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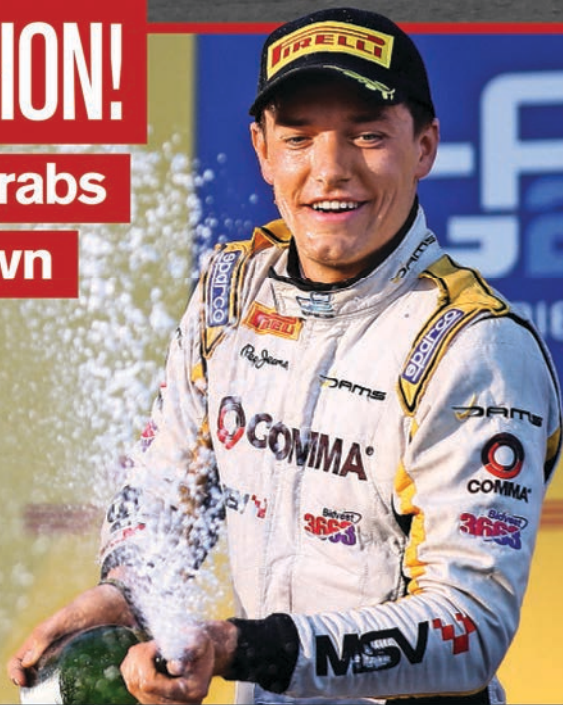
As Mercedes seals F1 manufacturers' title...

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Palmer grabs
GP2 crown



CHAMPION!

Turkington's
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POLE POSITION

Celebrating UK success while thinking of Jules

I MUST ADMIT I WAS QUITE RELIEVED THAT SUNDAY'S inaugural Russian Grand Prix was a straightforward affair – on the track at least. While our minds were focused on Sochi, our hearts were most certainly with Jules Bianchi in hospital in Japan.

Lewis Hamilton's ninth victory of the season sets up the very real possibility of British drivers claiming not only the Formula 1 World Championship but its GP2 and GP3 feeder series too. Jolyon Palmer wrapped up the GP2 title on Saturday in fine style, putting himself in a great position to lay claim to an F1 drive. Toro Rosso hopeful Alex Lynn will have to wait a little longer to claim his GP3 crown, but is virtually assured of it unless another Brit, Dean Stoneman, can pull off another miracle performance.

The strength in depth of British talent is quite staggering at present (six Brits in the top eight in GP3 alone), and a glance further down the junior ranks promises even more to come.

On the domestic front, well done to Colin Turkington, WSR and BMW for winning their second British Touring Car Championship together. They're a truly formidable combination, and one that'll be tough to beat next season if they go for repeat success.



Charles Bradley

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COVER STORY



"I don't understand it because it was actually an easy situation"

Nico Rosberg on his opening-lap lock-up, p21

THOMPSON/GETTY

FIND US ON



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PIT & PADDOCK

- 6 **THIS WEEK IN F1**
- 9 **JONATHAN NOBLE: F1 NEWSHOUND**
- 10 **THIS WEEK IN MOTORSPORT**
- 13 **KARUN CHANDHOK: THE RACER'S EYE**

GRAND PRIX REPORT

16 **RUSSIAN GRAND PRIX**
 It was Hamilton all the way for his fourth successive win after team-mate Rosberg's first-lap mistake. Our men in Russia bring you the full report, plus all the news, background and analysis from F1's first visit to the Black Sea resort of Sochi. Plus all the technical updates and full results

DEBRIEF/FEATURE

- 34 **BIANCHI CRASH: RULES TO CHANGE**
 Yellow-flag regulations reviewed after Japanese GP as key issues of accident are addressed
- 63 **FIFTEEN QUESTIONS: PERRY MCCARTHY**
 On Andrea Moda, Captain Kirk... and bank managers

RACE CENTRE

- 38 **GP2 SOCHI**
 Saturday win means Palmer emulates Hamilton
- 41 **GP3 SOCHI**
 Stunning Stoneman denies Lynn an early title
- 42 **WORLD ENDURANCE FUJI**
 Davidson/Buemi Toyota dominates on home track
- 46 **EUROPEAN FORMULA 3 IMOLA**
 Ocon wins the title as Verstappen and Blomqvist star
- 48 **BTCC BRANDS HATCH**
 Turkington champion despite shunt with Plato
- 53 **BRANDS HATCH SUPPORTS**
 Robertson, Mitchell, Bushell, Kruger and Webster claim titles at a sometimes-bedraggled Brands
- 56 **WTCC SHANGHAI**
 Lopez stretches lead as Citroen claims makes' crown
- 58 **BATHURST 1000**
 Youngster Mostert grabs last-lap win from Whincup
- 60 **NASCAR; JAPANESE F3; VLN; WORLD RALLYCROSS; EURO NASCAR**

CLUB AUTOSPORT

- 75 **PYRO ENTERS SINGLE-SEATERS**
 Top Clio squad makes switch into MSA Formula
- 76 **FORMULA FORD TITLE GOES TO COURT**
 Scott takes action after Kruger clash at Brands
- 80 **NATIONAL REPORTS**
 International Hill Climb Masters; Jerez Historic Festival; Mondello Park MPSC; Cadwell Park MSVR; Oulton Park BRSCC

SUBSCRIPTION OFFER

78 **FREE MCLAREN MEDIA BAG**
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THE BACK STRAIGHT

- 86 **THIS WEEK**
 Readers' letters; best pictures; product reviews
- 88 **WHAT'S ON**
 The best track and TV action in the coming week
- 90 **RACE OF MY LIFE: IAN TITCHMARSH**

THE BIG PICTURE

Jolyon Palmer (7) wrapped up the GP2 Series title at Sochi on Saturday, but had plenty of work to do after being restricted to P4 in qualifying – including this Turn 2 chaos!





This week in F1



6

MARUSSIA RUNS SINGLE CAR IN SOCHI

Marussia ran only one car in last weekend's Russian Grand Prix, in tribute to injured Jules Bianchi.

The team built up a new chassis and nominated reserve driver Alexander Rossi as a potential race entrant, following Bianchi's horrific accident at the Japanese GP, which has left him

in a critical condition in hospital.

Marussia consulted Bianchi's family, which has been at his bedside in Japan, and elected to run only Max Chilton.

The team's sporting director Graeme Lowdon said: "It was a difficult decision. The main thing we wanted was to do something

useful and be supportive as much as we can for Jules and Jules' family.

"We thought that the right thing to do was to obviously take part in the event, but as a mark of support to Jules and a mark of respect to his family, withdraw the second car."



REMEMBER WHEN

The last time there was a single-car entry in Formula 1, Simtek ran only David Brabham in the Canadian Grand Prix, following the crash that injured Andrea Montermini during practice for the previous race in Spain.



Todt refutes Alonso Sochi snub

FIA president Jean Todt says he is deeply saddened by wild claims he snubbed Fernando Alonso during the pre-race build up to the Russian GP.

Videos circulated on social media showed Todt not shaking hands with Alonso as he greeted all the drivers on the grid at Sochi, where they formed up in a show of support for

injured Marussia driver Jules Bianchi.

"When a guy is fighting for his life, it is so sad that people can suggest something like this," Todt told AUTOSPORT.

"I hugged Alonso shortly before they lined up, so there was no need to shake his hand. I have never been so close to Fernando as in this moment, as we think of our friend in hospital."

Massa: Alonso faces tough choice

Felipe Massa reckons Fernando Alonso faces a difficult choice when it comes to deciding what to do after leaving Ferrari.

Alonso's options appear limited to joining McLaren for 2015 or taking a sabbatical until 2016. Massa, who raced as team-mate to Alonso at the Scuderia from 2010 until the end of last year, thinks uncertainty over the likely competitiveness of the new McLaren-Honda package will make Alonso's next move difficult.

"Fernando wanted to go to Mercedes – definitely – he will try everything he can to go there, but I don't think he will get the opportunity next year, so the only place is McLaren," Massa said.

"But honestly McLaren is not in

the best moment, and I don't believe Honda will arrive having the best engine straightaway.

"Having him out [for] one year can happen – I know Fernando very well and it can happen – [but] I don't know if it will be positive for him, or for Formula 1."



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Palmer targets 2015 F1 drive

Newly-crowned GP2 champion Jolyon Palmer believes he can find a Formula 1 race seat in 2015 after wrapping up the title in Sochi.

Palmer became the first British GP2 champion since Lewis Hamilton in 2006, and isn't put off by the fact the last champ to graduate to F1 was Romain Grosjean in 2011.

"I feel ability-wise I'm ready, it's just whether there's a gap opening up, and then there's the commercial aspect as well," said Palmer. "I'm feeling confident now I've wrapped it up a round early and in some style, so I'm sure some F1 team boss have been taking note."

"The whole year was really great, the competition was fierce and I've made very few mistakes. I was always confident that if I did win GP2 I was going to be in F1. Now we're just focusing on the big future."

Mercedes may block engine 'unfreeze' bid

Mercedes has suggested it will not support lifting Formula 1's engine freeze for next year, amid fears it will raise costs.

F1's strategy group approved the idea of allowing limited in-season engine development in the future, even though Mercedes, Lotus and Williams voted against it.

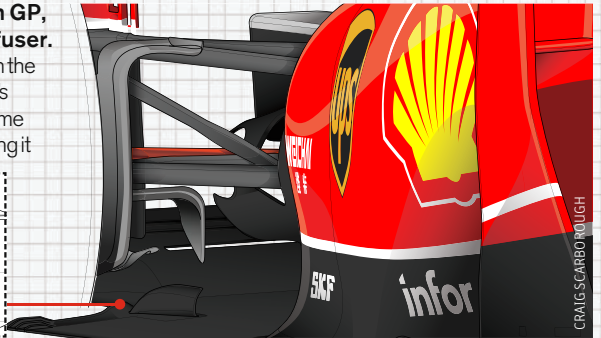
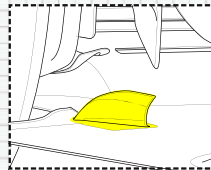
For the rule to be implemented for 2015 it will need unanimous support at the F1 Commission, but Mercedes thinks that unlikely.

"Although the sport remains priority number one, we cannot ignore commercial realities," Wolff told AUTOSPORT.

FERRARI INTRODUCES MODIFIED FLOOR

→ Ferrari ran a tweaked floor during the Russian GP, trialed in Japan, designed to better seal the diffuser.

Gary Anderson, technical expert: "The new curved vane in the floor is there to inject the floor with a vortex that is created. If it's rotating in the right way, you create a virtual skirt that stops some of the air displaced by the tyres leaking into the diffuser, making it work better. Last year, exhaust blowing was used to create this effect, but this is an attempt to do something similar and make the diffuser work better by sealing it, even though there is no longer the high-speed exhaust gas to help."



Lotus lands Mercedes power

Lotus has confirmed it will drop Renault power to run Mercedes engines next season.

The Enstone squad agreed a long-term engine deal with Mercedes in July, but first had to finalise its split from long-time partner Renault.

Lotus will replace McLaren as one

of Mercedes' three customer teams next season, as the Woking squad enters a new partnership with Honda.

The deal means Lotus drops Total fuel in favour of Mercedes' partner Petronas, but will continue to manufacture its own gearboxes and use some Total lubricants.

'TEAM ENSTONE' RENAULT STATS



Baku unveils track layout

Azerbaijan has unveiled the Baku street circuit layout that will host the European Grand Prix in 2016. Hermann Tilke designed the all-new 3.766-mile circuit, which will run through the historic city centre and seafront promenade.

ALAN ELDRIIDGE



F3 champ Ocon gets Lotus test

Newly crowned European Formula 3 champion Esteban Ocon has moved closer to an F1 role with Lotus.

AUTOSPORT understands the FIA has encouraged his management company Gravity, which has shared ownership with the F1 squad, to give its driver a push in the same way Red Bull has done with Max Verstappen at Toro Rosso.

Frenchman Ocon, 18, will spend two days in the Lotus simulator this week and then test Kimi Raikkonen's 2012 Abu Dhabi GP-winning Lotus E20 at Valencia on October 22-23.

It's a pity that Ocon is not yet in the same situation as Verstappen. He is as good as him - they are both first-class guys with F1 potential.



FIA single-seater commission president and ex-F1 racer Gerhard Berger

79
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Jonathan Noble

F1's newshound

Emotions were running high in the aftermath of Suzuka, but it's in the toughest of times that Formula 1 shows its community spirit

Some people may be able to fool you for a while, but it's at times of stress and difficulty that a person's true colours shine through.

The last fortnight has been one of the toughest that Formula 1 has experienced for some time. Indeed, most people were still feeling incredibly raw arriving in Russia as the reality of Jules Bianchi's condition sunk in.

Many in Sochi were trying to keep the emotions at bay but, away from the public glare in the paddock, and hidden behind closed doors or garage screens, true feelings came to the fore. It's not often that some of F1's supposedly most hardened men are reduced to tears.

While a few were not too bothered by events, and a small minority even tried to use them for personal gain, what the last week showed was that for all that F1 gets lambasted for being a place of self-interest and ruthlessness, there is still a tremendous community spirit.

Drivers closest to Bianchi like Fernando Alonso and Felipe Massa, who had immediately visited him in hospital, felt no need to shout from the rafters about what they were doing. This was about friendship and support – not going through the motions to show they cared more.

Ferrari personnel, including team boss Marco Mattiacci, worked tirelessly to do all in their power to support Bianchi and those around him before they could stay no longer.

Perhaps most interesting was the reaction of FIA president Jean Todt. The events of Suzuka hit him hard. He has known Bianchi for years – Todt's son Nicolas is his manager – and is very close to him.



Bianchi's crash has taken an emotional toll on Todt

clear how ludicrous the claim was.

But, while many struggled to get on with their weekend duties amid the heightened emotions, perhaps the bravest of all were those down at Marussia. Even though many there had experienced Maria de Villota's awful testing accident in 2012, there had been no time since Suzuka to get emotions in check.

“It hurt Todt deeply that anyone could even think he'd tried to pull a political stunt at a time like this”

In front of the media during a press conference on Friday, you could see the strain etched on his face as he was forced to sit through a detailed explanation of the events and aftermath of Bianchi's crash.

But nothing showed his true feelings more than the anger he expressed on Sunday when videos being shared on social media suggested he had deliberately snubbed Fernando Alonso during pre-race grid formalities.

After a week of intense bonding with Alonso amid their shared concern for Bianchi, it hurt him deeply that anyone could even think he had tried to pull a political stunt at a time like this.

“When a guy is fighting for his life, it is so sad that people can suggest something like this,” he said, having interrupted his travel home to make

It had been straight to Sochi, and knuckling-down to prepare a second car that would ultimately sit in the garage as a tribute to Bianchi and all he had brought to the team.

Just getting through the weekend was a victory in itself, and everyone at Marussia did it with a tremendous dignity they should be proud of.

For sporting director Graeme Lowdon to sit in front of the media on Friday afternoon too, and speak openly and honestly about his emotions and the state of the team, was admirable.

Inevitably, though, the show must go on.

But while talk will be of the title battle showdown in Austin, Brazil and Abu Dhabi, it's in Japan where many people's thoughts remain right now. ❧

This week in motorsport

PORSCHE EYES END OF ROAD FOR 911

Porsche has refused to rule out switching from the rear-engined 911 for international GT racing in the near future.

Research and development boss Wolfgang Hatz, the board member responsible for motorsport, hinted that the marque could be ready to abandon the concept in favour of a forthcoming mid-engined Porsche.

“For sure it is not an advantage [to have a rear engine],” he said, “because we have higher loads on the rear tyres.

“We are working on that. Let’s see

when the future GT regulations [for the new GTE category] are really clear; then we’ll decide what we can do.”

Porsche’s new sports car, believed to be codenamed 988, is expected to go on sale in 2017, one year after the new rules come into force, and be powered by a turbocharged flat-eight engine.

Porsche has also yet to confirm that its World Endurance GTE campaign with the factory Manthey team will continue in 2015. Hatz said that “GTE is not 100 per cent written into the future”.



10

Eriksson joins Loeb for ELMS

GP3 race winner Jimmy Eriksson will make his prototype debut with Sebastien Loeb Racing in the European Le Mans Series finale this weekend.

The 23-year-old Swede will drive Loeb’s LMP2-class ORECA-Nissan O3R in the Estoril four-hour event, sharing with team regular Vincent Capillaire.

Eriksson follows in the wake of fellow single-seater drivers Arthur Pic and Andrea Roda in racing for the French team. Loeb sporting director Franck Tine said that the deal with Eriksson was part of its plan “to bring new faces and young talents” into endurance racing.



BTCC stretches to Infiniti for '15

A new manufacturer is set to join the British Touring Car Championship for next season.

An announcement scheduled for today (Thursday) was expected to confirm a two-car Infiniti squad.

The programme would be a completely new venture for the premier division of Nissan, which took the 1999 BTCC title with Laurent Aiello (above).

Infiniti is planning to build a new family hatch, the Q30, at its Sunderland plant from next year. The car shares much of its chassis with the current Mercedes A-class but, if Infiniti does commit to a 2015 programme, it is initially likely to run NGTC versions of the Q50.



TEAMS EYE P2 TEST BOOST

The three LMP1 factory teams – Audi, Toyota and Porsche – have agreed in principle to offer tests to top contenders from the LMP2 division of the World Endurance Championship next season.

Series promoter the Automobile Club de l’Ouest wants the manufacturers to make cars available at a test scheduled straight after next year’s Bahrain finale in November, in a bid to make LMP2 – which has just four full-time entries – more attractive.

Audi Sport boss Wolfgang Ullrich said: “We would like to find a solution where we could include the best of the [LMP2] drivers, in the same way as we give a chance in a DTM car to the best drivers using Volkswagen engines in Formula 3.”

THREE BRITS TO JOIN NEW HUNT/LAUDA DUEL

Four Britons are on the entry list for the MRF Challenge’s opening round at Losail in Qatar this weekend, including Freddie Hunt, who will take on Mathias Lauda.

GP3 racer Ryan Cullen and Laura Tillett, who both raced in 2013-14, return for more MRF, and are joined by F3 Cup champion Toby Sowery.

American Camren Kaminsky, who has raced in British F3 this year, and Indian Tarun Reddy, who competed in Formula Renault BARC, will also feature.

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M-SPORT TO BUILD ITS OWN FIORANO – IN CUMBRIA

M-Sport is planning a multi-million-pound upgrade of its Cumbrian facility to include a 1.6-mile test track, new factory and hotel.

M-Sport MD Malcolm Wilson says the development – currently at the planning stage – will future-proof the company and give it a unique opportunity to attract teams and manufacturers to what he feels will be a one-stop shop.

“We will have the best possible

facility here,” he said. “We can build and develop a car from scratch to the point it takes to our completely private test track.” If the scheme gets through planning, Wilson says work will be complete by mid-2016.

M-Sport runs Bentley’s GT racing programme and Wilson recently confirmed it will remain in the World Rally Championship with Ford Fiesta RS WRCs next season.

Artist's impression of new M-Sport facility



Manor GP3 team in doubt

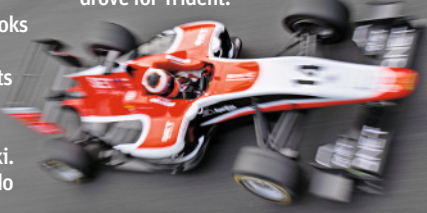
The future of the Manor GP3 team is in doubt after it missed last weekend’s Sochi round – the home event for main backer Marussia.

Manor boss Pete Sliwinski told AUTOSPORT that the team also looks doubtful for the Abu Dhabi finale, which has 2014’s post-season tests running immediately afterwards.

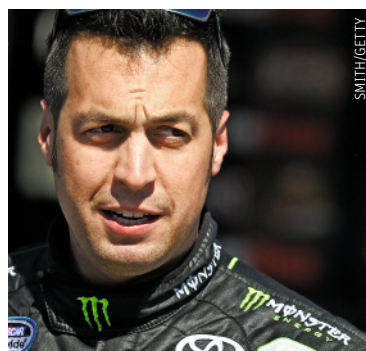
“We’ve done all sorts of things to get it sorted out,” said Sliwinski. “We weren’t asking for much [to do

Sochi and Abu Dhabi] – it was Yorkshire money, not southern money!”

Dean Stoneman switched to Koiranen GP and won again, while Patrick Kujala drove for Trident.



MAUGER/GP3



SMITH/GETTY

Hornish back in NASCAR Cup

Three-time IndyCar champion Sam Hornish Jr is to return to the NASCAR Sprint Cup.

Hornish, 35, will replace V8 Supercars-bound Marcos Ambrose in Richard Petty Motorsports’ Ford team in 2015 for his first full-time campaign since he claimed runner-up in the second-tier Nationwide Series last year.

“I feel like I’m a lot better prepared,” said Hornish. “I’ve worked four years to get back to this point, and I feel like as a driver I’ve come a long way.”



EBREY/LAT

NO HYBRID FOR REBELLION

Rebellion Racing has no plans to upgrade its eponymous LMP1 chassis to a hybrid powertrain for next season’s World Endurance Championship.

The Anglo-Swiss team, which introduced its Rebellion-Toyota R-One at the Spa WEC round in May, had looked at running in one of the lower hybrid subclasses for its debut season with the car and reserved judgement on 2015 plans.

Team boss Bart Hayden said: “I think it’s beyond our budget at the moment. We need to try to consolidate.”

In brief



M6 REPLACES Z4

BMW has confirmed that its current Z4 GT3 racer will be replaced by a new car based on the M6. The new car, which will be available to customers in time for next season, will be powered by a 4.4-litre twin-turbo V8.

NEW GT RULES LOOM

New GT regulations for the Le Mans 24 Hours and the World Endurance Championship are set to be published in December in time for an on-schedule introduction in 2016. It has yet to be decided whether the new class will retain the GTE name.

ELLINAS WITH RAPAX

GP2 part-timer Tio Ellinas returned to the series’ ranks at Sochi last weekend with Rapax. The Cypriot, who raced with MP Motorsport earlier this year, replaced Adrian Quaife-Hobbs, who sat the weekend out due to an unspecified neck injury.

SOLBERG REUNITES

World Rallycross Champion Petter Solberg and former co-driver Phil Mills will be reunited for the first time since 2010 at next month’s Condroz Rally, where the pair will share a Citroen C4 WRC on the Belgian classic. Citroen WRC star Kris Meeke will also contest the rally in a DS3 R5, a car he completed much of the early development work on.

HYUNDAI’S FIRST RUN

Hyundai’s all-new 2015-specification i20 WRC has run for the first time, with Bryan Bouffier at the wheel in Germany. The i20 will not compete until well into next season.

30

BIG NUMBER

Audi celebrated the 30th anniversary of the start of three-time Le Mans winner Marco Werner’s career at last weekend’s VLN round on the Nurburgring Nordschleife. Werner took second in an R8 LMS ultra. His first race was on the same track, winning his class in a VW Polo shared with two dentists.



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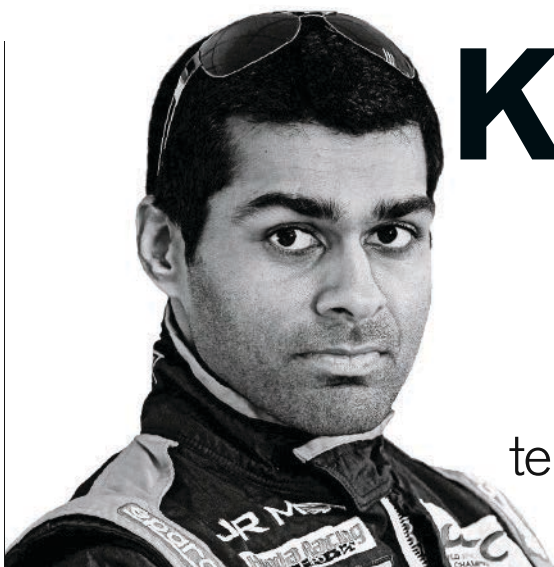
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Many low-cost airlines fly to Cologne, with cheap flights available from almost all UK airports. Cologne-Bonn airport is about 15 minutes by taxi from the exhibition centre. A good alternative, which expands low-cost flight options, is Düsseldorf Airport, about 40 minutes by car from the exhibition centre. All the major car rental companies have desks at the arrivals zone.

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Karun Chandhok

The racer's eye

Despite the promise of Sochi's new track, the terrible events at Suzuka were too fresh to ignore this weekend – particularly Bianchi's condition

Let's be honest, despite the venue looking spectacular on television, the inaugural Russian Grand Prix was a bit of a snoozefest. There really weren't many talking points from the race and so I thought it would be better to look back a week to the incidents that brought the race to a close in Japan.

In some ways an uneventful race wasn't such a bad thing for the Formula 1 fraternity, especially for Charlie Whiting and his team in race control after the week that they've had. First of all, I must say I found it really insensitive and actually quite annoying just how many times the drivers and team management were asked by the media whether they were thinking of Jules and how they were going to focus on their job. They didn't need reminding every few minutes that a member of the F1 family was fighting for his life and that there's nothing they can do but pray for him.

As a driver, we all accept the risks involved in our sport. We know it's dangerous, we know people can get hurt or killed, we know that every time we get in the car there are risks that we take that could prove costly. As I said in my column about asphalt run-offs earlier this year, making the sport too safe also detracts from the challenge, so changes need to be calmly thought through. We never want to see another driver get hurt but it sadly does happen – the main thing is to understand what happened and to learn from it.

Jules had a very unusual accident, where he was in the wrong place at the wrong time and hit the wrong thing. The FIA in the Max Mosley era, along with Charlie Whiting and



track so it's not fair to have a strong opinion on this, but looking from the outside it didn't look worse than other wet races we've seen. Besides, the majority of the cars were on intermediate tyres, which is a clear indication that it wasn't completely undrivable.

Charlie has rightly ruled out the 'Code 60'-type rule in a yellow-flag zone (this may work in a 24-hour race but not in a two-hour sprint). Using a delta time under yellows is interesting but I still think it will be very tricky to manage. Let's say Lewis Hamilton is leading and Nico Rosberg has pitted, so is 20 seconds behind on the road. If Lewis slows to the delta time in a yellow zone, but it goes green before

“If track conditions were too dangerous by then, why were the majority of cars on intermediates?”

his team, have done tremendous work to improve safety in the sport. Charlie is one of the biggest assets to the sport and his calm approach is exactly what is needed to steer the ship at this moment. In the aftermath of Suzuka, there has been lots of criticism and ideas being shouted out by journalists, fans, bloggers and anybody with an internet connection and an interest in F1, but a kneejerk reaction is the worst thing to do.

The closed-cockpit idea is worth investigating, but I'm not convinced that it really would've helped Jules in this case. The closed cockpit could be safer, but it will fundamentally change the look and ethos of Formula 1. The change in engine noise earlier this year caused uproar, and I believe this will be an even bigger change, so it needs to be carefully thought through. Besides, I'm told that the thickness of the glass material you may need could create other visibility issues anyway.

There were also a few people saying that track conditions were too dangerous to keep racing at the end. I wasn't on

Nico gets there, that could fundamentally alter the outcome of a race. Moreover, I don't know how the FIA will be able to calculate what that delta time should be if track conditions keep changing like they did in Suzuka.

I think that ultimately the drivers' judgement needs to be trusted in this case. Yes, everyone is going to fly as close to the edge as possible and sometimes it will go wrong, as was the case at Suzuka. Overall though, the guys on track have the best feel and information to judge what is a safe speed where they are fully in control and what isn't – and they should be trusted to manage that.

I think the big lesson to be learnt is really how we carry out the recovery of cars from dangerous positions on the side of the circuit without having to use the safety car every time, as that will just turn the races into lotteries. Perhaps cranes like we have in Monaco, which are placed behind the safety barriers, need to be used everywhere, although how feasible that is at bigger circuits I don't know. I can hear Charlie's brain already in high gear churning out ideas. ❧

Storm Gathering



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

road conditions and other non-technical factors.

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

Hamilton keeps the pressure on

A fourth win on the trot for Lewis Hamilton means that Nico Rosberg is running out of chances to catch him in the world championship race. **EDD STRAW** asks if the strain is starting to show



AT A GLANCE



"I wasn't having to push much. When I eventually found Nico was behind, it was easy to match the times" **HAMILTON**

RUSSIAN GP
Sochi

ROUND 16/19

LAPS 53

WINNER
Lewis Hamilton
1h31m50.744s

POLE POSITION
Lewis Hamilton
1m38.513s

FASTEST LAP
Valtteri Bottas
1m40.896s

RACE RATING
★★★★★ Bit of a dull one, this. Rosberg's charge after his early stop was one of few highlights.

DRIVERS' STANDINGS

1 Lewis Hamilton	291 pts
2 Nico Rosberg	274 pts
3 Daniel Ricciardo	199 pts



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THE GRID

	1 HAMILTON MERCEDES 1m38.513s Soft		2 ROSBERG MERCEDES 1m38.713s Soft
	3 BOTTAS WILLIAMS 1m38.920s Soft		4 BUTTON McLAREN 1m39.121s Soft
	5 KVYAT TORO ROSSO 1m39.277s Soft		6 RICCIARDO RED BULL 1m39.635s Soft
	7 ALONSO FERRARI 1m39.709s Soft		8 RAIKKONEN FERRARI 1m39.771s Soft
	9 VERGNE TORO ROSSO 1m40.020s Soft		10 VETTEL RED BULL 1m40.052s Soft
	11 MAGNUSSEN McLAREN 1m39.629s Soft		12 PEREZ FORCE INDIA 1m40.163s Medium
	13 GUTIERREZ SAUBER 1m40.536s Soft		14 SUTIL SAUBER 1m40.984s Medium
	15 GROSJEAN LOTUS 1m41.397s Soft		16 ERICSSON CATERHAM 1m42.648s Soft
	17 HULKENBERG FORCE INDIA 1m40.058s Medium		18 MASSA WILLIAMS 1m43.064s Medium
	19 KOBAYASHI CATERHAM 1m43.166s Medium		20 CHILTON MARUSSIA 1m43.649s Medium
	21 MALDONADO LOTUS 1m43.205s Medium		

KEY
+5 5-place grid penalty



Bottas threw caution
to the wind on
final Q3 lap

QUALIFYING 15:00, 11.10.2014

At the start of the final sector of the Sochi circuit, Valtteri Bottas was faster than Lewis Hamilton had been on the lap that would ultimately put Lewis on pole. On the Mercedes pitwall, they held their breath.

But the Finn got a little out of shape into the Turn 17 right-hander, which translated into a big moment at Turn 18. The lap was ruined. Third place.

“Compared with my previous best lap, I started to lose already a little bit in the beginning of the third sector,” said Bottas. “Then I lost it completely. Mercedes was really quick in the last sector so they are still quicker in the corners than us. It would have been difficult to be on pole.”

Difficult, certainly. But possible? With perfection, maybe. At the end of sector two, Bottas was 0.297s up on Hamilton’s pole lap. Had he replicated his best final sector of qualifying, his theoretical time would have been just

92-thousandths of a second slower than Hamilton, and ahead of Nico Rosberg. So, with Hamilton having given away a little time on his own lap, all Bottas needed was to find a tenth and that would have been enough. But it was a long shot.

Bottas had already sewn up third place, so he was right to throw the dice on his final run. As Hamilton explained, the final two corners were a place where risks could either pay off, or bite you. But he chose to play safe.

“When it was perfect, I had maybe a three or four-tenths gap altogether [on Nico],” said Hamilton. “I could have gone faster. In that last sector, it’s very easy to get caught out in those last two corners.”

“I was up and it was like being at the poker table. Your winnings are up, and you’d best just go away with what you’ve got rather than being too greedy. That’s the feeling I had so I didn’t really push too hard on the

last two corners. That’s why I was a tenth down there.”

Rosberg had not looked a serious threat to Hamilton on qualifying pace all weekend. The main difference was under braking, particularly at Turn 2.

With the second Williams of Felipe Massa eliminated in Q1 thanks to a fuel pressure problem, McLaren and Scuderia Toro Rosso fought it out for the bottom half of the top six.

Jenson Button, who looked excellent all weekend, won that battle ahead of local hero Daniil Kvyat, who found half a second on his final lap to ensure he qualified ahead of Kevin Magnussen. The Dane was held back by a drifting fuel-flow meter, forcing the team to turn down his fuel flow, then he lost five places to a gearbox penalty.

Kvyat’s team-mate Jean-Eric Vergne cited a power issue as the reason for being slowest in Q3, while Daniel Ricciardo pipped the two Ferraris to start sixth. ▶



Lewis and
Nico shake
on qualifying

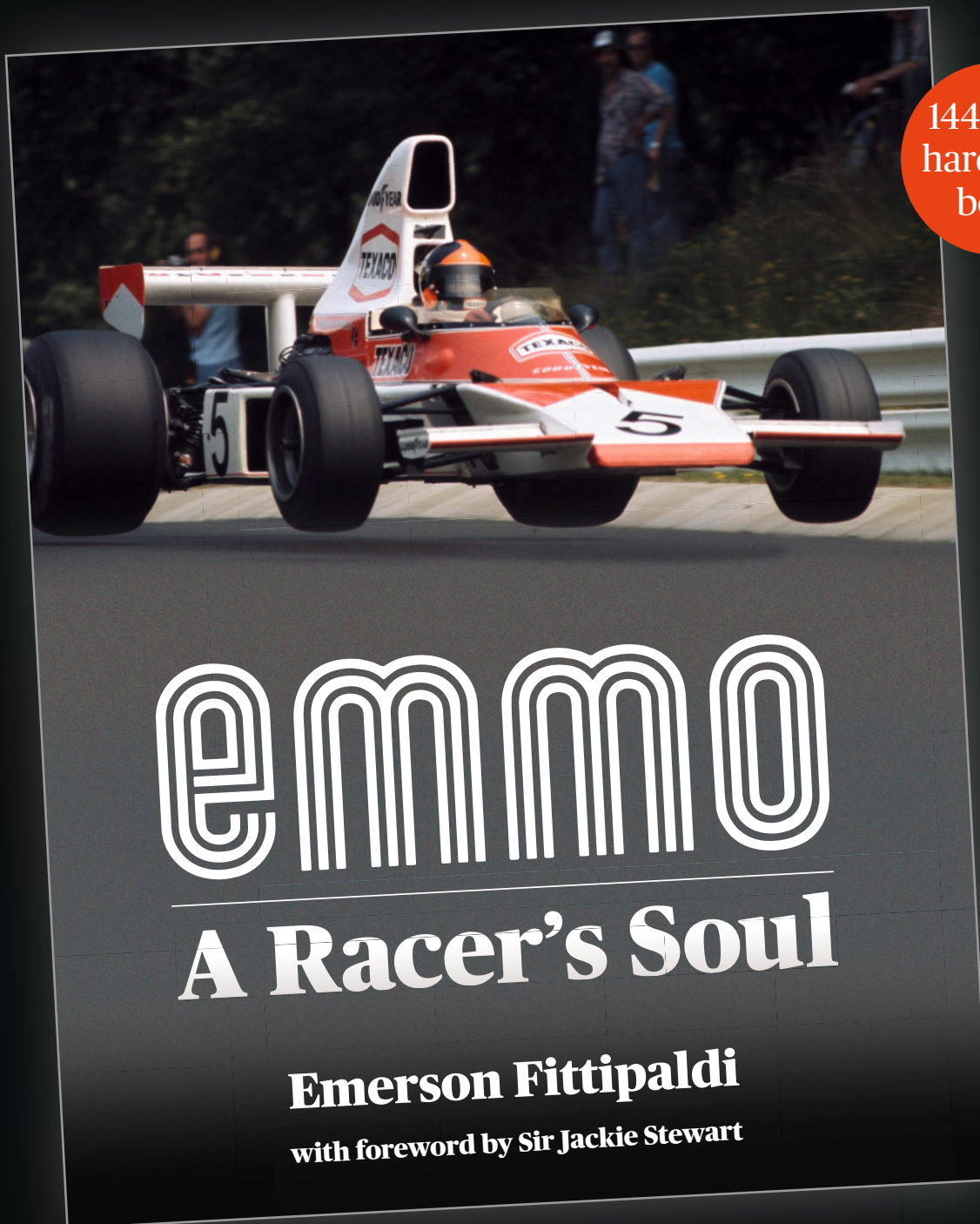


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From the publishers of  and 



Defining moment:
Nico Rosberg locks up
and flatspots his tyres

RACE 15:00, 12.10.2014

7 Nico Rosberg knew this would be his one chance to win the Russian Grand Prix. Perhaps even his entire world championship bid was at stake.

With the remaining races ticking down, Lewis Hamilton on a roll, little prospect of overtaking around the new Sochi circuit and no hope of a clever tyre strategy to give Rosberg a second shot, it was now or never. From second on the grid, Rosberg had a run on his team-mate into the first braking zone of the race and wasn't going to let such a rare opportunity go to waste.

He squeezed up the inside on the run out of the flat-out Turn 1 kink and was perfectly placed to take the lead into the tight right-hander that followed. Before the braking zone, Rosberg was ahead and Hamilton knew that he would have to cede ground. At 180mph, and with the ideal positioning, Rosberg just needed to close out the move.

Maybe it was the pressure of the situation and the desperation to prevent Hamilton achieving a second run of four consecutive victories in 2014. Maybe it was the knowledge that he would go 17 points down in the title race if he finished behind his team-mate. Whatever the cause, Rosberg looked certain to pass Hamilton on track for the first time this season but got it badly wrong.

The metaphorical pressure translated into an excess of pressure with the left foot. He hit the brakes too late and too hard, suffering a spectacular lock-up. The mistake was "unnecessary" and Rosberg could not offer a good reason for his miscalculation.

"It just went completely wrong and I don't understand because it was an easy situation," he said. "It's just the first time at this track, the first time braking on 100kg of fuel."

Had Rosberg made it into the lead, it's hard to see how Hamilton would

Rosberg: 'It just went completely wrong, and I don't understand – it was an easy situation'

have been able to get back past him, even though he did have a slight speed advantage. In single-lap pace, he reckoned his advantage over Rosberg was in the region of three tenths; coincidentally, much of that advantage was as a result of being stronger on the brakes into Turn 2. But everything that happened in the race demonstrated the difficulty of overtaking at this circuit.

Had he made the first-lap pass stick, Rosberg would likely have reeled off the laps, had first call on the pitstop timing and retained the lead throughout. Hamilton would have had the pace to shadow him, but it is probable Rosberg would have won, closing to within three points of the championship lead.

But with just one error, Rosberg turned the question of winning into one of how to salvage second place. Immediately, he recognised that he had to pit, refusing to cede the lead that he had taken by flying across the expansive asphalt run-off area and informing the team that he had to come in. The ferocious lock-up meant that the cord was showing in the worst of the flatspots. There was

no alternative. Most lock-ups at Sochi, such as the one Hamilton had late in the race, created a flatspot that could be ameliorated through further running. But not this one.

If the mistake into the first corner had been a mental one, Rosberg immediately reset himself to the more calculating mindset that serves him so well. Off came the soft Pirellis he had started the race with, and on went the mediums. The challenge was simple: get to the end of the race. That meant 52 laps on a set of tyres.

This was a tricky proposition. As Jenson Button, who moved up to third when Rosberg pitted, said over the radio when told of this: "It's too early for Rosberg to do that. It's too early..."

Rosberg wasn't sure whether it would be possible either. After a 6.5s stop, hindered by being held to let Felipe Massa's Williams (which also stopped at the end of the first lap) past on its way to a tyre change, he lay in 20th place, half-a-minute behind Hamilton.

Fortunately for Rosberg, the race situation favoured him. The Mercedes was dominant in race conditions, and if he could make it to the end at a decent pace, he would jump most of the field at the stops.

"I had to give it a go, but then in the middle of the race I had big degradation," he said. "I thought 'This is not going to work out' and I was sure that I needed to stop. But they held on." ▶



Rosberg had to fight his way through field

Rosberg is now
17 points behind
rival Hamilton



ETHERINGTON/LAT



THOMPSON/GETTY

► Thanks to this old-school race, which harked back to the one-stop grands prix that proliferated in 2010, Rosberg didn't actually have to overtake many of the faster cars in the field to make his strategy work. Of the 11 cars he passed on track, all but two finished outside the points.

Rosberg made short work of the tail-enders early on. Max Chilton, Kamui Kobayashi, Pastor Maldonado, Adrian Sutil, Marcus Ericsson and Romain Grosjean were all dispatched on track by the second corner of lap 10. That put Rosberg 14th.

Daniel Ricciardo had picked up a front-right tyre blister in qualifying that locked him in to having to stop early, and when he did so, from seventh, that promoted Rosberg to 13th after 11 laps. Rosberg then passed Nico Hulkenberg, Esteban Gutierrez and Sergio Perez by the 20th lap, at which point the mid-race round of pitstops began.

Rosberg's timing was impeccable. By clearing the slower cars with such efficiency, Rosberg had only lost a further nine seconds to his

Hembery: 'You could say with the supersoft somebody might have pushed for a one-stop'

team-mate by the time Hamilton made his pitstop at the end of lap 27.

Daniil Kvyat, Jenson Button, Jean-Eric Vergne, Fernando Alonso and Kevin Magnussen all fell behind Rosberg when they stopped, and DRS assistance helped the Mercedes past Kimi Raikkonen's Ferrari into Turn 2 on lap 26. When Sebastian Vettel eventually pitted from second on lap 30, Rosberg was up to third.

There was no chance of catching Hamilton, even though Rosberg had done a good job to limit the time lost. After the race leader had pitted, the duo were separated by 19.5s and the Williams of Valtteri Bottas. Still, Rosberg's situation wasn't clear cut. He was legitimately concerned about the state of his tyres, so it was

essential for him to get past the Williams as soon as possible.

It's fair to say that the few on-track battles between Mercedes and Williams this season have been relatively brief and Rosberg made an effortless pass for second on the inside of Bottas into Turn 2 on lap 31. Bottas was told that Rosberg would come back to him later in the race, and while that was true to an extent, Bottas never had a clear shot at challenging for second. After the race, he admitted that he was caught out by Rosberg's move, but the pace advantage of the Mercedes was such that it would have been very difficult to stay ahead even if he had repulsed that initial attack.

And that was that. The race ran to 53 laps, but the top eight at the end of lap 31 was identical to the one that took the chequered flag. While things might have been different up front had Rosberg not made his error at the start, in all probability the two Mercedes would have finished the race in whatever order they finished the first lap.

Some criticised the new Sochi circuit. The track was unremarkable, since the designers had to contort it

around various buildings constructed for the Winter Olympics, but many drivers were pleasantly surprised by the challenge it offered. Really there were two main contributory factors to the professional nature of the race: the lack of a thermal degradation tyre variable (it was physical wear, either to the right-front or right-rear that limited tyre life); and the fact that the circuit was very tough on fuel.

Pirelli was criticised for having allocated the soft and medium compounds, when in retrospect it could have gone with the supersoft and soft. Rosberg underlined that by setting the second fastest lap of the race on the penultimate lap – his 51st on a set of medium Pirellis that he hadn't fully expected to last the distance. But even if Pirelli were to have brought the supersofts it may not have transformed the race.

"The soft tyre was still doing 25 laps and more in some cases, so you could say that with the supersoft somebody might have pushed for one-stop even then," said Pirelli motorsport director Paul Hembery. "The surface is not abrasive. If you go to Abu Dhabi, Austin, all the modern circuits, they are all



Kvyat (bottom) and Vergne went wheel to wheel

DUNBAR/LAT

Hamilton's Russian victory is his fourth consecutive win; he's now done that twice in 2014



23

Alonso lost time when a jack failed in his pitstop



low-abrasion and they are the races where we have fewer pitstops, even when we have been very aggressive.”

Superficially, the fact that the circuit was low-abrasion might not ring true. Drivers reported that grip levels were surprisingly high. But friction between tyre and track surface is only one part of the equation. The surface of the tyre is designed to chemically adhere to the track, creating grip, and Pirelli’s suspicion was that the oils that inevitably leech out of a fresh-laid

surface were of a composition that aided that process. The result: high levels of grip and very little thermal degradation. Only three drivers made more than one stop – Massa, Kvyat and Ericsson – but for the rest it was a straightforward one-stopper.

Those tyre characteristics, and the knowledge that the running order once it had settled down after the first lap would be pretty close to how it would end, all informed Rosberg’s mistake at the start. Had he known that there would be other

opportunities, he might have been less aggressive.

By a quirk of fate, if he had hit the brakes less hard and a little earlier, he would very likely have taken the lead without ruining his tyres. But with just three races to go, that kind of error is symptomatic of the stakes getting higher and higher. When there’s half a season remaining, there are plenty of opportunities to fight another day; less so as the numbers dwindle. Rosberg could surely hear the clock ticking as he charged down to the first corner.

The contrast between Hamilton (whose victory drew him level with Nigel Mansell’s British record of 31 grand prix wins) and Rosberg was marked. Hamilton knew that Rosberg had him beaten heading into the first corner, but kept his head and could be forgiven for grinning as his title rival’s hopes of victory disappeared in a puff of smoke.

The 2008 world champion often seems either to be on a high or a low, but right now he is very clearly in a good place behind the wheel. Rosberg eschewed the use of the word ‘momentum’ after the race, but Hamilton has now scored almost

twice as many points as him in the past four races. Just as happened at Monaco, after Hamilton’s previous run of four wins, Rosberg needs to interrupt that momentum if he’s to win this championship. Now Mercedes has put the constructors’ title out of reach, there will be fewer restraints in the final three races.

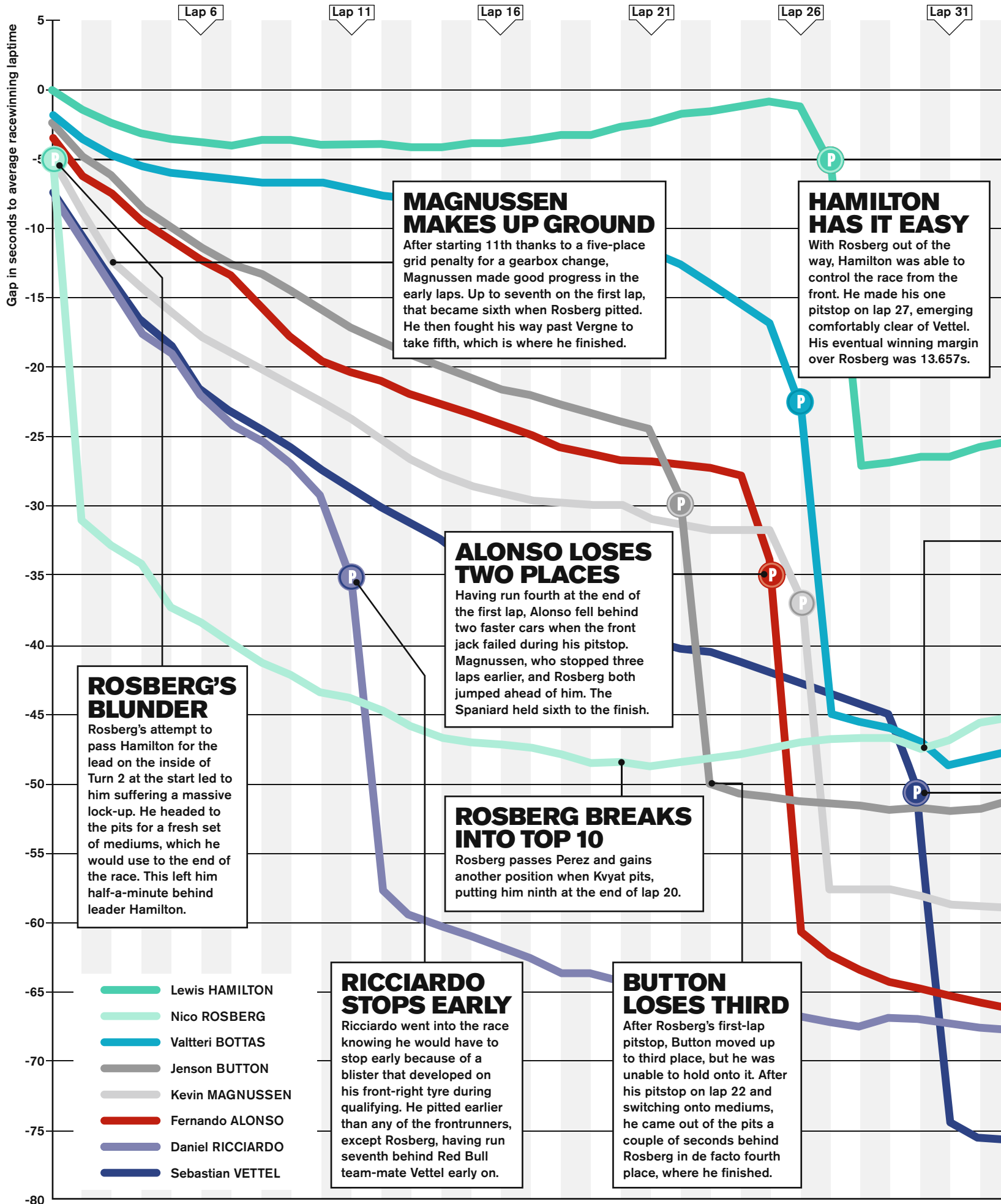
“It was a good day and an amazing weekend,” said Hamilton. “Once I was out in the lead, I was really just having to control [the race]. Just looking after the tyres and managing the fuel was quite straightforward.

“Then, towards the end of the race, the car felt great so I could push or not push. Even when I was having to pick up the pace a little bit when I eventually found Nico was behind, it was easy to match the times.”

Others in that situation might have been distracted, frustrated by their rival climbing back to second with relative ease. Not Hamilton.

That is what will worry Rosberg most. Against a Hamilton at the top of his game, it may be impossible to win the championship that he led for so long. The Russian GP proved he will find it very difficult to breach Hamilton’s defences. ❧

HOW THE RACE WAS WON



Lap 36

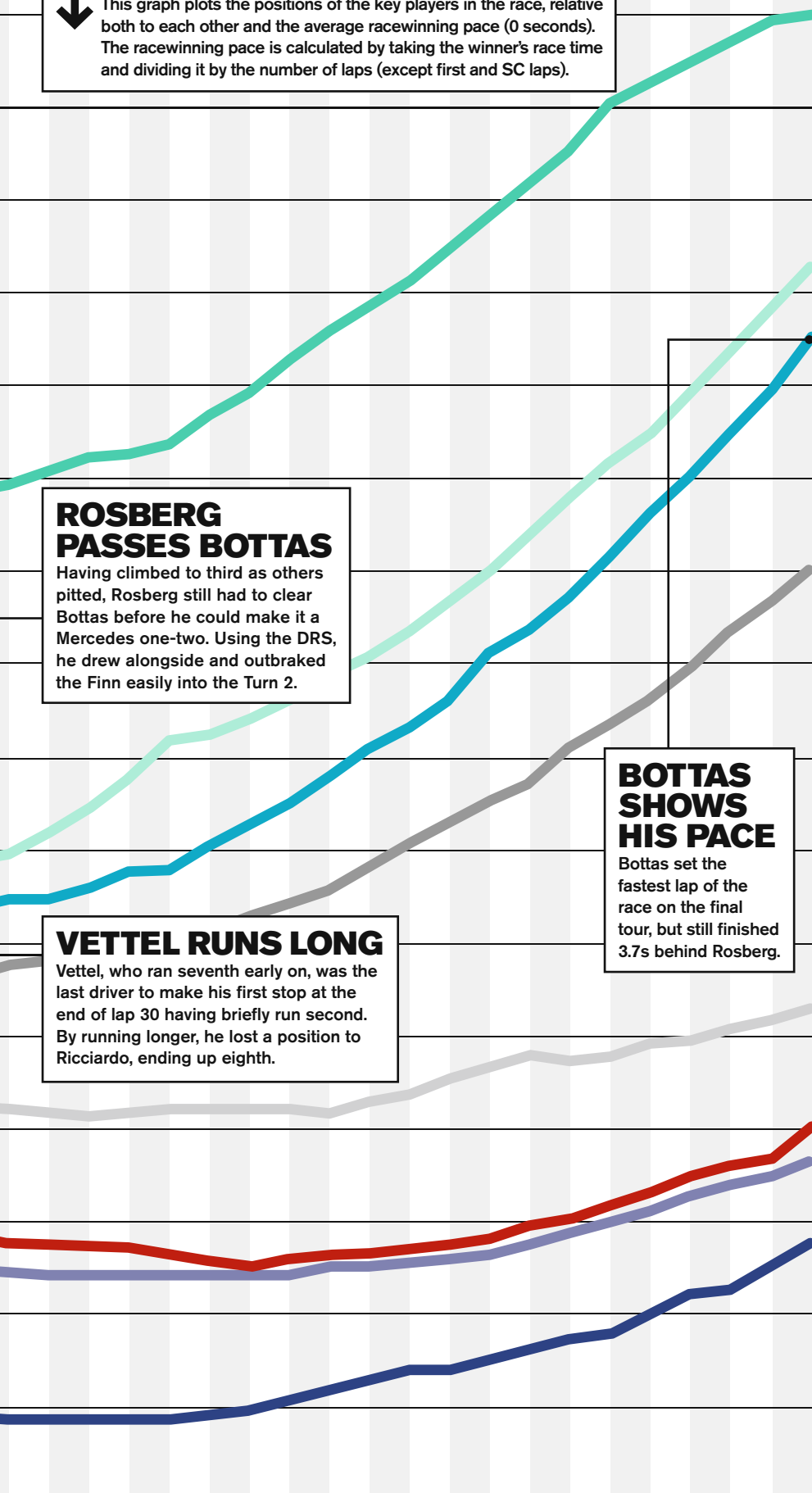
Lap 41

Lap 46

Lap 51

HOW THE GRAPH WORKS

↓ This graph plots the positions of the key players in the race, relative both to each other and the average racewinning pace (0 seconds). The racewinning pace is calculated by taking the winner's race time and dividing it by the number of laps (except first and SC laps).



ROSBERG PASSES BOTTAS

Having climbed to third as others pitted, Rosberg still had to clear Bottas before he could make it a Mercedes one-two. Using the DRS, he drew alongside and outbraked the Finn easily into the Turn 2.

VETTEL RUNS LONG

Vettel, who ran seventh early on, was the last driver to make his first stop at the end of lap 30 having briefly run second. By running longer, he lost a position to Ricciardo, ending up eighth.

BOTTAS SHOWS HIS PACE

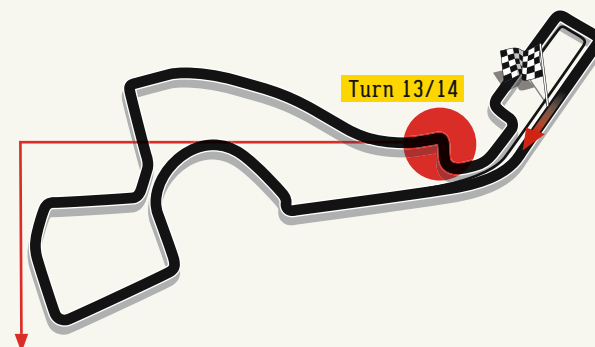
Bottas set the fastest lap of the race on the final tour, but still finished 3.7s behind Rosberg.

TRACKSIDE VIEW

EDD STRAW
GRAND PRIX EDITOR

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Even with myriad simulation tools, there's always an element of 'into the unknown' about a new track. The surprising grip available at the Sochi Autodrom meant that, in some cases, the difference between the expected pole time and Lewis Hamilton's eventual mark was as much as five seconds.

It's always fascinating to watch drivers exploring a new circuit. During the first runs in Friday-morning practice, watching at Turn 13/14, a slow right-hander followed immediately by a long, sweeping left-hander, was a case in point. As one follows the other quickly, there is always a compromise to be struck. In this case, it was between carrying speed into the slow corner and having the right line into the faster one.

Plenty of drivers struggled on their first run, with several taking to the run-off. Kimi Raikkonen regularly struggled for rear grip as he yanked the car from the left to the right of the track between corners, Lewis Hamilton looked assured and carried good speed through the left-hander, while the two Red Bulls seemed happy to take a wide line in the fast corner, something that almost caught out Daniel Ricciardo when he had to get out of the throttle to gather up the rear before he ran out of road.

But the driver who really caught the eye was Jenson Button. He had it right quicker than most, sacrificing a little momentum at the exit of the right-hander to ensure that he had a good mid-track line into the left-hander without having to destabilise the car. Only having sight of those two corners, it was no surprise to see him third fastest on returning to the paddock and checking the timing screens.

Sochi proved to be a more challenging track than expected and drivers' expectations were exceeded. That's why a driver of Button's calibre was able to shine.

'Sochi proved to be a more challenging track than expected'



Turn 13/14 complex allowed various lines

STORIES OF THE RACE

Rounding up the action from the Russian GP

EDD STRAW
GRAND PRIX EDITOR



Mercedes one-two in Russia sealed the world title with three races to spare



The Formula One Paddock Club

ATES • BRAZIL • ABU DHABI • MELBOURNE • KUALA LUMPUR • SAKHIR • SHANGHAI

44 | LEWIS HAMILTON 



06 |



26

Mercedes seals the constructors' crown

MERCEDES WRAPPED UP THE

constructors' championship with its ninth one-two finish of the season in Russia.

This is the first time the Silver Arrows has won this title. During its dominant first F1 foray in the mid-1950s, the constructors' title had yet to be inaugurated. But this is the second title that the Brackley squad has won, having taken the constructors' crown competing under the Brawn banner five years ago prior to being bought by Mercedes.

After clinching the crown, Mercedes motorsport boss Toto Wolff paid tribute to the role played by former team principal Ross Brawn in the success.

"It's incredible, I have to pinch myself sometimes [to be sure] that we are part of the Mercedes-Benz history. I just feel honoured and proud to be part of a team, the foundations of which were built by Ross [Brawn]."

"He had such an important role in the team, in the steps that were made in 2012 with the people who joined. We constantly ramped up our game, we made the right decisions, we got the right resources and the big boys [the board] back in Stuttgart understood what was needed. Since then, we have been on an upward curve and today is the result."

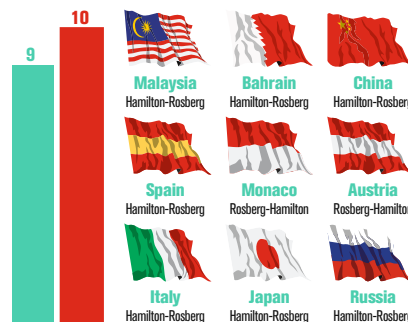
The team's celebrations were muted, with Wolff quick to point out that Marussia driver Jules Bianchi's conditions cast a shadow over the result. But champagne was on offer in the team motorhome, as well as special constructors' championship T-shirts.

"I'm so proud to have worked with this great team to get the first constructors' championship for Mercedes-Benz," said racewinner Lewis Hamilton. "I could have only dreamed of that when I joined this team, so it's a great day."

Mercedes' success brings to an end an era of Red Bull dominance, with the Milton Keynes-based squad having won the previous four titles.



MERCEDES 1-2 FINISHES



Mercedes has had nine one-two finishes this year, one short of McLaren's record of 10, set in 1988

ETHERINGTON/LAT



Bottas regrets letting Rosberg past him

THIRD-PLACED VALTTERI BOTTAS ADMITTED after the race that he was caught out by Nico Rosberg passing him for second place at Turn 2 on lap 31 of the race.

The Williams driver qualified third after briefly threatening to set a time good enough for the front row, and then ran second in his first stint. But shortly after his stop, Rosberg made his move.

"It was a bit of a surprise for me, I didn't expect him to come inside," said Bottas. "Luckily, I saw him in time so there was no contact."

Williams performance chief Rob Smedley believes that the ease of the pass made no difference to Bottas's result.

"Valtteri is always very good at being self-critical and looking inward, which is a hugely commendable attribute that he has as a human being and as a racing driver," said Smedley. "But the reality is he was beaten by a much quicker car."

"Nico was on 25-lap older tyres and he pretty much drove around Valtteri quite easily. If it didn't happen then, it would probably have happened on the back straight or a lap later."

Although Bottas set fastest lap on the final lap, he believed he didn't have the pace to match Mercedes given the rear tyres went away in his first stint on softs, and took a long time to come in on his second on medium rubber.



Massa tyre gamble fails to bear fruit

FELIPE MASSA WAS FRUSTRATED BY BEING unable to pass Sergio Perez for much of the race, which ruined his attempted two-stop strategy.

The Brazilian suffered a fuel-pump problem in qualifying and lined up only 18th. After an engine change, the team decided to start him on medium-compound Pirellis to then bring him in for softs at the end of the first lap. But he became stuck behind Sergio Perez's Force India, which cost him time and ensured he had to stop again. He then got stuck behind Perez again, and could not pass, finishing 11th.

"I'm surprised [not to make it into the points] because the pace of the car was good," said Massa. "I passed seven cars on the first lap and I don't know if it was the right thing to stop or not because we were already 11th. But it was not possible to pass Perez. The speed he had on the straight, I couldn't try. That destroyed my race."

Red Bull endures tough weekend

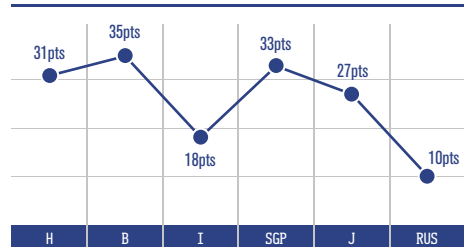
RED BULL ENDURED ONE OF ITS WEAKEST weekends of the season, appropriately enough coinciding with Mercedes ending its run of constructors' titles.

Daniel Ricciardo and Sebastian Vettel were seventh and 11th fastest in qualifying, both moving up a position when Kevin Magnussen was given a five-place grid penalty. In the first stint they ran together with Vettel ahead, but with Ricciardo stopping early because of a front-right tyre blister picked up in qualifying and Vettel running long, they swapped positions and finished seventh and eighth.

"I had a good start and a tough battle with Daniel, we got the upper hand on the Toro Rossos but from then onwards the speed was nothing special," said Vettel. "With a different strategy, we should probably have been a bit further down the road but it's more or less where we should have finished."

Red Bull's haul of 10 points is its worst of the year in a race in which both cars have finished.

RED BULL'S FORM: POINTS SCORED IN THE PAST SIX RACES



Toro Rosso slumps after ace qualifying

TORO ROSSO WAS UNABLE TO CARRY ITS remarkable qualifying pace into the race after Daniil Kvyat had starred by claiming fifth on the grid.

Vergne also showed well in qualifying, ending up 10th despite losing what he estimated to be between five and seven-tenths to a lack of power. The Toro Rosso is strong under braking and generally goes well in slow corners, which translated to strong single-lap pace.

Vergne climbed to fifth at the start, with Kvyat sliding to eighth, but both gradually dropped down the order as the race progressed. Both complained of serious fuel-consumption problems, which forced them to back off dramatically, while Kvyat also picked up a flatspot and had to make an extra pitstop.

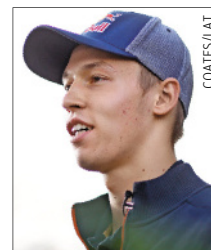
"We have to understand why we had to save so much fuel," said Vergne. "It's a real shame because the guys did an excellent job giving us a very good car."



Q&A

DANIL Kvyat

TORO ROSSO DRIVER



Why was the car so fast in qualifying?

We had a good qualifying, a good rhythm. I managed a good lap in the end and it all came together. On this track, rhythm is very important but I had to put it all together on the last lap because my previous laps were so-so. There are many medium- and lower-speed corners, until now I preferred the higher-speed tracks, but it suited me and the car very well.

A tough race result after such a good qualifying. How did it feel to take the chequered flag in your home race?

Well, I would prefer it to be for P1 really. The first laps were a lottery, I couldn't find the grip from the tyres and everyone went past then the positions were more or less stabilised. But then we went on to fuel and tyre management, and it was a little bit too much compared to the other teams, probably with Mercedes engines, and in the end that put us a little bit behind. I had a flatspot which made an extra stop, and it was very, very difficult. In any case I don't think points were possible.

Where did the pace go between qualifying and the race?

I had a bit of a problem in the first laps, I couldn't do much. The first stint was a disaster and a few people got in front of me, and it all started to be bad at the beginning, and this flatspot got worse and worse.

What did you think of the first Russian GP?

It was very exciting, hopefully we will come here many more times.

STORIES OF THE RACE

Button led home team-mate Magnussen for a McLaren 4-5 finish



McLaren recovers after wing confusion

McLAREN HAD ITS BEST WEEKEND SINCE THE season-opening Australian Grand Prix, with Jenson Button and Kevin Magnussen finishing fourth and fifth.

Both drivers ran well on Friday, but endured a set-back during Saturday practice when Button struggled for pace and Magnussen suffered a cracked gearbox casing. This led to a wild moment on track when, as the Dane put it, "the rear of my car fell off".

The problems came about as a result of reverting to a previous specification of front wing rather than continuing with the unraced version that ran inconclusively on Friday. But with the new wing back on the car, there was a dramatic improvement.

Magnussen suffered from his fuel-flow meter slipping, which, on top of a five-place grid penalty, relegated him to 11th on the grid, while Button qualified fourth.

Button ran third early on before being jumped by the recovering Nico Rosberg when he pitted, while Magnussen made progress on the first lap and finished fifth despite having to take it very easy because of fuel-use concerns.

Some of it is circuit, but I think we have improved the set-up of the car. And we have found some other things that work for us



Jenson Button

Grosjean turned Sutil around at exit of T2



Grosjean punished for clash with Sutil

ROMAIN GROSJEAN WAS HIT WITH A FIVE-second time penalty for tipping Adrian Sutil's Sauber into a spin during the race.

Sutil was attempting to pass the Lotus driver for 16th place around the outside of Turn 2 on lap 28. At the exit kerb, Grosjean's front-left wheel made contact with the right-rear of the Sauber and Sutil spun. The German recovered to finish ahead of Grosjean.

"He was on the softer tyres and had a lot more grip than me going into T3," said Grosjean. "That corner closes up a bit on exit and he didn't want to go too much off the racing line. I was already on the maximum for the braking zone and we touched a little. It felt more like a racing incident to me."

The time penalty did not cost 17th-placed Grosjean any positions, but the Frenchman was also hit with one penalty point on his superlicence.

Lack of power holds back Ferrari pair

FERRARI ENDURED ANOTHER DISAPPOINTING weekend in Russia, with a lack of straightline speed holding it back.

Both drivers reported being relatively happy with the balance of the car, but in qualifying its cars languished in the main speed trap, located on the approach to Turn 2.

Alonso was 1.1s off the pace, with Raikkonen less than a tenth behind, the duo lining up eighth and ninth. Alonso finished sixth after a great first lap to climb to fourth, while Raikkonen held ninth after having to lift off because he was being squeezed by a Toro Rosso on the run to the first

corner. "The car felt good, it felt well set-up," said Alonso. "We didn't struggle with understeer or oversteer but we are not quick enough. There were guys out there one second quicker than us and this is not good."

"Maybe we lack a bit of speed on the straights, maybe we lack a bit of braking stability for some of these corners, but in general I feel good in the car."

Felipe Massa's failure to score in the second Williams ensured Ferrari lost only five points in the battle for third in the championship. But with three races remaining – including the double points finale – Ferrari is now 28 points behind.

SPEED-TRAP FIGURES (QUALIFYING)

1	WILLIAMS	206.7MPH
2	McLAREN	
3	FORCE INDIA	
4	MERCEDES	
5	TORO ROSSO	
6	SAUBER	
7	FERRARI	200.5MPH
8	LOTUS	
9	RED BULL	
10	CATERHAM	
11	MARUSSIA	194.2MPH



DRAWING BOARD



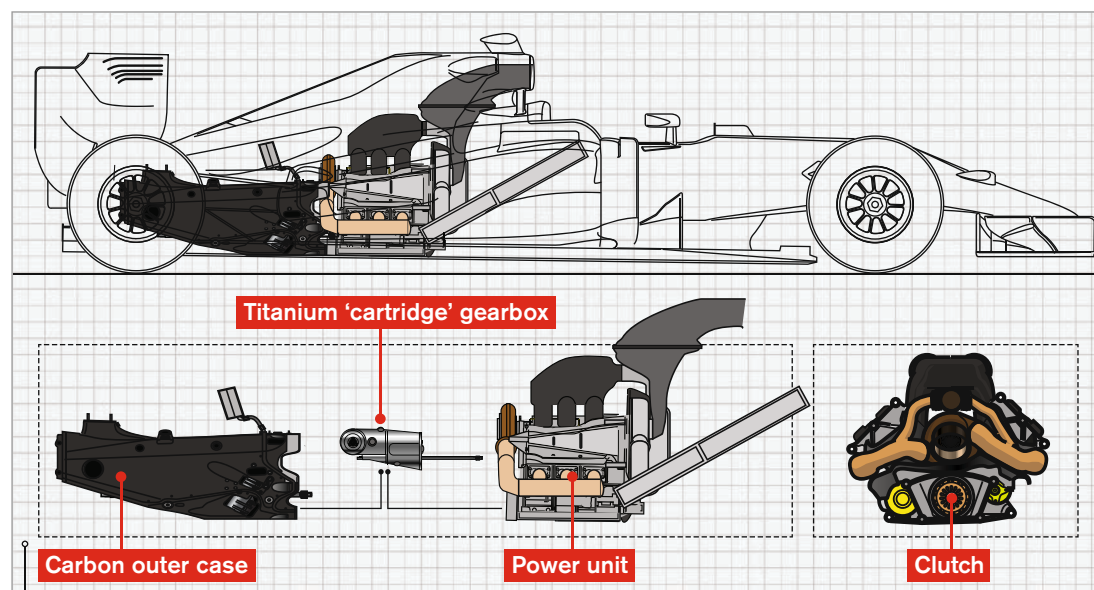
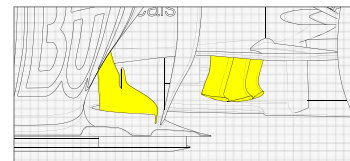
Gary Anderson, technical consultant

Toro Rosso's bargeboards

➔ Toro Rosso introduced a tweaked bargeboard design, with two small cut-outs in the top of it. With bargeboards, the idea is to turn the airflow coming between the front wheels and underneath the chassis around the undercut of the sidepod.

The undercut of the sidepod is then connected to the Coke bottle, and if you can get the low pressure in the Coke bottle to take the airflow from sidepod undercut and the air from under the car, it makes the front wing work well. The bargeboards are probably worth five per cent of the downforce with that effect, maybe slightly more. But the airflow has to stay attached on the back surface. The slot gaps suggest that Toro Rosso has had some airflow-separation problems, as these have been cut to prevent that.

Toro Rosso also modified the vanes under the chassis which help with the airflow in this system. Both of these tweaks will be designed to optimise the new nose introduced at Suzuka.



Mercedes' clever two-part gearbox explained

➔ Mercedes has been running a two-part gearbox all season. An F1 car is made up of three main components, a chassis (or survival cell), the engine and the gearbox and they are all structural members.

But to make a gearbox that is functional, a structural member and that can have the suspension mounted to it is quite difficult. So Mercedes has a small titanium 'gearbox-carrier', or

cartridge, that goes inside a carbonfibre gearbox casing.

It's difficult to build an efficient casing for the gearbox internals out of carbonfibre. You would usually put titanium bits into the carbon casing anyway. So Mercedes has a stiff gearbox case for the gearbox itself, which goes inside the carbon casing that has the suspension attached to it.

It's a good design, with a good balance

of weight to stiffness. This also allows changes to be made to suspension geometries without changing the gearbox, so it does give you a window of opportunity to develop that.

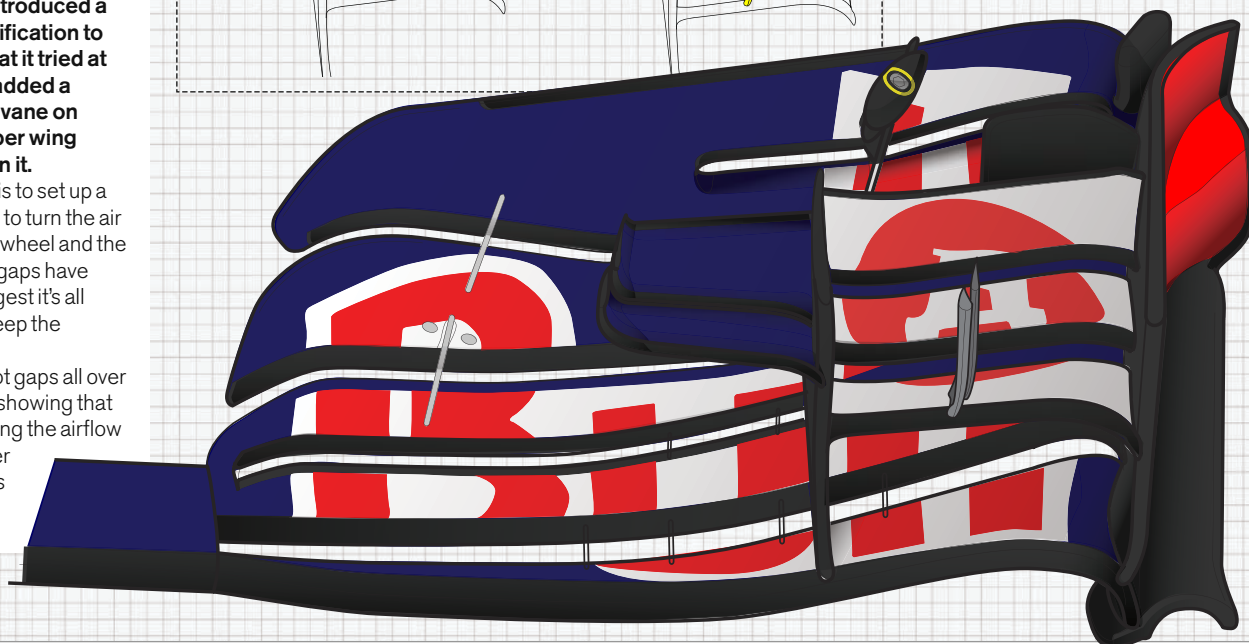
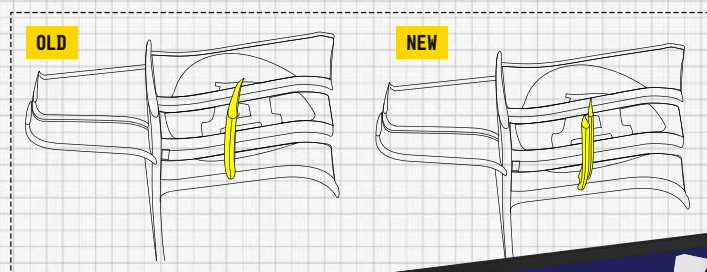
The clutch is also mounted on the engine itself rather than the gearbox, where the clutch had been moved to because of increasing loads. The 2014 lower-rpm engines mean that it is now possible to mount it on the engine again.

Red Bull in wing tweak

➔ Red Bull introduced a small modification to its front wing that it tried at Suzuka. It has added a vertical turning vane on the forward upper wing with a slot gap in it.

The idea here is to set up a 'turning moment' to turn the air outside the front wheel and the fact that the slot gaps have been added suggest it's all about trying to keep the airflow attached.

We've seen slot gaps all over the car this year, showing that it's all about making the airflow work better rather than adding parts that create more downforce.



Illustrations by Craig Scarborough

TEAM BY TEAM

RED BULL



RED BULL-RENAULT RB10

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">1</div> <p>6/10</p>		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3</div> <p>7/10</p>	
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SEBASTIAN VETTEL

Start 10th Finish 8th
Strategy 1 stop
(soft/medium)

DANIEL RICCIARDO

Start 6th Finish 7th
Strategy 1 stop
(soft/medium)

Another difficult weekend for Red Bull, although not a big surprise to see it struggling at a track with similar demands to Austria, where it also endured a dire weekend.

Ricciardo had the better of it in terms of pace, while Vettel seemed to be struggling with a slightly lower downforce setup and ended up being eliminated in Q1.

Vettel's good first lap got him ahead of Ricciardo, but the latter had to stop early because of a front-right tyre blister picked up in qualifying. Because of the pace of the mediums, this allowed him to jump Vettel and finish as the lead Red Bull.

The pair ended up seventh and eighth – not a glorious way to sign off its long spell as constructors' champion.

MERCEDES



MERCEDES F1 W05

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">6</div> <p>7/10</p>		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">44</div> <p>9/10</p>	
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NICO ROSBERG

Start 2nd Finish 2nd
Strategy 1 stop
(soft/medium)

LEWIS HAMILTON

Start 1st Finish 1st
Strategy 1 stop
(soft/medium)

Right from the off, Hamilton seemed to have the upper hand over Rosberg, although the German ended up on the wrong side of the team's split set-up approach on Friday and was happier with the car on Saturday. Not that this made any difference, and although Rosberg was two-tenths off in qualifying, Hamilton reckoned he could have been up by three or four tenths with a better lap.

Rosberg's lock-up at the first corner turned his race into a recovery drive, which he executed well, while Hamilton was able to control the race up front with relative ease.

In doing so, the pair made sure of a first constructors' championship for Mercedes, which had long since become inevitable.

FERRARI



FERRARI F14 T

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">7</div> <p>6/10</p>		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">14</div> <p>8/10</p>	
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KIMI RAIKKONEN

Start 8th Finish 9th
Strategy 1 stop
(soft/medium)

FERNANDO ALONSO

Start 7th Finish 6th
Strategy 1 stop
(soft/medium)

Another weekend during which the podium was a long way away, with the speed trap figures showing that the power unit was the main weakness. In qualifying, Alonso was the second fastest over the start/finish, yet by the time he reached the speed trap on the approach to Turn 2, he was 13th. More time was lost under braking, but the overall car balance was decent enough according to the drivers.

Both qualified at much the same pace, although Alonso's storming first lap got him up to a fourth place he couldn't keep hold of, with both Magnussen and Rosberg jumping him at the pitstops when his front jack failed, costing him crucial seconds. Raikkonen spent the race buried towards the end of the top 10, ending up ninth.

SAUBER



SAUBER-FERRARI C33

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">21</div> <p>8/10</p>		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">99</div> <p>6/10</p>	
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ESTEBAN GUTIERREZ

Start 13th Finish 15th
Strategy 1 stop
(soft/medium)

ADRIAN SUTIL

Start 14th Finish 16th
Strategy 1 stop
(medium/soft)

The Swiss team grabbed a few headlines on Friday with Sergey Sirtokin's run in Friday morning practice. The Russian did a tidy job, lapping a respectable 0.407s off Sutil and ending up 17th fastest overall.

After that, it was business as usual – meaning a long, hard and fruitless struggle for a place in the bottom half of the top 20. But the ongoing on-track scrap with Lotus kept things interesting in both qualifying and the race.

While Sutil was booted into a spin by Grosjean, Gutierrez briefly penetrated the top 10 by running a long stint on softs in the hope of a safety car that never came before dropping back. Finishing 15th and 16th was about what could be expected of the weekend.

TORO ROSSO



TORO ROSSO-RENAULT STR9

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">25</div> <p>7/10</p>		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">26</div> <p>6/10</p>	
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JEAN-ERIC VERGNE

Start 9th Finish 13th
Strategy 1 stop
(soft/medium)

DANIIL KVYAT

Start 5th Finish 14th
Strategy 2 stops
(soft/medium/soft)

Thanks to having home hero Kvyat in the car, there was intense scrutiny on Toro Rosso. Some commented on the happy coincidence that the Russian was able to turn in his most competitive qualifying performance of the year. Given the demands of the track were similar to Austria, where Toro Rosso was also strong, it was plausible.

But in the race, that pace seemed to vanish. Kvyat went backwards immediately, while Vergne, who had qualified 10th with a lack of power that cost 0.5-0.7s, carved his way up to fifth before then going backwards. Both had fuel consumption problems, Kvyat also struggling with tyres.

Given the car's Sunday form, points were never really going to happen this weekend.

WILLIAMS



WILLIAMS-MERCEDES FW36

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">19</div> <p>6/10</p>		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">77</div> <p>8/10</p>	
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FELIPE MASSA

Start 18th Finish 11th
Strategy 2 stops
(medium/soft/soft)

VALTTERI BOTTAS

Start 3rd Finish 3rd
Strategy 1 stop
(soft/medium)

The Williams was back to its position as best of the rest in Russia, with Bottas looking impressive all weekend and Massa not too far behind. But things went wrong for the Brazilian in qualifying, when a fuel pump fault meant he only had partial fuel pressure and could do nothing more than lap fast enough to end up 18th.

Bottas, meanwhile, laid it on the line with a balls-out attempt to get on the front row, only just missing out when he got out of shape at the end of the lap.

In the race, Bottas had a straightforward run, but couldn't keep ahead of the charging Rosberg, while Massa got bottled up behind Perez and was unable to make a two-stopper work.

For the reasons behind the driver weekend ratings, visit AUTOSPORT.COM

LOTUS



LOTUS-RENAULT E22

8
6/10



ROMAIN GROSJEAN

Start 15th Finish 17th
Strategy 1 stop
(soft/medium)

13
6/10



PASTOR MALDONADO

Start 20th Finish 18th
Strategy 1 stop
(medium/soft)

There's very little to say about Lotus, which continues to struggle on with a car that is uncompetitive and only really good enough for beating Saubers with. And even that proved impossible in Russia, with Grosjean and Maldonado finishing behind Gutierrez and Sutil.

Maldonado suffered a battery problem that caused a gearbox glitch, which hindered him in qualifying and also earned him a five-place grid penalty. Grosjean didn't seem able to extract what little potential there was in the car.

The main moment of relevance in the race was Grosjean colliding with Sutil, earning himself a five-second penalty. Other than that, little to report beyond the team getting one race closer to the end of a tough season.

McLAREN



McLAREN-MERCEDES MP4-29

20
9/10



KEVIN MAGNUSSEN

Start 11th Finish 6th
Strategy 1 stop
(soft/medium)

22
8/10



JENSON BUTTON

Start 4th Finish 5th
Strategy 1 stop
(soft/medium)

The configuration of the Sochi track suited the McLaren, with Magnussen ending Friday as the fastest non-Mercedes. But Saturday free practice was "a disaster", according to Button, as they couldn't match Friday form.

This was a consequence of removing a new front wing design that the team wasn't certain of the value of on Friday. So with the front wing put back on for the afternoon, both drivers were again flying.

Magnussen was hit by a cracked gearbox casing, earning him a five-place grid penalty on top of a fuel-flow meter problem that slowed him in qualifying. But the Dane did a great job to climb to fifth in the race, finishing just behind his team-mate.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07

11
9/10



SERGIO PEREZ

Start 12th Finish 10th
Strategy 1 stop
(medium/soft)

27
8/10



NICO HULKENBERG

Start 17th Finish 12th
Strategy 1 stop
(medium/soft)

As has become the norm, Force India found itself scratching around just on the periphery of the top 10 in Russia facing an uphill struggle to retain fifth in the constructors' championship ahead of McLaren.

Its two drivers did what they could, Hulkenberg and Perez lapping at near-identical pace in qualifying to end up 12th and 13th. Hulkenberg had a five-place penalty for a gearbox change after his problem late in the Japanese GP, which effectively wiped out any chance of him scoring.

That left Perez best-placed and the Mexican worked hard for his sole point, making a few good passes on track and then dealing with the available fuel reaching a "critical" level late in the race, also keeping the faster Massa behind.

MARUSSIA



MARUSSIA-FERRARI MR03

4
7/10



MAX CHILTON

Start 21st Finish DNF
Strategy retired
(medium/soft)

17



JULES BIANCHI

Under the worst of circumstances, the team deserves credit for pressing on. Only one car was run, for Chilton, with Jules Bianchi's vacant car sat in the garage as a tribute. It was no easy assignment to fly the flag single-handedly both because of the situation and the halving of the team's available track time.

A driveshaft problem in Saturday practice meant Chilton went into qualifying without having completed a simulation run and the one-second deficit to Caterham was not reckoned to be representative.

There was little time to make up for it in the race, with some kind of suspension problem leading Chilton to retire early on and bring a trying weekend to an end.

CATERHAM



CATERHAM-RENAULT CT05

9
7/10



MARCUS ERICSSON

Start 16th Finish 19th
Strategy 2 stops
(soft/medium/soft)

10
5/10



KAMUI KOBAYASHI

Start 19th Finish DNF
Strategy retired
(medium)

The upward trend continues for the beleaguered team, with Ericsson just over a tenth away from reaching Q2, albeit partly thanks to Massa suffering problems and ending up behind him.

Even so, it was another decent performance for both Ericsson and Caterham, although the second car of Kobayashi looked somewhat more lethargic, perhaps not entirely down to the efforts of the man behind the wheel.

In the race, Ericsson gave a good account of himself in battle with quicker cars, but tyre troubles meant that he dropped to the back after a second pitstop. Kobayashi was an early retirement with what was officially explained as overheating brakes; his immediate reaction was less clear.



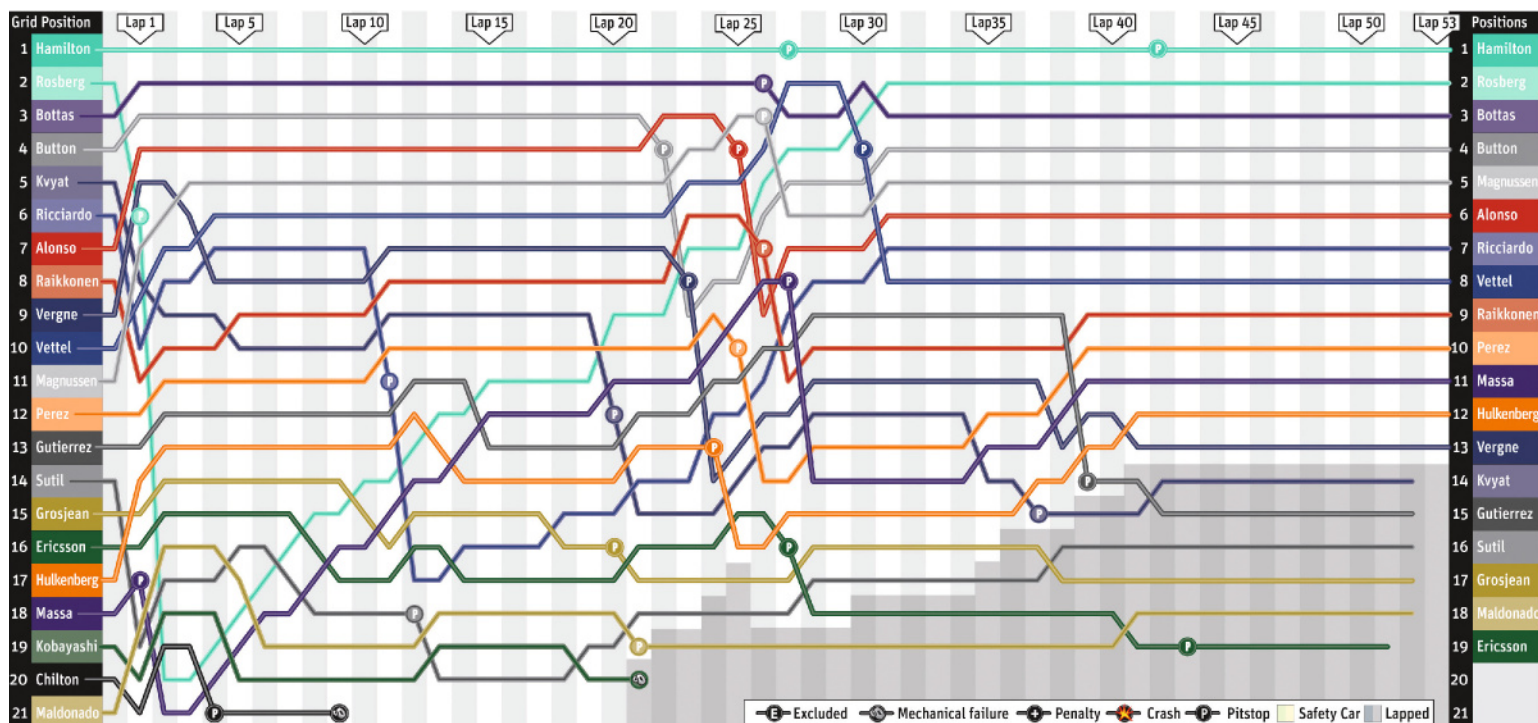
STANDOUT PERFORMANCE

Kevin Magnussen

Finished behind his team-mate, but would most likely have outqualified him had he not had to reduce his fuel-flow due to a drifting meter, as his Q2 laptime was fractionally faster than Button's in Q3. After a five-place grid penalty thanks to a cracked gearbox casing in Saturday practice, he made up ground to finish one place behind Button despite fuel-saving worries.

"I had a good first lap, and stayed there for the rest of the race pretty much. I had to do an incredible amount of fuel saving, I was driving like it was a relaxing Sunday afternoon drive. I was really surprised that no one was catching me"

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m42.311s
2	HAMILTON	1m42.376s
3	BUTTON	1m42.507s
4	ALONSO	1m42.720s
5	MAGNUSSEN	1m43.026s
6	PEREZ	1m43.129s
7	KVYAT	1m43.164s
8	RAIKKONEN	1m43.212s
9	VERGNE	1m43.327s
10	BOTTAS	1m43.542s
11	MASSA	1m43.741s
12	RICCIARDO	1m43.821s
13	HULKENBERG	1m43.976s
14	VETTEL	1m44.506s
15	SUTIL	1m44.625s
16	MALDONADO	1m44.876s
17	SIROTKIN	1m45.032s
18	GROSJEAN	1m45.190s
19	MERHI	1m46.782s
20	ERICSSON	1m46.922s
21	CHILTON	1m47.284s

Weather: 21C, sunny

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m39.630s
2	MAGNUSSEN	1m40.494s
3	ALONSO	1m40.504s
4	ROSBERG	1m40.542s
5	BOTTAS	1m40.573s
6	BUTTON	1m40.718s
7	MASSA	1m40.731s
8	KVYAT	1m41.108s
9	VETTEL	1m41.396s
10	VERGNE	1m41.531s
11	RAIKKONEN	1m41.630s
12	HULKENBERG	1m41.677s
13	RICCIARDO	1m42.061s
14	PEREZ	1m42.090s
15	SUTIL	1m42.233s
16	GROSJEAN	1m42.892s
17	MALDONADO	1m42.905s
18	GUTIERREZ	1m43.055s
19	ERICSSON	1m44.135s
20	CHILTON	1m44.530s
21	KOBAYASHI	1m44.952s

Weather: 20C, sunny

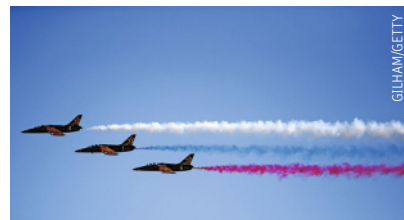
PRACTICE 3: Saturday

POS	DRIVER	TIME
1	HAMILTON	1m38.726s
2	ROSBERG	1m39.016s
3	BOTTAS	1m39.097s
4	RICCIARDO	1m39.755s
5	MASSA	1m39.954s
6	KVYAT	1m40.009s
7	RAIKKONEN	1m40.011s
8	ALONSO	1m40.151s
9	VERGNE	1m40.205s
10	VETTEL	1m40.338s
11	BUTTON	1m40.355s
12	HULKENBERG	1m40.669s
13	PEREZ	1m40.699s
14	SUTIL	1m41.146s
15	GUTIERREZ	1m41.520s
16	GROSJEAN	1m41.915s
17	MAGNUSSEN	1m42.436s
18	ERICSSON	1m43.109s
19	KOBAYASHI	1m43.975s
20	CHILTON	1m44.737s
21	MALDONADO	no time

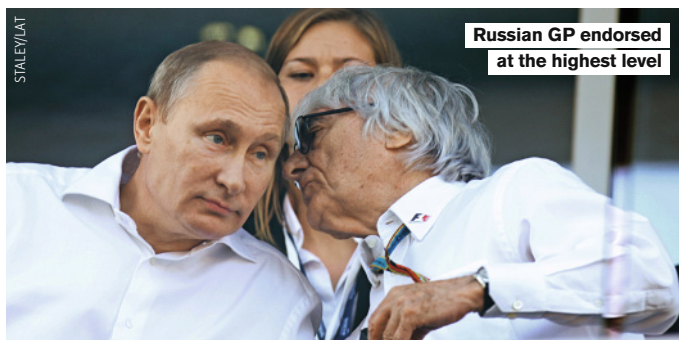
Weather: 26C, sunny

FRIDAY TESTERS

	1 SIROTKIN	1m45.032s
	2 MERHI	1m46.782s



GILHAM/GETTY



STALEY/LAT

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m38.759s (1)	1m38.338s (1)	1m38.513s
2	ROSBERG	1m39.076s (2)	1m38.606s (2)	1m38.713s
3	BOTTAS	1m39.125s (3)	1m38.971s (3)	1m38.920s
4	BUTTON	1m39.560s (4)	1m39.381s (6)	1m39.121s
5	KVYAT	1m40.074s (6)	1m39.296s (5)	1m39.277s
6	MAGNUSSEN	1m39.735s (5)	1m39.022s (4)	1m39.629s
7	RICCIARDO	1m40.519s (12)	1m39.666s (7)	1m39.635s
8	ALONSO	1m40.255s (8)	1m39.786s (8)	1m39.709s
9	RAIKKONEN	1m40.098s (7)	1m39.838s (9)	1m39.771s
10	VERGNE	1m40.354s (10)	1m39.929s (10)	1m40.020s
11	VETTEL	1m40.382s (11)	1m40.052s	-
12	HULKENBERG	1m40.273s (9)	1m40.058s	-
13	PEREZ	1m40.723s (13)	1m40.163s	-
14	GUTIERREZ	1m41.159s (15)	1m40.536s	-
15	SUTIL	1m40.766s (14)	1m40.984s	-
16	GROSJEAN	1m42.526s (16)	1m41.397s	-
17	ERICSSON	1m42.648s	-	-
18	MASSA	1m43.064s	-	-
19	KOBAYASHI	1m43.166s	-	-
20	MALDONADO	1m43.205s	-	-
21	CHILTON	1m43.649s	-	-

Weather: 26C, sunny

QUALIFYING STATISTICS

	HEAD	TO HEAD	
VETTEL	6	10	RICCIARDO
ROSBERG	9	7	HAMILTON
RAIKKONEN	2	14	ALONSO
GROSJEAN	13	3	MALDONADO
MAGNUSSEN	9	7	BUTTON
PEREZ	5	11	HULKENBERG
GUTIERREZ	8	8	SUTIL
VERGNE	7	9	KVYAT
MASSA	5	11	BOTTAS
CHILTON	4	12	BIANCHI
ERICSSON	4	12	KO'ASHI/LOTTERER



GILHAM/GETTY

POLE POSITION TROPHY

DRIVER	BRN	MC	CDN	GB	D	H	B	J	TOTAL
ROSBERG									8
HAMILTON									7
MASSA									1

SUPERLICENCE PENALTY POINTS

Drivers	1	2	3	4	5	6	7	8	9	10	11	12
BIANCHI	X	X	X	X								
BOTTAS	X	X										
ERICSSON	X	X	X	X	X							
GROSJEAN	X											
MAGNUSSEN	X	X	X	X								
MALDONADO	X	X	X	X								
PEREZ	X	X										
SUTIL	X	X										
VERGNE	X											

Anyone who gets to 12 points will be suspended for one race



Yellow flag safety changes planned after Bianchi shunt

Following Jules Bianchi's crash in Japan, F1 race director Charlie Whiting met with teams to thrash out new plans to improve the sport's yellow-flag rules. **JONATHAN NOBLE** reviews the outcome

Formula 1's yellow-flag rules are to be overhauled as part of a safety rethink in the wake of Jules Bianchi's Japanese Grand Prix accident.

While Bianchi remained in a critical condition in hospital as AUTOSPORT closed for press, the FIA has wasted no time in taking action to ensure that such a crash can never happen again.

A full report of the Suzuka incident has been submitted to the FIA's Safety Commission for a deeper analysis, and the governing

body has already begun working with teams to introduce safety changes. One of its first conclusions is that the pace of cars through the yellow-flag zone where Bianchi crashed at Suzuka was too high considering the wet conditions.

It thinks that speeds through yellow-flag areas can no longer be left in the hands of drivers.

F1 race director Charlie Whiting said: "One of the most important things for us to learn here is that it is probably better to take the decision to slow down away from

drivers. It is better to try to put in place a system where it is much clearer to everybody how much we think cars should slow down in similar circumstances."

AUSTIN TRIAL IN THE PIPELINE

Whiting met with teams on the Saturday morning of last weekend's Russian GP to work on plans to implement a way of having independent control of speed through caution zones.

The idea of a specific speed limit – similar to the 'Code 60' used in

"It is probably better to take the decision away from drivers, to try to put in place a system where it is clearer how much we think cars should slow down"

F1 race director Charlie Whiting

Whiting addressed the media during the Russian GP weekend in Sochi



the World Endurance Championship – was ruled out because the competitive nature of F1 created fears it could pose complications and fresh dangers.

Whiting said: “The difficulty of having a speed limit is that it will probably have to be different for certain sectors. One thing that would worry me slightly is the fact you can see how engineers and drivers push limits for the pitlane speed limit. They would want to be braking at the last possible minute and as hard as possible to get down

to the speed limit at the precise place – that is the nature of F1.”

Instead, the governing body and teams are to push on with plans for an average speed limit through a caution zone – so they will have to match their pace to a delta-time laid down by the FIA.

Whiting added: “The delta would be the same for everybody. They know what to do, they have the same reference map so all have to slow down at the same time.”

This is similar to the system that is currently used when safety cars ▶



KEY ISSUE #1 THE START TIME OF THE JAPANESE GRAND PRIX

There was much controversy in the build-up to the Japanese Grand Prix when the arrival of Typhoon Phanfone prompted fears the race might not happen.

With an early sunset in Japan, the scheduled 3pm start did not offer much leeway if there were weather delays, as darkness fell at 5.30pm.

F1 race director Charlie Whiting did offer race organisers the opportunity to move the race forward, to give a greater window for feared bad weather, but this was not accepted.

Although light conditions at the end of the race were not ideal, Whiting was adamant that the

timing of the race was not a factor in Bianchi's crash.

“Firstly, the race start time is not really a matter for the FIA,” he said. “I did suggest to the organisers that they might want to consider doing it earlier to get the race in, as the forecast was worse than it turned out to be. They didn't want to do that.

“I warned them that we would not run the race unless it was safe to run it, and there was a high probability that they would not have a race.

“They said no, they wanted to stick with the 3pm start time. But for me, the race start time is totally unconnected to the incident.”



KEY ISSUE #2 BRINGING OUT THE SAFETY CAR

The fact Bianchi lost control of his car under yellow flags, and was able to hit a recovery vehicle, has prompted claims the FIA should have brought out the safety car to retrieve Adrian Sutil's car.

Whiting claims, however, that the efficiency of Suzuka's marshals, allied to the positioning of the stationary Sauber, meant that double yellow flags were enough

to control the situation.

“We put double waved yellows out because we felt the incident could be dealt with without using the safety car,” explained Whiting. “The next stage up is a safety car but, because the car was well away from the track and against the tyres, it is the normal procedure for us to follow in those circumstances. We didn't see any need for a safety car.”



KEY ISSUE #3 BIANCHI'S SPEED UNDER YELLOWS

One area being examined as a key contributor to events was Bianchi's speed through the double-yellow sector, but Whiting has drawn short of offering any information on whether or not Bianchi had slowed down enough to take into account the double waved yellows.

"I know what speed he left the track at," he said. "We have seen the data from all the cars. A lot of

cars came through the double waved yellow sector, not everyone slowed down as much.

"There were some that didn't slow down much and some slowed down a lot – and I don't think we need to go into the detail of how much he slowed down relative to the others. Suffice to say, we do have that data. He did slow down but it is a matter of degree."

KEY ISSUE #4 THE GREEN FLAG

Amateur video footage of the Bianchi accident that appeared on the internet days after the crash prompted discussion among some fans and media about the presence of a green flag near where he crashed.

However, closer examination of the rulebook shows that marshals were right to display this flag as soon as the recovered Sauber of Sutil had moved in front of it – as the flag denotes the point at which the incident has finished.

Whiting has made clear that he was happy with how the flag marshals dealt with the situation.



"It was entirely the correct signal, because it was after the obstruction," he said. "The green does not mean you can start racing because you have seen the green – you cannot start racing until you reach the green.

"It is exactly the same as a yellow. If you see a yellow going into the first corner, you don't have to obey it until you get to it."

KEY ISSUE #5 THE TRANSFER TO HOSPITAL

Bianchi was taken straight to the Suzuka circuit's medical centre after his accident – and then quickly transferred to the nearby Mie General Medical Center at Yokkaichi via ambulance.

The decision to take him by road rather than by medical helicopter prompted questions about whether or not the FIA had made the right call.

But the governing body's chief medical officer Jean-Charles Piette explained the reasoning behind the decision to send him by road.



"The main referral hospital, Mie General Medical Centre, is 15km from the circuit. The distance by road is supposed to be 25 minutes under normal circumstances," he said.

"When Jules had his accident, the chief medical officer told me the helicopter can take off from the circuit but cannot land at the hospital, so we decided to use a resuscitation ambulance. With a police escort, the duration of the transfer was 32 minutes."

When asked if the extra time affected Bianchi's condition, medical rescue co-ordinator Ian Roberts said: "The excess time was only seven minutes throughout the whole transfer.

"Jules was monitored very closely and he arrived at hospital in exactly the same state physiologically as when we left. It was quite stable throughout and made no difference."

are called out, so would just need tweaks to electronic systems on the cars that are already in place.

Williams performance chief Rob Smedley believes the delta time approach would be the best way to make changes. "It's technology we already use extensively now," he said. "When the safety car comes out we have a split time the drivers drive to, and they know exactly what they are doing. It's not a great technological ask for Formula 1 or the drivers to get used to, so that's probably the easiest way to do it."

AUTOSPORT understands a first trial of this new concept will take place at the end of Friday's two practice sessions at the United States Grand Prix. But even if the test in Austin is a success, ensuring the software is in place and fully reliable means it will still not be ready for full introduction until the start of next season.

Whiting said: "Realistically, there will be too many changes necessary to ECU code to properly test before going 'live'. A test is one thing, but to make sure it works correctly on all cars will require some development."

LONGER-TERM CHANGES

While tweaks to yellow-flag rules are being fast-tracked, other changes will wait until a full report is filed by the Safety Commission – which is ready to appoint a panel of experts for an investigation.

Bianchi's crash helmet and car will be analysed forensically to see if any improvements can be made to designs in the future, while some thought is being given to pushing on with work for closed-cockpit cars, and also better protecting of recovery vehicles

"We have a responsibility to take into consideration what has happened and to make sure that it will not happen again"

FIA president Jean Todt

in case they are hit by cars again.

An emotional Jean Todt made it clear at Suzuka that the FIA would do it all it could to learn from what went wrong.

"We have a responsibility to take into consideration what has happened and to make sure that it will not happen again," he said. "But motorsport is dangerous and you cannot guarantee that there will not be any more accidents.

"However, we cannot be happy with what we have achieved; we will make a better step for the future that will be beneficial to everyone."





Bianchi's #17 Marussia-Ferrari remained in the garage in Russia



Sauber driver Sutil waited as marshals rescued Bianchi

MASON/GETTY

BACKGROUND TO THE ACCIDENT

The FIA has revealed more details about the circumstances that led up to Jules Bianchi's horrific accident in the Japanese Grand Prix.

During a media briefing at the Russian GP, F1 race director Charlie Whiting ran through CCTV footage of the minutes before Bianchi crashed into a recovery vehicle.

The video footage, taken from cameras overlooking Turn 7, showed the cars coming through the long left-hander in the closing stages of the race. With rain falling, the racing line appears to have less water on it – with worse conditions on the outside of the bend where cars are not running.

The incident begins when Adrian Sutil runs wide onto the outside line of water and spins off.

Whiting said: "There is a dryish line. As the rain has intensified, a little bit of water creeps on to the drier line, and as cars go a little bit wide there, you see that Adrian got onto that and lost control. He touches that slightly wetter bit of track, and he is behind Jules at this point.

"When he hits that slightly wetter bit of track, he loses control and spins."

A lap later, with double waved yellow flags being displayed, Bianchi hits the same bit of water. But unlike Sutil, Bianchi does not spin. Instead, he attempts to respond to the slide but over-corrects and spears off the track.

Whiting added: "You can see Jules doing something similar. He hits the same bit of water, but there is a slight difference – he does not spin like Adrian did. He corrects and goes off at a slightly different trajectory."

Bianchi's car slides straight off the

track and skips across a gravel trap before colliding head first with the back of the recovery vehicle that is retrieving Sutil's car. Whiting also revealed there had been a few seconds' delay at race control in understanding how serious the Bianchi situation was – because normal devices that send signals back from the car to race control had been destroyed in the crash.

Whiting said: "Simply the car was not visible. Looking at the screen, where you saw the tractor recovering the car, my first thoughts were: 'this is taking a long time, it's taking longer than I expected'.

"Normally the marshals in Suzuka work really, really quickly. Then they

'My first thoughts were: "this is taking a long time, longer than I expected"'

said a car has hit the tractor. It was the clerk of the course. They got a message back from the post, that a car has hit the tractor. I said, 'what do you mean?' I couldn't see that a car had hit the tractor.

"It then took a while to get another camera and then we could see there was a car there.

"It was not completely apparent the condition of the driver: is he hurt? Is anyone hurt? When we found out we dispatched safety and medical cars."

Whiting estimated the total delay was only around 20 seconds.



Marshals tended quickly to the injured Bianchi

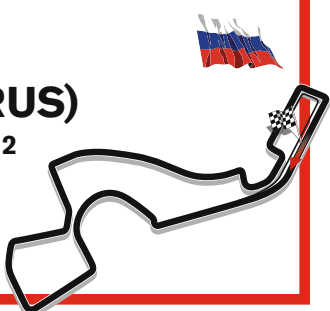
GETTY IMAGES

GP2

Sochi (RUS)

October 11-12

Round 10/11



RESULTS

RACE 1: 28 LAPS, 101.622 MILES

1	JOLYON PALMER (GB)	54m37.072s
DAMS; Grid: 4th-1m45.685s		
2	MITCH EVANS (NZ)	+1.267s
Russian Time; Grid: 6th-1m45.813s		
3	RAFFAELE MARCIELLO (I)	+15.584s
Racing Engineering; Grid: 5th-1m45.772s		
4	ARTHUR PIC (F)	+17.550s
Campos Racing; Grid: 2nd-1m45.402s		
5	STOFFEL VANDOOORNE (B)	+18.104s
ART Grand Prix; Grid: 1st-1m45.402s		
6	ANDRE NEGRAO (BR)	+23.154s
Arden International; Grid: 9th-1m46.173s		
7	SERGIO CANAMASAS (E)	+28.231s
Trident; Grid: 10th-1m46.411s		
8	MARCO SORENSEN (DK)	+29.493s
MP Motorsport; Grid: 15th-1m46.628s		
9	JULIAN LEAL (CO)	+29.382s*
Carlin; Grid: 19th-1m46.995s		
10	NATHANAEEL BERTHON (F)	+31.332s
Venezuela GP Lazarus; Grid: 11th-1m46.497s		

Winner's average speed: 111.636mph. Fastest lap: Vandoorne, 1m46.407s, 122.939mph. * - dropped one position for collision.

RACE 2: 21 LAPS, 76.186 MILES

1	SORENSEN	40m19.905s
Grid: 1st		
2	VANDOOORNE	+1.302s
Grid: 4th		
3	FELIPE NASR (BR)	+1.969s
Carlin; Grid: 17th		
4	EVANS	+3.282s
Grid: 7th		
5	PIC	+4.109s
Grid: 5th		
6	NEGRAO	+5.841s
Grid: 3rd		
7	KIMIYA SATO (J)	+7.143s
Campos Racing; Grid: 13th		
8	STEFANO COLETTI (MC)	+9.027s
Racing Engineering; Grid: 25th		
9	BERTHON	+11.038s
Grid: 10th		
10	PALMER	+11.582s
Grid: 8th		

Winner's average speed: 113.338mph. Fastest lap: Pic, 1m47.247s, 121.942mph. All drivers in Dallara-Mecachrome GP2/11.

DRIVERS' CHAMPIONSHIP

1	PALMER	256	6	COLETTI	115
2	NASR	200	7	PIC	100
3	VANDOOORNE	192	8	MARCIELLO	72
4	EVANS	151	9	LEAL	68
5	CECOTTO	128	10	RICHELMI	63

TEAMS

1	DAMS	319	4	RACING ENGINEERING	187
2	CARLIN	268	5	RUSSIAN TIME	157
3	ART GRAND PRIX	218	6	TRIDENT	156

POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.



Vandoorne leads race one

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COATES/GP2



Palmer seals GP2 title in style

Jolyon Palmer didn't hang around when it came to claiming the GP2 Series crown – he did so at the very first attempt in Sochi with his fourth win of the year. By CHARLES BRADLEY

JOLYON PALMER WRAPPED UP THE GP2 TITLE AT Sochi in the style that has characterised his campaign: with great speed and, when he needed them, some ruthless overtaking moves. His fourth win and 11th podium appearance of the season in Saturday's feature race was enough for him to relax for the rest of the season, safe in the knowledge that he's Britain's first GP2 champion since Lewis Hamilton in 2006.

His path wasn't totally smooth in Russia, however. Palmer's bid for pole in qualifying was undone when he was baulked at the final corner on what would have been his quickest lap. That restricted him to P4, but he was relieved to find that title rival Felipe Nasr was penalised down to 12th after slowing down too much at the final corner before opening a lap, which caused Stefano Coletti to punt the Brazilian into a spin.

At the front, Stoffel Vandoorne had impressively put his ART Grand Prix car on pole for the third race on the trot. But as he and fellow

front-row starter Arthur Pic (who'd remarkably equalled his time in the dying seconds of qualifying) made slow starts, Vandoorne's team-mate Takuya Izawa rocketed into the lead through the Turn 1 sweeper. Vandoorne passed him under braking for Turn 2 to retake the lead, while some four-wide action further back led to many cars taking to the run-off and ignoring the left-hand kink completely. Among their number was Nasr, who had found himself pinched on the outside kerb approaching Turn 2 by Daniel Abt.

Nasr then followed Stefano Coletti onto the asphalt run-off, and stewards judged that he'd gained an advantage by doing so. It was a big call, and when Nasr voiced his dissatisfaction over the radio – "unbelievable, they've destroyed the race" – it was hard not to sympathise with him.

Even worse for Nasr, the safety car came out just as the penalty was handed down. He took his mandatory pitstop and drivethrough under the safety car, but would have to serve the

Nasr (3) uses run-off at Turn 2. The stewards ruled he gained an advantage



DUNBAR/GP2



Palmer clinched GP2 crown with stunning feature-race victory

IN THE COCKPIT

STOFFEL VANDOORNE
ART GRAND PRIX



IT FELT LIKE I DROVE THE BEST RACE OF MY career on Saturday. Unfortunately, we missed the pit window when the safety car came out, so although I was still leading I had a very hard race in front of me.

Actually, I reacted before the team came on the radio, because from lap six onwards we are allowed to pit. I knew whenever there was a safety car, when I saw the [trackside] panel come on, I just had to dive into the pitlane. I reacted to the first panel I saw, but I just couldn't make it into the pitlane. It's difficult to say: maybe we should have reacted earlier and boxed anyway, because you know if there's a car stopped on track here the chance of a safety car is pretty high, especially after what happened last week at Suzuka.

After that I just pushed 100 per cent every lap while still trying to keep the tyres alive, which was not easy. I managed to finish P5 with fastest lap on the last lap. It's a shame about the result, really disappointing when you are leading the race and you know you have the pace to do it. But we had to deal with the situation and I think we took the maximum out of it.

In race two I had quite a good start and was in the mix for the lead into Turn 2. I just tried to brake late and locked my front tyres up and ran a bit wide. It was a pretty big lock-up, I would say, because I had a big flatspot and couldn't really do much because I couldn't see anything! I got past Leal and found it pretty hard to overtake Sorensen. He did a good job.

P2 was still a good result because of the flatspot, which really unbalanced the car. But I feel like I should have come away from this weekend with a victory.

Stoffel Vandoorne was talking to Edd Straw

drivethrough again when the race resumed, as it didn't count under neutralised race conditions.

The safety car's timing – to retrieve Coletti's stranded Racing Engineering car, which had suffered an electrical failure – proved pivotal to the destiny of the race win as well. Vandoorne was just at the pit entry when he got the call. "Too late!" he cried, and later said: "I reacted to the [safety car] panel but it came on a second too late and I just couldn't make it into the pitlane."

Now Vandoorne was stranded on his soft rubber at the front of the race, while those on similar tyres had effectively gained a free pitstop over him. His only option was to "push 100 per cent". In the box seat was Palmer, who would restart seventh as the first man to have pitted.

That honour was thanks to a stunning three-in-one passing manoeuvre, that he later labelled "the best move of my life" at Turn 5 on the opening lap. But there was further drama, as the low sun caused Palmer to take a cautious approach to the restart, and he was briefly jumped by Mitch Evans and Johnny Cecotto.

Realising his error, Palmer managed to get the places back at the following corner, and quickly got on with the task of passing those who'd started on the medium tyre and would stop later.

Vandoorne pulled out a 16s lead by the time his soft tyres cried enough, and he pitted after a mammoth 24-lap stint on them. That promoted Palmer to the lead, but he'd been backed up by Artem Markelov into his team-mate Evans. Having already passed Palmer twice, once at the start and also after the restart, Evans tried a third time at Turn 2 with five laps to go, but Palmer held his nerve and lead to the finish.



Sorensen kept his cool to score sprint-race win

Raffaele Marciello drove a solid race to third, battling past Pic on lap 13. Behind them came perhaps the race's moral winner, Vandoorne. His late pitstop dropped him to sixth but he passed Andre Negrao with two laps to go, and ended the race with fastest lap on the final tour.

Sergio Canamasas and Marco Sorensen rounded out the top eight, but the Dane relied on help from the stewards to penalise Julian Leal for a late clash, and switched their positions. That put Sorensen from P9 to P1 on the reversed grid, and he converted that into a convincing sprint-race win on Sunday.

After succinctly being told on the grid: "You know what you're doing, get on with it", the Dane did just that to take his first GP2 win in 12 starts after joining MP Motorsport midway through the season. His first challenger was Canamasas, whose Trident car got to within 0.6s by lap 9, but he retired when his battery failed on lap 12.

That promoted Vandoorne to second. He'd

grabbed the position at the second corner but felt he had to defer to Canamasas after straightlining the Turn 2 run-off, and had become stuck behind him. With the Spaniard dropping out, he closed in on Sorensen, and was poised to attack when the safety car was required when earlier spinner Marciello smacked the wall due to a puncture caused by a collision with Markelov.

A late restart meant a two-lap dash to the finish, but Sorensen held on superbly despite the Vandoorne threat, which was blunted by flatspotted front tyres. In one of the drives of the race, Nasr charged from 17th to third, passing Evans with a sublime move through Turns 1-3. Pic was fifth, ahead of Negrao, Kimiya Sato and Coletti, who tigered from 25th to eighth.

Palmer's day was ruined by a punt from Marciello at Turn 2, which half-spun him to last place. He stomped through the field, with more of those characteristically ruthless overtaking moves, to finish 10th. 🏆

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Stoneman left the chasing ART cars in his wake

STALEY/GP3

GP3 SERIES SOCHI (RUS), OCTOBER 11-12 RD 8/9

Stoneman almost sweeps a double

DEAN STONEMAN WAS THE CLASS OF the field at Sochi, as he returned to the Koiranen GP squad with which he started his GP3 career in Abu Dhabi last year. Wearing his Marussia racesuit as a tribute to Jules Bianchi, Stoneman dominated the opening race from pole position and almost won the second as well after a barnstorming performance.

The upshot of Stoneman's weekend was that he moved into second in the championship, and keeps the title race going into the Abu Dhabi finale, although Alex Lynn did enough in Russia to make that a mere formality.

Stoneman had almost half a second over the rest of the field as he took pole position, and then converted that into a plain-sailing victory. He was 4.2s ahead when he backed off on the final lap, taking the flag 1.8s clear of Marvin Kirchhofer despite one lock-up in the closing stages.

"I was driving at 98 per cent," he said after qualifying. "In the previous car I was always driving on

the edge, and struggling in areas, but this feels such a different car."

In Sunday's second race, it almost ended at the first corner for Stoneman, as his car and team-mate Jimmy Eriksson pincered Saturday podium finisher Alex Fontana, whose steering was broken. Fontana then hit the brakes, was rear-ended by Riccardo Agostini and they took Pal Varhaug and Richie Stanaway with them into the barriers, which halted the race.

After restarting sixth, Stoneman grabbed fifth from Kevin Ceccon, then passed title rival Lynn at Turn 5. He found another Brit, Jann Mardenborough, a tougher nut to crack, and it wouldn't be until after a late safety car – which meant a two-lap sprint to the finish – that he was able to make progress.

Stoneman drafted past the struggling Mardenborough, who had a loose engine cover, through the Turn 3 sweeper. Race leader Patric Niederhauser was struggling for tyre temperature, allowing Kirchhofer to attack him, which helped Stoneman close on them both. Kirchhofer nosed ahead of Niederhauser for the lead at Turn 13 on the final lap, but ran wide and allowed Stoneman by.

For a moment, it looked like Stoneman might pass Niederhauser for the win in the following corners, but he just couldn't quite manage it.

"I thought I had the lead," he admitted. "Niederhauser came up the inside of me going into the chicane, which I wasn't expecting. I was going



Niederhauser just beats Stoneman and Kirchhofer in epic race-two finish

BLOXHAM/GP3

to try and go around the outside, but I was more than happy to come second rather than throwing it off."

Lynn briefly passed Mardenborough but the Welshman got him back, leaving Lynn to fend off Nick Yelloly in the closing moments to finish fifth, which wasn't quite enough to clinch the title. "We probably lacked a bit of performance all weekend," Lynn admitted. "It's disappointing not to wrap up the title here, but we head to Abu Dhabi with it as an almost certainty."

● Charles Bradley

RESULTS

Race 1 1 Dean Stoneman (Koiranen GP), 15 laps in 28m45.648s; 2 Marvin Kirchhofer (ART GP), +1.812s; 3 Alex Fontana (ART); 4 Jimmy Eriksson (Koiranen); 5 Kevin Ceccon (Jenzer Motorsport); 6 Jann Mardenborough (Arden International); 7 Alex Lynn (Carlin); 8 Patric Niederhauser (Arden); 9 Nick Yelloly (Status GP); 10 Pal Varhaug (Jenzer). **Race 2 1** Niederhauser, 15 laps in 54m22.342s; 2 Stoneman, +0.368s; 3 Kirchhofer; 4 Mardenborough; 5 Lynn; 6 Yelloly; 7 Alfonso Celis (Status); 8 Emil Bernstorff (Carlin); 9 Patrick Kujala (Trident); 10 Robert Visoiu (Arden). **Points 1** Lynn, 185; 2 Stoneman, 138; 3 Kirchhofer, 137; 4 Eriksson, 127; 5 Stanaway, 123; 6 Bernstorff, 112.



Stoneman wore Marussia kit for Bianchi

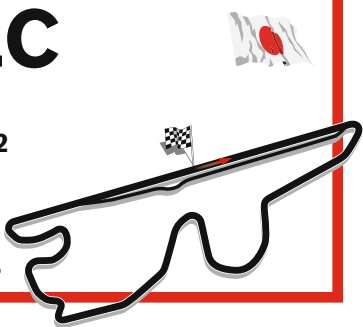
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WEC

Fuji (J)

October 12

Round 5/8



RESULTS

236 LAPS, 669.133 MILES

1	S BUEMI (CH)/A DAVIDSON (GB)	
LMP1	Toyota Racing Toyota TS040 HYBRID (Q1)	6h00m39.367s
2	K NAKAJIMA (J)/A WURZ (A)/S SARRAZIN (F)	+25.627s
LMP1	Toyota Racing Toyota TS040 HYBRID (Q4)	
3	M WEBBER (AUS)/T BERNHARD (D)/B HARTLEY (NZ)	-1 lap
LMP1	Porsche Team Porsche 919 Hybrid (Q2)	
4	M LIEB (D)/R DUMAS (F)/N JANI (CH)	-2 laps
LMP1	Porsche Team Porsche 919 Hybrid (Q3)	
5	L DUVAL (F)/L DI GRASSI (BR)/T KRISTENSEN (DK)	-2 laps
LMP1	Audi Sport Team Joest Audi R18 e-tron quattro (Q6)	
6	A LOTTERER (D)/M FASSLER (CH)/B TRELUYER (F)	-3 laps
LMP1	Audi Sport Team Joest Audi R18 e-tron quattro (Q5)	
7	O PLA (F)/R RUSINOV (RUS)/J CANAL (F)	-17 laps
LMP2	G-Drive Racing (OAK) Ligier-Nissan JSP2 (Q12)	
8	A IMPERATORI (CH)/M HOWSON (GB)/R BRADLEY (GB)	-17 laps
LMP2	KCMG ORECA-Nissan 03R (Q9)	
9	G YACAMAN (CO)/A BRUNDLE (GB)/K IHARA (J)	-20 laps
LMP2	OAK Racing Morgan-Judd/BMW LMP2 (Q27)	
10	N MINASSIAN (F)/M MEDIANI (I)/S ZLOBIN (RUS)	-21 laps
LMP2	SMP Racing (AF Corse) ORECA-Nissan 03R (Q10)	
11	D KRAIHAMER (A)/A BELICCHI (I)/F LEIMER (CH)	-21 laps
LMP1	Rebellion Racing Rebellion-Toyota R-One (Q8)	
12	K LADYGIN (RUS)/V SHAITAR (RUS)/A LADYGIN (RUS)	-24 laps
LMP2	SMP Racing (AF Corse) ORECA-Nissan 03R (Q11)	
13	G BRUNI (I)/T VILANDER (FIN)	-28 laps
GTE Pro	AF Corse Ferrari 458 Italia (Q18)	
14	D RIGON (I)/J CALADO (GB)	-28 laps
GTE Pro	AF Corse Ferrari 458 Italia (Q17)	
15	F REES (BR)/A MACDOWALL (GB)/D O'YOUNG (PRC)	-28 laps
GTE Pro	Aston Martin Racing Aston Martin Vantage V8 (Q14)	
16	J BERGMEISTER (D)/R LIETZ (A)	-29 laps
GTE Pro	Porsche Team Manthey Porsche 911 RSR (Q20)	
17	N THIIM (DK)/K POULSEN (DK)/D H HANSSON (DK)	-29 laps
GTE Am	Aston Martin Racing Aston Martin Vantage V8 (Q22)	
18	P LAMY (F)/P DALLA LANA (CDN)/C NYGAARD (DK)	-29 laps
GTE Am	Aston Martin Racing Aston Martin Vantage V8 (Q19)	
19	M VAXIVIERE (F)/E COLLARD (F)/F PERRODO (F)	-32 laps
GTE Am	ProSpeed Competition Porsche 911 RSR (Q24)	
20	K BACHLER (A)/C RIED (D)/K AL QUBAIS (UAE)	-32 laps
GTE Am	Proton Competition Porsche 911 RSR (Q25)	

In each car, first-named driver started race. Winners' average speed: 111.319mph. Fastest lap: Webber, 1m27.759s, 116.309mph; LMP2: Pla, 1m33.996s, 108.591mph; GTE Pro: Stefan Mücke (Aston Martin), 1m40.532s, 101.531mph; GTE Am: Thiim, 1m40.766s, 101.295mph. Starters: 27.

LMP DRIVERS

1	DAVIDSON/BUEMI	122	4	DI GRASSI/KRISTENSEN	82
2	LAPIERRE	96	5	WURZ/SARRAZIN	61
3	LOTTERER/TREL'ER/FASSLER	93	6	LIEB/JANI/DUMAS	57

GTE DRIVERS

1	BRUNI/VILANDER	131	4	HOLZER	63
2	MAKOWIECKI	81.5	5	BERGMEISTER	61
3	LIETZ	73	6	HANSSON/POULSEN	58

LMP1 MANUFACTURERS

1	TOYOTA	183	3	PORSCHE	109
2	AUDI	175			

GTE MANUFACTURERS

1	FERRARI	200	3	ASTON MARTIN	146
2	PORSCHE	171			

LMP2 DRIVERS

1	ZLOBIN	110	3	HOWSON/BRADLEY	80
2	CANAL/PLA/RUSINOV	94	4	A LADYGIN	77

GTE AM DRIVERS

1	POULSEN/HANSSON	136	3	LAMY/NYGAARD/D LANA	97
2	THIIM	100	4	RIED/QUBAIS/BACHLER	87

POINTS SYSTEM EXPLAINED

Drivers' championships: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. In GTE manufacturers, top two cars from each make score points.

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Toyota dominant at home track

Little could be done by Audi or Porsche to overcome the raw strength of Toyota. This six hours belonged to the Japanese marque, period. By **GARY WATKINS**



TOYOTA PUMMELED THE OPPOSITION FROM AUDI and Porsche on home ground at Fuji. It eased to a one-two triumph led by Sebastien Buemi and Anthony Davidson in a race in which Audi was nowhere and Porsche again showed that it can't live with the World Endurance Championship pacesetters on anything other than a single lap.

The dominance of the Japanese manufacturer on the way to a hat-trick of wins at a circuit it owns surprised even senior personnel at the Toyota Motorsport GmbH squad. It knew its TS040 HYBRID would be good around the 2.84-mile Fuji Speedway, but it couldn't have predicted how good. Or rather how bad Audi in particular was going to be.

The winning Toyota and the sister car shared by Kazuki Nakajima, Stephane Sarrazin and Alex Wurz led nearly all the way after a frenetic first lap during which Mark Webber, who'd qualified a close second in the #20 Porsche 919 Hybrid together with Timo Bernhard, and Andre Lotterer's Audi took admittedly brief turns at the front. Webber led again for 10 laps either side of the end of the first hour after getting out of synch with his rivals courtesy of a puncture-induced early stop.

That was as close as anyone got to the flying Toyotas last weekend. The Porsche in which Webber and Bernhard were joined by Brendon Hartley ended up a lap down in third, while the two Audi R18 e-tron quattros were respectively two and

three laps behind at the end of the six hours in fifth and sixth positions.

"We knew our car would be performing well here, because the track suits our aerodynamic package and our hybrid system," said TMG technical director Pascal Vasselon, "but they don't add up to two seconds a lap."

The consensus was that Toyota unlocked the performance of their Michelin tyres on the quirky low-grip Fuji asphalt. Whether Porsche failed in that respect more than at other circuits wasn't clear, but Audi admitted that it didn't get the best out of its rubber on raceday.

Porsche again had one-lap pace, witness Webber and Bernhard's near-miss in qualifying and fastest race lap for the Australian, but the car couldn't match the Toyota over a stint. What it did do,



Buemi feeds back on the perfect Toyota

ALL PICS: EBREVILAT



Buemi and Davidson have reason to look happy, after dominating in Toyota #8



however, was beat both Audis home.

Whereas its out-of-the-box podium at Silverstone owed something to the misfortune of its Volkswagen group rival, this time it beat Audi far and square — and with some ease. The two R18 e-tron quattros could only round out the top despite near faultless runs, whereas the Porsches ahead of them endured minor hiccups.

Webber, Bernard and Brendon Hartley came back to third after the early unscheduled stop and a double stint on the car's second set ofMichelins that didn't pay dividends. The trio got their car back on usual six-stop fuel strategy and ended up ahead of team-mates Marc Lieb, Neel Jani and Romain Dumas

The #14 Porsche, though not as consistently quick as its sister car, might have ended up third but for two problems. First, Jani lost time during the full course yellow, when the cars had to slow to 80km/h over the full lap without deployment of the safety car, and then a glitch with the FIA fuel sensor when Dumas was at the wheel.

Even so Loïc Duval, Lucas di Grassi and Tom Kristensen were the better part of half a minute behind in fifth at the finish. Lotterer, Benoit Treluyer and Marcel Fassler ended up a further lap behind after losing time trying to double stint its tyres at the first round of stops.

"We weren't able to use the tyre as we wanted," explained Duval. "This track is very specific and

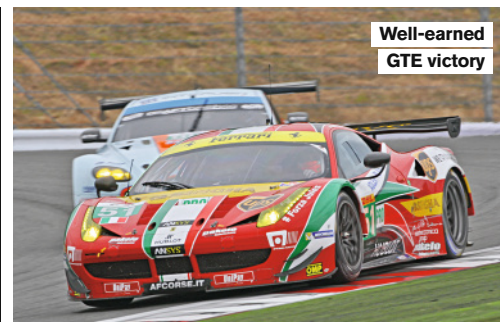


Toyota domination at Fuji

what we had here didn't work in the low temperatures we had today."

The first lap was both exciting and bizarre as the top cars from Toyota, Porsche and Audi swapped positions and then slowed when their automatic fuel cut-outs kicked in. The new-for-2015 LMP1 rules, remember, limit the fuel that can be used on each limit and going two percent over on any one lap results in an automatic penalty. Lotterer, who admitted that he was in Super Formula mode, slowed dramatically as he approached the start/finish line for the first time so far over his allowance he had gone.

The excitement in round five of the 2015 WEC more or less disappeared as the cars crossed the line at the end of lap one. The remaining 235 laps were an exhibition of Toyota dominance.



Well-earned GTE victory

GTE

Not perfect, but Ferrari still wins

GIANMARIA BRUNI AND TONI VILANDER ARE adamant that they need a perfect race to beat their rivals in GTE Pro aboard their AF Corse Ferrari these days. They had just that kind of run at Fuji, albeit with one interruption — a drive-through penalty after Bruni had cut the chicane on the opening lap of the race.

That move put a fast-starting Bruni ahead of the pole-winning Aston Martin of Fernando Rees for 15 laps before he lost out to both the Brazilian and a hard-charging Nicki Thiim in the best of the GTE Am Vantage GTEs. Vilander subsequently dropped to third behind Alex MacDowall in the Aston and James Calado in the second AF entry in the Pro order after taking the penalty.

Only in the penultimate hour did Bruni get back ahead in real terms when he closed down and passed Davide Rigon in the Calado car.

"I was 20s behind Rigon, but caught him and got back the lead, and I think we won the race from that stint," said Bruni, who explained that the team had made a successful set-up change for the race after qualifying only fifth in class.

The Aston in which Rees and MacDowall were joined by Darryl O'Young ended up third behind Calado and Rigon. The deficit was 39s, or about what the Aston loses to the Ferrari during refueling.

The cause of championship leaders Bruni and Vilander was aided by the absence of the fastest Aston from the front of the pack. Darren Turner, who qualified second along with team-mate Stefan Mucke, locked up at the first corner, tagged Rees, spun and was then clipped by Patrick Pilet's factory Manthey Porsche 911 RSR.

The Aston lost more than four laps to a change of splitter; the Porsche, which Pilet shared with Frederic Makowiecki, squandered six laps due to suspension repairs. They ended up down in fifth and sixth at the finish respectively.

The battle for GTE Am honours was an all-Aston affair in which Nicki Thiim, David Heinemeier Hansson and Kristian Poulsen eventually prevailed. Their Vantage GTE looked after its tyres better than the sister car of Pedro Lamy, Paul Dalla Lama and Christoffer Nygaard, which was as crucial in the final result as a tally of one spin for the victors to two for the second-placed car.



Second on grid but Turner locked up at first corner

Ligier was quickest car in Pla's hands



EBREV/LAT

LMP2

Pla forced to fight back after puncture

VICTORY FOR LIGIER IN LMP2 AT FUJI DIDN'T quite have the drama of the French marque's previous win at world championship level, but it was close. Olivier Panis hung on to take victory in the Monaco Grand Prix in 1996, but namesake Olivier Pla had to come from behind to secure honours for the OAK/G-Drive squad and the new Nissan-powered JSP2 coupe.

Pla and team-mates Julien Canal and Roman Rusinov were set for the win, and Pla was almost cruising in the final hour when the car picked up a left-rear puncture. The unscheduled stop put the car behind the KCMG ORECA driven by Alex Imperatori. The worry for Pla, who'd taken back the Ligier for the final stint, was that he'd spent the better part of 30 laps stuck behind the same combination early in the race.

Pla and Rusinov were the fastest qualifiers in LMP2, but a three-place grid penalty after Rusinov was adjudged to have ignored yellow flags in free practice meant that the team-leader found himself behind the Chinese-entered ORECA-Nissan o3R after the opening lap. The superior straightline speed of the ORECA explained the time it took for the

quicker car to take the lead.

That advantage for the ORECA might have proved crucial in the final hour because this time around Pla didn't have 30 laps to play with.

"I really wanted the victory. I was pushing like crazy because I was so angry that we'd had the puncture," said the Frenchman, who took the lead with a ballsy move around the outside of the fast 100R right-hander and edged away to a five-second victory.

The Ligier was the quicker car around the Fuji Speedway, at least in Pla's hands, but things might have been different but for a couple of issues for the KCMG ORECA-Nissan o3R in which Imperatori was joined by full-season drivers Richard Bradley and Matt Howson. The last-named had made inroads into Canal's lead after taking over from Imperatori, only to lose time during the full-course yellow.

"Not everyone slows at the same time," he said. "That makes it a bit of lottery. I was 26s behind when we went into it and I was 56s back when it finished."

Just as significant for KCMG was a refueling problem, which cost it five or six seconds in comparison to the Ligier at every stop. The 30-odd seconds lost in the pits over the course of the race more or less equated to the ORECA's deficit before the Ligier's puncture.

The AF Corse-run SMP Racing squad was no nearer to the pace with its Michelin-shod ORECA-Nissan, but still came away with third-placed points with its lead car shared by Nicolas Minassian, Maurizio Mediani and P2 championship leader Sergey Zlobin. They actually finished fourth, behind the OAK Morgan-Judd/BMW LMP2 shared by Alex Brundle, Gustavo Yacamán and Keiko Ihara, but took home 15 points as the third WEC-registered car home.

The plan, according to Pla, is now to "try to win every race and see what happens" as the OAK trio attempts to close down the points advantage Zlobin enjoys courtesy of 50 points from Le Mans. The paucity of entrants in P2, which allowed the Russian his maximum haul at the 24 Hours even though he finished 12th in class behind 11 entrants from the European Le Mans Series, is going to make life difficult for the Frenchman and his team-mates.

Pla's team-mates Rusinov and Canal savour victory



EBREV/LAT

IN THE PADDOCK

GARY WATKINS
SPORTSCAR
CONTRIBUTOR

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THE NURBURGRING UNDOUBTEDLY HAS A place on the WEC calendar for historic reasons alone, but the congratulatory mood among series bosses on the announcement of the August 30 date for the German track next year is misplaced to my mind.

Sure, it reduces the ridiculous three-month gap between the two legs of the championship that has blighted this year's series after Interlagos was put back to the end of the season, but WEC boss Gerard Neveu and series promoter the Automobile Club de l'Ouest needed to go further. A gap of three months, two months or perhaps even one month after the most important race on the calendar at Le Mans is too long. The WEC needs to build on the momentum of the 24 Hours rather than letting it ebb away over a ridiculous summer break.

Neveu has hinted that he might fill that gap in the future, and it is very much his desire to expand on the current eight races once he can get the teams to agree. But there is no time like the present.

The second-coming of the WEC begins only its fourth year in 2015, so still endures growing pains. The truth is that the WEC titles have only a fraction of the prestige of a Le Mans victory. Manufacturers need silverware to parade in the boardroom and not everyone can win Le Mans. That's why a WEC title needs to be much more than a plasticky consolation prize for a manufacturer that missed out on success in the middle of June.

For that reason the WEC needs to hit home with a race in July — no more than four weeks after Le Mans — when everyone is still talking about the most famous motor race in the world. Then the world championship can truly grow into something that we all want it to be.

Top-level sportscars to make 'Ring return



GIBSON/LAT

We were expecting an eruption of Mount Fuji



GIBSON/LAT

Toyota's Pascal Vasselon tells of the team's concern that the ease of last weekend's 1-2 victory was a little too good to be true

Toyota has 'long-term' plans for Lapierre



Lapierre's tough times as Toyota offers deal for '15

NICOLAS LAPIERRE HAS BEEN offered a new contract by Toyota, despite missing last weekend's Fuji round of the World Endurance Championship.

The Frenchman was absent from Japan by what was described as "mutual agreement" and Toyota Motorsport GmbH has been unable to confirm that he will return to the line-up of the #8 TS040 HYBRID alongside Sebastien Buemi and Anthony Davidson next month at Shanghai or at any of the subsequent races.

But TMG technical boss Pascal Vasselon was at pains to stress that

30-year-old Lapierre was part of his long-term plans.

"We have offered Nicolas a contract for next year," he stated.

Vasselon refused to confirm that Lapierre, who lost points for Toyota after crashing in the rain at both the Le Mans 24 Hours and at last month's Austin WEC round, had been dropped as part of a strategy to ensure that Toyota maximises its chances of securing the WEC drivers' title with the #8 car.

"Nico has been facing very difficult family circumstances and we have agreed together that it is better for

him to take a break," he continued. "It is difficult to say more."

Toyota is known to have taken up its options on all six of its existing drivers for 2015. That news comes in the face of rumours that Stephane Sarrazin will join Nissan's new LMP1 squad for next season, although it is believed that either he or Lapierre could leave.

Toyota test and reserve driver Mike Conway is "very likely", according to Vasselon, to race the #7 TS040 for a second time at next month's Shanghai WEC round when Kazuki Nakajima will again be unavailable.

Brazil out, Germany in

THE WORLD ENDURANCE Championship will visit the Nurburgring at the end of August next year.

The German fixture will take the place of Interlagos on the eight-race 2015 schedule, which was announced last weekend. The race is set for August 30, which means that this year's three-month gap between the Le Mans 24 Hours and the start of the second leg of the series will be reduced by three weeks.

WEC boss Gerard Neveu said that Interlagos was unavailable to host the race in August, its original slot for this year, courtesy of the planned construction of new pits. He denied the race at the 'Ring had resulted only from pressure from Audi and Porsche.



Series could use slow zones

THE SO-CALLED 'SLOW ZONES'

pioneered at this year's Le Mans 24 Hours could be introduced for the rest of the World Endurance Championship.

Slow zones, sections of the track demarcated by marshals' posts in which the cars are limited to 80km/h, were adopted at Le Mans as a way of reducing the amount of time the race is run under the safety car. The experiment was regarded as a success and now the ACO and the FIA are looking to

introduce the system at other races.

ACO sporting manager Vincent Beaumesnil was unable to comment on the speculation that they could be introduced as early as next month's Shanghai WEC round.

"We don't want to rush, but it was always something we wanted to use at other races," he said. "It has to be evaluated properly and at the moment we don't have the tools to do it at a normal WEC race."

REBELLION SUCCESS

Rebellion Racing claimed its usual top spot as the first LMP1-L entrant home, though this time it was the #13 Rebellion-Toyota R-One of Dominik Kraihamer, Fabio Leimer and Andrea Belicchi who claimed privateers' honours. Their Rebellion finally made it to the end of a WEC race, albeit down in 11th place behind the top four in P2 after a damper failed and a power reduction in the closing stages to nurse a fly-by-wire throttle system that has proved troublesome in practice. Rebellion's lead entry was last of the classified finishers in 24th place after a series of electrical and electronic gremlins.

LMP1 ACROSS BOARD

The LMP1-L and LMP1-H nomenclature will disappear next year when all cars competing in the top division of the WEC will be known as LMP1s. ACO sporting manager Vincent Beaumesnil explained that the idea was to remove any idea that LMP1-L cars were competing for a secondary category. "The value you get from competing in LMP1 is that you are fighting for the overall win," he continued. The technical rules will not change for non-hybrid cars that run as in the Light class today, but it is undecided whether the privateers' P1 classification will be retained.

FUJI FIRE DAMAGE

The German Lotus LMP team was hopeful that its AER-engined CLM P1/01 LMP1-L contender will race at the next round in Shanghai after a massive fire resulted in its late retirement at Fuji. The car was seriously damaged when leaking fuel, believed to be coming from the vicinity of its FIA fuel sensors, caught fire. The team believes the monocoque survived the conflagration.

TWO CHINESE CARS

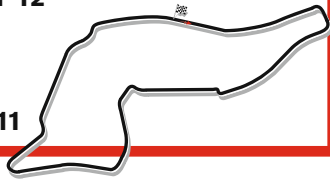
The Chinese KCMG team (below) is aiming to field a second LMP2 entry in the WEC finale at Interlagos next month as a lead into a potential full two-car squad in 2015. Team boss Paul Ip has revealed that he has a budget to run a second car in the first three races including Le Mans next year, and that he is looking to maintain the additional car for the second leg of the series. The second entry would use one of ORECA's new coupes for the first three races, before its lead crew take over the car post-Le Mans.



Euro F3

Imola (I)

October 11-12



Round 10/11

RESULTS

RACE 1: 20 LAPS, 61.006 MILES

1	ESTEBAN OCON (F)	35m57.565s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 1st-1m36.479s		
2	JORDAN KING (GB)	+1.509s
Carlin Dallara-Volkswagen F312; Qualifying: 2nd-1m36.890s		
3	TOM BLOMQUIST (GB)	+2.981s
Carlin Dallara-Volkswagen F312; Qualifying: 3rd-1m36.973s		
4	FELIX ROSENQVIST (S)	+5.556s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 4th-1m37.016s		
5	ANTONIO GIOVINAZZI (I)	+7.287s
Carlin Dallara-Volkswagen F314; Qualifying: 5th*-1m36.611s		
6	LUCAS AUER (A)	+12.158s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 8th-1m37.147s		
7	JAKE DENNIS (GB)	+14.038s
Carlin Dallara-Volkswagen F312; Qualifying: 6th-1m37.031s		
8	FELIX SERRALLES (USA)	+18.161s
Team West-Tec Dallara-Mercedes F314; Qualifying: 12th-1m37.491s		
9	TATIANA CALDERON (CO)	+22.746s
Jo Zeller Racing (Mucke) Dallara-Mercedes F312; Qualifying: 14th-1m37.592s		
10	SEAN GELAE (RI)	+23.766s
Carlin Dallara-Volkswagen F312; Qualifying: 10th-1m37.375s		

Winner's average speed: 101.792mph. Fastest lap: Rosenqvist, 1m36.733s, 113.520mph.

RACE 2: 20 LAPS, 61.006 MILES

1	BLOMQUIST	35m13.491s
Qualifying: 1st-1m37.125s		
2	MAX VERSTAPPEN (NL)	+4.263s
Van Amersfoort Racing Dallara-Volkswagen F314; Qualifying: 11th*-1m36.816s		
3	GIOVINAZZI	+4.282s
Qualifying: 3rd-1m37.196s		
4	OCON	+7.743s
Qualifying: 2nd-1m37.155s		
5	AUER	+10.029s
Qualifying: 9th-1m37.666s		
6	NICHOLAS LATIFI (CDN)	+12.497s
Prema Powerteam Dallara-Mercedes F314; Qualifying: 6th-1m37.318s		
7	DENNIS	+13.624s
Qualifying: 7th-1m37.388s		
8	SERRALLES	+17.388s
Qualifying: 12th-1m37.681s		
9	ROSENQVIST	+19.089s
Qualifying: 16th-1m37.971s		
10	GUSTAVO MENEZES (USA)	+19.746s
Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 18th-1m38.235s		

Winner's average speed: 103.914mph. Fastest lap: Blomqvist, 1m36.484s, 113.813mph.

RACE 3: 17 LAPS, 51.855 MILES

1	VERSTAPPEN	36m15.097s
Qualifying: 1st-1m37.106s		
2	ANTONIO FUOCO (I)	+2.100s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 3rd-1m37.326s		
3	OCON	+3.066s
Qualifying: 2nd-1m37.303s		
4	LATIFI	+3.650s
Qualifying: 6th-1m37.540s		
5	BLOMQUIST	+4.030s
Qualifying: 4th-1m37.456s		
6	WILL BULLER (GB)	+6.799s
Signature Dallara-Volkswagen F314; Qualifying: 5th-1m37.497s		
7	DENNIS	+7.421s
Qualifying: 8th-1m37.745s		
8	AUER	+7.960s
Qualifying: 12th-1m37.933s		
9	SERRALLES	+8.291s
Qualifying: 7th-1m37.710s		
10	MENEZES	+9.391s
Qualifying: 17th-1m38.288s		

Winner's average speed: 85.825mph. Fastest lap: Verstappen, 1m36.663s, 113.602mph. * - 3-place grid penalty; ** - 10-place grid penalty.

DRIVERS' CHAMPIONSHIP

1	OCON	454	6	GIOVINAZZI	198
2	VERSTAPPEN	368	7	KING	190
3	BLOMQUIST	365	8	DENNIS	172
4	AUER	305	9	ROSENQVIST	168
5	FUOCO	255	10	LATIFI	128

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

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Joy from Prema as Ocon is champion

Ocon becomes Lotus elite

ON SEPTEMBER 17 2013 ESTEBAN OCON HAD HIS first Formula 3 test. It was at Imola, it was with Prema Powerteam, and he was sensationally quick.

Just under 13 months later, the Lotus F1 junior returned to the picturesque Emilia-Romagna circuit with Prema as the hot favourite to wrap up the F3 European Championship title with one round to spare. And that's exactly what he did.

As ever in F3 this year, it wasn't simple. Ocon took a very composed victory in the first race, but this was a weekend on which his season-long main title rivals Max Verstappen and Tom Blomqvist also starred to keep their hopes mathematically alive until the final race.

Ocon's chances of being crowned even before this weekend's Hockenheim finale were fortified further by Verstappen having two more 10-place grid penalties to serve due to his engine change at the preceding Nurburgring round. With that in mind, Van Amersfoort Racing, knowing that its title contender would have to battle from the midfield in the first two races, focused during the two-day midweek test on straight-line speed.

This is something that VAR has well and truly sussed this year, to the extent that its top speeds have fellow Volkswagen teams baffled. It's not just down to running low wing; there is something else that the hard-working Dutch squad has found.

This didn't pay off for Verstappen in opening qualifying; he found the balance adrift, didn't get a perfect lap, and languished fifth in the order: 15th on the grid. Not only that, but after the easy job of driving a Toro Rosso Formula 1 car around Suzuka, two days of manhandling his F3 machine around Imola in testing left the Dutch teenager with blisters and bandaged hands!

Ocon, after Prema had quietly worked on its

own programme during the tests with its quartet of Dallara-Mercedes, calmly took pole. He took full advantage to sprint away from Jordan King, the Carlin-run Brit putting in arguably his best Euro F3 drive yet, and forcing Ocon to dig deep when he closed mid-race.

Blomqvist was third in this race, the Anglo-Swede nursing his own war wounds after he suffered concussion in a fall in the rain while dashing to get out of the house before heading to the airport. As a result he missed the opening day of testing, and was still playing with set-up in the opening race, not to mention suffering a painful left shoulder (luckily Imola is anti-clockwise) and headaches after each session.

While Verstappen was sensational in second qualifying, his penalty meant Blomqvist was the man who grabbed pole for race two in a lottery of a session that ended after 13 of the 20 minutes when Ed Jones crashed heavily (see story, right). He produced an exquisite drive to win, while Verstappen scorched from 11th to second, using his straight-line speed to pass Blomqvist's Jagonya Ayam with Carlin stablemate Antonio Giovinazzi on the finish line for second.

This made up for a disastrous first race in which Verstappen rose from 15th to seventh before he "got too greedy" in an ambitious move to pass Jake Dennis. He struck the Tamburello kerbs, bending both rear pushrods, then got punted off by Antonio Fuoco at Rivazza, and finally earned a suspended one-race ban for taking Roy Nissany out.

Ocon battled a broken clutch to fourth – "luckily the car is strong" – and looked odds-on to secure the title in race three. He drove cautiously, not bothered when Fuoco beat him and poleman Verstappen to Tamburello, and leaving plenty of room for his title nemesis. In avoiding Ocon running wide, Blomqvist had to check up, losing fourth to Nicholas Latifi.

Verstappen, who stalled and restarted the engine on the red lights, sailed past Fuoco on a safety-car restart mid-race – "I brought the DRS from Suzuka to here!" – to take a superb win. And, with Blomqvist surviving a lairy moment in failing to pass Latifi late on, Ocon was champion.

That test at Imola 13 months ago secured Ocon's F3 graduation. Hopefully October 2014 has secured an F1 future.



Fuoco bursts inside Ocon and Verstappen

IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

@marcussimmons54



THE F3 DRIVERS ADORED IMOLA AS a driving challenge. For those with a UK background, it was a bit like Brands Hatch GP circuit but warmer, and with an unexpectedly high level of overtaking.

The Tamburello and Villeneuve chicanes are insanely fast in a modern F3 car, Piratella, Acque Minerali and Rivazza are great challenges, and the Variante Alta at the top of the hill is truly spectacular: step forward Tom Blomqvist, Nick Cassidy and Will Buller to share the 'ragging-it' award.

The previous FIA European F3 Championship round here was in 1983, with Gerhard Berger as a competitor. The FIA Single Seater Commission president was back last weekend at the track at which he reckons he spent the most time – and suffered the biggest accident – in his career, and quipped: "It looks like they're rebuilding my home – the medical centre!"

Berger was pretty vociferous about new champion Esteban Ocon being at least the equal of Max Verstappen, and that he deserves his Gravity management to take him to F1 with Lotus, just as Red Bull has done for Verstappen with Toro Rosso. "He is as good – they are both first-class guys with F1 potential," he said.

I can't say I agree with Berger that Ocon "is a kind of Prost" – he's often far too spectacular for that! – but I do concur that Ocon should get an F1 shot, or at least have a guarantee of one in the near future. With Verstappen, they have put F3 hugely in the limelight this year.



Rivazza bend: and a great place to live!



Fortec team manager Russell Dixon after Santino Ferrucci and Martin Cao (left) collided into retirement on the first lap of race one on the climb out of Tosa

I told my drivers they needed to improve in sector three. They never even got to sector three!

Heavy shunts, but no injuries

ED JONES AND FELIX ROSENQVIST both emerged without serious injury from enormous accidents at Imola.

Jones caused the abandonment of Saturday's second qualifying, in which daylight was fading fast, when he hit the barriers at the Villeneuve chicane. He complained of neck pains, and was taken to the medical centre and then on to hospital before returning to the track to race on Sunday, after the Carlin lads had worked into the small hours of the morning rebuilding his Dallara.

"The track was quite inconsistent and there seemed to be a bit of snap oversteer," said the Emirati. "I was getting into a good rhythm but pushed a bit too much through the fast left-hand exit. It snapped and I had no chance of saving it. It hurt quite a lot. I was in a lot of pain with my neck and couldn't move it properly. The marshals came over



Jones smacks into the tyrewall

and told me to keep still, but it was fine. It was good to get back out again."

Rosenqvist smashed into the barriers at Tamburello in the third race after hitting the right-rear wheel of Jordan King on the approach and briefly taking off. "That's the biggest crash I've ever had," reckoned the Swede. "I'm pretty OK, but I've got a real headache and

my right arm is a bit bruised. I don't remember exactly what happened, but it felt like I was running out of room on the outside with Jordan, and then we suddenly banged wheels."

Rosenqvist's Mucke Motorsport team-mate Lucas Auer was also in the wars, driving with bandaged hands after a crash in free practice.



Berger and Jos Verstappen, probably not discussing mid-1990s Benetton

Engine penalties remain

FIA SINGLE SEATER COMMISSION president Gerhard Berger says Formula 3's much-maligned 10-place grid penalties for engine changes are here to stay.

While Max Verstappen served the last of his penalties at Imola, Van Amersfoort team-mate Jules Szymkowiak and T-Sport's Spike Goddard were the

latest to fall foul of the ruling.

Berger said: "People would be even more disappointed if we changed it.

"The last thing we want is someone winning the title by changing engines all the time. I sympathise for the drivers affected, but changing the rule would backfire as a tool for rich drivers to win."

Buller's Signature tune-up

WILL BULLER TOOK A SIXTH-PLACE finish in the Signature team's first F3 race since Macau 2011.

The Irishman had earlier retired from the first two races, the first with a bent steering arm after contact with Tatiana Calderon, the second with clutch failure.

Team boss Philippe Sinault plans to run a two or three-car team in 2015, and said: "When I created Signature it was to help young drivers.

"It is a big satisfaction to see that we were in the match. From the outside we



Buller held off Dennis

took a lot of risks to come back for Imola and Macau, but we have to, to show people we can perform well.

"And thanks to Will for playing this game with us. He did well."

CALDERON CAR SWAP

Mucke Motorsport-run Tatiana Calderon took over the car of Sandro Zeller, whose father Jo's team files her entry, after she damaged the tub of her own car running over kerbs at the Tamburello chicane in Wednesday's test. Zeller Jr then appeared in Calderon's car for second qualifying and Sunday's two races.

NO MONACO FOR F3

There will be no European F3 round at the Monaco GP next season. FIA Single Seater Commission president Gerhard Berger said: "We will not have it. It's full and the other series pay a lot of money."

CASSIDY SHOWS PACE

Double Toyota Racing Series champion Nick Cassidy was just 0.064 seconds from setting fastest lap on his seasonal F3 debut in the first race at Imola. Cassidy, who had raced an F3 car only twice before, didn't quite crack the points in the NBE-engined T-Sport Dallara but raced well from a lowly qualifying position.

LATIFI SKIPS FINALE

Canadian Nicholas Latifi (below) will miss this weekend's finale at Hockenheim with Prema Powerteam in favour of continuing his recently established parallel Formula Renault 3.5 programme. He returns to the car for the Macau GP.

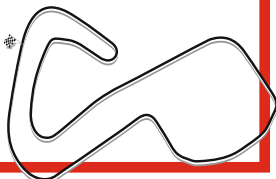


BTCC

Brands Hatch (GB)

October 12

Round 10/10



RESULTS

RACE 1: 18 LAPS, 43.798 MILES

1	JASON PLATO (GB) MG (Triple Eight) MG6	33m43.232s
2	SAM TORDOFF (GB) MG (Triple Eight) MG6	+0.900s
3	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	+1.807s
4	MAT JACKSON (GB) Motorbase Ford Focus ST (S)	+3.319s
5	ADAM MORGAN (GB) Ciceley Mercedes A-class (S)	+3.473s
6	ROB COLLARD (GB) WSR BMW 125i M Sport	+3.692s
7	FABRIZIO GIOVANARDI (I) Motorbase Ford Focus ST (S)	+8.122s
8	TOM INGRAM (GB) Speedworks Toyota Avensis	+8.603s
9	ANDREW JORDAN (GB) Eurotech Honda Civic	+10.557s
10	NICK FOSTER (GB) WSR BMW 125i M Sport	+11.792s
11	ARON SMITH (IRL) BMR Volkswagen CC (S)	+12.232s
12	MARC HYNES (GB) MG (Triple Eight) MG6	+16.247s
13	ALAIN MENU (CH) BMR Volkswagen CC	+21.363s
14	AIDEN MOFFAT (GB) Laser Tools Chevrolet Cruze Saloon	+21.807s
15	JACK CLARKE (GB) Motorbase Ford Focus ST (S)	+22.319s

Winner's average speed: 77.93mph. Fastest lap: Turkington, 1m32.261s, 94.94mph.
Pole: Plato, 1m33.949s, 93.24mph. (S) = soft tyres used in this race.

RACE 2: 17 LAPS, 41.364 MILES

1	MORGAN Mercedes	28m36.987s
2	TORDOFF MG	+1.220s
3	COLLARD BMW (S)	+3.078s
4	JORDAN Honda (S)	+3.092s
5	INGRAM Toyota	+5.309s
6	GORDON SHEDDEN (GB) Honda (Dynamics) Civic Tourer (S)	+6.846s
7	SMITH VW	+6.847s
8	JACK GOFF (GB) BMR Volkswagen CC	+12.412s
9	FOSTER BMW (S)	+13.640s
10	CLARKE Ford	+14.284s
11	M. JACKSON Ford	+14.587s
12	MOFFAT Chevrolet	+16.175s
13	PLATO MG	+17.719s*
14	LEA WOOD (GB) Houseman Toyota Avensis	+20.078s
15	MARTIN DEPPEP (GB) Eurotech Honda Civic	+23.224s

Winner's average speed: 86.73mph. Fastest lap: Jordan, 1m32.223s, 94.98mph.
Pole: Plato. * includes 20-second penalty for incident with Turkington.

RACE 3: 15 LAPS, 36.498 MILES

1	SHEDDEN Honda	28m42.621s
2	CLARKE Ford	+3.614s
3	JACKSON Ford	+4.426s
4	TORDOFF MG	+4.758s
5	SMITH VW	+7.083s
6	JORDAN Honda	+8.523s
7	PLATO MG	+9.192s
8	FOSTER BMW	+14.286s
9	INGRAM Toyota	+14.947s
10	HYNES MG	+15.405s
11	MORGAN Mercedes	+16.642s
12	DAVE NEWSHAM (GB) AmD Ford Focus ST	+17.703s
13	GIOVANARDI Ford	+18.736s
14	WOOD Toyota	+19.544s
15	ROB AUSTIN (GB) Rob Austin Audi A4	+22.751s

Winner's average speed: 76.27mph. FL: Shedden, 1m43.994s, 94.23mph.
Pole: Clarke.

CHAMPIONSHIP

1	TURKINGTON	434	6	COLLARD	277
2	PLATO	399	7	TORDOFF	255
3	SHEDDEN	349	8	NEAL	207
4	M. JACKSON	316	9	SMITH	201
5	JORDAN	310	10	MORGAN	185

POINTS SYSTEM EXPLAINED

In each race:
20-17-15-13-11-10-9-8-7-6-5-4-3-2-1
to top 15 finishers.
Additional point for starting from R1 pole, setting fastest lap, and leading a lap.

Title hugs and smiles all round

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Damp finale gives three winners but one true champion

Third place and fastest lap in race one was all Colin Turkington needed to be crowned 2014 champion. By KEVIN TURNER



COLIN TURKINGTON'S SECOND BRITISH TOURING Car title was secured in a dramatic Brands Hatch finale that had controversy, a new winner and a deluge. Although he carried a sizeable 50-point advantage into the weekend, Turkington declined to play it safe and went on the attack once more. He did enough for the crown, but also found himself fired off the road courtesy of title rival Jason Plato (see images below).

Turkington's WSR BMW set the pace in practice, but in a damp-but-drying qualifying session it was Plato's Triple Eight MG that came out on top. With team-mate Sam Tordoff alongside and Turkington fourth, things were looking good for Plato to achieve his main goals of race wins and the manufacturers' title for MG.

"My mental focus is the same as ever – to win some races," he said after his fourth pole of the season. "I don't want to interfere, to play any dirty tricks. I don't want to be the catalyst

for Colin going in the fence.

"Colin's a world-class driver. He's the real deal. If he hadn't breezed the championship with the equipment he had it would have been very bad for him, so he's done exactly what he needed to do. He's done it well, he's done it with style, he's a proper racing driver and thoroughly deserves to win it."

For Plato to take the drivers' crown he essentially needed to win all three races, with Turkington suffering a disaster.

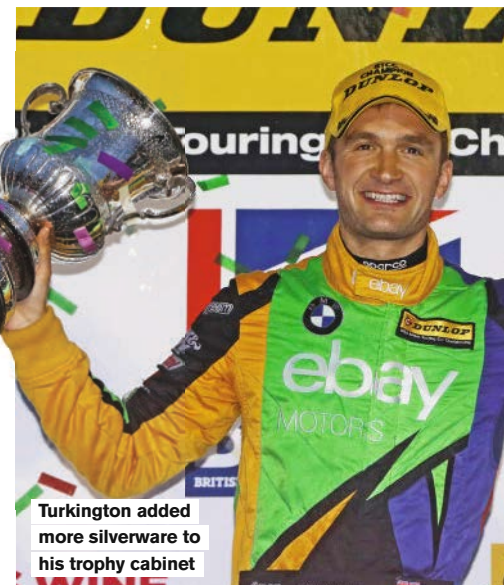
"Colin would need a catastrophe – probably the worst day of his career – for me to win the title and it would be wrong and unjust for me to win the championship that way," added Plato. "I would genuinely feel uncomfortable for him to have a disaster and me walking away with the trophy. It's his championship.

"What I will say is if he gets ahead of me, he is enemy number one and the horns will come out!





**Turkington follows
Tordoff home to
secure title in R1**



**Turkington added
more silverware to
his trophy cabinet**

EBREY/LAT

But if I have to concede the race win to secure the manufacturers' championship I would. That's how important it is to us."

If anything, it was Turkington who was more aggressive in the first race. A great start – combined with a mediocre one for Plato – meant the rear-wheel-drive BMW was battling for the lead alongside Tordoff into Paddock Hill Bend. Tordoff held on and Plato slipped through into second, just as chaos was breaking out behind.

A fast-starting Fabrizio Giovanardi and Gordon Shedden's Honda Civic Tourer – rapid all weekend – clashed on the run to the first corner. The ensuing multi-car accident put several cars out, including Shedden and team-mate Matt Neal, who was flown to hospital and took no further part in proceedings.

After the restart, Turkington was vulnerable as the 125i M Sport takes a while to get its tyres up to temperature and he had to get robust to keep

Mat Jackson's Ford Focus behind. He even moved over on the Ford early on the start-finish straight.

Jackson wasn't impressed at having to back out of the move. "There was no need to do it," he said. "You can't squeeze people like that."

Turkington conceded he'd taken a gamble: "Like it's been all year, I was on the attack. I knew the two Fords were on softs, I knew I had to make progress.

"Mat was very close to getting past on the straight. I definitely took a risk there, but I knew if he got past I could have got myself into real trouble in the pack so it was worth the risk. My philosophy this year has always been to move forward. Sometimes you have to tell yourself to do it because it doesn't seem wise."

Despite Tordoff stepping aside to let Plato win, Turkington's fastest lap and third place was enough to secure the crown with two races still to go.

With the title done there was a great opportunity for a proper duel between Turkington and Plato in

race two. And that looked to be happening when Turkington grabbed the lead and started to defend while his tyres came up to temperature.

Unfortunately, the battle would not remain clean. On lap four, Plato attacked into Paddock Hill Bend, using the grass and tipping Turkington into a spin and retirement.

After an eventful race, Plato took the flag first, but the fight was not over. The MG was initially handed a grid penalty for the finale, but WSR appealed and the result was a 20-second penalty, dropping Plato to 13th.

"I hope Jason would admit it was a bad move," said Turkington. "I was defending hard on the inside, there was no gap there.

"I was surprised because I thought he wanted to have a proper scrap with me. The opportunity was there to do that, but he didn't take it."

Plato was not happy about the appeal. "I'm really aggrieved with WSR," he said. "It was clear to see I hit a pothole on the inside, which put me into Colin, but he chopped the door off me. Had I not hit the pothole I could've got out of the gap and in behind him. Their actions have left a sour taste."

With Plato's penalty, Adam Morgan was handed his – and indeed Mercedes' – first BTCC victory. Until then, it had been a race nobody seemed to want to win, including Morgan.

After the Turkington-Plato clash, Jackson had grabbed the lead, only to throw it off at Hawthorns, delaying Plato and allowing Rob Collard to hit the front.

"The back end broke away at the apex, I rescued it but touched the grass," admitted Jackson. "The rest was history. It was my mistake."

Collard, fading on the soft Dunlop rubber, then had to defend from Plato, with Morgan snapping at the MG's heels. When Plato had a wiggle at Paddock, Morgan got a run and took second at Druids, then grabbed first by getting up the inside of Collard exiting Clearways.

"I saw what happened with Colin and I knew ▶



ALL PICS: HAWKINS



A damp track and darkness setting in; Cooper Straight in R3

► Jason would try the same sort of move on Rob,” said Morgan. “He did three or four times and I tried to pass Jason, but he defended really well. On one lap he lost the rear and that allowed me to get by.”

But with the race in his pocket, Morgan made a mistake at Sheene, putting the A-class on the grass, allowing Plato back through. Following on from his error while leading at Thruxton in 2013, it seemed his curse had struck again, until Plato’s penalty.

“Through the right-hander before I went off I had pad knock-off and I carried too much speed in,” said Morgan, who was nevertheless happy with his first 2014 podium. “You live and learn. It’s nice to get a win – not really like that, but it’s got the monkey off my back.”

It was also just reward for a team and car that has often been a threat in recent months. “We could have had a podium either at Rockingham or Silverstone, but we had a stone fly through the radiator at Rockingham and at Silverstone the alternator packed up,” added Morgan.

The final winner of the season was Shedden, who was sublime in appalling conditions in the finale and never looked like being challenged. That was a good way for the Dynamics squad to end the day, given Neal’s crash and the fact Honda lost the manufacturers’ crown to MG.

Turkington’s final outing was not his finest. Having made it into the top 10 from row 12 he started falling back in the closing stages and ended up going off on the final lap. That was

in stark contrast to Plato’s charge from pitlane to seventh, but the new champ admitted his mind was elsewhere.

“When the rain starting coming down really hard I just wanted to be back in the garage,” he said. “It was over for me at that stage and I guess your mind isn’t 100 per cent on the job.”

Nevertheless, the paddock was in agreement that the right driver had won the title. Despite all the controversy over the relative merits of RWD and FWD, many praised WSR and the man behind the wheel.

Motorbase team manager Oly Collins said: “He’s the class of the field. I think he’s been the standout, and I think he was last season. People may say he has the best car, but he’s helped make it that.”

Outgoing champion Andrew Jordan agreed: “He’s raced better this year and got stuck in when he’s needed to. Sometimes you have to. He’s a real pro and deserves to win it; he’s done the best job.”

Series boss Alan Gow believes Turkington could do that job in a FWD or RWD car too. “Everyone in the paddock would tell you he’s one of the class drivers out there,” he said. “He can drive anything. If he’s in a great team, with a great car, irrespective of it being FWD or RWD, he would do well.”

Last word, though, to the man himself. “It’s just as special as the first title,” said Turkington. “To wear the number one would be mega. I haven’t experienced it yet, but we’ll make sure it happens this time.”



Plato penalty gave Morgan R2 victory

ALL PLS: EBREY/LAT

DRIVER BY DRIVER



1 ANDREW JORDAN

Qualifying: 15 Race: 9/4/6

One of those to be held back by traffic and the red flag in qualifying, but recovered ground in races.



30 MARTIN DEPPER

Qualifying: 24 Race: 17/15/R

Was looking reasonably solid until unfortunate R3 off, admittedly in tricky conditions.



5 COLIN TURKINGTON

Qualifying: 4 Race: 3/R/20

Did enough to win title before being denied victory chance in R2. Lost interest in R3, perhaps unsurprisingly.



10 ROB COLLARD

Qualifying: 23 Race: 6/3/R

Storming R1 and R2 drives from lowly qualifying slot were among the highlights of the Brands weekend.



9 ALAIN MENU

Qualifying: 13 Race: 13/R/NS

In the wars. Car damaged in big R1 incident, then crashed in R2, ending his weekend early.



40 ARON SMITH

Qualifying: 26 Race: 11/7/5

Considering how far back he was coming from, the results on Sunday were impressive. Beat Menu in points.



80 TOM INGRAM

Qualifying: 11 Race: 8/5/9

Opposite to normal, with a (vibration) problem on Saturday, then moving forward on Sunday.



11 SIMON BELCHER

Qualifying: 27 Race: 20/21/18

A couple of minor moments, but managed to keep up his impressive finishing record in his rookie year.



Foster leads R3, as Belcher spins towards the rear

IN THE PADDOCK

KEVIN TURNER
CONTRIBUTOR

@KRT917



NEXT YEAR'S BTCC GRID COULD LOOK rather different. Several leading drivers are likely to leave their existing teams and it will be interesting to see where they all end up when the music stops.

Given his record and status in the series, it is perhaps unsurprising that Jason Plato will be key. Where he goes will have a knock-on effect for other seats.

Plato's Triple Eight MG team-mate Sam Tordoff also looks set to move on, possibly to WSR, which will hopefully run Colin Turkington again. It was a great shame that he wasn't able to defend his 2009 title, so it would be good to see him do so this time.

Then, of course, there is the Honda situation. Will Honda UK be able to continue as it wishes? And if so, who will be involved?

Interestingly, quite a few teams would like to run additional cars, but to do that they need to get their hands on extra TOCA BTCC Licences. Given they are limited to 32, that means persuading other squads to sell or rent out their TBLs.

The TBLs have been great at ensuring more consistent entries in the BTCC, but their actual value to teams has yet to be established. That should change this winter.

Plato ready for switch in 2015

JASON PLATO IS WAITING FOR the BTCC regulations to be clarified before he commits to a team for 2015.

The double champion's three-year deal with the Triple Eight-run works MG squad is coming to an end and AUTOSPORT understands Plato is set to leave the team.

With his strong backing, Plato has a number of possibilities for next

season, but wants clarification on what, if anything, will be done about the pace of the rear-wheel-drive cars.

"I've got some really exciting opportunities in the BTCC," said Plato. "We're looking at those and [his marketing company] Brand Pilot is speaking to manufacturers. We want a manufacturer to work with.

"But at the minute, it's very difficult to make a decision on which way to go because we don't know what the regulations will be. If they are going to remain as they are, you have to be penalised and brought back in line with FWD performance, then you don't have to go RWD, and we need to know that."

Plato also has options outside of the series, but confirmed he would prefer to stay. "I've got a couple of offers to do things outside of the BTCC, which are interesting, but if I can find the right programme – commercially for my partners and sponsors – then I'd rather do BTCC," he added.

"I love the championship, it's the best series in Europe and it's where my fanbase is. The fire in my belly is as strong as ever."



Plato wants to stay in the "best series in Europe"



FWD v RWD debate rages

Gow: RWD regs could get tweak

BTCC BOSS ALAN GOW HAS NOT ruled out changing the NGTC rules regarding the performance levels of rear-wheel-drive and front-wheel-drive cars.

The pace of the WSR-prepared BMW 125i M Sport this season has caused many in the paddock to suggest the RWD machines have an advantage with the NGTC regulations.

Gow does not believe there is a specific RWD issue – and pointed to the abilities of WSR and newly crowned champion Colin Turkington – but confirmed that any car considered too fast would be assessed.

"It's like every year – at the end of each season we'll look at it and do any rebalancing we need to," he said. "I've been running this championship 25 years and RWD has only won the title five times.

"If someone came out with a stonking FWD car, we'd have to do something about that. If someone's got a bigger tennis racket you have to make the adjustment."



4 MATT NEAL
Qualifying: 22 Race: R/NS/NS
Nightmare weekend that resulted in a broken car and a trip to hospital after the multi-car R1 shunt.



52 GORDON SHEDDEN
Qualifying: 3 Race: R/6/1
Had good pace all event, but R1 clash with Giovanardi set him back. Superb rain dance in finale.



99 JASON PLATO
Qualifying: 1 Race: 1/13/7
Was focused on the manufacturers' title rather than drivers', which made R2 Turkington hit even weirder.



88 SAM TORDOFF
Qualifying: 2 Race: 2/2/4
Played the team game by allowing Plato by in R1, as MG easily did enough for manufacturers' crown.



88B MARC HYNES
Qualifying: 25 Race: 12/20/10
Missed qualifying window, then moved forward until punt from Moffat in the second encounter.



33 ADAM MORGAN
Qualifying: 5 Race: 5/1/11
On the money again. Seemed to have missed his victory chance in R2 before Plato penalty.



18 NICK FOSTER
Qualifying: 9 Race: 10/9/8
Good qualifying effort set up his Sunday, during which he was in the mix for points all day.



6 MAT JACKSON
Qualifying: 8 Race: 4/11/3
Raced forward brilliantly once again, right up to the point when he threw away R2 win at Hawthorns.



7 FABRIZIO GIOVANARDI
Qualifying: 6 Race: 7/19/13
First top-10 qualifying effort of 2014 but got two points on his licence for the R1 start crash with Shedden.



44 JACK CLARKE
Qualifying: 20 Race: 15/10/2
This was all about the wet finale. BTCC rookie started from pole and didn't crack to take a surprise second.



17 DAVE NEWSHAM
Qualifying: 10 Race: R/17/12
Ended everyone's qualifying early with Sheene off, then hit Stockton twice on Sunday. Did win Jack Sears Trophy.



43 LEA WOOD
Qualifying: 21 Race: 16/14/14
Managed to avoid – just – the R1 chaos and was rewarded with points in two encounters.



31 JACK GOFF
Qualifying: 12 Race: R/8/R
Another victim of the Shedden-Gio R1 fallout, Goff did at least get to charge through the field in R2.



39 WARREN SCOTT
Qualifying: 18 Race: R/NS/R
Contact with Foster going down Pilgrims Drop sent the VW into the barriers and spoiled weekend.



101 ROB AUSTIN
Qualifying: 16 Race: R/16/15
Team did a good job to get the A4 repaired after R1 damage, but it was a tough weekend for Rockingham victor.



54 HUNTER ABBOTT
Qualifying: 14 Race: R/NS/NC
Event completely ruined after the drama of R1, despite the best efforts of team. Deserved more.



20 JAMES COLE
Qualifying: 7 Race: R/R/19
Took his chance well in qualifying. Was shuffled back in R1, then collected his spun team-mate at Graham Hill Bend.



23 LUKE HINES
Qualifying: 17 Race: R/R/17
Another tough weekend for the team, with the clash between the two cars summing up their luck.



28 CHRIS STOCKTON
Qualifying: 28 Race: 18/18/R
Could have been forgiven for wondering what he'd done to Newsham, but at least got two finishes.



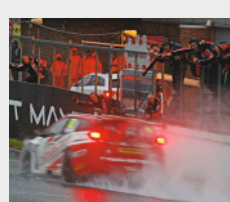
16 AIDEN MOFFAT
Qualifying: 19 Race: 14/12/16
Took advantage of R1 chaos to put in the best racing performances of short BTCC career so far.



48 OLLIE JACKSON
Qualifying: 30 Race: 19/22/21
Engine problems continued, as they have for much of the season. Jackson will not want a repeat of 2014.



12 DAN WELCH
Qualifying: 29 Race: 21/R/NS
Picked up 40-point penalty for non-homologated pistons. Team also penalised for engine changes.



P53
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**Kruger (2) and Scott
clashed while battling
for the lead in race two**



EBREY/LAT

BRITISH FORMULA FORD BRANDS HATCH (GB), OCTOBER 11-12 RD 10/10

Kruger edges controversial showdown

HARRISON SCOTT CLINCHED HIS FIRST WINS SINCE early summer, but Jayde Kruger's 13th victory of the year proved enough to provisionally win him the British Formula Ford title.

Kruger will have to wait until an MSA national court of appeal hearing (see national news) until his success is made official, but on numbers alone the South African's success is difficult to begrudge.

Arriving at Brands level on points with Scott but with 12 wins compared to three, Kruger was the favourite on paper to clinch the crown. But Scott, buoyed by a new chassis at Silverstone after a summer of discontent, stole an early march by qualifying four places above him for the opener.

Overshadowing a gripping title fight was Ashley Sutton who nailed pole for races one and three and scarpared clear in the early stages of the opener.

His advantage was already five seconds as he started the fourth lap but, pushing ever-harder with growing confidence in his MBM Motorsport Mygale, he beached it at Paddock Hill Bend.

That handed the lead to Scott who, having

repassed a fast-starting Kruger at Surtees on the opening lap, managed the one-lap dash the safety-car period Sutton's crash caused with ease.

Ricky Collard completed a Falcon Motorsport one-two ahead of Juan Rosso, both drivers benefiting from a Kruger mistake at Graham Hill Bend on the second lap.

A drying track split opinion on which was the correct tyre for race two. Kruger, on wets, led away from pole but made a mistake exiting Clearways at the end of the opening lap, allowing Scott – up from fourth and also on wets – to attack.

Kruger rebuffed him at Paddock, but Scott dived inside at Druids and the two touched, forcing Scott into retirement but allowed Kruger to escape unscathed. He raced clear to make it 13 wins for the year, as wet-shod team-mate Max Marshall followed him home 17.8 seconds later.

Sutton charged from the back to third on slicks, but it was only on the last two laps that the dry tyre proved the quicker of the two compounds.

The win gave Kruger a 22-point lead for the

finale and the cautious approach he thus adopted was evident as he fell back to eighth. Ahead, Scott harried Sutton into a mistake at Westfield and nipped through to lead, before pulling a second clear of his pursuer and taking his fifth win of 2014.

But eighth for Kruger, who backed off whenever he closed in on seventh-placed Louise Richardson, was enough to win the crown by just six points.

● Scott Mitchell

RESULTS

Race 1 (8 laps) 1 Harrison Scott (Mygale M13-S) 16m26.021s (71.07mph); 2 Ricky Collard (M12) +1.310s; 3 Juan Rosso; 4 Jayde Kruger (M13); 5 Louise Richardson (M12); 6 James Abbott (M13). **Fastest lap** Ashley Sutton (M12) 1m36.690s (87.87mph).

Race 2 (13 laps) 1 Kruger 20m54.864s (90.74mph); 2 Max Marshall (M12) +17.864s; 3 Sutton; 4 Michael O'Brien (M12); 5 Collard; 6 Clay Mitchell (M12). **FL** Sutton 1m33.241s (93.94mph).

Race 3 (13 laps) 1 Scott 18m57.085s (100.14mph); 2 Sutton +0.552s; 3 Collard; 4 Rosso; 5 Marshall; 6 Abbott. **FL** Sutton 1m25.951s (101.91mph). **Points 1 Kruger, 717;** 2 Scott, 711; 3 Sutton, 567; 4 Rosso, 561; 5 Marshall, 560; 6 Abbott, 556.

GINETTA GT4 SUPERCUP BRANDS HATCH (GB), OCTOBER 11-12 RD 10/10

Champion Robertson victorious again

ANDREW WATSON SCORED A DOUBLE VICTORY in the Ginetta GT4 Supercup, while Charlie Robertson celebrated winning the title with a win in race three.

Robertson was running fifth early in race one behind Carl Breeze. At the end of the first lap, Breeze's car suffered an electrical problem, which caused the engine to cut out, and though he managed to get going again to finish ninth his championship challenge was effectively over.

The safety car came out to recover Carl Boardley's car on lap two, and at the restart Robertson took third with a well-judged move at Paddock Hill Bend on team-mate Jamie Orton.

Watson took the lead from David Pittard with an almost identical move on lap eight, and crossed the line to take victory with a

two-second advantage.

The Douglas Motorsport racer led the second encounter from lights to flag ahead of Pittard as Robertson once again finished in third, giving him the points he needed put the title beyond doubt. "To get seven wins and 19 podiums is amazing," beamed Robertson on the podium.

Robertson made it eight wins and 20 podiums in race three, jumping Tom Oliphant off the line, while Pittard overhauled Watson for second at Surtees. He managed to close to within 0.5s of Robertson but dropped back later on and was demoted to seventh courtesy of a 20-second penalty post-race for his move on Watson.

Pittard still stole second in the points after Breeze went off at Paddock on the opening lap.

● Matt Upton



**Robertson bagged
the title in race two**

EBREY/LAT

RESULTS

Race 1 (11 laps) 1 Andrew Watson 20m48.830s (77.15mph); 2 David Pittard +2.813s; 3 Charlie Robertson; 4 Declan Jones; 5 Jamie Orton; 6 Tom Oliphant. **FL** Pittard 1m40.500s (87.16mph).

Race 2 (14 laps) 1 Watson 23m53.309s (85.56mph); 2 Pittard +7.263s; 3 Robertson; 4 Oliphant; 5 Jones; 6 Carl Boardley. **FL** Watson 1m41.526s (86.28mph). **Race 3 (16 laps) 1 Robertson 26m36.364s (87.79mph);** 2 Oliphant +12.753s; 3 Jones; 4 Luke Davenport; 5 Dennis Standberg; 6 Watson. **FL** Pittard 1m30.598s (94.68mph). **Points 1 Robertson, 710;** 2 Pittard, 627; 3 Breeze, 615; 4 Watson, 608; 5 Oliphant, 546; 6 Davenport, 451.

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PORSCHE CARRERA CUP GB BRANDS HATCH (GB), OCTOBER 11-12 RD 10/10

Record title for scholar Webster

A PAIR OF SECOND PLACES WAS ENOUGH FOR JOSH Webster to seal the championship as Daniel Cammish stunned the regulars by taking the guest car to victory on his Porsche Carrera Cup GB debut.

Cammish dominated a damp opening race from pole, leading Webster away at the start and gradually edging away thereafter to win by three and a half seconds.

"I was the first person reaching the wet patches, but by about one-third distance I'd become fairly confident and I could start pulling away," he said.

With Cammish ineligible to score, second place and fastest lap gave Webster maximum points, as Michael Meadows' hopes of retaining his crown were dealt a blow by a fourth-place finish behind Redline Racing team-mate Victor Jimenez.

That was the legacy of a tardy getaway that dropped the reigning champion from third on the grid to fifth behind Pepe Massot, who held up Meadows for over half of the race.

Webster therefore needed to finish fifth to secure the title in race two, which was complicated by the arrival of light rain at mid-distance.

"There was so much going on in my head when the rain started falling," admitted Webster afterwards. "The thought of not pitting and



Cammish (0) starred but Webster was crowned

getting swamped was playing on my mind."

Cammish had established a commanding lead of 12 seconds when he dived for the pits for a change of tyres, but Meadows and Webster stayed out.

Meadows steadily opened up a gap of four seconds over a cautious Webster as the conditions worsened to take the chequered flag, but the runner-up spot was more than sufficient for Webster to emerge with the title.

"I was able to enjoy the last couple of laps knowing that I had enough points," said the first driver to claim the title in his scholarship year.

Jake Hill completed the podium ahead of Jimenez on his Carrera Cup return, both staying

out on slicks, while Cammish could only recover to fifth place despite lapping up to five seconds quicker than the leaders after his stop.

● Jamie Klein

RESULTS (both 17 laps)

Race 1 1 Dan Cammish 26m04.385s (95.19mph); 2 Josh Webster +3.500s; 3 Victor Jimenez; 4 Michael Meadows; 5 Pepe Massot; 6 Paul Rees. **FL** Webster 1m29.925s (97.41mph).

Race 2 1 Meadows 28m32.755s (86.94mph); 2 Webster +4.031s; 3 Jake Hill; 4 Jimenez; 5 Cammish; 6 George Brewster. **FL** Cammish 1m31.111s (96.14mph).

Points 1 Webster, 357; 2 Meadows, 349; 3 Paul Rees, 250; 4 Jimenez, 242; 5 Massot, 135; 6 Justin Sherwood, 128.

Cook's title tilt ended in the Paddock gravel



CLIO CUP UK BRANDS HATCH (GB), OCTOBER 11-12 RD 9/9

Bushell celebrates after Cook error

MIKE BUSHELL CLINCHED THE RENAULT CLIO UK Cup title at Brands Hatch last weekend.

Title rival Josh Cook won the wet first encounter, taking the lead from Paul Rivett at Surtees on lap one. Bushell ran third and took second when Rivett slid wide at Paddock.

After Ash Hand barged his way past Rivett for third at Graham Hill Bend, he attacked Bushell and briefly got ahead at Paddock before Bushell muscled his way back ahead at Surtees.

On the penultimate lap, Hand and Bushell banged wheels at Druids, allowing Ant Whorton-Eales and Alex Morgan to demote Bushell to fifth, but Hand was later given a two-second penalty.

At the start of race two James Colburn and Cook collided at Paddock, spinning Colburn

out and allowing Rivett to take the lead.

On lap three Cook spun into the Paddock gravel attacking Rivett, promoting Morgan to second. Bushell, delayed by the first-corner incident, charged past both Jordan Stilp and Daniel Holland to seal the title with third.

● Matt Upton

RESULTS (both 13 laps)

Race 1 1 Josh Cook 26m19.738ss (72.08mph); 2 Ant Whorton-Eales +2.829s; 3 Alex Morgan; 4 Mike Bushell 5 Charles Ladell; 6 Paul Rivett. **FL** Hand 1m50.294s (79.42mph).

Race 2 1 Rivett 23m10.284s (81.90mph); 2 Morgan +1.810s; 3 Bushell; 4 Daniel Holland; 5 Jordan Stilp; 6 Charles Ladell. **FL** Bushell 1m40.447s (87.20mph).

Points 1 Bushell, 415; 2 Cook, 372; 3 Stilp, 351; 4 Whorton-Eales, 342; 5 Colburn, 330; 6 Morgan, 330.

GINETTA JUNIOR BRANDS HATCH (GB), OCTOBER 11-12 RD 10/10

Mitchell crowned as rookies triumph

JAMIE CAROLINE AND LANDO NORRIS TOOK THE FINAL wins of 2014 as Jack Mitchell wrapped up the title.

James Kellett's failure to take pole in qualifying meant Mitchell was already champion heading into race one, which was neutralised after only two green flag laps. A lightning start gave Caroline an early lead that soon turned into a second win of the season as the safety car was deployed, Kellett and Jack Rawles completing the podium.

Norris's disastrous getaway from pole left him ninth in the opener, and another slow start in race two dropped the 14-year-old to fourth before he repassed Dan Zelos and Kellett.

After trading the lead with Caroline several times, Norris was then able to edge clear to win by three-tenths of a second as Zelos took third.

Kellett spun out while on the counter-attack against Norris, while Mitchell's season ended in the barriers at Druids on the opening lap.

● Jamie Klein

RESULTS

Race 1 (4 laps) 1 Jamie Caroline 9m21.397s (62.41mph); 2 James Kellett +0.524s; 3 Jack Rawles; 4 Jack Mitchell; 5 Alex Sedgwick; 6 Dan Zelos. **FL** Caroline 2m00.231s (72.85mph).

Race 2 (8 laps) 1 Lando Norris 14m46.671s (79.03mph); 2 Caroline +0.329s; 3 Zelos; 4 Rawles; 5 Ryan Hadfield;

6 Ben Pearson. **FL** Caroline 1m48.528s (80.71mph).

Points 1 Mitchell, 513; 2 Kellett, 456; 3 Norris, 432; 4 Zelos, 377; 5 Ryan Hadfield, 347; 6 Caroline, 320.

WTCC
China (PRC)
 October 11-12



Round 10/12

RESULTS

RACE 1: 14 LAPS, 40.044 MILES

1	JOSE MARIA LOPEZ (ARG)	26m15.097s
2	MA QING HUA (PRC)	+2.089s
3	YVAN MULLER (F)	+5.793s
4	SEBASTIEN LOEB (F)	+6.175s
5	NORBERT MICHELISZ (H)	+16.050s
6	GABRIELE TARQUINI (I)	+16.483s
7	TIAGO MONTEIRO (P)	+18.295s
8	TOM CORONEL (NL)	+22.058s
9	HUGO VALENTE (F)	+25.896s
10	MEHDI BENNANI (MA)	+26.278s

Winner's average speed: 91.253mph. Fastest lap: Ma 1m50.833s, 92.902mph.

RACE 2: 14 LAPS, 40.044 MILES

1	BENNANI	26m21.882s
2	MONTEIRO	+2.590s
3	LOPEZ	+4.041s
4	MICHELISZ	+13.976s
5	MA	+14.416s
6	CORONEL	+21.725s
7	CHILTON	+22.933s
8	VALENTE	+27.276s
9	DUSAN BORKOVIC (RS)	+27.855s
10	JAMES THOMPSON (GB)	+28.028s

Winner's average speed: 90.861mph. Fastest lap: Tarquini, 1m51.316s, 92.499mph.

DRIVERS' CHAMPIONSHIP

1	LOPEZ	384	6	TARQUINI	134
2	MULLER	291	7	CORONEL	130
3	LOEB	251	8	CHILTON	123
4	MONTEIRO	170	9	MORBIDELLI	103
5	MICHELISZ	142	10	BENNANI	85

YOKOHAMA TROPHY

1	ENGSTLER	213
2	FILIPPI	125
3	DI SABATINO	98

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



The quartet of works Citroen's cleaned up

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Lopez gets the post-race chin kiss from Mrs Lopez

Citroen's world-title rout

CITROEN ACHIEVED A HARMONIOUS CLIMAX IN ITS bid to win the World Touring Car Championship's manufacturers' title by orchestrating a phenomenal 1-2-3-4 in the opening race at Shanghai. It was the first time such a feat had been achieved by the Yves Matton-run team this season, but with 14 previous victories blurring the memory one would be forgiven for having to double-check.

The venue of the coronation, in front of Citroen's biggest market in China, and the determined effort of Chinese driver Ma Qing Hua in taking the fight to eventual victor Jose Maria Lopez added to the air of impeccable planning.

The last WTCC season of such one-sided manufacturer dominance was 2012 when Chevrolet faced limited opposition. RML's drivers had behaved carefully to the point of producing tepid racing for much of the season... until the manufacturers' title was out of the way. Then, all hell broke loose.

Citroen's exceptional driver line-up had also, largely, refrained from overly-aggressive driving this season. So how long after the teams' title was secured did Citroen have to wait before an in-house clash materialised? Answer: Three laps into race two.

The incident appeared a simple misunderstanding. Reigning champion Yvan Muller was applying pressure to compatriot Hugo Valente at the Turn 14 hairpin when his rear was given a clout by racing convert Sebastien Loeb. No major fall-out is likely between the Swiss-domiciled French neighbours. Muller has stated recently that he's relying on title adversary Lopez picking up a DNF to stand a hope in the drivers' fight.

Argentinean Lopez admitted to suffering nerves last weekend, and adopting a more circumspect approach as he neared an impending date with the FIA prize-giving ceremony. Given a 93-point lead in the drivers' standings, Lopez should head to the next round at Suzuka in more relaxed frame of mind to finish the job.

There was no sign of caution from Lopez in qualifying, however, and he took a fifth pole of the season from the impressive Ma. Muller lost irrecoverable time in the first sector of his shoot-out lap, while Loeb hit a corner marker on his Q3 flying lap and started from fifth behind Norbert Michelisz's Zengo Honda.

Ma produced a fine getaway, and after holding station one second behind Lopez for several laps began to ramp-up the pressure. Over the final three tours Ma eased off to take allow Lopez to score his eighth win of the season by two seconds.

"It was much tougher than it probably looked on TV," said Lopez. "I was struggling in the first four laps and he really wanted to win his home race."

Muller, in third, was left to a solitary race, as Loeb provided all of the action. In something of a weekend to forget for the WRC legend, the #9 Citroen suffered a poor getaway and Loeb fell to seventh behind the factory Honda pair of Gabriele Tarquini and Tiago Monteiro.

The inherent speed of the Citroen assisted in the Alsace star's recovery, and the nine-time world rally king reeled-in Norbert Michelisz at a second per lap before securing fourth.

Mehdi Bennani's reversed-grid pole provided Honda with an opportunity to end its 2014 victory drought. The Moroccan started ahead of the quick-but-occasionally-incident-prone front-row starter Hugo Valente in the Campos Chevrolet. The fastest Cruze runner in Shanghai, Tom Chilton, was resigned to a pitlane start rather than his rightful third place grid slot after a wheel parted company with his Chevrolet in race one.

Away from the lights, third-starter Tarquini, and the second JAS Honda of Monteiro, chased the flying Bennani. Honda held a lock-out of the podium positions, but would it last? Valente had slipped to fourth and, keen not to fall further, applied firm defensive tactics to ward off Muller.

It was while pressuring Valente that Muller received his race-ending swipe from Loeb. Understandably circumspect over the next laps, Loeb dropped behind championship leader Lopez. Tarquini's JAS Civic would suddenly falter on the approach to the backstraight, providing Lopez with the opportunity to jump past both the Italian and Valente into third.

Post-race Loeb was slapped with a 30 second drive-through penalty for causing an unavoidable collision and fell from a provisional fourth to 11th.

Bennani survived a late-race vibration to achieve his first victory since appearing as a guest driver at his home race back in 2009. Overcome with emotion, the Proteam racer collapsed in parc ferme (see column).

IN THE PADDOCK

PETER MILLS
WTCC CONTRIBUTOR

@Peter_Autosport



WHEN PROTEAM RACER MEHDI Bennani exited the wide sills of his Civic WTCC in almost slow-motion following a breakthrough first win, for a fleeting moment it appeared as if the cheery Moroccan was milking the moment.

What a misjudgement. While around him team members gave each other bear hugs and celebrated, Bennani removed his helmet to show drained features and had to sit before continuing on to the podium.

The root of Bennani's instability was a mixture of exhaustion and emotion, in part brought on by a sudden vibration in the closing laps.

"For the last two laps I had some trouble



Tarquini leads pack, but Bennani's already gone

with a vibration," explained Bennani. "It was not so good to drive, but emotionally it was not nice to drive in this race, because it was my first victory and it was something big for me. I was already thinking about the win from my fourth or fifth lap. I was thinking to myself, 'No, don't. This is stupid because you'll do a mistake.'

"I was very tired due to the vibration and I was completely out. I needed an opportunity to go to sleep. I had no energy even to get out from the car, so it was very dangerous for me. I needed help to go to the podium."

Perhaps more than any other driver in the paddock, Bennani is keen to push his background and country of origin, which he

feels immense gratitude towards.

"I think the win was a good message to the WTCC and motorsport about Morocco. We are here not just to be on the grid; we are here to fight for the top positions, and for me it was a great step. I really feel that every time I achieve something I am writing the history for Moroccan motorsport."

Neve denies Macau threat

WORD TOURING CAR

Championship promotional consultant Eric Neve denied a decision to drop the showpiece Macau event from the 2015 WTCC calendar had been taken.

A provisional calendar had been supplied to teams prior to the Shanghai meeting. Neve confirmed the series would not return to Beijing Goldenport, and was investigating an event in the Middle East.

"We need to present the calendar to the commission on October 30th, but it will be ratified by the World Council on December 5th," said Neve. "Obviously we need to inform the teams about what the championship is up to, but we cannot go into precise dates at this moment."

"The Macau contract has been done on a year-by-year basis for 10 years. We certainly look forward to a great event in 2014, and then we'll



Neve won't be drawn on Macau's future

start again to discuss for 2015. It is an ongoing process. Maybe some people start these rumours almost to blackmail you. We need to look at what is good for the championship and concentrate on that."

Honda cagey on car numbers

HONDA MOTORSPORT EUROPE

boss William de Braekeleer confirmed that Honda would support up to six cars next season, although whether it expands to five or six cars has not been decided.

"Something I can announce is there will not be more than three customer cars next year," said de Braekeleer, in reference to current teams Proteam and Zengo, as well as incoming NIKA Racing.

"As you know it has been announced that NIKA signed with us for next year. Of course I can't comment on the two others, whether they will continue or not, but we suppose yes. We turned down many other requests from customers. Whether there are two or three [factory] Hondas is still under investigation."



Honda has yet to reveal '15 plan



SUPPORT FOR BIANCHI

The WTCC community displayed their support for injured Formula 1 driver Jules Bianchi in Shanghai. Many cars raced with 'Tous Avec Jules' stickers, while in a gathering of solidarity drivers waved red scarves in reference to Marussia. The supporting Asian Le Mans Series offered similar messages of support.

ENGSTLER CHAMPION

Respected German veteran Franz Engstler's double TC2 victory at Shanghai gave the Team Engstler driver victory in the 2014 Yokohama Trophy for Independents. Engstler's BMW has won every race in the TC2 class this season. "I've had no mechanical problems and the team's done a great job," said Engstler.

HARDER FOR LADA

After the highs of its maiden WTCC win at Goldenport, Lada endured a tough Shanghai meeting. All three Grantas retired in race one: James Thompson with a sub-frame issue on the formation lap, Mikhail Kozlovskiy a broken driveshaft and Rob Huff after a collision. Thompson took a point in race two.

NO BOOST FOR TOM

Tom Chilton reported qualifying without the benefit of full boost owing to an ECU error in Q2. The ROAL driver retired in race one when the right-rear wheel broke off, carrying parts of the suspension with it. RML will investigate possible causes on returning to its Wellingborough base.

REMEMBER WHEN



Mehdi Bennani's took part in his first WTCC race as a guest driver at Marrakech in 2009, driving a SEAT Leon run by Exagon Engineering

Citroen set for customer effort

CITROEN RACING TEAM PRINCIPAL

Yves Matton gave indication that Citroen would expand its presence on the WTCC grid in 2015. Matton had previously suggested a customer-car programme to a



There could be more C-Elysees in 2015

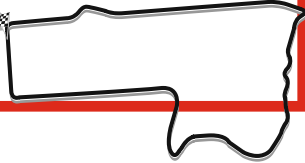
team with links to the factory was viable.

At Shanghai last weekend, in the wake of Citroen's manufacturers' title success just 15 months after starting its WTCC project, Matton went further.

"We are still working on this customer project, and we hope to bring some news at Suzuka," said Matton, who stopped short of indicating if Sebastien Loeb Racing was a candidate. "For now I'll enjoy the title, later we can talk about cars and drivers [for 2015]. When you have a winning team, it's usual to keep your drivers, and I hope to add more cars next year."

V8 Supercars Bathurst 1000 (AUS)

October 12
Round 13/16



RESULTS

161 LAPS, 621.582 MILES

1	CHAZ MOSTERT (AUS)/PAUL MORRIS (AUS) Ford Performance Racing Ford Falcon FG (Q14-2m06.8385 EXC) 7h58m53.21s
2	JAMES MOFFAT (AUS)/TAZ DOUGLAS (AUS) Nissan Motorsport Nissan Altima (Q7-2m07.7453s) +4.0936s
3	NICK PERCAT (AUS)/OLIVER GAVIN (GB) Walkinshaw Racing Holden Commodore VF (Q12-2m06.7451s) +8.5254s
4	WILL DAVISON (AUS)/ALEX DAVISON (AUS) Erebus Motorsport Mercedes-Benz E63 AMG (Q18-2m07.4989s) +10.3839s
5	JAMIE WHINCUP (AUS)/PAUL DUMBRELL (AUS) Triple Eight Racing Holden Commodore VF (Q23-no time) +11.8703s
6	MARK WINTERBOTTOM (AUS)/STEVEN RICHARDS (AUS) Ford Performance Racing Ford Falcon FG (Q2-2m06.6389s) +16.7435s
7	TODD KELLY (AUS)/ALEX BUNCOMBE (GB) Nissan Motorsport Nissan Altima (Q13-2m06.8090s) +16.8377s
8	RICK KELLY (AUS)/DAVID RUSSELL (AUS) Nissan Motorsport Nissan Altima (Q16-2m06.8902s) +28.1043s
9	FABIAN COULTHARD (NZ)/LUKE YOULDEN (AUS) Brad Jones Racing Holden Commodore VF (Q5-2m07.0560s) +30.7727s
10	CRAIG LOWNDES (AUS)/STEVEN RICHARDS (AUS) Triple Eight Racing Holden Commodore VF (Q23-no time) +42.5289s
11	ANT PEDERSEN/ANDRE HEIMGARTNER (NZ) (Q24-2m08.4866s) Super Black Racing Ford Performance Racing Ford Falcon FG +57.9472s
12	JACK PERKINS (AUS)/CAMERON WATERS (AUS) Schwerkolt Racing Ford Falcon FG (Q9-2m08.2490s) +1m36.6616s
13	JAMES COURTNEY (AUS)/GREG MURPHY (NZ) Holden Racing Team Holden Commodore VF (Q11-2m06.7150s) -1 lap
14	JASON BRIGHT (AUS)/ANDREW JONES (AUS) Brad Jones Racing Holden Commodore VF (Q4-2m07.0431s) -3 laps
15	MICHAEL CARUSO (AUS)/DEAN FIORE (AUS) Nissan Motorsport Nissan Altima (Q15-2m06.8898s) -3 laps
16	SHANE VAN GISBERGEN (NZ)/JONATHAN WEBB (AUS) Tekno Autosport Holden Commodore VF (Q1-2m06.3267s) -3 laps
17	SCOTT McLAUGHLIN (NZ)/ALEX PREMAT (F) Garry Rogers Motorsport Volvo S60 Polestar (Q3-2m06.7302s) -11 laps
R	RUSSELL INGALL (AUS)/TIM BLANCHARD (AUS) Lucas Dumbrell Motorsport Holden Commodore VF (Q20-2m07.5780s) 137 laps-accident
R	LEE HOLDSWORTH (AUS)/CRAIG BAIRD (NZ) Erebus Motorsport Mercedes-Benz E63 AMG (Q19-2m07.5463s) 132 laps-accident
R	DAVID REYNOLDS (AUS)/DEAN CANTO (AUS) Rod Nash Racing Ford Falcon FG (Q24-no time) 117 laps-alternator
R	ROBERT DAHLGREN (SWE)/GREG RITTER (AUS) Garry Rogers Motorsport Volvo S60 Polestar (Q22-2m08.2630s) 114 laps-accident
R	TIM SLADE (AUS)/TONY DALBERTO (AUS) Walkinshaw Racing Holden Commodore VF (Q21-2m07.8896s) 102 laps-accident
R	SCOTT PYE (AUS)/ASHLEY WALSH (AUS) Dick Johnson Racing Ford Falcon FG (Q17-2m07.2720s) 70 laps-accident
R	DAVID WALL (AUS)/STEVE JOHNSON (AUS) Dick Johnson Racing Ford Falcon FG (Q23-2m08.3864s) 64 laps-transmission
R	DALE WOOD (AUS)/CHRIS PITHER (NZ) Brad Jones Racing Holden Commodore VF (Q8-2m07.9923s) 45 laps-accident
DNS	GARTH TANDER (AUS)/WARREN LUFF (AUS) Holden Racing Team Holden Commodore VF practice accident

Winners' average speed: 77.87mph. Fastest lap: Mostert, 2m07.4913s, 109.016mph.

CHAMPIONSHIP

1	WHINCUP	2547	6	COULTHARD	2024
2	WINTERBOTTOM	2250	7	MOSTERT	1994
3	LOWNDES	2208	8	McLAUGHLIN	1785
4	VAN GISBERGEN	2096	9	TANDER	1662
5	COURTNEY	2096	10	DAVISON	1542

POINTS SYSTEM EXPLAINED

300-276-258-240-222-204-192-180-168-156-144-138-132-126-120-114-108-102-96-90-84-78-72-66-60-54-48-42 to top 28 finishers (system varies for rounds of multiple races).



Scott McLaughlin's Volvo led at the start

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Whincup leads Mostert at the start of final lap, but positions would reverse

Mostert and Morris score last-lap glory

THE 2014 EDITION OF THE BATHURST 1000 HAD more drama in it than almost any race that had come before at Mount Panorama.

After 161 laps and nearly eight hours Chaz Mostert and Paul Morris both took their maiden 1000 win for Ford Performance Racing – after their car started last in the 25-car field after being excluded from qualifying, made 11 pitstops and, at one stage, found itself buried in a tyrewall. Second was the Nissan Altima of James Moffat and Taz Douglas – who hit the same tyrewall as Morris, twice, and whose car made 13 pitstops. And third was Nick Percat/Oliver Gavin, salvaging a good result from what looked to be an otherwise terrible day for Walkinshaw Racing.

The race had everything. Mostert, Jamie Whincup and David Reynolds started from the rear of the grid after problems in qualifying. Whincup blasted through the field to be in touch with the leaders within a single stint, while Morris stayed at the back of the field, deliberately, setting up a late-race charge from his co-driver.

There was plenty of action. Much of it came at Turn 2, and so many cars left the track there that officials had little choice but to red-flag the event mid-race so that repairs could be affected. After a delay of more than an hour – and 11 safety-car periods – the race was the longest in the event's history, in spite of a recent resurfacing seeing an improvement in lap times of about two seconds.

Morris's incident forced Mostert to drive through the field twice; so too did Whincup. He had a day of mistakes, running off the track and earning himself a drive-through penalty that put him a lap down. When he and co-driver Paul Dumbrell got back on the lead lap Whincup seized back the lead – only to spin it away and hand it to arch-rival Mark Winterbottom. But he was punted into a spin by Craig Lowndes, who earned a drive-through himself, leaving Whincup to try to hold off Mostert for the win.

It nearly worked. Whincup built a lead of 3s with two laps remaining, in spite of pleas from his team to save fuel. Sure enough, with barely 1.5 miles remaining, he slowed, allowing Mostert to seize the lead on the very last lap. Whincup lurched home to fifth place at the flag.

Nearly as glum after the race was Shane Van Gisbergen. After starting from pole position the

New Zealander looked to have the race at his mercy, streaking away and setting record laps with apparent ease. But a pitstop with 11 laps remaining proved his undoing. He stalled the car and damaged the starter motor trying to get going, losing three laps.

Countryman Scott McLaughlin was not much happier. He leapt into the lead at the start of the race and he and co-driver Alex Premat stayed there for much of the first half of the race. But McLaughlin crashed into the same wall that minutes earlier had claimed team-mate Robert Dahlgren, ending the Volvo team's winning hopes.

It was a mixed day for Mercedes-Benz. For the second race in a row Lee Holdsworth hit a wall at high speed, this time after being struck by the out-of-control Holden of Russell Ingall. He was unhurt, and would have been somewhat pleased to see his team-mates salvage fourth place. The Davison brothers, Will and Alex, drove superbly in an Erebus E-Class that looked to be in a sorting session behind the leaders for most of the race.

On a track that was not expected to suit its cars it was a decent day for Nissan, the Kelly brothers brought their cars home in seventh (Todd sharing with Alex Buncombe) and eighth (Rick sharing with David Russell, who led the race), respectively.

The Holden Racing Team had a tough weekend. Garth Tander/Warren Luff failed to start after their car was wrecked with a brake failure and James Courtney/Greg Murphy struggled with electrical problems.



Veteran Morris (l) and young hotshoe Mostert celebrate

IN THE PADDOCK

PHIL BRANAGAN
V8 SUPERCARS
CONTRIBUTOR

@philbranagan



KLAUS NIEDZWIEDZ ONCE described Mount Panorama as "much more dangerous and much more difficult" than the famed Nurburgring and the build-up to the 2014 Great Race proved that the German touring car great was right.

To see the cars of the drivers who fought out the 2012 race, Jamie Whincup and David Reynolds, put to the rear of the grid because both men had crashed in qualifying, was nearly enough. But when Chaz Mostert was sent there too for passing under a red flag during qualifying, the line-up of potential race winners starting well down the field swelled to three. So at the start of the 1000km, there were two 'races' – one at the front of the field and one at the back.

In its sixth decade, Bathurst never ceases to throw up surprises. The red flag that stopped the race on lap 61 while repairs were made to the track at Turn 2 was only the third time in the race's 50-year history that the race has been stopped. This time though, it was restarted, and that has never happened before.

Triple Eight had an uncharacteristically bad weekend – but Jamie Whincup still left Bathurst with an enhanced lead in the championship. Rivals Prodrive never won Bathurst in the decade it owned Ford Performance Racing before selling out. The team has won two Bathurst 1000s since.

Funny business, motor racing.



This year's Bathurst 1000 was a ripper

KALISZ/GETTY

Cough,
you bastard,
cough!



Over the radio Mostert was hoping rival Whincup would run dry on the final lap

Veteran Morris finally lands coveted Bathurst win

WHEN PAUL MORRIS MADE HIS

Bathurst debut in 1991 in a Toyota Corolla, Chaz Mostert hadn't even been born.

Morris had never won Bathurst in more than 20 attempts. He nearly won the Bathurst 1000 in 1997 when he and co-driver Craig Baird faced the might of the British Touring Car contenders in the race, and looked to have led home a BMW 1-2. But they were disqualified when Baird exceeded the maximum driving-time limit, handing the win to their team-mates, Geoff and David Brabham.

There was some consternation when Morris was named as Mostert's co-driver for the 2014 V8 Supercar endurance races.

The veteran is not swift but looked to be a safe pair of hands, though hitting the wall at Turn 2 during the race looked to belie that description. But the Ford was retrieved swiftly out and proved fast enough for Mostert to charge home to snatch the win.

Mostert looks comfortable among V8 Supercars' new generation of stars. Scott



The Morris/Mostert Ford took the big prize

KALISZ/LAT

McLaughlin's face is now a regular sight on Volvo billboards across the land Down Under and he has the speed to back up the looks. Nick Percat has two Bathurst podium finishes in four starts. Scott Pye's future may depend on the outcome of a tug of war for

his services next season between Penske Team DJR and the Volvo team.

At 47, Morris's best years are behind him. He may never race at Bathurst again. If so, he goes out a race winner and whatever he decides to do, that will be hard to beat.

Tough gig for the Jones brothers

MOTOR RACING CAN BE CRUEL sometimes, and nobody knows that more than Brad and Kim Jones.

The team-owning brothers from Albury, New South Wales must have been cock-a-hoop after qualifying. All three of their cars were running comfortably inside the top 10, and their hopes for a maiden Bathurst win must have been high.

But in 15 minutes, it all came tumbling down. Luke Youlden hit a kangaroo in the Holden he was co-driving with Fabian Coulthard. That prompted a safety car – behind which

Dale Wood ran into the rear of another car. To make matters worse, it was the third Brad Jones Racing Commodore of Jason Bright/Andrew Jones. One of the cars was out on the spot and the other two were out of contention.



Youlden collided with a kangaroo in BJR Holden

CLANFLORE/GETTY

Lowndes and Luff in friendly fire

HOW MANY TIMES HAVE YOU seen racing drivers clash, exit their cars and engage in some finger-pointing (or worse) on the track?

When Warren Luff arrived at Turn 2 during a practice session, the brake pedal of his Holden Racing Team Commodore went to the floor. At 150mph he saw a wall coming, with only Craig Lowndes's similar car between it and him. The Holdens collided; Lowndes's was not

badly damaged by Luff's was – and it was on its side.

Lowndes leapt out and dashed to Luff's aid. He opened the door and dragged him out and, after checking he was unhurt, hugged him.

A year ago the pair were teammates – in fact, they won the V8 Endurance Cup together for Triple Eight. Now, they are rivals. It's good to see that they are still friends.



Lowndes comes to his friend's aid in practice

ESG/PA/GETTY



CLANFLORE/GETTY

BUNCOMBE FASTEST

John Cleland was not at Bathurst but the Scot was still keen to preserve his 'fastest Briton at Bathurst in a V8 Supercar' honour. For the record, Nissan driver Alex Buncombe (above) took the 'title' in practice with a 2m07.3s lap, 0.3s faster than Oliver Gavin's Holden Commodore.

DUMBRELL: DS CHAMP

Paul Dumbrell sealed his second V8 Supercar Development Series title at Bathurst. The 2002 DV8 champion dominated Saturday's 38-lap race in his Eggleston Motorsport Holden and now cannot be beaten for the title at the final round in Sydney in December. Cameron Waters (Ford) finished second ahead of Chris Pither (Holden).

RULES CLARIFICATION

Jamie Whincup and David Reynolds started from the back of the grid after qualifying crashes, while Chaz Mostert was put to the back after passing a car during a red-flag period in the session. Under V8 Supercar rules, he was stripped of all his lap times.

BIG JOB FOR EREBUS

For the second race in a row Erebus Motorsport faces a massive rebuild to get both its Mercedes-Benzes to the Gold Coast 600. "These guys are capable of miracles," said team CEO Ryan Maddison.

Harvick wins as favourites fail – and brawl

KEVIN HARVICK PICKED THE PERFECT moment to end his recent streak of bad luck with his win in a chaotic race at Charlotte on Saturday night.

Harvick broke away from Jeff Gordon on the final restart to end a six-month victory drought and secure a spot in the next phase of the Chase. But, with the next round of Chase eliminations just a week away, the stress of potential championship oblivion roared to the surface for some of the Stewart-Haas Chevrolet star's biggest rivals.

The central player in much of the mayhem was Brad Keselowski, who hit both Matt Kenseth and Denny Hamlin on the slowing-down lap in retaliation for earlier contact. For good measure he also managed to rear-end Tony Stewart while in the process of ramming Kenseth, although that was evened out almost immediately when Stewart simply grabbed reverse and slammed into Keselowski's front.

From there, the drama spilled into the garage area: Keselowski managed to get into separate brawls with both Hamlin and Kenseth in quick succession.

"I had my HANS off, my seatbelts off, and he clobbers me at like 50mph," said Kenseth of Keselowski. "The race is over, we've come back to pit road. If he wants to come and talk to me about it like a man, let's do that."

"But to try to wreck somebody on



Harvick is through, but Earnhardt (behind) is almost out of Chase

the racetrack and then come down pitroad with other cars, people standing around and people with their seatbelts off, and drive into the side of me is just inexcusable. He's a champion, he's supposed to know better than that."

Keselowski, a five-time race winner this year, goes into this weekend's race at Talladega sitting 10th in the

points ahead of six-time champion Jimmie Johnson and fan favourite Dale Earnhardt Jr. Unless one of them wins, all three face the possibility of elimination from the title fight.

● Mark Glendenning

RESULTS

1 Kevin Harvick (Chevrolet SS), 334 laps in 3h26m49s; **2 Jeff Gordon (Chevy)**, +0.571s;

3 Jamie McMurray (Chevy); **4 Joey Logano (Ford Fusion)**; **5 Kyle Busch (Toyota Camry)**; **6 Kyle Larson (Chevy)**; **7 Ryan Newman (Chevy)**; **8 Carl Edwards (Ford)**; **9 Denny Hamlin (Toyota)**; **10 Kasey Kahne (Chevy)**. **Contender 12 1 Logano, 1 win/3088 points**; **2 Harvick**, 1/3081; **3 Kyle Busch**, 3082; **4 Newman**, 3077; **5 Edwards**, 3076; **6 Gordon**, 3074; **7 Hamlin**, 3073; **8 Kahne**, 3057; **9 Matt Kenseth**, 3056; **10 Brad Keselowski**, 3038; **11 Jimmie Johnson**, 3031; **12 Dale Earnhardt Jr.**, 3031.

69



Sasaki won the second race

ISHIHARA/LAT

JAPANESE FORMULA 3 FUJI (J), OCTOBER 11-12 RD 7/7

Sasaki denied in thriller

NISSAN PROTEGE DAIKI SASAKI CAME within seven thousandths of a second of a double win in the Fuji 6 Hours support races as Honda-backed youngster Nobuharu Matsushita claimed the title.

It was a Toyota one-two to begin with in race one, with Takamoto Katsuta leading from second on the grid from TOM'S team-mate Kenta Yamashita. Sasaki passed Yamashita at mid-distance and his B-Max Dallara-Toyota then stormed up to Katsuta, the two cars crossing the line side by side with Katsuta just in front.

Sasaki won from Yamashita in race

two, as third and fifth places gave Matsushita the title.

● Jiro Takahashi

RESULTS

Race 1 1 Takamoto Katsuta (Dallara-Toyota F312), 21 laps in 33m47.705s; **2 Daiki Sasaki (D-Toyota F312)**, +0.007s; **3 Kenta Yamashita (D-Toyota F314)**; **4 Mitsunori Takaboshi (D-Toyota F312)**; **5 Nobuharu Matsushita (D-Mugen F312)**; **6 Shota Kiyohara (D-Toda F312)**. **Race 2 1 Sasaki**, 15 laps in 24m02.538s; **2 Yamashita**, +2.322s; **3 Matsushita**; **4 Katsuta**; **5 Takaboshi**; **6 Kiyohara**. **Points 1 Matsushita, 102**; **2 Yamashita**, 90; **3 Takaboshi**, 82; **4 Katsuta**, 80; **5 Sasaki**, 63; **6 Kiyohara**, 23.

VLN NURBURGRING (D), OCTOBER 11 RD 9/10

Mercedes beats the Audis

THE ROWE RACING MERCEDES TEAM continued its strong season with victory in a fog-delayed race.

Maro Engel and Christian Hohenadel drove the winning car and defeated the Audi of Marco Werner, Christopher Haase and Markus Winkelhock.

A strong sixth was the Aston Martin of Britons Stuart Leonard and Paul Wilson.

Bentley rolled out its works Blancpain team of Guy Smith, Steven Kane and Andy Meyrick, but their Continental got involved in a second-lap pile-up at

Fuchsröhre that eliminated the Falken and Frikadelli Porsches. The Bentley got going after repairs.

● Rene de Boer

RESULTS

1 Christian Hohenadel/Maro Engel (Mercedes SLS AMG GT3), 27 laps in 4h03m49.793s; **2 Marco Werner/Christopher Haase/Markus Winkelhock (Audi R8 LMS ultra)**, +50.317s; **3 Marc Basseng/Frank Stippler (Audi)**; **4 Dennis Busch/Marc Busch (Audi)**; **5 Georg Weiss/Oliver Kainz/Michael Jacobs/Jochen Krumbach (Porsche 911 GT3-RSR)**; **6 Stuart Leonard/Paul Wilson (Aston Martin Vantage GT3)**.



Rowe Merc won on Nordschleife



Bakkerud just held off Hansen

WORLD RALLYCROSS ISTANBUL PARK (TR), OCTOBER 11-12 RD 11/12

Bakkerud gobbles up the victory in Turkey

NORWEGIAN ANDREAS BAKKERUD won the first rallycross event to be staged in Asia as he took victory in the Turkish round of the world championship at Istanbul Park.

Bakkerud started his OlsbergsMSE Ford Fiesta on the second row of the grid at the ex-Formula 1 venue, and was third on the opening lap behind front-row starters Timmy Hansen and Toomas Heikkinen.

Heikkinen took his joker on the first lap, allowing Bakkerud to push the leading Peugeot-Hansen 208 hard. When the Swede made a small mistake towards the end of lap one, Bakkerud didn't need asking twice and moved into the lead.

Hansen immediately took his joker lap, emerging in front of Heikkinen,

but now behind Henning Solberg, who had yet to take his joker.

Solberg held up Hansen, who was only freed up on lap four. Next time around Bakkerud played his joker and returned to the track just in front of Hansen, who did everything he could to find a way past.

Bakkerud held his nerve to take his second victory of the season, with Hansen next and then the Marklund Motorsport VW Polos of Heikkinen and Anton Marklund.

It was a bad final for the Solbergs. While Henning struggled in the second half with fuel issues, younger brother Petter – already crowned as world champion – started on the back row and went out on lap one. He had already stalled on the startline in

heats three and four, so did well to make the final at all.

Briton Andy Scott failed by just one place to make the final, taking fourth in his semi with his Albatec Peugeot, just ahead of the Citroen of Irishman Derek Tohill.

Scott's son Marc replaced Jacques Villeneuve in the Albatec Peugeot and missed the semis by just two places.

● Hal Ridge

RESULTS

1 Andreas Bakkerud (Ford Fiesta), 6 laps in 5m55.902s; 2 Timmy Hansen (Peugeot 208), +1.106s; 3 Toomas Heikkinen (VW Polo); 4 Anton Marklund (VW); 5 Henning Solberg (Citroen DS3); 6 Petter Solberg (Citroen). **Points 1 P Solberg, 250;** 2 Heikkinen, 200; 3 Reinis Nitiss, 182; 4 Hansen, 179; 5 Bakkerud, 173; 6 Marklund, 159.

EURO NASCAR LEMANS (F), OCTOBER 11-12 RD 6/6

Kumpen is crowned

HIS NEPHEW MAX VERSTAPPEN MAY have lost out on winning the European Formula 3 title, but ex-GT racer Anthony Kumpen was crowned Euro NASCAR champion in a highly dramatic finale that started with five title contenders.

On his home soil, Frederic Gabillon was leading the first race, but hit problems with his car with seven laps remaining and was forced to retire.

Meanwhile, the battle for second had ended with points leader Ander Vilarino colliding with Borja Garcia, forcing Vilarino down the order and giving Garcia a flat tyre.

Eddie Cheever inherited the lead and held it to the finish, but was then penalised 30 seconds for gaining positions outside track limits. This gave Belgian racer Kumpen the win from Victor Guerin and Vilarino, meaning that Spaniard Vilarino retained a slender one-point advantage over Kumpen.



Kumpen won the dramatic first race

Vilarino started a wet second race from pole, but Cheever immediately surged ahead after a safety-car start. Kumpen too was on the hunt and made the title-deciding move on lap five. Not done yet, Kumpen closed on Cheever to finish a second adrift.

Vilarino straight away lost another position to Gabillon, finishing just one point behind Kumpen in the standings.

● Jurgen Stiftschraube

RESULTS

Race 1 1 Anthony Kumpen (Chevrolet SS), 16 laps in 31m29.515s; 2 Victor Guerin (Toyota Camry), +7.450s; 3 Ander Vilarino (SS); 4 Fabrizio Armetta (SS); 5 Bert Longin (SS); 6 Freddy Nordstrom (Chevy Camaro). **Race 2 1 Eddie Cheever (SS)**, 15 laps in 31m57.043s; 2 Kumpen, +1.955s; 3 Frederic Gabillon (Camaro); 4 Vilarino; 5 Bas Leinders (Toyota); 6 Guerin. **Points 1 Kumpen, 656;** 2 Vilarino, 655; 3 Cheever, 625; 4 Gabillon, 612; 5 Borja Garcia, 588; 6 Longin, 573.



ITALIAN FORMULA 4

With champion Lance Stroll absent due to cracked ribs, Brandon Maisano was in a class of his own at Imola. The Prema-run Frenchman (above) won the two main races by miles, while Andrea Fontana and Mattia Drudi emerged from the warfare behind with a second apiece. Sennan Fielding won the reversed-grid race: he was relegated from second in race one by a 25-second time addition for swerving into Andrea Russo. Ironically, the penalty gave the Brit 10th, and reversed-grid pole. He repelled a last-lap challenge from Maisano to win.

ITALIAN GT

Scuderia Baldini Ferrari crew Raffaele Giammaria and Lorenzo Case and Audi pair Marco Mapelli and Thomas Schoffler go into the final round level on points after the action at Imola. Giammaria serenely converted Case's stint into a clear win in the second race, while Mapelli had to survive a massive scrap for second. He was one of three drivers disgracefully punted or swerved into by Mercedes driver Francisco Mora, who was excluded from third place. The Easy Race Ferrari of Luigi Ferrara and Marco Magli had won the first race after Luigi Lucchini spun his Ferrari – started by Alessandro Pier Guidi – out of the lead at Acque Minerali.

ASIAN LE MANS SERIES

Ho-Pin Tung and David Cheng won at Shanghai in their OAK Racing Morgan-Judd by a lap from the only other LMP2 car, the Eurasia Motorsport ORECA-Nissan of James Winslow, Pu Jun Jin and John Hartshorne. Matt Griffin and Ollie Millroy were on the crews of the respective first and second cars in GT: the Clearwater Ferrari and AAI Mercedes.

AUS CARRERA CUP

Steven Richards, Warren Luff and Shae Davies split the wins in the action-packed races at Mount Panorama, but Richards and Luff were involved in incidents in races two and three respectively. Luff leads the points going into the final round.

NASCAR NATIONWIDE

Brad Keselowski passed Ryan Blaney with 13 laps to go to win at Charlotte, while Kyle Busch also passed Blaney to take second. Chase Elliott led much of the race before fading to eighth, but built his points lead.

RALLY OF MOROCCO

Nasser Al Attiyah pipped Mini All4 Racing team-mate Orlando Terranova by 1m42s to win the six-day event. Al Attiyah now heads to the final round of the FIA World Cup in Portugal with a slender chance of overhauling series leader Vladimir Vasilyev, who finished fourth.



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Fifteen questions for Perry McCarthy

Q What has been your biggest disappointment?

A Andrea Moda. Each race was a punch in the face

Who has been your fiercest rival?

Back then I'd say it was my bank manager. He was good – it took me years to shake him off. On track, my old mate Martin Donnelly springs to mind. I overtook him at Spa once and actually closed my eyes waiting for an impact.

Who was your childhood hero?

Easy: Captain Kirk of the Starship Enterprise. I also admired President Kennedy and Winston Churchill. Plus, I always thought Genghis Khan was a fairly driven bloke too.

When were you happiest?

Well, it wasn't when I was a kid or when I later worked on North Sea oil rigs. Since then I regularly find happiness and fun in a lot of things and I plan to go on that way.

Which living person do you most admire and why?

So many people. Certainly my wife Karen (I'm not being a creep – she doesn't read AUTOSPORT!). I think Jamie Oliver is inspirational and I'd add all my friends and Rat Pack racers – also my pal Richard Farleigh, who overcame unbelievable odds as a foster child to become incredibly successful and take a seat on *Dragons' Den*.

What has been your most embarrassing moment?

It was a phone call. A heavily accented Japanese voice said, 'Ahh, hallo, I pleeze speek wiv Pherrri Mikarthee?' I knew it was one of the boys on a wind up, so I replied, 'Ahhhhhhh yes yes, dis iz Pherrri Mikarthee speeking. Me so so happi to be blessed you make fone kall to meee...' I was on a roll and didn't let up for a while. When I finally stopped, there was a small silence before the voice then said, 'Sorry? Dis is Tetsu Ikuzawa calling about you drive for Nissan.' We were totally broke, I desperately needed a top drive and realising I had yet again jumped on the big button marked 'career self-



SPINNEY/LAT



McCarthy in typical pose in F1 (main) and in conversation (inset)

DAVIS/GETTY

destruct'. Being a gentleman, Tetsu allowed me to talk my way out of it.

What is your most treasured possession?

My relationships with friends and family override everything in my treasure list. But on a material level – our house, art collection and car.

Who would play you in the film of your life?

Johnny Herbert.

What is your favourite smell?

Aircraft fuel. I'm thinking of bottling it as an aftershave and calling it 'Going Up'.

What is your guiltiest pleasure?

Watching *Star Trek* – the original series – or *Thunderbirds* over and over again. My daughters say I'm 'sad', especially when I see Klingons and shout, 'Set phasers to kill!' even before Kirk does.

To whom would you like to say sorry and why?

To my wife – I guess I may have been a little difficult to live with.

What does success feel like?

Wherever, whenever or however I feel I may have succeeded, it feels short term – fleeting – a moment in time and just a part of what is an overall story. I'll smile but I tend not to dwell on it, knowing only that I am capable of it and that I will inevitably begin the fun journey of chasing my next goal.

What has been your biggest disappointment?

I've been a racing driver, an author, a TV presenter and The Stig. But really, I wanted to be a lumberjack. Are you kidding? Read my book! OK, OK... It was my F1 career with Andrea Moda – all of it. Each race was like a new punch in the face – I guess you're not too surprised?

I'll add to this list: not winning the European F3 Cup after I screwed up my front-row start, and also leading the closing stages of the Daytona 24 hours by three laps and the engine went pop.

If you could edit your past, what would you change?

I guess I would have liked to have studied at university; either physics or English. Oh... just thought, if I could edit my past, I would have chosen much richer parents.

How do you relax?

Hmm, I'm not what you might call a relaxed person, but by 9pm I'll have some wine and watch a film with Karen. I read a lot, I play the piano and I enjoy writing gags for all my after-dinner appearances.

When was the last time you cried?

When I got to question 11. ❧

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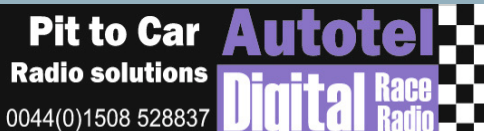
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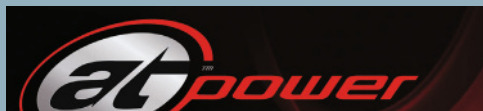
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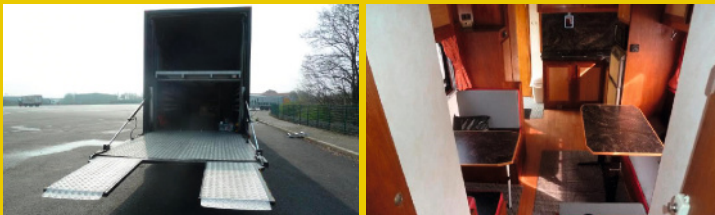
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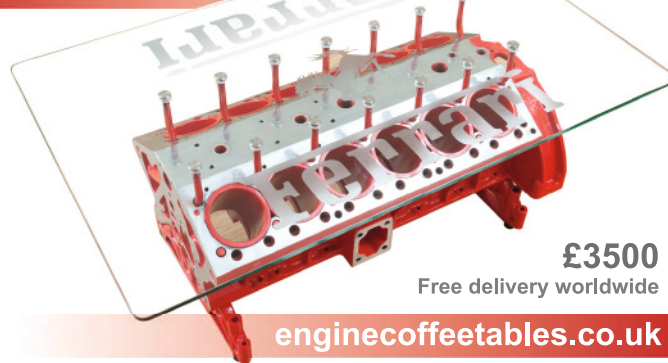
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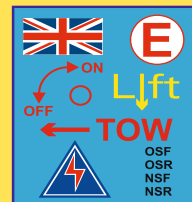
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Racing will pause at 10:45hrs for our own Remembrance Service in the pit-lane. With many of the entrants wounded, injured and sick (WIS) Military personnel and veterans from within the Mission Motorsport programme we will pause for thought at 11:00hrs, hosted by Army Chaplain Revd Antony Feltham-White (himself, winner of Top Gear's 'Vicar who can go quicker') and supported by a Welsh Male Choir.

Racing will resume at 11:15hrs and continue until eight hours has elapsed.

With the grid over half full already, reserve your place on the racing grid!
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Any weekend event wouldn't be a weekend event without a party.
We have three and, in keeping with the 'inclusion' theme, anyone is welcome to attend:

FRIDAY: the Heroes Dinner will see all drivers, teams, guests and Mission Motorsport 'blokes' descend on www.oystercatcheranglesey.co.uk for an informal, banter-filled evening where guest drivers will also be married to their teams, names-out-the-hat style.

SATURDAY: see's the Party-in-the-Paddock hosted by the Pit-stop Cafe at the circuit with live music.

SUNDAY: if anyone has any energy left the Pit-stop cafe will host the informal Wash(ed)-up party to network for next year....

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Pyro won its sixth
Clio drivers' title
with Bushell



Clio king Pyro in single-seater move

Crack tin-top team switches focus to MSA Formula and GTs from 2015

MULTIPLE RENAULT CLIO CUP UK title-winning squad Team Pyro will move into single-seaters for the first time next season with a multi-car MSA Formula entry.

Pyro clinched its sixth UK Clio drivers' title in seven years with Mike Bushell's success at Brands Hatch last weekend, which was also its third championship victory in two years with the latest-generation Clio after Josh Files's domestic and European double last season.

Since entering the Clio Cup UK in 2005, Pyro drivers have won 48 races and the team has run six of the previous seven drivers' champions since Ben Winrow's 2008 success.

"At the moment we're going to do MSA Formula," said team boss Mark Hunt. "At present it's just that.

"It's been shaped a little bit by the market but also by personal

achievement from the team's point of view. We're always looking at new things to do and I quite like the challenge of working with some of the youngsters for the future."

Pyro, which is currently testing an unnamed single-seater, also ran David and Godfrey Jones to the 2009 British GT title and has fielded the twins' Preci-Spark-backed McLaren MP4-12C this year.

It will run the Jones twins in their Mercedes SLS-AMG GT3 in January's Dubai 24 Hours and the remainder of the 2015 season, and Hunt is keen on expanding its GT effort thereafter.

He has not completely ruled out a continued Renault presence, having run eight cars across the Eurocup and club and national Clio series in the UK this year, but said any involvement would be significantly reduced.

"We've been with Renault a long

time and done really well with them," he added. "We might run a small junior team in the Clios but it's a very big might.

"What I don't want to do is two things and not do either very well. Doing something 100 per cent is the most important thing for me.

"To me we've got a better chance of competing [in a championship with a brand new car]. I'm nervous and apprehensive but very excited. The idea is we beat the big teams. I'm going to win, which is going to be very, very hard."

Several teams, including Fortec, Carlin and Falcon, have expressed an intent to run four cars in MSA Formula next year, a number that Hunt has also targeted for Pyro's single-seater bow.

Hunt said his entry will depend on series officials confirming how many of the new FIA Formula 4-spec Mygale-Fords each team will be allowed to run, and whether the current four-car limit is reduced.

Priority is being given to teams currently running in British Formula Ford, which MSA Formula will supersede, and FIA Formula 3 European Championship teams.

Orders were taken for the first time at the end of last month, with more than 30 requested by teams and the likes of GP3 outfit Manor and Formula 3 squad Double R understood to be interested as well.

SCOTT MITCHELL
ASSISTANT
EDITOR

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RELATIONSHIPS DO NOT

always last forever, and the break-up between Team Pyro and the Renault Clio Cup UK is surprising on the surface. After all, six titles in seven years hardly suggests discord between team and championship.

Success is not synonymous with harmony, but while the decreased grid the Clio Cup has endured this year is a small part of Mark Hunt's decision to seek pastures new, the main reason Pyro is expanding into single-seaters is the attraction of a new challenge.

Hunt is excited by the fresh motivation after years of success in (predominantly) one category, and logic dictates there is no better time to make the switch than when a championship is having a complete makeover – car and all. A two-car GT programme from 2016 onwards is also in the pipeline.

Hunt is under no illusions that taking on single-seater stalwarts like Carlin and Fortec Motorsport will be easy but, as he says, his apprehension is matched by his enthusiasm for the new project. We wish him well.

While Pyro seeks a driver to run to the inaugural MSA Formula crown, the last-ever British Formula Ford Championship ended in acrimony at Brands Hatch. The race-two clash between Harrison Scott and Jayde Kruger means the latter's title triumph remains provisional, and the champion will be decided by the MSA national court of appeal – a cloud nobody would wish to hang over the denouement of one of Britain's most historic categories.

● We erroneously listed the Croft Rallycross Grand Prix as taking place two weeks ago. The two-day meeting, which is the finale for this year's British series, takes place this weekend, so head along for some muddy fever.

New MSA Formula
is proving popular



Pyro's first Clio
title was in 2008





Moment of impact: Scott (6) and Kruger clash at Druids

British Formula Ford

Formula Ford title to be decided in court

THE BRITISH FORMULA FORD title will be decided in the Motor Sport Association's national court of appeal.

Jayde Kruger became provisional champion at last weekend's Brands Hatch finale after beating Harrison Scott by just six points. But Scott's Falcon Motorsport team has protested a decision by the race

stewards to overturn a penalty applied to Kruger after a race-two incident between the pair.

Kruger and Scott collided on the second lap when the Briton made a move for the lead at Druids. Scott had to retire but Kruger, who had trailed him by eight points after Scott won Saturday's race, was able to continue and claimed his 13th win

of 2014. Falcon lodged a protest against Kruger, and this was initially upheld by the clerk of the course. The 26-year-old was stripped of the 30 points he had gained for the win.

Kruger's JTR team then appealed, and the stewards overturned the decision. This handed Kruger a 22-point lead for the finale, in which victory for Scott was not

enough to win the championship.

"They deemed it a racing incident," Falcon boss Nick Streatfield told AUTOSPORT, "but in our view and the clerk's view he [Scott] was through."

JTR chief Nick Tandy said: "We are confident an independent committee would see it was a racing incident."

Formula Ford 1600

Middlehurst joins Geva for FFord Festival and WHT

BRDC FORMULA 4 RACE WINNER

Chris Middlehurst will drive for the crack Dutch Formula Ford 1600 team Geva Racing in the Formula Ford Festival and Walter Hayes Trophy.

Middlehurst, the 2013 Formula Renault BARC champion, competed in the Festival at the end of his 2011 title-winning FF1600 season and has twice raced in the WHT at Silverstone.

Geva, which has not entered the Festival in 17 years, has been testing the converted Duratec-engined Mygale at Zandvoort and intends to run the car on a more regular basis in the UK next season.

"Having Chris on board is positive on so many levels," said team boss Gert Valkenburg. "He is extremely quick, he's

experienced, very motivated and a good guy to work with.

"There is nothing quite like FF1600. It's what we do best and I very happy to come over to the UK with our new car. With this bit of kit, and a driver of Chris' calibre, we should do well."



Middlehurst will race Geva Mygale

British GT

Cammish keen on dual Carrera Cup and British GT campaign

DAN CAMMISH HAS TARGETED

a second season in British GT and a Porsche Carrera Cup GB campaign after starring in the British Touring Car support championship's finale at Brands Hatch last weekend.

The 2013 British Formula Ford champion claimed two poles and took victory ahead of eventual Carrera Cup title winner Josh Webster in race one.

He took an early lead in the second race but finished fifth after switching to wets when rain began to fall.



Cammish won in Porsche

Cammish said he would prefer to step up to the GT3 class of British GT next season but has not ruled out dovetailing a full Carrera Cup season with a second GT4 season.

"I'd like to step up into GT3 100 per cent," he said. "But I'll see where Barrie [Baxter, 2014 team-mate] wants to go and we'll go from there."

"We'll look at a few options in the next few weeks. If I can do [Carrera Cup] then doing GT4 again as well would not be a bad option."

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Brands Hatch

Prison sentence “likely” for Brands Hatch track invader

THE MAN WHO DROVE ON TO THE Brands Hatch circuit during a club race in June faces a “likely” jail sentence.

Jack Cottle pleaded guilty to a public nuisance charge at Maidstone Crown Court in relation to the incident that occurred during a Fun Cup race at the Kent circuit on June 14.

Footage emerged of Cottle, 22, driving a Volkswagen Polo through the scrutineering garages before pulling on to the track and almost completing a full



CCTV caught Brands incident

lap before returning to the pits.

A pre-sentence report has been requested and the case is to be listed in the week commencing November 17.

Cottle, who did not originally enter a plea when he appeared at Sevenoaks Magistrates Court last month, has been granted bail as previously, but this time with a condition of residence.

He must also attend with the probation service and must return to the Maidstone court for the 30-minute sentencing hearing next month.

Judge Martin Joy told Cottle, who claimed the incident was the result of a dare by friends, that a custodial sentence would be considered.

He said: “Motor racing is an inherently dangerous sport and quite plainly it was a matter that put persons at risk for their lives.”

Caterham R300

Onslow-Cole to race R300

BRITISH GT ACE TOM ONSLOW-Cole is to race a Caterham R300 Superlight at Silverstone in a one-off outing this weekend.

Onslow-Cole, a podium finisher in his maiden British GT season, will join the marque’s flagship series for its final round of 2014 at the grand prix venue.

“The opportunity came about through one of the series co-ordinators, who I know from British GT,” explained the

seven-time British Touring Car race winner. “I’ve never driven a Caterham before, but the R300 looks incredible and it should be fun to drive.”

The 27-year-old is unsure he will take part in a full British GT campaign in 2015.

“I’ll likely to do some more British GT races, but my main focus will be on longer one-off races,” he added. “The biggest thing going forward is building a relationship with a manufacturer.”



Onslow-Cole will join R300 battlers

Ginetta Juniors

Mitchell eyes single-seaters

JACK MITCHELL IS EYEING A STEP into single-seaters in 2015 after securing the Ginetta Junior title last weekend.

The 16-year-old took the series crown for his JHR Developments team despite a low-key end to the year at Brands Hatch, and is now evaluating other series on the TOCA support bill.

“I’m testing some different cars at the end of the year, including the Ginetta G55 and some single-seaters,” Mitchell said. “Doing either MSA Formula or Formula Renault UK next season would be great; to have slicks-and-wings experience would be another string to add to my bow.”

Series runner-up James Kellett wants to

graduate to the GT4 Supercup next year, having previously been downbeat about his chances of racing at all in 2015.

“Things are definitely looking brighter,” said Kellett, who feared a season on the sidelines but is under new management. “I’m hopeful of staying on the TOCA bill.”



Mitchell is Junior champ

HUMBLE PYE

The voice of club racing



JR Osborne won in Firman-designed F1000 racer

F1000 SCCA Runoffs win was built in Britain

The Sports Car Club of America’s brand of racing is an institution like no other, but since 1964 its end-of-season National Championship Runoffs – the extravaganza at which the top competitors from its nine regions go head-to-head for prestigious bragging rights, currently in 27 classes – has been both awesome and legendary in its intensity.

As a curious Limey, I went under my own steam to Road Atlanta in the ’80s and, under AUTOSPORT’s local scribe Jonathan Ingram’s tutelage, loved every second. With every passing season I realise it’s too long since I attended with Van Diemen founder Ralph Firman at Mid-Ohio in the ’90s. Other than en route to New Zealand, I’ve not been to the USA since 2000, to race in an HSR historic event on Daytona’s 24-hour course, the stage for the 2015 Runoffs, mirroring ’65!

Last weekend the Runoffs returned to California, where the event was inaugurated at the (now defunct) Riverside track. For its 50th anniversary celebration the venue was the magnificently swoopy Laguna Seca, opened in ’57. Monday’s news of a British success there, delightfully for my old friend Ralph’s RFR marque in the F1000 category, made my day.

Based in a modern industrial unit towering over Van Diemen’s long-time home – across the A11 trunk road from Snetterton circuit – Firman’s small concern built its first motorcycle-engined F1000 car in 2009 and has been knocking at the door of Runoffs success. Finally it opened for Colorado’s JR Osborne in the 2015 development car.

An updated chassis – originated by veteran designer David Baldwin – and a switch from Suzuki to Kawasaki engines were elements of

the equation, but Osborne had previous, having won the now-superseded C Sports Racing title in 2007, as well as landing a CSR and (smaller-engined) DSR double the following year in one of Lee Stohr’s eponymous cars. “JR’s a proper driver, who gave me great feedback,” observed Firman, Emerson Fittipaldi’s first mechanic in Europe.

Prior to the Runoffs onslaught, the hugely experienced Joey Foster tested the new RFR at Donington

“The SCCA Runoffs

are awesome

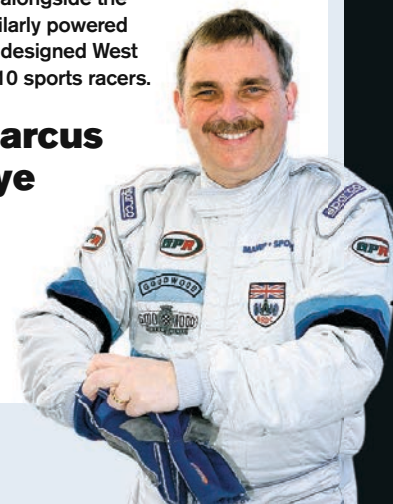
and legendary in

their intensity”

and noted the step up in performance of the extremely quick lightweight. Osborne led the 15-strong, eight-marque field (which included the Photon of Canadian Jeremy Hill, the two-litre Can-Am racer) throughout.

Two cars were ordered from the US on the strength of it, and two by new agent West Race Cars in Adelaide, Australia, where three earlier versions already run alongside the similarly powered US-designed West WX10 sports racers.

Marcus Pye



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Porsche wants young talent to help boost Carrera Cup grids



EBREY/LAT

In brief

F3 champion's return

Aaron Steele will make his return to F3 Cup later this month as the championship reaches its conclusion at Snetterton. The 25-year-old (pictured above) will fill in for Lee Morgan at Grays Motorsport, which took him to the series title in 2011. "I'm aiming for a podium; anything more would be a bonus," he said.

BTCC team wants Clios

British Touring Car squad AmD will run at least one car in the Renault Clio Cup UK in 2015. "We're definitely going to enter one car, although we could run a second," said team boss Shaun Hollamby, who also hopes to field a second Ginetta Junior alongside 2014 rookie Esmee Hawkey.

Newsham in RX GP...

British Touring Car race winner Dave Newsham will contest this weekend's Rallycross Grand Prix at Croft. Newsham will make his rallycross debut in the Saxo VTS that Craig Lomax used to win the Hot Hatch category. Lomax will drive the car in Saturday's championship finale before Newsham races in Sunday's GP, for which all two-wheel-drive cars have been amalgamated into one class.

...as Watson returns

Mark Watson is to return to British Rallycross competition at this weekend's final round at Croft after taking a year out to rebuild his Citroen Xsara. The 46-year-old is hoping to compete further afield next season.

Wrigley eyes more GT4

Kumho BMW champion Tom Wrigley made his Ginetta GT4 Supercup debut in the season finale at Brands Hatch last weekend, taking a best result of eighth across the three races. "My target was the top 10 so I am really happy with my performance," said Wrigley, who wants to compete in the series full-time in 2015.

Porsche Carrera Cup GB

New £50k Porsche rookie prize

THE PORSCHE CARRERA CUP

Great Britain will introduce a new class next year for young drivers with £50,000 on offer to the winner.

Porsche hopes the Rookie class, open to drivers aged 17-24, will help the championship tap into GT racing's growing appeal after a year of minor growth for the Carrera Cup with the latest 991-specification Porsche 911.

The rookie runner-up will get £20,000 and third place £10,000, while the overall champion will receive £15,000 and a paid-for round in the 2016 Porsche Supercup.

Smaller financial prizes will be awarded to the Pro-Am 1 and Pro-Am 2 class champions (£7000 and £5000 respectively), while each will receive a year's lease of a road-going 911 and a further prize from Porsche Motorsport.

Other incentives, such as free sets of tyres and free pre-season testing, are also being offered to those who register early for next year's championship, which will again feature an unconfirmed overseas round after returning to the Le Mans 24 Hours support bill this season.

Porsche GB product affairs manager Nick Perry said: "Porsche is making a

very definite investment in trying to bring on the next generation."

The beefed-up prize package is not likely to threaten the series' domestic scholarship programme, which awards the winner £160,000 to go towards two seasons in the Carrera Cup GB.

Last weekend Josh Webster became the first driver to win the championship during his scholarship season.

He is now evaluating a move into the Porsche Supercup, which could be part-funded by the second portion of his GB scholarship bursary, which covers the 2014 and '15 seasons.



Seven E-types head for Portugal

Historics

Record entry for Algarve

THE ALGARVE CLASSIC FESTIVAL has attracted a record 350 entries for its sixth edition this weekend.

Leading historic promoters Flavien and Vanessa Marçais (GT & Sports Car Cup), Motor Racing Legends (1950s and Pre-War Sports cars), Peter Auto (Classic Endurance Racing) and the Formula Junior Historic Racing Association have assembled grids for the event.

There will also be sportscar and tin-top races run by the HGPCA, as well as the Iberian-based Historic Endurance GT/TC series.

Seven AC Cobras and seven Jaguar E-types lead the GTSCC field, which includes three Chevrolet V8-powered Iso Bizzarrinis, the Ferrari 250 GT 'Breadvan' of Martin and Lukas Halusa/Alex Ames and all three Morgan +4 SLRs.

BRDC Formula 4

Hickin to make BRDC F4 debut

FORMULA RENAULT BARC

runner-up Piers Hickin will make his BRDC Formula 4 debut in the series' final round at Snetterton this month.

Hickin, who won two FR BARC races and took 12 podium finishes with Scorpio Motorsport, will drive for the Chris Dittmann Racing team alongside Tom Bale in place of long-time driver Tom Jackson.

Meanwhile, Fernando Urrutia will make his UK racing debut next month, joining SWR-Caterham for the BRDC F4 Winter Series.

The Mexican, who has two seasons of car racing under his belt and currently races in the Latin America-based PanamGP Series, will partner F4 regular Jordan Albert.

The eight-race, two-round Winter Series begins on November 8-9 at Snetterton and ends at Brands Hatch.



Hawksworth was eighth in Cerbera

TVR Challenge

IndyCar ace Hawksworth in TVR at Oulton

INDYCAR PODIUM FINISHER JACK

Hawksworth competed in the TVR Challenge at Oulton Park last weekend, his first race in Britain since 2011.

Driving a Class C Cerbera the ex-Formula Renault UK racer, who moved his career Stateside in 2012,

qualified fifth but suffered two off-track excursions in the race on his way to eighth overall and second in class.

"One of my partners, Holman-Wilfley, runs in the TVR Challenge and invited me to come and do this race," explained the 23-year-old former McLaren

AUTOSPORT BRDC Award finalist, who ended his maiden IndyCar season 17th with Bryan Herta Autosport.

"It's a very different car to drive. I have never raced with an H-pattern gearbox before and I had to learn to heel-and-toe brake yesterday."

Moran speeds to runner-up slot



ALL PICS: FIA/O. CHAMPION

FIA INTERNATIONAL HILL CLIMB MASTERS ESCHDORF, OCTOBER 11-12

Moran stars at inaugural Masters

BRITISH HILLCLIMB'S TOP RUNNERS starred at the inaugural FIA International Hill Climb Masters event in Luxembourg, with 2014 champion Scott Moran taking silver against hugely experienced rivals.

Early-morning mist delayed the start on both practice and event days, while the first competitive runs were delayed further by an accident.

With only four runs on the hill to his name, five-time British champion Moran came within 0.24s of Frenchman Nicolas Schatz's record-breaking and event-winning 48.344s run.

Moran's growing confidence against drivers with much more experience on the Ardennes course and on the other broad, sweeping European hills was evident as his personal best time of the day came on his very last run.

A change of gearing boosted his confidence ahead of the planned final runs but they never materialised as fickle weather closed in and conditions darkened close to dusk. Despite that, Moran was delighted with his effort.

"We didn't see the hill until Thursday and I cycled it five times before practice," said Moran, British hillclimb's most successful driver in terms of event wins. "To do this with only two practice and two

official runs is better than I could ever have hoped."

Overall winner Schatz added: "Nobody knew how well the British guys would perform, and I had to work very hard to keep ahead of Scott. If he comes back next year the competition could be even closer."

Both Schatz and Moran were under the pre-existing hill record of Swiss ace Eric Bergerand, who completed the overall podium after setting the best Category 2 time in his Lola-Cosworth B99/50.

Bergerand's 49.113s denied another Briton, Will Hall, a podium, with the British number three just 0.067s slower in fourth but ahead of the highly fancied Italian and Luxembourg drivers Simone Faggioli (Norma-Zytek M20 FC) and David Hauser (Wolf GBo8).

Trevor Willis was behind that pair overall and ahead of more quick Europeans, completing a 2-3-4 for British drivers in the Category 3 class. Compatriot Tom New couldn't get to grips with the sweeping bends on the course, though still finished 21st out of 138 competitors.

Guernseyman and this summer's Bouley Bay run-off winner Darren Warwick performed creditably to finish 17th overall. Fellow Channel Islander Paul Buckingham was 24th in his Dallara-Mercedes F3 car.



Moran (left) was just pipped by Schatz (centre)

Making the journey from Ireland, Simon McKinley of sideways Ford Escort YouTube fame took part in his elderly Lant-Connaught-Warrior single-seater, and he finished behind Buckingham in 25th.

Away from the individual run-offs, there was also a Nations Cup element based around the consistency of four nominated competitors from each country.

With the worst performing competitor from each country discounted, the Italian trio of Faggioli, Christian Merli (Osella-Honda PA21/S Evo) and Omar Magliona (Osella-Honda PA 2000) sped to victory. The Swiss and Austrian teams completed the podium, while the British combination of Moran, Willis

and Warwick managed seventh.

The Under-25 Cup went to Luxembourg's David Hauser, whose father Christian was the last continental driver to compete in Britain back in 1994. British competitor David Warburton was there in his well-known Caterham Duratec but he wasn't able to match his rivals' speed on the long straights, with father Allan claiming the car's full rollage was a massive disadvantage aerodynamically.

Belgian Yanick Bodson took Category 1 honours in his Porsche 997 GT3 Cup car, completing the run in a best time of 1m00.834s, while French competitor Martine Hubert won the ladies-only class in her Norma-BMW.

● Eddie Walder

RESULTS

- 1** Nicolas Schatz (4.0 Norma-BMW M20) 48.344s BTD;
2 Scott Moran (3.5 Gould-NME GR61X) 48.587s; **3** Eric Bergerand (3.0 Lola-Cosworth B99/50) 49.113s; **4** Will Hall (3.5 Force-Nissan WH) 49.180s; **5** Simone Faggioli (3.0 Norma-Zytek M20) 49.233s; **6** David Hauser (3.0 Wolf GBo8) 49.372s; **7** Trevor Willis (3.2 OMS-RPE 28) 49.445s; **8** Geoffrey Schatz (3.0 Reynard-Mugen 95D) 49.713s; **9** Milos Benes (3.0 Osella-Zytek FA30) 49.862s; **10** Christian Merli (2.0 Osella-Honda PA2000) 49.957s; **11** Cyrille Frantz (4.0 Norma-BMW M20) 50.191s; **12** Sebastien Petit (4.0 Norma-BMW M20) 50.389s.

CATEGORY 1 (FIA HOMOLOGATED SALOON AND GT CARS)

- 1** Yanick Bodson (3.6 Porsche 997 GT3 Cup) 60.834s;
2 Jaromir Maly (2.0t Mitsubishi Lancer Evo 8) 61.214s;
3 Nicolas Werver (3.6 997 GT3 Cup) 61.398s; **4** Christian Schweiger (2.0t Evo 8) 62.192s; **5** Stefan Wiedenhofer (2.0t Evo 9 R4) 62.323s; **6** Marcin Slobodzian (2.0t Evo 9) 62.675s.

CATEGORY 2 (FOR CARS NOT COMPLYING WITH FIA HOMOLOGATION REGULATIONS)

- 1** Bergerand; **2** Faggioli; **3** Hauser; **4** G Schatz; **5** Benes; **6** Merli.

CATEGORY 3 (SINGLE-SEATERS AND FIA HOMOLOGATED PROTOTYPES)

- 1** N Schatz; **2** Moran; **3** Hall; **4** Willis; **5** Frantz; **6** Petit.

Schatz broke the record in his Norma-BMW M20



Pre-'66 Touring Car win was one of three for Hadfield/Voyazides...



JEREZ HISTORIC FESTIVAL JEREZ, OCTOBER 11-12

Duo sweeps to Spanish hat-trick

A CLEAN SWEEP OF THREE VICTORIES from three starts for Leo Voyazides and Simon Hadfield rounded off another stellar season for the Greco-British duo for whom the principal focus of the Jerez Historic Festival decider was to retain their Masters FIA Historic Sportscar crown.

The one-hour race started wet, but Voyazides kept the grooved Dunlops on his Gareth Hayes-prepared Lola T70 Mk3B alive as the track dried towards the mandatory stop. Hadfield subsequently reeled in Max Smith-Hilliard aboard the Chevron B19 in which Nick Padmore had danced on the treacherous surface, establishing an early lead.

Andy Newall, in Portuguese teamster Pedro Macedo Silva's T70 Spyder, pressured Smith-Hilliard towards the end but second was just beyond reach of the Pre-'68 class winners, who beat Australian Laurie Bennett (McLaren M1B) home. Italian-domiciled American Jason Wright, who had led the title race until Zandvoort in August, suffered an early puncture in his T70 Mk3B and could only finish fourth in class.

Voyazides, confirmed as Masters Pre-'66 Touring Car champion in his Ford Falcon Sprint (having soloed to

...whose Sportscar crown was retained



victory at Brands Hatch in May), handed Hadfield a handsome lead in the tin-top hour. Just as well since two problems with an electrical contact-breaker – the first of which forced a quickstop; the second an on-track reset – left him repeatedly hounding down Andy Wolfe in Graham Wilson's Lotus Cortina as a curtain of rain swept in. Hadfield finally repassed his rival on the final lap after "the slowest dice in motorsport history".

Voyazides/Hadfield's Gentlemen Drivers win in the AC Cobra was less traumatic, but Wright/Wolfe (Cobra) lost second place when they were excluded for overtaking under a yellow flag. Driver of the race was young Ben Mitchell who, excelling on

his first shot in Joaquin Folch's ex-Bruce McLaren Jaguar E-type, not only kept the leaders in sight but at one point was lapping quickest of all.

His Spanish host brought the car home fourth but also benefited from Andrew Haddon/Martin Stretton (Cobra) being penalised 20 seconds for missing the pit window, Haddon having outbraked himself.

In the absence of FIA Masters Historic F1 champions Steve Hartley (Arrows A4) and Manfredo Rossi di Montelera (Brabham BT42/44), a double for Simon Fish (Ensign N180) over Folch (Brabham BT49C) and Rob Hall (Ligier JS17) respectively cemented second in the younger division. Andrew Beaumont (Lotus 76/4) claimed runner-up spot in the early split, having pursued Frenchman Patrick d'Aubrey (March 761) all weekend.

Jonathon Hughes (Brabham BT6) ran away and hid from rivals in both legs of the penultimate FIA Lurani Trophy Formula Junior round. Lola men James Claridge and Stephane Rey claimed second and fourth, split by Scot John Fyda (Lotus 22). Miles Griffiths (Cooper T51) twice outran the mixed HGPCA field with Julian Bronson's Scarab heading the rest.

● Marcos Tarta

RESULTS

FIA MASTERS HISTORIC SPORTSCAR CHAMPIONSHIP (28 LAPS) 1 Leo Voyazides/Simon Hadfield (Lola T70 Mk3B) 1h00m12.168s (76.79mph); 2 Max Smith-Hilliard/Nick Padmore (Chevron B19) +45.177s; 3 Pedro Macedo Silva/Andrew Newall (Lola T70 Spyder); 4 Chris Beighton (Lola T70 Mk3B); 5 Laurie Bennett (McLaren M1B); 6 Simon Ashworth (Chevron B16). **Class winners** Macedo Silva/Newall; Ashworth. **Fastest lap** Hadfield 1m57.145s (84.57mph).

MASTERS GENTLEMEN DRIVERS (38 LAPS) 1 Leo Voyazides/Simon Hadfield (AC Cobra) 1h31m31.794s (68.55mph); 2 Joaquin Folch Rusinol/Ben Mitchell (Jaguar E-type) +1m50.978s; 3 Martin Stretton/Andrew Haddon (Cobra); 4 Mark Martin/Martin Stretton (Lotus Elan 26R); 5 Peter Thompson/Charles Allison (Marcos 1800GT); 6 Jamie Boot (E-type). **CW** Martin/Stretton; Keith Ahlers/Billy Bellinger (Morgan +4 SLR); Mark & Simon Ashworth (TVR Grantura). **FL** Hadfield 2m14.926s (73.42mph).

MASTERS PRE-'66 TOURING CARS (25 LAPS) 1 Leo Voyazides/Simon Hadfield (Ford Falcon) 1h02m00.130s (66.57mph); 2 Graham Wilson/Andy Wolfe (Ford Lotus Cortina) +0.374s; 3 William Ward (Austin Cooper S); 4 Max Boodie (Ford Mustang); 5 Laurent Majou (Austin Cooper S); 6 Steve Jones (Morris Cooper S). **CW** Wilson/Wolfe; Ward. **FL** Hadfield 2m14.979s (73.39mph).

FIA MASTERS HISTORIC F1 CHAMPIONSHIP (BOTH 15 LAPS) 1 Simon Fish (Ensign N180) 26m05.449s (94.92mph); 2 Joaquin Folch Rusinol (Brabham BT49C) +34.718s; 3 Rob Hall (Ligier JS17); 4 Andrew Haddon (Williams FW07B); 5 Patrick d'Aubrey (March 761); 6 Andrew Beaumont (Lotus 76/1). **CW** d'Aubrey. **FL** Fish 1m42.352s (96.79mph). **RACE 2 1 Fish** 26m04.207s (95.00mph); 2 Hall +15.655s; 3 Haddon; 4 d'Aubrey; 5 Folch Rusinol; 6 Beaumont. **CW** d'Aubrey. **FL** Fish 1m43.410s (95.80mph).

FIA LURANI TROPHY FORMULA JUNIOR (12+12 LAPS) 1 Jonathon Hughes (Brabham BT6) 51m14.767s (77.33mph); 2 James Claridge (Lola Mk5A) +58.312s; 3 John Fyda (Lotus 22); 4 Stephane Rey (Lola Mk5A); 5 John Dowson (Brabham BT2); 6 Andrew Beaumont (Lotus 22). **CW** Alex Morton (Auspier T13); Erik Justesen (U2); Pierre Guichard (Faccioli). **RACE 1 1 Hughes** 25m12.075s (78.62mph); 2 Claridge +32.729s; 3 Fyda; 4 Dowson; 5 Rey; 6 Beaumont. **FL** Hughes 2m04.721s (79.43mph). **RACE 2 1 Hughes** 26m02.692s (76.07mph); 2 Claridge +25.583s; 3 Fyda; 4 Rey; 5 Dowson; 6 Beaumont. **FL** Hughes 2m07.238s (77.86mph).

HGPCA PRE-'66 GRAND PRIX CARS (BOTH 12 LAPS) 1 Miles Griffiths (Cooper T51) 25m04.890s (79.00mph); 2 Julian Bronson (Scarab-Offenhauser) +36.232s; 3 Phillip Walker (Lotus 16); 4 Andrew Beaumont (Lotus 24 V8); 5 Guillermo Fierro (Maserati 250F '2501/2523'); 6 Marc Valvekens (Aston Martin DBR4). **CW** Bronson; Fierro; Paul Grant (Cooper-Bristol Mk2); Brian Jolliffe (Cooper T45); Albert Streminski (Emeryson F1/F2). **FL** Griffiths 2m03.496s (80.22mph).

RACE 2 1 Griffiths 25m08.506s (78.81mph); 2 Bronson +31.112s; 3 Beaumont; 4 Walker; 5 James Willis (Cooper T45); 6 Fierro. **CW** Bronson; Willis; Fierro; Grant; Streminski. **FL** Griffiths 2m03.572s (80.17mph).

Hughes won in Formula Junior



Finn wins the battle, McBennett the war

A DOUBLE WIN FOR CONNAIRE FINN

wasn't enough to clinch the title, since two podium finishes were enough for Pat McBennett to emerge with the crown.

Needing McBennett to finish fifth or lower, Finn called in back-up in his bid to overcome his arch-rival. Former rallycross driver Johnny Whelan joined Finn and Paul Monahan on the Ginetta G50 team with the aim of putting an extra car between the title duellists.

Inexplicably, Whelan managed to crash his G50 early on in qualifying, meaning Finn started the race with only one rear gunner. His chances were dealt a further blow when Monahan went into the gravel on the outside of Ford corner.

That brought out the safety car, which had the effect of backing Finn into McBennett's fellow Lotus driver Hugh McEvoy. But Finn was able to jump his chief adversary and make good his escape on the restart, doing all he could to close the points gap by securing a comfortable win as McBennett took the runner-up spot.

In a change of tactics for the second race, Finn weighed anchors at every corner for the first few laps as he tried to back both McBennett and McEvoy up and bring Monahan, who was lying behind the Lotus pair in fourth place, into the mix. Seeing this, McBennett and McEvoy



covered both inside and outside lines under braking, blocking Monahan from coming through. That left Finn little option but to get down to racing, leaving the trio behind as he got his Ginetta up to speed.

McBennett and McEvoy looked to be going for a formation finish until McEvoy pulled clear out of Dunlop corner and began to pull away.

Needing just to stay on track to win the championship, McBennett did not set off in pursuit.

Monahan tried to make life as difficult as possible for the points leader late on, but McBennett managed to fend off his challenge and claim the points necessary for the title with third place.

● Paul Healy

RESULTS (14 LAPS) 1 Connaire Finn (Ginetta G50) 15m06.773s (63.90mph); 2 Pat McBennett (Lotus Elise) +12.596s; 3 Hugh McEvoy (Elise); 4 Gareth Hayden (Honda Integra); 5 Pat O'Sullivan (Porsche 911); 6 Peter Murray (SHP T Car). **Fastest lap** Finn 57.632s (71.81mph). **RACE 2 (15 LAPS) 1 Finn 15m00.873s (68.90mph);** 2 McEvoy +7.004s; 3 McBennett; 4 Paul Monahan (G50); 5 Hayden; 6 O'Sullivan. **FL** Finn 57.919s (71.45mph).



FUTURE CLASSICS MONDELLO PARK, OCTOBER 12 MPSC

Scully, Thornton split wins

DARYL SCULLY AND IAN THORNTON shared the Future Classics wins as David Hammond starred in his underpowered Fiat Uno.

Scully seized the early advantage in his Honda Civic in the first race, which was interrupted by a safety car after Mick Walsh flipped his VW Golf at SEAT corner.

Scully powered away from the pack at the restart to win from Hammond, with Timothy Duggan (Ibiza) rounding off the podium.

Thornton converted pole position into a win in the second

race ahead of Scully and Duggan, with Hammond forced to retire.

● Paul Healy

RESULTS (12 LAPS) 1 Darryl Scully (Honda Civic) 16m14.530s (50.95mph); 2 David Hammond (Fiat Uno) +1.679s; 3 Timothy Duggan (SEAT Ibiza); 4 Garry Byrne (Vauxhall Chevette); 5 Richard Kearney (Opel Astra GTE); 6 Ian Thornton (VW Golf). **FL** Thornton 1m09.800s (59.28mph). **RACE 2 (13 LAPS) 1 Thornton 15m23.598s (58.25mph);** 2 Scully +2.520s; 3 Duggan; 4 Kearney; 5 Byrne; 6 Darren McAnerin (Ford Sierra). **FL** Scully 1m09.659s (59.41mph).

FORMULA SHEANE MONDELLO PARK, OCTOBER 12 MPSC

Sheane earns Mondello title

KEVIN SHEANE SCOOPED THE Champion of Mondello title with a double win as a collision ended Brian Hearty's hopes.

Second place to Sheane in the first race gave Hearty a slim hope of the crown heading into the finale, but he handed the initiative to his rival with a poor getaway.

Hearty then tried to regain some momentum by making his usual outside move on the pack at Ford Corner, but collected David Parks and stopped in the middle of the track.

A red flag looked certain, which would have given Hearty a second

chance, but he exited his car and pushed it into the gravel, allowing the race to continue. This handed the title to Sheane, who triumphed over Parks and Enda O'Connor.

● Paul Healy

RESULTS (16 LAPS) 1 Kevin Sheane 15m31.783s (71.06mph); 2 Brian Hearty +1.472s; 3 David Parks; 4 Paul McLoughlin; 5 Enda O'Connor; 6 Alan Allen. **FL** Hearty 57.440s (72.05mph). **RACE 2 (15 LAPS) 1 Sheane 15m11.340s (68.11mph);** 2 Parks +0.935s; 3 O'Connor; 4 Robbie Allen; 5 Richard Kearney; 6 McLoughlin. **FL** O'Connor 57.534s (71.93mph).





Brookes (leading) won the first race en route to the title

RADICAL SR1 CUP CADWELL PARK, OCTOBER 11 MSVR

Victory for Brookes seals Radical crown

MATT BROOKES BECAME RADICAL SR1 champion after a win and a second place, as James Guess rounded off his year with a victory.

Brookes led from the start of race one, but it was close for second with Martin Verity demoting Guess into Barn Corner early on.

Verity consolidated second and closed the gap to Brookes to half a second at the flag, while Guess began to duel with Dave Morgan.

Morgan passed Guess for third with three laps to go, but then undid all his hard work with a spin at the Mountain, leaving Guess to claim the final podium spot ahead of Chris Reese, Giles

Newby and Mark Crader.

Guess got the jump on Brookes at the start of race two and by the end of the opening lap they were in the clear. Brookes sat patiently behind Guess, collecting the points needed to secure the title, as his rival completed a faultless race to take his second win of the year.

While Morgan slotted into third, Crader had Verity and Newby threatening his fourth place. Verity then passed Crader into Coppice, before closing the gap to Morgan.

Morgan just did enough to frustrate Verity's hopes of a second podium as he retained third, while Newby settled for a solitary fifth.

The fight for sixth went down to the wire, as Crader fought back after losing the place to Reese, whose defensive efforts sent him off backwards at the Mountain. That left Crader clear to complete the top half-dozen.

● Peter Scherer

RESULTS (11 LAPS) 1 Matt Brookes 20m06.945s (71.75mph); 2 Martin Verity +0.557s; 3 James Guess; 4 Chris Reese; 5 Giles Newby; 6 Mark Crader. **FL** Dave Morgan 1m35.893s (82.10mph).

RACE 2 (13 LAPS) 1 Guess 20m17.079s (84.09mph); 2 Brookes +0.346s; 3 Morgan; 4 Verity; 5 Newby; 6 Crader. **FL** Guess 1m32.354s (85.25mph).



LYNAS

In brief

Formula Vee

Dave Kelly (above) and Ken Elliott returned to Vees at Mondello Park, with Kelly claiming victory. But the real action was behind, as Kevin Grogan needed to finish ahead of Stephen Morrin and Anthony Cross to wrap up the championship. His case was helped by Morrin spinning out, while Cross was powerless to bridge the early advantage Grogan had built.

Strykers

Alan Watkins may have wrapped up the national championship at the last meeting, but the Champion of Mondello title was still open and Watkins handed the impetus to Alan Auerbach by not contesting the final round. Auerbach seized that opportunity to take the crown with a double victory.

Patch Fiestas

Shane Roe's move from eighth to third off the line at Mondello Park was impressive, as was Tommy Mulready's move down the inside of Ford corner, if only for the carnage it caused, taking out Kevin Doran and dropping Roe to fifth. Philip Lawless stayed clear of the action to claim a win from Trevor Farrar.

Radical SR3 Challenge

Lewis Plato dominated the first half of race one at Cadwell Park until safety cars and pitstops intervened and left him fighting back from last place. He ended up second behind Peter Belshaw and Phil Keen, whose win gave them the title. Having led the second race until the stops, Plato was all over Shahin Nouri until they made contact at the Hairpin on the last lap. Plato was penalised and the win handed to Nouri.

MSVT Trackday Trophy

Richard Preece (below, leading) took victory at Cadwell Park in his Ginetta after passing the MX-5 of Paul Sheard early on. As the advantage at the front grew, Chris Fryer's Mini snatched second, but the hour-long race was stopped after only 12 laps when Darren Langeveld's Clio took out the end of the pit barrier after a collision with a rival.



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RADICAL CLUBMANS CADWELL PARK, OCTOBER 11 MSVR

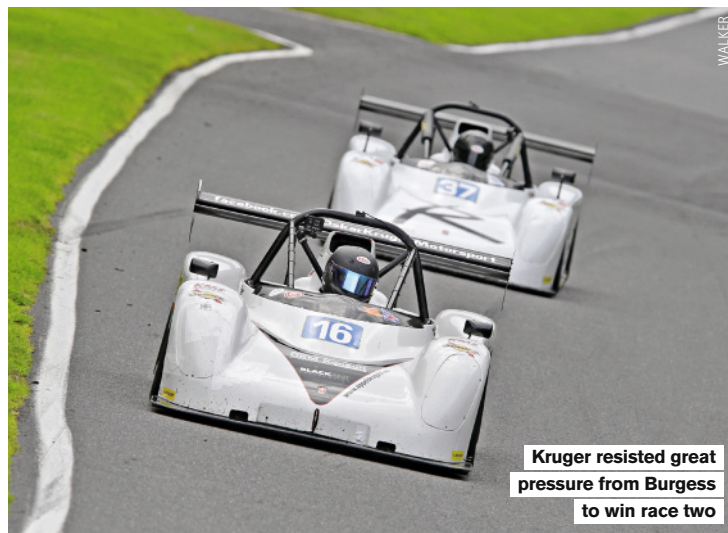
Kruger fends off Burgess for double

OSKAR KRUGER TOOK A DOUBLE win, but newly crowned champion Steve Burgess made him work hard in the second race.

Burgess made a poor start from pole in the opener, and was left chasing Kruger and Ben Dimmack through Coppice. As the lead duo started to get away, Burgess fought off Dan Vaughan before recovering his pace and edging back towards Dimmack, who he passed late on at Mansfield to take second.

Dimmack retained third as Vaughan dropped back after a mistake, remaining well clear of Brians Murphy and Caudwell.

It was Kruger who made the poor start in the second race, initially losing out to Burgess and Murphy through Coppice. He was back in the lead by the time the



WALKER

Kruger resisted great pressure from Burgess to win race two

field reached Park, building an advantage as Burgess had Dimmack closing on him.

As Kruger's tyres began to wear, Burgess attacked again during the final laps. The pair repeatedly ran nose to tail through Hall Bends, but Kruger held on for his second win. Dimmack held off Vaughan to complete the podium.

● Peter Scherer

RESULTS (15 LAPS) 1 Oskar Kruger (PR6) 21m17.570s (92.43mph); 2 Steve Burgess (SR3) +5.381s; 3 Ben Dimmack (PR6); 4 Dan Vaughan (SR3); 5 Brian Murphy (PR6); 6 Brian Caudwell (SR3). **Class winner** Burgess. **FL** Kruger 1m24.074s (93.64mph).

RACE 2 (14 LAPS) 1 Kruger 19m57.052s (92.08mph); 2 Burgess +0.326s; 3 Dimmack; 4 Vaughan; 5 Murphy; 6 Caudwell. **CW** Burgess. **FL** Burgess 1m23.908s (93.83mph).

Double win gives Gough Northern crown

STUART GOUGH ADDED THE NORTHERN FF1600 title to his National and Triple Crown titles with a double victory in the season finale at Oulton.

"My focus this season was the National championship, but we realised that we were leading this so we put a late entry in," explained the 33-year-old. Gough trailed David McArthur by 16 points on gross scores, but was ahead once the two worst results were dropped.

Having passed team-mate Chris Chisnall for second, McArthur's hopes took a hit when he lost the rear at Cascades and spun back to fifth at half-distance. Gough eased clear of Chisnall, with Tom McArthur third ahead of his brother David, who recovered fourth from Martin Short on the final lap.

McArthur needed to comfortably beat Gough in race two to overturn the deficit, but he couldn't find a way through and gradually lost touch with the leader. Chisnall was third, with Tom McArthur beating Short to fourth in an entertaining dice.

Chris Hodgen had an uphill struggle to catch Jamie Jardine in the Pre-'90 division, but it was a task made almost impossible when a failed rosejoint in qualifying put his Van Diemen out of action. He attempted to burn from the stern in a borrowed car, but could only muster eighth.

After gear-linkage issues in



Gough celebrates a third FF1600 title of the season

qualifying, Jardine shot through from row three to lead both races by Old Hall. Mario Sarchet lost second after early contact with Stuart Jones at Lodge, with Jones then picking up a distant pursuit of Jardine. In race two, Jones pushed Jardine harder, while Sarchet drove around the outside of Wayne Poole at Old Hall to take third.

● Ian Sowman

POST '89 (BOTH 11 LAPS) 1 Stuart Gough (Van Diemen RF92) 20m20.986s (87.31mph); 2 Chris Chisnall (Van Diemen LA10) +5.025s; 3 Tom McArthur (LA10); 4 David McArthur (LA10); 5 Martin Short (Van Diemen JL012K); 6 Tom Hodgson (Swift SC94K). **Class winner** Chisnall. **Fastest lap** D McArthur 1m49.230s (88.72mph). **RACE 2** 1 Gough 21m38.344s (82.07mph); 2 D McArthur +3.861s; 3 Chisnall; 4 T McArthur; 5 Short; 6 Ian Wolfenden (Van Diemen JL013K). **CW** D McArthur. **FL** Gough 1m48.790s (89.08mph).

PRE '90 (BOTH 11 LAPS) 1 Jamie Jardine (Reynard 84FF) 20m37.613s (86.13mph); 2 Stuart Jones (Reynard 89FF) +16.482s; 3 Andrew Thomas (89FF); 4 Wayne Poole (Van Diemen RF88); 5 Jaap Blijleven (Reynard 88FF); 6 David Murphy (Van Diemen RF85). **CW** Jones; Ivor Mairs (Mondiale M84S). **FL** Jardine 1m51.523s (86.89mph). **RACE 2** 1 Jardine 20m28.763s (86.75mph); 2 Jones +1.174s; 3 Mario Sarchet (Reynard 86FF); 4 Poole; 5 Thomas; 6 Blijleven. **CW** Jones; Mairs. **FL** Jardine 1m50.138s (87.99mph).

84



Cook ended his year in triumphant fashion

TVR CHALLENGE OULTON PARK, OCTOBER 11 BRSCC

Cook turns up the heat

DEAN COOK TOOK THE SOLE Sagaris in the TVR Challenge field to victory in the season finale.

Poleman Cook was swamped at the start, with the Tuscan of Christian Douglas and Darren Smith moving ahead, but soon grabbed second position from Smith at Old Hall before assuming the lead from Douglas after an incident ruled out Smith and brought out the safety car.

Jason Clegg found himself in the gravel at Cascades as racing resumed and, with time for

recovery running short, the race was red-flagged.

Cook was therefore credited with the win from series champion Tim Davis, with Hugh Marshall completing the podium.

● Ian Sowman

RESULTS (8 LAPS) 1 Dean Cook (Sagaris) 18m01.622s (71.67mph); 2 Tim Davis (Tuscan) +1.279s; 3 Hugh Marshall (Tuscan); 4 David Chant (Tuscan); 5 Mike Luck (Chimaera); 6 Martin Crass (Tuscan). **CW** Davis; Chant; Luck. **FL** Cook 1m47.139s (90.45mph).

FUN CUP OULTON PARK, OCTOBER 11 BRSCC

Racelogic ends year in style

TEAM RACELOGIC BACKED UP ITS championship title by winning an incident-packed final race.

The safety car was out as often as not in the four-hour contest, with the Holden Hawthorn squad the first of the big names to fall at the one-hour mark after contact with the CCS Media car at Hislops. Another potential winner, Team Honeywell, was involved in a shunt at Old Hall with less than 90 minutes to run.

The race resumed for the final time with 23 minutes to go, with Joachim Ritter doing the final stint for Racelogic under pressure from

Phil Martindale in the JPR machine. Oliver Bryant took Team Tiger to third by passing two of the Team O'BR entries in the final five laps.

● Ian Sowman

RESULTS (96 LAPS) 1 Team Racelogic (Julian Thomas/Nigel Greensall/Joachim Ritter) 4h01m52.853s (64.10mph); 2 JPR (Chris Hart/Phil Martindale) +2.038s; 3 Team Tiger (Ben Beighton/Chloe Noyce/Chris Beighton/Ollie Bryant); 4 Team O'BR (Tom Pattle/Zoe Wenham/Guy Wenham); 5 Team O'BR (Mark Burton/Graham Pattle/Dominic Jackson); 6 Team O'BR (Rob Thomas/Simon Bonham/Martin Harris). **FL** Racelogic 2m01.597s (79.70mph).



Racelogic (leading) stayed out of trouble at the front to win

NATIONAL RESULTS ROUND-UP

MONDELLO PARK
OCTOBER 12, MPSC



BOSS IRELAND (14 LAPS) 1 Darragh Daly (Formula Renault) 12m54.755s (74.78mph); 2 Cian Carey (Formula Renault) +0.197s; 3 Fergus Faherty (Formula Renault); 4 Sean Newsome (Leystone); no other starters. **Fastest lap** Carey 54.483s (75.96mph).
RACE 2 (13 LAPS) 1 Daly 12m00.679s (74.65mph); 2 Carey +0.542s; 3 Faherty; 4 Newsome; no other starters. **FL** Faherty 54.547s (75.87mph).
STRYKERS (BOTH 15 LAPS) 1 Alan Auerbach 15m42.023s (65.90mph); 2 Dave Griffin +3.423s; 3 Des Meehan; 4 Pat Bergin; 5 Greg Kelly; 6 Roger Welaratne. **FL** Auerbach 1m02.101s (66.64mph). **RACE 2 1 Auerbach 15m47.058s (65.54mph);** 2 Griffin +16.732s; 3 Kelly; 4 Meehan; 5 Welaratne; 6 Bergin. **FL** Auerbach 1m02.179s (66.56mph).
FORMULA VEE (15 LAPS) 1 Dave Kelly (Sheane FV02) 15m26.458s (67.00mph); 2 Kevin Grogan (Leystone JH002) +9.466s; 3 Anthony Cross (FV10); 4 Mark Elliott (Formula Vee); 5 Michael Quinlan (Formula Vee); 6 Patrick McCabe (Formula Vee). **FL** Kelly 1m01.243s (67.57mph).
PATCH FIESTAS (13 LAPS) 1 Philip Lawless 15m44.668s (56.95mph); 2 Trevor Farrar +0.863s; 3 Shane Roe; 4 Ian Beatty; 5 Tommy Mulready; 6 Damian Farrell. **FL** Lawless 1m12.005s (57.47mph).



Will Hall in action in Eschdorf, Luxembourg

Philip Lawless took Mondello Fiesta glory



CADWELL PARK
OCTOBER 11, MSVR



RADICAL SR3 CHALLENGE (24 LAPS) 1 Peter Belshaw/Phil Keen 39m59.510s (78.74mph); 2 Lewis Plato +6.220s; 3 Richard Stables; 4 David Frankland; 5 Ozzy Yusuf; no other finishers. **FL** Plato 1m23.041s (94.81mph).
RACE 2 (25 LAPS) 1 Shahin Nouri 41m03.584s (79.89mph); 2 Plato +29.873s; 3 Yusuf; 4 Belshaw/Keen; 5 Stables; 6 Hu Sun Kim/Stuart Moseley. **FL** Keen 1m30.332s (87.15mph).
MSVT TEAM TROPHY (12 LAPS) 1 Richard Preece/James Reed (Ginetta G20) 22m04.299s (71.34mph); 2 Chris Fryer/Chris Oakman (Mini Cooper S JCW) +4.711s; 3 Paul Sheard/Anthony Nield (Mazda MX-5); 4 Steve Atkinson (Porsche 968); 5 Will Jackson-Moore (Renault Clio); 6 Simon Hogg/George Wright (Porsche 944 S2).
Class winners Fryer/Oakman; Sheard/Nield; Jackson-Moore; George Wright/Jack Wright (Citroen Saxo VTS). **FL** Preece 1m44.906s (75.05mph).



Scarborough and Sharpe led initially in the Cadwell MSVT Team Trophy race

Belshaw and Keen took the SR3 Challenge title with Cadwell victory



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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Is it time to take away the choice between wets and intermediates (below)?

COURTESY/LAT

F1 needs wet-weather rethink

Jules Bianchi's dreadful accident was an accumulation of several factors, and one that concerns me is the current practice of keeping cars out on intermediate tyres despite a soaking wet track, because they're faster than the full wets.

Despite the fact that the rain was intensifying and some drivers were calling for the race to be stopped,

only seven of the 21 cars still running were on full wet tyres at the time of Adrian Sutil's crash.

Maybe the time has come to reassess the rules on tyre use in wet races, and perhaps even consider the banning of intermediate tyres. Racers will always choose speed over safety, after all.

Steve Burden, Soutergate, Cumbria

The weekend's grand prix was always going to be difficult due to the seriousness of Jules Bianchi's accident. The tributes from the drivers and teams restored my faith in the human side of F1.

That lasted until lap 39 when the TV coverage showed that well-known F1 enthusiast V Putin had arrived and took his place beside B Ecclestone (surely a match made in heaven), then his presence in the drivers' lounge and on the podium.

Can't really put into words what I feel about that – at the time I did, but you can't print any of those.

Keith Quinnell
Mansfield

Am I the only one disturbed by the deference shown to Vladimir Putin during the post-race celebrations? Team managers in the run-up to the race had avoided the politics by claiming

they were only there for the racing.

However, when was the last time anyone was allowed to talk to the drivers in the pre-podium room? Countries have either had their races cancelled or been heavily fined for infractions of the post-race protocols.

Like it or not, F1 cannot ignore global politics and images such as those portrayed on Sunday, in addition to holding races in countries with questionable human rights records, does the sport no favours.

Scott McNeil
Banstead, Surrey

The FIA has moved swiftly suggested safety improvements following Jules Bianchi's accident.

Yes, we must protect drivers against contact with recovery vehicles, but what about the marshals who will be working around the incident scene, as they were at Suzuka? How will they be protected?

Waved yellow flags mean reduce speed significantly and be prepared to stop – above all, be able to stop. As Gary Hartstein (ex-F1 doctor) says: "There are human beings working trackside of the Armco!"

George Copeland
Hanslope, Bucks

Twin waved yellow flags mean slow down and be prepared to stop. Nobody adheres to this rule, and it is never enforced, the drivers make a token 'liff' and that's it.

Enforce the rules as they stand, from F1 down to local club racing, for the safety of all, not just the drivers.

Tim Maxwell
By email

See p34 for how Formula 1 plans to change the yellow-flag rules – ed

In pictures

Images around the globe, from Sochi to Bathurst via Istanbul and Fuji



IS NICO'S TITLE BID FLAGGING?
After a fourth successive defeat by Mercedes team-mate Lewis Hamilton at Sochi, all of a sudden Nico Rosberg's controversial Spa success seems a very long time ago

LUFF LANDS IN THE ROUGH
Warren Luff suffered brake failure on the approach to Turn 2 in practice at Bathurst, and despite hitting Craig Lowndes his car still flipped over



HOT STUFF FROM HENNING
His brother Petter might have already sealed the World Rallycross title, but the older of the Solberg brothers was still on fiery form as the series headed to Turkey



...AND FROM LOTUS IN WEC
Christophe Bouchut managed to bail out unhurt from this major fire that severely damaged his AER-engined Lotus CLM P1/01 at Fuji on Sunday



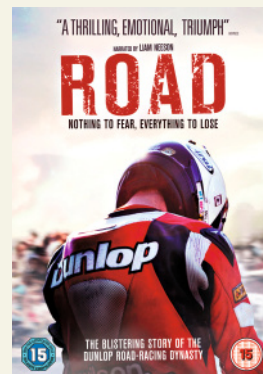
In the shops

Desirable new releases

ROAD – DUNLOP DVD

£15.99 – dukevideo.com

This captivating and exquisitely edited film tells the story of the Dunlop motorcycling dynasty, started by Joey and Robert in the 1980s and continued to this day by Robert's sons, road-racing top names Michael and William. With race footage and on-board-camera action, as well as testimonials from family, friends and rivals, no bike-racing fan must miss it.



MG METRO 6R4 1:18 DIECAST

£86.99 – autosport.com/shop

Sun Star's 1:18-scale replica of the Group B MG Metro 6R4 used by Malcolm Wilson in the 1986 Sanremo rally is packed with detail: opening doors, bonnet and boot, as well as working steering and superb engine-bay and cockpit representation. The model comes with lamp pod and removable cover and is limited to 2499 examples worldwide.



BUSINESS OF WINNING BOOK

£14.99 – koganpage.com

Drawing on his vast commercial experience garnered from over 30 years in Formula 1, former Jordan, Red Bull and Cosworth senior executive Mark Gallagher has created this management manual on how to succeed in the high-pressure arena of F1. Full of real examples, it's a fascinating foray into the oft-secretive domain of the world's fastest business.



WHAT'S ON

ON TRACK IN THE UK



Historic Touring Cars form part of a huge Silverstone weekend

HAWLINS

SILVERSTONE NATIONAL

October 18
HSCC

silverstone.co.uk

A two-day meeting at Silverstone is split between two clubs and two circuits. The Historic Sports Car Club bill includes the Derek Bell Trophy, Historic Formula Ford 1600 and Historic Touring Car Championship. So whether it's tin-tops, sportscars or F2/F5000 monsters, you'll be well catered for with the action on the Silverstone National circuit.

SILVERSTONE INTERNATIONAL

October 18-19
BRSCC

silverstone.co.uk

If contemporary motorsport is more your thing – or if you're that breed of racing aficionado who simply enjoys four wheels and an engine – then Silverstone is also hosting two days of BRSCC action. This includes Formula Jedi, Caterham's flagship Superlight R300 category and the rorty Ford XR Challenge/Alfa Romeo championships.

DONINGTON PARK

October 18-19
BRSCC

donington-park.co.uk

Toyo Porsche and Mazda MX-5 series form the backbone at Donington Park this weekend, with titles to be decided. Arrowpak Sports and Saloons,



MX-5 title yet to be decided

JONES

Mighty Minis and Production GTi will add an eclectic mix to the bill, which also includes the HRDC's Touring Greats and All Stars.

SNETTERTON 200

October 18-19
CSCC

snetterton.co.uk

It's a varied and endearing mix of machinery on display at Snetterton this weekend, where the 200 layout will be used. The Classic Sports Car Clubs Tin Tops, Swinging Sixties and Modern Classics categories are among those on the bill.

CROFT

October 18-19
Rallycross Grand Prix

croftcircuit.co.uk
It's the British Rallycross Championship denouement this weekend, and that means the Rallycross Grand Prix as well. Last year's end-of-season showpiece produced some stunning action on both days, with Andy Scott securing a maiden Supercar victory for his Albatec team's state-of-the-art Peugeot 208, while home hero Kevin Procter took the GP spoils.

ON TRACK AROUND THE WORLD

FORMULA RENAULT 3.5

Rd 9/9

Jerez, Spain

October 18-19

renaultsport.com

DTM

Rd 10/10

Hockenheim, Germany

October 19

dtm.com



DTM season will finish at Hockenheim

XPB/LAT

EUROPEAN FORMULA 3

Rd 11/11

Hockenheim, Germany

October 18-19

fiaf3europe.com

BLANCPAIN SPRINT SERIES

Rd 6/7

Zolder, Belgium

October 18-19

blanpain-gt-series.com

Lambo drivers need a win



NASCAR is at 'Dega

HARRELSON/LAT

EUROPEAN LE MANS SERIES

Rd 5/5

Estoril, Portugal

October 19

europeanlemansseries.com

AUTO GP

Rd 8/8

Estoril, Portugal

October 19

autogp.net

NASCAR SPRINT CUP

Rd 32/36

Talladega, Alabama, USA

October 19

nascar.com

FORMULA ACCELERATION 1

Rd 5/5

Assen, Netherlands

October 18-19

acceleration14.com

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY OCTOBER 16

2100-2245 Sky Sports F1
Classic F1: 2012 British GP

FRIDAY OCTOBER 17

0720-0900 Motors TV
European F3: Imola highlights
2100-2300 Sky Sports F1
Classic F1: 2010 Belgian GP

SATURDAY OCTOBER 18

0915-1020- Motors TV LIVE
European F3: Hockenheim Race 1
1130-1415 ESPN LIVE
World Series by Renault: Jerez
1245-1400 Eurosport LIVE
Formula Renault 3.5: Jerez Race 1
1650-1750 Motors TV LIVE
European F3: Hockenheim Race 2
2100-2145 Sky Sports F1
Classic F1: 1991 Spanish GP

SUNDAY OCTOBER 19

0955-1105 Motors TV LIVE
European F3: Hockenheim Race 3
1030-1130 ESPN
DTM: Hockenheim qualifying highlights



DTM finale is on ESPN

XPB/LAT



Sainz can wrap up FR3.5 title

ROZENDAAL/LAT

1130-1215 ESPN
FRenault 2.0: Jerez Race 2
1145-1230 Eurosport LIVE
Auto GP: Estoril Race 1
1230-1345 Eurosport LIVE
Formula Renault 3.5: Jerez Race 2
1230-1400 BT Sport 2 LIVE
Formula Renault 3.5: Jerez Race 2
1245-1430 ESPN LIVE
DTM: Hockenheim
1310-1515 Motors TV LIVE
European Le Mans Series: Estoril
1600-1750 Motors TV LIVE
European Le Mans Series: Estoril
1800-2330 Premier Sports LIVE
NASCAR Sprint Cup: Talladega
2100-2130 Sky Sports F1
Classic F1: 1987 Australian GP

MONDAY OCTOBER 20

2100-2300 Sky Sports F1
Classic F1: 2006 Bahrain GP

TUESDAY OCTOBER 21

2100-2145 Sky Sports F1
Classic F1: 1993 Monaco GP

WEDNESDAY OCTOBER 22

2100-2300 Sky Sports F1
Classic F1: 2005 Belgian GP

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **SENSATIONAL FINISH TO BATHURST 1000**



SEARCH FOR: The Final Laps Of The 2014 Bathurst 1000 (4:53)
Relive the agonising final few laps of Australia's Great Race, as leader Jamie Whincup mysteriously ignores instructions over the radio to save fuel in his Holden, only to run dry on the last lap and gift victory to Ford youngster Chaz Mostert.

AUTOSPORT +

Choosing between Button and Magnussen for a 2015 McLaren

As speculation continues that Fernando Alonso is on his way to McLaren, Edd Straw weighs up the pros and cons of the team's current drivers and decides which one he would keep. Plus, Gary Watkins argues against the World Endurance Championship's post-Le Mans hangover.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM WEC, EURO F3, BTCC, WTCC, NASCAR AND BATHURST
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM



68

Revved up over what's on the box

When viewing a pre-release screening of his plastic-shark masterpiece *Jaws*, Hollywood director genius Steven Spielberg realised that a movie can only have one true shocking moment, to hook the audience's attention, as they'll be on guard for the rest of the film. Whoever edited the Martin Brundle Sky Sports F1 piece about the post-Suzuka safety fallout from Jules Bianchi's terrible crash was clearly a Spielberg scholar.

If the close-up heli-cam shot of Ayrton Senna's helmet – slumped in the cockpit of his Williams at Imola in 1994 – didn't make you jump off your sofa, nothing will. It was only on screen for a split-second or so, but this was a piece that declared from the off that it meant business and

was literally about life and death.

It was another upsetting scene that was the crux of the feature: Brundle's McLaren hitting the marshal at Suzuka's Dunlop Corner, having narrowly missed



THOMPSON/GETTY

Brundle safety piece was hard-hitting TV

the recovery truck moments earlier.

It's a horrible piece of film, as the injured marshal is sent cartwheeling through the air – and makes you think if Bianchi had been on a slightly different trajectory that we'd all be talking about a marshal fatality now rather than his own situation.

"A vehicle and marshal on live track is not the right solution," stated Brundle, clearly reliving the moment during the voiceover. "I was officially reprimanded that day and it upset me, not only because of the injury to the marshal, but also because I'd been on the team radio demanding that they red flag the race."

The feature, shown both pre-qualifying and pre-race at Sochi, was expertly constructed and also flagged up the

fact that Brundle had voiced his concerns in commentary after Sutil's crash at Suzuka – so prescient with what unfolded.

If I had one thing to add to the 5m30s feature, it would have been the full 90 seconds of chaos at the 2007 European Grand Prix during the Turn 1 deluge.

Looking back now, why we didn't think that was unacceptable at the time is pretty shameful. Again Brundle was spot-on in his live commentary as he shouted: "Crazy to let anything or anybody out there until they neutralise the race!" as tractors and marshals scampered around the gravel trap, seemingly oblivious to the high-speed missiles that were threatening lives.

Bravo, Brundle, bravo.

Revved Up

Ian Titchmarsh

“At Becher’s Stirling was in front, greeted by cheers from the huge crowd”

■ Grand Prix d’Europe ■ Aintree ■ July 20 1957 ■ First world championship F1 win for a British car



Behra (4) leads the two British Vanwalls away at the start

I SUPPOSE THAT I MUST HAVE watched, reported, commentated on and lap-charted over 16,000 races over the years. To select one from so many, which include such classics as the 1959 Tourist Trophy and the '68 Targa Florio, plus numerous British Grands Prix and Le Mans 24 Hours, might seem difficult but, for a variety of reasons, one stands out: the 1957 Grand Prix d’Europe at Aintree.

One of the many benefits of living in Liverpool then was the accessibility of Aintree. With my mother in tow we caught the bus to arrive in time for the only support race, for sportscars, and headed to Becher’s Bend. It was raining steadily, with Archie Scott-Brown’s Lister winning from Roy Salvadori’s Aston Martin DBR1/300.

The rain relented in time for the grand prix drivers’ cavalcade, each sitting on an Austin-Healey 100/6. This was my first glimpse of the great Fangio. He had qualified his Maserati 250F on row two behind the Vanwalls of Stirling Moss and Tony Brooks, which sandwiched Jean Behra’s 250F.

Although Jeannot led away, by the time the cars arrived at Becher’s, Stirling was in front, greeted by a great cheer from the huge crowd. For 21 laps the Vanwall led. Then it came past misfiring, to a collective groan. A lap later Stirling pitted, stopping again one lap later to take over the second Vanwall from Tony Brooks, going well in fifth while suffering from his Le Mans injuries. Stirling resumed in ninth on lap 26 of 90.

Up front Behra kept Mike Hawthorn’s Lancia-Ferrari at bay but Mike was being reeled in by Stuart Lewis-Evans in the third Vanwall, who in turn was being caught by Stirling. The commentators did a brilliant job of keeping everyone on their toes. Despite breaking the lap record several times, it was touch and go whether Stirling could catch Behra. Then in front of us at Becher’s the Maserati slowed, followed by an

equally slow Hawthorn, his tyre punctured by Maserati clutch pieces.

The two Vanwalls swept past, Lewis-Evans ahead of Moss (as my mother’s lap chart recorded!) although by the end of the lap Stirling was in front. Three laps later Stuart’s throttle linkage fell apart. Soon Stirling headed for the pitlane, fortunately for a ‘splash and dash’.

Then it was all over: a British Vanwall driven by two British drivers had won a major grand prix, the first for a British car in the Formula 1 era.

By then we were heading for the pits to join in the celebrations before catching the bus home. Overlooked in all the excitement was the little Cooper-Climax that Salvadori pushed over the line to fifth place and the first world championship points for a rear-engined car.

Little did I think that 30 years later I’d be privileged to commentate on another epic pursuit, by Nigel Mansell of Nelson Piquet to win the 1987 British GP at Silverstone. ✂ Ian Titchmarsh was talking to Henry Hope-Frost

PROFILE



IAN TITCHMARSH BEGAN IN motorsport in Formula Junior in 1963. He graduated from Cambridge in '66 and became a solicitor, also joining the roster of AUTOSPORT contributors the same year. He began commentating in '74 and for the past 40 years — and counting — has covered F1, Le Mans, F3, BTCC and much more. He handled legal affairs for the FIA and MSA, until retiring, and is a BRDC director.

NEXT WEEK **BUTTON’S F1 FUTURE**
Plus: John Surtees retro & single-seater analysis

Challenge update

Looks like the Sunoco Challenges are going down to the final flag! It was nail-biting at the Radical races last weekend when we saw both Sunoco Challenge leaders take their final Championship rounds to potentially take their wins, but what were the final results? Keen, in the SR3 Challenge, needed to achieve a near-perfect score to secure his Sunoco Whelen Challenge win, with a similar story for Clubman's Cup Kruger in the Sunoco 200 Challenge. However, the difficult conditions presented at a wet Cadwell Park meant they both failed to secure max. points, a result which means both Sunoco Challenges will now go down to the wire whilst competitors in other series compete in their final races over the coming weeks! The Challenge continues...



www.sunocochallenge.com



1. P. Keen	Radical SR3 Challenge	89.61
2. T. Viidas	Radical Euro Masters	80.55
3. T. Kostka	EUROV8SERIES	78.50
4. P. Belshaw	Radical SR3 Challenge	77.75
5. F.Sini	EUROV8SERIES	66.00



www.sunocochallenge.com



1. O. Kruger	Radical Clubman's	101.56
2. T. Sowery	F3 Cup	98.64
3. C. Knox	MINI Challenge	97.89
4. S. Burgess	Radical Clubman's	97.81
5. D. Walley	GT Cup	93.58

Points correct as of 13.10.14



Congratulations to Phil Keen and Peter Belshaw 2014 Radical SR3 Challenge Champions



Next eligible races

Sunoco Whelen Challenge
Radical Euro Masters 1-2/11

Sunoco 200 Challenge
GT Cup at Oulton 25/10
F3 Cup 25-26/10



Congratulations to Oskar Kruger 2014 Radical Clubman's Cup Champion (PR6 Class)

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