

**WHAT LIBERTY DEAL MEANS FOR F1**

 **AUTOSPORT**

# GOODWOOD GLADIATORS

Van der Garde v Shedden GT duel tops Revival



**PLUS FERRARI'S FORGOTTEN GP WINNER**

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# Goodwood spectacular again steals the show

THE GOODWOOD REVIVAL HAS BEEN ONE OF THE world's top historic events for many years and the 19th edition was among the best. There wasn't a bad race of the 15, with most featuring tight lead tussles as well as battles further down the field.

Historic racing has been one of the most successful and fastest-growing branches of the sport for more than two decades and it's not hard to see why. The cars are spectacular and move around a lot when on the limit – you can really see the drivers working hard.

And the drivers at the Revival are among the very best, with modern-day stars of the sport joining the fastest historic specialists. Tom Kristensen, Rob Huff, Gordon Shedden and Andrew Jordan stood out last weekend, but there were plenty of other fine performances. Winning at Goodwood means something to many, which is why the racing is so hard and close.

It got a little too close at times, which is a concern given the limited runoff at Goodwood. Perhaps the most controversial moment came when Shedden touched Giedo van der Garde into a high-speed spin while disputing the lead in the RAC Tourist Trophy Celebration. Some felt Shedden should have been thrown out, but there was no malice in the move, which was an inevitable consequence of the high-profile nature of the event.

Historic racing does not show modern motorsport how it should be done – too many things have changed, largely for good reason – but it is something to enjoy in its own right.



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**COVER IMAGE**  
Gary Hawkins

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# Stars shine at 19th Revival

By Marcus Pye, Special Contributor [@Autosport](#)

GIBSON





GARY HAWKINS

**NINE-TIME LE MANS 24 HOURS WINNER TOM KRISTENSEN'S SUBLIME VICTORY** in the Goodwood Revival's new Kinrara Trophy pre-1963 GT enduro in Joe Macari's Ferrari 250 GT Berlinetta mirrored history. Back in 1960 and '61 Stirling Moss, the era's sportscar maestro, won the circuit's Tourist Trophy races in sister SWBs. Now 86, Sir Stirling – the 500cc race winner on Goodwood's opening day in 1948 – presided over the 19th Revival and watched the drama unfold.

Kristensen, who was the victor in last year's St Mary's Trophy saloon car feature with Henry Mann in a Ford Fairlane Thunderbolt, as well as the extraordinarily wet 2011 Royal Automobile Club Tourist Trophy Celebration with Kenny Brack in a mighty Shelby American Daytona Cobra Coupe, appears as unflappable as he is versatile. Indeed, the smiling Dane is just as happy leaping into a humble Austin A35 – as he did in this year's '50s tin-top war.

Splitting the GT grids provided another epic weekend's highlight as the earlier narrow-winged set raced into Friday's spectacular sunset. Drafted into the silver Ferrari when Jason Plato decided to save his back for Subaru British Touring Car duties, Kristensen nailed pole position in nine flying laps. His best outpaced Adrian Willmott in Tom Alexander's Aston Martin DB4 GT by 1.1 seconds, but the next six (two more DB4 GTs, a pair of Jaguar E-types, the snarling Ferrari 250 GT 'Breadvan' and an AC Cobra) were all in the 1m31s, within 0.577s of P2!

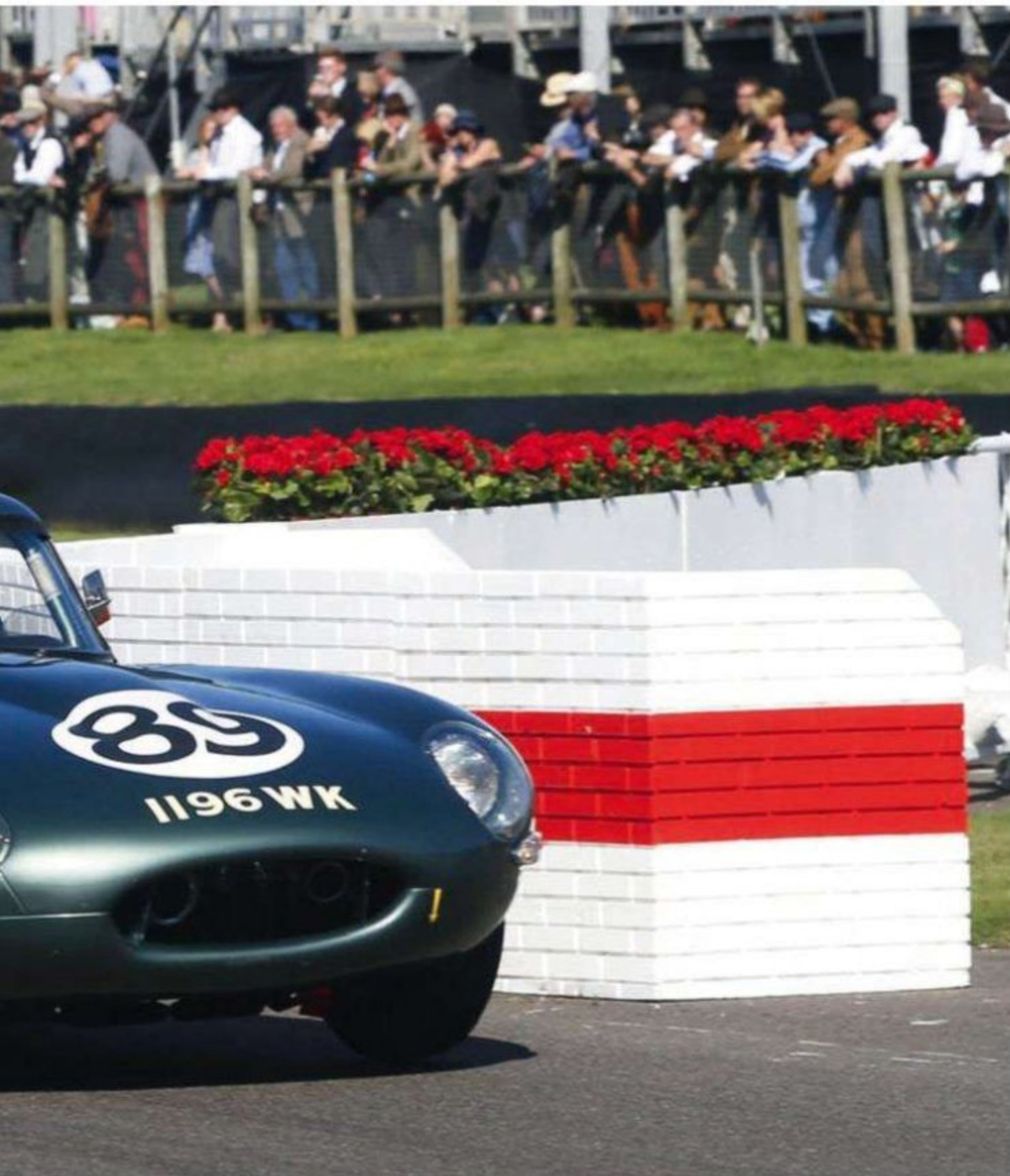
As Ferrari specialist Macari slipped to a conservative eighth in serious racing company, intent on keeping the leaders within striking distance and handing Kristensen a fit car, he found august company in Lukas Halusa (Breadvan), Andrew Haddon (E-type FHC), Wolfgang Friedrichs (DB4 GT) and Frank Stippler (250 SWB). Willmott and Rob Hall (E-type) disputed the early

lead with James Cottingham's E-type. Hall was ahead when Willmott dived by and overshot Woodcote, spun and crunched the white Aston's tail on lap nine.

Willmott continued at unabated pace, now fifth, but was gifted third next time round when Canadian Ian Dalglish (DB4 GT) cannoned Ollie Bryant's E-type FHC off at Woodcote, whacking his own car's nose into the tyre barrier. A lengthy safety-car period followed, erasing Macari's 32-second deficit, but with driver changes outlawed under full-course cautions this year to protect crews in the narrow pitlane, Kristensen and Simon Hadfield (in for Friedrichs) were relayed from seventh and ninth respectively at the green.

Leaders Hall, Cottingham and Willmott stayed out, Hall installing Katarina Kyvalova after 19 laps, Cottingham relaying Andrew Smith two laps later and Willmott completing a further two. Smith's 9s advantage in the maroon Jag – sparks flying from its front brake discs like an angle grinder as darkness descended – was whittled back by Hadfield and Kristensen, who went second with a sub-1m30s fastest lap. TK blew by to lead with less than 10 minutes to go and Hadfield passed the Jag on the Lavant Straight two laps later.

No sooner had Hadfield done so, however, than he darted inside Henry Arundel's Chevrolet Corvette with blue flags flying into the chicane. There was contact (damage to both cars was minimal) but



Smith regained second as Hadfield found himself on the grass on the exit. The Aston was quickly second again, but Kristensen was long gone and embraced by an ecstatic Macari at the presentation.

Cottingham/Smith and Martin Hunt/Patrick Blakeney-Edwards (Cobra) were elevated to second and third post-race, a 20-second penalty having dropped Friedrichs/Hadfield to fourth. Richard Meins's DB4 Zagato, deftly finished by former World Touring Car champion Rob Huff, and the E-type FHC of father and son John and Jack Young completed the top six.

Sunday's RAC TT Celebration brought the raucous steroidal pre-'66 GT machinery into focus on a glorious late summer afternoon. By '64, when Goodwood hosted its last period TT, the race was headlined by sports-prototypes and the golden Ferrari SWB and GTO days were over. That year, the John Coombs/Maranello Concessionaires GTO that had won with Graham Hill in '63 returned, in updated form, with Innes Ireland finishing sixth. Ironically, 52 years on, it played an innocent part in the race's outcome, for a safety car was called when Joe Bamford – driving combatively with Christian Horner waiting in the wings – was taken off by Bill Shepherd's AC Cobra at Lavant before half-distance.

The race was essentially a reprise of last year's for the JD Classics team. Chris Ward had bounded its Jaguar E-type ahead of 2014 winner David Hart's 'red-stripe' AC Cobra, polesitter Ward having seized the lead from an astounded Michael Squire's Cobra with all four wheels on the grass into Madgwick at the start. Andrew Smith – starting Oliver Bryant's Cobra – led the chase with Gary Pearson (E-type), Squire and Sam Hancock (E-type) close behind.

With incredible consistency Ward opened up a 10s advantage when he passed the baton to Shedden as the pit window opened, Smith and Squire handing over to Bryant and Frank Stippler respectively. Giedo van der Garde replaced Hart a lap later,

Above: Shedden scored a dramatic TT victory. Previous page: Macari/Kristensen Ferrari leads Kinrara field

## MASERATI STEMS ERA TIDE

CALUM LOCKIE'S JOYOUS FLYING DISMOUNT FROM SEAN AND Laura Danaher's Maserati 6CM spoke volumes. Although he started from pole, the Scot's superlative Goodwood Trophy victory broke a 10-year drought for the marque. Not since 2006, when Germany's Stefan Schollwoeck won in a sister car, had the Modenese trident been sharp enough to burst English Racing Automobiles' bubble.

Five of those nine ERA victories were notched by Mark Gillies in R3A but his quest to become the first six-time winner of a Revival feature was ill-starred. The green machine careered into the corn at St Mary's early in qualifying, yet the US-domiciled Briton recovered to grid second between the silver Maserati and Christian Glasel (Alfa Romeo P3).

Lockie's hopes of a dry race were dashed when drizzle greeted Saturday's start. He departed boldly, but Gillies was ahead inside a lap and twitched away. Exhibiting fingertip control as rivals tiptoed in worsening rain, Gillies was 11 seconds up after four laps when a spark plug oiled-up. He dived for the pits where James Ricketts changed it, but his charge back from 16th to ninth was punctuated by a spin at Lavant.

New leader Lockie was being reeled by Michael Gans (ex-Richard Seaman ERA R1B), who had slithered past Matt Grist (Alfa P3) with the ballsy Tom Dark (Bugatti T73) in tow. Irishman Paddins Dowling, whose ERA R10B stalled as the Union Jack fell, tore through the field thereafter, catching the leaders hand over fist in his 1500cc steed.

In Gans's angst to land gold he tripped over Julian Wilton's ERA R7B (ex-Arthur Dobson) into the chicane and spun, falling to fifth behind Grist, Dark and Nick Topliss and landing a 10s penalty. Dowling leapfrogged Gans and, on the final lap, wrested fourth from Topliss's ERA R4A, Pat Fairfield's '37 Rand (South African) GP victor.

But the day belonged to Lockie (below). "I had to monitor how hard to push, how much risk to take, but in the four years I've raced this car it's never run better," he enthused.

**“In the four years I've raced it, the Maserati has never run better”**



but the other frontrunners were caught out by the 'no-driver-change-under-full-course-caution' regulation after the Cobra-Ferrari clash. When the green flag fluttered new leaders Pearson, John Young and Martin Stretton filed their Jags in immediately, leaving Hancock out front. Alas his Alexander Rittweger-owned car stopped almost as soon as brother Ollie jumped in.

For the last magical half-hour Shedden and van der Garde were locked in combat for the lead, the former F1 driver going ahead when the double BTCC champion slid wide at Woodcote. Their dogfight didn't end there. After a tankslapper at St Mary's, the Scot was swiftly back on the Dutchman's tail.

Two laps from the end van der Garde entered the double-apex right-hander at Lavant a tad too hot in putting Nick Padmore's >>



Jordan and Soper head the Austins away in the wet

BLOXHAM/LAT

Chevrolet Corvette between them. Van der Garde got away with it, powering through the corner in a full-blooded tailslide. Shedden, meanwhile, had dived inside the orange Stingray and got alongside the leader, whereupon a brush of the kerb flicked the Jag into the already off-balance Cobra, helping it into a long spin down the greensward. Giedo kept it out of the bank but, as Gordon completed a second straight victory, Stippler and Bryant – in their own sizzling battle – growled past to silver and bronze.

Chris Harris brought the Pearson Jag home fifth, on the winners' lap. Jackie Oliver (in for Young), Chris Beighton (in the Sunbeam Lister Tiger started boldly by Matt Neal), Ben Mitchell (finishing Joaquin Folch's ex-Bruce McLaren E-type), Rob Huff (in Richard Meins's ex-Protheroe E-type CUT 7) and wet 2013 winners Wolfgang Friedrichs/Simon Hadfield were home next.

The St Mary's Trophy Austin A30/A35 Academy double-header was a hoot, marking 13-time F1 winner David Coulthard's Revival debut amid a host of touring car stars. Decided on aggregate of very wet Saturday and dry Sunday races, the best-qualified 'Pro-Am' crew of Andy and Mike Jordan won it – on their third BMC A-Series engine of the meeting – by one second from Steve Soper/Charles Knill-Jones with Gordon Shedden/Neil Brown a close third.

Despite a sick engine Jordan Jr shaded Shedden in the wet, with Soper third, driving like a teenager. The grinning Coulthard was a cautious 22nd.

James Dorlin, in whose car BTCC leader Sam Tordoff was eighth on day one, won Sunday's sequel by 0.407s from Knill-Jones. With temperatures "on the peg" and his engine sounding rough Jordan Sr finished on the pre-war Bugatti ace's tail, mirrors filled with Brown and Jason Stanley. Early leader James Colburn's engine expired after brother Ben rolled exiting Madgwick.

The lightweight Madgwick Trophy pre-'66 sports-racers were skittish in the rain, but Joe Twyman shot Martin Eyears's Ford twin-cam powered Elva Mk7 from seventh to first in two laps. With Andy Newall menacing him, having prevailed in a superb Lotus 23B scrap with Andrew Hibberd, Twyman was impatient into the final chicane and nailed the rear corner of Goodwood debutant Stuart Tizzard's 23B as they turned in. A 20-second penalty dropped Twyman to fifth, promoting Max Bartell (Elva-BMW Mk7S) to third behind Newall and Hibberd.

The Lavant Cup race celebrated the 80th anniversary of BMW's magnificent 328 and the ubiquitous Bristol engine its lusty straight-six spawned. Martin Hunt (Frazer Nash Le Mans Replica) forged ahead at the start and, despite several exchanges, led every lap except the vital one under relentless pressure. Tweaked up out

## “Needell wrestled the Lotus 30 to a ‘heart-in-mouth’ third place”



Tec-Mec troubles allowed Bronson's noseless Scarab to take victory

BLOXHAM/LAT

of Lavant, Hunt's momentum was sapped and Malcolm Harrison – in the Cooper-Bristol raced by Roy Winkelmann here in 1957 and rooted in the works car crashed by 'Noddy' Coombs in the '53 Nine Hours – snatched victory at Woodcote. Patrick Blakeney-Edwards, driving Hunt's FN Targa Florio road car from "a lucky" pole, shaded Philip Champion's Mille Miglia for third.

Rob Huff wrung the best from Christopher Ross's Tolman Motorsport-built Lotus-Oldsmobile 19 evocation to win the Whitsun Trophy big-banger prototype race in gruesome conditions. Having not driven his Team Surtees Lola T70 in the wet, Revival debutant Mike Whitaker spun en route to the start.

Unfazed, he charged past Tony Sinclair (T70) at Fordwater on lap two, then usurped Huff who refused to be dropped, despite giving away 200bhp. Whitaker mowed the grass at Lavant two laps from home, freeing Huff,

who was later named Rolex Driver of the Weekend.

Tiff Needell wrestled Paul Whight's Lotus 30 to an "awesome, heart-in-mouth" third, bravely taking both hands off the monster's tiller at the chequer. St Mary's spinner Chris Ward (Ford GT40), Australian veteran Laurie Bennett in the best of six McLaren M1s and Chris Jolly's 'Super Cooper' completed the top six.

Saturday's Freddie March Memorial Trophy finale almost had a fairytale ending as the 1952 Goodwood Nine Hours-winning Aston Martin was denied victory by two fifths of a second after a safety-car interlude. Slippery conditions made Martin Melling's ex-Peter Collins/Pat Griffith car more competitive in Rob Hall's hands, but





Huff celebrates hard-fought Whitsun win in Lotus



lightning reflexes enabled young Richard Woolmer to stave him off brilliantly in Matthew Collings's writhing HWM-Cadillac.

The lead duel was boiling up splendidly, with Steve Boulton Brooks's Kangaroo Stable Aston Martin DB3S and Gregor Fiskens's svelte Maserati 200Si – from ninth on the grid – leading the chase when the chequered flag came early, with Jochen Mass (Mercedes-Benz 300SL) having followed Conrad Ulrich (Maserati 300S) into the gravel at Lavant and Fred Wakeman's Jaguar C-type subsequently banked at Madgwick.

In stark contrast to Saturday's inclement weather, Sunday dawned beautifully. Front-engined Formula Juniors set a fine standard as 21 marques contested the Chichester Cup. Second qualifier Ray Mallock's U2 broke a rear leaf spring leaving the start, then poleman Stuart Roach shot his Alexis clear of Chris Drake's Terrier, with the Lola Mk2s of Jonathon Hughes (later to retire) and Andrew Hibberd plus Stanguellini returnee Joe Colasacco in tow. Points failure robbed Roach on the penultimate lap, promoting Hibberd, who had thrust Nick Grewal's Lola past the brakeless Drake to land his first Goodwood victory. Colasacco was barely a second behind at the finish, with Drake safe in third.

Julian Bronson's four-year quest to win the Richmond Trophy '50s GP car event bore fruit unconventionally, his Scarab noseless for eight laps. Dislodged against leader Tony Wood's Tec-Mec (later to retire smokily after a big spin) when he couldn't stop on oil at Woodcote, the cone bounced off Bronson's helmet. Fifth qualifier Nick Adams spun Stuart Rolt's four-wheel-drive Ferguson having led the initial stampede to Madgwick but recovered to fourth, behind the Ferrari Dinosaurs of team-mates Andy Willis and Rob Hall.

In the absence of usual pacesetter Andy Middlehurst, his rival Nick Fennell landed a popular Glover Trophy 1500cc F1 victory in his Lotus-Climax 25. Fennell enjoyed a marvellous scrap with

Woolmer narrowly beat the flying Hall (17) in Freddie March encounter

## JACK BRABHAM CELEBRATION



FIFTY YEARS AFTER SCORING HIS THIRD FORMULA 1 TITLE, IN A CAR bearing his own name, Jack Brabham was celebrated with a special parade of machines every day at Goodwood.

Sons and Le Mans winners David (above) and Geoff Brabham led the field, with David in a different car each day, ranging from the early Cooper in which Jack made his F1 breakthrough to his 1969 BT25 Indy 500 racer, via the Ron Tauranac-designed BT24 with which the Brabham team won the constructors' title in '67.

Brabham Sr's period rivals Sir Stirling Moss and John Surtees drove Aston Martins from his early days, while the rest of Sir Jack's long and illustrious career was marked by an array of machinery.

Highlights included the Cooper T54 Kimberly Special that Brabham raced to ninth at the 1961 Indy 500 and the BT7 in which Dan Gurney scored the team's first world championship victory in the 1964 French GP. The bewinged BT33 and Matra MS650, the cars in which Brabham scored his final successes in 1970, completed the story.

Perhaps even more impressive than the cars, though, were the people who contributed to the celebration. As well as Moss, Surtees and former Brabham mechanics, three-time world champion Sir Jackie Stewart and six-time Le Mans winner Jacky Ickx also appeared.

Stewart made a strong case for Brabham being the greatest engineer-driver of all time, while Ickx, who drove for Brabham in 1969, demoed a BT26A. The Belgian also recalled his German GP victory that year as one of the special moments of his career.

As well as Brabham's success, the 1966 season also marked F1's switch to three-litre regulations, after five seasons with 1500cc engines. 'The Return to Power' was marked by high-speed demos, with cars doing tyre-smoking and sonorous standing starts.

Three game-changing DFV-engined Lotus 49s, including Jo Siffert's 1968 British GP winner, were joined by Cooper, McLaren and BRM racers from the first three seasons of an era that increased the speed and spectacle of F1.

KEVIN TURNER

**“Moss and Surtees were joined by Stewart and Ickx in celebration”**

Martin Stretton in Malcolm Thorne's BRM-engined 24, leading by 0.021s as his rival couldn't get a gear onto the final lap. When a recurrence sent Stretton yumping into the greenery at St Mary's, Fennell was home and dry. Early leader Miles Griffiths's clutchless Lotus-BRM 24 was third, ahead of 76-year-old Richard Attwood, his BRM P261 "going better than ever".

Chris Ward notched his fourth Revival race win, shaking off 12-time victor Gary Pearson in the Sussex Trophy finale. Their Lister-Jaguar duel was curtailed with Darren McWhirter's Tojeiro – which had collided with Tarek Mahmoud's Cooper Monaco en route – and David Hart's Lister in the bank before St Mary's and Chris McAllister's Ecurie Ecosse Jaguar D-type bent at Madgwick. James Cottingham (Tojeiro-Jag) hustled from ninth to third. >>



CHANDHOK: VIEW FROM THE GOODWOOD COCKPIT

THE GOODWOOD REVIVAL IS one of the highlights of the motorsport season for me. Every year some of us are lucky enough to get a chance to see and meet the good and the great from our sport and also drive something that takes you out of the comfort zone of the modern racing car.

For the past couple of years, Lord March has been kind enough to arrange a drive for me in the St Mary's Trophy, which probably has the most competitive driver line-up of the weekend. The entry list is filled with touring car aces like Matt Neal, Gordon Shedden, Andrew Jordan and Steve Soper, who all take it very seriously and are generally at the front. Then you have the likes of David Coulthard, Darren Turner, David Brabham and myself who rock up on the Friday and have a go and are further back in the pack. I'll be perfectly honest, I had no

idea what an Austin A35 was when I left Brackley and my wife had to find a picture online so I could find the cars in the paddock!

When I arrived in the paddock on Friday the first five people filled me with confidence: "Ooh, you're in the Austin? They roll over really easily."

The cars were quite good fun to drive in the dry but, when the heavens opened on Saturday, I genuinely don't think I've ever driven a car with less grip in my life! I got a bit of a squeeze from DC at the start, which sent me down the order to 24th on lap one (he later found reverse at one point instead of fourth gear, which predictably dropped him down the order). The racing was great fun and I managed to get myself back up to 16th at the end of the 10 laps. Most importantly for the car owner Ivan Dutton, I gave it back without a scratch.

Driving something from the '50s and '60s really is totally different – like going back to an



Chandhok had great fun in diminutive Austin at Goodwood

analog world from the modern digital one. You have to be comfortable with the car moving around an awful lot and also having some sort of a time delay between steering and what actually happens with the wheels. Mind you, some young drivers in junior

formulas could really learn a lot of throttle control from driving an A35 in the wet.

Last year I managed to make it to one of the official test days and do a few laps in the Mini I was racing before the weekend. That was really useful when I had to go wheel to wheel with

Jason Plato during the race. The fan in me thoroughly enjoyed the race this year despite not being at the front – the competitive racing driver in me thinks I need to find time to do a bit of testing before next year...

**KARUN CHANDHOK**

UNUSUAL EXOTICA

**BIZZARRINI P538 (#1)**

Ultra-rare Chevrolet V8-engined sports-prototype – sister to Edgar Berney's 1966 Le Mans entry – looked stunning but a suspected split water hose triggered a big practice crash after Fordwater. Fortunately driver Will Nuthall escaped serious injury.



**MASERATI 200SI '2401' (#21)**

A works prototype raced by Stirling Moss (Nurburgring, Cuba), also by Piero Taruffi, Luigi Villorresi and Jean Behra. Presented in Venezuelan Freddie Brandt's 1960 livery, Gregor Fisker danced it to fourth in the Freddie March Trophy.

**CROSSE 7S (#17)**

Supplied to Team Supertune's Mervyn Wingfield and Jim Cooney, this Ford Lotus twin-cam chassis was driven by Cooney from Belfast to its debut race at Stuttgart's Solitude circuit – and finished ninth. Crosse legend Arnie Black took it to 10th in the Madgwick Trophy.



## RESULTS

### KINRARA TROPHY: CLOSED-COCKPIT

#### GT CARS IN THE SPIRIT OF THE GOODWOOD

##### TT RACES 1960-1962 (34 LAPS)

**1** Joe Macari/Tom Kristensen (Ferrari 250GT SWB/C);  
**2** James Cottingham/Andrew Smith (Jaguar E-type) +12.811s;  
**3** Martin Hunt/Patrick Blakeney-Edwards (AC Cobra);  
**4** Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB4 GT);  
**5** Richard Meins/Rob Huff (Aston Martin DB4 GT Zagato);  
**6** John & Jack Young (Jaguar E-type FHC); **7** Christian Dumolin/  
 Christophe van Riet (Ferrari 250GT SWB); **8** Chris Milner/Nigel  
 Greensall (Jaguar E-type); **9** Adrian Wilmott/Tom Alexander  
 (Aston Martin DB4 GT); **10** Carlo Vogele/Lukas Huni (Ferrari  
 330 GTO). **Fastest lap** Kristensen 1m29.511s (86.52mph)  
**establishes record. Pole** Kristensen. **Starters** 28.

### RAC TT CELEBRATION: CLOSED-COCKPIT GT

#### CARS IN THE SPIRIT OF THE GOODWOOD TT RACES

##### 1963-1964 (41 LAPS)

**1** Chris Ward/Gordon Shedden (Jaguar E-type); **2** Michael  
 Squire/Frank Stippler (AC Cobra) +13.943s; **3** Andrew Smith/  
 Oliver Bryant (AC Cobra); **4** David Hart/Giedo van der Garde  
 (AC Cobra); **5** Gary Pearson/Chris Harris (Jaguar E-type);  
**6** John Young/Jackie Oliver (Jaguar E-type);  
**7** Chris Beighton/Matt Neal (Sunbeam Lister Tiger);  
**8** Joaquin Folch-Rusinol/Ben Mitchell (Jaguar E-type);  
**9** Richard Meins/Rob Huff (Jaguar E-type);  
**10** Wolfgang Friedrichs/Simon Hadfield (Aston Martin Project  
 212). **FL** van der Garde 1m26.094s (100.34mph).  
**P** Ward/Shedden. **S** 25.

### ST MARY'S TROPHY: AUSTIN A30/A35 (10+11 LAPS)

**1** Andrew & Mike Jordan; **2** Steve Soper/Charles Knill-Jones  
 +0.957s; **3** Gordon Shedden/Neil Brown; **4** Sam Tordoff/  
 James Dorlin; **5** Mark Blundell/Kerry Michael; **6** Matt Neal/  
 Nick Powell. **SATURDAY 1A** Jordan; **2** Shedden +0.144s;  
**3** Soper; **4** Blundell; **5** Tom Ingram; **6** Adam Morgan. **FL**  
 Shedden 1m59.662s (72.20mph). **P** Shedden. **S** 29. **SUNDAY**  
**(11 LAPS)** **1** Dorlin; **2** Knill-Jones +0.407s; **3** M Jordan; **4**  
 Brown; **5** Jason Stanley; **6** Nick Foster. **FL** M Jordan 1m43.784s  
 (83.24mph) **establishes record. P** James Colburn. **S** 30.

### MADGWICK CUP: SPORTS-PROTOTYPES

#### UNDER 3-LITRES 1960-1966 (11 LAPS)

**1** Andy Newall (Lotus-t/c 23B); **2** Andrew Hibberd (Lotus-t/c  
 23B) +4.711s; **3** Max Bartell (Elva-BMW Mk7S); **4** Chris Goodwin  
 (Lotus-t/c 23B); **5** Joe Twyman (Elva-t/c Mk7); **6** John Pearson  
 (Lotus-t/c 23B). **FL** Newall 1m55.095s (75.06mph).  
**P** Goodwin. **S** 25.

### LAVANT CUP: DRUM-BRAKED BMW & BRISTOL-ENGINEED

#### SPORTSCARS 1930s-1950s (10 LAPS)

**1** Malcolm Harrison (Cooper-Bristol T25); **2** Martin Hunt  
 (Frazer Nash Le Mans Replica) +1.144s; **3** Patrick Blakeney-  
 Edwards (Frazer Nash Targa Florio); **4** Philip Champion (Frazer  
 Nash Mille Miglia); **5** Will Nuthall (Tojeiro-Bristol); **6** Ian Dalglish  
 (Frazer Nash Le Mans Replica). **FL** Harrison 1m59.400s  
 (72.36mph) **establishes record. P** Blakeney-Edwards. **S** 28.

### WHITSUN TROPHY: UNLIMITED CAPACITY SPORTS- PROTOTYPES TO 1966 (13 LAPS)

**1** Rob Huff (Lotus-Oldsmobile 19/c); **2** Mike Whitaker (Lola-  
 Chevrolet T70 Mk2) +0.787s; **3** Tiff Needell (Lotus-Ford 30);  
**4** Chris Ward (Ford GT40); **5** Laurie Bennett (McLaren-  
 Chevrolet M1B); **6** Chris Jolly (Cooper-Chevrolet T61 Monaco).  
**FL** Whitaker 1m51.891s (77.21mph). **P** Whitaker. **S** 27.

### FREDDIE MARCH MEMORIAL TROPHY:

#### SPORTS RACING CARS IN THE SPIRIT OF THE GOODWOOD NINE-HOUR RACES 1952-1955 (7 LAPS)

**1** Richard Woolmer (HWM-Cadillac); **2** Rob Hall (Aston  
 Martin DB2) +0.380s; **3** Steve Boulton Brooks (Aston Martin  
 DB3S); **4** Gregor Fisker (Maserati 200Si); **5** Martin Hunt (HWM-  
 Jaguar); **6** James Cottingham (Ferrari 500TRC). **FL** Boulton  
 Brooks 1m55.980s (74.49mph). **P** Cottingham. **S** 24.

### CHICHESTER CUP: FRONT-ENGINEED FORMULA JUNIOR

**1958-1962 (14 LAPS)** **1** Andrew Hibberd (Lola-Ford Mk2);  
**2** Joe Colasacco (Stanguellini-Fiat) +1.098s; **3** Chris Drake



Harrison (blue Cooper)  
brilliantly won Lavant  
Cup from row two

(Terrier-Ford T4); **4** Robin Longdon (Lola-Ford Mk2); **5** Mark  
 Woodhouse (Elva-BMC 100); **6** Andrew Tart (Bond-Ford).

**FL** Colasacco 1m29.050s (97.02mph). **P** Stuart Roach  
 (Alexis-Ford Mk2). **S** 30.

### RICHMOND TROPHY: FRONT-ENGINEED 2.5-LITRE

#### GRAND PRIX CARS 1954-1960 (13 LAPS)

**1** Julian Bronson  
 (Scarab-Offenhauser); **2** Andy Willis (Ferrari 246Dino)  
 +6.899s; **3** Rob Hall (Ferrari 246Dino); **4** Nick Adams (Ferguson-  
 Climax P99); **5** Joaquin Folch-Rusinol (Lotus-Climax 16);  
**6** Niklas Halusa (Maserati 250F). **FL** Tony Wood (TecMec-  
 Maserati 415) 1m27.227s (99.05mph). **P** Wood. **S** 24.

### GLOVER TROPHY: 1.5-LITRE

#### GRAND PRIX CARS 1961-1965 (15 LAPS)

**1** Nick Fennell (Lotus-Climax 25); **2** Martin Stretton (Lotus-  
 BRM 24) +3.316s; **3** Miles Griffiths (Lotus-BRM 24); **4** Richard  
 Attwood (BRM P261); **5** James King (Brabham-Climax BT7);  
**6** Andrew Beaumont (Lotus-Climax 24). **FL** Fennell 1m24.129s  
 (102.69mph). **P** Stretton. **S** 28.

### SUSSEX TROPHY: WORLD CHAMPIONSHIP

#### SPORTSCARS 1955-1960 (14 LAPS)

**1** Chris Ward (Lister-Jaguar Costin); **2** Gary Pearson  
 (Lister-Jaguar Knobbly) +1.017s; **3** James Cottingham  
 (Tojeiro-Jaguar); **4** Oliver Bryant (Lotus-Climax 15); **5** Richard  
 Kent (Lister-Jaguar Costin); **6** Tony Wood (Lister-Jaguar  
 Knobbly). **FL** Ward 1m25.725s (100.78mph). **P** Ward. **S** 29.

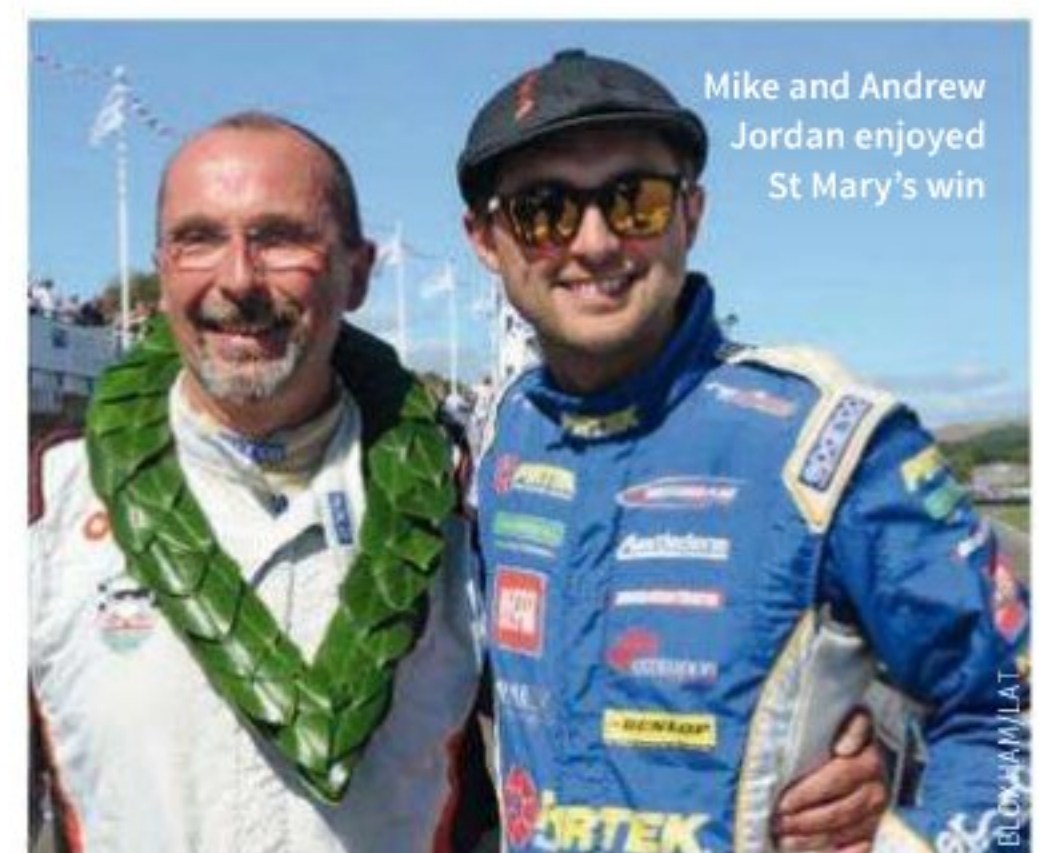
### GOODWOOD TROPHY:

#### GP CARS & VOITURETTES TO 1951 (11 LAPS)

**1** Calum Lockie (Maserati 6CM); **2** Matt Grist (Alfa Romeo  
 Tipo BP3) +6.929s; **3** Tom Dark (Bugatti T73C); **4** Paddins  
 Dowling (ERAR10B); **5** Nick Topliss (ERAR4A); **6** Michael Gans  
 (ERAR1B). **FL** Mark Gillies (ERAR3A) 1m50.471s (78.21mph).  
**P** Lockie. **S** 26.



Huff and Needell  
share a joke



Mike and Andrew  
Jordan enjoyed  
St Mary's win



Glover Trophy F1 pack  
heads into Madgwick

# Ferrari's last front-engined winner

A true motorsport milestone was in action at Goodwood last weekend. This is the story of the Ferrari Dino, the final front-engined car to win a grand prix

By Kevin Turner, Editor

🐦 @KRT917



**F**errari had endured a pretty terrible 1957 Formula 1 season. Having won the drivers' crown with Juan Manuel Fangio the year before, largely thanks to a design inherited from Lancia, the squad was thrashed by Vanwall and Maserati, failing to win a single world championship race with the 801.

The Italian team's 246 Dino not only revived Ferrari's fortunes in 1958, it would go on to be the last great bastion of the front-engined F1 car.

With few notable exceptions, the first half-century of grand prix racing was dominated by cars with engines in front of the driver. There had, of course, been chassis developments, but engineers including Enzo Ferrari tended to look to engine power as the key performance differentiator.

But Cooper was to change that in the late '50s. Having been successful with rear-engined 500cc Formula 3 cars, Cooper expanded. Its early grand prix efforts, during the world championship's brief 1952-53 Formula 2 era, were fairly conventional Bristol-powered machines, but soon it employed its rear-engined approach at the sport's top level. And Ferrari was the hardest traditional name to overcome.

### Ferrari revival

The 2.4-litre Ferrari Dino was the work of two engineering legends, Vittorio Jano and Carlo Chiti. The V6 engine, which produced around 270bhp in 1958 form, was a new departure for F1, but the car itself was a well-put-together traditional design rather than being revolutionary. It arrived just as Cooper's challenge started to gather momentum.

Cooper's results had been modest at first, not least because the 1.5 and two-litre Coventry Climax engines initially available were underpowered compared to the full 2.5-litre opposition. But the advantages of better weight distribution and lightness were brought into sharp focus in the first round of 1958.

In Vanwall's absence, Stirling Moss sensationally won the Argentinian GP in Rob Walker's privately entered two-litre Cooper T43. Going non-stop in the nimble car, Moss rose from seventh on the grid as the bigger cars pitted. He kept his wilting rubber alive to beat Luigi Musso's closing Ferrari by 2.7 seconds.

## “Ferrari was back, but the 246 Dino's toughest challenge was yet to come”

Any thoughts that this was a one-off Moss special were dispelled next time out in Monaco. Maurice Trintignant took the same car to victory, albeit assisted by an early multi-car shunt that eliminated several frontrunners.

Thereafter, the Ferrari-Vanwall battle became the main focus of the season. Vanwall's Moss and Tony Brooks won more battles – three apiece – to the single victories for Hawthorn (his French GP success being the first for a V6 in the world championship) and Peter Collins, and took the inaugural constructors' title. But Hawthorn won the war, team-mate Phil Hill moving aside in the Moroccan GP finale to hand him the second place he needed to beat Moss to the drivers' crown.

Ferrari was back, but the Dino's real challenge was yet to come.

### The final chance

Vanwall had gone by 1959, leaving the revised Dino to lead the front-engined charge. As it was, the season would provide the last opportunity for the old way of doing things to win a title.

That was because Cooper now had a full 2.5-litre Coventry Climax motor for its improved T51. The Ferrari still produced 50-60bhp more, but was around 100kg heavier. With Jack >>

Phil Hill leads Lotus pair Innes Ireland and Alan Stacey in 1960 Dutch GP



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Brabham leading the works team and Moss in Walker's entry, the Coopers were competitive at almost every circuit.

In response, Ferrari made improvements. Disc brakes had replaced drums at the end of 1958. For the new season the Dino had improved rear suspension, new bodywork, a longer wheelbase and five-speed gearbox. It also had Brooks, one of F1's top-liners.

Monaco proved difficult but provided a decent result. Brooks made a cautious start and began inhaling fumes, due to the shortened noses for Monaco changing the airflow around the cockpit. He was sick in the car during the closing laps, but still took second to Brabham's Cooper after Moss retired.

Zandvoort was worse. "The combination of fast and successive alternating left and right bends at the back of the circuit really challenged the balance of the car and the Ferrari simply seemed unable to cope," writes Brooks in his recent autobiography, *Poetry in Motion*.

In the race an oil pipe split, coating the rear of the car in oil and forcing his retirement. But Jo Bonnier's BRM showed

that front-engined racers could still get the job done by beating Brabham into second place.

The high-speed Reims circuit, where the fastest cars topped 180mph, was next and was the first 'Ferrari' track of the year. Brooks qualified on pole, 2.3s faster than Hawthorn had in the 1958 Dino, and Brabham's second-placed Cooper was the only rear-engined car in the top six. In blisteringly hot conditions Brooks led the whole way, heading a Ferrari one-two and beating Brabham by over a minute and a half.

A strike in Italy meant Ferrari missed the British GP at Aintree – where Brabham extended his points lead with victory – before that year's German GP was held at Avus, essentially two long straights with a hairpin at one end and a high banked corner at the other. The change of venue helped Ferrari (although Brooks had won at the Nurburgring in 1958) as it put an emphasis on power. Brooks led a Ferrari 1-2-3, but the Coopers had proved surprisingly competitive while they lasted. The drivers' title already looked a two-horse race between Brooks and Brabham, old-school versus the new wave.

The twists of Monsanto in Portugal did not suit the Ferraris. "A Cooper benefit, the characteristics of the car being ideally suited to the variety of twists and turns," writes Brooks, who finished ninth. "It was the most unpleasant race of my career." Moss's uprated Cooper duly won, but Brabham crashed out of second, so Brooks lost no ground in the championship.

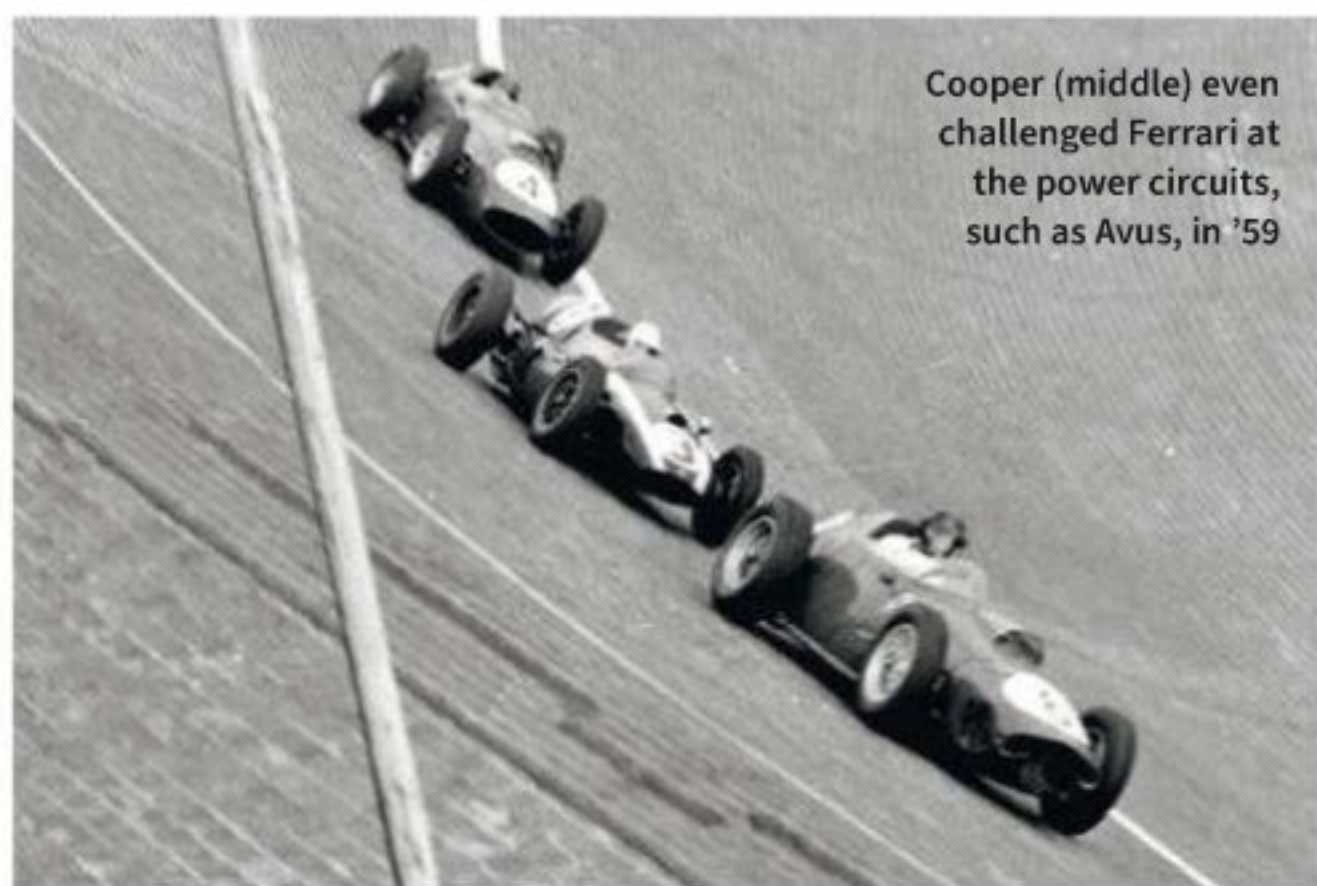
On Ferrari's home turf at Monza, Brooks qualified second to Moss, with Brabham also on the front row. But a potential battle between the top men – and F1's diametrically opposed approaches – failed to materialise as the Ferrari's clutch failed off the line. Moss beat Hill's Ferrari and brought himself into championship contention for the finale at Sebring.

Cooper had already beaten Ferrari to the constructors' title, but Brooks could still take the drivers' crown in the United States GP if he won, depending on where Moss and Brabham finished.

Brooks qualified third, but the Ferrari was well off the pace of Moss and Brabham. Even worse, Harry Schell's Cooper was allowed to start third despite his best time apparently being set after cutting part of the track. Brooks was thus pushed back to fourth, contributing to his being rammed on the first lap by new team-mate Wolfgang von Trips.

Brooks decided to pit for the Dino's rear suspension to be checked. He resumed and ended up third after Moss retired and Brabham ran out of fuel and pushed his Cooper home fourth. It meant Brabham beat Brooks by four points and the front-engined grand prix car's last chance to take the world championship had gone. >>

## “An Italian strike meant Ferrari missed the British GP, which Brabham won”

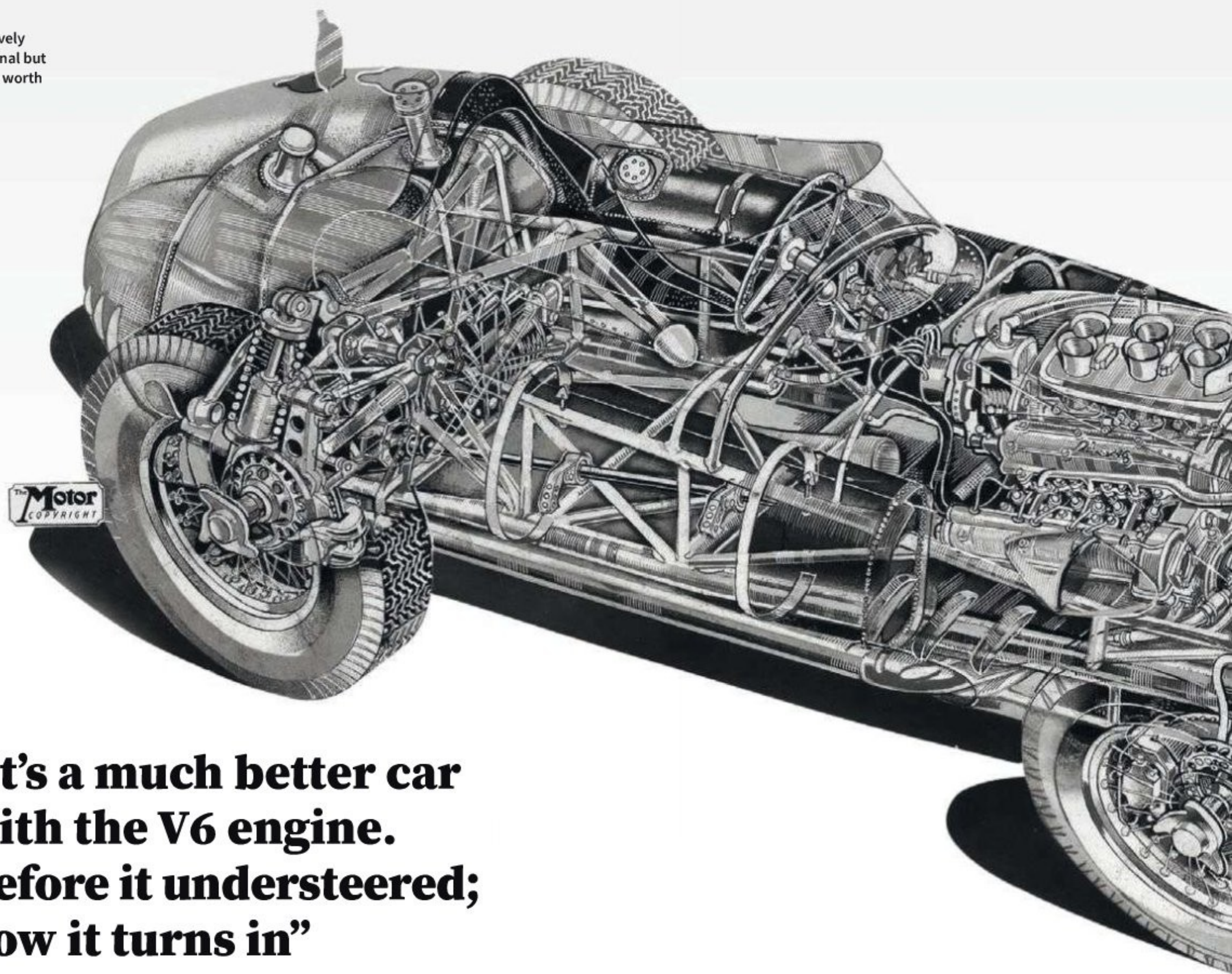


Cooper (middle) even challenged Ferrari at the power circuits, such as Avus, in '59



In the absence of the British teams, Phil Hill took victory in the 1960 Italian GP

The Dino was relatively conventional but proved its worth



**“It’s a much better car with the V6 engine. Before it understeered; now it turns in”**

“Ferrari’s failure to attend the British GP, the cancellation of the Belgian GP at Spa and the defective clutch at the start of the Italian GP were all lost opportunities for points,” believes Brooks. “Of the eight GPs, only three – the French, German and Italian – were run on circuits where the front-engined Ferrari was not disadvantaged compared to the rear-engined cars.”

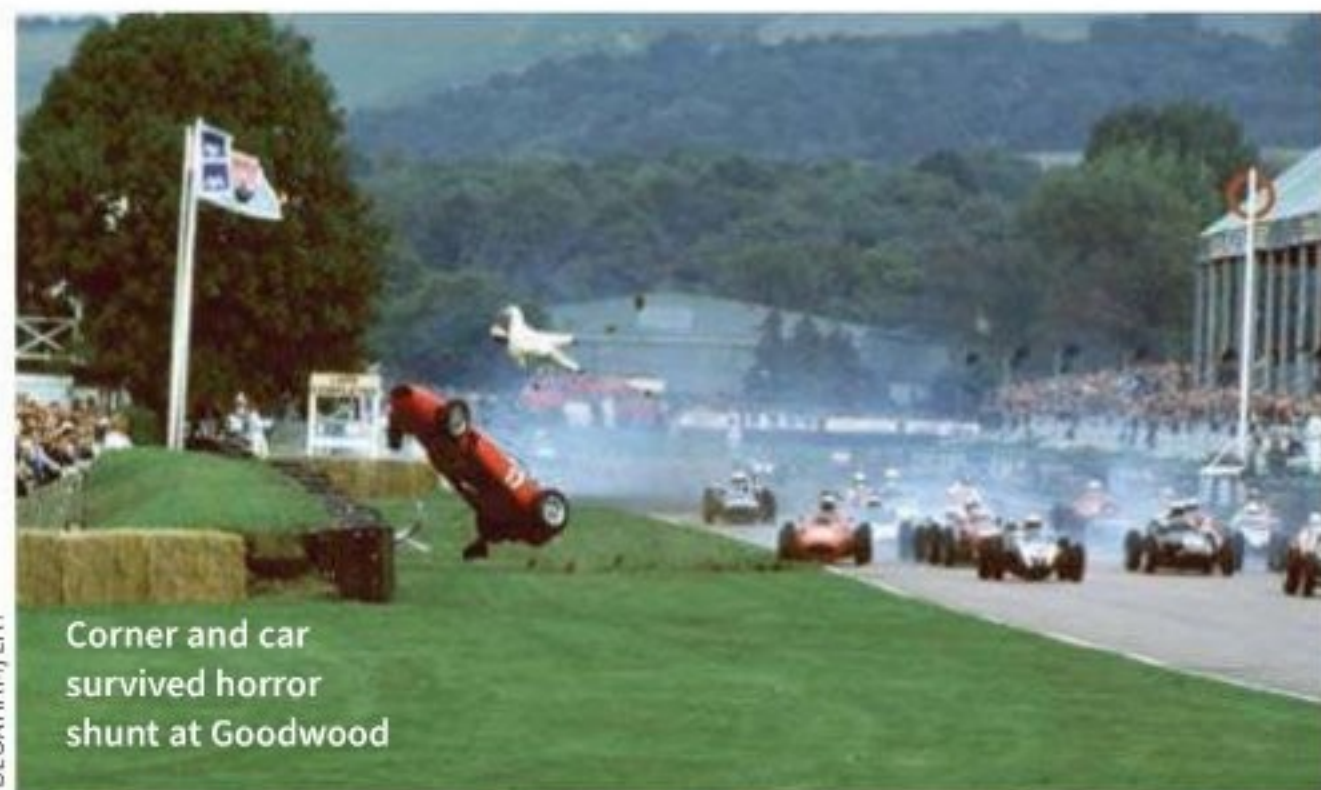
Ferrari was simply uncompetitive in 1960 as Cooper’s T53 and the Lotus 18 moved the goalposts. As even Ferrari’s focus switched to the development of a ‘pusher’ racer for the new-for-1961 1.5-litre regulations, the Dino lost its best exponent as Brooks moved on. Cliff Allison and Hill scored podiums in the opening two races, but thereafter Ferrari was outclassed. Fittingly, Monza offered a last hurrah.

Despite the objections of the British teams, the organisers of the Italian Grand Prix decided they would use the bumpy banking as well as the road course. The result was a boycott, a field filled by a host of Formula 2 cars and Ferrari as the only works team.

Predictably the Dinosaurs romped home, Hill leading Richie Ginther and Willy Mairesse in a 1-2-3 to score the final success for a front-engined car in a world championship grand prix.

**Life after F1**

Hill’s Monza winner, now owned by historic racer Tony Smith, is the only surviving original Dino. Enzo Ferrari tended to cut up his obsolete racers or use them for spares.



Corner and car survived horror shunt at Goodwood

BLOXHAM/LAT



Smith restored the car to V6 specification and is a frontrunner

LAT





This one survived because, fitted with a three-litre V12 engine for Tasman races, it lived in Australia for many years. At one stage it even acquired a two-seater sports car body – “It looked awful, like a shed on an F1 car,” reckons Smith.

Historic ace Neil Corner eventually brought it back to Europe and restored it, although he kept the V12 powerplant. His son Nigel also competed successfully before a dramatic startline accident at the 2000 Goodwood Revival, where he was injured after being thrown high into the air.

“Nigel and the family decided he wasn’t going to race it anymore,” recalls Smith, who was just behind the accident. “I owned Aston Martin Project 215 at the time so we did a swap.”

At first Smith kept the V12, but soon decided a return to original V6 configuration was the way to go: “Everyone was saying it would be nice to see it with the V6. Then Monaco Historique [organisers] said they’d only accept it with a V6, so that was a catalyst.”

Smith had to have an engine specially made, but the effort has proved worthwhile. Not only does his Dino now sound right, it handles better too. “It’s a much better car with the right engine,” he adds. “It took 80kg off the front of the car. Before it understeered; now it turns in. The V6 delivers the power in a different way but ultimately it’s about the same as the V12 and it handles better.”

Smith was in action at Goodwood again last weekend and still finds driving a piece of motorsport history special. “It’s always a pleasure,” he enthuses. “It’s very predictable. Great cars are great cars for a reason; they’re easy to drive. And you can’t replace that noise.” ❄

## OTHER FRONT-ENGINEED F1 CARS AT AN ERA’S END



J BLOXHAM/LAT

### ASTON MARTIN DBR4

Ready to race by the end of 1957, the DBR4 had to wait until '59 before making its F1 debut as Aston Martin concentrated on its world sports car campaign. Although it was second on its first outing in the BRDC International Trophy at Silverstone, it was soon left behind.



J BLOXHAM/LAT

### BRM P25

BRM’s second attempt at a grand prix car took a long time to become a winner. It first appeared at the end of 1955 and took its single world championship success in the '59 Dutch GP. Reliability was not good, brake failure being a worrying issue throughout the car’s life.



J BLOXHAM/LAT

### FERGUSON P99

With more development, this four-wheel-drive machine could have delayed the rear-engined switch. Stirling Moss used its great traction to win a damp 1961 International Gold Cup at Oulton Park, making the 1500cc Ferguson the last front-engined car to win a contemporary F1 event.



J BLOXHAM/LAT

### LOTUS 16

Lotus designer Colin Chapman’s approach to lightweight racers meant the 16 was probably the closest thing to a front-engined Cooper. Its pace in historic racing shows it had potential, but the car was woefully unreliable in period. It was a key reason for Graham Hill’s switch to BRM for 1960.



# Making history faster

Upgrading the performance of historic racing cars is a subject that stirs controversy, but this Aston has found seconds by stopping more quickly

By Kevin Turner, Editor

[@KRT917](#)

**J**aguar, Ferrari, Aston Martin, Bentley and Bugatti. The great motorsport manufacturers are well known, but they have always owed something to an army of smaller companies providing specialist parts. One of those is Mintex, which launched a bespoke brake-pads and brake-shoes service for historic racers and classic road cars at the Goodwood Revival last weekend. The oldest braking company in

the world – it was founded in 1876 – has been involved in some of the key moments in motorsport history. All of Bentley’s famous Le Mans successes between 1924 and ’30 used Mintex, as did the ’35-winning Lagonda and the Bugattis that triumphed at the Circuit de la Sarthe at the end of the decade.

But perhaps more significant was its contribution to disc-brake technology with Jaguar after the Second World War.

“Disc brakes came about because the Rolls-Royce Merlin aero engine [used in the Supermarine Spitfire] started the war with 1000bhp and the Griffon finished

it with over 2000bhp, but airfields didn’t get any longer,” says strategic sales director Lawrence Bleasdale.

“We were involved in the braking of all British military aircraft and that led to ways of looking at Lanchester’s old [disc] patent. Along with Dunlop we started working on a Jaguar XK120 with disc brakes after the war.”

The result was success for Jaguar’s C-type – already a winner with drum brakes – first at Reims in 1952 and then with the first victory for a disc-braked car at Le Mans the following year. The D-type went on to take three consecutive

**Above: Boulton  
Brooks’s Aston DB3S  
has gained hugely from  
upgraded stoppers**



DREW GIBSON/GOODWOOD

Mintex's new Classic range is aimed largely at cars from either side of that switch.

"I'm a bit of an old-car nut," adds Bleasdale. "I was speaking to [historic racer] Steven Boulton Brooks. He mentioned his Aston Martin DB3S had terrible braking, so we decided to test it and propose an alternative brake lining. Along with engine improvements, the upgrade made it four seconds a lap faster around Silverstone National."

Historic racing faces three problems with braking. The first is that asbestos was used extensively in period braking systems, some of which are still in circulation. The second is a scarcity of certain parts, and the third is that alternative materials for shoe linings have not always been up to scratch.

Ian Featherstone, the technical director of parent company TMD Friction and who helped develop the yet-to-be-named Mintex Classic material, says that cars with drum brakes can be particularly problematic, requiring more expertise than disc systems.

If the friction material is perfectly fitted in a drum brake, the system can work well, but as soon as there is inconsistency the car won't pull up in a straight line. That's why you sometimes see historic cars snatch sideways under heavy braking. Replacement materials for asbestos have tended to come from industry, with high rubber content, and so deform and degrade at racing temperatures, exacerbating the issue.

"When we first started looking at historic motorsport we had to find a material that gave acceptable performance," explains Featherstone. "Asbestos did many things with few additions – just six to eight raw materials – but it wasn't very good in terms of friction. It also faded with temperature."

The replacement material had been developed for other uses, but was quickly selected from the 10 to 15 options Mintex had available. It is now used on historic back plates and platforms to refashion pads/shoes from the late '50s and shoes from earlier systems.

Boulton Brooks continued his fine 2016 season, which includes a runner-up spot in the Tom Cole Trophy at Silverstone, at Goodwood last weekend. He qualified second for the Freddie March Memorial Trophy for sports-racers of the 1952-55 period, and then finished a close third in the race.

Improving the performance of historic racers, particularly with modern materials, is a controversial subject. Just how much development should be allowed before the cars become too different from their original specification?

Featherstone believes safety outweighs authenticity concerns when it comes to stopping cars capable of over 140mph and dealing with brake



Growing power of Merlin aero engine spurred disc-brake development

## "Asbestos was used extensively in period braking systems"



Jaguar C-type scored the first victory at Le Mans for a disc-braked car in 1953

temperatures of more than 400C. "We wanted to improve the braking performance," he argues. "It's important for everyone to have a safe brake."

"There is a need. Many people are using old materials and are running out, or are using materials that are prone to degenerating in heat."

Pre-1980 machinery – which is most likely to have originally used some form of asbestos – also varies a great deal. That explains why Mintex has chosen to offer the Classic as a bespoke service, rather than simply sell off the shelf, to those with specialist or unusual cars.

Featherstone believes the specialist expertise really comes into its own with drum brakes. "It is not a straightforward operation," he insists. "The positioning of the friction material is very important."

Although historic motorsport was the focus last weekend, TMD Friction and Mintex are also involved in contemporary competition. It's a broad range, from sports-prototypes and FIA Formula 3 to the Mini Challenge and Volkswagen Racing Cup.

"It's part of our heritage," adds Bleasdale. "It's the right thing for us to be involved with. Modern motorsport is still an important element of our research and development." ❄



Hawthorn insisted his Ferrari was fitted with Mintex kit

Le Mans successes and former works Jaguar driver Mike Hawthorn even insisted on the use of Mintex braking materials on the Ferrari 246 Dino in which he took the 1958 Formula 1 world championship. His successor as world champion, Jack Brabham, also used Mintex on his '59 Cooper T51 and continued to do so throughout his career.

Increasingly, the advantages of discs over drum technology, particularly in terms of high-temperature/speed-stopping performance, meant they soon became de rigueur in motorsport and on road cars.



### FORMULA 1

## What the Liberty Media

IT IS MORE THAN LIKELY THAT SLOW evolution rather than rapid revolution will unfold in the wake of Liberty Media's multi-billion-pound Formula 1 deal.

For a start, the media, communications and entertainment conglomerate has, for now, only acquired an 18.7% stake in F1, leaving private equity firm CVC Capital Partners as the largest shareholder.

Liberty will not take over that position until some stage in the first quarter of 2017, when it will hold a 35.3% share, with the financial package amounting to £6 billion in enterprise value and £3.3bn in equity.

Rather than buying out one particular shareholder – with many believing that CVC was selling its entire stake – Liberty has acquired various percentages from all of F1's existing shareholders.

The deal is also subject to regulatory antitrust checks, both in the United States and Europe, while F1 governing body the FIA also has to provide its seal of approval.

It has been suggested that as the FIA holds a 1% stake in F1, and therefore would be in line for a multi-million-pound windfall,

there is a conflict of interest should it ultimately sign off on the agreement.

This means the deal is not yet over the line, but it would come as a major shock if the lawyers representing all parties had not carried out due diligence and ensured there would be no unforeseen hurdles.

Over coming months Liberty will likely be taking stock of what exactly it can offer F1 before pushing ahead with its plans. Owner John Malone, who is also America's largest landowner, has built a global media empire offering the kind of reach for F1 that Bernie Ecclestone has surely only been able to dream of.

At present Liberty Media runs Live Nation, a company specialising in events promotion, along with satellite-radio heavyweight SiriusXM, and also has minority investments in Time Warner and Viacom, a mass-media company involved in cinema and cable television.

Another arm of 75-year-old Malone's triumvirate of companies is Liberty Global, which acquired Virgin Media for £18bn in 2013 and also has a near 10% stake in ITV.

Liberty Global is reported to not only be

F1 will look much  
the same after  
Liberty deal



S BLOXHAM/LAT

# deal means for Formula 1's future

the largest broadband provider in the world, but also the largest international cable company.

Malone also has a 49% stake in Starz Inc, which owns numerous pay TV channels, as well as 29% of Discovery Communications, another global mass-media and entertainment company.

In addition, Chase Carey, executive vice-president of 21st Century Fox and former CEO of DirecTV, a major satellite broadcaster, has taken on the role of F1 chairman.

At this stage – and it is very early days – the possibilities for F1, to bring it to the attention of a younger, more dynamic, social-media-savvy audience, would appear considerable.

Make no mistake, though, as Ecclestone points out, Liberty Media has not bought its stake in F1 “as a hobby”, but “to make money”, as was the case with CVC over the course of its 10-year involvement.

You only have to look at its presentation at an investor conference to recognise that making a buck is still the bottom line, as

**“Liberty has a gameplan to turn a GP into a big event”**

F1 is viewed as “a low-risk business model”.

F1 also has “attractive margins and very low capital intensity” to “generate best-in-class profitability and cash flow conversion”, which is clear business speak for ‘we see how we can rake in money from F1’.

From what we are led to believe, Liberty Media will not operate in a silent-partner role, as CVC has done over the years. Instead, according to Carey, Liberty has a gameplan that will turn a grand prix into a full-blown event, expand F1’s digital footprint, venture into new markets and one day tap into the burgeoning world of virtual reality.

As Liberty Media president and CEO Greg Maffei put it: “We’re confident our expertise in media, entertainment, digital and live events will prove additive to what is already an incredibly successful business.”

And, as Carey pointed out, “sport is entertainment”, and with a grand prix he feels such an event can be taken “to another

level”, and “add all sorts of dimensions”.

They are certainly not the kind of words you heard coming from the mouth of CVC co-chairman Donald Mackenzie at any stage over the past decade.

In terms of the digital platforms that Carey claims are “essentially becoming a part of the larger video marketplace”, to further maximise revenues Liberty’s role will be in “creating new competition for these rights, new opportunities to exploit these rights in different ways, to take advantage of what each of the platforms has to offer.”

And if US-based Liberty Media’s involvement can help Ecclestone realise long-held ambitions to stage F1 races on the east and west coasts, and clinch a deal for a grand prix in Las Vegas, then he will be a happy man.

In any situation where a new broom appears ready to make sweeping changes, actions always speak louder than words.

For now, we wait with a sense of anticipation to see if Liberty really can deliver on its early promise, and whether F1 can provide the fans with a better value for money experience.

IAN PARKES



## MOTOGP

## ROSSI AND LORENZO AT ODDS AGAIN

VALENTINO ROSSI AND Jorge Lorenzo have two months left as MotoGP team-mates, but that does not mean Yamaha is in for an easy run home.

The pair waged a war of words following the San Marino Grand Prix last Sunday, when the Ducati-bound Lorenzo responded to what he felt was an unnecessarily aggressive move by Rossi at Turn 14 to take the lead on the second lap.

Having eventually finished second and third behind Dani Pedrosa, Rossi and Lorenzo were asked about the pass. While the Italian merely stated that his goal was to get ahead, Lorenzo made his feelings known, saying he had to take evasive action to avoid a crash.

"If you ask this question [about Rossi's move], it's because maybe the move is aggressive," Lorenzo said. "Because if not, you don't ask this question. You can have different opinions, my opinion is that the overtake was maybe too aggressive; he didn't need to make this overtake. But, you know, it's his style. Other riders overtake more clean."

That prompted laughter from Rossi, who interjected, referencing his battle with Marc Marquez at Silverstone, noting "we overtook 10 times like this", and denied Lorenzo's accusation before suggesting the Spaniard also overtakes "quite aggressively".

Asked for examples, Rossi said: "I don't remember but if you check the tapes, 100 times to me."

MITCHELL ADAM

## FORMULAE

# Renault customer team could outperform e.dams

IF THE 2016/17 FORMULA SEASON KICKED OFF AT Donington Park, the factory Renault team could be outshone by its customer.

Techeetah's infancy as a team is being offset by how quickly it has got to grips with its customer Z.E.16 powertrain. Jean-Eric Vergne proved that by engaging in a battle with 2015/16 champion Sebastien Buemi for the best time in testing, despite Buemi and Renault e.dams' assertions that chasing ultimate performance did not matter to them.

Buemi (below) won that fight with a new testing lap record of 1m28.910s, and his team has to be favourite heading to the opener – raw performance aside it was supremely reliable, racking up more laps than any other team, and its race runs were right up there.

A repeat of last year's Beijing whitewash is almost unthinkable based on Donington running, though. Not only was the combination Vergne/Techeetah on Renault's tail for raw pace, but the longer runs were impressive as well. As were those for DS Virgin Racing, which has ditched its twin-motor system, and the ever-impressive Abt Audi Sport team. There might be a slight gap to the remaining teams, but they were covered by a similarly close spread.

Barely a second covered the entire field on 200kW qualifying simulations and there's reason to think that will close up once the series hits street tracks. Drawing concrete conclusions from Donington is risky, but one that seems safe is that Hong Kong on October 9 will be essential viewing.

SCOTT MITCHELL



FERRARO/LAT

## FORMULA 3

# Bland quits Macau GP

THE WELL-WORN WISDOM OF 'IF it ain't broke, don't fix it' has certainly not been applied to the Macau Grand Prix this year.

After 33 years of coordinating the end-of-season Formula 3 classic, Motor Race Consultants' Barry Bland dropped a bombshell on the teams last week when he communicated to them that he was relinquishing any involvement in the event – just two months before it takes place on November 17-20.

Despite Bland having drafted the sporting regulations in April, they had still not been released to teams, and

no freight agent had been organised.

Bland told Autosport: "The way we're now being asked to operate is not very satisfactory for us. Everything is running very late, there are a lot of unanswered questions and I don't wish to put our reputation on the block for something we're not happy with."

Behind the scenes, the Macau Grand Prix Committee was disbanded at the end of 2015, with coordination on that side now taken care of by the AAMC (Macau's ASN) and a new organisation called the Macau Sports Bureau.

The FIA, which plans to rebrand the race as the F3 World Cup, is also

more heavily involved.

The FIA's Frederic Bertrand flew straight from Macau to last weekend's F3 European Championship round at the Nurburgring, reporting that the freight had now been sorted, the entry deadline had been extended by a week and the rules would be released imminently.

This eased worries considerably, but there is no question that Bland's footprint of negotiation, troubleshooting and last-minute entry-list massaging makes his shoes very difficult to fill.

MARCUS SIMMONS

## IN THE HEADLINES

### WILLIAMS RECRUITS EX-FERRARI MAN

Former head of Ferrari's tyre performance group Antonio Spagnolo has joined the Williams squad as competitor analysis and performance concept team leader. He spent 11 years at Ferrari, notably as race and performance engineer for Kimi Raikkonen and Fernando Alonso.

### CARLIN OUT OF EUROPEAN F3

Carlin missed last weekend's Nurburgring round of the F3 European Championship, and will also skip the next event at Imola next month. Alessio Lorandi told the team last week that he would not be continuing his programme, with Ryan Tsveter already having terminated his season.

### JAGUAR CONFIRMS CARROLL AND EVANS

Jaguar has signed Adam Carroll and Mitch Evans as the drivers for its maiden Formula E campaign. They will be joined in the British manufacturer's line-up for the 2016/17 season of the electric single-seater series by reserve and development driver Ho-Pin Tung.

### DE SILVESTRO FULL-TIME IN SUPERCARS

Former IndyCar and Formula E driver Simona de Silvestro will race in Australian Supercars full-time from 2017-19, having agreed a deal with the series. De Silvestro, who made her debut in last year's Bathurst 1000 for Prodrive Ford, will also contest this year's running of the classic race with Nissan Motorsport alongside Renee Gracie.

### BTCC MEDIA DAY ON MARCH 16

Bosses of the British Touring Car Championship have confirmed that the series' annual media day, which is open to the public, will take place at Donington Park on Thursday March 16, 2017.

### MEEKE AND BREEN FOR CORSICA

Kris Meeke and Craig Breen have been announced as the PH Sport Citroen team's drivers for next month's Tour de Corse. Breen had been expected to contest the event since June, while Meeke takes part with Stephan Lefebvre still recovering from his accident on Rally Germany.

### WRT BRANCHES OUT INTO PROTOTYPES

The WRT Audi team will make its prototype debut in the European Le Mans Series later this month. It will field an LMP2-class Ligier-Judd/BMW JSP2 in the Spa ELMS round on September 25 for ex-Formula 1 driver Will Stevens and brothers Laurens and Dries Vanthoor.

### MOWLEM RETIRES FROM PRO RACING

British sportscar stalwart Johnny Mowlem (below) will retire from professional racing at the end of this season. October's Petit Le Mans will be Mowlem's final race after an 18-year career as a paid professional in sportscars. The decision was driven by a desire to focus on his new driver coaching and mentoring company, Red River Sports.



LEVITT/LAT

## F1 PREVIEW

# Singapore Grand Prix

## September 16-18



## MARINA BAY STREET CIRCUIT

LENGTH 3.147 miles NUMBER OF LAPS 61

2015 POLE POSITION Sebastian Vettel 1m43.885s

POLE LAP RECORD Sebastian Vettel 1m42.841s (2013)

RACE LAP RECORD Sebastian Vettel 1m48.574s (2013)



### Tyre allocation



### UK start times

LIVE ON SKY SPORTS F1

FRIDAY

FP1 1100 FP2 1430

SATURDAY

FP3 1100 QUALIFYING 1400

SUNDAY

RACE 1300

HIGHLIGHTS ON CHANNEL 4

QUALIFYING SATURDAY 1730 RACE SUNDAY 1830

### Previous winners

2015	Sebastian Vettel	Ferrari
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Sebastian Vettel	Red Bull
2011	Sebastian Vettel	Red Bull
2010	Fernando Alonso	Ferrari
2009	Lewis Hamilton	McLaren
2008	Fernando Alonso	Renault
1973	Vern Schuppan	March
1972	Max Stewart	Mildren

### Themes to watch

#### RICCIARDO'S CHANCE

The pain of losing the Monaco GP to a pitstop blunder is still felt by Daniel Ricciardo. Singapore might just be his chance to get his first victory since 2014.

#### HAMILTON'S RESPONSE

After being defeated by Rosberg at Spa and Monza, courtesy of engine penalties and a bad start, Hamilton will be determined to reassert himself in Singapore.

#### LAST UPGRADES

For many teams and engine manufacturers Singapore will be the last place where upgrades are introduced. How will that change the competitive order?

# JACK BRABHAM COMPETING IN THE 1964 NEWS OF THE WORLD TROPHY AT GOODWOOD



Since the 1920s Mintex has provided a veritable who's who of famous marques and racing teams such as Ferrari, Aston Martin, Bentley, Bugatti, Maserati, Jaguar, BRM, Brabham, Cooper, Connaught and Lister with unrivalled race-winning braking technology.

The main event in the B.A.R.C. Easter holiday programme was the 42-lap Formula One race for £350 and the News of the World Trophy. In the front row were Brabham with a brand-new 1964 Brabham Climax V8, braked by Mintex. In the centre of the front row was Jim Clark in the Lotus 25 with Climax V8 engine and alongside him, on the outside, was Graham Hill in the second of the 1964 B.R.M. fully stressed skin cars.

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# FEEDBACK

## When is a penalty not a penalty?

So, the world and the stewards watch Felipe Nasr run Jolyon Palmer off the road in the Italian Grand Prix, but Nasr maintains he was “clearly in front” and Monisha Kaltenborn can’t understand how they “could possibly penalise Felipe”!

Well, there wasn’t really a penalty because Sauber sent Nasr out again to avoid having to take a penalty at the next race, surely an issue that needs to be addressed by the FIA. The only true penalty was that incurred by Jolyon Palmer who couldn’t finish the race.

This has shades of the Esteban Gutierrez/Gunther Steiner comments re the blue-flag penalty earlier in the year, so does this mean that it’s now team principals who are in denial about incidents as well as drivers?

Finally, I must express my best wishes to Jenson Button for his future; a great ambassador for the sport and now for McLaren – a class act.

**Neil Davey**  
Ivybridge, Devon



### Picture perfect

Doesn’t the picture on [page 46](#) of last week’s issue, showing the epic dice for second place, sum up the difference between F1 and MotoGP in terms of spectator appeal? Just stunning!

**Rob Barnett**  
By email

### No change for change’s sake

The acquisition of Formula 1 by Liberty Media raises many interesting questions about the sport’s future.

Plans to expand its profile, turning a race weekend into ‘an event’, greater usage of new media and expanding into new territories might be the initial noises coming from the new owners, and that’s all well and good, but any changes should not take away from the sport’s current ethos. Change should not be made for change’s sake.

I’m all for F1 doing what it feels is right in order to make it a sustainable sport, but just remember it’s the teams

Niki Lauda won the last GP to be held at Zandvoort in 1985. How about an F1 return?

and fans that are its real core and their wishes should be respected above all else. Any moves to change that concept of man and machine against rivals in a bid to be the fastest, such as making it a spec formula, are far too radical.

Sure, expand into new countries, make online content more accessible and encourage races to be a fun weekend for all, but don’t drastically change what we have now and make lifelong fans switch off.

**Michael Brierley**  
Stalybridge, Cheshire

### F1 back to Zandvoort?

Now Stoffel Vandoorne is confirmed at McLaren and the Dutch support for Max Verstappen at Spa was so incredible, can we not return to Zandvoort? Maybe Liberty Media will take a more long-term and pragmatic view to GPs?

**Nicholas Binns**  
Wirksworth, Derbyshire

### Fury at Indy Lights ‘fix’

I’ve just watched this weekend’s Indy Lights race. How can anyone say Ed Jones is the champion? I’m totally disgusted by the actions of Felix Serralles and Carlin Motorsport. Carlin already had the teams’ title regardless, but the result was fixed to allow Jones to take the drivers’ championship. They have devalued the whole Road to Indy ethos.

**Jok Clark**  
Via Facebook

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# Up in the air for some

In among the re-signings, retirements and recent announcements, there are still several drivers who don't know where they'll be in 2017

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

## FELIPE MASSA'S DECISION TO RETIRE FROM

Formula 1 at the end of this season, and Jenson Button's choice to step back for at least a year and sort of 'see how it goes', means the final pieces of this year's driver-market jigsaw should start falling into place.

McLaren-Honda has solved its conundrum by promoting 2015 GP2 champion Stoffel Vandoorne into a race seat alongside Fernando Alonso, but retaining Button as its F1 reserve and ambassador.

That neat Ron Dennis parlour trick takes both drivers off the market, meaning Williams cannot replace Massa with Button (as it was hoping to do at one stage), while Renault will also definitely not get its mitts on Vandoorne, a driver it had hoped to sign on a loan arrangement with McLaren.

It also looks likely that Renault will miss out on any hope of snapping up Sergio Perez and his Mexican backers. There has been enormous confusion over this situation since team owner Vijay Mallya declared at the British Grand Prix that Perez was staying, only for the driver to claim otherwise.

Perez's deals are structured in two stages, whereby he secures a certain portion of financial support himself then signs with a team, before his major supporters make separate commercial arrangements of their own with said team. It appears there is still some haggling to be done with those backers, but nevertheless not much chance of Perez jumping ship.

You could argue this either way from Perez's point of view. Renault is the only works team left on the grid with seats available, and has more potential to grow than Force India, but that growth is not the work of a moment, and in terms of immediate form and results Force India currently looks the best place to be outside the 'big four' of Mercedes, Ferrari, Red Bull and McLaren-Honda.

Renault is arguably the biggest player left in the market now. Whether or not it succeeds in prising Perez from Force India, somehow convincing Red Bull to loan Carlos Sainz Jr from Toro Rosso, or stealing away Williams incumbent Valtteri Bottas, its two current drivers are under pressure.

Renault is clearly keen on 2014 Formula 3 champion Esteban Ocon, and there's every chance that, with Mercedes' blessing, Renault will give him a shot next season, so long as he does enough in his nine-race stint with Manor to prove himself.

You get the feeling that Renault will stick with an unchanged line-up only if it ends up with Hobson's choice. That means

Kevin Magnussen and Jolyon Palmer are probably competing for one available seat, if they are not frozen out altogether.

Magnussen has the greater experience, has generally been quicker, and achieved the higher peaks during a tough season. He's maybe not done quite as well as hoped given the opportunity to resurrect his career, and comments from Renault management about lacking leadership within the driver line-up are telling, but team-mate Palmer, though improved, has probably not done quite enough to extend his career beyond a single season.

If Renault somehow manages to take Sainz from Toro Rosso, it could be the saving of Daniil Kvyat's ailing F1 career.

The Russian has gone into near freefall since losing his Red Bull seat to Max Verstappen. Pulling himself together though, his improved performances have sadly come just as Toro Rosso has felt the pinch of using that outdated Ferrari engine.

Suggestions that Red Bull's GP2 points leader Pierre Gasly could replace Kvyat before the end of the season, later refuted by both Gasly and Red Bull boss Helmut Marko, only pile

more pressure on Kvyat's overburdened shoulders.

Red Bull seems prepared to be unusually patient with Kvyat, so he really needs to prove he is worth the trouble.

The junior-team model is becoming more apparent in F1 now. Both Mercedes and

Ferrari are seemingly catching on to Red Bull's drift, with Mercedes in bed with Manor and Ferrari linking up with Haas.

Haas looks certain to retain Romain Grosjean for a second season. Beyond the fact that he's bagged all of those precious championship points himself, the team also says signing him has allowed it to attract a higher quality of staff to its fledgling operation than otherwise might have been possible.

Team-mate Esteban Gutierrez is there because of his Ferrari links, and has done a solid job returning to full-time action. But the jury is out as to whether he's done enough to warrant staying on. Despite flashes of real speed and a favourable comparison to Grosjean, he hasn't scored a point all season.

At Monza he blew a brilliant qualifying performance with a poor start that team boss Gunther Steiner suggested was all down to the driver not dealing so well with the pressure of expectation. Gutierrez could well be under even more pressure with Charles Leclerc looking set to win GP3 and already impressing during his Friday runouts with Haas.

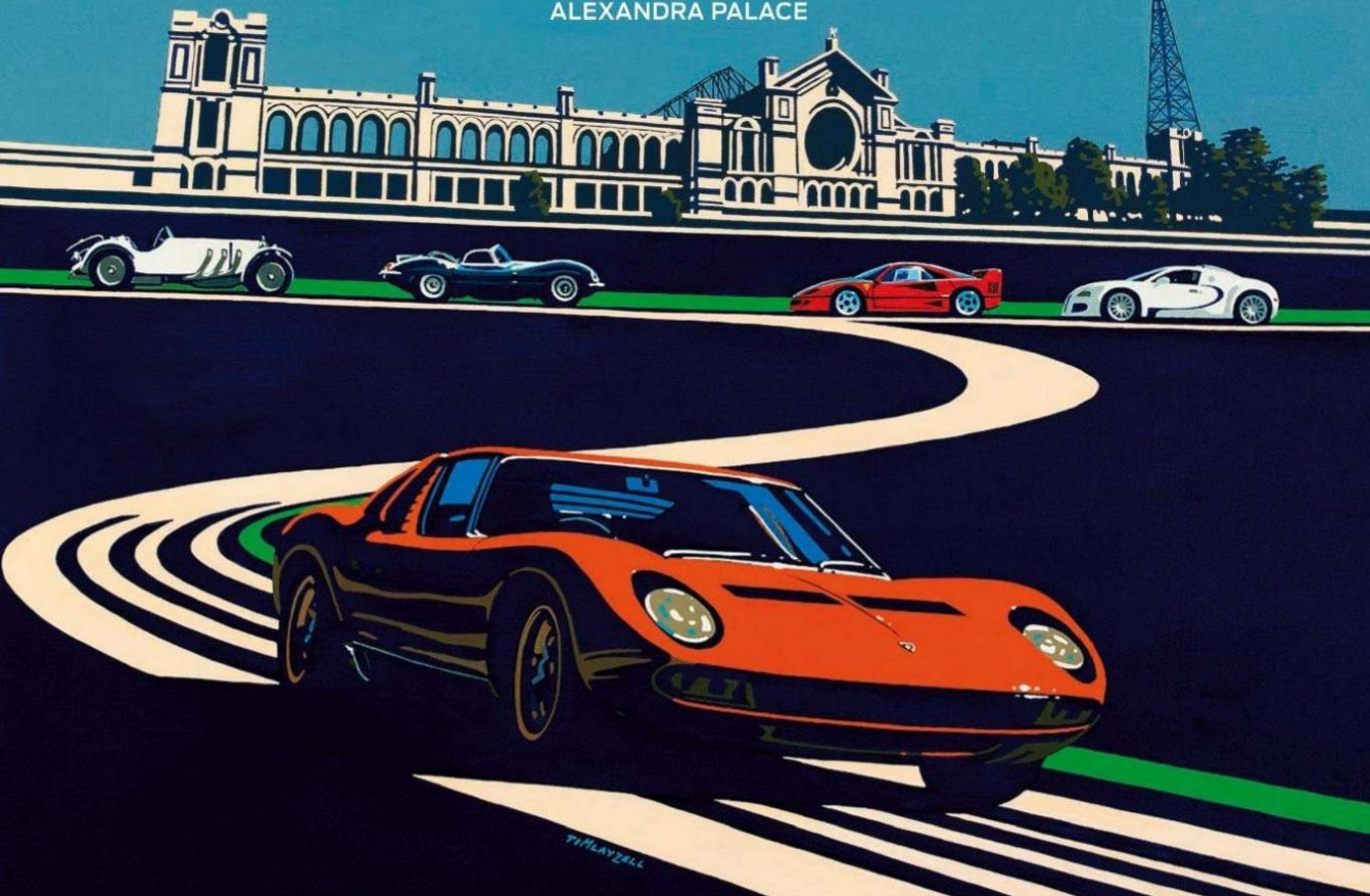
Of the remaining players in the driver market, Gutierrez, Magnussen, Palmer and Kvyat look most vulnerable. ❄

**“Mercedes and Ferrari are catching on to the junior-team model”**

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of the industry. Broadcaster and commentator Henry Hope-Frost, a familiar voice at both the show and Goodwood, will be hosting the stage which is set to run throughout the three-day event.

The Live Interview Stage will be one of the first live experiences Goodwood has curated outside of the estate, bringing a touch of motorsport royalty to Alexandra Palace this autumn. Guests and a stage schedule will be announced in the run up to the event.

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# “I got into F1 not to make a profit. My ambition is to lose as little as possible”

When Stephen Fitzpatrick bought what is now called Manor F1 ahead of last season, many thought he was in it to make a quick buck. But he's still around, and the team is on the up

By Dieter Rencken, Special Contributor

[@RacingLines](#)

**O**n Sunday evening in Singapore, one man will stand on the grid, his gaze alternating between crowded grandstands and two blue-and-orange cars, thoughts transporting him back to 2014 when he sat on the other side of the fence with his mates. While they concentrated on another Lewis Hamilton procession – after Nico

Rosberg retired with wiring issues – Stephen Fitzpatrick was consumed by other thoughts: how to get himself into Formula 1.

It was no idle dream, for the Belfast-born entrepreneur had more than proven his mettle in the City before founding a string of successful ventures. Still, F1 seemed too far away to be tangible. Formula E it would be, the then 36-year-old reflected – particularly as he was in the sustainable-energy business via his OVO Energy start-up.

“I looked at Formula E,” he says. “Then I thought to myself that I love Formula 1, I love motorsport, but I couldn’t quite imagine a way to become more involved. So I thought perhaps through [OVO] we could look at finding ways to provide renewable energy to F1 teams.

“There’s a beautiful picture, you can imagine, where you use wind energy to power windtunnels,” he enthuses. “It’s got a nice synergy.

Over the years, this father of three had served his time, studying F1’s history voraciously, annually heading for Silverstone, his initial interest sparked by an F1-loving father who followed the sport on television, mainly to cheer on local hero Eddie Irvine. Like most fans, Fitzpatrick fancied himself as a racer but, in keeping with self-imposed reality checks, it was only recently that he tested a single-seater – a Formula Ford.

“We camped at Whittlebury golf course, walked to Stowe Corner, watched the race, that sort of stuff. I think it’s a normal path, from watching F1 on TV with your family,” he says. “I was trying to find a way to be more involved. It reached a point

where being a spectator wasn’t really enough anymore.”

Then serendipity: on that sultry weekend in Asia, Marussia and Caterham were in survival mode; two months later it all changed as their wheels fell off and both plunged into administration. Marussia, though, had a crucial asset over Caterham: a £35 million slice of F1’s revenues, secured by two points scored in Monaco courtesy of Jules Bianchi.

“All of a sudden these two teams stopped racing and I thought, ‘What’s happened?’ I didn’t imagine I’d end up buying one of the teams at that stage, but I got in touch with the administrator and we talked about this a little bit before three or four months later everything worked out.”

“Worked out” is a typical Fitzpatrick understatement. Between November, when Marussia skipped 2014’s final two races – having previously missed the US GP – and the end of February, Fitzpatrick threw everything into persuading creditors, sponsors, grid peers, the FIA and, crucially, F1 tsar Bernie Ecclestone into accepting that this beleaguered team, still reeling after the tragic accident that had befallen Jules Bianchi, had a future.

What was his plan?

“Between when I started talking to [team founders] Graeme Lowdon and John Booth about it in earnest and in February when we got the company out of administration, there wasn’t enough time, there wasn’t a huge masterplan at that stage.

“The question really was, ‘Is it possible? If so, if it’s even possible, what’s it going to take?’ What was clear to me – and I am quite upfront about this – was that, not having worked with either before, it was impossible to say whether or not it was going to be a good partnership.”

At that stage it was all hands on deck – concluding the administration process and obtaining legal ownership of the company; renaming the team Manor Marussia to comply with F1’s archaic protocols; persuading the FIA to grant an entry well after the cut-off date (the end of November); then getting to >>

the first race in Melbourne complete with two cars, full race team and 26 tons of airfreight.

All the while Fitzpatrick's wife Sophie was pregnant with their third child. Is it any wonder he missed the debut of his team in Australia?

"Everybody was flat-out just trying to get there," he grins. Before you know it you find yourself in Monaco, looking back and thinking about from where we've come. Then you're at Silverstone, and looking ahead to the next year. It all happened very quickly."

Last year was about spluttering through in adapted versions (to comply with revised safety regulations) of 2014's MR03, powered by year-old Ferrari engines. Meanwhile, the paddock muttered – unfairly, as it turned out – that Fitzpatrick, who seldom attended races and was all but invisible when he did, had acquired the team for a song to cynically strip it of what assets remained.

Fitzpatrick's low-key approach is, in retrospect, understandable. He had nothing much to say until the team was on an even keel, so why put himself at the mercy of a relentless media grilling when the time could be expended more constructively? When he did grant discussions – as at Monza 2015 with this writer – they were informative, not formal.

By then it was clear that Fitzpatrick was in for the long haul. In June, Bob Bell – fellow Belfastian, PhD in aerodynamics, former managing director of Renault Sport F1 and Mercedes – was announced as a consultant to advise on a wholesale restructure of the operation. How did such a hallowed personality get to join the back-gridding team?

"I think I just asked a few people up and down the paddock where I could find some extra expertise," says Fitzpatrick. "We needed all the help we could get in terms of building the car up to speed, reassembling the team, looking at a new factory set-up and so on. Bob's name came up quite a few times, and everybody had only good things to say about him. I got in touch with him, we met up, got a straightforward relationship..."

In what capacity?

"I'm trying to remember exactly what the title was, whether 'engineering consultant' or 'technical consultant'. Whatever..."

The days of Lowdon and Booth were numbered, and in October it was announced that Abu Dhabi would be their last grand prix and that a 'name' was moving in. That turned out to be none other than Dave Ryan, formerly McLaren sporting director and latterly boss of his own sportscar team, who was appointed racing director, having been a colleague of Bell's at McLaren.

Further building blocks fell into place after Bell recommended the appointment of Pat Fry (ex-Ferrari and McLaren) as engineering consultant and Nikolas Tombazis (ex-Ferrari) as chief aerodynamicist. Luca Furbatto (ex-McLaren and Toro Rosso) was recruited to head up design, with John McQuilliam – the only senior survivor from the original team – bringing his masters degree in composites to bear as technical director.

Such appointments, plus a long-term lease on premises situated within sight of Marussia's former facility in Banbury (now Haas F1) – "I drive past Haas every time I visit the factory," quips Fitzpatrick – put the scurrilous rumours to rest, for such paddock luminaries would surely have checked Fitzpatrick's credibility before committing careers and reputations to a man who two years before needed to buy entrance tickets to a grand prix.

The good news did not stop there. In quick succession the team announced a technical partnership with Mercedes (cue the Bell connection), encompassing engines and technical support/windtunnel access, plus a gearbox-supply deal with Williams to replace similar agreements previously struck with McLaren. The final piece of the jigsaw was the appointment of Thomas Mayer as CEO (see page 35).

The remnants of the team variously known as Manor F1, Virgin Racing, Marussia and Manor Marussia had been laid to rest, enabling it to arise as Manor Racing MRT, operating out of new premises under a totally revised management team, competing with a driver line-up led by Mercedes protege Pascal Wehrlein (now teamed with rising star Esteban Ocon), driving a new Mercedes-powered car.

That the recipe worked was proven in Austria, where Wehrlein scored a point to virtually guarantee a continuation of the 'Bernie Pot' money. Clearly that performance was the result of investment, not skimming off £35m as some had suspected.

Enough, though, of how MRT was resurrected by Fitzpatrick. Where is it going? He mentioned Haas F1, which, in turn, raises the question: given the Ferrari/Haas partnership, which enabled the newcomer to short-cut engineering development by sourcing componentry from Maranello, could he foresee MRT cutting a similar deal with Mercedes?

"I think the specifics around Haas/Ferrari are a bit of an anomaly," he says slowly, musing on the implications. "But it's clearly worked very well for them. Would we like a closer partnership with a world championship-winning team? Yup."

"Is there a good rationale for a team like Mercedes to partner with another team? That's a decision for them. Personally, I can see that happening with other OEM [original equipment manufacturer] teams, but that's really a decision for them, or a discussion for them."

Clearly Fitzpatrick does not wish to tread on silver toes, but, equally, MRT's management would be myopic to turn down such an opportunity.

"Anything that will help us develop the performance in the car or improve our performance on track is something we have to look at," he says.

Fitzpatrick is equally pragmatic about medium-term objectives. Where team bosses regularly trot out the 'points first year, podiums the second, wins the third and championships in the fourth' mantra, his strategy is simple.

"We set out with a five-year plan last year, and it was to make up one place a year," he says.

"The challenge in F1 is pretty straightforward. The challenge that all the teams have is to get the best performances out of all the resources that

they've got. And when you improve your performance, then you tend to get more resources to work with. But every time the challenge is the same: you have to outperform your budget, you have to outperform your resources.

"For us this means the first year of the plan was to assemble a team of people with a lot of experience that can help us efficiently develop the car and get the best out of it on track. So far we are on target – we have one team behind us."

"Next year gives us a big opportunity to accelerate the one-place-a-year plan because of the changes in the regulations. We've been working on the 2017 car going back to January; we've invested a lot of the time of the senior guys who have joined into that project. We know it gives us a great opportunity because the new regulations should pretty much level the playing field."

"When we started out this year, we were racing almost a completely new car, whereas everybody else is on their third year of evolution. They've got more data, they've got more development time, so next year it's a bit of a restart for everyone. That gives us a great chance to leapfrog a couple of places if we apply ourselves properly."

By implication, then, MRT plans to be in sixth position by 2020. Is that achievable?

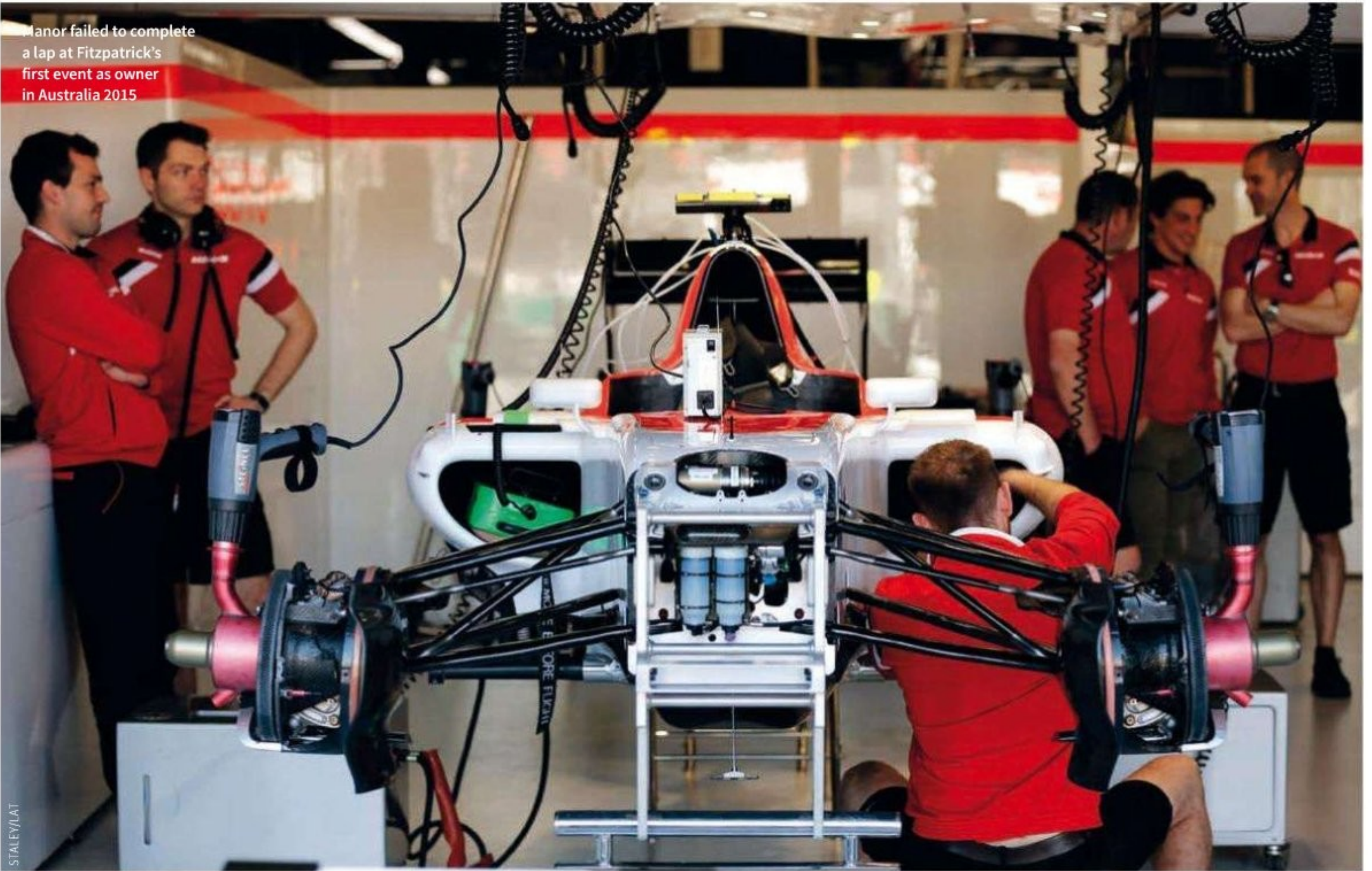
"What we'd like to be, our ambition, which I think is realistic although not easy, is to be the best [independent] team," he fires back.

Unusually for an F1 team owner, Fitzpatrick is open in his»»

## "We set out with a five-year plan to make up one place a year"



Manor failed to complete a lap at Fitzpatrick's first event as owner in Australia 2015



STALEY/LAT

John Booth and Graeme Lowdon left at the end of 2015



STALEY/LAT

**“You have to outperform your budget, you have to outperform your resources”**



TEE/LAT



Fitzpatrick is a long-time fan who has got closer to F1 than he ever expected

MANOR

admiration for a competitor – in this case Force India, which he holds up as a “great model, they have great performance relative to their budget. They keep making a step every year. It shows that it can be done, and that’s what we have to aspire to.”

Force India is, though, politically active, whereas MRT has, in contrast to the Lowdon/Booth years, been inconspicuous in this regard. Does he accept the current political and financial imbalance between the chosen four and the rest?

“I would say almost all teams, given an unlimited budget, could find a way to spend it,” he says.

“If we want to find a way to make everyone financially sustainable – and that means financially sustainable for fans, for promoters, for track owners and for teams, but for fans most importantly – then I think we really need to look at how we can minimise or at least reduce costs without sacrificing performance. It takes a collective effort, it takes a collective



Wehrlein – chasing Haryanto  
– scored Fitzpatrick-era  
Manor's first point in Austria



Mayer acts as  
the day-to-day  
boss of the team

## Thomas Mayer: the right-hand man

RUNNING A FORMULA 1 team is a full-time job, one beyond the gift of most people. How does Stephen Fitzpatrick hope to establish OVO as the preferred energy company while rebuilding a team brought to its knees by a fateful combination of tragedy, F1 managerial inexperience and shifting market forces?

“The first question I asked was, ‘What’s the right structure to run an F1 team?’” says Fitzpatrick. “If you look at the teams up and down the grid, you have some with a commercial side of the business run by a CEO, and then there’s a team principal; in some there’s three executive directors like Mercedes – there’s a lot of variety.

“There’s no blueprint for the structure, let alone the people. And of course different combinations of people lend themselves to a different structure.”

Clearly, a hands-on CEO was needed, one able to relieve Fitzpatrick of day-to-day duties, run the factory, keep tabs on race and manufacturing operations while building a team able to outperform tight budgets. Fitzpatrick found the right man at the Renault F1 team, just 12 miles from Banbury:

Thomas Mayer, who commenced duties as CEO of MRT in August.

A graduate of the Swiss Institute of Technology in Zurich with a degree in industrial engineering and technology management, Mayer spent time in the aerospace industry before being headhunted by Lotus F1 as COO in 2011, remaining with the team after Renault reacquired it.

“They understood that managing a Formula 1 team needs certain skillsets of controlling

**“Running a team means controlling costs and managing properly”**

costs, having processes in place and managing properly,” says Mayer. “It’s not just doing whatever you want without cost consequences. So that’s why I was hired, to bring industrial experience into motorsport.”

As CEO, the entire team, including Dave Ryan, Nikolas Tombazis, John McQuilliam and Pat Fry (as consultant), reports to him, with Mayer in turn answering

to Fitzpatrick as de facto team principal. The performance buck stops at his desk and, in his own words: “There is no place to hide; I am very strict on this.”

Also new to MRT is cloud-scale computing boffin Dr Alfonso Ferrandez, recruited as chief technology officer from Amazon, where he built high-performance technology teams across several global locations.

Explaining the rationale behind this appointment, Fitzpatrick says: “More and more of what we do is data driven, technology driven. So in terms of getting value for money, where we can outperform, that’s an area where I see we can gain a big performance advantage, or at the very least a level playing field.

“When I think about one of the things that we need to be the best in the world at, or at least as good as the best in the world, it’s got to be in CFD and data.”

If Manor does not achieve its target of gaining a place per season until it’s the top independent team, it won’t be through lack of people or foresight, ambitious as that plan is in the competitive world of Formula 1.

will, and it may be difficult to get 11 teams to agree to anything.”

Finally, is Fitzpatrick really in for the long haul, or is it a matter of adding value to the team before selling out to the highest bidder? In other words, is the businessman-turned-F1 team boss really the fan he professes to be, or is it simply about turning a buck faster than the Formula Ford he tested?

“I got into Formula 1 not to make a profit, not to make a lot of money. My ambition has always been to lose as little as possible, but I don’t think I’d be happy with the idea that an external investor comes along, or somebody makes an offer to buy the team outright. The thing that would really sway any decision would be if the team is clearly better off with a new owner.

“I will do whatever’s in the best interest of the team. For the time being the ideal scenario is that the team’s performance improves, and I’m still here.” ❁

# The nearly man of the BTCC?

Mat Jackson now has more BTCC race victories to his name than any other driver without a title. And the Motorbase driver is putting together arguably his strongest challenge yet this season

By Matt James, BTCC Correspondent

[@MattJMNews](#)

**T**he landmarks are coming thick and fast in the British Touring Car Championship this season. Jason Plato racked up his 500th start last month, and fellow multiple champion Matt Neal makes it 600 at Silverstone this coming Sunday. Like Neal, Mat Jackson also crosses a threshold in the third race this weekend – at the wheel of his Motorbase Ford Focus he will clock up his 300th start. But unlike Neal – and Plato – he has yet to win a championship title, despite this being his 10th consecutive year in the BTCC.

There's another statistic that irks Jackson: with his win at Knockhill one month ago, he has become the driver who has won the most races in the BTCC without lifting an overall title, eclipsing Gordon Spice (see page 39).

But that could be about to change. Jackson is very much in the hunt for the crown this season, and is 28 points behind WSR BMW-driving table-topper Sam Tordoff, in fourth position, with six races to go.

"The championship is hard to win," says Jackson. "So many things have got to go your way. One or two non-finishes can put you on the back foot. We've had two DNFs through problems that were not of our own doing, like an ECU going wrong at Snetterton or a tyre failure at Thruxton, and you just can't afford those things in the title campaign.

"Having said that, this year is so close, so competitive, that

everyone at the top has a shot. The picture is changing so quickly round by round that everybody is in with a chance. I guess people are looking at those around me like Tordoff, Neal and Gordon Shedden as the guys with a big chance – I will just keep doing what I do."

So, 29 wins into his BTCC career, and no title... But for Jackson, who has been with the Motorbase Performance team since 2010, that's down to a number of factors.

"I think experience counts for a heck of a lot in the BTCC," he says. "And that goes for the driver as well as the team. You have Plato and Neal: they are the fossils on the grid, and you have to learn from their experience as you race against them.

"When I started, I guess I was going for wins all the time, and that would put me in positions where I would go for a move and I really should have backed out of it. Sometimes it came off, and sometimes it didn't. But the more you race against the more-experienced guys, the more you learn which overtakes will work and which won't. You understand that it's consistency that wins this title. I feel like I know how to play the game now – but I'm still learning all the time."

And that learning process is something that Motorbase Performance has been through too. The Kent-based operation, headed up by the garrulous David Bartrum, joined the BTCC in 2006, just a year before Jackson began his top-line career, but has yet to scale the highest peak. Jackson's best campaign came early on in his BTCC tenure when he finished runner-up in the standings in only his second season in the top flight back in >>



Fine defensive drive brought win number 29 at Knockhill last month

MSA British Touring Car Champions

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'08 in a family-run BMW – but even then he wasn't in the title showdown at Brands Hatch as Vauxhall's Fabrizio Giovanardi had claimed the crown at the penultimate round.

"I remember going to Knockhill leading the standings in 2011 in the Ford Focus," says Jackson. "In race three I messed up and hit Tom Chilton up the back. That started a really bad run for us. Ultimately, we came up a little bit short in the title race with a couple of non-finishes. It's those little things that you learn as a driver and also as a team. We're on this journey together."

There was a big step for Motorbase to take too. It became a manufacturer-constructor in 2012 when it created its first complete car with the NGTC Ford Focus. It was a major project that only came on stream halfway through the season, and then Jackson and the team sat out the first half of '15 with a budget deficit and to work on a new EcoBoost engine.

Motorbase team manager Oly Collins says that, in terms of a championship campaign, Jackson has been unlucky.

"You could say that Mat has been in the wrong place at the wrong time, and that's why he hasn't won a title yet," says Collins. "He had a great car in 2008 when he was second in the points, but when he joined us in the BMW in '10 they had tweaked the first-gear ratio on the rear-wheel-drive cars to take away some of their advantage.

"Then we were running an older-spec S2000 car when the NGTC rules were coming on strong, which left us on the back foot. Then we had to get our head around the first Ford Focus we had created."

Collins says that the 2015 season, when the team only did five rounds, may have changed his driver's mindset. There was no title to aim at and therefore no politics involved.

"Mat could just go out there and go for it," says Collins. "We weren't carrying any ballast into each meeting, and we could just tell Mat to give it everything without any worries from the outside. And he rose to the occasion. From 15 races he won four, which was as many as the champion Gordon Shedden."

For his part, Jackson has remained faithful to the squad through all the hard times. He knows the reasons why the title hasn't come yet, and he can see that the potential remains within the crew – and 2016 represents a golden opportunity.

"Look at what Motorbase has been up against during its time in the BTCC," says Jackson. "There are the powerhouses like WSR, Triple Eight, RML and Team Dynamics [which have all won championships]. The only real independent to win in that period has been Eurotech Racing with Andrew Jordan in 2013. That shows you how hard it is when you don't have the factory support or the deep pockets.

"We have such a strong bond between us. David Bartrum has been loyal to me since the start of 2009 and I've been loyal to the team. We've grown together, and we know how each other works. I've seen off every team-mate that they've put up against me – even when they brought in a multiple champion, like Fabrizio Giovanardi [in 2014]. They know I'll give them everything from the car, and I know they are as hungry to win the championship as I am. That's what it's all about."

In truth, what it's all about is landing the big trophy come the end of the season. And, over the final two rounds at Silverstone and Brands, Jackson will do his utmost to remove the final tick off his wish list and restore that unwanted most-wins-but-no-title record to Spice. "If you can't win titles, then winning races is the next best thing, I suppose," he says. "But it's not the best thing of all, is it?" ❄

## "I've seen off every team-mate, even when Motorbase brought in Fabrizio Giovanardi"



There were a few too many incidents during 2011 campaign

# Gordon Spice: a champion forever denied



Spice was the man to beat when the Ford Capri ruled tin-tops

IF EVER THERE WAS A driver who could feel aggrieved about never winning the British Touring Car Championship it's Gordon Spice.

Spice scored 28 outright wins, enough to still leave him 11th on the all-time list despite the fact that there were half the number of races during the '70s that there are today.

The reason Spice was never outright champion was down to the multi-class structure that persisted in one form or another until 1991. Those in smaller-capacity classes were able

to score as many points as overall winners. Spice topped his category every year between 1975 and '80, on five occasions in the quickest class, but was always pipped by those further down the field.

But the king of the Ford Capri isn't bitter. "It didn't bother me at all," says Spice. "When I was racing Minis we never had an overall win except when they split the races, but the guys in the smaller cars were trying just as hard, probably harder.

"I raced because I enjoyed it. The objective

was to win each race."

Arguably Spice's finest campaign came in 1980. With Andy Rouse joining him, Spice had to pull out four straight wins at the end of the season to pip the future BTCC legend to the Class A crown by three points. Both were 'beaten' by Win Percy's Class B Mazda RX7 and the Class D Ford Fiesta of Alan Curnow.

Spice did go on to take title success. In his own Spice Engineering machines he scored four consecutive Group C2 world sportscar crowns from 1985-88.

KEVIN TURNER



# Pedrosa heats it up

The Honda rider has spent much of the season in the cold, but the warm weather at Misano helped him become the eighth winner in eight races

By Mitchell Adam, International Editor

[@DrMitchellAdam](#)

PSP/LUKASZ SWIDEREK





**A**nonymous is perhaps the best way to describe Dani Pedrosa in MotoGP in 2016. A three-time championship runner-up, Pedrosa finished 2015 with two wins in the last four races, and was viewed as a rider who would really benefit from this year's return of Michelin as the control-tyre supplier, given the smooth style it was believed the French rubber would reward.

Things have not followed that script for Pedrosa. His woes have been fuelled by Honda's acceleration deficit, but Pedrosa's diminutive frame also did not help him get weight over the stiffer rear tyres used earlier this season; that weight was necessary to generate heat and grip. With Honda relatively slow on the uptake with this year's new control electronics, that exacerbated the two problems.

Whatever Pedrosa tried, the results were largely in the same frustrating zone. And while his confidence drained, team-mate Marc Marquez romped away to race wins and podiums, and now just about has one hand on a third title.

There were several signs of hope, namely at Barcelona where Pedrosa raced an updated frame to take his first podium finish of the season. But the rut was such that he has had to contest the first phase of qualifying twice, and did not outqualify Marquez until the wet Saturday at Silverstone, the 12th weekend of the campaign.

Pedrosa graduated to MotoGP with Honda in 2006 as a 125cc and two-time 250cc world champion, but on these bigger bikes has often operated in a shadow cast by team-mates such as Marquez and Casey Stoner. That has included having to ride bikes developed around their wants too.

Some question his ongoing contract renewals, but Pedrosa maintains a proud record of having won at least one race in each year he's been in MotoGP. Not even Valentino Rossi can say that.

But a victory in 2016 seemed a world away for Pedrosa, who headed to Misano having scored points equating to just 57% of Marquez's output so far this year.

The sunshine of the Adriatic coast, though, offered more than a glimmer of hope for Pedrosa and reigning champion Jorge Lorenzo. For different reasons, their struggles have not been helped by the cooler conditions at recent races; Pedrosa because that makes it even harder to generate rear grip, and Lorenzo because he finds it tougher to really feel the front tyre. Without branding them purely as fair-weather riders, Misano presented an opportunity.

Pedrosa finished Friday just 0.065 seconds off the practice pace, and looked good focusing on race work during Saturday's two practice sessions. >>

## MOTOGP/SAN MARINO GP

Lorenzo dominated qualifying to take pole – his first since the French Grand Prix in May – and set a new lap record with an effort he rated as perhaps the best of his career.

Unusually, the weather did not change on Sunday, which meant teams should have been fairly prepared for race-tyre choices, even with Michelin introducing two new front constructions.

It was those that proved crucial. The Yamahas of Lorenzo and Rossi were among 15 of the 20 to opt for the medium and got away cleanly, with local hero Rossi moving into the lead on lap two. Behind them, Marquez had picked the hard and settled into third, while Pedrosa was one of just two on the soft.

Having qualified eighth, Pedrosa got up to sixth off the line. By the time he moved into fourth on lap seven, he was three seconds behind Rossi, who led Lorenzo by a margin that was just above one second as often as it was just below.

Pedrosa noted that while fourth he “was alone for many laps, I wasn’t really losing or recovering”. But he settled into a relentless series of laps in the low-1m33s barrier while Rossi, Lorenzo and Marquez were in the mid 1m33s. Pedrosa caught the leaders, and put nearly identical Turn 14 moves on Marquez on lap 14 and then Lorenzo on lap 17 to move into second place, turning a stunning 1m32.979s while running briefly in the clean air between them.

The next seemingly doomed target was Rossi, now just 1.240s up the road. Pedrosa casually took 0.268s and 0.520s out of that gap on consecutive laps and stalked his prey before taking the lead with a forceful move at Turn 4 on lap 22, seven from home.

Even then, Pedrosa wasn’t done. The soft tyre still had enough life in it for Pedrosa to push, and romp home to win by nearly three seconds. It was some way



Forceful move on Rossi netted Pedrosa the race lead with seven laps to run

to end a drought dating back to last October’s Malaysian GP, and become MotoGP’s eighth different winner in a remarkable string of eight races.

“I was worried at the start,” he said of his tyre choice. “I never used this tyre in hot conditions; I only used it in the morning practice. But my feeling was better with that tyre, I don’t know why.

“Little by little I could see I was starting to catch them, but I didn’t think about the victory until 10 laps to go. Then I could see that I could catch Valentino, so I tried to keep focused for last part of the race, and actually take the chance for a victory today.”

Pedrosa says that electronics gains made by Honda have helped, but that a recent decision to go backwards in hardware and simplify things has made him “less unhappy” with the bike. Interestingly, he also appears to have ditched the in-fashion winglets.

“There’s no new parts,” he said. “In the test at Brno we had a different chassis and we had some parts. At the end we went back to what we had before.

“But we tried a different setting on these standard parts. This setting I like a bit more, but I didn’t like everything. I was less unhappy, and then we said, ‘OK, we’ll keep it like this, because it’s already a step better.’ I could start feeling the tyres better and then we didn’t touch it for the next race, and started to see how I could better understand the tyres.

Disappointed not to win in front of a sea of fans clad in his yellow merchandise, Rossi had to settle for second ahead of team-mate Lorenzo. Pedrosa was simply “too strong, too fast”, Rossi acknowledged. But the Yamaha pair’s heated post-race exchange about Rossi’s early move – which Lorenzo felt was unnecessarily aggressive – then managed to overshadow Pedrosa’s win.

Marquez faded to finish fourth, nearly 10s behind his team-mate, having decided against trying to follow Pedrosa, surmising that “it was more likely that I would crash than finish on the podium.” Marquez conceded points to Rossi but still leads the championship by 43 with five races to go, with Lorenzo 61 adrift.

Silverstone winner Maverick Vinales was back to fifth in the hotter conditions, in which his Suzuki again lacked rear grip, but described himself as “really satisfied”. Ducati failed to mount a challenge, with Andrea Iannone ruled out after fracturing his T3 vertebra in a Friday-morning practice crash. Andrea Dovizioso eventually finished sixth ahead of tester Michele Pirro, running as a wildcard but promoted to the main garage after Iannone was withdrawn, despite wanting to race.

There have been grands prix this year where you might have felt like Pedrosa was not involved. But as he added another chapter to this compelling season, this was not one of those days. ❄



Lorenzo led Rossi early on before controversial pass

PHOTOSP.COM

Pedrosa swept by Lorenzo on lap 17



**RESULTS** ROUND 13/18, MISANO, SEPTEMBER 11 (28 LAPS – 73.526 MILES)

POS	DRIVER	TEAM	TIME
1	Dani Pedrosa (E)	Honda	43m43.524s
2	Valentino Rossi (I)	Yamaha	+2.837s
3	Jorge Lorenzo (E)	Yamaha	+4.359s
4	Marc Marquez (E)	Honda	+9.569s
5	Maverick Vinales (E)	Suzuki	+15.467s
6	Andrea Dovizioso (I)	Ducati	+19.676s
7	Michele Pirro (I)	Ducati	+22.936s
8	Cal Crutchlow (GB)	LCR Honda	+25.702s
9	Pol Espargaro (E)	Tech3 Yamaha	+27.155s
10	Alvaro Bautista (E)	Aprilia	+33.968s
11	Danilo Petrucci (I)	Pramac Ducati	+39.206s
12	Stefan Bradl (D)	Aprilia	+39.967s
13	Hector Barbera (E)	Avintia Ducati	+42.997s
14	Eugene Laverty (IRL)	Pull & Bear Aspar Team	+49.450s
15	Scott Redding (GB)	Pramac Ducati	+54.879s
16	Yonny Hernandez (CO)	Pull & Bear Aspar Team	+1m05.072s
17	Tito Rabat (E)	Marc VDS Honda	-5laps
R	Aleix Espargaro (E)	Suzuki	17laps-crash
R	Javier Fores (E)	Avintia Ducati	15laps-arm pump
R	Alex Lowes (GB)	Tech3 Yamaha	7laps-crash
NS	Andrea Iannone (I)	Ducati	injury
NS	Jack Miller (AUS)	Marc VDS Honda	injury



**Winner's average speed** 100.891mph. **Fastest lap** Pedrosa 1m32.979s, 101.671mph.

**Qualifying 2** 1Lorenzo 1m31.868s; 2Rossi 1m32.216s; 3Vinales 1m32.381s; 4Marquez 1m32.443s; 5Pirro 1m32.467s; 6Dovizioso 1m32.677s; 7Crutchlow 1m32.743s; 8Pedrosa 1m32.859s; 9AEspargaro 1m32.918s; 10PEspargaro 1m33.002s; 11Barbera 1m33.301s; 12Bautista 1m33.929s.

**Qualifying 1** 1Pirro 1m33.059s; 2Barbera 1m33.098s; 3Bradl 1m33.399s; 4Lowes 1m33.635s; 5Petrucci 1m33.716s; 6Laverty 1m33.772s; 7Miller 1m33.847s; 8Redding 1m33.989s; 9Rabat 1m34.302s; 10Hernandez 1m34.465s; 11Fores 1m35.161s.

**Riders' Championship** 1Marquez 223; 2Rossi 180; 3Lorenzo 162; 4Pedrosa 145; 5Vinales 136; 6Dovizioso 99; 7Iannone 96; 8Crutchlow 94; 9PEspargaro 88; 10Barbera 81; 11Laverty 69; 12AEspargaro 60; 13Redding 55; 14Petrucci 50; 15Bautista 47; 16Bradl 43; 17Miller 42; 18Smith 42; 19Pirro 32; 20Rabat 27; 21Baz 24; 22Hernandez 13; 23Lowes 3.

**Manufacturers' Championship** 1Honda 266; 2Yamaha 258; 3Ducati 182; 4Suzuki 142; 5Aprilia 65.

**IN THE HEADLINES**



**BALDASSARRI RINSES RINS**

Italian Lorenzo Baldassari (above) claimed his maiden grand prix victory in Moto2, catching and passing Alex Rins on the penultimate lap. Rins, still nursing a collarbone he broke three weeks ago, finished second to move within three points of championship leader Johann Zarco, who was fourth, while Brit Sam Lowes crashed out.

**A CENTURY FOR CAL**

Cal Crutchlow finished eighth for LCR Honda in his 100th start, having struggled to see after sweat got inside his visor. As a result he went off at Turn 1 and was handed a 1.5s penalty for exceeding track limits, dropping to ninth. But after an appeal, in which Crutchlow showed he had slowed to negate the gain, the penalty was rescinded.

**APRILIA'S PROGRESS**

Alvaro Bautista's 12th in qualifying was Aprilia's first Q2 appearance of the year, and its best starting position since Colin Edwards qualified seventh for the 2003 finale at Valencia. The Spaniard finished 10th, two spots ahead of team-mate Stefan Bradl.

**MILLER AND BAZ ON SIDELINES**

Jack Miller withdrew on Sunday morning; he sustained a fracture in his right hand at the Red Bull Ring last month. Loris Baz missed the weekend altogether after his Silverstone crash, replaced by Spanish debutant Xavi Fores, who retired from the race suffering from arm pump.

**LOWES STILL THE SMITH SUB**

Alex Lowes will make a third MotoGP start at Motorland Aragon this month with Tech3 Yamaha, with Bradley Smith still sidelined by the knee injury he suffered in the Oschersleben 8 Hours in August.

**ANOTHER BLINDER FOR BINDER**

Brad Binder can wrap up the Moto3 title next time out in Aragon after taking his fifth win of 2016 (below) at Misano. Binder passed Enea Bastianini on the last lap to win and extend his points lead to 106 over Bastianini, with just 125 still up for grabs.



# RACE CENTRE

DTM • INDY LIGHTS • EURO F3 • FV8 3.5 • SUPER FORMULA



Early going on Sunday:  
Auer leads Wittmann,  
Spengler and Mortara

## Wittmann pulls out

**DTM**  
**NURBURGRING (D)**  
**SEPTEMBER 10-11**  
**ROUND 7/9**

UNTIL LAST WEEKEND, THE DTM TITLE fight looked as though it was going to be a multi-driver battle that went down to the wire. That was until, in the shadow of the Eifel mountains, Marco Wittmann took a lights-to-flag victory in Saturday's 40-minute race followed by third place in Sunday's hour-long affair to open up a 33-point cushion with two rounds remaining.

The RMG BMW man, champion in 2014 and leading the '16 points as the field assembled at the Nurburgring, inherited pole position for Saturday's race when Mercedes' Lucas Auer, who had topped qualifying for the third time in his career, dropped five places on the grid after receiving his third warning of the season during the previous round at Moscow Raceway.

A clean getaway for Wittmann ensured he was virtually unchallenged, with BMW colleague Tom Blomqvist his nearest competitor, 7.1 seconds behind at the finish.

Jamie Green kept his title hopes ticking over by completing the podium, with Audi stablemate Edoardo Mortara fortunate to end up just behind in fourth. The Italian had scrapped with Blomqvist and Daniel Juncadella over second place earlier in the race, after a mistake

from Mortara at the chicane put the BMW and Mercedes on his gearbox.

The trio came towards Turn 1 with Bruno Spengler close behind, before the BMW driver lunged down the inside of Juncadella at Turn 6, spinning the Spaniard off the circuit and earning Spengler a drivethrough penalty. A carbon-copy of the incident then occurred between Gary Paffett and an overzealous Timo Scheider, who also made a trip through the pits for his efforts.

From his grid penalty Auer finished seventh, just behind fellow Mercedes man Paul di Resta, but the Austrian would earn himself the ultimate birthday present on Sunday morning. The newly 22-year-old Mucke Motorsport man took pole – and this time he kept it.

But his party was to be spoiled by Mortara, who came from sixth on the grid – and stayed out far longer than his rivals – to seal his third win of the season.

Auer and Wittmann started on the front row and came into the pits nose to tail on lap 17. But when Mortara emerged from his tyre change 11 laps later, his Abt Audi was ahead of the championship leader's BMW. With the Audis running 25kg lighter than the Mercs in this race, Mortara then made short work of Auer, getting past with help from DRS on lap 35, with eight laps remaining.

Wittmann in third came under immense pressure from Mattias Ekstrom towards the end

## AT A GLANCE

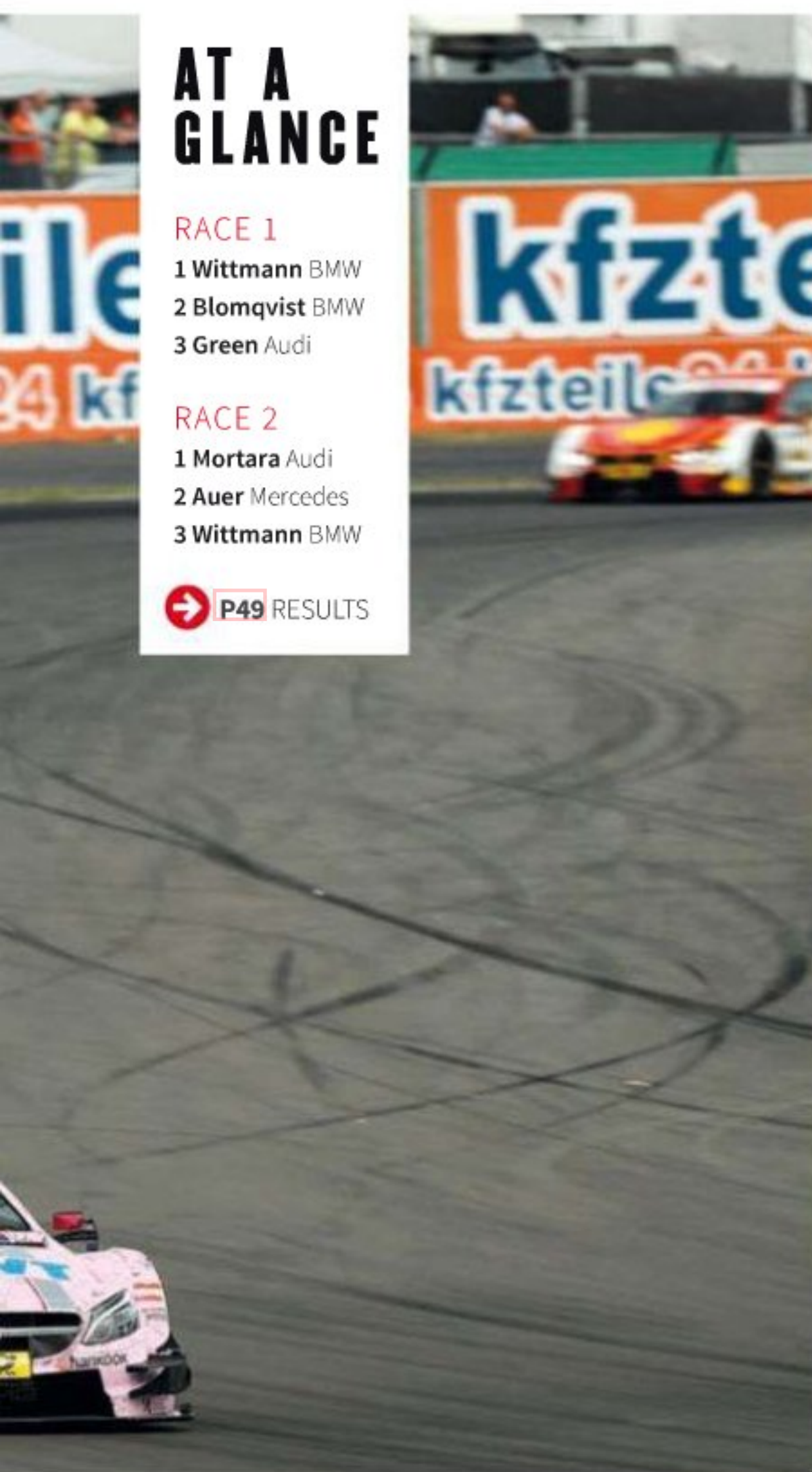
### RACE 1

- 1 Wittmann BMW
- 2 Blomqvist BMW
- 3 Green Audi

### RACE 2

- 1 Mortara Audi
- 2 Auer Mercedes
- 3 Wittmann BMW

→ P49 RESULTS



# Jones snatches the crown

**INDYLIGHTS**  
**LAGUNA SECA (USA)**  
**SEPTEMBER 10-11**  
**ROUND 11/11**

INDY LIGHTS TITLE DECIDERS ARE rarely anything other than close. And, with Ed Jones snatching a last-gasp position with a little help from his team-mate, the Carlin team made sure that the destiny of the 2016 crown changed on the last lap of the last race.

Jones finished second behind Kyle Kaiser in the first race of the weekend, allowing him to leapfrog pre-weekend points leader Santiago Urrutia, who was fifth. The Anglo-Dubai racer was now seven points ahead of the Schmidt Peterson-run Uruguayan.

Jones took pole for the finale, but second-row pairing Zach Veach and Urrutia slipped past at Turn 3, and Jones fell further back to fifth. Those positions were static for the majority of the race, and looked set to hand

Urrutia the title on race-win countback.

Up stepped Felix Serralles, who was running fourth in the other Carlin car. Jones had shadowed Serralles, but never quite seemed able to pounce. Serralles recognised the team's situation, and nobly allowed Jones through at Turn 3 on the last lap to give his team-mate enough points to win the title.

While Veach won, second was scant reward for crestfallen former GP3 driver Urrutia.

Dean Stoneman threw away any chance he had of the title when he endured a scrappy first race, making contact with Serralles and then with Zachary Claman DeMelo.

### RESULTS

**Race 1** Kyle Kaiser 30 laps in 39m44.0768s; 2 Ed Jones +7.9169s; 3 Zach Veach; 4 Sean Rayhall; 5 Santiago Urrutia; 6 Neil Alberico. **Race 2** Veach 38 laps in 51m15.6018s; 2 Urrutia +2.8798s; 3 Kaiser; 4 Jones; 5 Felix Serralles; 6 Andre Negrao. **Points** 1 Jones 363; 2 Urrutia 361; 3 Kaiser 334; 4 Veach 332; 5 Dean Stoneman 316; 6 Serralles 311.

# title gap

of the race, with the Swede charging hard after starting in 10th. He had DRS for the final two laps of the race, but was not quite able to get past.

With Mortara at the front, Ekstrom fourth and Nico Muller just behind in fifth, it was a great day for Abt, which took its 50th DTM win and got three cars in the points.

It was a triumph for strategy, with the RS5s struggling to switch their tyres on in qualifying but coming good over a race distance. "I saved my DRS and took it easy on my tyres and brakes," said Mortara. "When the others pitted before me, I knew that we'd be able to win with a different strategy. After the pitstop, I only had to overtake Auer and he acted in a very fair manner."

Di Resta was the only retirement, after a collision with Scheider and Timo Glock at the first corner of the race destroyed his front-left suspension. He wasn't the only Brit to lose ground in the title chase, as Green collided with Paffett after his stop, damaging his Audi and earning himself what he felt was an unfair drivethrough penalty. The result is that he is now fourth in the table, 51 points behind.

While Auer was on form, Mercedes' top title contender Robert Wickens was curiously off it all weekend, qualifying outside the top 10 for both races and only picking up two points in the first race. It means that Mortara is now the closest title challenger to Wittmann.

# Chasers can't stop Hamlin

**NASCAR SPRINT CUP**  
**RICHMOND (USA)**  
**SEPTEMBER 10**  
**ROUND 26/36**

WITH ALL OF THE DRIVERS AROUND the Chase 'bubble' from Jamie McMurray downwards needing a win to secure a spot in the playoffs, Denny Hamlin's crushing performance at Richmond rendered any result from these pretenders ineffective.

In a record-breaking 16-caution race blighted by tyre failures and a red-flag interruption, the polesitter's Joe Gibbs Racing Toyota led 189 of what became 407 laps and held off Kyle Larson and Martin Truex Jr – both of whom were already locked into the Chase – at the final restart to win the race in overtime.



Truex was also on form. His Furniture Row Toyota led 193 laps, but a slow pitstop and a speeding penalty forced him to fight back late on, and he was powerless to prevent the Ganassi Chevrolet of Kyle Larson from stealing second position.

Jamie McMurray, Austin Dillon and Chase Elliott secured the final Chase spots for non-race winners after they finished seventh, 13th and 19th respectively.

Pocono winner Chris Buescher denied the potential extra Chase spot – for which Ryan Newman and Kasey Kahne finished equal on points! – by finishing 24th to secure a position inside the top 30 in the points.

The red flag was caused by Newman and Tony Stewart as they got together late on, collecting Carl Edwards and four other cars.

### RESULTS

**1 Denny Hamlin (Toyota Camry)** 407 laps in 3h31m33s; 2 Kyle Larson (Chevrolet SS) +0.609s; 3 Martin Truex Jr (Toyota); 4 Brad Keselowski (Ford Fusion); 5 Kevin Harvick (Chevy); 6 Kasey Kahne (Chevy); 7 Jamie McMurray (Chevy); 8 Kurt Busch (Chevy); 9 Kyle Busch (Toyota); 10 Joey Logano (Ford). **Chase grid** 1= Kyle Busch & Keselowski 2012; 3 Hamlin 2009; 4= Harvick, Carl Edwards, Truex, Matt Kenseth & Jimmie Johnson 2006; 9= Logano, Larson, Tony Stewart, Kurt Busch & Chris Buescher 2003; 14= Chase Elliott, Austin Dillon & McMurray 2000.

# IN BRIEF

## EUROFORMULA OPEN

Colton Herta scored his first win in EFO at the Red Bull Ring, and the Carlin-run American followed it up with a second. Herta led the first race from Ferdinand Habsburg and GP3 regular Tatiana Calderon, after series leader Leonardo Pulcini ran wide from second place after a safety car restart. Pulcini recovered to fourth, and then took second in Sunday's race, with Diego Menchaca third.

## INTERNATIONAL GT OPEN

The Teo Martin Motorsport BMW team won both races at the Red Bull Ring. Pieter Schothorst moved his M6 GT3 past the McLaren of early leader Duncan Tappy in race one, and co-driver Miguel Ramos converted the victory. Thomas Jager was second in the Lechner Mercedes he shared with Mario Plachutta, while Adam Carroll grabbed a late third in Shaun Balfe's McLaren. Gustavo Yacaman emerged in the lead after the stops in race two in the BMW he shared with Fernando Monje. Second was the Lamborghini of Thomas Biagi and Fabrizio Crestani, with Alexander West third in the McLaren started by Alvaro Parente.

## JAPANESE FORMULA 3

Kenta Yamashita gained on series leader Jann Mardenborough with a win at Okayama. Yamashita (TOM'S Dallara-Toyota) soaked up pressure from Mitsunori Takaboshi (B-Max Dallara-VW) in race one, while their respective team-mates Sho Tsuboi and Mardenborough were closely matched in third and fourth. Electrical failure struck Mardenborough in qualifying for race two, and he fought to eighth as Takaboshi scored an easy win. Honda's Sena Sakaguchi took second from Tadasuke Makino (Toda Racing), Tsuboi and Yamashita.

## V8 STOCK CARS

Felipe Fraga came of age by winning the Million Reais race at Interlagos. The series leader went from a grid position of fourth to second thanks to a first-lap incident between Marcos Gomes and Ricardo Mauricio. Then Fraga passed Rubens Barrichello for the lead on lap five. Valdeno Brito was third, with Max Wilson fourth.

## BRAZILIAN FORMULA 3

Cesario team-mates Guilherme Samaia and Matheus Iorio took a dominant win apiece at Interlagos. Iorio chased Samaia home in race one, with Artur Fortunato second later on.

## GERMAN CARRERA CUP

Michael Ammermuller won both races at the Nurburgring. He beat Christian Engelhart and Brit Nick Yelloly in race one, then passed Jeffrey Schmidt to win race two. Series leader Sven Muller was excluded from qualifying for a technical infringement, charging to eighth and sixth in the races.

## ITALIAN FORMULA 4

Prema team-mates Mick Schumacher and Juan Manuel Correa took a win apiece at Vallelunga. The other race was won by DR Formula-run Mexican Raul Guzman.



Gunther (17) and Stroll go wheel to wheel at the start

# Gunther halts Stroll trio

**FORMULA 3 EUROPEAN CHAMPIONSHIP**  
**NURBURGRING (D)**  
**SEPTEMBER 10-11**  
**ROUND 8/10**

HISTORY REPEATED ITSELF LAST weekend when Prema Powerteam took a hat-trick of wins at the circuit in the Eifel mountains thanks to Lance Stroll and Maximilian Gunther.

Felix Rosenqvist wrapped up the 2015 championship at the Nurburgring with a flawless trio of wins, and Williams F1 protege Stroll looked set to take three out of three in '16 too, but team-mate Gunther clearly didn't get the memo, taking race three for himself.

Stroll inherited pole for the first race after Sergio Sette Camara, who set the fastest time, was demoted 10 places as his penalty for an engine change during the previous round at Spa.

The Canadian was offered little resistance during the first race, his advantage over Gunther at the chequered flag being 6.648 seconds. It looked like a Prema 1-2-3 was on the cards, with Nick Cassidy second ahead of Gunther, but his car momentarily went into virtual safety car mode with around 10 minutes of racing remaining, dropping him behind stablemate Gunther and Hitech GP's George Russell.

As Cassidy slowed, it bunched up Ralf Aron and Callum Iloft, and the Brit managed to get past the Estonian in the Mercedes Arena shortly afterwards.

Stroll won pole for race two, but it was Gunther who got the better launch, breezing past his team-mate on the run down to the first corner.

Stroll was not immediately able to

attack for the lead, as two separate incidents on the opening lap brought out the safety car for four laps, and three cars were eliminated from the 17-car pack. Cassidy was the first to retire, after pushing Iloft wide on the exit of Turn 4 and spinning across the track. More dramatic was the incident of Ben Barnicoat, who clipped Sergio Sette Camara on the approach to the chicane, went airborne and collected Nikita Mazepin and Harrison Newey. Meanwhile, Russell retired with brake failure.

After 17 patient laps, Stroll made his move on Gunther, exiting his slipstream on the approach to the chicane to seize the lead, with Gunther making no attempt to defend from his team-mate. Joel Eriksson was a distant third.

Gunther would get his reward on Sunday. This time the German claimed pole ahead of Stroll, and the duo ran one-two throughout. Behind them, Niko Kari and Iloft made waves, both displacing Cassidy and a slow-starting Eriksson to move up to third and fourth.

Finnish youngster Kari threatened to overtake Stroll for the entirety of the race, but an opportunity never manifested itself, and the Motopark-run Red Bull junior had to settle for third.

Stroll's margin of 68 points over Gunther means he can put the title beyond mathematical doubt in the penultimate round at Imola. More importantly, he has now secured a top-three spot in the standings. Combined with his 2014/15 seasons, he now has enough points for an F1 superlicence – handy if the Williams team has any Brazilians announcing their retirement at any point...

## AT A GLANCE

### RACE 1

- 1 Stroll Prema
- 2 Gunther Prema
- 3 Russell Hitech

### RACE 2

- 1 Stroll Prema
- 2 Gunther Prema
- 3 Eriksson Motopark

### RACE 3

- 1 Gunther Prema
- 2 Stroll Prema
- 3 Kari Motopark

 P49 FULL RESULTS

# Vaxiviere, Panis take the spoils

**FORMULA V8 3.5**  
**RED BULL RING (A)**  
**SEPTEMBER 10-11**  
**ROUND 6/9**

MATTHIEU VAXIVIERE AND AURELIEN Panis took honours in Austria as the Formula V8 3.5 field returned to action after its seven-week summer break.

Vaxiviere enjoyed the fruits of the SMP Racing team's efforts to resolve the disparity between consistently strong qualifying form and fading race pace. Ex-Zeta Corse engineer Miguel Jose Clara Flor was added to the technical strength, and testing conducted at Vallelunga with Alessandro Pier Guidi at the wheel.

In qualifying, Louis Deletraz broke the track record to take his maiden pole. But after an initially effective getaway the Fortec racer bogged down and was passed on the run to Turn 1 by front-row qualifier Vaxiviere and Arden's Egor Orudzhev.

Minor contact was made between an attacking Deletraz and Orudzhev on the exit of Turn 3 on lap three, before Renault junior Deletraz completed the move around the outside of the following corner.

Once uncorked, Deletraz swiftly closed a 3.5s deficit to Vaxiviere to just half a second, as a disciplined Vaxiviere abstained from DRS usage. The tactic



proved wise. When a safety car period fell six laps from the finish, Vaxiviere had sufficient DRS reserves to ensure Deletraz remained out of striking distance.

Orudzhev was forced to pit shortly before one-third distance after running wide and picking up grass in his sidepods, which promoted Tom Dillmann to his seventh podium of the season.

Alfonso Celis Jr claimed fourth, but picked up a two-place grid penalty for race two for squeezing home hope Rene Binder onto the grass.

Demonstrating the effectiveness of SMP's set-up philosophy, 18-year-old Russian Matevos Isaakyan became the series' youngest polesitter on Sunday.

Isaakyan led the early laps with composure from Deletraz and Vaxiviere, but had to settle for the lowest step of the podium. Searing pace carried Panis and

Vaxiviere stayed clear of opening-lap drama for first-race victory

Dillmann from their fifth and sixth grid positions into first and second after the completion of the mandatory tyre changes.

Arden pitted Panis at the earliest opportunity, while Dillmann opted for a long opening stint. Dillmann closed to within 0.6s at the flag, and his second place means the AVF racer retains a 40-point championship lead.

**PETER MILLS**

## RESULTS

**Race 1 1 Matthieu Vaxiviere** 31 laps in 42m26.793s; 2 Louis Deletraz +0.977s; 3 Tom Dillmann; 4 Alfonso Celis Jr; 5 Aurelien Panis; 6 Roy Nissany; 7 Yu Kanamaru; 8 Beitske Visser; 9 Marco Bonanomi; 10 Vitor Baptista.

**Race 2 1 Panis** 30 laps in 41m26.486s; 2 Dillmann +0.676s; 3 Matevos Isaakyan; 4 Deletraz; 5 Egor Orudzhev; 6 Vaxiviere; 7 Celis; 8 Baptista; 9 Visser; 10 Bonanomi.

**Points 1 Dillmann 189**; 2 Deletraz 149; 3 Panis 147; 4 Nissany 132; 5 Vaxiviere 130; 6 Rene Binder 109.

# Vandoorne breaks his duck at Okayama

**SUPER FORMULA**  
**OKAYAMA (J)**  
**SEPTEMBER 10-11**  
**ROUND 5/7**

FORMULA 1-BOUND STOFFEL Vandoorne took his first Super Formula win in last Saturday's race, before Yuji Kunimoto took his own maiden victory on Sunday to move to the top of the points.

Kazuki Nakajima earned pole for race one, but caused confusion by lining up out

of position, causing a delayed start for which he was put to the back of the grid.

Vandoorne burst through to move his Dandelion Dallara-Honda into the lead from Kunimoto's Toyota-powered Cerumo car, which had clutch and wheelspin issues off its front-row starting position.

Narain Karthikeyan also bolted at the start and took the final podium slot.

Kunimoto started race two from fifth on the grid, but was one of those to take his mandatory stop at the end of lap one.

Well, Vandoorne's won a race in a Honda-powered car. A good omen for 2017?

TOM'S driver Nakajima did the same, and they moved to first and second after early leader Tomoki Nojiri pitted. Hiroaki Ishiura made a stop under the safety car and Nojiri passed him as Ishiura rejoined, giving himself a drivethrough penalty.

Vandoorne qualified third but started sixth due to a penalty applied because his team put a cooling fan on the brake ducts before his qualifying run. He took seventh.

**JIRO TAKAHASHI**

## RESULTS

**Race 1 1 Stoffel Vandoorne (Dallara-Honda)** 28 laps in 36m28.567s; 2 Yuji Kunimoto (D-Toyota) +4.795s; 3 Narain Karthikeyan (D-T); 4 Tomoki Nojiri (D-H); 5 Koudai Tsukakoshi (D-H); 6 Daisuke Nakajima (D-H); 7 Hiroaki Ishiura (D-T); 8 Joao Paulo de Oliveira (D-T); 9 James Rossiter (D-T); 10 Naoki Yamamoto (D-H).

**Race 2 1 Kunimoto** 51 laps in 1h11m31.812s; 2 Kazuki Nakajima (D-T) +1.168s; 3 Ishiura; 4 Andre Lotterer (D-T); 5 de Oliveira; 6 Yamamoto; 7 Vandoorne; 8 Takuya Izawa (D-H); 9 Yuhi Sekiguchi (D-T); 10 Rossiter.

**Points 1 Kunimoto 23.5**; 2 Ishiura 19; 3 Lotterer 18; 4 Sekiguchi 17; 5 Vandoorne 16; 6 Yamamoto 15.5.



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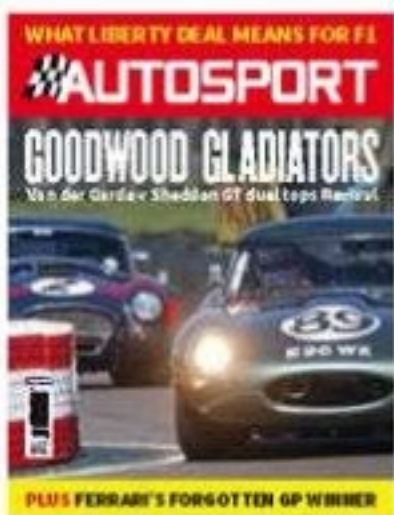
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# RESULTS ROUND-UP

## DTM

### ROUND 7/9, NURBURGRING (D), SEPTEMBER 10-11 RACE 1 (30 LAPS - 67.649 MILES)

1	Marco Wittmann (D) RMG • BMW M4	42m47.780s
2	Tom Blomqvist (GB) RBM • BMW M4	+7.136s
3	Jamie Green (GB) Team Rosberg • Audi RS5	+9.031s
4	Edoardo Mortara (I) Abt Sportsline • Audi RS5	+9.783s
5	Timo Glock (D) RMG • BMW M4	+11.768s
6	Paul di Resta (GB) HWA • Mercedes C63	+15.256s
7	Lucas Auer (A) Mücke Motorsport • Mercedes C63	+16.086s
8	Maxime Martin (B) RBM • BMW M4	+23.232s
9	Robert Wickens (CDN) HWA • Mercedes C63	+32.197s
10	Maximilian Gotz (D) HWA • Mercedes C63	+34.656s
11	Nico Muller (CH) Abt Sportsline • Audi RS5	+35.080s
12	Felix Rosenqvist (S) ART Grand Prix • Mercedes C63	+35.474s
13	Christian Vietoris (D) Mücke Motorsport • Mercedes C63	+36.626s
14	Mike Rockenfeller (D) Team Phoenix • Audi RS5	+39.610s
15	Miguel Molina (E) Abt Sportsline • Audi RS5	+42.009s
16	Martin Tomczyk (D) Team Schnitzer • BMW M4	+43.445s
17	Daniel Juncadella (E) HWA • Mercedes C63	+43.974s
18	Bruno Spengler (CDN) MTEK • BMW M4	+45.506s
19	Gary Paffett (GB) ART Grand Prix • Mercedes C63	+47.271s
20	Antonio Felix da Costa (P) Team Schnitzer • BMW M4	+49.613s
21	Timo Scheider (D) Team Phoenix • Audi RS5	+53.224s
22	Augusto Farfus (BR) MTEK • BMW M4	+54.631s
R	Mattias Ekstrom (S) Abt Sportsline • Audi RS5	23 laps-accident damage
R	Adrien Tambay (F) Team Rosberg • Audi RS5	9 laps-accident damage

Winner's average speed 94.842mph. Fastest lap Green 1m24.468s, 96.105mph.

#### QUALIFYING 1

1 Wittmann 1m23.028s; 2 Blomqvist 1m23.149s; 3 Green 1m23.161s; 4 Mortara 1m23.167s; 5 Juncadella 1m23.232s; 6 Auer 1m22.900s\*; 7 Rosenqvist 1m23.245s; 8 Glock 1m23.278s; 9 Spengler 1m23.284s; 10 di Resta 1m23.304s; 11 Martin 1m23.330s; 12 Gotz 1m23.335s; 13 Wickens 1m23.388s; 14 Paffett 1m23.398s; 15 Scheider 1m23.424s; 16 Vietoris 1m23.441s; 17 Tomczyk 1m23.497s; 18 Molina 1m23.523s; 19 Ekstrom 1m23.544s; 20 Muller 1m23.667s; 21 da Costa 1m23.696s; 22 Rockenfeller 1m23.701s; 23 Tambay 1m23.760s; 24 Farfus 1m23.834s.

#### RACE 2 (43 LAPS - 96.963 MILES)

1 Mortara 1h01m31.597s; 2 Auer +3.726s; 3 Wittmann +7.526s; 4 Ekstrom +7.849s; 5 Muller +9.182s; 6 Spengler +11.812s; 7 Paffett +18.973s; 8 Blomqvist +20.895s; 9 Juncadella +21.826s; 10 Martin +27.220s; 11 Scheider +27.931s; 12 Tomczyk +31.430s; 13 Wickens +32.446s; 14 Glock +34.178s; 15 Tambay +37.429s; 16 Green +40.173s; 17 Vietoris +40.957s; 18 Rosenqvist +45.546s; 19 da Costa +54.822s; 20 Molina +54.909s; 21 Farfus +1m00.006s; 22 Rockenfeller +1m00.571s; 23 Gotz +1m13.880s; R di Resta 1 lap-accident damage.

Winner's average speed 94.557mph. Fastest lap Muller 1m24.103s, 96.522mph.

#### QUALIFYING 2

1 Auer 1m22.728s; 2 Wittmann 1m22.758s; 3 Spengler 1m22.843s; 4 Blomqvist 1m22.896s; 5 Farfus 1m22.898s; 6 Mortara 1m22.918s; 7 Green 1m22.943s; 8 Molina 1m22.948s; 9 Juncadella 1m22.996s; 10 Ekstrom 1m23.007s; 11 Paffett 1m23.030s; 12 Rosenqvist 1m23.031s; 13 Glock 1m23.090s; 14 Muller 1m23.130s; 15 di Resta 1m23.133s; 16 Scheider 1m23.144s; 17 Wickens 1m23.182s; 18 Vietoris 1m23.204s; 19 Martin 1m23.379s; 20 Rockenfeller 1m23.382s; 21 da Costa 1m23.491s; 22 Tomczyk 1m23.517s; 23 Gotz 1m23.587s; 24 Tambay 1m23.401s\*. \* Grid penalty.

#### CHAMPIONSHIP

1 Wittmann 170; 2 Mortara 137; 3 Wickens 120; 4 Green 119; 5 di Resta 100; 6 Blomqvist 93; 7 Ekstrom 82; 8 Muller 78; 9 Martin 76; 10 Paffett 73.



Wittmann is getting closer to a second DTM title success

## EUROPEAN F3

### ROUND 8/10, NURBURGRING (D), SEPTEMBER 10-11

#### RACE 1 (26 LAPS - 58.629 MILES)

1	Lance Stroll (CDN) Prema Powerteam • Dallara-Mercedes F316	35m40.320s
2	Maximilian Gunther (D) Prema Powerteam • Dallara-Mercedes F315	+6.648s
3	George Russell (GB) Hitech GP • Dallara-Mercedes F315	+9.470s
4	Nick Cassidy (NZ) Prema Powerteam • Dallara-Mercedes F314	+12.013s
5	Callum Ilott (GB) Van Amersfoort Racing • Dallara-Mercedes F316	+12.523s
6	Ralf Aron (EST) Prema Powerteam • Dallara-Mercedes F315	+15.797s
7	Joel Eriksson (S) Motopark • Dallara-Volkswagen F315	+17.614s
8	Niko Kari (FIN) Motopark • Dallara-Volkswagen F315	+18.533s
9	Ben Barnicoat (GB) Hitech GP • Dallara-Mercedes F316	+21.162s
10	Anthoine Hubert (F) Van Amersfoort Racing • Dallara-Mercedes F312	+21.809s
11	Sergio Sette Camara (BR) Motopark • Dallara-Volkswagen F316	+23.235s
12	Guan Yu Zhou (PRC) Motopark • Dallara-Volkswagen F314	+24.196s
13	David Beckmann (D) Mücke Motorsport • Dallara-Mercedes F316	+24.787s
14	Harrison Newey (GB) Van Amersfoort Racing • Dallara-Mercedes F316	+25.396s
15	Mikkel Jensen (DK) Mücke Motorsport • Dallara-Mercedes F316	+28.816s
16	Nikita Mazepin (RUS) Hitech GP • Dallara-Mercedes F316	+31.531s
17	Pedro Piquet (BR) Van Amersfoort Racing • Dallara-Mercedes F316	+32.349s

Winner's average speed 98.613mph. Fastest lap Stroll 1m21.502s, 99.602mph.

#### QUALIFYING 1

1 Stroll 1m21.218s; 2 Cassidy 1m21.353s; 3 Gunther 1m21.393s; 4 Russell 1m21.423s; 5 Eriksson 1m21.466s; 6 Aron 1m21.494s; 7 Ilott 1m21.505s; 8 Zhou 1m21.542s; 9 Kari 1m21.548s; 10 Hubert 1m21.590s; 11 Sette Camara 1m21.011s\*; 12 Beckmann 1m21.744s; 13 Barnicoat 1m21.746s; 14 Mazepin 1m21.764s; 15 Jensen 1m21.775s; 16 Newey 1m21.987s; 17 Piquet 1m21.852s\*.

#### RACE 2 (24 LAPS - 54.119 MILES)

1 Stroll 35m00.191s; 2 Gunther +3.727s; 3 Eriksson +5.855s; 4 Aron +8.600s; 5 Hubert +8.928s; 6 Beckmann +11.375s; 7 Ilott +11.919s; 8 Sette Camara +14.024s; 9 Piquet +17.303s; 10 Kari +19.975s; 11 Newey +20.410s; 12 Zhou +23.047s; 13 Jensen +24.530s; 14 Mazepin +24.773s; R Russell 2 laps-gearbox/brakes; R Barnicoat 1 lap-accident damage; R Cassidy 0 laps-accident.

Winner's average speed 92.766mph. Fastest lap Gunther 1m22.073s, 98.910mph.

#### QUALIFYING 2

1 Stroll 1m21.006s; 2 Gunther 1m21.111s; 3 Russell 1m21.124s; 4 Eriksson 1m21.209s; 5 Cassidy 1m21.256s; 6 Kari 1m21.270s; 7 Aron 1m21.323s; 8 Ilott 1m21.399s; 9 Hubert 1m21.481s; 10 Zhou 1m21.556s; 11 Beckmann 1m21.591s; 12 Newey 1m21.594s; 13 Piquet 1m21.595s; 14 Barnicoat 1m21.674s; 15 Jensen 1m21.680s; 16 Mazepin 1m21.763s; 17 Sette Camara 1m21.631s\*.

#### RACE 3 (26 LAPS - 58.629 MILES)

1 Gunther 35m37.136s; 2 Stroll +3.025s; 3 Kari +3.967s; 4 Ilott +8.730s; 5 Cassidy +11.353s; 6 Eriksson +17.647s; 7 Russell +18.432s; 8 Sette Camara +22.968s; 9 Hubert +24.876s; 10 Barnicoat +25.483s; 11 Newey +27.814s; 12 Zhou +29.185s; 13 Beckmann +29.661s; 14 Aron +31.238s; 15 Piquet +31.643s; 16 Mazepin +35.267s; 17 Jensen +35.994s.

Winner's average speed 98.760mph. Fastest lap Gunther 1m21.762s, 99.286mph.

#### GRID FOR RACE 3

1 Gunther; 2 Stroll; 3 Eriksson; 4 Cassidy; 5 Kari; 6 Ilott; 7 Russell; 8 Aron; 9 Newey; 10 Hubert; 11 Zhou; 12 Beckmann; 13 Sette Camara; 14 Piquet; 15 Barnicoat\*; 16 Jensen; 17 Mazepin. \* Grid penalty.

#### CHAMPIONSHIP

1 Stroll 364; 2 Gunther 296; 3 Cassidy 216; 4 Russell 215; 5 Ilott 211; 6 Eriksson 165; 7 Hubert 124; 8 Barnicoat 120; 9 Aron 118; 10 Kari 102.



Red Bull junior Kari scored a podium in the finale

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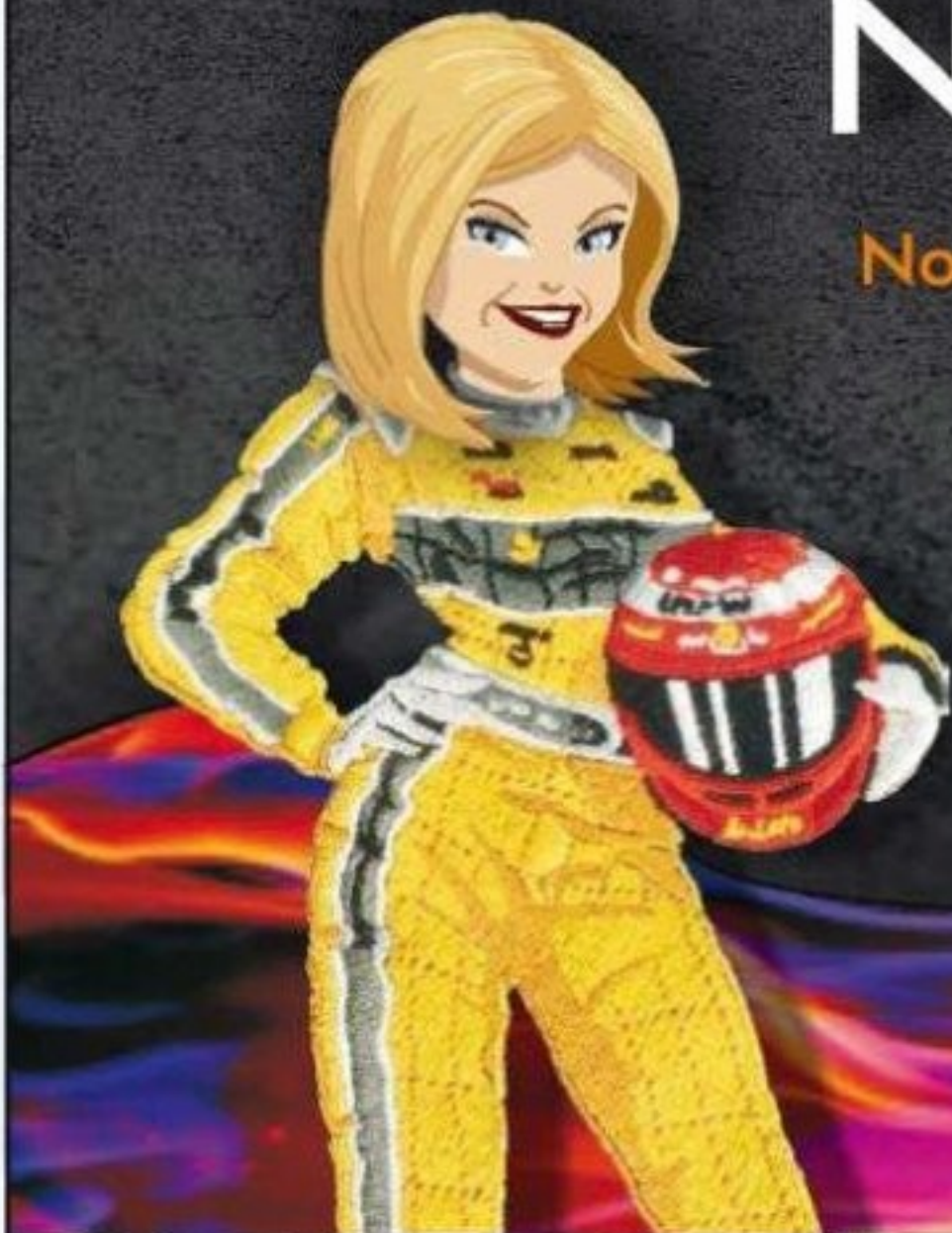
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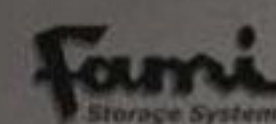
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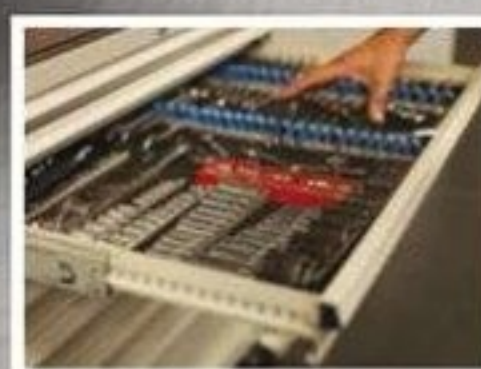
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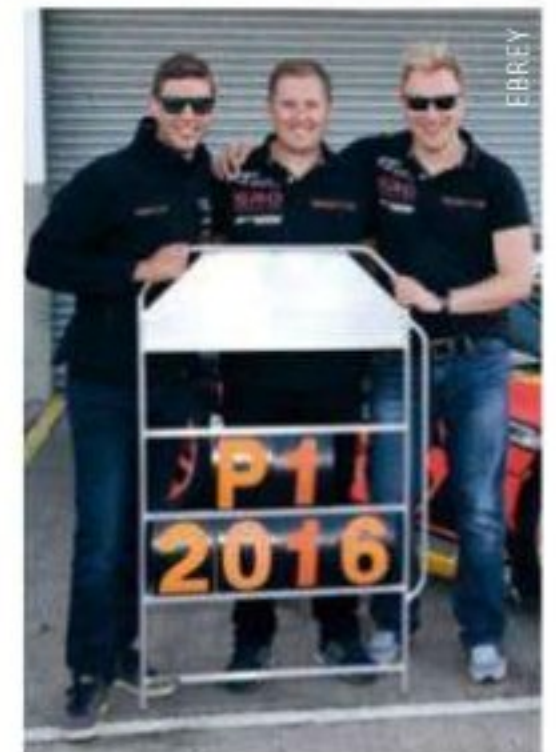
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## GT4 WIN A FILLIP FOR AMATEURS

GRAHAM JOHNSON AND MIKE Robinson hope that their British GT4 title can be a shot in the arm for more amateur pairings to enter the championship.

Johnson and Robinson became GT4 champions with a third-place finish in their Ginetta G55 at Donington Park, ending Beechdean AMR's run of two successive class championships with Silver Cup pairings.

Johnson and Robinson are rated bronze and silver respectively and hope their success will inspire greater amateur participation.

"In previous years the title has been won by near-works teams with rising star drivers that are well funded," said Johnson. "As an amateur driver looking in, that's very intimidating to see what you're up against."

"We've proven amateur pairings can beat them now. Hopefully this will open the door for more pairings like us to come and have a shot."

## Brit GT champions Adam and Johnston to go for 2017 title

NEW BRITISH GT CHAMPIONS DEREK JOHNSTON and Jonny Adam will return to defend their crown in 2017, as leading teams throw their weight behind the GT3 division.

A total of 11 GT3 cars took the start of the season finale at Donington Park last weekend, with just four finishing on the lead lap. The total entry was 29 cars, boosted by 18 GT4 machines.

Series organiser SRO is working with a number of GT3 teams and drivers to bring more entries into the top division of the series, with plans for a revamped championship structure set to be announced in the coming weeks.

Johnston and Adam are already in talks with TF Sport to return next year. "We're aiming to be back next season to defend the title – same team, same car and same Jonny Adam," said Johnston. "Being British GT champion is

surreal. It's such a big title and such a big championship. It hasn't sunk in yet."

Aston Martin factory driver Adam, who made history by becoming the first driver ever to claim two successive British GT3 titles and the first to win it with two different teams, added that having GT3 representation in Britain was important for the marque.

"We'd love to defend the title," he said. "For Aston Martin it's important to show that the Vantage GT3, for at least the next two years [until the new-generation GT3 is released], is still successful and still winning."

The Lamborghini-supported Barwell Motorsport squad also plan to return with a multiple-car entry. Team boss Mark Lemmer said: "GT3 definitely has a future in Britain. There are some big plans afoot to help open the class up and make it more accessible for next year and that will bring more people in, and we're working to bring costs down too."

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F3 CUP

# Sims to race in F3 Cup ahead of Macau

SPA 24 HOURS WINNER ALEXANDER SIMS will return to single-seater competition for the final round of the F3 Cup in order to qualify for the Macau F3 Grand Prix.

Sims is scheduled to enter the triple-header event at Snetterton on October 8-9 with Double R Racing, with which he is also scheduled to make his eighth race start at Macau, and his seventh in the top-level F3 contest.

He was on the verge of a last-minute deal to take part in the BRDC British Formula 3 Championship finale at Donington Park last weekend with Double R, but that fell through, leaving F3 Cup as Sims's next option. Macau rules stipulate that a driver must have raced in a recognised F3 class during the calendar

year to be eligible for the race.

"The plan is to do F3 Cup and have some fun, and in doing so make myself eligible for Macau," said factory BMW GT driver Sims. "I like going back to single-seaters every now and then as it's a different challenge and Macau is just such a special race.

"I've got better every year [at Macau], and was fourth twice and then third overall last year, so I can at least claim a podium finish there on my CV. I'd love to get the win there as it's one of the top prizes in world motorsport. But the level of competition is very tough."

Double R wrapped up the BRDC British F3 title with Matheus Leist last weekend, and team boss Anthony 'Boyo' Hieatt hailed the

Brazilian a 'hero' after his success.

Leist overturned a 15-point deficit heading into the final weekend of the championship to beat Carlin's Ricky Collard by 27 points, thanks largely to a victory in the opening race as Collard failed to finish following a clash with Leist's team-mate Enzo Bortoletto.

"He's been a hero," said Hieatt of Leist. "This year he's been so consistent. He's a great driver and doesn't mess up much. He should be top of any team manager's list. Had I done FIA F3, he'd have been my first call. He's a team leader."

Leist is looking to GP2, GP3 or Indy Lights for his 2017 race programme, although Hieatt is hopeful that if his F3 team performs well in Macau it could encourage him to join that squad.

BRITISH GT

# Osborne and Mowle leave British GT



JOE OSBORNE AND LEE Mowle will look to race in Europe next season after sitting out the final round of British GT last weekend.

The AmD Tuning pair opted not to run their BMW Z4 GT3 in the last round while they sell the car ahead of upgrading to new machinery for 2017.

The withdrawal follows the team's spat with British GT stewards after they were stripped of a win for a collision during the previous

round at Snetterton.

Osborne said: "Lee has done four years of British GT so the plan is to move on; he had the chance to sell the car in one piece, so it made sense not to race.

"For next season I think we'll look to something like the Blancpain Sprint, Michelin GT3 Cup or International GT Open as that's a natural progression.

"We never seemed to get the rub of the green in British GT."

BRITISH GT

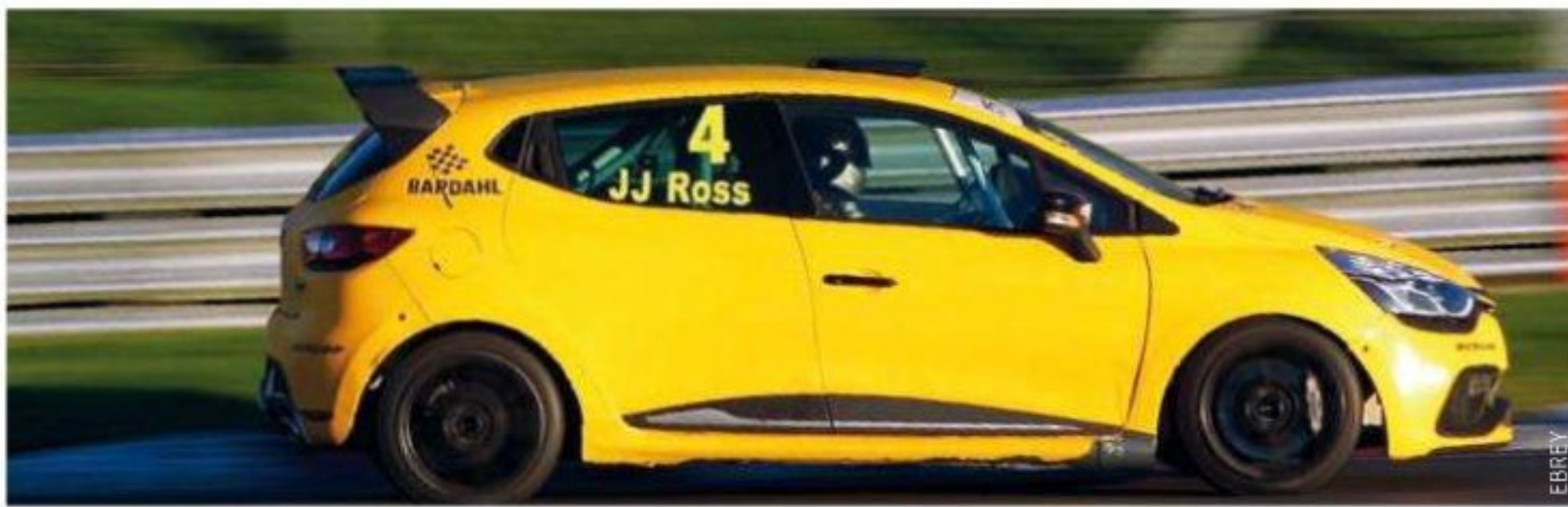
# Haggerty wins after hacksaw accident

ECURIE ECOSSE McLAREN ACE CIARAN Haggerty was almost ruled out of last weekend's British GT finale at Donington Park after suffering a freak hand injury, but took to the cockpit to win the GT4 class.

Haggerty was rushed to hospital on Tuesday after an accident at work, in which he sliced through a tendon in his right thumb with a hacksaw.

He underwent surgery on Wednesday to repair the tendon, and raced the Ecurie Ecosse 570S GT4 alongside Sandy Mitchell wearing a cast on his thumb and wrist. The pair won their class to finish third in the championship points.

"It was the most painful race I've ever done," said Haggerty. "Toward the end of my hour-long stint it was starting to get really painful. I don't know how I didn't fall off the podium."



#### CLIO CUP

## Ross misses Clios after testing error

JAMES 'JJ' ROSS HAS CANCELLED PLANS to contest the final two rounds of the Clio Cup season after a violation of testing rules meant he would not be allowed to take part in the season finale at Brands Hatch.

Ross, who was BRSCC Fiesta champion in 2015, raced on the Brands GP loop earlier in the year in the Quaife Saloons championship. That contradicted the strict Clio Cup testing restrictions, meaning he is ineligible to compete in the finale at Brands Hatch.

"We talked about it, and basically we can only do the one round [at Silverstone]," said Bob Ross, JJ's father. "Because we've been to Brands Hatch before, they won't let us do Brands."

"My understanding was that until you're in the championship, you're not registered. But Will [Fewkes, Clio Cup organiser] said that's not the case. I thought it was quite expensive just for one event. I don't think it [Silverstone] will happen now."

#### SSANGYONG CHALLENGE

## New SsangYong series joins MSVR

THE NEW SSANGYONG RACING Challenge will run on the MSVR package next year, with a six-event calendar in place for its first season.

The one-make series was launched earlier this year at the Silverstone Classic event in July (Autosport, August 4), and is targeted at young drivers aged 16 or above, who will handle the manufacturer's 2.2-litre turbodiesel-engined Korando pickup trucks.

While a full calendar release is expected to be published in the coming weeks, the series will run alongside the GT Cup package at the Oulton Park, Snetterton and Silverstone rounds next year.

The series will also run with part of MSVR's Mini Challenge package on the Brands Hatch Indy circuit and at Cadwell Park, and will get its own standalone event at Knockhill.

A control tyre will be used,

while SsangYong also plans to award prize money. Organisers had previously confirmed that each race weekend will consist of a qualifying session and three 15-minute races.



#### KUMHO BMW

## BMW champ Taylor steps up a class

OLIVER TAYLOR MADE HIS DEBUT IN the Kumho BMW Championship A1 class at Snetterton last weekend, having won the B-class title with four races to spare.

Ex-Caterham racer Taylor switched to the BMWs for his debut saloons season, taking all 12 B-class wins in the first 12 races to wrap up the championship early.

He scored a second in race one at Snetterton before retiring from race two with an engine issue. He is set to return to the A1

class for next month's finale at Silverstone ahead of a full 2017 campaign.

"It's been brilliant. I know there's been other people that have had great success, but I didn't expect to be that competitive," he said. "The Caterhams are rear-wheel drive and quite a handful, and that taught me so much about getting the feel for a car."

"The last two rounds are about trying the As and doing the whole season in As next year."

#### IN BRIEF



#### MACLENNAN BOOKS SHOOTOUT SPOT

Teenager Neil MacLennan has clinched the Scottish Formula Ford title with three races to spare to book his spot in the Mazda Road to Indy shootout at Laguna Seca on December 6-7. The Graham Brunton Racing driver will be one of 15 champions who will fight for the chance to win a season in the USF2000 Championship.

#### COLBURN BACK FOR CLIO ROUNDS

James Colburn will return to the Renault UK Clio Cup for the final two rounds of the 2016 season with PP Motorsport. The 23-year-old finished joint runner-up in the championship in 2011, and will stand in for Anton Spires at this weekend's event at Silverstone and the season finale at Brands Hatch.

#### TEAM PARKER CAYMAN SET FOR GT CUP

Team Parker Racing plans to enter the final round of the GT Cup Championship with Nick Jones and Scott Malvern with its Porsche Cayman Clubsport GT4. The Cayman ran with some elements of its homologation package for the first time in the British GT season finale at Donington Park, but is still awaiting the final aero kit and further weight-saving parts from Porsche tuner Manthey.

#### CICELEY EYES CLIO JUNIOR SERIES

Ciceley Motorsport has announced plans to compete in the Clio Cup junior series, which will launch next year. The British Touring Car Championship team expanded into the main Clio series for 2016. The six-round junior competition is targeted at drivers aged between 14 and 17.

#### JORDAN RACER TO DEMO AT MONDELLO

An ex-Rubens Barrichello Jordan Formula 1 car will be demonstrated at this weekend's Leinster Trophy event at Mondello Park, marking the first time since 1999 that a Jordan has run at the circuit. More than 20 drivers are expected to compete in the event, which for the first time will be contested by the BOSS Ireland series, including multiple Trophy winner Paul Dagg in a Dallara Formula 3 car and Jonathan Fildes in his Ralt Formula Atlantic.



# MSW



**MSW WOULD LIKE TO CONGRATULATE NEW BRITISH GT CHAMPIONS DEREK JOHNSTON AND JONNY ADAM ON THEIR BRILLIANT TITLE SUCCESS**



**Derek and TF Sport team-mate Jonny Adam stormed to a sensational pole in qualifying for the season finale at Donington Park, beating their nearest rivals by four tenths of a second.**

**Derek then raced into a clear lead during his stint at the start of Sunday's two-hour race before handing over to Jonny, who brought the Aston Martin Vantage GT3 home in second to clinch the title.**



**MSW UK would like to thank AMR managing director John Gaw, TF Sport, young Ben and Tweedy and all the crew for their support over the course of the 2016 season.**





# Modern Goodwood era outlives the old

By Marcus Pye, the voice of club racing

[@Autosport](#)

**SO, THE 19TH GOODWOOD REVIVAL MEETING HAS** entered motorsport's history books – the circuit's modern heyday is now longer than its 1948-66 contemporary era.

An astonishing achievement, for which I invite fans everywhere to join me in doffing their hats to Lord March and the legions of people who have toiled in all capacities to fulfil his vision since planning began for the inaugural Festival of Speed in 1993.

It's a phenomenal success story that has created a global brand and, not to put too fine a point on it, saved the once precarious estate.

Three hugely significant landmarks lie ahead in the 2017 season. The 75th Members' Meeting (fourth of the modern iterations), 25th FoS and 20th Revival will be upon us sooner than we believe possible.

They are already works in progress of course, but, looking further ahead, if we dare anticipate March 2018, the 76th MM would mark the 50th public event of an extraordinary renaissance that first bore fruit in 1993.

Last weekend's Goodwood circuit logistics and etiquette were noticeably different from those we last saw in March. Following the dramatic and unprecedented accident that befell Stephen Bond in the 2.5-litre Grand Prix car race, the pedestrian tunnel adjacent to the back of the grid has been partially enclosed by a fabricated steel roof and the viewing gallery for disabled customers slightly resited and refenced. Restrictions on tunnel access during track sessions and a ban on driver-change pitstops during full-course cautions are all safety focussed.

Driving standards were also high on the British Automobile Racing Club's agenda, with time penalties – some with licence

endorsement points – meted out for what was considered to be avoidable contact across the racecard. While it is absolutely correct to crack down on this, not just because Goodwood remains one of the country's fastest race circuits and is licenced by the MSA in a spec little-changed from its post-1952 chicane layout, there were concerns raised in the paddock (and more subsequently) that sanctions were not uniformly applied.

When three races over the weekend were seen by 50,000 people to be won by competitors who were involved in incidents, yet only one (a historic specialist whose move was ill-starred) was penalised, they have a point.

Double British Touring Car champion Gordon Shedden is a tremendously talented driver, but a subtle flick removed his rival – ex-F1 racer Giedo van der Garde – from the RAC Tourist Trophy Celebration lead at Lavant. It wasn't overt, but it determined the result of the feature race. It's done and dusted now, but all that's being asked is that everybody from novice to superstar is treated equally in future.

It's a frantically busy time of year for historic teams. Following huge events at Zandvoort and Goodwood over the past fortnight, many will have battled to reprepare cars for this weekend's annual Spa Six Hours extravaganza.

By the time you read this, hundreds of competitors will already be at Belgium's wonderful Francorchamps circuit, unloaded and ready to test.

That historic motorsport is so professional today is not to everybody's taste – or pocket – but spare a thought for the dozens of amateurs who still do most of the spanning themselves, or with a few mates.

For them it's the taking part that counts, and the opportunity to race the aces on the same playing field. 🏆

## BERGER AND BARILLA HEAD SPA SIX HOURS ENTRY

Ten-time world championship grand prix winner Gerhard Berger and 1985 Le Mans winner Paolo Barilla are in one of 11 Ford GT40s that top the capacity entry for Saturday's 24th Spa Six Hours race.

Austrian Berger (right), 57, and Italian Barilla, 55, are teamed with British journalist Richard Meaden, an accomplished historic racer with a string of saloon car victories. Barilla will also race his Williams FW07 in the penultimate round of the FIA Masters Historic F1 series.

Also driving GT40s are 2012 World Touring Car champion Rob Huff (in Richard Meads' car), defending champions Roger Wills/James Littlejohn, previous Spa winners Martin Stretton, Shaun Lynn/Andrew Haddon and David Hart/Hans Hugenholtz, plus historic aces Oliver Bryant, Chris Ward/Andrew Smith and Andy Newall.

Simon Hadfield, who heads the world's greatest pre-1966 endurance race's roll of honour with five wins, is back in the 2005-winning Aston Martin DP214 with Wolfgang Friedrichs and Michael Mallock. Another previous victor, Michael Schryver, shares his Lotus Elan coupe with son Will and Joe Twyman.



Jon and Jason Minshaw, previous winners together, are in separate Jaguar E-types, with Phil Hindley and Rob Hall respectively. Among their strongest marque rivals will be Julian Thomas/Calum Lockie/Chris Harris in Thomas's low-drag coupe.

Nick Padmore, who goes to Belgium with 10 straight FIA Masters F1 wins behind him, can secure the crown on the Francorchamps circuit in Max Smith-Hilliard's Williams FW07C. He also shares a 26R-spec Lotus Elan in the enduro with Grant Tromans and James Hanson.

**DONINGTON**

BRITISH GT SEPTEMBER 10-11

SEPTEMBER 13 2015, DONINGTON PARK: TF Sport's Derek Johnston takes his first British GT win, alongside Matt Bell.

September 11 2016, Donington Park: Johnston secures his first British GT title, alongside Jonny Adam, as a second-place finish caps a remarkable year for the TF Sport Aston Martin.

Johnston and Adam started the weekend knowing they'd need to overturn an 11.5-point deficit to Barwell Lamborghini pair Jon Minshaw and Phil Keen, but in the end had a comfortable run to the title as Barwell's hopes ended in the Old Hairpin gravel trap.

Johnston and Adam had been the form pair at the start of the year, dominating the first two races at Brands Hatch and Rockingham, but a barren spell since had allowed Minshaw and Keen to charge ahead, thanks in no small part to a stunning double win at Snetterton.

The Aston Martin pair needed to stop the rot, so its absence from a wet first practice, bar an exploratory lap, hardly acted as a signal of intent.

"We gambled and didn't go out, banking that it'd be dry later, on the grounds of not damaging the car," said Johnston. "But I did think if it rained again we're screwed, because everyone else had been out."

Thankfully, from Johnston's point of view, the rain didn't return. He jumped to the top of the Am qualifying session times, while Adam put in a stonking lap in the Pro session to put the Aston on a clear pole.

First job done, their title hopes were boosted by Rob Bell, who hauled the Ecurie Ecosse McLaren he shared with Alasdair McCaig up to second on aggregate, displacing the championship-leading Lamborghini from the place – a repeat result would crown Johnston and Adam as champions.

Any hopes of support for either of the leading contenders were quickly dashed at the start of the two-hour race, as a skirmish on the exit of Redgate eliminated Mark Farmer's Aston and dropped Liam Griffin's Lamborghini back



# Johnston and Adam get the job done in title decider

a lap and brought out the safety car.

Johnston had broken away in the Aston on the opening lap and a half before the caution, but found things more difficult on the restart as the McLaren, started by McCaig, traced his every move.

But perhaps showing just how far his racecraft had developed, Johnston rose to the occasion as he negotiated a gaggle of GT4 cars in one of the race's defining moments, pulling out a handsome advantage over McCaig in the process.

While the Aston escaped, those

Johnston and Adam didn't need to win to wrap up the crown

behind bottled up, with Minshaw growing increasingly impatient behind the McLaren. It was his eagerness to get by that would cost Barwell dearly just a handful of laps later.

Spotting McCaig hesitate while putting a lap on Paul Hollywood's GT4 Beechdean Aston, Minshaw got a huge run through the Craner Curves, but misjudged the stopping distance of the other two cars and touched the grass, causing the Lambo to skate across the Old Hairpin gravel trap and into retirement.

With the leading four cars having broken away from the chasing pack before Minshaw's exit, Johnston and Adam had the luxury of being able to manage their pace thereafter, knowing the title was now theirs to lose.

Johnston ploughed on before handing over to team-mate Adam, opening up enough of a lead to negate the impact of a 15-second success penalty in the pits, which allowed Adam to stay ahead of the TF squad's sole remaining title rival – Seb Morris in the Team Parker Racing Bentley – through the pitstop phase.

Adam was jumped in the pits by Bell's McLaren, a terrific out-lap setting Ecurie Ecosse up for its first win of the year. As Bell gradually eased clear, Adam focused



Minshaw's error proved costly for title hopes

ALL PIC: EBREV/LAT



his attentions on managing the gap back to Morris in third. The Welshman, in the car started by Rick Parfitt, made small inroads, but provided no meaningful threat to Adam, who confirmed his and Johnston's coronation and secured his second crown in as many years.

That marked Adam out as a history maker. After winning the championship in the Beechdean Aston last year, he became the first to claim two titles on the trot, and was quick to praise the performance of his team-mate.

"From the word go, I knew I had a really good Am to work with this year," he said. "Derek's really good at listening to everything I and the team have given to him. I feel proud to have won it twice, but I'm really proud for him."

Like the GT3 battle, GT4 honours were ultimately sealed anticlimactically as a braking issue for the Beechdean Aston Martin of Jack Bartholomew and Ross Gunn allowed Optimum Motorsport's Graham Johnson and Mike Robinson to comfortably take the title.

GT4 returnee Gunn had set an almighty pace to take pole, but a botched start from title-chasing team-mate Bartholomew dropped the car to seventh, a position that the 17-year-old



struggled to improve on during his stint.

With a 20s success penalty costing the pair further time, Gunn emerged with a 15s deficit to the Ginetta. Although aided by an incident ahead, he was unable to make inroads into the Optimum crew's advantage. Third was enough for Johnson and Robinson to claim the title.

"For me, the most special thing is to have won it with Mike, who's been my best mate for 15 years," said Johnson.

Ecurie Ecosse duo Sandy Mitchell and Ciaran Haggerty took a second win of the year, despite Haggerty battling the pain of a badly injured right thumb, legacy of a workshop hacksaw incident.

**JACK COZENS**

Bell and McCaig took a first win of the year after a clean run

## RESULTS

**GT3 (77 LAPS) 1 Alasdair McCaig/Rob Bell (McLaren 650S);** 2 Derek Johnston/Jonny Adam (Aston Martin Vantage) +8.125s; 3 Rick Parfitt Jr/Seb Morris (Bentley Continental); 4 Andrew Howard/Rory Butcher (Aston Martin Vantage); 5 Liam Griffin/Alexander Sims (Lamborghini Huracan); 6 Richard Neary/Martin Short (BMW Z4). **Fastest lap** Adam 1m28.223s (101.49mph). **Pole** Johnston/Adam. **Starters** 11.

**POINTS 1 Johnston/Adam 163;** 2 Jon Minshaw/Phil Keen 147.5; 3 Parfitt/Morris 143; 4 Mark Farmer/Jon Barnes 109.5; 5 Liam Griffin 98.5; 6 Lee Mowle/Joe Osborne 96.

**GT4 (71 LAPS) 1 Sandy Mitchell/Ciaran Haggerty (McLaren 570S);** 2 Matthew Graham/Jack Mitchell (Aston Martin Vantage) +10.644s; 3 Graham Johnson/Mike Robinson (Ginetta G55); 4 Marcus Hoggarth/Abbie Eaton (Maserati MC); 5 Anna Walewska/Nathan Freke (Ginetta G55); 6 Jack Bartholomew/Ross Gunn (Aston Martin Vantage). **FL** S Mitchell 1m37.410s (91.92mph). **P** S Mitchell/Haggerty. **S** 18.

**POINTS 1 Johnson/Robinson 165;** 2 Bartholomew 152; 3 Haggerty/S Mitchell, 115.5; 4 Hoggarth/Eaton 106; 5 Graham/J Mitchell 100.5; 6 Alex Reed/Joey Foster 97.



**DONINGTON PARK**  
BRDC BRITISH F3 AND SUPPORTS SEPT 10-11

# Leist leads when it counts

MATHEUS LEIST HADN'T LED THE BRDC British Formula 3 Championship before the final round of the season at Donington Park, but in the space of two days he first gained, and then lived up to, the billing of title favourite as he dramatically clinched the crown.

The Double R Racing-run Brazilian had been in the hunt all year, and kept his cool when it mattered as erstwhile leader Ricky Collard endured a nightmare weekend at the worst possible time.

The warning signs were there early for Carlin driver Collard, who wound up a relieved, and perhaps fortunate, fourth in qualifying after setting his time just before a session-ending red flag.

But that was as good as things got for him. As polesitter Ben Hingeley (the HHC Motorsport man another to profit from the timing of the red flags in qualifying), Leist and Harrison Scott safely negotiated the first corner at the start of race one, Collard tried to hold on around the damp outside of fast-starting Toby Sowery at Redgate, but locked up and found himself hung out to dry.

He lost further ground after a clash with Enaam Ahmed, but had recovered from 14th at the end of the first lap to sixth by the time a safety car was called.

Then came the flashpoint. Eager to make up more ground, Collard drafted Enzo Bortoleto along the pit straight at

the start of lap nine, but seconds later found himself in the gravel and out of the race, having tagged the Brazilian. Collard was the one throwing his hands in the air, but Bortoleto was in no doubt about whose fault the incident was. "[Collard] hit me from behind at Redgate," he said, having also retired on the spot.

Whoever was to blame, Leist didn't seem too bothered. He had swept into the lead by the end of the first lap and controlled the remainder of the race to clinch a fourth win of 2016. He got lucky, having handed Scott the lead on lap 10 after a mistake at the Esses, but with red flags showing shortly afterwards that mattered not as the classification (minus Collard and Bortoleto, the causes of the stoppage) went back a lap.

To add to Collard's pain, he was given a five-place race-two grid drop for the Bortoleto crash, while a torrid Saturday was capped when Ahmed received the same penalty for the pair's opening-lap clash, promoting Leist to seventh on the reversed grid for race two.

That effectively spelled the end of Collard's title charge. He was at least able to take the fight into the final race after a dogged drive to 10th in race two (which included a second clash with Bortoleto, who rolled after the pair touched at Melbourne), but sacrificed another five points to fifth-placed Leist – who

**Jubilant Leist takes the flag ahead of title rival Collard**

needed only to finish in the top 10 in race three to wrap up the crown.

Leist did all he needed to in the finale and held Collard at bay for fifth to secure the title by 27 points – the Double R Racing team's first in 10 years since it helped Mike Conway to the same crown in British F3's former guise.

"It's just amazing," said Leist. "I'm happy I could prove that Double R is a mega team, which did a brilliant job."

Sowery completed the season in style, taking his fourth and fifth wins of the campaign in the final two races in dominant fashion. The Lanar Racing ace beat two double acts on both occasions: Sean Walkinshaw Racing pair Eugene Denysen and Thomas Maxwell grabbed a hard-earned two-three in the reversed-grid affair, while Douglas duo Ahmed and Thomas Randle rounded out the final podium of the year.

Tom Witts kept his VW Racing Cup title hopes alive with one round to go at Brands Hatch next month by taking two wins to current leader Phil House's one.

Toby Davis led race one from pole, with House, Witts, Simon Rudd and Peter Barrable engaging in a four-way fight for second. After a safety-car intervention, a broken balljoint sent House dropping down the order and left Witts to close in on Davis's lead.

They ran nose to tail into McLeans on



ALL PICS: EBREVILAT

Sowery leads the pack into Melbourne



lap 10, before Scirocco driver Witts made the decisive move exiting the Esses. Following a frantic battle with Rudd, Davis consolidated second, while Barrable completed the podium and Paul Ivens snatched a last-lap fourth from Rudd.

The partially reversed grid for race two handed Paul Dehadray pole, but his lead soon ended in the Redgate gravel and left Ivens to hold off Bobby Thompson. Ivens's defences were breached on lap two, with Witts now challenging for second as the safety car appeared again.

Within a lap of the green flag, House had demoted both Ivens and Witts, then set off after Thompson. On the final lap House's Scirocco went by into Melbourne to claim victory, with Witts following after Thompson was forced wide and down to third. Ivens held onto fourth, well clear of Kieran Gordon.

Witts secured his second win in race three after passing Davis's Golf on lap two and easing clear of a huge scrap behind. Thompson broke for second after four laps, with Rudd completing the podium from House and Kenan Dole.

Newly crowned Ginetta GT5 Challenge champion Ollie Chadwick led home brothers Ryan and Jonny Hadfield in their first race of the weekend, with all three holding station throughout. In race two they were joined by Matt Chapman, but he had to give best to the Hadfields. Once

ahead, Ryan escaped, aided by a massive battle behind. Jonny joined him a lap later as seven cars fought over third, but at McLeans on the final lap Jonny was tripped up by backmarkers, leaving Jac Constable in second as Chapman just held off Alex Toth-Jones for third.

Chadwick finished with another win, with Ryan Hadfield a clear second and Matt Palmer third after Chapman was penalised for starting out of position.

Phil Ingram enjoyed three dominant wins in the Ginetta Racing Drivers' Club. Richard Tetlow had been caught up in a first-corner melee in race one, but still fought back to claim second on the last lap from Richard Anderson. Tetlow found himself chasing Ingram all the way again in races two and three. Richard Isherwood completed the second-race podium, while Anderson ousted David Holloway at Redgate on the last lap in race three.

Mark Ashworth's TVR Grantura led the Equipe GTS race from the third lap, only losing out briefly during his mandatory stop. Andrew Bentley (MGB) finished second, ahead of early leader Pete Foster in his Triumph TR4.

Caterham racer Gary Bate held off Dean Cook's TVR Sagaris to win the first Saloon & Sports race. With Cook in the gravel at Redgate on lap one, Bate shook off Anthony Bennett to win race two.

**JACK COZENS AND PETER SCHERER**

House took a VW Cup win, but saw Witts shrink his points lead

## RESULTS

### BRDC BRITISH FORMULA 3 (8 LAPS) 1 Matheus

Leist; 2 Harrison Scott +0.519s; 3 Ben Hingeley; 4 Toby Sowery; 5 Thomas Maxwell; 6 Enaam Ahmed. **Fastest lap** Leist 1m27.225s (102.65mph).

### Pole Hingeley. Starters 18. RACE 2 (13 LAPS)

1 Sowery; 2 Eugene Denyssen +7.624s; 3 Maxwell; 4 Scott; 5 Leist; 6 Ahmed. **FL** Sowery 1m25.250s (105.03mph). **P** Denyssen. **S** 17.

### RACE 3 (13 LAPS)

1 Sowery; 2 Ahmed +4.479s; 3 Thomas Randle; 4 Scott; 5 Leist; 6 Ricky Collard. **FL** Sowery 1m25.580s (104.63mph). **P** Sowery. **S** 17.

**POINTS** 1 Leist 493; 2 Collard 466; 3 Sowery 457; 4 Randle 424; 5 Ahmed 349; 6 Tarun Reddy 284.

### VOLKSWAGEN RACING CUP (13 LAPS) 1 Tom

Witts (Scirocco); 2 Toby Davis (Golf) +0.924s; 3 Peter Barrable (Golf); 4 Paul Ivens (Scirocco); 5 Simon Rudd (Golf); 6 Kenan Dole (Passat). **FL** Barrable 1m44.507s (85.68mph). **P** Davis.

### S 18. RACE 2 (10 LAPS) 1 Phil House (Scirocco);

2 Witts +0.682s; 3 Bobby Thompson (Polo); 4 Ivens; 5 Kieran Gordon (Golf); 6 Benjamin Wallace (Golf). **FL** Witts 1m44.121s (86.00mph). **P** Paul Dehadray (Scirocco). **S** 17.

### RACE 3

(7 LAPS) 1 Witts; 2 Thompson +2.538s; 3 Rudd; 4 House; 5 Dole; 6 Davis. **FL** Witts 1m44.900s (85.36mph). **P** Davis. **S** 18.

### GINETTA GT5 CHALLENGE & DRIVERS CLUB +

(9 LAPS) 1 Ollie Chadwick; 2 Ryan Hadfield +3.704s; 3 Jonny Hadfield; 4 Matt Chapman; 5 Matt Flowers; 6 Jac Constable. **Class winner** Adrian Campbell-Smith. **FL** Chadwick 1m46.977s (83.70mph). **P** Chadwick. **S** 40.

### RACE 2 (8 LAPS)

1 R Hadfield; 2 Constable +2.685s; 3 Chapman; 4 Alex Toth-Jones; 5 Chadwick; 6 Flowers.

**CW** Shawn Fleming. **FL** Chadwick 1m47.275s (83.47mph). **P** Chadwick. **S** 40.

### RACE 3

(8 LAPS) 1 Chadwick; 2 R Hadfield +0.141s; 3 Matt Palmer; 4 Flowers; 5 Steven Wells;

6 Chapman. **CW** Fleming. **FL** R Hadfield 1m47.077s (83.62mph). **P** Wells. **S** 39.

### GINETTA RACING DRIVERS CLUB (ALL 8 LAPS)

1 Phil Ingram; 2 Richard Tetlow +26.449s;

3 Richard Anderson; 4 Richard Isherwood; 5 Keith Gibson; 6 Ron Linn. **FL** Isherwood 1m57.233s (76.38mph). **P** Ingram. **S** 22.

### RACE 2 1 Ingram;

2 Tetlow +4.331s; 3 Isherwood; 4 David Holloway; 5 Anderson; 6 Jack Oliphant. **FL** Ingram 1m55.810s (77.32mph). **P** Ingram. **S** 19.

### RACE 3 1 Ingram;

2 Tetlow +3.916s; 3 Anderson; 4 Oliphant; 5 Linn; 6 Karim Sekkat. **FL** Ingram 1m55.788s (77.33mph). **P** Ingram. **S** 19.

### EQUIPE GTS (19 LAPS) 1 Mark Ashworth (TVR

Grantura); 2 Andrew Bentley (MGB) +1.971s;

3 Pete Foster (Triumph TR4); 4 Richard Lawson (MGB); 5 Brian Arculus (Lotus Elite); 6 Henry Rice (MGB). **CW** Foster; Arculus; Paul Kennelly (Jaguar XK150S). **FL** Martin Richardson (MGB) 2m00.955s (74.03mph). **P** Foster. **S** 28.

### SALOONS & SPORTSCAR TROPHY (9 LAPS)

1 Gary Bate (Caterham R400); 2 Dean Cook (TVR Sagaris) +1.652s; 3 Anthony Bennett (Caterham Superlight R300); 4 David Krayem (Ginetta G50);

5 Ben Scrivens (Ginetta G50); 6 Keith White (BMW Z4). **CW** Cook; Mark Braden (Global GT Light); Gary Burke (Caterham Sigma); Daniel Rogers (Mazda MX5). **FL** Cook 1m37.858s (91.50mph). **P** Bate.

**S** 32. **RACE 2 (12 LAPS) 1 Bate;** 2 Bennett +4.279s; 3 Krayem; 4 Scrivens; 5 White; 6 Chris Everill (Ginetta G50). **CW** Bennett; Peter Drennan (Global GT Light); Burke; Rogers. **FL** Bate

1m39.197s (90.26mph). **P** Bate. **S** 33.

ALL PIC: JONES



**ROCKINGHAM**  
750MC SEPTEMBER 10-11

# Fletcher replaces Bark at top of tree

THE CLIO 182 CHAMPIONSHIP decider was the closest of the several title battles settled in the teeth of mixed weather conditions at Rockingham.

Patrick Fletcher and James Bark mirrored their championship duel from 12 months ago, coming into the weekend separated by just four points. Bark triumphed in the first outing from third on the grid, although Fletcher defended aggressively throughout the race, parking his Clio 182 on the apex of most corners in the braking zone.

After a couple of nudges at the back of Fletcher's bumper, Bark made his move coming into the Deene hairpin on the penultimate lap. But Fletcher wasn't about to let him extend his points margin too much heading into the final race, setting the fastest lap to put just one point between them.

Bark led from pole position in the second race, while Fletcher dropped back behind Mark Balmer, who was also having a good run after finishing fourth in the first race. Fletcher made swift work of Balmer and set his sights on Bark, who had built up a reasonable gap. Fletcher then made a bold move up the inside into Tarzan and the pair made contact. Bark was forced wide, putting Fletcher into first place and allowing Nick Garner to come through to second. Bark didn't take long to regain second place, but had no time to catch Fletcher as the race ended a lap early owing to Simon Donoghue's stricken car at Deene.

The result meant Fletcher won the championship by five points, a reverse of last year, which Bark won after the pair finished level on points and the

championship was decided on race wins.

Will Ashmore took the first Hot Hatch win in his Honda Civic after getting a good start from second on the grid. Polesitter Tom Bell managed to retake the lead the following lap, but it proved short-lived as he suffered another retirement due to rear-brake failure on his Fiesta. That promoted Alice Hughes to second, but she was passed by Alistair Camp heading through the final corner on the run to the flag. Bell bounced back to win race two from Ashmore.

Paul Jarvis won the first Citroen Saxo-dominated Stock Hatch outing. Title rival Polly lost a frenetic battle with Robert Fagg for third, but was able to win the second race after forcing his way past Phil Law and Jarvis on the penultimate lap.

Matt Higginson and his AB Arion wrapped up the RGB title after Billy Albone's Spire suffered a gearbox failure on the final lap. Albone led much of the race – re-run after two red flags – from John Cutmore (Spire). Then Cutmore misjudged his braking on the damp

Fletcher took the Clio title, after missing out on countback in 2015

surface and ran wide into Deene, but Albone's retirement allowed Cutmore to take the win, with Higginson winning his class in fourth overall.

Scott Mittell finished third after starting his Mittell MC-53 on slick tyres, a disadvantage compared to those on wets, but he took the honours in the considerably drier second race on Sunday. Mittell diced for position with Albone before the pair made contact at the exit of Tarzan, spinning Albone to the back of the field. That allowed Cutmore through to finish third, putting him in good standing to take the class championship, with Alastair Boulton completing a brace of seconds.

The MX5 drivers had to deal with slippery conditions in the rain on Saturday. Will Blackwell-Chambers took both race wins, despite a challenge from Ben Short. The pair made contact fighting for the lead in the first race through Deene, when Short got a bit of oversteer and was tagged by Blackwell-Chambers. Sam Smith was there to take second, demoting Short.

During the next outing Short took the lead via a side-by-side run through Pif Paf with Blackwell-Chambers. But Blackwell-Chambers came up trumps with a final-lap pass, and also set the fastest lap to further extend his championship lead over rival Jack Sycamore, who finished fifth.

Ben Sharpe took both Civic Cup wins, while second in class for Carl Swift in the opening race secured him the Class B title as main rival Mark Grice finished towards the tail of the field.

Sharpe had to work for both wins. In



Mittell (1) took race-one RGB podium despite using slicks



the first race, he ran wide at Deene after starting from pole and had to fight his way back through the field. He got up to third by overtaking Carl Swift for third around the outside of Chapman Curve, and then his dispute with Martin James for second became the battle for first when David Buky ran wide, allowing them both through. Sharpe and James ran side by side at Tarzan for the lead, with Sharpe making the move stick on the run into Brook.

Starting from 10th on the reversed grid in the second race, Sharpe pulled off another masterful drive to come through the field for his second victory.

Bill Cowley (Cowley MkIV) won the two 750 Formula races from pole, securing second in the championship after Peter Bove spun out of the first race.

Chris Preen took his first Bikesport victories last weekend. He finished ahead of title contender and fellow Radical racer Philip Knibb in the first race, before Knibb retired with battery issues in the second. Simon Wing (Peugeot 205) won the Armed Forces race from grid seven, while Lakhvinder Khera won in Roadsports in his BMW M3.

Shaun Traynor claimed a double of wins in the Toyota MR2 races, ahead of Kristian White on both occasions. Title leader Jim Davies went off in the first race but recovered to fifth. He finished sixth in the second encounter.

Gregan Thruston took his third race win of the season in the 750 Trophy race, while Matthew Booth and Paul Collingwood shared the spoils in the two Sport Specials races.

**RORY MITCHELL**

**Khera won the 26-lap Roadsports encounter in his BMW**

## RESULTS

**CLIO 182 (9 LAPS) 1 James Bark;** 2 Patrick Fletcher +0.51s; 3 Nick Garner; 4 Mark Balmer; 5 Arron Sharp; 6 Simon Donoghue.

**Fastest lap** Fletcher 1m45.77s (69.77mph). **Pole** Fletcher.

**Starters 21. RACE 2 (8 LAPS) 1 Fletcher;** 2 Bark +0.54s; 3 Garner; 4 Balmer; 5 Don de Graaff; 6 Sharp. **FL** Garner 1m45.44s (69.99mph). **P** Bark. **S** 21.

**STOCK HATCH/HOT HATCH (BOTH 9 LAPS) 1 Will Ashmore (Honda Civic VTI);** 2 Alistair Camp (Ford Fiesta ST) +5.18s; 3 Alice Hughes (Fiesta ST); 4 Matthew Howarth (Vauxhall Astra GSi); 5 Andrew Tsang (BMW Compact); 6 David Allen (Fiesta ST). **Class winners** Hughes; Adam Read (BMW Compact); Paul Jarvis (Citroen Saxo VTR). **FL** Tom Bell (Fiesta ST) 1m41.76s (72.52mph). **P** Bell. **S** 24. **RACE 2 1 Bell;** 2 Ashmore; 3 Camp; 4 Howarth; 5 Allen; 6 Tsang. **CW** Camp; Mac Dr Evil McCarthy (Fiesta ST); Ryan Polly (Saxo VTR). **FL** Bell 1m42.08s (72.30mph). **P** Bell. **S** 21.

**RGB (BOTH 5 LAPS) 1 John Cutmore (Spire GT3 S);** 2 Alastair Boulton (Spire GT3) +3.87s; 3 Scott Mittell (Mittell MC-53); 4 Matt Higginson (AB Arion S2); 5 Oliver Hewitt (Mittell MC-53); 6 Daniel Larner (Mittell MC-52b). **CW** Higginson. **FL** Mittell 1m55.36s (63.97mph). **P** Mittell. **S** 23. **RACE 2 1 Mittell;** 2 Boulton +5.61s; 3 Cutmore; 4 Larner; 5 Higginson; 6 John Whatley (Spire GT3). **CW** Higginson. **FL** Billy Albone (Spire GT3) 1m30.38s (81.66mph). **P** Mittell. **S** 23.

**MX5 CUP (8 LAPS) 1 Will Blackwell-Chambers;** 2 Sam Smith +2.97s; 3 Ben Short; 4 Adam Bessell; 5 Jack Sycamore; 6 Ian Tomlinson. **FL** Smith 2m08.05s (57.36mph). **P** Blackwell-Chambers. **S** 28. **RACE 2 (7 LAPS) 1 Blackwell-Chambers;** 2 Short +2.18s; 3 Smith; 4 Michael

Comber; 5 Sycamore; 6 Tomlinson. **FL** Blackwell-Chambers 2m09.72s (56.89mph). **P** Blackwell-Chambers. **S** 26.

**CIVIC CUP (8 LAPS) 1 Ben Sharpe;** 2 David Buky +10.11s; 3 Martin James; 4 Carl Swift; 5 Chris Coomer; 6 Tim Evans. **CW** James. **FL** Sharpe 2m02.53s (60.23mph). **P** Sharpe. **S** 18. **RACE 2 (7 LAPS) 1 Sharpe;** 2 Buky +8.95s; 3 Evans; 4 David Vincent; 5 James; 6 Mark Hughes. **CW** Evans. **FL** Sharpe 2m05.91s (58.61mph). **P** Jon Peerless. **S** 17.

**750 FORMULA (2 LAPS) 1 Bill Cowley (Cowley MkIV);** 2 Bob Simpson (SS/F 750F) +2.75s; 3 Ian Barley (Racekits Falcon); 4 Mark Glover (Racekits Falcon); 5 Daniel Welsh (Racekits Falcon); 6 Martin Kemp (Racekits Falcon).

**CW** Andrew Lake (Darvi 91D). **FL** Cowley 2m00.56s (61.21mph). **P** Cowley. **S** 10. **RACE 2 (9 LAPS) 1 Cowley;** 2 Peter Bove (Darvi Mk4/5) +12.49s; 3 Glover; 4 Simpson; 5 Barley; 6 Lake. **CW** Lake. **FL** Cowley 1m37.91s (75.38mph). **P** Cowley. **S** 13.

**BIKESPORTS (6 LAPS) 1 Chris Preen (Radical SR3 RS);** 2 Philip Knibb (Radical SR3) +1.49s; 3 Adrian Reynard (Radical SR3); 4 Richard Hardie (Radical SR3); 5 Richard Wise (Spire GT3); 6 John Watson (Radical SR3). **CW** Robert Gardiner (Spire GT3). **FL** Knibb 1m43.10s (71.58mph). **P** Hardie. **S** 11. **RACE 2 (12 LAPS) 1 Preen;** 2 Hardie +30.07s; 3 Wise; 4 Reynard; 5 Doug Carter (Radical PR6); 6 Watson. **CW** Carter. **FL** Preen 1m43.18s (71.53mph). **P** Hardie. **S** 10.

**ARMED FORCES CHALLENGE (19 LAPS) 1 Simon Wing (Peugeot 205);** 2 Darren Berris (Westfield V8) +7.84s; 3 Ray Honeybone (Ford Fiesta); 4 Andrew Stacey (Mini Cooper S); 5 Kelly Williams/Daniel Williams (Ford Fiesta ST); 6 George Wright/Jack Wright (Porsche 944 S2). **CW** Berris; Williams/Williams; Matty Taylor (BMW Compact).

**FL** Wing 1m54.26s (64.59mph). **P** Wright/Wright. **S** 32.

**MR2 (6 LAPS) 1 Shaun Traynor;** 2 Kristian White +3.32s; 3 Lewis Ward; 4 Stuart Nicholls (Roadster); 5 Graham Malings; 6 Jim Davies. **CW** Nicholls; Paul Callaway (Mk1). **FL** Traynor 1m45.52s (70.00mph). **P** White. **S** 28. **RACE 2 (9 LAPS) 1 Traynor;** 2 White +1.67s; 3 Nicholls; 4 Paul Cook; 5 Ben Rowe; 6 Matthew Rowe. **CW** Nicholls; Callaway. **FL** Traynor 1m45.52s (69.94mph). **P** Traynor. **S** 27.

**ROADSPORTS (26 LAPS) 1 Lakhvinder Khera (BMW E92 M3);** 2 Jamie Sturges (SEAT Supercopa) +5.48s; 3 Andy Marston/ Brett Evans (BMW E46 M3); 4 Balginder Singh (BMW M3); 5 George Wright/Jack Wright (Porsche 944 S2); 6 Darren Langeveld (Renault Clio). **CW** Sturges; Wright/Wright; Steve Hewson (Peugeot 106 GTi); Jeff Kite/Steve Kite (Hyundai Coupe). **FL** Khera 1m39.21s (74.39mph). **P** Khera. **S** 25.

**750 TROPHY (8 LAPS) 1 Gregan Thruston (Rawson);** 2 Michael Harvey (JB Special) +9.89s; 3 Christian Pedersen (Austin 7); 4 Martin Depper (Centaur MK4); 5 Nigel Howard (HCS); 6 Lyndon Thruston (DNC). **CW** Ian Grant (Austin 7). **FL** G Thruston 1m55.65s (63.81mph). **P** Thruston. **S** 13.

**SPORT SPECIALS (8 LAPS) 1 Matthew Booth (MK Indy RR);** 2 Paul Rhodes (FRS Arrow 2) +3.16s; 3 Rob Johnston (Cyana Mk2); 4 Stuart Adam (ARD SR2); 5 Clive Hudson (Eclipse SM1); 6 John Moore (FRS Arrow 2). **CW** Marcus Roskill (Sylva Phoenix); David Roberts (Cyana MX500R). **FL** Booth 2m00.72s (61.13mph). **P** Booth. **S** 22. **RACE 2 (9 LAPS) 1 Paul Collingwood (Eclipse SM1);** 2 Booth +0.28s; 3 Hudson; 4 Paul Boyd (Eclipse SM1); 5 Johnston; 6 Stuart Adam (ARD SR2). **CW** Bridgette Smart (Sylva Phoenix); Roberts. **FL** Collingwood 1m35.50s (77.28mph). **P** Booth. **S** 22.

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ALL PICS: MOIR



**KNOCKHILL**  
SMRC SEPTEMBER 10-11

# Tarquini steers Leslie Honda to popular double

THE RETURN OF TOURING CAR champions Gabriele Tarquini and John Cleland brought out a healthy crowd as the HSCC Super Touring Car Championship made its debut at Knockhill.

Tarquini's Honda Accord suffered a brake problem in qualifying that left him down in fourth on the grid, while Cleland's Vauxhall Vectra did not make it out on Saturday due to a throttle problem. This left the stage set with reigning champion Stewart Whyte (Accord) and Colin Noble Jr (Vectra) on the front row for Saturday's race.

In true touring car fashion there was drama from the start as the two front-row starters ran side by side through Duffus Dip but collided at the bottom of the hill, causing both to retire. Somewhat surprised, Tarquini was through into the lead and he eased away at a second lap from Mark Jones's Renault Laguna to take a comfortable victory.

"It was great to drive a car with David Leslie's name on the side in front of all the people," said Tarquini. "Sure, I was a bit lucky with what happened at the first corner because he [Whyte] probably had the strongest car here."

While the two pacesetters from qualifying started at the back for race two, there was more disappointment for Cleland, who slowed soon after the start with an engine problem. Whyte and Noble wasted little time moving through the field and by lap five both had Tarquini in their sights.

Noble muscled past Whyte at Scotsman corner on lap eight and brought the gap down to under three

seconds, but began to struggle with his tyres over the last few laps. Tarquini therefore took his second win, despite admitting to problems with rising water temperatures that slowed his pace.

Whyte was promoted back to second after the race as Noble was later excluded from the results for driving-standards infringements. Darren Fielding clinched the championship in his ST2-category BMW.

Neil MacLennan sealed the Scottish Formula Ford Championship with another two victories in his Ray. Nearest title rival Jamie Thorburn pushed MacLennan hard and got his Ray into the lead, before a brief safety-car period for David Thorburn's crashed car at Clark corner. When the race resumed, MacLennan made a bold move past his rival at Duffus and edged away.

There was heartbreak for Thorburn in the second race after he too crashed out at Clark corner, which secured the title for MacLennan with three rounds to

**Tarquini honoured Leslie by taking a pair of Super Touring wins**

spare. Sebastian Melrose profited from Thorburn's misfortune, but he was made to work hard by returning former champion Alan Kirkaldy.

The final race of the day was the annual David Leslie Trophy, which was dominated by MacLennan. Jamie Thorburn quickly made it through the pack to second, clinching the Newcomers title. The best battle was for third, with five cars running nose to tail headed by Melrose, and Matthew Cowley making a late move past Kirkaldy to clinch fourth.

Having won Saturday's race, Gary Clark sealed the BMW championship with second place in race two behind Calum King, who took his first victory in the series. Although Clark held the lead for the majority of the race, a mid-race safety car closed up the field and King made his move at Scotsman on lap 11 to lead a four-car train home.

Four wins out of six for John Paterson sealed him this year's Scottish Legends Championship. David Hunter was



Crocker took Saloons/Sportscars win in TCR Civic





**CROFT BRSCC**  
SEPTEMBER 10-11

## Head wears Caterham crown

THREE CATERHAM TITLES WERE DECIDED at Croft last weekend, with back-to-back wins giving Aaron Head the premier Superlight R300-S crown. He was handed a respite in the first race, after a poor start due to driveshaft problems went unpunished thanks to a red flag. Leaving it late, Head swept through the field, eventually passing podium finishers Jack Sales and Lee Wiggins.

Head only needed to finish 16th or higher in the finale, but he made it two wins from two aided by an excellent safety-car restart, passing Stephen Nuttall and Wiggins late on.

Alistair Calvert took a pair of Tracksport victories, but the title went the way of Anthony Barnes, who took two second-place finishes. Damian Milkins and Daniel Bremner earned a third apiece.

The third Caterham champion was William Smith in the Supersports, with a win and a fourth enough to wrap up the title. Ben Tuck was his rival throughout the weekend, hounding Smith all the way to the end of race one before winning the second race. Jack Brown twice finished a lonely third.

In Caterham Roadsport, Russ Olivant stormed to two wins that all but sealed his title ahead of the season finale. Guy Hawkins

was second in both races with Alan Cooper and Daniel Quintero each taking a third.

The Caterham Academy races went the way of Jay McCormack and Steven Tozer.

Newly crowned Formula Ford 1600 champion Niall Murray took a brace of wins in his Van Diemen. Ray-mounted American Chase Owen came closest to beating him, but a drive-through penalty for a practice start under the green flag sent him down the order in race one, leaving Murray to a comfortable win ahead of Graham Carroll (in the new Firman) and David McArthur (Van Diemen). Carroll and McArthur swapped places on the podium in the final encounter. Ben Tinkler (Reynard) took two Pre-90 class victories.

Jeff Wilson's potent Lotus Elise and the SEAT of Andrew Morrison took the Northern Saloon and Sportscar Championship races. Level on points in the final encounter, it was a heartbreaker for Matthew Kirby as he retired on the last lap, the Caterham racer losing the title on dropped points to BMW 328i pedaller Martin Whitehouse.

Jeff Cooper won both Honda VTEC/4Two Cup races. Alan Palmer and David Nash shared Smart class victories.

**TOM ERRINGTON**

Paterson's closest challenger and took the other two wins. Guest driver Chris Grieve was awarded driver of the meeting for his spirited battles to five podium spots. Grieve bravely fought off Paterson to keep second in the final race after Paterson spun on lap five with a gearbox problem.

A dramatic weekend of Mini Cooper Cup action did little to cement the championship standings, with Ian Munro's lead being cut to just 15 points heading into October's finale, where five drivers could win the title. Morgan Murray won the first two races to move up the standings and had to defend staunchly from Munro in both encounters. John Duncan started race three from pole position after the top seven were reversed and held off Malcolm McNab for the win. The story of this race was the retirement of points leader Munro after a collision at the hairpin on lap one.

The strongest Fiesta entry of the year provided some of the best action of the day, with Chris Milford sealing victory on the last lap of race two after a race-long battle with Wayne Macaulay. ST Cup leader Kevin Whyte won race one, but dropped to eighth after an early coming together with title rival Macaulay.

Finlay Crocker (TCR Honda) and Steven Dailly (Ginetta G50) won a race apiece in the Saloons and Sportscars, while Harry Simpson dominated the Classics races with his Ginetta G4.

**JONATHAN CRAWFORD**

→ **P77 FULL RESULTS**

### RESULTS

**CATERHAM SUPERLIGHT R300-S (19 LAPS) 1 Aaron Head;** 2 Jack Sales +0.337s; 3 Lee Wiggins; 4 Clive Richards; 5 Stephen Nuttall; 6 Matt Dyer. **Fastest lap** Head 1m29.995s (85.00mph).

**Pole** Head. **Starters** 18. **RACE 2 (14 LAPS) 1 Head;** 2 Nuttall +3.048s; 3 Wiggins; 4 Dyer; 5 Mike Hart; 6 Sales. **FL** Head 1m30.705s (84.34mph). **P** Head **S** 15.

**CATERHAM TRACKSPORT (BOTH 19 LAPS) 1 Alistair Calvert;** 2 Anthony Barnes +0.472s; 3 Daniel Bremner; 4 Damian Milkins; 5 Steve McCulley; 6 Paul Aram. **FL** Bremner 1m35.845s (79.81mph). **P** Calvert. **S** 15. **RACE 2 1 Calvert;** 2 Barnes +0.700s; 3 Milkins; 4 Bremner; 5 McCulley; 6 Aram. **FL** Barnes 1m35.837s (79.82mph). **P** Calvert. **S** 15.

**CATERHAM SUPERSPORT (BOTH 19 LAPS) 1 William Smith;** 2 Ben Tuck +0.470s; 3 Jack Brown; 4 Henry Heaton; 5 Max McDonagh; 6 Christian Szaruta. **FL** Tuck 1m33.635s (81.70mph). **P** Smith. **S** 25. **RACE 2 1 Tuck;** 2 Heaton +6.383s; 3 Brown; 4 Smith; 5 McDonagh; 6 Szaruta. **FL** Tuck 1m34.335s (81.09mph). **P** Smith. **S** 25.

**CATERHAM ROADSPORT (BOTH 13 LAPS) 1 Russ Olivant;** 2 Guy Hawkins +0.277s; 3 Alan Cooper; 4 Daniel Quintero; 5 William Lloyd; 6 Lee Collins. **FL** Hawkins 1m36.964s

(78.89mph). **P** Hawkins. **S** 17. **RACE 2 1 Olivant;** 2 Hawkins +2.632s; 3 Quintero; 4 Cooper; 5 Lloyd; 6 David Bevan. **FL** Hawkins 1m37.148s (78.74mph). **P** Olivant. **S** 17.

**CATERHAM ACADEMY - WHITE GROUP (9 LAPS) 1 Jay McCormack;** 2 Eric Tiv +4.180s; 3 Philip Bianchi; 4 Anthony Taylor; 5 Ben Gillias; 6 Spencer Wright. **FL** James Beardwell 1m39.769s (76.67mph). **P** Beardwell. **S** 20.

**GREEN GROUP (9 LAPS) 1 Steven Tozer;** 2 Tom John +0.557s; 3 Carl Varney; 4 Matt Gray; 5 Peter Spencer; 6 Marcus Rawlinson. **FL** John 1m40.500s (76.12mph). **P** Tozer. **S** 24.

**FORMULA FORD 1600 NATIONAL (11 LAPS) 1 Niall Murray (Van Diemen RF99);** 2 Graham Carroll (Firman RF16) +3.752s; 3 David McArthur (Van Diemen LA10); 4 Luke Williams (Firman RF16); 5 James Roe (RFR RFFF16); 6 Chase Owen (Ray GR14/15). **CW** Ben Tinkler (Reynard 89FF); Andrew MacGregor (Van Diemen RF86). **FL** Murray 1m29.654s (85.32mph). **P** Murray. **S** 19.

**RACE 2 (12 LAPS) 1 Murray;** 2 McArthur +6.913s; 3 Carroll; 4 Joshua Smith (Van Diemen JL13K); 5 Roe; 6 Jordan Dempsey (Van Diemen RF00). **CW** Daniel Obeirne (Swift SC95); Tinkler; MacGregor. **FL** Murray 1m30.106s (84.90mph). **P** Murray. **S** 18.

**NORTHERN SALOON & SPORTSCARS (BOTH 11 LAPS) 1 Jeff Wilson (Lotus Elise);** 2 Andrew Morrison (SEAT Leon

Eurocup) +6.637s; 3 Matthew Kirby (Caterham C400); 4 John Woolfitt (MK Indy); 5 Mark Leybourne (Westfield FW); 6 Stuart Carr (Caterham CSR). **CW** Kirby; Leybourne; Stephen Kell (Ford Sierra XR4x4); Neil Finnigan (Caterham R400 SV); David Cox (Peugeot 205GTi); Martin Whitehouse (BMW 328i); Simon Baker (Ford Fiesta). **FL** Wilson 1m28.095s (86.83mph).

**P** Wilson. **S** 32. **RACE 2 1 Morrison;** 2 J Woolfitt +19.921s; 3 Simon Mayne (AB Performance Arion S2); 4 Paul Woolfitt (Zcars Mini); 5 Kell; 6 Carr. **CW** Mayne; Kell; Carr; Scott Hubel (Peugeot 205GTi); Mark Campbell (Triumph TR5); Cox; Whitehouse; Baker. **FL** Morrison 1m31.075s (83.99mph). **P** Wilson. **S** 27.

**VTEC/THE 4TWO CUP (BOTH 13 LAPS) 1 Jeff Cooper (Honda CRX);** 2 Peter Dixon (Honda CRX) +5.127s; 3 Robert Burkinshaw (Honda Integra DC5 Type R); 4 Mark Bennett (Honda S2000 F20); 5 Stuart King (Honda Integra Type R); 6 Paul Donkin (Honda Civic). **CW** Burkinshaw; Donkin; David Nash (Smart). **FL** Cooper 1m34.253s (81.16mph). **P** Dixon. **S** 15.

**RACE 2 1 Cooper;** 2 Burkinshaw +1.849s; 3 Donkin; 4 Bennett; 5 Adam Jones (Honda Civic Type R); 6 Martyn Kemp (Honda Civic). **CW** Burkinshaw; Donkin; Alan Palmer (Smart). **FL** Burkinshaw 1m34.848s (80.65mph). **P** Cooper. **S** 12.

**SNETTERTON**

BARC SEPTEMBER 10-11

# Mills thrills with charge at soggy Snett

GUY FASTRES AND CONNOR MILLS shared the spoils in last Saturday's trio of soggy Legends races. Belgian polesitter Fastres managed the wet weather to claim his first win of the season by 9.8 seconds in a car he described as "perfect". Stephen Whitelegg tried to challenge for the lead early on, but a moment at Brundle and Nelson allowed Jack Parker and Mills to pass for the two remaining podium positions.

Fastres followed up the victory with a charge from 16th to third in race two, but it was Mills who was most delighted with a first win since the Pembrey event in April. "It's good to finally get another win," he said, before going on to take a second victory in race three thanks to an astonishing opening lap that took him from 13th to first. "It just shows what we can do, especially if it's raining," he added.

The clouds parted on Sunday for a Whitelegg victory, holding off the bump-drafting pair of Mills and Mickel, the latter nursing a late oil leak.

The title leader repaired the leak in time for wins in races five and six, thanks to two trademark storming starts – including 11th to first in a lap and a half in race five. Parker made steady progress up to second, and looked like he would challenge for the lead, but ended up squabbling with Fastres for the second step of the podium – a duel that ultimately ended in favour of the Belgian.

The first two British Truck Racing Championship races were stop/start affairs in greasy conditions. A spin for Michael Oliver on the exit of Wilson in race one brought the red flags out, leaving a two-lap dash to the chequered flag when racing resumed. Fresh from his first win in the European series at Most in the Czech Republic, Ryan Smith emerged first and also went on to pick up the



race-three winner's trophy.

Smith was tagged on the first lap of race two, along with Michael Oliver, at Agostini to cause a restart, but the biggest heartache was for Oly Janes, who was denied a maiden win by an injector issue that forced him to relinquish a 10-second lead. That gifted David Jenkins the victory following a torrid Saturday. Shane Brereton tasted the race-four champagne, while a debut 2016 win for Simon Reid was dashed by a gearbox failure on the Bentley Straight, leaving Stuart Oliver to claw a handful of points back in the title hunt with the race-five silverware.

Shayne Deegan wrapped up the Mini Miglia championship with a pair of wins, crossing the line a breathtaking 43.998s ahead of James Coulson in second place, before completing the brace in race two. "What a way to sign off the championship," the 21-year-old beamed. Ashley Davies goes into the Se7ens finale at Zandvoort with one hand on the title after a race-one class win, with Kieren McDonald taking the second.

Classic Thunder, Pre-'03 and Classic VW Touring Cars were headed by the Thunder Subarus. Vaughan Fletcher won the first race, but with one more lap Dale Gent might have taken it for himself. A

Mills came from 13th on grid to win second Legends race

half-distance spin at Oggies for Gent remarkably didn't cost him his second place, and after that he lapped between 1.3s and 2s per lap quicker than Fletcher, bringing the lead down from 4.7s to just 0.2s at the flag. Gent made quicker work on Sunday, passing Fletcher for the lead at Oggies before Fletcher spun at Williams, the race-one winner eventually crossing the line fourth.

In the first Pre-'66 and Pre-'83 race, Stephen Primett got bogged down at the start in his Ford Escort, handing Ted Pearson the win, before Pearson did it again in race two. Phil Manser claimed both Pre-'66 class honours.

Kenny Coleman eased his Ford Capri to victory from the front row in a truncated first Pre-'93, Pre-'05 and BOSS race, shortened as a result of Brian Long stopping at Wilson and causing a red flag just over a minute from the end. Ray West was the weekend's other winner.

Newly crowned Class B champion Oliver Taylor made the step up to the A1 class in the Kumho BMW Championship, finishing second behind James MacIntyre-Ure. The pair were in a class of their own, finishing more than 28s ahead of third-placed Ian Hill. MacIntyre-Ure tried to make it two from two, but Lee Spencer used his E36's superior straightline speed to pass on the Bentley Straight a lap and a half from home.

The 2013 Luna Logistics Classic Formula Ford champion, Adriano Medeiros, pulled off the seemingly impossible when he scored two wins by 1m12.1s and 42.2s respectively, lapping more than 6s per lap quicker than his rivals in the first encounter.

David Mellor and Adrian Wray shared the spoils with a win apiece to keep the MG Owners Championship alive heading to Silverstone.

JASON NOBLE



Smith leads the tightly bunched truck pack out of the Wilson hairpin



**SILVERSTONE**  
MSVR SEPTEMBER 10-11

## Witt bounces back from spin to win

JORDAN WITT HEADS INTO THE FINAL round of the GT Cup next month with a three-point advantage over Tom and James Webb despite an up-and-down weekend at Silverstone.

The 25-year-old took pole for the first of three races by nearly three seconds, but an early spin forced the Bentley driver into damage limitation. Graham Davidson bagged a double victory in his McLaren, but Witt bounced back to win the 50-minute endurance race.

After dominating qualifying, Witt's weekend nearly unravelled on the first lap of race one. A spin at Brooklands, while contesting the lead with Davidson, left the former Carrera Cup driver at the back of the pack. A fine recovery drive saw him fight back to claim points in seventh, only four places behind championship rivals the Webbs in their BMW M3, who were beaten to second by the Ferrari 458 of John Dhillon and Aaron Scott.

On pole again for race two, Witt was overhauled by Davidson once more, this time on the run down to Copse. The gap ebbed and flowed, but the Bentley couldn't keep pace and had to settle for second.

With the title in mind, Witt made an assertive move on Davidson into Village in the closing stages to take victory in the endurance race.

Jack Manchester profited from a blistering start from fourth on the grid to cruise to a maiden win in the opening Radical Challenge Championship race. Fresh from a season's best second place last time out at Brands Hatch, Manchester was imperious in the wet conditions and beat nearest rival Brian Caudwell by over 17 seconds. Caudwell and Manchester found themselves in the wars in race two, both having spins on the opening lap, leaving polesitter Jack Lang to add to his race-one podium with an easy victory.

Lang's exceptional consistency proved key as he picked up maximum points in

the dry endurance race, with Invitation entry Bradley Smith taking overall victory.

Ryan Savage made a daring last-lap pass on Adam Knight to take a thrilling victory in the first Lotus Cup & Elise encounter. Having headed the field early on, Savage was caught and passed by Knight mid-race but fought back superbly to snatch the win by just under 0.3s.

Jason Baker pounced late on Adam McKay, who had led most of the way, to take the honours in a substantially drier second race. Rob Myers finished a lonely third, almost a minute behind.

Ben Cater withstood intense pressure from race-one winner Chris Hodgen to take the second JMT Monoposto race by 1.9s.

Robbie Watts prevailed in an epic battle with poleman George Line to score his third consecutive F3 Cup win. Line received a 10s penalty for a jump-start but continued to race to the end, running side by side with Watts at Brooklands on the final tour. Daryl Jones inherited second, while series leader Shane Kelly recovered well from a lowly grid slot to extend his points advantage with third place. Race two was an equally close battle, with Line eventually winning ahead of James Heffernan.

Stuart Waite cruised to a brace of Production BMW & Toyo Tires Saloons victories in his M3, while James Raven won the SuperSeries FF1600 race in his Ray GR15.

**STEPHEN BRUNSDON**

Witt dominated GT Cup qualifying, but still has work to do to seal title

Smith and Lang lead at Copse in the second Radical race



## RESULTS

**GT CUP (10 LAPS) 1 Graham Davidson (McLaren MP4-12C);** 2 John Dhillon/Aaron Scott (Ferrari 458 GT3) +17.333s; 3 Mike Wilds/Anthony Wilds (458 Challenge); 4 Andy Demetriou/Piers Masarati (Porsche 991 GT3 Cup); 5 Tom Webb/James Webb (BMW M3 E46 GTR); 6 Peter Littler (Aston Martin GT3). **Class winners** Wilds/Wilds; Webb/Webb; Rob Gaffney/Ian Goodchild (Ginetta G55). **Fastest lap** Jordan Witt (Bentley Continental GT3) 2m28.299 (89.01mph). **Pole** Witt. **Starters** 28.

**RACE 2 (11 LAPS) 1 Davidson;** 2 Witt +12.399s; 3 Dhillon/Scott; 4 Littler; 5 Wilds/Wilds; 6 Tim Richards (Lamborghini Huracan). **CW** Wilds/Wilds; Nigel Armstrong/Jamie Dawson (Porsche 997 GT3 Cup); Esmee Hawkey/James Birch (Porsche Cayman GT4). **FL** Witt 2m25.529s (90.70mph). **P** Witt. **S** 26.

**RACE 3 (23 LAPS) 1 Witt;** 2 Davidson +2.178s; 3 Dhillon/Scott; 4 Hudson/Adam Wilcox; 5 Wilds/Wilds; 6 Littler. **CW** Scott Thomas/Matt Bell (McLaren 650S Sprint); Webb/Webb; Brent Millage (G55). **FL** Dhillon/Scott 2m03.962s (106.48mph). **P** Witt. **S** 21.

**RADICAL CHALLENGE (9 LAPS) 1 Jack Manchester;** 2 Brian Caudwell +17.448s; 3 Jack Lang; 4 Steve Burgess; 5 Brian Murphy; 6 Stuart Maloney. **CW** Peter Tyler/Tom Gladdis; Andy Chittenden. **FL** Manchester 2m27.007 (89.79mph). **P** Lang. **S** 30.

**RACE 2 (6 LAPS) 1 Lang;** 2 Burgess +9.344s; 3 Tyler/Gladdis; 4 Murphy; 5 Mark Richards; 6 Tony Wells. **CW** Tyler/Gladdis; Chittenden. **FL** Lang 2m26.363s (90.18mph). **P** Lang. **S** 30.

**RACE 3 (28 LAPS) 1 Bradley Smith;** 2 Lang +5.163s; 3 Burgess; 4 Joe Stables; 5 Brian Harvey/Tom Harvey; 6 Richards. **CW** Chittenden. **FL** Smith 2m04.789s (105.77mph). **P** Smith. **S** 30.

**LOTUS CUP & ELISE TROPHY (12 LAPS) 1 Ryan Savage (2-Eleven);** 2 Adam Knight (Exige V6 Cup R) +0.292s; 3 Jason Baker (Elise S2 Honda); 4 Adam Balon (Exige V6 Cup R); 5 Rob Myers (Exige V6 Cup R); 6 David McInulty (Exige V6 Cup R). **CW** Knight; William Stacey (Elise S1). **FL** Adam McKay (Exige V6 Cup R) 2m37.954 (83.56mph). **P** Knight. **S** 31.

**RACE 2 (12 LAPS) 1 Baker;** 2 McKay +16.864s; 3 Myers; 4 Jewell (Exige V6 Cup R); 5 D McInulty; 6 Drummond (Exige V6 Cup R). **CW** McKay; Jason McInulty (Elise Cup R). **FL** McKay 2m36.805s (84.18mph). **P** Ian Fenwick (Exige S1 Honda). **S** 32.

**MONOPOSTO (8 LAPS) 1 Chris Hodgen (Dallara F304);** 2 Ben Cater (Dallara F301) +16.004s; 3 Jeremy Timms (Dallara F399); 4 Tony Bishop (Dallara F302/4); 5 James Harris (Tatuus Formula Renault); 6 Cato Poulsen (RF1000). **CW** Timms; Poulsen; Terry Clark (Van Diemen RF00); Robin Dawe (Vauxhall Lotus); Alex Fores (Van Diemen RF97); Geoff Fern (Van Diemen RF89). **FL** Cater 2m31.176 (87.31mph). **P** Cater. **S** 42.

**RACE 2 (10 LAPS) 1 Cater;** 2 Hodgen +1.995s; 3 Timms; 4 Bishop; 5 Richard Gittings (Jedi Mk6); 6 Poulsen. **CW** Timms; Gittings; Poulsen; Clark; Dawe; Fores; **FL** Cater 2m03.067s (107.25mph). **P** Bishop. **S** 40.

**F3 CUP (11 LAPS) 1 Robbie Watts (Dallara F308);** 2 Daryl Jones (F308) +4.234s; 3 Shane Kelly (F308); 4 Stuart Wiltshire (F308); 5 George Line (F308); 6 Wade Eastwood (F307). **CW** Tim Buckley (F304). **FL** Kelly 1m57.360 (112.360mph). **P** Line. **S** 13.

**RACE 2 (11 LAPS) 1 Line;** 2 James Heffernan (F308) +0.429s; 3 Jacopo Sebastiani (F311); 4 Wiltshire; 5 Kelly; 6 Eastwood. **CW** Paul Dagg (F304). **FL** Kelly 1m57.968s (111.89mph). **P** Line. **S** 13.

**PRODUCTION BMW & RACING SALOONS (8 LAPS) 1 Stuart Waite (BMW M3);** 2 Darren Stamp (BMW E36 M3) +8.419s; 3 Rob Payne (BMW E30 M3 Sport Evo); 4 Andy Baylie (VW Golf GTi); 5 Brian Jones (BMW E36 M3); 6 Hugh Gurney (BMW M3). **CW** Payne; Jason Dzenis (Peugeot 205); Matthew Swaffer (BMW 320); Steve Allen (Honda Civic). **FL** Waite 2m29.622 (84.87mph). **P** Karl Cattliff (BMW E36 M3). **S** 36.

**RACE 2 (8 LAPS) 1 Waite;** 2 Cattliff +9.457s; 3 Stamp; 4 Don Hughes (Peugeot 306); 5 Baylie; 6 Jones. **CW** Hughes; Dzenis; William Davison (BMW E30); Karl Graves (BMW 120d). **FL** Cattliff 2m28.657s (88.79mph). **P** Waite. **S** 33.

**SUPERSERIES (7 LAPS) 1 James Raven (Ray GR 15);** 2 Stuart Gough (Van Diemen DP08) +1.593s; 3 Luke Williams (Van Diemen RF16); 4 Nathan Ward (Spectrum); 5 Matt Rivett (Ray GR10); 6 Henry Chart (Van Diemen RF022). **FL** Raven 2m19.516 (94.61mph). **P** Raven. **S** 18.

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# WHAT'S ON



## Why Formula E has chosen Channel 5

THERE'S A NEW ERA OF motorsport on television, it seems. Goodbye Formula 1 on the BBC, hello new platform Channel 4. BT Sport has continued its push to be the home of most things racing, be it two wheels or four. Now Formula E has joined the party in terms of migrating from a 'traditional' motorsport broadcaster to an 'up-and-comer'.

Channel 5 (Freeview 5, Freesat/Sky/Virgin Media 105) is not known for being a sports network, let alone a racing one. Adding World Rally Championship highlights to a package that includes the English Football League, boxing and test cricket does not make a haven for the sports enthusiast.

But it is free-to-air, and much higher up the electronic programme guide than FE's previous regular channel, ITV4. Those two arguments are at the forefront of FE's glee at striking its new deal.

"Free-to-air was essential to us," says FE's media chief Ali Russell. "We had

some ITV1, but the opportunity with Channel 5 is incredible. We were able to secure prime-time slots, and gain support from their other channels and digital channels."

There, Russell references the fact that FE practice sessions will be broadcast on Channel 5's social media channels, while sister station Spike (Freeview 31, Sky 160, Virgin 154) will show qualifying. Channel 5 will then pick up the races. This variety, which comes from parent company Viacom, is supposedly key to FE accessing a greater audience.

The series appears well plugged in (no pun intended) to the world of social media, and its deal with Grabyo allows it to broadcast bite-sized clips on Twitter. Last season's Battersea finale was streamed live on Facebook. Targeting these digital avenues is a key part of FE's content strategy, but it's foolish for it to think it can immediately wipe out the issues that come with a small TV reach. Formula 1's popularity stems from several

**To grow its audience Formula E needed to stay on free-to-air**

decades of occupying prime slots on the BBC and ITV before Channel 4, although in those vital early days there were fewer channels available and therefore less competition for viewers' attention. If FE is seriously targeting hitting the mainstream, a wider (ie free-to-air) television reach is a core part of that.

Channel 5 might not seem the most glamorous of options but it is better than the alternatives. From the outside it appeared as though the ITV partnership was simply running its course over the 2015/16 season, as FE seemed to feature less and less in its advertising.

The numbers didn't work for ITV. It was happy for BT Sport to take up airing the Mexico City race, which clashed with ITV4's snooker coverage, for free. Better for FE to be with a broadcaster that's going to prioritise it.

BT was a frontrunner to pick up the full 2016/17 contract, but this would have been a subscription-only service. It might be happy with small numbers from

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motorsport diehards, but joining that pack of categories fighting for airtime behind a paywall was not too appealing to FE. There's no doubting BT invests in its motorsport content, but the blend of primetime, free-to-air coverage proved more appealing.

The bottom line is it is very good for FE to have maintained a free-to-air presence in the UK. Attendance at the pre-season tests at Donington Park, where two of the days of the opening test were open to the public free of charge, shows that there is a genuine growth of interest in the series.

Free tickets have helped swell its trackside numbers on race events. While that approach doesn't guarantee getting bums on seats in front of the TV, a series that can still be described as nascent cannot afford to be difficult to find.

TV is a crucial point of entry and, if nothing else, FE's Channel 5 deal has ensured it hasn't been closed off.

SCOTT MITCHELL

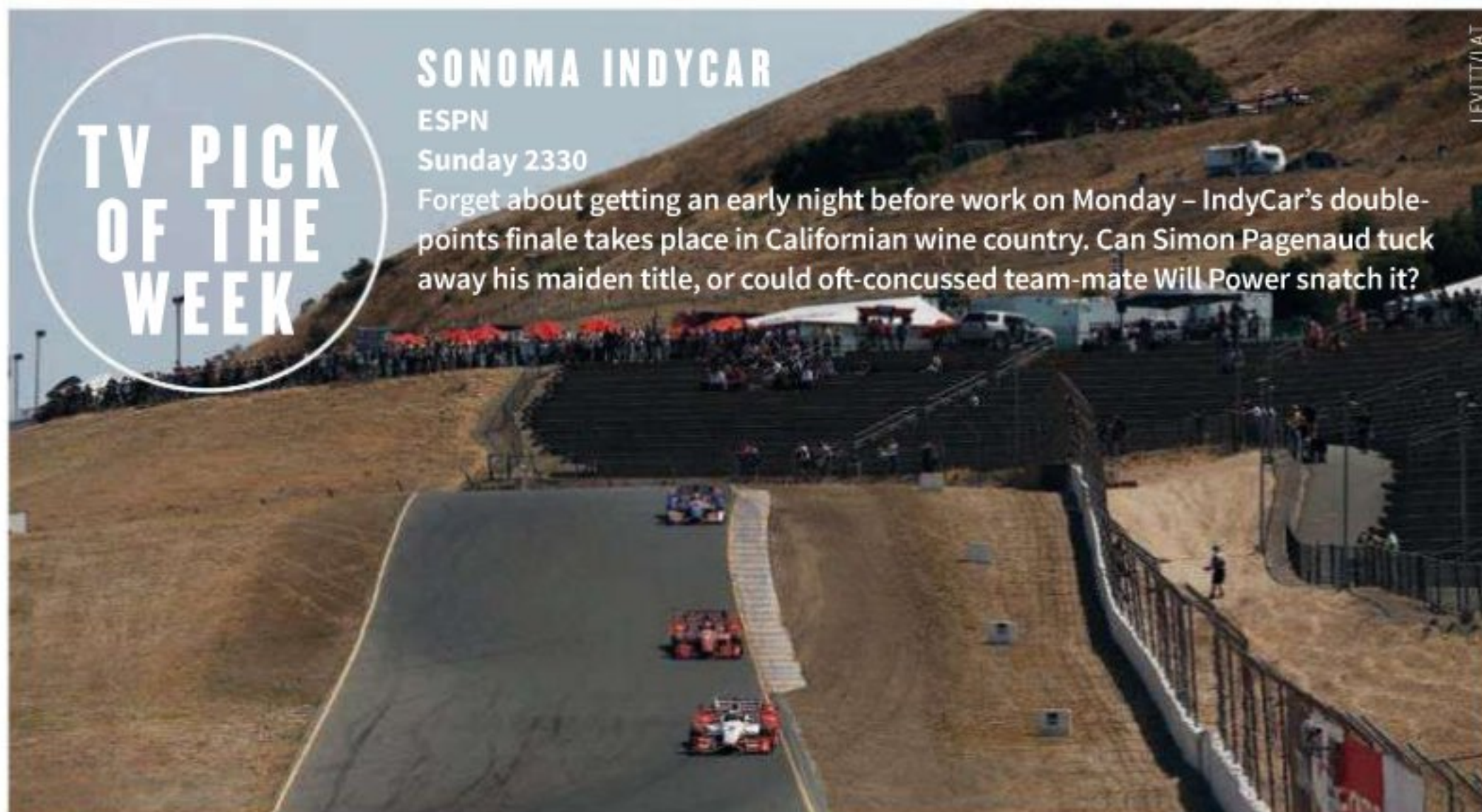


## HOT ON THE WEB THIS WEEK

YouTube JAGUAR'S BACK ON TRACK

**Search for:** Jaguar Returns To Racing

Suitably grainy and evocative footage from Jaguar's illustrious sportscar-racing history (no mention of the Formula 1 team, though...) prefaces this fanfare for the Big Cat's return to the race track in the opening round of the 2016/17 Formula E season in Hong Kong on October 9.



TV PICK OF THE WEEK

### SONOMA INDYCAR

ESPN

Sunday 2330

Forget about getting an early night before work on Monday – IndyCar's double-points finale takes place in Californian wine country. Can Simon Pagenaud tuck away his maiden title, or could oft-concussed team-mate Will Power snatch it?

## INTERNATIONAL MOTORSPORT

### SINGAPORE GRAND PRIX

Formula 1 World Championship Rd 15/21  
Marina Bay, Singapore  
September 18

#### WATCH ON TV

**Live** Sky Sports F1, Sunday 1230  
**Highlights** Channel 4, Sunday 1830

### TCR INTERNATIONAL

Rd 9/11  
Marina Bay, Singapore  
September 17-18

### WORLD ENDURANCE

Rd 6/9  
Austin, Texas, USA  
September 17  
**WATCH ON TV**  
**Live** Eurosport 1, Saturday 2300

### IMSA SPORTSCAR

Rd 11/12  
Austin, Texas, USA  
September 17

### INDYCAR SERIES

Rd 15/15  
Sonoma, California, USA  
September 18

### BLANCPAIN ENDURANCE CUP

Rd 5/5  
Nurburgring, Germany  
September 18

### SANDOWN 500

Australian Supercars  
Rd 10/14  
Sandown, Victoria, Australia  
September 18  
**WATCH ON TV**  
**Live** BT Sport 1, Sunday 0600

### NASCAR SPRINT CUP

Rd 27/36  
Chicagoland, Illinois, USA  
September 18  
**WATCH ON TV**  
**Live** Premier Sports TV, Sunday 1900

### EUROPEAN RALLY CHAMPIONSHIP

Rd 9/10  
Rally Liepaja, Latvia  
September 16-18  
**WATCH ON TV**  
**Highlights** Eurosport 2, Sunday 0005; Eurosport 1, Sunday 2300

## UK MOTORSPORT

### BRANDS HATCH HSCC

September 17  
Classic Formula 3, Historic FF2000, Historic FF1600, Classic Clubmans, Classic FF2000, Allcomers, Tin Tops, Quaife Saloons

### OULTON PARK BRSCC

September 17  
FF1600, BMW Compact Cup, Formula Jedi, MG Cockshoot Cup, TVRs

### SILVERSTONE BTCC

September 17-18  
BTCC, British F4, Carrera Cup, Clio Cup, Ginetta Junior, Ginetta GT5  
**WATCH ON TV**  
**Live** ITV4, Sunday 1100

### CADWELL PARK CSCC

September 17-18  
Ford Pumas, Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s,

Modern Classics, New Millennium, Open Series

### ROCKINGHAM BRSCC

September 17-18  
Alfa Romeos, Mazda MX5s, Pickups, Intermarque

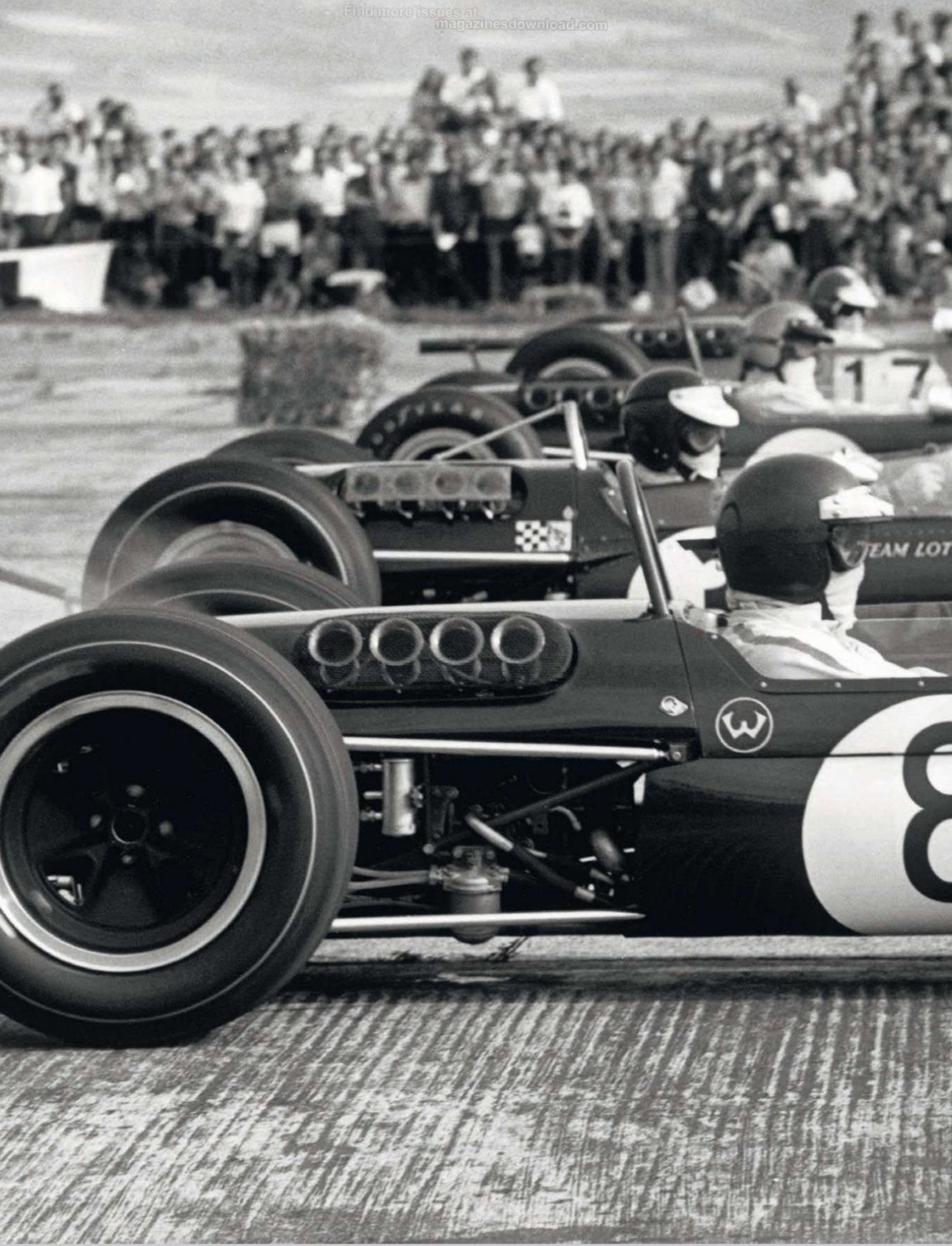
### MONDELLO PARK LEINSTER TROPHY

September 17-18  
BOSS Formula Libre, Formula Vee, Formula

Sheane, Strykers, Touring Cars, SEATs, Historic Racing Cars, Ginetta Junior, Future Classics, FF1600, Fiesta Zetecs, Fiesta STs, Fiesta Juniors, Global GT Lights, Supercars, Legends

### RALLY ISLE OF MAN

September 15-17  
Douglas, Isle of Man British Rally Championship







## THE ARCHIVE

The Cosworth FVA-powered quartet of Jochen Rindt (Brabham BT23), Jim Clark (Lotus 48), Jack Brabham (Brabham BT23) and Jean-Pierre Beltoise (Matra MS5) takes off at the start of the fifth round of the 1967 European Formula 2 Championship at Tulln-Langenlebarn, Austria. Rindt won the race.

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# THE BUCKET LIST

DRIVE A  
FORMULA 1 CAR



**T**HINK OF ALL THE CLICHES YOU CAN ABOUT WHAT IT MUST BE LIKE TO drive a Formula 1 car. The attack on the senses, the speed-blur of the colours around you as you blast out of a corner, the shift-lights flashing at a frightening rate, the noise being pumped out from just behind where you're sitting, followed by the fear that you're already at the next corner and you've not yet thought about the brake pedal.

It sounds hackneyed, but it's all true. And if you're lucky (and rich) enough, you can find out for yourself. Over the years a fair few F1 'experience' programmes have been launched, either by teams or manufacturers, or simply a company that's got its hands on a few old cars with a clever business model in mind.

We've all had that dream, that 'what if' – when you see real F1 drivers climbing into their car and you pause for a moment to imagine being in their place. Whether you choose to drive at a top-end circuit or somewhere less upmarket, the moment it's time to stand on the seat before lowering yourself into the surprisingly low driving position, you're bound to stop for a moment and imagine the surroundings Lewis Hamilton sees every time he does this.

If you ever get the chance to sample an F1 car, take it all in, from the moment you zip up your race suit, to being strapped into the car, hearing the engine firing up... but make sure you concentrate when pulling away for the first time, because you're almost certain to stall it at least once.

Once out on track, don't fear it. These opportunities come around once in a lifetime, so you've got to make sure you climb out of the car knowing what it feels like to bury the accelerator, slam on the brakes, and put some hard-to-believe cornering forces through your body. If the car and track allow it, you might even get to feel downforce at work through a quick corner.

If you're ever in the position where you can stump up the cash, you won't be disappointed. 🍷

GLENN FREEMAN

Just sitting in an F1 car is an experience to be savoured; driving it takes the senses to a whole new level

## AT A GLANCE

**Where:** From Paul Ricard to Barcelona, if you shop around you'll find more than just the motorsport equivalent of a 'back alley' to get your running.

**When:** All year round.

**Cost:** From around £1500 for basic packages in older machinery, but escalating quickly if you want to run something newer. Don't be surprised if something north of £4000 is required

to drive anything from the past decade.

**Key tip:** Do your research and make sure it's a grand prix car. It's easy to be misled by something described as a single-seater.

# AUTOSPORT

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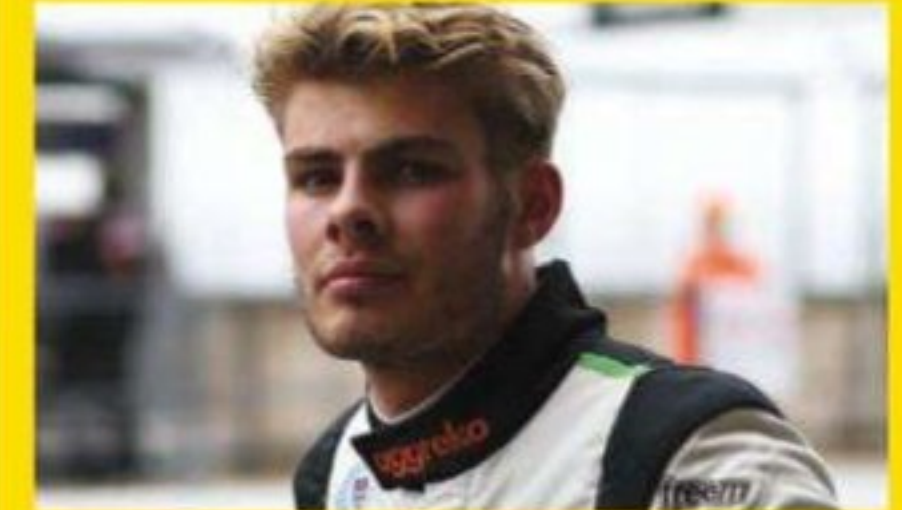
# Morris not safe! Is Bladon?

With just a couple of race weekends left the Sunoco Challenge season is soon over. In the Sunoco 200 Challenge standings Cooper Champion Bladon has a comfortable 20.42 average points lead over Radical racer Burgess but there is still a slim chance for Steve to catch Max.

In the Sunoco Whelen Challenge British GT3 Bentley ace Seb Morris has raced hard all year and ended the season in 3rd at the Donington finale. However, Italian Radical racer Marco Cencetti in the Radical EuroMasters is just 4.69 average points behind and has 6 races to improve. He needs to average 91.80 points per race to beat Seb – tough but not impossible. Both Kapadia and Littlejohn, in EuroMasters, can also overtake Seb on the finishing line. Exciting stuff!!



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



Seb Morris

1	S Morris	British GT3	80.06
2	M Cencetti	Radical Masters S	75.37
3	A Kapadia	Radical Masters M	64.50
4	Marateotto	Radical Masters S	61.63
5	J Littlejohn	Radical Masters M	61.23

**Congratulations  
British GT Champions**



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



Max Bladon

1	M Bladon	Mini Cooper	109.90
2	S Burgess	Radical UK	89.58
3	R Parfitt Jr	GT3AM	87.39
4	M Robinson	GT4	80.67
5	D Johnston	GT4	80.67

Points correct as of 12.09.16

## Next eligible races

### Sunoco Whelen Challenge

Sep 30-Oct 1: Radical / Monza  
Oct 29/30: Radical / Jerez

### Sunoco 200 Challenge

Oct 1: Britcar / Oulton Park  
Oct 8: Radical & F3 Cup / Snetterton  
Oct 29/30: Mini / Snetterton

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