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16-PAGE REPORT**

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WITH INDYCAR VICTORY**

AUTOSPORT

ROSBERG HOLDS OFF CHARGING RED BULL

Ricciardo “I did all I could, the perfect race”



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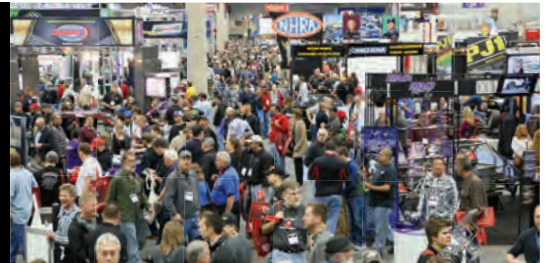
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DUNBAR/LAT

Are we seeing a new Rosberg emerge?

NICO ROSBERG'S 22ND WORLD CHAMPIONSHIP GRAND prix victory was probably his most impressive so far and may just have added a new twist to the 2016 title fight.

Rosberg has often shown that he can win when Lewis Hamilton has an off-day or hits problems. Hamilton certainly had his issues in Singapore last weekend, but for once you got the impression that it didn't make any difference. Nico simply looked more on it.

Rosberg's advantage over his team-mate in qualifying was reminiscent of Jenson Button's demolition of Hamilton at Spa in 2012, when Button was 0.8 seconds quicker on Saturday and disappeared down the road on the Sunday.

Button is still the only man to have outscored Hamilton over a season in the same car (in 2011), but Rosberg's ability to learn and bounce back against a team-mate who has always seemed to have that little bit extra is making him tough to beat.

It would be ridiculous to argue that Hamilton is now up against it. He is only eight points behind with six races to go and everyone – including Rosberg – is fully aware of what Hamilton is capable of when all cylinders are firing. But he needs to be on top of his game: eradicate those qualifying errors and, more importantly, get his F1 W07 Hybrid off the line properly.

- Many congratulations to Alex Zanardi for adding to his Paralympic gold medal haul. Zanardi has long been an inspiration and it's great to see him extending that well beyond motorsport.



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Ricciardo almost spoils Rosberg's party

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





Rosberg leads
away from pole as
Hulkenberg crashes

FORMULA 1 EVENTUALLY DELIVERED THE SINGAPORE GRAND PRIX EVERYONE wanted, but this race took its sweet time in getting there. Daniel Ricciardo ultimately fell *just* short of stealing victory away from Nico Rosberg — by a scant 0.488 seconds in fact — but the Red Bull’s pursuit of Rosberg’s ailing Mercedes turned the closing stages into the sort of thrilling spectacle F1’s new owners will surely hope to see more of.

Against Mercedes’ own expectations, prospects for a genuine fight for victory looked all but over after Rosberg dominated qualifying. The squad came to Singapore better prepared, but still nervous after a disastrous performance here 12 months ago, when it was briefly relegated to third fastest-team behind Ferrari and Red Bull. The Marina Bay circuit was Red Bull territory, and Ferrari — though much maligned this season — was mighty around this place last year, as Mercedes failed to get the Pirelli tyres working correctly and Rosberg finished a distant fourth.

Free practice was a close-run thing, but all the signs pointed to Mercedes being in much better shape this time around, and a sublime performance by Rosberg in qualifying suggested his rivals had little chance of putting up much of a fight in the grand prix itself.

Ricciardo’s Red Bull made the front row, but thanks mostly to Lewis Hamilton underperforming after a tricky build-up to the session, while Ferrari was struggling for grip, and to keep Sebastian Vettel’s rear suspension aligned. Kimi Raikkonen qualified a distant fifth, while Vettel was consigned to the back of the grid.

Mercedes looked to have this race under control from the start, and for the majority of the 61 laps after that point, once Rosberg had burst cleanly from pole and led Ricciardo,

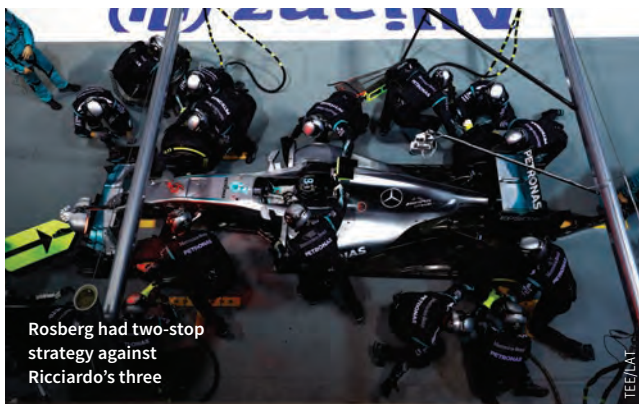
Hamilton and Raikkonen into the first turn.

Max Verstappen wheelspun away his fourth place on the grid, which triggered a collision between Carlos Sainz Jr’s Toro Rosso and Nico Hulkenberg’s Force India that spat Hulkenberg into the pit wall across Verstappen’s bows and took the German out of the race. This also meant the Singapore GP maintained its 100% record of featuring safety-car appearances since the inaugural edition in 2008. But the safety car came too early to cause strategic upset to the frontrunners, so Rosberg looked set to cruise to victory, provided he could keep his head down and his nose clean.

He controlled the restart easily, but found himself pegged at a lead of around two seconds to Ricciardo’s Red Bull in the early running. Rosberg was struggling to control escalating brake temperatures on his Mercedes.

“We were very marginal, straight from the beginning,” explained Mercedes team boss Toto Wolff. “But this is the name of the game in Singapore — you try to optimise everything and you could hear other cars complaining about brakes overheating. Both drivers suffered straight from the get-go. But Nico was running in free air and managed to cool the brakes easier.”

With his brake temperatures better under control, Rosberg began stretching his legs again towards the end of his first stint.



Rosberg had two-stop strategy against Ricciardo's three



Ricciardo took fastest lap in relentless pursuit of Rosberg

Red Bull called Ricciardo in for his first stop at the end of lap 15 and gave him another set of super-soft tyres. Mercedes covered that move by pitting Rosberg on the following lap, bolting the harder soft-compound tyres onto his car.

Ricciardo used the advantage bestowed by softer tyres to apply pressure to Rosberg, slashing a deficit of more than seven seconds at the end of lap 17 to less than four at the close of lap 27.

Rosberg still had to manage his brake temperatures carefully, which helped Ricciardo stay close enough to be in the race without really looking like a contender at this stage.

Once the Red Bull got within four seconds, Rosberg plugged the time leak and stretched his advantage back out to 4.7s by half-distance. Red Bull again applied pressure by calling Ricciardo in for his second stop on the next lap, fitting soft tyres to his car. Again, Mercedes covered the attack by pitting

Rosberg on the next lap and fitting another set of softs.

When that situation shook out at the end of lap 34, Rosberg led Ricciardo by 4.9s. Not far past halfway and this race looked done and dusted. Both of the leading two cars were on the same tyre compound, with barely a lap between them on tyre life. So long as Rosberg could keep his brakes in check, this race was in the bag.

That it turned into such a close-run thing at the end was all down to that Mercedes brake problem, only it wasn't the one afflicting Rosberg's car.

Team-mate Hamilton had suffered worse during the first half of the race, not helped by running in dirtier air behind Ricciardo. "I was struggling with my brakes, they were way overheating," said Hamilton. "So I just had to slow down and watch the other guys pull away. I was just looking at different ways to try to get them back under control." >>



Hamilton struggled badly for speed on the soft tyre during that second stint, and ended up losing third place to Raikkonen's super-soft-shod Ferrari on track after locking up and running deep into Turn 9 on lap 33.

Raikkonen immediately dived into the pits to make his second pitstop, with Hamilton following suit on the next lap. By the end of lap 35 Hamilton trailed Raikkonen by more than six seconds.

Like Ricciardo and Rosberg ahead, Hamilton was stalemated against his opponent – roughly half the race to go, same soft-compound tyres, little chance to counter-attack.

So Mercedes decided to switch Hamilton to 'Plan B', which involved turning up the engine, using up the tyres to attack the Ferrari, and making a third pitstop.

"All of a sudden my brakes were under control," Hamilton said. "It was partly because of the fresh tyres, but mostly because the car was getting lighter, so the brakes became a lot easier to control."

"Once my signal of brake overheating reduced, I was able to pick up the pace. I was still getting the warnings towards the end, but I just let it continue flashing as a warning and hoped for the best."

The race came alive once Mercedes decided to switch Hamilton onto an aggressive three-stop strategy to get him back ahead of Raikkonen and onto the podium. This triggered a chain reaction of pitstops, first from Ferrari – which ultimately cost the team its chance of a podium finish – and then from Red Bull.

A superior in-lap, out-lap and pitstop for Hamilton allowed him to steal third place back from Raikkonen, and Ferrari's

decision to cover Hamilton's stop with one of its own also inadvertently allowed Ricciardo a 'free' stop and a chance to exert fresh pressure on Rosberg.

There was no shortage of irony in the fact that a strategic move by Mercedes to aid Hamilton ultimately resulted in what looked like a comfortable winning position for his team-mate and title rival coming under threat from behind.

Having closed to within three seconds of Rosberg, Ricciardo dived into the pits for a third time on lap 47 and Red Bull fitted fresh super-softs to his car. Mercedes considered pitting Rosberg on the following tour, to cover that move and complete

the chain. But Rosberg lost time lapping Felipe Nasr's Sauber, so Mercedes elected to leave him out rather than lose track position to the Red Bull.

"By undercutting Kimi [with Hamilton] we actually triggered

the situation that Daniel had the gap to pit," admitted Wolff. "We couldn't [pit Rosberg] because Daniel would have won the race if we decided to pit first. It was a difficult situation."

Wolff also credited Ricciardo for a "stunning" out-lap after that third stop, which played its part in forcing Mercedes' hand.

Now the race was on. Ricciardo trailed Rosberg by 25.449s at the end of lap 48, so he needed to circulate roughly two seconds per lap quicker than the Mercedes over the final 13 laps of the race to stand any chance of causing an upset.

To begin with, Ricciardo was absolutely getting the job done. He set the fastest lap of the race (1m47.187s) on lap 49, and for

Wolff: "At least Gutierrez makes it the same for all; he lets no one overtake"



Switch to a three-stopper got Hamilton ahead of Raikkonen

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QUALIFYING



ETHERINGTON/LAT

NICO ROSBERG FELT THE LAP THAT SECURED HIM POLE POSITION for the Singapore Grand Prix was one of the three best of his career.

He named Monaco 2013, when he narrowly beat Mercedes team-mate Lewis Hamilton and the Red Bulls to take top spot, as one of the others. He couldn't think of the third.

That's probably because Rosberg isn't the sort of driver who dwells on the past. He's about moving forwards, onto the next challenge. It's the sort of mentality necessary when you spend so much time getting pummelled into submission by Hamilton's extraordinary gifts. Otherwise, how do you keep coming back for more?

Hamilton annihilated Rosberg in qualifying at Monza last time out, taking pole by almost half a second around a circuit made up of basically half a dozen cornering challenges. But around Singapore's Marina Bay circuit, where that number more than doubles, Rosberg was utterly supreme.

Hopes of a tight, multi-team battle for pole were obliterated in Q2, as Red Bull and Ferrari struggled to get within a second of Rosberg. He was the only driver to make it below 1m43s in Q3, and his first run proved enough to get the job done as he lapped in 1m42.584s to claim top spot.

"I knew I had to give it everything and really pull one out of the bag," said Rosberg, who was wary of Red Bull and Ferrari after being closely matched with them in practice. "I felt at one with my car and could go beyond the limit without making a mistake. It's a super-special feeling."

Hamilton was out of sorts, struggling to get the suspension and brakes set up right on his Mercedes, not helped by a loss of track time to a hydraulic-valve problem in FP2 on Friday.

That allowed Q1 pacesetter Daniel Ricciardo to steal a front-row start for Red Bull, as he leapt to second with a superb 1m43.115s effort at the end.

Hamilton qualified third, seven tenths down on Rosberg, but take nothing away from the poleman. When Rosberg gets everything right he is a superb qualifier. This was another of those occasions.

This was his 25th pole since Mercedes became F1's dominant force at the start of 2014. Hamilton's tally over the same period is exactly the same.

Hamilton seemed a bit flummoxed by the whole affair. "For sure the time lost yesterday has proved more valuable than I thought," he reckoned. "The track is constantly ramping up and there are only a certain amount of opportunities because these tyres can only do one lap."

"In FP3 we had this issue with the front suspension and locking up was a big, big issue for me."

"I just had to brush it off and get into qualifying. I only really had four laps to find the ultimate balance. Ultimately, I did the best job I could with what I had. It wasn't going in a spectacular direction."

"Nico found a comfortable place and has been in it all weekend, but sometimes that happens."

**Rosberg:
"I felt at one
with my car.
It's a super-
special
feeling"**



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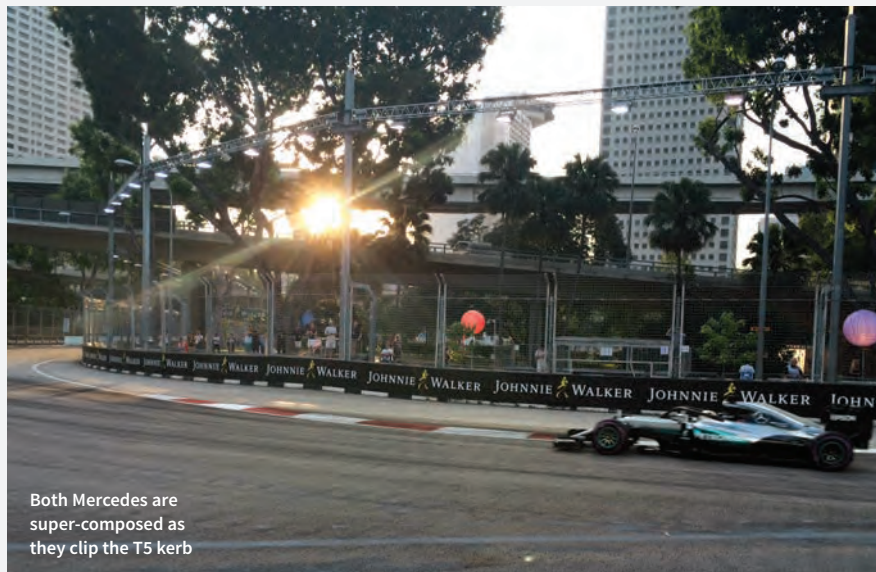
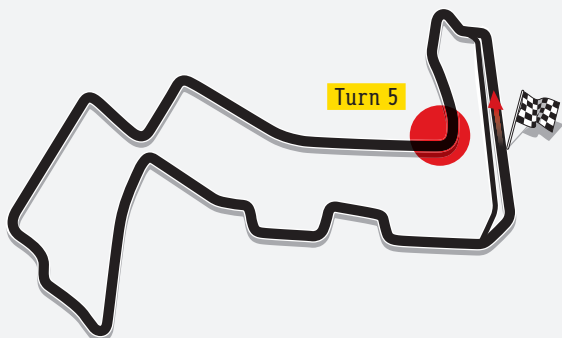
the first eight laps of that final stint lapped 2.520s quicker per lap on average than his rival. But on lap 57 Ricciardo lost time lapping Felipe Massa's Williams, and getting bottled up behind Esteban Gutierrez's Haas across the last part of that lap and the start of the next.

"Gutierrez at least makes it the same for everybody, he doesn't let anybody overtake," said Wolff, who felt his own driver was also delayed while lapping the Haas. "There is a fight for the race win going on between two guys fighting for every tenth, and then you have one guy cruising around and interfering in the >>

Brake temperatures were a problem, but clean air upfront aided Rosberg



“IT LOOKED LIKE THE FERRARI’S REAR WAS SIMPLY NOT KEEPING UP WITH THE FRONT END”



Both Mercedes are super-composed as they clip the T5 kerb

A CONCRETE BLOCK adjacent to a lamppost on the entry to Turn 5 was my chosen vantage point for Friday ‘morning’ free practice in Singapore.

Traffic was starting to form on the flyover that sweeps across the track as cars and buses slowed to allow passengers to press their noses up against windows and catch a glimpse of a Formula 1 car in action.

Turn 5 is a medium-speed corner, with a small bump at the apex. It presents an opportunity to assess a driver’s level of confidence

in the way they attack the kerb on the entry, their approach to the inside kerb and the traction on the way out as they head onto the straight.

The Renault looked like a real handful, with both Kevin Magnussen and Jolyon Palmer fighting a lot of understeer. The Mercedes, though, was on rails. Lewis Hamilton and Nico Rosberg were able to stick to their line without upsetting the F1 W07 Hybrid as they clipped the inside kerb.

The Red Bull looked to have a very good front end. Max Verstappen and Daniel Ricciardo had the confidence to attack the entry of the corner,

taking a lot of kerb and coming within a paper’s width of the concrete wall before turning in.

They took different lines into the corner, with Ricciardo turning in earlier while Verstappen was later, sharper and more aggressive.

Sebastian Vettel and Kimi Raikkonen said afterwards that they struggled to find a rhythm.

It looked like the Ferrari’s rear was simply not keeping up with the front end, and neither driver looked too comfortable going over the kerbs either.

While some took time to build confidence and get up close and personal with the wall on the entry to the corner, Fernando Alonso was on it from his first flying lap. He

oozed confidence and used every inch of the road, hustling the McLaren through the corner.

It was a reminder that while the Spaniard might not yet have a car capable of challenging for silverware, he remains as committed as ever behind the wheel.

LAWRENCE BARRETTO



Rosberg had just enough of a margin to hang on to the finish

Rosberg celebrates one of his greatest drives; Hamilton's expression speaks volumes



race, and it happens to always be the same guy.

“We were shouting to [race director] Charlie [Whiting]. Felipe went out of the way and Esteban, who is a lovely boy, continued to cruise out there and was enjoying the gap he made to Felipe.”

To be fair, Red Bull boss Christian Horner felt DRS gave Ricciardo back everything he lost lapping Gutierrez. But whatever, Ricciardo now had fewer than four laps remaining to bridge a 5.3s gap. He came mighty close, getting within 2.1s starting the last lap and closing to within half a second before the flag, but Rosberg had just enough of a margin in hand to hold on, despite fading tyres and brakes.

“It was a matter of deciding when do we want him to push, because we knew we were marginal and we decided to give him everything for the last three or four laps to fight Ricciardo,” Wolff explained.

“We concentrated all the right engine modes on these last couple of laps, in order not to bleed the battery out but also have the power to fight back.”

Ricciardo drove brilliantly all weekend, on a circuit at which he always excels. But for the second season in a row he was forced to settle for the second step on the podium. Always the bridesmaid, never the bride.

“I felt I did all I could, the perfect race,” he said. “If there was anything that could have been more perfect it was the start, but Nico got off the line well, so even with an amazing start we wouldn’t have got the jump. From that point we just tried to do what we could. It was good to push the whole race and

Ricciardo: “It was nice to be able to push, to give the crowd a bit of hope”

I knew I would get close to Nico at the end.

“Even though the track’s difficult to overtake on, it was nice to be able to push to the last lap and know I was at least putting some pressure on him, and giving the crowd a little bit of hope.”

But Rosberg also drove brilliantly; it was easily his best performance of the season and reminiscent of Baku, another street circuit where team-mate Hamilton struggled in qualifying and Rosberg was unbeatable when it counted.

“I have known Nico since 2013 and that is the best Nico Rosberg I have ever seen throughout the weekend since then,” said Wolff.

“We have the tendency of saying that Lewis has awesome

pace, and this is what we have seen with Nico this weekend; he was just blindingly fast.

“On the contrary Lewis didn’t have a clean weekend. He was lacking laps in order to find the right set-up [due to a

hydraulic issue in FP2], so he couldn’t really choose the direction, and from thereon it went backwards.”

Which is the case in the championship battle now too. Having worked so hard to turn a 43-point deficit into a 19-point lead before the August break, Hamilton has leaked 27 points to Rosberg over the three races since, as Rosberg has gone on the kind of winning streak he enjoyed during the early days of the season. Hamilton still has six races left to turn around the eight-point deficit, but history sides with Rosberg. No driver has failed to take the title after winning eight races in a single Formula 1 season. ❄



ALONSO 'HOPED FOR PODIUM' AFTER STRONG START

FERNANDO ALONSO briefly dreamed he would get the first McLaren-Honda podium of Formula 1's hybrid era when he leapt up the order at the start of the Singapore GP.

Smooth progress past the startline shunt that involved Nico Hulkenberg and Carlos Sainz Jr meant Alonso rose from ninth on the grid to fifth by the first corner.

"The start was very good," Alonso said. "At one moment I even hoped for a podium position if something happened in front of me.

"In the first corner, I braked very late on the outside to pass [Daniil] Kvyat and nearly [Kimi] Raikkonen.

"Everything went fine, and sometimes you need to get lucky. Sometimes you go from hero to zero and today was a good one.

"I was thinking about the podium because in Singapore some [strange] things can happen."

Although Alonso held off a train of cars in the first stint, he eventually fell to seventh behind Sebastian Vettel's Ferrari and Max Verstappen's Red Bull.

"Seventh was the maximum, the first of the rest after Mercedes, Red Bull and Ferrari," Alonso admitted. "We were not the fourth-quickest team here."

FIA: marshal incident due to officials' error

A MARSHAL APPEARING ON THE main straight as the Singapore Grand Prix restarted was the result of circuit officials not following FIA procedure, according to Formula 1's governing body.

The safety car was called into action when Nico Hulkenberg and Carlos Sainz Jr tangled at the start and Hulkenberg's Force India crashed into the pitwall.

When the safety car peeled in at the end of lap two, a marshal was seen sprinting across the track and reaching the other side just as leader Nico Rosberg's Mercedes approached Turn 1.

The FIA's procedure requires race control to call 'track clear' three times before restarting the race, after assurances from the clerk of the course. But it has emerged that the marshal was instructed by a circuit official to head out onto the track after that final call was made, while cars were approaching.

An FIA spokesman told Autosport that the governing body had followed its own protocols, but its procedures were not "properly executed" by the clerk of the

course and their team at Marina Bay.

The spokesman said: "We take this very seriously. We're not trying to put the blame on single people. Everything will be done to ensure this does not happen again."

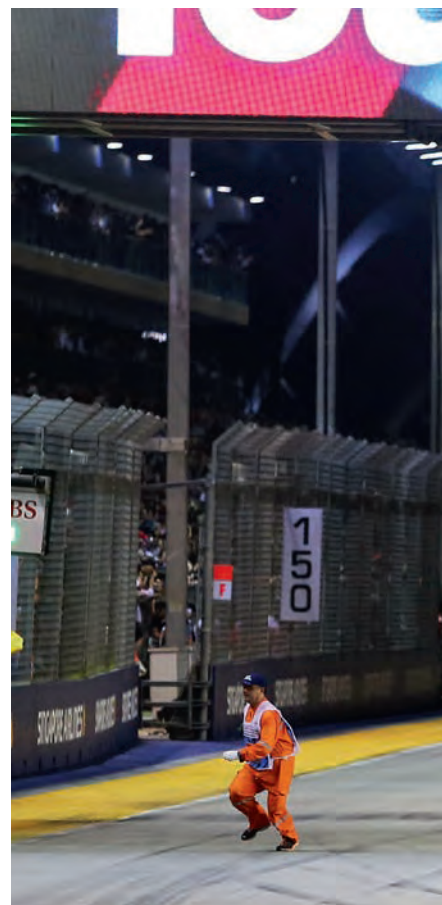
Mercedes team boss Toto Wolff described the incident as "very dangerous" but said teams had been urging the FIA to ensure quicker restarts.

"We must give credit to race control because they restarted the race pretty quickly and we have asked them not to spend endless time behind the safety car," Wolff said.

"That probably triggered [the situation in which] one of the marshals, meaning well, was out there cleaning up the mess. These things happen and I'm really happy that it ended up with nobody hurt."

Race winner Rosberg added: "It was not a nice experience to see someone running across [the track] when I'm arriving at 300[km/h].

"It was a bit of a hairy moment, because I don't think he saw us coming."



Red Bull denied permission to fix Verstappen clutch

RED BULL WAS DENIED FIA PERMISSION TO RESOLVE the clutch issue that led to Max Verstappen's bad start in the Singapore race start, according to team boss Christian Horner.

Verstappen dropped from fourth to eighth at the start, making it 10 places lost before the first corner collectively in the recent Belgian, Italian and Singapore GPs.

Horner explained that the team had identified an issue with the clutch after qualifying, but could not convince the FIA of a structural problem. "It was a clutch issue but they [the FIA] couldn't see an issue, so we couldn't change the clutch," Horner said. "A problem has reappeared where we've had too much torque.

"It had a very abrupt release and then he picked up a load of wheelspin. It cost him quite a few places. Hopefully we'll be able to give him a better clutch for the next race."

Verstappen urged Red Bull to find a definitive solution after his third straight bad start. "We need to look into that because it can't be that three times we're struggling so much in the start," he said. "We knew it was going to be a difficult start but to have such a bad one, I didn't expect it at all."

The Dutchman fought his way back through the field, including a tough battle with his Red Bull predecessor Daniil Kvyat, to finish sixth.

"The battles were good, the passes I enjoyed," he added. "It's difficult because you're stuck, you destroy your tyres and you're struggling to keep them alive. But as soon as you're clear, the car completely changes."



XPB IMAGES



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Ferrari defends Raikkonen strategy call in Singapore

FERRARI TEAM PRINCIPAL MAURIZIO Arrivabene insisted that bringing Kimi Raikkonen in for a third pitstop during the Singapore GP was correct, even though it potentially cost the Finn a podium finish.

Raikkonen ran third after overtaking Lewis Hamilton mid-race, so Mercedes switched Hamilton to a three-stop strategy as a counter-attack.

Ferrari could have left Raikkonen out on soft tyres for the final 16 laps and hoped Hamilton did not catch up.

Raikkonen was called in but Hamilton's superior pace got the Mercedes ahead by the time the Ferrari left the pitlane.

Asked by Autosport if he felt Ferrari made the right choice, Arrivabene said: "It was the right decision to take. If we were having huge degradation [on the soft tyres] and Mercedes were taking us, we would have been crazy.

"We took a decision looking at our data. The thing to do afterwards is verify if our data was right."

Raikkonen was unsure if staying out would have paid off. "We could have got to the end," he said, when asked how his softs would have held up with two stops. "But would they have caught us or been able to pass? I don't know."

HAMILTON AT SEA AFTER PRACTICE STRUGGLES

LEWIS HAMILTON salvaged third from the Singapore GP, but had a difficult free practice and struggled in qualifying.

Hamilton lost valuable track time to a hydraulic leak on Friday, and endured a tough final session on Saturday morning with a problem with his Mercedes' suspension settings.

He qualified behind Daniel Ricciardo's Red Bull and more than seven tenths down on Mercedes team-mate Nico Rosberg.

Hamilton was unable to make progress in the race, fighting for third with Kimi Raikkonen's Ferrari instead of challenging the frontrunners.

Q&A

LEWIS HAMILTON MERCEDES DRIVER



Is the large pace gap to Nico this weekend a concern?

The next race will tell... I'm not thinking too much about it at the moment.

Do you feel the momentum in the championship battle will come back to you?

I have no idea. We don't know if it will, or when it will be. But we still have six races so we'll keep pushing for the next six and hope for the best.

Why do you think it has switched around since the summer break, and what do you need to do personally to get the momentum back?

Nico just did an exceptional job this weekend and we didn't. What it's going to take? Just some good weekends - which we've had in the past.

We've seen a trend of you winning a few races then Nico doing the same. Any explanation for the momentum shift?

It's just the way it goes. We're both fiercely competitive, and some weekends he does great, other weekends I do great.

Did you have any hope of fighting for the win?

Once you get into Turn 1 in third the likelihood of winning is very, very, very low. I was thinking of trying to improve my position, but immediately I was having this brake problem. Soon after the safety car I could see them pulling away and there was nothing I could do about it. We got third; that's good enough for me.

SBLOXHAM/LAT



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It's all about you 

Start shunt costs Hulkenberg big points haul



NICO HULKENBERG BELIEVES the startline accident that put him out of the Singapore Grand Prix cost Force India a big result.

The German made a fast start from eighth on the grid and was on target to get to the first corner in fifth place, but as a result of Red Bull driver Max Verstappen's slow getaway he was squeezed between the Toro Rossos of Carlos Sainz Jr and Daniil Kvyat.

Contact spun Hulkenberg across

the front of Verstappen's car into the pitwall and out of the race.

"I was pulling towards the front and would have been in clear air with the top cars disappearing in front of me," Hulkenberg said. "That could have been quite a straightforward race from there."

Stewards investigated the collision but deemed it to be a racing accident.

Sainz criticised race control's subsequent decision to call him

into the pits to have a damaged bargeboard removed while he was running in seventh place.

"There was nothing dangerous on the car, but I was forced to stop early," Sainz argued. "When you do that, you're behind all the traffic and your race is ruined."

Sainz said a later MGU-K failure cost him a potential points finish. "Without that problem points would still have been possible. That's why I'm so angry."



Pre-race brake problem caps miserable weekend for Grosjean

HAAS DRIVER ROMAIN Grosjean endured a miserable Singapore Grand Prix, which he was unable to even start thanks to a brake problem.

The Franco-Swiss encountered the issue on the way to the grid, where he was set to line up 20th, and there was not enough time to find a fix.

It completed a terrible outing for Grosjean, who said after qualifying that two crashes and the

unpredictable handling of his car had destroyed his confidence.

"On the out-lap the brakes worked perfectly at the first braking point and then all of a sudden we had no brakes," explained team boss Gunther Steiner.

"The guys thought it was a software glitch, so we tried to reset everything but we couldn't get to it so we had to stop. We still don't know what the problem is because it's inside the gearbox, but

we plan to strip the car."

Grosjean, who hasn't scored a point since July's Austrian GP, tried to remain positive.

"I thought it couldn't really get any worse after Saturday, but it did," he said. "It's been a hard weekend on us all.

"I crashed the car, they repaired it, we tried to push, but it didn't work so we couldn't race. It's been difficult on everyone, but the next race can only get better."



Magnussen ends Renault drought

KEVIN MAGNUSSEN SCORED RENAULT'S FIRST point since May's Russian Grand Prix by finishing 10th in Singapore, but had to complete one of Formula 1's toughest races without being able to drink any water.

He rose from 15th on the grid to run inside the top 10 after the opening lap, and executed a race of superb tyre management to finish within nine seconds of Daniil Kvyat's Toro Rosso and Sergio Perez's Force India.

"I didn't have any water in the car, so it was pretty tough," Magnussen said. "I'm not sure if there was any water or if the bottle failed, but the team definitely owes me a drink!"

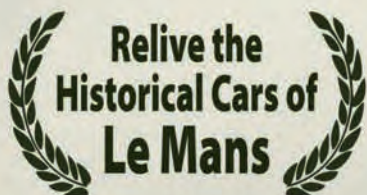
Magnussen felt that Renault's call to avoid using the soft tyre on his car in the race was crucial to the result. "With a bit more straightline speed we could have maybe [got past] the Toro Rosso and the Force India, but I'm really happy," he added. "The team did a really good job."



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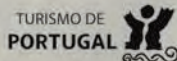
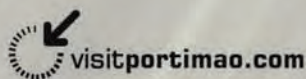
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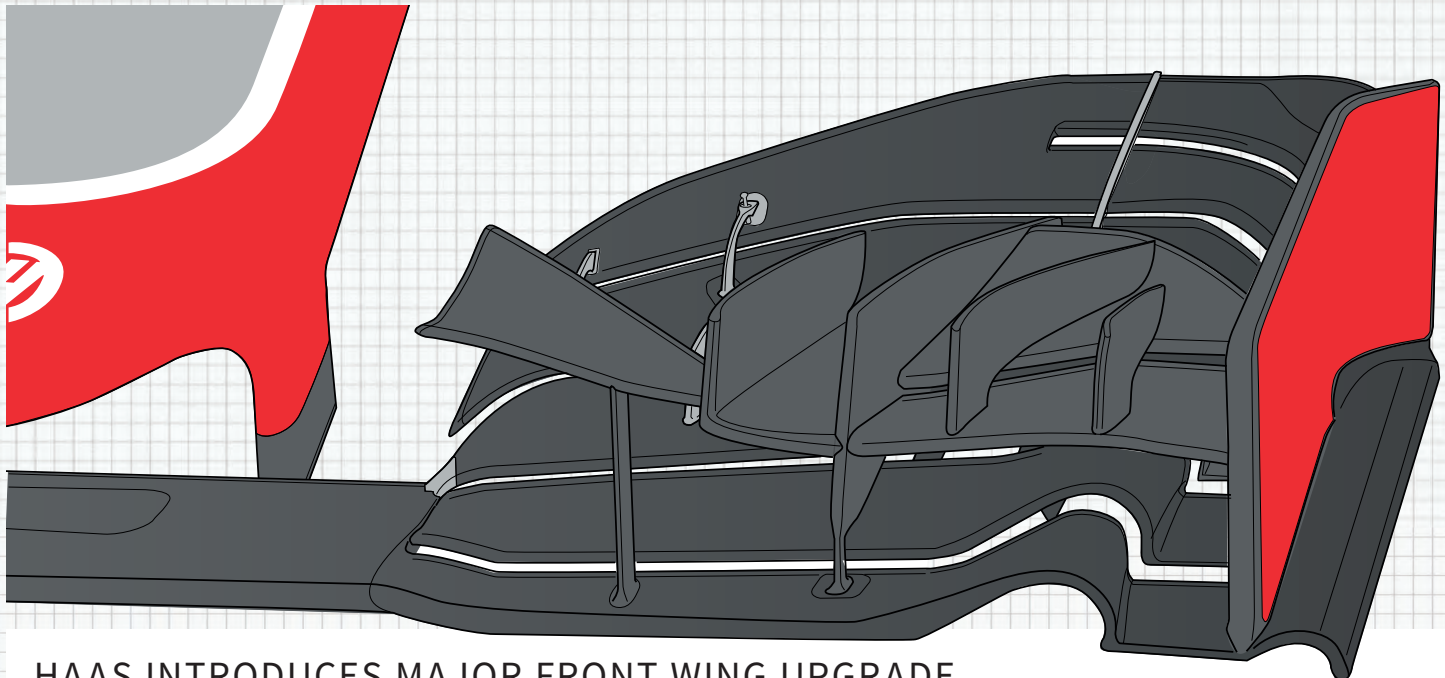


algarve



DRAWING BOARD

By Craig Scarborough



HAAS INTRODUCES MAJOR FRONT WING UPGRADE

Haas introduced a major update in Singapore, the most interesting change being the new front wing. Based on the previous-specification wing, it has been cut and shut to become more complex.

The main plane, which was previously only slotted near the wing tip, now features a slot spanning the full width of the wing.

Another slot on the rear outer section of the wing has

also been made a little wider. This meant the flap-adjuster mechanism needed to be moved to midway on the wing.

More obvious than these subtle changes is the one to the vane forming part of the

cascade arrangement. The old vane has been removed, with the winglet now extended inward and then angled up to mount the inner flap, which is unique to Haas.

These changes create a

much more powerful wing, and, with the floor and bodywork changes downstream, should improve performance, even though Singapore didn't allow the package to show its potential.

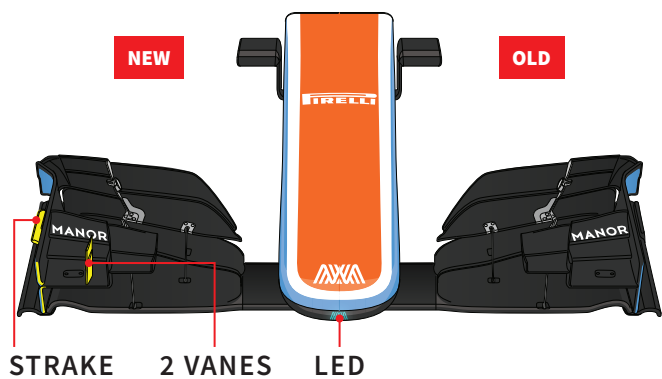
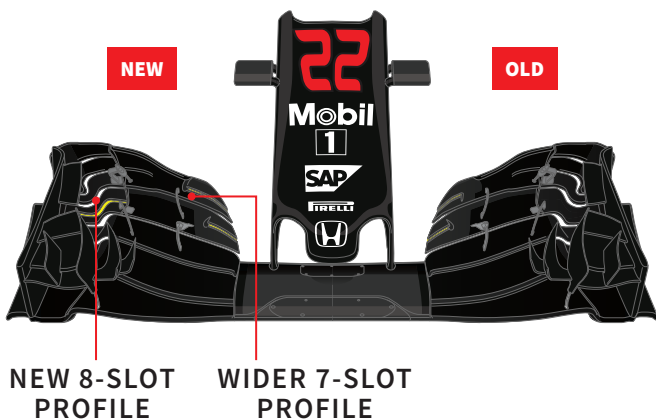
McLAREN MAKES WING CHANGES

McLaren featured updates to the front and rear wing and brake ducts in Singapore.

The front wing complexity has been taken further in terms of detailing, with more slots across its width. On the inner wing tips, the pair of short slots on the flaps have been extended and small supports have been fitted halfway across each slot to keep the wing stable. This

creates seven aerodynamic profiles in this area. The outer wing profile has been increased to eight elements by the down-curved end of the flap being given an extra slot.

These are flow-control changes, less to do with generating downforce and more to do with creating tighter, twisted surfaces that direct the airflow either side of the front wheel to improve efficiency.



MANOR'S NEW AERO PACKAGE

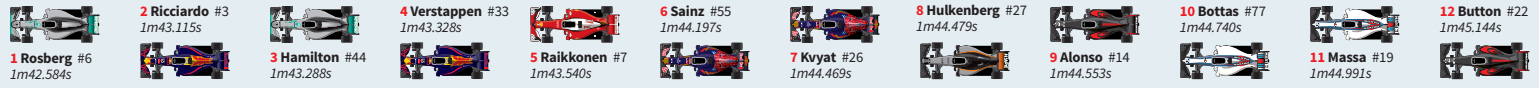
Manor introduced a large package, including a new front wing, nose tip, bargeboards, floor and rear wing – although the most noticeable was probably the LED in the nose tip! Clearly not a performance part, it was powered by its own battery and required the permission of the FIA to run even though there is no specific rule banning such a part.

The front wing featured three geometry changes. The endplate vane is pinched where it meets the

cascade winglet. This shape is reminiscent of Red Bull's treatment of the area. A new strake has been added to the outside of this vane. Also, two vertical vanes have been added to the cascade winglet.

These changes show the level of complexity the aero department has reached at a small team. This, and the flap introduced at Monza, were created by a team that is continuing to work on the 2016 car while the rest focuses on the 2017 design.

F1/SINGAPORE GRAND PRIX RESULTS



Race results / 61 laps – 191.897miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Nico Rosberg	Mercedes	1h55m48.950s	59	○●●●	59.516s
2	Daniel Ricciardo	Red Bull-Renault	+0.488s		●●●●	1m26.473s
3	Lewis Hamilton	Mercedes	+8.038s	1	○●●○	1m25.886s
4	Kimi Raikkonen	Ferrari	+10.219s	1	○●●○	1m27.130s
5	Sebastian Vettel	Ferrari	+27.694s		●●●●	58.315s
6	Max Verstappen	Red Bull-Renault	+1m11.197s		○●●●	1m26.617s
7	Fernando Alonso	McLaren-Honda	+1m29.198s		○●●●	59.782s
8	Sergio Perez	Force India-Mercedes	+1m51.062s		○●●●	1m01.563s
9	Daniil Kvyat	Toro Rosso-Ferrari	+1m51.557s		○●●○	59.506s
10	Kevin Magnussen	Renault	+1m59.952s		●●●●	58.513s
11	Esteban Gutierrez	Haas-Ferrari	-1 lap		○●●○	1m00.467s
12	Felipe Massa	Williams-Mercedes	-1 lap		○●●○	1m28.163s
13	Felipe Nasr	Sauber-Ferrari	-1 lap		●●●●	59.834s
14	Carlos Sainz	Toro Rosso-Ferrari	-1 lap		○●●○	1m28.543s
15	Jolyon Palmer	Renault	-1 lap		●●●●	57.651s
16	Pascal Wehrlein	Manor-Mercedes	-1 lap		●●●●	1m01.003s
17	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●●○	1m28.854s
18	Esteban Ocon	Manor-Mercedes	-2 laps		●●●●	2m57.365s
R	Jenson Button	McLaren-Honda	43 laps-brakes		○●●●	1m40.838s
R	Valtteri Bottas	Williams-Mercedes	35 laps-engine		○●●○	2m33.714s
R	Nico Hulkenberg	Force India-Mercedes	0 laps-accident		●	-
NS	Romain Grosjean	Haas-Ferrari	0 laps-brakes		-	-

Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Ricciardo	1m47.187s	-	49
2	Vettel	1m47.345s	+0.158s	45
3	Hamilton	1m47.752s	+0.565s	52
4	Raikkonen	1m48.204s	+1.017s	51
5	Verstappen	1m49.050s	+1.863s	46
6	Rosberg	1m50.296s	+3.109s	38
7	Sainz	1m50.532s	+3.345s	56
8	Magnussen	1m50.858s	+3.671s	44
9	Kvyat	1m50.944s	+3.757s	39
10	Ericsson	1m50.963s	+3.776s	27
11	Gutierrez	1m51.075s	+3.888s	39
12	Alonso	1m51.249s	+4.062s	49
13	Bottas	1m51.368s	+4.181s	17
14	Massa	1m51.455s	+4.268s	53
15	Perez	1m51.517s	+4.330s	34
16	Button	1m51.631s	+4.444s	18
17	Nasr	1m51.683s	+4.496s	41
18	Ocon	1m51.748s	+4.561s	47
19	Palmer	1m51.777s	+4.590s	36
20	Wehrlein	1m52.021s	+4.834s	40
21	Hulkenberg	-	-	-
22	Grosjean	-	-	-

WEATHER Dry, night; track 35C, air 30C

● New ○ Used ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

0.257s

Rosberg's pole qualifying time was 0.257s faster than Vettel's record pole time from 2013

16

Rosberg became the 16th driver – and the youngest – to notch up 200 F1 starts

50

Ericsson started his 50th grand prix, making him only the fourth Swede to hit this mark

150

Mercedes claimed its 150th pole position in F1 as an engine manufacturer

200

Toro Rosso started its 200th GP since it came into existence in 2006. It made 340 starts when Minardi

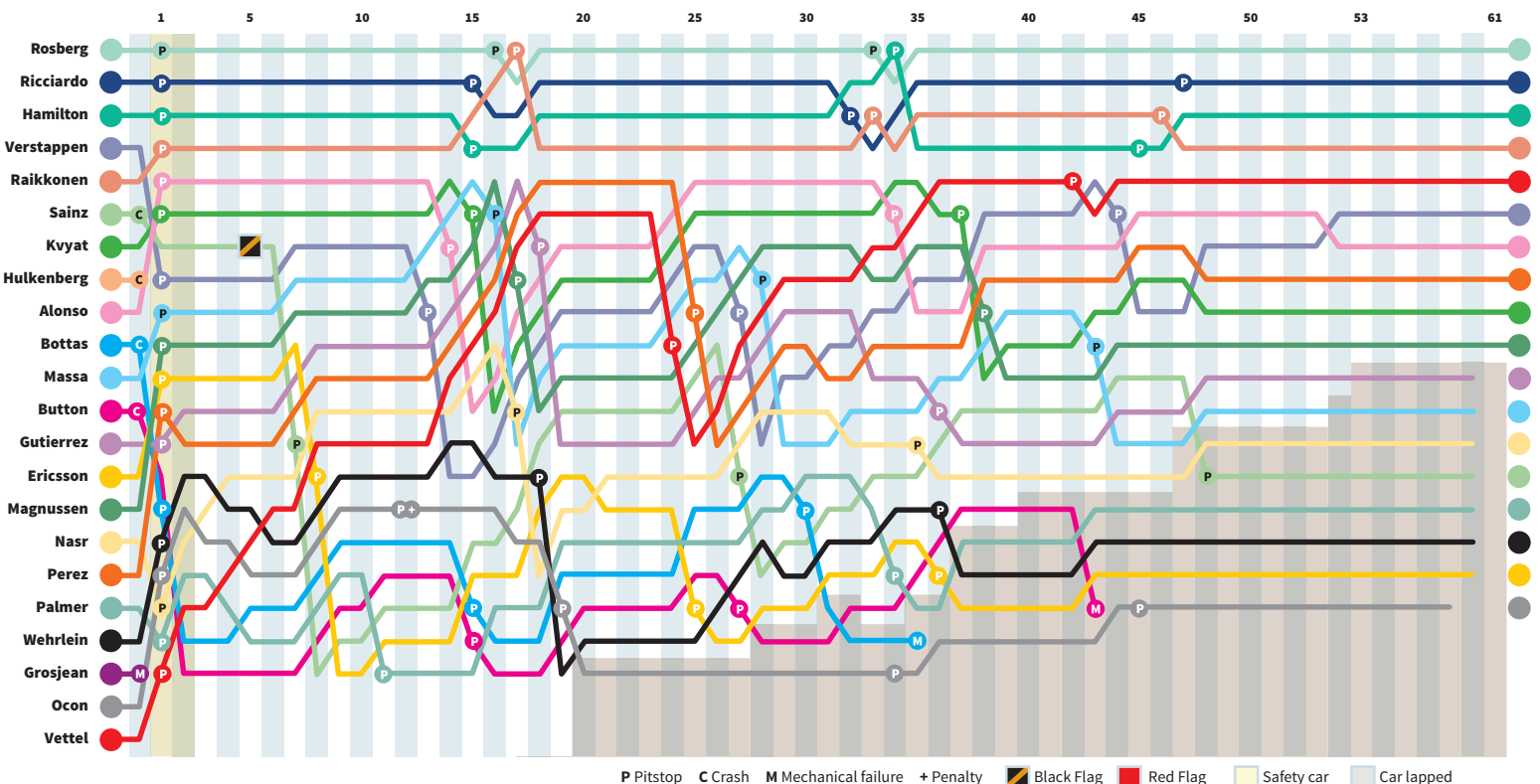
800

Button has now completed a lap in 14th place 800 times in his grand prix career

950

The Singapore Grand Prix was the 950th world championship race held

Lap chart / What happened, when





13 Gutierrez #21
1m45.593s



14 Ericsson #9
1m47.827s



15 Magnussen #20
1m46.825s



16 Nasr #12
1m46.860s



17 Perez #11
1m44.582s



18 Palmer #30
1m46.960s



19 Wehrlein #94
1m47.667s



20 Grosjean #8
1m45.723s



21 Ocon #31
1m48.296s



22 Vettel #5
1m49.116s

SEASON STATS

Qualifying 1

POS	DRIVER	TIME
1	Ricciardo	1m44.255s
2	Raikkonen	1m44.964s
3	Verstappen	1m45.036s
4	Hamilton	1m45.167s
5	Perez	1m45.204s
6	Button	1m45.262s
7	Kvyat	1m45.291s
8	Rosberg	1m45.316s
9	Alonso	1m45.373s
10	Gutierrez	1m45.465s
11	Sainz	1m45.499s
12	Grosjean	1m45.609s
13	Massa	1m46.056s
14	Hulkenberg	1m46.081s
15	Bottas	1m46.086s
16	Ericsson	1m46.427s
17	Magnussen	1m46.825s
18	Nasr	1m46.860s
19	Palmer	1m46.960s
20	Wehrlein	1m47.667s
21	Ocon	1m48.296s
22	Vettel	1m49.116s

Qualifying 2

POS	DRIVER	TIME
1	Rosberg	1m43.020s
2	Hamilton	1m43.471s
3	Ricciardo	1m43.933s
4	Verstappen	1m44.112s
5	Raikkonen	1m44.159s
6	Kvyat	1m44.475s
7	Sainz	1m44.493s
8	Alonso	1m44.653s
9	Perez	1m44.703s
10	Hulkenberg	1m44.737s
11	Bottas	1m44.740s
12	Massa	1m44.991s
13	Button	1m45.144s
14	Gutierrez	1m45.593s
15	Grosjean	1m45.723s
16	Ericsson	1m47.827s

Qualifying 3

POS	DRIVER	TIME
1	Rosberg	1m42.584s
2	Ricciardo	1m43.115s
3	Hamilton	1m43.288s
4	Verstappen	1m43.328s
5	Raikkonen	1m43.540s
6	Sainz	1m44.197s
7	Kvyat	1m44.469s
8	Hulkenberg	1m44.479s
9	Alonso	1m44.553s
10	Perez	1m44.582s

WEATHER Dry, night; track 33C, air 30C

Race briefing

GRID PENALTIES

VETTEL 20 places (additional power unit elements)

VETTEL 5 places (gearbox change)

GROSJEAN 5 places (gearbox change)

PEREZ 5 places (speeding under yellows)

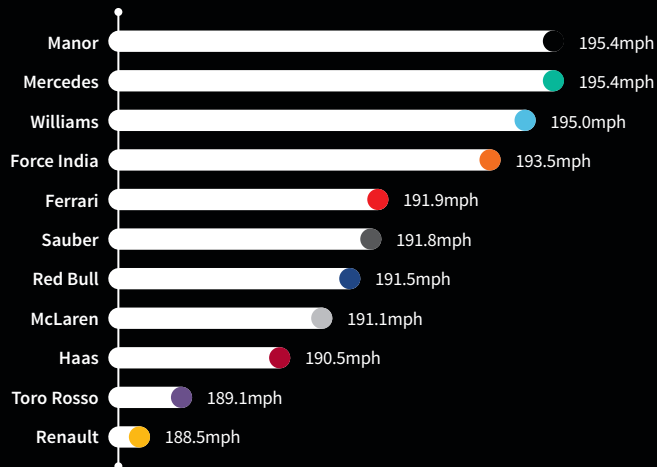
PEREZ 3 places (overtaking under yellows)

RACE PENALTIES

OCON 5 seconds (overtaking under safety car)

Speed trap

Fastest for each constructor in qualifying



Drivers' championship

1	Rosberg	273
2	Hamilton	265
3	Ricciardo	179
4	Vettel	153
5	Raikkonen	148
6	Verstappen	129
7	Bottas	70
8	Perez	66
9	Hulkenberg	46
10	Massa	41
11	Alonso	36
12	Sainz	30
13	Grosjean	28
14	Kvyat	25
15	Button	17
16	Magnussen	7
17	Wehrlein	1
18	Vandoorne	1
19	Gutierrez	0
20	Palmer	0
21	Ericsson	0
22	Nasr	0
23	Haryanto	0
24	Ocon	0

Constructors' championship

1	Mercedes	538
2	Red Bull	316
3	Ferrari	301
4	Force India	112
5	Williams	111
6	McLaren	54
7	Toro Rosso	47
8	Haas	28
9	Renault	7
10	Manor	1
11	Sauber	0

Wins

Rosberg	8
Hamilton	6
Verstappen	1

Fastest laps

Rosberg	5
Hamilton	3
Ricciardo	3
Alonso	1
Hulkenberg	1
Kvyat	1
Raikkonen	1

Pole positions

Hamilton	7
Rosberg	7
Ricciardo	1

Qualifying battle

ROS	8	7	HAM
VET	9	6	RAI
MAS	2	13	BOT
RIC	9	2	VES
RIC	4	0	KVY
PER	8	7	HUL
MAG	10	5	PAL
KVY	2	9	SAI
VES	3	1	SAI
ERI	8	7	NAS
ALO	10	4	BUT
BUT	0	1	VAN
OCO	0	3	WEH
HAR	5	7	WEH
GRO	9	6	GUT

Free practice 1

POS	DRIVER	TIME
1	Verstappen	1m45.823s
2	Ricciardo	1m45.872s
3	Vettel	1m46.287s
4	Hamilton	1m46.426s
5	Rosberg	1m46.513s
6	Raikkonen	1m46.890s
7	Sainz	1m46.936s
8	Kvyat	1m47.683s
9	Massa	1m48.044s
10	Gutierrez	1m48.109s
11	Alonso	1m48.202s
12	Perez	1m48.214s
13	Hulkenberg	1m48.359s
14	Bottas	1m48.453s
15	Nasr	1m49.595s
16	Button	1m49.615s
17	Palmer	1m49.794s
18	Magnussen	1m50.263s
19	Wehrlein	1m51.112s
20	Ericsson	1m51.479s
21	Ocon	1m52.379s
22	Grosjean	no time

WEATHER Dry, clear; track 38C, air 31C

Free practice 2

POS	DRIVER	TIME
1	Rosberg	1m44.152s
2	Raikkonen	1m44.427s
3	Verstappen	1m44.532s
4	Ricciardo	1m44.557s
5	Vettel	1m45.161s
6	Hulkenberg	1m45.182s
7	Hamilton	1m45.275s
8	Sainz	1m45.507s
9	Alonso	1m45.779s
10	Kvyat	1m46.029s
11	Perez	1m46.063s
12	Button	1m46.574s
13	Gutierrez	1m46.727s
14	Massa	1m46.856s
15	Bottas	1m46.960s
16	Magnussen	1m47.161s
17	Palmer	1m47.166s
18	Nasr	1m47.531s
19	Grosjean	1m48.391s
20	Ericsson	1m48.487s
21	Wehrlein	1m48.505s
22	Ocon	1m48.823s

WEATHER Dry, night; track 33C, air 29C

Free practice 3

POS	DRIVER	TIME
1	Rosberg	1m44.352s
2	Verstappen	1m44.411s
3	Raikkonen	1m44.860s
4	Ricciardo	1m44.903s
5	Vettel	1m45.104s
6	Hulkenberg	1m45.316s
7	Kvyat	1m45.503s
8	Hamilton	1m45.806s
9	Sainz	1m45.879s
10	Bottas	1m45.947s
11	Perez	1m46.112s
12	Alonso	1m46.164s
13	Gutierrez	1m46.316s
14	Massa	1m46.529s
15	Magnussen	1m47.116s
16	Button	1m47.277s
17	Nasr	1m47.293s
18	Grosjean	1m47.411s
19	Ericsson	1m47.956s
20	Palmer	1m48.689s
21	Wehrlein	1m49.201s
22	Ocon	1m49.565s

WEATHER Dry, cloudy; track 36C, air 31C

The best seen from Rosberg

That was Toto Wolff's view, but there were plenty of others who shone

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



6 LEWIS HAMILTON
It's not often Hamilton gets thrashed by a teammate... Practice difficulties left him unsure over car set-up, was underwhelming in qualifying and the race was tough too. Managed overheating brakes worse than Rosberg, so got sucked into a fight with Raikkonen instead of challenging Ricciardo.

10 NICO ROSBERG
Mercedes boss Toto Wolff said this was the best he'd seen from Rosberg, and it's difficult to disagree. Demolished the field in qualifying, with two laps good enough for pole. Brake problems made the race more difficult, but Rosberg managed the situation well and went as fast as he needed to win.

FERRARI



8 SEBASTIAN VETTEL
To finish fifth from last was better than he could have hoped for, after his car broke at the worst moment in qualifying. Starting the race on the hardest tyre proved a masterstroke. Had some trouble with Nasr, but carved through the field intelligently. A good result, though not as quick as Raikkonen.

9 KIMI RAIKKONEN
Arguably his best performance of the season so far. Drove very well all weekend, and put Hamilton under real pressure. Deserved a podium, but was undone by Ferrari twitching at Merc's decision to switch Hamilton's strategy. Nevertheless, faster than Vettel; loses only one mark for overdriving in Q3 on his second run.

WILLIAMS



7 VALTTERI BOTTAS
Did his usual good job in qualifying, but race was a disaster. Got hit by Button on lap one, which punctured a tyre and put him to the back. That damaged the floor, which shifted the aero balance and rooted the rear tyres. Then his seatbelts came loose, and he overrevved the engine leaving the pits, so retired to save the car.

5 FELIPE MASSA
Should have scored points. After the first stops was tracking Verstappen with a nice gap to Magnussen, but he struggled in his second stint and couldn't recover. Got delayed behind Nasr and Gutierrez after his second stop, and stuck behind Gutierrez again after a slow third, finishing behind two slower cars.

RED BULL



10 DANIEL RICCIARDO
Brilliant in vain pursuit of Vettel in this race last year, and brilliant again in his fruitless chase of Rosberg this time. Set-up tweaks after practice helped extract more from the ultra-soft tyre, and he produced a stonking lap to split the Mercs in Q3. Applied as much pressure as he could in the race, but to no avail.

7 MAX VERSTAPPEN
Shaded by Ricciardo. Lost his way with tyre prep in qualifying – a letdown given his strong practice and the small benefit of an updated engine. Third bad start in a row spoiled his race. Got stuck behind an unsurprisingly disobliging Kvyat for most of it. Cleared all the slower cars eventually at least.

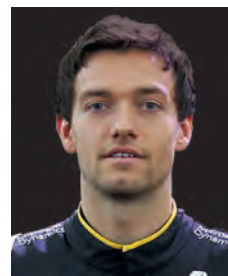
FORCE INDIA



8 SERGIO PEREZ
Felt steering was wonky on Friday, but traded tenths with Hulkenberg in qualifying. Furious to get penalised for yellow-flag offences, but was probably unwise to press on. Was brilliant in the race, executing what was effectively a one-stop strategy after pitting under the safety car. Picked his battles and drove intelligently.

8 NICO HULKENBERG
Made what he felt was "probably my best getaway this year" and was very unlucky to get pincer between the Toro Rossos while attempting to drive around Verstappen. Was fractionally the faster Force India driver in qualifying, but felt he should have been ahead of the Toro Rossos, so loses marks for that.

RENAULT



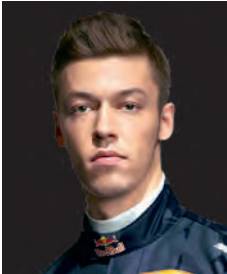
9 KEVIN MAGNUSSEN
Just when he badly needed a big performance to underline his worth to Renault, he absolutely delivered. First-lap chaos helped him to the points, but staying there was due to speed and consistency, expertly managing his tyres to beat several quicker cars. To finish within nine seconds of Kvyat was outstanding.

6 JOLYON PALMER
A tough weekend. Felt a problem with his car's floor hindered him in final practice, which hurt qualifying preparations. Then wheelspun away his chance to make Q2 at Turn 9. Lost out badly on lap one, picked up a slow puncture and got stuck behind Ocon. Beat both Manors and Ericsson, but still a disappointing race.



A full ten out of ten for Ricciardo's immense Singapore Grand Prix

TORO ROSSO



7 DANIL KVIAT
Another solid performance, and got the reward of points thanks to Toro Rosso's improved relative form. Bolshy defence against Verstappen was good for the ego, but arguably cost him the time and tyre life to challenge Alonso for a better result. Qualified behind Sainz again, but did a decent job with just one Q3 run.



7 CARLOS SAINZ JR
Nothing went right in this race. Can't be blamed for tagging Hulkenberg at the start, while simply trying to drive around Verstappen, and subsequent early stop to remove damaged bargeboard dumped him into traffic. Felt points were still possible but for an MGU-K failure. The bright spot is he excelled in qualifying again.

SAUBER



7 FELIPE NASR
A chunk slower than Ericsson in qualifying, struggling with oversteer. Lost out badly on first lap as bedlam unfolded on his side of the grid, but recovered well, even keeping Vettel at bay for a time. Was always going to struggle to finish any higher up without the advantage of track position over faster cars.

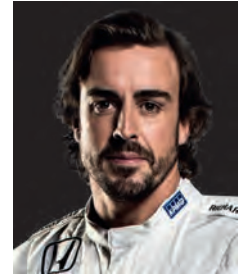


6 MARCUS ERICSSON
Has struggled in qualifying lately, so was delighted to steal into Q2 amid Vettel's woes, after timely tyre-pressure tweaks got the car working better. Was right behind Magnussen after first-lap nonsense, but went backwards from there. First stop came far too early, and got stuck behind Wehrlein instead of fighting for a point.

McLAREN



7 JENSON BUTTON
Tiny fractions often add up to a lot in F1. Was nowhere in practice, but was lapping within a tenth of Alonso in Q2 when he tagged the wall and broke a wheel. Hit Bottas after the start, which broke Button's front wing, damaged the floor and brake ducts. Soldiered on, but finally retired for fear of brake failure.



9 FERNANDO ALONSO
Give him a sniff of a decent result and he will inevitably deliver. Arguably should have made a better job of qualifying, given he failed to improve on his second run, but a typically strong start made up for that. Could do nothing about Vettel or the recovering Verstappen, but achieved the best possible result.

MANOR



8 PASCAL WEHRLIN
Manor brought aero updates, but Wehrlein lost most of his to an unfortunate minor crash in final practice. So it was a good effort to outqualify Ocon by such a large margin. Managed to beat Ericsson too in the race, which included an impressive 24-lap final stint on ultra-softs. Drove well on a difficult weekend for Manor.



5 ESTEBAN OCON
Not a great weekend. Had to learn Singapore and the ultra-soft tyre and qualified more than 0.6s behind Wehrlein. Race ruined by two slow pitstops, the first of which cost over a minute. Matched Wehrlein in the middle of the race, but by then their strategies had diverged. Early on he was about 0.5s per lap down.

HAAS

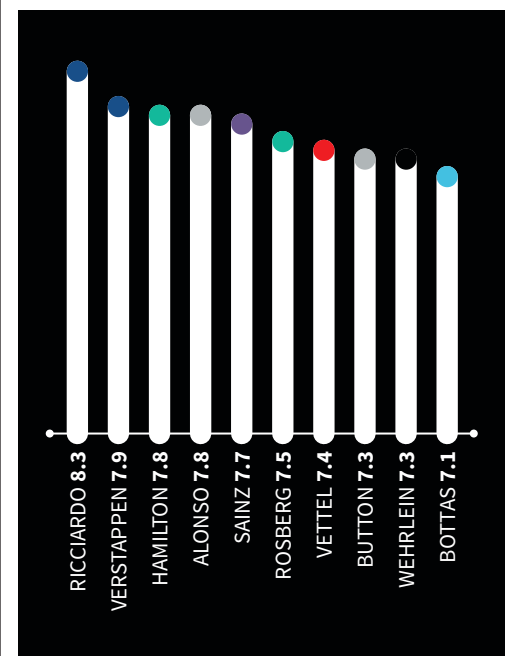


4 ROMAIN GROSJEAN
An absolute nightmare. Lost FP1 to a leaky engine air intake, crashed in FP2, then again in qualifying while driving at "200% with brain switched off" trying to beat Gutierrez. Struggled with brakes and concerned the Haas upgrade was misbehaving. Brake failure en route to grid put him out of his misery.



7 ESTEBAN GUTIERREZ
Deserves credit for putting together a clean weekend while his team-mate struggled, though he was less than 0.2s up after their first Q2 runs, despite completing 41 more laps in practice. Should have fought Magnussen for the final point, but lost too much time battling with Sainz and Perez in the middle of the race.

TOP 10 AVERAGE RATING



TESTING YOUR LIMITS!

BASE YOUR

Workshop ■ Team ■ R&D department

The Techno Park, with its unique location in the Autódromo Internacional do Algarve and benefiting from the excellent access to the complex, possesses the most modern technical support infrastructures, such as an optic fibre network, thus creating the necessary conditions for future users on R&D areas to work and benefiting from the close relation with the circuit.

The proximity between the circuit and the Techno Park is very useful for cars, motorbikes and tyres manufacturers. This connection between the circuits and the Techno Park, will be very useful, allowing all development to be tested in real time on the circuit at low cost, and with, the very often necessary, discretion.

For Racing Teams, the Techno Park can also be an excellent opportunity to create a base structure, benefiting from the use of the available circuits (racetrack, international Karting circuit and off road circuit), for their test programs and all other activities .

Other business areas, connected for example to renewable energies or innovative aspects of the business world, could also choose to base themselves at the Techno Park.

With the opening of the Pestana Algarve Race Resort, and its hotel and apartments a new stage has been completed in project, creating a unique facility in Europe.





MULTIPLE TRACK CONFIGURATIONS AND NO NOISE RESTRICTION (24 HOUR TESTS)

A versatile and challenging circuit with multiple versions to suit the needs of different varieties of motor racing. Due to its location, the circuit does not have any noise restrictions what makes it ideal for 24 hour testing.



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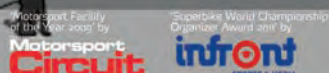
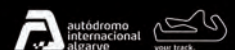


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INDYCAR

IndyCar's aerodynamic

IT'S NO SURPRISE REALLY. INDYCAR'S decision to freeze aero development and implement a standard kit for Chevrolet and Honda teams in 2018 has been applauded by the team owners, who were opposed to the aerodynamic project in the first place.

There are many benefits – financial, competitive and commercial – to this move for IndyCar, which wants to bring in other marques to compete against Honda and Chevy.

“You can't ask new manufacturers to get involved with these guys having two years of development on the aero kits,” says IndyCar vice-president of technology Bill Pappas. “The idea is to get something where [development] is frozen and then come to an agreement on a common kit so we can get more manufacturers involved.”

IndyCar CEO Mark Miles believes it's the right moment to freeze the current kit so the series has time to come up with a standard set-up for the 2018 season, with a next-generation chassis to follow.

“Everybody is pleased with the competitive balance we have,” says Miles. “If each manufacturer thinks the other is a little bit ahead, then that's probably a good place to be.

“There are two ways to improve the economics in our paddock: one is to make it easier for them to increase sponsorship by increasing our fan-engagement numbers, and the other is to give them the chance to reduce costs.

“Our team is working on some really good ideas to do that. One is to deregulate in a way that they can make some components to see if there is a more efficient way to do some testing.

“We are quite close to laying out the whole programme for the next couple of years. There are substantial changes to this car that nearly constitutes a new car, so I'm more focused on that. It will be a few years before there is an entirely new car.”

The competitive argument is also compelling, particularly as the series is firmly aligned to a single-make chassis.

Honda team owners such as Michael Andretti, Sam Schmidt and Dale Coyne have been critical of the aero-kit project because of the costs involved. And when the field was effectively split in half competitively by the disparity between Chevrolet and Honda last year, it was a step back from the three-year spell of close racing that a standard Dallara DW12 package had created.

Honda (leading) and Chevrolet (behind) will have aero frozen



ABBOTT/LAT

development war is over... for now

When aero kits were introduced for 2015, Chevrolet teams had the clear edge. Honda asked for Rule 9.3 to be implemented to allow it to make improvements outside of the working areas that could be refined each year. Chevrolet teams retain an advantage, but the gap has been cut.

"We have worked very diligently to develop our aero kit with our engineering and aero team and our race teams," says Jim Campbell, Chevy's US vice-president of performance vehicles and motorsports.

"We'll work with the sanctioning body on how you can get great racing and keep the costs down. They set the rules and are working with the manufacturers and teams on what is the forward view of the aero packages."

The obvious issue is the lack of manufacturer competition. Campbell admits "we want areas where we can deliver our engineering excellence and innovation and deliver great racing," but it's difficult to see where that's possible beyond engine supply if the chassis is identical and there's a standard kit.

"The engineers ran the sport and that was a mistake"

"If we can get that combination it's a sweet spot," says Campbell, but striking it is tough. IndyCar arguably needs it from a marketing perspective: 'enter our series and pit your tech versus your rivals to show you are the best'.

Not that aero kits succeeded in that — nobody joined existing engine suppliers Honda and Chevy in developing aero kits.

For the teams, though, competition will remain. David Faustino, Will Power's Penske race engineer, points out that figuring out how to best use aero kits has given his team the edge in the current era.

"I don't think they should freeze everything,"

he says. "They should give each manufacturer one box instead of three [referring to the areas where improvements were allowed each year]."

Faustino was in favour of the aerodynamic project, highlighting the manufacturer differentiation it provided — the cars are now visibly different — but accepts it hasn't quite leant itself to close racing.

"I don't think the racing on road courses is quite as good with all the downforce," he says. "As a fan I would probably like to see something cleaner so the cars can follow each other closer. I think having distinction between the manufacturers beyond the engine was good. Whether they did it the right way..."

Honda team boss Coyne believes the series should ditch aero-kit competition a year early and revert to a standard spec for 2017.

"I think we should go back to the DW12 for next year then bring the new car in," he says. "I pounded the table at the Detroit owners' meeting three years ago that we shouldn't do aero kits because Honda is going to spend \$10 million, Chevrolet is going to spend \$10 million and the owners are going to spend \$10 million."

"We should have taken that money and bought our way up or out of the existing TV contract and get everything on network television. We should have got the sport fixed before worrying about that sort of stuff."

Coyne claims the original decision was taken because "the engineers ran the sport and that was a mistake".

BRUCE MARTIN



CAREY: LIBERTY MEDIA NOT IN F1 FOR A QUICK BUCK

NEW F1 CHAIRMAN Chase Carey says incoming owner Liberty Media is looking into the future rather than aiming to make a profit and offload it quickly.

The US firm will become F1's largest shareholder early next year after agreeing terms earlier this month, with CVC Partners to take a step back.

However, Bernie Ecclestone was quick to caution that Liberty Media is also in business "to make money".

Carey will work alongside Ecclestone, who will remain CEO, and attended his first grand prix since the buyout was announced in Singapore, telling the official F1 website that Liberty was not looking to cash in and move on.

"Profits are important – but realistically the primary goal of the business that I have been in has always been to build long-term value," said Carey.

"So the goal is not what can be achieved in the next 12 months, but where you are going to be in three to five years.

"Liberty, to its credit, has a history as a long-term shareholder. They are supportive and they know their business, as they have been in the media and entertainment space.

"It sure is not 'take the money' with a focus on how to get the profits up in the next 12

months – it's about how to build long-term value.

"The focus will be investing and building over time. That is the mindset that we bring and hopefully it will enable us to bring F1 to the next level."

Carey outlined that any changes will be some time away, with the "first few months – call it 100 days" largely about listening.

"You cannot make everybody happy all the time, but you've got to understand what everybody wants and then find a path," he said.

"Sure, that is not a task for a committee, as committees tend to become bureaucratic. But there also can't be a dictatorship."

While Liberty's goals are built around new markets such as the US and Asia and digital media, Carey reiterated that existing events in Europe and platforms will not be neglected.

"The historic pillars are important and we will continue to grow those – and with broadcasting probably widen the core television experience to today's needs," he said.

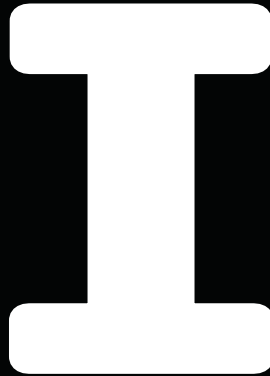
"Marketing the sport, in telling the story of the stars and heroes and the incredible machines.

"Then strengthen it geographically. So there is not 'the cash cow', but there is growth possibility in every area."

MITCHELL ADAM

Virtual safety car questions

Is there a way to prevent scenarios such as Porsche beating Audi thanks to a full-course yellow in Austin?



IS THERE A BETTER – AND FAIRER – ALTERNATIVE? That's the question that needs to be answered as the criticism of the World Endurance Championship's take on the virtual safety car ramped up after last weekend's round in Austin, Texas.

The North American race was effectively decided by what is known as a full-course yellow in the WEC. When the Porsche of Mark Webber, Timo Bernhard and Brendon Hartley pitted under yellows a handful of laps after the two Audis running one-two at the front of the field made their stops under green flags, it gained an advantage that it would never lose.

It was at this moment, at the end of the fourth hour, that the race turned. The Audi that eventually finished second in the hands of Loic Duval, Lucas di Grassi and

Oliver Jarvis was just 2.4s down at the chequered flag, or about half the time it lost when the Porsche pitted under the FCY. The second Audi lost its chance of victory when Benoit Treluyer was tagged by a GTE car in what in retrospect looked like a risky move, but it was probably a risk he had to take to try and make up the lost time.

Andre Lotterer, who shared the #7 Audi with Treluyer and Marcel Fassler, argued that a system that has the potential to turn a race into a lottery is not acceptable for such a high-level championship.

"It is becoming ridiculous – it's the third race in a row where we have lost a massive amount of time," he said. "You do nothing wrong and you pay with 50 seconds. The FCYs are destroying the racing."

Lotterer and the likes of Mark Webber, who has likened the FCYs to Russian roulette, have called for a review of the system.

"Maybe we could have safety cars the American way," said Lotterer. "Or maybe the pits could be closed during an FCY to reduce the chances of someone being screwed over. Or maybe there should be a mandatory time you have to spend in the pits when there's an FCY. We need to sit down and talk about it."

Vincent Beaumesnil, sporting director of WEC promoter the Automobile Club de l'Ouest, suggested that the use of the safety car was not the answer.

"The other way of doing it would be to use the safety car and that would most likely have a much more dramatic effect on the outcome of the race, never forget that," he said.

The other tool that the ACO has in its armoury is the slow zone used at the Le Mans 24 Hours, which is effectively a local FCY. Again, Beaumesnil isn't convinced. He regards them as variations on a theme: an FCY makes sense on the shorter Formula 1 circuits used for most of the WEC races, while a local version makes sense on a circuit measuring over eight miles.

The solution isn't obvious, but clearly there needs to be a debate.

GARY WATKINS



WEC and Formula E clash unavoidable

THE SCHEDULING OF NEXT YEAR'S Nurburgring round of the World Endurance Championship on the same weekend as the Montreal Formula E fixture was unavoidable rather than a deliberate act, according to WEC boss Gerard Neveu.

Neveu explained that he had no choice but to organise the 2017 race at the 'Ring on the same July weekend as the Montreal Formula E double-header, which goes against a gentleman's agreement with the FIA electric-vehicle series to avoid the same dates. He explained that an agreement with the WEC teams not to have a race fewer than four weeks after the Le Mans 24 Hours and the need for the 'Ring to have a two-week gap leading up to its proposed German GP date

on the final weekend of the month left only July 15-16.

"There was no deliberate intent to clash with Formula E," said Neveu. "The Nurburgring round of the WEC is successful and no one wants to see it disappear, so what are we to do? We had no other choice."

He also stated that an August date was not possible because it was the holiday season at the start of the month, and then the cars would need to be freighted to Mexico City.

It remains unclear what might happen if Nurburgring drops off the F1 calendar, which happened the last time it was listed on the provisional schedule ahead of the 2015 season.

GARY WATKINS



XPB IMAGES

MG exclusion appealed

THE TRIPLE EIGHT MG BTCC TEAM WAS stripped of a one-two finish in the opening race of the British Touring Car Championship at Silverstone last weekend when its rear wing was found to be against the regulations.

The team has appealed the decision, which deemed that the tolerances on the rear wings of both winner Ash Sutton and second-placed Josh Cook's MG6 contravened the regulations. The team has only appealed the exclusion of Cook's machine.

The two cars were excluded and forced to start from the back of the grid in race two with the success ballast that they had accrued from their finishing positions – 75kg for Sutton and 66kg for Cook. They finished 26th and 17th respectively, with Cook coming through to seventh in the third race.

A statement issued by the team said: "Triple Eight wish to make it clear that at

no stage have they sought to breach any competition regulation to gain an advantage on the track.

"[The rule] under which the two MGs were disqualified gave no performance benefit to Sutton or Cook whether in qualifying or in the race."

The appeal will now be heard by the National Court at the Motor Sports Association at a date later this season.

If Cook is reinstated, it means that championship leader Sam Tordoff, who finished 11th in his WSR BMW, would be pushed back down the order by a place and would lose one point from his 11-point buffer at the top of the table.

The exclusion of the two MGs handed a second victory of the season to Speedworks Motorsport driver Tom Ingram.

MATT JAMES



BUTTON CALLS FOR POKEMON APPEAL

Formula 1's new owner Liberty Media must find a way to make the series as appealing to the young generation as Pokemon Go, says Jenson Button. "The average [fan] age is much too high for where it should be," said Button. He added on the topic of popular mobile game Pokemon Go that "is Formula 1 not more interesting than that?"

HORNER BACKS TEAMS BUYING STAKES

Red Bull team principal Christian Horner says it's "sensible" of incoming new owners Liberty Media to allow the teams the possibility of taking a stake in Formula 1. Liberty Media, which owns 18.7% of the sport's commercial rights, which will grow to 35.3% in 2017, is keen for teams to buy into it. "As long as it's controlled, it's sensible," said Horner.

ACURA GT3 TO RUN IN IMSA AND PWC

Honda brand Acura will mount dual factory campaigns in the IMSA SportsCar Championship and the Pirelli World Challenge with its new NSX GT3 contender in 2017. Michael Shank Racing has been brought in to run the IMSA campaign in the GT Daytona class, while RealTime Racing will run the Acuras in the Pirelli World Challenge.

DALLARA IS FIRST NEW LMP2 TO RUN

Dallara has become the first constructor to test a 2017 LMP2 car. The Italian marque's first P2 design was given a shakedown test earlier this month in the Cadillac-powered Daytona Prototype international specification in which it will race in next year's IMSA SportsCar Championship.

DOUBLE R EVALUATES SPORTSCARS

The Double R Racing single-seater team is evaluating an LMP2 campaign in 2017. Team boss Anthony 'Boyo' Hieatt visited last weekend's World Endurance Championship round and described it as a "fact-finding mission" for a potential entry running the new Dallara LMP2 car.

HUNTER-REAY INKS NEW ANDRETTI DEAL

Ryan Hunter-Reay has penned a contract extension with the Andretti Autosport IndyCar team through to the end of the 2020 season. The 2012 IndyCar champion and '14 Indianapolis 500 winner still had another year left on his deal, but signed the new deal at Sonoma last weekend.

CITROEN REVEALS C3 WRC IMAGES

Citroen has revealed images of the C3 WRC, which will appear in the 2017 World Rally Championship. The concept car will be revealed at the Paris Motor Show next week.





WORLD RALLY CHAMPIONSHIP

How the WRC is shaping up for 2017

SHAPES ARE EVOLVING, FILLING OUT and firming up. The camouflage liveries remain, but the end of the development cycle for next year's World Rally Cars is nearing.

With the earliest stages of the homologation process starting next month, time has run out for major change. Naturally, some are more ready than others. World champion Volkswagen looks to be cantering nicely towards the line with everything on target – a final incarnation of the Polo R WRC hit the test roads earlier this month looking quicker and meaner than the mule that went before it.

Hyundai and Citroen are reckoned to be in a similar situation. Hyundai benefited from a degree of carry-over from this year's car which, don't forget, was brand new from last season. The French took a year out of competition to prepare themselves for next season and also enjoyed a leg-up courtesy of running a 36mm restricted engine and similar aero on its C-Elysee World Touring Car Championship challenger. Footage from the C3 WRC's sixth test demonstrates plenty of progress.

M-Sport's all-new Ford Fiesta RS WRC has been running since the early summer without any major problems. The biggest headache will be getting hold of the new-for-2017 Fiesta road-car shells into which to put all their finely balanced and perfectly built engine, transmission and suspension parts. A Monte-spec Fiesta was always going to be the last to show itself.

Gauging Toyota Gazoo Racing's progress is tougher, not least because of the fog of speculation about life at the development base in Finland. Talk to Tommi Makinen and everything's fine...

Makinen has signed two drivers for next season, with Juho Hanninen and Esapekka Lappi to be confirmed later this month. Hanninen knows the Yaris well, having driven it for thousands of miles in testing. Lappi, less so. He's never even competed in a WRC car.

Elsewhere, Thierry Neuville and Mads Ostberg are the big names yet to settle on a seat. The Belgian has an offer from Citroen and one from his current employer Hyundai, as well as a foot in the door at M-Sport's Cumbria HQ. Ostberg's offers don't number quite so many. These two are the only current top drivers not to have tested a 2017 car.

Ott Tanak is expected to remain in a Fiesta, with either DMACK tyres or Michelins underneath him. Hyundai has Hayden Paddon and Dani Sordo locked down for next year, and Volkswagen has not changed its winning line-up.

Sven Smeets taking over from Jost Capito as motorsport director is as far as the Hannover reshuffle stretches. And Volkswagen's long-term future in the sport looks intact, with Smeets admitting he's already working on a post-2019 strategy.

One common concern in the early development stages was the dramatic increase in speed and downforce. On the subject of safety, FIA rally director Jarmo Mahonen said: "Yes, they will be faster, but they will also be safer. When we realised the speed was going to go up, then we said, what can we do? We can do two things: work with the cars and work with the rallies to make the whole package as safe as possible for next season. World Rally Cars for next year will be the safest ever."

DAVID EVANS

Q&A

SVEN SMEETS
VOLKSWAGEN'S NEW
MOTORSPORT DIRECTOR



Jost Capito's successor on the challenge of taking over a manufacturer project at the top of World Rallying – and the running-order debate

Is it easier or harder to take over at the top?

It's always going to be difficult to take over when you've won everything. When Jost arrived he took on a very big challenge to get the team up and running. We have a very big challenge now – the competition next year will be much harder.

Did you always have your eye on this job?

When I stopped co-driving in 2005, I became assistant team manager to Yves [Matton] at Citroen, but I always wanted to be a proper team principal.

Your predecessor was fairly outspoken on the running-order regulation...

It has to be fair. How we achieve that, I have a few ideas of my own, but it's key that everybody has a chance to win on every surface. I'm optimistic that we will find a solution that's better than today. It's about being prepared to meet in the middle.

Don't you think six winners in six different events is good for the championship?

Yes, but those six winners should be six drivers fighting for the championship. I don't say the championship leader shouldn't be [penalised], but for two or three days, that's too much. At the same time, I can understand that VW winning 12 out of 13 rallies is not good for the promoter.

DAVID EVANS

MCKLEIN.DE



The new Hyundai i20 has made good progress in testing



Zanardi celebrates his second gold of 2016 in the team mixed relay

PARALYMPICS

Zanardi's double gold

TWO-TIME CHAMP CAR CHAMPION
Alex Zanardi claimed two gold medals and a silver in the Rio Paralympics last week.

The 49-year-old double amputee's first event was the time trial in the H5 class, an event he had won in the H4 category at London 2012.

Zanardi was 18 seconds behind at the halfway mark, but a "miracle" effort over the second half of the 20km hand-bike race resulted in a 2.74-second victory over Australian Stuart Tripp.

"I have to admit that it was hard when I realised after the first lap that I was only third and almost 20 seconds behind. But nevertheless I kept cranking, following my plan, executing my project.

"I really pulled off a miracle on my second lap. Not only did I not slow down, but I actually managed to increase my average power and sprint towards the end.

"So to win a gold medal by just 2.7 seconds like this is even more tasty than otherwise."

He took on the H5 road race a day later, but missed out on victory in a final sprint to the line to South African Ernst van Dyk by just a few thousandths of a second.

Zanardi admitted after the race that he had struggled after the exertions of the previous day and was not himself.

"Sometimes you cannot control your emotions and yesterday, when I realised that I had won gold, I was very proud but psychologically I simply collapsed," he said.

"All the pressure I had put myself under, but that I tried to ignore all the time, fell off

my shoulders. So I was not in the racing mood that normally pushes you, that makes you forget that you have less sleep and that helps you not to feel pain in your muscles.

"I felt empty in the beginning and it was a tiring race for me. But I still managed to do a very good job and I am very proud of it. To bring home my silver medal under these circumstances is a fantastic achievement."

The final of Zanardi's three races in three days was held last Friday – the H2-H5 mixed team relay. He was part of the three-man Italian squad alongside Vittorio Podesta and Luca Mazzone that won gold.

The nine-leg race at the Puntal circuit in Rio involved each cyclist completing a total of three laps in one-lap rotations. Podesta ran first, then Mazzone, with Zanardi completing the 'anchor' leg.

The Italian team moved into the lead through Mazzone on the second lap and was never again headed. Zanardi crossed the line 47 seconds clear of the American team in the final of his one-lap stints, having lost time after encountering a dog that was crossing the road at a blind corner. He was able to slap the dog to get it to move, avoiding a collision.

"I am very proud of the two gold medals and the silver medal," said Zanardi. "I equalled the result I had four years ago in London. Being in this position in spite of my age is something very special."

Zanardi now has four Paralympic gold medals and two silvers to his name, as well as eight world championship titles.

EDD STRAW

IN THE HEADLINES

NORRIS STARTS FORMULA 3 TESTING

Formula Renault Eurocup leader Lando Norris has begun a series of tests as he starts preparation for next season's Formula 3 European Championship. The 16-year-old tested with Carlin and Hitech Grand Prix at Snetterton last week and is out with Prema at Vallelunga this week.

F3 RELAXES ENGINE PENALTY RULE

The Formula 3 European Championship is to relax its unpopular engine-change grid-penalty rule for 2017. Next year there will be one 10-place grid penalty for every engine change, instead of three. The series is also keen to introduce data sharing between teams.

ROSENQVIST GETS FULL-TIME DTM RIDE

Felix Rosenqvist will finish the DTM season with Mercedes. The Swede replaced Formula 1-bound Esteban Ocon for the last round at Moscow Raceway as a one-off, but has now been given the role on a full-time basis.

TRUEX FAILS INSPECTION AFTER WIN

Martin Truex Jr has retained his place in the NASCAR Sprint Cup Chase after his Chicagoland win (see p52), despite failing a technical inspection. Truex and Jimmie Johnson failed two Laser Inspection System measurement tests after the race designed to ensure the car's dimensions and lug nuts are legal.

EKBLOM REGAINS VOLVO WTCC SEAT

Fredrik Ekblom will return to Polestar's World Touring Car Championship outfit for this weekend's China round. Ekblom started the season alongside Thed Bjork before being replaced by Robert Dahlgren, with Nestor Girolami most recently filling the seat.

NISSAN TO CONTINUE IN SUPERCARS

Nissan will continue in the Australian Supercars series for at least two more years. Nissan joined the series in 2013 with four Altimas run by Rick and Todd Kelly's outfit, and has renewed the deal to cover 2017-18.

HAYDEN SET FOR MOTOGP COMEBACK

Nicky Hayden will return to MotoGP this weekend at Aragon, standing in for Marc VDS Honda rider Jack Miller. The 2006 world champion has been called up after Miller was ruled out again as a result of injuries sustained in his Austrian Grand Prix warm-up accident last month.

KUBICA TO MAKE RENAULT TROPHY DEBUT

Ex-Formula 1 driver Robert Kubica will race in the Renault Sport Trophy series at Spa this weekend. Kubica, who made his circuit racing return in March's Mugello 12 Hours, will share a Renault RS01 with French GT racer Christophe Hamon. He has already tested the car at the Ales circuit in France (below).



FEEDBACK

Ferrari's stint down under remembered

I enjoyed your article on Ferrari's last front-engined GP winner (September 15). Regarding its 'Life after F1', this car came into the ownership of the late Pat Hoare in New Zealand, who had the three-litre V12 sportscar engine installed before shipment to make it more competitive in local racing, which was run to Formula Libre regulations prior to the Tasman Championship being established in 1964.

Hoare first raced the Dino 246 at the 1961 NZ Grand Prix at Ardmore and went on to win the New Zealand 1961/62 Gold Star Championship. I can recall, as a 15-year-old, attending the 1961 Renwick road race held on the streets of a village near Blenheim at the top of NZ's South Island and standing on the path behind a row of 44-gallon drums with the cars passing about three metres away and being amazed at the sound of the V12 motor after being used to four-cylinder Climax engines.

After racing again during 1962/63 the car became uncompetitive against rear-engined cars and was converted to a two-seater road car, having a GTO body imported from the factory and was far from "a shed on an F1 car". I remember seeing it demonstrated on track during the lunch break at the

1966 Wigram Tasman race by Jackie Stewart, after which he was interviewed and said he was most impressed.

The car was subsequently sold locally and used as a road car for a number of years before being converted back to a single-seater and sold overseas.

Richard Pugh
Paraparaumu Beach, New Zealand

Goodwood gets proper billing

It was great to see Autosport giving the Goodwood Revival the prominence it deserves (September 15), and even taking a break from all those tired F1 covers. The editor's nicely balanced support feature on the front-engined Ferrari 246 Dino was refreshing too.

Unfortunately, the reference to Maurice Trintignant's 1958 Monaco GP triumph was not quite right. There was no early multi-car shunt to eliminate several frontrunners that year, although Roy Salvadori did bend his Cooper's front suspension in the scrum through the Gasometer Hairpin. That was the first corner then, when the start was on the run from Tabac, long before the circuit was diverted round the swimming pool.

Initially fifth, Trintignant moved up as others fell by the wayside with



Historic racer Smith is Ferrari Dino's custodian

mechanical troubles and duly repeated his '55 victory.

Chris Mason
York

Zanardi's Paralympic glory

Please put Alex Zanardi on the front cover of Autosport in celebration of his gold medals at the Rio Paralympics.

After the London 2012 Paralympics his success was the topic of (the much missed) Jim Bamber's cartoon. To win medals at consecutive Paralympics is a fantastic sporting achievement and I imagine a lot of motor racing fans like me were thrilled with the results.

Congratulations Alex!

Sarah Garlick
By email

Zanardi's double gold, see page 29 – ed

Booing and blocking the view

I just want to respond to the rise in booing when drivers are on the podium, which is not only embarrassing for them but for fans like me who find it silly and unnecessary. I once thought it separated us from the yobbish behaviour associated with football.

Another bugbear is the ignorance I experienced at Monza where some fans constantly stood up during the grand prix, spoiling it for those of us behind who also wanted to see a bit of the race, resulting in us all having to stand up.

Sadly, I am embarrassed to say, in this instance the culprits were all British! We all want to see our favourite drivers and take the odd photo, but hey guys, think about the fans behind you!

Colin O'Callaghan,
Runcorn, Cheshire

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Champion in waiting?

Nico Rosberg looks to have the confidence, the speed and the momentum to steal his team-mate's crown

By Lawrence Barretto, F1 Reporter

[@lawrobarretto](#)

LEWIS HAMILTON WAS DEFIANT AFTER BEING outshone by Mercedes team-mate Nico Rosberg throughout the Singapore Grand Prix race weekend. But he should be concerned. Rosberg has never been better placed to win his first Formula 1 world title.

Rosberg put together the best race weekend of his F1 career. After a crash in first practice, he dialled the car in, beat Hamilton by a staggering 0.704 seconds in qualifying and then dominated the race from the front to snatch the championship lead for the first time this side of the summer break.

Some may say we've been here before. After the Belgian Grand Prix in 2014 Rosberg led Hamilton by 29 points, but his championship bid unravelled. He cracked under pressure from Hamilton in Italy, Japan, Russia and the United States and found himself 24 points behind. The title was ultimately lost.

But this time appears different, and he is aided by having the experience of dealing with the pressure of a title fight.

He is doing the simple things right. Focus on the process and the end goal will come. Worry about the end goal and you leave yourself exposed to cracking. That's the battle elite athletes constantly face.

Rosberg has been saying all season that he is focused on each race rather than the crown. Based on the evidence of the races since the summer break, it's paying off.

It would be fair to say that Rosberg has capitalised on Hamilton not having a great run lately. The Briton had to contend with a flurry of engine penalties at Spa, the result of poor reliability early in the season, which made it easy for Rosberg to win. He had problems at the start at Monza, allowing Rosberg to capitalise again, and in Singapore he failed to find the right race set-up and was never in with a shot of victory.

At each of those races Rosberg barely put a foot wrong. There have been times when the German hasn't always taken his chances when Hamilton has struggled – the 2015 Hungarian Grand Prix, in which he slumped to eighth, is a prime example.

His performance in Singapore was particularly impressive. We have never seen Hamilton so far behind Rosberg in qualifying, although admittedly the gap was exacerbated by Hamilton's weekend woes. But a look at the statistics shows just how impressive Rosberg has been on pure pace in comparison to his team-mate this term.

His supertime – the average of his event's fastest lap converted to a percentage, with 100% representing the

outright fastest – after 15 races is 100.174% compared to Hamilton's 100.431%. At the same point last year the stats were reversed, with Hamilton on 100.139% and Rosberg 100.402%.

Singapore was a clear point in this title battle where Rosberg emerged as a genuine contender.

The situation isn't bleak for Hamilton, whose self-belief certainly remains high enough for him to feel he can still win. But while Rosberg has struggled in the past to turn a situation around when things go wrong, he is arguably in the best place he's ever been mentally.

After being beaten by Hamilton in the four races before the summer break, Rosberg regrouped. His crash in Singapore practice, though minor, had the potential to push him off balance, but he recovered very quickly. He was close to flawless in the remaining sessions before dictating the race and dealing with pressure from Daniel Ricciardo in the closing stages.

Rosberg has the momentum, and a team-mate who appears a bit lost at the moment. After qualifying third in Singapore Hamilton said: "I've kind of been on the back foot all year long."

It would be fair to say he has had the lion's share of engine problems, as well as several bad starts. Rosberg has had difficulties too, but Hamilton has suffered more.

From his seven pole positions this year, only twice has he led after the first lap. In terms of pole-to-win conversion, Hamilton's rate is 43% compared to Rosberg's 71%.

Hamilton has had to overcome several hurdles this year, turning a 43-point deficit into a 19-point lead in the run-up to the summer break. That is impressive. But he will not have expected Rosberg's hot streak after the summer break.

Rosberg has the advantage of being able to take an upgraded engine, should Mercedes choose to use its remaining tokens, without being hit with a penalty. Hamilton will not be afforded the same luxury.

Rosberg has won more than half the races this year, with his tally of eight (so far) his highest ever. No driver has previously won eight grands prix in a season and not gone on to win the title, even if we are in the uncharted territory of this being the longest season ever.

Hamilton will care little about the statistics, after the race saying: "I'm still in the fight and I'm going to give it everything I've got." But there is no doubt he faces his biggest challenge yet if he is to win his fourth world title this year. ✨

“Hamilton’s pole-to-win conversion rate is 43%. Rosberg’s is 71%”

Audi shoots itself in the foot in Texas

This looked like a race for the R18 e-tron quattro to win, before mistakes and misfortune handed honours to great rival Porsche

By Gary Watkins, Special Contributor

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XPB IMAGES



They were prophetic words indeed. “This race is Audi’s to lose,” suggested Mark Webber on the eve of last weekend’s Austin World Endurance

Championship encounter. “But you never know what can happen if you have a clean race.”

The Australian and team-mates Timo Bernhard and Brendon Hartley had that kind of flawless run, and with it claimed an unlikely victory in the Texas heat.

Audi, by contrast, endured a race that was both dirty and disastrous. It had the fastest car around the 3.43-mile Circuit of The Americas last Saturday evening, but it failed to exploit that advantage through a race blighted by mistakes and misfortune.

Such was the advantage of the Audi R18 e-tron quattro that the #8 car shared by Loic Duval, Oliver Jarvis and Lucas di Grassi finished just 23.6 seconds down on the winning Porsche 919 Hybrid despite four delays of varying magnitude over the six-hour race.

“We could probably have coped with three of them and still won,” said Audi Sport Team Joest boss Ralf Juttner afterwards, “but not four.”

The #8 car was out front just after the halfway mark when Duval suffered a complete car shutdown out of Turn 1 and lost approaching 40s as he rolled down the hill and recycled the car’s electrical systems before getting going – and up to undiminished racing speed for the remainder of the six hours.

The Audis were still running one-two, Marcel Fassler leading in the #7 car from Duval, when they pitted for the fifth time. The #8 car lost time with what was described as a communication problem regarding tyre choice – 17s in comparison with the sister car – but what happened next changed the complexion of the race.

The third full-course-yellow virtual-safety-car period of the race fell neatly for the winning Porsche. It pitted under the yellow flags and a deficit of 36s to the leading Audi before the pitstop sequence began turned into an 18s advantage. Jarvis in the #8 car was a further half a minute behind in fourth place.

It wasn’t just a case of bad luck for Audi because it had opted to pit both cars early after foregoing new tyres in the previous round of stops. Duval, for example, did just 18 laps after his drinks system failed. A full stint for either driver would have taken them into the full-course yellow from which the Porsche benefited.

The next delay for the second-placed Audi came when di Grassi climbed back aboard in the penultimate hour. The door was not properly closed before he left the pits, forcing him to come straight back. Because the race was under a full- >>



course yellow just a handful of seconds were lost, but it did sum up Audi's race.

Even then, the #8 car still wasn't out of it. Di Grassi had the pace to cut the deficit to second-placed Toyota driver Kamui Kobayashi from over half a minute to less than 10s, his pace also reducing the disadvantage to race leader Webber.

Audi opted not to change tyres on the #8 car at the final stop to get di Grassi out ahead of the Toyota. The Porsche, which had now exhausted its six-set tyre allocation, went onto four used Michelins after Bernhard climbed aboard for the run to the flag.

Di Grassi briefly made inroads into a lead that stood at 19s. He never got

closer than 15s before giving up the fight with a handful of laps to go.

There was no hiding the sense of disappointment among Audi's second-placed drivers after the race. "That was our race to win and we did everything right to lose it," said Duval. "It's difficult to accept finishing second when we had the pace."

Jarvis summed it up more succinctly: "We dropped the ball and we're gutted."

There was the same sense of disappointment on the other side of the Audi pit. The #7 R18, which Fassler and Andre Lotterer had qualified on pole, also had the speed but not the luck to win in Austin.

Hartley, Bernhard and Webber took their third consecutive win

Benoit Treluyer, rejoining his teammates after two races missed through injury, was nibbling away at a 19s deficit to the Porsche early in the fifth hour when he went around the outside of Olivier Pla's Ganassi Ford GT in the fast downhill Turn 18 right-hander. It looked like he'd pulled off the move, but Pla ran a little wide and just tagged the Audi.

The result was disastrous: Treluyer spun and nosed into the barriers. The time taken extracting the car from the gravel and a quick stop for repairs would leave the Frenchman and his team-mates six laps down in sixth place at the chequered flag.

The likelihood is that the #7 car would have won for one simple reason: it had already undertaken the double stint demanded by the LMP1 tyre allocation, whereas the leading Porsche hadn't.

Lotterer, not for the first time, pointed a finger of blame at the system of full-course yellows. "It's the third race in a row where we have done nothing wrong and paid the price with 50s," he said. "Ben was in a situation where he had to push because we'd lost that time. It threw our race upside down."

The Audi had a significant advantage in Austin's hot-and-humid conditions. Its superiority in the opening couple of



Great strategy helped #6 Toyota to third

XPG IMAGES



EBREY/LAT

hours was exaggerated to some degree, however. Porsche chose to run sets of tyres already used for qualifying for the first two stints, whereas its rivals were on brand-new rubber. The balance shifted as the temperatures fell after the sun set and the Porsche was a more competitive proposition, if not quite on the pace of the R18.

The Audi likes higher temperatures, or rather doesn't like lower temperatures. Think back to Le Mans and how the R18s fell off the pace during the night. The Audi has emerged as the class of the field since each of the three WEC manufacturers brought their high-downforce aero kits on stream for the Nurburgring round in July, but the highly complex machine is more susceptible to the vagaries of track conditions than the Porsche.

There was one area, however, where Audi lagged behind Porsche, and that was in the pits. The pitlane at the anti-clockwise Austin facility unusually runs right to left, and Juttner conceded that the team lacked practice undertaking stops the 'wrong' way round.

Audi's day of disaster explained why Toyota made it onto the podium for the second race in a row. The TS050 HYBRID wasn't a match for either of >>

SIGNATECH DOMINATES LMP2

THE CHAMPIONSHIP-LEADING SIGNATECH Alpine squad dominated LMP2 like never before in Texas. The French team notched up a first pole of the season and once again had a car that was a match for anyone in the race, but a tactical masterclass from the team explained why Nicolas Lapierre, Stephane Richelmi and Gustavo Menezes finished a lap clear of their rivals.

Signatech exploited the run of full-course-yellow virtual safety cars to perfection. It pitted during the first three and gained time by the bucketload, particularly in the first two. So much so that the race was more or less done and dusted by half distance.

Signatech's masterstroke was to leave Richelmi in for a double stint after Lapierre's opener. That gave the team the strategic flexibility when the yellows came at a time when its rivals were having to juggle the minimum driving times of their silver-rated drivers.

"The double stint for Stephane really helped us because it made the strategy for the race much easier," said Lapierre. "It was tough for him to do in the heat, but it was worth it."

The Jota-run G-Drive squad was the big loser during the full-course yellows as a result of a disastrous qualifying for the team that was on the P2 pole at the first four races this season. Alex Brundle lost every one of his lap times for track-limits violations, which meant the G-Drive ORECA he shared with Rene Rast and Roman

Rusinov had to start from the back.

Brundle went some way to making amends for his qualifying misdemeanour in the first stint, but the decision to pit him early when he got bottled up in eighth place behind SMP driver Nicolas Minassian had implications later on. It put the car out of synch on stops and meant Jota wasn't in a position to exploit the virtual safety cars.

G-Drive was still in with a shout of second place when Rast got back in for the final two stints. The German made up ground on Filipe Albuquerque in the RGR Sport Ligier-Nissan JSP2, but the Portuguese driver was able to hang on with three-stint-old tyres to claim a fourth podium of the season along with Bruno Senna and Ricardo Gonzalez.

The Manor team, which had led early on with Roberto Merhi, lost fourth place in the final hour when the left-rear suspension collapsed on the ORECA-Nissan 05 the Spaniard shared with Richard Bradley and Matt Rao.

The lead Extreme Speed Motorsports Ligier failed to make the podium for the first time in a six-hour WEC race this season. The Nissan-powered car wasn't a competitive proposition in the hot conditions on Michelin tyres, but Pipo Derani was still able to haul the car he shared with Ryan Dalziel and Chris Cumming up the order. ESM moved to fourth on Manor's retirement, but Dalziel lost the place to Maurizio Mediani in the SMP Racing BRE-Nissan BR01 he co-drove with Minassian.

EBREY/LAT

Tactical prowess gave Signatech (left) a lap in hand



Thiim/Sorensen
Aston had its
work cut out

EBREY/LAT

GTE: ASTON WINS TWICE

ASTON MARTIN MADE IT TWO WINS FROM TWO starts in GTE Pro. Danes Marco Sorensen and Nicki Thiim led all but four laps on the way to victory, but the win was harder fought than in Mexico City early in the month.

The Vantage GTE didn't have the same advantage as last time out, partly as a result of a smaller-diameter engine air restrictor imposed under the Balance of Performance regulations, but it had just enough to come out on top in front of the chasing AF Corse Ferraris.

The #51 Ferrari 488 GTE shared by Gianmaria Bruni and James Calado led the chase for all but the first part of the opening hour. The margin to the Aston was never much more than 20 seconds and generally nearer half that over the second half of the race, but the AF Corse drivers were never quite able to get on terms to mount a victory bid.

"That was one of the hardest races of my life," said Sorensen. "They were always just behind. We struggled after the full-course yellows when we lost tyre temperature."

Ferrari didn't believe it really had a shot at the win, Bruni suggesting that he and Calado could "do nothing against the invincible Aston". On the other hand, he said, "the second step of the podium was never in doubt".

It might have been had the second Vantage, in which Fernando Rees returned to the line-up alongside Darren Turner, not suffered from what Aston Martin Racing boss John Gaw described as a "couple of fumbles".

Aston Martin also claimed victory in GTE Am with Pedro Lamy, Mathias Lauda and Paul Dalla Lana. Their Vantage was on top for most of the way despite a bad start from Lamy and an off-track moment for Dalla Lana in the penultimate hour.

EBREY/LAT



A string of issues
prevented an
Audi victory

"We weren't quick enough to win on merit, but we did very well on strategy" Toyota tech boss Pascal Vasselon

its German rivals, but it did edge nearer the pace as the track gripped up through the race.

That, combined with a near-perfect strategy for the #6 car shared by Mike Conway, Kobayashi and Stephane Sarrazin, gave the Japanese manufacturer a sniff of victory after the final round of stops. The advantage of a fresh set of Michelins wasn't enough to allow Sarrazin to get on terms, but the 26s by which he trailed the winning Porsche at the end was the closest a Toyota has got to a WEC victory since its championship year in 2014.

"We weren't quick enough to win on merit, but we did very well on strategy," said Toyota Motorsport technical director Pascal Vasselon. "We took all the full-course-yellow opportunities and gained something. That explained why we were in the fight at the end."

The #5 Toyota struggled home fifth in the hands of Sebastien Buemi, Anthony Davidson and Kazuki Nakajima after a turbo-wastegate problem struck as early as the second hour.

"We lost control of the wastegate, but we are not sure if it was a sensor or a hardware problem," explained Vasselon. "We managed to keep the car running, but it had lost its edge."

Championship leaders Neel Jani, Marc Lieb and Romain Dumas ended up fourth for the third race in a row, though this time there was no might-have-been. The #2 Porsche was hamstrung by a lack of front downforce from the opening stint with Dumas at the wheel and was never

remotely in the fight. It was a problem that only got worse through the race until it was traced to a broken front floor. The issue was solved with a new nose fitted when the car made an unscheduled stop with a slow puncture in hour four.

A ninth consecutive LMP1 privateer class victory for Rebellion Racing was never in doubt in Austin, or at least it wasn't once the race started. The ByKolles squad came out on top in one session of free practice and wasn't far behind in qualifying, but come the race ongoing engine problems once again held back the CLM-AER P1/01 driven just by Oliver Webb and Simon Trummer in the absence of Pierre Kaffer.

They would need five top-ups of oil along the way and also lost time with a loose wheelnut on the way to finishing four laps down on Alexandre Imperatori, Dominik Kraihamer and Matheo Tuscher in the Rebellion-AER R-One. The class winners had a trouble-free run, apart from an unscheduled pitstop at the end for an exhausted Imperatori to abandon a double stint.

Second place for Duval, Jarvis and di Grassi moved them back into second position in the championship, albeit by half a point over the drivers of the #6 Toyota. That means they still trail Jani and co by 37.5 points with only 78 up for grabs over the remainder of the season.

"We've had three shitty races and we've still got a healthy championship lead," said Jani. "Our best ally right now is the #1 car. It keeps taking points off the Audis." ❄

RESULTS ROUND 6/9, AUSTIN (USA), SEPTEMBER 17 (186 LAPS – 637.165 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Mark Webber (AUS) Timo Bernhard (D) Brendon Hartley (NZ)	Porsche Team	Porsche 919 Hybrid	LMP1	6h01m30.181s
2	Loic Duval (F) Lucas di Grassi (BR) Oliver Jarvis (GB)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+23.641s
3	Mike Conway (GB) Stephane Sarrazin (F) Kamui Kobayashi (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	+26.096s
4	Romain Dumas (F) Neel Jani (CH) Marc Lieb (D)	Porsche Team	Porsche 919 Hybrid	LMP1	-1 lap
5	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-2 laps
6	Marcel Fassler (CH) Andre Lotterer (D) Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-6 laps
7	Dominik Kraihamer (A) Matheo Tuscher (CH) Alexandre Imperatori (CH)	Rebellion Racing	Rebellion-AER R-One	LMP1	-12 laps
8	Nicolas Lapierre (F) Gustavo Menezes (USA) Stephane Richelmi (MC)	Signatech Alpine	ORECA-Nissan 05	LMP2	-14 laps
9	Bruno Senna (BR) Ricardo Gonzalez (MEX) Filipe Albuquerque (P)	RGR Sport by Morand (OAK)	Ligier-Nissan JSP2	LMP2	-15 laps
10	Alex Brundle (GB) Roman Rusinov (RUS) Rene Rast (D)	G-Drive (Jota Sport)	ORECA-Nissan 05	LMP2	-15 laps
11	Simon Trummer (CH) Oliver Webb (GB)	ByKolles Racing Team	CLM-AER P1/01	LMP1	-16 laps
12	Nicolas Minassian (F) Maurizio Mediani (I)	SMP Racing (AF Corse)	BRE-Nissan BR01	LMP2	-18 laps
13	Pipo Derani (BR) Ryan Dalziel (GB) Chris Cumming (CDN)	Extreme Speed M'sports (OAK)	Ligier-Nissan JSP2	LMP2	-18 laps
14	Vitaly Petrov (RUS) Victor Shaytar (RUS) Kirill Ladygin (RUS)	SMP Racing (AF Corse)	BRE-Nissan BR01	LMP2	-19 laps
15	Johannes van Overbeek (USA) Scott Sharp (USA) Ed Brown (USA)	Extreme Speed M'sports (OAK)	Ligier-Nissan JSP2	LMP2	-20 laps
16	Marco Sorensen (DK) Nicki Thiim (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-23 laps
17	Gianmaria Bruni (I) James Calado (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-23 laps
18	Davide Rigon (I) Sam Bird (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-24 laps
19	Andy Priaulx (GB) Marino Franchitti (GB) Harry Tincknell (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-24 laps
20	Darren Turner (GB) Fernando Rees (BR)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-24 laps
21	Richard Lietz (A) Michael Christensen (DK)	Dempsey Racing-Proton	Porsche 911 RSR	GTE Pro	-25 laps
22	Pedro Lamy (P) Paul Dalla Lana (CDN) Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	-28 laps
23	Joel Camathias (CH) Christian Ried (D) Wolf Henzler (D)	KCMG	Porsche 911 RSR	GTE Am	-28 laps
24	Ricky Taylor (USA) Lars Viljoen (GB) Pierre Ragues (F)	Larbre Competition	Chevrolet Corvette C7.R	GTE Am	-29 laps
25	Ben Barker (GB) Mike Wainwright (GB) Adam Carroll (GB)	Gulf Racing UK	Porsche 911 RSR	GTE Am	-33 laps
26	Nelson Panciatici (F) David Cheng (USA) Ho-Pin Tung (NL)	Baxi DC Racing Alpine	ORECA-Nissan 05	LMP2	-33 laps
27	Kevin Estre (F) Khaled Al Qubaisi (UAE) David Heinemeier Hansson (DK)	Abu Dhabi-Proton Racing	Porsche 911 RSR	GTE Am	-33 laps
28	Emmanuel Collard (F) Francois Perrodo (F) Rui Aguas (P)	AF Corse	Ferrari 458 Italia	GTE Am	-39 laps
29	Stefan Mucke (D) Olivier Pla (F)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-42 laps
R	Roberto Merhi (E) Matt Rao (GB) Richard Bradley (GB)	Manor	ORECA-Nissan 05	LMP2	157 laps-suspension
R	Lewis Williamson (GB) Nick Leventis (GB) Jonny Kane (GB)	Strakka Racing	Gibson-Nissan 015S	LMP2	58 laps-electrical

In each car, first-named driver started the race. **Winners' average speed** 105.752mph.

Fastest lap Duval 1m47.052s, 115.198mph. **LMP2** Rast 1m57.035s, 105.372mph.

GTE Pro Pla 2m05.244s, 98.465mph. **GTE Am** Henzler 2m07.527s, 96.702mph.

QUALIFYING

1 Lotterer/Fassler 1m45.750s; **2** Duval/Jarvis 1m45.983s; **3** Bernhard/Hartley 1m46.560s; **4** Conway/Kobayashi 1m47.218s; **5** Jani/Dumas 1m47.331s; **6** Nakajima/Buemi 1m48.584s; **7** Kraihamer/Imperatori 1m53.646s; **8** Webb/Trummer 1m54.577s; **9** Lapierre/Menezes 1m55.892s; **10** Merhi/Rao 1m56.873s; **11** Senna/Gonzalez 1m57.367s; **12** Williamson/Kane 1m57.536s; **13** Panciatici/Cheng 1m58.060s; **14** Petrov/Shaytar 1m58.379s; **15** Derani/Cumming 1m58.394s; **16** Minassian/Mediani 1m58.769s; **17** van Overbeek/Brown 2m00.631s; **18** Sorensen/Thiim 2m04.610s; **19** Rigon/Bird 2m04.652s; **20** Mucke/Pla 2m04.804s; **21** Bruni/Calado 2m04.821s; **22** Turner/Rees 2m04.889s; **23** Priaulx/Tincknell 2m05.057s; **24** Lietz/Christensen 2m06.060s; **25** Lamy/Dalla Lana 2m07.683s; **26** Estre/Al Qubaisi 2m08.295s; **27** Camathias/Ried 2m08.816s; **28** Barker/Wainwright 2m09.119s; **29** Collard/Perrodo 2m09.187s; **30** Taylor/Viljoen 2m09.190s; **31** Rusinov/Brundle times deleted. **Fastest in each class:** **LMP1** Lotterer 1m45.703s; **LMP2** Lapierre 1m55.645s; **GTE Pro** Sorensen 2m04.579s; **GTE Am** Estre 2m06.038s.

CHAMPIONSHIP

LMP drivers 1 Jani/Dumas/Lieb 130; 2 Duval/Jarvis/di Grassi 92.5; 3 Conway/Sarrazin/Kobayashi 92; 4 Webber/Bernhard/Hartley 78.5; 5 Fassler/Lotterer 78; 6 Imperatori/Kraihamer/Tuscher 52. **LMP manufacturers** 1 Porsche 238; 2 Audi 185; 3 Toyota 137. **LMP2 drivers** 1 Menezes/Lapierre/Richelmi 156; 2 Senna/Albuquerque/Gonzalez 115; 3 Rast/Rusinov 86; 4 Cumming/Derani/Dalziel 84. **GTE drivers** 1 Sorensen/Thiim 109; 2 Rigon/Bird 97; 3 Turner 96; 4 Bruni/Calado 80; 5 Richie Stanaway 80; 6 Pla/Mucke 73. **GTE manufacturers** 1 Aston Martin 215; 2 Ferrari 209; 3 Ford 133.5; 4 Porsche 96. **GTE Am drivers** 1 Collard/Perrodo/Aguas 137; 2 Heinemeier-Hansson/Al Qubaisi 104; 3 Lauda/Dalla Lana/Lamy 96; 4 Patrick Long 83.





Shedden closes in

A fight through the field, a dose of good fortune and a race win brought Gordon Shedden to within 11 points of the championship lead

By Matt James, BTCC Correspondent

[@MattJMNews](#)



In terms of pure maths, BMW driver Sam Tordoff extended his lead in the British Touring Car Championship at Silverstone. But looking deeper into the results of the three races in Northamptonshire, there is a dark cloud looming on the horizon for the table-topper in the shape of the Honda Civic.

Tordoff had gone to Silverstone carrying 75kg of success ballast on his 125i M Sport and a narrow five-point buffer over the Team Dynamics Honda of Matt Neal. Coming out of the weekend, the WSR man had grown that advantage to 11 points, but it was reigning champion and Honda driver Gordon Shedden who had the momentum firmly with him.

Although he had been derailed in the opening race by a deflated front-left Dunlop, Shedden's never-say-die attitude – and some cute driving on the critical soft tyres – helped him claw back the ground in a car that is far from suited to Silverstone's flat-out blasts.

“My weekend was all about race two,” said Shedden, who had started 23rd on the grid. He was into the top 15 within 10 laps and picked them off one by one until he reached eighth position. That helped him to earn his greatest slice of good fortune the season has brought so far: his number was pulled out of the hat for the reversed-grid pole position for the first time in 2016 (whereas it has happened to rival Tordoff four times).

“If I hadn't been able to get up through the order in race two, I would never have been in that position,” said Shedden. “Although Silverstone doesn't play to the strengths of the Civic, there are still things you can do to limit the damage. I was having to be super-brave on the brakes to pull off the overtakes in race two, and it was all about exploiting that and what we had in the corners. That climb through the order was the cornerstone of everything.”

But he still had work to do, because he was on the soft Dunlops for race three. They had proved fragile in the warmer temperatures at Silverstone, and the extra demands that the car's new-for-2016 RML-spec control parts put on the rubber were taking their toll in terms of punctures.

The Scot said the car came alive, though. And, once past fast-starting WSR driver Rob Collard, Shedden was untroubled to bank a fourth win of the season and vault himself into the heart of the title battle.

“I couldn't believe how well the tyres coped, despite all my fears beforehand,” said the winner. “The pass for the lead [around the outside into Becketts] was down to grip, just pure grip. I saw Collard was struggling and I thought that if he was struggling that much for grip at >>



Copse, a corner that's usually good for rear-wheel-drive cars, then I just had to take advantage of my softs and my front-wheel drive straight away. I held my breath and pulled it off into Becketts. I was on tiptoes, but it just held on."

Shedden overtook team-mate Neal as the man on Tordoff's tail in terms of the hunt for the crown. It wasn't that Neal had a bad weekend, more that Shedden had an exceptional one.

Neal came to the meeting with 66kg on board and produced one of his best qualifying laps of the season to line up in seventh, but was let down by his Dunlops while running ninth in race one – although his problem was down to mid-pack contact when Neal, Aiden Moffat's Mercedes and Collard had come together exiting Copse late on. At least it had happened in the race where he'd opted for the softer tyres, which meant that issue was out of the way.

His fightback took him to 15th in the second race from 24th on the grid, but his race-three pace, where he sliced up through the order to fifth, was his most impressive of the weekend.

On his way up through the order, he put one over on Tordoff too. The Yorkshireman followed the Honda home with sixth in the finale, which was his best result of the weekend.

Tordoff had qualified with 75kg of success ballast and that consigned him to 17th. He was only 0.7s off pole, but such are the fine margins at Silverstone in the BTCC. The weight was hurting, and he would have to suffer that throughout race one as well.

"To come away having increased my lead in the championship is ridiculous, frankly," said Tordoff after his race-three highlight.

In the opener he finished 13th on the road, but was boosted when the top two finishers, Ash Sutton and Josh Cook in their MGs, were kicked out for a technical infringement.

But Tordoff's pain was not over, because he had opted for the troublesome soft tyres in race two. "And that wasn't all," he grimaced afterwards. "On the first lap I realised I had no fifth gear. Of all the circuits where that would be a problem, it was

Tordoff extended his points lead despite a troubled weekend

Silverstone. I learned how to drive around the issue, but it meant I was hanging on rather than making progress."

He managed 11th, before his patient climb through the pack in race three for sixth. "I saw Neal coming up behind me," said Tordoff. "He was quick and he put his nose inside me towards the end of the race. I wasn't going to fight because finishing is what matters at this stage."

Another element in the title fight this year will be Tordoff's team-mate Collard, and he was another to gain on the table-topper. He and the WSR team worked hard to find the perfect ratios for the track, which the Hampshireman was finding a struggle for his BMW in terms of top-end pace.

He lost his best qualifying time due to a track-limits infringement and that meant he started 25th. It was uphill from there but, as is his customary style, he rolled his sleeves up and rescued things with a charge to seventh in race one.

Race two produced the same result with the soft tyres and he joined Shedden at the front of the race-three grid. His strong getaway would land him



THE ART OF SLIPSTREAMING

OF ALL THE CIRCUITS ON THE BRITISH Touring Car Championship calendar, Silverstone National is the one tailor-made for the increasingly rare art of slipstreaming, particularly in qualifying.

Getting a tow from a rival car, or preferably a team-mate, can be the magic bullet, offering a tenth or two in lap time. The 1.64-mile configuration keeps the field tightly bunched, and any advantage can mean advancing a couple of rows up the grid.

But it isn't a universally practised art, with some drivers opting against it. Motorbase Performance Ford Focus man Mat Jackson is one who thinks that the negatives can outweigh the pluses.

"It's never really worked on the Focus," he said, "and I guess that's just down to the drag that the car creates naturally. I've never been able to take advantage of it."

Double champion Colin Turkington agrees. He spent many seasons with WSR in the rear-wheel-drive BMWs and said it was something that could detract from a lap time as much as add to it.

"You might get a benefit on the straight, but then you lose mid-corner aero and that creates push on the car," he said. "In effect, what you gain you then lose. So it's not something I factor in when I hunt for a qualifying lap. If you luck in to one, then fair enough, but you have to be fortunate to have one that's positive."

Championship leader Sam Tordoff tried slipstreaming with team-mate Rob Collard in the WSR BMW 125i M Sports during free practice, but was not so keen when it came to the qualifying session.

"It can give you up to 0.2s per lap," he explained. "But the trick is hard to get right. Very rarely these days do you see cars divebombing each other on the brakes. Those things don't happen anymore, so to take advantage is rare."

"Like Colin, if I can get a lap together and then happen across someone to give me a tow, then I'll take it, but you need it to be dead right – about five or six car lengths behind but not close enough to compromise your corner speed. But it's almost impossible to make it happen deliberately."

That's something that Triple Eight Racing team manager Ian Harrison, who runs the MGs of Ashley Sutton and Josh Cook, agrees with, but he sees another problem with making it work well.

"You have to have two very intelligent drivers to make it happen, so it's very rare that it is going to be perfect," said Harrison. "Also, you can spend so long trying to get it right that the drivers can trip over each other and you lose the perfect time for both of them. The risks are many."

Factory Honda drivers Matt Neal and Gordon Shedden do use slipstreaming to try to extract the most from their Civic Type R hatchbacks. "It's very hard to get it right, because sometimes drivers want to take four new tyres, some two, and you are usually on a different programme to those around you, even your own team-mate," explained Shedden.

"But Matt and I practised it and got it spot on. In qualifying, Andrew Jordan got between us in his Focus and that actually helped, because I got a double tow – maybe we should put him on the payroll! But it is something that is so hard to do right."

a point for leading a lap, but that was the only one he would lead before the Honda chopped ahead – and it dragged Adam Morgan's Ciceley Racing Mercedes through with it.

"Gordon asked me if I had the car in the wrong engine mode in race three when he overtook me. The answer is no," said Collard. "Firstly, we don't play about with engine modes and, secondly, I told him that was all we had around here. There was not a great deal I could do."

Still, Collard was happy enough to have got the pain of Silverstone out of the way and kept himself in the hunt. "It'll be gloves off for Brands Hatch now," smiled Collard, who is 17 points behind Tordoff.

The weekend's opening-race winner was someone who was not in the title hunt, but a man who loves Brands Hatch too: Tom Ingram.

The Speedworks Toyota Avensis driver lined up on the front row, nailed his start and overtook poleman Sutton in the Triple Eight Racing MG. Ingram held sway for seven laps before Sutton saw a chink of light at Luffield and >>





squeezed inside the Toyota for the lead. “Tom left an MG-sized gap,” said Sutton. “I don’t need to be asked twice.”

Still, Ingram held on and the battling at the front allowed Josh Cook, in the other Triple Eight MG, to zero in. He pulled a more robust move on Ingram, who was somewhat aggrieved with the attack, to put himself in second place and follow his team-mate across the line.

Ingram was peeved and said he hoped the officials would look into Cook’s move, but they had other matters on

their minds. They were busy measuring the MGs’ rear wings, and deemed that both were illegal (although the team has appealed that decision). Both were banished to the back of the grid for race two, with their race-one finishing-position ballast (75kg and 66kg) ruining their weekends.

So the officials did find in Ingram’s favour – just not in the way he thought they would. He was retrospectively handed the win ahead of Andrew Jordan’s Motorbase Ford Focus

Jordan hit back at naysayers after race-two victory

and Rob Austin’s Handy Motorsport Toyota Avensis.

Ingram clung on gamely to third place in the second race after being in the lead for seven laps before Jordan and Morgan leaped ahead – and ballast and soft tyres made that perhaps more impressive. So a head-gasket failure in race three was a heartbreaking way to end the weekend.

Jordan’s race-two win was a lesson for anyone who was concerned about how the soft tyres were affecting the cars. Once he was past Ingram he couldn’t relax because Morgan kept him honest, but he hung on to the life left in his rubber.

“People were starting to doubt me, saying I had lost my mojo, but those people can ‘do one’ now,” said Jordan. “I learned a technique when I won the championship in 2013 of looking after the soft tyres, and that came into play today. After a late-race safety car, I put my foot down and there was plenty left to carry me to the end.”

He rounded off a solid weekend with an eighth place, while his team-mate Mat Jackson – also a championship hope – finished race three in second place, his best result of the weekend.

Jackson had a brake-valve problem in qualifying that restricted him to 21st, and then wore his soft tyres to the canvas in race one (the lessons from which would help Jordan later on). The finale was his only clean shot at a race and he didn’t need to be asked twice to land a result that leaves him only 21 points off the summit. ❄



Sutton and Cook MGs were excluded from a one-two finish in R1

RESULTS ROUND 9/10, SEPTEMBER 18, RACE 1 (22 LAPS – 36.089 MILES)

POS	DRIVER	TEAM	CAR	TIME
1	Tom Ingram (GB)	Speedworks Motorsport	Toyota Avensis	21m49.891s
2	Andrew Jordan (GB)	Motorbase Performance	Ford Focus	+3.478s
3	Rob Austin (GB)	Handy Motorsport	Toyota Avensis	+7.464s
4	Adam Morgan (GB)	Ciceley Racing	Mercedes A-Class	+10.121s
5	Jake Hill (GB)	Team Hard	Toyota Avensis	+16.570s
6	Aron Smith (IRL)	Team BKR	Volkswagen CC	+18.131s
7	Rob Collard (GB)	WSR	BMW 125i M Sport	+18.307s
8	Colin Turkington (GB)	Team BMR	Subaru Levorg	+18.431s
9	Aiden Moffat (GB)	Ciceley Motorsport	Mercedes A-Class	+18.554s
10	Jason Plato (GB)	Team BMR	Subaru Levorg	+18.785s
11	Sam Tordoff (GB)	WSR	BMW 125i M Sport	+19.928s
12	Jack Goff (GB)	WSR	BMW 125i M Sport	+20.135s
13	Hunter Abbott (GB)	Power Maxed Racing	Chevrolet Cruze	+20.139s
14	Ollie Jackson (GB)	AmD Tuning	Audi S3 Saloon	+22.960s
15	Jeff Smith (GB)	Eurotech Racing	Honda Civic Type R	+23.520s
16	Mark Howard (GB)	Team BKR	Volkswagen CC	+29.944s
17	Mat Jackson (GB)	Motorbase Performance	Ford Focus	+31.346s
18	Michael Epps (GB)	Team Hard	Toyota Avensis	+39.350s
19	Stewart Lines (GB)	Maximum Motorsport	Ford Focus	+52.021s
20	Matt Simpson (GB)	Speedworks Motorsport	Honda Civic Type R	+56.575s
21	Daniel Welch (GB)	Welch Motorsport	Proton Persona	-1 lap
22	Kelvin Fletcher (GB)	Power Maxed Racing	Chevrolet Cruze	-1 lap
23	Gordon Shedden (GB)	Team Dynamics	Honda Civic Type R	-1 lap
EX	Ash Sutton (GB)	Triple Eight Racing	MG6	21m48.713s
EX	Josh Cook (GB)	Triple Eight Racing	MG6	21m49.680s
R	Matt Neal (GB)	Team Dynamics	Honda Civic Type R	21 laps-dam/puncture
R	Warren Scott (GB)	Team BMR	Subaru Levorg	20 laps-puncture
R	James Cole (GB)	Team BMR	Subaru Levorg	20 laps-puncture
R	Martin Depper (GB)	Eurotech Racing	Honda Civic Type R	19 laps-dam/lost wheel
NC	Tony Gilham (GB)	Team Hard	Toyota Avensis	14 laps
NC	Alex Martin (GB)	Team Parker Racing	Ford Focus	5 laps

Winner's average speed 99.18mph. Fastest lap Morgan 58.923s, 100.22mph.



Ingram enjoyed a strong weekend, aided by the race officials

QUALIFYING

1 Sutton 58.321s; 2 Ingram 58.324s; 3 Cook 58.467s; 4 Jordan 58.481s; 5 Morgan 58.537s; 6 Austin 58.598s; 7 Neal 58.671s; 8 Abbott 58.709s; 9 A Smith 58.724s; 10 Shedden 58.780s; 11 Hill 58.857s; 12 Moffat 58.876s; 13 Scott 58.883s; 14 Depper 58.960s; 15 Plato 59.007s; 16 Tordoff 59.014s; 17 Goff 59.040s; 18 J Smith 59.055s; 19 Fletcher 59.080s; 20 M Jackson 59.149s; 21 Welch 59.236s; 22 Cole 59.339s; 23 O Jackson 59.368s; 24 Collard 59.380s; 25 Lines 59.428s; 26 Gilham 59.530s; 27 Martin 59.914s; 28 Epps 1m10.976s; 29 Turkington 58.997s*; 30 Howard 59.717s*; 31 Simpson 1m00.615s*. * grid penalty.

GRID RACE 2 Decided by result of Race 1.

RACE 2 (25 LAPS – 41.010 MILES)

1 Jordan 26m44.945s; 2 Morgan +0.884s; 3 Ingram +2.456s; 4 Turkington +2.662s; 5 Plato +3.001s; 6 M Jackson +3.253s; 7 Collard +3.471s; 8 Shedden +4.409s; 9 Moffat +5.043s; 10 Abbott +5.993s; 11 Tordoff +6.181s; 12 Epps +6.989s; 13 Goff +7.229s; 14 Welch +8.344s; 15 Neal +8.524s; 16 O Jackson +9.025s; 17 Cook +15.262s; 18 Depper +16.147s; 19 Lines +16.356s; 20 Martin +16.517s; 21 Gilham +17.170s; 22 Fletcher +20.414s; 23 Cole +20.905s; 24 A Smith -1 lap; 25 J Smith -1 lap; 26 Sutton -1 lap; 27 Hill -1 lap; 28 Howard -1 lap; 29 Scott -1 lap; R Simpson 14 laps-puncture; R Austin 13 laps-puncture.

Winner's average speed 91.99mph. Fastest lap Cole 59.296s, 99.59mph.

GRID RACE 3 Decided by result of Race 2, with top eight reversed.

RACE 3 (22 LAPS – 36.089 MILES)

1 Shedden 21m54.766s; 2 M Jackson +0.668s; 3 Collard +1.087s; 4 Turkington +2.009s; 5 Neal +2.426s; 6 Tordoff +2.586s; 7 Cook +5.399s; 8 Jordan +7.119s; 9 Moffat +7.914s; 10 Sutton +9.275s; 11 Goff +9.290s; 12 Plato +9.291s; 13 Abbott +9.518s; 14 Hill +11.619s; 15 J Smith +12.044s; 16 Epps +17.184s; 17 O Jackson +17.262s; 18 Martin +20.244s; 19 Howard +24.714s; 20 Gilham +26.805s; 21 Cole +26.044s; 22 Lines +28.855s; 23 Morgan +27.819s; 24 Simpson +28.855s; 25 Welch +37.231s; 26 Fletcher -2 laps; R Austin 18 laps-puncture; R Ingram 15 laps-head gasket; R Depper 15 laps-puncture; R A Smith 7 laps-damage/steering arm; NS Scott.

Winner's average speed 98.81mph. Fastest lap Sutton 59.016s, 100.06mph.

CHAMPIONSHIP

1 Tordoff 278; 2 Shedden 267; 3 Neal 265; 4 Collard 261; 5 M Jackson 257; 6 Jordan 247; 7 Turkington 241; 8 Plato 220; 9 Morgan 210; 10 Ingram 200.



Shedden's win has boosted his title momentum

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Pagenaud leads the Penske squadron early in the race

Pagenaud produces

INDYCAR SERIES
SONOMA (USA)
SEPTEMBER 18
ROUND 15/15

FROM THE FRENCH VINEYARDS TO California Wine Country, Simon Pagenaud knows a thing or two about a fine glass of wine. Sonoma Raceway always celebrates a race victory in a unique way, as the trophy is actually a large crystal filled with some of the finest red wine from the vineyards of the Sonoma and Napa Valley.

Pagenaud drove to a decisive victory by starting on the pole and keeping his Team Penske Dallara-Chevrolet out front for 76 of the 85 laps to clinch the IndyCar Series title. Actually, that title was effectively confirmed on lap 38 when team-mate Will Power – the only other driver with a mathematical chance of catching Pagenaud – suffered a clutch control unit failure, causing his gearbox to get stuck in neutral. The Australian lost nine laps while his crew fixed the unit and the 2014 champion finished 20th.

After Pagenaud had earned the bonus point for pole, all he needed was a top-five finish to become champion even if Power won the race. As it transpired, he drove away from the field from the start. By lap 15 Pagenaud led Helio Castroneves by 7.7729 seconds, with Power and Juan Pablo Montoya completing a Penske sweep of the top four. One lap later Pagenaud pitted,

and was now leading from Power, who had leapfrogged Castroneves during the pit exchange.

Could Power take the fight to Pagenaud? It didn't appear so, for by lap 25 the lead was out to 7.5662s, at which point Penske rolled the dice for Castroneves and pitted the Brazilian early, putting him onto a four-stop strategy that could pay dividends should the race become affected by full-course cautions.

As it happened, there was only one yellow, and that was caused by Power... The race was neutralised for three laps while the #12 car was towed into the pits, and Pagenaud, barring a miracle, was champion. "I've raced Simon for 10 years [they first competed together in the World Series by Renault in 2005] and I'm happy to see him win a championship, even though I finished second to him," Power said. "The car went into anti-stall mode and it wouldn't go into any gears. It's a pity because we had a good race going before that. It was one of those things where you have your good and your bad, and I had a couple of bad results at the end of the year that took us out of the game.

"There wasn't much I could do but win the race, maybe, and that wouldn't have been enough. Simon had a great day."

In anticipation of the yellow, Pagenaud and Montoya had made their second stops, and once the race got going again it was Pagenaud leading from the out-of-synch Castroneves,



his finest vintage

with Graham Rahal moving up to third in his Rahal Letterman Lanigan Racing Dallara-Honda.

Rahal would be the closest challenger to a race win that Pagnaud didn't actually need. After their final stops, he moved onto the tail of Pagnaud and, once Castroneves made his final call to the pits, they were fighting for the race lead. Rahal pushed Pagnaud hard, looking for an opening, but eventually the new champion managed to eke out a gap to win by 3.2523s.

They moved well clear of third-placed Montoya, while Alexander Rossi led Ryan Hunter-Reay in a battle for bragging rights among the Andretti Autosport-run Dallara-Hondas... until the final lap, when Rossi's Andretti Herta car ran low on fuel and Hunter-Reay was able to sweep past and take fourth.

Josef Newgarden completed an excellent season with sixth in his Ed Carpenter Racing machine, with Castroneves unable to recover to anything better than seventh, ahead of Marco Andretti.

Still, Castroneves's result secured Penske a 1-2-3 finish in an IndyCar title race for the first time since 1994. "It was a great run," Roger Penske said. "I just

take my hat off to the whole team and what they've done all season long. To cap it off here with another win, that's 10 wins for these guys.

"To see Simon dominate the series the way he did with five wins and seven pole positions, and how his team really executed, it's a credit to not only Simon, but the guys who are around him on that team. I think it took him one year to kind of get on the team with us and understand the transparency [Pagnaud joined Penske in 2015]. From that point on, he just went straight to the top."

"Obviously I saw Will slowing down," Pagnaud said. "It was a bit of a relief, I have to say, although I feel sorry for his luck today." He then had to stay calm, knowing the title was all but his: "That's one thing that I've been doing pretty well this year, just trying to keep my emotions at a very steady level, without trying to go crazy on the radio saying, 'Wow, we're the champions.' I then started to think, 'I can go race, have fun, unleash the beast inside and just go for the race win!'"

Once that beast was unleashed, there was no stopping Pagnaud as he became a worthy 2016 champion.

BRUCE MARTIN



Double for Cadillac

**PIRELLI WORLD CHALLENGE
SONOMA (USA)
SEPTEMBER 17-18
ROUND 10/11**

McLAREN STAR ALVARO Parente moved back into the series lead with one round to go, but it was Cadillac veteran Johnny O'Connell who won both races at Sonoma.

The 54-year-old O'Connell stalked the McLaren of high-school teenager Austin Cindric throughout the opening race, and snatched the lead at Turn 7 on the final lap as Cindric's tyres faded. The second Cadillac of Michael Cooper was also close at hand, taking third, with Parente fourth and Porsche's pre-weekend points leader Patrick Long in eighth position.

Cindric — the son of Team Penske luminary Tim Cindric — grabbed his second pole of the weekend for race two, with Parente completing an all-McLaren front row.

This time O'Connell wasted no time in taking the lead, the Cadillac passing Cindric and Parente so that it was in front by the time they reached Turn 2 on the opening lap. "My eyes were like a laser on the starter and the second his hand started to move, I went," said O'Connell. "I timed that just about perfect."

Cindric pressured Parente late on, but the Portuguese could not be denied second place. Long started with a charge from 14th to fourth to keep his title chances alive.

RESULTS

Race 1 1 Johnny O'Connell (Cadillac ATS-VR) 31 laps in 50m05.474s; 2 Austin Cindric (McLaren 650S GT3) +0.716s; 3 Michael Cooper (Cadillac); 4 Alvaro Parente (McLaren); 5 Michael Lewis (Porsche 911 GT3-R); 6 Jon Fogarty (McLaren).

Race 2 1 O'Connell 31 laps in 50m06.123s; 2 Parente +11.386s; 3 Cindric; 4 Patrick Long (Porsche); 5 Bryan Heitkotter (Nissan GTR); 6 Lewis. **Points 1 Parente 1554**; 2 Long 1545; 3= Cooper & O'Connell 1451; 5 Heitkotter 1307; 6 Ryan Eversley 1305.

AT A GLANCE

- 1 Pagnaud Penske
- 2 Rahal Rahal Letterman Lanigan
- 3 Montoya Penske

→ P55 FULL RESULTS



Grasser Lambos out front, with polesitting #19 car leading winning #16 machine

BERGHOUD/VISION SPORT AGENCY

McLaren men champs; Lambo wins

**BLANCPAIN ENDURANCE CUP
NURBURGRING (D)
SEPTEMBER 18
ROUND 5/5**

AS A WAY TO WIN A TITLE, THIS has to be one of the more unusual. McLaren's Rob Bell, Come Ledogar and Shane van Gisbergen became Blancpain Endurance Cup champions on a day when van Gisbergen was on the other side of the world racing in the Sandown 500, while Bell, Ledogar and stand-in Duncan Tappy endured a nightmare run to 30th.

Playing catch-up after qualifying was cut short by red flags, Bell had to serve a drivethrough penalty after making contact with Marco Bonanomi and Daniel Zampieri in separate incidents. Tappy then suffered a puncture and dropped off the lead lap, before a spin for Ledogar ensured that the Garage 59 team would have to rely on other cars' results falling their way.

With the McLaren out of contention, the HTP Mercedes of Maxi Buhk, Dominik Baumann and Jazeman Jaafar needed to finish third to snatch the title, but they were frustrated in their task by a resurgent RJN Nissan, finally showing something of the form that took them to the title 12 months ago.

Having not scored a podium all year, this was the perfect response by RJN. Lucas Ordonez started the ball rolling, taking advantage of the first-corner fracas involving Pro-Am contenders Duncan Cameron and Ahmad Al-Harthi, then crucially passing Baumann to hand over to Mitsunori Takaboshi in fourth. The Japanese continued the forward

march, calmly seizing third from Michele Beretta in the polesitting Grasser Lamborghini started by Luca Stolz.

A late-race safety car initially appeared to present 2013 champion Buhk with an opportunity to attack, but a finely judged restart from Buncombe meant the Mercedes was unable to get on terms.

Buncombe's third place was met with an eruption of emotion at McLaren as the title was edged by a single point. In an odd twist, Bell's and Ledogar's failure to score meant van Gisbergen could share in their success from Australia, an outcome that not even the all-seeing team boss Bas Leinders could have entertained. It was one of those days.

"I still can't believe we're sitting here as champions," said Bell. "After the penalty, I thought there was no way we were going to win it. But sometimes you have to win ugly, and we won ugly today."

That Buhk and Baumann now lead the combined Blancpain standings with one

round to go at Barcelona will be little consolation – they will inevitably look back on a gearbox failure at Paul Ricard and ponder what could have been.

Spa 24 Hours winners Alexander Sims and Philipp Eng came into the weekend level on points with HTP, but the Rowe BMW they shared with Nicky Catsburg was one of many to be caught out by the red flags in qualifying and they had too much to do from 39th on the grid. Tenth place was about all they could have hoped for under the circumstances.

Maxime Soulet, Wolfgang Reip and Andy Soucek perhaps had the biggest reason to be disappointed. Their Bentley was on target to achieve the fifth place they needed for the title, but damage to the left-rear corner meant the mechanics couldn't extract the wheel at their first pitstop. Reip therefore had to complete his stint with only three new tyres and lost spades of time stuck behind Alexander Mattschull's Pro-Am leading Rinaldi Ferrari. Another late stop to change the faulty wheel dropped them out of the points.

At the head of the field, the race came down to a cat-and-mouse chase between category debutant Christian Engelhart and Laurens Vanthoor. Taking over from Mirko Bortolotti – who advanced from fifth to the lead during his stint – and regular ADAC GT Masters co-driver Rolf Iniechen, Engelhart had his mirrors full of the WRT Audi during the final half hour, but the frustrated Vanthoor was powerless to unlock his defences. The Grasser trio thus scored Lamborghini's first victory of the season.

JAMES NEWBOLD

AT A GLANCE

- 1 Bortolotti/Engelhart/
Iniechen Lamborghini
- 2 Vanthoor/Vanthoor/
Vervisch Audi
- 3 Buncombe/Ordonez/
Takaboshi Nissan

➔ P55 RESULTS



Bell (left) and Ledogar champs. Van Gisbergen out of shot 10,000 miles away

BERGHOUD/VISION SPORT AGENCY

Taylors move into the hunt

Dallara Corvette stayed out front for most of the race



IMSA SPORTSCAR
AUSTIN (USA)
SEPTEMBER 17
ROUND 11/12

THE TOP THREE CONTENDERS in the IMSA SportsCar title chase will head to the Road Atlanta season finale separated by just seven points after finishing Saturday's Lone Star Le Mans at an oppressively hot Circuit of The Americas in reverse order.

Brothers Ricky and Jordan Taylor produced a sparkling performance in their father Wayne's Dallara Corvette DP, leading virtually the whole way after starting from the pole. Ricky set the fastest race lap for good measure, while Jordan overcame a minor traction-control glitch, which caused a quick spin with around 40 minutes remaining, to finish just 1.421s ahead of the Action Express Racing Coyote Corvette of Eric Curran and Dane Cameron.

Team-mates and erstwhile series

leaders Christian Fittipaldi/Joao Barbosa finished third following a clash during the early stages between Curran and Fittipaldi. Curran was handed a drivethrough penalty for causing the incident but was able to bounce back into contention following a brief full-course caution, then profited when Barbosa tangled with a GTD car and spun on lap 36.

As usual there was little to choose between the GTLM contenders. Ryan Briscoe (Ford GT) qualified fastest but lost his advantage at the start and later suffered a broken steering rack when he collided with the points-leading Corvette of Tommy Milner. The Risi Competizione Ferrari of Toni Vilander/Giancarlo Fisichella later took control until, cruelly, encountering an electrical problem that necessitated an extra pitstop on lap 60. In contention all weekend, the factory Porsches of Frederic Makowiecki/Earl Bamber and Patrick Pilet/Nick Tandy were perfectly

positioned to claim a one-two.

Alex Popow and Renger van der Zande (Starworks Motorsport) extended their PC points lead with a hard-fought victory over Robert Alon/Tom Kimber-Smith, while in GTD Bret Curtis and Jens Klingmann ended up comfortable winners in their Turner Motorsport BMW M6 GT3. Remarkably, six different manufacturers finished in the top six, with Virginia winners Madison Snow/Bryan Sellers (Lamborghini) and series leaders Christina Nielsen/Alessandro Balzan (Ferrari) moving onto the podium when the Porsche of Alex Riberas/Mario Farnbacher ran out of fuel on the final lap.

JEREMY SHAW

RESULTS

1 Ricky Taylor/Jordan Taylor (Dallara Corvette DP) 75 laps in 2h41m55.076s; 2 Eric Curran/Dane Cameron (Coyote Corvette DP) +1.421s; 3 Christian Fittipaldi/Joao Barbosa (Coyote); 4 Joel Miller/Tom Long (Lola-Mazda B12/80);

5 Alex Popow/Renger van der Zande (ORECA-Chevrolet FLM09); 6 Robert Alon/Tom Kimber-Smith (ORECA-Chevy). **PC 1 Popow/van der Zande**; 2 Alon/Kimber-Smith; 3 Nick Bouille/James French. **GTLM 1 Frederic Makowiecki/Earl Bamber (Porsche 911 RSR)**; 2 Nick Tandy/Patrick Pilet (Porsche); 3 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C7.R); 4 Dirk Werner/Bill Auberlen (BMW M6 GTLM); 5 Oliver Gavin/Tommy Milner (Corvette); 6 Joey Hand/Dirk Muller (Ford GT). **GTD 1 Bret Curtis/Jens Klingmann (BMW M6 GT3)**; 2 Madison Snow/Bryan Sellers (Lamborghini Huracan GT3); 3 Christina Nielsen/Alessandro Balzan (Ferrari 488 GT3). **Points 1 Curran/Cameron 285**; 2 Fittipaldi/Barbosa 284; 3 Taylor/Taylor 278; 4 Marc Goossens 248; 5 Oswaldo Negri 246; 6 Tristan Nunez/Jonathan Bomarito 234. **PC 1 Popow/van der Zande 329**; 2 Alon/Kimber-Smith 319; 3 Mikhail Goikhberg/Stephen Simpson 286. **GTLM 1 Gavin/Milner 314**; 2 Ryan Briscoe/Richard Westbrook 303; 3 Magnussen/Garcia 290; 4 Bamber/Makowiecki 286; 5 Werner/Auberlen 275; 6 Toni Vilander/Giancarlo Fisichella 269. **GTD 1 Nielsen/Balzan 299**; 2 Ben Keating/Jeroen Bleekemolen 267; 3 Robin Liddell/Andrew Davis 265.

Russian and Norris tops

FORMULA RENAULT NEC
NURBURGRING (D)
SEPTEMBER 17-18
ROUND 6/7

ROBERT SHWARTZMAN romped to his first series victory.

A day after his 17th birthday, the Russian jumped polesitter Lando Norris at the start and never relinquished his lead, despite pressure from Josef Kaufmann Racing team-mate Norris.

Shwartzman retired on the spot after Turn 1 contact with Sacha Fenestraz in race two. That allowed Norris a clear run to victory ahead of Max Defourny, while 16-year-old Kiwi Marcus Armstrong was an impressive



Shwartzman: the older of the two winners!

fourth on his FRenault debut. Dorian Boccocacci's title hopes took a blow when he crashed out.

JAMES NEWBOLD

RESULTS

Race 1 1 Robert Shwartzman 13 laps in 26m45.770s; 2 Lando Norris +0.432s; 3 Max Defourny; 4 Jehan Daruvala; 5 Dorian Boccocacci; 6 Sacha Fenestraz. **Race 2 1 Norris** 9 laps in 20m18.086s; 2 Defourny +0.442s; 3 Daruvala; 4 Marcus Armstrong; 5 Hugo de Sadeleer; 6 Fenestraz. **Points 1 Norris 265**; 2 Defourny 217; 3 Boccocacci 203; 4 Daruvala 203; 5 Shwartzman 152; 6 Fenestraz 152.

Evans defeats Higgins attack

BRITISH RALLY CHAMPIONSHIP
RALLY ISLE OF MAN (GB)
SEPTEMBER 15-17
ROUND 7/7

NEWLY CROWNED CHAMPION Elfyn Evans won the Rally Isle of Man, but had to fight off a name from the championship's past to do so.

Evans – who won the title on the penultimate round, the Ulster – was up against treble champion Mark Higgins. And the Manxman, partnering Evans in the DMACK Ford Fiesta team, eked out every bit of his local knowledge to stay in contention.



Higgins pushes on in his local lanes

Evans held a half-minute lead on the penultimate stage of the second day of the three-day event, but on the last one he suffered driveshaft failure, dropping him 17.5s behind.

He pulled the time back on Sunday at a frantic and unbelievable pace, although Higgins ran him close and stayed in touch.

Tom Cave fended off Desi Henry to take third on the event and secure second in the championship in his Ford Fiesta R5.

JACK BENYON

RESULTS

1 Elfyn Evans/Craig Parry (Ford Fiesta R5) 2h06m14.3s; 2 Mark Higgins/Darren Garrod (Ford) +5.9s; 3 Tom Cave/James Morgan (Ford); 4 Desi Henry/Liam Moynihan (Skoda Fabia R5); 5 Matt Edwards/Will Rogers (Ford); 6 Jonathan Greer/Kirsty Riddick (Citroen DS 3 R5). **Points 1 Evans 185**; 2 Cave 101; 3 Greer 75; 4 Fredrik Ahlin 65; 5 Josh Moffett 52; 6 Henry 49.

Ekstrom moves to the top in Spain

WORLD RALLYCROSS CHAMPIONSHIP
BARCELONA (E)
SEPTEMBER 17-18
ROUND 9/12

MATTIAS EKSTROM SEIZED THE advantage in the title race by storming to victory at the Circuit de Catalunya.

The DTM star won both his semi-final and the final in his Audi, having been third at the Intermediate Classification, to take the championship lead by 10 points from title rival Petter Solberg, who didn't make it into the final, the Norwegian finishing fourth in semi-final one.

Ekstrom led the final throughout to reclaim the championship advantage he lost at the Canadian round in early August. Timur Timerzyanov won the second semi-final in his Ford Fiesta to join Ekstrom on the front row of the final and challenged the Swede for the lead early on.

Top Intermediate Classification qualifier Timmy Hansen climbed his Peugeot to second behind Ekstrom as those ahead in



the final took their joker laps. When Hansen mirrored Ekstrom by taking his joker on lap five, Hansen was able to return to the main circuit with enough momentum to pass both Timerzyanov and Johan Kristoffersson to retain his position.

Kristoffersson had made the best start and was third on lap one in his VW Polo. The Scandinavian Touring Car Championship star also crossed the finish line in the same position, but was later penalised for pushing Timerzyanov in a last-lap move and was relegated to sixth. That moved Timerzyanov into his first podium finish of the year, one place ahead of team-mate Janis Baumanis, who started his first final of the season.

Swedes everywhere:
Ekstrom leads from Hansen and Larsson

Sebastien Loeb retired from semi-final one after damaging his Peugeot 208 by hitting a tyre wall. The Frenchman had been locked in a battle with Solberg and Robin Larsson. Swede Larsson was the driver to make it into the final, but he retired his Audi on lap five having taken an early joker lap.

RESULTS

1 Mattias Ekstrom (Audi S1) 6 laps in 4m55.251s; 2 Timmy Hansen (Peugeot 208) +0.821s; 3 Timur Timerzyanov (Ford Fiesta); 4 Janis Baumanis (Ford); 5 Robin Larsson (Audi A1); 6 Johan Kristoffersson (Volkswagen Polo). **Points 1 Ekstrom 204**; 2 Petter Solberg 194; 3 Kristoffersson 178; 4 Andreas Bakkerud 170; 5 Sebastien Loeb 154; 6 Hansen 143.

Truex in the pound seats for Furniture Row

NASCAR SPRINT CUP
CHICAGOLAND (USA)
SEPTEMBER 18
ROUND 27/36

ALL LOOKED SET FOR HENDRICK Motorsports rookie Chase Elliott to secure his first Sprint Cup victory after beating six-time champion team-mate Jimmie Johnson in a straight on-track battle, but the NASCAR's Chase shootout is renowned for dramatic finishes and Martin Truex Jr was the beneficiary this time.

Michael McDowell's late crash meant a host of cars making pitstops as the race ran into overtime, and the Furniture Row team deserves credit for its efficiency in releasing the Toyota of Truex – who led early on, but fell off the lead lap with a front-right tyre issue and had to battle back into contention – before Elliott's Chevrolet.

The consistent Joey Logano stayed out of trouble to sweep his way into second place ahead of Elliott, with non-Chase participant Ryan Blaney fourth after benefiting from the final caution.

Truex is chased
by Chase rivals Keselowski and Hamlin

Brad Keselowski, Denny Hamlin, polesitter Kyle Busch and Matt Kenseth all kicked off their Chase campaigns with good points for top-10 finishes.

Johnson, meanwhile, led for 118 laps but a speeding penalty late on pushed him behind Jamie McMurray and down into 12th position. Kevin Harvick, who topped the points as the 26-race Chase cutoff point was reached, finds himself outside the top 12 he needs to be in to graduate to the next stage. He started last thanks to a bodywork modification and had to charge through the field to 20th place.

RESULTS

1 Martin Truex Jr (Toyota Camry) 270 laps in 2h47m24s; 2 Joey Logano (Ford Fusion) +0.776s; 3 Chase Elliott (Chevrolet SS); 4 Ryan Blaney (Ford); 5 Brad Keselowski (Ford); 6 Denny Hamlin (Toyota); 7 Kasey Kahne (Chevy); 8 Kyle Busch (Toyota); 9 Matt Kenseth (Toyota); 10 Alex Bowman (Chevy). **Round of 16 1 Truex 1 win/2050 points**; 2 Keselowski 2049; 3 Kyle Busch 2046; 4 Hamlin 2045; 5 Logano 2043; 6 Elliott 2039; 7 Kenseth 2038; 8 Jimmie Johnson 2037; 9 Carl Edwards 2032; 10 Kurt Busch 2031; 11 Jamie McMurray 2030; 12 Tony Stewart 2028; 13 Austin Dillon 2027; 14 Kevin Harvick 2027; 15 Kyle Larson 2026; 16 Chris Buescher 2016.



Tander has had a tough run, but won the 500 with Luff



Tension relieved by HRT

AUSTRALIAN SUPERCARS
SANDOWN 500 (AUS)
SEPTEMBER 18
ROUND 10/14

THE HOLDEN RACING TEAM BOUNCED back in the biggest way to take out the traditional build-up to the Bathurst 1000, the Sandown 500.

In a brand-new Commodore, Garth Tander and Warren Luff were in contention all weekend and, when many of their opposition made mistakes in the tricky, mixed-weather conditions, Tander kept his head. That took some doing, as the balance of his Holden was disrupted by flapping bodywork and Shane van Gisbergen closed what had looked like a winning margin by more than 10 seconds in the final 12 laps.

It was a remarkable turnaround for the Walkinshaw Racing-run team, which last month learned that its 26-year works backing from Holden would finish at the end of this season.

Van Gisbergen took the championship lead after a dogged race, aided in his Triple Eight-run Red Bull car by new co-driver Alex Premat, while Will Davison/Jonathon Webb gave Holden a 1-2-3 result, in spite of a broken exhaust.

The race was red-flagged after a huge first-lap crash, in which rookie James Golding had a tyre go flat, sending his Volvo off the track at 150mph. Golding, 20, was unhurt, but the race was delayed by more than half an hour, and shortened by 18 laps. The sole surviving Volvo soldiered on to fourth, in the hands of Scott McLaughlin and David Wall.

While wet and dry conditions claimed a number of drivers, penalties also had a big effect on the result of the race. Jamie Whincup and co-driver Paul Dumbrell dominated their individual qualifying races, and looked to have the main race at their mercy, until

Dumbrell made a fundamental error. He slipped a shoulder out of a seatbelt before he had parked in the Red Bull team's pit bay, earning Whincup a drivethrough penalty. At the flag they were back in 13th place.

Craig Lowndes and co-driver Steven Richards both spun the other Triple Eight Holden and finished eighth, while Ford star Mark Winterbottom's weekend was a tough one. Co-driver Dean Canto earned a drivethrough penalty in his qualifying race, putting Winterbottom to the back of the grid for his. While Canto made ground up to fourth in the main race, he slipped off the road just before handing the Falcon over. Winterbottom resumed 24th and stayed there for the most of the day.

The other feature of the race was the brilliant Supercars debut of Richie Stanaway. The New Zealander took a weekend off from Aston Martin's WEC team and starred in the Super Black Ford, particularly when on slicks, on a damp track. He clearly has a future in Supercars, if that is where he wants to go.

Van Gisbergen now leads the points, but only narrowly from Whincup. The team-mates will not have Bathurst their own way, but they may just fight out the drivers' crown.

PHIL BRANAGAN

RESULTS

1 Garth Tander/Warren Luff (Holden Commodore) 143 laps in 3h30m56.7695s; 2 Shane van Gisbergen/Alexandre Premat (Holden) +0.3485s; 3 Will Davison/Jonathon Webb (Holden); 4 Scott McLaughlin/David Wall (Volvo S60); 5 Chaz Mostert/Steve Owen (Ford Falcon); 6 Fabian Coulthard/Luke Youlden (Ford); 7 Todd Kelly/Matt Campbell (Nissan Altima); 8 Craig Lowndes/Steven Richards (Holden); 9 Nick Percat/Cameron McConville (Holden); 10 Rick Kelly/Russell Ingall (Nissan). **Points 1 van Gisbergen 2248;** 2 Jamie Whincup 2241; 3 Craig Lowndes 2091; 4 McLaughlin 1989; 5 Mark Winterbottom 1908; 6 Davison 1812.

IN BRIEF

TCR INTERNATIONAL

Jean-Karl Vernay was the star of Marina Bay, the Frenchman planting his WRT-run Leopard Racing VW Golf on pole and leading all the way to beat team-mate Stefano Comini on the Singapore GP support card. A trio of SEATs was next, with Craft Bamboo men Pepe Oriola and James Nash sandwiching the B3 Leon of Mato Homola. A safety car-infested and red-flagged reversed-grid race went to the West Coast Honda of Mikhail Grachev from Dusan Borkovic (B3 SEAT) and series leader Nash, who is now only two points in front of Comini.

DUNLOP V8 SERIES

Among much carnage, Garry Jacobson won the Sandown round. After a win in the opening race, the Ford driver saw Paul Dumbrell's Holden take race two, while James Golding (Holden) won the final race. Jacobson leads fellow Ford man Jack Le Brocq in the points, heading to the next round at Bathurst.

AUSTRALIAN CARRERA CUP

Alex Davison emerged as the winner at Sandown, but Matt Campbell was the man to beat. Campbell won the first two races but transmission problems in the finale – won by Davison – kept him from a clean sweep. Nick McBride was second overall from Steven Richards. Campbell still leads the series.

AUSTRALIAN FORMULA 4

Will Brown continues to be the man to beat. Brown won two of the three races at Sandown, but disqualification for a technical infringement in the second race promoted Josh Denton to the victory. Brown leads the points from Nick Rowe, with one round to go.

US FORMULA 4

Cameron Das won all three races at Road Atlanta to push further ahead in the title chase. Das briefly lost the lead in race one, but was able to battle back ahead of Konrad Czaryk for victory, while Kyle Kirkwood also passed Czaryk for second. Das dominated race two, with Czaryk second. Skylar Robinson challenged Das in the final race but a spin dropped him down the field.

NASCAR XFINITY SERIES

Erik Jones was already through to the Xfinity Series' inaugural Chase, but that didn't stop him winning at Chicagoland, the last race before the cutoff. Kyle Busch was leading with 18 laps to go when he punctured and spun. Jones was sixth on the restart but fought through to win in his Joe Gibbs Racing Toyota from Kyle Larson and Elliott Sadler.

EUROPEAN RALLY CHAMPIONSHIP

Fourth place on the Latvian round – Rally Liepaja – was enough for Ford Fiesta-driving Pole Kajetan Kajetanowicz to be crowned for the second year running. A shortage of budget forced rival Alexey Lukyanuk to ditch his Fiesta for his old Mitsubishi, and he finished second. Local starlet Ralfs Sirmacis took his third win of the season in his Skoda.

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RESULTS ROUND-UP

INDYCAR SERIES

ROUND 15/15, SONOMA (USA), SEPTEMBER 18 (85 LAPS – 202.725 MILES)

1	Simon Pagenaud (F) <i>Team Penske</i> · Dallara-Chevrolet	2h00m12.9424s
2	Graham Rahal (USA) <i>Rahal Letterman Lanigan Racing</i> · Dallara-Honda	+3.2523s
3	Juan Pablo Montoya (CO) <i>Team Penske</i> · Dallara-Chevrolet	+18.0157s
4	Ryan Hunter-Reay (USA) <i>Andretti Autosport</i> · Dallara-Honda	+29.7224s
5	Alexander Rossi (USA) <i>Andretti Herta Autosport</i> · Dallara-Honda	+30.6649s
6	Josef Newgarden (USA) <i>Ed Carpenter Racing</i> · Dallara-Chevrolet	+32.2754s
7	Helio Castroneves (BR) <i>Team Penske</i> · Dallara-Chevrolet	+32.8490s
8	Marco Andretti (USA) <i>Andretti Autosport</i> · Dallara-Honda	+34.3002s
9	Charlie Kimball (USA) <i>Chip Ganassi Racing</i> · Dallara-Chevrolet	+34.9353s
10	Sebastien Bourdais (F) <i>KVSH Racing</i> · Dallara-Chevrolet	+43.8965s
11	Mikhail Aleshin (RUS) <i>Schmidt Peterson Motorsports</i> · Dallara-Honda	+49.3242s
12	James Hinchcliffe (CDN) <i>Schmidt Peterson Motorsports</i> · Dallara-Honda	+51.1304s
13	Tony Kanaan (BR) <i>Chip Ganassi Racing</i> · Dallara-Chevrolet	+52.1792s
14	Takuma Sato (J) <i>AJ Foyt Enterprises</i> · Dallara-Honda	+52.6331s
15	Carlos Munoz (CO) <i>Andretti Autosport</i> · Dallara-Honda	+56.6756s
16	Max Chilton (GB) <i>Chip Ganassi Racing</i> · Dallara-Chevrolet	+1m09.2581s
17	Scott Dixon (NZ) <i>Chip Ganassi Racing</i> · Dallara-Chevrolet	+1m21.1112s
18	Jack Hawksworth (GB) <i>AJ Foyt Enterprises</i> · Dallara-Honda	-1 lap
19	RC Enerson (USA) <i>Dale Coyne Racing</i> · Dallara-Honda	-1 lap
20	Will Power (AUS) <i>Team Penske</i> · Dallara-Chevrolet	-8 laps
21	Conor Daly (USA) <i>Dale Coyne Racing</i> · Dallara-Honda	36 laps-overheating
22	Spencer Pigot (USA) <i>Ed Carpenter Racing</i> · Dallara-Chevrolet	35 laps-gearbox

Winner's average speed 101.181mph. Fastest lap Kanaan 1m19.2623s, 108.324mph.

QUALIFYING

Q3 1 Pagenaud 1m16.2565s; 2 Castroneves 1m16.4134s; 3 Montoya 1m16.5400s; 4 Power 1m16.6659s; 5 Rahal 1m16.7149s; 6 Hunter-Reay 1m16.9132s.

Q2 Pagenaud 1m16.2687s; Rahal 1m16.2828s; Castroneves 1m16.5134s; Power 1m16.5472s; Montoya 1m16.5545s; Hunter-Reay 1m16.5668s; 7 Dixon 1m16.5700s; 8 Rossi 1m16.5840s; 9 Bourdais 1m16.6115s; 10 Newgarden 1m16.8142s; 11 Aleshin 1m16.8909s; 12 Kimball 1m16.9627s.

Q1 – GROUP 1 Hunter-Reay 1m16.4993s; Castroneves 1m16.5316s; Aleshin 1m16.7036s; Rahal 1m16.8088s; Rossi 1m16.8174s; Dixon 1m16.8700s; 14 Andretti 1m16.9288s; 16 Munoz 1m17.0314s; 18 Chilton 1m17.1310s; 20 Hinchcliffe 1m17.1926s; 22 Enerson 1m17.3264s.

Q1 – GROUP 2 Pagenaud 1m16.2530s; Montoya 1m16.3092s; Bourdais 1m16.6615s; Newgarden 1m16.6943s; Power 1m16.8252s; Kimball 1m16.8491s; 13 Kanaan 1m16.9481s; 15 Sato 1m16.9661s; 17 Hawksworth 1m17.0823s; 19 Pigot 1m17.3052s; 21 Daly 1m17.6771s.

CHAMPIONSHIP

1 Pagenaud 659; 2 Power 532; 3 Castroneves 504; 4 Newgarden 502; 5 Rahal 484; 6 Dixon 477; 7 Kanaan 461; 8 Montoya 433; 9 Kimball 433; 10 Munoz 432.



Pagenaud adds IndyCar title to previous Atlantic and American Le Mans crowns

BLANCPAIN ENDURANCE CUP

ROUND 5/5, NURBURGRING (D), SEPTEMBER 18 (85 LAPS – 271.319 MILES)

1	Mirko Bortolotti (I) Rolf Ineichen (CH) Christian Engelhart (D) <i>GRT Grasser Racing Team</i> · Lamborghini Huracan GT3	3h00m08.036s
2	Frederic Vervisch (B) Dries Vanthoor (B) Laurens Vanthoor (B) <i>WRT</i> · Audi R8 LMS	+0.351s
3	Lucas Ordóñez (E) Mitsunori Takahashi (J) Alex Buncombe (GB) <i>Nissan GT Academy Team RJN</i> · Nissan GT-R NISMO GT3	+1.997s
4	Dominik Baumann (A) Jazeman Jaafar (MAL) Maximilian Buhk (D) <i>HTP Motorsport</i> · Mercedes-AMG GT3	+15.307s
5	Daniel Keilwitz (D) Steve Parrow (D) Alexander Mattschull (D) <i>Rinaldi Racing</i> · Ferrari 458 Italia GT3	+39.288s
6	Luca Stolz (D) Andrea Piccini (I) Michele Beretta (I) <i>GRT Grasser Racing Team</i> · Lamborghini Huracan GT3	+39.934s
7	Norbert Siedler (A) Jonathan Hirschi (CH) Christian Klien (A) <i>Emil Frey Racing</i> · Jaguar Emil Frey G3	+43.269s
8	Michael Meadows (GB) Stuart Leonard (GB) Robin Frijns (NL) <i>WRT</i> · Audi R8 LMS	+44.150s
9	Guy Smith (GB) Vincent Abril (F) Steven Kane (GB) <i>Bentley Team M-Sport</i> · Bentley Continental GT3	+44.612s
10	Philipp Eng (A) Alexander Sims (GB) Nick Catsburg (NL) <i>Rowe Racing</i> · BMW M6 GT3	+48.443s
11	Frank Stippler (D) Filip Salaquarda (CZ) Marlon Stockinger (RP) <i>ISR</i> · Audi R8 LMS	+48.894s
12	Gregory Guilvert (F) Mike Parisy (F) Christopher Haase (D) <i>Sainteloc Racing</i> · Audi R8 LMS	+49.047s
13	Luca Ludwig (D) Sebastian Asch (D) Nikolaj Rogivue (CH) <i>Zakspeed</i> · Mercedes-AMG GT3	+49.582s
14	Michał Broniszewski (PL) Alessandro Bonacini (I) Andrea Rizzoli (I) <i>Kessel Racing</i> · Ferrari 488 GT3	+1m04.116s
15	Martin Tomczyk (D) Stef Dusseldorp (NL) Tom Blomqvist (GB) <i>Rowe Racing</i> · BMW M6 GT3	+1m04.507s
16	Henry Hassid (F) Franck Perera (F) Philippe Giaque (F) <i>ISR</i> · Audi R8 LMS	+1m07.264s
17	Duncan Cameron (GB) Matt Griffin (IRL) <i>AF Corse</i> · Ferrari 488 GT3	+1m08.160s
18	Hubert Haupt (D) Andreas Simonsen (S) Adam Christodoulou (GB) <i>Black Falcon</i> · Mercedes-AMG GT3	+1m21.921s
19	Jean-Luc Beaubelique (F) Maurice Ricci (F) Gilles Vannelet (F) <i>ASP</i> · Mercedes-AMG GT3	+1m50.644s
20	Maxime Soulet (B) Andy Soucek (E) Wolfgang Reip (B) <i>Bentley Team M-Sport</i> · Bentley Continental GT3	+2m11.292s

Winners' average speed 90.372mph. Fastest lap Alessandro Pier Guidi (I) *AF Corse* · Ferrari 488 GT3 1m55.996s, 99.064mph.

Pro-Am 1 Mattschull/Parrow/Keilwitz; 2 Broniszewski/Bonacini/Rizzoli; 3 Hassid/Perera/Giaque. **Am** 1 Beaubelique/Ricci/Vannelet; 2 Chris Harris (GB)/Derek Pierce (GB) Team Parker Racing Bentley Continental GT3; 3 Pierre Ehret (D)/Rinat Salikhov (RUS) Rinaldi Racing Ferrari 488 GT3.

CHAMPIONSHIP

1 Rob Bell/Come Ledogar/Shane van Gisbergen 68; 2 Jaafar/Baumann/Buhk 67; 3 Soulet/Soucek/Reip 59; 4 Eng/Sims 56; 5 Maxime Martin 55; 6 L Vanthoor 54; 7 Bortolotti/Ineichen 49; 8 Vervisch/D Vanthoor 45; 9 Buncombe/Ordóñez/Takahashi 39; 10 Nico Muller 26.

OVERALL BLANCPAIN GT SERIES

1 Buhk/Baumann 129; 2 Bell 124; 3 L Vanthoor 100; 4 Christopher Mies 97; 5 Vervisch 91; 6 Soulet/Soucek 85.

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Malvern has tested the Geva Racing Mygale

GEVA RACING

Malvern makes FF1600 Festival return

MULTIPLE BRITISH SINGLE-SEATER champion Scott Malvern will return to the Kent Formula Ford Festival for the first time in seven years to spearhead the Geva Racing team's bid for its first victory in the event.

Malvern – the 2011 British Formula Ford champion and 2012 Formula Renault BARC winner – has signed with the leading Dutch team to handle its converted Mygale GV14-K in the October 22/23 event at Brands Hatch.

The 27-year-old from Barkingside won the 2011 Festival in the Duratec class, but has never lifted the Kent division laurels, finishing second on the road to Rory Butcher in 2009.

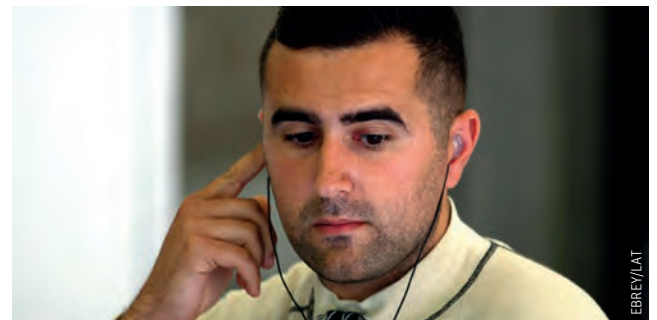
The 2013 Walter Hayes Trophy winner got his first test with Geva at Zolder last week and said: "It's great

to be back in a Formula Ford, and especially a Mygale, as I haven't raced one of those since I last won the Festival in 2011. It felt a bit like being home again.

"The Festival is a special event; not winning the Kent version is a gap on my CV, so I'm excited to come back with a top team and have a shot at it again."

Geva Racing's Nelson Valkenburg said: "The Festival is the big one for us each year and we've come close to winning it before, but it's always passed us by.

"We've been great competitors with Scott and the Jamun team, so it will be great to join forces and we definitely stand a chance of winning this year. We needed a quick driver who understood the Mygale and the Avon



EBREY/LAT

Malvern has competed in British GT this year but returns to FF1600

tyres, and Scott fits the bill perfectly. "Ironically, we ran Steijn Schothorst to second place behind Scott in 2011, and it's that exact SJ10 chassis that we converted to Kent-spec for him to race this year. Hopefully he can make it a winner this year."

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BRITISH GT

British GT restructures to save GT3

BRITISH GT ORGANISER SRO HAS UNVEILED a range of changes to the championship structure aimed at widening the appeal of the GT3 class for both amateur and semi-professional drivers.

SRO will introduce a new Silver-Bronze category to the top-flight GT3 division in an attempt to lure younger semi-pro drivers into the championship, and will also offer greater rewards to all amateur Bronze-Bronze teams.

The moves have been made in an effort to boost interest in the GT3 category, which has suffered from a loss of entries this season. While numbers have grown rapidly in the lower-cost GT4 division, SRO is keen to retain the global GT3 formula as the top tier. The new Silver-Bronze category is aimed at opening the class to

lesser-funded amateurs and aspiring professional drivers, such as those graduating into GTs from junior single-seater series. Currently, British GT's Pro-Am format is skewed towards well-funded amateur drivers paying for factory drivers, who usually do not contribute to the budget.

Alongside this, there has been a drive towards attracting more amateurs with a repackaged Bronze-Bronze class. These pairings will fight for their own trophy each weekend, and will score 1.5 times the points towards the overall championship should they finish inside the overall top 10 in races.

Amateurs must now do an extra 10 minutes during races, with the pit window for two-hour events opening at 60 minutes, instead of 50.

"Amateur drivers are a big part of this championship and always have been, and the changes keep them firmly in the picture with the increased driving time and the Bronze-Bronze class," said 2013 and 2015 BGT champion and bronze driver Andrew Howard.

"British GT3 is the best and most competitive domestic category in Europe, so it will always have the appeal to drivers, but many find it too intimidating or financially unachievable in the current structure."

Howard will not return to British GT next year, instead deciding to focus on managing his Beechdean team: "I categorically will not drive in British GT next season, but we want the GT3 car to stay on the grid so we're looking for drivers."

FORMULA RENAULT NEC

Palmer forced to miss NEC through illness



REIGNING McLaren Autosport BRDC Award winner Will Palmer missed last weekend's Nurburgring Formula Renault NEC round through illness.

Palmer graduated as the reigning BRDC Formula 4 champion to the two-litre Formula Renault Eurocup and NEC series for 2016 with the R-ace GP team.

"It was just that I was unwell last week," said Palmer, who will return to the cockpit for this weekend's Eurocup

round at Spa. "It was a late decision but I couldn't make it out."

Palmer was replaced at R-ace by 16-year-old New Zealander Marcus Armstrong, who claimed fourth in the second race of his single-seater debut weekend after stepping up from karting.

Armstrong also tested for the Hitech GP Formula 3 European Championship team at Snetterton last week as he weighs his options up for the 2017 season.

CLIO CUP

Clio man Streater rapid in new car

RENAULT UK CLIO CUP RACER PAUL STREATHER bounced back from a nasty shunt in Friday testing at Silverstone to take a fastest lap in a borrowed car.

The Finesse Motorsport driver crashed into the concrete wall at Copse on his first flying lap in wet conditions and wrote off the car. The impact broke the rollcage, which impacted his leg, but he was checked at hospital and suffered no broken bones.

"It was not an ideal start to the weekend!" said Streater, who won the opening race of the season.

When Streater knew he had no serious injury he spoke to 20Ten Racing, currently without any drivers in the series, and borrowed a car.

The team quickly put a set-up on it but Streater still struggled in qualifying, lining up 19th. In the races he was soon on the pace, setting fastest lap in race two and recovering to take two ninth places.



CARRERA CUP GB

Carrera Cup return to Le Mans in 2017

THE PORSCHE CARRERA CUP GB WILL RETURN TO the Le Mans 24 Hours support bill next season.

The event is the major change to the 2017 series calendar unveiled by series organisers. It will be part of a combined 61-car contest for GB, French and Benelux Carrera Cup competitors, and is the first time the series has raced at the event since 2014.

Porsche GB motorsport manager James MacNaughton said: "From all of the things we discussed with the teams and drivers on Friday, it [the championship's return to Le Mans] is what

everyone seems to be incredibly excited about.

"It develops all the links with top international motorsport that have proved so successful this season and puts many of our drivers within a stone's throw of where they ultimately aspire to be."

The 2017 season will feature 15 races and will again be part of the TOCA package for seven of its 10 weekends. Instead of visiting Croft, the Carrera Cup will go to Donington Park for the first time since 2014, and the Leicestershire weekend will feature an extended 40-minute race.



MAZDA MX-5s

Allwood bullish after US Mazda debut

MAZDA MX-5 RACER OLIVER Allwood got to race at Laguna Seca earlier this month after winning a free drive in the Global Cup Invitational event.

Allwood won the Barcelona shootout to qualify for the California event, and took a best finish of ninth.

"It was amazing, something

else!" he said.

"Laguna's an awesome track. As a UK-based driver, it's rare for one of us to go to a place like that. We supported the Indy Lights finale and it was great to be part of something like that."

The races didn't go to plan. Allwood was spun off in race

one and finished 14th, but ran as high as fifth in race two before finishing ninth.

"It was very competitive and there was a lot to take in: a new car [Mk4 Global Cup car] and a new track," he added. "I had higher expectations going into it, but in the end I showed I was quick enough to run at the front."

330 CHALLENGE

BMW 330 Challenge postponed again

THE NEW BMW 330 CHALLENGE IS unlikely to have its first race this season in order to allow drivers more time to fine-tune and test the new cars.

The BMW Racedays-run series was due to have its first round at Donington Park last month but is now more likely to begin in 2017.

"We've got a good number of cars that are just on the verge of being completed, but owners and drivers are nervous about racing them as it would be the first time the cars

are really driven in anger," said series organiser Paul McErlean.

McErlean added that the 330 Challenge could still have its inaugural weekend at Silverstone next month, if enough drivers are willing to take part.

A number of the completed cars have begun testing and McErlean said they are developing well: "The lap times are really good – they're about six or seven seconds quicker than the [sister series] Compact Cup cars already."

IN BRIEF



LLOYD RETURNS TO CARRERA CUP

Dan Lloyd returned to the Porsche Carrera Cup GB at Silverstone last weekend for the first time since 2013 with In2 Racing. The 24-year-old (above) raced in the British Touring Car Championship with Eurotech Racing this season before hitting budget troubles, and struck a late deal to contest the final two Carrera Cup rounds of the year. He finished seventh in both Silverstone races but was hampered by qualifying eighth and sixth.

HISTORIC MOTORSPORT SHOW LAUNCHED

A new motorshow in the centre of London will provide a curtain raiser for historic motorsport in 2017. Historic Motorsport International will run alongside the London Classic Car Show in February, at the ExCel. Tickets are available at the londonclassiccarshow.co.uk.

ARDEN ENGINEER BACK IN FF1600

Arden engineer Pedro Matos will race Oldfield Motorsport's Van Diemen JL16 in this year's Formula Ford Festival. The occasional FF1600 racer and former Caterham Formula 1 team member claimed fifth in the final with Oldfield's 1992-vintage Van Diemen in his last Festival appearance two seasons ago. He has already sampled the new car in a Northern series round.

LATER START FOR BRDC BRITISH F3

The BRDC British Formula 3 Championship will begin its second season three weeks later than the inaugural 2016 campaign. The '17 series again comprises predominantly British GT Championship support dates, kicking off at Oulton Park on April 16/17 and making a return visit to Spa. The standalone Snetterton event is retained.

FORMULA 1 CARS RETURN TO COMBE

Formula 1 cars are set to return to Castle Combe at the Autumn Classic on October 1. A demonstration of classic machines will be opened by David Brabham, and cars such as Julian Bronson's Goodwood Richmond Trophy-winning Scarab (leading, below) and a Ferguson P99 driven by Nick Adams will feature.





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SPAG HOURS

Berger in GT40 crash at Spa

EX-FORMULA 1 STAR GERHARD BERGER'S Spa 6 Hours debut was over after just half an hour last Saturday when a brake-caliper issue pitched the Ford GT40 he was driving into the tyre wall at Les Combes.

The Austrian was lying third behind the similar cars of Tony Wood and Oliver Bryant when the incident occurred. He escaped injury.

Berger, who has previously competed at the Goodwood Revival, was quickest into his stride as 107 teams started the race. He led the first three laps in the Grant Tromans-owned car that Richard Meaden had qualified on pole position the previous evening.

Fellow F1 veteran Paolo Barilla and Meaden were

disappointed not to get race stints in the Lanzante-run machine. Pre-event shakedown mileage at Spa was limited by overheating, which a borrowed radiator cured, but Berger commented that "the car is good."

Berger, who took 10 wins and 12 poles from 210 grand prix starts, won the Spa 24 hours in 1985.

Nine late-built GT40s started the 24th edition of the event founded by Roadbook's Alain Defalle in 1993. Second qualifier Bryant's was put out by a shattered brake disc while challenging for the lead on lap 21. The two period-built GT40s finished eighth and ninth in the enduro, won by the Gelscoe GT40 of Jason Wright, Michael Gans and Andy Wolfe.

PRODUCTION BMW

NEDELL IN BMW FOR THRUXTON

FORMER GRAND PRIX driver and *Top Gear* television presenter Tiff Needell will race in the final round of the Production BMW Championship at Thruxton this Saturday.

Needell will race a BMW E30 with Graves Motorsport at the Hampshire circuit.

The E30 is the same one driven in the previous round at Silverstone by Autosport Grand Prix Editor Ben Anderson.

Needell will go into the Thruxton event without having tested the car.

"They have about 30 cars," said Needell. "It should be mental and it seems to be a great set-up. Thruxton's my favourite track, so to be racing in a nice rear-wheel-drive saloon should be perfect.

"It's brilliant that we've got untimed practice, qualifying and three races in one day. It sounds like mega fun. I could be in trouble if they're all at me, but I'm really looking forward to it."

Graves Motorsport owner Karl Graves said: "One of our other drivers, Rob Manger, is an instructor at Thruxton and does some work there with Tiff. They've been in conversation about Tiff racing and Rob asked if we could provide a car."

FORMULA FORD 1600

Prize money for 750MC-backed Star of Mallory



THE 750 MOTOR CLUB WILL expand its portfolio by running this year's Star of Mallory Formula Ford 1600 contest at Mallory Park.

To do so, the club will put on an extra race meeting at the Leicestershire track on October 16.

Mallory Park owner Real Motorsport Ltd will also support the event, putting up £850 of prize money, with £500 going to the outright winner.

The Star of Mallory was a popular season-long series at the venue through the 1980s and '90s, but had not

run in recent years during the legal issues that surrounded the race circuit. Real Motorsport and FF1600 guru James Beckett reintroduced it as a standalone event last year, and it was won by category veteran Joey Foster.

This year's event will feature practice, qualifying, a heat, pre-final and grand final races for an entry fee of £240 per car.

A one-off round of Beckett's SuperSeries FF1600 will also run in support, with an entry fee of £125.



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Spa 6 Hours: the ultimate test

By Marcus Pye, the voice of club racing

[@Autosport](#)

THE 24TH SPA 6 HOURS RACE – MY 20TH

successive edition, having competed on my first, in 1997, in Bob Tabor's Lotus 23B and Gerard MacQuillan's 26R-spec Elan – was certainly a classic. Four late-built Ford GT40 evocations might have done all the leading, but several more examples, plus some exceptionally well-driven FIA GTS-specification cars representing a heady mix of grandee and artisan marques (Aston Martin, AC/Shelby, Jaguar, Lotus and TVR), ensured no respite for the drivers of the rampant GTP cars and their pit crews until the chequered flag fell at 2155.

At seven kilometres (4.35 miles) long, Spa is the ultimate challenge for almost every historic racer with a soul. The mightiest circuit on the planet punishes machinery and rewards drivers like no other. That the contest has for many years begun in daylight and finished in the pitch blackness of Belgium's Ardennes – often with rain diffusing the faint aroma of the dense forest into which it is hewn – adds considerably to its mystique. This year 10-time Formula 1 winner Gerhard Berger and 1985 Le Mans 24 Hours victor Paolo Barilla joined the roster of big-name drivers to have joined countless historic specialists in tackling it.

Founded by Alain Defalle in 1993 with a field of just 35 – “It lost a lot of money, so I was obliged to continue,” he smiled last weekend – the world's greatest endurance race for pre-'66 cars has grown dramatically to embrace fields of more than 100. To many, the pull of Defalle and Roadbook business partner Vincent Collard's annual event has become utterly addictive. Double winner Shaun Lynn's first attempt lasted a lap; Saturday's victor Andy Wolfe had chased the crown for 15 years.

The effort expended in competing has no bounds. Engine changes are not uncommon within professional teams. Once a replacement was sourced in the paddock, Sub-Zero Wolf/Gelscoe Motorsport's all-night heart transplant on Craig Davies's GT40 was rewarded with third place. Nigel Reuben's equipe did a sensational job to get Mike Whitaker's TVR Griffith – which won the race with Joe Ward in the mid-'90s, before the GT40s appeared en masse – home fourth in world-class company.

Amateurs excelled too. Andrew Smith and sons Daniel and Simon's 1959 Peerless GT1 was barely complete on arrival and its two-litre Triumph engine was not running cleanly. Starting 106th, they finished 78th, an extraordinary result and as meritorious as any. Tom Smith and Andrew Lawley charged their MG Motorsport MGB home in a class-winning 19th overall, 21 places ahead of its closest sister. Morgan nut Simon Orebi Gann earned a podium place on his event debut with a +4 Super Sports. Such is the lure of Spa, where finishing is a win for clubmen.

Next September will see the 25th running of the showpiece, a landmark guaranteed to generate unprecedented international interest and see the entry filled earlier than ever before. What I would like to see is the title race run for a full six hours, which would demand it starting earlier – even if a less well-subscribed grid is dropped to achieve this – and a proper souvenir programme for which surely a sponsor could be found. Track time at Spa is costly, but the packed grandstands at the start this year as 11 GT40s led the awesome stampede through Eau Rouge and up over Raidillon witnessed the greatest spectacle in historic motor racing. ✨



PEETERS B23 WINS AT SPA

Belgian Guy Peeters was a popular winner of Sunday's HSCC closed-wheel race at Spa in his ex-Red Rose Racing/John Lepp Chevron B23. He finished second to Martin O'Connell (B19) in Saturday's opener, stopped when Sandy Watson's latest FVA-engined B8 lost its tail and roof when T-boned by a Triumph TR4.



HOAD FOURTH IN JAVELIN

A stellar drive by Jonathan Hoad clawed Belgian Marc Devis's 6.4-litre AMC Javelin back to a superb fourth place – with third fastest lap – in Saturday's Historic Touring Car Challenge race at Spa. The Castle Combe FF1600 race winner had not driven the ex-David Howes monster nor the circuit prior to the event.



BRIDGMAN'S HISTORIC OUTING

Ex-British Formula BMW, Formula Palmer Audi and Porsche Carrera Cup champion Tim Bridgman finished 11th in the Spa 6 Hours, sharing father-and-son Michael and Will Schryver's Lotus Elan Shapecraft coupe. Bridgman, 31, has appeared in GT events in recent years.

ALL PICS: BLOXHAM/LAT

RENAULT UK CLIO CUP SEPT 17-18

Bushell unable to break down Whorton-Eales

ANT WHORTON-EALES CERTAINLY knows how to defend a lead around the Silverstone National Circuit. Mike Bushell tried everything to get ahead of his title rival in the two races in Northamptonshire but to no avail. Even when he did briefly get ahead at the end of the opener, he was given a penalty for being too robust in his efforts to claim the place.

Points leader Bushell initially led a thrilling race one but fast-starting Whorton-Eales didn't stay behind him for long. The pair ran side by side through Brooklands before Whorton-Eales made the move stick at Luffield.

Then he had to defend – and not just from Bushell. He had to hold off Max Coates, Josh Price, James Colburn, Paul Rivett, David Dickenson, Charles Ladell and Paul Streather as the top 10 ran line astern for much of the race.

As those behind jostled for third, Bushell finally made his attempt on the lead on the penultimate tour at Luffield. He won the battle, but Whorton-Eales won the war as the Pyro driver was later demoted to second.

"It was a hard race and I was bidding my time," said Bushell. "I knew I had to do something and I went for something..."

The frenetic battle for third eventually went to Price, but Rivett, Coates and series returnee Colburn were all within



less than a second of the victor.

Race two was relatively tame in comparison. Fireworks were expected with Bushell and Whorton-Eales starting on the front row together, but Whorton-Eales made such a good start there was no chance for a battle in the opening laps.

It wasn't long until the JamSport driver was under pressure from Bushell again, but this time the 2014 champion didn't launch a serious attack – mindful of his earlier penalty.

This allowed Whorton-Eales to seal the double and close the points gap to Bushell. With two races remaining, Bushell's advantage is 14 points, but when the championship's two-dropped-scores rule is applied it's Whorton-Eales who has the lead by just eight points.

A delighted Whorton-Eales said: "This track is basically three or four corners, and if you put the car in the right place it's very hard to pass. If Mike had beaten

Bushell's only way past Whorton-Eales was a robust move that earned him a penalty

me into the first corner it would've been the same."

Bushell added: "I got taught my lesson and had to be on my best behaviour! The race was decided in the first two seconds."

This time, the fight for third wasn't as close behind the title protagonists. Price was denied another podium after being given a drivethrough penalty for a jumped start, which allowed Coates to beat Rivett and Senna Proctor to third.

STEPHEN LICKORISH

RESULTS

RACE 1 (18 LAPS) 1 Ant Whorton-Eales; 2 Mike Bushell +0.024s; 3 Josh Price; 4 Paul Rivett; 5 Max Coates; 6 James Colburn. **Fastest lap** Ollie Pidgley 1m05.111s (90.70mph). **Pole** Coates. **Starters** 21. **RACE 2 (18 LAPS) 1 Whorton-Eales;** 2 Bushell +0.240s; 3 Coates; 4 Rivett; 5 Senna Proctor; 6 Lee Pattison. **FL** Paul Streather 1m04.963s (90.90mph). **P** Bushell. **S** 21. **POINTS 1 Bushell 422;** 2 Whorton-Eales 408; 3 Coates 338; 4 Rivett 329; 5 Pattison 260; 6 Streather 241.

GINETTA GT4 SUPERCUP SEPT 17-18

Orton and Boardley share spoils

JAMIE ORTON CLAIMED TWO Ginetta GT4 Supercup wins at Silverstone before Carl Boardley claimed his first win in the series with victory in the finale.

Orton took the lead at the start of race one from polesitter Boardley, who dropped further down the order when he lost out in a clash with Callum Pointon and Tom Wrigley at Maggotts.

Orton raced clear with Wrigley in pursuit and the pair finished in that order, with the Triple M Motorsport driver winning by 0.3s. Pointon was third, but was later upgraded to second when Wrigley was handed a 10-second penalty for the lap-one incident.

In race two, Pointon jumped Orton

off the line and held on to first place for nine laps before a sweeping move around the outside of Brooklands gave Orton the lead once again. Boardley took second as Pointon faded to fifth and Will Burns completed the podium.

Boardley took the finale after stalking and eventually passing polesitter Mark Davies, who received a five-second penalty for track-limits abuse and finished fourth. Wrigley was second – and maintains the championship lead heading into the season finale at Brands Hatch – with Burns again in third. Orton retired with a power-steering-pump failure after being hit from behind in the early stages.

ALEX KALINAUCKAS



Race-three triumph was hot rod star Boardley's first win in the category

RESULTS

RACE 1 (15 LAPS) 1 Jamie Orton; 2 Callum Pointon +7.981s; 3 Tom Wrigley; 4 Will Burns; 5 Carl Boardley; 6 Rob Gaffney. **FL** Wrigley 58.800s (100.43mph). **P** Boardley. **S** 19. **RACE 2 (21 LAPS) 1 Orton;** 2 Boardley +0.815s; 3 Burns; 4 Wrigley; 5 Pointon; 6 Mark Davies. **FL** Boardley 58.931s (100.21mph). **P** Orton. **S** 19. **RACE 3 (21 LAPS) 1 Boardley;** 2 Wrigley +0.922s; 3 Burns; 4 Davies; 5 Jack Mitchell; 6 Ben Green. **FL** Boardley 59.379s (99.45mph). **P** Davies. **S** 18. **POINTS 1 Wrigley 549;** 2 Burns 525; 3 Orton 428; 4 Boardley 393; 5 Davies 348; 6 Pointon 340.

Fielding flies to top points table

FIVE POINTS. THE BRITISH F4 TITLE battle is the closest of all the TOCA championships going into the Brands Hatch finale after the pendulum swung in the favour of Sennan Fielding.

Max Fewtrell led by 24 points going into the weekend but the Carlin racer had a nightmare. He tangled with Billy Monger on the opening lap of the first race, which dropped him to the back of the field. He was given a grid penalty for race two as a result and could only claim seventh. Then in the finale he lost out to team-mate Devlin DeFrancesco after a frenetic tussle and had to settle for fifth.

The first race was dominated by Double R's Zane Goddard but had a dramatic ending. Luis Leeds was putting Fielding under pressure for second and the pair twice banged wheels on the Wellington Straight. This gave Leeds a puncture and Jamie Caroline was set to be the man to inherit a podium. But he was caught out by the limping Leeds and went off into the Luffield gravel, so it was

DeFrancesco who claimed third.

Fortec ace Alex Quinn made up for a horrific qualifying with victory in race two, while Goddard was again triumphant in race three, bringing Double R more success a week after Matheus Leist gave the team the BRDC British F3 title. This time Leeds beat Fielding to second, but a strong Silverstone for the JHR racer leaves him in pole position.

STEPHEN LICKORISH

RESULTS

RACE 1 (21 LAPS) 1 Zane Goddard; 2 Sennan Fielding +7.397s; 3 Devlin DeFrancesco; 4 James Pull; 5 Petru Florescu; 6 Rafael Martins. **FL** Max Fewtrell 56.820s (103.93mph). **P** Fielding. **S** 19. **RACE 2 (20 LAPS) 1 Alex Quinn;** 2 Martins +1.215s; 3 Luis Leeds; 4 Fielding; 5 DeFrancesco; 6 Goddard. **FL** Fewtrell 57.221s (103.20mph). **P** Quinn. **S** 19. **RACE 3 (21 LAPS) 1 Goddard;** 2 Leeds +2.680s; 3 Fielding; 4 DeFrancesco; 5 Fewtrell; 6 Pull. **FL** Fewtrell 57.208s (103.23mph). **P** Leeds. **S** 19. **POINTS 1 Fielding 308;** 2 Fewtrell 303; 3 Leeds 289; 4 DeFrancesco 259; 5 Pull 248; 6 Quinn 240.



Fielding is now in pole position in title race

Cammish is champion again

WHEN DAN CAMMISH CONFIRMED that he would bid for a second Carrera Cup crown there was a feeling he couldn't possibly be as dominant again. Well, he was. In fact, he's been more dominant.

The Redline driver sealed the title with another double victory – unlike last year when he only took second at Silverstone – and has already matched his 11-win total from 2015 with two races to go.

"This means a hell of a lot," enthused Cammish. "Winning a title is one thing but defending it is another."

The battle behind was enthralling. Tom Oliphant claimed second – his maiden podium in the series – while Charlie Eastwood was an impressive third, completing an all-Redline rostrum after starting down in 11th.

Cammish was under pressure from

Stephen Jelley in the early stages of race two, before easing away a little towards the end after a mid-race safety car. Dino Zamparelli was third but that, and a fifth in race one, put an end to the GT Marques driver's bid to take the title fight to Cammish to the final round.

STEPHEN LICKORISH

RESULTS

RACE 1 (28 LAPS) 1 Dan Cammish; 2 Tom Oliphant +1.869s; 3 Charlie Eastwood; 4 Stephen Jelley; 5 Dino Zamparelli; 6 Alessandro Latif. **P** Cammish. **S** 22. **FL** Cammish 56.834s (103.91mph). **RACE 2 (28 LAPS) 1 Cammish;** 2 Jelley +1.152s; 3 Zamparelli; 4 Eastwood; 5 Tom Sharp; 6 Oliphant. **FL** Jelley 56.696s (104.16mph). **P** Cammish. **S** 22. **POINTS 1 Cammish 282;** 2 Zamparelli 223; 3 Eastwood 209; 4 Oliphant 175; 5 Jelley 165; 6 Sharp 155.

Middleton can't stop King William

William Tregurtha sealed the Ginetta Junior championship with a round to spare after picking up the points he needed over title rival Stuart Middleton at Silverstone last weekend.

But it was Dave Wooder who came away from the Northamptonshire circuit with two victories, and the third went to Sebastian Priaulx, who picked up his maiden car-racing triumph in a dramatic second event.

Wooder grabbed the lead of race one off the line from polesitter Priaulx, and stayed ahead as the pack behind engaged in a pulsating race-long battle. Priaulx eventually finished second with Charlie Fagg third.

In the second race Wooder held the lead from pole on the run through Copse, but Priaulx squeezed through at Maggotts, before he was swiftly deposed by Lewis Brown and Harry King. The lead changed hands multiple times between those four drivers as Tregurtha ran fifth and Middleton dropped to the back of the pack with a rear-brake-caliper problem.

On the final lap, Brown and Wooder came together at Luffield as they fought for the lead – Brown spun as a result, which gave Priaulx an opening that he seized to claim the victory ahead of Wooder and King.

Tregurtha took the lead at the inside of Copse in the finale from polesitter Fagg – a move Wooder repeated on lap two to seize first place after rising from fourth on the grid.

The top two edged clear before a mid-race safety car intervened and the pack closed up.

When the race restarted, Wooder raced clear and "controlled it out front" to take his second win ahead of Tregurtha, who took the title as Middleton finished fifth, after starting 18th.

ALEX KALINAUCKAS

RESULTS

RACE 1 (11 LAPS) 1 Dave Wooder; 2 Sebastian Priaulx +0.158s; 3 Charlie Fagg; 4 Lewis Brown; 5 William Tregurtha; 6 Harry King. **FL** Brown 1m11.015s (83.16mph). **P** Priaulx. **S** 20. **RACE 2 (11 LAPS) 1 Priaulx;** 2 Wooder +0.104s; 3 King; 4 Tregurtha; 5 Fagg; 6 Kyle Hornby. **FL** Seb Perez 1m11.277s (82.85mph). **P** Wooder. **S** 20. **RACE 3 (10 LAPS) 1 Wooder;** 2 Tregurtha +0.283s; 3 King; 4 Fagg; 5 Stuart Middleton; 6 Priaulx. **FL** Middleton 1m10.994s (83.18mph). **P** Fagg. **S** 20. **POINTS 1 Tregurtha 615;** 2 Middleton 522; 3 Wooder 479; 4 Brown 442; 5 Daniel Harper 366; 6 Geri Nicosia 361.



Wooder heads squabbling Junior pack

MONDELLO PARK
LMC SEPTEMBER 17-18



Lloyd streaks to Leinster Trophy wins

BOSS IRELAND WAS AWARDED THE Leinster Trophy for 2016, and the class did not disappoint on its big day.

Welsh visitor Hywel Lloyd started the Trophy race from pole in his F3 Dallara F311, and when he beat the Judd V8-engined Gould of Sylvie Mullins off the line it seemed like game over for the rest as he eased away in the early stages.

But Lloyd hadn't counted on an impressive charge from Paul Dagg, the former Trophy winner closing in with his older F3 car in the final laps. Unfortunately an errant backmarker baulked Dagg on the last lap just as he was about to challenge. Cian Carey was a giantkilling third in his 2.0 Formula Renault.

Mullins got ahead of poleman Lloyd at the start of the second race, setting up a cracking race as Jonathan Fildes attacked both in his ageing Ralt RT4, with Stephen Daly (F3000 Reynard) and Dagg also in the mix. Lloyd eventually retook the lead and pulled away to win as he pleased, with Fildes just holding off the charging Dagg.

Brian Hearty got the jump on Formula Sheane poleman Mark Dunleavy at the start of race one, and when Dunleavy retired with drive issues was clear to take yet another win at Mondello — and his 11th title. Dave Parks was second, with Kevin Sheane climbing to third from mid-grid. In race two, Sheane charged to the front to take the win, with Anton Savage second and Dave Parks third.

Ginetta Junior Ireland racer Samuel Harron took full advantage as his brother William overdefended the

lead from Darragh Denning in the early laps, driving around the outside of both on his way to victory. William Harron held off Denning for second at the end to make it a family one-two, while a 10-second jumped-start penalty for Denning elevated a delighted Cameron Fenton to third. William Harron dominated the second race, beating Denning by more than 20s, with Morgan Quinn third.

Conor Farrell led the early stages of the first Global Lights GT race, but was hauled in by Peter Drennan and just lost out on the run to the line. Mark Braden charged back to third after an early spin. Farrell and Drennan went at it again in race two but, when Farrell rotated and Drennan slowed, Michael Conway snatched the lead and hung on for the win, despite the recovering duo closing him down on the final lap.

Bill Griffin and Alan Watkins took turns at the front of the Irish Sportscars, but Daniel McCarthy drove superbly to

Lloyd romped to a double as BOSS contested the Leinster crown for the first time

McCarthy scored a win and a second place in Sportscars

displace both and lead Watkins over the line. In race two Watkins dominated, with McCarthy pipping Griffin to second after a race-long fight.

Darragh McMullan drove superbly to take the Fiesta Zetec race-one honours, despite the best efforts of Mark O'Donoghue who shadowed the winner over the line. In the second race O'Donoghue claimed his maiden win — just — from Darren Lawler, with a delighted Mark Johnston in third.

Paula Moore looked set for a Formula Vee B win, but Gavin Buckley snatched it away on the final tour. Dan Polley won the final as he pleased, also clinching the title. In race two Polley swapped the lead with Kevin Grogan on several occasions but fought back to win, with Colm Blackburn challenging Grogan on the final lap for second.

Richie Kearney led the Future Classics for the duration in the glorious-sounding V6 Alfa 155, a mid-race safety-car period his only concern. Robbie Parks charged to second from the back in his Mitsubishi, with Adrian Dunne's little Citroen Saxo third. Second time out, poleman Ger Byrne (BMW 323) made no mistakes to win, with Timmy Duggan charging his SEAT to second from the back of the grid.

Erik Holstein spun out of the SEAT Supercup lead, but a red flag gave him the win — and the title — on countback, ahead of Rob Butler and Rod McGovern. In race two Niall Quinn was ahead initially, but McGovern snatched the lead mid-race and eased away to win. John Farrelly





Countback win handed Holstein SEAT crown



inherited the final podium spot when Jonathan Fildes and Butler collided at Mobil Corner on the final lap.

Martin Duffy took his first Irish Touring Car Championship win, his BMW M3 well clear of Shane Rabbitt's Mazda RX7 and Rob Savage (Honda Integra), while John McGovern claimed his first Production-class victory. Rabbitt dominated race two, crossing the line well clear of early leader Keith Campbell's VW Corrado, with Jay O'Reilly claiming Production honours ahead of Pa Hudson.

Ulick Burke drove superbly to take his third consecutive Fiesta ST win, with Sean Lillis in second and John Denning third. Poleman Brendan Fitzgerald was sent to the back of the grid, having failed to go to parc ferme after qualifying, but charged to fourth at the line. In race two Dave Maguire won as he pleased, followed by John Denning and Kevin Doran.

Peter Barrable won the Supercar race despite a race-long challenge from Sam Moffett. Andy O'Brien relieved Moffett of second spot on the final lap with a superb move at Lola corner. O'Brien got the jump at the start of race two; Barrable closed him down but retired mid-race, while Moffett's late-race charge just failed to relieve O'Brien of the win, and the title.

To finish off the meeting, Dan Daly took to the track for some demonstration laps at the wheel of his ex-Rubens Barrichello Jordan 193, to the delight of the large crowd.

LEO NULTY

Conway triumphed in Global Lights R2 ahead of R1 winner Drennan

RESULTS

LEINSTER TROPHY BOSS IRELAND FORMULA LIBRE (8 LAPS) 1 Hywel Lloyd

(Dallara-Mercedes F308); 2 Paul Dagg (Dallara-Toyota F304) +1.978s; 3 Cian Carey (Tatuus FRenault); 4 Barry Rabbitt (Tatuus FRenault); 5 Noel Robinson (Tatuus FRenault); 6 Stephen Daly (Reynard F3000). **Fastest lap** Lloyd 1m53.816s (68.85mph). **Pole** Lloyd. **Starters** 17. **RACE 2 (10 LAPS) 1 Lloyd**; 2 Jonathan Fildes (Ralt-Mountune RT4) +24.373s; 3 Dagg; 4 Daly; 5 Rabbitt; 6 Carey. **FL** Lloyd 1m32.979s (84.28mph). **P** Lloyd. **S** 22.

FORMULA SHEANE (9 LAPS)

1 Brian Hearty; 2 David Parks +3.344s; 3 Kevin Sheane; 4 Robbie Allen; 5 Richard Kearney; 6 Chris McCabe. **FL** Hearty 1m48.312s (72.35mph). **P** Mark Dunleavy. **S** 12. **RACE 2 (7 LAPS) 1 Sheane**; 2 Anton Savage +4.588s; 3 Parks; 4 Hearty; 5 McCabe; 6 Allen. **FL** Sheane 2m16.305s (57.49mph). **P** Hearty. **S** 12.

GINETTA JUNIOR IRELAND (4 LAPS) 1 Samuel Harron

2 William Harron +2.562s; 3 Darragh Denning; 4 Cameron Fenton; 5 Morgan Quinn; 6 Patrick Dempsey. **FL** W Harron 2m02.786s (63.82mph) **Record**. **P** W Harron. **S** 10. **RACE 2 (7 LAPS) 1 W Harron**; 2 Denning +23.467s; 3 Quinn; 4 Dempsey; 5 Michael Woods; 6 Fenton. **FL** W Harron 2m10.436s (60.08mph). **P** W Harron. **S** 11.

GLOBAL LIGHTS (BOTH 8 LAPS)

1 Peter Drennan; 2 Conor Farrell +0.520s; 3 Mark Braden; 4 Michael Conway; 5 Ivor Miller; 6 Conor May. **FL** Drennan 1m51.698s (70.15mph). **P** Farrell. **S** 9. **RACE 2 1 Conway**; 2 Drennan +0.950s; 3 Farrell; 4 Braden; 5 Miller; 6 May. **FL** Drennan 1m51.242s (70.44mph). **P** Farrell. **S** 9.

IRISH SPORTSCARS (BOTH 8 LAPS) 1 Daniel McCarthy

; 2 Alan

Watkins +0.111s; 3 Bill Griffin; 4 Roger Welaratne; 5 Des Meehan; 6 Sam Mansfield.

FL Watkins 1m58.107s (66.35mph). **P** Watkins. **S** 8.

RACE 2 1 Watkins; 2 McCarthy +19.679s; 3 Griffin; 4 Meehan; 5 Mansfield; 6 Pat Bergin.

FL Watkins 1m56.541s (67.24mph). **P** Watkins. **S** 8.

FIESTA ZETEC (BOTH 7 LAPS)

1 Darragh McMullen; 2 Mark O'Donoghue +0.554s; 3 Adam Johnston; 4 Darren Lawler; 5 Trevor Farrar; 6 Roy Tobin.

FL Shane Kenny 2m13.717s (58.60mph). **P** McMullen. **S** 25.

RACE 2 1 O'Donoghue; 2 Lawler +0.143s; 3 Mark Johnston; 4 Peter Campbell; 5 Kenny; 6 Adam Johnston. **FL** A Johnston 2m16.326s (57.48mph). **P** McMullen. **S** 24.

FORMULA VEE (5 LAPS) 1 Gavin Buckley (Sheane)

; 2 Paula Moore (Leystone) +0.227s; 3 Anthony Cross (Sheane); 4 Shane McBride (Sheane); 5 Conor Molloy (Leystone); 6 Stephen Morrin (Leystone). **FL** Buckley 1m57.071s (66.93mph). **P** Moore. **S** 13.

RACE 2 (8 LAPS) 1 Dan Polley (Sheane)

; 2 Colm Blackburn (Leystone) +6.765s; 3 Justin Costello (Leystone); 4 Kevin Grogan (Leystone); 5 Moore; 6 Cross. **FL** Polley 1m55.550s (67.82mph). **P** Polley. **S** 20.

RACE 3 (7 LAPS) 1 Polley

; 2 Grogan +1.524s; 3 Blackburn; 4 Costello; 5 Cross; 6 Buckley. **FL** Grogan 2m21.325s (55.45mph). **P** Polley. **S** 20.

FUTURE CLASSICS (BOTH 7 LAPS) 1 Richard Kearney (Alfa Romeo 155)

; 2 Robbie Parks (Mitsubishi FTO) +0.293s; 3 Adrian Dunne (Citroen Saxo); 4 David Hammond (Fiat Uno); 5 Aidan Byrne (Vauxhall Chevette); 6 Ken Byrne (Toyota Celta). **FL** Timothy Duggan (SEAT Ibiza) 2m09.095s (60.70mph). **P** K Byrne. **S** 18.

RACE 2 1 Ger Byrne (BMW 323)

; 2 Duggan +4.068s; 3 Parks;

4 Dunne; 5 Brendan Travers (Fiat Punto); 6 K Byrne.

FL Duggan 2m25.427s (53.88mph). **P** G Byrne. **S** 17.

SEAT SUPERCUP IRELAND (3 LAPS) 1 Erik Holstein

; 2 Rob Butler +2.143s; 3 Rod McGovern; 4 Jonathan Fildes; 5 Barry English; 6 John Farrelly.

FL Holstein 2m00.086s (65.25mph). **P** Niall Quinn. **S** 9.

RACE 2 1 McGovern

; 2 Quinn +2.430s; 3 Farrelly; 4 English; 5 David Kidd; no other finishers. **FL** McGovern 2m01.777s (64.35mph). **P** Quinn. **S** 9.

IRISH TOURING CARS (4 LAPS)

1 Martin Duffy (BMW M3); 2 Shane Rabbitt (Mazda RX7) +2.083s; 3 Robert Savage (Honda Integra); 4 Kealan O'Connor (Honda Integra); 5 Keith Campbell (VW Corrado); 6 John McGovern (Honda Civic). **Class winner** McGovern. **FL** Duffy 2m02.840s (63.79mph).

P Rabbitt. S 14. RACE 2 (6 LAPS)

1 Rabbitt; 2 Campbell +10.441s; 3 Duffy; 4 Savage; 5 Gary Miller (Fiat Punto Abarth); 6 Jay O'Reilly (Honda Civic). **CW** Miller. **FL** Campbell 2m06.163s (62.11mph). **P** Campbell. **S** 13.

FIESTA ST (BOTH 7 LAPS)

1 Ulick Burke; 2 Sean Lillis +3.617s; 3 John Denning; 4 Brendan Fitzgerald; 5 Dave Maguire; 6 Tom Fahy. **FL** Burke 2m11.081s (59.78mph). **P** Lillis. **S** 15.

RACE 2 1 Maguire

; 2 Denning +2.393s; 3 Kevin Doran; 4 Lillis; 5 Fitzgerald; 6 Michael Cullen. **FL** Doran 2m20.491s (55.78mph). **P** Denning. **S** 15.

SUPERCAR (BOTH 8 LAPS)

1 Peter Barrable; 2 Andy O'Brien +0.603s; 3 Sam Moffett; 4 Bob Cameron; 5 John Morris; 6 Graeme Colfer. **FL** O'Brien 2m04.851s (62.76mph). **P** Barrable. **S** 10. **RACE 2 1 O'Brien**; 2 Moffett +0.627s; 3 Colfer; 4 Cameron; 5 Alan Dawson; 6 John Cardoo. **FL** Moffett 2m02.008s (64.23mph). **P** Barrable. **S** 9.



Barrable won the first Supercars outing

BRANDS HATCH
HSCC SEPTEMBER 17

Grant and Wainwright star in FF1600

TWO MEMORABLE HISTORIC FF1600 races highlighted an otherwise low-key second visit of the year to a dry but chilly Brands Hatch by the HSCC. Rob Wainwright and Callum Grant, having taken a victory each in Kent, will take their title duel to the season finale at Silverstone next month.

Seven-times winner Grant (Merlyn) shadowed Wainwright's Elden from the early stages of the first race, regularly showing that he could slipstream into the lead between Clearways and the finish line even if the Elden was better on the brakes a few seconds later at Paddock.

If that was Grant's intended strategy for the last lap, it was not to be. He braked a fraction too late at Graham Hill Bend for the penultimate time, allowing Benn Tilley (Merlyn) to snatch second place on Cooper Straight. That settled the finishing order, with less than 0.5s covering the three cars at the flag. James Buckton (Elden), Mark Shaw (Merlyn), Benn Simms (Jomo) and Simon Toyne (Lola) were next, finishing almost as close together as the top three.

Race two followed a similar pattern, but this time Grant's plans were successful while Tilley, going well after a crash-interrupted season, took second by half a length from Wainwright in another blanket finish. Buckton and Shaw went out on the last lap, leaving Simms and Toyne to follow the leaders home. Tilley had made an obvious jumped start from the front row ("the lights seemed to stay on forever") but escaped sanction by letting Wainwright and Grant past.

Simon Jackson (Chevron) won both Classic F3 races, but never had a comfortable advantage with Pat Gormley in the Safir giving chase. Ian Pearson's FF2000 class-winning Van Diemen was



third both times after Gaius Ghinn (Ralt) lost a challenging second place with a couple of spins in the first race. Ghinn was classified sixth, and was fourth at the second attempt.

Andrew Park's domination of the Historic FF2000 season continued with another double victory. Race one looked like a struggle for Park, and it transpired afterwards that he'd been forced to drive using the engine's on/off switch after the Reynard's throttle stuck open. The race ended early when third man Graham Ridgway's daughter Jennifer clashed with Greg Robertson at McLaren.

Race two was a much more routine affair for Park with a 14s winning margin. Tom White (Osella) was runner-up for the second time and Ridgway in the Royale was pipped to third place by Andrew Storer (Reynard). Storer grabbed the podium spot at the final corner after

Title rivals Grant (43) and Wainwright fought hard in both races at Brands Hatch

recovering from a grassy moment at Graham Hill Bend early on.

Unbeaten all year, Mark Charteris maintained his 100% Classic Clubmans record, easily beating Spencer McCarthy in both their races. The quick-starting Mike Lane and Alan Cook followed, and Clive Wood was a double class-winner, all in Mallock variants.

Rod Birley (Ford Escort) won the first Quaife/Motorsport News Saloon race after the chasing Dale Gent (Subaru) retired with a detached intercooler pipe. Tony Skelton (Renault Clio) held second under heavy pressure until Malcolm Wise in his Escort eventually found a gap and blasted past in the final yards. The BMWs of points leader Laurie Grant and Graham Crowhurst were nearly a lap behind in fourth and fifth.

Gent started 17th in race two but caught and passed Birley for the lead





HAWKINS

with laps to spare. Race-one retirement Dan Cowan (Sierra) was a distant third, also from the back of the grid, and Wise fourth. Crowhurst and Andy Banham (Subaru) completed the top six, while Skelton was delayed by a first-lap adventure, finishing 16th. Grant was seventh, recovering from a spin at Graham Hill Bend, and still won his class to keep the points ticking over.

A misfire plagued Chris Bassett's Peugeot, restricting him to third and 14th in two Tin Tops outings after qualifying fastest. Two excursions in race two while coping with the engine problem didn't help his cause. Chris Whiteman and Daniel Fisher took advantage, occupying the top two places in their Honda Civics. Daniel Adams's Proton was fourth behind the struggling Bassett and later took third, despite a collision with Graham Richardson's Civic on the last lap.

The Caterhams of Tony Bennett and Shaun Elwell dominated both Allcomers races, even though they opted to start at the back with an additional 10s delay in race two. First-race third man Ian Burford (Ginetta) rather wasted his inherited pole position by spinning twice in the second encounter. He recovered to finish fifth. Bill Sollis (Mini Cooper S) had fun fighting with two Mustangs, which were mysteriously running in the same class, but unsurprisingly couldn't match the V8 cars' power despite his best efforts on the corners.

BRIAN PHILLIPS

[➔ P82 FULL RESULTS](#)



READ

Mixed weekend for Mazda title rivals

MAZDA MX-5 SUPERCUP TITLE LEADER
James Blake-Baldwin looked to have it all in his favour heading into race one third on the grid while main title rival Tom Roche languished in ninth.

But the title pendulum swung when Blake-Baldwin was tapped by Brian Chandler on the opening lap, dropping him to 20th, while Roche was in the podium positions by the end of the second lap. Jack Harding got a better start than polesitter Jamie Goddard to take the lead into Turn 1, going on to claim his first win of the season ahead of Roche. Blake-Baldwin limited the damage with 10th.

Harding followed that up with another win in race two, but all eyes were on the final podium spot. Harding made contact with Roche at Deene while sliding through for the lead, and was followed by Jonathan Greensmith. It looked like Roche would hang on for third, but Blake-Baldwin seared through at Tarzan with Roche dropping a further two places, having lost momentum out of the corner, to finish fifth.

Harding was allowed to keep the race-two win but given a seven-place grid penalty for race three for the contact. A spirited drive allowed him to fight back to finish second, behind a relieved Blake-Baldwin.

As well as being a leading contender in the Mk3 MX-5s, Roche starred in the races for the older Mk1 model. His lights-to-flag

victory in race one made it 13 wins from 14 this season, before he earned another win in race three from Simon Baldwin.

In between, he had a solid lead in race two when a drivethrough penalty for crossing the white line on the inside of Turn 1 left him back in fourth. Baldwin was promoted to the lead and a maiden win of the season, while Roche gamely fought back for a photo-finish on the line with Ben Short, just missing out on second by 0.001s.

Group B honours went to Joshua Brent, William Stephenson and Paul Bateman.

In the Pickup Trucks the oval points-leading pair of Mark Willis and Paul Tompkins broke from the pack early on, and held off a late charge from Scott Bourne. But it was Tompkins with his second win of the season who stood atop the podium.

Willis spent much of race two in the lead, but a late safety car for Paul Jones slamming into the wall on the pit straight allowed David O'Regan, Scott Bourne and Tompkins to get past. Nevertheless fourth was enough for Willis to take the oval crown.

In Intermarque, Malcolm Blackman's Vauxhall Tigra fended off the Mercedes SLK of Daniel Smith. Blackman's main title rival Lewis Smith failed to finish, but the Essex driver made amends in race two, earning a win in his Tigra with a remarkable launch from 11th to first by the Deene hairpin on the first lap, as Blackman sealed the crown.

With Tom Hill having wrapped up the Twin Spark and overall Alfa Romeo Championships last time out at Donington, it was just pride at stake for the final weekend of the season. Barry McMahon won a comfortable first encounter in his 156 by 18.729s from 2015 champion Graham Seager (GTV), while third for Hill was enough to top his class once again.

Seager and McMahon traded the lead in race two, but McMahon went wide at the Tarzan hairpin in the closing stages and ended his race in the gravel. David Messenger was the class winner.

JASON NOBLE

[➔ P82 FULL RESULTS](#)



READ

A win and a fourth gave Willis Pickup crown

CADWELL PARK
CSCC SEPTEMBER 17-18

Ramm wins as Butterfield takes the title



JAMES RAMM TOOK VICTORY IN BOTH of the Jaguar outings at Cadwell as Thomas Butterfield won the title.

Ramm, Kevin Doyle and Colin Philpott were all in contention as they arrived in Lincolnshire. Philpott wasted no time at the start of the wet race one, storming into the lead at Park on the opening lap, knowing that he needed to win both races. But he spun at the next corner and handed the lead back to polesitter Ramm. With no pressure, Ramm was faultless and won by seven seconds from Guy Connew with the class-winning Butterfield third. Philpott fought back into the top six by the final lap but further progress was curtailed when he was pushed wide at Chris Curve and spun into the path of Ian Drage. He eventually finished sixth.

Doyle won his class, but it was advantage to Butterfield going into race two. Ramm withstood immense pressure from Philpott, now out of contention for the title, to take his second win of the weekend. Doyle won his class again and was third overall after running as high as second, while a class-winning fifth place for Butterfield was enough for the crown.

A red flag and a result decided on countback denied Gary Bate what would have been a superb victory as the equally brilliant Nicholas Grindrod won the Magnificent Sevens outing. Grindrod pulled into an early lead as rival Bate

started from the pitlane because of his recent win at Donington. Bate caught Grindrod by the midway stage but, as the race wore on, the superior speed of Bate didn't translate into a pass for the lead. When he finally did manage to overtake Grindrod around the outside at Charlies, a red flag handed the win back to R300 driver Grindrod.

It didn't get much better for Bate in the Open Series race as Steven and Ashley Boyles won their maiden race in the championship. Bate started on pole but the wet conditions caught him out as he spun at Gooseneck, crashed into the barrier and retired. Charles Holroyd then

Ramm grabbed a fine brace of wins in XJS. Here he leads Philpott

emerged as the leader and looked likely to win until a blown engine paved the way for the R300 in the hands of Steven Boyles to cruise to victory. The Caterhams were absent for the separate second race, with the XJS of Lawrence Bradley just holding off the quicker Porsche of Tony Blake to win a close encounter.

A six-way battle in the wet in the Modern Classics went the way of Alan and James Broad in dramatic fashion. The Broad Porsche, Richard Hayes (Toyota Celica), Dave Griffin (BMW), Tom Barley (BMW), Peter Morris (Porsche) and Colin Whitmore (BMW) ran nose to tail in the early stages and swapped positions numerous times. But standing water caught out Whitmore at Coppice midway through as he attempted to pass one of his rivals. This brought out the safety car but, as the Boxster of Alan Broad had luckily stopped just before the yellows, he emerged in the lead at the restart and held off Hayes to win.

Will Sharpe won the New Millennium & Pumas encounter in his Mini as SEAT driver Gavin Thomson threw away certain victory in wet conditions. Polesitter Thomson started slowly but was back in front after a few laps, posting fastest times and pulling away. But he aquaplaned into the barriers at Gooseneck as standing water caught him out midway through. This handed victory to Sharpe, while Luke Johnson won the conjoined and individual



Henderson took two Cadwell Cup wins from three



Puma Cup races from the Eacock brothers.

Joe Henderson was dominant in the second and third editions of the Historic Cadwell Cup as he won from fellow TR6 driver David McDonald. But race one was the more dramatic affair; Henderson had pulled away early on but McDonald reeled him back in and took the lead on the final lap as Henderson spun at Chris Curve. McDonald was then able to hold off Henderson for the win, despite spinning himself at Gooseneck.

Tom Mensley's Clio won the Tin Tops as the safety car dictated play. William Hardy (Corsa) and Nigel Ainge (Integra) were the favourites and they lived up to the billing early on, until an exploded engine for John Hammersley brought out the safety car. They pitted, but were unable to rejoin as the field passed by, leaving them a lap down. Having already pitted, Mensley moved to the front as others stopped and stroked to victory.

A slow stop for Stephen Scott-Dunwoodie's Sierra Cosworth meant that Aston and Toby Blake won the Future Classics round in their 911. Tim Cairns (Austin-Healey) timed his pitstop to perfection to help him to victory in group one of the Swinging Sixties while Keiron Ballie (Lotus 7) was unstoppable in the other encounter.

JAKE JONES

[→ P83 FULL RESULTS](#)

OULTON PARK BRSCC SEPTEMBER 17

Yates and Wiggin share Oulton Compact victories

IT WAS ONE WIN APIECE FOR SAM YATES and Joe Wiggin in two fairly heated BMW Compact Cup races at Oulton Park.

The first race was red-flagged after a first-corner shunt eliminated six cars. Local boy Yates made another good start after the stoppage, stretching the field within a lap.

But as the Wiggin/James Gornall duel intensified, all three were soon together again and Wiggin had a couple of lunges for the lead on consecutive laps at Cascades.

Wiggin and Gornall clashed at Shell with a lap to go, Wiggin losing the tyre off the rim. Yates took a comfortable win, while Steven Dailly, Richard Miles and Steve Roberts all went by Gornall as he recovered to fifth.

There was an early five-car break in the second race, before Wiggin and Roberts went clear, with Simon Walker-Hansell busy fending off Dailly for third.

Roberts mounted a couple of attacks on Wiggin's lead at Cascades, before dropping back to a solid second. Dailly finally made it to third into Lodge on the fifth lap, leaving Walker-Hansell to hold off Gornall for fourth. Gornall was given a 10-second penalty post-race, adding to his race-one pain.

There were three different leaders in the opening couple of laps of the first Northern Formula Ford race, with Matthew Cowley in the Van Diemen losing out to Jamie Jardine (Reynard) into Knickerbrook on the opening lap, before both were passed by Matt Round-Garrido in his Van Diemen.

Jardine gradually lost out to the newer cars, leaving Round-Garrido and Cowley to fight it out, which resulted in contact at Lodge. Round-Garrido ran out the winner, but Cowley was still well clear of Jardine, who recovered third from Calum McHale.

Round-Garrido took the upper hand at the start of the second race, but couldn't shake off the persistent Cowley, as McHale and Martin Short looked on. Cowley grabbed the



Yates took spoils in first Compact Cup race

lead into Knickerbrook on lap four, but Round-Garrido remained inches behind, taking the flag only 0.054s adrift. Short had the edge over McHale in their close duel for third, having got by into Island on lap three.

It was nip and tuck throughout the Cockshoot Cup race, but Ross Maker's MG ZR retained a lights-to-flag advantage over Gary Wetton's similar car. Ashley Woodward's ZS was briefly threatened by David Couthard's ZR, before he was left to go solo when his rival fell back to sixth.

Nick Cresswell's invitation Caterham was declared the winner of the first TVR Challenge race. He had led from the start but, with David Mason's Tuscan slowing before retiring, Dean Cook (Sagaris) was into second and reeled in Cresswell to take the lead from Cascades on the last lap – only for a jumped-start penalty to reverse the order. Tim Davis (Caterham) was a solitary third and Darren Smith's Tuscan finally ousted Jason Clegg's Speed Six for fourth on the last lap. Despite all three starting from the pitlane it was still Cresswell from Cook and Davis at the flag in race two.

Lee Morgan was never headed in the first Formula Jedi race, and left Andrew Dunn and Michael Watton to duel for second. Dunn held on until Druids on the penultimate lap, when contact caused a puncture, which ended his race, leaving Watton in second from Robert Sayell.

Dunn made a flying start in race two and held off both Morgan and Watton, until a missed gear exiting Lodge with three laps to go let them both surge by into Old Hall, leaving Dunn a disappointed third.

PETER SCHERER

[→ P83 FULL RESULTS](#)



Round-Garrido and Cowley came to blows but shared FF wins

ALL PICS: WALKER



DOUNE

BHC SEPTEMBER 17-18

Gould stormed to sensational first win in 28 years

WALDER

Gould win takes centre stage

SEAN GOULD'S FIRST BRITISH Hillclimb Championship run-off win in 28 years was the talking point of the penultimate round on the Scottish hill of Doune.

With the 2016 title already secured in his favour, Scott Moran took a well-earned break, but there were still battles in his wake to be resolved.

The morning run-off followed a familiar pattern. Trevor Willis beat Wallace Menzies to victory, ensuring that Willis cannot now be caught for second place overall.

Meanwhile, a third place for Gould was something of a hint for what would happen after a drizzly post-lunch Q2.

The damp had an effect on qualification positions, but come the second encounter conditions were equal. First to run, Gould set a time that no-one was able to surpass in a 75-minute-long, incident-strewn round.

Gould gained his second-ever run-off win a mere 28 years since his first at Fintray in June 1988. This is the longest period ever between victories in the almost 70-year history of the competition – the world's oldest national motorsport championship.

Gould, who took a 26-year break from competition before returning to hillclimbing, said: "Everyone felt that the conditions were equal for all. I knew this was a now-or-never situation and the car was sliding all the way to the top on a damp surface.

"Still, I'm completely surprised at the win!"

With his 18-point score (the highest of the day), Gould was able to stretch his lead over 1600cc rivals Ed Hollier and Eynon Price (Gould's co-driver) in the seven-eight-nine positions, although these still cannot be settled

until this weekend's season finale at Loton Park.

With Will Hall absent again on family business, should he fail to appear at the Shropshire hill then Gould may yet pass him too.

As often at Doune, locals featured in the scoring with twice Scottish Hillclimb and Sprint champion Les Mutch gaining a career-best 13 points despite car troubles in practice.

GWR constructor and twice British champion Mutch made his first appearance since 2008, sharing a GWR-Suzuki Raptor 1 with customer Richard Spedding.

While Graeme Wight qualified for the first run-off, he was unable to take his run as a fragile engine mount needed to be conserved for Spedding's points-scoring opportunities. The Yorkshireman is 15 points clear in fourth overall.

Dave Uren, his rival for that place, crashed out in the first encounter but managed third in the damp final shootout, a place ahead of Spedding.

Jerseyman Jason Mourant, attempting to hold onto 10th in the championship, made his Doune debut but was somewhat spooked by the intimidating Stirlingshire 'King of Hills' with its stone walls to the right and looming Armco and wood barriers to the left.

He gained only one point, and heads into the final round two clear of 2015 champion Alex Summers, who will guest-drive the formidable Gould-Cosworth HB of Graham Wynn.

David Seaton contested his first BHC run-off since 1993 in the mighty Pilbeam MP43 sports-racer, and scored three points.

EDDIE WALDER

P83 FULL RESULTS

RESULTS

BRANDS HATCH HSCC

HISTORIC FORMULA FORD (BOTH 17 LAPS) 1 Rob Wainwright (Elden Mk8);

2 Benn Tilley (Merlyn Mk20) +0.320s; 3 Callum Grant (Merlyn Mk20A); 4 James Buckton (Elden Mk8); 5 Mark Shaw (Merlyn Mk20); 6 Benn Simms (Jomo JMR7). **Fastest lap** Tilley 52.475s (82.87mph). **Pole** Grant.

Starters 19. **RACE 2 1 Grant;** 2 Tilley +0.403s; 3 Wainwright; 4 Simms; 5 Simon Toyne (Lola T200); 6 Neil Shinner (Merlyn Mk20). **FL** Tilley 52.311s (83.13mph). **P** Wainwright. **S** 19.

CLASSIC FORMULA 3 (BOTH 18 LAPS) 1 Simon Jackson (Chevron B43);

2 Pat Gormley (Safir R1F3) +2.027s; 3 Ian Pearson (Van Diemen RF83); 4 David Shaw (Ralt RT1); 5 Hugh Price (Chevron B38); 6 Gaius Ghinn (Ralt RT3). **Class winners** Pearson; Adrian Langridge (Dastle Mk10); David Mercer (Reynard SF78). **FL** Ghinn 49.153s (88.47mph). **P** Jackson. **S** 20.

RACE 2 1 Jackson; 2 Gormley +1.665s; 3 Pearson; 4 Ghinn; 5 Shaw; 6 Richard Trott (Chevron B43). **CW** Pearson; Langridge; Mercer. **FL** Gormley 49.189s (88.41mph). **P** Jackson. **S** 21.

HISTORIC FF2000 (13 LAPS)

1 Andrew Park (Reynard SF81); 2 Tom White (Osella FAF) +2.169s; 3 Graham Ridgway (Royale RP27); 4 Andrew Storer (Reynard SF79); 5 Stephen Glasswell (Reynard SF79); 6 David Walton (Royale RP27). **CW** White; John Stapleton (Tui BH2). **FL** Park 50.241s (86.56mph). **P** Park. **S** 14. **RACE 2 (18 LAPS) 1 Park;** 2 White +14.666s; 3 Storer; 4 Ridgway; 5 Glasswell; 6 Walton. **CW** White; Stapleton. **FL** Park 49.957s (87.05mph). **P** Park. **S** 13.

CLASSIC CLUBMANS (BOTH 19 LAPS)

1 Mark Charteris (Mallock Mk20/21); 2 Spencer McCarthy (Mallock Mk20B/21) +18.765s; 3 Mike Lane (Mallock Mk18); 4 Alan Cook (Mallock Mk20); 5 David Wale (Mallock Mk20B/21); 6 Clive Wood (Mallock Mk20B). **CW** Wood. **FL** Charteris 47.162s (92.21mph). **P** Charteris. **S** 18. **RACE 2 1 Charteris;** 2 McCarthy +12.321s; 3 Lane; 4 Cook; 5 John Harrison (Mallock Mk21); 6 Wale. **CW** Wood. **FL** Charteris 47.092s (92.35mph). **P** Charteris. **S** 15.

SALOONS (BOTH 18 LAPS) 1 Rod Birley (Ford Escort WRC); 2 Malcolm

Wise (Ford Escort Cosworth) +4.389s; 3 Tony Skelton (Renault Clio); 4 Laurie Grant (BMW E36 M3); 5 Graham Crowhurst (BMW E46 M3); 6 Liam Dalton (Mitsubishi Evo 3). **CW** Skelton; Grant; Jaime Vanns (Renault Clio).

FL Birley 51.043s (85.20mph). **P** Birley. **S** 19. **RACE 2 1 Dale Gent (Subaru Impreza);** 2 Birley +2.704s; 3 Dan Cowan (Ford RS500); 4 Wise; 5 Crowhurst; 6 Andy Banham (Subaru Impreza). **CW** Crowhurst; Grant; Vanns. **FL** Gent 49.910s (87.13mph). **P** Birley. **S** 17.

TIN TOPS (BOTH 17 LAPS) 1 Chris Whiteman (Honda Civic Type R)

2 Daniel Fisher (Honda Civic Type R) +5.938s; 3 Chris Bassett (Peugeot 205 GTI); 4 Daniel Adams (Proton Satria); 5 Graham Richardson (Honda Civic Type R); 6 Ken Angell (BMW 328i). **CW** Angell; Mikey Day (Citroen Saxo); Cliff Pellin (Ford Fiesta ST150).

FL Bassett 55.295s (78.65mph). **P** Bassett. **S** 19. **RACE 2 1 Whiteman;** 2 Fisher +10.443s; 3 Adams; 4 Angell; 5 Trevor Collar (Honda Civic Type R); 6 Richardson. **CW** Angell; Day; Pellin. **FL** Whiteman 55.325s (78.60mph). **P** Whiteman. **S** 18.

ALLCOMERS CLOSED WHEEL (BOTH 17 LAPS) 1 Tony Bennett (Caterham R300);

2 Shaun Elwell (Caterham Superlight) +1.914s; 3 Ian Burford (Ginetta G4); 4 James Claridge (Lotus Elan S2); 5 Alex Thistlethwayte (Ford Mustang); 6 Mark Watts (Ford Mustang). **CW** Burford; Thistlethwayte; Philip Goddard (Morgan +8). **FL** Elwell 52.745s (82.45mph). **P** Bennett. **S** 18. **RACE 2 1 Bennett;** 2 Elwell +1.062s; 3 Claridge; 4 Barry Ashdown (Lotus Elan); 5 Burford; 6 Watts. **CW** Claridge; Watts; Paul Stafford (Datsun 240Z). **FL** Elwell 52.532s (82.78mph). **P** Burford. **S** 14.

ROCKINGHAM BRSCC

MAZDA MX-5 SUPERCUP (12 LAPS)

1 Jack Harding; 2 Tom Roche +5.469s; 3 Jonathan Greensmith; 4 Brian Chandler; 5 Liam Murphy; 6 Jamie Goddard. **FL** Roche 1m43.890s (71.03mph). **P** Goddard. **S** 29. **RACE 2 (11 LAPS) 1 Harding;** 2 Greensmith +1.018s; 3 James Blake-Baldwin; 4 John Davies; 5 Roche; 6 Chandler. **FL** Harding 1m44.235s (70.80mph). **P** Harding. **S** 29. **RACE 3 (12 LAPS)**



Fisher led Tin Top rival Whiteman (middle), but spots were reversed

HAWKINS

ROUND-UP

1 Blake-Baldwin; 2 Harding +0.796s; 3 Greensmith; 4 Roche; 5 Tom Collins; 6 Chandler. **FL** Harding 1m44.502s (70.62mph). **P** Greensmith. **S** 29.

MAZDA MX-5 GROUP A (12 LAPS)

1 Tom Roche; 2 Simon Baldwin +10.946s; 3 Ben Short; 4 Stuart Symonds; 5 Michael Fisk; 6 Clive Powles. **FL** Roche 1m47.018s (68.96mph). **P** Roche. **S** 18.

RACE 2 (11 LAPS) 1 Baldwin

2 Short +3.516s; 3 Roche; 4 Fisk; 5 Powles; 6 Jake Bailey. **FL** Roche 1m47.584s (68.59mph). **P** Roche. **S** 18. **RACE 3**

(11 LAPS) 1 Roche

2 Baldwin +3.202s; 3 Short; 4 Fisk; 5 Bailey; 6 Symonds. **FL** Roche 1m47.646s (68.55mph). **P** Baldwin. **S** 18.

MAZDA MX-5 GROUP B (ALL 11 LAPS)

1 Joshua Brent; 2 Paul Tucker +8.812s; 3 Sam Bailey; 4 Simon Orange; 5 Andrew Adams; 6 Martyn Canning. **FL** Brent 1m50.007s (67.08mph). **P** Brent. **S** 15. **RACE 2 1 William**

Stephenson

2 Simon Woods +6.153s; 3 Matt Pickford; 4 Richard Collins; 5 Russ Lindsay; 6 Patrick Collins. **FL** Stephenson 1m50.179s (66.98mph). **P** R Collins. **S** 15. **RACE 3 1 Paul**

Bateman

2 Canning +7.749s; 3 Bailey; 4 P Collins; 5 Bryn Griffiths; 6 Adams. **FL** Canning 1m49.735s (67.25mph). **P** Bailey. **S** 15.

PICKUP TRUCK RACING (BOTH 35 LAPS) 1 Paul Tompkins

2 Mark Willis +0.278s; 3 Scott Bourne; 4 Freddie Lee; 5 Lea Wood; 6 David O'Regan. **FL** Wood 40.363s (131.91mph). **P** Dave Weaver. **S** 12. **RACE 2 1 O'Regan**

2 Bourne

+0.023s; 3 Tompkins; 4 Willis; 5 Weaver; 6 Wood. **FL** Bourne 40.518s (131.40mph). **P** Willis. **S** 12.

INTERMARQUE (10 LAPS) 1 Malcolm

Blackman (Vauxhall Tigra); 2 Daniel Smith (Mercedes SLK) +8.003s; 3 Steve Burrows (Peugeot 206); 4 Chris Ayling (Vauxhall Tigra); 5 Ray Harris (Mercedes SLK); 6 Ian Hales (Vauxhall Tigra). **FL** Blackman 1m34.678s (77.94mph). **P** Lewis Smith (Vauxhall Tigra). **S** 11.

RACE 2 (8 LAPS) 1 L Smith

2 Blackman +13.333s; 3 D Smith; 4 Burrows; 5 Ayling; 6 Hales. **FL** L Smith 1m32.398s (79.87mph). **P** Ricky Hunn (VW Corrado). **S** 11.

ALFA ROMEOS (13 LAPS) 1 Barry

McMahon (156); 2 Graham Seager (GTV) +18.729s; 3 Tom Hill (156); 4 David Messenger (156); 5 Tom

Herbert (156); 6 Andy Inman (156 TS).

CW Hill. **FL** McMahon 1m36.206s (76.71mph). **P** McMahon. **S** 13.

RACE 2 (12 LAPS) 1 Seager

2 Messenger +1m37.629s; 3 Herbert; 4 Simon Cresswell (156); 5 Richard Stevens (145); 6 Inman. **CW** Messenger; David Lambourn (33).

FL McMahon 1m38.059s (75.26mph). **P** McMahon. **S** 14.

CADWELL PARK CSCC

JAGUAR SALOON AND GTs (8 LAPS)

1 James Ramm (XJS); 2 Guy Connew (XJ6) +7.530s; 3 Thomas Butterfield (XJ40); 4 David Bye (XJ6); 5 Simon Lewis (XJ6); 6 Colin Philpott (XJS). **CW** Butterfield; Kevin Doyle (XJ12); Simon Blunt (XJS). **FL** Philpott 1m51.140s (70.84mph). **P** Ramm. **S** 17.

RACE 2 (12 LAPS) 1 Ramm

2 Philpott +1.428s; 3 K Doyle; 4 Patrick Doyle (XJS); 5 Butterfield; 6 Connew. **CW** K Doyle; Butterfield; Nick Wade (XJS). **FL** Philpott 1m44.175s (75.57mph). **P** Ramm. **S** 14.

MAGNIFICENT SEVENS (18 LAPS)

1 Nicholas Grindrod (R300); 2 Gary Bate (CSR) +0.032s; 3 Richard Carter (R300); 4 Colin Watson (C400); 5 Graham Charman (Superlight R400); 6 Hugh Coulter (C400). **CW** Carter; Charman; Coulter; Ashley Boyles/Steven Boyles (R300); Tom Witcomb (Supersport); Wil Arif (Roadsport). **FL** Bate 1m44.121s (75.61mph). **P** Grindrod. **S** 23.

METEOR SUSPENSION OPEN SERIES (23 LAPS) 1 Ashley Boyles/Simon

Boyles (Caterham R300); 2 Lucky Khera (BMW E46) +8.364s; 3 Dave Griffin (BMW E36); 4 Michael Jones (Caterham CSR); 5 Andrew Greenword (Caterham Supersport); 6 Tom Witcomb (Caterham Supersport). **CW** Khera; Griffin; Jones; Greenwood. **FL** S Boyles 1m38.269s (80.11mph). **P** Gary Bate (Caterham CSR). **S** 16.

RACE 2 (9 LAPS) 1 Lawrence Bradley

(Jaguar XJS); 2 Tony Blake (Porsche 911) +0.402s; 3 Sam Clarke (Jaguar XJS); 4 Karl Weaver (Porsche Cayman); 5 Daniel Ryan (Jaguar XJRS); 6 Paul Keevill (Lotus Elan). **CW** Blake; Keevill. **FL** Blake 1m42.335s (76.93mph). **P** David Banks (Renault Clio). **S** 10.

MODERN CLASSICS (20 LAPS)

1 Alan Broad/James Broad (Porsche

Boxster); 2 Richard Hayes (Toyota Celica) +3.025s; 3 Dave Griffin (BMW M3 E36); 4 Tom Barley (BMW E36); 5 Paul Black/Clive Bailey (Mazda MX-5); 6 Simon Thorpe/Shawn Jackson (BMW E46). **CW** Hayes; Barley; Paul Calladine (Ginetta G20); Colin Whitmore (BMW M3 Evo). **FL** Griffin 1m43.568s (76.01mph). **P** Whitmore. **S** 14.

NEW MILLENIUM & PUMA CUP (19 LAPS) 1 Will Sharpe (Mini)

2 Stephen Archer/Felix Archer (Porsche Boxster) +19.223s; 3 Lucky Khera (BMW M3); 4 Alan Broad/James Broad (Porsche Boxster); 5 Gary Wardle (Ginetta); 6 Ryan Colvey/David Banks (Renault Clio). **CW** Archer/Archer; Khera; Colvey/Banks; Simon Thorpe/Shawn Jackson (BMW E46); Luke Johnson (Ford Puma). **FL** Gavin Thomson (SEAT Supercopa) 1m51.395s (70.67mph). **P** Thomson. **S** 21. **PUMA CUP (8 LAPS) 1 Johnson**;

2 Ben Eacock +0.461s

3 Alex Eacock; 4 Alastair Kirkham; 5 Colin Tester; 6 Paul Clare. **FL** Johnson 1m48.880s (72.31mph). **P** Johnson. **S** 10.

CADWELL HISTORIC CUP (11 LAPS)

1 David McDonald (Triumph TR6); 2 Joe Henderson (Triumph TR6) +0.558s; 3 Melle van der Wal (MGB); 4 Robert Hamilton (Marcos); 5 Kees Rozema (MGA); 6 Teun Bleijenberg (MGB). **CW** van der Wal; Hamilton; Cristof Forell (Triumph TR4); Detlef Walter (Warwick). **FL** McDonald 1m46.173s (74.15mph). **P** Henderson. **S** 17. **RACE 2 (12 LAPS) 1 Henderson**;

2 McDonald +7.527s

3 Hamilton; 4 van der Wal; 5 Bleijenberg; 6 Theo van der Heuvel (MGB). **CW** Hamilton; van der Wal; Walter; Forell. **FL** Henderson 1m46.419s (73.98mph). **P** McDonald. **S** 16. **RACE 3 (12 LAPS) 1 Henderson**;

2 McDonald +6.195s

3 Mario Neumann (Triumph TR6); 4 van der Wal; 5 Bleijenberg; 6 Hamilton. **CW** van der Wal; Hamilton; Walter; Bernhard Bloemer/Roger Trouquet (Triumph TR4). **FL** Henderson 1m45.816s (74.40mph). **P** Henderson. **S** 16.

TIN TOPS (14 LAPS) 1 Tom Mensley

(Renault Clio); 2 Mark Livens (Honda Civic) +12.418s; 3 Paul Boulton (Ford Fiesta); 4 David Banks/Ryan Colvey (Renault Clio); 5 Nigel Ainge/Danny Cassar (Honda Integra); 6 Lisa Selby/Toby Harris (Ford Puma). **CW** Livens; Boulton; Selby/Harris; Scott Lock (Vauxhall Nova); William Hardy (Vauxhall Corsa). **FL** Cassar 1m39.090s (79.45mph). **P** Banks/Colvey. **S** 18.

FUTURE CLASSICS (23 LAPS) 1 Aston

Blake/Tony Blake (Porsche 911); 2 Stephen Scott-Dunwoodie (Ford Sierra Cosworth) +2.211s; 3 Matthew Lewis (Marcos Mantula); 4 Tony Maryon (Porsche 944); 5 David Bryant (Toyota MR2); 6 Mark Lucock (Ford Escort Mk1). **CW** Scott-Dunwoodie; Maryon; Bryant; Lucock. **FL** Blake 1m40.985s (77.96mph). **P** Alec Livesley (Jensen Healey). **S** 12.

SWINGING SIXTIES GROUP 1 (22



Blake family Porsche sealed Future Classics triumph

LAPS) 1 Tim Cairns (Austin-Healey)

2 Chris Southcott/Andy Southcott (Lenham) +17.093s; 3 Clive Tonge/Vaughn Winter (Mini); 4 Ian Everett (BMW 1502); 5 Richard Merrell (Alfa Romeo Giulia); 6 Tim Parsons (Alfa Romeo GTV). **CW** Everett; Peter Aylett/Steven Farrall (Diva); David Cornwallis (BMW 1600 Ti); Christopher Edwards (Triumph TR4). **FL** Southcott 1m46.414s (73.98mph). **P** Tonge/Winter. **S** 21. **GROUP 2 (23 LAPS) 1 Keiron Ballie (Lotus 7)**;

2 Malcolm Johnson (Lotus Europa) +10.725s

3 Joe Henderson (Triumph TR6); 4 James Keevill (Lotus Elan); 5 Chris Thompson/Andrew Thompson (Ford Capri); 6 John Devlin/David Hudson (Reliant Sabre). **CW** Henderson. **FL** Ballie 1m43.011s (76.43mph). **P** Ballie. **S** 11.

DOUNE HILLCLIMB

MSA BRITISH HILLCLIMB ROUND 31

1 Trevor Willis (3.2 OMS-RPE 28)

36.12s Best Time of the Day

2 Wallace Menzies (3.5 Gould-NME GR55) 36.17s; 3 Sean Gould (1.6 Gould-Suzuki GR59) 36.80s; 4 Les Mutch (1.6 GWR-Suzuki Raptor 1) 37.26s; 5 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 37.72s; 6 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 39.17s; 7 Eynon Price (1.6 Gould-Suzuki GR59) 39.23s; 8 Steve Marr (1.0 PCD-Suzuki Saxon) 39.59s; 9 Lee Griffiths (1.3s OMS-Suzuki 25) 40.32s; 10 Jason Mourant (4.0 Gould-Judd GR55) 41.02s; Fail - Dave Uren (1.3t Force-Suzuki PC) 37.53s; DNS Graeme Wight Jr (1.6 GWR-Suzuki Raptor 3).

ROUND 32 1 Gould 38.07s

2 Menzies 39.21s; 3 Uren 40.90s; 4 Spedding 41.91s; 5 Mutch 42.21s; 6 Hollier 42.34s; 7 Price 42.57s; 8 David Seaton (5.0 Pilbeam-BMW MP43) 45.82s; 9 Steve Owen (1.0 OMS-Suzuki 2000M) 46.02s; 10 Marr 46.14s; Fail - Willis; DNS Kelvin Broad (1.3s Pilbeam-Suzuki MP101).

CLASS WINNERS Jim King (2.0 Renault

Clio 172) 51.71s; David Finlay (2.5t Mercedes A45 AMG) 50.81s; Craig Nicol (2.2 Caterham Super 7) 45.74s; Colin Satchell (2.0 Peugeot 205GTI) 47.05s; Donald McCaskill (2.5 t&s Mitsubishi Lancer Evo 5) 46.56s; John Lowe (1.3 Fisher Fury) 47.96s; Alex Graham (2.3 Vauxhall Firenza) 54.74s; Mike Jolly (ADR-Suzuki Sport 2) 45.54s; Allan McDonald (2.4t Morris Mini/Mitsubishi Evo) 45.28s; Marr 39.76s; Spedding 37.32s **Record**; Uren 37.49s; Menzies 37.06s.

POINTS 1 Scott Moran 266

2 Willis 249; 3 Menzies 225; 4 Spedding 150; 5 Uren 135; 6 Will Hall 106; 7 Gould 95; 8 Hollier 86; 9 Price 81; 10 Mourant 67.

OULTON PARK BRSCC

BMW COMPACT CUP (6 LAPS) 1 Sam

Yates; 2 Steven Dailly +6.137s; 3 Richard Miles; 4 Steve Roberts; 5 James Gornall; 6 Owen Hunter. **FL** Yates 2m06.092s (76.85mph). **P** Joe Wiggins. **S** 39. **RACE 2 (8 LAPS) 1 Wiggins**;

2 Roberts +0.387s

3 Dailly; 4 Simon Walker-Hansell; 5 Ian Jones; 6 Craig Jamieson. **FL** Gornall 2m05.967s (76.92mph). **P** Gornall. **S** 34. **NORTHERN FORMULA FORD (11 LAPS) 1 Matt Round-Garrido (Van Diemen JL016K)**;

2 Matthew Cowley (Van Diemen JL13) +4.912s; 3 Jamie Jardine (Reynard 84FF); 4 Calum McHale (Van Diemen RF89); 5 Matthew Chisholm (Van Diemen RF92); 6 Martin Short (Van Diemen JL012K). **CW** Jardine; McHale; Chisholm; Ian Parkington (Royale RP26). **FL** Cowley 1m49.022s (88.88mph). **P** Round-Garrido. **S** 25. **RACE 2 (9 LAPS) 1 Cowley**;

2 Round-Garrido +0.054s

3 Short; 4 McHale; 5 Chisholm; 6 Brian Soule (Van Diemen RF88). **CW** McHale; Chisholm; Parkington; Mike Bibby (Reynard 84FF). **FL** Cowley 1m50.129s (87.99mph). **P** Round-Garrido. **S** 24. **MGCC COCKSHOOT CUP (11 LAPS) 1 Ross Makar (ZR 190)**;

2 Gary Wetton (ZR 190) +0.508s

3 Ashley Woodward (ZS 180); 4 Sean Peters (Midget); 5 Ray Collier (ZR 170); 6 David Coulthard (ZR190). **CW** Peters; Adam Kay (F); Jeremy Toes (Midget). **FL** Makar 1m57.694s (82.33mph). **P** Makar. **S** 15. **TVR CHALLENGE (12 LAPS) 1 Nick Cresswell (Caterham R400)**;

2 Dean Cook (Sagaris) +9.435s; 3 Tim Davis (Caterham C400); 4 Darren Smith (Tuscan); 5 Jason Clegg (Speed Six);



McMahon took a commanding Alfa win

SPA

ROADBOOK SEPTEMBER 16-18

Allied forces storm Francorchamps

AMERICANS JASON WRIGHT AND Michael Gans relayed Briton Andy Wolfe to a nailbiting 96-second victory in Saturday's 24th Spa 6 Hours race. That their Wolfe Manufacturing-run Ford GT40 — 11 of which monopolised the 107-car grid's sharp end — might not have lasted another lap typified the twists and turns of an epic contest on motorsport's most-famous Belgian battleground.

"I've been trying to win this for 15 years and have led it six or seven times," said Wolfe, shell-shocked. "The car ran perfectly until just after the last safety-car period, when the gearbox [the GT40's Achilles' heel] started to crunch. When I arrived at the Bus Stop chicane to find a box full of nothing and couldn't slow down, I flicked the [gate] lockout across and found first. The rear wheels locked and the car snapped very sideways. Coming out, I stirred the lever and got third so I left it there. But suddenly there was a loud bang and for the last eight laps I was left with first or fifth. I'm a very lucky boy!"

The race having to finish at 2155 helped the GT40 crews, limited to 100 litres of fuel at the stops. Simon Blake, whose Historic Automobiles team ran Roger Wills/James Littlejohn to victory last year, reckoned they'd be 20 minutes short, but several full-course cautions within a total of 5h25m saved the survivors.

Richard Meaden qualified Grant Tromans's GT40 (a continuation project started by Bryan Wingfield 30 years ago according to team chief Paul Lanzante, yet with little mileage post-completion) on pole with a stunning 2m43.437s. With 10-time F1 winner Gerhard Berger and 1985 Le Mans victor Paolo Barilla as team-mates, Meaden was delighted.

The next four GT40s were within 0.963s — with Oliver Bryant, 2012 World Touring Car champion Rob Huff, Wills/Littlejohn and four-time Spa winner Martin Stretton their star pilots — thus the scene was set for a stunning evening race. Wright/Gans/Wolfe qualified sixth, their conservative 12-lap total the fewest of the GTP contenders.

Jaguar E-types (headed by those of triple winner Jon Minshaw and Spa 2CV ace Julian Thomas), Shelby Cobras, TVR Griffiths and the 2005-winning Aston Martin DP214 clone of Wolfgang Friedrichs and five-time winner Simon Hadfield (with Michael Mallock) led stiff opposition and, importantly, the Pre-1966 classic's GTS fight.

Berger led initially, but Tony Wood (with Stretton) swept past the Austrian

on lap four. Bryant was challenging for the lead when a grabbing brake caliper sent Berger into the barrier at Les Combes on lap 12, triggering a safety car. Thomas's E-type expired there too, briefly catching fire. Already in trouble was double winner Shaun Lynn, whose GT40 had lost a rear wheel before the Bus Stop.

Post-resumption, Bryant's race ended abruptly at La Source on lap 21 when a rear brake disc exploded, sending him spinning.

Chris Ward moved the JD Classics GT40 into second and set fastest lap while trading the lead with Wood. Craig Davies, Richard Meins and Wright (who relayed Gans before the fuel-station queues) chased, with Minshaw and Mallock in pursuit.

Wood's race went well until Stretton clambered in and the driver's door fell off. The crew taped it up, forgetting that Martin would need to refuel, thus he was back after a lap for another door fix... Gans therefore seized the initiative before halfway and stayed there until a second drivethrough penalty for track-width infringements encouraged Stretton.

When Chris Lillingston-Price handed Meins's red GT40 to Huff, who found the paddock petrol station packed, Wolfe was up to speed and the Minshaw/Phil Hindley E-type was third, prior to gearbox failure. Wolfe returned to the top when Stretton reinstalled Wood for the final stint under a safety car. Wood resumed second and, with another caution reducing the available racing time, was thrilled to finish there.

Remarkably, considering a post-qualifying engine change, the Davies/John Young/Andy Newall Sub-Zero Wolf GT40 spent the shortest time of any car at its pit, thus third was a huge reward.

A brilliant fourth were GTS victors Mike Whitaker/Nigel Reuben/Eugene O'Brien, whose TVR Griffith ran metronomically, chased by Max Girardo/James Cottingham/Oliver Hart (Cobra). Meins/Lillingston-Price/Huff split them.



Winning GT40 was in trouble at the end



Berger heads the GT40 pack as the historic enduro gets underway

First Jag home, seventh overall, was the Fred Wakeman/Martin Hunt/Andrew Hall/Patrick Blakeney-Edwards car, which finished ahead of the Rory and Gavin Henderson/Sam Hancock GT40 P/1055, two minutes clear of Lynn/Andrew Haddon in the other original example!

The breathless Lotus Elan war was won by 10th-placed Oliver Stirling/Graham Wilson/Dan Cox, pressured relentlessly by double Spa winner Michael Schryver's Shapcraft coupe and John Davison/Ed Morris. Touring car honours went deservedly to Nick Ruddell, Peter Rimer and EFG Bank's Robert Crofton by 25 seconds from Nick King/Robert Oldershaw/Mark Taylor's similar Mustang.

Nick Padmore clinched the FIA Masters Historic F1 title with a tremendous double in Max Smith-Hilliard's WDK Motorsport-run Williams FW07C. Such was Saturday's race pace that crossing the line seven seconds before the 25 minutes had elapsed cost local ace Loic Deman dear as a perished fuel seal saw his Tyrrell 010 stutter out of the final chicane on lap 12. "I saw Loic slow and start weaving at Blanchimont," said Padmore, who stole the win. Nick hounded Deman on Sunday, then dived past for his 12th successive victory. "I've not woken from the dream yet," he said afterwards.

Victories in Sunday's FIA Masters Historic Sportscar and Gentlemen Drivers enduros improved Oliver Bryant's weekend. Like Nicky Pastorelli (in David Hart's Lola T70) and Paul Gibson, Bryant stopped too soon in the prototype hour, but he served his stop-and-go expediently whereas the Dutch team pitted under a safety car. First past the flag, Hart was duly bumped to fourth. Dan Gibson/James Littlejohn (Broadley T73) and two-litre class winner



SAWYER



SAWYER

Manfredo Rossi (Abarth-Osella PA1) joined Bryant on the podium.

Run on a gruesomely slippery Sunday morning, the 90-minute Gentlemen Drivers race fell to Bryant in the family AC Cobra, fresh from Goodwood, but star of the show was 17-year-old Oliver Hart who shadowed him home in dad David's green Daytona Coupe evocation. Badly delayed by a safety car, Hadfield brought Leo Voyazides' Daytona Coupe home third.

Peter Horsman (Lotus 18/21) and Rod Jolley (Cooper T45/51) won the Historic Grand Prix Cars Association races in which superb front-engined scraps between Guillermo Fierro (Maserati 250F) and Tony Smith (Ferrari Dino 246) were features. Tony Wood/Will Nuthall (Lister-Jaguar) and Chris Ward (Jaguar C-type) topped the Stirling Moss and RAC Woodcote Trophy sportscar events.

Ford's Blue Oval ruled the tin-top sets. The 165mph Capri GAA V6 of Richard Meaden/Grant Tromans was uncatchable over the Historic Touring Car Challenge hour, within which Andy Wolfe/Rob Hall (Lotus Cortina) claimed U2TC gold.

MARCUS PYE

Deman led, but was robbed at the end, leaving Padmore to secure a double

RESULTS

24TH SPA 6 HOURS (98 LAPS)

1 Jason Wright/Michael Gans/Andy Wolfe (Ford GT40); 2 Tony Wood/Martin Stretton (GT40) +1m36.057s; 3 Craig Davies/John Young/Andy Newall (GT40); 4 Mike Whitaker/Nigel Reuben/Eugene O'Brien (TVR Griffith); 5 Richard Meins/Chris Lillingston-Price/Rob Huff (GT40); 6 Max Girardo/James Cottingham/Oliver Hart (Shelby Cobra); 7 Fred Wakeman/Martin Hunt/Andrew Hall/Patrick Blakeney-Edwards (Jaguar E-type); 8 Rory and Gavin Henderson/Sam Hancock (GT40 P/1055); 9 Shaun Lynn/Andrew Haddon (GT40 P/1025); 10 Oliver Stirling/Graham Wilson/Dan Cox (Lotus Elan '26R').

Class winners Whitaker/Reuben/O'Brien; Stirling/Wilson/Cox; Nick Ruddell/Peter Rimer/Robert Crofton (Ford Mustang); Tom Smith/Andrew Lawley (MGB); Matthias Koerber/Christian Ondrak/Roberto Restelli (Alfa Romeo GTA); Michael O'Shea/David Hall/John Bennett (E-type). **Fastest lap** Chris Ward (GT40) 2m45.704s (94.55mph). **Pole** Richard Meaden (GT40). **Starters** 107.

FIA MASTERS HISTORIC F1 (BOTH 12 LAPS) 1 Nick

Padmore (Williams FW07C-14); 2 Christophe d'Ansembourg (Williams FW07C-11) +22.595s; 3 Greg Thornton (Lotus 91-5); 4 Simon Fish (Ensign N180 MN014); 5 Paolo Barilla (Williams FW07C-15); 6 Jamie Constable (Shadow DN8-4A). **CW** Constable; John Delane (Tyrrell 001). **FL** Loic Deman (Tyrrell 010-3) 2m14.279s (116.67mph). **P** Deman. **S** 20.

RACE 2 1 Padmore; 2 Deman +4.156s; 3 Thornton; 4 Barilla; 5 d'Ansembourg; 6 Mike Cantillon (Tyrrell 010-4). **CW** Max Smith-Hilliard (Shadow DN5-5B); Delane. **FL** Barilla 2m15.402s (115.71mph). **P** Deman. **S** 18.

FIA MASTERS HISTORIC SPORTS CARS (21 LAPS) 1 Oliver Bryant

(Lola-Chevrolet T70 Mk3B); 2 Daniel Gibson/James Littlejohn (T70 Mk3B) +5.132s; 3 Manfredo Rossi di Montelera (Abarth Osella PA1); 4 Nicky Pastorelli/David Hart (T70 Mk3B); 5 Max Smith-Hilliard/Nick Padmore (Chevron-FVC B19); 6 Paul Gibson/Chris Ward (T70

Mk3B). **CW** Rossi di Montelera; Laurie Bennett (McLaren-Chevrolet M1B); Dion Kremer (Elva- BMW Mk8); Mark Bates (Porsche 911 RSR). **FL** Padmore 2m29.088s (105.08mph). **P** Bryant. **S** 42.

MASTERS GENTLEMEN DRIVERS (26 LAPS) 1 Oliver Bryant (AC

Cobra); 2 David Hart/Oliver Hart (Shelby American Daytona Coupe) +0.776s; 3 Leo Voyazides/Simon Hadfield (Shelby American Daytona Coupe); 4 Michael Gans/Andy Wolfe (AC Cobra); 5 Graham Wilson/Nigel Greensall (Lotus Elan '26R'); 6 Rui Macedo Silva/Joaquim Jorge (AC Cobra). **CW** Wilson/Greensall; Keith Ahlers/Billy Bellinger (Morgan +4 SLR); Steve Monk/Peter Tognola (Porsche 911). **FL** O Hart 3m10.919s (82.06mph). **P** Bryant. **S** 32.

HGPCA (BOTH 11 LAPS) 1 Peter

Horsman (Lotus 18/21); 2 Rod Jolley (Cooper T45/51) +3.380s; 3 Andrew Smith (Cooper T43); 4 Andrew Beaumont (Lotus 24); 5 Guillermo Fierro (Maserati 250F '2523'); 6 Tony Smith (Ferrari Dino 246). **CW** Jolley; A Smith; Beaumont; Fierro; T Smith; Alan Baillie (Cooper T71/73); Ian Nuthall (Alta F2); Albert Streminski (Emeryson F2/F1); Luc Brandts (Talbot Lago). **FL** Horsman 2m46.772s (93.94mph).

P Horsman. S 37. RACE 2 1 Jolley;

2 Rudi Friedrichs (Cooper T53) +31.572s; 3 Beaumont; 4 A Smith; 5 Miles Griffiths (Cooper T56); 6 Fierro. **CW** Beaumont; A Smith; Griffiths; Fierro; T Smith; Wulf Goetze (Cooper T53); Nuthall; Streminski; Brandts. **FL** Horsman 2m47.399s (93.59mph). **P** Horsman. **S** 30.

RAC WOODCOTE TROPHY (21 LAPS) 1 Chris Ward (Jaguar

C-type); 2 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38) +47.999s; 3 Carlos Monteverde/Gary Pearson (Jaguar D-type); 4 Martin Hunt/Andrew Hall (HWM-Jaguar); 5 Karsten Le Blanc (Austin-Healey 100S); 6 Katarina Kyvalova (Cooper-Jaguar T33). **CW** Wakeman/Blakeney-Edwards; Le Blanc; Stephen Bond/Keith Fell (Lister-Bristol); Martin Melling/Rob Hall (Aston Martin DB3); Paul Griffin (Connaught ALSR). **FL** Ward 3m00.864s (86.62mph). **P** Ward. **S** 21.

MRL STIRLING MOSS TROPHY (21 LAPS) 1 Tony Wood/Will

Nuthall (Lister-Jaguar Knobbly); 2 Mark Lewis/Jamie McIntyre (Lister-Chevrolet Knobbly) +19.435s; 3 Dion Kremer (Lotus 15); 4 James Cottingham (Tojeiro-Jaguar); 5 Justin Maers/Charlie Martin (Cooper Monaco T49); 6 Paul Woolley (Cooper Monaco T49). **CW** Kremer; Billy Bellinger/Keith Ahlers (Lola Mk1 Prototype); Philip Champion/Sam Stretton (Lotus 11 Le Mans); Gregory de Prins (Rejo MkIV).

FL Cottingham 2m54.417s (89.82mph). **P** Sam Hancock (Ferrari Dino 246S). **S** 33.

HISTORIC TOURING CAR & U2TC (20 LAPS) 1 Richard Meaden/

Grant Tromans (Ford Capri RS3100); 2 Nick and Harry Whale (BMW M3) +31.391s; 3 Carlos Monteverde/Gary Pearson (Capri RS3100); 4 Marc Devis/Jonathan Hoad (AMC Javelin); 5 Richard Postins (Rover SD1); 6 Chris and Charlie Williams (SD1). **CW** Andy Wolfe/Rob Hall (Ford Lotus Cortina); Richard Shaw (BMW 1800 TISA); Dan Wheeler/Endaf Owens (Morris Cooper S). **FL** Meaden 2m45.781s (81.93mph). **P** Meaden. **S** 54.

MASTERS PRE-1966 TOURING CARS (19 LAPS) 1 Craig Davies

(Ford Mustang); 2 Trevor Buckley/Rob Huff (Ford Falcon) +3.885s; 3 Robert Hall/Ben Hall (Falcon); 4 Alexander Furiani (Alfa Romeo GTA); 5 Andrew and Maxim Banks (Alfa Romeo GTA); 6 Andrea Stortoni (Lotus Cortina). **CW** Furiani; Stortoni; Jonathan Lewis/Martin O'Connell (Austin Cooper S). **FL** Davies 3m00.697s (86.70mph). **P** Davies. **S** 28.

FJHRA FORMULA JUNIOR (BOTH 8 LAPS) 1 Sam Wilson

(Lotus 20/22); 2 Cameron Jackson (Brabham BT2) +0.195s; 3 James Murray (Lola Mk5A); 4 Manfredo Rossi di Montelera (Lotus 22); 5 Mark Pangborn (Lotus 20B); 6 Richard Smeeton (Wainer 63). **CW** John Chisholm (Gemini Mk3A); Nick Finburgh (Envoy Mk1); Ralf Emmerling (Gemini Mk2); Tom de Gres (Cooper T59); Gregan Thruston (Lotus 20); Tony Olisoff (Elfin Mk1); Peter Fenichel (Stanguellini). **FL** Murray 2m48.588s (92.93mph). **P** Wilson. **S** 43. **RACE 2 1 Jackson**; 2 Lee Mowle (Lotus 20); 3 Pangborn; 4 Smeeton; 5 John Fyda (Brabham BT6); 6 Harrison Scott (Cooper T56). **CW** Jonathan Fyda (U2 Mk3); Finburgh; Olisoff; de Gres; James Owen (Elva 100); Neil Tolich (Jocko Special). **FL** Jackson 3m02.598s (85.80mph). **P** Wilson. **S** 38.



Tromans/Meaden Capri topped HTCC event

JBLONHAM

WHAT'S ON



Teenage Mutant Twitter handles

THE 2016 CHASE FOR THE NASCAR Sprint Cup began last Sunday with the Teenage Mutant Ninja Turtles 400 at Chicagoland — a race title you wouldn't see anywhere else in motorsport. And a few days before, the series announced measures to “elevate The Chase experience for fans during the sport's most social postseason [meaning the playoff stage, not the winter] ever.”

The headline change for achieving that effect? Every Chase driver now has their Twitter handle on the top of their car windshield rather than their name. Hold the front page: here comes the social-media revolution.

It's hard to imagine what difference replacing 'Joey Logano' with '@joeylogano' will make to fan engagement. Even the most hamfisted attempts to guess his twitter handle would probably result in success without the windscreen hint. Aesthetically speaking, it changes nothing as the stock cars look like they've just barrel-rolled into a sticker factory whatever's on the windscreen.

One potential pitfall of this windshield decal change could be that the drivers receive a lot more twitter abuse post-race. Chicagoland's key controversy was Kevin Harvick (@kevinharvick, in case you were unsure) hitting Martin Truex Jr

(@martintruex_jr with an underscore to catch you out) on track — accidentally according to Harvick, deliberately according to Truex — and did the impact cause damage that led to the winner's car failing post-race tech? There was barely any Twitter criticism for Harvick, however. Twitter users suspected a conspiracy, aiming their vitriol at NASCAR instead. The land of shotguns and stock cars has some passionate, constantly caps-locked internet users, but the positive messages in support of Harvick outweighed any negative ones. The driver seemed to take little notice, showing a photo of his toddler playing the new NASCAR video game instead.

And if the most social windshields ever earned any more followers for @keselowski (you guessed it, that's Brad Keselowski, not his less-heralded brother Brian), they would have enjoyed his solid argument for why NASCAR's strict post-race inspections are ever-more necessary. His accessible transcription of the “transformer cars” that become less legal on track being caught by laser inspections and how they're pushing up budgets showed his eloquence and how much he cares about the series' success.

One thing that did grate a bit was the extent of the Teenage Mutant Ninja

Twitter handles on cars may seem a small step, but NASCAR is way ahead when it comes to sponsorship deals

Turtles takeover, with the NASCAR Twitter account constantly tweeting things like “Can YOU spot the turtle at Chicagoland Speedway?” Winner Truex donned an appropriate superhero mask in celebration, and Xfinity racer Daniel Suarez was the lucky recipient of a Turtles livery, which won't go down as a classic or NASCAR's worst.

But both the Turtles and the slightly over-sold Twitter ‘experience elevation strategy’ showed one thing that NASCAR is very good at, and maybe Formula 1's incoming new owner may want to take a slice of. You might get one-off film sponsorships for teams in F1 or individual squads giving drivers' twitter handles a presence on their cars (more normally confined to helmets), but getting the entire field on board for a promotion or fan-friendly gesture is almost unheard of.

In NASCAR, all 40 drivers going Teenage Mutant Ninja Turtles crazy to some extent seemed as natural as the pre-race fighter-jet flypast and a leading driver taking to Twitter to candidly debate rules controversies with the fans. Turtles and Twitter strategies may come across as laughable on paper, but they're evidence of a championship getting things right for its fans.

SAMARTH KANAL

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HOT ON THE WEB THIS WEEK

YouTube WHY ZANARDI IS SUCH A LEGEND

Search for Brooker's impassioned tribute to hero Zanardi
Slightly off-motorsport-piste this week, here's Alex Brooker's emotional speech, broadcast live on Channel 4's *The Last Leg*, explaining why he's been so inspired by Alex Zanardi and how the racing driver-turned-Paralympian has helped him come to terms with his own disability. Barely a dry eye in the house.

INTERNATIONAL MOTORSPORT



WTCC SHANGHAI

DTM

Rd 8/9
Hungaroring, Hungary
September 24-25

WATCH ON TV

Live ESPN, Saturday 1330;
Sunday 1400

WORLD TOURING CAR CHAMPIONSHIP

Rd 10/12
Shanghai, China
September 25

WATCH ON TV

Live Eurosport 1, Sunday 0730

EUROPEAN LE MANS SERIES

Rd 5/6
Spa, Belgium
September 25

FORMULA RENAULT EURO CUP

Rd 6/7
Spa, Belgium
September 24-25

SUPER FORMULA

Rd 6/7
Sugo, Japan
September 25

JAPANESE FORMULA 3

Rd 8/8
Sugo, Japan
September 25

NASCAR SPRINT CUP

Rd 28/36
New Hampshire Motor
Speedway, USA
September 25

WATCH ON TV

Live Premier Sports TV,
Sunday 1830

V8 STOCK CARS

Rd 8/12
Londrina, Brazil
September 25

SUPER TC2000

Rd 9/12
La Pampa, Argentina
September 25



TV PICK OF THE WEEK

SPA FORMULA RENAULT EURO CUP

BT SPORT 3

Saturday 1300; Sunday 0900

If you're not too familiar with the junior rungs of the racing ladder, make a date to tune in for this. The same young lads were in action at Spa two months ago in the secondary NEC series, and the racing was sensational. British talent Lando Norris could wrap up the title but local boy Max Defourny will be all out to stop him.

SCANDINAVIAN TOURING CAR CHAMPIONSHIP

Rd 7/7
Knutstorp, Sweden
September 24

MOTO GP

Rd 14/18
Motorland Aragon, Spain
September 25
WATCH ON TV
Live BT Sport 2, Sunday 1245



NASCAR NEW HAMPSHIRE



VSCC MALLORY PARK

UK MOTORSPORT

SNETTERTON 750MC

September 24
Formula Vee, Locost, 750
Trophy, Classic Stock Hatch,
Super Cooper Cup

THRUXTON BARC

September 24
Mighty Minis, HRDC Touring
Greats/TC63 Touring Cars,
HRDC Allstars, HRDC Academy,
HRDC A Series, Production BMW

MALLORY PARK VSCC

September 24
Vintage Racing Cars,
Edwardians, Pre-'61 Racing
Cars, Pre-War Sports, Morgans,
Formula Junior

MALLORY PARK BRSCC

September 25
Monoposto, Porsches, 206 GTi
Production Cup, Coupe Trophy,
Deutsche Marques, Toyota
MR2, Nippon Challenge,
Tricolore Trophy

ANGLESEY BRSCC

September 24-25
FF1600, Fun Cup, Ford Fiestas,
Fiesta Juniors, Ford XR8

SILVERSTONE PASSIONE FERRARI

September 23-24
Ferrari Classic

LOTON PARK HILLCLIMB

September 24-25
British Hillclimb
Championship

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THE ARCHIVE

A lot's changed at Silverstone in 60 years, but spectators still have to wear coats in July. Here the BRM team prepares the cars of (left to right) Tony Brooks, Mike Hawthorn and Ron Flockhart for the 1956 British GP. Hawthorn led the first 15 laps, but none of the cars finished, Brooks exiting the race in a fiery crash.

HAVE-A-GO HERO

WHEN DRIVERS CROP UP IN UNEXPECTED PLACES



JOHN WATSON

THE FIRST OF JOHN WATSON'S 152 Formula 1 world championship grand prix starts came in 1973 – but its roots were formed a year earlier. Dublin motor trader Tony 'Monkey' Brown bought an Eifelland F1 car (an adapted March 721 raced by Rolf Stommelen) from Bernie Ecclestone.

A Formula Libre race at Phoenix Park beckoned. "I don't know how he got in touch with me, but somehow I was contacted and asked if I wanted to drive the car," says 'Wattie', then only contesting sporadic European F2 events. "I thought why not? I'd never driven a Formula 1 car before at that point..."

"I have to say, the surprise was that it wasn't more surprising to drive. Phoenix Park isn't the sort of place you jump into a Formula 1 car for the first time in your life. I was squeezing the throttle gently and thinking it didn't feel too shocking, and I thought I'd give it a bit more and I realised I was about a gnat's cock off full throttle anyway."

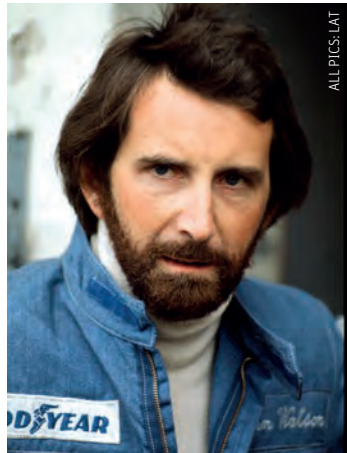
Watson retired from the race, although it was what happened afterwards that had most significance. Monkey Brown's links to Paul Michaels of Hexagon and Highgate would lead to Watson being entered in the non-championship F1 Victory Race at Brands Hatch.

The car was prepared, after a post-Phoenix Park analysis revealed a general lack of care, and entered by Hexagon, while Watson's landlord – ex-Derek Bell associate and F2 team boss Mike Earle – ran it. Watson qualified 10th, started on slicks on a damp track and finished sixth.

He says: "For a car that was considered a non-competitive F1 car, in a one-off event, run by a team that had never run an F1 car, managed by Mike and driven by me who'd never been in an F1 race, it was an important moment." Why? The consequence was Hexagon running Watson in the 1973 British GP at Silverstone in a Brabham BT37 – "then a full-time Hexagon entry in F1 the following year".

Not bad given it all began with the car arriving in Phoenix Park on a flat-bed truck. "It was somewhat... I'd say amateurish, but that wasn't the word," Watson jokes. "There was nothing there, nobody to run the car – and I didn't know how to start the bloody thing!" ❦

JACK NICHOLLS AND SCOTT MITCHELL



ALL PICS: LAT

Watson's Libre outing in Dublin led to a Brands race (top) and, in 1973 (above), his first GP start



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