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POLE POSITION

F1 must avoid danger of a no-tyre formula

TALK OF PIRELLI TYRES HAS BECOME ALL-PERVADING IN Formula 1 in recent times. Justifiably so, to a point, but it's worth remembering that ever since the start of the control-tyre era (effectively in 2007, when Bridgestone was left as sole supplier after Michelin walked away because it didn't want to pitch for the impending single-make contract), there has been plenty of moaning about rubber.

In the years before Pirelli's arrival in 2011, drivers qualifying poorly or struggling in races loved to blame the mythical 'bad set of tyres'. And while what is going on now is on a different scale, it's an inescapable truth that a control-tyre supplier is always going to be in the line of fire. Silencing drivers from offering frank views about tyres is not desirable. But what's important is for all involved in the sport to ensure that they are always fair and reasonable about whoever is supplying the rubber – even when controversy consumes the hours after the race, as it did at Monza.

As then-Ferrari team principal Stefano Domenicali put it a few years ago, "we can't race without tyres unless we return to the time of the Flintstones".



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COVER STORY



"Mercedes faces greater pressure than at any other point since F1 adopted new V6 engines"

Italian GP, p12

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This week in F1

RED BULL AND RENAULT TO SPLIT



Red Bull's relationship with Renault will end a year earlier than it is contracted to.

Although Red Bull has a contract with Renault for 2016, it is understood that the team has issued a document requesting a termination of the partnership, and that this will be accepted by Renault.

Red Bull has already approached Mercedes regarding an engine-supply deal, but the German manufacturer has publicly ruled out the possibility, leaving Ferrari as the four-times constructors' champions' only option.

The once all-conquering relationship between Red Bull and Renault has been fractious since the introduction of the current engines at the start of 2014.

2006



COOPER/LAT

REMEMBER WHEN

Red Bull used Ferrari engines

The team was powered by Ferrari in 2006 and 2007, prior to its switch to Renault. During that period it took just one podium: David Coulthard's third place at Monaco in 2006.

NO APOLOGY FROM ARAI

Honda motorsport boss Yasuhisa Arai found himself in the firing line during the Italian Grand Prix weekend.

Arai had suggested ahead of the race that the Honda power unit was producing 25bhp more than Renault's, but straight-line speed of the Honda-powered McLarens continued to trail the Renault-engined Red Bulls and Toro Rossos.

After Jenson Button and Fernando Alonso finished 16th and 17th in qualifying respectively, Arai was asked whether he had apologised to them.

"I always speak with both drivers," was Arai's initial remark.

When pressed on whether he should say sorry, Arai replied: "Why? Why?"

When it was suggested to Arai that an uncompetitive engine was to blame, he said: "I don't answer."



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Williams line-up unchanged

Williams will retain existing drivers Felipe Massa and Valtteri Bottas for next year, the team confirmed last weekend at Monza.

That decision followed hot on the heels of Force India declaring that Nico Hulkenberg had signed a two-year extension.

Many teams are guarding their existing line-ups, hence the rash of early announcements. Force India is also expected to re-sign Sergio Perez, with an announcement due ahead of the next race in Singapore.

There are seats still available, one of the key ones being at McLaren. It has a proliferation of talent on its books: besides the existing arrangement with Fernando Alonso it has an option on Jenson Button, with 2015 reserve driver Kevin Magnussen in the wings, as well as GP2 champion-in-waiting Stoffel Vandoorne.

Racing director Eric Boullier claims McLaren "intends" to keep Button. The 2009 champion had to wait until mid-December last year before finally securing a contract for 2015.

2016 F1 DRIVER LINE-UPS

MERCEDES

Lewis Hamilton / Nico Rosberg

FERRARI

Sebastian Vettel / Kimi Raikkonen

WILLIAMS

Valtteri Bottas / Felipe Massa

RED BULL

Daniel Ricciardo / TBC

McLAREN

Fernando Alonso / TBC

FORCE INDIA

Nico Hulkenberg / TBC

TORO ROSSO

TBC

LOTUS

TBC

MANOR

TBC

SAUBER

Marcus Ericsson / Felipe Nasr

HAAS

TBC



HAAS

STALEY/LAT

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Lotus rescued by its F1 rivals

Lotus was loaned tyre warmers by rival teams Sauber, Ferrari and Toro Rosso during the Italian Grand Prix weekend after discovering on Saturday morning that overnight rain had soaked its blankets.

The team also confirmed that it has the budget to see out the season.

"The financial issues are all over the press, everyone is aware of them," said CEO Matthew Carter (above). "We're working as hard as we can behind the scenes to get them sorted out."

"As far as the rest of the races this season are concerned, we have a budget in place and we will operate to that budget, and will be at all the races."

WILL MONZA STAY OR GO?

The future of the Italian Grand Prix at Monza remains up in the air.

Bernie Ecclestone held further talks with grand prix and circuit bosses over the weekend regarding a new contract beyond the current deal, which has one year to run.

Since the two parties are understood to be a considerable distance apart with regards to the financial aspect of the agreement, Monza's fate is uncertain.

"If we take this [race] away from the calendar for any shitty money reasons, you are basically ripping our hearts out"

Sebastian Vettel on Monza



Drivers warned on Pirelli gripes

Drivers have been told from on high to stop criticising F1 tyre supplier Pirelli, following Sebastian Vettel's slating of its rubber after last month's Belgian GP.

The drivers were summoned to a meeting with Formula One Management at Monza and given a dressing-down.

"It was to find a way, if we're to stay in F1, to have a much better working relationship and collaboration with all the parties," said Pirelli's Paul Hembery.



Rowland has Red Bull run

Oliver Rowland, winner of the McLaren AUTOSPORT BRDC Award in 2011, had a session in a Red Bull-Renault RB8 at Silverstone last weekend as his prize for leading the Formula Renault 3.5 standings at mid-season.

"It was absolutely fantastic," said Rowland, who ran on all three days of the meeting. "We have a lot of downforce in World Series, but this is another step, although it was quite easy to adjust to it."



BUTTON CALLS FOR CLOSED COCKPITS

Jenson Button has called for Formula 1 to "do something serious" about head protection for single-seater drivers in the wake of Justin Wilson fatal accident in an IndyCar race at Pocono.

"I was one of many drivers who said, 'This is open-cockpit racing, it should stay as open-cockpit racing,'" said Button. "But I think we've all had enough now and it's time to do something serious about it."

Several rivals supported Button, although Nico Hulkenberg spoke against the move, warning that F1 should not become too "sterilised".

2016 F1 calendar to reshuffle

Bernie Ecclestone is weighing up a revamp of the second half of the Formula 1 calendar for 2016.

Teams are unhappy about the shorter summer break for next year, making it virtually impossible for the two-week shutdown to be enforced and for on-the-road staff to enjoy a lengthy holiday with their families.

Ecclestone has confirmed that Malaysia (pictured), currently back to



back with Singapore in mid-September, is to move to a slot later in the year.

This means Abu Dhabi, currently slated for November 27, is likely to switch to a December 4 or 11 date.



Chuck Jones

CALIFORNIAN CHUCK JONES, WHO played a key role in Nelson Piquet gaining his first drive in F1 with the Ensign team, has died at the age of 84.

Jones, who had success running teams in North America in both single-seaters and sportscars, worked with Ensign boss Mo Nunn on team management and raising sponsorship

for the small squad. He also had a keen interest in drivers, leading to him spotting F3 racer Nelson Piquet and Ensign running the Brazilian in the 1978 German GP.

Jones was also an enthusiastic designer of his own cars, and had an involvement with drag racing during his career.



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Lawrence Barretto

From the paddock

Monza's place on the Formula 1 calendar is under threat, but to lose it would be to lose an essential part of the sport

For a while now, the historic European races have been under attack. Imola got the boot after 2006. The French Grand Prix followed two years later. Spa-Francorchamps has missed seasons, most recently 2006. The Nurburgring was unable to host the German GP this year, while doubts remain over Hockenheim. And now Monza, the cathedral of motorsport in Italy, is under threat.

It's no real surprise, really. The core races in 1950 were situated in a small pocket of western Europe, but this is a global championship and expansion was inevitable. Seventy venues have hosted Formula 1. Only 20 remain on the schedule. There isn't enough space to accommodate them all. Even now, the calendar is bursting.

Much of the clamour to save these traditional races is just kneejerk reaction. The noise will arguably die down and life would carry on as normal. It would be nice if Imola returned. The same could be said for the others too – Formula 1 has continued without them. But I don't think the same can be said about Monza.

The Autodromo Nazionale di Monza is part of the core of F1. It appeared on the inaugural calendar in 1950 and has stuck around long enough to become the longest-serving race. Only in 1980, when Imola hosted the Italian GP, has it been absent.

The classic venues are important, but that's not reason enough to keep them. After all, the idea that

gradient, 80 per cent in places, is extraordinary. Thinking about drivers hitting speeds in excess of 170mph with just a small Armco barrier between them and the edge sends chills down your spine. It's a remarkable tale. One that is barely believable.

Then there's the atmosphere. If F1 were a religion, the Tifosi would be its congregation and Monza the place of worship. Every year they flock in their tens of thousands. The total attendance at Monza was 86,000 on Sunday. That's nothing astonishing – Silverstone drew 140,000 this year – but the eurozone's third-largest economy remains in its longest post-war recession. Money is tight. It's therefore impressive that Monza achieved those figures and the fans spent their hard-earned money to come to a race.

Driving into the circuit each morning, fans decked out in red flood the internal roads, cause jams at the paddock entrance and faithfully cheer and toot airhorns each time a red car passes the grandstands. Admittedly, you could call them fickle, as it's not uncommon for many to head home early should the Ferraris retire, but you could also say the same about many football fans.

The Tifosi are F1 fanatics. They love F1 and the passion that oozes out of them from the minute they enter the circuit to the time they leave is unflinching. Sure, their main support falls to Ferrari, but there's mutual respect for all. Ahead of his first F1 race in Italy,

“There's a real festival feel and you see how much the fans and drivers love F1 at Monza”

racers without 100 years of history do not deserve to have a place is utter nonsense. Singapore is one of the highlights of the calendar and it has only been around seven years. Austin's Circuit of the Americas, just three races old, is well on its way to joining it as a firm favourite. F1 is richer for them.

Monza deserves its place because it's everything Formula 1 should be. 'La Pista Magica' is a temple of speed nestled away in parkland just to the north of Milan.

The layout is everything a driver wants: high speeds, sweeping corners and tricky chicanes. The drivers will tell you these elements make the car feel light and tricky to drive on the edge. Corners like Parabolica and Ascari are ones fans and drivers alike will talk about whether or not Monza stays. The likes of China, South Korea and Valencia can hardly say the same.

Head off track onto the old banking, which hosted four rounds, and you can breathe in the past. The

Carlos Sainz Jr spoke about how he left the paddock during the day to attend an event and the moment he walked out of the gates, he was swamped.

“It was amazing,” he said. “Even if you're a Toro Rosso guy no one knows, everyone still surrounds you. It's an incredible experience.”

The sight of thousands of fans rushing onto the circuit at the end of the race is a sight to behold. The thrill of getting near to their heroes on the podium, which is suspended over the track to allow them to get closer than any other track on the calendar, and step on the hallowed Monza track, is palpable.

The cheering is deafening, the flags are waved with real vigour and there's a real festival feel, complete with red, white and green confetti. It's in those moments that you see how much the fans and the drivers love F1 at Monza.

Formula 1 needs Monza. And Monza needs Formula 1. Losing it would be a disaster. ❧

This week in motorsport

ELMS expands with Renault partnership

The European Le Mans Series will expand to six rounds with a date at Spa-Francorchamps next season.

The Belgian track, which is provisionally listed to host its round on September 25, joins the existing fixtures at Silverstone, Imola, the Red Bull Ring, Imola and Estoril. Series boss Gerard Neveu stated that “the time was right” to grow the series and that “Spa was the right place to do it”.

Neveu explained that a link-up with Renault Sport, whose Formula Renault Eurocup and Renault Sport Trophy

one-make sportscar series will join the bill at most races, had helped create the conditions for an expansion from five to six races. The Eurocup will race with ELMS at four of the rounds and the Renault Sport Trophy of RSO1s at five.

ELMS CALENDAR

April 16	Silverstone
May 15	Imola
July 17	Red Bull Ring
August 28	Paul Ricard
September 25	Spa
October 23	Estoril



XPB IMAGES

FR3.5 GOES OWN WAY

Jaime Alguersuari Sr's RPM company will assume full responsibility of Formula Renault 3.5 next season in the wake of Renault Sport's pullout.

RPM, which has been joint-promoter of the series since its inception in 2005, will meet with teams at the Nurburgring this weekend to discuss their participation in next year's series, with an entry list of 2016 teams likely this month.

FR3.5 is aiming to share billing with other international series on at least six Formula 1 tracks. Renault Sport will reduce its involvement to that of a technical partner.



ROZENDAL/LAT



S.BLOXHAM/LAT

GP2 driver merry-go-round

Six cars featured a change of driver for last weekend's GP2 round at Monza.

With Oliver Rowland, Sean Gelael, Nick Yelloly and Gustav Malja all competing in the clashing Formula Renault 3.5 round at Silverstone, they were replaced by Rene Binder (at MP Motorsport), Nissan protege Jann Mardenborough (Carlin), Simon Trummer (Hilmer Motorsport) and Johnny Cecotto Jr (Trident) respectively.

Mardenborough (above) was making his GP2 debut, as were Meindert van Buuren (subbing for the injured Daniel de Jong at MP) and Patric Niederhauser (who replaced the European Le Mans Series-committed Nathanael Berthon at Lazarus).

NEW GP3 RACER BREAKS COVER AT MONZA ROUND

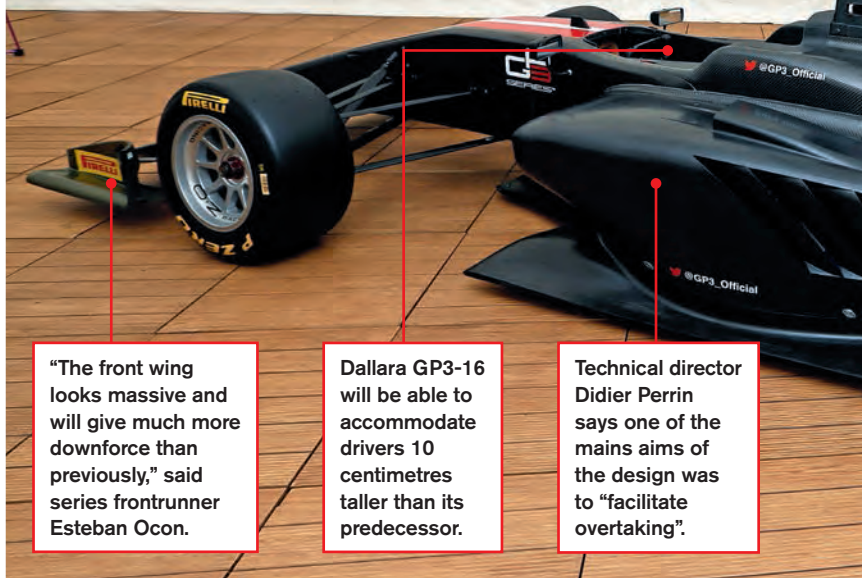
The GP3 Series has unveiled its brand-new chassis and engine for 2016.

The Dallara-designed chassis – launched last weekend at Monza – has been produced to meet 2015 Formula 1 safety regulations, accommodate taller drivers and boost overtaking.

The third generation of GP3 car

also makes the switch to a 400bhp V6 “bespoke race engine” designed by long-time GP2 power-unit supplier Mechachrome.

The teams will not receive the car, which has already completed five days of testing at Magny-Cours and Barcelona, until early 2016.



“The front wing looks massive and will give much more downforce than previously,” said series frontrunner Esteban Ocon.

Dallara GP3-16 will be able to accommodate drivers 10 centimetres taller than its predecessor.

Technical director Didier Perrin says one of the main aims of the design was to “facilitate overtaking”.



Merc shows off DTM baby

Last week we showed you the artist's impression of the new Mercedes AMG C 63 Coupe DTM car, and now Merc has revealed the real thing at the Frankfurt motor show. It will be raced for one season, 2016, before new DTM rules kick in.

Sainz: rally deaths tragedy

Spanish rally hero Carlos Sainz Sr has described the accident that killed six spectators last weekend in his home country as “a tragedy for Spain and for the sport”, and that “it cannot happen again”.

Peugeot 206 driver Sergio Tabeayo Sande was competing on the Coruna Rally when he went off the road at a fast right-hander and ploughed into the crowd.

Sainz added that “we need the zero cars to be making the tough decision to cancel stages if they see too many people. When we have regional events, maybe these resources are not so available.”

In response to recent accidents, FIA president Jean Todt has called a meeting in Geneva this week regarding rally safety.

BTCC EYES PERFORMANCE BALANCING

Smaller British Touring Car Championship teams may not upgrade to the RML parts package from 2016 if the series introduces some form of Balance of Performance.

RML will provide new subframes, wishbones, power-steering units and ancillary parts for the next five years.

The estimated £35k-£40k cost of the

upgrades is a potential stumbling block for the teams. AUTOSPORT understands that a form of equalisation is being discussed, but is not guaranteed.

For all the breaking news, visit AUTOSPORT.COM



First brand-new chassis used in GP3 since its inaugural season in 2010.

Third-generation car features a brand new "bespoke" 400bhp Mechachrome race engine.

Brand new Dallara-designed chassis meets 2015 Formula 1 safety standards.

S. BLOXHAM/LAT



Massa in Race of Champions

Williams veteran Felipe Massa has become the fourth current Formula 1 driver to join the field for November's Race of Champions in London.

Massa will link up with Formula E champion Nelson Piquet Jr in the Team Brazil line-up in the Olympic Stadium, and joins Sebastian Vettel, Daniel Ricciardo and Nico Hulkenberg in the field.

Massa contested the Paris RoCs in 2004 and '05, but since then the event has clashed with his karting event.



XPB IMAGES

Jota ups quota to join WEC

The Jota Sport LMP2 squad will expand into the World Endurance Championship next season with the new ORECA coupe.

The team will field a solo Nissan-powered O5 coupe in the full WEC as well as continuing in the European Le Mans Series with its existing open-top Gibson O15S (nee Zytek Z11SN).

Jota co-owner Sam Hignett explained that the team was close to announcing a major partner, as well as a driver, for the WEC. Regular Jota driver Simon Dolan will continue in the ELMS.

MULLER MAKES WRX DEBUT

Four-time World Touring Car champion Yvan Muller blamed a second-heat spin on his failure to make the semi-finals on his World Rallycross debut last weekend.

Muller, driving an Albatec Racing Peugeot in his home round at Loheac, was eighth in heat one and scored a race win in the third heat.

Meanwhile, DTM star Timo Scheider will join the field in a Munnich Audi S3 at the Barcelona event this month.



In brief

MUCKE SKIPS AUSTIN

Aston Martin Racing driver Stefan Mucke will miss this month's Austin round of the World Endurance Championship to contest the Blancpain Endurance Series finale at the Nurburgring. The German will drive for the Motorbase-run Oman Racing Team, while regular WEC team-mate Darren Turner will compete with Jonny Adam in the US.

ROAD AMERICA TEST

Several IndyCar teams have arranged two private test days at Road America later this month. The tests, pencilled in for September 22 and 28, will serve as an early opportunity for teams and drivers to get an early look at the road course before it rejoins the 2016 schedule after a nine-year absence.

LATIFI REJOINS GP2

Canadian Nicholas Latifi will rejoin the GP2 fray for the remainder of the season alongside his Formula Renault 3.5 commitments. With no remaining date clashes, Latifi will race for Dutch-based team MP Motorsport – as he did at the Hungaroring – in GP2.

MAISANO AT CAMPOS

French Formula 3 refugee Brandon Maisano made his GP3 debut at Monza last weekend with Campos Racing. Meanwhile, ART and Carlin were down to two cars each due to clashing commitments for Alfonso Celis Jr (in Formula Renault 3.5) and Jann Mardenborough (making his GP2 debut) respectively.

WILSON FUNERAL

The funeral of Justin Wilson is to be held today (Thursday) at St James the Great Church in Paulerspury, Northants at 1145, and afterwards at The Wing at Silverstone. Flowers or donations should be made to the Wilson Children's Fund.

0.121 **BIG NUMBER**
 Fraction of a second by which Matthieu Vaxiviere's (left of pic) pole time for last Sunday's Formula Renault 3.5 round at Silverstone beat Sergey Sirotkin's GP2 pole from July at the same track. Vaxiviere's time also would have given him 13th-fastest lap in the British GP, just 2.7s off Lewis Hamilton.



ROZENDAAU/LAT



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 "WELL 'ARD"
 ATTARD**

**ANDREW
 "THE ICEMAN"
 HOWARD**

**JONNY
 "DOESN'T GIVE"
 ADAM**

**LIAM
 "GUNNER"
 GRIFFIN**

**"SMOKIN"
 JOE
 OSBORNE**

**RORY
 "POUND OF FLESH"
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Karun Chandhok

The racer's eye

Sebastian Vettel's comments on Monza's future grabbed the attention, so isn't it time we encouraged F1 drivers to speak up?

The Italian Grand Prix at Monza is a real favourite for the fans and the drivers. I always tell people that if they wanted to pick a European race with great atmosphere to go to, then Monza and Silverstone are the best two by far.

Driving one of the beloved Ferraris at Monza makes Sebastian Vettel a little bit biased. Even so, his post-race rant about the future of the Italian Grand Prix surprised all the listeners and would have become the talking point of the day were it not for tyre-pressure-gate.

If we wind the clock back 25 years, a rant from Ayrton Senna or Nelson Piquet, a complaint from Alain Prost or Nigel Mansell, and the odd bit of swearing from Gerhard Berger or Eddie Irvine, were all par for the course. Drivers then showed their emotions.

The cars were arguably harder to drive without power steering, paddle-shift gearboxes and the silky smooth asphalt of today's circuits. At the end of the grand prix, the drivers looked spent and they spoke with their true emotions through that fatigue.

Today, forget saying the wrong thing, the drivers are scared to even look tired after the race just in case someone starts a Twitter rumour that they're unfit! The top three all running onto the podium this weekend was certainly different to Nigel Mansell lying in the middle of the road outside the Royal Box in Monaco in 1992.

Some say the world has changed and we all have to learn to be more 'PC'. What's acceptable in terms of



F1 fans and drivers would miss Monza

XPBIMAGES

Imagine someone doing that today if they finish in the top 10, let alone win the race!

Sebastian is an interesting character in this whole scenario. The 'Multi 21' saga and his silly comments afterwards about looking for the buttons on the steering wheel still unquestionably haunt him. That aside, I always thought he was an incredibly intelligent speaker and chooses what to say, when and where, very strategically.

I'm sure his comments about Monza on Sunday were timed so that the Tifosi would appreciate his sentiments about 'their' race and he would go up a notch in their books. On the whole, though, I genuinely think that he

“Vettel has the best interests of the sport at heart and should be applauded for speaking his mind”

what we say and do is under far more scrutiny. While I do understand to some extent that this will be reflected in sport, if you listen to the NASCAR, MotoGP or Isle of Man TT stars of today like John McGuinness, clearly they didn't get the 'PC' memo! And they're loved for it.

So why are F1 drivers forced to be different today? Is it a question of the team principals in F1 being more sensitive to what their drivers say? Possibly. Is it the culture of press officers monitoring each and every word said by the drivers in each and every interview? Probably. Is it the fact that today's drivers aren't meant to speak to the press without the permission of their team? Certainly.

The fans of today love to hear drivers like Jenson or Kimi speak, as they feel like they're hearing the driver's true emotions. Think back to 1991 when Ayrton Senna won a race and still complained that his Honda engine wasn't good enough. I bet he didn't get his team's permission, nor did he impress Ron Dennis for that rant.

has the best interests of the sport at heart and should be applauded for speaking his mind at Spa and Monza.

I recall even at the drivers' briefings or GPDA meetings when I was still attending them, he had very clear thoughts and points about what he felt should happen about a particular scenario and generally they were pretty logical.

There's a lot of talk about the future of the Italian Grand Prix at Monza at the moment. Let's be honest, apart from Lewis being asked to hurry up at the end, the race was frankly a bit dull. But that doesn't matter.

Like Monaco, Monza is one of those races that's for the drivers to enjoy. The high speeds and the floaty feeling of driving a car with low downforce through the Variante Ascari or Parabolica is hugely rewarding. You really won't find any of the drivers complaining about the old-style paddock, the horrendous traffic jams or the fact that it's harder to overtake than at all of the new tracks.

Fingers crossed that Prime Minister Renzi and Bernie managed to thrash out a deal on Sunday! ❧

ITALIAN GP

LEWIS SURVIVES PRESSURE POINT

Lewis Hamilton stretched further away from Nico Rosberg in the world championship race, but a tyre-pressure investigation kept everyone waiting for the final result. **BEN ANDERSON** reports



S. BLOXHAM/LAT



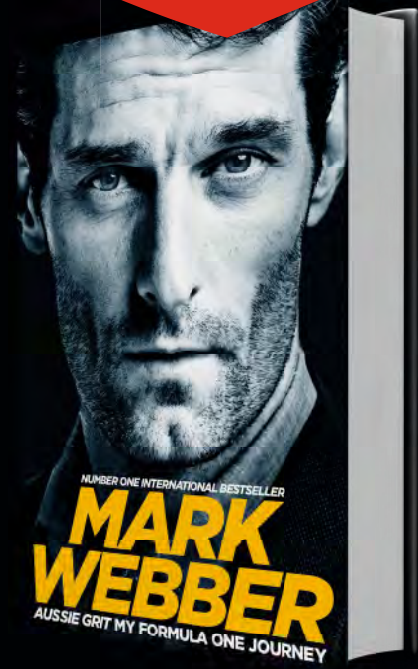


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DUNBAR/LAT

THE RACE 14:00, 06.09.2015



Engines were always going to be the dominant factor in deciding who would do well in the Italian Grand Prix, even though much of the talk in the build-up to the weekend (and even after Lewis Hamilton claimed his seventh victory of the season) was of tyres and how they should be pressured.

We all know F1 is an engine game now. It's a game Mercedes is clearly winning, but perhaps not as easily as it once was. Conventional wisdom would suggest Monza's long straights and lack of turns compared with other circuits on the calendar would only strengthen Mercedes' hand, and further expose the difficulty that Ferrari, Renault and

Honda (particularly the last two) still face in trying to make a real race of the world championship.

At first glance, Lewis Hamilton's 25.042-second victory over Sebastian Vettel doesn't suggest Mercedes will have much to worry about any time soon, but the fate of team-mate Nico Rosberg could, perhaps, be a signal that Mercedes is facing greater pressure from behind than at any other point since F1 adopted V6 hybrid-engine technology.

Mercedes spent all of its remaining seven 2015 engine-development tokens to introduce what team boss Toto Wolff described as the "phase-four" power unit to its two cars for Monza. The team's engine chief Andy Cowell admitted this was a risk,

because it came one race ahead of schedule. Tempted by the fact that this circuit would reward pure engine performance like no other on the calendar, Mercedes decided to take the plunge. This meant more power, better efficiency and a chance to gather valuable data on what Wolff called a "different development direction" to previous power units, in operation since the Canadian GP in June.

Not to be outdone at its home grand prix, in front of the loyal and passionate tifosi, Ferrari spent three of its remaining seven development tokens in order to bring its own new specification of engine to this race. After all, Ferrari knew it needed to be as powerful as possible at Monza, following the embarrassment of 2014, when Fernando Alonso retired with engine problems while Kimi Raikkonen finished a lowly ninth, over a minute behind Hamilton's winning Mercedes.

The Scuderia's technical director, James Allison, described Ferrari's latest power unit as "a useful step forward", and the fact that Vettel was able to slash last year's finishing-time deficit to Hamilton by 40 per cent compared with Raikkonen's effort last year gives some indication of the progress Ferrari has made over the past 12 months.

After qualifying, when both Ferraris lapped within 0.3s of Hamilton's pole time, the tifosi were dreaming of the possibility that the Scuderia might topple Mercedes on home turf. That was never realistically likely to happen. Hamilton's healthy upgraded Mercedes was still a clear step ahead of anything Ferrari could put together this weekend, as what happened in the race proved. ▶



Vettel chased
after Hamilton

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Vettel and Massa
enjoy the podium

► But the fact Rosberg that was only able to qualify fourth, just about matching the pace of the twored cars, offers the first clue that Ferrari may be putting Mercedes under more pressure than ever before, essentially ‘forcing’ its rival into taking risks in pursuit of performance for the first time since these rules were adopted.

Rosberg had to revert to the previous spec of engine for qualifying, after a “chassis issue” caused a “strange oscillation” in the new one during final free practice. This was eventually traced to a water leak that “contaminated” the unit. That meant Rosberg was back to running the engine he used to finish a close second to Hamilton in the previous race at Spa.

It took Rosberg most of the first half of the Italian GP to recover from a slow start, caused by Raikkonen’s second-placed Ferrari failing to get away from the grid directly in front of his Mercedes. Rosberg had to repass the Force India of Sergio Perez early on, and make use of an early pitstop to leapfrog Williams pair Valtteri Bottas and Felipe Massa.

Once into clean air on a fresh set of medium tyres, Rosberg attempted to hunt down Vettel for second place. Ultimately, Rosberg’s smoky retirement on lap 51 of 53 was a result of pushing his worn engine a little too hard in this vain pursuit.

If you analyse the pace of the top three runners from lap 27 (the first proper flying lap after Vettel’s sole stop on lap 25) until Rosberg’s engine went bang, you can clearly see the Ferrari holding its own against the older-spec Mercedes.

Rosberg averaged 1m27.629s over 24 laps, while Vettel lapped in 1m27.726s over the same duration.



That represents a deficit of just 0.097s per lap for the latest specification of Ferrari compared to the previous specification of Mercedes. Of course this is a vague comparison that doesn’t allow for chassis and driver discrepancies or dealing with lapped cars (and admittedly Rosberg’s engine was clearly tired), but it is instructive because both drivers were pushing very hard to outdo each other.

Hamilton’s pace was 0.293s faster than Vettel’s Ferrari over that same period, during which he was instructed to go for “hammer-time” laps by his team, in order to protect against a fear he might receive a penalty after the race for starting with a rear-left tyre pressure measured 0.3psi below the minimum limit set by supplier Pirelli before the weekend.

So after all this, despite a 25s defeat in front of its home crowd, perhaps Ferrari – which still has four development tokens to use before the end of this

Wolff: “We brought that phase-four engine because we wanted to understand if that direction was right”

season – is in fact only one major development step away from catching Mercedes in F1’s power game...

“I always said our development, in terms of the car and engine token, would be gradual,” said Ferrari team principal Maurizio Arrivabene. “We spent a couple of tokens here; we were satisfied by the performance of the engine.

“Now it’s a kind of tactical decision on what we want to do with the rest of our tokens. We are still in development with this car, we don’t give up, and we will continue until the end of the season.”

Although Rosberg paid the price for Mercedes’ decision to upgrade its engines a race early, the eventual result of which he described as a “disaster” for his championship hopes after slipping 53 points behind Hamilton, Wolff defended the decision to bring the new power units to Italy.

“We brought that phase-four engine because we wanted to understand if that direction of development was the right one,” said Wolff when asked whether the decision reflected the fresh pressure Ferrari is subjecting Mercedes to this season. “It was a bit of a risky call and we saw what happened to Nico. ►

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Hamilton led Vettel by over 25s at flag

► “In hindsight, yes, we lost a car and Nico lost valuable points, but this is a competitive championship. And it’s going to be one next year, so the earlier you can understand which direction you need to go development-wise, the better it is.”

Mercedes will now investigate whether Rosberg’s intended new-spec engine can be recovered and used for the next race in Singapore. The good news is that Mercedes can still reflect on a crushing victory for its other car over the best of the Ferraris.

Hamilton did the damage over that first stint on used soft tyres. He averaged 1m28.177s over the 23 flying laps before Vettel’s pitstop. Vettel was a massive 0.644s per lap slower on average than Hamilton during that period.

“I thought we were similar in laptime for one or two laps and I thought maybe we’d get a chance to close the gap,” said Vettel. “But then... in football you call it the ‘second lung’. It’s a German saying that makes no sense in English. He just found a switch and pulled away.”



Engine problems hampered Rosberg

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That suggests Ferrari still has some way to go to match Mercedes, but was that simply because Hamilton’s car/engine combination was so much better than Vettel’s in the race? Or did the tyre-pressure controversy that led to a tense finish play some part in Hamilton’s prodigious first stint?

The FIA eventually decided it was satisfied that Mercedes set the pressures correctly when the tyres were fitted to the car, and that it followed the correct procedures, despite finding the rear-lefts on both Hamilton’s and Rosberg’s (the latter by 1.1psi) cars below Pirelli’s minimum limit, which is enforced for safety reasons.

There will be moves now to improve the systems by which these pressures are measured, suggesting there is possibly some anomaly with the checks performed at Monza. But the question is whether Mercedes gained an advantage from tyre pressures being slightly outside the minimum, and whether Hamilton should have been disqualified from victory for not being in compliance with this limit.

Williams performance chief Rob Smedley was fairly emphatic. “The intention of running lower tyre pressures is for performance,” he explained. “There is a document that Pirelli sends at the start of the weekend, and that document stipulates what the pressures have to be out of the blankets.

“Effectively that’s a technical infringement and an infringement on safety. We have a process in place to not let the tyres go below minimum pressures when they come out of blankets.

“It doesn’t matter what it is, if it’s 0.3 or 1.1 or 10. When you have a technical regulation, you have



Williams’s Smedley had strong views

XPB IMAGES

to stick to that regulation. The wings we measure, and get to within half a millimetre within the regulations. We don’t go outside of the technical regulations. If we did go outside, and we were caught, we would be disqualified.”

The tyre-pressure limit is set for safety reasons, rather than competitive ones, though it’s unhelpful in this case that the two are interlinked. Nobody wants tyres to fail, for obvious reasons – especially given what happened at Spa – but it’s also true that lower starting tyre pressures should give you more grip and help reduce overheating during a stint.

“They definitely had an impact on performance in race running,” said Smedley of Pirelli’s Monza limitations, which required an increase of 1psi



Smedley: "There's a technical regulation and they've infringed the technical regulation. End of story"

front and rear compared to Spa. "They give you a stipulation of where you have to start and then the car energy will take you to a certain pressure.

"Where do you want to go with it? There's a technical regulation, and that technical regulation is in place in order that you don't infringe it. Where do you want to go with wings, with car heights? What do you do with your power units?

"It's a technical regulation and we've all got to abide by it. If we all went a little bit outside [in various areas], all our cars would be two seconds quicker. So we don't take a little bit anywhere. There's a technical regulation and they've infringed the technical regulation. End of story."

Except it wasn't the end of the story, because the stewards deemed Mercedes didn't break any rules. From this we can only conclude there was possibly some error in the readings taken that caused this whole storm in the first place, or an error in the procedure for taking those readings that meant the stewards couldn't reasonably take action.

Mercedes insisted it had followed the proper guidelines in conjunction with its Pirelli engineers, and that the "tiny discrepancy" must have been down



Mercedes' Lowe met FIA stewards...



...then faced the press

to the tyres cooling off between the time they were fitted to the cars and the moment the two Mercedes and the two Ferraris were checked on the grid.

Wolff suggested the procedure for checking the tyres needed to be cleared up in the future. "It is about defining the procedure on when the tyres are checked so it's the same for everybody," he said, adding that his team was not informed of the discrepancy in time to raise pressures before the start, and he insisted Mercedes had not deliberately set the tyres in such a way as to ensure they dropped below the minimum limit after checks were performed.

"I can rule out that we would try to gain an advantage in a way that is unscientific and uncontrollable," he said. "We don't know why we had such a discrepancy. At the end of the day it can be performance-costly if you have one tyre with a different pressure to the others."

It's not really clear whether Mercedes made a misjudgement (or a clever calculation), whether Pirelli and the FIA failed to take the correct measurements at the correct time (or something went awry with that process), or whether Mercedes really gained anything from whatever anomaly might or might not have been discovered.

In the end it didn't matter. Hamilton kept his win, and Ferrari must still work out how to bridge the last bit of that gap to get on terms with Mercedes. If it can do that over the remaining seven races and the winter of 2015, then next year's Italian GP could really be something special for the home crowd.

But Mercedes will be working hard to ensure its cars remain the dominant force. ❧

QUALIFYING



It's funny how things work out. Lewis Hamilton admitted his own performance in qualifying for the Italian GP was not his best, yet he took pole position with relative ease – his 11th of the season and the 48th of his F1 career.

Ordinarily, Hamilton being a little below par would represent a golden opportunity for team-mate Nico Rosberg to steal his thunder.

Rosberg performed very well in qualifying here, which hasn't always been the case this year, but unfortunately he was hampered heavily by an unscheduled engine change after the final free practice session, during which he noticed a "strange oscillation" from his engine, upgraded by Mercedes before this race.

Unsure of the cause at this stage, and fearful that the new engine might be permanently damaged, Mercedes elected to switch Rosberg back to the power unit he used to finish second in the Belgian Grand Prix two weeks earlier.

Not only was that engine less powerful than the new one fitted for Monza, it was also nearing the end of its life, having been raced continuously since the Canadian GP in June.

In those circumstances, Rosberg did well to qualify fourth, within a tenth of a second of both Ferraris (running their own newly upgraded engines for the Scuderia's home race) and 0.306s adrift of Hamilton. He has certainly driven worse and still qualified second this season.

"The mechanics did an incredible job on my car to change everything in one and a half hours," Rosberg said. "It [the replacement engine] has a lot of mileage – it has done six races, and engines degrade over time.

"It has definitely compromised my weekend and will compromise my race as well. It's obvious, it's on the data, you can see it. I lose a lot of time on the straights."

Wolff said Mercedes hadn't detuned Hamilton's new engine for qualifying, to safeguard against a recurrence of the problem that struck Rosberg in practice (at the time they did not know it was due to a water leak in the cooling system), suggesting the 0.234s gap to Kimi Raikkonen's second-placed Ferrari was representative.

Raikkonen said it was a "big surprise" that he and team-mate Vettel got so close to Hamilton (Vettel was just 0.054s slower than Raikkonen in Q3). Not that they worried Hamilton unduly...

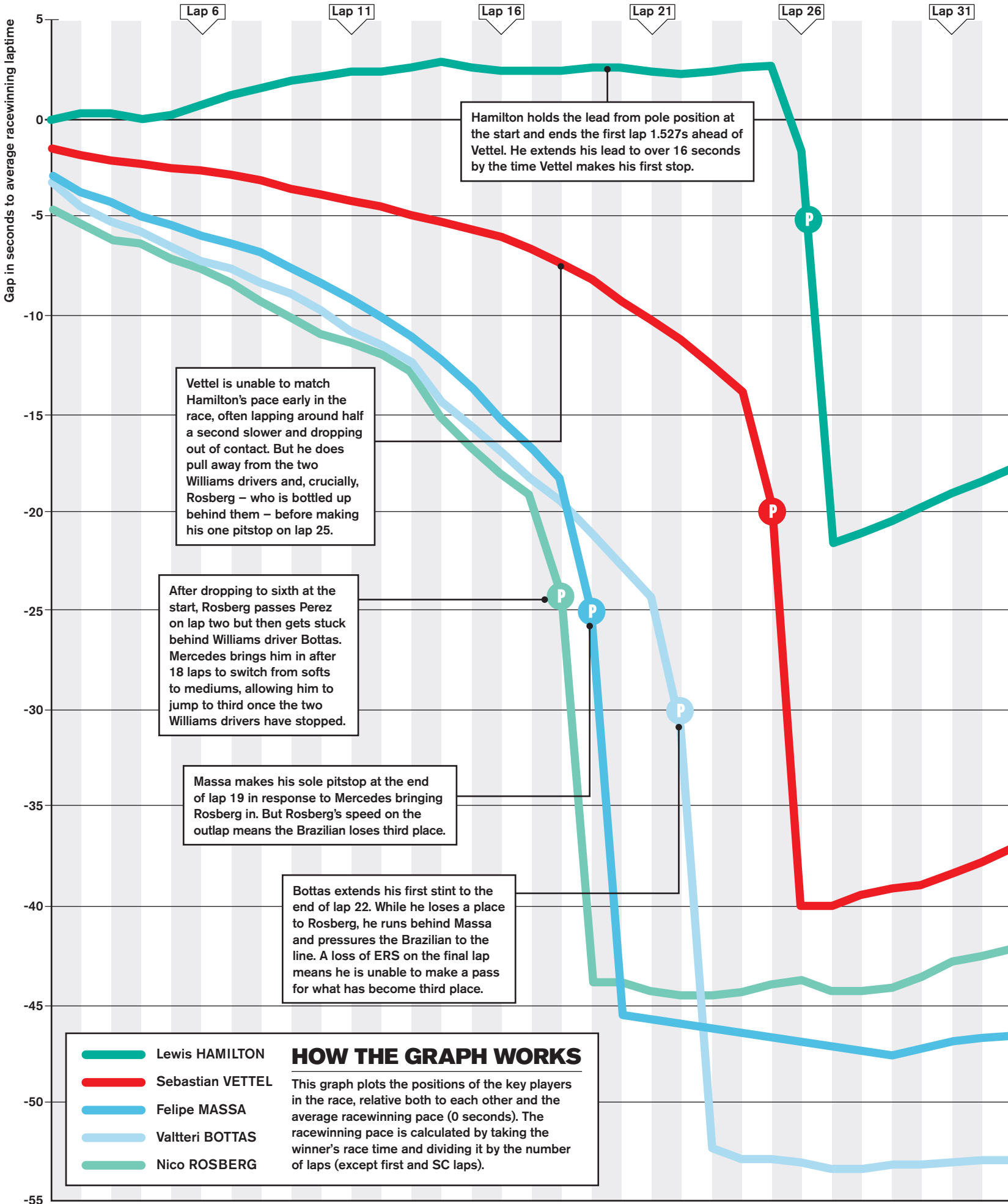
"I still think the gap can be bigger," said Hamilton. "I'm not concerned with it, but it's great to see them continuing to step forward and giving us a run for our money."

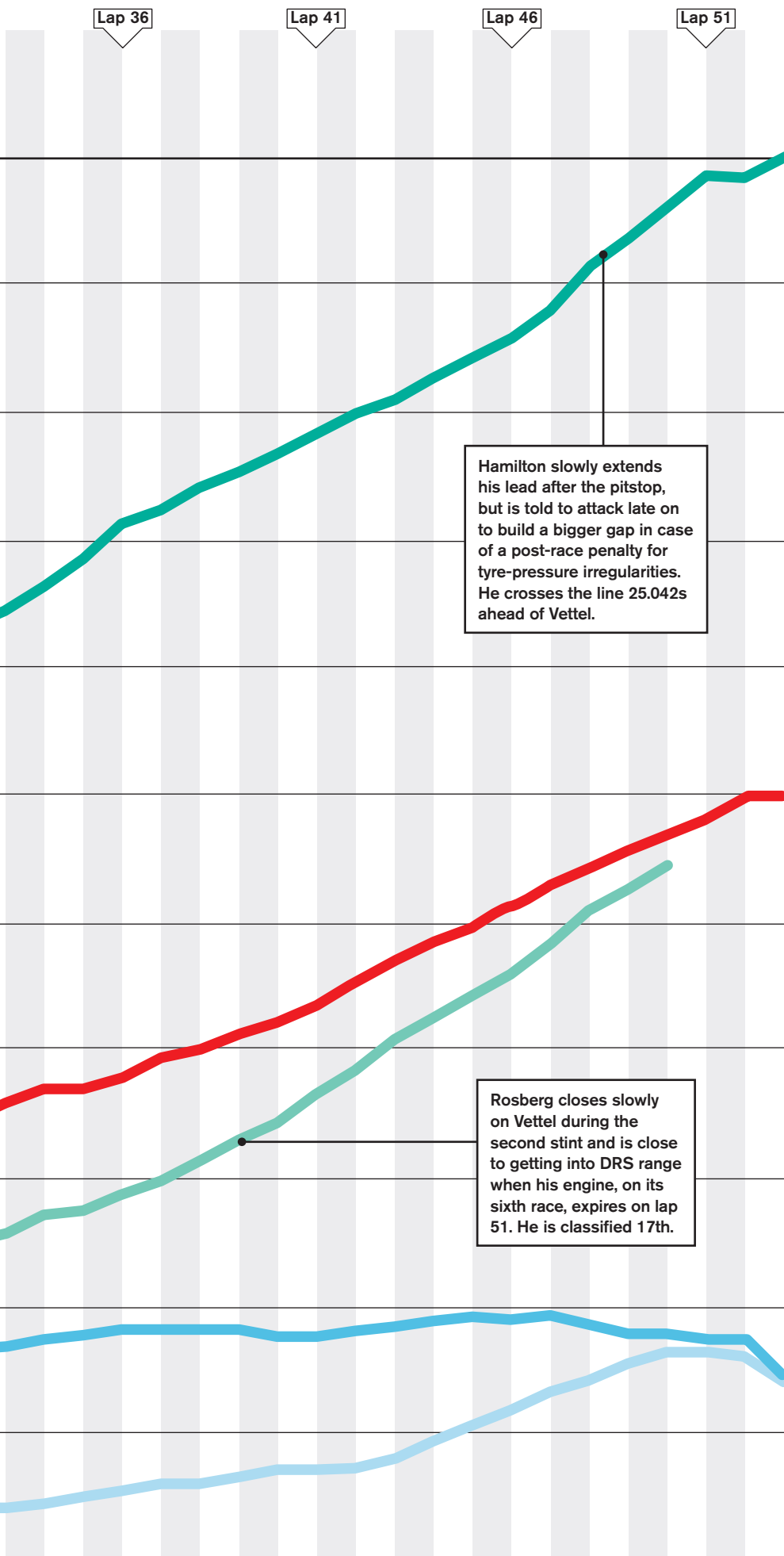
Are you expecting them to challenge you in the race, Lewis? "I'm expecting it, but the engineers I don't believe are."



Raikkonen was closer in qualifying

HOW THE RACE WAS WON





Lap 36

Lap 41

Lap 46

Lap 51

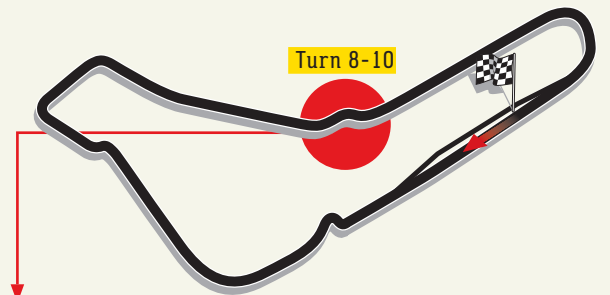
Hamilton slowly extends his lead after the pitstop, but is told to attack late on to build a bigger gap in case of a post-race penalty for tyre-pressure irregularities. He crosses the line 25.042s ahead of Vettel.

Rosberg closes slowly on Vettel during the second stint and is close to getting into DRS range when his engine, on its sixth race, expires on lap 51. He is classified 17th.

TRACKSIDE VIEW

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Watching Formula 1 cars at Monza is like nothing else. For one thing, you're seeing them lapping within the grounds of an historic royal public park. The Tifosi aren't exactly spending their time sitting on benches feeding the birds while the cars flash past, but you get the idea...

Wandering through the grounds to find a suitable vantage point is an adventure in itself. I set out initially for the two right-handers at the far side of the circuit, known as the Lesmos. After walking along a tree-lined path that runs parallel to the penultimate straight and Ascari chicane, I found my way onto a narrow road through denser woodland. The path climbs its way over a bridge across the straight.

After a short climb you expect the route will suddenly slope down again, leading to the Lesmos. But instead you are confronted by a section of the old banked circuit, used when the track first opened in the 1920s.

I didn't fancy my chances abseiling down the other side, so headed back to Ascari instead. As the cars returned to the track, following a delay for recovering the stranded Toro Rosso of Carlos Sainz from the Parabolica, I spotted an old Italian gentleman

"F1 cars look incredible through Ascari – a spectacle befitting the venue"

perching on the saddle of his bicycle in an attempt to gain a better view of the action. Following a heated argument with a steward, the old man had to relinquish his precarious position. But even from ground level he surely couldn't help but appreciate the sight of Max Verstappen's Toro Rosso drifting wildly as it accelerated through the left-hander, somehow not coming completely around on him, corrected instinctively with foot still hard on the throttle.

Running much less downforce than they would otherwise, F1 cars look incredible through this chicane. It's a spectacle befitting a fabulous venue.

Let's hope they find a way to keep it on the calendar.



Cars are spectacular at low-downforce Monza

STORIES OF THE RACE

Engine failure hits Rosberg's title hopes

Nico Rosberg believes his luckless Italian Grand Prix weekend came at the "worst possible moment" in his increasingly one-sided world championship fight with Mercedes team-mate Lewis Hamilton.

The 53-point gap that now exists between the pair is the largest since the controversial one-off use of double points in last year's Abu Dhabi GP. This, combined with an engine problem for Rosberg in that race, meant they ended the 2014 season 67 points apart.

Rosberg endured a litany of problems at Monza, starting with a coolant-system leak during final practice that caused damage to the new-specification Mercedes internal-combustion engine he was using. He had to revert to an older-spec engine, which had already seen

service in five races, including the previous round at Spa, and only qualified fourth. Rosberg lost ground at the start in the confusion wrought by Kimi Raikkonen's Ferrari being slow away from the grid position immediately in front of him, and then retired from third when the replacement power unit expired three laps from the finish.

Mercedes said it had allowed Rosberg to turn the engine up in his late pursuit of Sebastian Vettel's second-placed Ferrari.

"The whole weekend, everything that could go wrong went wrong," said Rosberg. "Very, very unlucky. And in the worst possible moment, as I needed to make up some points, not get the worst point loss of the year."

Asked by AUTOSPORT if he could quantify the deficit caused by reverting to the older engine, Rosberg replied: "I know the number but I can't say it, of course."

"But you get engine degradation from mileage and this was the highest mileage of an engine, so there was big degradation in there."

Having fallen from fourth on the grid to sixth from the start, Rosberg recovered to third and had closed to within 1.2 seconds of Vettel when the engine failed. He was certain that he would have been able to overtake.

"There was a chance for sure because he was struggling and I had a lot in reserve," Rosberg added. "Up to the point where it broke I was still saving my brakes."

His retirement was Mercedes' first mechanical failure in a race during 2015 but, rather than hoping that Hamilton is struck by comparable misfortune, Rosberg hopes to regain ground in a straight fight.

"I don't wish him bad luck, I just wish myself a great end to the season," he said. "Of course for the championship it [Monza] was a big disaster, but I'll keep pushing. Giving up is not an option."



ETHERINGTON/LAT



XPB/IMAGES

Massa holds off Bottas for podium

Felipe Massa fended off a late charge from Williams team-mate Valtteri Bottas to finish third in the Italian Grand Prix. The duo started fifth and sixth on the grid, but gained two places each when Kimi Raikkonen's Ferrari stalled at the start and delayed Nico Rosberg's Mercedes.

Rosberg leapfrogged both at the pitstops, and Bottas dropped back from Massa during the middle phase of the race to save tyres. He closed in as Massa began to struggle with degradation, and their battle became one for the final podium spot when Rosberg's engine failed with three laps to go.

Bottas got within DRS range over the final four laps, but Massa defended well, eventually finishing just 0.361s clear to record his second podium finish of the season.

"Felipe definitely had a bit more degradation," said Williams performance chief Rob Smedley. "Valtteri did a very good job of managing his tyres and that was the pace difference at the end."



DUNBAR/LAT



STALEY/LAT

Raikkonen blames clutch for bad start

Kimi Raikkonen identified faulty clutch positioning for squandering his first front-row start since the Chinese Grand Prix in April 2013.

He fell to last by the first corner (above) as he eventually got going, but recovered strongly to grab fifth before the end of the race.

"It went into anti-stall when I let the first clutch go," explained Raikkonen. "As far I understand I did the correct thing, but we can see there's a problem with the second clutch."

"It was not in the correct place. I'm pretty sure I put it correct as always. I don't know. I've not had anything like this before. After that we did

the best we could. I'm obviously quite disappointed. When you start in second place and end up last by the first corner it's not ideal."

Ferrari team principal Maurizio Arrivabene suggested that Raikkonen could have played a part in his own misfortune. "It looks like he was struggling a bit, or messing a bit with the finger to follow the procedure," Arrivabene said.

Raikkonen charged to ninth by the end of lap six. He subsequently battled past both Force Indias and Marcus Ericsson's Sauber, taking fifth once Nico Rosberg retired.



Hulkenberg bemoans mystery car fault

Nico Hulkenberg believes his Force India was handicapped by an unexplained problem for much of the Italian Grand Prix. He could not keep pace with team-mate Sergio Perez at Monza, finishing 19 seconds behind in seventh place, and under heavy pressure from Marcus Ericsson's Sauber and Daniel Ricciardo's Red Bull.

"I'm quite frustrated, because I didn't have the pace all race long and I'm convinced there's something wrong with the car," Hulkenberg said.

"From Friday to Saturday we changed something on the car and it hasn't been the same since.

"In the race there was no chance to follow 'Checo' [Perez]. It just wasn't in the car. It was just sliding, eating up the rear tyres. I was fighting with a weapon that wasn't really a weapon."

A double points finish did at least allow Force India to pull 13 points clear in the battle for fifth place in the constructors' championship following non-scores for nearest rivals Lotus and Toro Rosso.

Renault delays power upgrade

Red Bull and Toro Rosso suffered more reliability problems at the Italian Grand Prix, while engine supplier Renault looks set to delay a forthcoming performance upgrade until October's US GP.

Knowing they would be slow at Monza, Renault-powered Red Bull and sister squad Toro Rosso filled the back two rows of the grid after being penalised for multiple engine-component changes across the four cars.

They were more competitive in race trim, as Daniel Ricciardo, who suffered a hydraulic problem and engine failure in practice, and Daniil Kvyat recovered to eighth and 10th places for Red Bull, while the Toro Rossos of Carlos Sainz Jr and Max Verstappen finished 11th and 12th.

Renault had planned to introduce a performance upgrade during the Japanese or Russian GPs, but now looks set to delay that.

BIG NUMBER

25 The number of Renault engines used between its four drivers across 12 races this season.

Q&A

DANIEL RICCIARDO RED BULL RACER



Talk us through how your race unfolded.

"The start was really good. I don't know if it's luck but the last two have been awesome! Then we just survived the first stint – obviously the guys on the option [soft] tyre were a lot quicker. We just hung in there. But then the option handled well. I thought when Hamilton lapped me towards the end I would lose the chance with Hulkenberg and Ericsson. Luckily he lapped them and that allowed me to get right on them on the last lap."

How were you able to pass Ericsson's Sauber on the last lap?

"It was literally the last corner! Ericsson had a bit of a moment out of Ascari, scrubbed off a bit of speed, and it just allowed me to get under his gearbox. He blocked into Parabolica, and I went on the outside. Then we both sort of slid wide, but I was just able to cut back across and get a better exit. Much to his disappointment! But it made the eighth place sweeter..."

Starting from the back on a track that wasn't expected to favour Renault, you must be delighted to finish that high up...

"Yeah. I came on the radio and said, 'I think that's the best eighth place we've ever got!' Once again the car has been handling well – it feels now like the car we had last year."

STORIES OF THE RACE



Both Lotuses retire after first corner clash

Lotus failed to score points in the Italian Grand Prix, after both drivers retired as a result of contact at the first corner.

Romain Grosjean suffered rear suspension damage, which led to his retirement on lap two, after a hit from the Sauber of Marcus Ericsson.

Pastor Maldonado's car was also damaged as a result of the chain reaction that knocked Grosjean's car into the Force India of Nico Hulkenberg, which then collided with Maldonado, who was forced to crab back to the pits and retire with deranged front suspension.

"Romain touched Hulkenberg and Hulkenberg jumped

into my car at turn one," explained Maldonado. "That's it. I had damage on suspension, the right-front. I was on the outside and Hulkenberg came into me."

"Romain got hit by Ericsson, which broke his rear wishbone," added Lotus head of trackside operations Alan Permane. "I think Pastor got hit by Hulkenberg, although I'm not 100 per cent sure, which broke his front track-rod. Nothing more to say than that, unfortunately. A sad weekend."

Hulkenberg also tagged the rear of Felipe Nasr's Sauber further round the first lap at the Ascari chicane.

We were looking for a strong finish and had the potential to do that. Turn 1 at Monza can be tough



Pastor Maldonado, whose Italian GP was effectively ended by damage at the first corner

24



Alonso retirement ends duel hopes

World champions Jenson Button and Fernando Alonso were shaping up for an all-McLaren-Honda duel for what would have eventually been 14th place in the Italian Grand Prix, before a suspected electrical control board failure caused Alonso to retire from the race.

The McLarens started on alternative strategies, with Button starting on the soft tyre and Alonso on the medium. Alonso pitted for softs on lap 28 and closed the gap to Button (now on mediums) from 12s on lap 29 to 0.609s over the next 16 laps, but had to pit with the problem before he could attack.

"I think it would have been a good fight until the end," rued Button, who briefly ran in the top 10 early on after a strong start. "It's not easy for us to overtake each other. It would have been quite fun, I think – we missed out on that."

Seven drivers hit with grid penalties

A total of 168 positions' worth of grid penalties were dished out among seven drivers before the start of the Italian Grand Prix.

The McLaren, Toro Rosso and Red Bull teams contributed the majority, having made a number of engine changes between them – some tactical, others due to failures – at a track that was always likely to be a challenge for Honda and Renault.

Their demotions elevated the slowest cars (the Manor-run Marussias of Will Stevens and Roberto Merhi) to 13th and 14th on the grid.








None of the six drivers at the back was able to take the full scale of their penalties, which included a 50-place drop for multiple engine component changes on Daniel Ricciardo's Red Bull.

An FIA rule tweak earlier this season made a back-of-the-grid start the highest penalty possible, ending the previous practice of making up 'leftover' positions via in-race drive-throughs.

Sauber's Marcus Ericsson was given the only non-technical grid penalty – three places for blocking Nico Hulkenberg's Force India in qualifying.

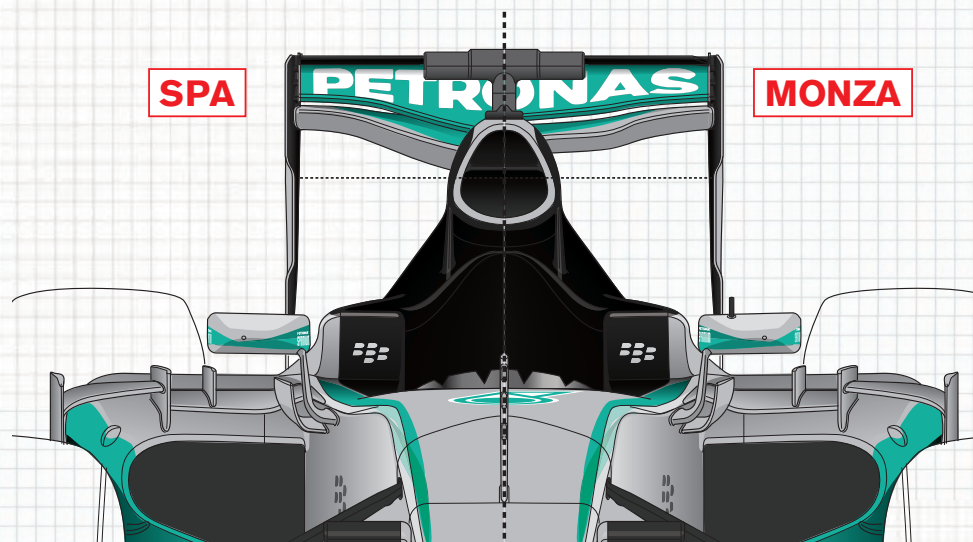


FULL LIST OF PENALTIES

- ↓50 PLACES**  **DANIEL RICCIARDO**
6th engine and 5th turbo, MGU-K and MGU-H + 7th engine and 6th turbo, MGU-K and MGU-H
- ↓35 PLACES**  **DANIIL KVYAT**
6th and 7th engines + 5th and 6th turbo + gearbox
- ↓35 PLACES**  **CARLOS SAINZ JR**
5th and 6th engines + 5th turbo, MHU-K and MGU-H
- ↓30 PLACES**  **MAX VERSTAPPEN**
7th engine and 5th turbo and MGU-K + broken seals on 6th engine (fitted for qualifying). Started last on account of not setting a time in qualifying
- ↓10 PLACES**  **FERNANDO ALONSO**
9th engine
- ↓05 PLACES**  **JENSON BUTTON**
9th engine – already on 9th turbo
- ↓03 PLACES**  **MARCUS ERICSSON**
impeding

DRAWING BOARD

by Craig Scarborough



Toro Rosso loses top in qualifying

When Max Verstappen's car shed its bodywork, it gave us a clear view of the unique packaging of the Renault power unit.

On top of the engine, the airbox and filter feed the turbo, and below them the pressurised inlet plenum feeds the engine.

These components are coated in gold reflective material to prevent them being heated by the large V-shaped oil cooler mounted between the engine and rollhoop.

Another small duct feeds from the airbox to provide cooling for the gearbox oil radiator at the back of the car.

The heavily heat-wrapped pipework behind the engine is the exhaust system that feeds the turbo wastegate.

Mercedes adapts rear wing for Monza

Again we saw Mercedes arrive with a rear wing adapted specifically for the circuit.

At Spa the team used its 'twisted-profile' rear wing, with a deeper centre section than its conventional design, shallower at the tips.

For Monza the wing still had a twisted profile, but was much shallower to reduce drag further.

In some respects the wings use the same

philosophy, but by Monza the wing was much flatter in its middle section and the slot between the wing's flap and main plane was more open.

Aside from its shaping, it's the shallowness of the Monza wing that made the biggest difference to top speed – it uses far less of the available depth (dotted line), as this greatly reduces the angle of attack for the wing.



Lotus tests new front-wing design

Lotus brought a revised front-wing design for Monza free practice that was first seen being tested at Spa.

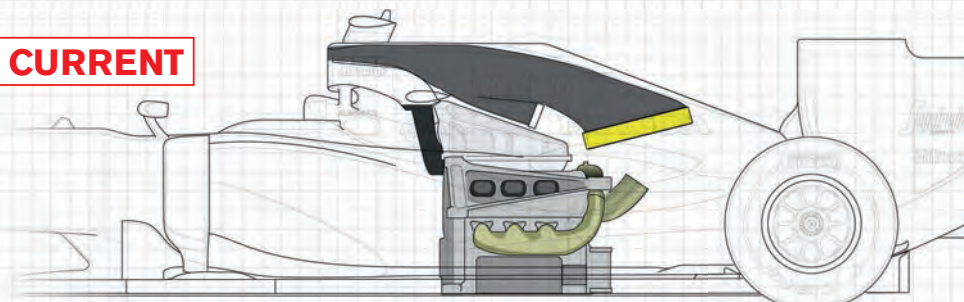
Overall, the front wing's design philosophy remained the same, but this time the front-wing section (known as the main plane) had been revised. This used to be largely a single element, with a small slot added near the wing's tips.

This time the slot had been extended all the way to the wing's centre section, with the wing flaps subtly altered. This slot probably allows the wing to be worked harder for both downforce and flow control.

As it remained unraced at Monza, it's unlikely that the revised wing provided the downforce and drag levels needed, but was probably being tested ahead of the more aerodynamically demanding tracks to come.



CURRENT



McLaren runs updated cooling system

McLaren ran Honda's updated engine and some chassis revisions.

Key among these changes, and critical at these past two races, was a repackaged radiator system over the top of the engine.

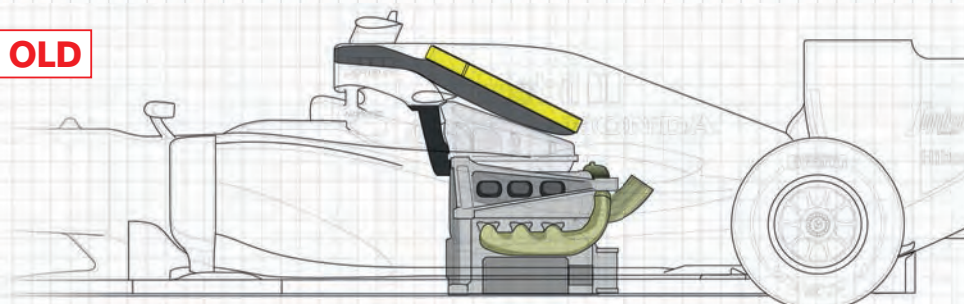
Since pre-season testing McLaren has run a long ERS water cooler over the top of the Honda V6 to allow the sidepods and rear end to be slimmed to the trademark 'size-zero' shape.

The compromise was a raised centre of gravity, and the added bulk to the bodywork ahead of the rear wing.

Now the more triangular cooler is placed in a more conventional position above the gearbox, with the ductwork modified to feed it.

This lower rear position resolves the centre-of-gravity issue and slims the upper bodywork to form a thin sharkfin along the engine cover.


OLD




DRIVER RATINGS

MERCEDES




NICO ROSBERG 
Rosberg drove well in the trying circumstances presented by having to ditch his leaky new development engine for a tired, older-spec version. There was a suggestion that he should still have beaten both Ferraris, but that seems unrealistic given the scale of what went wrong – including Raikkonen stalling at the start and ruining Rosberg's own launch.




LEWIS HAMILTON 
Whatever the vagaries of Mercedes' tyre pressures, this was still a fine performance. Hamilton wasn't entirely happy with his car on Friday and gets marked down slightly after admitting his qualifying performance was below his usual standard. His team-mate's engine woes meant he had a relatively comfortable run to his 11th pole and seventh victory of the season.

RED BULL




DANIEL RICCIARDO 
Relentless and error-free. This was Ricciardo at his best. Took a 50-place grid penalty for two engine changes, and lost valuable track time to a hydraulic problem on Friday, plus engine failure on Saturday. Was faster than Kvyat with only one flying lap in Q1, before sitting out the rest of the session, then put on a mighty charge to eighth from the back row, taking Ericsson on the line.




DANIIL KVYAT 
Kvyat has an affinity with Monza, winning here in GP3 and Formula Renault 2.0, and impressing Toro Rosso with his charge from the back of the grid last year. Those skills were required again thanks to grid penalties for changing his engine and gearbox. Drove well, but was outdone by Sainz's Toro Rosso in qualifying, and not quite at Ricciardo's level in the race.

WILLIAMS




FELIPE MASSA 
Weekend began well with the news Williams will retain his services for another season. Looked a bit wild on Friday, but calmed down and outqualified his team-mate (with a little help from following him) and take fifth on the grid, which the team reckoned was the best possible. Had a small edge in the Williams battle, and did well to resist a late Bottas charge.




VALTTERI BOTTAS 
Ferrari speculation done with, Bottas also came to Monza with a fresh Williams deal. Looked racey on Friday, and likely to lead the way behind the silver and red cars, but failed to warm his tyres sufficiently on the out-lap in qualifying, so ended up nearly two tenths adrift of Massa. Trailed him throughout the race too, though smart tyre-saving almost changed that.

McLAREN

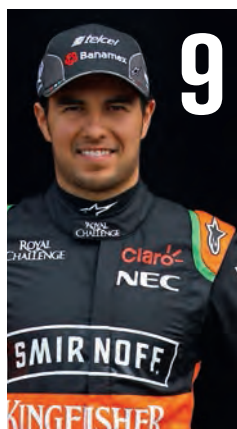



FERNANDO ALONSO 
McLaren reverted to the longer nose it last used at the Canadian GP, since the team felt the short nose gave the MP4-30 too much drag for Monza. Alonso was fractionally slower than Button in qualifying and started on a different tyre, but the two converged for a fight near the end. Then a suspected electrical problem spoiled the only fun on offer on an otherwise trying weekend.




JENSON BUTTON 
Button missed most of Friday's second practice session thanks to an ERS coolant leak, so did well to out-qualify Alonso on Saturday. Made a fantastic start to run inside the top 10 in the early laps and was feisty in defence. Arguably burned up his tyres a bit too much though, leaving him vulnerable to a late Alonso attack but for his team-mate's retirement.

FORCE INDIA

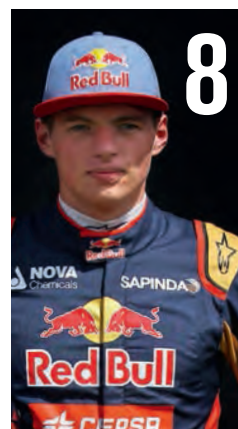



SERGIO PEREZ 
Perez showed great single-lap pace on Friday, but wasn't happy with the balance of his VJM08, nor the degradation his tyres showed over longer runs. Got on top of that with overnight set-up changes and the business end of his weekend went as well as could be expected. Wasn't challenged in qualifying, owing to problems for others, but was faultless in the race.

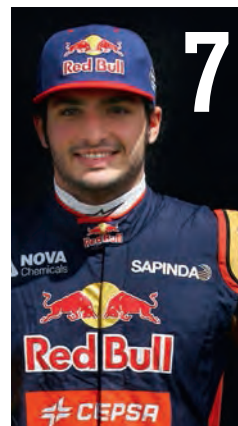



NICO HULKENBERG 
Force India's newly re-signed driver wasn't too bothered by running out of fuel in qualifying – it only cost him two grid slots at best – but was unhappy after a difficult race, where he tagged Nasr's Sauber on the first lap, struggled for rear grip, and almost got beaten by Ricciardo. Was slower than Perez, and is convinced there was something wrong with his VJM08.

TORO ROSSO



MAX VERSTAPPEN 
Remains positive in the face of Renault's ongoing woes, and needed all of his resolve given the task he faced trying to race forward from the very back of the grid – with a drive-through penalty (for his car's engine cover flying off in qualifying) thrown in. Fought valiantly, including nice pass on Nasr. Was marginally the stronger of the two Toro Rossos in the race.



CARLOS SAINZ JR 
We're becoming accustomed to Sainz excelling in qualifying, and he delighted in winning a personal duel with Red Bull stablemate Kvyat, given both were hit with the same degree of grid penalty. Battled hard to pass Button early in the race, but five-second penalty (for cutting the first chicane) arguably cost him a point. First finish in five starts was welcome.

BEN ANDERSON reviews and rates each driver's grand prix weekend performance out of 10

FERRARI



SEBASTIAN VETTEL Admitted Ferrari needed to "take a step forward with the car", after trailing Mercedes by a large margin in practice, despite an upgraded engine. The Scuderia did just that on Saturday, as the red cars qualified two-three, though Vettel trailed Raikkonen fractionally. Wasn't tested too much in the race, though responded well to Rosberg's late charge.



KIMI RAIKKONEN Raikkonen was self-critical after trailing both Force Indias on Friday, but recovered to qualify on the front row for the first time since 2013. Wasted that with a woeful getaway, and was last at the first corner. Recovery drive to fifth was decent, but probably took too much from the tyres. Re-passed Ericsson's Sauber and the Force Indias, but made no ground on the Williams.



XPB IMAGES

LOTUS

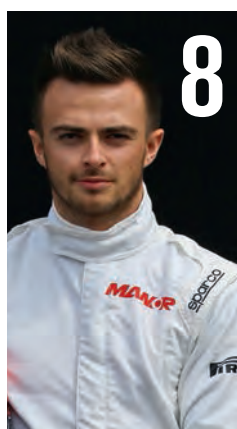


ROMAIN GROSJEAN Did his customary excellent job to make the top-10 shootout in qualifying, despite missing opening practice to allow reserve Jolyon Palmer more seat time, having minimal dry running in FP3 on Saturday, and the team having to borrow tyre blankets from rivals owing to an overnight deluge. His race lasted just two laps, after a punt from Ericsson's Sauber.



PASTOR MALDONADO Felt Pirelli's new tyre pressure and camber limits were not helping his cause, and struggled with a lack of rear grip. The 0.285s gap to Grosjean in qualifying was too big, given Maldonado had more track time during the build-up. But Maldonado got marginally less in the race, after getting caught up in contact at the first chicane after the start. An innocent victim this time.

MANOR

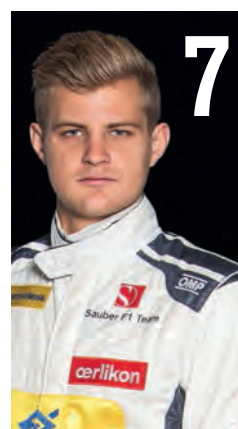


WILL STEVENS Was hopeful Manor would move a little closer to the rest of the field here, and felt much happier with his car's balance than he has done recently. This was a good weekend him. He drove well and maintained a useful advantage over his team-mate throughout. Was far enough ahead in the race that even a slow pitstop didn't cost him in the private battle of the Manor Marussias.



ROBERTO MERHI Merhi has been coming on stronger over recent races and had beaten Stevens in each of the past two grands prix. Just couldn't quite get on terms with his main rival as the weekend progressed, trailing by a tenth or two as both got quicker through Friday and Saturday. Couldn't live with his team-mate in the early part of the race either, and that's what settled matters in the end.

SAUBER

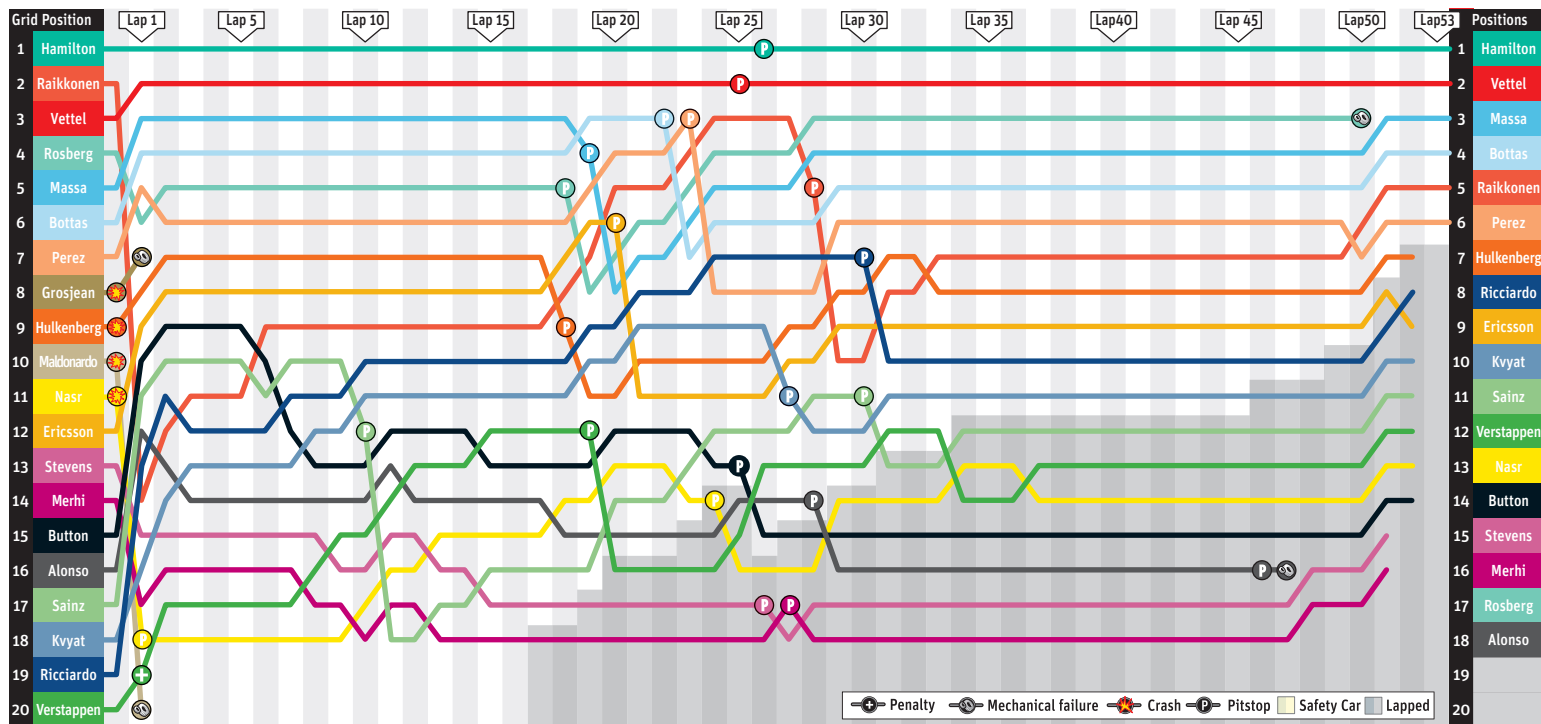


MARCUS ERICSSON This was another good weekend's work, though it wasn't the cleanest. Drove well to make the top-10 shootout, but penalty for blocking Hulkenberg was careless. Was also lucky to come away unscathed after triggering contact at the first chicane that ultimately put both Lotus drivers out. Burned his tyres attacking the ailing Hulkenberg late-on, which led to defeat by Ricciardo.



FELIPE NASR Spent some time at the Brembo factory after Spa, to better understand the recurring brake problems he's suffered. Had no further problems here, but felt a "5km/h" straightline speed deficit cost him dearly in qualifying, and that "seventh or eighth" was possible in the race without the early puncture. But in truth he wasn't really fast enough in the race to score points.

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m24.670s
2	ROSBERG	1m25.133s
3	VETTEL	1m26.258s
4	HULKENBERG	1m26.612s
5	PEREZ	1m26.730s
6	RAIKKONEN	1m26.783s
7	RICCIARDO	1m26.922s
8	MASSA	1m26.936s
9	BOTTAS	1m27.075s
10	MALDONADO	1m27.118s
11	NASR	1m27.232s
12	KVYAT	1m27.275s
13	ERICSSON	1m27.454s
14	VERSTAPPEN	1m27.591s
15	PALMER	1m27.669s
16	SAINZ	1m27.907s
17	ALONSO	1m28.023s
18	BUTTON	1m28.423s
19	STEVENS	1m29.853s
20	MERHI	1m29.911s

Weather: sunny, air 19C, track 22C

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m24.279s
2	ROSBERG	1m24.300s
3	VETTEL	1m25.038s
4	PEREZ	1m25.278s
5	HULKENBERG	1m25.325s
6	RAIKKONEN	1m25.380s
7	GROSJEAN	1m25.497s
8	MALDONADO	1m25.513s
9	BOTTAS	1m25.647s
10	MASSA	1m25.891s
11	NASR	1m26.114s
12	ERICSSON	1m26.133s
13	RICCIARDO	1m26.222s
14	VERSTAPPEN	1m26.454s
15	SAINZ	1m26.641s
16	ALONSO	1m26.966s
17	STEVENS	1m28.201s
18	MERHI	1m28.439s
19	BUTTON	1m28.471s
20	KVYAT	1m28.723s

Weather: sunny/cloudy, air 23C, track 35C

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	HAMILTON	1m24.544s
2	VETTEL	1m24.808s
3	ROSBERG	1m24.843s
4	BOTTAS	1m24.946s
5	MASSA	1m25.165s
6	MALDONADO	1m25.242s
7	RAIKKONEN	1m25.244s
8	PEREZ	1m25.515s
9	ERICSSON	1m25.692s
10	GROSJEAN	1m25.747s
11	NASR	1m25.912s
12	HULKENBERG	1m26.141s
13	ALONSO	1m26.632s
14	BUTTON	1m26.750s
15	STEVENS	1m28.123s
16	VERSTAPPEN	1m28.215s
17	KVYAT	1m28.591s
18	SAINZ	1m28.628s
19	MERHI	1m29.117s
20	RICCIARDO	1m29.900s

Weather: wet/dry, air 16C, track 19C

FRIDAY TESTERS

POS	DRIVER	TIME
1	PALMER	1m27.669s



XPR IMAGES



Carlos Sainz sailed off in Friday practice

DUNBAR/LAT

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m24.251s (1)	1m23.383s (1)	1m23.397s
2	RAIKKONEN	1m24.662s (3)	1m23.757s (3)	1m23.631s
3	VETTEL	1m24.989s (7)	1m23.577s (2)	1m23.685s
4	ROSBERG	1m24.609s (2)	1m23.864s (4)	1m23.703s
5	MASSA	1m25.184s (11)	1m23.983s (5)	1m23.940s
6	BOTTAS	1m24.979s (6)	1m24.313s (6)	1m24.127s
7	PEREZ	1m24.801s (4)	1m24.379s (7)	1m24.626s
8	GROSJEAN	1m25.144s (10)	1m24.448s (8)	1m25.054s
9	HULKENBERG	1m24.937s (5)	1m24.510s (10)	1m25.317s
10	ERICSSON	1m25.122s (9)	1m24.457s (9)	1m26.214s
11	MALDONADO	1m25.429s (13)	1m24.525s	-
12	NASR	1m25.121s (8)	1m24.898s	-
13	SAINZ	1m25.410s (12)	1m25.618s	-
14	KVYAT	1m25.742s (15)	1m25.796s	-
15	RICCIARDO	1m25.633s (14)	no time	-
16	BUTTON	1m26.058s	-	-
17	ALONSO	1m26.154s	-	-
18	STEVENS	1m27.731s	-	-
19	MERHI	1m27.912s	-	-
20	VERSTAPPEN	no time	-	-

Weather: sunny, air 21C, track 35C

QUALIFYING STATISTICS

	HEAD TO HEAD	
ROSBERG	1	11 HAMILTON
RICCIARDO	7	5 KVYAT
MASSA	7	5 BOTTAS
VETTEL	9	3 RAIKKONEN
ALONSO/MAGNUSSEN	5	6 BUTTON
PEREZ	4	7 HULKENBERG
SAINZ	8	4 VERSTAPPEN
GROSJEAN	11	1 MALDONADO
ERICSSON	5	7 NASR
STEVENS	7	3 MERHI



DUNBAR/LAT

POLE POSITION TROPHY

DRIVER	AUS	MAL	PRC	BRN	HC	CDN	A	GB	H	B
HAMILTON										
ERICSSON	1	11								
ROSBERG										
VERSTAPPEN	1									



S BLOXHAM/LAT

Evans rejuvenated by his Russian Time machine

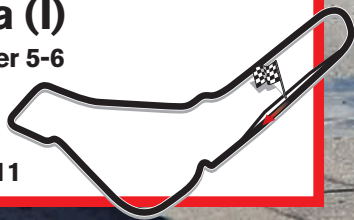
Behind-the-scenes changes have helped Mitch Evans rediscover his mojo, but Stoffel Vandoorne remains well ahead. By **AARON ROOK**

GP2

Monza (I)

September 5-6

Round 8/11



BEFORE THE SUMMER BREAK, MITCH EVANS HAD failed to start two races, retired from two and only had one podium to his name. Cue sun, sand and sangria, and a chance to reset and reassess. Now he has three podiums in four races, complete with an impressive last-gasp pass on Arthur Pic to win the Monza sprint race.

The Kiwi, who is notorious for speaking out on social media, tweeted at Spa that it was good to have his old car underneath him again, citing changes to the engineering side as the reason he's competitive again. Evans remained tight-lipped on what exact changes had been made within the Russian Time team, but admitted he was glad to have things back to how they used to be.

"With the old engineering side it made it very, very tough to be competitive," said Evans.

"Last year and this year the whole team has changed [from being run by iSport to Virtuosi], so it was a bit of risk and it was never going to be the same, and it wasn't. But fortunately I've got it back to how it was last year, which has taken a little bit of time.

"It's just a shame we couldn't restart the championship because I think we could've been challenging Stoffel [Vandoorne] for the title, or at least been close. I could be bitter about it but that's the way it goes sometimes. We just have to prove where we should have been from the start."

Evans qualified well for Saturday's feature race but was excluded, which he described as a 'slap in the face', after scrutineers discovered his tyre pressures were below the minimum requirement. This meant he had to start from the back of the grid. The pre-summer-break Evans would have undoubtedly faltered and had a bad weekend as a result, but this was a new-and-improved Evans.

He drove a faultless race from 23rd on the grid to fourth, but was promoted to the final podium place thanks to Norman Nato's five-second penalty. That rescued his weekend, and he wasn't even done yet.

Sunday's sprint race turned out even better. He passed fellow New Zealander Richie Stanaway early on and quickly set his sights on race leader Arthur Pic – the Campos Racing man had been gifted the lead at the start because of polesitter Jordan King's poor getaway.

With Vandoorne on his tail going into the penultimate lap, it was now or never for Evans. He closed up and eventually, and heartbreakingly

for Pic, got the job done on the inside of the first chicane on the final lap.

Pic didn't go down without a fight, though. The Frenchman fought side by side with Evans going into the Roggia chicane, but he couldn't pull off a move. He did fend off Vandoorne for second, but the spoils belonged to Evans, who after the race revealed he has had contact with some Formula 1 teams and hasn't given up on the dream just yet.

"It's a hard one because at the moment it feels like no matter what you do it's going to be hard to get into F1 without a lot of money," he said. "It's certainly not going to harm me if I have a mega end to this season and I outscore Vandoorne.



Lynn apologised for braking blunder

S. BLOXHAM/LAT



Evans passed Pic for the lead on the final lap

“There has been small talks with a couple of teams. You’re always in contact, especially after weekends like this when they’re knocking on the door looking for the next big thing. It’s nothing crazy at the moment, but we’re just going to knuckle down and hopefully my results will take care of what happens in the future.”

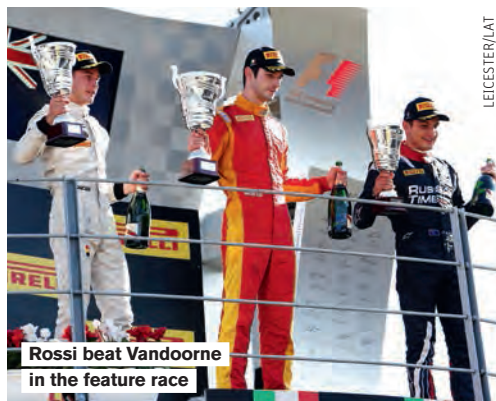
Alexander Rossi tried his best to keep his increasingly slim title hopes alive, and managed his second consecutive win in the feature race. But he would fail to score in the sprint race after being taken out by Robert Visoiu.

Rossi had watched as several drivers fell by the wayside in a chaotic feature race, but the Racing Engineering man still had his work cut out to overhaul Vandoorne, with whom he battled for long periods.

Polesitter Pierre Gasly led the field initially and was pulling away with ease before GP2 newcomer Meindert van Buuren hit the barrier exiting Ascari, which brought out the safety car.

This undid all of Gasly’s hard work, but the disappointment didn’t end there. The Red Bull junior was forced to retire with a transmission problem following his pitstop. This left his DAMS team-mate (and Williams F1 development driver) Alex Lynn in a battle for the net lead with Rapax’s Sergey Sirotkin – who on Sunday would pull off the move of the weekend by taking two cars in the sprint race at Turn 1 – and Vandoorne.

Unfortunately for DAMS, this too ended in tears. The Brit made a bold lunge into Turn 1 on Vandoorne but outbraked himself, which sent him flying into the side of the helpless Sirotkin. The contact caused race-ending damage for both drivers, which Lynn wholeheartedly apologised for after the race.



Rossi beat Vandoorne in the feature race

“Obviously it was my fault,” said Lynn. “It’s a real shame because obviously I had just passed Stoffel. The problem was it was the first time I had arrived with DRS on the pit straight, so I braked too late and didn’t make the corner. Unfortunately, Sergey was right in the middle of the corner and I couldn’t avoid contact. It’s a shame because it ended what was a good race for me and obviously took him out, which isn’t fair.

“Luckily, the only thing I’ve got is a bruised ego and I live to fight another day.”

For Rossi and Vandoorne, the contact was ideal and it set up a two-way fight for the win. But with fresher tyres and the help of DRS, Rossi was able to take the lead into Turn 1 to secure a net first place. Vandoorne fought back, but there was little he could do with his worn rubber and he had to settle for second.

FOR FULL RESULTS, PAGE 44



Kirchhofer beat Ocon in race two

GP3 MONZA (I), SEPTEMBER 5-6

Charging Ghiotto cuts loss to Ocon

ESTEBAN OCON MUST HAVE BEEN COUNTING HIS lucky stars as he watched title rival Luca Ghiotto stall on the grid in race one. Now was the chance for Mercedes junior Ocon to close the gap, or leave Monza with the championship lead. He certainly wouldn’t have been expecting the heroic drive Ghiotto treated his home fans to in race two.

It was very much a case of what could have been for Ocon, again. He is often the bridesmaid, with seven second-place finishes in a row. The Frenchman lost out late on to a hard-charging Emil Bernstorff, who secured his second win of the season in race one with a bullish drive. And he couldn’t overhaul team-mate Marvin Kirchhofer in race two, where the German inherited victory from Jimmy Eriksson on the penultimate lap when the Swede encountered problems.

Despite a healthy points haul from the weekend Ocon was left scratching his head about how to overcome Ghiotto. “I know he’s a good driver but I don’t think he’s up there,” he said. “He’s a talented guy and I was expecting him to be in the front, but not this fast.”

Ghiotto on the other hand, despite retiring from the opening race, left Monza the happier of the two after his faultless drive from the back row of the grid to third on Sunday ensured his championship lead remained intact.

“It’s like a victory, really,” he said. “Before the race I knew I had the pace to recover but I thought maybe only the points, not the podium. The morning of the race I thought, ‘OK, if you don’t want to lose points to Ocon you need to give it 200 per cent.’”

Thanks to his last-gasp win, Kirchhofer has pulled himself into title contention and is only 30 points off the lead, while Bernstorff’s hopes have all but faded after he got involved in a tangle with reversed-grid polesitter Alex Fontana.



Bernstorff retired after Fontana clash

Vaxiviere (9) lost out to Rowland (4) in race two

FR3.5
Silverstone (GB)
September 5-6



Round 6/9



Ellinas and Rowland share spoils

TIO ELLINAS'S SAVAGELY QUICK PRE-SEASON

testing form had all but faded from memory as the Formula Renault 3.5 circus reconvened at Silverstone after a two-month, continental-style, summer layoff. The Cypriot's holiday season had been sombre owing to the death of his grandfather, but the loss instilled Ellinas with extra motivation to end repeated weekends where promise and speed had crumbled into middling results.

Not for the first time this year, Ellinas was fastest on Friday. But he finally carried the momentum into a breakthrough maiden FR3.5 pole. On an unseasonal chilly Saturday, the long-overdue first victory followed in dominant fashion, delighting Ellinas's Strakka Racing team.

The opening race was a thriller. Monaco victor Jazeman Jaafar made a flier from fourth, and bravely challenged Ellinas for the lead into Becketts. The Petronas-backed machine got rather too close to Ellinas's gearbox, and the resulting nerf punched a hole in Jaafar's nosecone.

Behind the unorthodoxly modified Fortec car, Matthieu Vaxiviere battled fiercely with title rival Oliver Rowland over third. The buzzing gaggle behind Jaafar also included Tom Dillmann, Nicholas Latifi and Nyck de Vries.

The battle for second became extremely heated on lap seven. Through The Loop and into Aintree, four cars fought over the same piece of road. "I tried to avoid contact with Ollie, who was up my inside, but I hit Jaafar's rear wheel," said Vaxiviere, who damaged his front wing and nose. "After that, air came through the cockpit, lifting my helmet."

Rowland overtook Vaxiviere at Brooklands, while behind Dillmann ran Michelin-to-Michelin with Latifi. Vaxiviere was demoted a further position by Dillmann into Vale on the following tour, before Carlin racer Dillmann briefly snatched third from Rowland at the same spot on lap 10.

Rowland's response was sublime. Just four corners later, in a manoeuvre worthy of a Formula 1 driver, the Racings Steps-backed man passed both Dillmann and 'bottleneck' Jaafar with a virtuoso piece of driving through Village and



Ellinas converted pole into a win in race one

The Loop. Second place was secured. Dillmann later speared off the road at Maggotts before salvaging an eventual fifth place behind de Vries.

After being passed by team-mate Rowland, Jaafar's tyre struggles intensified and the Monaco winner slipped to an eventual 10th.

Jaafar's misfortunes continued into race two, when he retired with a gearchange-related problem after just three laps. Ellinas's luck similarly reverted to its usual state: dire.

The Strakka machine was tagged into a spin at the first corner by de Vries and, after toiling to claw his way up from last into the points, Ellinas was cruelly punted around again by a clumsy Aurelien Panis on the last corner of the last lap.

It was debateable whether either would have been in contention for the win, as Vaxiviere and Rowland appeared in a class of their own. The Lotus Formula 1 junior had achieved a stunning pole on Sunday morning to start ahead of Rowland. Away from the lights, Vaxiviere streaked into a 2.5s lead, before an earlier-than-planned pitstop unravelled the Frenchman's march to victory.

The Charouz-run Lotus team admitted to being wrong-footed when yellow flags were shown for

two cars stranded in gravel traps. In a post-Bianchi world, Lotus surmised that a safety-car period was a strong possibility. Playing safe with strategy, Vaxiviere was prematurely called in on lap seven for his mandatory stop.

In the rush to react, pitlane boards with pointer arrows to guide Vaxiviere onto his marks were dispensed. In more regular circumstances, Rowland's Fortec crew achieved the fastest total pitlane time of the afternoon when the Sheffield driver came in for his tyre change three laps later.

Rowland duly returned to action with track position over Vaxiviere — albeit with a slender lead, which was rapidly dwindling to less than half a second. Vaxiviere's greatest opportunity to recover the position came when Rowland suffered a lurid slide exiting Club on lap 15. The black-and-gold car darted left and right attempting to find an opening before Abbey, but Rowland committed to closing the door in a heart-racing, hold-your-breath moment that effectively sealed his fifth win of the season.

FOR FULL RESULTS, PAGE 44

IN THE PADDOCK

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WITHOUT QUESTION, THE TWO-MONTH interval between Renault announcing that it would cease its involvement in FR3.5 from 2016 and the unveiling of plans at Silverstone last weekend for the future of the various World Series by Renault categories was far from ideal.

The void allowed rumours to grow and fester. Hopefully, the structures now announced, allowing existing World Series organiser RPM to take the reins of FR3.5 while the FR2.0 Eurocup and Renault RS01 Trophy establish a new platform with the European Le Mans Series, should draw the line under the uncertainty.

The addition of Monaco as a showcase round on the Eurocup calendar grabbed headlines. Renault Sport director of



Monaco joins
FR2.0 Eurocup
calendar

competition Jean-Pascal Dauce was convinced that Formula Renault 2.0, the premier category in Europe for drivers of its age range, is now in robust health.

"The Automobile Club de Monaco has confirmed that Formula Renault 2.0 is welcome in Monaco," said Dauce. "We believe that between F4 and F3 there is room for FR2.0, and having Monaco

is definitely a plus." Insurance-premium rises for Monaco aside, the Eurocup's future appears secure.

So what of RPM boss Jaime Alguersuari's plans? Renault Sport Technologies will continue as a technical partner of the new FR3.5 championship, just not as a promoter.

"The team entries for next year will be released very soon, before Le Mans," said

Alguersuari. "Priority will be given to the existing teams. If everything in my head comes off, there will be a new car within the next three years."

"If I had stopped, I was sure costs would rise for drivers," explained Alguersuari. "When I created Formula Nissan 18 years ago, the only reason was to help drivers. That hasn't changed."

FORMULA RENAULT EURO CUP RD4/7

Brits conquer podium in FR2.0 Eurocup

A BRITISH PODIUM LOCKOUT IN the opening Formula Renault 2.0 Eurocup race kicked off a meeting in which former runaway series leader Louis Deletraz's championship lead was whittled down to a single point.

Jack Aitken claimed a resounding second Eurocup victory of the season in a crash-delayed first race on Saturday. The race was stopped when Oliver Rowland's protege Jehan Daruvala cartwheeled onto one of the barriers

at Becketts. When safety-car boards were shown on the pit straight, several drivers were caught out by the suddenly reduced pace. In a bad morning for Daruvala's Fortec team, Ferdinand Habsburg touched wheels with team-mate Ben Barnicoat, launching himself into orbit almost to the height of the Silverstone startline gantry.

AVF racer Harrison Scott picked up his maiden podium of the season in second ahead of Aitken's Koiranen GP team-mate Jake Hughes.

Swiss Kevin Jorg took advantage of Josef Kaufmann Racing stablemate Deletraz's under-par showing. A win in race two, ahead of Aitken and Hughes, and a runner-up spot in Sunday's final allowed Jorg to move up to second in the drivers' standings, while Scott received a written reprimand for vaulting over the rear of Barnicoat. Tech 1 Racing's Antoine Hubert scored his first Eurocup victory in race three.

RESULTS Race 1 Jack Aitken, 14 laps in 57m34.353s; 2 Harrison Scott, +4.627s; 3 Jake Hughes; 4 Kevin Jorg; 5 Darius Oskoui; 6 Dennis Olsen. **Fastest lap** Louis Deletraz, 1m58.652s, 111.06mph. **Race 2 1 Jorg, 14 laps in 25m50.612s;** 2 Aitken, +1.840s; 3 Hughes; 4 Ukyo Sasahara; 5 Thiago Vivacqua; 6 Olsen. **FL** Anthoine Hubert, 1m58.458s, 111.24mph. **Race 3 1 Hubert, 14 laps in 27m46.594s;** 2 Jorg, +1.235s; 3 Sasahara; 4 Aitken; 5 Hughes; 6 Deletraz. **FL** Simon Gachet, 1m58.265s, 111.43mph. **Points** 1 Deletraz 124; 2 Jorg 123; 3 Hughes, 116; 4 Aitken, 103; 5 Hubert, 99; 6 Sasahara 70.



L-r: Scott, Aitken, Hughes on race-one podium

BIG NUMBER

5

Total number of British drivers to make podium appearances during the course of the weekend of World Series by Renault events at Silverstone.

Yelloly makes eventful return

GP2 RACER NICK YELLOLY

showed pace on an eventful FR3.5 return.

In his maiden appearance of the season for Lotus, the Solihull driver missed the first 50-minute collective test on Friday owing to a combination of pedal-position issues and a pneumatic problem. A spin on slicks in a damp qualifying relegated Yelloly to the rear of the race-one grid.

The former FR3.5 race winner qualified an impressive third for race two. But Yelloly was hit by a four-place grid penalty



Yelloly spun in damp race-one qualifying

for a blue-flag infringement in race one: "I was trying to unlap myself, I believe there was only one blue flag and then I moved out of the way. It's unfortunate, but I think I've shown my pace."

BRATT GETS CALL-UP

Former Euroseries 3000 champion Will Bratt received a last minute call-up by Pons Racing to make his first single-seater start in four years. The Oxford driver acquitted himself well but has no plans for further races.

ROWLAND HAS F1 TEST

Oliver Rowland made three runs in an F1 Red Bull-Renault RB8 at Silverstone as a prize for being the mid-season points leader. "It is great to be in any F1 car, let alone a championship winner," said Rowland. "I had about half an hour in the car on Friday alone. It was very difficult to make the car oversteer. Copse was just a matter of changing down to sixth and taking it flat..."

ARMAND EXTRACT

Philo Paz Patrick Armand was forced to retire from race one after pulling a muscle in his back. The Pons driver's Indonesian compatriot Sean Gelael also failed to finish after contact with Aurelien Panis's stalled car at the start, but scored a point for 10th in race two.

DE VRIES PENALTY

Reigning Formula Renault Eurocup champion Nyck de Vries will take a two-place grid penalty at this weekend's Nurburgring meeting. The Dutchman (below) was judged to have made an avoidable collision with Draco's Bruno Bonifacio in race two at Silverstone.



Favourites to the fore

The eventual champions have always starred at Rockingham. As the 2015 fight becomes a Shedden-Plato duel, both displayed title-winning credentials in Corby. By **SCOTT MITCHELL**



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BTCC Rockingham (GB) September 6



Round 8/10



THIS SEASON HAS NOT FOLLOWED A SCRIPT, SO Rockingham was never likely to provide an exception. For the past three years the eventual champion has won twice in Corby, and that run ended last weekend.

Rockingham, for all its aesthetic faults, is a venue that inspires great racing, and a place where champions come to the fore. That was still very much the case last weekend, even though there was no double triumph in the latest instalment of a difficult-to-predict campaign.

The interloping, excellent Mat Jackson aside, this was a weekend in which title favourites Jason Plato and Gordon Shedden put in displays equally worthy of an eventual coronation. Their wins, and to a great extent their weekends, could not have been more different. But the outcome was still the same – these two reaffirmed their status as the championship's leading lights as they edged

ever clearer of the chasing pack. But it was a topsy-turvy weekend for the rivals.

Shedden drew first blood with a stellar, last-gasp effort in qualifying to clinch third on the grid, with Plato sixth, only for the Honda man to pick up a four-place penalty for a pitlane transgression. That dropped Shedden behind the Volkswagen CC for the opening race, but it didn't take long for the fortunes to be reversed. Plato fell behind Shedden and the other Civic Type-R of Matt Neal with a slightly slow getaway, and that would prove crucial – when Josh Cook made a clumsy move on Tom Ingram at Yentwood on the opening tour, the domino effect resulted in Plato's VW getting clouted on the right rear, breaking a toelink.

With Plato's weekend seemingly unravelling and the sun now shining on the Honda team, Shedden needed no second invitation to make hay. Successive moves on Jack Goff and Aron Smith elevated the 2012 champion to second – but with 66kg on board, and Jackson mighty in the Motorbase Ford Focus, that was to be Shedden's limit. Still, fastest lap put him on pole for the sequel, and he converted that startline advantage into a lights-to-flag triumph, his fourth win of the season. Retaining the 66kg of ballast made the victory even more impressive.

As has often been the case in 2015, a strong opening pair of races was followed by a battling finale, although Shedden was keen to point out that his eighth in race three, a result that looked highly unlikely with the Honda only 12th with a few laps to go, could prove crucial by the season's end.

"Race two was about as perfect as they come, but funnily enough race three was almost even more valuable," he said. "We came away with eight 'top-up' points from a tough situation – laden with ballast, starting down in 10th and on soft tyres around a track that is notoriously hard on them – and those points could ultimately prove crucial.

"I'm dead chuffed. We really couldn't have asked for very much more."

Perversely, Plato felt the same after race three as well. After all, he won it. The path to BTCC win number 93 was far from easy, but it relied entirely on swift work from the Team BMR mechanics

Shedden revelled in starring drive





New points leader
Shedden heads the
field in race two



Cook hit
Ingram into Plato...

“It’s been a really important weekend and we’ve shown our true spirit – a six-point gap is nothing

JASON PLATO



...which sent the
VW off with damage

minutes into the opening race. After suffering that opening-lap damage Plato had crabbed his VW back to the pits, where the BMR boys performed a rapid repair to get him out just two laps down. Not only that, but the repair was sufficient for Plato to drag the car to the 12th-fastest laptime.

That glimmer of salvation looked like it might be extinguished by a trying first lap in race two, but Plato was simply biding his time on soft tyres. His progress was slow at first, and not without controversy – he bounced into Hunter Abbott’s Audi while trying to pass it for 10th, and picked up a verbal warning for his trouble – but eventually

made his way up to seventh. That rise included a stunning double pass on team-mate Colin Turkington and WSR’s Sam Tordoff into Deene.

It was a trademark Plato performance – battling, savvy, with a touch of class and a hint of controversy. And he knew that, just as he knew how crucial the work in the pitlane was to the shape of his entire weekend.

“It’s been a really important weekend for us and we’ve shown our true spirit – six points to the championship lead is nothing,” he said. “I can’t thank my team enough. In race two I knew I had to be decisive and that’s my brand, that’s what I do.



Jackson bagged first
win for new-engined Focus

“I’m not trying to blow smoke up my own arse but that’s why I’ve won so many races, and that’s why I’ve been involved in a fair few incidents. With Colin and Sam battling I needed to get a run out of Turns 10/11, and I decided there I’d be pulling the trigger at Turn 2, whatever. Whatever comes of it, comes of it...”

What came of it was the next (big) step in the salvage job of what looked like it could be a disastrous weekend, with a penultimate-lap pass on Goff handing Plato seventh (and good points with it), and fourth on the grid for the finale when the top 10 was reversed.

At the end of the opening lap of the first race, the prospect of Plato winning at Rockingham seemed like mission impossible. But once he’d latched himself onto the back of race-three poleman Ingram’s Toyota Avensis, it seemed inevitable.

What it proved to be was far from simple. Ingram, a former KX Akademy protege of Plato’s, had nailed the start and survived a couple of early attacks from his former mentor before wising up to where the Toyota was strong, and where it was susceptible. A safety car came and went, and Plato’s pressure was unrelenting.

He finally got ahead into Deene at mid-distance, but Ingram wouldn’t yield, fighting back through Chapman and bravely dipping his wheels onto the grass at Pif Paf to get back inside Plato and retake the lead into Gracelands.

It was a move that rightly drew applause. It was a move that “surprised” Ingram, and impressed Plato. It was a move that deserved to deliver ▶



Lead scrap lit up race three

► the sophomore driver a maiden BTCC victory – but it was a move from which, ultimately, Plato would recover.

Deene was always likely to be the location of the race-winning pass, and Plato duly obliged with a forceful – but fair – overtake just three laps from the end. This time Ingram had no answer but, since Turkington wasn't quick enough to be anything more than close behind in third, a maiden rostrum was assured.

It was a thrilling dice, one of the best for a BTCC race win in some time, and one that both Plato – who moved to just six points off Shedden with the victory – and Ingram revelled in.

"I loved every minute of it," enthused Plato. "That will go down as one of the best battles of the season – it was good, clean and really exciting."

An emotional Ingram, who was in tears afterwards, added: "I'm not stupid, I know Jason is going for a championship, and I know when you race with the best you get an equal amount of respect if you show it to them."

"Getting the first podium is a massive deal. We all hoped it would be coming for a long time, but to finally get it after battling with Jason made it all the more sweet."

Ingram wasn't the only young charger to make his mark at Rockingham. Earlier on Sunday Josh

It's special. This year is glorified testing – if we get a few trophies, then great

DAVID BARTRUM

Cook – also a KX junior, in his Clio Cup UK runner-up season last year – was arguably the star of race two with a mesmerising drive from 14th to third. Much like Ingram's, Cook's breakthrough rostrum was earned the hard way. He vaulted from 14th to ninth on the opening lap and was sharp, decisive and fair as he carved his way up the order thereafter.

The move that landed him the maiden podium was the best. He caught Adam Morgan's Ciceley Racing Mercedes A-Class with just a few laps remaining and hounded him relentlessly, drawing alongside at one stage exiting Deene (and ending up on the grass) before trialling an attack exiting Tarzan on the penultimate lap.

It didn't work, but it set the tone. On the final tour Cook sent Morgan to the inside at the hairpin, and cut back splendidly. It put him half a car's length ahead on the run down to the Brook chicane, but the Power Maxed Racing rookie had it all to do – and did so with aplomb, throwing his Chevrolet Cruze's anchors at the last minute to dart round the outside of Morgan and steal third at the death.

Championship protagonists and young guns aside, this should also be a weekend remembered for an impressive set of performances from Jackson. After a trying weekend at Snetterton with 45kg on board, he was much more competitive at Knockhill – where the Focus was lighter, though not entirely ballast-free – and scored a brace of podiums. But this was another step forward.

With no weight this time, Jackson took full advantage, claiming Motorbase's first BTCC pole and racing to a commanding victory – remarkably, his 22nd in the BTCC – in the opening encounter, despite finishing with a flat tyre after picking up a slow puncture two laps from the end.

His run to second in race two was equally comfortable, and arguably more impressive given that he had 75kg of success ballast on board. And even a bruising final encounter, in which he fell to 14th late on with 66kg and soft tyres, could not take the shine off the weekend for Motorbase, which only joined the championship at Snetterton after pre-season budget issues.

"It's pretty special," admitted team boss David Bartrum, who put the car's progress down to the work Mountune has done on its new-for-2015 EcoBoost engine. Smooth power delivery allows Jackson to balance the car on the throttle now – as data and onboard video of his pole laps showed emphatically – and the result is a fast car that doesn't destroy its tyres.

For Bartrum, that presents an opportunity: "This year is glorified testing and if we can win a few trophies while doing that testing, then great."



FOR FULL RESULTS, PAGE 44

IN THE PADDOCK

SCOTT MITCHELL
FEATURES EDITOR

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THERE HAVE ONLY BEEN THREE new BTCC race winners over the past three seasons: Sam Tordoff, Adam Morgan and Jack Goff. That shows how hard it is to make the breakthrough.

Maiden podiums should, in theory, be easier – especially with a reversed-grid finale that puts the lightest cars at the front – but that's rarely the case. It might not seem that way, given that in the past two rounds three drivers have scored breakthrough podiums. But in the first six events the top three slots were locked out by familiar faces, and there was only one new visitor to the rostrum last season.

It's very difficult for those opportunities to arise because, for all the BTCC's unpredictability, it is still a championship dominated by big teams with largely stable driver line-ups. It's naive to say talented youngsters deserve a chance,



Plato is swamped by his former proteges

because the majority of seats come at a cost. Talent only gets you so far.

At Rockingham, Josh Cook and Tom Ingram both delivered the sort of performance that suggests their fledgling careers will not be peaking any time soon. Other drivers have done that in the past, of course, and failed to fashion real career momentum out of it. My suspicion is that this is unlikely to be the case here.

Praise should also go to Power Maxed Racing (which runs Cook) and Christian Dick's Speedworks Motorsport operation (Ingram's team), independent teams that have invested a lot over the winter.

The BTCC might be dominated by the usual suspects, but soon they'll have to start looking over their shoulders. The next generation is coming – and it deserves the chance to prove itself.



WSR SLIPS BACK

WSR failed to qualify in the top 10 for the first time since the 2011 season finale at Silverstone – which also marked the last time there was an all-front-wheel-drive top 10. Sam Tordoff's fifth in race three was the peak of a trying weekend for the BMW team at Rockingham, where Colin Turkington had won twice in 2014. Tordoff remains sixth in the points, but is now more than 60 behind championship leader Gordon Shedden.

JORDAN 'WON'T WIN'

While closer to the summit than Tordoff, MG's Andrew Jordan has ruled himself out of the title fight. The 2013 champion trails Shedden by 46 points with six races to go, but had a disappointing Rockingham weekend in which he was "nowhere", qualifying 10th before finishing sixth, 12th and ninth. An MG had been on pole for the last three Rockingham rounds, but Jordan struggled coming into the event with 39kg of ballast, plus 7kg for the onboard ITV camera.



TOCA powers 19 entries

TOCA sticks with Swindon

THE BTCC WILL CONTINUE TO USE Swindon Engines to supply its 'TOCA' powerplant through to the end of the 2021 season, the series has confirmed.

Teams have had the option to use the championship-commissioned engine since the NGTC regulations were introduced in 2011, with 19 of the current field running with it.

Although the BTCC decided to switch its partner for standard components to RML as part of its "mid-term NGTC evaluation", it will continue to work with Swindon on the engine side.

Nine manufacturers expressed an interest in the deal, with four going forward on a shortlist for consideration by the BTCC's 'Review Panel'.

"Swindon Engines' tender and presentation was of the highest calibre and they were clearly voted for by a BTCC review panel, which included personnel from teams that use the 'TOCA' engine and others that use their own power units," said BTCC series director Alan Gow.

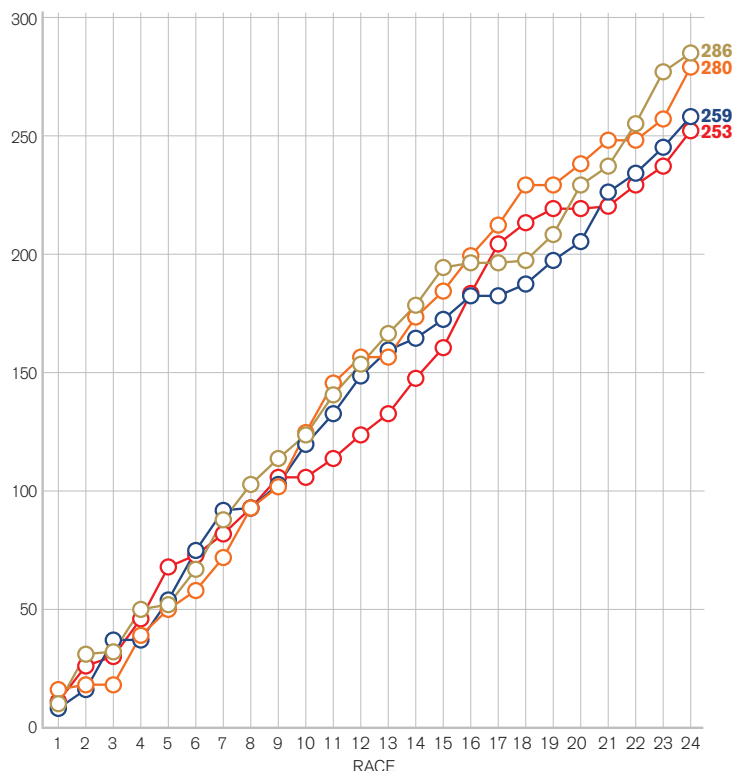
The championship's other engine suppliers are Neil Brown Engineering (Honda/BMW), Mountune (Motorbase/AmD/Team Parker Racing) and Proton (Welch Motorsport).

THE TITLE CHASE

The numbers suggest there are five in the championship fight, but with Andrew Jordan counting himself out, we're focusing on four. Shedden has hit the front again, but Plato is in tow – and they've edged clear of their respective team-mates over the Rockingham weekend as well.

TOTAL NUMBER OF POINTS SCORED

SHEDDEN	286
PLATO	280
NEAL	259
TURKINGTON	253



GALLAGHER GIVES IN

Team HARD has switched to a TOCA Swindon engine for its Toyota Avensis for the remainder of the season. Kieran Gallagher has had a nightmare first full season in the category, failing to start nine of 24 races after a number of problems with its X Ctech R Toyota engine. He failed to finish at Rockingham after accidents in races one and three. The change of power unit marks the end of the Toyota engine in the championship – it was one of the first powerplants of the NGTC era.

FOSTER NABS POINTS

BTCC podium finisher Nick Foster returned to the series in place of three-time World Touring Car champion Andy Priaulx at Rockingham, grabbing a best finish of 12th. Foster qualified 20th and finished 16th in the first two races before progressing to score four points in the finale in a WSR BMW.



SUPER TOURING TROPHY ROCKINGHAM (GB), SEPTEMBER 5-6 RD 4/4

Cleland and Watts play second fiddle to Whyte

THE ICONIC SUPER TOURING CARS AGAIN PUT ON A great show as the series for older tin-tops joined the modern machinery at Rockingham. Two stars of that classic BTCC era were in the thick of the action as John Cleland and Patrick Watts once again battled it out on track.

But neither of them had an answer to the pace of Stuart Whyte's Honda Accord, and he secured the championship with another brace of wins.

There was drama before the first race even started as Cleland struggled to get off the line on the formation lap in the Vauxhall Vectra he raced in 1997 – the first ever built by Triple Eight – and almost dropped to the back. He was glad he did manage to get going, because Whyte ran wide in his ex-Tom Kristensen car at Deene on the second lap, promoting Cleland to second.

"I couldn't believe it when he went off because I knew the Hondas would be tough to beat, since they're so quick in a straight-line – they always were," said the double BTCC champion.

Whyte then demonstrated that speed, quickly recovering the lead and pushing on for the win.

"It wasn't in the script for me to go off the track, but I fought through well and took the championship," he said.

This left Cleland locked in fierce combat with Watts' Peugeot 406 for second place. The



Super Tourers were welcome addition

Vauxhall eventually prevailed with a move at Deene with two laps to go.

"I knew I was going to get him, I knew it would be at that corner and it worked," said Cleland.

Further back, a tangle between Keith Butcher's ex-David Leslie Nissan Primera and Neil Smith's Alfa Romeo 156 put Smith out. Butcher was later excluded. This helped Clio ace Paul Rivett, who was pleased with fourth on his second appearance in historics, despite suffering from a misfire.

It wasn't such a good race for another of the Accords as James Dodd endured a difficult weekend, which typified his season. A driveshaft failure in qualifying on James Thompson's old car meant he had to switch to his father Graeme's Accord. He qualified second, but then a wishbone broke in the race. For race two he was back in his own car but contact with Simon Garrard's Opel Vectra put him out on the first lap.

"It didn't go as I hoped," said Dodd. "I tried my Dad's car but it was quite different to mine. Then it was disappointing when a wishbone broke and that put me in the gravel. I thought I would work through from the back and try to have fun in race two, but I was hit at the first corner."

From Whyte's perspective, things couldn't have

gone much better second time around as he took a commanding victory.

"The car was really good and probably the best it's ever been," he enthused. "These cars have never been here before, so we worked hard on Friday to get the right setup."

Cleland and Watts continued their duel from race one with the Vectra having the upper hand, while Rivett had to pull off because the engine fix didn't work. This promoted Graeme Dodd to fourth, from the back of the grid, as Mark Wright's regularly sideways Ford Escort dropped to seventh in the closing stages.

● Stephen Lickorish

RESULTS (both 14 laps)

Race 1 1 Stewart Whyte (Honda Accord) 20m19.139s (80.20mph); 2 John Cleland (Vauxhall Vectra) +8.069s; 3 Patrick Watts (Peugeot 406); 4 Paul Rivett (Honda Accord); 5 Mark Smith (BMW M3); 6 Harry Whale (BMW M3). **Class winners** Smith; Mark Wright (Ford Escort); Tony Absolom (Vauxhall Cavalier); Steve Dymoke (Alfa Romeo 156). **Fastest lap** Whyte 1m25.083s (82.08mph).

Race 2 1 Whyte 20m26.414s (79.72mph); 2 Cleland +10.313s; 3 Watts; 4 Graeme Dodd (Honda Accord); 5 Smith; 6 Absolom. **CW** Smith; Absolom, Wright. **FL** Whyte 1m25.950s (81.25mph).



Whyte dominated again in his Accord

MSA FORMULA ROCKINGHAM (GB), SEPTEMBER 5-6 RD 8/10

Norris grabs championship lead

LANDO NORRIS ASSUMED THE CHAMPIONSHIP lead before racing even started when he nabbed five points for pole position – and his prospects were boosted further by Ricky Collard's early crash in qualifying that left him 20th on the grid for races one and three.

Norris dominated the opening encounter, as team-mate Colton Herta dropped behind Daniel Ticktum at the start. Fortec's Ticktum didn't have the pace of the Carlin duo, but second place was a reward for good racecraft.

Herta made amends in the final race, pushing into an early lead as this time Norris fell behind Ticktum – aided by Sennan Fielding, whose attempt to pass both Carlin cars at Deene ended with him off the track.

But Norris succeeded where Herta failed by passing Ticktum, and slashing a three-second gap to the American to nothing by the flag. He now leads Collard by 17 points.

That's a much better outcome than the Arden driver could have anticipated, though. A charge in race one netted eighth, and second on the partially reversed grid for race two. He turned that into a comfortable win over Fielding, and fought through to eighth again in race three.

● Scott Mitchell

RESULTS

Race 1 (13 laps) 1 Lando Norris 18m44.709s (80.72mph); 2 Daniel Ticktum +1.872s; 3 Colton Herta; 4 Enaam Ahmed; 5 Matheus Leist; 6 Sennan Fielding. **FL** Norris 1m18.898s



Norris took sixth win of the season

(88.51mph). **Race 2 (14 laps)** 1 Ricky Collard 20m10.127s (80.79mph); 2 Fielding +1.193s; 3 Sandy Mitchell; 4 Leist; 5 Ticktum; 6 Ahmed. **FL** Fielding 1m19.186s (88.19mph). **Race 3 (14 laps)** 1 Herta 20m06.468s (81.04mph); 2 Norris +0.248s; 3 Ticktum; 4 Toby Sowery; 5 Petru Florescu; 6 Leist. **FL** Norris 1m19.444s (87.91mph). **Points** 1 Norris, 325; 2 Collard, 308; 3 Ticktum & Fielding, 260; 5 Herta, 253; 6 Leist, 209.

**RENAULT UK CLIO CUP ROCKINGHAM (GB),
SEPTEMBER 5-6 RD 7/9**

Title fight heats up at Rockingham

AS IN PREVIOUS YEARS, ROCKINGHAM HAD A significant impact on the Clio title race. Pyro's Ash Hand still leads from Ant Whorton-Eales, but it was the first weekend since season-opening Brands Hatch in which Hand failed to win. In contrast, former points leader Whorton-Eales claimed his first victory since April.

Pyro's Ashley Sutton won the opener comfortably, as Hand and Paul Rivett battled behind. A wide moment dropped Rivett back into Whorton-Eales's clutches, which took the pressure off Hand, and enabled Maximum Motorsport driver Whorton-Eales to take third. Rivett later retired with his car stuck in gear.

Race two was even more exciting, starting with Sutton being fired out of podium contention by Rivett when several cars came together at Deene. At the front, Whorton-Eales jumped Hand off the line and stroked away to a dominant eight-second victory, while Rivett and Hand fought frenetically behind.



**Title hopefuls
jostled in race one**

"It was great to win – I knew I could trust Rivett to give him a hard time!" said Whorton-Eales. Rivett and Hand's side-by-side action enabled George Jackson to close in and he dived past Hand at Deene to briefly take third.

"That was hard, it was a really tough race from start-to-finish," said Hand, who quickly reclaimed the place. "It's difficult when people use you like a ping-pong ball as they seem to target you because you're often at the front."

It was a good weekend for Cooksport, since in race one Rory Collingbourne matched

Jackson's fourth, a season's best for both.

● Stephen Lickorish

RESULTS

Race 1 (16 laps) 1 Ashley Sutton 25m32.995s (72.89mph); 2 Ash Hand +2.664s; 3 Ant Whorton-Eales; 4 Rory Collingbourne; 5 Rory Green; 6 George Jackson. **FL Paul Rivett** 1m30.322s (77.32mph). **Race 1 (14 laps) 1 Whorton-Eales** 21m28.007s (75.91mph); 2 Rivett +8.434s; 3 Hand; 4 Jackson; 5 Sutton; 6 Collingbourne. **FL Hand** 1m30.478s (77.19mph). **Points 1 Hand, 386**; 2 Whorton-Eales, 369; 3 Sutton, 351; 4 Rivett, 303; 5 Charles Ladell, 234; 6 Jack Mitchell, 202.



**Breeze kept
title hopes alive**

**GINETTA GT4 SUPERCUP ROCKINGHAM
(GB), SEPTEMBER 6 RD 8/10**

Breeze returns to winning ways

CARL BREEZE ENDED HIS BARREN RUN IN THE Ginetta GT4 Supercup with a brace of victories, breaking a win drought since Oulton Park in June.

The HHC Motorsport driver kept his championship hopes alive as he jumped title rival Tom Oliphant at the start of the opener and never looked back. Oliphant tried to close the gap towards the end, but there was nothing the Century Motorsport driver could do. Breeze then added to his tally with a dominant race-two win.

"It's been a frustrating time with my championship taking a bit of a nosedive," said the 2012 title-winner. "It was nice to do him [Oliphant] off the line in race one. Then in race two it was good to look in my mirrors and not be able to see him."

Oliphant lost second to Will Burns in race two with a great move at Chapman, but retains a healthy points lead. "You've just got to take points when you're not on top," he commented.

● Stephen Lickorish

RESULTS (both 18 laps)

Race 1 1 Breeze 25m01.354s (83.73mph); 2 Oliphant +0.978s; 3 Burns; 4 Jackson; 5 Wrigley; 6 Smith. **FL Breeze** 1m22.515s (78.93mph). **Race 2 1 Breeze** 25m24.925s (82.43mph); 2 Burns +4.201s; 3 Oliphant; 4 Jackson; 5 Smith; 6 Wrigley. **FL Breeze** 1m23.561s (83.57mph). **Points 1 Oliphant, 617**; 2 Breeze, 560; 3 Orton, 501; 4 Burns, 436; 5 Caine, 397; 6 Somerfield, 386.

GINETTA JUNIORS ROCKINGHAM (GB), SEPTEMBER 5-6 RD 8/10

Proctor clash gives Caroline edge

PATRIK MATTHIESEN AIDED JAMIE CAROLINE'S charge to the Ginetta Junior Championship title considerably at Rockingham during the opening race.

The Danish driver spun off on the second lap of the race while in Caroline's wheeltracks, gifting the leader a huge advantage and scattering those behind.

Devlin DeFrancesco, who had started from pole, was forced to take evasive action and that allowed Ginetta Junior Scholarship winner Stuart Middleton into second place. He was under pressure initially from Senna Proctor, but stretched away over the closing stages to zero in on the leader, although Caroline controlled the pace to the finish.

Proctor, who headed the standings going in to the round, took a subdued third place ahead of the in-touch Dan Zelos.

Caroline's job was even easier in the second race on Sunday morning. He powered clear from the off in a car that had benefited from some tweaks overnight.

The winner explained: "The car was even better for the second race than for the first. We worked on it, and it could do anything I wanted. I am thrilled."



**...as Proctor ran
into R2 problems**



**Caroline took
third win in four races...**

He streaked away from Proctor initially, then Middleton usurped Proctor at Chapman with a great move on lap three.

Things were to get worse for championship chaser Proctor towards the end of the race when he was involved in a coming together with JHR Developments team-mate Zelos. He was able to recover to seventh but the damage to his title hopes was clear: Caroline is in the ascendant.

Lewis Brown profited from the troubles encountered by those ahead to scale the podium, while Matthiesen made up for his Saturday mistake by climbing from the sixth row to fourth position.

● Matt James

RESULTS

Race 1 (10 laps) 1 Jamie Caroline 16m36.146s (70.11mph); 2 Stuart Middleton +0.383s; 3 Senna Proctor; 4 Dan Zelos; 5 Lewis Brown; 6 Dave Woolder. **FL Middleton** 1m 38.359s (71.00mph). **Race 2 (8 laps) 1 Caroline** 13m16.133s (70.17mph); 2 Middleton +3.690s; 3 Brown; 4 Patrik Matthiesen; 5 Billy Monger; 6 Matt Chapman. **FL Caroline** 1m38.128s (71.17mph). **Points 1 Caroline, 405pts**; 2 Proctor, 379; 3 Brown, 303; 4 Zelos, 297; 5 Monger, 296; 6 Jonathan Hadfield, 240.

Prema dominates in the Algarve

Prema Powerteam took charge with a clean sweep of victories and two podium lockouts at Portimao in Portugal. By TOM ERRINGTON



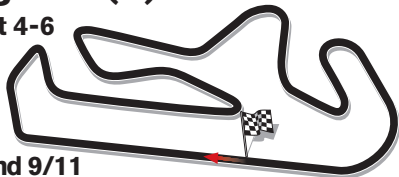
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Euro F3

Algarve (P)

Sept 4-6

Round 9/11



PREMA POWERTEAM MARKED THE FORMULA 3

European Championship's first visit to the Algarve with sweeping domination, racking up two podium lockouts, all three wins and the championship lead for Felix Rosenqvist as the rest of the F3 field proved unable to mount a sustained challenge.

Several suggested that a two-day test during the preceding week brought lap times closer together, but Prema was in a class of its own. That was evident from first qualifying, topped by Jake Dennis from team-mates Nick Cassidy and Lance Stroll. In the second session - once temporary poleman Alexander Albon had been stripped of top spot - Rosenqvist headed Cassidy and Stroll in another Prema 1-2-3. On second-best times, which set the grid for race three, it was Rosenqvist from Stroll and Dennis.

Banished to the back of the grid for races two and three, Albon knew the first was his chance, and the Signature-run Lotus F1 Junior managed to take advantage of a chaotic start to launch into

second from fifth on the grid. The quicker-than-expected extinguishing of the red lights to mark the start of the race caught several drivers out, aiding Albon's charge to a podium finish. Albon's efforts proved impressive, as he comfortably kept Rosenqvist behind him, but Dennis was able to stretch a gap for victory.

"The penalty was a simple mistake," said Albon of his qualifying infringement. "There wasn't enough fuel in the car. I had enough for my flying lap, hit traffic on my second and then once I cleared that and finished the lap the low fuel indicator came in and I'd passed the pits. It's the correct decision."

A spirited charge from the back of the 32-car grid to 12th in the second race only confirmed the suspicion that Albon could have been a true threat to Prema. But 'what ifs?' don't count for anything, and Rosenqvist proceeded to take a brace of pole-to-flag victories with no real threat from his team-mates. Even so, there were some

impressive bouts of driving from the Swede. The second race was marred by two safety cars, and the first restart proved crucial.

As the safety car headed towards the pits, Rosenqvist slowed down to cruise in first gear before accelerating through the final corner to end any chance of Dennis getting the jump.

"I didn't trust the safety car, he was going very slowly and taking some strange lines," said Rosenqvist. "I didn't want to risk overtaking and ruining my race. He shut the lights off late so I wanted to give plenty of room. I was slow but it wasn't against the rules as I was still going in first gear. It was the best way to do it and it really worked out for me."

It sealed his victory, but Dennis believed Rosenqvist had handled the safety car in the best way, admitting it was his own error for getting caught out and allowing his team leader a 1.5-second advantage within one lap of the green flag appearing.



Dennis on the top step for race one



MacLeod, Ilt and Solomon battle it out



Jake Dennis leads the field in race one

There was a repeat, of sorts, in the finale. While this restart was nowhere near as slow, Rosenqvist repeated his post-safety-car launch to catch Dennis out again, the Briton's inability to challenge proving costly after starting with a tyre advantage – he had chosen this race to run on a new set of Hankooks as opposed to Rosenqvist's used.

This duo's domination took the spotlight off Stroll, the Canadian Ferrari protege continuing his upturn in form with two thirds and a fourth.

"I think time and experience have only improved me," he said. "I always had this potential for results but I think I've put everything together and I'm finding my direction on track. I'm certainly more confident out there than I was."

Confidence could well have drained from usual frontrunners Charles Leclerc and Antonio Giovinazzi, who went from regular victory contenders in 2015 to the outskirts of the top 10, with Giovinazzi resoundingly losing his championship lead to Rosenqvist.

It's easy to state how good Prema was in Portugal, but consideration has to be made for the track and the uphill battle Leclerc and Giovinazzi often faced after disappointing qualifying sessions. The track, bar the first corner, is extremely difficult to overtake on, and several drivers suggested the hard braking and many hairpins require you to be six tenths faster than the car in front to make a successful pass.

Straight from the high of making his DTM debut for Audi the previous weekend, Giovinazzi had to make do with two eighths and a ninth. Even so, the Carlin-run Italian knows that, with the Nurburgring and Hockenheim to go, he's not out of contention.



Rosenqvist jumped into points lead

I always had this potential for results, but I'm finding my direction on track. I'm more confident.

Lance Stroll

"You need to unlock this track to succeed and many haven't even with testing," he said. "We did well in testing but we struggled results-wise. It's really tough to overtake here, as you need to be very quick. Felix is strong this weekend but he's had tough rounds at Pau and Norisring so I can bounce back elsewhere."

The Italian finished behind Leclerc in every race, but still leads him in the standings, and the Van Amersfoort Racing man suggested that, while Prema found that bit extra, repeated track-limits abuse on a circuit with little deterrent made the task of moving up the order tougher.

"Track limits is a huge issue here, and I got a warning myself," he said. "I've not been stupid so I obeyed that warning but drivers in front of me were just stupid and did it repeatedly without getting in trouble for it."

While frustrating for him, Leclerc would go on to have a trio of trouble-free races that yielded a sixth and two sevenths, which were at least better results than Cassidy's. The joint Japanese F3 title challenger had a mixed weekend, stalling on the front row at the start of race one and getting forced out by brake failure in the second. The finale had him battling Leclerc and Giovinazzi, finishing ninth after struggling to find a way past.

Other drivers would try to find alternative ways around the circuit, with repeated and habitual abuses of track limits marring the races. Compounded by surprisingly lenient and inconsistent steward rulings, some corners featured a train of cars running excessively wide, despite testing forcing a revision of Turn 1 – sending the cars through a chicane – due to repeated wide lines.

Quite often, Rosenqvist has been the victim of such disorderly behaviour this year, but this time it mattered little to him. He was well in control of the Prema juggernaut.



LORANDI HIT WITH PENALTY

Alessio Lorandi picked up a 10-place grid penalty for race two for driving into Nabil Jeffri on the start-finish straight in the opener, as well as his third reprimand of the season. The Italian then incurred a drive-through penalty for repeatedly exceeding track limits in the second race. Team-mate Arjun Maini had a trio of 10-place grid penalties for an engine change

POHLER SET FOR RETURN

Double R Racing expects Nicolas Pohler to return for the next round at the Nurburgring, with the German absent from the Algarve as he recovers from a broken arm. The team fielded a single car in Portugal for Matt Solomon.

SCHILLER TO BE REPLACED

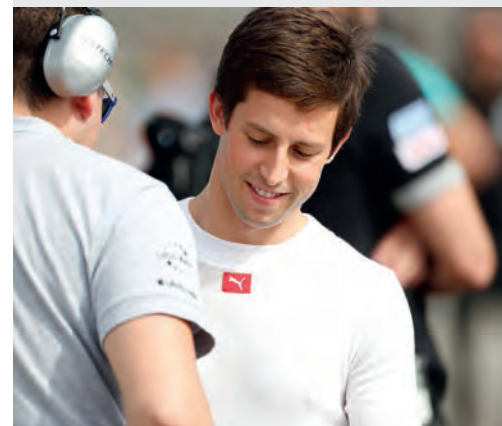
Fabian Schiller has parted company with Team West-Tec. The British team says it is close to recruiting a replacement for the upcoming Masters of F3 at Zandvoort, but expects to run just a single car for Raoul Hyman for the last two Euro F3 rounds.

TOUGH WEEKEND FOR RAGHUNATHAN

Mahaveer Raghunathan was in even hotter water at Portimao. Contact with fellow Indian Arjun Maini in race two led to his being banned from the finale.

SIMS EVALUATES HITECH GP TEAM'S NEW ENTRY

Hitech Grand Prix's guest entry in the hands of Alexander Sims provided a best finish of 13th as the team treated the Algarve round as a test session. "The racing timetable is compact, which isn't easy, but we can judge ourselves against other cars, while testing means we can clock up miles," said Sims. "We're happy with the base of the car and we know what we need to do to get extra performance from it."



FOR FULL RESULTS, PAGE 44



Ferrari and Aston Martin brake with Mintex during the 1961 Goodwood TT

Between the 1920s and 1960s, Mintex provided a veritable who's who of famous marques and racing teams such as Ferrari, Aston Martin, Bentley, Bugatti, Maserati, Jaguar, BRM, Cooper, Connaught and Lister with unrivalled race-winning braking technology.

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RESULTS ROUND-UP



GP2 SERIES

ROUND 8/11 MONZA (I), SEPTEMBER 5-6 RACE 1 (30 LAPS - 107.796 MILES)

1 Alexander Rossi (USA) Racing Engineering	49m32.084s
2 Stoffel Vandoorne (B) ART Grand Prix	+1.275s
3 Mitch Evans (NZ) Russian Time	+15.094s
4 Richie Stanaway (NZ) Status Grand Prix	+17.784s
5 Artem Markelov (RUS) Russian Time	+18.198s
6 Norman Nato (F) Arden International	+18.382s
7 Arthur Pic (F) Campos Racing	+18.842s
8 Jordan King (GB) Racing Engineering	+19.862s
9 Robert Visoiu (RO) Rapax	+22.083s
10 Rene Binder (A) MP Motorsport	+22.556s
11 Sergio Canamasas (E) Team Lazarus	+30.868s
12 Julian Leal (CO) Carlin	+32.871s
13 Rio Haryanto (RI) Campos Racing	+36.041s
14 Andre Negrão (BR) Arden International	+36.166s
15 Raffaele Marciello (I) Trident	+37.170s
16 Simon Trummer (CH) Hilmer Motorsport	+37.541s
17 Patric Niederhauser (CH) Team Lazarus	+45.741s
18 Johnny Cecotto Jr (YV) Trident	+46.250s
19 Jann Mardenborough (GB) Carlin	+48.908s
R Sergey Sirotkin (RUS) Rapax	15 laps-accident damage
R Alex Lynn (GB) DAMS	13 laps-accident damage
R Pierre Gasly (F) DAMS	10 laps-transmission
R Nobuharu Matsushita (J) ART Grand Prix	9 laps-puncture
R Marlon Stockinger (RP) Status Grand Prix	9 laps-brakes
R Meindert van Buuren (NL) MP Motorsport	2 laps-accident

Winner's average speed 130.570mph.
Fastest lap Cecotto, 1m33.723s, 138.264mph.

QUALIFYING

1 Gasly, 1m31.272s; 2 Vandoorne, 1m31.478s; 3 Lynn, 1m31.615s; 4 Sirotkin, 1m31.640s; 5 Haryanto, 1m31.898s; 6 Pic, 1m31.938s; 7 Stanaway, 1m31.985s; 8 Rossi, 1m32.014s; 9 Marciello, 1m32.071s; 10 Matsushita, 1m32.100s; 11 Visoiu, 1m32.155s; 12 Leal, 1m32.159s; 13 Nato, 1m32.174s; 14 Cecotto, 1m32.176s; 15 King, 1m32.283s; 16 Negrão, 1m32.386s; 17 Mardenborough, 1m32.398s; 18 Binder, 1m32.447s; 19 Markelov, 1m32.637s; 20 Trummer, 1m32.794s; 21 Niederhauser, 1m32.913s; 22 Stockinger, 1m32.619s*; 23 Evans, 1m31.424s**; 24 Canamasas, 1m32.000s**; 25 van Buuren, 1m33.126s***. * grid penalty; ** excluded from qualifying; *** started from pitlane.

RACE 2 (21 LAPS - 75.400 MILES)

1 Evans, 34m17.890s; 2 Pic, +0.707s; 3 Vandoorne, +1.066s; 4 Stanaway, +7.623s; 5 Sirotkin, +8.871s; 6 Canamasas, +11.895s; 7 Marciello, +12.150s; 8 Binder, +13.241s; 9 Leal, +14.352s; 10 Lynn, +14.502s; 11 Haryanto, +15.250s; 12 Gasly, +15.672s; 13 Cecotto, +17.686s; 14 Markelov, +18.625s; 15 Matsushita, +22.464s; 16 Trummer, +23.094s; 17 Niederhauser, +25.186s; 18 Negrão, +25.570s; 19 Stockinger, +26.228s; 20 Mardenborough, +35.277s; R Visoiu, 6 laps-accident damage; R Rossi, 6 laps-accident damage; R King, 1 lap-accident damage; R Nato, 0 laps-engine; NS van Buuren-accident damage.
Winner's average speed 131.901mph.
Fastest lap Lynn, 1m32.818s, 139.612mph.

GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed. Lynn and Gasly made to start from pitlane.

CHAMPIONSHIP

1 Vandoorne, 261; 2 Rossi, 153; 3 Sirotkin, 115; 4 Haryanto, 109; 5 Evans, 89; 6 Lynn, 86; 7 Gasly, 65; 8 Marciello, 60; 9 Pic, 57; 10 Matsushita, 48.

GP3 SERIES

ROUND 6/9 MONZA (I), SEPTEMBER 5-6 RACE 1 (22 LAPS - 78.999 MILES)

1 Emil Bernstorff (GB) Arden International	37m06.696s
2 Esteban Ocon (F) ART Grand Prix	+0.987s
3 Kevin Ceccon (I) Arden International	+2.374s
4 Marvin Kirchhofer (D) ART Grand Prix	+6.555s
5 Jimmy Eriksson (S) Koiranen GP	+9.206s
6 Matheo Tuscher (CH) Jenzer Motorsport	+15.249s
7 Alex Palou (E) Campos Racing	+16.408s
8 Alex Fontana (CH) Status Grand Prix	+22.645s
9 Ralph Boschung (CH) Jenzer Motorsport	+23.891s
10 Mitch Gilbert (AUS) Carlin	+25.038s
11 Sandy Stuvik (T) Status Grand Prix	+25.365s
12 Brandon Maisano (F) Campos Racing	+28.401s
13 Zaid Ashkanani (KW) Campos Racing	+31.703s
14 Amaury Bonduel (B) Trident	+38.943s
15 Alex Bosak (PL) Arden International	+1m09.130s
16 Artur Janosz (PL) Trident	-2 laps
EX Matt Parry (GB) Koiranen GP	+2.452s
EX Seb Morris (GB) Status Grand Prix	+23.742s
R Pal Varhaug (N) Jenzer Motorsport	1 lap
R Antonio Fuoco (I) Carlin	1 lap-accident damage
R Luca Ghiotto (I) Trident	0 laps-clutch

Winner's average speed 127.722mph.
Fastest lap Bernstorff, 1m39.935s, 129.670mph.



FORMULA RENAULT 3.5 SERIES

ROUND 6/9 SILVERSTONE (GB), SEPTEMBER 5-6 RACE 1 (24 LAPS - 87.852 MILES)

1 Tio Ellinas (CY) Strakka Racing	42m07.547s
2 Oliver Rowland (GB) Fortec Motorsports	+8.025s
3 Matthieu Vaxiviere (F) Lotus (Charouz)	+9.017s
4 Nyck de Vries (NL) DAMS	+19.947s
5 Tom Dillmann (F) Carlin	+21.459s
6 Gustav Malja (S) Strakka Racing	+24.387s
7 Egor Orudzhev (RUS) Arden Motorsport	+35.177s
8 Nicholas Latifi (CDN) Arden Motorsport	+35.563s
9 Roy Nissany (IL) Tech 1 Racing	+39.122s
10 Jazeman Jaafar (MAL) Fortec Motorsports	+43.841s
11 Pietro Fantin (BR) International Draco Racing	+56.276s
12 Will Bratt (GB) Pons Racing	+1m02.106s
13 Alfonso Celis (MEX) AVF	-1 lap
14 Nick Yelloly (GB) Lotus (Charouz)	-1 lap
R Beitske Visser (NL) AVF	20 laps-puncture
R Bruno Bonifacio (BR) International Draco Racing	14 laps-accident
R Philo Paz Armand (RI) Pons Racing	14 laps-pulled muscle
R Dean Stoneman (GB) DAMS	1 lap-puncture
R Aurelien Panis (F) Tech 1 Racing	0 laps-clutch/stalled
R Sean Gelael (RI) Carlin	0 laps-collision

Winner's average speed 125.128mph.
Fastest lap Fantin, 1m43.645s, 127.143mph.

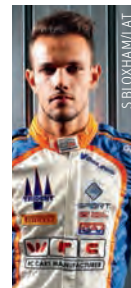


QUALIFYING

1 Ellinas, 1m41.858s; 2 Vaxiviere, 1m42.094s; 3 Rowland, 1m42.184s; 4 Jaafar, 1m42.188s; 5 Fantin, 1m42.324s; 6 Dillmann, 1m42.343s; 7 Latifi, 1m42.487s; 8 de Vries, 1m42.500s; 9 Malja, 1m42.519s; 10 Stoneman, 1m42.524s; 11 Orudzhev, 1m42.773s; 12 Panis, 1m42.892s; 13 Visser, 1m43.104s; 14 Gelael, 1m43.380s; 15 Bonifacio, 1m43.494s; 16 Celis, 1m45.545s; 17 Bratt, 1m45.806s; 18 Armand, 1m46.030s; 19 Yelloly, no time; 20 Nissany, no time.

QUALIFYING

1 Ghiotto, 1m50.007s; 2 Ocon, 1m51.007s; 3 Parry, 1m51.292s; 4 Ceccon, 1m51.415s; 5 Bernstorff, 1m51.428s; 6 Kirchhofer, 1m51.442s; 7 Palou, 1m51.452s; 8 Fuoco, 1m51.720s; 9 Morris, 1m51.723s; 10 Eriksson, 1m51.748s; 11 Janosz, 1m51.806s; 12 Tuscher, 1m51.813s; 13 Bonduel, 1m52.048s; 14 Stuvik, 1m52.095s; 15 Varhaug, 1m52.219s; 16 Ashkanani, 1m52.373s; 17 Fontana, 1m52.383s; 18 Gilbert, 1m52.501s; 19 Maisano, 1m52.653s; 20 Bosak, 1m54.052s; 21 Boschung, no time.



RACE 2 (16 LAPS - 57.402 MILES)

1 Kirchhofer, 26m50.969s; 2 Ocon, +1.211s; 3 Ghiotto, +1.459s; 4 Ceccon, +2.041s; 5 Eriksson, +6.759s; 6 Tuscher, +11.718s; 7 Boschung, +13.418s; 8 Stuvik, +15.754s; 9 Gilbert, +17.303s; 10 Palou, +17.794s; 11 Fuoco, +18.069s; 12 Bonduel, +19.512s; 13 Maisano, +20.484s; 14 Varhaug, +20.571s; 15 Ashkanani, +21.748s; 16 Fontana, +25.399s; R Bernstorff, 9 laps-accident damage; R Janosz, 2 laps-clutch; R Morris, 1 lap-mechanical; R Bosak, 0 laps; R Parry, 0 laps-fuel pump.
Winner's average speed 128.274mph.
Fastest lap Ghiotto, 1m39.146s, 130.702mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Ghiotto, 170; 2 Ocon, 156; 3 Kirchhofer, 140; 4 Bernstorff, 127; 5 Ceccon, 77; 6 Eriksson, 66; 7 Fuoco, 46; 8 Parry, 43; 9 Mardenborough, 32; 10 Boschung, 27.



RACE 2 (24 LAPS - 87.852 MILES)

1 Rowland, 43m24.786s; 2 Vaxiviere, +1.204s; 3 Fantin, +3.384s; 4 Stoneman, +4.056s; 5 Latifi, +10.255s; 6 Orudzhev, +14.166s; 7 Yelloly, +15.776s; 8 Malja, +22.536s; 9 Panis, +31.772s; 10 Gelael, +31.938s; 11 Ellinas, +34.014s; 12 Celis, +34.619s; 13 Visser, +39.690s; 14 Nissany, +40.105s; 15 Bratt, +40.404s; 16 Armand, +50.302s; R Dillmann, 8 laps-accident; R de Vries, 6 laps-accident damage; R Bonifacio, 5 laps-collision; R Jaafar, 3 laps-gearshift.
Winner's average speed 121.417mph.
Fastest lap Vaxiviere, 1m43.000s, 127.940mph.

QUALIFYING

21 Vaxiviere, 1m39.828s; 2 Rowland, 1m40.408s; 3 Latifi, 1m40.612s; 4 Fantin, 1m40.656s; 5 Ellinas, 1m40.699s; 6 Stoneman, 1m40.731s; 7 Yelloly, 1m40.559s*; 8 de Vries, 1m40.743s; 9 Orudzhev, 1m40.820s; 10 Jaafar, 1m40.877s; 11 Malja, 1m40.898s; 12 Dillmann, 1m41.005s; 13 Panis, 1m41.175s; 14 Nissany, 1m41.479s; 15 Gelael, 1m41.676s; 16 Bonifacio, 1m41.804s; 17 Celis, 1m41.958s; 18 Visser, 1m42.069s; 19 Armand, 1m43.005s; 20 Bratt, 1m43.538s. * grid penalty.

CHAMPIONSHIP

1 Rowland, 209; 2 Vaxiviere, 173; 3 Stoneman, 98; 4 Jaafar, 91; 5 de Vries, 83; 6 Dillmann, 79; 7 Ellinas, 63; 8 Orudzhev, 54; 9 Fantin, 53; 10 Malja, 45.

BRITISH TOURING CAR CHAMPIONSHIP

ROUND 8/10 ROCKINGHAM, SEPTEMBER 6

RACE 1 (16 LAPS – 31.040 MILES)

1 Mat Jackson (GB) Motorbase Performance Ford Focus	22m32.922s
2 Gordon Shedden (GB) Honda (Dynamics) Honda Civic Type-R	+1.832s
3 Aron Smith (IRL) Team BMR Volkswagen CC	+3.686s
4 Jack Goff (GB) MG (Triple Eight) MG6	+4.317s
5 Tom Ingram (GB) Speedworks Motorsport Toyota Avensis	+14.622s
6 Andrew Jordan (GB) MG (Triple Eight) MG6	+17.285s
7 Colin Turkington (GB) Team BMR Volkswagen CC	+18.422s
8 Matt Neal (GB) Honda (Dynamics) Honda Civic Type-R	+21.431s
9 Adam Morgan (GB) Ciceley Racing Mercedes A-Class	+23.231s
10 Sam Tordoff (GB) WSR BMW 125i M Sport	+23.438s
11 James Cole (GB) Motorbase Performance Ford Focus	+28.091s
12 Dave Newsham (GB) Power Maxed Racing Chevrolet Cruze	+28.332s
13 Josh Cook (GB) Power Maxed Racing Chevrolet Cruze	+29.309s
14 Martin Depper (GB) Eurotech Racing Honda Civic	+30.216s
15 Mike Bushell (GB) AmD Tuning Ford Focus	+34.259s
16 Nick Foster (GB) WSR BMW 125i M Sport	+34.945s
17 Robb Holland (USA) Handy Motorsport Toyota Avensis	+36.118s
18 Rob Collard (GB) WSR BMW 125i M Sport	+38.801s
19 Rob Austin (GB) Rob Austin Racing Audi A4	+47.201s
20 Nicolas Hamilton (GB) AmD Tuning Audi S3 Saloon	+51.588s
21 Daniel Welch (GB) Welch Motorsport Proton Gen-2 Persona	+56.325s
22 Stewart Lines (GB) Houseman Racing Toyota Avensis	+57.785s
23 Hunter Abbott (GB) Rob Austin Racing Audi A4	+1m01.370s
24 Alex Martin (GB) Team Parker Racing Ford Focus	+1m02.910s
25 Jeff Smith (GB) Eurotech Racing Honda Civic	+1m13.642s
26 Derek Palmer Jr (GB) Support Our Paras Racing Infiniti Q50	+1m13.798s
27 Jason Plato (GB) Team BMR Volkswagen CC	-2 laps
R Aiden Moffat (GB) Laser Tools Racing Mercedes A-Class	12 laps-accident damage
R Warren Scott (GB) Team BMR Volkswagen CC	12 laps-accident damage
R Kieran Gallagher (GB) Team Hard Toyota Avensis	9 laps-accident damage

Winner's average speed 82.59mph.

Fastest lap Shedden, 1m23.193s, 83.94mph.

QUALIFYING

1 Jackson, 1m22.087s; 2 A Smith, 1m22.137s; 3 Goff, 1m22.303s; 4 Ingram, 1m22.395s; 5 Plato, 1m22.426s; 6 Neal, 1m22.448s; 7 Shedden, 1m22.300s*; 8 Moffat, 1m22.473s; 9 Turkington, 1m22.491s; 10 Jordan, 1m22.506s; 11 Tordoff, 1m22.541s; 12 Cook, 1m22.667s; 13 Austin, 1m22.723s; 14 Cole, 1m22.731s; 15 Scott, 1m22.744s; 16 Newsham, 1m22.779s; 17 Collard, 1m22.784s; 18 Abbott, 1m22.796s; 19 Morgan, 1m22.842s; 20 Foster, 1m23.187s; 21 Depper, 1m23.224s; 22 J Smith, 1m23.531s; 23 Bushell, 1m23.652s; 24 Holland, 1m24.354s; 25 Hamilton, 1m24.403s; 26 Martin, 1m24.549s; 27 Palmer, 1m24.565s; 28 Gallagher, 1m24.877s; 29 Lines, 1m24.882s; 30 Welch, 1m25.368s. * grid penalty.

RACE 2 (16 LAPS – 31.040 MILES)

1 Shedden, 22m42.190s; 2 Jackson, +2.778s; 3 Cook, +5.185s; 4 Morgan, +5.434s; 5 Neal, +6.765s; 6 Austin, +7.203s; 7 Plato, +17.303s; 8 Turkington, +20.753s; 9 Goff, +20.936s; 10 Ingram, +20.955s; 11 A Smith, +21.514s; 12 Jordan, +22.660s; 13 Moffat, +22.711s; 14 Tordoff, +22.805s; 15 J Smith, +24.144s; 16 Foster, +24.728s; 17 Cole, +25.836s; 18 Depper, +31.682s; 19 Welch, +35.127s; 20 Scott, +35.701s; 21 Bushell, +38.368s; 22 Holland, +38.774s; 23 Abbott, +44.972s; 24 Hamilton, +49.152s; 25 Palmer, +50.519s; 26 Martin, +56.968s; 27 Lines, +1m06.529s; 28 Collard, -2 laps; R Newsham, 6 laps-accident damage; NS Gallagher-accident damage. Winner's average speed 82.03mph. Fastest lap Shedden, 1m23.487s, 83.65mph.

GRID RACE 2

1 Shedden; 2 Morgan; 3 Jackson; 4 Goff; 5 J Smith; 6 Turkington; 7 Austin; 8 Neal; 9 Abbott; 10 A Smith; 11 Jordan; 12 Plato; 13 Ingram; 14 Cook; 15 Tordoff; 16 Newsham; 17 Cole; 18 Collard; 19 Depper; 20 Foster; 21 Bushell; 22 Holland; 23 Welch; 24 Palmer; 25 Hamilton; 26 Lines; 27 Martin; 28 Moffat; 29 Scott; 30 Gallagher.

RACE 3 (19 LAPS – 36.860 MILES)

1 Plato, 29m22.424s; 2 Ingram, +1.234s; 3 Turkington, +1.871s; 4 Neal, +4.838s; 5 Tordoff, +5.264s; 6 A Smith, +5.830s; 7 Austin, +6.212s; 8 Shedden, +8.450s; 9 Jordan, +9.810s; 10 Cook, +10.309s; 11 Depper, +13.013s; 12 Foster, +14.094s; 13 Martin, +14.647s; 14 Jackson, +14.984s; 15 Cole, +18.021s; 16 Lines, +18.487s; 17 Hamilton, +19.702s; 18 Morgan, +25.505s; 19 Goff, -1 lap; R Moffat, 18 laps-accident damage; R Abbott, 18 laps-accident damage; R Palmer, 18 laps-accident damage; R Gallagher, 14 laps-accident damage; R Scott, 14 laps-accident damage; R Welch, 13 laps-accident damage; R J Smith, 13 laps-accident damage; R Bushell, 6 laps-accident damage; R Holland, 3 laps-accident damage; R Newsham, 2 laps-accident damage; R Collard, 0 laps-driveshaft. Winner's average speed 75.29mph. Fastest lap Plato, 1m23.444s, 83.69mph.

GRID RACE 3

Decided by result of Race 2, with top 10 reversed.

CHAMPIONSHIP

1 Shedden, 286; 2 Plato, 280; 3 Neal, 259; 4 Turkington, 253; 5 Jordan, 240; 6 Tordoff, 225; 7 Morgan, 208; 8 Priaux, 205; 9 Goff, 190; 10 Collard, 171.

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 9/11 ALGARVE (P), SEPTEMBER 5-6

RACE 1 (20 LAPS – 58.210 MILES)

1 Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315	34m16.653s
2 Alexander Albon (T) Signateur Dallara-Volkswagen F315	+3.688s
3 Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315	+4.260s
4 Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315	+9.791s
5 Marko Pommer (D) Motopark Dallara-Volkswagen F315	+12.196s
6 Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F316	+12.753s
7 Santino Ferrucci (USA) Mücke Motorsport Dallara-Mercedes F312	+18.381s
8 Mikkel Jensen (DK) Mücke Motorsport Dallara-Mercedes F312	+18.971s
9 Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	+20.584s
10 George Russell (GB) Carlin Dallara-Volkswagen F312	+25.480s
11 Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	+26.825s
12 Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F315	+27.532s
13 Sam MacLeod (GB) Motopark Dallara-Volkswagen F315	+28.166s
14 Maximilian Gunther (D) Mücke Motorsport Dallara-Mercedes F312	+32.856s
15 Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312	+37.675s
16 Callum Iltott (GB) Carlin Dallara-Volkswagen F312	+37.742s
17 Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312	+38.810s
18 Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	+42.001s
19 Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	+45.671s
20 Alexander Sims (GB) Hitech GP Dallara-Mercedes F315	+45.721s
21 Matt Solomon (PRC) Double R Racing Dallara-Mercedes F313	+46.839s
22 Dorian Boccia (F) Signature Dallara-Volkswagen F314	+47.773s
23 Ryan Tveter (USA) Carlin Dallara-Volkswagen F312	+53.641s
24 Andy Chang (PRC) Fortec Motorsports Dallara-Mercedes F312	+57.270s
25 Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F312	+1m02.558s
26 Li Zhi Cong (PRC) Fortec Motorsports Dallara-Mercedes F312	+1m04.212s
27 Michele Beretta (I) Mücke Motorsport Dallara-Mercedes F312	+1m19.814s
28 Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312	+1m20.374s
29 Tatiana Calderon (CO) Carlin Dallara-Volkswagen F314	+1m23.366s
30 Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314	+1m24.432s
31 Julio Moreno (EC) T-Sport Dallara-NBE F312	-1 lap
32 Nick Cassidy (NZ) Prema Powerteam Dallara-Mercedes F312	18 laps-collision

Winner's average speed 101.892mph.

Fastest lap Dennis, 1m42.390s, 102.332mph.

QUALIFYING 1

1 Dennis, 1m42.217s; 2 Cassidy, 1m42.278s; 3 Stroll, 1m42.328s; 4 Pommer, 1m42.442s; 5 Albon, 1m42.523s; 6 Leclerc, 1m42.615s; 7 Rosenqvist, 1m42.625s; 8 Russell, 1m42.672s; 9 Giovinazzi, 1m42.684s; 10 Iltott, 1m42.703s; 11 Jensen, 1m42.748s; 12 Sette Camara, 1m42.762s; 13 Ferrucci, 1m42.765s; 14 Boccia, 1m42.987s; 15 Gunther, 1m42.810s; 16 Sims, 1m42.845s; 17 Fittipaldi, 1m42.896s; 18 Tveter, 1m42.962s; 19 MacLeod, 1m42.967s; 20 Jeffri, 1m42.994s; 21 Menezes, 1m43.046s; 22 Lorandi, 1m43.068s; 23 Hyman, 1m43.085s; 24 Rao, 1m43.194s; 25 Beretta, 1m43.283s; 26 Solomon, 1m43.320s; 27 Maini, 1m42.853s*; 28 Calderon, 1m43.350s; 29 Moreno, 1m43.507s; 30 Li, 1m43.683s; 31 Chang, 1m43.691s; 32 Raghunathan, 1m44.132s. * grid penalty.

RACE 2 (19 LAPS – 55.300 MILES)

1 Rosenqvist, 35m24.500s; 2 Dennis, +1.005s; 3 Stroll, +4.357s; 4 Menezes, +10.783s; 5 Russell, +12.204s; 6 Fittipaldi, +12.720s; 7 Leclerc, +13.207s; 8 Giovinazzi, +13.867s; 9 Jensen, +14.646s; 10 Ferrucci, +15.840s; 11 Pommer, +17.406s; 12 Albon, +17.816s; 13 Sette Camara, +19.129s; 14 Gunther, +21.096s; 15 Sims, +21.456s; 16 Boccia, +25.169s; 17 MacLeod, +26.230s; 18 Chang, +27.437s; 19 Moreno, +27.809s; 20 Beretta, +28.327s; 21 Tveter, +28.729s; 22 Li, +29.165s; 23 Raghunathan, +30.418s; 24 Solomon, +30.507s; 25 Maini, +30.826s; 26 Iltott, 18 laps-accident; 27 Lorandi, -1 lap; R Cassidy, 11 laps-brakes; R Rao, 1 lap-accident; R Hyman, 1 lap-accident; R Jeffri, 1 lap-accident; R Calderon, 1 lap.

RACE 2 (19 LAPS – 55.300 MILES)

Winner's average speed 93.706mph. Fastest lap Rosenqvist, 1m42.077s, 102.646mph.

QUALIFYING 2

1 Rosenqvist, 1m42.003s; 2 Cassidy, 1m42.066s; 3 Stroll, 1m42.070s; 4 Dennis, 1m42.135s; 5 Giovinazzi, 1m42.171s; 6 Menezes, 1m42.230s; 7 Russell, 1m42.291s; 8 Boccia, 1m42.400s; 9 Fittipaldi, 1m42.420s; 10 Leclerc, 1m42.474s; 11 Iltott, 1m42.515s; 12 Pommer, 1m42.357s; 13 Tveter, 1m42.530s; 14 Gunther, 1m42.530s; 15 Jensen, 1m42.531s; 16 Sette Camara, 1m42.563s; 17 Sims, 1m42.602s; 18 Ferrucci, 1m42.767s; 19 Beretta, 1m42.820s; 20 MacLeod, 1m42.838s; 21 Chang, 1m42.867s; 22 Hyman, 1m42.887s; 23 Jeffri, 1m42.918s; 24 Moreno, 1m42.987s; 25 Calderon, 1m43.047s; 26 Rao, 1m43.218s; 27 Maini, 1m42.673s*; 28 Solomon, 1m43.335s; 29 Li, 1m43.501s; 30 Lorandi, 1m42.832s*; 31 Raghunathan, 1m43.837s; 32 Albon, 1m41.976s**. * grid penalty. ** excluded from qualifying.

RACE 3 (20 LAPS – 58.210 MILES)

1 Rosenqvist, 36m27.922s; 2 Dennis, +1.168s; 3 Stroll, +6.049s; 4 Russell, +12.782s; 5 Sette Camara, +13.316s; 6 Fittipaldi, +14.598s; 7 Leclerc, +16.436s; 8 Giovinazzi, +17.428s; 9 Cassidy, +19.148s; 10 Boccia, +24.243s; 11 Iltott, +26.031s; 12 Tveter, +27.817s; 13 Sims, +29.551s; 14 Beretta, +36.573s; 15 Calderon, +37.589s; 16 Maini, +38.154s; 17 Moreno, +42.139s; 18 Hyman, +43.118s; 19 Li, +49.663s; 20 Jeffri, +57.901s; 21 Rao, +1m07.562s; 22 Solomon, +1m09.569s; 23 MacLeod, -1 lap; NC Albon, 17 laps; R Ferrucci, 16 laps; R Lorandi, 15 laps-engine; R Chang, 7 laps; R Menezes, 1 lap-mechanical; R Pommer, 0 laps-accident; R Gunther, 0 laps-accident; NS Raghunathan-banned. Winner's average speed 95.778mph. Fastest lap Rosenqvist, 1m42.233s, 102.489mph.

RACE 3 (20 LAPS – 58.210 MILES)

GRID FOR RACE 3

1 Rosenqvist; 2 Stroll; 3 Dennis; 4 Russell; 5 Menezes; 6 Pommer; 7 Jensen; 8 Sette Camara; 9 Fittipaldi; 10 Iltott; 11 Leclerc; 12 Boccia; 13 Tveter; 14 Giovinazzi; 15 Cassidy; 16 Gunther; 17 Sims; 18 Chang; 19 Lorandi; 20 Jeffri; 21 Ferrucci; 22 Hyman; 23 Beretta; 24 Moreno; 25 Calderon; 26 Maini; 27 Rao; 28 Solomon; 29 MacLeod; 30 Li; 31 Albon.

GRID FOR RACE 3

CHAMPIONSHIP

1 Rosenqvist, 378; 2 Giovinazzi, 343.5; 3 Leclerc, 324.5; 4 Dennis, 309; 5 Russell, 186; 6 Albon, 168; 7 Stroll, 163; 8 Gunther, 118; 9 Pommer, 94.5; 10 Jensen, 90.5.



Jota Sport won
on the road

ELMS

Paul Ricard (F)

September 6



Round 4/5



XPB IMAGES

Gibson wins in spite of fretting

Open-cockpit prototypes weren't expected to shine at Paul Ricard but two Gibsons were in with a shot at victory – which was ultimately decided by a drive-time penalty. **GARY WATKINS** reports

THE GIBSON WASN'T EXPECTED TO BE THE BEST car around Paul Ricard, and probably wasn't. It was, however, good enough to take victory in last weekend's penultimate round of the European Le Mans Series twice over. The LMP2 design that started life as a Zytek claimed victory on the road with the Jota Sport squad's example and, when that was penalised for a drive-time infringement, Greaves Motorsport's version was handed the spoils to give Jon Lancaster, Bjorn Wirdheim and Gary Hirsch a second victory of the season.

Sunday's four-hour race on the 3.60-mile Circuit Paul Ricard looked as though it was going to boil down to a three-way fight between the two Gibsons and TDS Racing's ORECA-Nissan 05 coupe after the fourth and final round of pitstops. It didn't quite work out like that, however, which gave Harry Tincknell a clear run to secure an

on-the-road victory for him and team-mates Filipe Albuquerque and Simon Dolan.

Lancaster, who didn't take on new tyres, should have leapfrogged the Jota car, which Albuquerque was handing over to Tincknell. But he got hemmed in by the car in the adjacent pit and emerged with a five-second deficit rather than an advantage of something approaching that.

The French TDS squad, which had arrived at Ricard only two points behind Jota in the championship battle, had even worse luck. Its ORECA shared by Tristan Gommendy, Pierre Thiriet and Ludovic Badey had come back into contention – and, crucially, onto a four-stop strategy, after an early stop for a deflated tyre – over the course of a race that was twice interrupted by the safety car.

Thiriet had taken over the car with 65 minutes

to go and then stopped again, like his rivals, with three quarters of an hour or thereabouts to go. He was due just a splash of fuel – “just 10 seconds or so,” said team technical director Jacques Morello – and should have come out ahead of both Gibsons. Instead, the car was hastily manoeuvred into its garage.

The earlier tyre deflation had been caused by a piece of debris damaging a rim. It had also affected the brake-bleed valve and was causing Thiriet retardation problems. A quick top of brake fluid left the car down in sixth place at the chequered flag and the team believing that its championship hopes were all but over.

TDS seemed at least reasonably confident that Thiriet, whose tyres would only have been a stint and a half old at the finish, would have been able to hold off Tincknell on fresh rubber. Lancaster wasn't so sure that he would have been able to hold off another Gibson, but said that he would like “to have given it a go.”

“With all the safety cars it is difficult to know where you really are until the final 40 or 45 minutes,” said Tincknell afterwards. “We came out in the lead and I managed to pull away and cruise really.”

Tincknell reckoned that Jota would have been pleased with third place on a circuit, complete with the long Mistral Straight, that favoured the lower-drag coupes. Which is exactly where Jota ended up in the final result. Albuquerque went over the maximum driving time of 90 minutes for a platinum-rated driver by 1m57.770s as a result of what Jota described

BR01 ran at the
front early on

XPB IMAGES

Hoy is no stranger to the podium's top step



THE CLASSES

Hoy claims first four-wheeled title

RECORD-BREAKING BRITISH OLYMPIAN SIR

Chris Hoy claimed a first championship victory on four wheels to go with his multiple cycling titles. The 39-year-old, now in his third year of racing, claimed an easy third LMP3 victory of the season at Ricard with Charlie Robertson aboard their works Team LNT Ginetta-Nissan to wrap up the division with a race to go.

Robertson had claimed pole, but fell behind team-mate Gaetan Paletou early in the opening stint before a gearbox problem sent the Nissan GT Academy winner into a spin and stranded the car. After that, it was just about getting the car to the finish, which Robertson and Hoy did with nearly a lap in hand over the second-place Villorba Corse Ginetta.

The GTE class was won by more than a lap by the AF Corse-run Formula Racing Ferrari 458 Italia of Johnny Laursen, Mikkel Mac and Andrea Rizzoli. The team got lucky during the

first yellow-flag period when the safety car came out between Rizzoli and the second-placed Marc VDS BMW Z4 GTE in the hands of Andy Priaulx, though a strong opening stint from bronze driver Laursen explained why the car was running at the front at this point.

There was no way back for the BMW, which Priaulx shared with Jesse Krohn and Henry Hassid, on a circuit where its lack of straightline speed told, even with a helping hand for the weekend under the Balance of Performance regulations.

"I wouldn't say that the safety car lost us victory, but it lost us the chance of challenging for victory," said Priaulx.

Honours in the GTC class for GT3 cars went to the TDS Racing BMW Z4 GT3 shared by Franck Perera, Dino Lunardi and Eric Dermont. It finished 50s up on the AF Corse Ferrari shared by Stuart Hall, Francesco Castellacci and Thomas Flohr.

KROHN DRIVER SHUFFLES

Nissan factory LMP1 driver Oliver Pla rejoined the Krohn Racing team with which he had raced at the Daytona and Sebring United SportsCar Championship rounds. Nic Jonsson, team owner Tracy Krohn's long-time driving partner, rejoined in place of Oswaldo Negri Jr after a successful downgrade to silver status. Had Jonsson remained gold, it would have forced 61-year-old Krohn to complete 90 minutes in the car rather than just 45.

BUTCHER HOOKS THIRD

British GT Championship regular Rory Butcher joined the JMW Ferrari squad along with team oldboy Jonny Cocker after a driver reshuffle. The Scot was brought in because Sam Tordoff was racing as scheduled in the British Touring Car Championship at Rockingham, and George Richardson dropped out of the line-up. Butcher, who had completed only six laps in the team's 458 Italia at Snetterton ahead of the weekend, overhauled Marco Mapelli in the Proton Porsche 911 RSR to claim third in the GTE class for JMW in the closing stages.

NEW TYRES TESTED

Dunlop tested new GTE control rubber for next year's ELMS between the two free practice sessions on Saturday. Daniel Serra, who is a regular test driver for Ferrari builder Michelotto, took the wheel of the JMW 458 Italia and Porsche factory driver Michael Christensen the Proton 911 RSR.

IBANEZ VOWS TO RETURN

The French Ibanez team's pair of ORECA-Nissan 03Rs was absent at Ricard for financial reasons. The team has stated that it will return for the series finale at Estoril.

"We came out in the lead and I managed to pull away and cruise really

HARRY TINCKNELL

as a "software gremlin". The team actually gained no advantage, because the Portuguese completed an extra two laps on old tyres at the end of his double stint when Tincknell could have been out on fresh rubber.

Jota's demotion to third promoted the best of the two Nissan-engined BR Engineering BR01 coupes, the car shared by Mikhail Aleshin, Viktor Shaitar and Kirill Ladygin, to second, its best result of the season after a switch of tyre supplier from Michelin to Dunlop that accompanied a change of team name from SMP Racing to AF Racing. The reason is complicated and concerns the fact that SMP Bank, but not the race team, is on the US Treasury international sanctions list and Dunlop is owned by a North American company, Goodyear.

AF Racing's misfortune was that it started the race with its two platinum-rated drivers, Aleshin and Nicolas Minassian. The good work they did over the course of the first 90 minutes was undone by the first of the two safety cars.

Aleshin had led by a handful of seconds from



The Greaves Gibson inherited victory

Minassian, who in turn had more than 20s in hand over Dolan when the safety car came out for the first time early in the second hour. Even so, runner-up spot for the lead car and fourth for the second car that Minassian shared with David Markozov and Maurizio Mediani was a decent result, reckoned BRE boss Benjamin Durand.

The unfancied Pegasus team was another that left Ricard thinking what might have been. Its 2014-spec Morgan-Nissan LMP2 briefly led the race in the hands of Leo Roussel at the start and ran in the top three through the opening stint. The car shared by David Cheng lost most of a lap in the second safety-car period early in hour three and also sustained a puncture, which explained its unrepresentative seventh-place finish.

RESULTS

1 Bjorn Wirdheim/Gary Hirsch/Jon Lancaster (Gibson-Nissan 015S), 123 laps in 4h01m29.450s; **2** Mikhail Aleshin/Viktor Shaitar/Kirill Ladygin (BRE-Nissan BR01), +5.169s; **3** Simon Dolan/Filipe Albuquerque/Harry Tincknell (Gibson-Nissan); **4** Nicolas Minassian/Maurizio Mediani/Devi Markozov (BRE-Nissan); **5** Nic Jonsson/Tracy Krohn/Julian Canal (Ligier-Judd JSP2); **6** Ludovic Badey/Pierre Thiriet/Tristan Gommendy (ORECA-Nissan 05). **LMP3** Charlie Robertson/Chris Hoy (Ginetta LMP3). **LM GTE** Johnny Laursen/Andrea Rizzoli/Mikkel Mac (Ferrari 458 Italia). **GTC** Eric Dermont/Franck Perera/Dino Lunardi (BMW Z4 GT3). **Points** **1** Albuquerque/Dolan/Tincknell, 76; **2** Lancaster/Hirsch/Wirdheim, 75; **3** Gommendy/Thiriet/Badey, 66; **4** Jonsson/Krohn, 42; **5** Aleshin/Ladygin, 41; **6** Mark Patterson/Michael Lyons/Nathanael Berthon, 26.

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The Abril/Buhk Bentley took control early on...



BLANCPAIN SPRINT SERIES ALGARVE (P), SEPTEMBER 5-6 RD 5/7

Bentley win hopes go down the drain

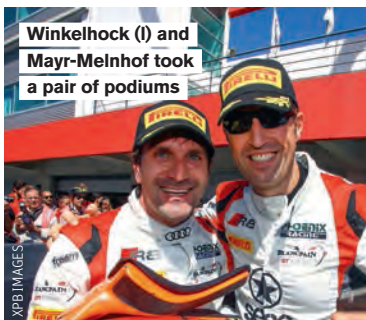
A DRAINHOLE-COVER FAILURE COULD have been the catalyst for a change of momentum in the title race, but instead it aided points leaders

Laurens Vanthoor and Robin Frijns. HTP Bentley duo Vincent Abril and Maximilian Buhk comfortably won the qualifying race, but the drain fiasco meant their advantage fell away when it mattered. The beneficiaries of their woes, Vanthoor and Frijns, took a step closer to the title and head into the final two rounds with a 26-point lead.

The Bentley was eight seconds clear before the mandatory pitstops. The only threat had been a poor start in comparison to the Audi, but the HTP car's strong acceleration into the second turn made up for it.

The apex of the same corner led to the Bentley crew's downfall, as one of the Team Brasil BMWs loosened a drain cover that then landed on the track. The cover was eventually retrieved before being glued back into place.

Winkelhock (l) and Mayr-Melnhof took a pair of podiums



A warning to avoid the apex for a few minutes after the safety-car period was easily heeded as all 16 cars, bar Buhk, dived into the pits. Clearly, the intention was to avoid a manic pitlane of 16 cars jostling for a quick exit, and Buhk extended his advantage on a near-clear lap.

It was all undone when traffic into the pits held him up, combined with team-mate Abril stalling, handing the Audi of Vanthoor a cruise to the flag from the similar car of Markus Winkelhock and Niki Mayr-Melnhof.

Abril came home fourth. "You can't plan for a drainhole cover in your race strategy," he said. "That large advantage Maximilian had built meant I would have been able to take the win quite easily."

"It's even more frustrating that the pitstop was a recurring issue with the overheating clutch that we experienced in Moscow."

It couldn't have been an easier run to the finish for the Audi pairing, and was in complete contrast to the tense finish of the qualifying race. A surprising choice of Abril for the top-eight shootout instead of the higher-rated Buhk raised eyebrows, but he only missed out on pole by 0.3s to the Audi of Christopher Mies.

Mies lost the lead to Abril at the start, reclaiming it with an illegal off-track pass that earned him a drive-through penalty.

Late on, Frijns reeled in Buhk before diving up the inside at Turn 11. He ran wide off the track and



...but the Frijns/Vanthoor Audi came through to win

had to settle for second.

The Team Brasil BMW of Atilla Abreu and Valdeno Brito, third in the championship, was never in contention and took two 13th places.

The car did challenge for seventh in the main race, but a poor attempt to pass Nick Catsburg's Reiter Lamborghini pitched his rival into a spin, earning a drive-through penalty.

Qualifying woes have become a regular problem for the Rinaldi Ferrari of Marco Seefried and Norbert Siedler this season, and they continued with a spin resulting in ninth place on the grid.

The Ferrari's straightline speed on the long start-finish straight meant it was able to outpace the Audi and Bentleys to good effect, as their earlier fourth place meant a charge on the podium became easier in the finale after the Bentley's woes.

● Tom Errington

RESULTS

1 Robin Frijns/Laurens Vanthoor (Audi R8 LMS ultra), 32 laps in 1h00m24.028s; +11.576s; 3 Marco Seefried/Norbert Siedler (Ferrari 458 Italia GT3); 4 Vincent Abril/Maximilian Buhk (Bentley Continental GT3); 5 Stephane Ortelli/Stephane Richelmi (Audi); 6 Albert von Thurn und Taxis/Nicky Catsburg (Lamborghini Gallardo R-EX); 7 Christopher Mies/Enzo Ide (Audi); 8 Sean Walkinshaw/Craig Dolby (Nissan GT-R Nismo GT3); 9 Alexey Vasiliev/Marko Asmer (Mercedes SLS AMG GT3); 10 Alexey Karachev/Christophe Bouchut (Mercedes).

Qualifying race 1 Abril/Buhk, 34 laps in 1h00m24.028s; 2 Frijns/Vanthoor, +1.980s; 3 Mayr-Melnhof/Winkelhock; 4 Seefried/Siedler; 5 Ortelli/Richelmi; 6 von Thurn und Taxis/Catsburg.

Points 1 Vanthoor/Frijns, 109; 2 Buhk/Abril, 83; 3 Atilla Abreu/Valdeno Brito, 59; 4 Seefried/Siedler, 58; 5 Ortelli/Richelmi, 56; 6 Winkelhock/Mayr-Melnhof, 44.

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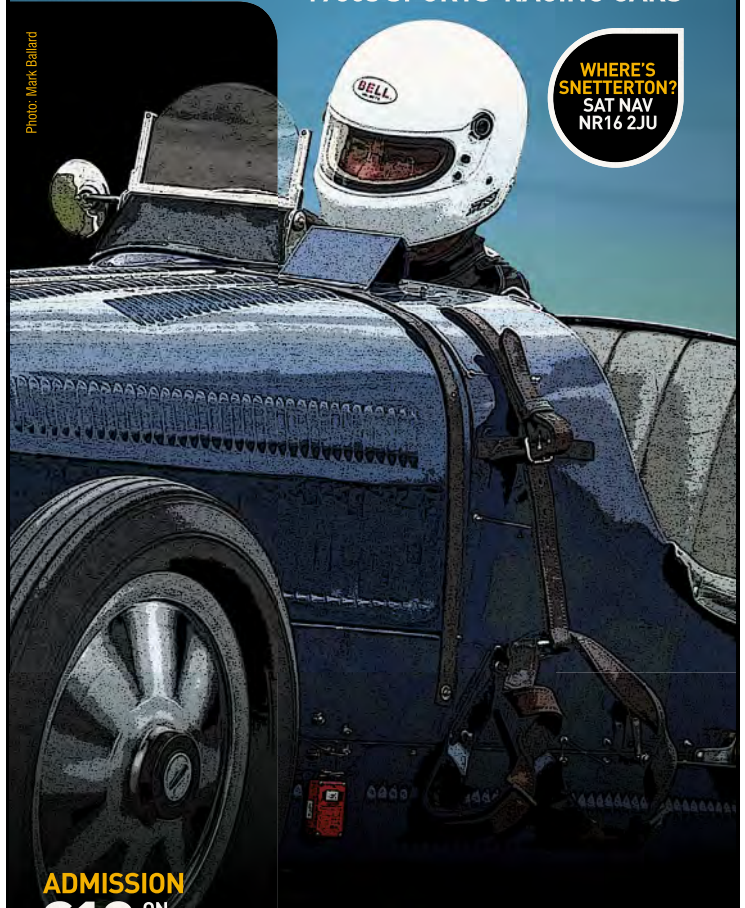


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Retro-livery heaven:
Edwards leads Hamlin,
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NASCAR SPRINT CUP DARLINGTON (USA), SEPTEMBER 6 RD 25/36

Edwards claws his way back for win

CARL EDWARDS RALLIED FROM TWO laps down to score his first Southern 500 victory at Darlington.

Edwards lost time early in the race after a poor strategy call to stay out on worn tyres but battled his way back through the field in a race broken up by 18 cautions — a Southern 500 record.

The Penske Ford of Brad Keselowski led 196 of the 367 laps, consistently running in the top four, but the polesitter lost out to Edwards at the final set of stops. The Joe Gibbs Racing Toyota driver nailed the final restart and led

Keselowski home to record his second Sprint Cup win of the year.

Denny Hamlin went into the final stages still in contention for the win but had to settle for third, ahead of Joey Logano, 2014 Darlington winner Kevin Harvick and Busch brothers Kurt and Kyle.

From 22nd on the grid, Dale Earnhardt Jr charged his way through the order to finish eighth. Martin Truex Jr ran strongly in the top five through most of the race, but slipped back to ninth at the chequered flag.

Kyle Larson, still searching for a

win to guarantee him a place in the Chase, made early progress running an alternative strategy but ultimately had to settle for 10th.

Jeff Gordon, a seven-time winner at Darlington, was 16th on his final appearance at the Southern 500 before he retires at the end of 2015.

Six-time Cup champion Jimmie Johnson ended a disappointing race down in 19th after a warning for cutting the pit entry and a clash with Logano.

Meanwhile, Matt Kenseth hit the wall early in the race but recovered to finish 20th.

RESULTS

1 Carl Edwards (Toyota Camry), 367 laps in 4h28m35s; 2 Brad Keselowski (Ford Fusion), +0.902s; 3 Denny Hamlin (Toyota); 4 Joey Logano (Ford); 5 Kevin Harvick (Chevrolet SS); 6 Kurt Busch (Chevy); 7 Kyle Busch (Toyota); 8 Dale Earnhardt Jr (Chevy); 9 Martin Truex Jr (Chevy); 10 Kyle Larson (Chevy). **Chase grid**
1 Jimmie Johnson, 4 wins/817 points; 2 Kyle Busch, 4/471; 3 Logano, 3/906; 4 Matt Kenseth, 3/776; 5 Harvick, 2/948; 6 Earnhardt, 2/855; 7 Kurt Busch, 2/752; 8 Edwards, 2/713; 9 Keselowski, 1/837; 10 Truex, 1/806; 11 Hamlin, 1/754; 12 Jamie McMurray, 0/726; 13 Ryan Newman, 0/714; 14 Jeff Gordon, 0/700; 15 Paul Menard, 0/692; 16 Clint Bowyer, 0/682.

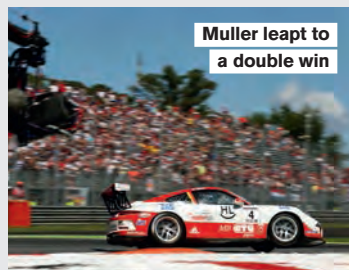
PORSCHE SUPERCUP
MONZA (I),
SEPTEMBER 5-6 RD 7/8

Porsche junior is Svensational

SVEN MULLER EXTENDED HIS GREAT run of form to four wins in five races with a Monza double.

Thanks to points leader Philipp Eng's subdued weekend, taking sixth and seventh, Muller heads into next month's double-header finale at Austin with an outside title shot, with Michael Ammermuller and Christian Engelhart also in the mix.

It seemed that Porsche scholar Matteo Cairoli would be the star at Monza. He had race one in the bag after taking the lead from Ammermuller at the start, only to run wide exiting the second Lesmo with four laps remaining. Muller, who had taken second



Muller leapt to
a double win

from Ammermuller at the first chicane two laps earlier, blasted into the lead on the next straight.

Cairoli made an average start from pole in race two, allowing Muller in front. Cairoli held onto second ahead of Ammermuller.

RESULTS

Race 1 1 Sven Muller, 14 laps in 29m40.373s; 2 Matteo Cairoli, +1.187s; 3 Michael Ammermuller; 4 Come Ledogar; 5 Robert Lukas; 6 Philipp Eng. **Race 2**
1 Muller, 14 laps in 26m23.485s; 2 Cairoli, +4.079s; 3 Ammermuller; 4 Christian Engelhart; 5 Christopher Zochling; 6 Alex Riberas. **Points** 1 Eng, 137; 2 Engelhart, 120; 3 Muller, 110; 4 Ammermuller, 106; 5 Riberas, 102; 6 Zochling, 84.

INTERNATIONAL GT OPEN SPA (B), SEPTEMBER 5-6 RD 5/7

Ferrari and McLaren on top

TITLE RIVALS MICHELE RUGOLO/Pasin Lathouras and Alvaro Parente/Miguel Ramos took a win apiece in a weekend of changeable conditions.

Rob Bell, in the sister Teo Martin Motorsport McLaren to that of Parente and Ramos, dominated the early stages on Saturday, but immediately after his pitstop co-driver Andrew Watson was caught out by a sudden shower at Eau Rouge, crashing and prompting a safety car. Lathouras was superb in trying conditions in the AF Corse Ferrari, emerging for his and Rugolo's third win of the year.

On Sunday a stunning stint by

Parente on a drying track enabled Ramos to inherit the lead following the pitstops. Team-mate Bell rode shotgun and defended from Ezequiel Perez Companc. Late contact between Bell and Perez Companc saw the Argentinian spinning down the order, promoting the Aston Martin of Michael Schmetz and Tim Verbergt to the podium.

● Ben Evans

RESULTS

Race 1 1 Pasin Lathouras/Michele Rugolo (Ferrari 458 Italia GT3), 27 laps in 1h12m24.274s; 2 Miguel Ramos/Alvaro Parente (McLaren 650S GT3), +1.421s; 3 Tim Verbergt/Michael Schmetz (Aston Martin Vantage GT3); 4 Ezequiel Perez Companc/Raffaele Giammaria (Ferrari); 5 Alessandro Balzan/Nicola Benucci (Ferrari); 6 James Abbott (Radical RXC V8). **Race 2** 1 Ramos/Parente, 25 laps in 1h02m17.613s; 2 Rob Bell/Andrew Watson, +0.629s; 3 Verbergt/Schmetz; 4 Lathouras/Rugolo; 5 Perez Companc/Giammaria; 6 Balzan/Benucci. **Points** 1 Parente/Ramos, 152; 2 Rugolo/Lathouras, 143; 3 Giammaria/Perez Companc, 128; 4 Benucci/Balzan, 102; 5 Emiliano Lopez, 55; 6 Filipe Barreiros, 51.



Parente and Ramos
extended points lead

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Bacheta and Nalio had great weekend



RENAULT SPORT TROPHY SILVERSTONE (GB), SEPTEMBER 5-6 RD 3/6

Bacheta on the Oregon trail

BRITAIN'S LUCIANO BACHETA AND Oregon team-mate Niccolo Nalio shared the winning Oregon Team Renault RSO1 in Saturday's 70-minute endurance race.

Jerry Canevisio's team achieved a one-two as David Fumanelli and Dario Capitanio claimed second ahead of the ART Junior entry of Indy Dontje and Toni Forne.

"I think Niccolo did all the hard work by setting pole and driving the opening stint," said ex-Formula 2 champion Bacheta. "When he handed over to me I didn't really need to push, but I was keen to set myself targets. It's an awesome car to drive at Silverstone."

Bacheta and championship leader Steijn Schothorst retired in a first-corner incident in the race for the Elite drivers. Schothorst's brother Pieter had taken pole on his debut weekend in the series and his Equipe Verschuur machine pulled away from Dontje, as Nicky Pastorelli held off Andrea Pizzitola – who charged from the back of the grid – and Fumanelli in the battle for third for an all-Dutch podium.

In race two, exclusively for Prestige (gentleman) drivers, the top three cars were identical to the Endurance result, with victory for Nalio ahead of Capitanio and Forne. ● Peter Mills

RESULTS

Race 1 1 Luciano Bacheta/Niccolo Nalio, 35 laps in 1h13m30.129s; 2 David Fumanelli/Dario Capitanio, +9.813s; 3 Indy Dontje/Toni Forne; 4 Roy Geerts/Max Braams; 5 Nicky Pastorelli/Diederick Sijthoff; 6 Bas Schothorst/Andres Mendez. **Fastest lap** Pieter Schothorst, 1m56.522s, 113.09mph.

Race 2 1 Nalio, 14 laps in 27m22.998s; 2 Capitanio, +8.713s; 3 Forne; 4 Braams; 5 Stefano Costantini; 6 Sijthoff. **FL** Nalio, 1m56.743s, 112.88mph.

Race 3 1 P Schothorst, 12 laps in 27m01.999s; 2 Dontje, +3.041s; 3 Pastorelli; 4 Andrea Pizzitola; 5 Fumanelli; 6 B Schothorst. **FL** P Schothorst, 1m56.383s, 113.23mph. **Points Endurance** 1 Fumanelli/Capitanio, 61; 2 Bacheta/Nalio, 55; 3 Wolfgang Reip, 37. **Elite** 1 Steijn Schothorst, 75; 2 Pizzitola, 55; 3 Reip, 45. **Prestige** 1 Sijthoff, 70; 2 Capitanio, 69; 3 Nalio, 68.

BARCELONA 24 HOURS
BARCELONA (E),
SEPTEMBER 5-6

Schneider Merc on top

BERND SCHNEIDER ADDED YET another honour to his career CV with victory in the HP Racing Mercedes alongside Hari Proczyk, Reinhard Kofler, Sean Johnston and Reinhold Renger.

Attention to a loose bonnet late in the race failed to prevent a three-lap winning margin over the Hofor Racing SLS, while a 1-2-3 for Merc was completed by Ram Racing crew Tom Onslow-Cole, Paul White, Thomas Jager and Jeroen Bleekemolen, who led the early hours before steering problems.

Brits did well in the classes, with James May, Alex Osborne and Paul May picking up GT4 honours in their APO Porsche from the Cor Euser Lotus.



WORLD RALLYCROSS LOHEAC (F), SEPTEMBER 5-6 RD 9/13

Hansen stays unstoppable

TIMMY HANSEN IS THE MAN ON FORM at the moment: at the wheel of his Peugeot-Hansen 208, he topped the intermediate classification for the fourth round running, qualified first for the third event in a row, then won his second final in as many weeks.

Hansen made the best start and led all the way, the Swede taking his joker lap on the penultimate tour to lead home Petter Solberg.

Solberg and Johan Kristoffersson had taken their jokers on lap two, the pair returning to the main track either side of Jean-Baptiste

Dubourg. The local hero pushed Solberg's Citroen all the way to the finish and maintained a well-deserved third at the flag.

● Hal Ridge

RESULTS

1 Timmy Hansen (Peugeot 208), 6 laps in 3m48.500s; 2 Petter Solberg (Citroen DS3), +3.001s; 3 Jean-Baptiste Dubourg (Citroen C4); 4 Johan Kristoffersson (Volkswagen Polo); 5 Mattias Ekstrom (Audi S1); 6 Robin Larsson (Audi A1). **Points** 1 Solberg, 219; 2 Hansen, 182; 3 Kristoffersson, 156; 4 Andreas Bakkerud, 152; 5 Davy Jeanney, 146; 6 Ekstrom, 139.

EUROFORMULA OPEN

Brazilian Vitor Baptista (RP Motorsport) took the first double victory of the season at Spa to overhaul Konstantin Tereschenko at the top of the points. Saturday's race was a thrilling head to head between Baptista and Tereschenko, the Russian fighting back after some first-lap mistakes.

ETCC

SEAT drivers Mato Homola and Dusan Borkovic claimed a win apiece in the European Touring Car Cup at Brno. Homola broke clear in race one while Borkovic fended off an early attack from Petr Fulin. Slovak Borkovic narrowly fended off Serb Homola later on.

VLN

The Black Falcon Mercedes of Yelmer Buurman, Adam Christodoulou, Hubert Haupt and Abdulaziz Al Faisal won on the Nurburgring Nordschleife. They emerged from a fight with the Rowe Racing Merc of Klaus Graf and Christian Hohenadel, who dropped out with suspension failure. Second were Wolf Henzler and Alexandre Imperatori in the Falken Porsche, from the Audi of brothers Dennis and Marc Busch, joined by Marc Basseng.

ITALIAN FORMULA 4

Mucke Motorsport dominated at Adria to win all three races. David Beckmann led the first all the way, with Guan Yu Zhou passing Prema team-mate Ralf Aron for second after a safety car. Robert Shwartzman picked up two wins. First the Russian took the reversed-grid race from Marino Sato, then he won the finale from Aron and Zhou.

SMP FORMULA 4

Finn Niko Kari won all three races of the penultimate event at Moscow Raceway to wrap up the title – along with the prize of €350,000 to graduate to European F3 – with a round to spare. Kari wriggled free of an early scrap with Nerses Isaakyan in the wet first race, and Isaakyan also took the runner-up spot in both dry Sunday races. Nikita Troitskiy and Niklas Nyland were also on the podium, while Kari's title rival Vladimir Atoev had a troubled weekend.

ASIAN GT

Ferrari duo Davide Rizzo and Anthony Liu won at Sepang in the series' first three-hour race. The Bentley of Keita Sawa and Adderly Fong took second, with Fong withstanding a late charge from Daniel Lloyd, who qualified the Aston Martin he shared with Darryl O'Young on pole on his series debut. James Calado showed his class when conditions were wet, taking fourth in the Ferrari of Mok Weng Sun.

TCR ASIA

Ex-Formula 3/Formula Master racer Rodolfo Avila made regional tin-top history with a win in the inaugural race at Sepang, beating the sister ART Motorsport SEAT of Philippe Descombes. Avila stepped down for Sunday to do the Porsche races, so Descombes won twice. Andy Yan was fast but his Ford Focus hit trouble each time.

A close-up photograph of Scott Dixon, an IndyCar driver, wearing a red racing suit and a black cap with sunglasses. He is holding a large, ornate silver trophy with both hands, looking at it with a focused expression. The background is slightly blurred, showing other people in racing gear.

How Dixon stole Montoya's title

At the end of a frenetic IndyCar season, the stage was set for Juan Pablo Montoya's coronation.

MARK GLENDENNING looks back at how Scott Dixon clinched a fourth crown instead

With the IndyCar title decided for the first time at Sonoma, just forty-ish minutes north of San Francisco, it seems appropriate to paraphrase a line from one of the Bay Area's most famous exports, the Grateful Dead: what a short, strange trip it's been.

Contested over 16 rounds compressed between late March and the end of August, the season scarcely left any room to breathe. And there was a lot packed in: the first season of manufacturer-specific aero kits; the arrival of a new race in New Orleans; a controversy over flying cars at Indianapolis, and sadly, the terrible accident involving Justin Wilson at Pocono. Somewhere amid all of that, Scott Dixon did enough to win his fourth title, despite not becoming a serious part of the championship conversation until about halfway through the final race last Sunday.

Until the final 34 laps at Sonoma, Juan Pablo

Montoya had led the championship for the entire season, right back from when he'd beaten teammate Will Power for the win at St Petersburg. At the time, the Colombian spoke of his pride at besting Power on a street circuit, and he had a point: the Australian has a formidable record on temporary tracks, and qualifying on those same circuits had been one of Montoya's weaker points during his comeback season the year before.

That championship lead stood him in good stead. Montoya's frustration in the immediate aftermath of Sonoma had prompted him to rather ungraciously complain that "Dixon had a shit season all year and one good race, and we paid the penalty," while railing against IndyCar's double-points format for the finale, but there were times when the simple virtue of being points leader helped Montoya to mask what were otherwise pretty uninspiring performances. He failed to progress from the first qualifying round at NOLA, which would have put him towards the rear of the grid — and was then handed pole

when the session was rained off halfway through and the starting order decided by points.

It was a similar story for the second race in Detroit, where Montoya was facing the prospect of lining up on the 10th row after James Jakes crashed and brought out a red flag a few minutes before his session ended, and then ended up with pole when subsequent rain forced the remainder of qualifying to be cancelled and the grid once again set by points. (It should be noted that the bonus point that usually accompanies pole position was not awarded in either case.)

But at his best he looked like the Montoya of old, especially with the victory at the Indianapolis 500, and he would have been a worthy champion had he been able to complete the deal. All of the permutations going into the weekend leaned very heavily in his favour: by and large, the only hope that the other five mathematical contenders had was to win the race and pray that some misfortune struck the #2 Team Penske car.

They got their wish in the most incredible of

COBB/LAT



Dixon did enough to grab the title at the last race



Montoya only saw podium once after Indy 500 win

MASCHE/LAT



Dixon launched his title bid with Long Beach win

LEVITT/LAT

circumstances. A misunderstanding just after a restart led to his being taken out in a friendly-fire incident by Power and, despite a spirited surge over the last stint, he fell one position short of the fifth place he needed to avoid losing to Dixon on a countback of three wins to two.

While that clash will inevitably be held up as the moment Montoya's championship was 'lost', the reality is never that simple. His season had been tapering ever since Indy — a third at Pocono was his only podium in the second half of the year. His luck ran out too. In Iowa he posted his first DNF since 2014 when he suffered a suspension failure just 10 laps into the race, and he looked like a sure bet for the podium at Mid-Ohio until he was short-changed by the final yellow and tumbled back into the pack. (Although the only reason he was in contention in the first place was a favourable yellow at the end of the first stint, which had worked against Graham Rahal and Dixon.) But you can also flip things around and look at all the 'what ifs?' from Dixon's

“UNTIL THOSE FINAL 34 LAPS AT SONOMA, MONTOYA HAD LED THE CHAMPIONSHIP FOR THE ENTIRE 2015 SEASON”

perspective. Aside from stepping up at Sonoma on a day when he absolutely had to win, one of the most important results of the Chip Ganassi Racing driver's season might, ironically, have been among his worst. Dixon had been quick early in the Iowa weekend, and he appeared primed to capitalise upon Montoya's early DNF. But then his car suffered a broken axle, prompting the team to hustle it back to the garage, replace the offending part, and push him back out to pitlane to rejoin and salvage whatever points he could.

The delay cost him 37 laps, and when you consider that a fast lap around Iowa takes about 18s, it means that the car was stationary for about 11 minutes. That's an eternity, but getting him back out proved to be the difference between his being classified 18th, which he was, and 19th, which is where he'd have ended up otherwise. That translated into just one extra point, without which Dixon would not have left Sonoma as the 2015 series champion. ▶



Rahal dodged a penalty to claim his breakthrough win at Fontana



Pocono was overshadowed by the loss of Justin Wilson

► No season is complete without an underdog story and, this year, IndyCar had two. That Rahal was considered one of them might speak to how much his stock had dipped over the past few years (in 2013 and 2014 he finished 18th and 19th in the points respectively), but the fact that the single-car RLL team was the first to decode Honda's aero kit was a huge achievement. Rahal was still often hampered by the overall limitations of the Honda package, but the fact that he matched Montoya for wins and outscored him four to three for podiums speaks to what he was able to do when things were working right.

Those results do carry a couple of asterisks. His breakthrough win was at Fontana, where he should have been penalised for leaving the pits with the fuel nozzle still attached to his car. Race control missed it completely despite the incident being caught on live TV, and then again missed another opportunity to penalise him when faced with evidence of what had happened in the form

of the nozzle lying out on the track – they were forced to throw a yellow to remove it. It's true that Rahal was genuinely fast that weekend, and even with a drive-through he might have been able to fight back through to Victory Lane. Race control's error spared him the trouble.

And he, like Dixon, was a beneficiary of the last caution at Mid-Ohio, which Rahal subsequently won. That victory came with the assistance of Wilson, who eased out of a battle on the final restart to maximise his Honda compatriot's title hopes. Overall, though, RLL was a joy to watch for much of the year: a testament to what can happen when a team gets its chemistry just right. And it certainly gave a few other Honda teams, particularly Andretti Autosport, something to think about.

The other guy who was fun to watch was Josef Newgarden. The CFH one-two in Toronto was helped a bit by yellows, but his breakthrough victory at Barber Motorsports Park a couple of

months earlier was earned on pure speed. Were it not for a few team errors in the pits, he'd have finished the year with substantially more points.

But just as the 2011 season will forever be associated with Dan Wheldon, 2015 will resonate in the years ahead as an impetus for ongoing conversations about safety. IndyCar is generally active on that front anyway: the cars were modified immediately after James Hinchcliff's serious accident at Indy, and several safety-based changes were made to the aero kits over the course of the season. Work on improved cockpit protection had been under way long before we lost Wilson, and it's highly debatable as to whether any of the proposed solutions would have made a difference in that particular case anyway. But the Brit, who in life was a relentless advocate for improving safety standards across the board, continues to remind us now that the search for ways to make things better – for drivers, for fans, for everyone – can never end. ❧

RACE BY RACE



1 St Petersburg

1 Montoya
2 Power
3 Kanaan

IndyCar's manufacturer aero kits had an inauspicious debut, with the fragility of new components contributing to a flurry of debris-related cautions. The race was an all-Penske affair, with Will Power in command, before ultimately losing out to team-mate Juan Pablo Montoya.



2 New Orleans

1 Hinchcliff
2 Castroneves
3 Jakes

Bad weather and a succession of yellows made IndyCar's first – and possibly only – visit to New Orleans a difficult one. James Hinchcliff went off-strategy early and capitalised on the weirdness that followed to pick up his first win since moving from Andretti to Schmidt.



3 Long Beach

1 Dixon
2 Castroneves
3 Montoya

After a messy start to the season, a relatively uneventful Long Beach came as a welcome respite. Penske was strong early on, but Scott Dixon pounced on a slow pitstop by Helio Castroneves to take the lead, and was never really threatened after that.



4 Barber

1 Newgarden
2 Rahal
3 Dixon

Josef Newgarden was superb all afternoon and secured a popular first win. He had a late scare in the form of Graham Rahal, who went off-sequence early on and had a huge fuel and tyre advantage over everyone in the final stint. Power finished fourth despite a drive-through.



5 Indianapolis

1 Power
2 Rahal
3 Montoya

Helio Castroneves punted Scott Dixon at the first corner, all sorts of chaos happened behind, and Graham Rahal jumped from 17th to fifth in two corners. That meant the RLL driver was in a position to make life hell for race leader Will Power over the final stint.



6 Indy 500

1 Montoya
2 Power
3 Kimball

A crash (not his fault), a new rear wing, a comically bad pitstop – and Juan Pablo Montoya won his second Indy 500, 15 years after his first. There was plenty of incident elsewhere: Tony Kanaan, Jack Hawksworth, Sebastian Saavedra and Coyne's drivers all crashed.



7 Detroit (Sat)

1 Munoz
2 Andretti
3 Pagnaud

There were two very different but equally weird contests at the Belle Isle double-header. A strategy gamble earned a surprise win for Carlos Munoz in the first race on Saturday, when severe weather led to the race being red-flagged after 47 laps.



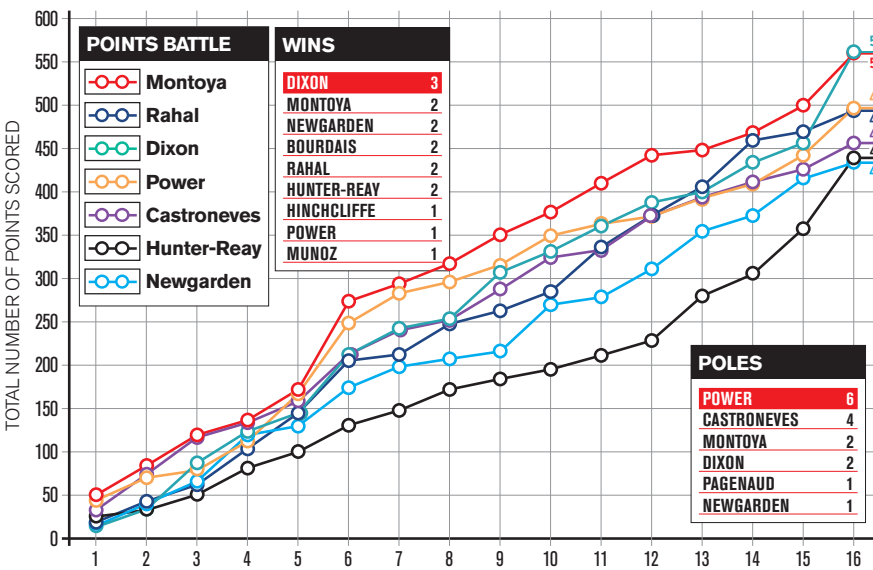
8 Detroit (Sun)

1 Bourdais
2 Sato
3 Rahal

Sunday was equally ripe in strategy gambles, with Sebastian Bourdais playing a straight bat to hold off Takuma Sato and earn his place in Victory Lane. A proliferation of yellows and fading light forced officials to switch from a lap count to a timed race.

DRIVERS' STANDINGS

POS	DRIVER	TEAM (MANUFACTURER)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	PTS
1	Scott Dixon (NZ)	Chip Ganassi Racing (Chevrolet)	15th	11th	1st	3rd	10th	4th	5th	20th	1st	8th	6th	7th	18th	4th	9th	1st	556
2	Juan Pablo Montoya (CO)	Team Penske (Chevrolet)	1st	5th	3rd	14th	3rd	1st	10th	10th	4th	7th	4th	4th	24th	11th	3rd	6th	556
3	Will Power (AUS)	Team Penske (Chevrolet)	2nd	7th	20th	4th	1st	2nd	4th	18th	13th	4th	19th	22nd	10th	14th	4th	7th	493
4	Graham Rahal (USA)	Rahal Letterman Lanigan (Honda)	11th	8th	11th	2nd	2nd	5th	23rd	3rd	15th	9th	1st	3rd	4th	1st	20th	18th	490
5	Helio Castroneves (BR)	Team Penske (Chevrolet)	4th	2nd	2nd	15th	6th	7th	6th	19th	3rd	3rd	23rd	2nd	11th	15th	16th	15th	453
6	Ryan Hunter-Reay (USA)	Andretti Autosport (Honda)	7th	19th	13th	5th	11th	15th	13th	8th	18th	19th	15th	13th	1st	7th	1st	2nd	436
7	Josef Newgarden (USA)	CFH Racing (Chevrolet)	12th	9th	7th	1st	20th	9th	8th	21st	21st	1st	21st	5th	2nd	13th	2nd	21st	431
8	Tony Kanaan (BR)	Chip Ganassi Racing (Chevrolet)	3rd	6th	5th	13th	7th	26th	20th	13th	2nd	6th	2nd	6th	21st	5th	19th	4th	431
9	Marco Andretti (USA)	Andretti Autosport (Honda)	10th	13th	8th	10th	16th	6th	2nd	5th	5th	13th	3rd	8th	7th	10th	18th	11th	429
10	Sebastian Bourdais (F)	KVSH Racing (Chevrolet)	6th	21st	6th	8th	4th	11th	14th	1st	14th	5th	14th	1st	9th	17th	23rd	20th	406
11	Simon Pagenaud (F)	Team Penske (Chevrolet)	5th	20th	4th	9th	25th	10th	3rd	14th	11th	11th	9th	9th	14th	3rd	7th	16th	384
12	Charlie Kimball (USA)	Chip Ganassi Racing (Chevrolet)	21st	14th	15th	12th	5th	3rd	22nd	11th	7th	20th	8th	12th	22nd	23rd	12th	3rd	372
13	Carlos Munoz (CO)	Andretti Autosport (Honda)	14th	12th	9th	6th	13th	20th	1st	23rd	6th	22nd	11th	15th	5th	9th	5th	22nd	349
14	Takuma Sato (J)	AJ Foyt Enterprises (Honda)	13th	22nd	18th	17th	9th	13th	11th	2nd	16th	10th	18th	14th	19th	24th	6th	8th	323
15	Gabby Chaves (CO)	Bryan Herta Autosport (Honda)	17th	15th	16th	16th	15th	16th	18th	9th	10th	15th	20th	11th	16th	12th	11th	14th	281
16	James Jakes (GB)	Schmidt Peterson M'sports (Honda)	22nd	3rd	19th	22nd	18th	18th	12th	15th	9th	21st	7th	23rd	15th	16th	10th	25th	257
17	Jack Hawksworth (GB)	AJ Foyt Enterprises (Honda)	8th	24th	14th	21st	23rd	24th	7th	7th	23rd	14th	10th	17th	13th	8th	22nd	19th	256
18	Ryan Briscoe (AUS)	Schmidt Peterson M'sports (Honda)	-	-	-	-	-	12th	-	8th	-	16th	21st	8th	18th	8th	5th	205	
19	Stefano Coletti (MC)	KV Racing (Chevrolet)	20th	17th	23rd	19th	8th	25th	15th	16th	19th	23rd	12th	20th	20th	19th	24th	17th	203
20	Sage Karam (USA)	Chip Ganassi Racing (Chevrolet)	19th	18th	-	18th	-	32nd	16th	12th	12th	-	5th	19th	3rd	22nd	14th	-	197



21 Luca Filippi (CFH Racing), 182; 22 Tristan Vautier (Dale Coyne Racing), 172; 23 James Hinchcliffe (Schmidt Peterson Motorsports), 129; 24 Justin Wilson (Andretti Autosport), 108; 25 Sebastian Saavedra (Chip Ganassi Racing), 96; 26 Rodolfo Gonzalez (Dale Coyne Racing), 94; 27 Ed Carpenter (CFH Racing), 88; 28 Conor Daly (Dale Coyne Racing/Schmidt Peterson Motorsports), 81; 29 Pippa Mann (Dale Coyne Racing), 76; 30 Simona de Silvestro (Andretti Autosport), 66; 31 JR Hildebrand (CFH Racing), 57; 32 Oriol Servia (Rahal Letterman Lanigan Racing/Andretti Autosport), 46; 33 Mikhail Aleshin (Schmidt Peterson Motorsports), 40; 34 Francesco Dracone (Dale Coyne Racing), 38; 35 Townsend Bell (Dreyer & Reinbold Racing), 32; 36 Carlos Huertas (Dale Coyne Racing), 31; 37 Alex Tagliani (AJ Foyt Enterprises), 27; 38 Bryan Clauson (KVSH Racing/Jonathan Byrd's Racing), 10; 39 James Davison (Dale Coyne Racing), 10.

Manufacturers' championship
1 Chevrolet, 1429; 2 Honda, 1083.

Points system 50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6-5-5-5-5-5-5-5-5. **Pole** 1. **Lap led** 1. **Most Laps led** 2.

SUPERGRID

Based on average qualifying position, pre-grid penalties. Session in which drivers did not set a time disregarded. Only those who started six races or more included.

3.7	Castroneves	4.2
5.1	Power	
6.8	Dixon	
7.2	Montoya	
8.5	Kanaan	
10.0	Newgarden	
11.4	Bourdais	
11.8	Rahal	
11.9	Andretti	
12.1	Filippi	
12.1	Hunter-Reay	
14.1	Kimball	
14.2	Sato	
14.2	Carpenter	
14.2	Karam	
15.3	Munoz	
15.3	Hinchcliffe	
16.3	Briscoe	
18.9	Jakes	
18.9	Vautier	
19.6	Coletti	
22.3	Chaves	
	Mann	



9 Texas

- 1 Dixon
- 2 Kanaan
- 3 Castroneves

It was all about the traditional 'big three' when the series rolled up to its second big oval of the season. Ganassi dominated the race, with Scott Dixon heading a 1-2. A late surge for Penske turned into a 3-4, and Andretti Autosport locked out the two places behind them.



10 Toronto

- 1 Newgarden
- 2 Filippi
- 3 Castroneves

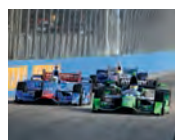
Josef Newgarden proved that his Barber success was no fluke by heading a CFH Racing 1-2 in Canada, though this time his cause was helped by a lucky yellow. In spite of the greasy conditions, and all the close fighting, there was only one contact-related DNF in the race.



11 Fontana

- 1 Rahal
- 2 Kanaan
- 3 Andretti

Depending on who you asked, this was the ultimate example of oval racing at its greatest, or most terrifying. Amid some close battling and frightening accidents, Graham Rahal dodged what should have been a pitlane infraction to secure a win.



12 Milwaukee

- 1 Bourdais
- 2 Castroneves
- 3 Rahal

A gamble on going off-strategy paid off for Bourdais. He stayed out when everyone pitted during an early caution, and made the most of the clean air to take command of the race and secure the win. A similar roll of the dice helped Helio Castroneves climb from last to second.



13 Iowa

- 1 Hunter-Reay
- 2 Newgarden
- 3 Karam

Josef Newgarden was the guy to beat for most of the night – and Ryan Hunter-Reay was the guy who beat him, courtesy of a great restart and some ragged-edge driving over the final stint. Sage Karam completed an all-American podium, though his driving later drew criticism.



14 Mid-Ohio

- 1 Rahal
- 2 Wilson
- 3 Pagenaud

This race was all about being on the right side of the yellows, and they fell the way of Rahal, and ruined a potential podium for points leader Montoya. Rahal's win was made easier by Justin Wilson's generosity; the Brit backed out of a late battle to preserve his Honda cohort's title hopes.



15 Pocono

- 1 Hunter-Reay
- 2 Newgarden
- 3 Montoya

What had been an edge-of-the-seat race was horribly overshadowed 20 laps from the end when Justin Wilson sustained what would prove to be fatal injuries when he was hit by debris. His team-mate Ryan Hunter-Reay took the win, but just 11 cars were still running at the finish.



16 Sonoma

- 1 Dixon
- 2 Hunter-Reay
- 3 Kimball

The title hopes of Montoya's rivals depended mostly upon them winning and Montoya having a problem. They got their wish for the latter when Montoya and Power collided, while a great Ganassi pitstop helped Scott Dixon into the lead to win the race and title.

AUTOSPORT'S TOP 10 DRIVERS



WILLIAMS/LAT

1 Graham Rahal

Team Rahal Letterman Lanigan Racing
Starts 16
Wins 2
Position 4th

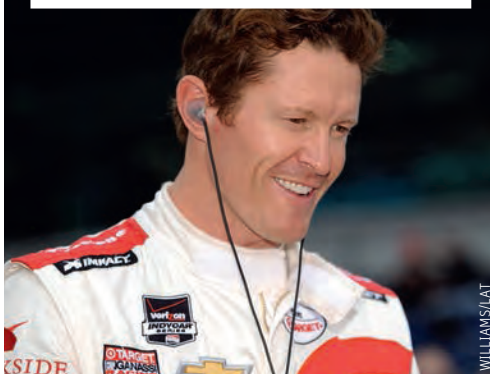
Rahal might seem a strange choice for number one, considering that he only finished fourth in the points. Then you dig out the microscope. He visited the podium more times than anyone else, matched Montoya's tally of two wins, and did it all despite driving for a one-car team using the inferior Honda engine and aero package.

There were lucky breaks, like the non-penalty at Fontana, but they were balanced by weekends like Pocono, where he was taken out. Most crucially, he stepped up as a driver. A lot of questions have been asked about Rahal in recent years. In 2015, he finally started to answer them.

2 Scott Dixon

Team Chip Ganassi Racing
Starts 16
Wins 3
Position 1st

The Kiwi is so laid-back that he can do remarkable things, like win a fourth drivers' title, and yet you barely notice him until he's celebrating on the podium. He notched an early win at Long Beach, later added another at Texas, and finished with a victory at Sonoma: a street course, an oval and a road course. The dips in between were mostly due to bad luck, like getting wiped out by team-mate Charlie Kimball in Detroit. When it came down to it, there were many who suspected that Dixon was the only person who could beat Montoya to the title in Sonoma. And they were right.



WILLIAMS/LAT



LEVITT/LAT

3 Juan Pablo Montoya

Team Team Penske
Starts 16
Wins 2
Position 2nd

The Colombian led the championship from the first race right through to the halfway mark of the finale in Sonoma, where he was derailed by a friendly-fire incident with Will Power. And he won the Indianapolis 500. Those two facts alone make for a pretty spectacular comeback season by a driver on the verge of turning 40. That he was in control of the points for so long and then failed to close the deal will stand as one of the great stumbles in modern motorsport. And if the clash at Sonoma was the tipping point, it was the string of indifferent results after Indy that left him exposed in the first place.

4 Josef Newgarden

Team CFH Racing
Starts 16
Wins 2
Position 7th

This was a breakout season for Newgarden: he earned his first and second career wins, and did it with one of the poorest-resourced teams on the Chevrolet side of the divide. Indeed, had CFH Racing been a little sharper in the pits he might have scored a lot more points, but the mere fact that he went into the finale as a mathematical contender was a huge testament to his performance. He's already known to be on the radar of the bigger teams: the big question going into the winter is can any of them find space for him in 2016?



ABBOTT/LAT

5 Will Power

Team Team Penske
Starts 16
Wins 1
Position 4th

Power came into the year as reigning champion, and finished it with a self-assessed rating of six out of 10. And that seems fair. He held off Rahal for what would prove to be his only win of the year on the Indianapolis road course, but it's amazing to think that he only found the podium on two other occasions (and none at all after the Indy 500, where he narrowly lost to Montoya). Elsewhere, there was a lot of misfortune: the pitlane spin at Long Beach, or getting crashed into in Detroit, Fontana and Milwaukee. The curse of #1 lives on.



MASCHE/LAT



ABBOTTLAT

6 Ryan Hunter-Reay

Team Andretti Autosport
Starts 16
Wins 2
Position 6th

If you want to get a sense of how long it took Andretti Autosport to wrap its head around the Honda aero kit, consider this: rounded up, Hunter-Reay's average finishing position over the last four races was third. During the 12 races prior, his average finishing position was 13th. True, it's an imperfect measure, but it's accurate enough to illustrate the general point that Hunter-Reay and Andretti ended the year in much better shape than they started. Hunter-Reay can't shoulder all of the blame but, with RLL making so much of the same technical package, the 2012 champ has to view this year as an opportunity wasted.

7 Helio Castroneves

Team Team Penske
Starts 16
Wins 0
Position 5th

The Brazilian's recent campaigns have been built on a foundation of consistency rather than speed, and that relentlessness was still evident in 2015: he was on the podium five times, including three second places. But for the first time since the arrival of the DW12 in 2012, he never reached Victory Lane. His tally of four poles suggest that there was nothing wrong with the car's pace on new tyres, so the question he and Penske will need to answer is why they had such a hard time translating those into wins. The occasional slip-up didn't help.



LEVITT/LAT

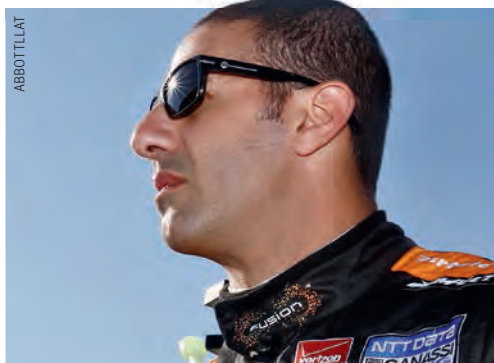
8 Marco Andretti

Team Andretti Autosport
Starts 16
Wins 0
Position 9th

When everything was working properly, Andretti was more competitive this year than his final finishing position of ninth in the championship would suggest. He was one of the earliest – and most vocal – critics of the Honda technical package, and there were certainly a few weekends when his performance would have been rewarded with a better result had he been driving a car carrying the other badge. He also seemed prone to catching the wrong end of the yellows and, while a strategy gamble helped him onto the podium in Detroit, it was his fighting third at Fontana that offered the best glimpse of what might have been.



LEPAGE/LAT



ABBOTTLAT

9 Tony Kanaan

Team Chip Ganassi Racing
Starts 16
Wins 0
Position 8th

Aside from a horrible couple of weekends at Indy and Detroit, the Brazilian veteran was a guy who you could always rely on to be somewhere in the middle of the top 10, and capable of snatching a podium when the opportunity presented itself. Whether that's good or bad rests largely on whether you're judging Kanaan by his own recent history, or by the history of the #10 Ganassi car that carries him. There should still be a few wins to come from the 40-year-old yet, but if 2015 is any guide then it's an open bet as to whether the future holds another full-tilt championship challenge.

10 Sebastien Bourdais

Team KVSH Racing
Starts 16
Wins 2
Position 10th

An erratic season from one of IndyCar's most enigmatic drivers. KV is a team with some obvious limitations, and Stefano Coletti's value to Bourdais as a team-mate was difficult to discern. And yet the Frenchman was able to win a crazy race in Detroit, and then dominate at Milwaukee, of all places. It's telling that those two wins also represented Bourdais's only visits to the podium this year: the rest of the time he was usually scrapping around in the lower edges of the top 10. Punting Graham Rahal at Sonoma wasn't the greatest way to end the season. Get all the ducks lined up, though, and he's a match for anybody.



ABBOTTLAT

Oliver's bronze bombshell

Almost half a decade on, Jackie Oliver will be reunited with the car in which he gave the world a first real glimpse of his talent in a sportscar. The Goodwood Revival is a fitting venue for this, writes **MARCUS PYE**



Ken Baker Jaguar was successful in the 1960s



Oliver (right) will partner John Young

July 1966 evokes contrasting memories for British motor racing and football fans. Four weeks after a minor BARC Members' Meeting – the 71st in a series dating back to 1949 – abruptly closed the high-speed Goodwood Motor Circuit's contemporary era with a whimper, England won the FIFA World Cup final, beating West Germany 4-2 at Wembley.

Although Jackie Oliver's credentials for a stellar sports car racing career were not fully apparent for another month, he was a 23-year-old whose drives in a Marcos, Ford Mustang and Lotus Elan had earned him 'coming-man' status when he finished eighth on his Goodwood debut in the Chichester Cup Formula 3 race on April 11 1966.

Oliver's Brabham BT18 was entered by the racing division of DR Fabrications – a partnership between his father and Ken Baker, whose metal-working company serviced the Ford Motor Company and had landed a lucrative contract to supply ventilation ducting to FoMoCo's plants. Petrolheads with a voracious appetite for 'supercars', Oliver Sr and club racer Baker backed Jackie's aspirations.

Four weeks after that Goodwood baptism, Oliver's performance in the BRSCC's Ilford 500 enduro – the season's longest GT race – on Brands Hatch's GP circuit gave 15,000 drenched spectators a glimpse into the future. The big entry was headed by Ford GT40s for Peter Sutcliffe/Eric Liddell and Innes Ireland/Chris Amon, Mike Salmon/David Hobbs in David Piper's Ferrari 250LM, Graham Warner's

Having finished sixth in the supporting F3 race Oliver started the Jag, which he immediately established in third, behind the GT40s of Sutcliffe and Ireland. Within 12 laps Sutcliffe had pitted for repairs to a fractured oil-cooler pipe, then Ireland spun and beached FEL 1C at Stirlings Bend. The "astonishing" Oliver, "driving with extreme skill", thus led the Cobras and the 250LM "with apparent ease", wrote AUTOSPORT's Michael Kettlewell.

Although Salmon overtook Jackie when he spun at South Bank, the Ferrari's windscreen wiper was playing up, and thus Oliver soon repassed him. After 84 gruelling laps in almost three hours, and now a complete lap ahead of his rivals, he finally pitted to relay Baker.

"I did quite a few races in the Jaguar with Ken and, while I don't remember too much in detail about driving it, the 500 brings memories flooding back," says Jackie. "Because it was a souped-up road car, its soft springs were perfect for the very wet conditions. I shot into the lead, which shocked everybody – myself included – and built a big advantage. Having a kid racing with him and leading must have put Ken under a fair amount of pressure, and [starting his third lap, with the hounds closing rapidly] he went off at Paddock. That was that!"

Despite the nose and engine frame being crumpled, the distinctive car survived and raced on in domestic events, with Rob Schroeder (who reshelled it), Alan Minshaw, John Harper, Stephen Sharp and Paul Webb.

Since September 18 1998, precisely 50 years after the Duke of Richmond and Gordon opened the demobbed airfield's perimeter track for

motor racing, his grandson Lord March's annual Revival Meetings have rekindled the magical charisma

that the Goodwood name always conjured.

Last seen at the 1992 Brighton Speed Trials – when Webb invited Ken Baker to retake the wheel, 31 years after he debuted it – 7 CXW will be out at the Goodwood Revival this weekend, where Oliver will race it for the first time since Brands Hatch almost 50 years ago. Now 73, the 1969 Le Mans and '71 Daytona 24 Hours winner, '74 Can-Am champion and veteran of 50 F1 Grands Prix shares it in Sunday's RAC Tourist Trophy Celebration with John Young.

Having owned the car since 1977, Webb's personal attachment mirrors his investment. ▶

FIVE CARS TO LOOK OUT FOR

Bolides to savour at Goodwood



ASTON MARTIN DB3

Winner of the inaugural Goodwood Nine Hours in 1952 with up-and-coming Peter Collins and Pat Griffith, this wonderfully original machine continues to beat 'hotter' opposition.



ERA R5B 'REMUS'

This warhorse has raced in every decade since Prince Bira debuted it in 1936. Remus's engine broke in practice at Goodwood's opening meeting in September 1948, but 50 years later Ludovic Lindsay scored the first of six Revival victories.



FERRARI 250 'BREADVAN'

Magnificent 250 GT Berlinetta evolution created by Giotto Bizzarrini for Count Volpi's Scuderia Serenissima when Enzo Ferrari – in a fit of pique – refused to sell him a GTO for '62. The 3-litre V12 machine retired on its debut at Le Mans.



JAGUAR D-TYPE

Sixty years after Malcolm Sayer's masterpiece won Jaguar's third Le Mans 24 Hours, the finned D-type remains iconic. Britons Mike Hawthorn/Ivor Bueb landed the factory victory and Ecurie Ecosse completed a hat-trick in 1956 and '57.



SHELBY COBRA DAYTONA COUPE

Le Mans winner Carroll Shelby commissioned Peter Brock to design the Cobra Daytona Coupe. Only six were built and are reunited on track at Goodwood, where Dan Gurney won the '64 Tourist Trophy's GT class in CSX 2299.

"OLIVER'S PERFORMANCE IN THE JAG GAVE A GLIMPSE INTO THE FUTURE"

Chequered Flag AC Cobras for Bob Bondurant/Piper and Roy Pike/Chris Irwin, plus the 4.2-litre Sunbeam Tiger of Bernard Unett/Ray Calcutt developed by Lister for Le Mans in '65.

Hotshoe Oliver was in the five-year-old Jaguar E-type roadster – 7 CXW – in which Baker had contested dozens of events since October 1961 and had borrowed back from subsequent owner Alistair Crawford. Jackie had raced the car previously, but it was not regarded as a contender in such company. Until atrociously wet conditions bathed Brands, a circuit he loved and excelled on...

*"In these ten years of Formula 1,
my greatest joys came
from the fans."*

Ayrton Senna



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Clay Pigeon - Full Circuit

October 18th

Daytona Tamworth - Extended Circuit

November 15th

Daytona Milton Keynes - International









Daytona Motorsport would like to congratulate the podium finishers for Round Seven:

Light Enduro	1st	Tom Golding	2nd	Jake Butler	3rd	Chris Hackworth	Light Heats	1st	Tom Sibley	2nd	Chris Hackworth	3rd	Ian Del-Pizzo
	1st	Joe Holmes	2nd	Bobby Trundley	3rd	Andrew Knapp		1st	Joe Holmes	2nd	Bobby Trundley	3rd	Andrew Knapp
	1st	Jamie Pender	2nd	Malcolm Clark	3rd	Chris Carter		1st	Chris Carter	2nd	Jamie Pender	3rd	Rob Bennett
Inter Enduro	1st	Joe Holmes	2nd	Bobby Trundley	3rd	Andrew Knapp	Inter Heats	1st	Joe Holmes	2nd	Bobby Trundley	3rd	Andrew Knapp
Heavy Enduro	1st	Jamie Pender	2nd	Malcolm Clark	3rd	Chris Carter	Heavy Heats	1st	Chris Carter	2nd	Jamie Pender	3rd	Rob Bennett

Tel 033 033 278 70 or visit www.daytonamax.co.uk



Oliver starred in Jag in 1966

► “I was at the Stapleford Abbots hillclimb on October 8 1961, when Ken debuted it with 120 miles on the clock,” says Webb, a veteran Essex motor trader, who raced a Superspeed Ford Anglia with brothers Mike and John Young (no relation to Oliver’s current co-driver) in the 1960s. “He’d paid over the odds [£2850, against the £2000 list price] to secure the 96th car off the assembly line and it was the first E-type I saw outside a showroom – although I did think he ought to have run it in carefully!”

“The only right-hand-drive example supplied in bronze, it was also the only one with green suede interior. I remember thinking that if I owned it I’d paint it red, but [having achieved that 36 years later] of course it’s still bronze.

“It had been evolved into a fat-arched Modsports racer, having been crashed again at Silverstone, so it took a long while getting it right, restored to the Group 3 specification in which Jaguar homologated it.

“My 997cc Anglia had what we called a rubber crank – it flexed a lot – and when it snapped at Goodwood that was the end of my racing, which I

started without my parents knowing, for a while.

“The car has been up together properly again since the early ’90s, but I thought it would make a great story to get Jackie Oliver back in it. We took it to Goodwood on August 11, but a misfire set in. It wasn’t worth risking picking up a piston failure, so we went home after five laps. When we returned John found it to be understeering excessively, so we’ve redone the suspension too. He said it was miles better last Tuesday, which Jackie confirmed the following day. We’re now making a new rear anti-roll bar to fine-tune its handling.”

Oliver – a keen historic racer since he sold the Arrows F1 team he co-founded – is thrilled with the opportunity: “The Jaguar always stood out in that bronze, which I thought very attractive. It went well too; still does.”

As Webb asserts: “It’s an honest car [widely feted as the most successful competition E-type and immortalised as a Corgi Classics model] but not a lightweight. So it won’t keep up with the ‘hot rods’ at Goodwood, including GT40s, 250LMs and Cobras. Unless it’s wet!” ❧

TIMETABLE

FRIDAY SEPTEMBER 11

0700	Gates open
0800	Dawn Patrol Flypast
0820	Opening ceremony
0830-1800	Official practice & parades
1810-1940	FREDDIE MARCH MEMORIAL TROPHY
2030	Gates close

SATURDAY SEPTEMBER 12

0730	Gates open
0830	Dawn Patrol Flypast
0915-1745	Racing and parades
	GOODWOOD TROPHY
	FORDWATER TROPHY
	SETTRINGTON CUP, r1
	RAC TT CELEBRATION PRACTICE
	BARRY SHEENE MEMORIAL TROPHY, r1
	ST. MARY’S TROPHY, r1
	BROOKLANDS TROPHY
	WHITSUN TROPHY
1900	Gates close

SUNDAY SEPTEMBER 13

0730	Gates Open
0845	Dawn Patrol flypast
0915-1800	Racing and demonstrations
	EARL OF MARCH TROPHY
	RICHMOND & GORDON TROPHIES
	SETTRINGTON CUP, r2
	BARRY SHEENE MEMORIAL TROPHY, r2
	ST. MARY’S TROPHY, r2
	RAC TT CELEBRATION
	GLOVER TROPHY
	SUSSEX TROPHY
1830	Prizegiving
1930	Gates close



FIVE STARS TO LOOK OUT FOR

Drivers whose talents will thrill this weekend



TOM KRISTENSEN

Nine times a Le Mans winner. The Dane adores historic racing, having discovered the Revival with an Austin A95 in 2010. Winning the atrociously wet 2011 RAC TT Celebration with Kenny Brack in a Daytona Cobra showed pure class.



JACKIE OLIVER

One of racing’s greatest all-rounders. His tigerish style brought a long-overdue St Mary’s Trophy victory in the 2011 Revival, sharing Richard Shaw’s BMW TiSA, and has entertained in everything from BMW 700 to Ford Galaxie.



GARY PEARSON

With 12 victories on his slate from 1998’s inaugural event to last year – in Jaguar C-type, D-type, Cooper-Jaguar T33, Lister-Jaguar, BRM P25 and Lola T70 Spyder – racer and preparer Gary is the Revival’s ‘winningest’ driver.



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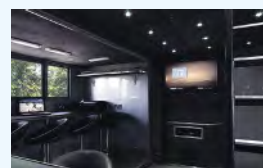
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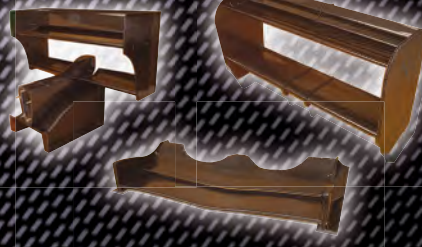
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- A minimum of 6 years of experience in Motorsport in a similar role.
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- Vehicle Design information database ownership.
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- Experience with MATLAB/Simulink and Dymola.
- Degree in relevant engineering discipline.

Senior Controls Engineer E910

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The successful candidate will have:

- 10 years minimum of experience with race control systems in a similar role.
- Create tools for management of various systems for performance and systems engineers.
- Manage all aspects of starts and work with race engineers and drivers to optimize performance.
- Lead problem solving/troubleshooting on all on-car electronics/calibration. Must understand SECU code.
- Degree or equivalent in control systems engineering.

Successful candidates for all of the above positions will be self-motivated and proactive with the ability to work within a team environment with tight deadlines. Excellent communication skills and working with minimal supervision are also required.

To apply for the above positions, submit your CV and relevant documentation to **HR@HaasF1Team.com** referencing the job name and number in the subject line. Closing date for submissions for the above positions is Sept 25 2015. **No agencies, please.**



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To apply, please email **recruitment@redbullracing.com** quoting the above reference number and attaching your CV and covering letter including details of your current salary.

CLOSING DATE FOR APPLICATIONS: 10TH OCTOBER 2015

For details of available opportunities at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website **www.infiniti-redbullracing.com**

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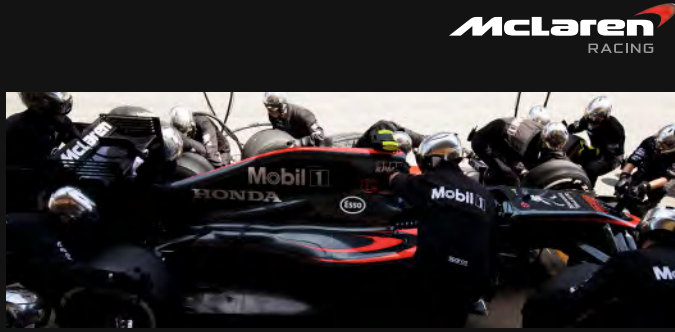
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Previous F1 or other high level Motor Sport experience would be an advantage but is not essential.

HR0309201502 – AERODYNAMICS SOFTWARE ENGINEER

An exciting opportunity exists for a Software Engineer to join our Aerodynamics department. The successful candidate will play an instrumental role in the development of the tools for the analysis of track and wind tunnel data. He/she will also be involved in the development and maintenance of large legacy Matlab/Simulink codebase. The ideal candidate will have:

- A strong background in either aerodynamics or mechanical engineering.
- Experience in interactive GUI-based software development in a windows environment, ideally in Python, .net or C++
- Experience of collaborative development and maintenance of software using version control systems.

Additional experience with Qt development in Python or C++ would be advantageous.

CLOSING DATE FOR THESE VACANCIES IS 25TH SEPTEMBER 2015.



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Barwell brings Lamborghini to British GT

Championship-winning team ends BMW run for factory-affiliated, two-car Huracan attack

BRITISH GT CHAMPION SQUAD

Barwell Motorsport has secured a three-year factory deal with Lamborghini that will bring two Huracan GT3s to the UK next year.

Barwell has teamed up with Lamborghini Squadra Corse, the Italian company's competition department resurrected to celebrate 50 years of the marque back in 2013.

It will complement its two-car British GT programme with a third chassis that will run in the Blancpain Endurance Series and European Le Mans Series.

Lamborghini has not been represented in British GT's premier class since 2012, though a GTC-spec Gallardo appeared two years ago.

The Surrey-based Barwell squad won last year's British GT drivers'

title, running the Ecurie Ecosse BMW Z4 GT3 of champion Marco Attard and professional team-mate Alexander Sims.

Barwell Motorsport head Mark Lemmer, whose team has run BMWs since 2012, told AUTOSPORT: "This is an incredibly exciting deal for us, both for next season and the future of Barwell Motorsport."

"The Z4 is at the end of its life cycle and we conducted a feasibility study into which would be the best option for us going forward. We considered BMW [new M6 GT3], Audi [R8], Mercedes [AMG GT3] and Lamborghini, but it became very clear that Lamborghini wanted us the most as they see British GT is a key market and wanted the title-winning team to run the cars."

PACKED PROGRAMME

The Huracan is the first GT3 effort from the Lamborghini factory. Previous machines were produced by independent German marque specialist Reiter Engineering.

The 5.2-litre V10-engined machine made its debut in the Blancpain categories this year, winning on its maiden Endurance Series outing at Monza in April.

"The Huracan is a big step forward," said Lemmer. "The car's aerodynamics have been modelled by Dallara and the body has been designed to be low-drag with a high terminal speed."

"To be competitive in European GTs you need a good blend of downforce, power and drag coefficient, and the Huracan has that. The powertrain is an evolution of the one used in [Lamborghini's parent company] Audi's R8, so it's proven. Being a naturally aspirated engine it will also require less maintenance than a turbo-powered one, which should keep costs down."

TEAM SET TO LOSE SIMS

Barwell's move away from BMW will most likely lead to it losing factory driver Alexander Sims, who was crucial to Attard's triumph last season and has helped guide the Z4 to the top of the 2015 standings with one round remaining.



"It's been a hard choice to part with BMW since their service has been excellent and the Z4 was a fantastic piece of kit, and the prospect of losing Alexander is unfortunate, but the door is always open," said Lemmer. "Through this deal we will have access to Lamborghini's factory drivers, but you never know what can happen."

Talks are in progress to keep both existing team partners, Ecurie Ecosse and Team Russia, on board with the new project. Drivers for the two British entries are unconfirmed.

Barwell's time with BMW is up...





Dany Snobeck leads
Alain Prost in 1977

Formula Renault

Eurocup gets Monaco F1 support race

THE 2016 FORMULA RENAULT Eurocup will race in support of the Monaco Grand Prix, the first time the category has raced in the principality since 1977.

The two-litre category, which will replace Formula Renault 3.5 on the Monaco bill, has confirmed a calendar that also features European Le Mans Series support races.

Renault Sport director of competition Jean Pascal Dauce told AUTOSPORT: "We have 45 years of experience with Formula Renault 2.0; it is very strong at building up young-and-talented drivers.

"We believe that between Formula 4 and Formula 3 there is room for FR2.0. The Automobile Club de Monaco has said the Eurocup is very welcome, and having Monaco is definitely a plus."

Simon Abadie, boss of top FR2.0 team Tech 1 Racing, said: "Monaco will make it easier for us to attract drivers, but perhaps more difficult for the insurance! But no, most drivers in the Eurocup are experienced for their age, and they make fewer mistakes than, say, Formula 4 drivers. It is Monaco, that's it.

"If there are 30 cars going down to the chicane after the tunnel in Monaco for the

first time, maybe there will be a yellow flag, we will see.

"It is very good for the two litres, a little bit disappointing for World Series [FR3.5], but it is like this."

The FR2.0 category's ancestor series raced at Monaco between 1972 and '77, with Jacques Laffite, Alain Couderc (twice), Didier Pironi (twice) and Dany Snobeck the winners.

British GT

New Porsche Cayman GT4 in debut with Christodoulou

ADAM CHRISTODOULOU WILL return to British GT this weekend, racing a prototype Porsche Cayman GT4.

The 2008 Formula Renault UK champion will share the PROsport Performance-built Cayman GT4 with Henry Hassid, a former French GT champion, for the season finale at Donington Park this weekend.

German Porsche specialist PROsport intends to use the British GT round to showcase its new 385bhp machine. The car has been constructed and homologated independently of Porsche AG, which is developing its own factory race-spec GT4 Cayman.

Christodoulou has contested British GT once before, winning the GT4 division in the 2013 Silverstone 500

race with a PROsport-run Porsche 911. He is currently a regular with the Black Falcon Mercedes GT3 squad.

"We wanted to do Silverstone [this year] but we had some delays in homologation so Donington was the best fit," said the 26-year-old. "This round will be about showing the potential. It's important to show it off in the UK."



Cayman has already
raced in Germany



PAUL HARRISON

Freak crash leaves racer bruised

Clubmans Cup racer John Lambert is not sure he will race again this year after suffering a bruised leg in a freak accident at Brands Hatch recently. Lambert, 58, went off at Clearways. Chris Pickering's Mallock U2 Mk27 did the same and hit the front of Lambert's Mallock U2 Mk28/29, spinning it around and throwing Lambert, who was climbing out of his car at the time, over his own rear wing.

In brief New Vauxhall series

The Track Attack Racing Club has announced plans to introduce a new Vauxhall series in 2016. The category, known as the V Racing Series, will be open to any of the marque's models, and have seven double-headers.

Habsburg unhurt

Formula Renault Eurocup driver Ferdinand Habsburg escaped injury from his dramatic crash at Silverstone, in which he hit the rear of team-mate Ben Barnicoat as the field slowed for a safety car in Saturday's race. His car was launched into the air before landing heavily on its floor. It was written off, but Habsburg was unhurt.

Mitchell withdraws

Jack Mitchell has decided to end his Renault UK Clio Cup season after a difficult few months. Mitchell started the year with SV Racing but left the team during the summer break and switched to 20Ten Racing. After a tough weekend at Knockhill, the reigning Ginetta Junior champion decided to halt his campaign.

Stilp eyes G55s

Renault UK Clio Cup race winner Jordan Stilp tested a Ginetta G55 at Rockingham recently as he eyes a switch to the Ginetta GT4 Supercup. The 21-year old, who withdrew from the Clio Cup after a difficult start to the season, drove 2014 runner-up David Pittard's car for Rob Boston Racing.

Britcar

Silverstone 24H shake-up as Britcar gets new owner

BRITCAR OWNER JAMES TUCKER has sold the company and the Silverstone 24 Hours he organises.

The separate 24-hour race company has been bought by Dutch agency Creventic – which operates the 24H Series, including events such as last weekend's Barcelona 24 Hours – while Britcar has been sold to Claire Hedley, who has been part of Tucker's organising

team for many years. Creventic has revealed that next April's edition of the Silverstone day-long event will be for touring cars. Since no GT cars are allowed, owing to noise limits, the event will not be part of the 24H Series, but could cater for additional classes.

The race will also feature a significantly lower entry fee and will receive live coverage on MotorsTV as well as via an online streaming service.

Britcar's new owner will not bid to renew its right to run the British Endurance Championship. The series has long been Britcar's flagship category but will not respond to the MSA's open invitation to tender.

The MSA refused to comment on whether it has had any interest in the tender, but the 360MRC's Endurance Racing Series is considering applying.



Radicals

Radical festival in Belgium

THE UK RADICAL ENDURO AND Sprint championships combined for a 32-car Radical Festival at Spa-Francorchamps last weekend.

Jon Harrison's SR8 dominated race one, with the Spyderys of Stuart Moseley/Jaap Bartels and Tim Berryman completing the podium. Scott Mansell took the SR3 class after Scott Malvern/Nick Jones had led the first half, while Ben Dimmack's SR3 was the best of the Sprint runners.

Harrison's hopes of a second win were dashed on the opening lap of race two when he crashed heavily at the top of Eau Rouge on a damp track. Bartels led but also went off at Eau Rouge, leaving Mike Cantillon to take the win from Berryman. SR3 winner Mansell was third overall and Paddy McClughan won the Sprint.

Jamie Constable took charge of race three in his Spyder after Berryman led the first half. But once Moseley took over from Bartels he soon reeled in the leader, passing at La Source on lap 17.

Constable lost out to Jesse Menczer's SR8 two laps later. He retained third, while Menczer went into the final chicane side-by-side with Moseley. Both outbraked themselves, but Moseley just held on by 0.231s.



Club racing

Short tops MX-5 Spa trip

THE 750 MOTOR CLUB-ASSOCIATED 5 Club Racing Mazda MX5 series' experimental Spa-Francorchamps meeting took place last weekend.

Ben Short took two victories as a 34-car UK contingent travelled to Belgium to join Dutch racers for a double-header at the circuit.

Jason Greatrex led from the start of race one but ran wide exiting Pouhon, allowing Short to take charge. After one of the Dutch cars went off, the safety car came out for two laps, which brought backmarkers into the main pack.

Short worked his way through to win, with Greatrex retaining second. Jack

Sycamore was third but a 30-second track-limits penalty dropped him to 26th and gave Kris Greatrex third.

Short led from the opening lap of race two, with Kris Greatrex second, after demoting his brother Jason on the second lap. James Rogers was third.



HUMBLE PYE

The voice of club racing

Jordan Jr and Sr are among BTCC race-winning royalty



“BTCC ACES CHASE ST MARY’S TROPHY GOODWOOD GLORY”

The Goodwood Revival Meeting has been enriched by the participation of British Touring Car Championship stars since the fixtures stopped clashing a few years back, but the presence of seven of the top 14 in the points makes this weekend exceptional.

This is one of the best attended events on the calendar, so it does the tin-top acers' reputations no harm to entertain historic racing enthusiasts in the colours of their sponsors. They may even, via an unconventional route, attract them to their mainstream workplaces.

This year's top three, Gordon Shedden, Jason Plato and Matt Neal, are all Goodwood regulars. With six BTCC crowns between them, all enjoy sliding around on Pre-1966 machinery shod with treaded Dunlop tyres as relaxation away from their professional gigs. As do Andrew Jordan – winner of the Porsche 911 race at March's 73rd Members' Meeting – Sam Tordoff, Andy Priaulx and Mat Jackson, who occupy steps five, six, eight and 14 of the ladder.

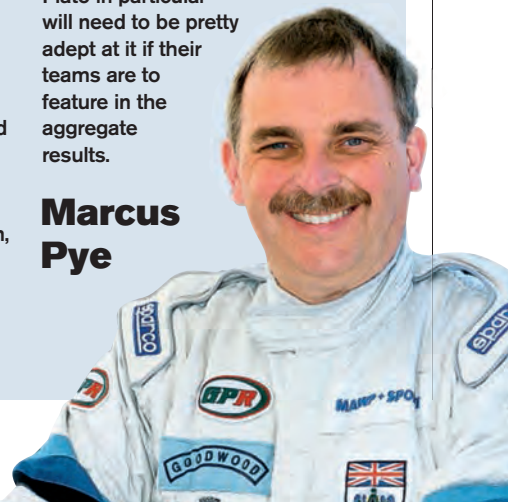
Honda team-mates Shedden and Neal start favourites for St Mary's Trophy honours. One of several distinctly Pro-Pro combos in what originated as a Pro-Am competition, they dominated July's Silverstone Classic U2TC race in their Team Dynamics-built Ford Lotus Cortina. Jordan, 2013's BTCC champ before switching to MG, and his vastly

experienced dad Mike now have a similar machine having mastered their Austin A40. Team BMR's Plato jumps from VW to a Mini Cooper S.

Twenty years after he won the British Hillclimb Championship in a Cosworth DFL-powered Pilbeam MP58, BMW's triple world champion Priaulx flies the Bavarian marque's flag in an 1800 TISA. WSR team-mate Tordoff saddles a Fiat Abarth 1500S, one of the many delightful oddities to pepper Saturday's opening leg. Motorbase Ford ace Jackson swaps Focus for Lotus Cortina.

After some of the season's most spectacular racing at 'The Rock', with its twisty infield, Goodwood's expanses are a slipstreamer's paradise. With Tom Kristensen in a fearsome Ford Fairlane Thunderbolt entered by Henry Mann, and a host of fellow Le Mans winners in the pack, the household names – Plato in particular – will need to be pretty adept at it if their teams are to feature in the aggregate results.

Marcus Pye



Tomlin twice battled
back to triumph



DONINGTON PARK, SEPTEMBER 5-6 CSCC

Tomlin fights back for double victory

DAVID TOMLIN PRODUCED A GREAT escape to mark a victorious return to the **Ferrari Formula Classic** championship with a brace of wins.

A fluffed getaway from pole position cost Tomlin (Ferrari 308 GTB) two places at the start to Gary Culver and Jim Cartwright, but a resurgent drive saw Tomlin fight his way back to the front in a commanding thrash to the finish.

In the longer 20-minute race, another sluggish start threatened to deny Tomlin as he dropped behind Cartwright, but a brave pass into the sweeping Craner Curves took his rival by surprise, as he marched into the distance to eventually win by over 13 seconds.

"It went well until the last lap when I began running out of fuel

but we held on comfortably, which was the main thing," said Tomlin.

Future Classics crowned its sixth different winner of 2015, as Nicholas Olson made a remarkable comeback from his previous round engine blow up at Spa-Francorchamps. The Winchester-based driver was left grateful when a pit stop blunder from initial race leader David Coyne caused confusion within his team, and cost a 20s lead. Coyne's demise was compounded when he dropped out of the race altogether with an alternator failure.

A huge selection of makes varying from Caterhams to Porsches formed the **Sports v Saloon** grid, where Danny Winstanley stole the show with a sublime performance as he romped to victory by more than

a lap over second-placed Simon Smith. In the **Puma Cup** James Clare never looked threatened as he led all the way to the flag.

Having already claimed that one win on Sunday, Winstanley enjoyed another spell at the front – this time in the **Magnificent Sevens Group 2**. The Preston-based driver scythed his way through the field with ease, despite starting from the pitlane, last of the 32 runners. Even a late safety car failed to de-throne him, as he stretched his lead over Tom Eden and Peter Ratcliff when racing resumed. **Group 1** had six fewer entrants but no less excitement, with the lead swapping early on between poleman Steve Owen and Steven Storey/Andrew Tidy. After Storey dropped out of contention, pressure from Matt Spark's pitlane-starting Caterham forced Owen into a mistake, and Spark consolidated a third successive win.

After an hour of **Classic K** endurance action, Dan Cox and Oliver Sterling won the Lotus Elan battle against Mark Halstead and Stuart McPherson, the latter unable to overcome a 30s winners' penalty. Rejoining from the pits half a lap down on the leaders, the Halstead/McPherson combo reduced the gap to less than 1s, before running out



Cox/Sterling were
Classic K victors

of fuel on the final lap, leaving McPherson just able to stutter across the line in second.

Previous success penalties proved no handicap for Fabio Randaccio and James Affleck, as they claimed a hard-fought win in the **New Millennium Series**. Affleck bogged down from pole but, after the pitstops, Randaccio kept their Lotus Europa ahead of Garry Wardle's Ginetta G50, while Thomas Houlbrook finished third to head the **Modern Classics** division.

Steven Moss claimed his first win of the season, denying Matt Moore (RSR Escort) of what would have been a stunning double of **Special Saloons and Modsports** victories. Having clinched the honours in the afternoon's opening race, Moore cut through the field with Moss



Winstanley finished
a lap clear of rivals

Barclay opens account by banking Donington brace

HAVING TAKEN A YEAR OUT TO focus on work commitments, Thomas Barclay twice beat **Jaguar Enthusiasts' Club Saloon and GT championship** hopeful Sam Clarke Jr, during two hotly-contested races.

Qualifying went the way of seven-time winner Clarke Jr, who returned from missing the previous round at Mallory Park to take a commanding pole position by 1.7 seconds, despite a small spin on one lap, and having never driven around

Donington before. The dominant display surprised no one more than Clarke Jr himself, who was left stunned on learning of his authority over the field. "Was it really that much? Christ...", smiled Clarke Jr.

A slow start in the opening race for Clarke Jr allowed Barclay to take advantage as the polesitter dropped to third, before he fell further back when an attempted pass on title rival James Ramm around the outside of Redgate saw him run wide.

Clarke Jr's raw pace helped him clear Guy Connew (Jaguar XJ6 S2), Ramm and David Howard in a sequence of laps, but Barclay held firm in front – aided by a last lap pirouette for Clarke Jr – to take his first win in the series.

Another extremely close affair followed in the second event when Clarke Jr initially wriggled into the lead, before the race-defining moment came as Barclay snatched first with a decisive pass into the chicane at the halfway stage.

"I'm extremely happy and I



really enjoyed the races," said the returning Barclay.

"The second race was close, but I managed to pull off a Clarke Jr-esque move to win."



RESULTS

FERRARI FORMULA CLASSIC (15 LAPS) 1 David Tomlin (308 GTB) 20m46.101s (85.65mph); 2 Gary Culver (328 GTB) +2.075s; 3 Chris Butler (328 GTB); 4 Nick Cartwright (328 GTV); 5 Tim Walker (328 GTB); 6 Peter Everingham (328 GTB). **Class winners** Culver; Walker; Peter Fisk (Mondial); William Moorwood (308 GT4). **Fastest lap** Tomlin 1m21.319s (87.61mph). **Pole** Tomlin. **Starters 15. RACE TWO (15 LAPS) 1 Tomlin 20m44.117s (85.79mph);** 2 J Cartwright +13.477s; 3 Butler; 4 N Cartwright; 5 Darren Wilson (328 GTB); 6 Everingham. **CW** James Cartwright; Wilson; John Swift (308 GTB). **FL** Tomlin 1m20.497s (88.50mph). **P** Tomlin. **S 15.**

FUTURE CLASSICS (29 LAPS) 1 Nicholas Olson (Lotus Esprit S3) 40m57.412s (84.02mph); 2 Matthew Wurr (Morgan Plus 8 R) +5.245s; 3 Mark Chilton (Porsche 928 S4); 4 Tim Bates (Porsche 911 SC); 5 Paul Black/Clive Bailie (Mazda MX5 BBR Turbo); 6 Perry Waddams (TVR Tuscan Challenge). **CW** Wurr; Bates; Brain Lilley/Aaron Tucker (Ford Sierra Cosworth); Tony Maryon (Porsche 944 S2); Mark Luccock (Ford Escort Mk1 RS 2000); David Bryant (Toyota MR2 Mk1I); Chris Keen/Mark Blackburn (Ford Capri). **FL** David Coyne/Christopher Compton Goddard (Ferrari 308 GTB) 1m18.360s (90.92mph). **P** Coyne/Compton Goddard. **S 39.**

SPORTS V SALOON (32 LAPS) 1 Danny (Caterham R300) 40m43.165s (93.26mph); 2 Simon Smith (Caterham CSR) +1 lap; 3 Neil Hinson (Caterham C400); 4 David Rowe/Robert Springate (Caterham Supersport Sigma); 5 Luke Browes (Caterham R300); 6 Alan Broad/James Broad (Porsche Boxster S). **CW** Hinson; Rowe/Springate; A Broad/J Broad; Andy Napier (Lotus S1 Elise); David Holroyd (Lotus Elan); Nick Whitaker (Ferrari 308 GT4); James Clare (Ford Puma). **FL** Winstanley 1m12.537s (98.22mph). **P** Fabio Randaccio/James Affleck (Lotus Europa). **S 39.**

MAGNIFICENT SEVENS (GROUP 2) (30 LAPS) 1 Danny Winstanley (Caterham R300) 40m41.245s (87.49mph); 2 Tom Eden (Caterham CSR Cosworth) +6.882s; 3 Peter Ratcliff (Caterham C400); 4 Simon Smith (Caterham CSR); 5 Christian Pittard (Caterham Superlight); **FL** Winstanley 1m12.312s (98.52mph). **P** Eden. **S 32.**

MAGNIFICENT SEVENS (GROUP 1) (29 LAPS) 1 Matt Spark (Caterham Supersport) 40m08.092s (85.74mph); 2 John Saunders/Alexander Saunders (Caterham Supersport) +0.580s; 3 Steve Owen (Caterham 7 Blackbird); 4 David Rowe/Robert Springate (Caterham Supersport Sigma); 5 Chris Bingham/Wesley Fox (Caterham Supersport); 6 Robert Cooper (Caterham Supersport). **CW** Rowe/Springate; Lee Bristow (Caterham Tracksport); Mark Horton (Caterham 7); Chris Maries (MK Indy RR). **FL** Owen 1m18.037s (91.29mph). **P** Owen. **S 26.**

CLASSIC K (43 LAPS) 1 Dan Cox/Oliver Stirling (Lotus Elan) 1h01m24.579s (83.10mph); 2 Mark Halstead/Stuart McPherson (Lotus Elan S2) +45.054s; 3 David Tomlin/Nick Adcock (Lotus Elan); 4 Allen Tice/Chris Conoley (Marcos 1800 GT); 5 Richard Skinner (Marcos 1800 GT); 6 Rob Hall/Benjamin Hall (Ford Falcon Sprint). **CW** R. Hall/B. Hall; Mike Gardiner/Niki Faulkner (Ford Falcon); Steve Chapman (Triumph TR4 SLR); Will Linley (MG B Roadster); David Thompson/Jon Wolfe (TVR Grantura MKIII); Thomas Pead (BMW 1600TI); Jim Gathercole (MG Midget); Simon Ham (Jaguar E Type). **FL** Halstead/McPherson 1m21.147s (87.79mph). **P** Halstead/McPherson. **S 27.**

NEW MILLENNIUM AND MODERN CLASSICS (30 LAPS)

1 Fabio Randaccio/James Affleck (Lotus Europa) 40m01.753s (88.93mph); 2 Garry Wardle (Ginetta G50) +14.992s; 3 Thomas Houlbrook (BMW E36 M3 Evo); 4 Barry O'Neill/Andrew Szymanski (BMW M3 Evo E36); 5 Tim Davis (TVR Tuscan); 6 Daniel Wylie (BMW M3 Evo E36). **CW** Houlbrook; Davis; Neville Anderson (Vauxhall Vectra); Brian Robinson (Porsche 944 S2); Jamie Sturges (Renault Megane 225); Rhys Jenkins/Dan Rogers (Mazda MX5 Mk1); Andy Napier (Lotus S1 Elise); Kyle Ward (Toyota Starlet); Richard Senter/Karen Phillips (Subaru WRX); James Grange/Dennis Hays (Ford Mondeo ST); Christopher Morgan/Pete Edwards (Renault Clio Cup). **FL** Randaccio/Affleck 1m13.428s (97.02mph). **P** Randaccio/Affleck. **S 34.**

SPECIAL SALOONS AND MODSPORTS (10 LAPS) 1 Matt Moore (RSR Escort 2000) 12m36.867s (93.95mph); 2 Steven Moss (Ford Anglia Spaceframe) +4.673s; 3 Ricky Parker-Morris (Peugeot 309 GTI Turbo); 4 Thomas Carey (Honda CRX); 5 Wayne Crabtree (Ford Escort BDT); 6 Tony Ellis (Mazda RX7 Turbo). **CW** Carey; Tony Paxman (Ford Escort Mk1); Kevin Cooper (Hillman Imp Davrian). **FL** Moore 1m14.136s (96.10mph).

P Moore. **S 16. RACE TWO (9 LAPS) 1 Moss 11m48.460s (90.31mph);** 2 Moore +0.448s; 3 Danny Morris (Peugeot 309 GTI Turbo); 4 Carey; 5 Crabtree; 6 Andy Southcott (MG Midget). **CW** Carey; Tim Cairns (MG Hexagon Midget 1460). **FL** Morris 1m15.543s (94.31mph). **P** Morris. **S 14. SWINGING SIXTIES (GROUP 1) (27 LAPS) 1 Chris Watkinson (Rover Mini) 40m04.911s (79.93mph);** 2 Clive Tonge/Vaughn Winter (Mini Cooper S) +0.402s; 3 Russell Martin/Christopher Edwards (Triumph TR4); 4 Tim Cairns (Austin Healey Frogeye Sprite 1380); 5 Gary McKean/Ian Everett (BMW 1502); 6 Phil Briggs/Richard McKean (MG Midget). **CW** Martin/Edwards; Makein/Everett; Thomas Pead/Anthony Walsh (BMW 1600TI); Joel Wykeham (BMW 2002TI). **FL** Julian Howell/Matthew Howell (Austin Mini) 1m24.293s (84.52mph). **P** Tonge/Winter. **S 30.**

SWINGING SIXTIES (GROUP 2) (7 LAPS) 1 Luke Wos (Chevrolet Corvette) 26m55.094s (30.79mph); 2 John Muirhead (Lotus Super Seven S3) +8.261s; 3 Mark Halstead/Stuart McPherson (Ginetta G4); 4 William Plant/Richard Plant (Morgan Plus 8); 5 Martin Sledmore (Ford Mustang); 6 Gail Hill (Ford Mustang GT350). **CW** Muirhead; Iain Daniels/Ben Gough (Marcos 3 litre). **FL** Halstead/McPherson 1m21.564s (87.35mph). **P** Halstead/McPherson. **S 28.**

TIN TOPS (23 LAPS) 1 Richard Woods (Ford Focus) 32m16.147s (84.56mph); 2 Danny Cassar (Honda Integra) +22.393s; 3 Lee Williams (Citroen Saxo); 4 Tom Mensley (Renault Clio 172); 5 Kester Crook/Craig Sampson (Ford Fiesta ST); 6 Ian Collins (Renault Clio). **CW** Williams; Mensley; Cook/Sampson; William Hardy (Vauxhall Nova GTE); Lewis Denslow/Ray Honeybone (Ford Fiesta ST); Robert Alman (BMW E36 compact). **FL** Paul Mensley (Ford Focus) 1m20.775s (88.20mph). **P** Russell Hird (Honda DC5 Integra). **S 32.**

JAGUAR SALOON AND GT (15 LAPS) 1 Thomas Barclay (Jaguar Coupe) 20m42.988s (85.86mph); 2 Sam Clarke Jr (Jaguar XJS) +13.014s; 3 David Howard (Jaguar XJ12); 4 James Ramm (Jaguar XJS); 5 Rodney Frost (Jaguar XJS); 6 Guy Connew (Jaguar XJ6 S2). **Class winners** Howard; Frost; Steve Askham (Jaguar XJ6 300). **FL** Clarke Jr 1m21.536s (87.38mph). **P** Clarke Jr. **S 23. RACE TWO (15 LAPS) 1 Barclay 20m48.193s (85.51mph);** 2 Clarke Jr +0.316s; 3 Ramm; 4 Howard; 5 Connew; 6 Lawrence Coppock (Jaguar XJS). **CW** Howard; Connew; Alasdair McGregor (Jaguar X300). **FL** Barclay 1m21.878s (87.01mph). **P** Barclay. **S 23.**

in synchronised fashion, the latter providing a masterclass in defensive driving to come out on top by just 0.4s in the setting sun.

Intense fights throughout the top six produced a race more suited to a sprint event rather than a 40-minute strategic slog in the **Swinging Sixties**. Chris Watkinson eventually took **Group 1** honours thanks to a late lunge in the closing stages, following a race-long tussle with the Mini Cooper pairing of Clive Tonge and Vaughn Winger, who were left with second.

Tim Cairns wrestled his Austin Healey Frogeye Sprite through the pack to sixth, having served a 60s winners' penalty.

A red flag for an oil spillage severely affected proceedings in **Group 2**. The restart, behind the

safety car, came after a 15-minute delay with just a quarter of the allotted time remaining. The chaos and subsequent scramble for the pits left the car of Nicholas Randall and Fabio Randaccio to take the flag, only for them to be handed a two-lap penalty for failing to make the mandatory pit stop. This left Luke Wos to take the spoils in his Chevrolet Corvette.

Richard Woods claimed his first **Tin Tops** win of 2015 in a frantic outing. Strong favourite Paul Mensley slipped off the track and into retirement when he hit oil deposited by the Peugeot duo of David Cox and Paul Moss, who had suffered a dramatic engine failure. The oil leakage ultimately called a premature end to the race.

● Lewis Larkam

Hudson the victor after late lunge

CLIVE HUDSON TRIUMPHED IN one of the closest finishes ever seen at Castle Combe, winning the **Sport Specials** opener by 0.003s in his Eclipse SM1.

Pole-position qualifier Nick Whitehead was forced to leave the grid since he was wearing a non-compliant helmet, leaving fellow Ariel Atom driver Matt Ellis to lead from the off and through a safety car period. Only three laps remained at the restart, but since Ellis's tyres were ailing, Hudson was able to take advantage of the leader's poor handling. He dived down the inside at Camp on the final lap, taking the lead for the first time, and finished just ahead.

Pauls Boyd and Collingwood completed the top four in their Eclipses, but John Moore (FRS Arrow) went wide at Camp on the last lap to concede fifth to Adrian Cooper (Procomp), and the Duratec class win to Anton Landon's Cyana. Cooper's Zetec class win was enough for him to wrap up the overall title.

Hudson led from the off in race two, and Boyd soon moved up to second, passing Ellis at Tower. Four laps later Boyd capitalised when Hudson was boxed in by backmarkers on the exit of Camp, but he spun out of the lead before the end. Hudson therefore completed a double, while Boyd retrieved second from Ellis at Bobbies on the penultimate lap. Rob Johnston (Cyana) triumphed in the Duratec class.

The **RGB Championship** will go down to the wire at Donington Park next month after points leader Scott Mittell suffered a wheel-bearing failure

early in race one. Al Boulton took that win, having briefly been relegated to third by Oliver Hewitt who eventually placed second – his best result to date.

Despite dropping as low as sixth, John Cutmore retrieved third position to complete an all-Spire GT3 podium. Matt Higginson (AB Arion) took the first of two front-engined class wins, despite earning a track-limits penalty.

Mittell was back on form in the second race, and much happier with the handling of the Mittell MC52-B after morning understeer. Boulton led at first but Mittell went ahead at Quarry on lap three, pulling away from the early leader and Cutmore.

Duncan Horlor (Spire GT3), who had been denied a podium by engine woes in the opener, retired after a recurrence of those issues.

Two drivers remain in contention for the **Sigmax** championship after Dylan Stanley did the double. Contenders Mick Whitehead and Tristan Judge were victims of a chaotic first lap, while Stanley and pole man Scott Lawrence traded the lead. Lawrence spun out of second at Tower, but recovered to third, behind points leader Neil Shinner. Although Shinner led occasionally in the second race, the top three crossed the line in the same order.

The majority of the **Caterham Graduates** championships were

resolved ahead of the Thruxton finale. Oliver Gibson obliterated the **Mega** division in the opening race as his title rivals scrapped behind him, and the 30 points he accrued put him in an unassailable position. Glenn Burtenshaw finished a distant second while Andy Skinner was third after Simon Longman and Ian Noble, who had been disputing the place, went off at Tower on the final lap.

John Ogilvie briefly led race two, but as he tried to recover from a spin he had a further incident that instigated a caution period. After the resumption Burtenshaw and Gibson traded places, and the result was only decided in Gibson's favour on the last lap.

Despite giving away 20bhp to the Mega class cars, **Supergrad** star Toby Briant set the fastest lap overall on the way to fifth and a class win in the opener, which was enough for him to seal his title. Graham Smith, meanwhile, made it a dozen **Classic** wins for the year in retaining his crown.

Jamie Winrow took the opening **Sigma** win, but he spun at Quarry in the second encounter. Nigel Board's victory in that race was enough to guarantee him the title after nearest rival Jason Gale fell down the order on lap two.



Hudson beat Boyd (1) in close first Sports Specials race...



...but Boyd was set to win race two before late spin



JONES



Voyazides/Hadfield blitzed their rivals

HAWKINS

BRANDS HATCH, SEPTEMBER 5-6 AMOC

Voyazides and Hadfield star in AMOC anniversary races

THE ASTON MARTIN OWNERS CLUB celebrated its 80th anniversary in considerable style with entertaining events, exciting action and a healthy helping of exotic cars.

An impressive opening stint by Leo Voyazides in the headline event, the 90-minute **GT & Sports Car Cup**, enabled him to hand over his Cobra to Simon Hadfield without surrendering the lead. Hadfield soon set the fastest lap as he raced away to win by two laps of the grand prix circuit from Simon Orebi Gann and Calum Lockie in their pretty Morgan Plus Four SLR.

The Project 214 Aston Martin replica driven by Robert Rawe and Mike Thorne finished a close third, ahead of Read Gomm's low-drag E-type. Nick and Dem Sleep's Shelby Mustang shook off a strong challenge from the Jeremy Welch/Mark Pangborn big Healey to finish fifth. Tarek Mahmoud's recently acquired Bizzarrini lost second place when it ran out of petrol.

Intermarque honours were shared between the Porsche 968CS of James Guess/James Hilliard, which won the first race, and the

Aston Martin GT4 of David Tinn, which led throughout on Sunday. Nigel Jenkins (Ferrari 355) shook off strong challenges to finish second each time.

Tom Smith and his well-sorted MGB dominated the **Equipe GTS** event despite the loss of third gear. Robi Bernberg's TVR chased hard for most of the race, but eventually succumbed to pressure from the similar car of Robert Cull. On Sunday, when racing took place on the Indy circuit, Brian Arculus (Lotus Elite) pulled away to win from a super scrap for second place between Peter Foster and Peter Edney, who finished in that order. The race ended under red flags when second-placed Ian Hulett crashed his WSM Sprite into the pitwall. He was uninjured.

The **Aston Martin GT4/V8** event started on a damp track but fell apart at first corner when Mika Brown's GT4 spun out of the lead and polesitter Desmond Smail spun to avoid him. Alan Hudd (N24), Robin Marriott (GT4) and Richard Taffinder (Evora) all ploughed into the gravel too. Racing resumed after



King took R1 GT4/V8 honours

HAWKINS



Zabotka took opening Nippon win

JONES

Simon James (Citroen Saxo) remains unbeaten in the **Tricolore Trophy**, but Andrew Mitchell pushed him hard in the pair of truncated races. Simon Miles won the Hyundai Cup opener, but spun at Bobbies in race two, enabling Dan Blake to take his maiden win.

Nerijus Zabotka (Subaru Impreza) won the opening **Nippon Challenge** event only to retire early in race two. Michael Hamlett (Honda Civic) held off GT Academy winners Jose Gerard Policarpio and Matt Simmons for a while, but they both burst through when Hamlett made a misjudgement. Policarpio spun at Tower late on, gifting Simmons the win. David Mustarde and Adam Lockwood shared the MR2 spoils.

● Ian Sowman



Ditherage had contrasting fortunes

HAWKINS

a substantial safety car period and Nicholas King's 1959 slick-shod DB4 Lightweight took an easy win over Taffinder and Smail.

On Sunday Smail lost the lead when he took his pitstop and Tinn went on to win by three seconds, while Nick King finished third.

Slightly generous handicapping enabled Chris Pearson's little Austin Seven to win the **Pre-War Team Challenge** from Tim Parker's Lagonda 2-litre. Third finisher Sam Stretton (Martin's brother) managed to lap the GP circuit under the two-minute barrier in his supercharged 1936 2-litre Alta.

Second place on Saturday and a win on Sunday made Stephen Bond (Lister Bristol) top scorer in the **'50s Sports Cars series**. Anthony Ditherage (Cooper Monaco) won race one but missed the second.

Conrad Bos (Lotus 26R) took his first win for 30 years in the **Innes Ireland Cup**, particularly apt since the race was named after the first grand prix winner for Team Lotus. Tim Mogridge, first time out in his E-type Lightweight, was an impressive runner-up ahead of Robert Rawe's DP214 replica.

No shortage of driving talent, then, but the reality at such events is that the cars were the stars.

Happy anniversary, AMOC.

● Kerry Dunlop

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PRESCOTT BRITISH HILLCLIMB, SEPTEMBER 5-6 BOC

Master Menzies' Prescott double

PRESCOTT HOSTED A MEMORABLE weekend for Wallace Menzies.

Without a run-off victory since May last year, Menzies was the dominant force in Cheltenham, notching his first-ever double victory and his first in the GR55.

"This car is quite different to anything I have driven before," he said. "I am more relaxed coming into each event and cannot wait to get to Doune [his local event] in a fortnight."

With the top three all scoring 16 points, the championship fight lives on for another round. Series leader Alex Summers took second

and fourth, Scott Moran reversed that, and Trevor Willis grabbed a pair of thirds – he can theoretically overhaul Summers, but that's unlikely with the latter's consistency. Summers' co-driver Moran will not be at Doune so Willis can move to second position in Scotland.

Although he slid into a gravel trap at Pardon hairpin in Q1, Dave Uren did enough in the second shootout to be safely in seventh overall but fellow Force driver Will Hall had another non-score.

Again, the naturally-aspirated works Gould GR59 of Eynon Price was way quicker than the two



Menzies won twice at Doune

WALDER

forced-induction versions and he also won his class. The 2015 Scottish Hillclimb champion Les Mutch travelled down with the original ex-Lee Adams GWR Raptor, but was unsuccessful in his single run-off of the day.

Richard Spedding in a Raptor 3 scored seven points from both encounters and Alastair Crawford took ninth each time and is assured of 10th overall but will find it hard

to catch John Bradburn, who grabbed seventh in round 29 and failed to score in the final stanza.

The class-based Leaders Championship is still not settled. Leader Ed Hollier blew his engine at Prescott and is unlikely to run again this year. This allowed Colin Satchell to match him at the top with a win and record, but Summers is also in contention.

● Eddie Walder

RESULTS ROUND-UP

CASTLE COMBE 750CM, SEPTEMBER 5



SPORT SPECIALS (10 LAPS) 1 Clive Hudson (Eclipse SM1) 15m40.854s (70.78mph); 2 Matt Ellis (Ariel Atom) +0.003s; 3 Paul Boyd (Eclipse SM1); 4 Paul Collingwood (Eclipse SM1); 5 Adrian Cooper (Procomp LA Gold); 6 Anton Landon (Cyana Duratec). **CW** Cooper; Landon. **FL** Boyd 1m13.780s (90.26mph). **P** Whitehead. **S** 22. **RACE 2 (12 LAPS) 1 Hudson 14m59.893s (88.81mph);** 2 Boyd +1.100s; 3 Ellis; 4 Collingwood; 5 Rob Johnston (Cyana Mk2); 6 Nigel Brown (Sylvia Phaser). **CW** Johnston; Cooper. **FL** Boyd 1m13.113s (91.09mph) **RECORD.** **P** Whitehead. **S** 19. **RGB CHAMPIONSHIP (13 LAPS) 1 Al Boulton (Spire GT3) 15m15.452s (94.57mph);** 2 Oliver Hewitt (Spire GT3) +9.478s; 3 John Cutmore (Spire GT3); 4 Duncan Horlor (Spire GT3); 5 Daniel Larner (Mittell MC-52); 6 Paul Rogers (Contour). **CW** Matt Higginson (AB Arion). **FL** Boulton 1m09.059s (96.43mph). **P** Boulton. **S** 24.

RACE 2 (13 LAPS) 1 Scott Mittell (Mittell MC-52B) 15m08.443s (95.30mph); 2 Boulton +2.519s; 3 Cutmore; 4 Hewitt; 5 Rogers; 6 Larner. **CW** Higginson. **FL** Cutmore 1m08.551s (97.15mph) **RECORD.** **P** Boulton. **S** 24. **CATERHAM GRADUATES - SIGMAX AND SIGMA (20 LAPS) 1 Dylan Stanley 25m25.575s (87.31mph);** 2 Neil Shinner +7.936s; 3 Scott Lawrence; 4 Ray Gilliland; 5 Zoltan Csabai; 6 Richard Pursglove. **CW** Jamie Winrow. **FL** Lawrence 1m14.494s (89.40mph). **P** Lawrence. **S** 36. **RACE 2 (20 LAPS) 1 Stanley 25m19.172s (87.67mph);** 2 Shinner +0.227s; 3 Lawrence; 4 Csabai; 5 Gilliland; 6 Fergus Ryan. **CW** Nigel Board. **FL** Shinner 1m14.128s (89.84mph) **RECORD.** **P** Stanley. **S** 34.

MEGA, SUPER AND CLASSIC (20 LAPS) 1 Oliver Gibson 25m49.994s (85.93mph); 2 Glenn Burtenshaw +13.800s; 3 Andy Skinner; 4 Declan Dolan; 5 Toby Briant; 6 Luke Tzourou. **CW** Briant; Graham Smith. **FL** Briant 1m16.192s (87.41mph) **RECORD.** **P** John Ogilvie. **S** 41. **RACE 2 (16 LAPS) 1 Gibson 24m34.269s (72.28mph);** 2 Burtenshaw +0.363s; 3 Skinner; 4 Briant; 5 Dolan; 6 John Benfield. **CW** Briant; Smith. **FL** Dolan 1m16.103s (87.51mph) **RECORD.** **P** Cooper. **S** 37.

TRICOLE TROPHY/COUPE CUP (9 LAPS) 1 Simon James (Citroen Saxo) 15m03.529s (66.34mph); 2 Andrew Mitchell (Peugeot 205GT1) +0.235s; 3 Will di Claudio (Peugeot 205GT1); 4 Nick Gwinnett (Renault Clio); 5 Don Hughes (Peugeot 306); 6 Tony Hunter (Renault Clio). **CW** Mitchell; di Claudio; Robert Buckland (Renault Clio); Simon Miles (Hyundai Coupe); Jon Moore (Peugeot 106XSI); Adam Lockwood (Peugeot 206GT1). **FL** Mitchell 1m16.887s (86.62mph) **RECORD.** **P** James. **S** 23.

RACE 2 (9 LAPS) 1 James 11m46.602s (84.82mph); 2 Mitchell +1.436s; 3 Hughes; 4 di Claudio; 5 Hunter; 6 Gwinnett. **CW** Mitchell; di Claudio; Buckland; Dan Blake (Hyundai Coupe); Jason Jesse (Peugeot 206GT1); Moore. **FL** James 1m17.044s (86.44mph). **P** James. **S** 23. **NIPPON CHALLENGE/MR2 SERIES/DEUTSCHE MARQUES CUP (12 LAPS) 1 Nerijus Zaboika (Subaru Impreza) 15m55.360s (83.65mph);** 2 Jose Gerard Policarpio (Nissan 370Z) +1.331s; 3 Michael Hamlett (Honda Civic); 4 Andrew Roberts (Honda Civic); 5 Andy McLennan (Suzuki Swift); 6 Vic Hope (Honda Civic). **CW** Policarpio; Hamlett; Roberts; James Mumbray (BMW 330); David Mustarde (Toyota MR2); Jon Lord (Toyota Celica). **FL** Policarpio 1m17.364s (86.08mph). **P** Simon Norris (Mitsubishi Colt). **S** 34.

RACE 2 (11 LAPS) 1 Matthew Simmons (Nissan 370Z) 14m43.669s (82.90mph); 2 Hamlett +3.828s; 3 Roberts; 4 McLennan; 5 Hope; 6 Miles Hodgson (Toyota MR2). **CW** Hamlett; Roberts; Mumbray; Adam Lockwood (Toyota MR2); Steve Harman (Subaru Impreza); Lord. **FL** Policarpio 1m16.405s (87.16mph). **P** Zaboika. **S** 32.

BRANDS HATCH AMOC, SEPTEMBER 5-6



GT & SPORTS CAR CUP (50 LAPS) 1 Leo Voyazides/Simon Hadfield (AC Cobra 289) 1h31m45.680s (79.55mph); 2 Simon Orebi Gann/Calum Lockie (Morgan Plus 4 SLR) + 2 laps; 3 Robert Rawe/Mike Thorne (Aston Martin DP214); 4 Read Gomm (Jaguar E-type); 5 Nick Sleep/Demp Sleep (Shelby Mustang 350GT); 6 Jeremy Welch/Mark Pangborn (Austin-Healey 3000). **CW** Orebi Gann/Lockie; David Fenn/James Barclay (Ford Mustang Notchback); Brian

Lambert/Barbara Lambert, Paul Garside/Paul Stephens (Lotus Elite); Martyn Corfield (Austin-Healey 100/4). **FL** Hadfield 1m44.760s (83.61mph). **P** Hadfield. **S** 26. **AMOC INTERMARQUE (20 LAPS) 1 James Guess/James Hilliard (Porsche 968CS) 39m11.527s (74.50mph);** 2 Nigel Jenkins (Ferrari 355 Challenge) + 1.233s; 3 David Tinn (Aston Martin GT4); 4 Nicholas King (Aston Martin DB4 Lightweight); 5 Paul Brunet/Edward Brunet (Aston Martin N24); 6 Tristan Simpson (Ferrari 355 Challenge). **CW** Jenkins, Tinn, King, Bob Searles/Tony Jardine (Aston Martin DBS V8); Tristan Bradford (Sunbeam Tiger). **FL** Tinn 1m42.788s (85.22mph). **P** Steve Atkinson (Porsche 968CS). **S** 26. **RACE 2 (44 LAPS) 1 Tinn 45m27.394s (70.15mph);** 2 Jenkins + 2.550s; 3 Guess/Hilliard; 4 Steve Atkinson (Porsche 968CS); 5 David Edge (Ferrari 355 Challenge); 6 Chris Brown/Mika Brown (GT4). **CW** Jenkins, Guess/Hilliard, Simon Watts/Roberto Giordanelli (Aston Martin DB4 Lightweight); Tony Jardine/Bob Searles (Aston Martin DBS V8). **FL** Edge 53.409s (81.42 mph). **P** Tinn. **S** 17.

EQUIPE GTs (16 LAPS) 1 Tom Smith (MGB) 30m37.968s (76.25mph); 2 Robert Cull (TVR Grantura) + 1.773s; 3 Robi Bernberg (TVR Grantura); 4 Martyn Corfield (Austin-Healey 100/4); 5 John Andon (Triumph TR4); 6 Pete Foster (Triumph TR4). **CW** Corfield, Andon, Robin Ellis (MGB); Clive Cocks (WSM Sprite GT). **FL** Smith 1m49.990s (79.64mph). **P** Smith. **S** 33. **RACE 2 (18 LAPS) 1 Brian Arculus (Lotus Elite) 20m48.870s (62.67mph);** 2 Pete Foster (Triumph TR4) +1.602s; 3 Peter Edney (MGB); 4 Jonathan Smare (Lotus Elite); 5 Martin Richardson (MGB); 6 Andrew Bentley (MGB). **CW** Foster, Richardson, Nick Mountford (Triumph TR4); Anne Reed (Aston Martin DB2); Cocks. **FL** Arculus 59.37s (73.21mph). **P** Ellis. **S** 30.

ASTON MARTIN GT4/V8 VANTAGE CUP (26 LAPS) 1 Nicholas King (DB4 Lightweight) 51m10.061s (74.18mph); 2 Richard Taffinder (Lotus Evora) + 14.586s; 3 Desmond Small (GT4); 4 David Tinn (GT4); 5 Simon Watts/Roberto Giordanelli (DB4 Lightweight); 6 Paul Brunet/Edward Brunet (N24). **CW** Small. **FL** Small 1m43.159s (84.91mph). **P** Small. **S** 10. **RACE 2 (54 LAPS) 1 Tinn 50m18.726s (77.78mph);** 2 Small + 3.099s; 3 King; 4 Chris Brown/Mika Brown (GT4); 5 Robin Marriott (GT4); 6 Edward Brunet. **CW** King, Geoffrey Lewis (Aston Martin V8 Vantage). **FL** Tinn 53.167s (81.79mph). **P** Small. **S** 9.

PRE-WAR TEAM HANDICAP (10 LAPS) 1 Chris Pearson (Austin Seven) 21m54.378s (59.98mph); 2 Tim Parker (Lagonda 2-litre) + 13.792s; 3 Sam Stretton (Alta Sports); 4 Duncan Wiltshire (Bentley 3-litre); 5 Robert Blakemore (Aston Martin Speed Model); 6 Guy Northam (Bentley 4.5 litre). **CW** Parker, Stretton, Wiltshire, Blakemore. **FL** Stretton 1m59.855s (73.08mph). **P** Wiltshire. **S** 11. **AMOC'S SPORTS CARS/JAGUAR XK CHALLENGE (16 LAPS) 1 Anthony Ditherage (Cooper Monaco)**

30m52.761s (75.64mph); 2 Stephen Bond (Lister Bristol) + 2.658s; 3 Martyn Corfield (Austin-Healey 100/4); 4 Paul Kennelly (Jaguar XK120); 5 Andrew Wenman (Jaguar XK120); 6 Jeremy Cooke (Cooper Bobtail). **CW** Corfield, Kennelly. **FL** Ditherage 1m53.344s (77.28mph). **P** Mike Thorne (Austin-Healey 100M). **S** 21. **RACE 2 (30 LAPS) 1 Bond 30m21.079s (71.63mph);** 2 David Reed (Aston Martin DB2) + 4.970s; 3 Kennelly; 4 Andrew Moore (Jaguar XK150); 5 Cooke; 6 Colin Jones (MGA Twin Cam). **CW** Reed, Kennelly, Jones, Corfield, Matt Holme (Alfa Romeo 1900 CSS). **FL** Mark Ellis (MGA Twin Cam) 58.185s (74.73mph). **P** Ellis. **S** 19.

INNES IRELAND CUP (37 LAPS) 1 Conrad Bos (Lotus 26R) 40m22.188s (66.42mph); 2 Tim Mogridge (Jaguar E-type) + 1.507s; 3 Robert Rawe/Luc Paillard (Aston Martin DP214); 4 Stephen Bond (Lotus 26R); 5 Nicholas King (Ford Mustang); 6 Pete Foster/Rob Cull (Triumph TR4). **CW** Mogridge, King, Foster/Cull. **FL** Jeremy Cooke (Lotus 26R). **P** Cooke. **S** 10.

PRESCOTT HILLCLIMB, SEPTEMBER 5



ROUND 29: 1 Wallace Menzies (3.5 Gould-NME GR55) 27.89s; 2 Alex Summers (3.5 Gould-NME GR61X) 36.21s; 3 Trevor Willis (3.2 OMS-RPE 28) 36.29s; 4 Scott Moran (3.5 Gould-NME GR61X) 36.38s; 5 Tom New (3.5 Gould-NME GR55) 37.68s; 6 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 37.80s; 7 John Bradburn (3.5 Gould-Cosworth GR55) 37.82s; 8 Eynon Price (1.6 Gould-Suzuki GR59) 38.03s; 9 Alastair Crawford (2.8 Gould-NME GR55) 38.33s; 10 Oli Tomlin (4.0 Pilbeam-Judd MP97) 38.42s; 11 Sean Gould (1.6 Gould-Suzuki GR59) 39.40s; 12 Lee Griffiths (1.3s OMS-Suzuki 25) 40.19s.

ROUND 30: 1 Menzies 35.80s BTD; 2 Moran 35.94s; 3 Willis 36.37s; 4 Summers 36.51s; 5 Dave Uren (1.3t Force-Suzuki PC) 36.73s; 6 Price 37.72s; 7 Tomlin 37.74s; 8 New 38.06s; 9 Spedding & Crawford 38.20s; 11 Paul Haimes (1.3t Gould-Suzuki GR59) 38.47s; 12 Les Mutch (1.6 GWR-Suzuki Raptor 1) 43.86s.

CLASSES Paul Jones (1.8 Lotus Elise) 50.95s; Mark Spencer (3.6t Porsche 996) 46.08s **RECORD;** Roger Moran (2.0 Caterham-Suzuki) 44.00s; Carl Jones (1.3 Austin Mini) 49.39s; Colin Satchell (2.0 Peugeot 205GT1) 44.51s **RECORD;** Graham Boulter (1.7 Kudos-Alfa) 47.40s; Mike Turpin (2.2s Vauxhall VX220) 44.71s; Allan McDonald (2.4t Z-Cars Morris Mini/Mitsubishi Evo) 44.44s; Gary Hill (1.0 OMS-BMW Hornet) 42.54s; Chris Aspinall (1.0 Empire-Suzuki Wraith) 39.02s; Ben Tranter (1.6 Vector Formula Ford TF93K) 46.29s **RECORD;** Price 37.56s; Tim Davies (Pilbeam-Millington MP88) 40.16s; Uren 37.54s; Summers 36.26s. **CHAMPIONSHIP POSITIONS AFTER ROUND 30 1 Summers 22s;** 2 Moran 187; 3 Willis 185; 4 Menzies 162; 5 Will Hall 118; 6 New 110; 7 Uren 95; 8 Jos Goodyear 87; 9 Bradburn 85; 10 Crawford 78pts.



King won at Brands in DB4 Lightweight

HAWKINS

NOT YOUR AVERAGE DAY AT THE SEASIDE

The Brighton Speed Trials have a long history. **MARCUS PYE** reports on his grand day out



84

High-speed motoring was doubtless regarded as a decadent pursuit when Clifford Earp thundered his 90hp Napier down Brighton's imposing seafront in 1905. The National Speed Trials on Madeira Drive are anything but elitist 110 years on, attracting the broadest spectrum of two, three and four-wheeled vehicles at any MSA-sanctioned event in the United Kingdom. Backed for 25 years by Sussex motor group powerhouse Frosts, it's a brilliant day out in a friendly atmosphere, for devotees a 'grass-roots' motorsport gem.

Pioneered 30 miles east at Bexhill-on-Sea

in 1902 by Gilbert Sackville, 8th Earl of de la Warr, speed trials became all the rage with wealthy petrolheads before Hugh Locke-King established circuit racing's first home at Brooklands in 1907. Bexhill's event continued until 1924, but Brighton and Hove Motor Club – as it had been formalised – eagerly picked up the baton. Now running eastbound from a standing start, it became a major tourist attraction at the vibrant holiday resort. But for force majeure the BHMC has run its meeting annually since 1932.

The Speed Trials' status and continued success can be credited to the passion of

indefatigable Brighton motor trader Tony Johnstone, whose involvement began as a startline marshal in 1960. Subsequently BHMC chairman, he organised it himself for 35 years before stepping down, although the seasoned MSA steward remains clerk of the course. "It's a unique event, one of British motorsport history's oldest," says TJ, whose experience, pragmatism and personal touch – underscored by a petition signed by 12,500 members of the public – steered the Speed Trials through its most recent hiatus following the death of a sidecar competitor in 2012 (riders now carry ballast, incidentally). "As long as I'm alive I'll fight for it."

The spectacle and variety of competing machines continue to delight spectators who made the pilgrimage when Brighton was a British Sprint Championship round from 1977-93. In that heady era, with the quickest specialist single-seater cars powered by cast-off Formula 1 engines topping 180mph at the end of a kilometre (0.62 miles), onlookers thronged to double-decker terraces overlooking the course. Sadly, the listed lower level is currently condemned, but there are signs that the iron structure is to be restored as an iconic part of the city's fabric and backdrop to countless images tracing the event's history.

This year's crop of 150 car entries – of which the host club's single-run handicap class comprised a third – included the Cooper-Jaguar



Pye readies Jade 3 racer for his run



BEST TIME OF DAY 1910-2015

R = Record

FLYING START KILOMETRE

1905	Clifford Earp (Napier 90hp)	23s
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STANDING START HALF-MILE

1924	John Joyce (AC)	28s
1932	Sir Malcolm Campbell (Sunbeam)	23.6s R
1933	Whitney Straight (Maserati)	24.2s
1934	Richard Shuttleworth (Bugatti)	23.8s
1935	Richard Shuttleworth (Alfa Romeo P3)	22.78s R
1936	Sydney Cummings (Vauxhall Villiers)	22.90s
1937	Geoffrey Taylor (Alta)	22.84s
1938	Geoffrey Taylor (Alta)	22.45s R

STANDING START KILOMETRE

1946	Raymond Mays (ERA R4D)	24.47s
1947	Raymond Mays (ERA R4D)	24.27s R
1948	Raymond Mays (ERA R4D)	23.86s R
1949	Archie Butterworth (AJB)	24.91s
1950	Raymond Mays (ERA R4D)	24.40s
1951	Archie Butterworth (AJB)	26.63s
1952	Ted Lloyd-Jones (Triangle Flying Saucer)	23.91s
1953	Ted Lloyd-Jones (Triangle Flying Saucer)	24.55s
1954	Ken Wharton (ERA R4D)	23.63s R
1955	Ken Wharton (ERA R4D)	23.99s
1956	Ken Wharton (ERA R4D)	23.34s R
1957	Bill Sadler (Sadler-Chevrolet)	25.44s
1958	Jim Berry (ERA Special)	25.01s
1959	Arthur Owen (Cooper-Climax)	25.50s
1960	Jim Berry (Cooper-ERA)	23.21s R
1961	Gordon Parker (Jaguar Special)	24.63s
1962	Chris Summers (Cooper-Chevrolet)	21.69s R
1963	Ken Wilson (BRM)	23.10s
1964	Dante Duce (Moonbeam Dragster)	21.95s
1965	Chris Summers (Lotus-Chevrolet 24)	21.56s R
1966	Chris Summers (Lotus-Chevrolet 24)	20.70s R
1967	John Woolfe (AC Cobra)	22.51s
1968	Patsy Burt (McLaren-Oldsmobile M3A)	20.21s R

STANDING START QUARTER-MILE

1970	Gerry Tyack (Brabham BT23)	12.89s
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STANDING START KILOMETRE

1971	Johnny Williamson (Cooper T81B)	21.05s
1972	Johnny Williamson (McLaren M10A)	22.42s
1973	Bob Rose (McLaren-Chevrolet M14D)	20.53s
1974	David Purley (Trojan-Chevrolet T101)	18.63s R

1975	David Purley (Chevron-Ford B30)	19.70s
1976	David Render (Lotus-DFV 76)	18.77s
1977	Simon Riley (Brabham-DFV BT33)	18.28s R
1978	Dave Harris (McRae-Chevrolet GM1)	17.48s R
	Terry Smith (Brabham-Repco BT36)	17.48s R
1979	Terry Smith (March-Repco 761)	18.28s

STANDING START HALF-MILE

1980	Mark Williams (Hesketh-DFV 308E)	15.49s R
1981	Terry Smith (March-Repco 761)	15.73s
1982	Ken Ayers (March-DFV 79S)	15.53s
1983	Ken Ayers (March-DFV 79S)	16.08s
1984	Ken Ayers (Lyncar-DFL MS84)	15.63s
1985	Ken Ayers (Lyncar-DFL MS84)	15.64s
1986	Roy Woodhouse (March-Rover 77/82)	18.71s
1987	Clive Bracey (Vepra-Chevrolet)	15.29s R
1988	Clive Bracey (Vepra-Chevrolet)	14.98s R
1989	Paul Edwards (Pilbeam-Vauxhall MP58)	14.97s R
1990	Ken Ayers (Pilbeam-DFL MP58)	15.32s
1991	John Gray (Pilbeam-Judd MP58)	14.48s R
1992	John Gray (SPA-Judd V10)	14.48s =R

STANDING START QUARTER-MILE

1993	John Gray (SPA-Judd V10)	8.90s R
1994	Les Edmunds (BRD-Rover T5001)	10.53s
1995	Mike Lee (Lyncar-BDA 79B)	10.61s
1996	David Render (Pilbeam-Hart MP43)	9.88s
1997	Peter le Druillenec (Miller Exocet)	10.20s
1998	Richard George (Pilbeam-Hart MP62)	10.68s
1999	Tony Bianchi (Pilbeam-Vauxhall MP62)	10.92s
2000	Shaun Saunders (Datsun 240Z)	10.25s
2001	Paul Marston (Chrysler PT 'Bruiser')	10.41s
2002	Paul Marston (Chrysler PT 'Bruiser')	10.17s
2003	Phil Cooke (Force PC)	10.25s
2004	Jim Tiller (Allard-Chevrolet J2)	10.20s
2005	Mike Endean (Gould Xtrac Puma)	9.45s
2006	Jim Tiller (Allard-Chevrolet J2)	10.28s
2007	Chris Cannell (Force SR8)	10.33s
2008	Mike Endean (Gould Xtrac Puma)	9.95s
2009	Mike Endean (Gould Xtrac Puma)	9.63s
2010	Mike Endean (Gould Xtrac Puma)	10.63s
2011	Rodney Thorne (Pilbeam MP43)	10.59s
2012	Rob Stevens (Force-Suzuki SR4)	10.12s
2014	Rob Stevens (Force-Suzuki SR4)	9.87s
2015	Jim Tiller (Allard-Chevrolet J2)	10.43s

T33 of debutant Derek Hood (who emulated Cyril Wick's 1955 class win in it), a Mexican Vuhl 05 sportscar overseen by Brightonian PR guru Gordon Bruce, Jon Doubleday's ex-Doc Merfield Ford Cortina Mk2 (with an American Donovan engine in place of its original Coventry-Godiva V8), Freddie Hunt on a promotional appearance with an MG Midget and the remarkable 1956 Renault 4CV of teenager Christopher Williams, formerly with Toro Rosso's windtunnel team. Among the stalwarts were Patrick Howe's Mini Cooper S, Ken Banks's Davrian Mk7 and Hove Car Spares proprietor Bob Oram's 'Red E' Jaguar E-type, which I saw drag racing at Blackbushe in the '70s.

Ultra-light specialist single-seaters – now restricted to 2000cc by the MSA track licence – and sports racers led the BTD chase, but powerful roadburners like former Mallock racer Tony Bunker's Nissan GT-R, John Church's Audi 80 Quattro and Oram's sublime Ferrari F40 are capable of getting among them. While Matthew Carter's blown motorcycle-engined Force PC topped the class runs with a 10.48s charge down the quarter-mile run used since 1993, 81-year-old Jim Tiller once again proved that there is no substitute for horsepower when he launched his awesome Allard J2 to a 10.43s BTD on the final car run. Spectators went wild.

Retired Sussex schoolteacher Tiller bought the Allard for £260 in 1958 and has missed "only

two or three" Brightons since. An AUTOSPORT cover star in the early '60s, the car has morphed into all-out dragster over the decades. Now fitted with a big-block Chevrolet V8 engine driving through a three-speed automatic transmission and wrinkle-wall slicks – in which form Tiller pulled an astonishing 197mph at Bonneville in 2000 – it took bravado to fire it through 64 feet in 2.0s to finish at 131.5mph when it mattered. "My day was made when a teenager described the car as 'really proper'," he beamed.

That shot denied Carole Torkington victory in the Top Six car run-off in Bill Gouldthorpe's Suzuki Hayabusa-powered OMS CF08 single-seater. SBD's administrator set a fine 10.67s/131.5mph to oust Gouldthorpe's 11.17s/124.2mph in the car, which weighs under 450kg all up. To put things in perspective, though, last year's winning biker Craig Mallabone set outright BTD on his Garrett T35-turbocharged 1300cc Suzuki Hayabusa with a sensational 9.06s/172mph event-closer.

Those performances seemed even incredible to me, having been kindly loaned Roland Lewis's superb Chrysler V6-engined Jade 3 sports racer for a proper taste of the Speed Trials (I didn't get past the startline in Paul Edwards's March in the 1980s) and my first event in three years. Having been privileged to score the Tony Sinclair-designed model's first race win at Brands Hatch in October 2007, I was on familiar

ground car-wise, although this OSS contender has a flat-change paddle-shift gearbox.

Tearing down a straight quarter-mile as quickly as possible must be simple, I hear you say. Wrong. With a slight crown in the road (they ran cars two abreast when I spectated in the 1970s!) and drops of rain in the air, a tentative practice run clocked a feeble 14.44s, and a good look at the narrow slow-down lane which is bumpy in a stiff chassis. A better class opening launch produced my best 64-foot acceleration time of 2.50s and an improvement to 12.98s/106.5mph. Ultimately, greater commitment brought 2.55s (with wheelspin) and 12.76s, albeit a slower top end of 101.6mph.

Joint fourth-best time in a nine-car class was the result but, apart from needing to hone my technique, a 640kg circuit car (plus 90kg driver) with 350bhp on tap and hard circuit tyres was zapped by Mr Tiller's outrageous orange monster, a meaty Lola T70 replica with more grunt, and the inevitable Mallock. With no victory speech to tear up, I thoroughly enjoyed my day at the seaside, lent my spare overalls to a competitor whose own were out of date, and made new friends on an incident-free day. Club motorsport doesn't get better than that, so my thanks to Roland Lewis and Owen Jones of Jade Motorsport Engineering for making it happen.

Will I be back? You bet! September 3 2016 is already in my diary. ☘



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

What you think of the motorsport news of the past week



Are brakes key to F1 quick fix?

A relatively uninspiring Belgian Grand Prix and now even the Italian GP had me fighting to stay awake at times – something I thought I would never say.

One reasonably easy change that could transform the racing would be to ban carbon brakes and return to older compounds – surely the longer you spend braking and fighting to slow the car, the more chance

there is for someone to overtake? Compensate by increased engine power and more rear grip, and we might just see some real overtakes and not just DRS free-passes.

Given the clouds of carbon dust emerging, I also wonder how long until 'F1 mechanics' lung' is a real entity.

Jim Newton, Oxford

Max Mosley once said F1 drivers

are like fighter pilots, and occasionally they get unstuck. Thanks to his efforts, among others, safety issues were aggressively addressed and allowed a 20-year gap since the last F1 fatality. As if closed cockpits will suddenly solve everything. To place all of this in context, a professional cricketers died this year after a ball strike. I doubt you are going to see cricketers walking around in armoured vests any time soon. Accidents happen.

The closed-cockpit designs I have seen so far are horrendous. So come up with other ideas rather than ruining open-top racing cars.

Clive Drake
Essex

It is hard to ignore in
AUTOSPORT's pages that it seems whatever car you put Nick Tandy in right now, he is going to win. Whether it be an

LMP1 at Le Mans, GTE-LM in the USA, or his latest LMP2 win at the Nurburgring.

The guy is clearly talented, and now comes with experience. Could he get an F1 chance? With today's (crazy) limited testing in F1, maybe Nick's apparent knack of finding the limits of a car quickly is the key skill you need, and might persuade a team to take a chance. . . It would be a great story for the sport, and one plucky team could end up very happy.

Thank you for the great Justin Wilson tribute. I used to race against Justin many years ago, and your tributes have been bang on and do the motorsport world credit.

Rob Cullum
Stockholm

Surely it is time to sort out the
absurd penalties now being handed out in F1. We see that Verstappen has a penalty for the bodywork coming away. Did he

actually fit this to the car? Parts are changed and both driver and team suffer when in virtually all circumstances, it is no fault of the driver. Why can't we just have a loss of constructors' points in such circumstances when it is the fault of the team that parts fail?

Also, does it make sense to ask constructors to spend many millions of dollars designing and building new engine systems and then limiting engine development? Surely it would be better for the sport if there were competitive engines throughout the grid. Maybe I am just missing something.

John Simons
Bexhill

CORRECTION
Dominik Wilde points out that Oriol Servia's last IndyCar start prior to this year's season finale at Sonoma was the 2015 Indianapolis 500, not the 2014 Indy 500 (September 3, p31).

MILESTONE

20 If Holden wins the Sandown 500, it will be the first manufacturer to notch up 20 victories in the classic endurance race

BIG NUMBER

16 Richmond's NASCAR Sprint Cup round is the final pre-Chase race, after which the 16 Chase drivers will be decided



KINGMADE/LAT

WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



Power and glory – Revival roars into life

GOODWOOD REVIVAL

September 11-13
You are out of luck if you had hoped to nab some last-minute tickets for the Revival, as once again the event has sold out. The Revival continues to

grow in popularity among drivers too, with touring car stars, Le Mans record-holder Tom Kristensen and former TV 'Dragon' Theo Paphitis ready to compete in a feverish mix of historic cars.

DONINGTON PARK BRITISH GT

September 12-13
A gripping finale is expected at Donington, with just two points separating the Ecurie Ecosse and Beechdean AMR drivers in the fight for the championship.

BRANDS HATCH DUTCH SUPERCAR CHALLENGE/MSVR

September 12-13
If sportscars of a Continental variety are more up your street, then Brands Hatch is the place to be as the Dutch Supercar Challenge roars into Britain.

CROFT BRSCC

September 12-13
Two days of short, sharp racing are on offer at Croft as 2014 champion Abbie Eaton returns to the Mazda MX-5 Supercup.

BRITISH GT



EBREY/LAT

OULTON PARK MGCC

September 12
A bumper MG Trophy grid is expected for the penultimate MG Car Club meeting of the 2015 season.

SILVERSTONE MSVR

September 12-13
There's a packed bill on offer at Silverstone, with the headlining F3 Cup supported by seven events, including a guest appearance from the 360MC.

SNETTERTON 750MC

September 12-13
The 750 Motor Club takes a traditionally eclectic mix of championships to Norfolk, including Roadsports, 750 Formula and BMW Compact Cup machinery.

KNOCKHILL SMRC

September 13
The SMRC has certainly crammed plenty into this meeting, with nearly 20 races on offer.

WHAT'S ON TRACK AROUND THE WORLD

RALLY AUSTRALIA

World Rally Championship
Rd 10/13
Coffs Harbour, New South Wales, Australia
September 10-13
wrc.com



V8 SUPERCARS

HORSBURGH/LAT

FORMULA RENAULT 3.5

Rd 7/9
Nurburgring, Germany
September 12-13
renaultsport.com

WORLD TOURING CARS

Rd 9/12
Motegi, Japan
September 13
fiawtcc.com

SANDOWN 500

V8 Supercars
Rd 9/14
Sandown, Victoria, Australia
September 13
v8supercar.com.au

SUPER FORMULA

Rd 5/7
Autopolis, Japan
September 13
superformula.net

DTM

Rd 7/9
Oschersleben, Germany
September 12-13
dtm.com

INDY LIGHTS

Rd 10/10
Laguna Seca, California, USA
September 12-13
indycar.com/RoadToIndy



WRC

M&S/CLINZEE

Will VW stay on top down under?

NASCAR SPRINT CUP

Rd 26/36
Richmond, Virginia, USA
September 12
nascar.com

V8 STOCK CARS

Rd 9/12
Brasilia, Brazil
September 13
stockcar.com.br

SCANDINAVIAN TOURING CARS

Rd 6/7
Sollvalla, Sweden
September 12
stcc.se

FROM THE SOFA

WHAT'S ON TELEVISION

Aldous plays a crucial BBC role



STALEY/LAT

The life of a Formula 1 TV fixer

WHEN THE MIDDLE EIGHT OF Fleetwood Mac's The Chain rings out in living rooms across the UK on a Sunday afternoon, it heralds a sequence of events that seamlessly stitches track action and interviews with links from presenter Suzi Perry to form the BBC's highly acclaimed Formula 1 race coverage.

Meticulous planning is required well ahead of the race weekend, but when the crew is on-site a large chunk of the responsibility to make that plan come to fruition falls to one man.

In the BBC's case, that's Steve Aldous, assistant editor and 'fixer'. "I don't think what I do is very interesting," he insists. "I just fit the nuts and bolts of the programme."

Ahead of the weekend, Aldous makes up an 'operations schedule' for the crew. It evolves during the weekend and is available online so camera operators and the talent team know where they need to be and when.

He then negotiates interview time with drivers or team personnel and agrees locations, a process that is often akin to herding cats.

"In Hungary," he says, "we planned for David Coulthard to interview Felipe Massa while walking around the track. Once Williams granted us a slot, I spoke to Formula One Management security to gain access to the track and

arranged for a vehicle that could ferry the crew, Felipe and DC around the track.

"But then it hosed it down with rain, so we changed our plans and did the interview in the garage instead. We always have a back up because the drivers work to tight schedules and we need to make the most of our slot."

During the live broadcasts, Aldous directs the crew to each location while keeping contact with the teams so that the relevant guest is ready to come on air at the right time. He also has to react if things are running behind or ahead of schedule.

As well as being the go-to man for the crew, armed with water bottles, sunscreen and umbrellas, plus a paper copy of Perry's

script if her iPad fails, he has the tricky task of keeping an eye on pundit Eddie Jordan. "Eddie is easily distracted and people are always wanting to talk to him or get autographs and pictures," said Aldous. "So I'm constantly trying to keep him engaged."

When it comes to the pre-race grid walk, Aldous acts a spotter on the grid to tee up Coulthard's next interview – never an easy task in what has become an ever-more packed environment.

While the BBC One shows are planned to the second, the post-race Forum is deliberately left more unpredictable. Aldous has to think on his feet and react to race events.

"After winning the British GP, Lewis Hamilton headed to the pitwall to wave to the fans. We had planned to speak but none of the press officers were with him.

"I could see him walking towards the garage and once he was in there with his mechanics, we'd have lost him. So I went over, unusually put a microphone in his hand and asked him to pop over.

"He is not the kind of guy who welcomes that intrusion and normally I'd let his press people do that, but in that instance, I couldn't let it go. I was quite pleased when he said 'yeah, that's cool' and came over to do it.

"It is occasions like that which give me the buzz and why I love this job." *Lawrence Barretto*

"Eddie is easily distracted so I try to keep him engaged"



Coulthard relies on Aldous's eyes

XPB IMAGE

TV pick of

Edited by Ryan Hall



MICKLETHWAIT

RALLY AUSTRALIA - LIVE

BT Sport 2

Sunday 0100-0200/0400-0500

Having won six out of nine rallies in 2015, Sebastien Ogier is within touching distance of securing a third consecutive title as the WRC descends on Australia.

BT Sport has three stages live; one at 3am on Saturday, then both runnings of what becomes the powerstage on Sunday (at midnight and 4am), plus its usual daily highlights. Alternatively, tune in to ITV4 at 9pm on Tuesday for a highlights package from all three days of what is always an action-packed rally down under.



WOOD/LAT

GOODWOOD REVIVAL - LIVE

Motors TV

Sat 0945-1805, Sun 0945-1245

If the Goodwood Revival isn't already high up on your agenda of things to watch this weekend, make it so.

There's a fanciful feast of period action across the weekend, including the much-anticipated return of the Brooklands Trophy, as Goodwood pays its annual homage to all things vintage.

There's no need to despair if you're one of the many envious onlookers without a ticket to the event; Motors TV has live coverage on all three days, while you can watch it all live-streamed on AUTOSPORT.com, too.

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ONLINE

Top stories on AUTOSPORT.com in the past week

RED BULL WON'T USE RENAULT IN 2016

Details of Red Bull's termination of its engine contract with Renault, over a year before it was due to expire, were revealed by AUTOSPORT at Monza.

ARAI WON'T APOLOGISE FOR HONDA ENGINE

Under-pressure Honda chief Yasuhisa Arai acknowledged the weak points of the McLaren's season, but insists improvement work is already under way for 2016 and will pay off.

MERCEDES REJECTS RED BULL ENGINE DEAL

Following confirmation of Renault's parting with Red Bull, the team's 2016 options narrowed as the Mercedes board rejected a possible engine supply deal with its key on-track rival.

LOTUS HAD TO BORROW TYRE BLANKETS

Ferrari, Toro Rosso and Sauber saved the day for Lotus after rain damage to its tyre blankets left it stranded before qualifying at Monza.

MERCEDES PROBED OVER TYRE PRESSURES

As Lewis Hamilton celebrated his Italian Grand Prix victory, news broke that the Mercedes team was being investigated over irregularities in its tyre pressures, though it eventually kept the win.

AUTOSPORT+ WHY FERRARI HAS ITS WORK CUT OUT FOR 2016

Ben Anderson analyses why Mercedes' engine upgrade at Monza was bad news for Ferrari in the long term too.

the week



DTM OSCHERSLEBEN - LIVE
BT Sport ESPN
Sunday 1400-1545

The 'push him out' scandal brought Germany's premier touring car championship to even greater international attention last month. Since the paddock is determined to put that incident in the past, the hope is the audience will stick around for the exhilarating racing and a title battle that keeps swinging between Audi and Mercedes, with BMW out of the title fight but still capable of winning.

BT Sport 1 has highlights of the weekend's opening race on Saturday night, while race two is live on ESPN.



CLASSIC F1: VEGAS 1981
Sky Sports F1
Thursday 2100-2300

After highlighting Jarama 1981 last week, we're sticking with that season since its Vegas finale is one of F1's oddest title deciders. Not just because it was held in a casino car park either, but long-time points leader Carlos Reutemann's never-really-explained slump opened the door for a very unwell Nelson Piquet to bag the title as Alan Jones stole the show in what was supposed to be his final GP. It's not just a brief highlights show either - Sky is showing the full two hours.



SANDOWN 500 - LIVE
BT Sport 1
Sunday 0300-0700

The Sandown 500 is now back in its traditional position as V8 Supercars' warm-up for the iconic Bathurst 1000.

Mark Winterbottom currently tops the drivers' standings and his Prodrive Racing Australia squad has been the dominant force this year, but he's not taking anything for granted - and definitely not counting out the seemingly on-the-ropes Jamie Whincup - until the big-points enduro races are out of the way.

Sandown, famous for its drag strip and 900-metre long back straight, will be a crucial indicator.



FR3.5 - LIVE
Sat BT Sport Europe 1145-1300
Sunday BT Sport 1 1145-1300

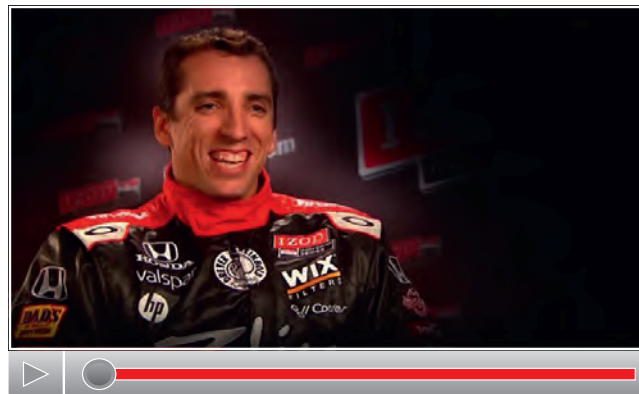
After a frenetic weekend at Silverstone there's no rest for the FR3.5 circus, which heads straight to the Nurburgring for rounds 12 and 13.

Brit Oliver Rowland edged closer to the championship after defeating closest rival Matthieu Vaxiviere on home soil, and now leads the way by 36 points with six races to run.

BT Sport carries the action once again. Saturday's opening race is live on its Europe channel before the series takes centre stage on Sunday with live coverage on BT Sport 1.

HOT ON THE WEB THIS WEEK

YouTube **INDYCAR PAYS TRIBUTE TO JUSTIN WILSON**



SEARCH FOR: Justin Wilson Tribute

IndyCar didn't rush to produce an immediate tribute to Justin Wilson, and this video is all the better for it. It hits the right note, mixing interviews with highlights of some of his finest Stateside performances, plus early karting footage.

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HAVE-A-GO HERO

When drivers crop up in unexpected places



Montoya “had a good laugh” subbing for Jan Magnussen in ITC

Montoya’s tin-top trip

Before Juan Pablo Montoya was an F1 driver – and before he was even a CART champion – he was a one-time Mercedes ITC substitute

Today it would be considered a coup; back in 1996, AUTOSPORT called it a “surprise call-up”. And by any measure, it was. Jan Magnussen had taken a detour from the ITC (which had grown out of the DTM) into IndyCar to substitute for Paul Tracy at Penske, and to fill the gap in its C-class for the upcoming Silverstone round, Mercedes turned to a guy who was running third in the British Formula 3 Championship, and who had never been near one of the cars before. A guy named Juan Pablo Montoya.

“I don’t know why they chose me,” Montoya admits. “I was in Formula 3, and they just called me. You have no idea – it was just, ‘Oh this is so-and-so from AMG, are you interested in doing a race with us?’ I was, like... [makes very excited noises].”

“I went for a test at the Nurburgring. And it was raining, which kind of sucked, because I didn’t know the car, didn’t know

the track. That was kind of tough.”

Although he was hoping to build a future in single-seaters, Montoya says he was an ITC fan at the time the call from Mercedes came.

“Oh, yeah,” he says. “Those cars had full active suspension, ABS traction control, automatic shifting... you could set up the car for every corner. It was really cool.”

It was a high-attrition weekend,

and Montoya was right in the thick of the chaos: a scrappy first race on fading tyres was livened up by a battle with Dario Franchitti, and he was eliminated from the second race following a crash with Jorg van Ommen.

“It was a bad race for Mercedes, but I qualified third of all the Mercedes, which I was very proud of,” he recalls. “And we had a really

good time with Dario. In race two we destroyed the cars in two corners, but we had a good laugh.”

Motorsport history now records the outing as a one-off; an incongruous footnote on Montoya’s long CV. At the time, though, it represented a career crossroads for the then 20-year-old Colombian. AUTOSPORT reported at the time that Mercedes thought it “likely” that Montoya would return to the series again at the Nurburgring, even though the event clashed with an F3 round at Pembrey. But despite only having an outside shot at the title (he ended up finishing fifth), Montoya opted to remain in F3.

“[Mercedes] asked me to do the next race at the Nurburgring, but I was already committed to doing a Formula 3 race,” he says. “I told them, ‘I’ll do it, but you’ve got to give me a contract [for the rest of the season]. If you want me to miss the F3 race, give me something’. And they said no. And the series went down at the end of the year.”

JPM added a second Indy 500 win to his CV this year



MASCHE/LAT

NEXT WEEK

Vettel’s life at Ferrari

Plus: WRC down under; Goodwood Revival



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