anticipated for almost three years, the news last week that two teams had registered a complaint with the office of the EU competition commissioner over Formula 1's business practices still sent frissons of fear through the paddock.

The complaint is rooted in the dying days of the 2010-12 Concorde Agreement*, when Bernie Ecclestone picked off the major teams with promises of seats on a streamlined Formula 1 Commission and premium payments in return for commitments to 2020. It was all part of a grand plan by FOM's majority controller CVC Capital Partners to list F1.

So, Ferrari, Red Bull and McLaren were offered premiums known as Constructors' Championship Bonuses (CCB), with Mercedes promised similar annual payments after protests. In addition, Ferrari receives big Long Standing Team payments, with Williams and Red Bull pocketing bonuses of differing amounts.

These amounts accrue in addition to the usual revenues as laid down in schedule 10 of the expired Concorde Agreement, calculated on the basis of aggregate past performance and most recent championship standings – known as column 1/column 2 income respectively.

To put this inequality into proportion, consider the 2015 earnings of Williams and Ferrari, third and fourth in last year's classification respectively: with an estimated £60m, the British team took home half the amount paid to the team it beat. Force India's plight is worse: after

administration, from which it emerged only after massive downsizing and restructuring, a year ago. Toro Rosso? Well, it's aligned with Red Bull, and is therefore tolerant (just) of the situation.

The complaint could not come at a worse time for F1, or for Ferrari and Red Bull. Faced with dwindling audiences, recalcitrant sponsors and a raft of financially unstable teams, the last thing FOM needs is an anti-trust investigation, while CVC is, despite protestations, said to be planning on exiting after cashing in for 10 years.

Ferrari aims to raise £3bn for parent Fiat via the New York Stock Exchange, with the Scuderia's sporting prowess acting as totem; while Red Bull is at a crossroads after dumping Renault following two years of underperformance that hit the team's coffers and image.

McLaren, too, is suffering after Honda failed to deliver, while Mercedes' parent can ill afford EU intervention. Renault's purchase of Lotus is said to be predicated on some form of "historic payment" and a seat on the Strategy Group. Imagine, then, the EU decreeing F1's financial and governance structure to be illegal...

Could it come to that? First, competition commissioner Margrethe Vestager needs to be satisfied about the veracity of the allegations; only then can any official process commence. Assuming her office decides to investigate, there are three possible outcomes:

1. All is hunky-dory in the land of F1. There has been no abuse of dominant position by FOM and others, and

“Is it any wonder Force India and Sauber headed to Brussels after two fraught years of lobbying?”

finishing fifth to McLaren's fourth, the former earned just £2m less in Column 1/2 income, yet banked a whopping £25m less after CCB bonuses.

In addition, five teams partake in the Strategy Group, a body that takes decisions – such as its vote against the adoption of regulatory budget controls – that potentially disadvantage disenfranchised teams, who collectively have one vote. This is via the non-CCB team that placed highest in the previous year's classification.

Is it any wonder that Force India and Sauber – the latter headed by jurist Monisha Kaltenborn – headed to Brussels during F1's summer break after two fraught years of lobbying for change?

Originally, Lotus formed part of this group, but withdrew when the gravity of its troubles hit home; its involvement would, for reasons outlined shortly, impact on the team's planned sale to Renault.

Manor, too, is said to have dipped in and out. But, again, its future is far from certain after plunging into

premium payments to half the field contesting a world championship are indeed legit.

2. Breaches of EU monopolistic law are unearthed, with the commissioner urging a settlement, probably by dismantling existing structures and instituting equitable revenue distribution – which would hit CCB teams hard.

3. Any breaches are of such gravity that, in addition to the remedial steps already outlined, fines are levied of up to 10 per cent of turnover of the guilty parties. These could include FOM, certain teams and their respective parent companies.

However, no final decision can be expected for the next two years at the earliest unless FOM and the majors cave (unlikely). So F1 hangs in limbo during the worst crisis in its 65-year history. ☒

* The Concorde Agreement outlined the commercial, technical, sporting and governance obligations of the governing body (FIA), FOM and teams collectively.



ETHERINGTON/LAT



WHY CAN'T NICO BEAT HAMILTON?

**Rosberg: he's done everything at Mercedes
but win the world championship, racking
up 11 wins and 17 poles. BEN ANDERSON
asks if he can take the final step for a title**

Formula 1 history is littered with drivers certain they would have been multiple champions if only they had been in the right car at the right time. The technical nature of motor racing makes this inevitable, and to some extent true. If you're not winning, you can always say it's because the guy in front has a better car than you, not that they may be a better driver.

But things get interesting when both contenders drive for the same team, have the same car, and that car is good enough to win the world championship. In that high-stakes scenario, the vanquished driver will run out of hiding places. After several seasons of sustained defeat, some will eventually accept that the other guy is capable of feats of physics, or rates of input, feel and understanding they simply cannot attain themselves.

That attitude, although mentally comforting, is ultimately defeatist. Perhaps this leads those inferior drivers who cannot find the answers to cry conspiracy from within. What neater way to dismiss your own failings than to argue that supposed technical fairness and equality is not so fair and equal after all?

A defeatist attitude and penchant for excuses are not accusations that can be levelled at Nico Rosberg. But the longer he goes on being beaten by Lewis Hamilton while racing for the same team, the more fascinating it will be to see whether he succumbs to one of these convictions.

On the basis of their two-and-three-quarter seasons together at Mercedes the tide is undoubtedly against Rosberg. It was a close-run thing in 2013, when Rosberg won twice but Hamilton finished two places and 18 points better off in the championship. Last season Rosberg was clearly the better qualifier, and led the title race for much of the campaign but lost out.

The reliability problems Mercedes encountered last season ultimately cost each driver three finishes, so it's difficult to justify calling Rosberg's 2014 defeat unlucky. There were several occasions during the run-in where Rosberg either made costly mistakes from potentially winning positions (as in Italy and Russia), or was outraced and overtaken for victory by his main rival (as in Japan and the US).

Rosberg came into this season determined to race better than he did in 2014, but at the same time he has been unable to maintain his Saturday form, only twice outqualifying Hamilton in 14 races so far this year. He trails Hamilton by 48 points in the title race, and looks unlikely to break his title duck as things stand.

This pattern may suggest Rosberg has missed his best chance to become world champion, but the man himself is utterly convinced he has what it takes, that the conclusion to 2014 was merely an unlucky bump in the road, and that only particular circumstances and tiny mistakes dictate which of the two Mercedes will be stronger on a given race weekend. So where does this self-confidence stem from? ▶

► “The situation makes me believe it,” says Rosberg, when asked what makes him believe he can be world champion. We are discussing his development as an F1 driver over the past 10 seasons. He is in bullish mood.

“Last year makes me believe it. That’s it really.”

You didn’t win last year, Nico...

“But I could have been world champion last year,” he shoots back. “All it took were my problems, and to lose my car on the last race. It’s all close stuff. If it doesn’t tip in my direction, it’s done.”

This attitude is all well and good, of course, but does that mean Rosberg feels he is the equal of his double world champion team-mate as a driver? “I don’t want to judge driving level, that’s for you to judge,” he says, “but I am happy with where I am. I am comfortable with my performance.”

He cannot, however, be happy with the way results have gone this season: 11 poles in 14 attempts for Hamilton; two for Rosberg. Eight wins from 14 starts for Hamilton; just three for Rosberg. The dip in Rosberg’s qualifying form relative to Hamilton is the big problem here.

After being outfoxed several times while in winning positions last year, Rosberg has adjusted his approach to setting the car up in order to be stronger on Sundays. He says this has partly compromised his ability to go quickly on Saturdays, usually because he finds the car has too much understeer – great for protecting the tyres over a race distance, not so handy for the ultimate qualifying lap. But there is also a part to this shift that Rosberg admits he cannot explain.

“I raised my game in racing, which was the small area I needed to work on from last year,” he says. “Unfortunately, Lewis has now been stronger in qualifying, which is not good, and now I need to work on that.”

“At the moment it’s so close between us, and if you qualify ahead it does give you a big advantage. At Silverstone it was less than a tenth, and those occasions last year went to me, but this year they have been going to him.”

“It has gone in that direction because I understand the importance of the racing, but some of it is also unexpected. I don’t know if he is consciously focusing on that [qualifying set-up], or if he’s just nailing it a bit better. It’s so small, I just need to turn it around somehow.”

Somehow... Perhaps here we get the first glimpse that Rosberg feels Hamilton has some kind of edge that he cannot fully comprehend. Hamilton claims that he underperformed in qualifying last year, but has made tweaks of his own, in terms of his approach, in response. The compound result of Rosberg’s compromise and Hamilton’s tweekery (which he says he’s made *without* incurring any resultant losses in race pace) has been devastating for Rosberg.

Perhaps in this scenario, there is simply no answer. An old F3 team-mate to Valtteri Bottas once admitted the Finn was capable of inputs on corner entry that he just couldn’t match. Perhaps Rosberg is simply faced with an impossible task: trying to find a way to beat a driver who may well eventually go down in history as one of the greatest of all time.

“I think Nico has great qualities; he has the qualities to dictate, as we saw last year,” argues Mercedes technical chief Paddy Lowe, who was at McLaren when Hamilton made his F1 debut in 2007, and has thus observed the Brit’s rise to the top of the championship closely. “He is unlucky to have come across a team-mate who is an exceptional driver. Lewis, by all standards, you’d have to say will be seen as one of the greatest drivers ever.”

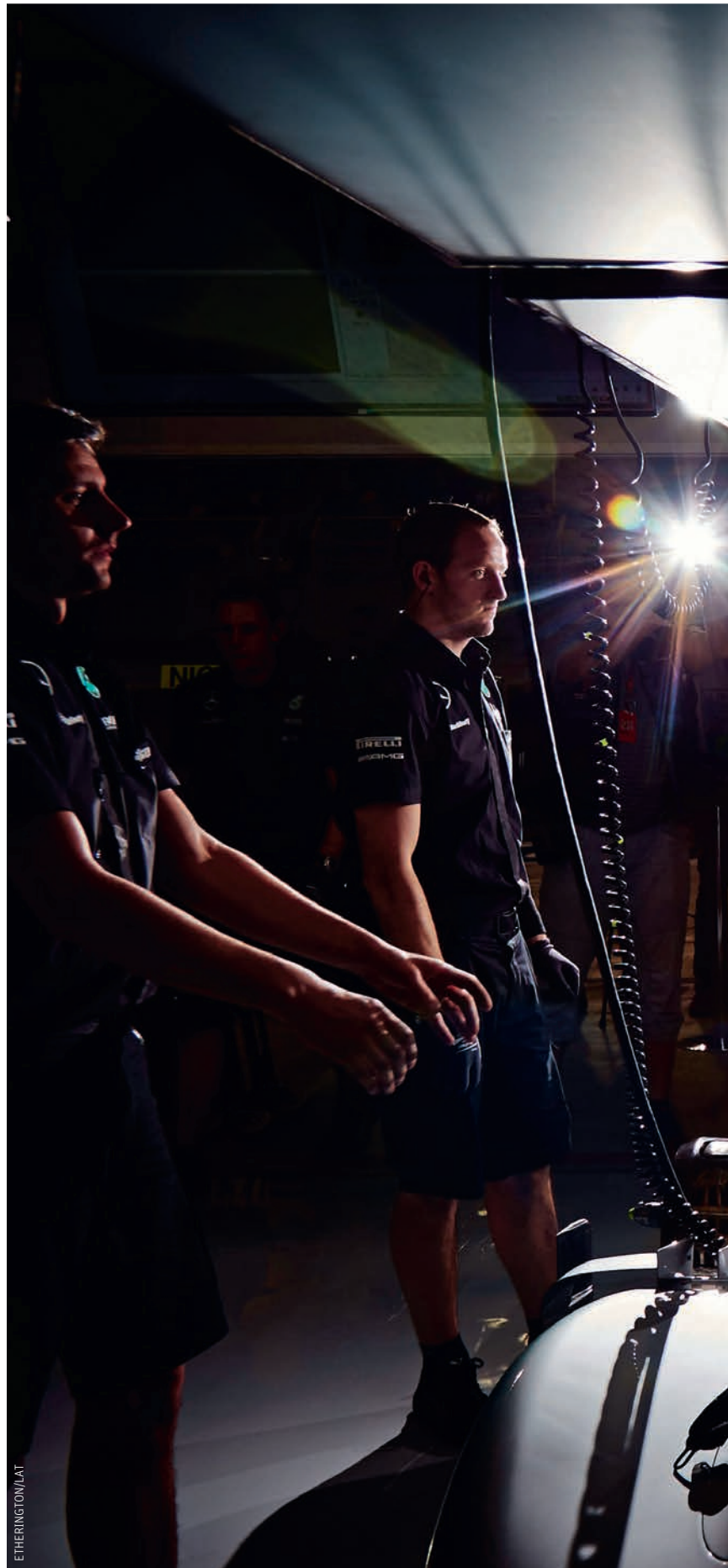
“It’s a tough yardstick, but Nico measured up really well. He outqualified Lewis many times. He is very diligent and very thorough in the engineering of the car. The racing side isn’t the strongest. I think Nico recognises this himself, even though we are comparing to a guy like Lewis, whose racecraft skills are some of the greatest we’ve ever seen.”

“I was really happy to see how he drove in Bahrain this year, where he overtook a lot of people. He pushed Vettel into some unforced errors, and Vettel has been a world champion four times. Nico’s racecraft is definitely on the up.”

“They [Hamilton and Rosberg] are both pushing each other to the very edge, and I don’t think either stands out as better or worse. That’s credit to Nico, because I think in qualifying he is playing with the top tier. This year it has gone a bit the other way, but we’re talking about small differences.”

‘Small differences’ are all it takes in the end. There is absolutely no doubt that Rosberg is a very fine racing driver, capable of winning grands prix. There is also no doubt that he also has the fierce intellect and necessary appetite for self-improvement to become even better in the future. The question is whether that will be enough for him to beat his team-mate. ►

“IT’S FOR YOU TO JUDGE OUR DRIVING LEVELS” NICO ROSBERG



ETHERINGTON/LAT



Rosberg has the hottest seat in F1, but so does Hamilton



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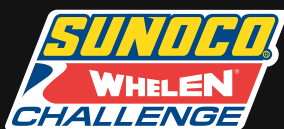
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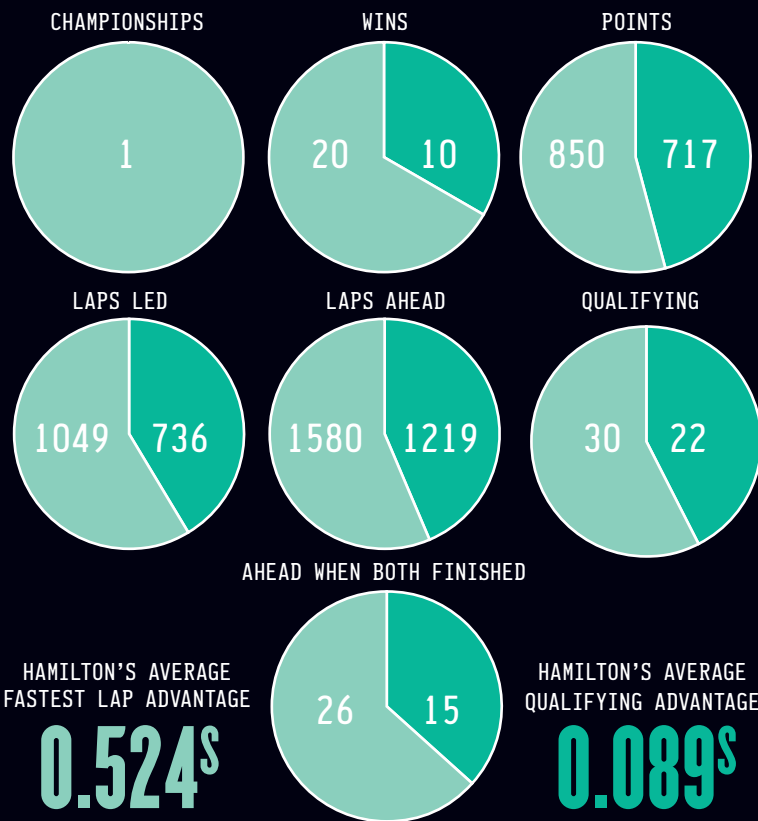


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HAMILTON v ROSBERG AT MERCEDES 2013-2015

■ HAMILTON ■ ROSBERG



► “It’s a continuous process,” explains Rosberg. “I don’t know what the peak age is for a racing driver – thirties maybe? Experience helps so much to drive better and to nail it with the cars.”

“A team-mate always pushes you. It is also underestimated sometimes how much of our level is a result of us just pushing each other.”

“I feel I’ve progressed as a driver. It’s just small steps here and there. I think I would have been winning races seven years ago if I had this car. The car is the dominant thing in racing.”

That is true to an extent, but the car is worth nothing if the driver cannot make the most of the opportunities it presents. Rosberg talks of improving his racecraft this year, and in terms of race pace he has definitely closed the gap on some of his weaker 2014 circuits, notably Sepang and Shanghai.

But he still hasn’t been able to make a pass on Hamilton stick in a fair fight, beyond beating him off the line in Austria. Hamilton has done this several times to Rosberg, notably at Suzuka recently, and in Bahrain, Japan and the US last year.

Hamilton talks of his ‘instinctive’ feel for overtaking; Rosberg has yet to really show that sort of intuitive attacking ability in battle. That doesn’t mean he’s not capable, and Lowe is right to point out the way he carried the fight to Ferrari in Bahrain this year, but it’s perhaps another element of the equation Rosberg has to work harder at.

He describes Bahrain 2014, where he was beaten in wheel-to-wheel combat by Hamilton despite starting ahead, as “painful”, but insists that this established dynamic does not play on his mind at all.

“I don’t think about it in that sense,” he counters. “Of course the best, most emotional win is if he is leading, I pass him and win it like that. I learnt a lot from the battle in Bahrain, so I would definitely be ready for it now.”

It’s easy to forget that last year was still a real learning experience for Rosberg, because he is

still relatively new to being a true frontrunner in F1. Of course he has a history of success in the junior categories, but the world championship is a very different level indeed.

Hamilton has been winning in F1 since he arrived, and been involved in several title fights, tasting both success and failure. Rosberg is having to learn as he goes, which brings its own set of demands, and potentially hands Hamilton a crucial edge in terms of psychology and experience.

Rosberg is typically dismissive of the extra pressure this scenario creates. “It’s no different really,” he says. “It’s about enjoying it more [because] winning is what I love doing. The car simplifies it, because there’s only one competitor in Lewis.”

“It was tougher in more difficult circumstances, like Spa [where he was fined by the team for driving into Hamilton in 2014]— that was more psychologically demanding, and I had to get over it. But experiences like that have made me stronger.”

For all the statistics that point to Hamilton’s superiority, it’s also true to say that Rosberg has proved a strong opponent for his childhood friend and karting rival. Hamilton may have the edge, and has certainly grown stronger

the longer he has spent driving for Mercedes (negating Rosberg’s advantage of incumbency stretching back to 2010), but Hamilton cannot relax, because Rosberg keeps on coming.

Mercedes certainly believes Rosberg has every capability to be a world-beater. Team boss Toto Wolff argues the margins are so small between the two as to almost be negligible.

“I think he is there,” says Wolff, with no hesitation. “We have seen a couple of races where a couple of thousandths decide who wins pole and who is second. Even now, the record in qualifying doesn’t really tell what is happening.”

“I still rate him very highly. If you look at his track record in the junior categories, and before against Michael [Schumacher], he was always extremely good. Of course, when you have a ►

“BEFORE F1 AND AGAINST MICHAEL HE WAS ALWAYS EXTREMELY GOOD”
TOTO WOLFF

Q&A



DUNBAR/LAT

JONATHAN EDDOLLS

ROSBERG'S PERFORMANCE ENGINEER AT WILLIAMS

What sort of driver did you find when Rosberg first came into Formula 1?

Obviously he's got natural talent, but he's also very good at sitting down with the engineers and understanding data. He's very self-critical, and he was very good in that he wouldn't blame the car or the team or whatever.

Was he like that from the word go? Did he have that quite-deep understanding?

He already had a good understanding of what the car does and the dynamics. What he then learned with us was how powerful the electronics or the 'toys' can be. Back then the control systems were much more complicated because we had traction control, the differential, all these different systems on the car. We could develop code based on driver feedback, so it was a very complex F1 that he came into. He was really instrumental in helping us develop traction control, different strategies, and engine braking on the car.

What about his driving style? He doesn't seem at all aggressive at the wheel, he seems almost Button-like in that sense.

That's right. I'd say Button's one end and Hamilton's almost the other end, and I'd say Nico is closer to the Button end. He's a very smooth driver. Not aggressive, so he likes a nice balance, a nice stable rear end. If you give him a nice stable car that's what he likes – a stable platform."

Could you see that he was a high-quality driver immediately?

He definitely got better, but I'd say when he came in he was already at a very high standard. He gave Mark Webber a good run for his money straight away. His first ever race, he set the fastest lap in Bahrain. So I think it's always been there.





Rosberg must burn the midnight oil if he's to beat Hamilton

ETHERINGTON/LAT

► team-mate who is as competitive and strong as Lewis, you will have to raise your game accordingly.

“It’s like in tennis, if you play against a rubbish player, you play rubbish and it drags your performance down, but you play against a good player and your tennis is awesome!”

“Becoming world champion is never easy, but I think Nico has all he needs. Of course, when you have a very strong team-mate like Lewis, who is in the same car, it makes it harder.”

Perhaps the nuts and bolts of pure driving just come a little easier to Hamilton, who always seems relaxed, despite the intensity of battle. Rosberg always seems a little on edge, a bit more drained by the energy required for the fight.

According to Bottas’s Williams race engineer Jonathan Eddolls, who worked with Rosberg as a performance engineer when Rosberg first came into F1 in 2006 (a year before Hamilton), it’s always been this way.

“I know he’s said when he’s in the car he’s quite tense,” Eddolls reveals. “He’s like a bull in the car. That’s what he’s said; he really drives it quite rigidly. That’s always been there. I remember when he started he said he was quite drained coming in from qualifying.”

Perhaps the main difference between the two title protagonists is that Rosberg doesn’t have quite the same level of spare mental capacity while driving to maximise his chances in complex situations. Hungary this year is a prime example of this, because Rosberg seemed fixated on matching Hamilton’s strategy, rather than seeing the bigger picture and his opportunity to win the race.

“I don’t want this to come across as sounding bad, but I think Bottas is someone who’s got a bit more mental capacity when he’s in the car – he can cope with a bit more than Nico,” Eddolls adds. “I think Rosberg’s at 100 percent quite a lot of the time, and that’s a very good quality of driving, but it doesn’t leave a lot of room for other things.”

“ROSBERG HAS PROVED THAT HE CAN BEAT HAMILTON MORE THAN ONCE”

“Nico often struggled to figure out what was going on in the race. Even now I hear him on the team radio saying, ‘Tell me what’s going on.’ So he struggles more than Bottas understanding where he fits into the big picture.”

You could argue that the same is sometimes true of Hamilton, who often in his McLaren days would rely on the team to tell him what to do at pivotal moments when he would have been better served taking matters into his own hands. However, races such as Hungary 2014 (where

he defied Mercedes’ orders to let Rosberg past for strategic reasons) suggest he’s improved in this regard.

Although obviously aware of his foibles from the earliest stage in F1, Williams also thought Rosberg immediately had what it takes to become champion one day.

“We always knew that in the right car he could be,” confirms Eddolls. “There was nothing that jumped out and said, ‘He’s never going to be a champion.’ He was definitely one you thought he can and will go far.”

Trouble is, Hamilton is on the other side of the Mercedes garage. “It shows how good he is in that he’s racing against one who we think potentially could be the all-time greatest, and he’s giving him a massive run for his money,” adds Eddolls. “When Schumacher came back, Rosberg outperformed him. He’s always had tough opposition in team-mates.”

That is, ultimately, why Rosberg faces such a steep climb to reach the final peak of the mountain. Much of what it takes to be consistently successful seems to come so naturally to Hamilton that he has more space to tidy up the rough edges. With Rosberg, it seems the ‘basic’ job of being fast and furious enough to battle Hamilton takes all he has to give. It must require inordinate depths of will to keep coming back for more, especially when (more often than not recently) defeat is usually the result.

That’s not to say Rosberg is incapable of beating Hamilton. On his day he’s proved he can – more than once. But, rather like ageing athletes who must exert themselves with greater fortitude just to maintain fitness levels, Rosberg may well have to work that bit harder at the finer aspects of driving if he is to knock Hamilton off his perch.

Whether he has the reserves of courage and force of will to make that happen, whether it is even possible at all, only time will tell. If he can do it – across a full season, in the same car, and in the same team – he will ultimately prove to the world that he is a truly great racing driver, rather than ‘merely’ a very good one. ❧



Paul di Resta



Oliver Jarvis

Jenson Button



TEE/LAT



Gary Paffett

BLOXHAM/LAT

XPB/LAT



Lewis Hamilton

STALEY/LAT



XPB/LAT

Jamie Green



BLOXHAM/LAT

Anthony Davidson



REVEALED

THE BRITISH DRIVERS WHO MAKE A LIVING OUT OF RACING

Many describe themselves as a 'racing driver', but for how many is it a job? **GARY WATKINS** delves into the earners, from F1 to historics

How many British professional racing drivers are there and how much do they earn? Those were difficult questions to answer nearly 10 years ago when AUTOSPORT last put together an article of this nature, but the first one is even tougher to crack today. That's because earning money from racing and being a professional driver are two different things.

It's easy to identify the true pros in the higher echelons, less so working out who makes their living with a cut of the sponsorship that pays for their drives. Our definition of a professional (listed here within each bracket in estimated order of earnings) as someone who is paid by a manufacturer, team or an individual means that only four drivers make this list based on earnings from the British Touring Car Championship.

Back in 2006, we reckoned there were 61 drivers being paid to race. This time around that number has increased to more than 80. That reflects the rise in what can be termed the racer-coach, someone who works with an amateur driver and is also paid to race with them. The creation of GT3 has a lot to do with that, as does the growth in the Radical and historic-racing scenes.

This class of racing pro is more often paid on a day rate, so their positioning here reflects the number of racing days they undertake rather than coaching days.

One name conspicuously missing from this list is the late Justin Wilson, who with an Andretti IndyCar contract for next season was finally due to start earning at the level his considerable talents deserved.

It's pretty likely that we've missed someone who is paid, most likely in a racer-coach role. So apologies if that is the case. Apologies also anyone whose earnings we've underestimated. And double apologies to anyone who gets the taxman on their back because we've erred the other way!

THE MEGABUCKS EARNERS

Lewis Hamilton

The two-time world champion tops our list courtesy of a deal with Mercedes that is worth US\$100 million (£66 million), plus success bonuses, over three years. That puts him well into *Forbes* magazine's top 10 earning sportsmen before endorsements are taken into account.

Jenson Button

Button is paid more than £6 million this season by McLaren. That's due to go up 50 per cent next year after McLaren decided to take up its option on Button's services last week.

£351,000-
£1 MILLION

Jamie Green

Getting poached is a surefire way to boost your earnings. Green's jump from Mercedes to Audi ahead of the 2013 season will have made him one of the better-paid DTM drivers. That means he's earning somewhere comfortably north of half a million euros.

Gary Paffett

A stalwart of the Mercedes DTM squad, Paffett is at the higher end of the DTM pay scale. He, like Green, was a beneficiary of the end of the gentleman's agreement between Audi and Mercedes not to approach each other's drivers. That arrangement ended with BMW's arrival on the scene in 2012, which Paffett and manager Mark Blundell used to their advantage.

Paul di Resta

DTM returnee di Resta is another top earner in the series, though he'd probably be taking home more if he'd not departed for his three-year Formula 1 sojourn.

Oliver Jarvis

Long-standing Audi driver Jarvis won't be quite in the same league as DTM counterpart Green, even though he's been promoted to the full World Endurance Championship squad.



Oliver Gavin



Johnny Mowlem



Ryan Dalziel



Andy Priaulx

£251,000-
£350,000

Anthony Davidson

Toyota can't match the spending power of its LMP1 rivals on the WEC trail, but Davidson's money will be on the up thanks to his successes and a series of short-term contracts.

Andy Priaulx

Priaulx is paid a salary commensurate with his longevity and many successes at BMW. His BTCC earnings aren't taken into account here, because he found the sponsorship to make that drive happen.

Ryan Dalziel

Ex-pat Dalziel supplements his pay from Extreme Speed Motorsports in the WEC with a race-by-race deal with the EFFORT Racing Porsche team in the US-based Pirelli World Challenge. Together they make him the best-paid British driver without a factory contract.

Oliver Gavin

Now in his 14th season with Corvette Racing, Gavin tops up his income with the odd drive in ADAC GT Masters and the Aussie V8 Supercars enduros.

Johnny Mowlem

This 17-year professional, who has always worked the angles, still ranks high on this list despite racing less in 2015. That's thanks to Ram Racing honouring a lucrative three-year deal covering 2015 despite pulling the plug on its GTE programme. Mowlem has amply topped up his income with a couple of drives with the BAR1 Prototype Challenge squad in the United SportsCar Championship, and a racer-coach role in the domestic-level GT Cup.

£151,000-£250,000

Rob Huff

The move to the factory Lada WTCC squad for 2014 has undoubtedly brought Huff his biggest ever payday.

Richard Westbrook

Former Porsche man Westbrook, who went into last weekend's USC finale at Road Atlanta at the head of the championship with the Spirit of Daytona squad, is still a Chevrolet factory driver even though he lost his place in the Corvette Racing line-up for the enduros. He also picked up a deal this year with BMW for the Nurburgring 24 Hours and selected VLN rounds.

Nick Tandy

The big paydays for GT regular Tandy will come with elevation to the full LMP1 squad at Porsche, though that's something for the future.

Oliver Turvey

Turvey is finally earning a living from actually racing, having previously relied on test-and-development work. He landed a seat in Super GT with the Dome team for this season and now has a full-time drive in Formula E with Team China Racing.

Rob Bell

Bell has a retainer with McLaren GT that covers much of his racing, but also gets additional payments when he's placed with customer teams.

Tom Kimber-Smith

The three-time Le Mans class winner, now based in the USA, picked up a late deal for a full season of USC in the lucrative PC class, winning his class at Sebring and in the recent Petit Le Mans.



Richard Westbrook



Darren Turner



Sam Bird



Gordon Shedden



Katherine Legge

£101,000-£150,000

Guy Smith

Smith is a valuable commodity to Bentley: he's quick after mastering the art of driving a GT car after years in prototypes, and provides a link with its past as one of its 2003 Le Mans winners.

Steven Kane

The salary of the M-Sport Bentley team's star driver is on a par with that of Smith, even though he doesn't have the same profile.

Jason Plato

Plato is the highest-paid of a small band of BTCC drivers. The big-spending BMR Volkswagen squad pays a salary that puts him at the top of his pay band, but he'll also be earning through personal sponsorship and media work.

Mike Conway

It's early days for Conway as a member of Toyota's full-season WEC squad.

Harry Tincknell

Tincknell made the jump to paid professional with Nissan after one season paying his way in LMP2. As one of the drivers earmarked to do the full WEC, he'll be into six figures.

Darren Turner

Sportscar stalwart Turner lags behind the likes of Gavin, Westbrook, Smith and Kane, but then Aston Martin Racing doesn't have the same resources behind it as a true manufacturer team. His pay packet will be bolstered from next year by a test-driver role for Aston Martin Lagonda.

Robin Liddell

Britain's forgotten factory driver, who has been getting paid since 2002, has been on the books of General Motors for the past five seasons. Liddell is in his eighth season with the Stevenson Motorsports Chevrolet squad, though he's off the radar on this side of the Pond because he's racing down the USC bill in the Continental Sports Car Series. And you probably didn't even know that he won the championship this year with long-time team-mate Andrew Davis.

Max Chilton

A latecomer to the Nissan P1 squad, Chilton will only be on a salary equivalent to Tincknell's, even though he arrived from Formula 1.

Jann Mardenborough

Mardenborough has been a paid professional at Nissan since winning its gamer-to-racer GT Academy scheme in 2012. A factory LMP1 seat undoubtedly boosted his earnings in 2015, though Nissan gets its money's worth. But then it does pay for his GP3 season.

Alex Buncombe

Buncombe's basic pay isn't a match for the drivers who were meant to be regulars in P1 for Nissan. But his deal to race in the Blancpain Endurance Series with the factory RJN squad is boosted by additional appearances, Le Mans included, with the Japanese marque. Historic outings must take him into six figures.

Matt Neal

Neal's status as a paid professional is even less clear than in the past. He has now been handed control of the family Dynamics squad by father Steve and acts as team principal as well as driving the car.

James Rossiter

The former BAR/Honda F1 test driver got his career back on track last season in Super GT and now races in Super Formula as well. But twice the racing doesn't necessarily mean twice the dosh.

Gordon Shedden

The former BTCC champ gets a six-figure salary from the Dynamics Honda squad.

Sam Bird

The Virgin Formula E team's deal with Citroen brand DS is likely to have come with a pay rise for Bird, who is also on a less-straightforward remuneration deal at the OAK-run G-Drive P2 squad.

Katherine Legge

Legge is paid on a race-by-race – and test-by-test – deal with the DeltaWing USC squad.

£51,000- £100,000

Tom Blomqvist

The first-year DTM racer with BMW won't be making it into six figures just yet.

Richard Lyons

The man who did the Formula Nippon/Super GT double back in 2004 is still earning a living in Japan, but his attempts to reignite his career in Europe have been stop-start.

James Thompson

Thompson, a touring car stalwart, was paid by Lada in the WTCC before they went their separate ways.

James Calado

The sophomore Ferrari factory GTE driver is earning somewhere in the region of six figures, though probably only in euros. Ferrari isn't a big payer. Just ask Gianmaria Bruni: he needed a big-money offer from Porsche to get a decent hike in his salary.

Alexander Sims

Sims is in the early stages of his relationship with BMW, which placed him at the Barwell-run Ecurie Ecosse British GT squad in 2014-15.

Andrew Jordan

Jordan makes this list by virtue of his status as a Red Bull Athlete, a lucrative endorsement deal from the drinks manufacturer, rather than his slice of the Pirtek sponsorship that pays for his BTCC drive.

Andy Meyrick

Meyrick races the DeltaWing as well as the M-Sport Bentley, but doesn't earn as much from the latter deal as his more-experienced team-mates.

Adam Carroll

A single-seater refugee – he won the A1GP crown for Team Ireland in 2008-09 – Carroll has a decent drive with the Gulf Racing European Le Mans Series squad and has picked up extra work with FF Corse in British GTs and even the GT Cup.

Danny Watts

LMP2 racer Watts is now in his sixth year as a Strakka Racing driver. He has picked up the odd GT drive in the past, but so far this season he's raced exclusively for his long-term employer.

Jonny Kane

Like team-mate Watts, Kane is part of a small group of drivers of any nationality being paid to race in LMP2.

Phil Keen

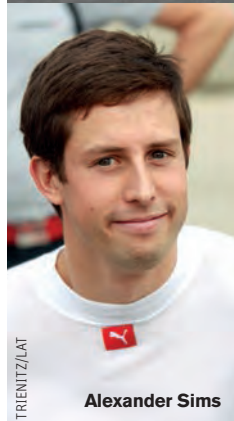
Keen is out nearly every weekend at the wheel of something, whether contemporary or historic. The full-time ELMS deal with Gulf is a breakthrough, though it hinges on his silver ranking. British GT and some historic outings aren't so lucrative – he races with his partner's father, Jon Minshaw.

Andy Wallace

This former Le Mans winner's career in contemporary machinery looks to be over, but he's still racing for a living. Fittingly, he drives Jaguars for collector Nigel Webb, though cars much older than the Group C TWR Jags in which he made his name.



James Calado



Alexander Sims



Jonny Kane



Adam Carroll



Danny Watts



Tom Blomqvist



Andy Meyrick



Andy Wallace



Jonny Adam

UP TO £50,000

Colin Turkington

The former BTCC champion now earns rather than pays, but isn't close to high-profile team-mate Plato.

Stuart Hall

Paid to race in the WEC with AMR by Roald Goethe, Hall also has a coaching role with his wealthy patron.

Aaron Scott

A European Le Mans Series drive with the AF Ferrari squad as a quick silver-rated driver, historic outings and a racer-coach role in the GT Cup combine to put Scott near the top of his pay bracket.

Jonny Adam

Adam is an AMR factory driver despite his focus on British GTs with Beechdean.

Mike Simpson

Simpson is paid to race by Ginetta as well as to shift metal in his role as sale director; he also moonlights in historics.

Sam Hancock

Former sportscar driver Hancock has found a new niche in historic circles as a driver who works with clients as a coach and consultant.

Adam Christodoulou

Mercedes regular Christodoulou is decently paid to race on the Nordschleife and with Ram Racing in the Creventic 24H Series.

Joe Osborne

This old-school racer landed his first proper racing salary for 2015 with Triple Eight in British GTs and the BES. The deal encompasses a mentoring role with team co-owner Lee Mowle, while he bolsters his income with the occasional drive in historics.

James Littlejohn

This racer-coach is most active in historics, though he has been paid to race in a coaching role up to LMP2.

Tom Onslow-Cole

A driver who found sponsorship in touring cars has made the transition to a paid professional with Ram Racing in the 24H Series. He's also paid to race with gentleman Paul White.

Duncan Tappy

Tappy is still paid to race Bentleys – in Asia – despite losing his factory M-Sport drive.

Jonny Cocker

Still only 29, Cocker has been employed to race with the Barwell Team Russia BMW squad in the Blancpain Endurance Series this season.

Ben Devlin

More likely to be seen behind a bar pulling pints than pulling on the Nomex, this third-generation publican is still racing with long-term employer Mazda in the USC. Devlin, who turned his hand to the pub trade a couple of years back, has bolstered Mazda's Prototype line-up in the big enduros.

Peter Dumbreck

Former DTM driver Dumbreck has a paid-by-the-race deal with the Schnabl-run Falken squad, which this year encompassed four events on the Nordschleife.



Colin Turkington



Mike Simpson



Tom Onslow-Cole



Calum Lockie



Anthony Reid



Ben Devlin

VSA/XPB

EBREY/LAT

EBREY/LAT

BLOXHAM/LAT

BLOXHAM/LAT

DOLE/LAT

Charlie Hollings

This Silverstone instructor is firmly in the racer-coach category and leading the GT Cup standings together with pupil and co-driver Wayne Marrs ahead of this weekend's series finale at Oulton Park.

Simon Hadfield

A stalwart of the historic scene behind the wheel and on the spanners, although he doesn't just race cars he prepares. He doesn't, for example, work on all the machines he races for Leo Voyazides.

Martin Stretton

Stretton is another historic regular who doesn't solely race the cars he works on.

Craig Dolby

Former Superleague man Dolby is development driver at the British JRM organisation, Nissan's partner in the GT-R GT3 project. That explains his Blancpain GT Series drives with the German MRS squad and then the Always Evolving Motorsport/AIM team in what is his first full season of racing since his Superleague Formula days at the start of the decade.

Marino Franchitti

There haven't been any contemporary drives since he won the Sebring 12 Hours with Ganassi last year, but the younger Franchitti brother is racing historics. That's both for his father-in-law Nick Mason and – presumably more lucratively – in the USA.

Chris Ward

The former British GT racer has a dual role with historic preparation specialist JD Classics. He's raced its cars for 15 years and is now also workshop manager.

Nigel Greensall

Highly active coach gets paid to race varied machinery.

Matt Bell

The younger brother of McLaren driver Rob has a racer-coach role in British GTs with TF Sport and also, thanks to his silver status, raced for Bentley in the Bathurst 12 Hours.

Anthony Reid

The kind of money Reid earned in the BTCC 15 years ago would put him near the top of this list, but he's still earning in the racer-coach role.

Andy Schulz

Schulz is probably one of the better-paid racer-coaches around, courtesy of his relationship with Paul Bailey in the GT Cup.

Alex Kapadia

Another racer-coach, Kapadia has worked with gentleman drivers all the way up to LMP2.

Ben Clucas

Clucas got his big break in 2015 with a full-season deal to race for Kia in the Pirelli World Challenge.

Nick Padmore

This historic regular is paid to race both purely as a driver and as a racer-coach.

Calum Lockie

The man behind the GoldTrack track-day company is a highly successful coach whose paid racing is increasingly focused on the historic scene.

Joe Twyman

A racing professional as much as a professional racer, Twyman is paid to drive but has a wider role encompassing consultancy and management services.

Euan Hankey

Hankey is another driver earning a living racing GT3 cars together with wealthy clients.

Bradley Ellis

Radicals and GT3 cars are the staple of Ellis.

Scott Mansell

Former EuroBOSS star Mansell is a racer-coach active in Radicals and historics.

Andrew Smith

Smith races for JD Classics as a pro even though he has his own car collection.

Stuart Moseley

Moseley is a stalwart of the Radical scene and partners his clients in multiple series this season.

Gareth Downing

Another racer-coach, Downing works with Kevin Riley in the GT Cup.

Scott Malvern

The former British Formula Ford champion is making a living as a racer-coach in the realm of Radicals.

Anthony Dunn

A hard-working instructor, coach and driver, Dunn is paid to race with a client in the Lotus Cup UK.

Ross Kaiser

Kaiser is a long-time Radical regular.

Oliver Webb

Just starting out in the sportscar ranks, Webb's sponsors underwrite his ride for the Morand LMP2 team, but he has been paid to race GT cars and even historics as he strives to earn his living from the sport. He can't give up the day job as test driver for British sportscar manufacturer BAC – builder of the road-legal Mono single-seater – just yet, though.

Jamie Stanley

Yet another racer-coach doing well in the GT3 ranks.

Rob Garofall

A retainer to race for the Bolton University/RLR squad keeps the wolf from the door. He also races historics.

Jamie Campbell-Walter

The controversial driver-rating system did Campbell-Walter out of a job with AMR at the end of 2013. This platinum-rated driver has only had the odd contemporary drive since, but he is still paid to race historics with old mate Paul Knapfield. A mentoring role with distant cousin Ferdinand Habsburg is leading him towards a driver-management career.

Phil Glew

Another driver active in the GT Cup as a racer-coach.

Josh Files

Files gets a cut of the prize money from a free drive in Italian Renault Clios.

Alex Brundle

There has been only one outing for Brundle this year as he overcame health issues.

Warren Hughes

Veteran Hughes has returned to competition in a racer-coach role in the GT Cup in a McLaren.

Austin Kinsella

Former champion is still getting paid for the occasional race in the Radical ranks as a racer-coach. ❧



Bradley Ellis



Andy Schulz



Jamie Stanley



Ben Clucas



Rob Garofall

A photograph of Logan Sargeant in a blue and yellow kart, celebrating with his right arm raised and pointing. The kart has 'RFM RICKY RYNN MOTORSPORT' and 'SARGEANT' branding. The background is a blurred racetrack.

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HURRICANE LATVALA MAKES HISTORY

An early bath for Sebastien Ogier in storm-hit Corsica opened the way for Volkswagen team-mate Jari-Matti Latvala to become the first Finn in 31 years to claim victory on the island. **DAVID EVANS** reports

Photography McKlein.de

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Rally of Corsica

World Rally Championship
Corsica (F)



October 2-4
Round 11/13

THE SIGHT OF A WEATHER-NOTE CAR FLOATING

away was the point when it became clear that last week's Tour de Corse was going to be something a bit different from the usual routine.

That the French island's return to the World Rally Championship was so eventful was thanks to the arrival of a hurricane in the middle of the Mediterranean. Radical meteorological change has a way of turning the formbook on its head; unpredictability brings opportunity, and opportunity will favour the brave and fortuitous in equal measure.

There was bravery aplenty on the top two steps of the podium when the cars arrived back in Ajaccio on Sunday afternoon. Not wishing to downplay a gutsy run to third from Andreas Mikkelsen, but those above him had been on a troubled journey before the start.

Just over a week out from the event, Jari-Matti Latvala was in Volkswagen's test car when he ripped into a rapid left-hander. The front pushed, pushed and pushed again. There was no coming back for the Finn. He pinged it into the trees, wrecking the Polo and the team's preparations. He turned off the telephone, went home and spent some time thinking about what he'd done.

EVANS FOLLOWS IN FAMOUS FOOTSTEPS

A test shunt was preferable to the event from hell Elfy Evans endured on the previous round in Australia. In New South Wales, he was lost. Nowhere. He finished more than four minutes behind the leader in Coffs Harbour and wasn't the best company as he returned north of the equator. The invitation to step inside Malcolm Wilson's office wasn't long in coming.

If the walls in the lovely room at the top of the stairs in Dovenby Hall could talk, they would tell tall tales of loud voices, shame-faced and chastened drivers. The greats have all been in there: Francois Duval, Markko Martin, Petter Solberg – even Carlos Sainz and Colin McRae had some choice chats between those four walls.

It would have been with some trepidation that Evans knocked on the heavy oak door. This time, though, there was no shouting. Instead, there was an honest appraisal of where Elfy was, where the car was and the right way forward.

Weather improved as the event went on



"There were some serious, serious discussions," said Wilson. "It wasn't just Elfy, we talked through everything with the engineers, the development engineers; we were at it for a day. We needed to get Elfy back on track. It wasn't about shouting, or about criticising, but I had to get involved. Maybe it was a bit of an experience thing. You know, you can have all the data in the world... but what came from the day was very, very positive and very constructive. We got some direction."

MAN AND MACHINE BACK ON TRACK

And they got a consistent car, a Ford Fiesta RS WRC that would hold the line in corners at the

far side of a 30-miler as well as it was off the line. But still, nobody expected what Evans delivered in SS3 on Friday.

The weather had forced the cancellation of the middle stage, but the organisers worked solidly to clear the roads of mud, rocks and all kinds of washed-down debris. Once they'd done that, they sent the crews down a route which bore little resemblance to what they'd seen on the recce. The weather crews had been in before the competitors, relaying the worst bits – but adding yet more detail to the description of already hugely technical stretches of road was pushing the crews to the limit.

Up and down the service park, co-drivers were sitting with phones clamped to their ears, frantically re-writing corner after corner, trying to keep it neat and legible enough to make sense at race pace. That, allied to yet more drizzle and booming black clouds, served to ratchet up the pressure. The 23-mile road from Francardo to Sermano would make or break these boys.

Ogier was the first to go. The world champion was the first of many to suffer a puncture on these roads. He stopped and changed, setting himself up for the kind of inspired charge back up the field which has become his calling card when things have gone wrong. Not this time. A transmission fault on Friday's final road section ruled him out of the reckoning.

An opportunity presented itself for his team-mates Latvala and Mikkelsen. Maybe Citroen's Kris Meeke would be coming in to



Ogier's problems let team-mates shine



Heavy rain made roads impassable

“It’s not easy when you’re being chased, and suddenly we really had a lot to lose”

ELFYN EVANS



contention, too. But Evans arrived at the stage end 33.1s faster than Latvala. More than half a minute under what was already a super-quick time. Even more astonishing? “It didn’t feel that special,” he said. “In fact, I said to Dan [Barritt, co-driver] I thought we’d lost time in there.”

Evans is not interested in hyperbole. He tells it straight. He could have gone quicker.

Some were quick to point to those ahead sweeping the road in the trickiest sections, but what they forgot was that in the cleaner corners, those ahead were pulling mud into the road.

Evans was out front, with an equally opportunistic Kevin Abbring second – the Dutchman has always enjoyed a bit of a reputation for going well in challenging, low-grip situations. Now the pressure was on, especially

when Latvala hauled 21.2s out of the leader first thing on Saturday morning. The true test would be the longest test: a 30-mile flat-chat race through the forest to the top of Col de Sorba.

By Saturday afternoon, the sun was shining sufficiently for Michelin’s hard option tyres to be wheeled out and bolted on. With all things being equal, Evans was quietly reckoned to be as a lamb to the slaughter. The lead would be Latvala’s, no question. And it was.

But Evans dug deep and drove the stage of his life. M-Sport held its breath as the split times started to indicate a return of the front of the car not playing ball. They needn’t have worried. The car planted, Evans scorched back in the final split, second only to a superallying – and typically super-quick – Ogier.

He wasn’t leading. But he was only two seconds down on Latvala.

Now, the practicalities. What could he do on Sunday’s three stages? Conditions continued to improve and become more consistent, there wasn’t much to gamble on tyres in his efforts to take on the Volkswagen steamroller – and there was the small matter of Mikkelsen. Charge on and chase or keep an eye in the mirror?

Riding the wave, Evans wanted to push, but admitted things had changed a little in the car.

“It’s not easy when you’re being chased,” he said, “and suddenly we really had a lot to lose. That got to me a little bit on the last day. It didn’t flow quite so well and as soon as you’re not hitting every apex and using every inch of road on the exit, you’re losing time. Then it snowballs and it can be harder to get the feeling back.” Latvala got away and Mikkelsen got uncomfortably close. With one stage remaining, Volkswagen was just 9.8s away from a one-two.

Two-thirds of the way through SS9, the deal looked to be done since Mikkelsen was 8.3 up with the thick end of four miles to run. A podium was still a good result. But then, not for the first time in recent weeks, Wales picked up the pace as the end neared and put in the perfect finish. Evans went 1.7 quicker in the last split, totally comfortable at last in the 2015 Fiesta.

“It felt good towards the end,” he said, “so we pushed on a bit...”

Second beckoned and M-Sport went bananas. And about time, too. ▶



Latvala made rally history

► Out of the very bad had come the very, very good. Opportunity knocked and Latvala joined Evans to answer its call.

FINISHING A HERO'S JOB

Should Evans have sought advice for life on the world-rally rollercoaster, he had the perfect man to ask right beside him. Latvala is no stranger to the highs and lows. But, following his test shunt, he hadn't really expected to peak so soon after that particular trough.

"After the test," Latvala said, "I went home. I was so upset about what I had done. I didn't want to talk to anybody about what had happened. I didn't understand it."

Come the finish, J-ML sought the kind of historical context he loves. Markku Alen, 1984, Lancia Rally 037. That was the last time the famous blue cross flew highest. But it was the events of two years later that gave Latvala more time to think. Jari-Matti was just a day short of 13 months old when Henri Toivonen left the lead, the road and his life on a stage just a handful of miles away from where Latvala was leading and daring to dream last week.

There was more than a hint of Latvala finishing a job started by his hero 29 years ago.

Latvala said: "You know, when Henri died, he was 29 and coming to being 30 that year – the age that I am now. After winning the RAC in 1980, he was five years fighting before he got the four-wheel drive car. Then he won RAC and Monte Carlo; in 1986, everything was there – he had everything in his hands. Here in Corsica, he was so dominant, but then everything ended.

"Now I'm in a good position and I'm the same age, I think about that and how unfair it feels. I feel great to win this event that Henri was able to lead – but he would have won that [1986] event for sure. After this, Finns didn't want to come here to Corsica. It was a long time that Toyota had to convince [Juha] Kankkunen. He hated this place, but eventually he came in 1988. Because of



M-Sport hadn't expected to bounce back so quickly

Corsica was not the favourite place for the Finns

JARI-MATTI LATVALA

Henri's accident, this was not the favourite place for the Finns. But now, maybe I can help Finland take something positive out of this event."

NEW OLD VERSUS LAST YEAR

France had no option but to shift its WRC back to Corsica after Alsace pulled funding for the Strasbourg-based event which had developed rapidly to a position of towering strength in the late Loeb and early Ogier title years.

With that money all gone, the FFSA contacted Corsica, buried old acrimonious arguments, and got on with running the best rally possible.

By comparison with Alsace, it failed miserably in terms of the service park, media facilities and spectator numbers. Granted, the weather didn't help, but there was elements of this rally that were breathtaking in their naivety and so, so far short of the exacting standards France had set itself in recent years.

Corsica did, however, score highly in terms of stages (obviously apart from the two lost to the hurricane), backdrop and historical context. And the stages – the ones that made legends out of locals while offering outsiders the opportunity to carve their name into Corsican rallying history – are the same. And still hero-makers.

In years to come, ask Latvala which means more – his Alsace success from last year or last week's Corsican equivalent – and you'll begin to understand the kudos this place still carries. Winning always makes Latvala grin. But when he arrived at the post-event press conference he was looking more bashful than usual. The first question came, but his answer was pre-prepared.

"Incroyable!" he said. "I have been practicing that since I was flying home from Australia..."

Sitting on the plane, three weeks ago, Latvala could have had no clue about the prescience of his answer. But he couldn't have provided a better single-word summary of the last three days in the World Rally Championship.

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
@daviddevansrally



RALLYE DES DIX MILLES VIRAGES IS BACK. And for every one of those 10,000 corners, there are 10,000 tales. Corsica is a place packed with history, legend and tradition. As you'll read elsewhere on these pages, the move from mainland back to the island wasn't as popular as it might have been.

I loved it.

It's easy to understand the lack of visibility, the hassle, the weather, the safety concerns and the costs involved. But I stood in the rain, watched shoe and ankle disappear into the mud, and still loved it. In a week where the WRC was, hopefully, future-proofed with confirmation of a return to China, it was nice to have the opportunity to give the past a nod while looking forward with renewed optimism.

Corsica can't help itself. For rally fans, it's the island that just keeps on giving. Absent for seven years, I'd forgotten how close my hotel was to the scene of Petter Solberg's shakedown shunt in 2003. I did that one before I'd even checked in.

There were more solemn moments at the corners which captured Henri Toivonen and Attilio Bettega. But in celebration, there was the daily commute up and down the N193: 83 kilometres or 51 miles of absolute pleasure taking you through the stunning mountain hamlet of Vivario, where the terracotta houses were perfectly backdropped by the autumn leaves and the smell of wood fires.

And, what's more, there wasn't a mouse to be seen. Three out of six restaurants in Strasbourg included visitors with twice as many legs as me last year. Surely that's reason alone for staying on the island.



Scene of Toivonen's crash is remembered

BIG NUMBER

31 is the number of years since a Finn – Markku Alen – last won the Tour de Corse



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China's inclusion brings calendar to 14 rounds

WRC stakeholders at loggerheads over calendar

FIA PRESIDENT JEAN TODT

remains defiant in his backing of 14 rounds in next year's World Rally Championship – despite increasing anger from the manufacturers and WRC Promoter at the news.

Last week's World Motor Sport Council meeting delivered news that China would return to the WRC roster, joining the existing 13 rounds. Todt said the decision had come from the WRC Commission and simply been ratified by his WMSC meeting in Paris.

"The FIA is a regulator of motorsport," he said. "But, at the end of the day, there is a World Rally Championship Commission who is presenting a calendar of 14 events and the World Motor Sport Council confirmed the proposition."

Volkswagen's Jost Capito's opinions were echoed around the service park. He said: "It's just a million more in the budget... The manufacturers didn't want this, but the [rally] organisers and the FIA are the majority and they voted for 14. It doesn't really matter what we say."

There was further frustration at Monte Carlo and Corsica's inclusion on the calendar despite them not having signed agreements with the FIA or the promoter. They have been given until November 30 to sign, but Todt wouldn't be drawn.

He said: "If they do not sign, then we will communicate the consequences."

One service park source told AUTOSPORT: "There's history of those two rallies not signing agreements, but how can that be fair on the 12 who are under contract with the promoter?"

Teams prefer mainland venue

THE MAJORITY OPINION FROM

last week's Tour de Corse is that the teams want a return to the French mainland as soon as possible.

Grievances were centred on a round-island route forcing the teams to book twice as many hotel rooms, while the drivers wanted more action than the planned nine stages.

Hyundai's Hayden Paddon said: "I'm not keen. Why couldn't we do more stages? Instead, we've been getting to the start and sitting there for ages."

Asked to compare Alsace and Corsica, Malcolm Wilson said: "You can't even ask that question. Alsace's service park was the best, here we had a quagmire."



Kubica has struggled as a WRC privateer



Kubica mulls WRC2 return

ROBERT KUBICA COULD STEP back to the WRC2 series next year as he chases the chance to fight for a world championship again.

The Polish star won the WRC2 title in 2013, but he says he is fed up with not being able to fight at the front of the field in a private World Rally Car.

"At the moment, I don't know anything for next year, but, for sure, there will be some changes," he told AUTOSPORT. "I do this sport

because I have the passion, but also because I want to be competitive. It's [the lack of] resources and testing; we have to do it properly. Maybe fewer rallies with more testing could be possible for next year, or going to WRC2 could be an option."

He added that a switch back to circuit racing could also be possible. "Right now," he said, "I am building a house with no foundations."

BREEN IS BACK

WRC2 frontrunner Craig Breen is back in action this week as he tackles the Acropolis Rally round of the ERC, chasing back-to-back wins on the classic Greek event. After leading the class after day one, Breen's hopes of a WRC2 win in were hit by a puncture aboard his Peugeot 208 T16.

RUNNING ORDER

Last week's World Motor Sport Council meeting confirmed that the leader of the World Rally Championship will run at the front of the field on day one and day two next season – anybody returning under Rally 2 regulations will run behind the priority drivers.

GILBERT TRIUMPHS

Quentin Gilbert became the fifth Frenchman in 15 years to win the Junior WRC. He follows Sebastien Loeb, Brice Tirabassi, Sebastien Ogier and Stephane Lefebvre to win the title. His reward is a six-round WRC2 programme in a Citroen DS3 R5.

DELECOUR'S DELIGHT

Francois Delecour has become the first driver ever to win the FIA R-GT Cup. Driving a Tuthill-prepared Porsche 911 GT3, the Frenchman's second win in four rounds means the title is beyond his only series rival Romain Dumas. The latter was holding a slender lead in Corsica when he retired with a double puncture. Delecour will still compete in the final round of the inaugural series, the Rallye du Valais, in Switzerland next month.

LAPPI CLOSES GAP

Julien Maurin won his first ever WRC2 round when he guided his Ford Fiesta R5 to a 20-second win over Esapekka Lappi. Lappi's runners-up spot closed the gap to series leader Nasser al-Attiyah (not competing in Corsica) to nine points with one round still to score.

TOYOTA HOMOLOGATED

Toyota's GT86 CS-R3 has been homologated after a delay owing to further development. The car – the first to run in R3 with rear-wheel drive – will form the basis of a one-make championship in Germany. The car is also expected to feature in next year's WRC2 series.





Seefried (left) and Kujala lead away

Ferrari tops as title is blown open

NORBERT SIEDLER AND MARCO SEEFRIED BLITZED the Misano Blancpain Sprint Series event over a weekend when the championship race was blown wide open. The Rinaldi Ferrari pairing's double victory gives Siedler an outside shot at the title at this weekend's series finale at Zandvoort, while second place in the main event on Sunday for Bentley drivers Maximilian Buhk and Vincent Abril also puts them within striking range of current championship leaders Laurens Vanthoor and Robin Frijns.

The shame for Siedler, Seefried and the increasingly slick Rinaldi Racing team was that their efforts were overshadowed by Vanthoor's monster shunt in the qualifying race on Saturday evening, which has ruled the WRT Audi driver out of the Zandvoort event. Quite simply, the Rinaldi Ferrari 458 Italia was in a class of its own around the Misano World Circuit.

Siedler claimed pole by three tenths, a whopping margin when compared with the couple of hundredths that covered the next three cars, and was never headed when he was at the wheel. The only blot was a three-and-a-half lap spell at the start of the main event when Seefried trailed Patrick Kujala in the best of the visiting Lamborghini Huracan GT3s. He made amends, though, with an around-the-outside manoeuvre that was as ballsy as it was spectacular.



Rinaldi has been on an upward curve through the 2015 BSS, scoring three podiums over the previous two race weekends. That improvement continued on home ground in Italy, and the Ferrari was at its most competitive of the season since its second place in the sister Blancpain Endurance Series opener at Monza in April.

Part of the reason for that was the three long straights that make up much of Misano's 2.63-mile length, and what Ferrari's opposition will tell you is a favourable Balance of Performance. Then, there was the fact that Rinaldi had actually tested at the venue – the official pre-season sessions at Misano represent the only testing the team has done this season.

Just as important as Siedler and Seefried taking to the top step of the podium was a faultless performance in the pits during the mandatory driver and tyre changes.

"At the beginning of the season we were at 28s and now we are at 18s, at least when we are practising," said Seefried. "We're getting better, but we are still not up there with the best."

There was a hint of irony to Rinaldi's pair of victories last weekend, because its strongest challenge came from the team that deprived it of that BES victory. The Grasser Lamborghini team, which won back its Monza BES victory on a procedural point, looked for two short moments as though it might take the fight to the Ferrari.

Kujala, who shared the best of the pair of Huracan GT3s with Mirko Bortolotti, started to make inroads into Seefried's three-second lead after the pitstops in Saturday evening's night race held under Misano's lights. Any chance of a challenge disappeared when Buhk's HTP Bentley caught the Lambo.

The Huracan nipped past Seefried at Turn 2 in the main event but, when Kujala had a big slide out of Turn 10, the Ferrari driver was able to get a run on his rival and outbrake him around the outside through the Turn 12 and 13 right-handers.

Kujala lost second before his stint was over to a hard-charging Buhk, who'd propelled the Bentley up from seventh on the grid, a position to which it had been demoted on Saturday with a 30-second penalty for a pitstop infringement. The runner-up spot closed a 26-point deficit before last weekend to just eight points thanks to a no-score for Vanthoor and Frijns.

The Rinaldi duo are only nine points further back, though only Siedler can win the title, because Seefried will be racing at the Fuji Speedway World Endurance Championship event rather than at Zandvoort.



Seefried (left) and Siedler took a double

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IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

@gazzasportscars



IT WAS ONE OF THOSE GUT-wrenching accidents that brings you out in a cold sweat. Which is why it was a massive relief to see the door of the WRT Audi open and its dazed driver limp away from the smouldering wreck.

Laurens Vanthoor was certainly a lucky boy at Misano, but the fact that he was initially – and incorrectly – diagnosed as largely uninjured meant that attention inevitably turned to who was to blame for the collision with Jules Szymkowiak's HTP Bentley that put both cars in the wall.

It is clear that Szymkowiak needlessly closed the door on the Audi through the kink on the second of Misano's three long straights, and forcibly so. There was no reason for him to make life so difficult for the driver of the #1 Audi: he had made a

major mistake at the previous hairpin and was always going to lose the position to a faster driver who was coming through from the back after a pre-race engine change. But the argument of the HTP Motorsport squad, with which the race stewards agreed, was that contact came as they exited the kink when the Audi R8 LMS ultra was as good as past the Bentley. That's based on the interpretation that now it was Vanthoor who wasn't giving an inch as he tried to edge back across the track.

That was a difficult moment to call from the TV pictures I saw. So let's hope that the officials had more footage and data available to them than I did, because they awarded a five-place grid penalty to Vanthoor for Zandvoort, had he been fit.

Szymkowiak has also got a grid penalty this weekend, but for an earlier incident with the #10 Grasser Lamborghini. So basically he has not been penalised for the accident that surely wouldn't have happened if he hadn't put Vanthoor on what loosely count as kerbs at Misano.



Vanthoor has been
sidelined from Zandvoort

Nissan GT-R hits new Sprint Series heights

NISSAN POSTED ITS MOST competitive showing in the short history of the BSS at Misano.

Craig Dolby and Sean Walkinshaw went one better than their previous main-race best with fifth aboard their GT-R NISMO GT3, and could count themselves unlucky not to surpass the third they notched up in the qualifying race at Brands Hatch in May.

The Nissan that they had previously raced for the German MRS squad was being run in a

sprint event for the first time by the Canadian AIM Autosport squad under the banner of Always Evolving Motorsports, Nissan's representative in the Pirelli World Challenge in the USA. Dolby qualified second and kept Norbert Siedler in range through the opening stint on Saturday.

A problem with the left-front basically undid Nissan's chances, for the delay dropped the car to 14th, though Walkinshaw was able to battle back to ninth. He then got the car up to sixth in the main event, after which

Dolby spent the final 15 minutes of the race trying to deprive Valdeno Brito's BMW of fifth.

"I definitely think we could have challenged for a win without the problem in the pitstop, though a double podium would still have been a great achievement," said Dolby. "AIM have brought new engineering ideas and we have a much more stable car now. Sean and I have something underneath us with which we can do some damage."



GT-R had its most
competitive outing yet

MILESTONE

Last weekend's BSS fixture marked the return of international-level sportscar racing to Misano for the first time since the 1998 round of the International Sports-Racing Series. Back then the circuit ran in the other direction.

Austin race could be a six-hour

THE US ROUND OF NEXT YEAR'S Intercontinental GT Challenge in Austin is set to be a five or six-hour enduro.

Series boss Stephane Ratel has revealed that the event, to be held in March, will likely be longer than the original three-hour duration announced on the unveiling of the series. The rationale, he said, was to make the fixture on the bill at a Pirelli World Challenge

season opener more attractive to European teams.

"To help to convince people to come from Europe we need the tried-and-tested format of two stints each for three drivers, so that makes six hours, although we are also looking at five," he explained.

His target is 15 European cars. PWC boss Greg Gill is confident of finding the same number from North America.

GRASSER GOES ALONE

The Austrian Grasser Racing Team will announce its plans for next season in the next month. Grasser, which will lose its status as a full factory team, is expected to opt for a joint programme across the Blancpain Endurance and Sprint series with a pair of Lambo Huracan GT3s.

HTP CHASSIS SWITCH

The HTP Bentley squad will press one of the Continental GT3s it runs in the ADAC GT Masters series into service for this weekend's Zandvoort BSS to take the place of the #83 car damaged in the Vanthoor/Szymkowiak accident.

WRT FOR SEPANG

WRT will field the first of its fleet of new-spec Audi R8 LMS contenders in the Sepang 12 Hours in December. Audi factory drivers Laurens Vanthoor, Christopher Haase and Christopher Mies will be among the drivers.

MISANO VERDICT SOON

Misano's place on next year's BSS calendar could be firmed up as early as this week. Series boss Stephane Ratel said that a decision between Misano and Vallelunga as the venue of next year's season opener on April 9-10 would be made imminently.



RESULTS ROUND-UP

WORLD RALLY CHAMPIONSHIP



ROUND 11/13, TOUR OF CORSICA (F), OCTOBER 1-4

- 1 Jari-Matti Latvala (FIN)/Miikka Anttila (FIN) Volkswagen Motorsport Volkswagen Polo R WRC
- 2 Elfyn Evans (GB)/Daniel Barritt (GB) M-Sport WRT Ford Fiesta RS WRC
- 3 Andreas Mikkelsen (N)/Ola Floene (N) Volkswagen Motorsport II Volkswagen Polo R WRC
- 4 Kris Meeke (GB)/Paul Nagle (IRL) Citroën Total Citroën DS3 WRC
- 5 Hayden Paddon (NZ)/John Kennard (NZ) Hyundai Motorsport Hyundai i20 WRC
- 6 Mads Ostberg (N)/Jonas Andersson (S) Citroën Total Citroën DS3 WRC
- 7 Dani Sordo (E)/Marc Marti (E) Hyundai Motorsport Hyundai i20 WRC
- 8 Bryan Bouffier (F)/Thibault de la Haye (F) M-Sport WRT Ford Fiesta RS WRC
- 9 Stephane Sarrazin (F)/Jacques-Julien Renucci (F) First Motorsport Ford Fiesta RS WRC
- 10 Otti Tanak (EST)/Raigo Molder (EST) M-Sport WRT Ford Fiesta RS WRC
- 11 Stephane Lefebvre (F)/Stephane Prevot (B) Citroën Total Citroën DS3 WRC
- 12 Martin Prokop (CZ)/Jan Tomanek (CZ) Jipocar Czech National Team Ford Fiesta RS WRC
- 15 Sebastien Ogier (F)/Julien Ingrassia (F) Volkswagen Motorsport Volkswagen Polo R WRC
- 22 Robert Kubica (PL)/Maciek Szczepaniak (PL) RK World Rally Team Ford Fiesta RS WRC
- 23 Thierry Neuville (B)/Nicolas Gilsoul (B) Hyundai Motorsport Hyundai i20 WRC
- R Lorenzo Bertelli (I)/Lorenzo Granai (I) FWRT Ford Fiesta RS WRC
- R Kevin Abbring (NL)/Sebastian Marshall (GB) Hyundai Motorsport Hyundai i20 WRC

2h39m46.7s

+43.1s

+46.3s

+1m33.4s

+1m53.6s

+1m59.8s

+2m10.4s

+2m12.8s

+2m39.3s

+3m43.0s

+3m56.3s

+6m09.1s

+9m07.3s

+14m38.5s

+15m15.0s

SS8-withdrew

SS8-accident

STAGES

SS1 Plage du Liamone-Sarrola-Carcopino (18.09 miles)

FASTEST: Ogier & Kubica 19m44.0s

JOINT LEADERS: Ogier & Kubica

SS2 Casamozza-Ponte-Leccia 1

(27.15 miles) Cancelled

SS3 Francardo-Sermano 1

(22.64 miles)

FASTEST: Evans 26m48.5s LEADER:

Evans SECOND: Abbring +18.7s

SS4 Casamozza-Ponte-Leccia 2

(27.15 miles) Cancelled

SS5 Francardo-Sermano 2

(22.64 miles)

F: Latvala 26m50.5s L: Evans

S: Latvala +1.7s



SS6 Muracciole-Col de Sorba

(30.11 miles)

F: Ogier 28m14.2s L: Latvala

S: Evans +2.0s

SS7 Sotta-Chialza (22.81 miles)

F: Ogier 21m14.6s L: Latvala

S: Evans +17.6s

SS8 Zerubia-Martini (25.76 miles)

F: Sordo 25m21.4s L: Latvala

S: Evans +32.7s

SS9 Bisinago-Agosta Plage

(Power Stage) (10.40 miles)

F: Ogier 10m23.2s L: Latvala

S: Evans +43.1s



DRIVERS' CHAMPIONSHIP

- 1 Ogier, 238; 2 Latvala, 160; 3 Mikkelsen, 126; 4 Ostberg, 98; 5 Neuville, 86; 6 Meeke, 83; 7 Evans, 81; 8 Paddon, 66; 9 Tanak, 63; 10 Sordo, 62.

MANUFACTURERS' CHAMPIONSHIP

- 1 Volkswagen Motorsport, 369; 2 Citroën Total, 184; 3 Hyundai Motorsport, 183; 4 M-Sport WRT, 170; 5 Volkswagen Motorsport II, 91, 6 Hyundai Mobis WRT, 59.

BLANCPAIN SPRINT SERIES

ROUND 6/7 MISANO (I), OCTOBER 3-4

MAIN RACE (38 LAPS - 99.785 MILES)

- 1 Marco Seefried (D)/Norbert Siedler (A) Rinaldi Racing Ferrari 458 Italia GT3 1h01m03.643s
 - 2 Maximilian Buhk (D)/Vincent Abril (F) HTP Motorsport Bentley Continental GT3 +7.036s
 - 3 Patrick Kujala (FIN)/Mirko Bortolotti (I) GRT Grasser Racing Team Lamborghini Huracan GT3 +9.794s
 - 4 Atila Abreu (BR)/Valdeno Brito (BR) AH Competicoes BMW Z4 GT3 +15.315s
 - 5 Sean Walkinshaw (GB)/Craig Dolby (GB) Always Evolving Motorsport (AIM) Nissan GT-R Nismo GT3 +15.698s
 - 6 Caca Bueno (BR)/Sergio Jimenez (BR) AH Competicoes BMW Z4 GT3 +18.325s
 - 7 Stephane Ortelli (MC)/Stephane Richelmi (MC) WRT Audi R8 LMS ultra +20.807s
 - 8 Enzo Ide (B)/Christopher Mies (D) WRT Audi R8 LMS ultra +21.205s
 - 9 Albert von Thurn und Taxis (D)/Nicky Catsburg (NL) Reiter Engineering Lamborghini Gallardo R-EX +27.053s
 - 10 Filip Salaquarda (CZ)/Marco Bonanomi (I) ISR Audi R8 LMS ultra +54.869s
 - 11 Alexey Vasiliev (RUS)/Marko Asmer (EST) GT Russian Team Mercedes SLS AMG GT3 +55.437s
 - 12 Nikolaus Mayr-Melnhof (A)/Markus Winkelhock (D) Phoenix Racing Audi R8 LMS ultra +55.490s
 - 13 James Nash (GB)/Frank Stippler (D) WRT Audi R8 LMS ultra +1m06.106s
 - 14 Thomas Fjordbach (DK)/Anders Fjordbach (DK) ISR Audi R8 LMS ultra +1m06.573s
 - 15 Alexey Karachev (RUS)/Christophe Bouchut (F) GT Russian Team Mercedes SLS AMG GT3 +1m12.665s
 - R Alberto di Folco (I)/Jeroen Mul (NL) GRT Grasser Racing Team Lamborghini Huracan GT3 0 laps-spin/gearbox accident damage
 - NS Max van Splunteren (NL)/Jules Szymkowiak (NL) HTP Motorsport Bentley Continental GT3 accident damage
 - NS Robin Frijns (NL)/Laurens Vanthoor (B) WRT Audi R8 LMS ultra
- Winner's average speed 98.051mph.
Fastest lap Dolby, 1m33.631s, 100.963mph.



Q3 1 Siedler, 1m32.774s; 2 Dolby, 1m33.080s; 3 Richelmi, 1m33.112s; 4 Abril, 1m33.116s; 5 Mies, 1m33.134s; 6 Catsburg, 1m33.372s; 7 Winkelhock, 1m33.522s; 8 Bortolotti, 1m33.546s; 9 Mul, 1m33.628s.

Q2 Mies, 1m33.602s; Siedler, 1m33.637s; Richelmi, 1m33.641s; Abril, 1m33.715s; Mul, 1m33.840s; Dolby, 1m33.899s; Winkelhock, 1m33.946s; Catsburg, 1m34.044s; Bortolotti, 1m34.063s; 10 Brito, 1m34.083s; 11 Jimenez, 1m34.152s; 12 Vanthoor, 1m34.252s; 13 Bonanomi, 1m34.450s; 14 Asmer, 1m34.458s; 15 Szymkowiak, 1m34.628s; 16 Bouchut, 1m34.825s; Stippler, 1m35.332s; 18 A Fjordbach, 1m35.718s.

Q1 Buhk, 1m34.321s; Seefried, 1m34.585s; Frijns, 1m34.770s;

Ortelli, 1m34.839s; 17 Nash, 1m34.871s; Walkinshaw, 1m34.961s; Salaquarda, 1m35.073s; Kujala, 1m35.151s; Abreu, 1m35.179s; Mayr-Melnhof, 1m35.228s; Bueno, 1m35.301s; Ide, 1m35.355s; Karachev, 1m35.538s; T Fjordbach, 1m35.793s; van Splunteren, 1m35.801s; von Thurn und Taxis, 1m36.073s; di Folco, 1m36.410s; Vasiliev, 1m36.426s.

CHAMPIONSHIP

1 Vanthoor/Frijns, 109; 2 Buhk/Abril, 101; 3 Seefried/Siedler, 92; 4 Abreu/Brito, 74; 5 Ortelli/Richelmi, 64; 6 Mies/Ide & Winkelhock/Mayr-Melnhof, 44; 8 Bueno/Jimenez, 39; 9 von Thurn und Taxis, 35; 10 Catsburg & Dirk Muller/Maxime Martin, 31.



Wet enough for you?
Tandy/Pilet car leads

UNITED SPORTSCAR ROAD ATLANTA (USA), OCTOBER 3 RD 10/10

Tandy adds Petit to 'grand' Le Mans

CHRISTIAN FITTIPALDI AND JOAO Barbosa scored their second successive United SportsCar prototype title at Road Atlanta following a desperately soggy 18th Petit Le Mans, but the real story was centred upon a shock overall victory for the GTLM Porsche 911 RSR of Nick Tandy and Patrick Pilet.

Diabolical conditions throughout the week, and particularly during Saturday's race – which was cut short from its scheduled 10-hour duration following a series of incidents – played into the hands of the CORE Autosport-run Porsche Motorsport North America team and its Michelin rain tyres. The combination's effectiveness was noted in qualifying when Earl Bamber, in the sister 911, and Tandy posted the fourth and fifth fastest times overall. They were slated to start well behind all the prototypes as a consequence of IMSA's usual split-field starting procedure, although ultimately were banished to the back of the 36-car grid: Tandy's car had failed the minimum ride-height requirement; Bamber's was excluded because his team immediately set to work on repairs, rather than take the car to parc ferme,

after the New Zealander crashed while chasing an even faster lap.

It was but a minor inconvenience. Within 10 laps of the restart after an early full-course caution, Tandy had charged up into fifth overall. Twice during the opening two hours the #911 911 was obliged to restart following full-course cautions behind the handful of prototypes that had remained on the lead lap, but its progress was inexorable as conditions ranged from merely wet to deplorable. Finally, in the fifth hour, Pilet took the overall lead.

Tandy and Pilet ran third when conditions deteriorated still further and the race was red-flagged in the sixth hour. They elected to make a pitstop as the race was resumed following a 66-minute delay but, as dusk fell after another lengthy caution, Tandy tracked down and overtook race leader Eric Curran's Coyote Corvette DP. The Englishman remained in front until 11 laps later when two other cars crashed as the rain intensified again and the race was mercifully halted. The result added another chapter to Le Mans winner Tandy's extraordinary season and enabled Pilet to clinch the GTLM championship.



Barbosa/Fittipaldi (in front) claimed title

John Edwards/Lucas Luhr/Jens Klingmann finished second overall in their BMW Team RLL Z4 GTE, while Fittipaldi, Barbosa and Sebastien Bourdais inherited third place – securing the championship for Action Express Racing – when team-mate Curran relinquished his track position in favour of a fuel stop just minutes before the race was abruptly concluded.

Points leader Richard Westbrook boosted his VisitFlorida.com-backed Spirit of Daytona team's hope of clinching the prototype title after qualifying on pole and dominating the opening stages, only for the Englishman's hard work to be undone when, incredibly, co-drivers Michael Valiante and Mike Rockenfeller both spun at Turn 12 at separate restarts within 30 minutes of each other. They finished two laps down.

Both GTLM Corvettes led the race overall, including, importantly, at the four-hour mark, which enabled Antonio Garcia/Jan Magnussen to secure the GTLM class in the four-race North American Endurance Championship.

Tom Kimber-Smith/Andrew Palmer/Mike Guasch (PR1-Mathiasen Motorsports) were rarely headed en route to a clear PC class win, while Spencer Pumpelly/Patrick Lindsay (Park Place Motorsports Porsche) scooped the honours in a fiercely competitive GTD battle.

● Jeremy Shaw

RESULTS

1 Nick Tandy/Patrick Pilet (Porsche 911 RSR), 199 laps in 7h51m12.894s; 2 John Edwards/Lucas Luhr/Jens Klingmann (BMW Z4 GTE), +5.475s; 3 Joao Barbosa/Christian Fittipaldi/Sebastien Bourdais (Coyote-Chevrolet DP); 4 Joey Hand/Scott Pruett/Scott Dixon (Riley-Ford DP); 5 Eric Curran/Dane Cameron (Coyote-Chevy DP); 6 Oliver Gavin/Tommy Milner (Chevy Corvette C7.R); 7 Ricky Taylor/Jordan Taylor/Max Angelelli (Dallara-Corvette DP); 8 Bill Auberlen/Dirk Werner/Augusto Farfus (BMW); 9 Pierre Kaffer/Giancarlo Fisichella/Toni Vilander (Ferrari 458 Italia); 10 Jan Magnussen/Antonio Garcia/Ryan Briscoe (Chevy). **P 1 Barbosa/Fittipaldi/Bourdais**; 2 Hand/Pruett/Dixon; 3 Curran/Cameron/Papis. **PC 1 Mike Guasch/Tom Kimber-Smith/Andrew Palmer**; 2 Renger van der Zande/Mike Hedlund/Mirco Schultis/Alex Popow; 3 Marc Drumwright/Tomy Drissi/Don Yount/Johnny Mowlem. **GTLM 1 Tandy/Pilet**; 2 Edwards/Luhr/Klingmann; 3 Gavin/Milner. **GTD 1 Patrick Lindsay/Spencer Pumpelly (Porsche 911 GT America)**; 2 John Potter/Andy Lally/Robert Renauer (Porsche); 3 Al Carter/Marc Goossens/Cameron Lawrence (Dodge Viper SRT GT3-R). **POINTS 1 Barbosa/Fittipaldi, 309**; 2 Richard Westbrook/Michael Valiante, 306; 3 Cameron/Curran, 304; 4 Hand/Pruett, 301; 5 Taylor/Taylor, 292; 6 Oswaldo Negri/John Pew, 273. **PC 1 Colin Braun/Jon Bennett, 318**; 2 Kimber-Smith/Guasch, 313; 3 Bruno Junqueira/Chris Cumming, 301. **GTLM 1 Pilet, 315**; 2 Werner/Auberlen, 305; 3 Garcia/Magnussen, 295; 4 Fisichella/Kaffer, 293; 5 Edwards/Luhr, 291; 6 Jorg Bergmeister, 276. **GTD 1 Bill Sweedler/Townsend Bell, 281**; 2 Christina Nielsen, 279; 3 Christopher Haase/Dion von Moltke, 277.



Bell/Sweedler are GTD champs

GT MASTERS HOCKENHEIM (D), OCTOBER 3-4 RD 8/8

Asch and Ludwig take ADAC title

AS IS TRADITION FOR HOCKENHEIM, Audi teams won the two races at the season finale, but in Mercedes' home event it was Zakspeed Mercedes pairing Sebastian Asch and Luca Ludwig – both sons of successful Three-Pointed Star aces of the past – who wrapped up the drivers' title.

The first race was red-flagged after a crash by series novice Nicklas Mackschin, who had replaced Uwe Alzen in one of the two Schubert BMWs. In the second corner, Asch collided with Christian Engelhart in the Schutz Porsche, leaving both cars sidelined and blowing all title hopes for Engelhart's co-driver Klaus Bachler.

After the restart, polesitter Luca Stolz led with his HTP Bentley, but his joy didn't last long as his car stopped along the track on lap four, allowing Rahel Frey to take the lead with the Yaco Racing Audi. Frey's team-mate Philip Geipel then brought home the team's first



Geipel and Frey broke their duck on Saturday

victory in the series, followed by Bentley duo Fabian Hamprecht and Clemens Schmidt and Nico Verdonck/Frank Kechele in the Lambda Performance Ford GT, which was making a comeback in the series after an absence of two years.

DTM BMW driver Bruno Spengler made his series debut standing in for Jens Klingmann, who was on Petit Le Mans duty, and claimed fourth with Dominik Baumann in the Schubert Z4 to keep Baumann's title hopes alive.

Race two was interrupted by three safety-car interventions after various drivers crashed out in the

rain. Kechele qualified the Ford on pole, but immediately lost the lead to the Corvette of Daniel Keilwitz. Then Nicki Thiim came charging to the front in the C Abt Racing Audi, and handed a decisive advantage to rookie South African co-driver Jordan Lee Pepper at the pitstops.

Baumann/Spengler finished third, but fifth place was enough for Asch and Ludwig to secure the title. Asch therefore became the first repeat title winner in the history of the ADAC GT Masters, having won the crown in 2012, while Schubert claimed the teams' title.

● Rene de Boer

RESULTS

RACE 1 Rahel Frey/Philip Geipel (Audi R8 LMS ultra), 30 laps in 1h12m15.985s; 2 Clemens Schmid/Fabian Hamprecht (Bentley Continental GT3), +3.692s; 3 Stefan Wackerbauer/Kelvin van der Linde (Audi); 4 Bruno Spengler/Dominik Baumann (BMW Z4 GT3); 5 Andreas Wirth/Daniel Keilwitz (Chevrolet Corvette C6.R); 6 Daniel Dobitsch/Edward Sandstrom (Audi). **RACE 2** 1 Jordan Lee Pepper/Nicki Thiim (Audi), 28 laps in 1h01m23.641s; 2 Nico Verdonck/Frank Kechele (Ford GT GT3), +1.689s; 3 Spengler/Baumann; 4 Dobitsch/Sandstrom; 5 Sebastian Asch/Luca Ludwig (Mercedes SLS AMG GT3); 6 Frey/Geipel. **POINTS** 1 Asch/Ludwig, 199; 2 Baumann, 186; 3 Jens Klingmann, 156; 4 Klaus Bachler, 150; 5 Hari Proczyk, 109; 6 Florian Stoll/Marc Basseng, 107.

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Champs: Asch (left) and Ludwig

FORMULA RENAULT NEC HOCKENHEIM (D), OCTOBER 3-4 RD 7/7

Triple, crown for Deletraz

LOUIS DELETRAZ WON ALL THREE races to clinch the title and show ominous form ahead of the Eurocup finale later this month.

The Swiss led the first race all the way in his Josef Kaufmann Racing car, while Ukyo Sasahara passed Jehan Daruvala and then Kevin Jorg to move up to second. Daruvala also passed Jorg for third.

Deletraz wrapped up the crown with victory in the wet second race, leading Jorg and Dries Vanthoor in a Kaufmann 1-2-3, while an off for Sasahara meant he finished fourth and conceded his distant hopes of the title.

Deletraz completed his perfect weekend with another triumph, this time from Jorg and Sasahara.

RESULTS

RACE 1 1 Louis Deletraz, 15 laps in 25m55.121s; 2 Ukyo Sasahara, +2.356s; 3 Jehan Daruvala; 4 Kevin Jorg; 5 Denis Bulatov; 6 Nikita Mazepin. **RACE 2** 1 Deletraz, 12 laps in 26m53.293s; 2 Jorg, +0.491s; 3 Dries Vanthoor; 4 Sasahara; 5 Bulatov; 6 Josef Zaruba. **RACE 3** 1 Deletraz, 14 laps in 25m03.558s; 2 Jorg, +2.941s; 3 Sasahara; 4 Max Defourny; 5 Henrique Chaves Jr; 6 Stefan Riener. **POINTS** 1 Deletraz, 378; 2 Jorg, 305; 3 Sasahara, 296; 4 Defourny, 218; 5 Daruvala, 194.5; 6 Vanthoor, 181.



Baptista fends off Sathienthirakul

EUROFORMULA OPEN MONZA (I), OCTOBER 3-4 RD 7/8

Baptista keeps up his run

VITOR BAPTISTA TOOK A BIG STEP towards the title after a win and a second place in a weekend that saw main rival Konstantin Tereschenko's first retirement of the year.

Both races were slipstreaming thrillers. After an indifferent start to race one Baptista worked his way back to the front. Tereschenko was second on the road, but was demoted to third following a track-limits penalty, promoting Yu Kanamaru.

On Sunday Tereschenko led away from pole but got passed in the early running by Damiano Fioravanti. Fighting to recover, Tereschenko tagged Igor Walilko heading into

the Rettifilo, pitching himself into retirement. Thereafter it was an RP Motorsport 1-2-3, Fioravanti heading home Baptista and Walilko.

● Ben Evans

RESULTS

RACE 1 1 Vitor Baptista, 16 laps in 28m59.126s; 2 Yu Kanamaru, +2.046s; 3 Konstantin Tereschenko; 4 Diego Menchaca; 5 William Barbosa; 6 Henrique Baptista. **RACE 2** 1 Damiano Fioravanti, 16 laps in 28m51.136s; 2 V Baptista, +0.583s; 3 Igor Walilko; 4 Tanart Sathienthirakul; 5 Kanamaru; 6 Menchaca. **POINTS** 1 V Baptista, 271; 2 Tereschenko, 239; 3 Kanamaru, 175; 4 Sathienthirakul, 127; 5 Yarin Stern, 103; 6 Alessio Rovera, 100.



Perfect weekend put Deletraz on top

Hansen and Larsson
do battle in Turkey



WORLD RALLYCROSS ISTANBUL PARK (TR), OCTOBER 3-4 RD 11/13

Hansen emerges from semi chaos for glory

IT'S NOT UNCOMMON FOR victorious drivers to describe a win as unbelievable, but Timmy Hansen was justified in making that claim last weekend in Turkey.

The Peugeot driver qualified second at the Intermediate Classification to inform fellow Swede Mattias Ekstrom, to start from pole position in the second semi-final. A poor launch meant Hansen lost the lead in his semi before having the exhaust on his 208 squashed from contact, robbing him of power. He fought hard, taking his joker lap on lap one and, when leader Robin Larsson took his joker

on the final tour, Hansen made a move to pass the Audi for the lead.

As the pair ran wide, Johan Kristoffersson's VW briefly snuck through, before also running wide in the next corner. As the top four duelled for a place in the final with cars at all angles, Hansen came out on top to start the final from pole.

Hansen took the lead from Turn 1 in the final and fended off the early attentions of Andreas Bakkerud, whose Fiesta had beaten Ekstrom in semi-final one. The pair split their joker strategies, Hansen leaving his extra route until the last lap and just coming out in front of Bakkerud to

win. Kristoffersson was third from Ekstrom, who spun on lap one and could only manage fourth. Petter Solberg finished sixth in his semi with a broken driveshaft and had his series lead reduced to 19 points.

● Hal Ridge

RESULTS

1 Timmy Hansen (Peugeot 208), 6 laps in 6m02.470s; **2 Andreas Bakkerud (Ford Fiesta ST)**, +0.277s; **3 Johan Kristoffersson (Volkswagen Polo)**; **4 Mattias Ekstrom (Audi S1)**; **5 Davy Jeanney (Peugeot)**; **6 Anton Marklund (VW)**.

POINTS 1 Petter Solberg, 244; **2 Hansen, 222**; **3 Kristoffersson, 190**; **4 Bakkerud, 174**; **5 Jeanney, 173**; **6 Ekstrom, 163**.

INTERNATIONAL GT OPEN

A win and second place at Monza have all but sealed the title for McLaren duo Alvaro Parente and Miguel Ramos on a weekend where their title rivals faltered, most spectacularly Nicola Benucci, who was fortunate to escape a monumental accident at the Ascari chicane. The other win went to Ferrari duo Raffaele Giammaria and Ezequiel Perez Compagnon.

EURO NASCAR

While Alon Day won both Elite 1 races at the Zolder finale, it was Ander Vilarino who claimed his third title. Israeli Day soaked up the pressure in race one from Eddie Cheever, with Anthony Kumpen third. It was the same top three in race two, with Basque Vilarino in fifth place.

GERMAN FORMULA 4

Victory in the first race at Hockenheim was enough for HTP Junior driver Marvin Dienst to seal the title. David Beckmann was second, and was leading Mucke Motorsport team-mate Lando Norris on the final lap of race two when they had a spectacular collision. The red flag saved Beckmann's win, while Norris was kept in hospital overnight but released on Sunday. Van Amersfoort Racing's Joey Mawson won the reversed-grid race, mostly run behind the safety car.

ITALIAN FORMULA 4

Recently crowned champion Ralf Aron took another win in the Misano finale, the Prema driver overtaking early leader Robert Shwartzman. Up to second came Alex Peroni, with Diego Bertonelli winning a scrap with Shwartzman for third. Shwartzman won the finale on a wet track, only for a track-limits penalty to promote Jenzer Motorsport's Marcos Siebert to first place win from Simone Cunati, who was in his debut car-race weekend, and Bertonelli. Conversely, Mucke Motorsport man Shwartzman inherited the reversed-grid victory when on-road winner Joao Vieira was penalised, again for track limits.

SMP FORMULA 4

Britain's Enaam Ahmed won all three races in the final round at the Estonian track of Parnu. In the first he led all the way from pole ahead of champion Niko Kari, with Nerses Isaakyan taking third. It was Ahmed from Kari again in race two, with Vladimir Atoev third. Race three ended with Kari second from Isaakyan.

IMSA SPORTSCARS

Outgoing champion Trent Hindman (Fall-Line Motorsports BMW) gained some consolation from a difficult campaign with a hard-earned victory alongside Ashley Freiberg in a damp final round at Road Atlanta. Andrew Davis/Robin Liddell (Chevy Camaro) cemented their title with second for Stevenson Motorsports.

VLN

Busch twins Marc and Dennis took their Audi to victory on the Nordschleife from the new-spec Mercedes of Thomas Jager, Jan Seyffarth and Yelmer Buurman.

NASCAR SPRINT CUP DOVER
(USA), OCTOBER 4 RD 29/36

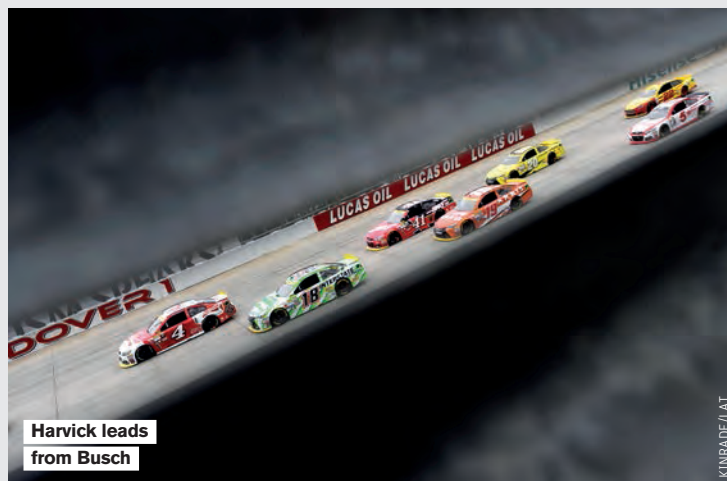
Harvick on Dover ferry to the Chase

AN UPSET HAD BEEN ON THE CARDS heading into the 2015 Sprint Cup Chase's first elimination point at Dover, and it was reigning champion Kevin Harvick – languishing in 15th place after two disastrous races – who appeared the big name most vulnerable.

But instead the Stewart-Haas Chevrolet driver booked his place in the next round courtesy of a crushing win, and it was Hendrick Motorsports' six-time champion Jimmie Johnson who was unceremoniously dumped out.

Johnson's demise as a title threat came out of the blue. He had been fifth in the standings pre-race and was running well in fourth at quarter-distance.

Then a rear axle seal popped loose and his Chevy disappeared into the garage. He re-emerged 36 laps later, now relying on attrition



Harvick leads
from Busch

among the Chase's top 11 to make it through. It didn't happen.

The contest for the final Chase spot fell to Jamie McMurray and Dale Earnhardt Jr, who were also battling for third on the road behind the unstoppable Harvick and the Joe Gibbs Racing Toyota of Kyle Busch.

When Earnhardt overtook McMurray at the final restart, that brought them level on points and got Earnhardt through on a best-result-of-the-Chase-so-far tiebreak, while McMurray exited with Johnson, Clint Bowyer and Paul Menard.

RESULTS

1 Kevin Harvick (Chevrolet SS), 400 laps in 3h20m13s; **2 Kyle Busch (Toyota Camry)**, +2.639s; **3 Dale Earnhardt Jr (Chevy)**; **4 Jamie McMurray (Chevy)**; **5 Aric Almirola (Ford Fusion)**; **6 Kasey Kahne (Chevy)**; **7 Matt Kenseth (Toyota)**; **8 Ricky Stenhouse Jr (Ford)**; **9 Kyle Larson (Chevy)**; **10 Joey Logano (Ford)**. **CONTENDER 12 1 Kenseth, 3000**; **2 Logano, 3000**; **3 Denny Hamlin, 3000**; **4 Carl Edwards, 3000**; **5 Martin Truex Jr, 3000**; **6 Kurt Busch, 3000**; **7 Jeff Gordon, 3000**; **8 Brad Keselowski, 3000**; **9 Kyle Busch, 3000**; **10 Ryan Newman, 3000**; **11 Earnhardt, 3000**; **12 Harvick, 3000**.



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On top of these and a wealth of displays from the world's leading classic car dealerships, there will be loads of other attractions including a wonderful automotive art gallery and a live stage where Henry Hope-Frost will interview a host of names including Ross Brawn and many more.

There will be a wealth of sideshows for all the family both inside and outside the venue, plus classic Routemaster buses to ferry visitors to the door from nearby Alexandra Palace station or Wood Green underground.

Or, if you travel to the show in your classic car, you can book a place in our exclusive classic car parks (full details when you book your tickets).

THE KNOWLEDGE

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WHEN IS IT?

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WHERE DOES IT TAKE PLACE?

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OPENING TIMES

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Sunday: 10am to 5pm

GETTING THERE

Alexandra Palace is easily accessible by public transport and the venue encourages people to use it. The nearest stations are Alexandra Palace on the overground network and Wood Green underground. Visitors who arrive by bus or train will be able to get a lift up the hill to the palace in a classic double decker bus. Parking is limited to 1500 spaces and, once it is full, drivers will be directed to an overflow facility off-site.

C&SC has secured car parking solely for classics. Spaces are limited and will be offered on a first-come-first-served basis. You will be contacted when you buy your tickets to reserve your spot.

TICKET PRICES

Advance tickets: £23 plus £2 booking fee (adult); £13 plus £2 fee (children 6-15 accompanied by an adult and concessions). On-the-door prices are £27(adults); £17 (children and concessions). Children under 6 are admitted free of charge accompanied by an adult.

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How to win the Bathurst 1000

The V8 Supercars field heads to western New South Wales this weekend for Australia's biggest race, the Bathurst 1000. But how do you win it? **MITCHELL ADAM** gets the low-down from five-time victor Craig Lowndes



THE WAITING GAME

Like any endurance race, it's about making sure you're in a position to challenge at the business end. At Bathurst, that accounts for about five hours, and 130 of the 161 laps.

"Experience counts," Lowndes says. "For at least the first half of the race, you want to be in touch with the leader. You don't necessarily have to be right behind, but probably within 30 seconds – about a third of a lap – just staying out of trouble, not fighting anyone, looking after the car, the tyres and fuel consumption.

"When the halfway mark comes up, that's when you've got to try – if you can – to push and start circulating a bit faster.

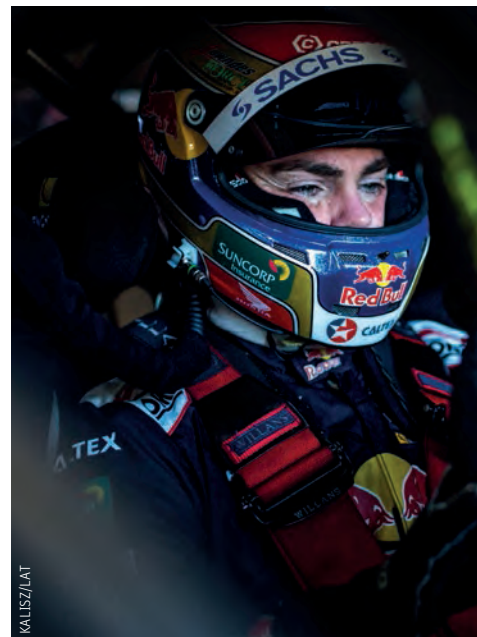
"Over the years, the pace of the race has definitely increased. The cars are now more reliable, there are more competitive cars, so you still need a fast car, but you don't necessarily want to show your hand too early. But the fundamentals are the same, staying out of trouble and looking after the car stint to stint."

FUEL WINDOWS

A 112-litre tank of fuel will generally cover 23-25 laps of Mount Panorama, based on your own economy and safety cars. The more you save, the less time you spend in pitlane, but crucially the more flexibility you have in making your final stop.

"The last pitstop is about lap 135 to 140, depending on your fuel consumption," Lowndes explains.

"That's something that you would've already worked out throughout practice, knowing how much you're going to burn and how much you can save. Safety cars always play a huge part in that and the smart teams that think on their feet really quickly generally come out on top.



“Sandown and Bathurst are the two circuits where the economy is definitely a huge part of the outcome. We can’t make fuel mixture adjustments in the cabin any more, so it all relies on the driver’s technique – lifting early, our throttle ramps off corners, how much full throttle we use and when we lift and coast.

“It’s also about making sure that the engine mapping is where you need it to be at the end of the race.”

THE HUMAN ELEMENT

In-car temperatures at Bathurst never reach the peaks of, say, Adelaide, but the season’s longest race remains a massive challenge. In 2010, Lowndes did the final 79 laps – nearly half of the total duration – solo on his way to victory with Mark Skaife.

“It’s really a consolidation of what you’re doing all year,” Lowndes says.

“You start racing in late February and then you go all the way through to the second week of December. The races have definitely become longer, too, so Adelaide, Darwin, Townsville, Sandown, Bathurst, Surfers and Sydney are all pretty much on par, fitness-wise.

“You’ve got to be fit from day one to the end of the season.”

And it’s not just you, finding the right co-driver – fast but also compatible on car ergonomics and set-up – is vital. For the second year running, Lowndes will partner another multiple Bathurst winner, Steven Richards.

“Thinking about it, we didn’t have to change the car at all, steering wheel, pedals or seat, when we put Steve in the car,” he says.

“He is probably one of the closest, if not the closest, co-driver I’ve ever had, for my seat and style. But there are always compromises, whether



the steering wheel needs to go up or down, or the pedals need to move slightly.

“The days of having, in a sense, ‘just a co-driver’ who is within two or three seconds of your laptime are long gone. You need a co-driver who is within half-a-second to a second of you, so you can circulate all day at a fairly consistent pace.”

LADY LUCK

Bathurst and bad luck stories go hand in hand. A blown tyre in 1998, a plastic bag blocking the radiator air intake in 2002 and a shed wheel hitting his windscreen in ’05 have all cost Lowndes shots at victory.

Conversely, Chaz Mostert and Paul Morris’ 2014-winning Falcon found the wall with Morris at Turn 2 as the track surface broke up, while the second-placed car of James Moffat and Taz Douglas had a

similar mid-race adventure.

“The two cars that ended up first and second ultimately shouldn’t have been there, because they hit the wall in the first half of the race, which generally would indicate that you’re out of contention for a podium,” Lowndes notes.

“You do need a bit of luck at Bathurst as the day goes on, but you can also create a little bit of your own luck. If you’ve got car speed, you can almost dictate when you need it and when you don’t.”

THE RUN HOME

If that all comes together and you have a fast car, you should be in the lead pack for the final 30 laps, when a safety-car period invariably bunches the field for the sprint to the flag.

“You’ve got to work on making sure you’ve got good speed at the

end of the race, not at the beginning, because obviously the track will rubber up over the day, and the conditions of the track completely change from the beginning,” Lowndes says.

“You need the car to respond to that extra grip, especially the flow across the top of the Mountain.

“It’s not a passing opportunity, but it’s definitely an area where you can make up a lot of time, or hopefully pull a gap on your competitors. That’s something you have to have in your mind at the beginning of the race.

“The sprint home, from about lap 130 onwards, that’s where you need to shine. You need to position yourself either in the top two or three positions – be close to the leader if you’re not already in the lead – and give yourself a chance to pounce when you need to.”

“The sprint home, from lap 130 onwards, that’s where you need to shine”

CRAIG LOWNDES



LOWNDES AT BATHURST

Craig Lowndes’ original Bathurst shot came via Rickard Rydell. The Swede was due to race for the Holden Racing Team at Sandown in 1994, but withdrew for family reasons. HRT called on reigning

Formula Ford champion Lowndes and he impressed enough to keep the seat for Bathurst. A famous late-race pass on eventual victor John Bowe – which Lowndes admits was an accident – marked

his arrival, and Lowndes won the race himself in 1996. He had to wait 2006 for his next victory, but won again in ’07, ’08 and ’10. He’s also finished second five times and third twice.

BTCC TITLE SHOWDOWN

Five drivers head into the British Touring Car Championship season finale in contention for the title. **SCOTT MITCHELL** runs the rule over their title hopes



Driver	What does he need to do to win?	What are his chances at Brands Hatch?
<p>Gordon Shedden</p>  <p>325 points</p>	<p>Have a trouble-free final day. Shedden doesn't need to score heavily at Brands Hatch, but matching his seasonal average of 36 points over three races would do nicely. If he does that, only Plato can deny him the title – and even then would require a near-perfect day. Whatever happens, 44 points (three thirds is worth 45) will be enough.</p>	<p>Given it won twice on the Indy circuit earlier this season and is much more a fan of the twisty bits of race tracks, the Honda Civic Type-R should go well on the Brands GP loop. Shedden has a good record there too – he's won the third race in each of the past two years, and closed out his 2012 title-winning season with a brace of podiums.</p>
<p>Jason Plato</p>  <p>302 points</p>	<p>He needs a weekend like Oulton Park, where he won twice and was fifth in race three. That earned Plato 55 points, a tally he needs to repeat to have a realistic chance of a third title. If he does, Shedden will need to have an above-average weekend to maintain his advantage, which could lead to the Scot taking more risks than he'd like.</p>	<p>The Volkswagen CC hasn't quite had the pace of the Honda Civic or Motorbase Ford Focus at the past two rounds, which has been puzzling. But it is a good car, and should be quick at Brands. Plato's record on the Brands GP circuit is good – he has won three of the past six races there, and before that took a famous hat-trick in 2009.</p>
<p>Colin Turkington</p>  <p>293 points</p>	<p>Turkington needs to replicate his Snetterton double – and hope Shedden's disastrous weekend in Norfolk repeats itself too. Realistically, to be in strong contention he needs things to fall for him in the first race, which will transform the dynamic of the title battle and decide whether he is a serious threat in the final two races.</p>	<p>When the Volkswagen CC has been at its most potent it has been Plato who has managed to get most out of it. Nonetheless, Turkington is fired up, won last time out and will carry less ballast than either Plato or Shedden into qualifying and race one. Tellingly, perhaps, he's never won on the Grand Prix circuit at Brands Hatch.</p>
<p>Matt Neal</p>  <p>288 points</p>	<p>If Shedden non-scores in race one and starts race two from the back, then Neal, arguably, becomes Honda's best title contender. Honda needs him to score as many points as possible anyway for the manufacturers' and teams' championships, and Neal needs to be there to pick up the pieces if disaster befalls Shedden.</p>	<p>The Honda is capable of a pace that will put its drivers in contention. Neal doesn't have the greatest record on the GP track, although he was on the podium in all three races in 2012 and took a win that day. His three wins this year have all come in reversed-grid races, so he needs to unlock some raw pace to have a chance this weekend</p>
<p>Andrew Jordan</p>  <p>261 points</p>	<p>Jordan needs his Triple 8 MG to be capable of winning three races, let alone one, and his three title rivals to non-score or pick up only a few points. Realistically, he is a contender only mathematically because he's 64 points behind with just 67 to play for. It's unlikely he will still be in contention after the first race at Brands Hatch.</p>	<p>While Jordan is quick on the GP circuit, the car he's driving this year doesn't look on a par with those of two or three (maybe even four) other teams. So that makes winning a race, let alone a ridiculously unlikely title, a challenge. Given he has yet to win a race this year, a podium appearance would represent a good weekend's work.</p>



MAUGER/LAT

How has he fared in title deciders before?	What will his approach to the weekend be?	AUTOSPORT's verdict	
<p>That double rostrum in 2012 shows Shedden has the capacity to deal with the pressure of being the title favourite. He was faultless three years ago, which made up for not quite doing enough in 2011 (the first time he went into the finale as a realistic title prospect). The bottom line is he's done this before and has the T-shirt to prove it.</p>	<p>An attacking approach is not necessary. He made it clear last time out that he was thinking about the big picture, so expect conservatism to be the order of the day. If qualifying is difficult, he has enough of a cushion to sacrifice race one and get himself a good grid position for race two – repeating his horrid Snetterton weekend is not an option.</p>	<p>The stone-cold favourite with the capacity and car to bring it home. Qualifying and race one will be his biggest challenges.</p>	 <p>EBREY/LAT</p>
<p>Plato has finished in the top three in the points every year bar one since 2004, and been in title contention three times. In 2007 he was edged out by Fabrizio Giovanardi, in 2010 he won, and then he was neck and neck with the Hondas before losing out in 2011. He had only an outside chance in 2006, 2008, 2009, 2012, 2013 and 2014.</p>	<p>Plato will be on the offensive from the start – he has no other choice. As he said after Silverstone, he needs Shedden to have an incident of some description. Does that mean Plato intends to fire him into the scenery? No. Does that mean he'll hold back if there's a move on that's less than fifty-fifty? We doubt it.</p>	<p>He has a chance, but his stars need to align. If Shedden slips up Plato will need no second opportunity.</p>	 <p>EBREY/LAT</p>
<p>Turkington took his 2009 championship despite Plato's memorable Brands hat-trick and the attentions of Giovanardi. Last year it was easy to take a second title, even with a non-finish thanks to a helping hand from Plato. So the two times he's had the chance, he delivered, but does he have the aggression to turn a deficit into glory?</p>	<p>It has to be all-out attack, and Turkington has promised as much. Even if Shedden has a disaster Turkington still needs to beat Plato in a straight fight, and that's a situation that has, miraculously, not occurred at all this season. It will be fascinating to see how the team-mates fare in straight combat with the championship on the line, should it arise.</p>	<p>Statistically he's as likely to win as Plato. Qualifying will be key, and if it unravels there his title defence will run out of legs.</p>	 <p>EBREY/LAT</p>
<p>Since his last title Neal hasn't been in any deciders, but the last time he was he closed out a thrilling three-way fight in 2011, having been edged by Plato the year before. Before then he had comfortable cushions en route to wrapping up the 2005 and 2006 crowns, but in his time with Vauxhall (and pre-Integra days) he didn't really feature.</p>	<p>The signs from race three at Silverstone point to Neal being Shedden's rear gunner, and there's arguably no better a driver for that role. By keeping the rapid Mat Jackson at bay for most of the final race at Silverstone Neal showed all his experience, and he'll perform in a similarly canny fashion if called upon to do so this weekend.</p>	<p>Something odd will have to happen for Neal to match Andy Rouse's four titles – it hinges on Shedden hitting trouble.</p>	 <p>EBREY/LAT</p>
<p>He closed out the 2013 title in difficult circumstances, which was impressive. Other than that, he's never been in contention in the final race of the season. Given that he's not a realistic title contender, all he can do is put together the best possible race weekend – even hoping for a miracle would be pointless.</p>	<p>Jordan will be looking for a race win. As it stands he's on for his first winless season since his last stint with Triple Eight, and he'll be keen to avoid repeating that scenario given his status as a factory driver and the 14 victories and one title he's picked up since that time. He'll take a few chances if he finds himself challenging for victory.</p>	<p>Needs a miracle, and he's already discounted himself – the cliché 'stranger things have happened' is at its limit here.</p>	 <p>EBREY/LAT</p>

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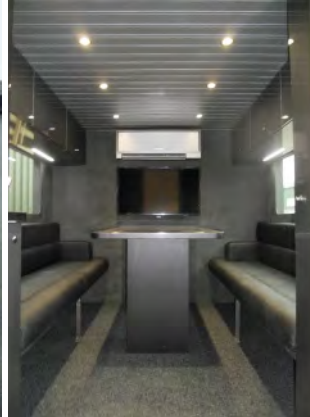
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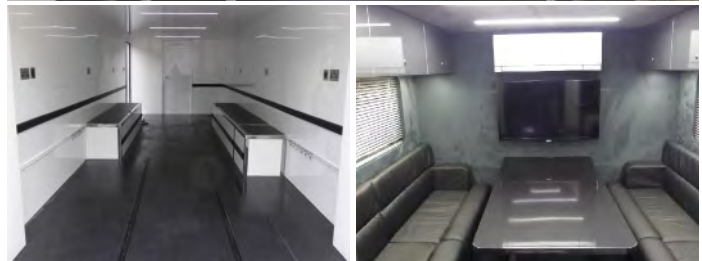


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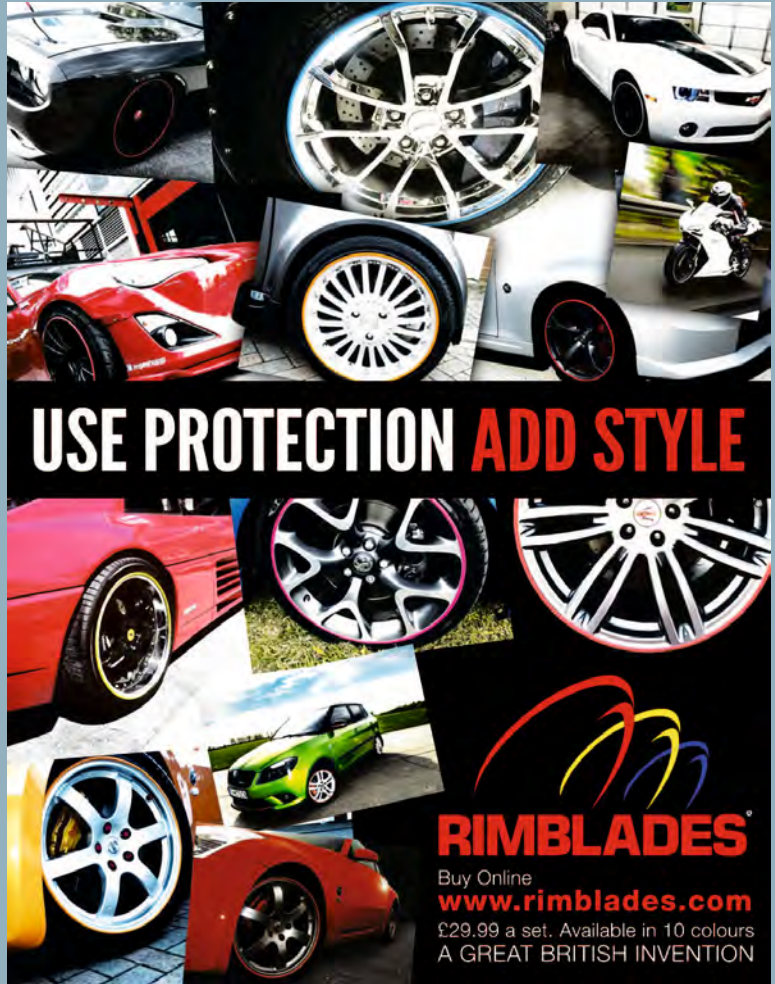
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Winkelhock's BMW will star at Goodwood



Winkelhock's BTCC BMW back to Britain

BMW joins Super Touring display as Goodwood adds Ford GT40 to 2016 Members' Meeting

HIGH-SPEED DEMONSTRATION sessions for Super Touring cars of the 1990s and new races dedicated to Ford GT40s and Edwardian specials will be among the highlights of the 74th Members' Meeting at Goodwood next spring.

At the event, Alex Elliott will run 1993 BTCC champion Joachim Winkelhock's BMW Motorsport-built 1994 318i, a car that also won that year's Macau Guia races and at Wellington in the Asia-Pacific series.

For the first time, Super Touring cars will run in public at Goodwood

as 16 cars with strong histories headline the event on March 19/20.

Period category racers and experienced Goodwood competitors John Cleland (Vauxhall Vectra) and Patrick Watts (Peugeot 406) are already confirmed, along with 2015 series champion Stewart Whyte (ex-Tom Kristensen Honda Accord) and Richard Meins (ex-Rickard Rydell Ford Mondeo).

Jason Minshaw plans to use the event as the public debut for his ex-Rydell Volvo S40. An Ecurie Ecosse/RML Vauxhall Cavalier, not usually seen in today's Super

Touring races, and raced by David Leslie in 1993, will also run.

Famed team owner Alan Mann will be celebrated by a new race for Ford GT40s, reprising a similar race held at the 2014 Goodwood Revival. Another new grid will contest the Sunbeam Trophy for pre-1924 Edwardian specials. The annual VSCC race at Mallory Park for these cars was a great success in the summer and now the leviathans will get to race at Goodwood.

After starring at the Revival, Ford Lotus Cortinas, Alfa Romeos and BMW 1800s will have a race of their

own in the Whitmore Cup for under 2.0-litre pre-1966 touring cars. Meanwhile, the hugely successful Gerry Marshall Trophy for pre-1983 Group 1 touring cars will again be on the programme.



Hospitalised Norris fit for MSA Formula title-decider

MSA FORMULA CHAMPIONSHIP leader Lando Norris is fit to contest this weekend's title-deciding finale despite being hospitalised after a crash in German Formula 4.

The 15-year-old leads rival Ricky Collard by 13 points ahead

of the final British round, which will take place at Brands Hatch.

Norris was battling with fellow rookie David Beckmann for the lead of Saturday's race at Hockenheim. On the approach to the left-hander in the Mercedes Arena, he clipped the

German's left-rear wheel.

The contact launched Norris's car into the air before it landed upright. The car then slid across the track and rolled in the gravel trap

Norris was taken to a local hospital and detained overnight for observation.

He was discharged on Sunday and returned to the UK.

Norris said: "It was my biggest crash, but it won't affect my approach this weekend. You need to take risks in racing, but not big risks. I need to get back into a good rhythm again."



WILLIAMS/LAT

Adam will swap his Aston for a Prototype

Sunoco Challenge

Adam wins Daytona Prototype berth

BRITISH GT CHAMPION JONNY Adam will contest next year's Daytona 24 Hours in a leading Daytona Prototype after winning the 2015 Sunoco Challenge.

The factory Aston Martin Racing driver can no longer be caught by Radical Euro Masters driver Terrence Woodward in the Sunoco points, and

is now sure of the prize drive at the Daytona International Raceway.

Adam, who won the British GT title alongside Beechdean team owner Andrew Howard, will join the United SportsCar Championship-winning Action Express team for the Daytona race.

He has already competed in the 24-hour enduro, when he drove a

GT Le Mans-class Aston Martin Vantage in 2014.

"It's been a great year all around and this is a mega prize to win, certainly one of the biggest out there at the moment," said Adam. "I'm really looking forward to going back there. It's a big event with big drivers and teams, so it's a great opportunity.

"The car will be a bit different to what I'm used to but it shouldn't take long to get up to speed. I will meet the team in the test before the race."

● Radical Sprint runner-up Paddy McClughan has won the Sunoco 200 Challenge and will get to drive a Chevrolet Camaro in the 200-mile race supporting the Daytona 24 Hours.

Carrera Cup GB

Brabham eyes racing return in Porsche Carrera Cup GB

BRITISH FORMULA FORD race winner Sam Brabham is aiming to revive his career in the Porsche Carrera Cup GB next season.

The 21-year-old grandson of three-time Formula 1 world champion Sir Jack Brabham made his debut in British F1 in 2013 and completed a part-season in 2014, winning two races before being forced to drop out due to a lack of finance.

He has entered the Porsche Carrera Cup GB scholarship, which offers £80,000 for two seasons, and is aiming to join the series regardless of the result.

Brabham's father David said: "The Formula 1 dream is unrealistic, and Sam has grown up around sportscars. The Porsche Carrera Cup GB is on the

BTCC support package, it is competitive and it is a perfect stepping stone into the sportscar arena.

"Sam has been working hard and the time he has had away from the car has proved how hungry he is to do it. We'll be trying hard to make it happen."



EBREY/LAT

Brabham wants to return

USF2000

Briton, 14, opts for USF2000 effort over UK next season

BRITISH SINGLE-SEATER RACER

Jordan Cane will step up to the USF2000 Championship next season, after a race-winning USF1600 campaign at 14 years old.

Cane, who is based in the UK and has been travelling across the Atlantic throughout his rookie car-racing season, had considered a move to MSA Formula for next year.

Cane, who turns 15 next May, will test with Team Pelfrey (which has run him in F1600) and Cape Motorsports



Cane will stay in US

before deciding with which team he will contest the Road to Indy F2000 series.

His father Grant, who believes Cane Jr's long-term future is not in the US, said: "Jordan would miss the start of any European campaign [because he is too young], so he will continue racing in the States.

"Our aim is to come back and do F3 or Formula Renault, probably in 2018. If he has a great season in USF2000 we'll move on, but it's usually won in a driver's second year."

In brief Diesel Mallock

Clubmans racer Steve Everson, who scored his first victory with a car built up largely of donated parts last month, is looking to build an Audi A4 diesel-powered Mallock to enter into the Open Sports Series.

New Clio Cup promoter

Renault UK bosses plan to appoint a new promoter for the Michelin Clio Cup Series later this month after long-time coordinator Grovewood Sport opted to leave the championship at the end of this year. Grovewood conceived the Series in 2013 as a feeder to the main Renault UK Clio Cup, using the Mk3 Clio Cup car.

Bushell light not hidden

BTCC driver Mike Bushell made a one-off appearance in the 750 Motor Club's Roadsports series at Donington Park last weekend. The reigning Renault UK Clio Cup champion shared a BMW Compact Cup car with Richard Miles in the 45-minute enduro. They finished the race 10th in class.

Bradshaw in the Hayes

Porsche Carrera Cup racer Tom Bradshaw will make a Formula Ford 1600 return at this year's Walter Hayes Trophy with Oldfield Motorsport. The ex-Formula Palmer Audi driver will race a Van Diemen RF92, having won both BRSCC FF1600 National races at Oulton Park in the car back in 2013.

GT Cup

GT Cup frontrunner Bailey suffers Malta demo crash

GT CUP DRIVER PAUL BAILEY'S participation in this weekend's GT Cup finale at Oulton Park is in doubt after crashing during a demonstration event in Malta that injured several spectators.

Bailey was exhibiting his Porsche Spyder at the Papaqli Motorcar show on Sunday when he clipped the grass and

lost control of his car before spinning through a barrier and into the crowd.

The remainder of the show, which had been sanctioned by Maltese president Marie Louise Coleiro-Preca to raise funds for the needy, was cancelled in the wake of the incident while an inquest into the cause of the crash has been set up.

At the time of publication, 26 people are thought to have been injured in the accident and as many as five of them are said to be in a critical condition.

The TF Motorsport driver and team-mate Andy Schulz currently occupy fifth in the overall standings but lead the GTO class ahead of the final two races of the season at the Cheshire circuit.

Bailey's participation in the event is in doubt because he has been hospitalised to treat wounds.



Bailey (r) races Aston with Schulz

Ginetta GT4 Supercup

FF1600 ace in Ginetta GT4

NATIONAL FORMULA FORD 1600 Pre-'90 champion Matthew Cowley will make his Ginetta GT4 Supercup debut this weekend as part of a six-car Century Motorsport entry.

Cowley will be one of three Century debutants at Brands Hatch, with the team's GT Cup regulars Steve Fresle and Ruben Anakhasyan also joining the Supercup grid.

"I'm really looking forward to the challenge of driving the G55 after

a good year in the Formula Ford," said Cowley. "I'm sure with the team's background and knowledge, they will help me to settle in and be comfortable with my first outing in a GT car."

The Warwickshire-based team is targeting the drivers' title, with leader Tom Oliphant only requiring to better closest rival Carl Breeze's opening race result by one point to clinch the championship.



Cowley will join leading Century team

Rallycross

Bakkerud for Rallycross GP

WORLD RALLYCROSS STAR

Andreas Bakkerud will race at the final round of the MSA British Rallycross Championship this weekend at Croft in the RX150 category.

The Norwegian has competed in the British series before, in an LD Motorsports Citroen DS3 Supercar at the start of 2013 at Lydden Hill, but Croft will mark his first start in an RX150.

Bakkerud's Ford Olsbergs MSE team-mate, Reinis Nitiss, competed in an RX150 buggy in the penultimate round of the championship at Lydden in August and finished second to double champion Marc Scott.

"I love racing, especially in rallycross. I've played on the Croft track on Colin McRae Rally a lot of times and it looks like fun," said Bakkerud. "I've never done anything like this before but you learn to ride a bike once and you have it forever."



Bakkerud's swapping Fiesta for RX150

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"COMBE'S AUTUMN CLASSIC: BIGGER AND BETTER AGAIN"

The Castle Combe Autumn Classic has grown exponentially since its launch in 2012. The racing focus has always been enjoyable, but the sideshows improve year on year.

Saturday's fourth edition starred a fabulous British Racing Motors collection, plus a poignant tribute to the Cotswolds' double Le Mans 24 Hours winner Ivor Bueb, in which his '55 Cooper-Norton Mk9 (now owned by US-based Briton David Woodhouse) and '56 Lotus Eleven (recently repatriated from the USA by Jon Adams), were among a plethora of fascinating machinery demonstrated on track.

The Danco Dream Garage marquee housed a static display of some extraordinary feats of engineering. Sixty-two years to the day after Ken Wharton smashed the Combe lap record in a BRM V16, the National Motor Museum's P15 Mk1 and Nick Mason's P30 Mark II sat shoulder to shoulder under canvas. The Bourne marque's legacy was also illustrated on track by a 1960 P48 V8 F1 car, the Burt family's pair of '73 P160 V12s and the Hepworth brothers' P167 Can-Am/Interserie sports car.

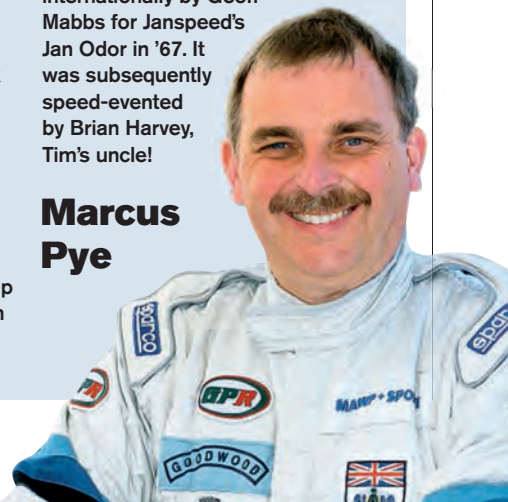
An unexpected treat was Rick Hall's demo of the National Museum's ex-Graham Hill Lotus 49 R3. In 1967, the chassis was built up overnight by Colin Chapman's team for the British GP to replace the sister car Hill had crashed in

practice. The car was not expected to run, so the sound of a Cosworth DFV engine, even at low revs, was welcomed by all.

For me, finding two obscure cars with local connections was equally interesting. I had only seen the F5000 Harrier once – when Jerseyman John Fossey hillclimbed it at Bouley Bay in the 1990s – since I watched Combe favourite Terry Sanger (who designed it with Tony Hilder of Piper fame) finish 13th in the '71 Rothmans championship finale at Brands Hatch. It now has a Rover engine rather than period Ford Boss or Chevrolet V8 power, although owner Geoff Robinson plans to refit a Chevy.

Next to it was Pete Flanagan's very pretty Unipower GT. The mid-engined 1275cc BMC-powered coupe was the brainchild of Ernie Unger and Attila designer Val Dare-Bryan, and was raced internationally by Geoff Mabbs for Janspeed's Jan Odor in '67. It was subsequently speed-vented by Brian Harvey, Tim's uncle!

Marcus Pye



Bark took the title after a tight battle



DONINGTON PARK OCTOBER 3-4 750MC

Bark grabs Clio crown on countback

A NUMBER OF TITLES WERE WRAPPED up as the 750 Motor Club's championships concluded at Donington Park, with the closest being the inaugural **Clio 182** battle.

Former Stock Hatch champion Patrick Fletcher came into the meeting with a slender lead over James Bark but that advantage was wiped out by a mistake in race one. Fletcher tried to outbrake Bark into the Melbourne Hairpin with two laps to go but left braking too late and went straight on, finishing 12th. This left Bark free to fight with poleman George Williams for the win. Williams got a great run out of the final corner to challenge Bark on the dash to the line, but was unable to make it stick.

"That was a bit too close," admitted winner Bark. "It was disappointing to see Patrick go off but he had to go for it."

That set things up nicely for race two. Bark made a good start, but ran wide at Redgate on the second lap and dropped behind Fletcher and Williams. This put Fletcher on course to win but when Williams later spun off it handed Bark second. That left the pair tied on points, but crucially Bark took the title on countback with six wins to Fletcher's four.

Equally close was the **Class A** battle in the **Civic Cup** with Andrew Hough's superior victory count handing him the class title over David Buky.

In the main championship, there was a scrap between Adam Shepherd and Carl Swift, who was on the back foot following his miserable last round at Snetterton.

It looked like he had narrowly lost out to Shepherd in race one. However Swift was later promoted after Shepherd was penalised for overtaking under yellows, dropping him to second.

In race two they had to work their way through from the partially-reversed grid but it was Shepherd who better negotiated slower cars. He hit the front on lap two and built an advantage that Swift was unable to surmount, so took the title.

Shayne Deegan became the first driver to successfully defend

Deegan held on to Stock Hatch crown



a **Stock Hatch** crown with victory in race one. Toby Bearne won on the road, contesting the **Hot Hatch** element. For the second contest, Deegan swapped his Citroën Saxo for Tom Bell's faster Ford Fiesta Hot Hatch and stormed through from the back of the grid to take second, behind Bearne's model.

In **Stock Hatch**, Scott Sharp took his first win of the season. Some of the best racing came in the **Super Cooper** division, with Eliot Dunmore and Will Sharpe's Minis securing a win apiece.

Scott Mittell won the **RGB** championship comfortably with another two wins in his Mittell MC-52B extending his victory streak to seven races.

Of all the champions crowned in Leicestershire, Shaun Traynor had



Shepherd (17) passed Swift under yellows



MacMillan claimed a narrow victory

MacMillan victory steals champ Rozier's thunder

MATT ROZIER MY HAVE FINALLY claimed the **Classic Stock Hatch** title for the first time after several near misses, but Gordon MacMillan stole the headlines with a stunning race-two win from Pip Hammond by just a hundredth of a second.

Rozier's main rival for the title, Andrew Thorpe, led for the majority in his Citroën AX but his tyres went off as the race progressed, enabling the scrapping MacMillan and Hammond to pass him with just two laps to go.

On a dramatic final lap Hammond's Vauxhall Nova stole the lead at the Fogarty Esses before MacMillan (Peugeot 205) fought back at the Melbourne Hairpin. Hammond wasn't content with second and tried again into Goddards and drew alongside for a photo finish with MacMillan just prevailing.

"That was an old school race with the three of us swapping positions," enthused the winner. "It was amazing, the best race of my life."

Rozier's 205 took fourth which was enough for him to secure the title, despite a disappointing qualifying performance that resulted in him starting 11th. Marcus Ward and Martin Cayzer completed the top six.

The first race was dismal in comparison for MacMillan as Hammond inadvertently tagged him into the gravel trap at the Craner Curves on the first tour. This allowed Thorpe to lead throughout to win from Ward with Hammond completing the podium ahead of Rozier.

Behind was Matthew Stubbington until a roll at the Old Hairpin promoted Stewart Place to fifth having started 25th and last.

the easiest job as he simply had to finish in the points to claim overall **MR2** spoils.

Kristian White continued his strong end to the season as he won both of the races, despite losing the lead at the start of race two when Jim Davies made a brilliant move round the outside of Redgate.

Despite there not being a championship at stake, the **Roadsports** enduro produced one of the best races of the weekend. It began with an unnecessary red flag when Kevin Gore went off at the Fogarty Esses, but his car was quickly retrieved.

From the restart Anthony and Jason Jones built a lead in their Toyota MR2 until the safety car was deployed with several cars off, and oil on track at the Craner Curves.

While most of the field dived into the pits, Jones stayed out. By the time he stopped, the safety car had pulled in and they dropped to 11th.

This left Luke Sedzikowski (BMW E46 M3) in the lead but he was overhauled by Joe Ferguson, in the Fiesta ST he shared with Tom Bell, out of Redgate with two laps remaining, taking the win.

There was also plenty of excitement in the **Formula Vee** races despite Paul Smith's AHS Dominator having already taken the crown. He was part of an entertaining three-car duel for the race one win with Craig Pollard's GAC and Peter Belsey's Spyder. Smith added to his win count with Belsey later demoted to fifth for passing under yellow flags. Smith and Pollard also fought for race two,

RESULTS

CLASSIC STOCK HATCH (8 LAPS) 1 Andrew Thorpe (Citroen AC GTI) 16m04.23s (74.37mph); 2 Marcus Ward (Ford Fiesta XR2i) +0.55s; 3 Pip Hammond (Vauxhall Nova GT); 4 Matt Rozier (Peugeot 205 GTI); 5 Stewart Place (Peugeot 205 GTI); 6 Edward Cooper (Vauxhall Nova GS). **Fastest lap** Place 1m58.23s (75.82mph) **RECORD.** Pole Hammond. **Starters** 25.

RACE 2 (8 LAPS) 1 Gordon MacMillan (Peugeot 205 GTI) 16m02.51s (74.51mph); 2 Hammond +0.01s; 3 Thorpe; 4 Rozier; 5 Martin Cayzer (Ford Fiesta XR2i); 6 Ward. **FL** Hammond 1m58.84s (75.43mph). **P** Hammond. **S** 22.

CLIO 182S (8 LAPS) 1 James Bark 15m19.95s (77.95mph); 2 George Williams +0.03s; 3 Andrew Tibbs; 4 Mark Fish; 5 Pete Morgan; 6 Martin Ward. **FL** Patrick Fletcher 1m52.94s (79.37mph). **P** Williams. **S** 29.

RACE 2 (8 LAPS) 1 Fletcher 15m13.83s (78.47mph); 2 Bark +0.80s; 3 Matt Digby; 4 Morgan; 5 Tibbs; 6 Philip Wright. **FL** Fletcher 1m52.71s (79.53mph) **RECORD.** **P** Williams. **S** 28.

CIVIC CUP (8 LAPS) 1 Carl Swift 14m52.67s (80.33mph); 2 Adam Shepherd +9.17s; 3 Steven Laidlaw; 4 Rodren Vella; 5 Mark Higginson; 6 Will Schryver. **Class winners** Chris Coomer. **FL** Swift 1m50.03s (81.47mph) **RECORD.** **P** Swift. **S** 34.

RACE 2 (8 LAPS) 1 Shepherd 14m55.39s (80.09mph); 2 Swift +2.67s; 3 Endaf Owens; 4 Andrew Gaugler; 5 Higginson; 6 Stu Neale. **CW** Andrew Hough. **FL** Swift 1m50.37s (81.22mph). **P** Coomer. **S** 30.

STOCK HATCH (8 LAPS) 1 Toby Bearne (Ford Fiesta ST) 14m48.22s (80.74mph); 2 Eliot Dunmore (Mini Cooper S) +33.84s; 3 Shayne Deegan (Citroën Saxo VTR); 4 Scott Sharp (Citroën Saxo VTR); 5 Will Sharpe (Mini Cooper S); 6 Lee Deegan (Citroën Saxo VTR). **CW** Dunmore; 5 Deegan. **FL** Bearne 1m49.81s (81.63mph). **P** Tom Bell (Ford Fiesta ST). **S** 23.

RACE 2 (8 LAPS) 1 Bearne 14m53.63s (80.25mph); 2 S Deegan (Ford Fiesta ST) +3.51s; 3 Sharpe; 4 Dunmore; 6 David Hale (Mini Cooper S). **CW** Sharpe; Sharp. **FL** S Deegan 1m49.29s (82.02mph) **RECORD.** **P** Bearne. **S** 19.

RGB (9 LAPS) 1 Scott Mittell (Mittell MC-52B) 14m45.86s (91.07mph); 2 John Cutmore (Spire GT3 S) +5.52s; 3 Alastair Boulton (Spire GT3); 4 Oliver Hewitt (Spire GT3); 5 Matthew Higginson (AB Arion S2); 6 Daniel Lerner (Mittell MC-52). **CW** Higginson. **FL** Mittell 1m36.94s (92.47mph). **P** Mittell. **S** 28.

RACE 2 (8 LAPS) 1 Mittell 13m02.26s (91.67mph); 2 Cutmore +4.69s; 3 Boulton; 4 Paul Rogers (Contour RGB09); 5 Lerner; 6 Colin Chapman (BDN S3). **CW** David Watson (MNR GM2). **FL** Mittell 1m36.48s (92.91mph) **RECORD.** **P** Mittell. **S** 28.

MR2S (6 LAPS) 1 Kristian White (Mk2) 11m40.31s (76.80mph); 2 William Gallacher (Roadster) +3.69s; 3 Jim Davies (Mk2); 4 Paul Cook (Mk2); 5 Mark Barber (Mk2); 6 Shaun Traynor (Mk2). **CW** Gallacher; Merill Readett (Mk1). **FL** White 1m54.99s (77.95mph). **P** White.

S 37. RACE 2 (8 LAPS) 1 White 15m33.83s (76.79mph); 2 Cook +4.24s; 3 Davies; 4 Alex Knight (Mk2); 5 Darren Aldworth (Mk2); 6 Ben Rowe (Mk2). **CW** Stuart Nicholls (Roadster). **FL** Aldworth 1m54.52s (78.27mph). **P** White. **S** 36.

ROADSPORTS (21 LAPS) 1 Tom Bell/Joe Ferguson (Ford Fiesta ST) 45m12.99s (69.39mph); 2 Luke Sedzikowski (BMW E46 M3) +4.67s; 3 Matthew Bolton (BMW E46 M3); 4 James Broad/Alan Broad (Porsche Boxster); 5 Allan Gibson (Lotus Exige); 6 Steve Hewson (Peugeot 106). **CW** Sedzikowski; Liam Crilly (Mazda RX8). **FL** Anthony Jones/Jason Jones (Toyota MR2) 1m47.79s **RECORD.** **P** Jones/Jones. **S** 40.

FORMULA VEE (6 LAPS) 1 Paul Smith (AHS Dominator) 10m53.22s (82.34mph); 2 Craig Pollard (GAC) +2.17s; 3 Paul Taylor (GAC); 4 Daniel Pitchford (AHS); 5 Peter Belsey (Spyder Mk2); 6 Jack Wilkinson (Sheane Mk3). **CW** Wilkinson. **FL** Tim Probert (Storm) 1m47.08s (83.71mph). **P** Smith. **S** 28. **RACE 2 (9 LAPS)** 1 Smith 16m13.39s (82.88mph); 2 Pollard +1.92s; 3 Ian Jordan (Sheane Jordan); 4 Belsey; 5 Taylor; 6 Wilkinson. **CW** Wilkinson. **FL** Pollard 1m47.16s (83.73mph). **P** Smith. **S** 27.

COMPACT CUP (8 LAPS) 1 James Gornall 15m44.17s (75.95mph); 2 Joe Wiggan +3.53s; 3 Mike Tovey; 4 Steve Roberts; 5 Richard Miles; 6 Simon Roche. **FL** Tovey 1m56.83s (76.73mph) **RECORD.** **P** Gornall. **S** 37. **RACE 2 (8 LAPS)** 1 Wiggan 15m46.00s (75.81mph); 2 Tovey +4.41s; 3 Ian Jones; 4 Gornall; 5 Jonathan Davis; 6 Miles. **FL** Jim Benson 1m57.01s (76.61mph). **P** Gornall. **S** 38.

BIKESPORTS (13 LAPS) 1 Tim Gray (Spire GT3) 20m02.08s (96.94mph); 2 Philip Cooper (Radical PR6) +18.21s; 3 Richard Wise (Spire GT3); 4 Tim Porter (Radical SR3); 5 Mike Davis (Radical PR6); 6 Adrian Reynard (Radical SR3). **CW** Wise; Julian Griffiths (Spire GT3); Peter Lague (Spire GT3). **FL** Gray 1m30.58s (98.96mph) **RECORD.** **P** Gray. **S** 22. **RACE 2 (13 LAPS)** 1 Gray 20m21.91s (95.37mph); 2 Cooper +7.28s; 3 Wise; 4 Darcy Smith (Radical SR4); 5 Reynard; 6 Davis. **CW** Wise; Griffiths; Lague. **FL** Gray 1m31.68s (97.77mph). **P** Gary Baxter (Radical SR3 RS). **S** 20.

MORGAN CHALLENGE (17 LAPS) 1 William Plant (4/4) 30m26.70s (83.42mph); 2 Philip Goddard (+8) +4.27s; 3 Tom Andrew (Aero 8); 4 Andrew Thompson (AVR6); 5 Tony Lees (+8); 6 Andy Green (+8). **CW** Andrew; Thompson; Henry Williams (4/4); Tim Ayres (+8); Chris Bailey (+4). **FL** Plant 1m45.44s (85.02mph). **P** Plant. **S** 29.

SR & GTS/BERNIE'S V8S (23 LAPS) 1 William Smallridge (Sunbeam Tiger) 41m34.48s (82.65mph); 2 Richard de Blaby (Crossle 95) +42.84s; 3 Russell McCarthy (MGB GT V8); 4 Matthew Smith (TVR Chimaera); 5 John Plant (Allard J2); 6 Gail Hill (Jaguar D Type). **CW** de Blaby. **FL** Smallridge 1m42.07s (87.82mph). **P** Tim Davis (TVR Tuscan). **S** 12.



Gray has won every Bikesports race



Smith added two wins in Formula Vee

with the champion ending his season with a 10th win.

Title winner Steve Roberts had a weekend to forget in the **Compact Cup**, enabling James Gornall and Joe Wiggan – his maiden victory – to take the spoils.

Tim Gray extended his unbeaten **Bikesports** win run to every race

this season, while William Plant's 4/4 was dominant in the **Morgan Challenge** contest.

William Smallridge took a comprehensive **SR>/Bernie's V8** enduro victory despite starting the race from the pitlane in his Sunbeam Tiger.

● Stephen Lickorish

O'Hara led Trophy
final throughout



KIRKISTOWN OCTOBER 3 500MRCI

O'Hara seals Donnelly Trophy delight

KEVIN O'HARA BECAME THE THIRD double winner in the short history of the **Martin Donnelly Trophy** at Kirkistown.

O'Hara may have been absent from his home circuits for some time, owing to his commitments with the KCMG LMP2 sports car outfit, but he hit the ground running. In pre-race testing he went inside Ivor McCullough's long-standing FF1600 record.

While he was unable to repeat this feat on race day, he was in a class of his own, fending off a determined challenge from new UK FF1600 champion Jonathan McMullan to win both his heat and the final by more than four

seconds – a massive margin by Irish FF1600 standards. Jake Byrne, who shared the front row for the final, might have made a difference and showed the right form by chasing down Noel Robinson in his heat to claim victory when the latter spun at the Hairpin in the closing stages.

But a faltering start in the final put Byrne right to the back of the pack by the time they reached Colonial on the opening lap, while O'Hara and McMullan had already pulled out a useful lead.

Behind them a squabbling pack comprised Robinson (Van Diemen RF90), fast-starting Jonny Mulholland (RF90), Alan Davidson's ageing but rapid Mondiale and Niall Murray

(Van Diemen RF99). The latter was recovering from a lowly grid position as a result of track-limit infringements during his heat. Tom O'Connor (Van Diemen RF90) was also in the midst of the scrap. While the two cars out front quickly settled down to a high-speed game of follow-my-leader, the chasers kept entertainment levels high as they duelled for several laps.

Behind them Byrne, his mystery starting problem having cured itself, began to carve his way through. Slowly Robinson and Davidson eased themselves clear, while Murray faded with a misfire, and when Mulholland fell foul of the chicane after nine laps it was Byrne

who took up the chase, joining the squabbling pair a couple of laps later.

By the 15-minute mark, O'Hara had eased clear of McMullan and continued to pull away, but the third place battle, now with three protagonists after Byrne joined the party, kept the action going. A couple of laps from home, though, Davidson suffered a grassy moment at the hairpin and in the confusion Byrne slipped past Robinson to claim the final podium position. Murray was eventually classified 20th after two pitstops, while McCullough managed just three laps before calling it a day with an off-form engine.

Elsewhere in a busy programme Brendan Fitzgerald made the journey from Dublin worthwhile by winning both the **Ford Fiesta** races. He produced plenty of entertainment while dealing with poleman Jonny Forsythe in race one, and Ben McCully in race two, with new champion Richard Livingston in the mix for good measure. Once again, though, the midfield pack was the scene of the greatest action – especially in the second skirmish when Eorann O'Neill and Lewis Dunlop headed a squabbling five-car group fighting over fifth place.

Byrne was quick but
terrible start cost him



Fitzgerald doubled up on Fiesta wins



Turkington took the Kirkistown saloons title



Larkham nabbed Roadsports brace

With Paul Monahan on pole in his Ginetta G55 for both the **Saloon/GT** encounters, there was little doubt as to who was going to win. Behind him a selection of squabbling SEATs commanded the attention. Since the Mondello-based **SEAT Supercup** runners were enjoying their final championship round of the year, it was always going to be tight among them, especially since Niall Murray and Rod McGovern were separated by a single point going into the weekend. As things turned out it was not McGovern's day. Second to Murray in the opener, he was ruled out of the race-two result by a transponder failure, handing the inaugural SEAT title to Murray.

The same pair of races also decided the Kirkistown **Saloon Championship**, and with both rounds going to James Turkington – in another SEAT – his points lead over Honda pilot Stephen Traub was put beyond doubt. Andrew Armstrong's BMW M3 took the two runner-up spots.

Jim Larkham had already clinched the Kirkistown **Roadsports** title but the Radical pilot ended the year with a clean sweep of victories. In race one, Paul Conn's Crossle beat him

off the line, accompanied by John Benson in a similar uprated S2000 chassis, but the canny Larkham bided his time.

Conn was the first to falter, thanks to a sizeable spin at Debtors Dip on lap two. Benson then led for quite a while, but Larkham was on his case and with a couple of laps to go eased past to take the win. Behind them the battling one-litre GMS Hondas of Graham Moore and Mark Francis waged war all the way to finish third and fourth. Larkham was ahead again in race two, but it was Conn who led the following pack this time from Benson, with the squabbling Moore and Francis still tied together at the finish in fourth and fifth.

● Richard Young

Polley edges Grogan in tight Formula Vee finale

ACCORDING TO THE KIRKISTOWN programme, having the main **Formula Vee** race as the final encounter on its schedule was a case of 'saving the best until last'. And so it proved.

Earlier on, Paula Moore had won the **Class B & C** race from Gavin Buckley and Shane McBride, but she didn't have it all her own way and her winning margin was just 0.7 seconds. The 'A' race was something else entirely, since title contenders Dan Polley and Kevin Grogan were very keen to end the season on a high. After 15 laps, during which the commentator came close to losing his voice, it was Polley who reached the line first by only 0.113s, while behind

them the fight for third between David Kelly and Jimmy Furlong was every bit as intense, Kelly securing the final podium place by 0.142s.

Formula Vee has always provided superb racing at Kirkistown, but Polley and Grogan excelled themselves to produce what was undoubtedly the best race of the day. The title, though, went to Ray Moore, who had gone into the final round needing just a single point to be sure of it.

A subdued run to sixth behind Stephen Morrin – and one place ahead of wife Paula – did what was required, and ensured that he scored yet another Irish Formula Vee championship.



Polley held on for victory

RESULTS

MARTIN DONNELLY TROPHY HEAT ONE (13 LAPS)

1 Kevin O'Hara (Van Diemen RF01) 13m22.596s (88.163mph); 2 Jonny McCullan (Van Diemen LA10) +5.276s; 3 Tom O'Connor (Van Diemen RF90); 4 Mike Todd (Mondiale M84S); 5 David Parks (Swift SC94); 6 Paul McMorran (Crossle 32F). **Fastest lap** O'Hara 1m00.854s (89.444mph) **Pole** O'Hara. **Starters** 10. **HEAT TWO (13 LAPS)** 1 Jake Byrne (Ray GR13) 13m31.475s (87.198mph); 2 Alan Davidson (Mondiale M89S) +4.735s; 3 Johnnie Mulholland (Van Diemen RF91); 4 Andrew Noble (Van Diemen JL012K); 5 Ryan Campbell (Reynard FF89); 6 Niall Murray (Van Diemen RF99). **FL** Byrne 1m01.049s (89.158mph). **P** Byrne. **S** 12. **FINAL (21 LAPS)** 1 O'Hara 21m32.477s (88.437mph); 2 McCullan +4.736s; 3 Byrne; 4 Davidson; 5 Noel Robinson (Van Diemen JL012K); 6 O'Connor. **Class winners** McCullan; O'Connor; Todd; McMorran. **FL** O'Hara 1m00.782s (89.550mph). **P** O'Hara. **S** 23.

FIESTA ZETEC (12 LAPS)

1 Brendan Fitzgerald 16m06.475s; 2 Jonny Forsythe +0.491s; 3 Ben McCully; 4 Michael Fitzgerald; 5 Richard Livingston; 6 Adrian Finnegan. **FL** B Fitzgerald 1m16.419s (71.226mph). **P** Forsythe. **S** 15. **RACE TWO (13 LAPS)** 1 B. Fitzgerald 16m53.481s (69.818mph); 2 Forsythe +4.029s; 3 Livingston; 4 McCully; 5 Eorann O'Neill; 6 Lewis Dunlop. **FL** B Fitzgerald 1m16.207s (71.424mph). **P** McCully. **S** 14.

SALOON/GT/SEAT SUPERCUP (16 LAPS)

1 Paul Monahan (Ginetta G55) 16m29.54s (88.01mph); 2 Niall Murray (SEAT Leon) +9.052s; 3 Rod McGovern (SEAT Leon); 4 Barry English (SEAT Leon); 5 John McLoughlin (Ginetta G50); 6 John Farrelly (SEAT Leon). **CW** Murray; James Turkington (SEAT Leon). **FL** Monahan 1m00.615s (89.797mph). **P** Monahan. **S** 16. **RACE TWO (16 LAPS)** 1 Monahan 16m29.536s (88.009mph); 2 Murray +14.309s; 3 McLoughlin; 4 Farrelly; 5 Michael Cullen (SEAT Leon); 6 Turkington. **CW** Murray; Turkington. **FL** Monahan 1m00.317 (90.240mph). **P** Monahan. **S** 15.

ROADSPORTS (16 LAPS)

1 Jim Larkham (Radical PRO6) 16m57.939s (85.554mph); 2 John Benson (Crossle 37S) +0.497s; 3 Graham Moore (GMS Honda); 4 Mark Francis (GMS Honda); 5 Paul Conn (Crossle 47S); 6 Paul Thompson (Stryker Honda). **CW** Moore. **FL** Larkham 1m02.321s (87.338mph). **P** Stephen Donnelly (S&D Honda). **S** 12. **RACE TWO (16 LAPS)** 1 Larkham 16m36.555s (87.389mph); 2 Conn +4.236s; 3 Benson; 4 Moore; 5 Francis; 6 Thompson. **CW** Moore. **FL** Larkham 1m01.389s (89.088mph). **P** Larkham. **S** 12.

FORMULA VEE (15 LAPS)

1 Dan Polley (Sheane FV00) 16m42.956s (81.41mph); 2 Kevin Grogan (Leastone JH002) +0.113s; 3 David Kelly (Sheane FV02); 4 Jimmy Furlong (Sheane FV94); 5 Stephen Morrin (Leastone JH004); 6 Ray Moore (Leastone JH004). **FL** Grogan 1m05.557s (83.027mph). **P** Polley. **S** 13. **CLASSES B&C (12 LAPS)** 1 Paula Moore (Leastone JH004) 13m50.267s (78.669mph); 2 Gavin Buckley (Sheane FV99) +0.765s; 3 Shane McBride (Sheane FV94); 4 Anthony Cross (Sheane FV10); 5 Justin Costello (Leastone JH002); 6 Brendan O'Brien (Leastone JH004). **FL** Moore 1m07.229s (80.962mph). **P** Costello. **S** 8.

Murray secured SEAT Supercup title



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Burtenshaw beat Mega mob in second scrap



THRUXTON OCTOBER 3-4 BARC

CRISP

SigmaX rivals thrill in Caterham climax

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championships put on several thrilling races at Thruxton even though four of the five category titles had been settled in advance of the final round. The one crown still up for grabs was in **SigmaX**, which Neil Shinner secured despite two wins for rival Dylan Stanley.

There was a five-car fight for the lead in the opening stages of Saturday's race before Stanley made it his. Simon Oliphant lost second launching over the kerbs at the chicane on the final lap, with Scott Lawrence benefiting. Shinner took fourth, knowing sixth was enough to be champion.

Race two was red-flagged after a huge opening-lap crash at Church, in which Fergus Ryan's car somersaulted but he escaped unharmed. After the restart Stanley dominated, breaking the tow to finish 12 seconds clear.

Five cars scrapped over second this time, with Shinner second after shortcutting the chicane and staying ahead of Oliphant.

The **Super** class ran behind the SigmaX cars on track, but was

actually even more frantic. With the absence of champion Toby Briant, both wins were taken by Martin Kay, who contested all six Caterham races. He headed a sextet separated by little more than a second at the flag in race one.

There were also five-car bouts at the front for the duration of both **Mega** encounters. Champion Oliver Gibson triumphed on Saturday after the lead changed 11 times in 15 laps, with Declan Dolan second and Andy Skinner third. That trio all led again during race two, as did Kay before a half-spin dropped him to fifth, but Glenn Burtenshaw wound up the eventual winner after the lead quintet negotiated the chicane for the final time almost as one. The **Sigma** class ran alongside Mega, with Andrew Outterside on top in race one ahead of Jonathan Miller, who took the Sunday spoils.

Graham Smith's continued dominance meant for a more one-sided affair in **Classic**. It took Smith some time to claim the lead for good in the opening encounter after some entertaining early dicing, but he then pulled a comfortable

margin over a scrap for second, which was eventually won by Robin Webb. Sunday's race was a much smoother affair, as Smith and Webb ran away from the rest.

Andy Robinson set the **Classic Thunder/Pre-'93/Blue Oval** pace in his Ford Falcon V8 Supercar but his weekend was ended by a broken differential after a few racing laps. Dale Gent picked up the win in both races ahead of fellow Subaru man Vaughan Fletcher.

Steven Wood claimed the **Pre-'03/Pre-'05/Classic VW/Hyundai Coupe** races in his VW Golf, pursued by the Honda Integra of Jim McLoughlin and Civic of Alexander Owen on both occasions. While Wood led race one from start to finish, he had to recover from third in race two; Owen shot from third to first into the chicane early on, but was quickly shuffled back.

Classic Saloons and Historic Tourers/Pre-'83 also had a double victor in champion Ford Escort racer Stephen Primett. He led race one from pole but was passed with a lap to go by the Triumph Dolomite Sprint of Mark Osbourne before getting back ahead at the Complex. David Howard leapt from third to first at the start of race two in his Jaguar, but Primett and Mark Fowler soon made it by to make it an Escort-versus-Capri fight for the win.

In **Ferrari Formula Classic**, there were two enthralling duels between Gary Culver and Jim Cartwright. Cartwright got a better start to race one than his rival and went on to win by 0.167s despite Culver briefly getting ahead. Race two was just as close, Culver leading from the start for his sixth win with Cartwright glued to his rear throughout.



Primett battled hard with Osbourne

FLETCHER

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Mike Gardner completed his dominant **Classic FF1600** season with victories 13 and 14. He built a gap over Chris Stuart to win race one by 25 seconds. Stuart also had a lonely race as four drivers fought over third, Matthew Dunne beating Andrew Smith.

Stuart Kestenbaum kept Gardner well within his sights for much of the second race before the Crossle 30F opened up a healthy advantage as Kestenbaum wound up third after falling behind Stuart.

Andrew Rogerson secured the **MGOC Championship** but missed out on wins for only the second and third occasions in 2015, by two extremely narrow margins. Carrying damage after qualifying contact, Rogerson was beaten by Lee Sullivan by 0.07s in the first race and 0.069s in the second.

Nigel Mustill won by almost a minute in the first of Saturday's **Britcar Trophy** races in his Riley TDC but chose to retire early in the second after another car put oil down. When the Marcos of Warren Gilbert and Rob Wilson punctured, new champion Steve Glynn claimed victory in his TVR after tyre trouble of his own earlier on.

● Peter Allen



One each for Culver (ahead) and Cartwright

FLETCHER

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Spencer's title was second for family



OULTON PARK OCTOBER 3 BARC

Spencer title repeats father's success

JOE SPENCER CLINCHED THE CNC Heads Sports Saloon title in his Locosaki. Having won the first race of the day, all he needed was fourth in the second to win the class and the title and so follow in the footsteps of a former champion, his father Rob.

Spencer led from the start of race one with the Westfields of Garry Watson and Philip Duncan close behind. While the second-place duel intensified, Spencer made his lead decisive.

Duncan was into second at Old Hall on lap two, but Watson was back ahead a couple of laps later. The former lost ground after a trip on the grass at Cascades, which briefly allowed Watson to reduce Spencer's lead but not by enough to threaten. Duncan retained third, ahead of Nick Cresswell in the Caterham and Mark Burton (Saker). Burton was subsequently penalised for

starting out of position, which dropped him behind team-mate Steve Harris in the final results.

Watson took a lights-to-flag win in race two, while Duncan and Spencer were nose to tail for the majority, until Harris closed in and split them at Old Hall on lap nine. The Saker driver's final charge took him past Duncan at Lodge with a lap to go, while Cresswell held on to fifth from a closing Burton.

Johnny Whelan (Peugeot 306) was a double winner in the combined **Tricolore Trophy/206 GT Production Cup/Deutsche Marques Cup**. Don Hughes led initially, but after a brief safety car period Whelan charged ahead into Old Hall. Russ Thomson (Clio) was a clear second, from Lee Williams (Saxo) and the 205 GTis of Andrew Mitchell and Henry Curtis.

Although Whelan led from the start of race two, it took him four laps to shake off Williams. Thomson was third until he had a grassy excursion at Knickerbrook on lap three, but fought his way back to regain his lost place over Hilltop three laps later. Matthew Darlington (Peugeot 106) remained a close fourth from Mitchell.

Robert Manson in the Mallock converted pole position into a lights-to-flag win in the first **Clubmans** race, despite his early lead being all but wiped out by Alan



Janicki beat Zabotka to R1 Nippon/MR2 win

Cook in the second half of the race, with Steve Chaplin's Phantom a solitary third, well clear of Alex Champkin's class-winning Vision.

It was the same duo at the head of race two but this time Cook won the charge to Old Hall and was able to keep a small but decisive lead throughout. Chaplin retired from third, which meant class-winner Champkin completed the podium from Michelle Hayward.

There was another double win for James Janicki in his Nissan Skyline in the **Nippon Challenge/MR2** Series. At the start of race one he bogged down and was left to chase the Subaru Imprezas of Lee Gillard and Nerijus Zabotka. He had

already recovered second at Old Hall on lap two when Gillard stopped at Cascades, handing him a decisive lead. Zabotka retained second with Michael Hamlett (Honda Civic Type R) ousting David Payling from third at Old Hall a lap later, Payling eventually finishing fifth behind Robert Williams' Integra.

Zabotka led the first few laps of race two, but once ahead Janicki went on to build a 30-second-plus winning margin. Gillard came through from the back of the grid to claim second, with Zabotka holding off Hamlett and Williams for third.

● Peter Scherer

Whelan doubled up in combined class



Brooks scampered off in
Jon Goss memorial race



CASTLE COMBE OCTOBER 3 CCRC

Boulton Brooks romps to Aston wins

STEVE BOULTBEE BROOKS WON A superbly well-supported FiSCaR '50s Intermarque centrepiece to Saturday's fourth Castle Combe Autumn Classic in his Aston Martin DB3S/104, before doubling up in the marquee race.

The Goodwood Spitfire flyer aced the Frazer Nash Le Mans Replica of team-mates Martin Hunt/Patrick Blakeney-Edwards in the big race, which was stopped when Adrian Beecroft's Aston Martin DBR1, Nigel Grice's Austin-Healey 100M and Graham Love's Jaguar XK150 tangled at Quarry trying to avoid a spinner.

Blakeney-Edwards and Hunt had already won a race apiece on an extraordinary day for Blakeney Motorsport. Chattering-drivechains maestro PB-E drove a 90-year-old FN Super Sports to victory in the VSCC pre-war programme opener. "This is my favourite meeting of the year, a

real social occasion," he enthused.

'Hurgmeister' Andrew Mitchell's second place extended his run of podiums at every Autumn Classic. Aston Martins were third and fourth, as Mark Gillies (in Dick Skipworth's pretty Speed Model) and Austrian Peter Dubsky overcome fast-starter Mark Brett's grunty Ballamy-Ford V8 Special.

Although Jaguar test driver **Norman Dewis**, 95, couldn't present his trophy, Martin Hunt repeated 2014's victory with a regal wave at the chequer from his E-type. "It's the most gorgeous thing in the world to drive," he said. Grahame Bull chased gamely in his heavier coupe, while Mark Gillies annexed third in the swiftest XK.

Tyre-squealing saloons thrilled spectators as 1988 Le Mans winner Andy Wallace tackled Grant Williams for fourth, getting past briefly before retiring when his engine lost power. Richard

Butterfield and Pete Dorlin were growling at their heels, but penalties for overstepping track limits dropped them behind Andrew Wenman (XK120).

David Grace won both **Healey Driver International** races, making it three on the trot and four from six at the Classic for his lusty 3000, shared with Swede Anders Schildt in 2013's enduro. Grace was made to work incredibly hard in the opener by 18-year-old Ginetta Junior graduate Jack Rawles, who planted dad Bill's car on pole first time out.

Grace was chased in the sequel by Oliver Chatham (brother Jack was fifth earlier), Dutchman Jaap Sinke from the back and Rawles Sr after Paul Campfield's engine expired. In a cosmopolitan pack, North Borneo-born Chris Clarkson and Philippines-based Steve Bicknell completed the top six. Mike Thorne topped the four-potters and teenager Richard Woolmer the

Sprites after a cracking dice with Gordon Elwell.

The rigours of the season's Goodwood Revival focus kept the **500cc** field small near **Formula 3's** Bristol birthplace. Nonetheless the action was superb. Andrew Turner shot his torquely Cooper-JAP 4.6 seconds clear on lap one, but his advantage was nibbled away by the more powerful Norton-engined cars once Xavier Kingsland (Erskine Staride) and Darrell Woods (Cooper) shook off Roy Hunt (Martin).

Turner held sway until Kingsland swooped round the outside at Quarry on the penultimate lap to land his car's first win in 50-plus years. Behind Turner, Woods and Hunt, class debutant Ted Williams was fifth in Tim Ross's Cooper Mk9 – in which Jim Russell won Combe's final period 500 race in 1955.

Back at the scene of his racing bow in the family Ford Mustang, Michael Squire drove beautifully to win the 'new' **HSCC/HRSR Pre-'66 Touring Car** event. Chris Clarkson kept Squire honest in his Falcon, evoking memories of race honouree Terry Sanger, whose widow Diana presented the prizes.

Clarkson had his mirrors full of Chris Sanders' Lotus Cortina – its engine rebuilt following a blow-up in Thursday testing – and Bob Bullen's Anglia, which nosed ahead momentarily at Bobbies.

Simon Benoy's Imp led the tiddlers home, beating Mini expert



Grace headed
Healey field

Hunt took Norman
Dewis Trophy win



READ

Kingsland won F3
race with a bold move



READ

Blakeney and Hunt
were Vintage victors



READ

Paul Inch, who carved his way through the Coopers.

Jack Woodhouse was gifted a bigger **Formula Junior** lead when Westie Mitchell's de Tomaso – on pole with a staggering 1m13.903s lap – spun its wheels at the start and was tapped sideways at the Esses, dropping from second to sixth.

Sam Wilson ground back the three-second deficit to Woodhouse and darted past at Folly. Woodhouse drafted him, though, and retaliated when Wilson was trapped on the Camp exit kerb, having raced into a diminishing gap outside Mike Gregory's lapped de Tomaso a lap from home. Woodhouse won by a whisker, with recent Monza victor Mitchell back to third, ahead of battlers Andrew Hibberd, Pete Morton and Stuart Roach. Andrew Wilkinson's Australian Lynx dominated the drum-braked class. Mark Woodhouse repelled Andrew Tart for front-engined honours.

Boulton Brooks was pursued boldly in the **Jon Gross Memorial race** by the open and closed left-hooker Elva Courier Mk4Ts of Sean Kukula (ex-Gross) and Jonathan Loader, loaned by Chris Woodgate and Bruce Chamberts respectively. Mark Gillies won the **Mort Morris-Goodall pre-war** section.

● Marcus Pye

KNOCKHILL OCTOBER 4 SMRC

Consistent Bernard wraps up Sports and Saloons title

VETERAN STAN BERNARD WAS A worthy victor of the **Classic Sports and Saloons Championship**.

Despite not entering April's opening meeting, and suffering misfortune at Donington Park, Bernard has shown great consistency in his Porsche 911.

The Morgans of Tommy Gilmartin and Andrew Smith returned to action and were chased by Harry Simpson, whose Ginetta G4 had the advantage on the twisty parts of the circuit. "The Morgans were holding me up," explained Simpson. "By half way round the circuit I was all over them like a dirty raincoat." It was a prolonged battle but Gilmartin just held off his team-mate to win.

Behind, Raymond Boyd sustained race-long pressure from Keiron Baillie and Bernard for fourth place. Howard Gordon was Bernard's nearest rival, trailing by five points at the start of Sunday's season finale, but a spin towards the end of race one caused a red flag.

Simpson made a poor start to race two, losing ground after a lock-up at Scotsman that left the Morgans to fight between themselves. Gilmartin just had the edge over Smith again, and the pair came home ahead of the Porsches of Boyd and Bernard.

In the more modern **Saloon and Sportscar Championship**, Roddie Paterson scythed through the field from the back of the grid to take the win, explaining the secret to his success was "bad temper" after technical problems with his Caterham in the morning. Ian Donaldson finished second on the road to edge closer to the title, despite suffering problems with his



Bernard gives chase
en route to title

MOIR

Mitsubishi's fifth gear which prevented him from taking the battle to Paterson. Donaldson's nearest championship rival, Andrew Mackie (Mitsubishi), also struggled, finishing fourth in class. The second race also proved stressful for champion-elect Donaldson, since his car slowed with an engine problem. He slipped to sixth on the road, but with the luxury of an 18-point lead, second in class was enough to take the title.

The **Fiesta ST Cup** provided one of the closest title finales as Wayne Macaulay took the trophy for the second year in succession. While George Orr and Macaulay were the early season favourites, the late-season form of Kevin Whyte helped set up a nail-biting showdown. Orr's form faded slightly as Macaulay got the better start, beating pole position man Whyte away in race one. Whyte tried a few lunges but suffered more in traffic, and the reigning champion claimed the win. In the afternoon showdown, Whyte outbraked his rival at the hairpin

early on and was never headed, but Macaulay held on in second to take the title by a whisker.

The stars of **Scottish Formula Ford** put on a great display, with two close duels between Adam Mackay and Neil MacLennan. The pair swapped places many times with bold overtaking manoeuvres. Although champion Mackay emerged with both victories, the margin of each win was only a matter of tenths. Sixteen-year-old karter Sam McKenzie starred with two top-six finishes.

John Paterson sealed the **Scottish Legends** title after being disqualified for a technical infringement in the opening heat, which was won by Ivor Greenwood. Paterson fought back in the afternoon and took two wins to defend his title after a season-long battle with David Hunter.

Steven Dailly scored a double in the **BMW Compact Cup**, while Oliver Mortimer went one better with a hat-trick of victories in the **Mini Cooper Cup**.

● Jonathan Crawford



Mackay won both
exciting FF events

MOIR

RESULTS ROUND-UP

THRUXTON BARC, OCTOBER 3-4



CATERHAM GRADUATES – SUPER AND SIGMA (16 LAPS) 1 Dylan Stanley 22m04.992s (96.01mph); 2 Scott Lawrence +3.142s; 3 Simon Oliphant; 4 Neil Shinner; 5 Zoltan Csabai; 6 Martin Jeffs. **Class winner** Martin Kay. **Fastest lap** Lawrence 1m26.983s (97.50mph). **Pole** Stanley. **Starters** 26. **RACE 2 (11 LAPS)** 1 Stanley 16m11.488s (96.03mph); 2 Shinner +12.437s; 3 Oliphant; 4 Csabai; 5 Lawrence; 6 Tristan Judge. **CW** Kay. **FL** Oliphant 1m27.057s (97.42mph). **P** Stanley. **S** 25. **SIGMA AND MEGA (15 LAPS)** 1 Oliver Gibson 22m28.612s (94.33mph); 2 Declan Dolan +0.322s; 3 Andy Skinner; 4 Glenn Burtenshaw; 5 Martin Kay; 6 Kim Rayment. **CW** Andrew Outterside. **FL** Gibson 1m27.434s (97.00mph). **P** Burtenshaw. **S** 21. **RACE 2 (15 LAPS)** 1 Burtenshaw 22m30.207s (94.22mph); 2 Dolan +0.442s; 3 Gibson; 4 Kay; 5 Skinner; 6 Rayment. **CW** Jonathan Miller. **FL** Skinner 1m27.918s (96.47mph). **P** Gibson. **S** 19. **CLASSIC (14 LAPS)** 1 Graham Smith 22m47.198s (86.85mph); 2 Robin Webb +9.254s; 3 Colin Jardine; 4 Trevor Harber; 5 Marc Noaro; 6 Peter Tattersall. **FL** Smith 1m36.425s (87.96mph). **P** Smith. **S** 14. **RACE 2 (14 LAPS)** 1 Smith 22m45.001s (86.99mph); 2 Webb +12.802s; 3 Tattersall; 4 Harber; 5 Martin Kay; 6 Mark Carter. **FL** Smith 1m36.370s (88.01mph). **P** Smith. **S** 14. **CLASSIC THUNDER SALOONS/PRE-'93 TOURERS/BLUE OVAL SALOONS (11 LAPS)** 1 Dale Gent (Subaru Impreza) 15m31.392s (100.17mph); 2 Vaughan Fletcher (Subaru Impreza) +3.110s; 3 Keith Butcher (Nissan Primera Super Touring); 4 Thomas Hibbert (BMW E36 M3 Evo); 5 Ian Froggatt (Subaru Impreza); 6 Stuart Day (Ford Escort WRC). **CW** Fletcher; Day; Andy Thompson (SEAT Toledo); Scott Noye (BMW E36 M3 Saloon); David Hickton (BMW M3); John Edwards-Parton (Ford Fiesta); Michael Sheraton (BMW E30); Andrew Anderson Smith (Honda CRX). **FL** Gent 1m23.043s (102.13mph). **P** Andy Robinson (Ford Falcon V8 Supercar). **S** 22. **RACE 2 (11 LAPS)** 1 Gent 15m16.604s (101.78mph); 2 Fletcher +0.438s; 3 Hibbert; 4 Thompson; 5 Day; 6 Noye. **CW** Fletcher; Thompson; Day; Noye; Hickton; Jamie Sturges (SEAT Supercopa Mk2); Edwards-Parton; Sheraton; Anderson Smith. **FL** Gent 1m21.654s (103.87mph). **P** Gent. **S** 22. **PRE-'03 PRODUCTION TOURERS/PRE-'05 PRODUCTION TOURERS/CLASSIC VW/HYUNDAI COUPE (11 LAPS)** 1 Steven Wood (Volkswagen Golf Mk4) 16m20.511s (95.15mph); 2 Jim McLoughlin (Honda Integra) +6.036s; 3 Alexander Owen (Honda Civic Type R); 4 Ken Lark (Volkswagen Corrado VR6); 5 Steven Barden (Honda Civic); 6 Dawn Boyd (Honda Civic Type R).



Janicki's Skyline was on top in Nippon Challenge

CW McLoughlin; Chris Adams (Volkswagen Golf VR6); Mark Shepherd (Volkswagen Golf GTI); Gary Parkes (Peugeot 206 GTI 180); Maximilian Fewtrell (Proton Satria); Alex Cursley (Hyundai Coupe); Marcus Lambert (Peugeot 206 180 GTI); Dean Spurr (BMW 320). **FL** Wood 1m26.940s (97.55mph). **P** Wood. **S** 35. **RACE 2 (11 LAPS)** 1 Wood 16m23.398s (94.87mph); 2 McLoughlin +3.417s; 3 Owen; 4 Lark; 5 Barden; 6 Adams. **CW** McLoughlin; Adams; Parkes; Fewtrell; Ray Ellis (Volkswagen Golf Mk2); Dan Blake (Hyundai Coupe); Spurr; Lambert. **FL** Wood 1m27.486s (96.94mph). **P** Wood. **S** 34. **CLASSIC SALOONS AND HISTORIC TOURERS/PRE-'83 TOURERS (10 LAPS)** 1 Stephen Primett (Ford Escort) 15m26.836s (91.51mph); 2 Mark Osbourne (Triumph Dolomite Sprint) +0.104s; 3 David Howard (Jaguar XJ12); 4 David Hall (Vauxhall Firenza); 5 Alan Greenhalgh (Vauxhall Firenza); 6 John Wright (Ford Escort). **CW** Howard; Andy Messham (Austin Mini Seven); Mark Fowler (Ford Capri); Eifion Jones (Ford Mk1 Lotus Cortina); Gary Fletcher (Hillman Imp); Stuart Radford (Triumph 2000); Tim Dodwell (Austin Cooper). **FL** Osbourne 1m30.628s (93.58mph). **P** Primett. **S** 19. **RACE 2 (10 LAPS)** 1 Primett 15m26.318s (91.56mph); 2 Fowler +1.631s; 3 Osbourne; 4 Howard; 5 Mostyn Rutter (Vauxhall Firenza); 6 Greenhalgh. **CW** Fowler; Howard; Phil Manser (Austin Mini Cooper); Jones; Fletcher; Keith Peter Wright (Morris Minor); Radford. **FL** Primett 1m30.948s (93.25mph). **P** Primett. **S** 17. **FERRARI FORMULA CLASSIC (14 LAPS)** 1 James Cartwright (328 GTB) 20m52.718s (94.78mph); 2 Gary Culver (328 GTB) +0.167s; 3 Tim Walker (328 GTB); 4 Richard Moseley (328 GTB); 5 Darren Wilson (328 GTB); 6 Peter Everingham (328 GTB). **CW** Walker; Peter Moseley (308 GTB); William Moorwood (308 GT4). **FL** Culver 1m28.356s (95.99mph). **P** Culver. **S** 11. **RACE 2 (14 LAPS)** 1 Culver 21m06.209s (93.77mph); 2 Cartwright +0.341s; 3 R Moseley; 4 Walker; 5 Wilson; 6 Myles

Poulton (328 GTS). **CW** Walker; Peter Fisk (Mondial); Moorwood. **FL** Culver 1m29.500s (94.76mph). **P** Culver. **S** 12. **CLASSIC FORMULA FORD 1600 (14 LAPS)** 1 Mike Gardner (Crosle 30F) 20m00.844s (98.88mph); 2 Chris Stuart (Van Diemen RF80) +25.586s; 3 Matthew Dunne (Crosle 35F); 4 Andrew Smith (Van Diemen RF81); 5 Stuart Kestenbaum (Van Diemen RF79); 6 Ted Pearson (Crosle 32F). **CW** Charles Greenwood (Dulon MP15). **FL** Gardner 1m24.686s (100.15mph). **P** Gardner. **S** 14. **RACE 2 (14 LAPS)** 1 Gardner 20m14.710s (97.75mph); 2 Stuart +6.118s; 3 Kestenbaum; 4 Pearson; 5 Smith; 6 Simon Davey (Van Diemen RF80). **CW** Greenwood. **FL** Gardner 1m25.392s (99.32mph). **P** Gardner. **S** 14. **MGOC CHAMPIONSHIP (13 LAPS)** 1 Lee Sullivan (ZR) 20m07.575s (91.30mph); 2 Andrew Rogerson (ZR) +0.070s; 3 Fergus Campbell (ZR); 4 David Mellor (ZR); 5 Simon Kendrick (F); 6 Mark Baker (F). **CW** Kendrick; Chris Pollard (B Roadster). **FL** Sullivan 1m31.853s (92.33mph). **P** Sullivan. **S** 23. **RACE 2 (13 LAPS)** 1 Sullivan 20m15.087s (90.74mph); 2 Rogerson +0.069s; 3 Campbell; 4 Mellor; 5 Adam Jackson (ZR); 6 Martin Wills (F). **CW** Wills; Pollard. **FL** Rogerson 1m31.583s (92.61mph). **P** Sullivan. **S** 22. **BRITCAR TROPHY CHAMPIONSHIP (33 LAPS)** 1 Nigel Mustill (Riley TDC) 46m19.141s (100.71mph); 2 Warren Gilbert/Rob Wilson (Marcos Mantis) +56.475s; 3 Peter Challis (Porsche 997); 4 Martin Byford (Chevrolet CR8); 5 Steve Glynn (TVR Sagaris V8); 6 Gary Simms (Chevrolet CR8). **CW** W Gilbert/Wilson; Byford; Mark Allen/Martyn Compton (VW Golf). **FL** Mustill 1m18.239s (108.40mph). **P** Mustill. **S** 11. **RACE 2 (32 LAPS)** 1 Glynn 46m07.192s (98.08mph); 2 Challis +1.883s; 3 W Gilbert/Wilson; 4 Charlotte Gilbert/Jon Harrison (Marcos Mantis); 5 Allen/Compton; 6 Phil Hanson/Nigel Moore (Audi R8). **CW** Allen/Compton; Hanson/Moore; Simms. **FL** Mustill 1m19.190s (107.10mph). **P** Mustill. **S** 11.

OULTON PARK BARC, OCTOBER 3



SPORTS SALOONS (13 LAPS) 1 Joe Spencer (Stuart Taylor Locosaki) 22m47.178s (92.14mph); 2 Garry Watson (Westfield SEW) +2.141s; 3 Philip Duncan (Westfield SEI); 4 Nick Cresswell (Caterham R400); 5 Steve Harris (Saker Rapx); 6 Mark Burton (Saker Rapx). **CW** Watson; Harris; Ilsa Cox (SEAT Leon Cupra); Stuart Pearson (Ginetta G20); Barry Long (MG Metro). **FL** Harris 1m43.056s (94.03mph). **P** Watson. **S** 35. **RACE 2 (13 LAPS)** 1 Watson 22m54.603s (91.64mph); 2 Harris +4.240s; 3 Duncan; 4 Spencer; 5 Cresswell; 6 Burton. **CW** Harris; Spencer; Cox; Pearson; Long. **FL** Watson 1m43.325s (93.78mph). **P** Watson. **S** 34. **TRICOLORE TROPHY/206 GTI PRODUCTION CUP/DEUTSCHE MARQUES CUP (7 LAPS)** 1 Johnny Whelan (Peugeot 306 XSi) 16m25.191s (68.85mph); 2 Russ Thomson (Renault Clio Cup) +2.466s; 3 Lee Williams (Citroen Saxo VTS); 4 Andrew Mitchell (Peugeot 205 GTI); 5 Henry Curtis (Peugeot 205 GTI); 6 Matthew Darlington (Peugeot 205 GTI). **CW** Williams; Mitchell; Curtis; Robert Buckland (Renault Clio); James Mumbray (BMW 330); Gerard Merriman (Citroen Saxo VTR). **FL** Williams 1m56.622s (83.09mph). **P** Whelan. **S** 21. **RACE 2 (8 LAPS)** 1 Whelan 15m45.555s (81.98mph); 2 Williams +1.920s; 3 Thomson; 4 Darlington; 5 Mitchell; 6 Simon James (Citroen Saxo). **CW** Williams; Mitchell; Curtis; Mumbray; Buckland; Jon Moore (Peugeot 106 XSi). **FL** Whelan 1m56.651s (83.07mph). **P** Whelan. **S** 18. **CLUBMANS (10 LAPS)** 1 Robert Manson (Mallock Mk21) 17m52.831s (90.32mph); 2 Alan Cook (Mallock Mk20B/21) +0.545s; 3 Steven Chaplin (Phantom P79); 4 Alex Champkin (Vision V84); 5 Michelle Hayward (Mallock Mk27); 6 Peter Richings (Mallock Mk30PR). **CW** Champkin; Clive Wood (Mallock Mk20); Steve Everson (Mallock Mk28 EB Proto). **FL** Manson 1m43.893s (93.27mph). **P** Manson. **S** 20. **RACE 2 (10 LAPS)** 1 Cook 17m38.743s (91.52mph); 2 Manson +0.719s; 3 Champkin; 4 Hayward; 5 Howard Payne (Mallock Mk20B); 6 Wood. **CW** Champkin; Wood; Everson. **FL** Manson 1m42.516s (94.52mph). **P** Manson. **S** 17. **NIPPON CHALLENGE/MR2 (8 LAPS)** 1 James Janicki (Nissan Skyline) 15m58.900s (80.84mph); 2 Nerijus Zabotka (Subaru Impreza) +6.596s; 3 Michael Hamlett (Honda Civic Type R); 4 Robert Williams (Honda Integra); 5 David Payling (Honda Civic); 6 Andrew Roberts (Honda Civic). **CW** Zabotka; Hamlett; Payling; Arron Pullan (Toyota MR2); Gareth Newton (Toyota MR2). **FL** Janicki 1m56.715s (83.02mph). **P** Janicki. **S** 27. **RACE 2 (8 LAPS)** 1 Janicki 15m59.927s (80.75mph); 2 Lee Gillard (Subaru Impreza) +30.806s; 3 Zabotka; 4 Hamlett; 5 Williams; 6 Payling.



Manson leads Cook in Oulton Clubmans



Squire dominated in pre-'66 touring cars

CW Zabotka; Hamlett; Payling; Pullan; Paul Calloway (Toyota MR2). FL Gillard 1m55.969s (83.56mph). P Janicki. S 28.

CASTLE COMBE
CCRC, OCTOBER 3



SPENCER LANE-JONES TROPHY: FISCAR '50S INTER-MARQUE (20 LAPS) 1 Steve Boulbee Brooks (Aston Martin DB3S) 18m24.536s (72.35mph); 2 Martin Hunt/Patrick Blakeney-Edwards (Frazer Nash Le Mans Replica) +2.139s; 3 Andy Shepherd (AC Ace-Bristol); 4 Stephen Bond (Lister-Bristol); 5 Mark Ellis/Richard Fores (Lotus Elite); 6 John Ure (Cooper-Bristol T24/25); 7 Neil Hardy (Austin-Healey 100); 8 Mike Freeman (Lotus Elite); 9 Ted & Murray Shepherd (AC Ace-Bristol); 10 Nigel Grice (Austin-Healey 100M). FL Ure 1m22.734s (80.49mph). P Ellis/Fores. S 34.

VSCC PRE-WAR SPORTS-CARS (14 LAPS) 1 Patrick Blakeney-Edwards (Frazer Nash Super Sports) 21m09.645s (73.43mph); 2 Andrew Mitchell (HRG 1½-litre) +1m02.539s; 3 Mark Gillies (Aston Martin Monoposto Speed Model); 4 Peter Dubsky (Aston Martin 15/98 2-seater); 5 Mark Brett (Ballamy Ford V8 Special); 6 Sue Darbyshire (Morgan Super Aero). CW Gillies; Brett; David Cooksey (MG Montlhery Midget). FL Blakeney-Edwards 1m28.913s (74.90mph). P Blakeney-Edwards. S 24.

JEC NORMAN DEWIS TROPHY: PRE-1966 JAGUARS (22 LAPS) 1 Martin Hunt (E-type) 30m35.420s (79.82mph); 2 Grahame Bull (E-type FHC) +14.952s; 3 Mark Gillies (XK120); 4 Andrew Moore (XK150 FHC); 5 Grant Williams (Mk1); 6 Andrew Wenman (XK120). CW Bull; Gillies; Williams. FL Hunt 1m21.607s (81.61mph). P Hunt. S 24.

SYD SEGAL TROPHY: HEALEY DRIVER INTERNATIONAL 25TH ANNIVERSARY CHALLENGE (15 LAPS) 1 David Grace (3000) 20m22.433s (81.72mph); 2 Jack Rawles (3000) +3.368s; 3 Marc Campfield (3000); 4 Crispin Harris (3000); 5 Jack Chatham (3000); 6 Martin Hunt (3000). CW Mike Thorne (100M); Richard Woolmer (Sebring Sprite). FL Grace

1m20.094s (83.15mph) RECORD. P Rawles. S 24.
RACE 2 (15 LAPS) 1 Grace 20m41.209s (80.48mph); 2 Oliver Chatham (3000) +4.522s; 3 Jaap Sinke (3000); 4 Bill Rawles (3000); 5 Chris Clarkson (3000); 6 Steve Bicknell (3000). CW Thorne; Woolmer. FL Grace 1m20.189s (83.05mph). P Grace. S 21.

BRISTOL AEROPLANE COMPANY MOTOR SPORTS CLUB CHALLENGE TROPHY: 500CC F3 (10 LAPS) 1 Xavier Kingsland (Staride-Norton Mk3) 15m22.869s (72.16mph); 2 Andrew Turner (Cooper-JAP Mk6) +0.402s; 3 Darrell Woods (Cooper-Norton Mk12); 4 Roy Hunt (Martin-Norton); 5 Ted Williams (Cooper-Norton Mk9); 6 Martin Sheppard (Effyh Brynfan Tyddyn Special-Norton). CW Turner. FL Woods 1m29.841s (74.13mph). P Woods. S 12.

TERRY SANGER TROPHY: PRE-'66 HISTORIC TOURING CARS (15 LAPS) 1 Michael Squire (Ford Mustang) 20m50.303s (79.90mph); 2 Chris Clarkson (Ford Falcon Sprint) +10.667s; 3 Chris Sanders (Ford Lotus Cortina); 4 Bob Bullen (Ford Anglia 105E); 5 Alex Thistlethwaite (Ford Mustang); 6 Simon Benoy (Hillman Imp). CW Sanders; Benoy; Paul Inch (Mini Cooper S). FL Squire 1m21.703s (81.51mph) ESTABLISHES RECORD. P Squire. S 18.

FJHRA/HSCC SILVERLINE FORMULA JUNIOR (16 LAPS) 1 Jack Woodhouse (Lotus 20/22) 20m21.308s (87.25mph); 2 Sam Wilson (Lotus 20/22) +0.193s; 3 Westie Mitchell (De Tomaso FJ); 4 Andrew Hibberd (Lotus 22); 5 Pete Morton (Lightning Envoyette); 6 Stuart Roach (Alexis Mk4). CW Andrew Wilkinson (Lynx T3); Andrew Taylor (Cooper T56); Mark Woodhouse (Elva 100). FL Wilson 1m14.694s (89.16mph) RECORD. P Mitchell. S 26.

JON GROSS MEMORIAL TROPHY: HISTORIC ASTON MARTINS & ELVAS (14 LAPS) 1 Steve Boulbee Brooks (Aston Martin DB3S) 20m11.880s (76.93mph); 2 Sean Kukula (Elva Courier Mk4T) +6.797s; 3 Jonathan Loader (Elva Courier Mk4T); 4 Nicholas Ruddell (AM DB2/4); 5 Tim Stamper (AM DB2/4); 6 Kevin Zwolinski (Jaguar XK120). Pre-War Mark Gillies (AM Monoposto Speed Model). Invitation Zwolinski. FL Loader 1m25.177s (78.19mph). P Boulbee Brooks. S 13.

Macaulay (7) and Whyte (1) shared the wins in Fiestas



Dunn spins in the thick of Legends scrap

KNOCKHILL
SMRC, OCTOBER 4



CLASSIC SPORTS AND SALOONS (9 LAPS) 1 Tommy Gilmartin (Morgan +8) 11m23.214s (60.080mph); 2 Andrew Smith (Morgan +8) +0.169s; 3 Harry Simpson (Ginetta 64); 4 Raymond Boyd (Porsche 911); 5 Keiron Baillie (Lotus 7); 6 Stan Bernard (Porsche 911). CW Simpson; Boyd; Ciprian Nistorica (Alfa Romeo Giulia); Jimmy Crow (Ford Escort); Ian Daltrey (Alfasud). FL Smith 58.206s (78.357mph). P Gilmartin. S 19.

RACE 2 (12 LAPS) 1 Gilmartin 11m43.381s (77.810mph); 2 Smith +2.559s; 3 Boyd; 4 Bernard; 5 Baillie; 6 John Kinmond (Triumph TR8). CW Boyd; Nistorica; Crow; Baillie; Daltrey. FL Gilmartin 57.733s (78.999mph). P Gilmartin. S 17.

SALOONS AND SPORTSCARS (12 LAPS) 1 Roddie Paterson (Caterham) 10m42.443s (85.191mph); 2 Ian Donaldson (Mitsubishi Evo) +24.756s; 3 Fiona Kindness (Subaru Impreza); 4 Andrew Morrison (SEAT Leon Cupra); 5 Mark Dawson (VW Corrado); 6 Adam Kindness (Subaru Impreza). CW Donaldson; Morrison; Dawson; Michael Kelly (Mazda MX5). FL Paterson 51.968s (87.762mph). P Donaldson. S 16.
RACE 2 (12 LAPS) 1 Paterson 10m41.716s (85.958mph); 2 F Kindness +38.344s; 3 Morrison; 4 Dawson; 5 William Robson (Ford Focus RS); 6 Donaldson. CW F Kindness; Morrison; Dawson; Lee Ross (Mazda MX5). FL Paterson 52.459s (86.941mph). P Paterson. S 14.

FORMULA FORD 1600 (12 LAPS) 1 Adam MacKay (Ray GR14) 11m13.506s (81.261mph); 2 Neil MacLennan (Ray GR09) +0.566s; 3 Jamie Thorburn (Ray GR15); 4 Matthew Chisholm (Van Diemen RF92); 5 Sam McKenzie (Ray GR08); 6 Sebastian Melrose (Ray GR14). CW Chisholm. FL MacKay 54.937s (83.019mph). P MacKay. S 11.
RACE 2 (12 LAPS) 1 MacKay 11m14.123s (81.187mph); 2 MacLennan +0.107s; 3 Thorburn; 4 Chisholm; 5 Melrose; 6 McKenzie. CW Chisholm. FL MacLennan 55.036s (82.870mph). P MacKay. S 12.
FORD FIESTA CUP (12 LAPS) 1 Wayne Macaulay (Fiesta

ST) 12m38.136s (72.190mph); 2 Kevin Whyte (Fiesta ST) +0.453s; 3 George Orr (Fiesta ST); 4 Chris Milford (Fiesta ST); 5 John Balfour (Fiesta ST); 6 Peter Cruickshank (Fiesta ST). CW Steven Gray (Fiesta XR2). FL Whyte 1m01.777s (73.827mph). P Whyte. S 19.

RACE 2 (12 LAPS) 1 Whyte 12m27.210s (73.246mph); 2 Macaulay +0.900s; 3 Milford; 4 Orr; 5 Stephen Ward (Fiesta ST); 6 Cruickshank. CW Gray. FL Whyte 1m01.802s (73.798mph). P Macaulay. S 19.

LEGENDS (8 LAPS) 1 Ivor Greenwood 8m14.529s (73.781mph); 2 Steven McGill +0.265s; 3 David Hunter; 4 Euan McKay; 5 Stewart Black; 6 Alan Freeland. FL Black 1m00.429s (75.474mph). P John Bushby. S 15.
HEAT TWO (8 LAPS) 1 John Paterson 8m09.711s (74.507mph); 2 Scott Hynds +1.658s; 3 Warren Allan; 4 Greenwood; 5 Billy Wait; 6 Andrew Dunn. FL Hunter 1m00.239s (75.712mph). P McKay. S 14.
FINAL (10 LAPS) 1 Paterson 10m14.626s (74.205mph); 2 Freeland +0.837s; 3 Hunter; 4 Greenwood; 5 Hynds; 6 Mark Cumming. FL Paterson 59.564s (76.570mph). P Bushby. S 14.

BMW COMPACT CUP (12 LAPS) 1 Steven Dailly 13m00.649s (70.108mph); 2 Gary Clark +3.538s; 3 Greig Sutherland; 4 David McNaughton; 5 Cliff Harper; 6 Calum King. FL Dailly 1m03.082s (73.300mph). P Dailly. S 30.
RACE 2 (15 LAPS) 1 Dailly 21m55.337s (52.011mph); 2 Clark +0.797s; 3 Sutherland; 4 Harper; 5 McNaughton; 6 Lee Elrick. FL Clark 1m03.096s (72.284mph). P Dailly. S 30.

MINI COOPER CUP (9 LAPS) 1 Oliver Mortimer 9m32.185s (71.738mph); 2 Hannah Chapman +2.463s; 3 Lewis Carter; 4 William Blake; 5 Morgan Murray; 6 Ian Munro. FL Mortimer 1m02.983s (72.414mph). P Mortimer. S 16.
RACE 2 (9 LAPS) 1 Mortimer 9m32.948s (71.643mph); 2 Chapman +1.801s; 3 Blake; 4 Murray; 5 Des Wheatley; 6 Daniel Drealan. FL Mortimer 1m02.911s (72.497mph). P Mortimer. S 15.
RACE 3 (9 LAPS) 1 Mortimer 9m32.873s (71.652mph); 2 Munro +4.269s; 3 Wheatley; 4 Johnny Drealan; 5 Chapman; 6 Reis Robertson. FL Mortimer 1m02.738s (72.697mph). P Munro. S 15.



Stepping out of a shadow

His dad's the founder of the series and his brother is chasing an F1 drive. Will Palmer needed a big season to make his own name in single-seater racing – ALEX KALINAUCKAS says he did exactly that

The 2015 BRDC Formula 4 season is already in the history books; Will Palmer, son of series' boss Jonathan Palmer, took 12 wins from a possible 24 and romped to the title with a round to spare.

Palmer Jr's wins, added to the two victories scored by his team-mate, Harrison Newey, gave the HHC Motorsport squad 14 wins, 14 pole positions and the top two places in the championship, to the delight of team boss Charlie Kemp.

"Three years ago we weren't classed as a single-seater team and I think it's fair to say now that we probably are. Taking first and second in the championship was absolutely fantastic."

Meanwhile, Lanan Racing, the team that won the first two BRDC F4 titles, has endured a "character-building" year, according to team principal Graham Johnson. Rodrigo Fonseca finished fourth in the championship but too many incidents and off-pace weekends cost the team dearly.

"The drivers haven't quite clicked," said Johnson. "I don't know why, maybe we're not giving them the right gear to click with."

Palmer, who finished sixth in 2014, took

control of the series after a poor second weekend at Rockingham where his highest finish was fifth in race two. From Silverstone onwards he won twice at each meeting – except for the first visit to Snetterton, which yielded just a single victory.

The champion reckons his year of experience in 2014, added to better feeling for the Pirelli tyres used in BRDC F4 this year, was the key to his dominance of the season.

"I've raised my game this year and the way the

team and I set-up the car together has been very good," he said. "The Pirelli tyres seemed to have helped me a bit too as they're a bit different to drive than the Yokohama [tyre used last year]. Now I feel confident if I'm on pole. I can control it because I've got the experience of being able to lead from the front."

Kemp puts Palmer's progress down to a more mature attitude. "The main improvement is his consistency and understanding that if it's not

Lanan team won races but no third title





Palmer landed HHC its first single-seater title

“The main thing he knows now is it doesn’t have to be do or die”

Charlie Kemp



Newey charged to first car win at Donington

going your way, you take as many points as you can. It doesn't have to be do or die," he explained.

Newey made an impact in his first season in car racing, but despite the 17-year-old's pace, it took him until the final few races of the season to win. The team got him to build to a successful weekend, not just show flashes of speed. "This year exceeded all expectations," he said after securing second in the championship.

Tom Jackson took two wins for Chris Dittmann Racing on his way to third in the standings. The 19-year-old was in the title fight for much of the year but dropped down the order after two tough final weekends. "He's a lot more mature in the car this year," said Chris Dittmann. "He's generally a more rounded driver."

HHC's domination meant this was the least competitive BRDC F4 season to date, because there were quite a few races when its drivers simply converted pole position into commanding race wins. Nevertheless, there was still exciting racing further down the field, and the series did what it sets out to do, provide a learning experience for young drivers.

"These junior formulae are not just about young drivers showcasing their talents immediately, they're arenas where people

develop," said Jonathan Palmer. "Tom Jackson is a great example. He wasn't particularly quick when he started last year, but by working with Chris Dittmann Racing he's really come on in leaps and bounds and is a feisty driver now."

The arrival of MSA Formula on the British single-seater scene brought questions about what impact it would have on BRDC F4, but Jonathan Palmer reckons his series has seen off its rival.

The new-for-2016 Tatuus-Cosworth MSV F4-016 will help take BRDC F4 a step above the FIA's anointed British F4 series, as the new car will be 45bhp more powerful than the old model and has upgraded aerodynamics. "It's going to be significantly more competitive next year with the more high-performance car," said Palmer Sr. "We're going to have F4 championships from Europe feeding into BRDC F4 next year. The low cost of our 230bhp car is going to be pretty attractive to a lot of drivers."

The step-up BRDC F4 is making for next season points to a positive future for the championship, as does the arrival of big British single-seater teams Fortec and Double R Racing. With Palmer's expectation for a more competitive championship next year, a fascinating battle should be on the cards for 2016. 

TOP FIVE DRIVERS

1 Will Palmer
Age: 18
Wins: 12
Championship position: First

The low point of Palmer's season came at the second round at Rockingham when he was eliminated in a first-corner crash in race one. After that he took total control of the championship. He won a record 12 of the 24 races.



2 Harrison Newey
Age: 17
Wins: Two
Championship position: Second

Newey looked rapid from the off and pushed Palmer all the way in qualifying. He made as many rookie mistakes as stunning overtakes in the first half of the year, but calmed his approach and was rewarded with two race wins at the tail end of the season.



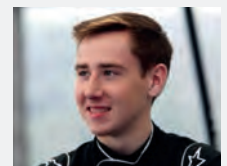
3 Tom Jackson
Age: 19
Wins: Two
Championship position: Third

Consistency in the first half of the year brought him into the title fight. Two wins, one from down the field in the wet at Snetterton, helped his prospects. But poor weekends at Rockingham and Brands Hatch Indy cost him second in the standings.



4 Rodrigo Fonseca
Age: 19
Wins: Two
Championship position: Fourth

As a second-year driver, more was expected of the Mexican. He won twice and scored podium finishes early on in the year, but he was fairly anonymous in the second half of the season before scoring two podium places at the Brands Hatch finale.



5 Ciaran Haggerty
Age: 19
Wins: None
Championship position: Fifth

The rookie was unlucky not to win a race and looked set for victory in the wet race two at the first Snetterton meeting, before the slick-shod runners stormed past. His podium haul was impressive, as was his speed, given his team's lack of resources.



Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: autosport@haymarket.com Website: www.autosport.com

EDITOR
Edd Straw ext.5889
edd.straw@haymarket.com

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

CHIEF F1 CORRESPONDENT
Ian Parkes ext.5810
ian.parkes@haymarket.com

GRAND PRIX EDITOR
Ben Anderson ext.5425
ben.anderson@haymarket.com

F1 REPORTER
Lawrence Barretto ext.5887
lawrence.barretto@haymarket.com

FEATURES EDITOR
Scott Mitchell ext.5370
scott.mitchell@haymarket.com

EDITOR AUTOSPORT.COM
Glenn Freeman ext.5309
glenn.freeman@haymarket.com

DEPUTY EDITOR AUTOSPORT.COM
Matt Beer ext.5811
matt.beer@haymarket.com

INTERNATIONAL EDITOR
Mitchell Adam ext.5432
mitchell.adam@haymarket.com

MANAGING EDITOR
Peter Hodges ext.5903
peter.hodges@haymarket.com

EXECUTIVE EDITOR
Stuart Codling ext.5835
stuart.codling@haymarket.com

GROUP NATIONAL EDITOR
Rob Ladbroke ext.5209
robert.ladbroke@haymarket.com

RALLIES EDITOR
David Evans
david.evans@haymarket.com

ART EDITOR
Lysey Elliott ext.5914
lysey.elliott@haymarket.com

SENIOR DESIGNER
Michael Cavalli ext.5381
michael.cavalli@haymarket.com

PHOTOGRAPHS
LAT Photographic
XPB Images

GROUP PICTURE EDITOR
Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com

SENIOR DIGITAL DESIGNER
Amar Vijay
amar.vijay@haymarket.com

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

SPECIAL CONTRIBUTORS

Gary Watkins	Mark Glendenning	Gary Anderson
Marcus Pye	Dieter Rencken	Alan Eldridge

CORRESPONDENTS

ARGENTINA Tony Watson	ITALY Roberto Chinchero	UK & IRE Peter Allen, Jonathan Crawford, Jack Cozens, Kerry Dunlop, Tom Errington, Leanne Fahy, Paul Healy, Linda Keen, Alex Kalinauckas, Lewis Larkam, Mark Libbert, Stephen Lickorish
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FINLAND Esa Ilomäen	SWEDEN Lege Torvall	
GERMANY Rene de Boer	USA Jonathan Ingram, David Phillips, Robin Miller, Jeremy Shaw	
GREECE Dimitris Papadopoulos		

ADVERTISING
Tel: +44 (0) 20 8267 5389
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

AD PRODUCTION
Tel: +44 (0) 20 8267 5588
Fax: +44 (0) 20 8267 5320

SALES MANAGER
Jonathan Whitehead ext.5576
jonathan.whitehead@haymarket.com

DISPLAY ADVERTISING
Don Rupal ext.5244
don.rupal@haymarket.com

CLASSIFIED ADVERTISING
Jamie Brooker ext.5271
jamie.brooker@haymarket.com

SUBSCRIPTIONS
UK 0844 8488817
OVERSEAS +44 (0)1795 592 974
EMAIL autosport@servicehelpline.co.uk
BACK ISSUES Tel: 0844 8488817

DIRECT MARKETING EXECUTIVE
Kadie Chanter ext.5622
kadie.chanter@haymarket.com

INTERNATIONAL EDITOR
Alastair Lewis ext.8606
alastair.lewis@haymarket.com

SYNDICATION ENQUIRIES
Isia Friend ext.5024
isia.friend@haymarket.com

MANAGEMENT GROUP DIRECTOR
Tim Bulley

GROUP PUBLISHER
Stuart Williams

GROUP EDITOR
Anthony Rowlinson

GROUP COMMERCIAL DIRECTOR
Ben Guynan

SPECIAL EVENTS MANAGER
Laura Coppin

DIGITAL SPECIAL PROJECT MANAGER
Simon Strang, ext: 5093
simon.strang@haymarket.com

DIGITAL PRODUCT MANAGER
Simon Grayson, ext: 5346
simon.grayson@haymarket.com

ADVERTISING DIRECTOR
Matthew Witham

GROUP PRODUCTION MANAGER
Alisa Donovan ext.5639
alisa.donovan@haymarket.com

PRODUCTION CONTROLLER
Abbey Gunner ext.5588
abbey.gunner@haymarket.com

ONLINE ADVERTISING
Leah Mimms ext.5845
leahmimms@haymarket.com

SPECIAL PROJECT SALES
James Robinson ext.5384
james.robinson@haymarket.com

AUTOSPORT.COM SALES MANAGER
Fiona Bain ext.5551
fiona.bain@haymarket.com

AUTOSPORT.COM AGENCY ACCOUNT MANAGER
Jessica McFadyen ext.5820
jessica.mcfadyen@haymarket.com

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MANAGEMENT GROUP DIRECTOR
Tim Bulley

GROUP PUBLISHER
Stuart Williams

GROUP EDITOR
Anthony Rowlinson

GROUP COMMERCIAL DIRECTOR
Ben Guynan

SPECIAL EVENTS MANAGER
Laura Coppin

DIGITAL SPECIAL PROJECT MANAGER
Simon Strang, ext: 5093
simon.strang@haymarket.com

DIGITAL PRODUCT MANAGER
Simon Grayson, ext: 5346
simon.grayson@haymarket.com

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EDITORIAL DIRECTOR
Mark Payton

STRATEGY AND PLANNING DIRECTOR
Bob McDowell

PUBLISHING DIRECTOR
Patrick Fuller

MANAGING DIRECTOR
David Prasher

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Kevin Costello

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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

What you think of the motorsport news of the past week



Should Rosberg take a leaf out of his former team-mate's book?

Nico must be more like Schuey

After another race weekend, at Suzuka, where Nico Rosberg had to settle for best of the rest, I feel the only way he will be able to compete with his team-mate is to become more intimidating in his wheel-to-wheel battles.

Start dictating the corners more, and make his car a bit wider!

If Lewis Hamilton likes to see himself as Ayrton Senna, then Nico needs to become more like Michael Schumacher on track.

Adrian Townsend, Retford, Nottinghamshire

Changing the date of the

Australian GP is totally out of order. What about all the fans worldwide that have flights booked for the original date?

**Bruce Burrows
Hemel Hempstead**

Reference James Sullivan's

letter (October 1), clearly it has been so long since James saw this type of manoeuvre, he has forgotten what it is – this is what is called an 'overtake' in racing.

Any driver, in whatever form of racing, is encouraged to make an overtake stick, so you don't give the opposition the chance to come back at you around the outside, and that is exactly what Lewis Hamilton did to Nico Rosberg and what you will see

at most race tracks most weekends.

There is nothing unsafe or unsporting about it; in fact it is exactly what Rosberg would have done to Hamilton if the roles had been reversed.

So can we please stop talking in terms of 'was he fair to do that?'

**Bob Smith
By email**

So Romain Grosjean is off to

Haas. Does this mean we will see more of Jolyon Palmer on a Friday morning? How galling it must be to watch Felipe Nasr's progress in F1 when you think how Jolyon dealt with his title threat in GP2 last year.

**Brian McCausland
Portishead, North Somerset**

Three ways to sort out Formula 1:

1 For next season, the FIA should declare

a control specification of tyres: one slick, one inter and one rain, to be used for the whole season. The cost saving will be enormous and perhaps the focus can switch from tyres to cars.

2 Dramatically reduce the focus on penalties. Penalties should not affect grid position, instead championship points should be deducted from drivers where they are at fault, and deducted from the manufacturers where they are at fault.

3 Track limits should apply everywhere; controlling certain corners at certain tracks is utter nonsense.

When you consider what an autocratic 'sport' Formula 1 is, these changes could be resolved over a pint at lunchtime.

**David Fidgeon
By email**

BIG NUMBER

30 Holden is chasing its 30th Bathurst win at Mount Panorama. But Ford has won the last two editions

MILESTONE

Stoffel Vandoorne is set to clinch the GP2 title at Sochi this weekend. To do so, he must avoid losing 12 or more points to Alexander Rossi



MAUGER/LAT

WHAT'S ON TRACK IN THE UK

CASTLE COMBE CCRC

October 10
Combe's local championships conclude with support from HSCC Historic F3 and Production BMWs, plus the FF1600 Carnival title is up for grabs.



OULTON PARK MSVR

October 10
The field of Ferraris, Porsches, and BMWs that make up the GT Cup are joined by Monoposto this weekend.

BRITISH RALLYCROSS GRAND PRIX CROFT

October 10-11
Julian Godfrey and Andy Scott will battle for the championship in Croft's season-ending Grand Prix meeting.

PEMBREY BARC

October 10-11
Pembrey hosts the British Truck Racing Championship



MPSC

CHESTER

with a support bill led by Legends, Max5s and Pickups.

SILVERSTONE AMOC

October 10
Current and pre-war Astons in action at the home of British motorsport.

SNETTERTON MGCC

October 10-11
Action from the MG Trophy, BCV8 Championship, Metro Cup, Midget/Sprite Challenge and Peter Best Insurance Cup.

MONDELLO PARK MPSC

October 11
A mix of championship finales and non-points free-for-alls as the season comes to a close.

EVENT OF THE WEEK



Who'll take the BTCC crown?

EBREY/LAT

BRANDS HATCH BTCC

October 10-11
The British Touring Car Championship concludes on the Grand Prix circuit. Gordon Shedden has a handy 23-point lead over Jason Plato,

with Colin Turkington also still in the hunt. And if things go wrong for the favourites, both Matt Neal and Andrew Jordan are in the mix as rank outsiders.

WHAT'S ON TRACK AROUND THE WORLD



Sochi hosts the Formula 1 circus

TEE/LAT

EUROPEAN RALLY CHAMPIONSHIP

Rd 9/10
Acropolis Rally, Loutraki, Greece
October 9-11
fiaerc.com



ERC

NASCAR SPRINT CUP

Rd 30/36
Charlotte, North Carolina, USA
October 10
nascar.com

BLANCPAIN SPRINT SERIES

Rd 7/7
Zandvoort, Netherlands
October 10-11
blancpain-gt-series.com

RUSSIAN GP

Formula 1 World Championship
Rd 15/19
Sochi, Russia
October 11
f1.com

GP3 SERIES

Rd 7/9
Sochi, Russia
October 10-11
gp3series.com

WORLD ENDURANCE CHAMPIONSHIP

Rd 6/8
Fuji, Japan
October 11
fiawec.com

BRNO 12 HOURS

24 Hour Series
Rd 6/6
Brno, Czech Republic
October 10
24hseries.com

EUROPEAN TOURING CARS

Rd 6/6
Enna-Perghusa, Italy
October 11
fiaetcc.com

GP2 SERIES

Rd 9/11
Sochi, Russia
October 10-11
gp2series.com

BATHURST 1000

V8 Supercars
Rd 10/14
Mount Panorama, New South Wales, Australia
October 11
v8supercar.com.au

ASIAN LE MANS SERIES

Rd 1/4
Fuji, Japan
October 10
asianlemansseries.com



WEC

EBREY/LAT

FROM THE SOFA

WHAT'S ON TELEVISION



Reporter Clark gets Evans' thoughts

MCKLEIN/DE

TV pick of

Edited by Rory Mitchell



ETHERINGTON/LAT

RUSSIAN GP - LIVE

BBC1 Sunday 1100-1415

Sky Sports F1 1100-1515

Formula 1 makes its second visit to Sochi, where Nico Rosberg squandered a chance to beat Lewis Hamilton last year after a first-lap mistake. With the 2015 title an increasingly forlorn hope, he cannot afford any such slip-ups this weekend.

Pirelli has brought the super-softs and softs for 2015, so expect to see more variety in terms of pitstops instead of the one-stop race we got last year. Will that be enough to spice Sochi up? There's a choice of channels to find out on, because it's live on the BBC and Sky.



MALGER/LAT

BTCC BRANDS GP - LIVE

ITV4

Sunday 1130-1830

The final race weekend for the action-packed tin-top series around the famed Brands Hatch GP circuit. Gordon Shedden goes into the weekend leading by 23 points from Jason Plato, with Matt Neal and Colin Turkington lurking behind – and BTCC title deciders never disappoint.

The headline action will be supported by the usual MSA Formula, Ginetta, Carrera Cup and Clio Cup package, which has provided plenty of action and controversy itself of late. Sunday's full race day live and BTCC qualifying will be streamed on the ITV website.

WRC Live: genius, not madness

ON PAPER, IT SHOULDN'T WORK.

At all. Radio sports commentary is supposed to bring to life what the listener cannot see. If the commentators and presenters can't see most of the action either, the broadcast should be woeful. Yet the World Rally Championship's WRC Live online radio service doesn't just function, it thrives.

For much of the past 10 years, I've filled the back-at-base, nuts-and-bolts AUTOSPORT WRC role while we've let expert David Evans roam free around service parks, stage ends, remote regroupings and European branches of McDonald's sending back info. The cumulative number of hours of WRC Live (in its various incarnations) I've therefore listened to in that decade must add up to a fair few months of my life – and it's been a privilege.

WRC Live's heart is the double-act between lead stage-end reporter Colin Clark and his service-park counterpart Becs Williams. They pull together a scattered jigsaw of split times, GPS tracking, teams' info, snippets from scanned radio traffic, tip-offs from on-stage camera crews and finish-line interviews and conjure it into epic tales of live human drama.

Rallies' episodic structure works to their advantage – they can get drivers' immediate thoughts at every stage end and service park (and sometimes in

laybys in between). Radio Le Mans may be able to grab a driver after a stint, Formula 1 may broadcast team radio traffic, but neither is able to put you inside the drivers' psychologies in the thick of the action with quite the same immediacy and regularity. Clark's microphone is usually under the driver's nose the moment they learn whether their stage performance is a delight or a disaster.

Everyone involved in WRC Live has huge rally passion and knowledge, but expertise and enthusiasm doesn't always translate into an ability to share that with others. There are not many motorsports broadcasters right now who can do so with Williams' and Clark's skill. Whether it's a moment of

"They conjure a jigsaw of info into epic tales of human drama"



Williams interviews Citroën chief Matton

career-defining triumph or job-threatening error, Clark's descriptions take you right into every nuance of the crew's emotions at that second. The occasions over the years when the station has been off-air or presented by others have merely underlined just how special the Williams/Clark duo is.

It's not perfect. Its music policy has fluctuated from 'genuinely quite cool' to 'local radio A list'. A few more recaps of exactly where a crazy stage's results are placing drivers overall wouldn't hurt. Maybe having someone on a stage to give some driving style insight at a particularly challenging or evocative section might be a good – if logistically complex – addition.

Rallying demands commitment to be fully appreciated. Watching one stage from a single corner gives a few visceral thrills but can't get you into the event like following it around for a weekend. Pop WRC Live on for just a few minutes, and you may think it's just an exasperated Welsh lady trying to verbally lasso a mad Scotsman who seems to be constantly breaking his equipment or encountering bears. Commit to a full weekend of WRC Live coverage and you realise Williams and Clark – plus UK studio anchorperson Lisa O'Sullivan and Clark's revolving cast of stage-end team-mates (Craig Breen has starred in this role this year) – are among the WRC's biggest assets.

Matt Beer

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Top stories on AUTOSPORT.com in the past week

'NOWHERE TO HIDE' FOR MANOR WITH MERCEDES

Manor sporting director Graeme Lowdon admits there will be no excuses for F1's minnow next year with Mercedes power and a technical tie-up with Williams Advanced Engineering.

LOTUS HAS 'TASTY DRIVERS' IN ITS SIGHTS

After Romain Grosjean jumped ship for Haas, the Lotus team says it has good options in mind for Pastor Maldonado's 2016 team-mate, by which time it should have become Renault again.

MERCEDES POSTS LOSSES FOR 2014

Dominating Formula 1 came at a price for Mercedes: it has revealed a loss of nearly £77million, which was incurred as it stormed to the 2014 titles.

F1 ENGINES TO BE MADE LOUDER IN 2016

The FIA World Motor Sport Council announced technical revisions that should make the hybrid turbocharged F1 cars significantly louder.

HULKENBERG: CUT F1 PRACTICE SESSIONS

Force India racer Nico Hulkenberg suggests grand prix weekends contain too much practice running and that Formula 1 would be more entertaining with less time for teams to solve issues.

AUTOSPORT+

THE F1 CALENDAR IS GETTING OUT OF HAND

Our Secret Mechanic says Formula 1's busiest calendar yet will have harsh consequences for those in the pitlane.

the week



WEC FUJI - LIVE

Eurosport

Sunday 0300-0915

Toyota will be under pressure to perform on home territory after taking the World Endurance Championship title last year but then flopping in terms of performance throughout 2015 so far. Up front, Mark Webber, Timo Bernhard and Brendon Hartley will be looking to continue their winning streak from Austin as Audi and Porsche monopolise the title race.

Eurosport is the place to find live race coverage this time as Motors TV opts for Bathurst, but the latter will also re-show Fuji in full from 0800 on Sunday morning.



BATHURST 1000 - LIVE

Motors TV

Sunday 0000-0800

The mighty Aussie V8s take to Mount Panorama for the yearly undertaking of the one-of-a-kind Bathurst 1000 - a race well worth staying up all night for, and live in its entirety on Motors TV.

Prodrive team-mates and title rivals Mark Winterbottom and Chaz Mostert each have a Bathurst win from the last two seasons, while Jamie Whincup still languishes in eighth in the championship and desperately needs a fifth Bathurst triumph to revive his hopes of yet another title.



GP2/3 SOCHI - LIVE

Sky Sports F1

Sat 1435-1605, Sun 0755-1015

This is surely the weekend McLaren junior Stoffel Vandoorne takes the GP2 championship. Alex Lynn clinched the title in GP3 here last year by winning race two, and will no doubt be looking to repeat such form in GP2 with DAMS this time out. Manor Formula 1 racer Alexander Rossi is back in the feeder series and only he can now deny Vandoorne the 2015 crown.

GP3 also stages its seventh round of the season this weekend, with Luca Ghiotto and Esteban Ocon looking for crucial points in their title battle with three events remaining.



NASCAR CHARLOTTE - LIVE

Premier Sports

Sunday 0000-0400

The Chase for the 2015 NASCAR Sprint Cup championship has passed its first cut-off point. Just 12 drivers are left in the running, and Jimmie Johnson is not among them. Reigning champion Kevin Harvick is, and that seemed pretty unlikely when he sat 15th in the points before last week's crushing Dover win.

His rivals fear Harvick might now be unstoppable, but Johnson's shock exit has proved how much scope for upset there is in this Chase format. Will all the big names make it through race one of the Contender round unscathed?

HOT ON THE WEB THIS WEEK

YouTube HANSEN STORMS BACK TO STEAL 'UNBELIEVABLE' WIN



SEARCH FOR: Race of the year? Semi Final 2: Turkey RX - FIA World Rallycross Peugeot's Timmy Hansen was on pole for the second semi-final at Istanbul Park. A poor start lost him the lead and a bashed exhaust cost him power, but he still managed to battle his way back to victory. His shocked response? "Unbelievable!"

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Russell heads Barnicoat
in 2CVs at Oulton Park



**HAVE-A-GO
HERO**

When drivers crop up in unexpected places

BOURNE

From karting to... 2CVs!

British single-seater rising stars George Russell and Ben Barnicoat had to race a tin snail before they made waves on the European stage

Those who keep an eye on up-and-coming talent know 2014 McLaren AUTOSPORT BRDC Award winner George Russell has a race victory in the Formula 3 European Championship, and Ben Barnicoat ditto in the Formula Renault Eurocup. But what you might not have noticed was their cameo in the Citroën 2CV Championship at Oulton Park in March last year.

It's all down to rules regarding race-licence signatures required to upgrade to an International C licence. Both drivers needed to do so because they were about to begin campaigns in Formula Renault ALPS (Russell) and NEC (Barnicoat).

"We got told quite late what we had to do to get the licence," says Barnicoat, "and there were hardly any races available."

Barnicoat had already contested the 2013 FRenault BARC Winter Series, but in March '14 raced a Kumho BMW at Donington Park; at the same meeting Russell took two class wins



**George Russell: 2CV
racer turned F3 ace**

in a Peugeot 206 in a Pre-'05 Touring Car event, his car-racing debut. The next weekend they went to Oulton...

"The team running my car was local to us," says Russell. "I'd done a 'seat fit' to make sure the pedals were OK, driving it round the yard."

Both recall the odd-to-a-youngster dogbox. "It was in, out, twist," says Russell, while Barnicoat adds: "It was quite strange, a lot of pushing and pulling but, once you got the hang of it, it was all right."

Both worked down from several seconds off the pace to not too far away by the end of qualifying, although Barnicoat's car needed a bit of TLC before it ran properly. "One of the front shockers had broken, and it was going round right-handers uncontrollably shaking – I didn't have a clue what was going on," says Barnicoat. "George burst out laughing when he saw me come into the pits."

A cracking start from Russell in race one lifted him into the lead battle, and he finished second: "I was defending the guy behind to make sure he gave me a push – that way, my lap times came down by six seconds! We were slowly catching the leader but then he decided he'd had enough of pushing me, pulled out and passed me easily."

"In the second race I slowed down to battle with Ben. We went side by side into Island and I remember looking to the right and seeing his inside-front wheel bouncing – I laughed for about two laps after that."

Barnicoat adds: "My car was a bit slower on the straights so George had to push me. We were working together, but this other guy joined our battle and squeezed me out, and a bit of his bodywork dug into my tyre and gave me a puncture. I was quite worried I wouldn't get the signature..." After a pitstop, Barnicoat continued and all was well.

But they needed more signatures. The next day at Donington, Russell raced a Toyota MR2 and Barnicoat did some marshalling. "Ben's got a video of me waving to him," says Russell, while both agree the 2CV outing was "a good laugh".

"I remember going uphill into Druids, going slower and slower, feeling it was going to roll backwards," says Russell.

"Actually, the racecraft was a little bit like karting," points out Barnicoat, "just with a lot less grip from the skinny tyres and a lot more movement around the corners." *Marcus Simmons*

NEXT WEEK F1 HEADS TO RUSSIA
Plus: BTCC title-decider from Brands Hatch

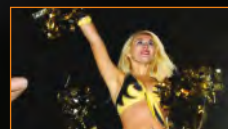
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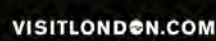
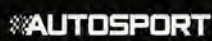
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