

**F1 DRAMA
IN MALAYSIA**

**BRITISH GRAND PRIX
UNDER THREAT AGAIN**

**SHEDDEN SNATCHES
THIRD BTCC CROWN**

AUTOSPORT

UP IN SMOKE

Spectacular failure costs Lewis crucial victory

**“Someone doesn’t want
me to win this title”**

Hamilton



RICCIARDO AT LAST
RED BULL ACE BEATS VERSTAPPEN

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Another setback, and time is running out

THERE HAVE BEEN TIMES THIS SEASON WHEN LEWIS Hamilton has contributed to his own downfall, particularly when it's come to getting off the line. But he really did have the Malaysian Grand Prix in the bag until his spectacular engine failure.

It meant that, instead of outscoring team-mate and title rival Nico Rosberg by 13 points (first versus fourth), he lost 15. That's the difference between leading the championship by five and trailing by 23. With five rounds to go, Hamilton now needs to be on top of his game *and* have a bit more luck with reliability.

Hamilton's failure sparked the usual conspiracy-theory nonsense. The idea that Mercedes would spend many millions of pounds to then deliberately break down, particularly on a day when the other car was out of victory contention, defies logic.

Sometimes drivers just have a run of bad luck, which even the team in question finds hard to explain. Hamilton himself suffered some misfortune in 2014 and still came back to win the crown.

Despite Hamilton's woes, it was good to see Daniel Ricciardo take his first win for two years. The likeable Australian has been one of the stars of the season and only some bad luck of his own has kept him off the top step. He deserved a bit of payback.

Also deserving last weekend was Gordon Shedden. The Honda driver had a lot of work to do at Brands Hatch to take his third British Touring Car crown, and did just that. He triumphed after his own early-season setbacks, and is now fourth on the all-time-winners list too, so must now be considered a BTCC great.



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Ricciardo gets his 2016



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payback

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](https://twitter.com/BenAndersonAuto)

OCTOBER 6 2016

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IT'S FUNNY HOW LUCK OFTEN PLAYS SUCH A PIVOTAL ROLE IN SPORT.

Lewis Hamilton held a firm grip on most of the Malaysian Grand Prix, but came away empty handed through no fault of his own. Nico Rosberg was in the wars, but somehow emerged unscathed and with an extended championship lead.

And through it all came Daniel Ricciardo, whose first victory of the season was some kind of payback for the two that got away in Spain and Monaco earlier this year.

If Rosberg goes on to win the Formula 1 World Championship this season, he will probably look back on this race as the moment fortune made a definitive turn in his direction.

After one lap of the Sepang circuit, the championship leader lay 17th, his hopes of a strong result seemingly in tatters, while Mercedes team-mate and chief title rival Hamilton looked set to retake the points lead with a commanding victory.

But that was not what fortune had in store for Hamilton. Instead, after a thrilling afternoon of drama in Malaysia's searing heat, Ricciardo claimed an unlikely victory, his Red Bull team a one-two finish. Rosberg recovered to the podium, while Hamilton was left to rue yet another Mercedes engine failure.

The Malaysian GP was an absorbing tale of twists and turns that looked utterly unlikely to play out in such dramatic fashion after qualifying. Hamilton was back on form after his struggles in Singapore, scoring a dominant pole position that set him up perfectly to win the race. Just the tonic he needed after getting so utterly trounced by Rosberg last time out – a restoration of the natural order of things in his own mind, no doubt.

Mercedes had comfortably the fastest car around Sepang. Hamilton's advantage over the fastest non-Merc in qualifying – Max Verstappen's Red Bull – was close to six tenths of a second.

The only real concern for Mercedes heading into the race was the start. Five times already this season Hamilton has failed to convert pole into a lead at the end of the first lap. He botched one as recently as Monza last month after qualifying easily on pole, but this time he endured no such trouble, pulling cleanly into the lead on the run down to the first corner.

Team-mate Rosberg also made a decent getaway, and jinked around in Hamilton's slipstream, looking for a potential opportunity to steal the lead. As Hamilton protected the inside line, Rosberg elected to sweep to the outside for the long first

right-hander. What he didn't count on was Sebastian Vettel's Ferrari steaming down the inside of Verstappen after a fast start of his own from fifth on the grid.

Vettel ever so slightly misjudged his braking, locking a wheel over the inside kerb. This unwanted momentum carried the Ferrari a fraction too deep into the corner, where Rosberg had already turned in. The result was contact, which broke Vettel's left-front suspension and turned the second Mercedes around to face the onrushing pack. Rosberg thought his race was "all over" as he tumbled down the order.

Hamilton set about capitalising on his team-mate's misfortune, but this was not going to be so straightforward for the three-time world champion.

Red Bull had displayed lightning long-run pace during Friday practice – superior to Mercedes' – and sure enough Hamilton couldn't stretch away at will. He was quicker, but not by much, and Ricciardo and Verstappen lapped quickly enough to hold his attention in the early stages.

Verstappen was getting antsy sitting behind his team-mate. He had been the quicker of the two in race simulations on Friday, and fractionally faster in qualifying too. But for being delayed by the first-corner incident, he would have been the one chasing Hamilton directly.

He made Red Bull aware of his feelings over the radio, but no team orders were forthcoming. So when the virtual safety car reappeared after Romain Grosjean's Haas speared into the Turn 15 gravel trap following brake failure, Verstappen rolled his strategic dice.

He dived for the pits under VSC conditions on lap nine of 56, Red Bull fitting another set of soft-compound Pirellis to his car. That dropped him behind the remaining Ferrari of Kimi Raikkonen, and he emerged from the pits side by side with the Williams of Valtteri Bottas, which was running a long first stint after starting on the medium compound. Bottas could have moved ahead of the Red Bull, but was instructed to stay put thanks to the fact that Verstappen had exited the pits fractionally ahead of the Williams under VSC conditions. >>

“The race had looked utterly unlikely to play out so dramatically”



Engine failure means
Hamilton is now
23 points behind





This put Verstappen out of synch with the other frontrunning cars, but bought him some time on account of his rivals having to drive slowly for part of the lap under the VSC.

Driving in clean air behind the top three once that second VSC period ended allowed Verstappen to go on the offensive. The inroads were modest, but he closed to within 14 seconds of the lead before Hamilton came in for his first pitstop on lap 20.

Raikkonen did likewise, with Ricciardo making his first stop at the end of the following lap. This trio all fitted the mandatory hard-compound tyre, and Verstappen briefly led the race until diving into the pits for a second time to follow suit at the end of lap 27.

Verstappen emerged third, 2.6 seconds clear of Raikkonen and 6.1s down on Ricciardo, with Hamilton a further 10.7s up the road.

So midway through the race this looked set to be a fight between Hamilton and Verstappen for the win. Verstappen had a tyre advantage of seven laps over Hamilton, and the possibility of getting to the end without stopping again. Hamilton still had to make a second stop, so needed to pull out enough of an advantage to avoid dropping behind Verstappen when he did so.

To still have a shot at winning the race at this stage, Verstappen needed to keep Hamilton within range and also clear Red Bull team-mate Ricciardo. But in actual fact Hamilton was able to stretch away from Verstappen, pushing the gap out to more than 20s as Verstappen closed onto the back of Ricciardo.

It's debatable whether Red Bull should have instructed Ricciardo to let Verstappen past at this point, to keep the pressure on Hamilton. The Briton was stretching away at about half a second

per lap while Verstappen was in clean air but using older tyres.

Had Ricciardo moved out of Verstappen's way, and Verstappen's time loss to Hamilton stayed consistent, it's unlikely Verstappen would have been within range to jump back ahead of Hamilton when the Mercedes made another stop.

And even if Verstappen had moved ahead, Hamilton would have gained such a tyre advantage over the final part of the race as to render the whole thing meaningless. With no realistic hope of beating Hamilton, Red Bull felt there was no need to impose team orders on Ricciardo.

"It was clear Max was going to go to the end of the race on the hard tyre," explained Red Bull boss Christian Horner. "With

Daniel we were having some discussion – did he think he could get to the end?"

"His initial response was yes, so at that point they were fighting each other for track position.

"That was why there was no interference.

The instruction was, 'You're racing each other, respect each other and give each other space.'

Verstappen's hard tyres were six laps fresher than Ricciardo's, and Verstappen closed to within striking distance at the beginning of lap 39, again complaining over the radio that Ricciardo was holding him up. Verstappen got a good run in Ricciardo's slipstream climbing the hill towards Turn 4, but Ricciardo covered the inside. Verstappen cut back on the exit and tried to go around the outside of Ricciardo into the fast left-hander at Turn 5.

The two Red Bulls went side by side through Turn 6, and Verstappen also had a look down the inside at the tighter right of Turn 7, but Ricciardo held on.

Ricciardo: "You're in the heat of battle, see red, but you've got to smile"



Rosberg faces the pack as Hamilton makes his escape



The Red Bulls put on a great display of wheel-to-wheel racing that decided the win

“I could see Max coming into Turn 4,” said Ricciardo of the moment that turned out to be pivotal in deciding which Red Bull driver would win this race. “Out of the corner I had a bit of wheelspin and thought he’d probably get me quite easily into 5 – but I just had enough drive to stay on the inside.”

“He had the inside at 6, but I held around the outside and fortunately there weren’t too many marbles. Into 7 we basically tried to outbrake each other. I was on the cleaner line, so could just go a little bit deeper.”

“It was cool to race Formula 1 like that, high-speed corners, inches from each other. You’re in the heat of battle, you’re seeing red, but at the same time you’ve got to smile.”

His smile no doubt got that bit broader when he successfully repelled a DRS attack from Verstappen into Turn 1 at the start of lap 40, in far less dramatic fashion. >>

QUALIFYING



LEWIS HAMILTON WAS BACK TO HIS CONFIDENT BEST IN qualifying for the Malaysian Grand Prix, pulverising the opposition into submission in similar fashion to Monza.

There he was almost half a second quicker in taking pole position in a two-man fight with Mercedes team-mate Nico Rosberg. At Sepang it was a similar story, Mercedes well clear of the rest and Hamilton 0.414s faster than Rosberg.

Mercedes team boss Toto Wolff said Hamilton was in “a league of his own” here, and this sort of performance was exactly what Hamilton needed after the nightmare of Singapore.

“It definitely felt good out there, and I didn’t ever really feel under threat,” said Hamilton, who was the only driver to lap below 1m33s on the resurfaced circuit. “It’s a little bit similar to how it was at Monza. We had this kind of pace.”

“After having a difficult weekend in Singapore I learned a lot, as you do on difficult weekends, and I think I started off on a better footing.”

“It’s like building blocks. You keep building on it and you build your confidence up through the weekend.

When one guy has 10 bricks and the other one has two, because you’ve missed a session, it makes it a lot harder to jump five bricks [in one go].

“When we start in the right place during the weekend, this is the kind of strength we have shown time and time again.”

Rosberg dominated qualifying in Singapore, but couldn’t live with Hamilton in Malaysia. He recovered well from being six tenths off in final practice to get within 0.016s of his title rival in Q1, but thereafter fell away again. The gap was over half a second in Q2, and Rosberg dropped behind the Red Bulls and Kimi Raikkonen’s Ferrari after running wide at Turn 6 on his first run in Q3.

A window of opportunity presented itself when Hamilton aborted his second run, but Rosberg lost time on his second effort with a mistake at the final corner. He improved, but only enough to salvage second spot.

He felt the difference between him and Hamilton was less than it looked. “Lewis’s lap was very quick so it was always going to be difficult,” Rosberg said. “I was one tenth down until the last corner, but unfortunately I made a mistake.”

“Something just wasn’t going right in the last corner. I couldn’t get the settings right. I always got a big oversteer moment into there.”

The Red Bulls improved overnight from Friday practice to beat Ferrari and lock out the second row, Max Verstappen ahead of Daniel Ricciardo by just 0.047s.

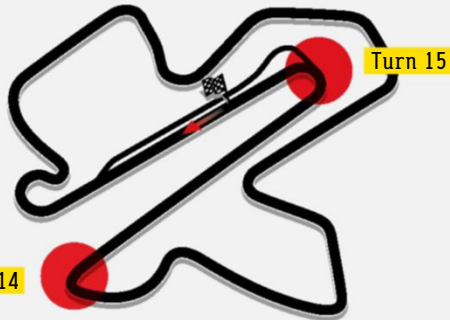
“We made some changes after Singapore and it seems to work,” said Verstappen, who outqualified his team-mate for just the third time in 12 attempts.

Ferrari took the third row of the grid, with Sebastian Vettel beating Kimi Raikkonen to fifth by less than half a tenth of a second. This was a disappointing result for the team after a strong showing in Friday practice.

“Merc boss Wolff said Hamilton was in ‘a league of his own’ here”



“THIS CORNER LOOKS ONE OF THE MOST INFURIATING ON THE CIRCUIT”



MALAYSIA'S SEPANG circuit – the first bespoke Formula 1 track designed by controversial architect Hermann Tilke back in the previous millennium.

It's expansive, wide, sweeping, and always swelteringly hot given the region's tropical weather.

I do my best not to melt standing on the inside of Turn 14, the penultimate right-hander that leads onto the long back straight, during first free practice. This corner looks one of the most infuriating on the circuit. It has an expansive arcing entry that gradually

narrows and tightens into a late apex.

It's difficult to judge the braking correctly with the lack of references, and having to decelerate while turning makes the car inherently unstable. Overcommit on entry speed and you'll compromise the vital exit onto that long straight. Too timid and you'll leak time unnecessarily to bolder rivals.

The Williams of Valtteri Bottas is the most committed early on, his tyres squealing their protest as he repeatedly locks an inside wheel under braking. Felipe Massa and Sergio Perez go too far the other way. The telltale sign



Bottas impressed with his commitment

is an extra blip of throttle as they try to get back on the power too soon and have to briefly back off again.

I like Kimi Raikkonen's line through here. He straightlines the braking zone effectively and carries good momentum. His rotation is a bit clumsy as the speed reduces, with a small lock-up at the last phase of braking, but otherwise he looks good.

For the last practice session I move round to the reprofiled final hairpin, which looks even more frustrating to drive.

The negative camber forces everyone to take a longer than ideal line, and judging the braking looks tricky given the number of lock-ups I see from multiple cars.

The drivers have to wait an age to get back on the gas and, if they try to shorten the corner by

taking a tighter line, it's easy to lose the rear over the crest.

Esteban Gutierrez and Sebastian Vettel both spin right in front of me after carrying too much entry speed. Once you've overcommitted, it's almost impossible to recover.

No wonder Vettel described the changes to this corner as “mean”.

BEN ANDERSON



Ricciardo takes his fourth F1 success



Ricciardo celebrates with the now-traditional champagne 'shoey'

This Red Bull squabbling was helping Hamilton build a big enough gap to make a second stop without losing the lead, but then his luck abandoned him in a fiery cloud of Mercedes engine smoke as he accelerated towards Turn 1 at the start of lap 41.

Mercedes had no prior warning that the engine was about to let go, no drop in oil pressure or gradual loss of power, just a sudden and unexpected catastrophic failure. What's worse is that this was a brand-new engine, one of three tactically 'pooled' for Hamilton at Spa, employed for the first time this weekend.

"Verstappen was in my pit window so I was just pushing him out," explained Hamilton. "I think I had done that almost, and then just went onto the straight and lost all power all of a sudden. You could hear that something blew, and that was it, I stopped."

Hamilton walked dejectedly away from his stricken car, as officials deployed the virtual safety car for a third time while marshals cleared away the charred remains. Both Red Bulls dived for the pits simultaneously at the end of the lap, the team fitting soft tyres to each car and sending them on their way.

With Hamilton out of the picture, we were left with a straight fight for victory between Ricciardo and Verstappen over the remaining 15 laps.

Verstappen chased hard, but couldn't quite get within DRS range again. Ricciardo had the advantage of a brand-new set of tyres, on account of progressing through the Q1 segment of qualifying on the medium compound while Verstappen had to do a second run on softs. Ricciardo gradually edged away over the closing laps to seal

an "emotional" victory – his first since the 2014 Belgian GP.

"I knew if I drove a clean last stint, mistake free, I should be able to hold on," explained Ricciardo. "But Max was quick all weekend, so there were no guarantees. The last four or five laps I was able to stabilise my pace and keep out of DRS."

Behind this Red Bull one-two, miraculously, came Rosberg's Mercedes. After surviving that accident with Vettel, Rosberg escaped a second collision with the other Ferrari of Raikkonen while battling for fourth, and then gained a further boost from Hamilton's misfortune. Rosberg received a 10s penalty for clattering into Raikkonen during their fight, but was

able to maintain a big enough lead over the hobbled Ferrari to finish on the podium once the penalty was applied, extending his lead in the title race to 23 points in the process.

"I understand very well how Lewis feels,"

Rosberg said. "I've been there in 2014 when we were fighting for the championship – I had two major failures and I know it feels horrible.

"I'm sure he feels so gutted, especially when you deserve to win the race and the technology lets go."

Hamilton suggested after the race that a "higher power" might be intervening in his quest to make it three world titles in a row this year.

Certainly he was plain out of luck in Malaysia, and it's starting to feel as though maybe Hamilton will need a miracle to deny Rosberg this championship. ❄

Hamilton: "You could hear that something blew, and that was it"

Q&A



TOTO WOLFF
EXECUTIVE DIRECTOR
MERCEDES F1 TEAM

When Lewis Hamilton asks why, of the eight F1 Merc engines, his is always the one blowing up, how do you answer?

This is a mechanical sport and it's a very unfortunate coincidence. For me, it's like six times red in roulette at the casino. It's been really bad for him, and for the team; I have no words and I am gutted in the same way.

Will you forensically examine the engines, and would you allow Lewis to miss practice sessions, as he's suggested, if it could ensure reliability?

We have two engines left – one that has run three races and one that's brand new. We will leave no stone unturned to check them for the next races. We are forensic in our approach. Whatever needs to be done to look at that specific failure will be done. Most of the [previous] failures were not linked, so there is no pattern we can identify. Missing a practice session is harming his weekend overall, so we would want to [simply] have a more reliable situation.

Lewis said somebody didn't want him to win today. Was it God or was it Mercedes?

It's a bit dangerous to answer that! Every remark is allowed after such a frustrating moment. If you were in the lead of that race, and you were just about to get back in that championship and your engine blows up and someone puts a microphone in front of your face, he is allowed to say whatever he wants. This is the emotion and completely understandable. It's a freaky situation that has no rational explanation, and I think after recovering a bit he will see that.

How did you console Lewis afterwards?

Although being a driver, and very much frustrated and emotional about the situation, he was trying to pick up the team, which only the greatest do. In such a moment, to come out and put yourself in front of the mechanics and engineers, and find words to pick them up for the next race, was really great.



Lauda slams 'ridiculous' Mercedes sabotage theories

MERCEDES NON-EXECUTIVE CHAIRMAN NIKI Lauda has described post-race talk of Mercedes somehow sabotaging Lewis Hamilton's championship hopes as "ridiculous and stupid".

Hamilton retired from the lead of the Malaysian Grand Prix with engine failure, in a season already blighted by reliability problems for the reigning world champion. This prompted him to declare "something doesn't feel right" about the number of failures he has suffered compared to the other seven Mercedes-powered cars on the grid.

But Lauda believes those comments have been misinterpreted, and gave the conspiracy theorists the short shrift he felt they deserved.

"I know Lewis very well, and he will not accuse the team," Lauda told reporters in the Sepang paddock. "This interpretation I cannot accept. What do you guys think, suddenly we start to sabotage?"

"Why? It's completely ridiculous and stupid. We work for both cars in the same way. All these questions are ridiculous."

Hamilton said he felt like "something or someone doesn't want me to win this year", which Lauda also had no issue with.

"He can mean anybody. This is a wide interpretation," Lauda said. "If I am unlucky and I can't find an explanation, I say if there is a God then I have done something wrong or he doesn't like me."

"I have been upset a couple of times in my racing career and I said some rubbish. I don't want to say Lewis said rubbish, but these things can happen. It's emotion, which is fully acceptable. There is nothing wrong."

Hamilton said he would push Mercedes for an explanation of his poor reliability this year, compared to the manufacturer's other cars.

"My questions really are to Mercedes," he said. "We've got so many engines made for eight drivers and only mine are failing this year."

"I can't get my head around why that is the case. Someone has to give me some answers, because it's not acceptable."



ONE-STOP BOTTAS VAULTS TO FIFTH

VALTTERI BOTTAS USED a one-stop strategy to beat Force India and McLaren in a close fight for fifth in the Malaysian Grand Prix.

The Finn started 11th after making mistakes in qualifying, but began the race on the medium tyre and gained positions when team-mate Felipe Massa was pushed off the grid with an electrical problem, and the Force Indias and Jenson Button's McLaren made early first stops.

Bottas was quick enough to remain ahead when he made his sole pitstop later in the race.

Sergio Perez endured a slow first stop but was still not quite quick enough to beat Bottas, while Perez's Force India team-mate Nico Hulkenberg struggled with "massive understeer" after fitting the medium tyre for his second stint.

Button felt the timing of the last virtual safety car ruined his chances of a better result, coming just after his second stop. He dropped to ninth behind Hulkenberg and McLaren team-mate Fernando Alonso, who charged from last to seventh with a three-stop strategy, not far behind Perez.

Vettel penalised after first-corner collision

SEBASTIAN VETTEL WILL HEAD into this weekend's Japanese Grand Prix with a three-place grid penalty for causing a collision with Nico Rosberg at the first corner in Malaysia.

Vettel made a fast start from fifth on the grid and dived inside Max Verstappen's Red Bull under braking for Turn 1. The Ferrari locked a wheel over the inside kerb, and skidded past Verstappen and into Rosberg's Mercedes.

The contact broke Vettel's suspension and spun Rosberg to the tail of the field.

Vettel questioned Verstappen's approach in squeezing him to the inside, referencing previous

controversies where Verstappen has moved unnecessarily in braking zones.

Rosberg and Verstappen in turn railed on Vettel, with Rosberg saying Vettel was "out of control", while Verstappen called him "crazy" over the team radio.

The truth, of course, was not so extreme, but officials sided more with Rosberg and Verstappen's judgement on this occasion, slapping the Ferrari driver with a grid penalty for the next race.

The stewards, led at Sepang by ex-Formula 1 racer and world sportscar champion Derek Warwick, also handed Vettel two penalty

points on his licence.

Vettel believed there was nothing he could do to avoid the collision, although he apologised to Rosberg after the race.

"I was squeezed to the inside. I tried to avoid it as much as I could but I couldn't avoid the contact," Vettel explained.

"I was braking at the same point as Max. He was squeezing me because he's racing – racing him is moving around, everybody knows now – and both of us would have made the corner no problem.

"I did make the corner. I wasn't braking massively too late, but Nico tried to cut back to fight Lewis."

Wolff lambasts Rosberg penalty as 'complete nonsense'



NICO ROSBERG WAS penalised for colliding with Ferrari's Kimi Raikkonen during their battle for the final podium place in the Malaysian Grand Prix, a sanction Mercedes boss Toto Wolff called "complete nonsense".

Rosberg hit Raikkonen at Turn 2 as he forced his way through during a recovery drive following first-corner contact with Ferrari's Sebastian Vettel.

The stewards investigated the collision and blamed Rosberg, but the post-race 10-second penalty did not change the final result, because he had built a big enough

advantage to remain ahead of Raikkonen. Mercedes gave Rosberg extra power in the closing stages to help keep him clear.

Wolff said: "The penalty is just complete nonsense. A couple of months ago we decided we wanted to allow racing between all the cars, and if it wasn't 100% clear that someone was at fault then we would let them race against each other... and then this."

Rosberg did not expect any sanction despite admitting it was "an aggressive move", while Raikkonen reckoned it "didn't really change the end result".



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Haas sees wheels come off its challenge in Malaysia

HAAS SUFFERED ANOTHER disastrous race, with Romain Grosjean spinning out of points contention early on with brake failure, before a wheel came off team-mate Esteban Gutierrez's car.

Team boss Gunther Steiner said Grosjean's spin at Turn 15 was the result of a front brake disc exploding.

"It's a different failure to what we had with Esteban in Bahrain, but we don't know why," he said. "The brakes were not too hot. We need to see if there's something obvious in the purchase or production, and go from there."

Officials fined Haas €5000 for releasing Gutierrez unsafely from his second pitstop. He completed several laps before the left-front wheel detached approaching Turn 9.

A stewards' investigation determined that a mechanical failure led to the wheel being tightly fitted to the car while not actually attached correctly.

"An additional failure occurred in Turn 1 under braking, but the wheel was still retained in an abnormal way until it appears the failure of the rim blew the wheel past the retention devices," the stewards explained in a statement.



Magnussen, Kvyat, Gutierrez collide

DANIIL KVIYAT, KEVIN MAGNUSSEN AND Esteban Gutierrez were involved in a three-way collision at the first corner of the Malaysian GP.

All three sustained damage as the pack tried to circumnavigate the spun car of Nico Rosberg, following his collision with Sebastian Vettel.

Kvyat's Toro Rosso smashed into the back of Magnussen's Renault, breaking Kvyat's front wing and damaging Magnussen's floor. The collision pushed Magnussen into Gutierrez, puncturing a tyre and damaging the floor of the Haas.

"I was the filling in the sandwich as everyone reacted to the Vettel/Rosberg incident," said Magnussen. "We changed the front wing and kept pushing, but the brake cooling was damaged so we had to retire."

Kvyat finished 14th, while Gutierrez later retired when a wheel fell off his Haas (see above).

Palmer hails 'big progress' for Renault as he breaks points duck

JOLYON PALMER SCORED his first point in Formula 1, rising from 19th at the start to finish 10th in the Malaysian Grand Prix.

Palmer was a surprising 12th fastest after Friday practice, but lost his way in qualifying, dropping out in Q1 as team-mate Kevin Magnussen made Q2.

Palmer gambled on starting on the hardest tyre, which allowed him to leapfrog most of the

multi-stopping lower-midfield runners.

He said he was particularly relieved to score after throwing away a point in Hungary by spinning off.

"After Hungary it was in my head," admitted Palmer. "In the last 10 laps I thought, 'Just keep it on the track'; but I kept focused, no mistakes, just kept the gap to [Carlos] Sainz, and managed to stretch away in the last couple of laps."

Palmer said Renault's second consecutive points finish showed it is gradually improving, even though the team's RS16 has gone largely undeveloped this year.

"The improvements have been there and we needed a track that suited us to show it," he added. "We are genuinely in the midfield. Kevin qualified in front of the Toro Rossos, and we're right there with Haas, so we're making big progress."



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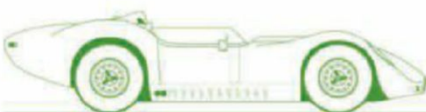
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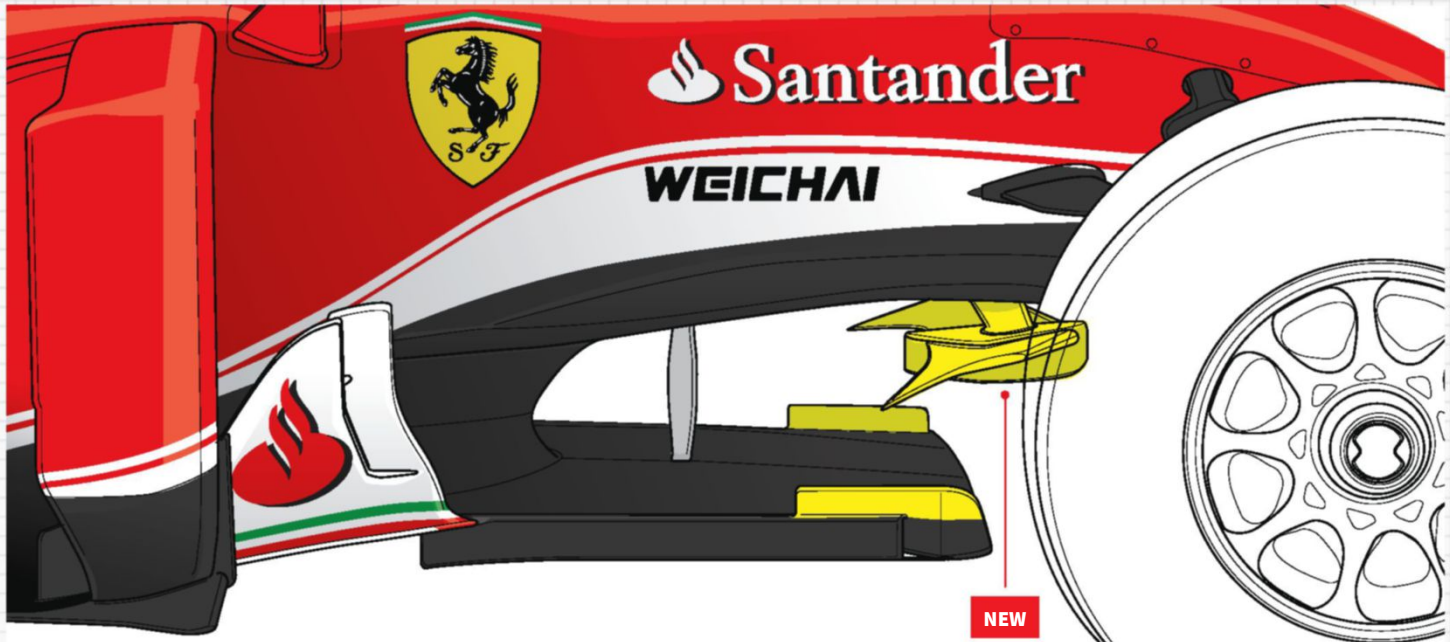


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DRAWING BOARD

By Craig Scarborough



FERRARI FINALLY GETS COMPLEX AERO ADDITIONS

This time last year Ferrari was building up the aero complexity of the SF15-T. Part of that package was the introduction of complex turning vanes and an under-nose batwing.

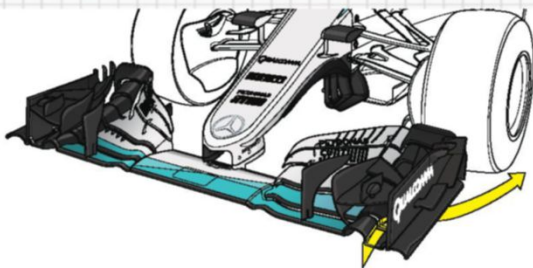
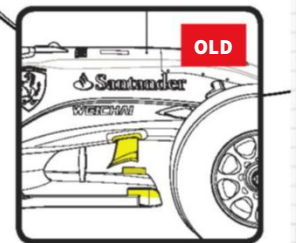
It was surprising that this complexity was lost when the SF16-H was launched, and it has taken 15 races for the car to deploy similar details.

So once again Ferrari matches its rivals with

three-part turning vanes under the front suspension and a distinctly Mercedes-style batwing hanging from below the raised chassis.

The vertical vanes mounted atop the tea-tray splitter have

been extended, with all these parts adding to airflow along the flanks of the raised chassis. This directs airflow around the car, separating the turbulent front-tyre wake from the clean airflow passing over the car.



MERCEDES ADDS DETAIL

The Mercedes philosophy of breaking up aero surfaces with slots and serrations appears to be continuing.

For Sepang, the F1 W07 Hybrid was fitted with a new front-wing-endplate mounting. Outwardly the parts look the same, but the vertical vane that usually sits on the horizontal footplate has now been separated for part of its length.

This allows the high pressure building up above the wing to bleed

underneath and add to the strength of the outwash vortex created by the outer section of the front wing.

This open section requires a couple of metal supports to keep the structure strong enough to support the airflow loads.

This part didn't appear to run long enough to be part of the Malaysian weekend plan, so it could be that it was being tested before the more aerodynamically demanding Suzuka circuit this weekend.

TORO ROSSO AIMS FOR DRAG REMOVAL

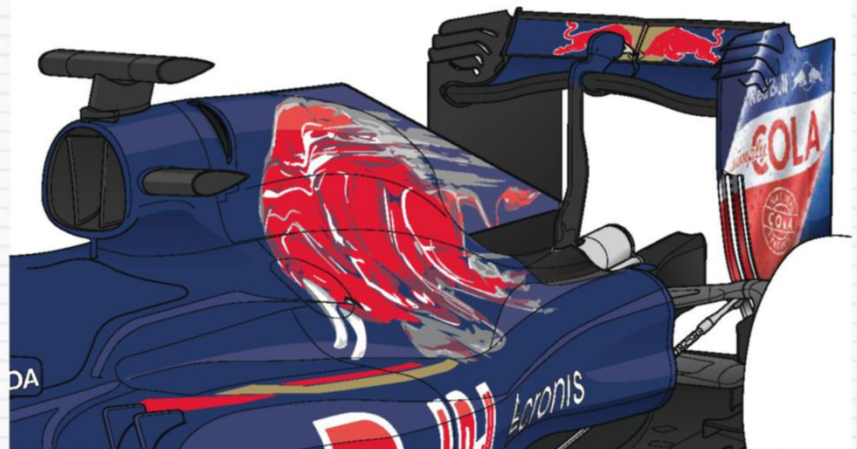
The STR11's weak point, its year-old Ferrari engine, continues to drive aero development aimed at running the car with less drag.

With its power deficit to its rivals with 2016 engines, STR cannot run the same level of downforce, as it

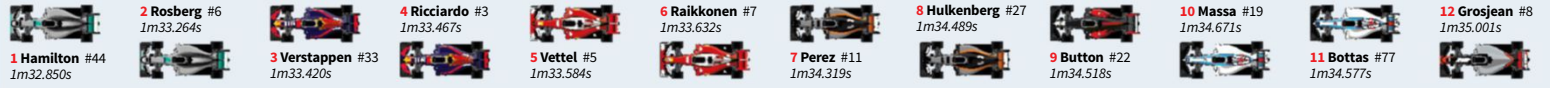
cannot afford the drag penalty that comes with it. So the team is working hard to develop rear wings that suit the track conditions and are efficient in creating downforce for less drag.

In Malaysia this led to a new rear wing with a distinct

crescent profile. The centre of the wing is much flatter in angle of attack to the outer sections, so the wing's downforce is largely created near the wing tips. The rear-wing endplate slots help to reduce the drag these steeper sections produce.



F1/MALYSIAN GRAND PRIX RESULTS



Race results / 56 laps – 192.879 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Daniel Ricciardo	Red Bull-Renault	1h37m12.776s	17	●●●●	48.605s
2	Max Verstappen	Red Bull-Renault	+2.443s	6	●●●●●	1m16.065s
3	Nico Rosberg	Mercedes	+25.516s		●●●●●	1m11.887s
4	Kimi Raikkonen	Ferrari	+28.785s		●●●●●	1m13.805s
5	Valtteri Bottas	Williams-Mercedes	+1m01.582s		●●●●	23.828s
6	Sergio Perez	Force India-Mercedes	+1m03.794s		●●●●	50.971s
7	Fernando Alonso	McLaren-Honda	+1m05.205s		●●●●●	1m13.176s
8	Nico Hulkenberg	Force India-Mercedes	+1m14.062s		●●●●●	1m15.813s
9	Jenson Button	McLaren-Honda	+1m21.816s		●●●●●	49.383s
10	Jolyon Palmer	Renault	+1m35.466s		●●●●	23.928s
11	Carlos Sainz	Toro Rosso-Ferrari	+1m38.878s		●●●●	48.873s
12	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●●●	49.978s
13	Felipe Massa	Williams-Mercedes	-1 lap		●●●●	1m11.731s
14	Daniil Kvyat	Toro Rosso-Ferrari	-1 lap		●●●●	1m21.469s
15	Pascal Wehrlein	Manor-Mercedes	-1 lap		●●●●	1m17.177s
16	Esteban Ocon	Manor-Mercedes	-1 lap		●●●●	58.706s
R	Felipe Nasr	Sauber-Ferrari	46 laps-brakes		●●●●	24.697s
R	Lewis Hamilton	Mercedes	40 laps-engine	33	●●●●	23.689s
R	Esteban Gutierrez	Haas-Ferrari	39 laps-lost wheel		●●●●	1m20.602s
R	Kevin Magnussen	Renault	17 laps-damage		●●●●	30.679s
R	Romain Grosjean	Haas-Ferrari	7 laps-brakes/spin		●●●●	-
R	Sebastian Vettel	Ferrari	0 laps-accident		●●●●	-

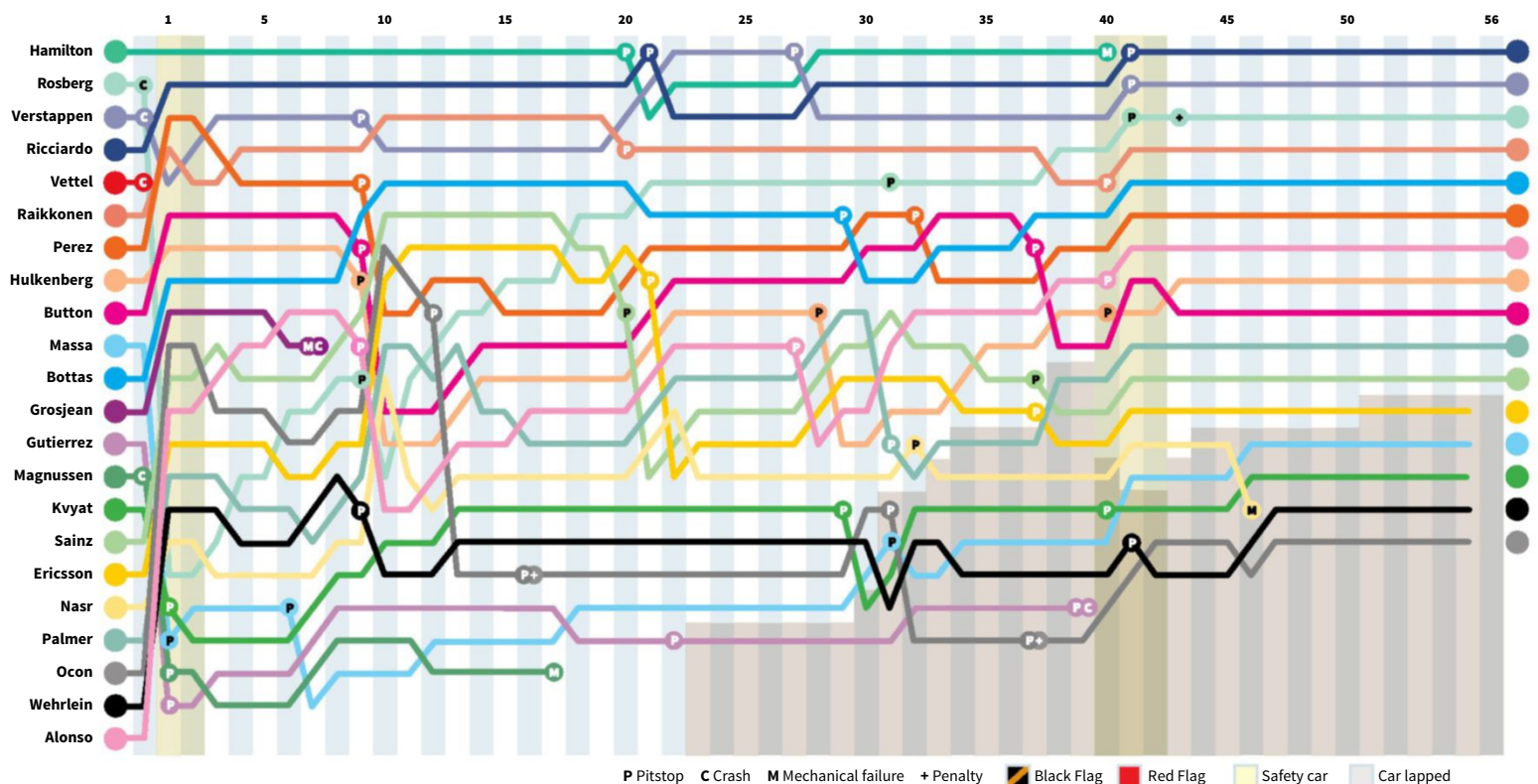
Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Rosberg	1m36.424s	-	44
2	Verstappen	1m37.376s	+0.952s	44
3	Ricciardo	1m37.449s	+1.025s	44
4	Raikkonen	1m37.466s	+1.042s	47
5	Hulkenberg	1m37.793s	+1.369s	43
6	Alonso	1m38.291s	+1.867s	44
7	Hamilton	1m38.595s	+2.171s	31
8	Button	1m38.740s	+2.316s	51
9	Bottas	1m39.199s	+2.775s	53
10	Sainz	1m39.243s	+2.819s	44
11	Perez	1m39.328s	+2.904s	51
12	Palmer	1m39.350s	+2.926s	53
13	Wehrlein	1m39.653s	+3.229s	55
14	Ericsson	1m39.781s	+3.357s	55
15	Kvyat	1m39.798s	+3.374s	43
16	Massa	1m39.920s	+3.496s	53
17	Nasr	1m40.490s	+4.066s	43
18	Ocon	1m41.467s	+5.043s	45
19	Gutierrez	1m41.775s	+5.351s	37
20	Grosjean	1m42.142s	+5.718s	7
21	Magnussen	1m43.379s	+6.955s	3
22	Vettel	-	-	-

WEATHER Dry, sunny; track 50C, air 32C **WINNER'S AVERAGE SPEED** 119.045mph **FASTEST LAP AVERAGE SPEED** 128.591mph ● New ○ Used | ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

4 Ricciardo matched his highest starting position for a race victory in F1 – fourth on the grid	4 This is the first time in the V6-turbo era that more than three drivers have won in a season	20 Rosberg claimed his 20th fastest lap – only 13 drivers have registered more	27 Palmer's point was the first for his family since father Jonathan was sixth at Estoril 27 years ago	100 This was Hamilton's 100th front-row start. Only Michael Schumacher (116) has more	300 Button started his 300th race. He joins Rubens Barrichello and Schumacher in reaching that total	1539 Kimi Raikkonen has now completed more than 1500 laps in fourth place in a grand prix
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Lap chart / What happened, when





14 Magnussen #20
1m35.277s



16 Sainz #55
1m35.374s



18 Nasr #12
1m35.949s



20 Ocon #31
1m36.451s



22 Alonso #14
1m37.155s

Qualifying 1

POS	DRIVER	TIME
1	Hamilton	1m34.444s
2	Rosberg	1m34.460s
3	Raikkonen	1m34.556s
4	Vettel	1m34.557s
5	Hulkenberg	1m34.827s
6	Perez	1m35.068s
7	Ricciardo	1m35.079s
8	Bottas	1m35.166s
9	Massa	1m35.267s
10	Button	1m35.267s
11	Grosjean	1m35.400s
12	Verstappen	1m35.443s
13	Magnussen	1m35.593s
14	Sainz	1m35.605s
15	Gutierrez	1m35.658s
16	Kvyat	1m35.695s
17	Ericsson	1m35.816s
18	Nasr	1m35.949s
19	Palmer	1m35.999s
20	Ocon	1m36.451s
21	Wehrlein	1m36.587s
22	Alonso	1m37.155s

WEATHER Dry, cloudy; track 42C, air 30C

Race briefing

GRID PENALTIES

ALONSO 45 places (additional power-unit elements)

RACE PENALTIES

OCON 5 seconds (pitlane speeding)
ROSBERG 10 seconds (causing a collision)

Qualifying 2

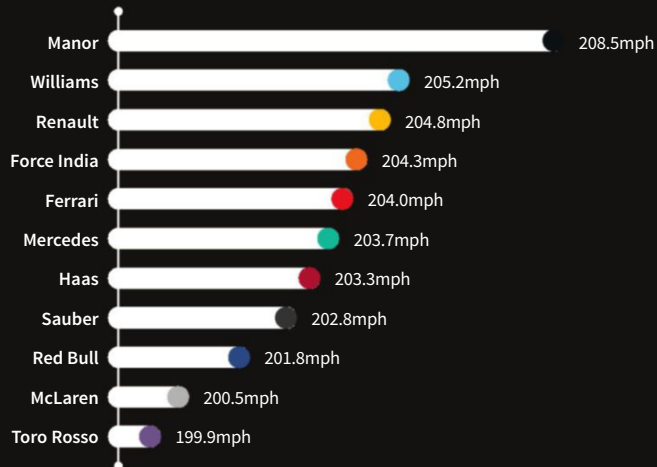
POS	DRIVER	TIME
1	Hamilton	1m33.046s
2	Rosberg	1m33.609s
3	Verstappen	1m33.775s
4	Ricciardo	1m33.888s
5	Raikkonen	1m33.903s
6	Vettel	1m33.972s
7	Massa	1m34.422s
8	Button	1m34.431s
9	Hulkenberg	1m34.441s
10	Perez	1m34.538s
11	Bottas	1m34.577s
12	Grosjean	1m35.001s
13	Gutierrez	1m35.097s
14	Magnussen	1m35.277s
15	Kvyat	1m35.369s
16	Sainz	1m35.374s

Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m32.850s
2	Rosberg	1m33.264s
3	Verstappen	1m33.420s
4	Ricciardo	1m33.467s
5	Vettel	1m33.584s
6	Raikkonen	1m33.632s
7	Perez	1m34.319s
8	Hulkenberg	1m34.489s
9	Button	1m34.518s
10	Massa	1m34.671s

Speed trap

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Rosberg	1m35.227s
2	Hamilton	1m35.721s
3	Raikkonen	1m36.315s
4	Vettel	1m36.331s
5	Alonso	1m36.510s
6	Ricciardo	1m36.753s
7	Verstappen	1m36.973s
8	Hulkenberg	1m37.513s
9	Perez	1m37.601s
10	Button	1m37.613s
11	Kvyat	1m37.847s
12	Bottas	1m37.861s
13	Grosjean	1m37.886s
14	Gutierrez	1m37.921s
15	Sainz	1m38.055s
16	Nasr	1m38.184s
17	Ericsson	1m38.313s
18	Massa	1m38.339s
19	Palmer	1m39.148s
20	Ocon	1m40.036s
21	Wehrlein	1m40.627s
22	Magnussen	no time

WEATHER Dry, sunny; track 41C, air 29C

Free practice 2

POS	DRIVER	TIME
1	Hamilton	1m34.944s
2	Rosberg	1m35.177s
3	Vettel	1m35.605s
4	Raikkonen	1m35.842s
5	Verstappen	1m36.037s
6	Perez	1m36.284s
7	Alonso	1m36.296s
8	Ricciardo	1m36.337s
9	Hulkenberg	1m36.390s
10	Button	1m36.715s
11	Sainz	1m36.836s
12	Palmer	1m36.940s
13	Bottas	1m37.016s
14	Gutierrez	1m37.048s
15	Massa	1m37.110s
16	Kvyat	1m37.297s
17	Ericsson	1m37.449s
18	Nasr	1m37.547s
19	Magnussen	1m37.664s
20	Grosjean	1m37.789s
21	Wehrlein	1m37.878s
22	Ocon	1m37.990s

WEATHER Dry, sunny; track 54C, air 33C

Free practice 3

POS	DRIVER	TIME
1	Hamilton	1m34.434s
2	Verstappen	1m34.879s
3	Rosberg	1m35.053s
4	Raikkonen	1m35.150s
5	Vettel	1m35.170s
6	Ricciardo	1m35.461s
7	Hulkenberg	1m35.776s
8	Bottas	1m35.902s
9	Sainz	1m36.222s
10	Massa	1m36.227s
11	Perez	1m36.259s
12	Button	1m36.363s
13	Gutierrez	1m36.553s
14	Palmer	1m36.604s
15	Grosjean	1m36.687s
16	Magnussen	1m36.741s
17	Kvyat	1m36.752s
18	Ericsson	1m36.765s
19	Nasr	1m37.106s
20	Ocon	1m37.961s
21	Wehrlein	1m38.089s
22	Alonso	1m41.199s

WEATHER Dry, cloudy; track 50C, air 32C

SEASON STATS

Drivers' championship

1	Rosberg	288
2	Hamilton	265
3	Ricciardo	204
4	Raikkonen	160
5	Vettel	153
6	Verstappen	147
7	Bottas	80
8	Perez	74
9	Hulkenberg	50
10	Alonso	42
11	Massa	41
12	Sainz	30
13	Grosjean	28
14	Kvyat	25
15	Button	19
16	Magnussen	7
17	Palmer	1
18	Wehrlein	1
19	Vandoorne	1
20	Gutierrez	0
21	Ericsson	0
22	Nasr	0
23	Haryanto	0
24	Ocon	0

Constructors' championship

1	Mercedes	553
2	Red Bull	359
3	Ferrari	313
4	Force India	124
5	Williams	121
6	McLaren	62
7	Toro Rosso	47
8	Haas	28
9	Renault	8
10	Manor	1
11	Sauber	0

Wins

Rosberg	8
Hamilton	6
Ricciardo	1
Verstappen	1

Fastest laps

Rosberg	6
Hamilton	3
Ricciardo	3
Alonso	1
Hulkenberg	1
Kvyat	1
Raikkonen	1

Pole positions

Hamilton	8
Rosberg	7
Ricciardo	1

Qualifying battle

ROS	8	8	HAM
VET	10	6	RAI
MAS	3	13	BOT
RIC	9	3	VES
RIC	4	0	KVY
PER	8	8	HUL
MAG	11	5	PAL
KVY	3	9	SAI
VES	3	1	SAI
ERI	9	7	NAS
ALO	10	5	BUT
BUT	0	1	VAN
OCO	1	3	WEH
HAR	5	7	WEH
GRO	10	6	GUT

Lewis, Max and Fernando star

Three drivers score 10 in our ratings this week, but none of them won the race...

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



10 LEWIS HAMILTON
After the travails of Singapore this was a performance more typical of Hamilton – fast and commanding. He dominated qualifying following a clean run through practice. Was looking strong favourite to win the race too, despite Red Bull applying pressure, until his engine went bang.

7 NICO ROSBERG
Rosberg led a charmed life in Malaysia. Was almost outqualified by the Red Bulls but did just enough to salvage second. Was blameless in the Vettel incident, but clumsy in penalised later repass of Raikkonen. Fortunate to escape damage, and even luckier Hamilton's engine failed. A fantastic result, but lucky.

FERRARI



6 SEBASTIAN VETTEL
Ferrari was nowhere near fighting for victory on the circuit where Vettel claimed his first win for the team last season. Having qualified just behind the Red Bulls, Vettel needed to make the most of his strong start. Unfortunately a misjudgement sent him skittering into Rosberg and out of the race.

8 KIMI RAIKKONEN
Another decent display, qualifying only fractionally behind Vettel and bringing home solid points. Spent most of the race fighting a recovering Rosberg for the final podium spot. Inferior power and car damage from their collision hampered Raikkonen's efforts. Couldn't quite keep within the 10s needed.

WILLIAMS



8 VALTTERI BOTTAS
This ended up being a great race for Bottas, whose alternative strategy starting on the medium tyre paid off. This owes a debt of thanks to an underperformance in qualifying. Gained positions as others pitted out of the way, but was quick enough to make it pay later as he held off Perez and Alonso.

7 FELIPE MASSA
Massa did well to beat his teammate, the Force Indias and Button's McLaren in a tight fight to make Q3, but loses marks for ending up bottom of the top-10 shootout. Electronics problem on the grid forced a pitlane start. Even with that Williams felt points were possible, but a puncture ruined everything.

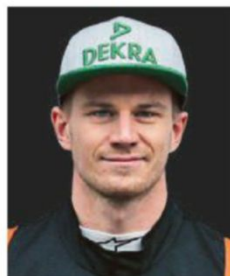
RED BULL



9 DANIEL RICCIARDO
A wonderful result for Ricciardo, who has driven more than well enough to deserve a victory this season. But in truth, he was the second-best Red Bull driver in Malaysia. Had to follow his team-mate's set-up direction after a poor Friday. Was lucky to get ahead in the first-corner shenanigans, but defended brilliantly later.

10 MAX VERSTAPPEN
An excellent drive from Verstappen, who was Red Bull's lead driver on Friday and Saturday, and probably would have been on Sunday too but for getting forced wide when Vettel and Rosberg collided. Looked the only driver capable of giving Hamilton pause for thought, but got stuck behind Ricciardo.

FORCE INDIA



8 SERGIO PEREZ
Was delighted to emerge best of the rest behind the top three teams after an "intense" qualifying. Might have achieved a similar result in the race, but fell 2.212s short of beating Bottas. Lost around 3s to a slow first stop, but that still probably wouldn't have got it done the way his second stop shook out against the Williams.

7 NICO HULKENBERG
Qualifying was close with Perez again, but Hulkenberg failed to improve in Q3 after letting the rhythm "slip through my fingers" at Turns 2, 7 and 8. His race was defined by avoiding action amid the first-corner melee and getting stuck behind Button. Eventually made it by with a big tyre advantage.

RENAULT



8 KEVIN MAGNUSSEN
An eventful weekend for Magnussen, who lost most of Friday practice to a fuel fire, but recovered brilliantly to outqualify both Toro Rossos. Got rear-ended by Kvyat at T1 and pushed into Gutierrez trying to avoid the Vettel/Rosberg collision. Damaged brake ducts put him out.

8 JOLYON PALMER
Palmer's emotions were up and down like a yo-yo. After being 12th fastest on his "best Friday of the year", Palmer tumbled to a "depressing" 19th in qualifying, misreading the reason for a change in chassis balance. The race restored his smile. Executed a one-stop strategy to finally break his F1 points duck.



Alonso charged from the back to take seventh for McLaren

DUNBAR/LAT

TORO ROSSO

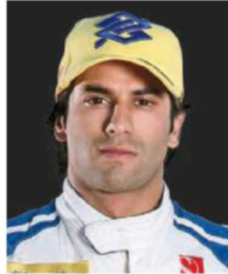


7 DANIIL KVIAT
Felt lucky to escape Q1 amid traffic, but having scraped through did a decent job to go faster than Sainz in Q2, the first time he's outqualified his team-mate since Baku. Unfortunately ran into the back of Magnussen in the first-corner concertina. Pitting for a new front wing left him stuck near the back.



8 CARLOS SAINZ JR
Toro Rosso hoped to be close to the top 10 on pace, but the car just has too much drag and not enough power on expansive tracks. Sainz was uncharacteristically scrappy in qualifying, but his race drive was pretty strong. Sniffed around the points, but didn't quite have enough to beat Palmer's Renault.

SAUBER



6 FELIPE NASR
Didn't quite have the tyres ready for the early part of his qualifying lap and ended up 0.133s down on Ericsson. Made a terrible start, and was last of all the cars that didn't hit trouble on the first lap. Struggled for pace starting on the medium tyre, and was getting into his final stint when brake-by-wire failure struck.

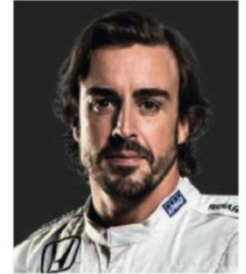


7 MARCUS ERICSSON
Not quite as impressive a qualifying performance as in Singapore, but Ericsson still ended up best of the Q1 brigade and less than a couple of tenths away from Q2. Enjoyed a decent first lap, but took a while to clear Ocon's Manor. Chased hard after Sainz's Toro Rosso thereafter, until his pace dropped.

McLAREN



8 JENSON BUTTON
Good work from Button, who pulled out a strong lap to make Q3 after heavy traffic threatened to thwart him. Climbed into the top six early on, thanks to Vettel-Rosberg tangle. Ran ahead of Hulkenberg for the first half of the race, but felt not making a third stop under the final virtual safety car cost him.



10 FERNANDO ALONSO
Another great drive from Alonso, who defied a 45-place grid penalty for engine-component swaps to charge well into the points. Did his usual good job on lap one to dodge chaos and gain places, and aggressive strategy got him ahead of Hulkenberg mid-race. Was pressuring the other Force India by the end.

MANOR



7 PASCAL WEHRLEIN
Wehrlein described his weekend as "crap", following difficulties in practice and qualifying. Reverted from a new suspension set-up after Friday to begin a recovery, but an ignition problem in FP3 disrupted his rhythm further. Felt unwell, but shrugged it off and beat his team-mate.



7 ESTEBAN OCON
Enjoyed his strongest Saturday so far in F1 – best of the Manors, more comfortable in the car, and communicating better with the team. Outqualified Wehrlein for the first time. Started superbly to climb into the top 10 on the first lap. Repeated pitlane-speeding offences didn't help his cause.

HAAS

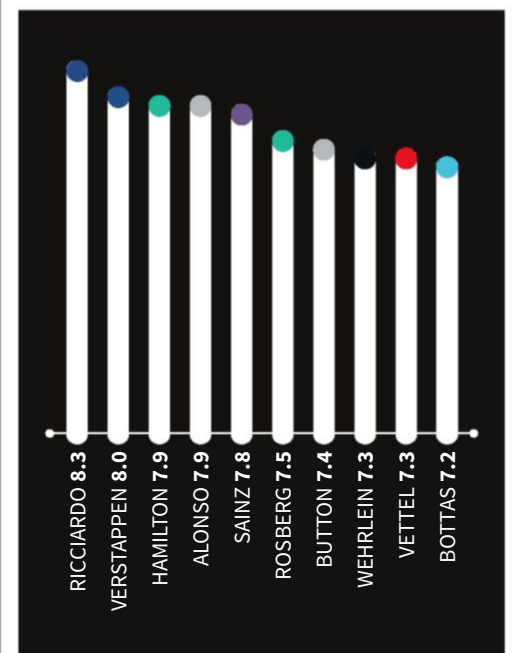


7 ROMAIN GROSJEAN
Wasn't happy with his car's balance during the build-up, but got things together in time to bounce back from the nightmare of Singapore and outqualify his team-mate. Wasn't able to keep Alonso behind, but otherwise started the race strongly, and was in contention for points until his brakes failed.



7 ESTEBAN GUTIERREZ
Gutierrez is driving well of late, and he matched Grosjean to the tenth here. But for an error at Turn 14 their grid positions might have been reversed. A hit from Magnussen's Renault in the Turn 1 melee caused a puncture and damaged Gutierrez's floor. Battled on until the left-front wheel detached, 17 laps after his second pitstop.

TOP 10 AVERAGE RATING



FORMULA 1

Silverstone bosses consider dropping British GP



SHOULD THE STEWARDSHIP OF Silverstone change hands, the first task for the new owner will be to decide whether or not to save the British Grand Prix. That is effectively the message from the British Racing Drivers' Club, whose president Derek Warwick claims the race has now become "too expensive".

That is hardly surprising given that the Northamptonshire circuit has always had to find ways to fend for itself without any form of third-party or government support.

After being on the brink of losing the British GP in 2009 to Simon Gillett's ill-fated Donington Park project, which brought that track to its knees, the BRDC was eventually able to step in and sign a new 17-year deal for Silverstone.

But when details of the agreement emerged, the huge risk being taken on – given that a 5% escalator clause had been inserted into the contract by F1 supremo Bernie Ecclestone – became clear. If rumours at the time are to be believed, that was after some hard bargaining by the BRDC, given that

Ecclestone is understood to have asked for 8%.

The suggested base price for the grand prix in 2010 was £12 million, at that stage one of the cheapest on the calendar. But with a 5% escalator built in, it means that Silverstone paid more than £16m this year, and come the time of the break clause after 10 years in 2019, it will pay £18.6m – a 50% increase over 10 years.

Even now, according to Warwick, the fee is unsustainable, with Silverstone requiring all sorts of creative ways to try to make ends meet year on year. And the clock is ticking, as Warwick revealed to Autosport during the Malaysian Grand Prix weekend at Sepang, where he served as driver steward: "We've got nine months to push the break clause through."

It has become a question of whether Silverstone can live without the British GP – one of the jewels in F1's crown given the 130,000 race-day attendances, but a thorn in the circuit's side in terms of its future as a business.

"We're looking at where we are going to be in 2019; whether or not we still want the grand prix, and whether we can push Silverstone



forward without the grand prix," added Warwick. "We've spent over £50m building the Wing, changing the circuit, and doing everything Bernie wanted in order to secure the grand prix. But now we are in a situation where the escalator has become too expensive for us. At the end of the day, if you can't afford it you can't afford it."

To put Warwick's words into context, if the break clause is ignored and Silverstone sees out the remaining 10 years of its contract, the bill will be a staggering £212m over the period.

That is also the issue facing any new owner, with four vying for the distinction of running one of the world's most famous circuits. Or would it become a dubious honour given that the future of one of the oldest races is in their hands?

Jaguar Land Rover has long been in the running, but failed to get a deal over the line despite being given a 54% mandate by the BRDC members

— who have the final say — earlier this year.

Warwick said the BRDC board ultimately decided the deal "wasn't right for our club", and is renegotiating with JLR, although it is no longer the frontrunner. Ginetta owner Lawrence Tomlinson and MotorSport Vision, run by

Jonathan Palmer, are also in the mix, yet it is a fourth party — believed to be an overseas consortium — that according to Warwick has presented the strongest bid.

Given that Silverstone has effectively been for sale for three years, the BRDC is pressing on to give the British

GP its best chance of survival. Warwick and the BRDC are aiming to get the deal secured by the end of this month, although he concedes that the "detail is complicated".

"I don't want to bring someone into Silverstone that in five years proves to be totally unworkable, so there is a big responsibility to get this right."

IAN PARKES

“We’re looking at whether or not we still want the GP”

FORMULA 1

PLAN FOR CHOICE OF TEST VENUE

PLANS FOR FORMULA 1 TEAMS to be offered the choice of Barcelona or Bahrain as a venue for pre-season testing next season are being discussed.

Some are keen to remain in Europe, but tyre supplier Pirelli and a handful of other teams prefer Bahrain because of the warmer conditions.

It raises the possibility of teams running separately in pre-season testing for the first time since 2009, though one option is running one test in each country.

Should teams choose Bahrain, it is believed Pirelli will provide some financial support to help cover the extra costs.

Meanwhile, there are likely to be two in-season tests again next season. These would take place on the Tuesday and Wednesday after the Spanish and British Grand Prix weekends.

They will not be confirmed until after the 2017 calendar is ratified by the World Motor Sport Council in December.

PROVISIONAL CALENDAR

DATE	ROUND
March 26	Australia
April 9	China
April 16	Bahrain
April 30	Russia
May 14	Spain
May 28	Monaco
June 11	Canada
June 18	Europe
July 2	Austria
July 9	Britain
July 23	Hungary
July 30	Germany
August 27	Belgium
September 3	Italy
September 17	Malaysia
October 1	Singapore
October 8	Japan
October 22	United States
November 5	Mexico
November 12	Brazil
November 26	Abu Dhabi

GP3

F1-STYLE DRS SET FOR GP3

GP3 WILL INTRODUCE AN F1-style drag-reduction system next season.

Series boss Bruno Michel said it would be “exactly the same system as we have in GP2 and with F1, the same detection zone, the same DRS zones”.

He told Autosport: “What we want to do is to spice up the show a little bit. It also gives a new tool to the drivers to be able to get ready for GP2 and then F1.”

“We’ll start to give the drivers an idea on how to use it, how to make it work and how to use it efficiently. We are quite excited about it.”

He insisted “the cost to the teams is going to be quite small compared to the technology it brings”, because the existing GP3 rear wing can be modified instead of needing a completely new design.

“And the other thing is all the electronics that we need have already been developed for GP2 [below],” he pointed out.

GP3 chassis supplier Dallara has looked into increasing downforce on the cars in order to ensure that the DRS makes a tangible difference. The series will carry out tests with its development car.

Michel also revealed that it was in discussions with tyre supplier Pirelli over adapting its current rubber, adding: “We are going to do some specific testing to work on the tyres.”

**BEN ANDERSON AND
SCOTT MITCHELL**



LEICESTER/LAT

FORMULAE

Mercedes gets FE entry

FORMULA 1 WORLD CHAMPION MERCEDES HAS secured a Formula E entry for the 2018/19 campaign.

The championship and Mercedes-Benz Grand Prix have signed an agreement that gives F1’s dominator the option to join the electric single-seater series in its fifth season.

Formula E intends to switch to single-car races in 2018/19, and is likely to expand from 10 teams to 12 – with one of those additional slots now reserved for Mercedes.

Mercedes motorsport boss Toto Wolff said: “We are looking at all the options available in the future of motor racing, and we are very pleased with an agreement that secures us an opportunity to enter the series.”

Mercedes is contractually committed to F1 until the end of the 2020 season. It has dominated grand prix racing since the switch to the current turbo-hybrid regulations in 2014, with Lewis Hamilton clinching back-to-back drivers’ titles and Mercedes sweeping teams’ honours as well.

A Mercedes move to Formula E would be the latest in a line of major additions to the nascent series, which starts its third season this Sunday in Hong Kong.

BMW has formally confirmed its partnership with the Andretti team as part of its evaluation of a full works entry. Autosport revealed earlier this year that the German manufacturer was considering an early entry into FE in a partnership capacity, while BMW-contracted Antonio Felix da Costa was announced as an Andretti FE driver in July.

BMW has now confirmed that it will work closely with the American team “in order to familiarise itself with processes in this innovative series, and to check the possibility of a works involvement in the future”.

Autosport understands that BMW’s involvement in the development of the Andretti ATEC-02 powertrain



XPB/IMAGES

for the 2016/17 season has been significant.

McLaren Applied Technologies has been tasked with providing the battery that will allow the championship to scrap its mid-race car swaps. Last week it was granted an initial two-season supply, a decision the FIA World Motor Sport Council revealed was made “in light of the ongoing rapid development of battery technology”.

BMW’s Andretti tie-up was announced as part of what is called a “realignment” of its motorsport programmes, which will include an entry into the World Endurance Championship’s GT class and a return to the Le Mans 24 Hours in 2018.

Options to replace BMW’s current M6 GT could include an M-brand car based on the common chassis platform shared by the 5, 6 and 7-Series cars and the forthcoming Z5, which is being co-developed with Toyota.

BMW will also continue to compete in the IMSA SportsCar Championship, expand its GT4 participation and “ramp up support” of Mini’s Dakar Rally project.

SCOTT MITCHELL



MCKLEINDE

WORLD RALLYCROSS

Loeb claims World RX win

NINE-TIME WORLD RALLY champion Sebastien Loeb claimed his first World Rallycross victory by winning in Latvia last weekend.

The Peugeot driver led home championship leader Mattias Ekstrom by 2.3 seconds at the Riga circuit. After winning semi-final one ahead of Johan Kristoffersson with a clever joker-lap strategy, Loeb took the lead of the final at the first corner.

Ekstrom assumed second in his Audi S1, and maintained that comfortably to the flag as a trio of drivers squabbled over third. Kristoffersson passed fellow VW Polo driver Bakkerud over the first loose-surface jump but ran deep into the following corner, losing out to both Bakkerud and Timmy Hansen.

Bakkerud did not have the pace he had carried through the qualifying stages and lost the final podium spot

to Loeb’s team-mate Hansen.

Fifth place for Kristoffersson moves him to second in the points ahead of Petter Solberg, who had his worst-ever World RX event. He was disqualified from the second heat after contact with Ekstrom and crashed in the third. He was eventually classified 17th for the event and didn’t score a single point.

Ekstrom is now 27 points clear at the head of the table with two rounds to go.

IN THE HEADLINES

PEREZ AT FORCE INDIA...

Sergio Perez has confirmed his renewed deal with Force India for the 2017 Formula 1 season. It emerged ahead of qualifying for the Malaysian Grand Prix that Perez's backers had finally concluded commercial agreements with the team and he would be staying on for a fourth consecutive season.

...BUT HAAS RULES OUT LECLERC

Haas team principal Gunther Steiner has ruled out signing Ferrari protege Charles Leclerc for 2017. Leclerc, who must win the GP3 title to earn enough qualifying points for an F1 superlicence, impressed Haas when he drove the car in FP1 in Britain, Hungary and Germany. Steiner said Haas needs a driver with experience for its second season.

KUBICA FOR FULL-TIME CIRCUIT RETURN

Formula 1 race winner Robert Kubica is "90% sure" of a return to circuit racing next season. The 2008 Canadian Grand Prix victor was present at France's round of the World Rally Championship in Corsica last week. "I have some offers, but I want to make sure that I do things the way I want to do it," he said.

CITROEN CLOSE TO 2017 ANNOUNCEMENT

Craig Breen and Stephane Lefebvre are expected to be announced as Citroen Racing drivers for next season's World Rally Championship later this month. Alongside Kris Meeke, both will contest this season's Rally GB, although Lefebvre's entry is subject to a recovery to full fitness after his Rally Germany crash. Elfyn Evans is also set to get an M-Sport WRC drive for his home event.

NEUVILLE PRIMED FOR HYUNDAI STAY

Thierry Neuville's stay with Hyundai is expected to be confirmed before next week's Rally Spain. While the South Korean squad remains tight-lipped on Neuville's future, Autosport understands that the deal is done.

ROSSI REMAINS AT ANDRETTI

Indianapolis 500 winner and ex-Manor Formula 1 driver Alexander Rossi will stay with the Andretti Autosport IndyCar team next year. Rossi joined the team for 2016 in the joint Herta-run entry, claiming 11th in the standings and rookie of the year honours. He has penned what he says is a one-year deal with options for multiple seasons.

NEUGARDEN TIPPED FOR PENSKE

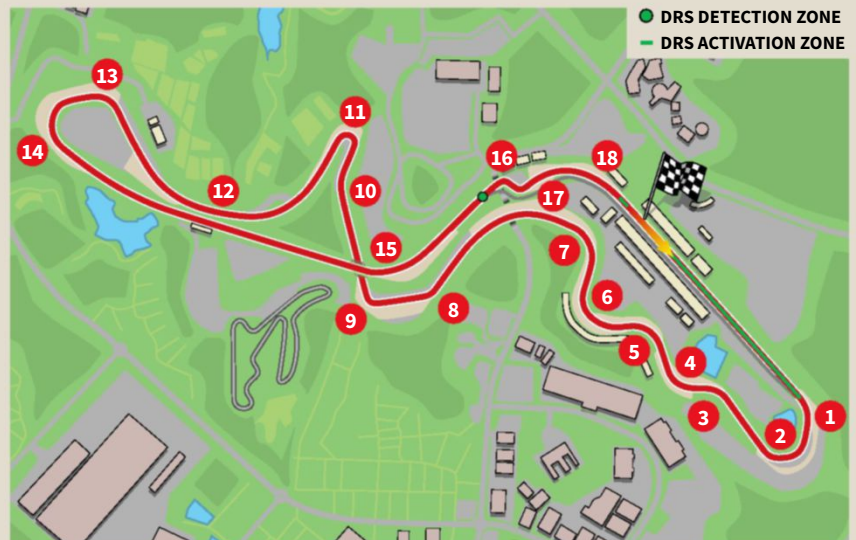
Penske is expected to decide Juan Pablo Montoya's IndyCar future this week, with Josef Newgarden the leading contender if it chooses to replace the Colombian. Newgarden (left, picture below) was fourth in this year's championship, four spots ahead of Montoya (right of pic), and last week his 2016 team Ed Carpenter Racing announced his departure.



F1 PREVIEW

Japanese Grand Prix

October 7-9



SUZUKA

LENGTH 3.608 miles **NUMBER OF LAPS** 53
2015 POLE POSITION Nico Rosberg 1m32.584s
POLE LAP RECORD Felipe Massa 1m29.599s (2006)
RACE LAP RECORD Kimi Raikkonen 1m31.540s (2005)



Tyre allocation



UK start times

LIVE ON SKY SPORTS F1

FRIDAY

FP1 0200 **FP2** 0600

SATURDAY

FP3 0400 **QUALIFYING** 0700

SUNDAY

RACE 0600

HIGHLIGHTS ON CHANNEL 4

QUALIFYING SATURDAY 1230 **RACE** SUNDAY 1330

Previous winners

2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Sebastian Vettel	Red Bull
2011	Jenson Button	McLaren
2010	Sebastian Vettel	Red Bull
2009	Sebastian Vettel	Red Bull
2008	Fernando Alonso	Renault
2007	Lewis Hamilton	McLaren
2006	Fernando Alonso	Renault

Themes to watch

MERCEDES RELIABILITY

After Lewis Hamilton's very public engine failure in Malaysia, Mercedes will be under pressure to be bulletproof to allow Lewis a straight shot at Nico Rosberg.

RED BULL'S DUO

Suzuka is a great driving challenge, so should provide another fine tussle between Red Bull aces Daniel Ricciardo and Max Verstappen.

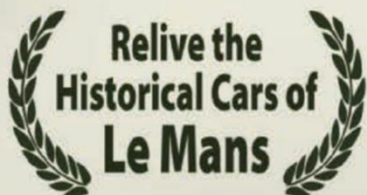
OCON v WEHRLEIN

Esteban Ocon started to look more comfortable as an F1 driver in Malaysia. Now we should really see the fight between him and Pascal Wehrlein at Manor.

ALGARVE CLASSIC FESTIVAL



28-30 OCTOBER 2016



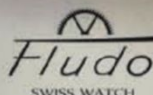
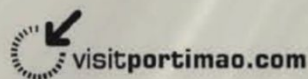
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FEEDBACK

Spice up F1? Make the races tougher

I suspect like many F1 fans I have spent a fair amount of time in the last couple of years pondering how the spectacle could be improved without getting away from the fundamental principles of development, or introducing false rules to spice things up, like reversed grids.

Having watched the last three races it seems to me that the only tweak required might be to make the races tougher. After all, we have the best drivers in the world, combined with the smartest engineers/state of the art technology. Races such as Monza (great though it is in its own way) are over in one hour 20 minutes, and clearly don't massively stress either driver or equipment – or should I say drivers and engineers can cope well with the demands of that race.

Compare that with Singapore and Malaysia where the combination of track layout, temperature and humidity take things right to the limit – for both the driver and the cars. This normally leads to interesting situations developing and/or a shake-up of the established order – eg Ricciardo almost catching Rosberg in Singapore and Hamilton blowing up at Sepang.

At the end of those races the drivers really look like they have had to work for a living. I know even Bernie can't change the weather, but perhaps the race distances could be lengthened to make some races tougher? (I appreciate there will be fuel capacity to consider.)

It's easy for me to say sitting in my armchair, but I would like to see man/machine/team stretched to the limit in every race, not just the ones where circumstances combine to make it difficult.

Alan Clarke
Nottingham

Secure the future of British GP

It's saddening to read of the potential threat to the future of the British Grand Prix, with the news that Silverstone is struggling to pay its race fees.

F1 might not be the be-all and end-all for how Silverstone operates as a business, but the need to keep the GP, an event that brings it global recognition, should be a priority.

Although I was initially sceptical, the track redesign and the Wing have brought the circuit into the modern age and created a first-class facility.

A plea therefore for someone to



Malaysia is always a test of driver endurance. Should more grands prix be as gruelling?

step in, save the race and secure the future of the British Grand Prix and the home of British motor racing, the starting place of F1.

Michael Brierley
Stalybridge, Cheshire

Firefighters should fight fires

As an ex-marshall at Silverstone of nearly 30 years' service, I'm amazed at the Renault team attempting to put Kevin Magnussen's fire out in the pitlane at the Malaysian Grand Prix.

They should not have been anywhere near a potentially exploding car! They should have all been wearing fireproof suits, not polo shirts and shorts!

There seemed to be marshals there, but they didn't appear to be carrying extinguishers. I didn't see a proper fire truck with firemen, and if they weren't in attendance there should be no racing of any kind at that circuit.

The time it took the officials to red-flag the practice session was way too long and beggars belief, knowing that the fire and possible explosion of the battery could have killed or maimed those standing far too close to the car.

I know mechanics in these teams are sometimes seen as the lowest form of cannon fodder, only to be replaced when they fall by the wayside, but to put them into that sort of danger is indefensible.

I have seen many incidents in my years as a marshal, but this sort of thing has to stop before team personnel are maimed or killed trying to do what fire marshals and fire crews are trained to deal with.

Patrick Wickham
Buckingham

HAVE YOUR SAY, GET IN TOUCH

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Congratulations to Max Fewtrell



on winning this year's British F4
championship after taking an impressive
lights-to-flag victory in the final race of the
season at Brands Hatch last weekend

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Infinity Sports Management
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Reborn in the USA?

American media giant Liberty's bid for control of Formula 1 has naturally fired up talk of more races over the pond

By Dieter Rencken, Special Contributor

[@RacingLines](#)

EVER SINCE IT BECAME PUBLIC KNOWLEDGE THAT Liberty Media was intent on acquiring a controlling share of Formula 1's commercial rights, expectations have been building for the sport to make a full-on return to the United States of America. Up to three additional grands prix in the US are said to be on the cards.

On the face of it this would make enormous sense, for the US, while no longer the world's largest car market, can claim to have done much to put the world on wheels, courtesy of Henry Ford. Also, anyone who has cruised the enormous country's roads is left in no doubt that the automobile forms a major part of American culture.

It is easy to understand F1's obsession with making it big in the USA, for here is a seemingly untapped market filled to the brim with petrolheads who would surely love three (or more) annual slices of Lewis or Mercedes. What enthusiast in their right mind would not buy into the sport's highest-tech cars careering around Central Park or across the Golden Gate Bridge?

However, as is so often the case with F1, what looks good on paper does not necessarily transfer to the track – a fact F1 has not grasped since first attempting to breaking into the USA (beyond the championship points-paying Indianapolis 500s) with a race at Sebring in 1959. Over time the "US Grand Prix" has been hosted by five more venues to place it third in the nomadic stakes behind the French Grand Prix (seven) and equal with the plethora of hosts of the European Grand Prix.

Add in those championship rounds hosted by Detroit, Dallas, Las Vegas and Long Beach under variations of the US Grand Prix title, and the USA hosted 55 grands prix at 10 venues, which compares favourably with France (58) or Germany (62, at three circuits) until one counts the number of overlapping years (eight), which reduces the number of seasons with at least one US round to 47 (of 67). Still, it sounds good, doesn't it?

However, the mere fact that the US hosted grands prix at more venues than any other country is somewhat akin to folk constantly moving addresses because they are struggling to pay the rent. Formula 1 seldom, if ever, enjoyed sustained popularity in the USA: an ostrich race in Phoenix pulled more punters than the nearby US GP in 1991, while the maiden grand prix at Indianapolis in 2000 attracted less than half the venue's usual Indy 500 attendance – even if the crowd was huge by F1 standards. It dropped by half again before Tony George yanked the plug after 2007.

Many blame the 2005 tyre debacle for the demise of the Indy/F1 partnership, but the writing was writ large long before Michelin got its numbers horribly wrong. Crowd figures at Circuit of the Americas have dropped steadily since the Austin circuit's inaugural 2012 race, while the New Jersey street race listed on the 2014 calendar eventually came to nothing.

It is not as though US brands are falling over themselves to sponsor F1, either. F1's tyre supplier, Pirelli, is Italian. Goodyear last graced a grid almost 20 years ago. And of F1's four major oil brands only Mobil-Esso is American; the rest are European (Shell, Total) and Malaysian (Petronas).

GM and Chrysler have never contested F1 (unless you count the blink-and-you'll-miss-it appearance of Lamborghini during Chrysler ownership), while Ford has dipped in and out of the sport. Mostly it did so with European partners such as Cosworth, and when the mothership *did* get involved – with Jaguar Racing – the results were catastrophic.

Ditto team sponsors: a quick run down the list reflects a distinct lack of US interest. Red Bull? The company entered

NASCAR, but when the team failed to find favour, Red Bull scaled back its involvement before exiting totally. If NASCAR can't sell cans in the US, why should F1?

Consider Haas F1, the only US operation to enter F1 in three decades. The parent

company's stated objective is to expand the global profile of its CNC machines via F1, since the US market is catered for by in-house operations such as the Stewart-Haas NASCAR team.

Why, too, are there no American drivers in F1? If Venezuelans and Colombians have won grands prix this century, why not Californians or New Yorkers? Alexander Rossi, who emulated Sebastian Vettel's Formula BMW successes, was unable to find support for an F1 seat – yet he won this year's Indy 500...

Team interests do not swing the balance, either: Ferrari restricts US sales to around 2000 cars annually, while the Mercedes factory in Alabama employs 4000 heads to manufacture mainly SUVs. Renault is not even represented in the USA, and Honda races in IndyCar to move its products.

All this points to a heavily overrated marketplace, one F1 has systematically failed to crack over the course of 60 years: a market that evidently does not need F1. Nor, patently, does F1 need the USA. Liberty Media is, of course, free to focus on whatever markets it senses potential in, but, equally, it should consider why the sport has failed to find traction in the States despite trying every which way for six decades. ❄

“US brands are not falling over themselves to sponsor Formula 1”



GARY HAWKINS

Sharp Shedden takes third title

Gordon Shedden needed to pull a big performance out of the bag at the Brands finale, and the Honda ace did just that

By Matt James, BTCC Correspondent

[@MattJMNews](#)





Gordon Shedden needed to roll his sleeves up and go out and win his third British Touring Car Championship title, and that is exactly what he did at Brands Hatch last weekend.

The Honda Civic Type R driver came to the Kent venue with 11 points to make up on table-topper Sam Tordoff, and was carrying 66kg of success ballast compared to 75kg for his BMW rival.

Shedden outqualified Tordoff in a tricky session in mixed conditions and headed his rival in all three races, including two podiums. The BMW man simply had no answer to the Team Dynamics ace's pace.

Colin Turkington in the Subaru made a desperate last dash for glory with a brace of victories, and Mat Jackson took his Motorbase Performance Ford Focus to a win in the third race of the weekend, but both came up short.

Shedden has been a master of damp

qualifying sessions this season. He banked a fourth-row starting slot for the opening race and took his chances to avoid the chaotic traffic ahead to land fifth by the end of the second lap.

It would be his reward at the flag and he improved that to third in the second encounter, which also included a truly daring pass on Josh Cook's MG on the run in to Paddock Hill Bend after a mid-race restart.

Given Tordoff's weight and pace struggles, which netted him a 10th and a fifth in the first two races, his breathing space at the top of the table had gone.

The BMW man went into the finale with only a two-point advantage, but the reversed grid must have given him some hope: he would start ahead of the Civic.

It lasted until the end of lap six. Shedden tightened his line coming out of Clearways and powered inside Tordoff to relieve his rival of the final podium position. When Adam Morgan's Ciceley Racing Mercedes-Benz demoted Tordoff a further place before the end of the 18 laps, Shedden was in heaven.

"It has to be one of the best ways to go

Champion's move:
Shedden makes crucial pass on Tordoff in the final encounter

out there and land a title when you have your main rival in front of you and you have to do it on the track. There were no other factors involved," said Shedden. "The Civic was simply superb all weekend, whether we were in mixed weather, had soft tyres on or were carrying the weight. It is a real tribute to the car that we were able to pull this off – again. It goes to show that you should never give up. You never know what will happen."

What happened was that he became the first man to retain the BTCC crown since Fabrizio Giovanardi in 2007-08.

Tordoff maintained his dignity throughout, and was keen to congratulate his victorious rival.

WSR team boss Dick Bennetts said that he thought the squad might not have helped its title-chaser with a set-up in race three that was radical, but Tordoff himself was sanguine.

"Actually, we have had a pretty good weekend in terms of race results," he said afterwards. "We have had two fifths and a 10th – usually, that's fine, but today we were just beaten by a faster car.



“THERE MUST BE AN EASIER WAY THAN THIS”

ON THE EVENING OF SUNDAY JUNE 19, REIGNING BTCC title-holder Gordon Shedden was not a very happy man. He'd just endured a dismal race weekend, scoring a pitiful four points across three races at Croft as his Honda Civic Type R struggled.

Halfway through the season he was ninth in the standings, 52 points off leader Sam Tordoff, and the prospect of a third crown looked very slim indeed.

Fast-forward to the evening of Sunday October 2, and Shedden's mood had dramatically improved as he wiped the champagne from his eyes and climbed from the Brands Hatch podium tightly clutching the BTCC trophy in his left hand.

“There has to be an easier way to win championships than this,” he said, referencing the fact he has had to adopt a maximum-attack strategy in the showdown in both 2015 and '16.

“We were shocking at Croft and I thought it was lost, but we stuck to our task in the second half of the year and I've given it everything. Even at the penultimate meeting at Silverstone, where I had a puncture in race one, I thought it was gone, but it is amazing how quickly we can turn it around.

“The BTCC is so competitive now, so many people can win races that you need to be absolutely on it. I've risked everything, I've made some bold moves and I've been on the edge more often than not.”

Although Tordoff had the upper hand in the points heading into the three-race showdown, Shedden held some ace cards. First, he knew he had nothing to lose so could put everything on the line and, second, he already knew exactly what it took to win the title; his younger rival did not.

“I was really relaxed all weekend simply because I didn't think it was going to happen,” added Shedden. “With Sam ahead in the points, with the ballast and reversed grids and so on, I thought it was going to be really difficult.

“Sitting on the grid for race three, I knew I was going to have to overtake Sam. When one of your championship challengers is right in front of you on the grid, and the other one [Colin Turkington] is right behind you, you have to just get your head down. In the race Sam was slipping and sliding a bit and I knew that I had to get past him and make it count.

“The experience of charging through to win last year did help me in terms of keeping everything under control; I could use that to my advantage. I was quite chilled out.”

Shedden's third crown has drawn him level with Honda team-mate Matt Neal. Another one in 2017 would put him on a par with the great Andy Rouse.

There won't be much time to bask in the success because he's realistic about the enormity of the task facing Honda and Team Dynamics next term: “We're going to have to make this car even faster for next year. The Subaru has been strong, the BMW and the Ford are there as well. We have to get on with it and improve massively.”

He'll work on ironing out the mishaps that have blighted his year. He failed to score points in six races, having only come away empty handed from two races in 2015: “I've had six non-scores this year and it is hard to win a championship with that amount of blanks on your score sheet. In the end, though, it was just enough.”

MATT BURT

“We just didn't have the performance, but I was in the title fight going in to the last round. That represents a significant step forward for me so there are positives to take from this.”

There were positives for Mat Jackson and the Motorbase Performance team too. The Ford Focus driver took the win in the final race, but that was only after a magnificent recovery over the three races when his run was mistimed in the damp qualifying session. He clawed it back to 11th (from 19th) in race one, and then improved to seventh in race two.

He was out of the bigger title picture by that stage, but Jackson was pulled on reversed-grid pole. Although he had the less favourable soft Dunlops fitted, he only had 27kg of ballast.

He didn't need a second invitation to add to his win tally as he became a five-time 2016 winner, fending off the impressive Aiden Moffat in his Ciceley Racing Mercedes-Benz throughout. The win promoted Jackson to third in the points.

Team BMR Subaru driver Colin Turkington would not seriously >>





SUTTON SECURES JACK SEARS TROPHY

ASH SUTTON WON 18 OUT OF THE 30 ROUNDS of the Jack Sears Trophy, run for novices in the British Touring Car Championship, this season. It was a poignant year in which the man for whom the accolade was named, the first British Saloon Car champion in 1958, died.

Despite Sutton's record of success, there was still work to be done at Brands Hatch to seal the trophy ahead of second-placed man Michael Epps in the Team Hard Toyota Avensis.

And the wheels so nearly came off for Triple Eight Racing MG6 driver Sutton at the very last hurdle. "We could have had it in race two after winning the opener," explained Sutton. "I only needed to be classified as a finisher. Despite contact with Matt Neal, we were sat in sixth place overall in the race and the top JST car and then the engine let go. That put the pressure back on the team because that meant that we had to change the motor in time for the final race."

There was very real pressure. If Epps had won race three and Sutton had failed to start, the MG man would have lost the crown. But Triple Eight pulled it out of the bag and he claimed 24th, fourth in class and the JST.

"At the start of the year I set myself four targets: I wanted to get my first pole, which I did at Donington Park; I wanted to get an Independent win; and I wanted to win outright. I ticked those boxes off pretty quickly," said Sutton (above, with Jack's son David Sears). "Winning this trophy was the final thing I wanted to do, and I did it."

"It was a crazy weekend, but I can't thank the team enough. Now my targets are even higher: next year, I want to hand back the JST and swap it for the main trophy. That has to be the aim."



have been thinking about landing a third BTCC title at Brands Hatch ahead of last weekend. He was a whopping 37 points adrift as the trucks rolled into the circuit.

But there was a hint that something special was about to happen after the qualifying session that had been held in damp but drying conditions.

The Northern Irishman used all of his silky skills to land a string of perfect laps to top the session. At least, he thought, he was one point closer to the crown after that. But what happened over those opening two races was remarkable.

"I knew every single point was valuable," said Turkington. "Race one went like a dream, the car was great and I could have carried on for ages."

Race two was a less comfortable victory, with Team BMR team-mate Jason Plato glued to his bootlid.

Plato's bid to land the title had been quashed after the opening race, even though he had taken a solid third place behind his sister car and Rob Austin's Handy Motorsport Toyota Avensis.

So would he look after his team-mate's hopes? As he forcefully swarmed all over the back of the leading Levorg in race two, it looked like he wouldn't.

Turkington explained: "I was pushing like crazy because I wanted the fastest lap, to win and to get the point for leading. Then the tyres just went – with 75kg on, it was hard work."

And the workover Plato was giving

him wasn't helpful. "I wasn't sure of the [team orders] mentality at that stage," said Turkington subtly.

Plato got the radio call to play the team-orders game with three laps to go and obeyed, holding up the queue (with all of the leading players on the soft tyres) behind.

It would be for naught though, as Turkington was mired with 75kg of ballast for the final encounter. He went in to the race only 10 points away from Tordoff, but simply couldn't progress. He started seventh but was a sitting duck for faster rivals, and fell to 12th.

"When you get so close, it is disappointing," said Turkington. "It was a long shot but came so tantalisingly close, it hurts. But we should really be celebrating being in this position at all, because this was a brand new programme at the start of the season."

Another driver whose title charge ended on a quiet note was Rob Collard. He had been fourth going in to the meeting with the WSR BMW 125i M Sport and was just 17 points from the top.

He beat his qualifying jinx too. He has been blighted on Saturdays this season through a mixture of circumstances so that his average starting position before Brands Hatch was 17th. To line up 12th for race one was thus a minor success.

He was hampered on the opening lap of races one and two when he was forced to take evasive action caused by those in

DUN
FOR EVER



ALL PICS: EBREY/LAT; HAWKINS



front slipping up. He was 12th in race one – after an early duel with Matt Neal’s Honda Civic – and 10th in race two. It was game over.

A dejected Collard said: “The BMW was excellent in the corners – as usual – but overtaking was very difficult and having to lose so many places because some other drivers decided to drive into each other was quite frustrating.”

‘Quite’ was an understatement. He scored a weekend’s best of ninth in race three, but it was too little too late. He ended up fifth in the points.

Race three was run without Neal. He had kept his chances alive with a battling run to seventh in the opening race and

that meant he had outscored Tordoff too to keep the pressure on.

But, in race two, his title hopes went off the rails dramatically. He was running comfortably in sixth place, right on the coat-tails of a group fighting for a podium spot when the Civic suddenly shut down as the pack entered lap four.

Neal reset the master system on the car, hoping it was an electrical problem. When it rebooted, it wasn’t a fix and he was left trickling around to retire.

But that wasn’t the end of his dramas. He was going slowly on the left-hand side of the circuit as the field came out of Druids, but Ash Sutton’s Triple Eight Racing MG6 couldn’t avoid side-to-side

Turkington starred and took two wins, but it wasn’t enough to snatch the crown

contact with the #25 Honda.

Neal speared into the outside wall and the car rotated back onto the track. He was lucky to be avoided by the oncoming midfielders, but that was his meeting and title charge over. Medics checked him over and it was determined he had mild concussion, preventing him from taking part in the finale.

Jackson’s Motorbase team-mate Andrew Jordan had also been in the frame, but his hopes were dented when he was innocently caught up in a race-one crash. Hunter Abbott’s Power Maxed Chevrolet Cruze, which had started fourth for the opening race, was turned around at Druids on lap two and the unsighted Jordan couldn’t avoid contact.

He recovered for 13th and then 11th in the finale, which was enough to hand him the Independents Trophy. “It is great to win a title – the first for the team – but it’s not quite the big prize, is it?” he said ruefully.

Aside from the main players with their championship concerns, the most impressive was Josh Cook in the Triple Eight MG. He had new driver coach and former BTCC racer Danny Buxton on hand, and it worked. Cook lined up fifth and raced to a podium in the opener, before a fourth and a seventh in race three. It is a shame that, with such a tumultuous meeting unfolding around him, it will go unnoticed as the third highest points haul of the weekend. ✨



Tordoff missed out on his first BTCC title by just two points

CLIO CUP
UNITED KINGDOM

RENAULT SPORT



SAMPLER DAY

WHAT RENAULT UK CLIO CUP JUNIOR **WHEN** SUNDAY 30 OCTOBER 2016 **WHERE** BLYTON PARK, LINCOLNSHIRE

- Drivers aged 14 to 17 are invited to test with teams in early preparation ahead of the new Renault UK Clio Cup Junior championship at Blyton Park on 30 October.
- 2 x 3-hour track sessions will provide drivers with plenty of track time to sample cars in Junior specification.

- Each team will provide one car with an experienced instructor while on track...
- Renault Sport UK will also provide a full parts supply as well as technical advice throughout the day.
- The new Renault UK Clio Cup Junior championship will launch

in 2017 and is set to revitalise Junior car racing in Great Britain.

- Cars are almost identical to those raced in the Renault UK Clio Cup at British Touring Car events – Junior racing regulations will limit them to five gears (not six) and a maximum speed of 100mph. They will also run on road tyres (Michelin's Pilot Sport 3).

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EMAIL will.fewkes-extern@renault.co.uk
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Congratulations to Ant Whorton-Eales on winning the 2016 Renault UK Clio Cup crown. In a nail-biting final round at Brands Hatch, Ant took the championship by eight points after scoring nine wins – more than any other driver – during the campaign. A huge thanks to all the team and sponsors for a fantastic season.



For more information on Ant, contact **Tel:** +44 (0) 7713 784651
Email: ant@awemotorsport.co.uk



RESULTS ROUND 10/10, BRANDS HATCH, OCTOBER 2, RACE 1 (16 LAPS – 38.931 MILES)

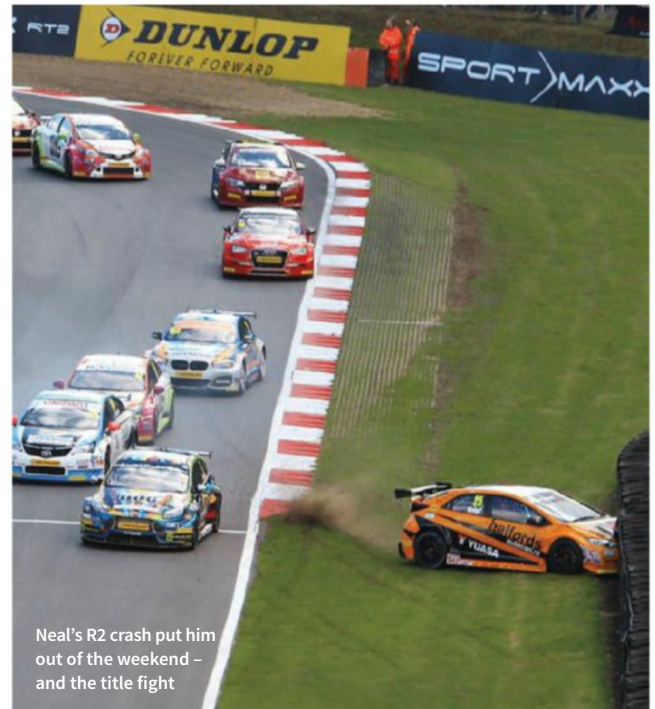
POS	DRIVER	TEAM	CAR	TIME
1	Colin Turkington (GB)	Team BMR	Subaru Levorg	25m56.267s
2	Rob Austin (GB)	Handy Motorsport	Toyota Avensis	+4.570s
3	Josh Cook (GB)	Triple Eight Racing	MG6	+5.314s
4	Jason Plato (GB)	Team BMR	Subaru Levorg	+5.903s
5	Gordon Shedden (GB)	Team Dynamics	Honda Civic Type R	+10.750s
6	Adam Morgan (GB)	Ciceley Racing	Mercedes-Benz A-Class	+11.130s
7	Matt Neal (GB)	Team Dynamics	Honda Civic Type R	+11.620s
8	Aiden Moffat (GB)	Ciceley Racing	Mercedes-Benz A-Class	+17.894s
9	Ash Sutton (GB)	Triple Eight Racing	MG6	+18.077s
10	Sam Tordoff (GB)	WSR	BMW 125i M Sport	+19.564s
11	Mat Jackson (GB)	Motorbase Performance	Ford Focus	+20.195s
12	Rob Collard (GB)	WSR	BMW 125i M Sport	+21.177s
13	Jack Goff (GB)	WSR	BMW 125i M Sport	+25.068s
14	Tom Ingram (GB)	Speedworks Motorsport	Toyota Avensis	+29.982s
15	Jake Hill (GB)	Team Hard	Toyota Avensis	+31.106s
16	Michael Epps (GB)	Team Hard	Toyota Avensis	+31.180s
17	Martin Depper (GB)	Eurotech Racing	Honda Civic Type R	+31.329s
18	Ollie Jackson (GB)	AmD Tuning	Audi S3 Saloon	+31.600s
19	Jeff Smith (GB)	Eurotech Racing	Honda Civic Type R	+33.005s
20	Matt Simpson (GB)	Speedworks Motorsport	Honda Civic Type R	+33.731s
21	Alex Martin (GB)	Team Parker Racing	Ford Focus	+35.181s
22	Daniel Welch (GB)	Welch Motorsport	Proton Persona	+40.330s
23	James Cole (GB)	Team BMR	Subaru Levorg	+40.845s
24	Kelvin Fletcher (GB)	Power Maxed Racing	Chevrolet Cruze	+54.660s
25	Stewart Lines (GB)	Maximum Motorsport	Ford Focus	+1m00.182s
R	Mark Howard (GB)	Team BKR	Volkswagen CC	15 laps-puncture
R	Aron Smith (IRL)	Team BKR	Volkswagen CC	12 laps-puncture
R	Warren Scott (GB)	Team BMR	Subaru Levorg	12 laps-puncture
R	Tony Gilham (GB)	Team Hard	Toyota Avensis	2 laps-engine damage
R	Hunter Abbott (GB)	Power Maxed Racing	Chevrolet Cruze	1 lap-accident damage
R	Andrew Jordan (GB)	Motorbase Performance	Ford Focus	1 lap-accident damage

Winner's average speed 90.05mph. **Fastest lap** Turkington 1m31.372s, 95.86mph.



Jackson took his fifth 2016 win – and third in the points – in finale

ALL PICS: GARY HAWKINS



Neal's R2 crash put him out of the weekend – and the title fight

QUALIFYING

1 Turkington 1m31.838s; **2 Austin** 1m32.052s; **3 Plato** 1m32.059s; **4 Abbott** 1m32.066s; **5 Cook** 1m32.096s; **6 Goff** 1m32.204s; **7 Shedden** 1m32.320s; **8 Morgan** 1m32.391s; **9 Moffat** 1m32.581s; **10 Tordoff** 1m32.687s; **11 Neal** 1m32.857s; **12 Collard** 1m32.980s; **13 Jordan** 1m33.085s; **14 Epps** 1m33.095s; **15 Sutton** 1m33.099s; **16 O Jackson** 1m33.379s; **17 Simpson** 1m33.401s; **18 Depper** 1m33.416s; **19 M Jackson** 1m33.563s; **20 Hill** 1m33.903s; **21 Cole** 1m34.085s; **22 Scott** 1m34.564s; **23 A Smith** 1m34.738s; **24 Martin** 1m34.793s; **25 Fletcher** 1m34.968s; **26 Gilham** 1m35.822s; **27 Welch** 1m35.879s; **28 Howard** 1m36.888s; **29 J Smith** 1m37.529s; **30 Lines** 1m38.266s; **31 Ingram**.

GRID RACE 2 Decided by result of Race 1.

RACE 2 (17 LAPS – 41.365 MILES)

1 Turkington 28m52.932s; **2 Plato** +1.128s; **3 Shedden** +1.535s; **4 Cook** +1.827s; **5 Tordoff** +2.431s; **6 Moffat** +2.931s; **7 M Jackson** +3.046s; **8 Morgan** +3.336s; **9 Ingram** +3.626s; **10 Collard** +3.963s; **11 J Smith** +4.650s; **12 Hill** +5.697s; **13 Jordan** +7.043s; **14 A Smith** +10.510s; **15 O Jackson** +13.455s; **16 Epps** +14.421s; **17 Abbott** +14.904s; **18 Depper** +15.214s; **19 Simpson** +16.729s; **20 Goff** +16.743s; **21 Cole** +16.808s; **22 Martin** +19.672s; **23 Scott** +20.541s; **24 Fletcher** +20.888s; **25 Lines** +25.510s; **26 Howard** +36.284s; **27 Welch** +44.694s; **28 Gilham** +1m03.135s; **R Austin** 14 laps-alternator; **R Sutton** 9 laps-engine failure; **R Neal** 3 laps-crash.

Winner's average speed 85.93mph. **Fastest lap** Neal 1m31.570s, 95.65mph.

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

RACE 3 (18 LAPS – 43.797 MILES)

1 M Jackson 30m42.447s; **2 Moffat** +1.016s; **3 Shedden** +1.454s; **4 Morgan** +1.660s; **5 Tordoff** +2.600s; **6 Ingram** +2.734s; **7 Cook** +3.046s; **8 Hill** +4.093s; **9 Collard** +4.188s; **10 Plato** +5.937s; **11 Jordan** +6.152s; **12 Turkington** +6.398s; **13 Goff** +6.823s; **14 Austin** +6.854s; **15 Depper** +8.812s; **16 Cole** +9.221s; **17 J Smith** +9.460s; **18 Simpson** +9.833s; **19 Martin** +10.469s; **20 A Smith** +11.050s; **21 Fletcher** +11.625s; **22 Lines** +12.175s; **23 Howard** +13.020s; **24 Sutton** +31.193s; **25 Epps** -1 lap; **R Welch** 13 laps-spin; **R Gilham** 9 laps-damage; **R O Jackson** 8 laps-crash; **R Scott** 2 laps-spin; **R Abbott** 0 laps-damage; **NS Neal**.

Winner's average speed 85.57mph. **Fastest lap** Goff 1m31.742s, 95.47mph.

CHAMPIONSHIP

1 Shedden 308; **2 Tordoff** 306; **3 M Jackson** 292; **4 Turkington** 289; **5 Collard** 278; **6 Neal** 275; **7 Plato** 256; **8 Jordan** 255; **9 Morgan** 241; **10 Ingram** 219.

Ogier makes his mark in Corsica's history

The reigning world champion is never one to dwell on rallying's past, but his dominant performance on the island was the stuff of legend

By David Evans, Rallies Editor

[@daviddevansrally](#)

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How about this 22-year-old? He's doing OK. Finished third on one round of the Peugeot 206 Cup, sixth in the championship.

Top rookie, though. What do you think? Worth a punt?

Somebody thought so. One year on and he's dominated France's premier one-make series. Nine years down the road, last weekend, and he's taken his first ever Tour of Corsica win – a success virtually guaranteeing him a fourth straight World Rally Championship win.

What a difference a decade has made for Sebastien Ogier.

Last Friday, the Volkswagen star turned in the perfect day on the roads around Ajaccio. He won all four stages, built a 44-second lead and took his team-mates Jari-Matti Latvala and Andreas Mikkelsen to the cleaners. The nearest Polo to his was as near as damn it a minute down.

Asked about the performance of the Finn and Norwegian, Ogier looked a little uncomfortable before admitting he was as surprised as anybody at the gap.

Almost as impressive as Ogier was Thierry Neuville. Biffing a wall in the rain on Saturday afternoon aside, the Belgian was pretty much perfect. Hopes of another intra-Hyundai fight between Neuville and Dani Sordo went south when a fourth-stage puncture hobbled the Spaniard's i20 WRC.

From then on, Neuville's focus was on defending second from a recovering Mikkelsen, which he did successfully.

And then there was Kris Meeke. He had done just about everything possible to deflect attention away from his chances of victory on the French island – a policy that included describing his own efforts as “pathetic” last season.

The same can't be said about this year. Try as he might to hide his light beneath a bushel, winning three of 10 stages – including a 35.3s advantage on Sunday morning's 33.41-mile opener – isn't going to help the cause.

Like he was when he won Portugal



Meeke had winning pace but was stymied by a puncture, then an encounter with a tree

and Finland, Meeke was sublime. Could he have won here? Absolutely. Spinning on SS1 cost him more than the four seconds he'd dropped to Ogier by the finish of that stage, but the big question was how much did the defending world champion have in reserve?

Ogier's efforts on the road from Plage du Liamone to Sarrola-Carcopino (stages two and four) were nothing short of spellbinding. He took 10s out of Meeke both times the stage was run.

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Ogier surprised even himself at the size of the gap to his rivals

“He got it hooked up in there,” said Meeke. “That was impressive.”

Mikkelsen went a bit further: “He took 10s out of me in that stage. When I got to the end and looked at the time I thought, ‘OK, I can see where four or five have gone, but where the hell did he get the other five from?’”

If Ogier had a few more of those in the locker, Meeke’s chances of a third win of 2016 were slim. Unfortunately, a still unexplained puncture on the front-left of the DS 3 ruined the fight on the third stage. And anyway, if the puncture hadn’t got him, a mistake on the recce would. The first corner of SS6 was a long, third-gear left-hander. On the second practice run Meeke decided to change the note, removing the words “tightens to minus”.

What did that mean? “That meant I was on the gas when I should have been on the brakes,” said Meeke, very matter-of-fact.

The upshot was four black lines leading to a meeting between right-front wheel and a small, but frustratingly stout, tree. Steering rearranged, Meeke was no more on Saturday – but returned with

more stunning times on Sunday.

“After I hit the tree, it could go one of two ways,” said Meeke. “I could start questioning every note, or I could get back in the car and commit to absolutely everything. That’s what I did. It worked well, but I have to say a big thanks to my gravel-note crew – they got everything absolutely perfect.”

In overall terms Abu Dhabi Total team honour was upheld by Craig Breen, who placed the sister DS 3 WRC fifth. It’s a mark of how far Breen’s come this season that he was actually a little disappointed – incredible how a Rally Finland podium can raise expectations.

It was, however, all-change for the Breen demeanour. This time he looked like a man who’d found his place as well as his pace. Such composure breeds confidence and usually comes from certainty in one’s surroundings.

Breen’s future was at the heart of much of the service park chatter. But his preferred topic was the Tour of Corsica. It was the same with Meeke and Latvala, both of whom fully appreciate what this place means >>

KUBICA, RALLY FAN

TWELVE MONTHS AGO ROBERT KUBICA WAS leading the Tour de Corse. Back on the island last week, the 2008 Canadian Grand Prix winner was, literally, on the other side of the fence.

This spectator was mingling with fellow fans and looking on with a similar level of envy as the cars arrived at Friday’s remote tyre zone in Porticcio.

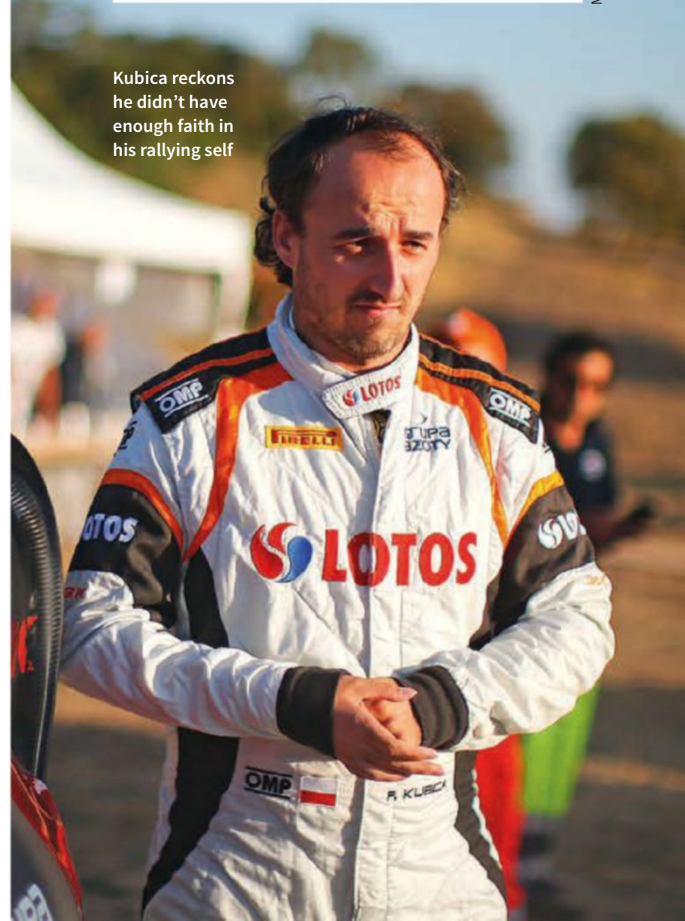
“I miss this,” he said, “and there are some things I regret from rallying. With experience I would probably do some things differently. I took some decisions with a circuit racing driver’s mentality and I don’t think I believed in myself enough as a rally driver.”

Kubica arrived in Corsica fresh from a return to competition in the Renault Sport Trophy at Spa – and admitted circuit racing was his most likely destination next season.

“It’s normal that I have more offers in circuit racing,” he said. “That’s where I was brought up and I think of myself as a better race than rally driver. It’s probably 90% sure that I’ll be back on a circuit next year. I have some offers, but I want to make sure that I do things the way I want to do them. I would look forward to returning to circuit racing at a high, professional level. But, at the same time, I have to think about the physical side and about my limitations.”

There are plenty in the service park hoping Kubica further exploits that 10% chance of remaining in rallying. For those who looked beyond the bent metal, they found one of the most natural talents ever to grace a World Rally Car – and a driver whose F1-style approach was a more than welcome addition to a sport that is all too often willing to settle for second best.

Kubica reckons he didn’t have enough faith in his rallying self



to the sport and the championship.

France fooled itself for a while that rehousing its WRC round in Alsace was a good idea. It wasn't. It played on popular appeal for a while, but once local hero Sebastien Loeb had gone, its days were numbered.

Corsica is where it's at for France and rallying. The passion, the history and the legend are around every one of those 10,000 corners.

There is, however, one corner where tragedy will be forever etched. Courtesy of the return of a true tour of Corsica, I found myself passing through Corte on the road from Ajaccio back up to Bastia. Thirty years on, time had to be made to visit the left-hander that changed rallying forever.

To the wider world the junction of the RT202 and D18 just north of Corte is just that. On May 2, 1986 Henri Toivonen was enjoying a long overdue purple patch. He'd won the last two rallies he'd finished in Lancia's Delta S4 and he was streets ahead in Corsica. He and Sergio Cresto were dominating the event when they arrived at the start of that fateful 18th stage.

Driving that road, you can't help but imagine the speeds the Finn would have achieved. The D18 is by no means your typical Corsican mountain road. It runs through farmland, starting with a moderately steep ascent before leveling off slightly to deliver the kind of undulations that bring some beautiful cambers. More than one of these corners must have made him smile.

Half a mile before the site of the accident, there's a near identical-radius bend with an even higher approach speed – leaving you to wonder once more what changed in the next 10 seconds that meant he couldn't make that left-hander.

A foot-high wall has been built around the outside of the corner, but staring beyond that into the trees below was as chilling last week as it's ever been.

None of Toivonen's countrymen would be back in Corsica a year on, and for eight years after the accident Juha Kankkunen was the only frontrunning Finn on the entry list. Markku Alen never went back – and he'd won it twice.

"I lost two team-mates in two years to Corsica," says Alen, "Attilio [Bettega] in 1985, then Henri the next time. Too much."

Last weekend a fire claimed the DS 3 WRC that Scotsman Stuart Loudon was co-driving. Like Toivonen's Delta the Citroen was gutted, but the difference three decades makes in terms of safety meant it took almost 10 minutes for an engine-bay fire to make its way through the firewall and into the cockpit – a cockpit from which Loudon and driver Mohamed Al Mutawaa had long since extricated themselves. Thankfully the days of seats mounted on top of petrol tanks loaded with rocket fuel are long gone.

Safer cars or not, Corsica still bites: it had two goes in three years at Colin McRae. The smaller of those shunts almost cost the 1995 world champion a finger. In 2000, co-driver Nicky Grist feared his friend would pay the ultimate price.

Grist recalls in the book *McRae, Just Colin*: "Unusually for Corsica the stage included a flat-out section for about a kilometre and a half. We were flying along and all of a sudden, out of nowhere it seemed, came a third-gear left and Colin hadn't even lifted. We were going miles too fast so Colin pitched the car in early to try to give himself some more space and we hit the banking on the inside. The car began to corkscrew over and went through a gap in the wall. We then plunged down into the ravine, whacking into a massive tree, which pierced the windscreen on Colin's side.

"When the noise stopped we were upside down on the roof, 10 metres down and everything was dark. I put my hand down, undid my belts and asked Colin if he was all right. He didn't reply. He was unconscious. I tried to open my door and I couldn't, it was wedged against something and the gap was too small to get out. I took my helmet off and I lay on my back on the roof trying to kick my way out. Colin then came round and he was screaming at me to get him out, to which all I could say was, 'You're OK, I'm here, I'll get you out.'"

Despite all the scare-stories and



Breen is fired by a new-found confidence, so was disappointed to finish only fifth

tales of tragedy, Corsica's return to the world championship was something to rejoice last season.

This event is rallying's Everest. It's there, so it has to be conquered. Sure, there are other mountains like there are other world rallies, but rarely are the stakes as high as they are in Corsica.

And that's what makes rally drivers a little bit different. Look how much Tamburello changed after Ayrton Senna's death in the 1994 San Marino Grand Prix. The roads around Corte? The odd wall here and there aside, they've changed not a bit since Gilberte Thirion won the first Tour 60 years ago.

Get up in the mountains, where the mist mingles with the smell of smoke from the early autumn wood fires, and it's not hard to imagine Sandro Munari charging past in a Lancia Stratos. If it were 1977, he'd have had Piero Sodano alongside him.

Not seen enough these days, Sodano remains great company. Sanremo will always be closest to the Italian's heart, but Corsica isn't far away.

"I remember," he said, "when we did that rally, I put on my crash helmet when I got in the car and I didn't take it off. We made pacenotes for the whole route, not just the stages – the road sections were so tight for the timing, we drove the whole time nearly flat-out."

Stories like that help to make this place so special. Not that a return to a wholesale road race is being advocated.

When the WRC left this island bound for Alsace in 2009, Corsica was mired in a cloverleaf format that restricted organisers' ability to showcase the character and heritage of their rallies.

Coming back last season, central service was a muddy field in Corte. This



Neuville was fierce in his defence of second place

ALL PICS: MCKLEIN.DE



rally was better than what we saw in 2015. And last week showed that.

Event director David Serieys should be applauded for delivering a fabulous route that explored all corners of Corsica. There was, of course, strong financial reasoning for the route, with cash being sourced from across the island. But, just for a moment, set commercial reality to one side and enjoy the return to round-island racing.

Ironically, the event was won by Ogier, a driver with little knowledge of Jean-Claude Andruet, Bernard Beguin, a Renault-Alpine or a Lancia O37. But that didn't matter. Such was the style of Ogier's win, his dominant performance elevated him immediately to the heights of a Didier Auriol or a Bernard Darniche. And in any case, there's plenty of appreciation from the other side of the car – Julien Ingrassia spent many a summer on the island dreaming of doing just what he did last week.

The challenge now for Corsica is to do it all again in just six months. Precisely the same calendar change came about between 2005 and '06, when it shifted from October back to its more traditional April date.

Two things are worth remembering ahead of the rally's return: the potential for snow and ice on what remain alpine-spec roads that regularly run close to 1000 metres above sea level, and the fact that the WRC is coming back with what will be the fastest rally cars ever to grace these stages.

And it'll be back with the man who turned sixth in the 2006 Peugeot 206 Cup into world domination. World domination he'll extend for another season if he can find 16 points in Spain next week. ❄️

RESULTS ROUND 10/13, TOUR DE CORSE, SEPTEMBER 30-OCTOBER 2

POS	DRIVER	CO-DRIVER	TEAM	TIME
1	Sebastien Ogier (F)	Julien Ingrassia (F)	Volkswagen Motorsport · Volkswagen Polo R WRC	4h07m17.0s
2	Thierry Neuville (B)	Nicolas Gilsoul (B)	Hyundai Motorsport · Hyundai i20 WRC	+46.4s
3	Andreas Mikkelsen (N)	Anders Jager (N)	Volkswagen Motorsport II · Volkswagen Polo R WRC	+1m10.0s
4	Jari-Matti Latvala (FIN)	Miikka Anttila (FIN)	Volkswagen Motorsport · Volkswagen Polo R WRC	+1m35.6s
5	Craig Breen (IRL)	Scott Martin (GB)	Abu Dhabi Total WRT · Citroen DS3 WRC	+2m18.6s
6	Hayden Paddon (NZ)	John Kennard (NZ)	Hyundai Motorsport N · Hyundai i20 WRC	+2m36.1s
7	Dani Sordo (E)	Marc Marti (E)	Hyundai Motorsport · Hyundai i20 WRC	+3m06.9s
8	Eric Camilli (F)	Benjamin Veillas (F)	M-Sport WRT · Ford Fiesta RS WRC	+4m53.9s
9	Mads Ostberg (N)	Ola Floene (N)	M-Sport WRT · Ford Fiesta RS WRC	+5m37.7s
10	Ott Tanak (EST)	Raigo Molder (EST)	DMACK World Rally Team · Ford Fiesta RS WRC	+6m26.6s
OTHERS				
16	Kris Meeke (GB)	Paul Nagle (IRL)	Abu Dhabi Total WRT · Citroen DS3 WRC	+22m35.2s
17	Lorenzo Bertelli (I)	Simone Scattolin (I)	FWRT · Ford Fiesta RS WRC	+24m09.4s
R	Kevin Abbring (NL)	Seb Marshall (GB)	Hyundai Motorsport N · Hyundai i20 R5	SS7 - damaged water pipe
R	Bryan Bouffier (FR)	Denis Giraudet (FR)	Bryan Bouffier · Citroen DS3	SS10 - engine
R	Mohamed Al Mutawaa (UAE)	Stuart Loudon (GB)	Abu Dhabi Racing · Citroen DS3 R3T	SS5 - accident

DRIVERS' CHAMPIONSHIP

1 Ogier 195; 2 Mikkelsen 127; 3 Neuville 112; 4 Paddon 102; 5 Latvala 101; 6 Sordo 92; 7 Ostberg 80; 8 Meeke 54; 9 Tanak 53; 10 Breen 35.

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen Motorsport 302; 2 Hyundai Motorsport 241; 3 M-Sport WRT 136; 4 Volkswagen Motorsport II 111; 5 Hyundai Motorsport N 104; 6 DMACK World Rally Team 46.

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Acqua Doria - Albittreccia 1 (30.89 miles)	Ogier 30m24.1s	Ogier	Meeke +4.0s
SS2 Plage du Liamone - Sarrola-Carcopino 1 (18.09 miles)	Ogier 18m39.6s	Ogier	Meeke +14.7s
SS3 Acqua Doria - Albittreccia 2 (30.89 miles)	Ogier 30m11.6s	Ogier	Neuville +32.5s
SS4 Plage du Liamone - Sarrola-Carcopino 2 (18.09 miles)	Ogier 18m37.5s	Ogier	Neuville +44.0s
SS5 Orezza - La Porta - Valle di Rostino 1 (33.38 miles)	Meeke 35m36.5s	Ogier	Neuville +52.6s
SS6 Novella - Pietralba 1 (19.14 miles)	Ogier 18m26.2s	Ogier	Neuville +53.6s
SS7 Orezza - La Porta - Valle di Rostino 2 (33.38 miles)	Ogier 35m38.1s	Ogier	Neuville +59.5s
SS8 Novella - Pietralba 2 (19.14 miles)	Neuville 19m06.1s	Ogier	Neuville +46.5s
SS9 Antisanti - Poggio di Nazza (33.42 miles)	Meeke 33m11.6s	Ogier	Neuville +43.8s
SS10 Porto-Vecchio - Palombaggia (PowerStage) (6.47 miles)	Meeke 6m09.0s	Ogier	Neuville +46.4s



Ogier and Ingrassia took a step closer to 2016 title

GALSTAD/LAT



Ligier and Pla are *les plus grands* at Petit

PETIT LE MANS
ROAD ATLANTA (USA)
OCTOBER 1
IMSA SPORTSCAR, ROUND 12/12

THE MICHAEL SHANK RACING LIGIER MORE or less dominated the Petit Le Mans IMSA SportsCar Championship finale. The truth was that Olivier Pla, Oswaldo Negri Jr and John Pew were much better than their 3.5-second margin of victory after 10 hours of racing at Road Atlanta.

The Shank Ligier-Honda JSP2 was the fastest car around the 2.54-mile circuit throughout practice and qualifying – polewinner Pla was quickest in every session – and again in Saturday’s race. The result was closer than it should have been courtesy of five safety cars – including a mammoth 64-minute period for repairs to the track surface at Turn 3 – and a series of minor issues that on another occasion might have spelled disaster for the team.

The superiority of Shank’s Ligier LMP2 was evident from the get-go. Pla charged off into a lead that stood at approaching 20s at the end of his stint. But the race could have been derailed for Shank as early as the first round of pitstops.

The locating pins on the right-rear wheel detached themselves from the hub during the tyre change. “All four fell out like broken teeth”, said team boss Mike Shank. The resulting delay and then a conservative shift in what turned out to be only stint for amateur

driver Pew left the car a lap down.

The Ligier came back quickly onto the lead lap with Pla at the wheel during the first safety car, but there was the more pressing problem of overcoming the wheel problem. It was eventually addressed by borrowing a higher-torque wheelgun from the Rahal BMW GTLM team.

“It enabled us to get the wheel off relatively quickly without the pins in place,” explained Shank. “But we still weren’t where we needed to be in terms of our pitstops.”

But Shank was correct when he said that the #60 Ligier had the pace to overcome the time it was losing in the pits. Pla was back in the lead by the end of the third hour, and then Negri came from behind to overtake Joao Barbosa’s Action Express Coyote-Chevrolet Corvette DP early in the fifth, after which the car was never headed except during the pitstop cycles. But that’s not to say it was plain sailing.

With little more than an hour to go, Pla was sideswiped by Jorg Bergmeister in the Park Place Porsche 911 GT3-R as he headed under the bridge into the ultra-fast Turn 12 right-hander. The Ligier spun, but Pla somehow managed to keep it out of the barriers. An 18s lead was cut to 11s.

One final safety car with 14 minutes to go was the last hurdle Shank had to clear, an obstacle that increased in magnitude courtesy of a slight misfire that was beginning to afflict the car’s 3.5-litre twin-turbo V6.

Pla had three cars between him and the



Shank Ligier took the spoils with Pla, Negri and Pew



Gavin (left) and Milner celebrate GTLM title...



...but it was the Risi Ferrari that took the class win in the race

chasing Pipo Derani in the Extreme Speed Motorsports Ligier-Honda. A three-second gap went out to as much as five before the chequered flag fell and a victory secured by 3.524s.

“The car has been amazing all weekend and I always felt confident,” said the Frenchman. “I was prepared for a yellow at the end and still confident even though we had the misfire.”

The sweeps and swoops of Road Atlanta definitely made it LMP2 territory. The Daytona Prototypes, in their swansong race, didn’t quite have the agility of their rivals to win this one. Until 14 minutes to go, P2 machinery was on course to block out the podium positions.

Derani, who shared the ESM car with Scott Sharp and Johannes van Overbeek, starred in the closing stages, just as he does every World Endurance Championship weekend, and hauled the car up to second. ESM’s Ligier wasn’t quite the potent force of the Shank version and was slower on straightline speed.

The perennially unlucky SpeedSource Mazda team lost third place in the dying minutes when the Lola-Mazda B12/80 shared by Joel Miller, Tom Long and Spencer Pigot retired with a spectacular engine failure that triggered the final caution.

The top DP was Wayne Taylor Racing’s Dallara-Chevrolet in third. The car shared by championship outsiders Ricky and Jordan Taylor and Max Angelelli was never truly in the hunt, but the decision to change only rear tyres at the car’s final pitstop propelled it up to fourth.

Jordan Taylor lost out to Dane Cameron in the Action Express Coyote he shared with Eric Curran and Simon Pagenaud, only for Cameron to get jumped at the final restart.

Fourth was more than enough to give Cameron and Curran the IMSA title ahead of team-mates Barbosa and Christian Fittipaldi, who were joined again last weekend by Filipe Albuquerque. The two Action Express cars were evenly matched, but the championship battle was effectively decided in the sixth hour when a puncture for Albuquerque into Turn 1 cost the car a lap and a half.

The Risi Competizione Ferrari finally put its season of bad luck behind it and led most of the way to take a first GTLM victory since 2014. Giancarlo Fisichella, Toni Vilander and James Calado led for much of the race on the way to a 15s victory over the Ganassi Ford GT shared by Dirk Muller, Joey Hand and Sebastien Bourdais.

The Ford’s challenge was blunted in the final third of the race by a handling problem, believed to be a broken front anti-roll bar, that left them unable to take the fight to the Ferrari. The other Ford, in which Richard Westbrook and Ryan Briscoe were still in with an outside chance of the class title, lost time early in the race to wastegate problems. That effectively handed Corvette Racing drivers Oliver Gavin and Tommy Milner the GTLM crown.

The focus of this duo, who were again joined by Marcel Fassler in their Chevrolet Corvette

C7.R, changed when the Ford hit trouble. Gavin crossed the line on the tail of the second-placed Ford, but never quite had enough for the Ferrari.

GARY WATKINS

RESULTS

1 Olivier Pla/Oswaldo Negri Jr/John Pew (Ligier-Honda JSP2) 412 laps in 10h00m30.023s; 2 Pipo Derani/Scott Sharp/Johannes van Overbeek (Ligier-Honda JSP2) +3.524s; 3 Ricky Taylor/Jordan Taylor/Max Angelelli (Dallara Corvette DP); 4 Eric Curran/Dane Cameron/Simon Pagenaud (Coyote Corvette DP); 5 Joao Barbosa/Christian Fittipaldi/Filipe Albuquerque (Coyote Corvette DP); 6 Tom Kimber-Smith/Jose Gutierrez/Robert Alon (ORECA-Chevrolet FLM09).
PC 1 Kimber-Smith/Gutierrez/Alon; 2 James French/Kyle Marcelli/Kenton Koch; 3 Misha Goikhberg/Chris Miller/Stephen Simpson.
GTLM 1 James Calado/Toni Vilander/Giancarlo Fisichella (Ferrari 488 GTE); 2 Joey Hand/Dirk Muller/Sebastien Bourdais (Ford GT); 3 Oliver Gavin/Tommy Milner/Marcel Fassler (Chevrolet Corvette C7.R); 4 Antonio Garcia/Jan Magnussen/Mike Rockenfeller (Chevy); 5 Earl Bamber/Frederic Makowiecki/Michael Christensen (Porsche 911 RSR); 6 John Edwards/Lucas Luhr/Kuno Wittmer (BMW M6 GTLM).
GTD 1 Jeroen Bleekemolen/Ben Keating/Marc Miller (Dodge Viper GT3-R); 2 Jorg Bergmeister/Matt McMurry/Patrick Lindsey (Porsche 911 GT3-R); 3 Christina Nielsen/Alessandro Balzan/Jeff Segal (Ferrari 488 GT3). **Points 1 Curran/Cameron 314;** 2 Fittipaldi/Barbosa 311; 3 Taylor/Taylor 309; 4 Negri 282; 5 Marc Goossens 273; 6 Tom Long/Joel Miller 258. **PC 1 Renger van der Zande/Alex Popow 355;** 2 Kimber-Smith/Alon 355; 3 Goikhberg/Simpson 317.
GTLM 1 Gavin/Milner 345; 2 Ryan Briscoe/Richard Westbrook 328; 3 Magnussen/Garcia 319; 4 Bamber/Makowiecki 313; 5 Vilander/Fisichella 305; 6 Muller/Hand 301. **GTD 1 Nielsen/Balzan 330;** 2 Keating/Bleekemolen 303; 3 Bryan Sellers/Madison Snow 291.



Stroll speeds to F3 title as rivals

FORMULA 3 EUROPEAN CHAMPIONSHIP
IMOLA (I)
OCTOBER 1-2
ROUND 9/10

LAAAANSA STROOOOLLA! THE IMOLA circuit commentator got fired up last weekend by the Formula 3 European Championship's new 17-year-old king, and justifiably so. Around this beautiful and challenging urban-parkland circuit, Lance Stroll produced the best full-event performance of anyone over the course of the 2016 Euro F3 season, clinching the title with the first of his two wins on Sunday, then leaving mouths agape with an exquisite drive in the finale.

All weekend the #1 Prema Powerteam Dallara-Mercedes was silk around the circuit, Stroll revelling in his and the car's capabilities, and even able to back off slightly "because I knew we had a three or four tenths advantage" whenever there were worries over the track-limits scourge. "From when I started my career in single-seaters, in Formula 4, this has been one of my favourite places to come and drive," said the Canadian after claiming the first of three pole positions. "From FP1 everything was flowing really well and I was able to put it together."

Stroll's superiority was founded on amazing pace through Acque Minerali, which is followed by an uphill climb, and Rivazza, which leads onto the flat-out start-finish blast to Tamburello. At the second apex of both sections he was able to enter flat, lift to settle the car, then get on the power. It added up to a sizeable advantage.

No one really expected Maximilian Gunther – on points the closest to team-mate Stroll – to mount an effective title challenge, bearing in mind what has appeared to be Prema orchestration in preceding races, most recently at the Nurburgring. But even the rapid German can't have expected the Imola weekend he had. He smacked the wall at the kink after Piratella right at the start of free practice when he lost concentration while talking to his engineer on the radio, losing 75 of the 80 minutes of running. After that he couldn't find a rhythm in first qualifying, and went off at Rivazza, damaging his front wing. "A horrible day," he grimaced. "Everything that could go wrong did go wrong."

And things never improved... Second qualifying looked better, Gunther going sixth fastest, but he was unlucky that a stone brought onto the circuit from one of the many gravel-trap culprits pierced his airbox. It failed the post-session vacuum test, consigning him to the back of the grid for races two and three. He shunted heavily in the second race when he lost it at Rivazza – the AstroTurf was wet after overnight rain – and slammed into the wall. Gunther laboured to out-of-points finishes in the other two races.

Instead, the closest challenge to Stroll at Imola came from the increasingly impressive Motopark team. With the Carlin squad sitting out this round and the Nurburgring predecessor, Motopark is temporarily Volkswagen's only representative, and the theory was that the Spiess-built engines are being run more aggressively. Certainly, rivals found it very

hard to keep pace with them on the straights.

But this also carries a risk. Motopark's Red Bull juniors Niko Kari and Sergio Sette Camara had swapped pole with Stroll on the final lap of opening qualifying, but Sette Camara was already consigned to another trio of 10-place grid penalties after engine failure in free practice.

Predictably, the feisty and spectacular Kari took the fight to Stroll in race one. At the second of two restarts, he was able to sweep around the outside of the almost-champion at Tamburello to take his maiden F3 win, reward for a season in which the 16-year-old Finn has occasionally shown huge promise. But then his weekend fell apart in the subsequent qualifying session, when his engine lunched itself and he was given a trio of 10-place grid penalties that will carry over to the first race of the Hockenheim finale.

Up stepped Joel Eriksson. After fighting from sixth to third in race one, Motopark's BMW junior held overnight pole for race two (Sette Camara, who had fitted two new tyres at a mid-session red flag, had topped the times, but had his penalty) before stewards rectified a mistaken track-limits call that had resulted in the deletion of Stroll's best time. With Stroll still looking for title-clinching points, Eriksson was in a good position to grab a win and tried to get into the leader's tow exiting Rivazza at the end of lap one, but he got on the damp stuff, went sideways and lost second to George Russell.

Later in the race Eriksson repaid Russell, grabbing second around the outside into Tamburello. "Motopark have been extremely

AT A GLANCE

RACE 1

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

RACE 2

- 1 Stroll Prema
- 2 Eriksson Motopark
- 3 Russell Hitech

RACE 3

- 1 Stroll Prema
- 2 Russell Hitech
- 3 Ilott Van Amersfoort

→ P51 RESULTS

Stroll leads first-race winner Kari, Cassidy and Russell

left gasping

fast in a straight line this weekend," said the Brit, who had been briefly catching Stroll before the second of three safety cars. "They've done an extremely good job."

With Eriksson's second-best time good only for fourth on the race-three grid, and his loss of that place to an impressively improving Ralf Aron on the first lap, it was now time for Russell ('George Russayyylla!' to our commentator friend) and Callum Ilott ('Callumilotta!') to try to match Stroll in the finale.

Russell's Hitech GP team had sent him out relatively late (as is normal practice) in first qualifying just as the temperature dropped on what proved to be a low-degradation circuit, hampering him in getting the tyres working properly. Second qualifying was better, and in the final race the team went low on downforce in a bid to make a race of it with Stroll, but the surprising lack of safety cars in this one meant the tyres were caned and the balance went away.

Now he was struggling to keep Ilott at bay. Mindful of visiting the gravel in the two previous races, Ilott was cautious at the start, and his Van Amersfoort Racing team struggled for early-race pace all weekend, but he was faster than Russell by mid-distance. He was also on the edge, nearly losing it three times.

It made for the most beautiful of processional stalemates. Three drivers with contrasting styles attacking a wonderful circuit, and Stroll nailing the fastest lap on the very last tour. With form like this, why shouldn't he race in Formula 1?

MARCUS SIMMONS



Rosenqvist and Vautier won race in ASP Mercedes

HTP Merc duo are champs

**BLANCPAIN SPRINT CUP
BARCELONA (E)
OCTOBER 2
ROUND 5/5**

EIGHTH IN QUALIFYING, DOWN TO 10th by Turn 1, contact with another Mercedes at Turn 3 and a suspected jumped start. Not the ideal way to begin your quest for the overall Blancpain GT Series title, but for Maxi Buhk and Dominik Baumann it mattered little by the end as their eighth-place finish was enough to secure the championship at the Circuit de Catalunya.

The HTP Mercedes pairing came into the season finale with a precious six-point lead over nearest challenger Rob Bell in the Garage 59 McLaren. Bell and team-mate Alvaro Parente had a nightmare championship race and finished a dismal 13th, as ASP Mercedes duo Tristan Vautier and Felix Rosenqvist took their maiden victory.

Meanwhile, Enzo Ide – in the absence of regular co-driver Christopher Mies (on ADAC GT Masters duty) – took the Sprint Cup title after backing up a win in the qualifying race with third in the afternoon, with WRT Audi team-mate Robin Frijns.

Buhk and Baumann fighting their own overall championship battle meant that Ide didn't have to. The Belgian started the main race from pole but chose not to resist the fast-starting Vautier into Turn 1 and settled for second.

Vautier, desperate to make amends for a lost win in Hungary last month, quickly built a healthy lead over Maxime Soulet in the Bentley, who overtook former team-mate Ide into Turn 4 on the second lap.

From sixth on the grid, Baumann dropped two places off the line. The Austrian's bad start was exacerbated by

bumping over the Turn 1 kerbs before tagging the back of HTP team-mate Bernd Schneider at Turn 3. Both were able to carry on, and Baumann and Buhk breathed a collective sigh of relief.

If the Mercedes boys suffered at the start, at least they were in a title-winning position, unlike Bell in the McLaren. The Geordie started a lowly 16th after Parente had been given a drivethrough penalty for cutting the first chicane during the qualifying race. The Portuguese driver lamented the stewards' decision, claiming he was avoiding a potential accident.

The McLaren needed to make ground in the main race, but too often got stuck in traffic and frequently came under attack from the cars around it; Bell and Parente eventually came home a disconsolate 13th.

The mandatory pitstops came and went with Vautier handing over to Rosenqvist and Andy Soucek taking over from Soulet. The order remained the same, with Rosenqvist hammering home consecutive fastest laps to lead home the M-Sport Bentley.

With Rosenqvist unchallenged on his way to a seven-second victory, the battle for second was hotting up. Having been careful in the early stages of his stint, Frijns closed to within a second of Soucek after the driver changes and harried the Spaniard in the closing laps of the race.

The Dutchman had felt at ease in the R8 LMS all weekend and continued to pressurise the Bentley, but he was unable to find a way past, despite running side by side with Soucek on the final lap. Frijns eventually completed the podium in third, but he had done enough to confirm long-time WRT favourite Ide as champion.

The #1 WRT Audi of Laurens Vanthoor and Frederic Vervisch lost second place in the qualifying race due to a penalty but fought back impressively from 13th to fourth.

Buhk's plans for a quiet final stint of the season didn't materialise, and the German sensibly backed out of a battle with Alessio Picariello's Phoenix Audi to take the title.

"We did not have the pace in the race, so it was really tough," said Buhk. "I could not attack as aggressively as others were defending, but I'm proud and more than happy to share the title with Dominik."

AT A GLANCE

MAIN RACE

- 1 Vautier/Rosenqvist Mercedes
- 2 Soulet/Soucek Bentley
- 3 Ide/Frijns Audi

QUAL RACE

- 1 Frijns/Ide Audi
- 2 Bortolotti/Pohler Lamborghini
- 3 Rosenqvist/Vautier Mercedes

→ P51 FULL RESULTS



Albon (right) and Schothorst race through the smoke

Albon wins, back in hunt

GP3 SERIES
SEPANG (MAL)
OCTOBER 1-2
ROUND 8/9

CHARLES LECLERC LEFT SEPANG WITH one hand on the GP3 Series trophy. But his race-one clash with an ART team-mate, for the second round in a row, showed that anything can still happen in the remaining two races of the season.

Things did not begin well for the Ferrari junior as he was outraged from pole position by title rival Alexander Albon at the start of the first race, and the ART duo were then challenged by team-mate Nyck de Vries on the run to Turn 4. The Dutchman carried too much speed into the right-hander and tagged the back of Albon's car before clattering into Leclerc – who was pushed out wide – and spinning down the order.

While Albon was able to maintain the lead and spent the rest of the race resisting and then pulling away from Arden's Jack Aitken, Leclerc had to catch and pass the Jenzer Motorsport car of Arjun Maini.

He managed to pull off the pass on lap two of the 19-lap race with a sweeping move down the inside of the Indian at Turn 5, and then closed in on Aitken as the Anglo-Scottish-Korean began to struggle with tyre degradation towards the end of the race.

Albon came home 6.4s clear of Aitken to cut a philosophical Leclerc's championship lead. "We were really fast," said the Monegasque. "But I know I should feel lucky to have finished, so it's a good thing.

The improving Steijn Schothorst (Campos Racing) resisted race-long pressure from the Arden machine of Jake Dennis to come home fifth, ahead of Nirei Fukuzumi and Antonio Fuoco. Trident driver Fuoco had started the race in second place in the championship but could only climb two places from his starting position and lost ground to Leclerc and Albon as a result. De Vries finished eighth but was demoted to 13th with the application of a five-

second penalty for causing the clash with his ART team-mates.

With reversed-grid pole, Fuoco had the chance to regain ground on Leclerc and Albon in the points, but he squandered that advantage almost immediately by locking up at the first corner and allowing Dennis to slip into the lead at Turn 2.

Fuoco clattered over the kerbs in a bid to stop the Briton, before he briefly went airborne and fell to third behind Fukuzumi.

In the pack behind, Leclerc got a poor start from sixth on the grid and aggressively defended against Albon, who was forced to take to the grass on the run to Turn 1.

That move cost both drivers momentum and positions on the opening lap. While Leclerc was able to fight his way back through the pack – past the struggling Fuoco, who eventually retired due to a puncture – to come home fifth, Albon crucially lost time in a scrap with Jenzer's GP3 debutant Alessio Lorandi and got stuck in a battle for the minor points as a result.

But the Anglo-Thai was at least able to rescue a point with eighth place after a series of late passes on Lorandi and Schothorst, the last being a brave move at the final corner.

Up front, Racing Steps-backed Dennis had controlled proceedings comfortably

to beat ART's Honda protege Fukuzumi by 3.5s, while Aitken finished third to give Arden a double podium. "[The start] was key because then we could look after our tyres quite well," a delighted Dennis explained afterwards.

But for the title it's Leclerc against Albon, and with a 29-point advantage it would be hard to bet against Leclerc in Abu Dhabi.

AT A GLANCE

RACE 1

- 1 Albon ART
- 2 Aitken Arden
- 3 Leclerc ART

RACE 2

- 1 Dennis Arden
- 2 Fukuzumi ART
- 3 Aitken Arden

➔ P50 RESULTS

Italian stallions:
Giovinazzi (20) battles
it out with Marciello



Thrilling Gio

GP2 SERIES
SEPANG (MAL)
OCTOBER 1-2
ROUND 10/11

COULD ANTONIO GIOVINAZZI BECOME only the fourth rookie to win the GP2 title? After another win at Sepang, he has vaulted above Prema Racing team-mate Pierre Gasly to lead the standings into the Abu Dhabi finale. He stands on the cusp of emulating Nico Hulkenberg (2009), Lewis Hamilton ('06) and Nico Rosberg ('05, although granted, this was the first year of GP2) in winning the crown at the first attempt.

Gasly came into the weekend with a 10-point lead over Giovinazzi and scored first blood by claiming pole position for the feature race, with Giovinazzi alongside him on the front row.

But when the lights went out in race one, Gasly was immediately put on the back foot when the anti-stall system kicked in on his car and robbed him of momentum, while Raffaele Marciello rocketed off the line from third on the grid to grab the lead from Giovinazzi.

Giovinazzi tried to sweep around the outside of Marciello's Russian Time machine at Turn 1, and looked briefly as though he might stab for the inside at the tight Turn 2. Marciello, perhaps anticipating a Giovinazzi lunge that never came, ran wide, allowing his fellow Italian into the lead. Marciello fought back and tried to run side by side with Giovinazzi through Turns 4 and 5, only for the lost momentum to allow Sergey Sirotkin



AT A GLANCE

RACE 1

- 1 **Giovinazzi** Prema
- 2 **Sirotkin** ART
- 3 **Nato** Racing Engineering

RACE 2

- 1 **Ghiotto** Trident
- 2 **Marciello** Russian Time
- 3 **Gasly** Prema

➔ **P50 RESULTS**

XPBIMAGES

vinazzi closes in on first-time title

to make an opportunist move up to second.

The race settled down for the next few laps as Giovinazzi edged away from Sirotkin and built up a solid – if not spectacular – 1.6s lead by the time the ART Grand Prix driver came into the pits for his mandatory stop on lap eight.

The pitstop sequence had been triggered one lap earlier by Gasly, as Prema tried to give the Red Bull junior the chance to regain some ground via the undercut advantage provided by fresh tyres.

After being aggressive with one driver, the Italian team appeared to have gone too conservative with its other racer as it left Giovinazzi out for three more laps than Sirotkin. This allowed the Russian to use the undercut himself and steal the de facto lead of the race when Giovinazzi did eventually make his stop.

From there it looked like Sirotkin would go on to claim an easy win as the drivers who had started on the harder rubber at the start – Trident's Luca Ghiotto, Campos Racing's Mitch Evans and Rapax's Gustav Malja – handed him the lead when they eventually came in to switch to the medium tyres.

But Giovinazzi was able to keep his tyres in much better shape thanks to his later stop. He caught Sirotkin with three laps to go and retook the lead with a brave move around the outside of Turn 1.

The 22-year-old pulled clear to win by 5.9s from Sirotkin, while Norman Nato completed the podium for Racing Engineering.

"It really was not an easy race, because after

the pitstop I was behind Sirotkin but I knew my pace would be better than his at the end, so I started to push more and finally overtook him three laps before the chequered flag," said a delighted Giovinazzi after taking his fifth victory of the season. "The car was really good and I really enjoyed it."

Alex Lynn won an entertaining fight for fourth with fellow Brit Oliver Rowland, who was one of the earliest to pit and lost ground late in the race. After a last-lap spin, Rowland was pipped to the line for 11th in a drag race with Gasly. The pre-race series leader's early-pitstop gamble made no difference as he suffered from a mysterious lack of grip on both sets of tyres.

The race-one win, which secured the teams' title for Prema, also gave Giovinazzi an 11-point lead over Gasly in the championship, and he would start the reversed-grid sprint race three places in front of his rival.

Polesitter Evans lost the lead to Ghiotto – who had started in second place – at the exit of Turn 2 on the opening lap, as both Giovinazzi and Gasly lost positions off the line.

Just as they were beginning to fight their way back through the pack, the race was neutralised when the safety car was deployed to recover Nato's car from Turn 2 after he had been punted out in a collision with team-mate Jordan King, who was given a penalty for causing the clash.

At the restart, Ghiotto raced ahead as Evans fell behind Marciello, who had faded to sixth in race one. Ghiotto pretty much controlled the race

until he came under pressure from Marciello late on. But Ghiotto had enough in reserve to hold on and claim his maiden GP2 win by 0.7s, leaving his fellow Italian to lament the intervention of the safety car costing him time early in the race.

The fact that Gasly and Giovinazzi finished third and fourth after completing lap one in 13th and ninth respectively only hints at their dramatic race. Early on they made their way past Sirotkin, who was badly struggling with a gearbox problem that would later end his race.

On lap seven, Giovinazzi and Rowland put in a brilliant double move on the hobbled King – the Briton had damaged his steering in the clash with Nato – at Turn 1, before they turned on each other a few corners later as they fought over sixth. On the exit of Turn 4, Giovinazzi moved alongside Rowland but was run out of road by the MP Motorsport driver and he fell back behind King and, crucially, Gasly.

The Prema pair quickly passed King and then demoted Rowland in near-identical moves on successive laps at Turn 1, before catching up with the gripless Evans, who had already been passed by Malja. They made light work of the Kiwi and then surged up the road after third-placed Malja. When the Swede briefly slid off the track at Turn 9, that lifted them another place.

Gasly, who clawed back vital points, pledged: "I'm not going to give up until the last lap of the [final] sprint race. We lost too many points stupidly on Saturday so we will try to do everything to score points in Abu Dhabi."

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Dillmann loses ground

FORMULA V8 3.5
MONZA (I)
OCTOBER 1-2
ROUND 7/9

TOM DILLMANN'S METRONOMIC RUN OF points finishes lurched to a halt last weekend at Monza. A cut tyre caused the Formula V8 3.5 championship leader to post his first non-score of the season. A meagre four points for eighth in Sunday's race two was not the response the AVF racer had sought, as Dillmann's advantage in the standings was eroded further by Renault Formula 1 Academy driver Louis Deletraz.

The Fortec star finished a distant runner-up to Roy Nissany in the opener. Considering that motor racing was illegal for several years in his native Israel – the country even outlawed karting until Nissany's father Chanoch became involved with Minardi – Roy's driving has made commendable progress.

From pole, Nissany's Charouz-prepared Lotus car completed every lap in the lead. A break was assisted in the early stages by Matthieu Vaxiviere's hobbled SMP Racing machine in second, which held up Deletraz and Aurelien Panis. Vaxiviere had crashed at the second Lesmo in qualifying, forcing him to start from seventh. After a scorching, if controversial, start, Vaxiviere was forced to contend with high water temperature and a slightly out of position steering wheel, a direct legacy of his qualifying shunt.

Deletraz grabbed second into the Rettifilo chicane on lap five, but the flying Nissany fostered his early advantage into a 12.4s victory.

Vaxiviere initially appeared vulnerable to being passed by Panis. But the Arden racer lost ground through a lockup that forced him down the

escape road at the Roggia chicane, and Panis spent the rest of the race under attack from the second Lotus car of Rene Binder. That allowed Vaxiviere to consolidate his third place.

Dillmann's car had slipped into anti-stall at the first chicane, and his misfortunes were compounded by a puncture five laps later, caused by contact with series returnee Will Buller.

Others in the wars included Pietro Fittipaldi, who shone in qualifying to start second. Sadly, Fittipaldi outraced himself into the first chicane and hit a polystyrene bollard.

Egor Orudzhev was also a visitor to the escape road at Turn 1 – twice. But the Arden-run Russian composed himself on Sunday to score a third win of 2016, a flying start taking him from fifth into the lead the catalyst for his success.

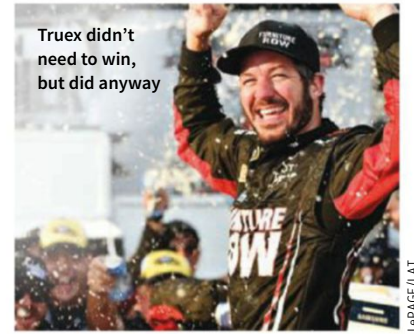
Binder shadowed Orudzhev throughout, but was unable to mount a passing attempt, with Deletraz a lonely third after a brush with Vaxiviere at Rettifilo that caused front-suspension damage to the SMP machine.

Polesitter Nissany stalled pulling away for the formation lap, but much more worrying was Panis's mishap – he required a trip to hospital after launching over Vitor Baptista and Alfonso Celis Jr away from the start.

PETER MILLS

RESULTS

Race 1 1 Roy Nissany 26 laps in 42m03.914s; 2 Louis Deletraz +12.422s; 3 Matthieu Vaxiviere; 4 Aurelien Panis; 5 Rene Binder; 6 Yu Kanamaru; 7 Egor Orudzhev; 8 Vitor Baptista; 9 Alfonso Celis Jr; 10 Will Buller. **Race 2** 1 Orudzhev 22 laps in 41m44.066s; 2 Binder +0.965s; 3 Deletraz; 4 Pietro Fittipaldi; 5 Kanamaru; 6 Nissany; 7 Buller; 8 Tom Dillmann; 9 Beitske Visser; 10 Celis. **Points** 1 Dillmann 193; 2 Deletraz 182; 3 Nissany 165; 4 Panis 159; 5 Vaxiviere 145; 6 Binder 137.



Truex leads them into the 'Round of 12'

NASCAR SPRINT CUP
DOVER (USA)
OCTOBER 2
ROUND 29/36

MARTIN TRUEX JR LEFT DOVER having made a nearly-ideal start to the NASCAR Sprint Cup Chase having won two of the three races in the 'Round of 16'.

The Furniture Row Racing Toyota driver doesn't always get the cleanest restarts using the inside line, but there are good reasons why he is lauded as one of the best oval-track racers. The second half of the race on the 'Monster Mile' was caution free and that allowed Truex to leave the field behind.

Kyle Busch couldn't keep pace in second with his Joe Gibbs Racing Toyota, while rookie Chase Elliott is displaying a mentality beyond his years with another third place – he beat Hendrick Motorsports Chevrolet team-mate and 10-time Dover winner Jimmie Johnson, who was penalised for his crew being out too early in the pits and dropped to seventh place.

Kevin Harvick was running third but a puncture early on meant he was off track for 43 laps, yet he still progressed to the 'Round of 12' having won the previous weekend's race.

Those who didn't make the pruning from 16 to 12 for the next stage of three races were Jamie McMurray, Kyle Larson, Chris Buescher and Tony Stewart. Former champion Stewart is therefore out of the hunt in 2016, the last season before he retires.

RESULTS

1 Martin Truex Jr (Toyota Camry) 400 laps in 3h03m15s; 2 Kyle Busch (Toyota) +7.527s; 3 Chase Elliott (Chevrolet SS); 4 Brad Keselowski (Ford Fusion); 5 Matt Kenseth (Toyota); 6 Joey Logano (Ford); 7 Jimmie Johnson (Chevy); 8 Austin Dillon (Chevy); 9 Denny Hamlin (Toyota); 10 Jeff Gordon (Chevy). **Round of 12** 1 Truex 3000; 2 Kevin Harvick 3000; 3 Kyle Busch 3000; 4 Kenseth 3000; 5 Logano 3000; 6 Elliott 3000; 7 Keselowski 3000; 8 Kurt Busch 3000; 9 Hamlin 3000; 10 Carl Edwards 3000; 11 Johnson 3000; 12 Dillon 3000.

IN BRIEF

EUROFORMULA OPEN

Leonardo Pulcini made a stride towards the title with two wins amid some thrilling racing at Monza. Campos Racing ace Pulcini passed early leader Sam MacLeod – ‘guesting’ with Fortec – early in race one to beat Damiano Fioravanti and Ferdinand Habsburg. Another series newcomer, Nikita Troitskiy, led race two, but it boiled down to a scrap between Pulcini and Habsburg, with Troitskiy taking third.

INTERNATIONAL GT OPEN

Anglo-Turkish combo Euan Hankey and Salih Yoluc took a win at Monza in their TF Sport Aston Martin. After Hankey’s stint, Yoluc was just able to hold off the Lazarus Lamborghini of Fabrizio Crestani (started by Thomas Biagi) in race one. Third were Come Ledogar and Alexander West in their Garage 59 McLaren, and they would win race two from the BMW of Gustavo Yacamán and Fernando Monje.

ADAC GT MASTERS

Christopher Mies made up for missing the Blancpain decider by claiming title glory at Hockenheim with Connor de Phillippi in their Land Motorsport Audi. They were second in race one behind the Team 75 Bernhard Porsche of Kevin Estre and David Jahn. Even so, Callaway Corvette pair Daniel Keilwitz and Jules Gounon looked on course for the title in race two. Gounon was fourth when a clash with Rolf Ineichen’s Lamborghini sent him smashing into the barriers. Eighth was enough for Mies and de Phillippi, while Martin Ragginger and Robert Renauer (Herberth Porsche) won.

FORMULA RENAULT NEC

Lando Norris took yet another title. A red-flagged wet race one went to Sacha Fenestraz. The second race was won by Norris’s Josef Kaufmann Racing team-mate Robert Shwartzman, with Max Defourny second from Fenestraz and a title-clinching Norris. In the reversed-grid race, it was James Allen (no, not that one) on top, the Australian JD Motorsport driver beating Defourny and Norris.

GERMAN FORMULA 4

Van Amersfoort Racing-run Australian Joey Mawson wrested the crown at Hockenheim by winning race one. Mick Schumacher was excluded from qualifying for an inoperative fire extinguisher, but starred with a fighting drive from 23rd to sixth. Mawson also won race two, and Schumacher took the reversed-grid thrash.

TCR INTERNATIONAL

TCR Italy champion Roberto Colciago won on his series debut at Sepang in a Target Honda, before Kevin Gleason’s West Coast Honda won the reversed-grid race. Second and third give SEAT driver James Nash a 17-point lead going into the Macau finale.

EUROPEAN TOURING CARS

Rikli Honda man Kris Richard is champion after two seconds in the Imola finale. He trailed the SEAT of Igor Stefanovski in race one. In race two, the Civic of Aku Pellinen let Richard by on the last lap, meaning he won the title on countback of second places from race-winning SEAT ace Petr Fulin.

RESULTS ROUND

GP2 SERIES

ROUND 10/11, SEPANG (MAL), OCTOBER 1-2

RACE 1 (29 LAPS – 99.884 MILES)

1	Antonio Giovinazzi (I) Prema Racing	52m18.049s
2	Sergey Sirotkin (RUS) ART Grand Prix	+5.858s
3	Norman Nato (F) Racing Engineering	+8.015s
4	Alex Lynn (GB) DAMS	+16.214s
5	Jordan King (GB) Racing Engineering	+18.742s
6	Raffaale Marciello (I) Russian Time	+20.694s
7	Luca Ghiotto (I) Trident	+24.964s
8	Mitch Evans (NZ) Campos Racing	+28.550s
9	Gustav Malja (S) Rapax	+28.741s
10	Sergio Canamasas (E) Carlin	+33.209s
11	Pierre Gasly (F) Prema Racing	+35.538s
12	Oliver Rowland (GB) MP Motorsport	+35.550s
13	Johnny Cecotto Jr (VV) Rapax	+35.703s
14	Nicholas Latifi (CDN) DAMS	+41.169s
15	Marvin Kirchofer (D) Carlin	+41.288s
16	Sean Gelael (RI) Campos Racing	+42.969s
17	Daniel de Jong (NL) MP Motorsport	+47.208s
18	Nabil Jeffri (MAL) Arden International	+1m03.069s
19	Philo Paz Armand (RI) Trident	+1m06.464s
R	Nobuharu Matsushita (J) ART Grand Prix	22 laps-engine
NS	Artem Markelov (RUS) Russian Time	electrics

Winner’s average speed 114.587mph.

Fastest lap Matsushita 1m45.417s, 117.621mph.

QUALIFYING

1 Gasly 1m42.181s; 2 Giovinazzi 1m42.263s; 3 Marciello 1m42.526s; 4 Sirotkin 1m42.528s; 5 Matsushita 1m42.623s; 6 Lynn 1m42.775s; 7 Nato 1m42.800s; 8 King 1m42.851s; 9 Rowland 1m42.902s; 10 Markelov 1m42.934s; 11 Ghiotto 1m42.934s; 12 Latifi 1m43.130s; 13 Malja 1m43.224s; 14 Kirchofer 1m43.290s; 15 Cecotto 1m43.385s; 16 Evans 1m43.606s; 17 Jeffri 1m43.761s; 18 de Jong 1m43.965s; 19 Canamasas 1m43.977s; 20 Gelael 1m44.087s; 21 Armand 1m44.578s.

GRID FOR RACE 2 Decided by result of Race 1, with top eight finishers reversed.

RACE 2 (22 LAPS – 75.774 MILES)

1 Ghiotto 40m22.211s; 2 Marciello +0.694s; 3 Gasly +4.786s; 4 Giovinazzi +5.402s; 5 Malja +9.693s; 6 Evans +13.333s; 7 Matsushita +13.997s; 8 Rowland +15.893s; 9 Cecotto +17.623s; 10 Latifi +24.245s; 11 Kirchofer +25.837s; 12 Lynn +27.198s; 13 Markelov +29.287s; 14 King +1m12.416s; 15 Canamasas +1m26.372s; R Armand 18 laps-accident; R Jeffri 18 laps-accident; R Sirotkin 13 laps-gearbox; R Gelael 7 laps-spin; R Nato 1 lap-accident; R de Jong 0 laps-accident. Winner’s average speed 112.618mph. Fastest lap Canamasas 1m45.066s, 118.014mph.

CHAMPIONSHIP

1 Giovinazzi 197; 2 Gasly 190; 3 Marciello 158; 4 Sirotkin 135; 5 King 122; 6 Nato 122; 7 Ghiotto 111; 8 Rowland 107; 9 Lynn 105; 10 Evans 89.



Marciello greets first-time winner Ghiotto

XPB IMAGES

GP3 SERIES

ROUND 8/9, SEPANG (MAL), OCTOBER 1-2

RACE 1 (19 LAPS – 65.441 MILES)

1	Alexander Albon (T) ART Grand Prix	35m43.959s
2	Jack Aitken (GB) Arden International	+6.397s
3	Charles Leclerc (MC) ART Grand Prix	+7.166s
4	Arjun Maini (IND) Jenzer Motorsport	+7.746s
5	Steijn Schothorst (NL) Campos Racing	+18.680s
6	Jake Dennis (GB) Arden International	+19.544s
7	Nirei Fukuzumi (J) ART Grand Prix	+20.373s
8	Antonio Fuoco (I) Trident	+21.961s
9	Matt Parry (GB) Koiranen GP	+24.393s
10	Sandy Stuvik (T) Trident	+25.325s
11	Alessio Lorandi (I) Jenzer Motorsport	+26.005s
12	Kevin Jorg (CH) DAMS	+26.949s
13	Nyck de Vries (NL) ART Grand Prix	+28.171s
14	Alex Palou (E) Campos Racing	+33.273s
15	Matevos Isaakyan (RUS) Koiranen GP	+35.555s
16	Giuliano Alesi (F) Trident	+37.268s
17	Konstantin Tereschenko (RUS) Campos Racing	+48.279s
R	Santino Ferrucci (USA) DAMS	11 laps-electronics
R	Akash Nandy (MAL) Jenzer Motorsport	2 laps-mechanical
R	Artur Janosz (PL) Trident	1 lap-accident
R	Jake Hughes (GB) DAMS	0 laps-accident
R	Tatiana Calderon (CO) Arden International	0 laps-clutch

Winner’s average speed 109.884mph.

Fastest lap Albon 1m51.934s, 110.773mph.

QUALIFYING

1 Leclerc 1m49.861s; 2 Albon 1m50.030s; 3 de Vries 1m50.192s; 4 Aitken 1m50.218s; 5 Maini 1m50.503s; 6 Stuvik 1m50.533s; 7 Dennis 1m50.698s; 8 Fukuzumi 1m50.430s*; 9 Schothorst 1m50.717s; 10 Fuoco 1m50.733s; 11 Nandy 1m50.749s; 12 Parry 1m50.781s; 13 Ferrucci 1m50.783s; 14 Lorandi 1m50.831s; 15 Jorg 1m51.047s; 16 Hughes 1m51.084s; 17 Alesi 1m51.184s; 18 Isaakyan 1m51.426s; 19 Calderon 1m51.456s; 20 Tereschenko 1m51.679s; 21 Janosz 1m51.881s; 22 Palou 1m50.371s**. * grid penalty. ** excluded from qualifying.

GRID FOR RACE 2 Decided by result of Race 1, with top eight finishers reversed.

RACE 2 (14 LAPS – 48.220 MILES)

1 Dennis 26m21.781s; 2 Fukuzumi +3.456s; 3 Aitken +5.688s; 4 Parry +8.785s; 5 Leclerc +9.140s; 6 de Vries +9.982s; 7 Maini +10.953s; 8 Albon +18.086s; 9 Lorandi +20.376s; 10 Schothorst +22.023s; 11 Jorg +22.448s; 12 Hughes +23.229s; 13 Alesi +25.567s; 14 Isaakyan +27.236s; 15 Calderon +27.886s; 16 Janosz +30.008s; 17 Tereschenko +30.217s; 18 Nandy +30.606s; 19 Palou +48.319s; 20 Stuvik +1m07.110s; R Fuoco 11 laps-puncture; R Ferrucci 4 laps-gearbox. Winner’s average speed 109.743mph. Fastest lap Fuoco 1m51.520s, 111.184mph.

CHAMPIONSHIP

1 Leclerc 202; 2 Albon 173; 3 Fuoco 157; 4 Dennis 121; 5 Aitken 117; 6 de Vries 108; 7 Parry 82; 8 Fukuzumi 71; 9 Hughes 69; 10 Maini 50.



Dennis leads, as Fuoco starts going the wrong way

TEEZ/JAT

ND-UP

BLANCPAIN GT SPRINT CUP

ROUND 5/5, BARCELONA (E), OCTOBER 2

MAIN RACE (33 LAPS – 95.452 MILES)

1	Tristan Vautier (F) Felix Rosenqvist (S) <i>ASP · Mercedes-AMG GT3</i>	1h01m22.849s
2	Maxime Soulet (B) Andy Soucek (E) <i>Bentley Team M-Sport · Bentley Continental GT3</i>	+7.229s
3	Enzo Ide (B) Robin Frijns (NL) <i>WRT · Audi R8 LMS</i>	+7.628s
4	Laurens Vanthoor (B) Frederic Vervisch (B) <i>WRT · Audi R8 LMS</i>	+8.071s
5	Nicolas Pohler (D) Mirko Bortolotti (I) <i>GRT Grasser Racing Team · Lamborghini Huracan GT3</i>	+8.587s
6	Nicolaj Moller Madsen (DK) Alessio Picariello (B) <i>Phoenix Racing · Audi R8 LMS</i>	+33.815s
7	Michele Beretta (I) Luca Stolz (D) <i>GRT Grasser Racing Team · Lamborghini Huracan GT3</i>	+34.342s
8	Dominik Baumann (A) Maximilian Buhk (D) <i>HTP Motorsport · Mercedes-AMG GT3</i>	+34.724s
9	Clemens Schmid (A) Jazeman Jaafar (MAL) <i>HTP Motorsport · Mercedes-AMG GT3</i>	+35.191s
10	Edward Sandstrom (S) Romain Monti (F) <i>Sainteloc Racing · Audi R8 LMS</i>	+36.005s
11	Mitsunori Takaboshi (J) Alex Buncombe (GB) <i>Team RJN · Nissan GT-R NISMO GT3</i>	+43.592s
12	Frank Stippler (D) Filip Salaquarda (CZ) <i>ISR · Audi R8 LMS</i>	+44.014s
13	Rob Bell (GB) Alvaro Parente (P) <i>Garage 59 · McLaren 650S GT3</i>	+44.206s
14	Nico Muller (CH) Dries Vanthoor (B) <i>WRT · Audi R8 LMS</i>	+44.551s
15	Nicky Catsburg (NL) Stef Dusseldorp (NL) <i>Rowe Racing · BMW M6 GT3</i>	+55.361s
16	Niki Mayr-Melnhof (A) Markus Winkelhock (D) <i>Phoenix Racing · Audi R8 LMS</i>	+55.719s
17	Marlon Stockinger (RP) Franck Perera (F) <i>ISR · Audi R8 LMS</i>	+56.365s
18	Will Stevens (GB) Rene Rast (D) <i>WRT · Audi R8 LMS</i>	+56.606s
19	Max van Splunteren (NL) Daniel Zampieri (I) <i>Attempto Racing · Lamborghini Huracan GT3</i>	+59.257s
20	Stuart Leonard (GB) Michael Meadows (GB) <i>WRT · Audi R8 LMS</i>	+1m00.028s
21	Andrew Watson (GB) Martin Plowman (GB) <i>Garage 59 · McLaren 650S GT3</i>	+1m00.678s
22	Rinat Salikhov (RUS) Norbert Siedler (A) <i>Rinaldi Racing · Ferrari 488 GT3</i>	+1m01.324s
23	Ricardo Sanchez (MEX) Sean Walkinshaw (GB) <i>Team RJN · Nissan GT-R NISMO GT3</i>	+1m09.647s
24	Philipp Eng (A) Alexander Sims (GB) <i>Rowe Racing · BMW M6 GT3</i>	+1m14.121s
25	Michal Broniszewski (PL) Giacomo Piccini (I) <i>Kessel Racing · Ferrari 488 GT3</i>	+1m15.026s
26	Morgan Moullin Traffort (F) Jean-Luc Beaubelique (F) <i>ASP · Mercedes-AMG GT3</i>	+1m28.022s
27	Alexander Mattschull (D) Christopher Bruck (D) <i>Rinaldi Racing · Ferrari 458 Italia GT3</i>	+1m45.317s
28	Christophe Bourret (F) Jean-Philippe Belloc (F) <i>ASP · Mercedes-AMG GT3</i>	-1 lap
29	Claudio Sdanewitsch (D) Stephane Lemeret (B) <i>AF Corse · Ferrari 458 Italia GT3</i>	-1 lap
30	Steve Parrow (D) Christian Hook (D) <i>Rinaldi Racing · Ferrari 458 Italia GT3</i>	-1 lap
31	Bernd Schneider (D) Jules Szymkowiak (NL) <i>HTP Motorsport · Mercedes-AMG GT3</i>	27 laps-puncture
32	Rodrigo Baptista (BR) Sergio Jimenez (BR) <i>WRT · Audi R8 LMS</i>	27 laps-accident damage
NS	Vincent Abril (F) Steven Kane (GB) <i>Bentley Team M-Sport · Bentley Continental GT3</i>	accident in practice

NS **Marco Bonanomi** (I) **Mike Parisy** (F) *Sainteloc Racing · Audi R8 LMS*

Winner's average speed 93.304mph. **Fastest lap Frijns** 1m48.008s, 96.408mph.

In each car, first-named driver started the race.

QUALIFYING RACE (33 LAPS – 95.452 MILES)

1 Frijns/Ide 1h01m10.702s; **2 Bortolotti/Pohler** +12.926s; **3 Rosenqvist/Vautier** +17.496s; **4 Soucek/Soulet** +18.462s; **5 Rast/Stevens** +19.719s; **6 Buhk/Baumann** +20.988s; **7 Picariello/Moller Madsen** +23.021s; **8 Sims/Eng** +36.449s; **9 Buncombe/Takaboshi** +38.268s; **10 Szymkowiak/Schneider** +38.611s; **11 Monti/Sandstrom** +39.023s; **12 Stolz/Beretta** +40.513s; **13 Vervisch/L Vanthoor** +42.267s; **14 Meadows/Leonard** +44.697s; **15 Jimenez/Baptista** +48.429s; **16 Parente/Bell** +52.911s; **17 Zampieri/van Splunteren** +1m04.487s; **18 Dusseldorp/Catsburg** +1m05.026s; **19 Plowman/Watson** +1m05.643s; **20 Jaafar/Schmid** +1m09.410s; **21 Salaquarda/Stippler** +1m12.226s; **22 Beaubelique/Moullin Traffort** +1m16.706s; **23 Siedler/Salikhov** +1m17.658s; **24 Walkinshaw/Sanchez** +1m23.701s; **25 Bruck/Mattschull** +1m38.482s; **26 Perera/Stockinger** +1m46.229s; **27 Belloc/Bourret** -1 lap; **28 Lemeret/Sdanewitsch** -1 lap; **29 Hook/Parrow** -1 lap; **30 Piccini/Broniszewski** -2 laps; **R Bonanomi/Parisy** 14 laps-spin; **R Winkelhock/Mayr-Melnhof** 1 lap-accident damage; **R D Vanthoor/Muller** 1 lap-accident; **NS Kane/Abril**.

Winner's average speed 93.613mph. **Fastest lap Frijns** 1m47.725s, 96.662mph.

QUALIFYING

Q3 1 Perera 1m46.493s; **2 Bortolotti** 1m46.619s; **3 Frijns** 1m46.636s; **4 Szymkowiak** 1m46.683s; **5 Rosenqvist** 1m46.708s; **6 Parente** 1m46.969s; **7 Soucek** 1m46.975s; **8 Buhk** 1m46.993s; **9 Salaquarda** 1m47.007s; **10 D Vanthoor** 1m47.021s; **11 Sims** 1m47.037s; **12 Parisy** 1m47.067s; **13 Schmid** 1m47.202s; **14 Rast** 1m47.263s; **15 Picariello** 1m47.609s; **16 Winkelhock** 1m47.656s; **17 Piccini** no time. **Q1/2 18 Vervisch** 1m47.655s; **19 Monti** 1m47.672s; **20 Takaboshi** 1m47.755s; **21 Siedler** 1m47.807s; **22 Meadows** 1m47.873s; **23 Moullin Traffort** 1m47.903s; **24 Jimenez** 1m47.999s; **25 Zampieri** 1m48.102s; **26 Watson** 1m48.142s; **27 Stolz** 1m48.295s; **28 Belloc** 1m48.343s; **29 Walkinshaw** 1m48.459s; **30 Lemeret** 1m48.650s; **31 Bruck** 1m49.033s; **32 Parrow** 1m51.636s; **33 Catsburg** no time.

CHAMPIONSHIP

1 Ide 102; **2 Christopher Mies** 79; **3 Baumann/Buhk** 67; **4 Szymkowiak/Schneider** 59; **5 L Vanthoor/Vervisch** 58; **6 Bell/Parente** 56; **7 Rosenqvist/Vautier** 51; **8 Soucek/Soulet** 47; **9 Stevens/Rast** 39; **10 Frijns** 33.

OVERALL BLANCPAIN GT 1 Buhk/Baumann 134; **2 Bell** 124; **3 L Vanthoor** 112; **4 Soulet/Soucek** 106; **5 Vervisch** 103; **6 Ide** 102.

EUROPEAN F3

ROUND 9/10, IMOLA (I), OCTOBER 1-2

RACE 1 (21 LAPS – 64.057 MILES)

1	Niko Kari (FIN) <i>Motopark · D-Volkswagen F315</i>	36m05.485s
2	Lance Stroll (CDN) <i>Prema Powerteam · D-Mercedes F316</i>	+0.788s
3	Joel Eriksson (S) <i>Motopark · D-Volkswagen F315</i>	+0.998s
4	George Russell (GB) <i>Hitech GP · D-Mercedes F315</i>	+2.701s
5	Anthoine Hubert (F) <i>Van Amersfoort Racing · D-Mercedes F312</i>	+4.997s
6	Guan Yu Zhou (PRC) <i>Motopark · D-Volkswagen F314</i>	+6.591s
7	Ralf Aron (EST) <i>Prema Powerteam · D-Mercedes F315</i>	+7.573s
8	Ben Barnicoat (GB) <i>Hitech GP · D-Mercedes F316</i>	+7.991s
9	Harrison Newey (GB) <i>Van Amersfoort Racing · D-Mercedes F316</i>	+9.574s
10	Nick Cassidy (NZ) <i>Prema Powerteam · D-Mercedes F314</i>	+22.301s
11	Mikkel Jensen (DK) <i>Mücke Motorsport · D-Mercedes F316</i>	+28.409s
12	Maximilian Gunther (D) <i>Prema Powerteam · D-Mercedes F315</i>	+31.434s
13	Nikita Mazepin (RUS) <i>Hitech GP · D-Mercedes F316</i>	+32.104s
14	Andy Chang (PRC) <i>T-Sport · D-NBE F312</i>	+38.283s
15	Callum Iloft (GB) <i>Van Amersfoort Racing · D-Mercedes F316</i>	+38.391s
R	Sergio Sette Camara (BR) <i>Motopark · D-Volkswagen F316</i>	18 laps-damage
R	Ukyo Sasahara (J) <i>T-Sport · D-Threebond F316</i>	14 laps-engine
R	David Beckmann (D) <i>Mücke Motorsport · D-Mercedes F316</i>	12 laps-accident
R	Pedro Piquet (BR) <i>Van Amersfoort Racing · D-Mercedes F316</i>	5 laps-spun off

D - Dallara

Winner's average speed 106.490mph. **Fastest lap Stroll** 1m36.574s, 113.706mph.

QUALIFYING 1

1 Stroll 1m36.001s; **2 Kari** 1m36.164s; **3 Russell** 1m36.250s; **4 Hubert** 1m36.262s; **5 Cassidy** 1m36.507s; **6 Eriksson** 1m36.544s; **7 Iloft** 1m36.551s; **8 Beckmann** 1m36.627s; **9 Zhou** 1m36.631s; **10 Aron** 1m36.642s; **11 Piquet** 1m36.790s; **12 Sette Camara** 1m36.120s*; **13 Mazepin** 1m36.826s; **14 Jensen** 1m36.891s; **15 Barnicoat** 1m37.042s; **16 Gunther** 1m37.198s; **17 Newey** 1m36.755s*; **18 Sasahara** 1m37.307s; **19 Chang** 1m39.199s.

* grid penalty.

RACE 2 (19 LAPS – 57.956 MILES)

1 Stroll 35m36.662s; **2 Eriksson** +1.399s; **3 Russell** +2.883s; **4 Aron** +3.917s; **5 Zhou** +4.897s; **6 Hubert** +5.990s; **7 Cassidy** +6.552s; **8 Newey** +7.202s; **9 Kari** +7.747s; **10 Jensen** +9.838s; **11 Mazepin** +10.858s; **12 Piquet** +11.139s; **13 Sasahara** +12.279s; **14 Chang** +15.068s; **R Sette Camara** 17 laps-accident; **R Beckmann** 14 laps-accident; **R Barnicoat** 11 laps-stone blocked air restrictor; **R Gunther** 7 laps-accident; **R Iloft** 1 lap-pushrod/off.

Winner's average speed 97.648mph. **Fastest lap Stroll** 1m36.832s, 113.403mph.

QUALIFYING 2

1 Stroll 1m36.192s; **2 Eriksson** 1m36.356s; **3 Russell** 1m36.452s; **4 Iloft** 1m36.526s; **5 Newey** 1m36.730s; **6 Aron** 1m36.767s; **7 Barnicoat** 1m36.843s; **8 Hubert** 1m36.848s; **9 Piquet** 1m36.950s; **10 Jensen** 1m36.983s; **11 Sette Camara** 1m36.138s*; **12 Beckmann** 1m36.997s; **13 Cassidy** 1m37.113s; **14 Zhou** 1m37.117s; **15 Mazepin** 1m37.740s; **16 Chang** 1m37.969s; **17 Sasahara** 1m37.420s*; **18 Kari** 1m37.252s*; **19 Gunther** 1m36.551s**.

* grid penalty. ** excluded from qualifying.

RACE 3 (22 LAPS – 67.107 MILES)

1 Stroll 35m23.977s; **2 Russell** +7.559s; **3 Iloft** +8.702s; **4 Aron** +14.007s; **5 Eriksson** +15.358s; **6 Hubert** +16.446s; **7 Jensen** +21.226s; **8 Cassidy** +27.942s; **9 Beckmann** +33.325s; **10 Zhou** +33.815s; **11 Gunther** +35.169s; **12 Barnicoat** +36.666s; **13 Mazepin** +41.325s; **14 Sette Camara** +54.310s; **15 Piquet** +57.105s; **16 Chang** +1m41.557s; **R Newey** 11 laps-pushrod; **R Sasahara** 2 laps-stuck throttle; **R Kari** 0 laps-accident.

Winner's average speed 113.741mph. **Fastest lap Stroll** 1m35.876s, 114.534mph.

GRID FOR RACE 3

1 Stroll; **2 Iloft**; **3 Russell**; **4 Eriksson**; **5 Aron**; **6 Hubert**; **7 Jensen**; **8 Piquet**; **9 Barnicoat**; **10 Newey**; **11 Zhou**; **12 Beckmann**; **13 Cassidy**; **14 Sette Camara***; **15 Chang**; **16 Mazepin**; **17 Sasahara***; **18 Kari***; **19 Gunther****.

* grid penalty. ** excluded from qualifying.

CHAMPIONSHIP

1 Stroll 432; **2 Gunther** 296; **3 Russell** 260; **4 Cassidy** 227; **5 Iloft** 226; **6 Eriksson** 208; **7 Hubert** 150; **8 Aron** 148; **9 Kari** 129; **10 Barnicoat** 124.

Renault



Renault?

Champion Sebastien Buemi faces a tough fight to stay on top in Formula E. A rival team buying Renault's powertrain makes the challenge even harder

By Scott Mitchell, Features Editor

[@ScottAutosport](#)

Little has changed on the technology side for Formula E's 2016/17 season, and on the face of it the same is true at the top of the pecking order. Reigning champion Sebastien Buemi set a new lap record at Donington Park, as Renault's Z.E.16 powertrain picked up where its predecessor left off as the solution to beat heading to this weekend's season opener in Hong Kong.

That's only the start, though. Buemi and the Renault e.dams team look like they will have an even tougher fight than last season – and that went right down to the wire.

Lucas di Grassi and the Abt Audi Sport team was the only combination capable of regularly taking the fight to Buemi in 2015/16. On the eve of the third season that looks emphatically like it will not be the case this time around.

Donington is often criticised for being unrepresentative, but every team launched a late 200kW lap with just minutes

on the clock in the final pre-season test session.

The result was eight of the 10 teams dipping under the 1m30s barrier – compared to just one driver, di Grassi, last season – and just over a second covered the lot.

Buemi led the way, but his 1m28.910s was only a fraction faster than Jean-Eric Vergne – and this will prove to be one of the most fascinating storylines of the season.

DS Virgin Racing outcast Vergne has moved to the Techeetah team, a new Chinese-owned operation that has succeeded the Team Aguri entry. It is a Renault customer, so that benchmark-setting Z.E.16 is powering a driver of Vergne's calibre now too.

The Frenchman topped three of the six days of official pre-season testing at Donington and he set a remarkable long-run pace – although that comes with the caveat that we don't know how much energy each driver was left with after their eight/nine/10-lap runs. For example, Buemi's 0.8s-a-lap average deficit to Vergne would easily be explained if he ended the stint with 10% more energy in his battery. >>

FOUR THINGS TO WATCH OUT FOR

PIQUET'S CHANCE TO RETURN

Inaugural Formula E champion Nelson Piquet Jr had a disastrous title defence, as NextEV's heavy twin-motor powertrain proved costly. It has stuck with two motors again for its NextEV TCR 002 solution, but a different approach could yield dividends.

Last year's motors underperformed and the rear subframe assembly was too flexible until makeshift reinforcements were added. This stiffened the rear, but came at a great cost in extra weight.

Now the motors and inverter are made in-house and the units are mounted transversely across the chassis in the same layout as DS Virgin last season.

This assembly features a differential between the two motors, and the entire assembly is mounted inside a neat carbonfibre casing. Motor performance, stiffness and weight should therefore be resolved for season three. That means Piquet and Oliver Turvey, who returns after outperforming his illustrious team-mate as a rookie last season, are more confident.

"If results were dependent on how hard we are working and how much effort and emotion we've put into season three, then I'm hoping that we will be celebrating like we were in season one," says Piquet.

"I'm sure we're going to have a much better year."



SBLOXHAM/LAT

A NEW HOME ON UK TV

Channel 5 will replace ITV in broadcasting the races live in the UK across the 2016/17 season. It will screen all FE races live, while sister channel Spike will air the qualifying sessions. Practice coverage will be via social media channels. The fact that it's free-to-air and more in-your-face on TV listings than FE's previous regular channel, ITV4, is at the forefront of FE's glee at striking its new deal.

"Free to air was essential," says FE director of media Ali Russell. "We had some [time on] ITV1, but the opportunity with Channel 5 is incredible."

Live coverage of the Hong Kong opener starts at 8.30am on Sunday, October 9.



STALEY/LAT

L-R: Carroll, Evans, Lopez, Rosenqvist and Engel



ROBORACE RUNS

Roborace's maiden development vehicle – a Ginetta LMP3 hybrid – for its autonomous race car ran in public for the first time at Donington as part of the first test. The plan is for Roborace to support FE races and DevBot, as the test mule is known, is expected to appear as early as Hong Kong. But it's unknown when a prototype of the final design will run on track or turn up at an FE event – let alone multiple versions that are able to race.



WARNER/LAT

A STAR ROOKIE QUINTET

Three-time World Touring Car champion Jose Maria Lopez is best-placed to make a splash in FE, if the DS Virgin entry goes as well as it's looked in pre-season testing.

"It's been amazing, my journey, but nothing I've done will help me here," he says. "I have a clean book and need to start writing again. There's still a lot to learn, but I can see my progress.

"Experience here counts, so I have to be careful of the goals I have. The top 10 in the beginning will be good, but after a few races the top five is my target."

The Argentinian is one of five debutants this season. He is joined by Jaguar pairing Adam Carroll and Mitch Evans, Mahindra's two-time Macau Grand Prix winner Felix Rosenqvist and Macau GT World Cup champion Maro Engel, now of Venturi.

Vergne admits that the times at Donington were "not entirely representative" because the British track is so different to the city-street venues Formula E will visit, but insists Techeetah is capable of "great things".

"It's never too much," he says when asked if beating Renault from the outset is too big an ambition. "We know we have a strong engine, but there are many things still to work on.

"Some teams have an advantage in a few areas, but the technical guys here are really strong. I'm confident we can achieve great things. Last year people who were quick at Donington were quick the whole year."

Vergne's move to Techeetah follows a difficult 2015/16 with DS Virgin, which has invested heavily in its new one-motor powertrain after a season with a twin-motor solution.

While his old team appears to have made a significant step forward itself – Sam Bird and incoming triple World Touring Car champion Jose Maria Lopez were both at the sharp end of the times – Vergne describes moving to Techeetah as about being "more than just a racing driver".

"I have that opportunity here," says Vergne, who is understood to have a stake in the team. "This move was thought about for a long time. The most important thing is I feel much happier this year than last year. I'm in a much better mentality. I feel great.

"I felt I was carrying a heavy backpack all the time, on track and off the track. I feel free to race, to do what I do best."

"I feel much happier this year. I feel great. I feel free to race, to do what I do best"

That is an incredibly exciting prospect because Vergne is ferociously quick – he scored pole position on his FE debut three rounds into the inaugural campaign and has four poles in total. The problem is he's never won a race.

Techeetah team principal Mark Preston concedes Vergne's pace in testing has put more pressure on the team, but he reckons it's capable of living up to that.

"It's good," he says. "I've been in teams that haven't been able to run in the top 10 in testing and that's so disappointing.

"When I look at the times, if you're top five then maybe you didn't get the right lap in but you're part of the group. You know you can stay with them pretty much at any track.

"We know we shouldn't get outdeveloped because we ran Antonio [Felix da Costa] competitively last year [at Aguri], with a season-one powertrain." >>



New 2016/17 livery reinforces Renault identity



Vergne's focus is on beating Renault e.dams

Preston calls it “an interesting case study” going up against the factory team, and is reminded of his time in charge of Honda B-team Super Aguri in F1.

Techeetah’s Renault deal harks back to early 2016, when then-Aguri boss Preston was sourcing a powertrain supplier after the team barely even considered building its own, having run the series’ original powertrain in season two.

Thus the new Chinese-owned entity, which officially took over Aguri’s slot at the end of the previous campaign, was left with little choice but Renault – though had it had a wealth of options it’s difficult to see why it would have chosen anyone else.

The cost of not being a manufacturer meant Techeetah only shook its car down for the first time the week before testing at Donington, and those official tests were important. But Preston says it’s up for the challenge.

“It’s pretty cool going up against Renault,” he says. “I expect them to be quite happy to have competition. I think it will be a battle between JEV, di Grassi and Buemi.”

E.dams co-founder Jean-Paul Driot agrees it will be a close battle at the front, but adds that “we will see what Techeetah are doing in the racing conditions”.

“Here, it’s a billiard table,” he says of the super-smooth Donington surface. “It’s easy to set up a car here. And JEV has always been a very, very quick driver over one lap. But racing is not one lap. You have to take everything into consideration.

“I don’t care about being King of Donington. I want to be King of Hong Kong”

“I don’t care about being the King of Donington. I want to be the King of Hong Kong. Funnily enough we’re here to test, and not just the performance over one lap. There are so many parameters to take into account, and you need the time to check all of these.

“I’m not saying we’re the best or the fastest but we know racing. We have good mechanics, a good team and good drivers.”

With the benchmark powertrain, the defending champion and two teams’ titles under its belt, Renault e.dams is right to be confident. But confident is all it can be – if it strays into complacency, there is a chasing pack close behind waiting

to pounce. This was not the case last season.

Going back to the Donington times, Bird (DS Virgin), Loic Duval (Dragon Racing) and Daniel Abt (Abt) were half a second or so behind Buemi’s

benchmark. Felix Rosenqvist and Oliver Turvey put Mahindra and NextEV within a second respectively.

Andretti, Jaguar and Venturi were just over a second outside of the sub-1m29s record from Buemi, but the point is that in qualifying simulations at Donington there’s little over a second covering the field. Given that the ultimate pace is a full second faster than this time last year, with no change in the performance parameters of the cars, that is impressive.

Plus, it’s fair to assume that the bottom trio of teams will be closer in Hong Kong given that two suffered some unreliability setbacks, and Jaguar has been playing its cards close to its chest.



And once we get to the shorter street circuits that populate the FE calendar, the spread should naturally shrink anyway.

There are minor changes to machinery for this coming campaign. In comes a new two-tiered front wing, designed to embolden the appearance of a single-make chassis that was a bit too conventional for the powers that be.

Under the skin, power output remains at 200kW for qualifying and 170kW for the race, with maximum useable energy 28kWh. There is a change to the amount of energy that can be harvested though, with cars able to regenerate energy at 150kW, up from 100kW.

The bigger window to regenerate energy means there should be more energy to play with, and faster races as a result. However, more regen means more thermal energy is produced, and once the battery reaches a certain temperature the capacity to regen is lost. So how the powertrains/Williams battery updates cope with the extra energy harvesting will be key to any strategic benefit.

Another change for season three that will impact on performance is a slight reduction in weight limit. At 880kg a drop of 8kg does not sound like much, but some basic simulations suggest that will create a drop in lap time of at least a couple of tenths. On the flip side, the reduced weight means a little less energy in the corners because the load is light, so a small reduction in energy harvesting. This will all have an impact, however small, on efficiency strategies.

The spread across the entire field, let alone the teams right at the front, in testing suggests those who get those strategies wrong will be punished more severely than before. And that makes a new season that looks less varied in many ways actually rather unpredictable. ❄

2016/17 ENTRY LIST

DRIVER	TEAM	CAR
Sebastien Buemi (CH)	Renault.e.dams	Renault Z.E.16
Nico Prost (F)	Renault.e.dams	Renault Z.E.16
Lucas di Grassi (BR)	AbtAudiSport	Abt Schaeffler FE02
Daniel Abt (D)	AbtAudiSport	Abt Schaeffler FE02
Sam Bird (GB)	DSVVirgin	DSV-02
Jose Maria Lopez (RA)	DSVVirgin	DSV-02
Jeromed'Ambrosio (B)	FaradayFutureDragon	Penske 701-EV
Loic Duval (F)	FaradayFutureDragon	Penske 701-EV
Nick Heidfeld (D)	Mahindra	Mahindra M3ELECTRO
Felix Rosenqvist (S)	Mahindra	Mahindra M3ELECTRO
Stephane Sarrazin (F)	Venturi	Venturi VM200-FE-02
Maro Engel (D)	Venturi	Venturi VM200-FE-02
Robin Frijns (NL)	Andretti	Andretti ATEC-02
Antonio Felix da Costa (P)	Andretti	Andretti ATEC-02
Nelson Piquet Jr (BR)	NextEV	NextEV TCR 002
Oliver Turvey (GB)	NextEV	NextEV TCR 002
Jean-Eric Vergne (F)	Techeetah	Renault Z.E.16
Ma Qing Hua (PRC)	Techeetah	Renault Z.E.16
Adam Carroll (GB)	Jaguar	Jaguar I-type 1
Mitch Evans (NZ)	Jaguar	Jaguar I-type 1

2016/17 CALENDAR

HONG KONG (HK)
OCTOBER 9

PARIS (F)
MAY 20

MARRAKECH (MA)
NOVEMBER 12

BERLIN (D)
JUNE 10

BUENOS AIRES (RA)
FEBRUARY 18

BRUSSELS (B)
JULY 1

MEXICO CITY (MEX)
APRIL 1

NEW YORK (USA)
JULY 15/16

MONACO (MC)
MAY 13

MONTREAL (CDN)
JULY 29/30



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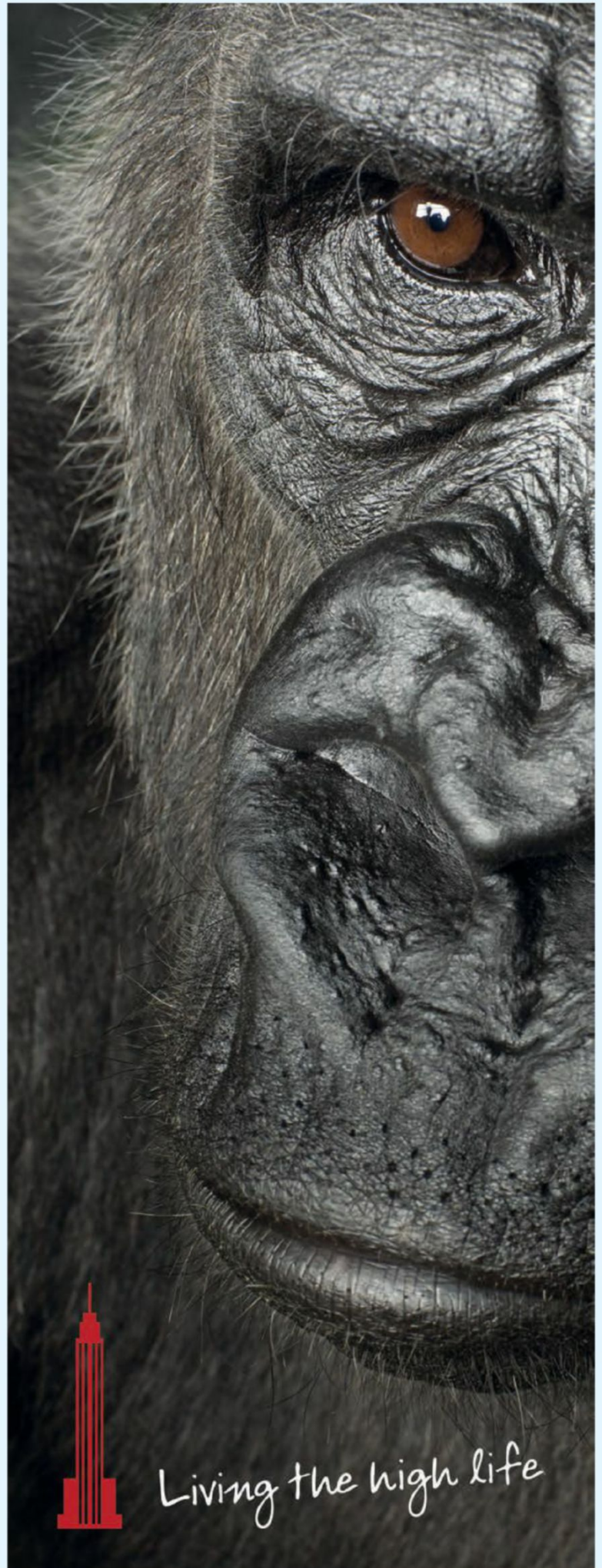
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McLaren Autosport BRDC Award finalists



ALL PICS: EBREY

THE FOUR DRIVERS WHO WILL fight for the 2016 McLaren Autosport BRDC Award have been decided.

BRDC Formula 3 frontrunners Ricky Collard and Toby Sowery and British Formula 4 runner-up Sennan Fielding will all return for the second time, while Formula Renault Eurocup and NEC champion Lando Norris will make his first Award appearance.

McLaren has increased its

involvement this year and will conduct the fitness and simulator elements, while the two-day test at Silverstone will still include running in Formula 2, DTM Mercedes and McLaren GT3 cars.

McLaren will also offer the winner a paid simulator role for 2017, as well as the usual test in a Formula 1 car. The winner, who will be announced at the Autosport Awards on December 4, will receive full British Racing Drivers' Club

Four drivers will battle for an F1 test. This is 2014 Award winner George Russell

membership and an Arai GP-6 RC carbon crash helmet.

Ex-F1 driver and BRDC president Derek Warwick chairs the judging panel, which also comprises two-time British Touring Car champion Jason Plato, McLaren's Andrew Kirkaldy and Mark Williams, commentator Ian Titchmarsh, and Autosport's Kevin Turner and Scott Mitchell. David Brabham will be this year's guest judge.

THE CHOSEN FOUR



RICKY COLLARD

AGE 20

2016 Second in BRDC F3 with Carlin (5 wins)

DEREK WARWICK SAYS Ricky graduated from the MSA Formula [now British F4] to the newly updated BRDC F3 this season and increased his level of performance at the same time. He took five wins and was perhaps a little unfortunate to miss out on a title for the second year in a row. But Ricky was still the top Brit in the standings and it will be interesting to see how the extra year of experience helps him in his second Award appearance.



SENNAN FIELDING

AGE 20

2016 Second in British F4 with JHR (5 wins)

DEREK WARWICK SAYS Sennan might have had more experience than his British F4 opposition, but the same cannot be said of his team. JHR does not have the wealth of single-seater knowledge available to rival Carlin, but Sennan put together a fine championship challenge after a difficult mid-season. We first saw him in the Award in 2014 and he should be a strong finalist this time around.



LANDO NORRIS

AGE 16

2016 Champion in TRS with M2, Formula Renault Eurocup and NEC with Josef Kaufmann Racing

DEREK WARWICK SAYS To win races in four different series in the same season is remarkable, but to win three championships is outstanding. Formula Renault 2.0 provides some of the most competitive junior racing around and Norris won both the Eurocup and NEC titles this year to add to his TRS crown. Scoring success on outings in BRDC F3 also shows his versatility.



TOBY SOWERY

AGE 20

2016 Third in BRDC F3 with Lanan (5 wins)

DEREK WARWICK SAYS Toby has not had the biggest financial backing in his career so far, but he has managed to show his pace in a number of different championships. His season with Lanan in BRDC F3 had its highs and lows, but he won as many races [five] as anyone else and finished the campaign really strongly. He impressed us in the Award tests last year, so it will be great to have him back in the mix.



EBREY

CARRERA CUP GB

Cammish too old for Porsche

PORSCHE CARRERA CUP GB DOUBLE CHAMPION
Dan Cammish feels that Porsche's desire to promote young talent is hindering his chances to progress with the marque.

Cammish, 27, was overlooked for the Porsche Junior scheme in 2015 and says his age is proving a hindrance.

"There's no real progression with Porsche for me," said Cammish. "My age is the issue. Porsche wants younger drivers and I was considered too old last year, let alone now."

"I looked the other day and saw that the factory drivers have an average age of 33 though, so that was disappointing. Porsche wants to focus on youth and the German market, which is absolutely fair enough."

"I had a chance to race in Germany after my first title, but it didn't come off and I knew that door was closed. GT racing is tough too; teams prefer failed GP3 and F3 drivers over a national champion and that's their choice to make, not mine, and I understand that."

Porsche GB motorsport manager James MacNaughton defended the manufacturer's ladder: "The Porsche Carrera

Cup GB fits within the renowned international Porsche Motorsport pyramid that has been proven to feed talent all the way to the top step at Le Mans.

"The next natural progression for any of our aspiring drivers is the international Supercup, one route to which is success in the Porsche Junior programme and the partial funding it offers. We are proud that a number of our former drivers have founded a professional career through progressing to Supercup, as there is no age limit to success."

Cammish now expects to either move to the British Touring Car Championship in 2017 or race for a third season in the Carrera Cup.

"I've been looking at 2017 options for a while," he said. "It's important I'm in a competitive seat at this stage of my career and I think I'm close to doing that with the BTCC next year. It's fifty-fifty at the minute, but it's looking good."

Cammish broke his manager Tim Harvey's record of 11 wins in a Carrera Cup season last weekend at Brands Hatch with his 12th victory of 2016.

PROTOTYPE CUP

RANDLE TO PROTOTYPE CUP AND FV8 3.5

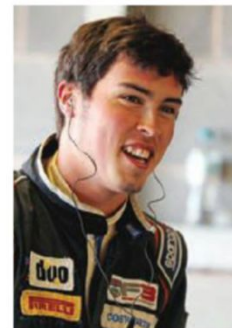
BRDC BRITISH FORMULA 3 race winner Thomas Randle will contest the Prototype Cup this weekend and then make his Formula V8 3.5 debut at the end of this month.

The Australian was fourth in the F3 points this year with Douglas Motorsport and will remain with the team as it makes its LMP3 debut at Snetterton this weekend.

Randle then heads straight to Valencia to test the FV8 3.5 car with Comtec before contesting the penultimate round at Jerez on October 29-30 with the same team.

"I've been working at the team as a data engineer this year, so when the opportunity to drive the car presented itself I as good as begged the team to put me in the seat," said Randle.

"It has been a dream of mine to drive a Formula Renault 3.5 [revived as Formula V8 3.5 this year] and to finally get the opportunity to not only test, but to contest a full race meeting, is just amazing."



FORMULARENAULT 2.0

British F4 champion Fewtrell eyes FR2.0 switch

NEWLY CROWNED BRITISH Formula 4 champion Max Fewtrell is aiming for a step up to Formula Renault 2.0 machinery for next season.

The 17-year-old clinched the title at Brands Hatch last weekend by seven points

thanks to his third victory of the season with the Carlin team, which took its second successive crown following Lando Norris's 2015 success.

"I would like to do Formula Renault next year, which would be exciting," said

Fewtrell, who previously contested the MRF Challenge in Asia last winter.

"It's the best way to end the championship with a win, although it hasn't really sunk in yet."

Fewtrell's only error in the

final race was a wobble at Stirlings early on, which he said was "probably the scariest moment of the season".

Carlin founder Trevor Carlin added: "He did a very good job and was exceptionally calm."

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RENAULT UK CLIO CUP

Bushell may stay in Clios for 2017

RENAULT UK CLIO CUP RUNNER-UP

Mike Bushell plans to race in the series again next year after narrowly missing out on his second title at Brands Hatch last weekend.

Bushell spun off behind the safety car in the opener and was an unfortunate victim of an



incident with Paul Rivett and Ant Whorton-Eales in race two, which allowed Whorton-Eales to take the title by eight points.

"Having not come away with the title I'm now even more hungry to come back and get a second title," said 2014 champion Bushell. "Then I would retire from Clios!"

He added that struggling in the British Touring Car Championship in an AmD Ford Focus last season put him at a disadvantage.

"I think racing in an uncompetitive car in touring cars affected my racecraft a little bit, while Ant was racing the two Ashes [Sutton and Hand, in Clios]," he said.

Whorton-Eales, meanwhile, is targeting a move into the BTCC next season.

JUNIOR SALOONS

Milner issue could cause title delay

THE JUNIOR SALOON CAR Championship may not be decided until after this weekend's Silverstone finale.

Katie Milner's exclusion for a technical infringement from the previous round at Knockhill means her points lead over Matteo Zanetti is cut from 40 points to three, although this is under appeal.

Milner, daughter of two-time

British Rally champion Jonny, has taken seven wins in her second year of the Citroen Saxo-based championship.

"We had our engine stripped at Croft, and that was fine, but there was a problem with the seals [when it was checked at Knockhill]," said Milner. "Other cars suffered the same thing."

"If I don't get the title, which

would be a shame, I'll still have seven wins under my belt. I'm the most successful female in the UK this year so it's amazing."

Junior Saloon coordinator Dave Beecroft said: "The scrutineering issue has no affect on performance. Katie has been fantastic this year and nothing can take away from her performance in the championship."



TCR GERMANY

Files wants to 'dominate' TCR

NEWLY CROWNED TCR GERMANY champion Josh Files is aiming to "dominate" the TCR International series next year if he can put a deal together.

The 25-year-old from Norwich sealed the German crown at Hockenheim last weekend with victory in the first race in his Target Competition Honda Civic.

"I'd like to go and do TCR International in the Honda as the car is incredible," Files told Autosport. "If everything is the same

next year I think we could go out there and dominate another series."

The 2013 Renault UK Clio Cup champion is also working on a deal to compete at Macau in TCR's F3 undercard races. Files raced there last year, but suffered brake and suspension failure in his uncompetitive Opel Astra. He is targeting a return in his Civic.

Files started 2016 in a SEAT Leon, but switched to the Honda from the third round onwards.

IN BRIEF



SIMS DROPS PLAN TO RACE IN F3 CUP

Alexander Sims will no longer contest the final round of the F3 Cup at Snetterton this weekend. He had planned to take part in order to be eligible to race at Macau next month, but instead it is possible that he will compete in the final round of the F3 European Championship.

FOX MOTORSPORT PLANS EXPANSION

Fox Motorsport is plotting a major expansion into the TOCA support package next season. The team has run a Ginetta G55 GT4 in British GT this season, but will now field cars in both Ginetta Juniors and the Ginetta GT4 Supercup in 2017. Jamie Stanley took part in the Supercup races at Brands Hatch last weekend with Fox, taking a best result of 11th in the second contest.

MG TROPHY STAR BRAY MOVES ON

Three-time MG Trophy champion Chris Bray bowed out from the category with a win at Snetterton last weekend. Bray has competed in the series for 10 years but will now move on, with details of his plans for 2017 expected to be announced soon.

MOSLER RETURNS FOR BRITCAR

British GT racers Martin Short and Richard Neary brought out Short's Mosler MT900 for the first time in two years and took a two-lap victory in the Britcar Endurance Championship last weekend at Oulton Park. Former Radical and F3 Cup driver Chris Headlam also made a racing return in a Lanan Racing Lotus Exige that had been idle for four years. He finished sixth alongside the team's British GT4 ace Joey Foster.

G57 OUTING FOR SUPERCUP'S BURNS

Will Burns will join the VdeV Proto Series at Magny-Cours this weekend in a Ginetta G57. Burns (below) missed out on the Ginetta GT4 Supercup title by three points last weekend at Brands Hatch, and will now team up with Colin White for his prototype debut. "I can only look forward after last weekend and it's important I look at opportunities now. I'm really excited about racing in LMP3 this weekend," he said.





Ex-National champion Gough last raced for Kevin Mills in 2004

FORMULAFORD1600

STAR OF MALLORY EVENT IS CANCELLED

THE STAR OF MALLORY Formula Ford 1600 contest has been cancelled for this year because of concerns over a lack of entries.

The event was revived last season by Mallory owners Real Motorsport Ltd and FF1600 organiser James Beckett, with the 750 Motor Club due to help administer the October 16 meeting this year and provide cash prizes.

But with time now running out for entries, organisers have taken the decision to cancel.

“It’s a fortnight before the event and the entries were coming but we have to make the decision before it’s too late with the marshals and logistics in place,” said Beckett.

“Unfortunately for this year the meeting won’t take place but it will be announced in much better time next year and the Star of Mallory will run again.”

Beckett added that the event may be moved to earlier in 2017 to avoid the congested FF1600 end-of-season, which features the popular Festival and Walter Hayes Trophy meetings.

FORMULAFORD 1600

Gough joins Mills for WHT

FORMULA FORD STALWART STUART GOUGH WILL compete in his 13th Walter Hayes Trophy this year, his first in a modern FF1600 as he joins frontrunning outfit Kevin Mills Racing.

Gough, the 2014 National, Northern and Triple Crown FF1600 champion, believes that running a KMR Spectrum will give him his best chance at glory having never won the event.

“There’s absolutely no excuse to not challenge for the win on the Walter Hayes front,” said Gough. “It’s a car that has been pretty dominant pace-wise, so that’s the best opportunity, probably ever, for me.”

KMR’s last win at the WHT came courtesy of Scott Malvern in 2013. Gough has raced with the outfit previously, competing in British Formula Ford in ’04. He finished 13th in the standings in a Van Diemen RF03, missing the final four rounds of the year.

Gough will also compete in the Formula Ford Festival

at Brands Hatch on October 22-23 in his Oldfield Motorsport-run Van Diemen DP08, a Duratec-to-Kent engine conversion. He has competed in the car in the national championship in selected rounds this year, but believes there is still more testing to be done to get the new car up to speed. He has finished on the podium in the FF Festival for two consecutive years.

“The car is quick enough and it has a new engine, which feels good,” added Gough. “I think the Festival is going to be a massive challenge; we need to unlock something in the car. It’s getting there though.”

That car will also appear in the WHT, run by Oldfield for Gough’s brother Ian, who now lives in Sydney. He won his class in the Australian Formula Ford series in August at Wakefield Park, and has made multiple WHT appearances.

Ian’s return to the WHT meant that Stuart was without a seat for the event, teeing up the deal with Kevin Mills Racing.

FORMULAFORD 1600

Team USA Scholarship drivers announced for Festival and Hayes

THE TEAM USA SCHOLARSHIP has announced the drivers that will represent it at the Formula Ford Festival and Walter Hayes Trophy in October and November respectively.

Oliver Askew, 19, and Kyle Kirkwood, 17, will drive Cliff Dempsey Racing Ray GR15s in the UK’s blue riband Formula Ford events.

The pairing was chosen after a six-driver shootout at Palm Beach International Raceway, by a panel which included 2003

Indy 500 winner Gil de Ferran.

“I am ecstatic and greatly honoured,” said Kirkwood, a frontrunner in the inaugural F4 US Championship with Primus Racing. “To be able to represent the USA is a feeling no words can describe.”

Askew added: “Kyle and I have been very close friends for over 10 years. We have been team-mates in the karting ranks for many of those years, so we will keep working together to bring

home great results.”

Scholarship founder Jeremy Shaw said: “The standard was extremely high and we were faced with some difficult decisions. All of the youngsters performed well and would have been worthy recipients.”

Past winners of the scholarship include CART champion Jimmy Vasser, Bryan Herta and current IndyCar ace Josef Newgarden. Last year’s drivers were Dakota Dickerson and Michai Stephens.



Askew (left) and Kirkwood will compete in the UK



Combe Classic detour evokes memories

By Marcus Pye, the voice of club racing

[@Autosport](#)

OVERNIGHT ROAD CLOSURES ON MY REGULAR cross-country route to Castle Combe forced a change of plan on Saturday. Thus it was a coincidence that another landmark mileage on our beloved family car 'Rex' clicked over beside the sign for Ibsley (between Ringwood and Fordingbridge) on the A338 Salisbury road. I 'missed out' on race meetings at the old Ibsley RAF station – the last was staged in 1955, three years before I was born, but local sages still recall a massive audience being wowed by Ron Flockhart in a BRM V16 in 1954 – but the moment got me thinking about the British circuits at which I'd witnessed racing.

I'm told that my debut was at Silverstone in August 1958, at two months old, for my father and late godfather were MG enthusiasts, but I was regularly taken to such venues as Aintree, Oulton Park, Goodwood and Snetterton before the first I can remember (quite vividly) at Crystal Palace – close to our south-east London abode – in the summer of '62. I'm sure that experience, and a sprint at Brands Hatch in '64, fired my enthusiasm for the sport in which I've carved my peripatetic career as writer and commentator for almost 40 years.

Castle Combe followed in 1967 – I'd been to Great Auclum's annual British Hillclimb Championship round in the interim, a frenetic affair staged on a 440-yard course in the sylvan setting of a country estate near Reading since the competition began as a five-rounder (with Bo'ness, Shelsley Walsh, Bouley Bay and Prescott) in '47 – and Thruxton in '73. The eagerly awaited Autosport and *Motoring News* kept me abreast of developments, from club events to Formula 1, every Thursday from the '70s, by which time I was really hooked. I'm happy

that long-gone Inghliston and Birmingham were ticked-off in time, but regret that I never went to Longridge or Rufforth.

This season alone I've worked at Phillip Island (Australia), Goodwood (Members' Meeting, Festival of Speed and Revival), Combe, Oulton Park, Brands, Silverstone, Snetterton, Cadwell Park, Chateau Impney, Croft, Thruxton, Zandvoort and Spa so far. The HSCC championship finals (over two days this year), the splendid 750MC Birkett Six Hour Relay and the Algarve Classic Festival in Portugal will round out my Historics-led 2016 programme this month.

Since 2012 the Castle Combe Autumn Classic has gathered momentum strongly. It wasn't blessed with good weather this year, although the sun did make a couple of welcome appearances between heavy showers. But with plenty of excellent racing and classily understated stars like Andy Wallace (competing in Nigel Webb's Jaguar Mk1) and David Brabham (demonstrating Andrew Wareing's ex-Charles Vogele Brabham BT11 in the parades, and on ambassadorial duty for the Hope for Tomorrow charity) taking part, there was still much for hardy enthusiasts to enjoy at the end of three rainbows during the afternoon.

It won't be long until work gets under way for next October's edition of the event, which Patrick Blakeney-Edwards – accomplished and versatile race driver and figurehead of the Blakeney Motorsport team, which ran several cars and rode out with another couple of wins – volubly described once again as his favourite of the year. It's certainly one of mine as I look forward to the 50th anniversary of my first trip to the Strawford family's excellent Chippenham venue next summer. 🌈

FORMULA 1 VERSUS FORMULA 5000 IN NEW ZEALAND

New Zealand's first races for three-litre Formula 1 cars are to headline the inaugural Taupo Historic Grand Prix event when the lakeside holiday resort's recently renamed Bruce McLaren Motorsport Park facility opens a new chapter in its history on January 28-29 2017.

Celebrating the 50th anniversary of Kiwi Denny Hulme's momentous world championship of 1967, driving Brabham-Repcos, the country's only FIA Grade 2 circuit (first licensed for A1GP in 2007) will see F1 and F5000 cars running head to head, Race of Champions-style.

A field of eight to 10 Pre-1978 F1 cars from the United Kingdom, USA and Australia are expected to be joined by a Yardley McLaren M23 (right), formerly Denny's own car and long resident in New Zealand. More than 20 contemporary stockblock-engined F5000s will provide thunderous opposition at the centrepiece of the festival.

Among the F5000s is likely to be Briton Greg Thornton's Chevron-Chevrolet B24, in which double European champion – and 1974 Tasman Series winner in Australia and New Zealand – Peter Gethin won the '73 RoC at Brands Hatch, the only time the F1 establishment was defeated in a period match race.



The showpiece also features a capacity entry for Historic Formula Junior's Diamond Jubilee World Tour for the cars of 1958-63, Pre-1978 Formula Ford 1600 and the hugely popular Historic Touring Car movement, focusing on Group A and Super Tourers from 1980-94.

"This landmark event will focus the world on Taupo, making it the home of New Zealand motorsport," said BMMP director Chris Abbott.

RENAULT UK CLIO CUP OCTOBER 1-2

Whorton-Eales champion as Bushell shunts

WHEN TITLE PROTAGONISTS MIKE Bushell and Ant Whorton-Eales qualified on the front row of the grid, fireworks were expected. But no-one could predict the sequence of results that left Ant Whorton-Eales as champion and Bushell registering a double DNF.

Things didn't get off to a good start for poleman Bushell. He made a terrible getaway and dropped to fifth as his title rival shot into the lead. The Pyro man had the chance to try again, however, when the race was red-flagged after contact from Senna Proctor pitched Charlie Ladell into the barriers and then into the path of Ollie Pidgley and debutant James Grint.

Bushell's second opportunity came to nothing, though, for he again made a poor getaway, while Paul Rivett got off the line very quickly and grabbed the lead at Druids. It got worse for Bushell soon after, as a slide at Clark Curve dropped him behind team-mate Josh Price.

But the killer blow came in the most bizarre fashion. A safety car was deployed when Paul Streater went off, but Bushell weaved too energetically while trying to maintain tyre temperature and spun off.

That handed Whorton-Eales the advantage and he set about trying to pass Rivett. A bold move around the outside of Paddock Hill Bend didn't work and instead he dropped to fourth behind new



leader Price, Rivett and Lee Pattison. That was where he finished but there was more drama to come as Price made a slight error at Westfield on the final tour, allowing Rivett through to win.

All of that meant Whorton-Eales simply had to beat Bushell in the finale to be sure of the crown, but that was far from straightforward.

Bushell again lost out at the start, but had a chance to make amends with an early safety car. On the restart, Rivett went round the outside of Bushell at Druids and then made a desperate lunge at Whorton-Eales at Graham Hill Bend, spearing the points leader off. He rejoined the track into the path of who else but Bushell, which sent the 2014 champion into the barriers. Whorton-Eales limped home to seventh, but the title was his.

"The Rivett torpedo nearly pulled it in my favour!" said Bushell.

Back at the front, it was Price who

Rivett punts Whorton-Eales, starting the sequence that sent Bushell out of the second race

again profited to take his maiden win after missing out a day earlier, leading home Max Coates and Ladell.

"I lost it in the last two corners earlier so I was confident I wasn't going to let that happen again," he enthused.

Typically, after an action-packed season, the final race ended in dramatic style as Luke Kidsley rolled his car at Sheane but escaped injury.

STEPHEN LICKORISH

RESULTS

RACE 1 (BOTH 10 LAPS) 1 Paul Rivett; 2 Josh Price +0.504s; 3 Lee Pattison; 4 Ant Whorton-Eales; 5 Senna Proctor; 6 Max Coates. **Fastest lap** Rivett 1m42.186s (85.72mph). **P** Mike Bushell. **S** 16.

RACE 2 1 Price; 2 Coates +1.868s; 3 Charles Ladell; 4 Proctor; 5 James Colburn; 6 Paul Streater.

FL Luke Kidsley 1m39.926s (87.66mph). **P** Bushell. **S** 19. **POINTS 1 Whorton-Eales 430;** Bushell 422; 3 Coates 381; 4 Rivett 380; 5 Pattison 293; 6 Price 286.

CARRERA CUP GB OCTOBER 1-2

Cammish goes out on a high

DAN CAMMISH ENDED HIS title-winning campaign with a 12th victory to eclipse Tim Harvey's record of most wins in a season, after his Redline Racing team-mate Charlie Eastwood took his first series win.

Each driver was on pole for their respective victories, and starting from the front proved to be crucial on the Brands Hatch Grand Prix circuit.

Eastwood's win was the most impressive, demonstrating maturity in the opener as he managed a gap over Dan Lloyd across the 17 laps of racing.

"I've been getting closer and closer to a win and it's huge to finally achieve it," said Eastwood.

The top two were largely level on

the same pace and created a stalemate, but third-placed Dino Zamparelli had to work hard to take the final podium slot.

Zamparelli quickly passed Cammish to take third, but had to defend resolutely for the remainder of the race.

There was momentary respite for Zamparelli when Cammish spun under his own steam, but he would soon be forced back into defending, as Tom Oliphant harried him to the flag.

"That was one of my best ever drives and yet it wasn't even one of my best results," said Zamparelli.

He went one better in the finale by finishing second ahead of Eastwood while Cammish stormed into the distance.

TOM ERRINGTON



Cammish won the final race of the year after Eastwood (left) broke his duck in race one

RESULTS

RACE 1 (BOTH 17 LAPS) 1 Charlie Eastwood; 2 Daniel Lloyd +1.374s; 3 Dino Zamparelli; 4 Tom Oliphant; 5 Alessandro Latif; 6 Tom Sharp. **FL** Dan Cammish 1m28.660s (98.80mph). **P** Eastwood. **S** 24. **RACE 2 1 Cammish;** 2 Zamparelli +0.906s; 3 Eastwood; 4 Jonas Gelzinis; 5 Lloyd; 6 Oliphant. **FL** Cammish 1m28.631s (98.83mph). **P** Cammish **S** 24. **POINTS 1 Cammish 313;** 2 Zamparelli 257; 3 Eastwood 246; 4 Oliphant 199; 5 Stephen Jelley 180; 6 Sharp 174.

Qualifying the key for Fewtrell

NO POINTS ARE AWARDED FOR qualifying in British F4, but a session held in changeable conditions had a significant impact on the title battle. While points leader Sennan Fielding started sixth for the finale, rival Max Fewtrell was on pole and it made all the difference.

Going into the last contest, Fielding led by just three points and quickly set about hunting down his Carlin rival. On lap one, he dived past Frank Bird at Surtees. On lap two, he got up the inside of Luis Leeds at Paddock with the help of a dummy. On lap four, he completed a brilliant move on James Pull. But then he caught a resolute Ayrton Simmons.

Despite having vastly more experience than the Arden rookie, Fielding couldn't find a way ahead and ended up finishing third. Fewtrell was in control up front and, despite a brief wobble at Stirlings, led throughout to claim the title.

Earlier, Fielding put in a storming drive in the opener to extend his advantage. He also delivered an important blow by passing Fewtrell on the final lap for second, behind the dominant Pull.

Race two was all about Jamie Caroline. The Fortec racer had qualified on pole for races one and three but a technical infringement demoted him to the back. He recovered to seventh in race one, which handed him reversed-grid pole for the second encounter. He was untroubled and won by almost five seconds.

"It's like Christmas has come early," Caroline beamed. "I've been waiting all season for this."

STEPHEN LICKORISH

RESULTS

RACE 1 (11 LAPS) 1 James Pull; 2 Sennan Fielding +1.488s; 3 Max Fewtrell; 4 Rafael Martins; 5 Ayrton Simmons; 6 Petru Florescu. **FL** Jamie Caroline 1m37.902s (89.47mph). **P** Fewtrell. **S** 17.

RACE 2 (14 LAPS) 1 Caroline; 2 Florescu +4.778s; 3 Fewtrell; 4 Martins; 5 Fielding; 6 Simmons. **FL** Billy Monger 1m26.818s (100.89mph). **P** Caroline. **S** 17.

RACE 3 (14 LAPS) 1 Fewtrell; 2 Simmons +0.339s; 3 Fielding; 4 Pull; 5 Luis Leeds; 6 Zane Goddard.

FL Fielding 1m27.274s (100.37mph). **P** Fewtrell. **S** 17.

POINTS 1 Fewtrell 358; 2 Fielding 351; 3 Leeds 300; 4 Pull 291; 5 Devlin DeFrancesco 265; 6 Florescu 260.



Fewtrell was at the front when it mattered most

HAWKINS

Middleton sets the record straight

TWELVE MONTHS AGO, STUART Middleton was at the centre of the Ginetta Junior controversy, since it was his jumped start that gave Jamie Caroline the title. A year on and he was in the headlines for entirely different reasons after starring in two cracking contests.

Despite missing out on the title to William Tregurtha, Middleton ended his season in style with a dramatic victory in the opener, which was postponed to Sunday after a nasty shunt for Dave Wooder, Charlie Digby and Jenson Dineen exiting Paddock Hill Bend.

Lewis Brown led much of the race, but Middleton was on a mission and drew alongside exiting Clark Curve for the final time to beat the HHC driver by 0.062s at the line.

Race two was another thriller, with Brown and Middleton again at the centre of the action. They were involved in a brilliant four-way tussle for the lead with Harry King and Charlie Fagg. Brown eventually prevailed to seal third in points.

STEPHEN LICKORISH

RESULTS

RACE 1 (BOTH 8 LAPS) 1 Stuart Middleton; 2 Lewis Brown +0.062s; 3 Seb Perez; 4 Harry King; 5 Charlie Fagg; 6 Daniel Harper. **FL** Middleton 1m47.686s (81.34mph). **P** Brown. **S** 15. **RACE 2 1 Brown;** 2 King +0.506s; 3 Middleton; 4 Sebastian Priaulx; 5 Tom Wood; 6 Geri Nicosia. **FL** Nicosia 1m48.307s (80.87mph). **P** Middleton. **S** 15. **POINTS 1 William Tregurtha 615;** 2 Middleton 575; 3 Brown 495; 4 Dave Wooder 479; 5 Daniel Harper 390; 6 Nicosia 384.

Wrigley denies Burns at the end

A "DO OR DIE" PASS IN THE CLOSING moments of the Ginetta GT4 Supercup finale secured Tom Wrigley the title by three points ahead of rival Will Burns.

A 33-point lead for Wrigley, accounting for dropped scores, was slashed down to a mere seven by the final race as Burns pressurised him in all three encounters.

Burns took first blood in the opener. His pole position was key after Wrigley could only qualify 10th in a wet session. Mark Davies initially took the lead, but Burns responded well to win ahead of Davies and Jack Mitchell.

Wrigley finished seventh as he struggled with a wet set-up. Not only had he lost crucial points, but he would start there in race two.

The wet track worked against both Burns and Wrigley, but Tom Hibbert's gamble on a full wet set-up paid dividends as he won the second race. Hibbert overcame two safety car periods as the weather worsened, beating Reece Somerfield and Carl Boardley. Of the title contenders, Burns fell to fifth despite starting on pole, while Wrigley finished eighth after incurring damage to his car's rear.

With seven points splitting them in the finale, Wrigley knew he had to follow Burns across the line to win the title. Boardley took the easiest of wins, as Burns and Wrigley's second and third places decided the title.

The pair had run third and fourth, but when Burns passed Mitchell, shortly after Boardley took the fastest lap and points reward from Wrigley, Burns was moments away from winning the championship title.

With the pressure on, Wrigley made an all-or-nothing dive down the inside of Mitchell at Paddock and just managed to follow Burns through for third, which gave him the crown.

TOM ERRINGTON

RESULTS

RACE 1 (9 LAPS) 1 Will Burns; 2 Mark Davies +2.538s; 3 Jack Mitchell; 4 Carl Boardley; 5 Tom Hibbert; 6 Callum Pointon. **FL** Davies 1m42.995s (85.07mph). **P** Burns. **S** 18.

RACE 2 (10 LAPS) 1 Hibbert; 2 Reece Somerfield +0.944s; 3 Boardley; 4 Mitchell; 5 Burns; 6 Rob Gaffney.

FL Davies 1m39.447s (88.08mph). **P** Burns. **S** 18.

RACE 3 (14 LAPS) 1 Boardley; 2 Burns +5.254s; 3 Wrigley; 4 Mitchell; 5 Somerfield; 6 Pointon. **FL** Boardley 1m31.783s (95.44mph). **P** Mitchell **S** 17. **POINTS 1 Wrigley 604;** 2 Burns 601; 3 Boardley 477; 4 Orton 438; 5 Davies 392; 6 Pointon 373.



Wrigley left it late to secure the title

EBREY

DONINGTON
750MC OCTOBER 1-2

Blackwell-Chambers' Donington double



DONINGTON WAS THE SCENE OF the 750 Motor Club season finale and, like any great TV show, it was packed with plot twists.

Will Blackwell-Chambers secured the MX-5 championship, having won both races last Sunday. In the first outing, drama hit the title contenders when Jack Sycamore stopped with a suspension problem while running second, which sent him towards the back of the 42-car grid in 36th for race two.

From there, Sycamore was able to recover to fourth place, slicing his way through the traffic before being gifted a number of places on the final lap when Sam Smith spun Jake Bailey around at Melbourne.

Ben Short came into the weekend leading the championship, but could only finish fifth in the opener after making contact with Michael Comber at Coppice. In the next outing he was third, but it wasn't enough to prevent Blackwell-Chambers from claiming the title after his stellar weekend.

John Cutmore took the RGB rear-engined title, after Billy Albone threw it away on the final lap of the one and only race for the series. This was a result of all of Saturday afternoon's races being cancelled due to adverse weather.

Therefore the RGB contest was extended by another two laps on Sunday, which was enough for Cutmore to put the pressure on Albone throughout the

eight-lap saga. An attempt around the outside of Redgate didn't come off, so it came down to the penultimate corner on the final lap when Albone ran wide, lit up the rear tyres and spun around. That allowed Cutmore to nip through along with Alastair Boulton, dropping Albone to third at the finish.

Scott Mittell's prospects were already hampered by the awful weather on Saturday before a front wheel bearing failed on the opening lap, ending his title hopes on the spot.

In the single Hot Hatch/Stock Hatch outing, Alistair Camp took the victory

Blackwell-Chambers secured the MX-5 title with a pair of wins

in the Hot Hatch race from Tom Bell, after taking the lead on the opening lap.

Further back in the Stock Hatch race was where the action took place, as Ryan Polley only needed to finish ahead of Paul Jarvis to win the championship. Jarvis managed to qualify ahead, but it was Phil Law who got the better start off the line and managed to maintain the lead, despite hitting the tail end of the Hot Hatch race. Even though Jarvis was third, he wasn't able to negotiate the traffic as efficiently, which allowed Polley to finish ahead and take the championship spoils.

The Toyota MR2 races had their typical large grid numbers, but the focus was mainly on Kristian White and Jim Davies. After a three-way battle for the lead between the two title contenders and Lewis Ward, it was White who won from sixth on the grid, ahead of Ward and Davies. That meant in order to take the championship, Davies needed to finish ahead of White in race two.

White was leading comfortably after a good start from the front row of the grid when he went off at the Old Hairpin on the final lap, which allowed Stuart Nicholls to come through to take the lead. Crucially, it also let Davies through to take the championship in eighth, as White dropped out of the top 10 altogether by the flag. In the end, they were separated by just one point.

Phil Knibb was the next man to settle a championship in Bikesports. Even



Ivey won and then spun in Bikesports



Steve Smith secured Historic F3 victory with Chevron B15

though Jon Paul-Ivey took the first race win, Knibb's third place put him in good standing for the title.

For a while it looked like Ivey might be able to do the double, but a spin at McLeans midway through put him out of contention and handed victory to Will Brown. That allowed Knibb to get up to second and, after a brief battle with Adrian Reynard (who eventually stopped due to a brake problem), he finished in the position he needed in order to win the championship outright.

The Civic Cup victories were shared between Martin James and Mark Grice, the latter taking his maiden win. But the main focus was the Class A title battle between David Buky, Ben Sharpe and Chris Coomer. Sharpe won the class

in the first race to set up what was essentially a winner-takes-all finale.

Buky started on the front row of the reversed grid and managed to stay ahead of his rivals and beat Sharpe to the title by 0.8s. It was a sweet win for Buky as he had finished level on points with Andrew Hough last year, but lost out on tiebreak.

Steve Smith won the Historic F3 race ahead of Simon Armer, which was enough for Armer to take the 2016 title.

Clive Hudson took the Sport Specials victory, Adam Shepherd won in the M3 Cup and Formula Vee champion Paul Smith took the flag first in the Classic Interseries, the only race held on Saturday before the downpour.

RORY MITCHELL

RESULTS

MX-5 CUP (BOTH 9 LAPS)

1 Will Blackwell-Chambers;
2 Michael Comber +8.13s;
3 Jake Bailey; 4 Sam Smith;
5 Ben Short; 6 Sebastian Fisher.
Fastest lap Comber 1m56.14s
(77.18mph). **Pole** Short. **Starters** 41.

RACE 2 1 Blackwell-Chambers;
2 Comber +3.19s; 3 Short; 4 Jack
Sycamore; 5 Fisher; 6 Smith.
FL Short 1m55.83s (77.39mph).
P Blackwell-Chambers. **S** 42.

**RGB (8 LAPS) 1 John Cutmore
(Spire GT3 S);** 2 Alastair Boulton
(Spire GT3) +7.00s; 3 Billy Albone
(Spire GT3); 4 Paul Roger (Contour
RGB09); 5 Oliver Hewitt (Mittell
MC-53); 6 Daniel Larner (Mittell
MC-52b). **Class winners** Matt
Higginson (AB Arion S2).
FL Hewitt 1m36.75s (92.65mph).
P Mittell. **S** 22.

HOT/STOCK HATCH (10 LAPS)

1 Alistair Camp (Ford Fiesta ST);
2 Tom Bell (Honda Civic) +4.32s;
3 David Allen (Ford Fiesta ST);
4 Matthew Howarth (Vauxhall Astra
GSi); 5 Leon Shepherd (Ford Fiesta
ST); 6 Daniel Williams (Ford Fiesta
ST). **CW** Phil Law (Citroen Saxo
VTR). **FL** Camp 1m49.92s
(81.55mph). **S** 20.

MR2 (8 LAPS) 1 Kristian White;

2 Lewis Ward +0.86s; 3 Jim Davies;
4 Timothy Heron; 5 Shane
Mansbridge; 6 Shaun Traynor.
FL White 1m53.91s (78.69mph).
P Ward. **S** 32.

RACE 2 (8 LAPS) 1 Stuart Nicholls;

2 Ward +0.35s; 3 Traynor; 4 Heron;
5 Ben Rowe; 6 William Gallacher.
FL Davies 1m53.81s (78.76mph).
P Davies. **S** 34.

BIKESPORTS (13 LAPS) 1 Jon-Paul

Ivey (Radical PR6); 2 Will Brown
(Radical PR6) +1.28s; 3 Philip Knibb
(Radical SR3); 4 Mike Davis (Radical
PR6); 5 Chris Preen (Radical SR3
RS); 6 Adrian Reynard (Radical SR3).
CW Knibb; Robert Gardiner (Spire
GT3). **FL** Ivey 1m31.72s (97.73mph).

P Knibb. S 16. RACE 2 (13 LAPS)

1 Brown; 2 Knibb +11.74s; 3 Preen;
4 Julian Griffiths (Radical PR6);
5 Doug Carter (Radical PR6);
6 Mark Grason (Radical SR3).

CW Knibb; Gardiner. **FL** Joe
Stables (Radical PR6) 1m31.21s
(98.28mph). **P** Ivey. **S** 14.

CIVIC CUP (8 LAPS) 1 Martin

James; 2 Mark Grice +1.03s;
3 Carl Swift; 4 Danny Winstanley;
5 Tom Bell; 6 James Griffith.

FL James 1m50.93s (80.81mph).
P Ben Sharpe. **S** 33.

RACE 2 (6 LAPS) 1 Grice;

2 Mark
Higginson +1.21s; 3 David Buky;
4 Ben Sharpe; 5 Bell; 6 Griffith.

FL Higginson 1m51.07s. **P** Bell. **S** 28.

HISTORIC F3 (11 LAPS)

1 Steve Smith (Chevron B15);
2 Simon Armer (Brabham BT21)
+1.16s; 3 Steve Seaman (Brabham
BT21); 4 Michael Scott (Brabham
BT28); 5 Keith Messer (Vessey HF);
6 Leif Bosson (Brabham BT28).

FL Armer 1m45.62s. **P** Smith. **S** 14.

SPORT SPECIALS (10 LAPS)

1 Clive Hudson (Eclipse SM1);
2 Paul Boyd (Eclipse SM1) +0.35s;
3 Matthew Booth (MK Indy RR);
4 Rob Johnston (Cyana MK2);
5 Stuart Adam (ARD SR2);
6 Nigel Brown (Sylva Phaser).
FL Boyd 1m44.17s (86.05mph).
P Hudson. **S** 21.

M3 CUP (12 LAPS) 1 Adam

Shepherd; 2 Carl Shield +5.45s;
3 Luke Sedzikowski; 4 Martin
James; 5 John Brown; 6 Brett
Evans. **FL** Shepherd 1m45.22s
(85.19mph). **P** Shepherd. **S** 13.

CLASSIC INTERSERIES (12 LAPS)

1 Paul Smith (Crosle 9S);
2 Gwyn Pollard (Crosle 9S) +12.27s;
3 Steve Ough (Crosle 9S);
4 John Taylor (Crosle 9S);
5 Bill Lancashire (TVR Tuscan);
6 John Plant (Allard J2).
CW Lancashire; Plant; Ian Wilson
(TVR Tasmin); Andrew Knight (Ford
Mustang); Geoff Taylor (TVR Griffith
200). **FL** Smith 1m40.75s
(88.97mph). **P** Smith. **S** 17.



Shepherd leads M3 Cup pack down the Craners

ALL PICS: JONES

KIRKISTOWN
500MRCI OCTOBER 1

NIAL MURRAY MADE WINNING THE Martin Donnelly Trophy look easy. Eventually. The newly crowned BRSCC National FF1600 Champion came to Kirkistown for the first time this year as favourite to take the 'Donnelly' and the North Down & Ards Borough Council £1000 cheque that goes with it.

But there were times earlier in the day when his prospects of another victory didn't look so certain.

The first heat fell to Kevin O'Hara despite the close attention of Alan Davidson. And, while Murray won the second heat from Jordan Dempsey and James Roe, his winning speed was fractionally slower than that of O'Hara, which meant O'Hara would start the final from pole, with Murray consigned to the other side of the grid.

In the hectic scramble as the lights went out, O'Hara got the better start to lead, but an unruly bunch comprising Murray, Davidson, Roe, Dempsey and Ryan Campbell filled the road behind him.

This situation lasted only until Fishermans on the opening lap, when O'Hara ran wide and onto the grass, being passed by all and sundry. He got back on but the moment was lost and a further excursion, followed by an electrical gremlin, ended his day early.

The action up front continued, and a lap later the number was further thinned when Roe – driving Noel Dunne's RF01 in place of his usual Firman car – came off second best in a tangle with Dempsey. Dempsey continued, Roe did not.

Davidson was the next to go, his Mondiale suffering a suspension breakage, but by that time Murray had established himself in a solid lead from Dempsey, with Ryan Campbell's Reynard third. That's how things stayed to the finish, Murray's winning margin being almost eight seconds.

Another win for Murray then, and a good first outing in the Motorsport Ireland scholarship Van Diemen for 16-year-old Dempsey. Campbell kept well clear of Andrew Noble's Van Diemen to complete the podium party.



Murray sees off allcomers for Donnelly Trophy win

Formula Vee provided even more excitement. In the first race for the B & C Irish Championships, Paula Moore kept her Leystone ahead of the Sheanes of Gavin Buckley and Anthony Cross for the full 15 laps, despite the best efforts of both chasers to demote her. A couple of times a Sheane got its nose in front, but Moore always had an answer and, despite the constant pressure, she won through in the end by 0.103 seconds.

The winning margin was even smaller in the 'A' race, which was red-flagged following a fourth-lap incident at Colonial involving Moore and Stephen Morrin, which resulted in Morrin having to be removed, unhurt, from his inverted Leystone. This left just five cars to contest the restarted race, a frantic affair during which most of the field managed to snatch the lead at one time or another

There would be no stopping Murray in the Martin Donnelly Trophy final

before the chequered flag came out. When it did, all were covered by less than 0.1s in a Monza-type finish, with Colm Blackburn scoring his first Vee victory, narrowly ahead of Justin Costello, Dan Polley, Kevin Grogan and Buckley.

And then there were the Fiestas. History will record that Thomas Agnew won both races, one from new champion Jonny Forsythe and Mark Stewart, and the other (in which Forsythe started from the back but still finished third) from Stephen Moore.

History will probably have little to say about the antics going on further down the field where all sorts seemed to be happening simultaneously, to the great delight of the spectators, especially those at the chicane, where two-wheeled motoring appeared to be the latest craze. Suffice to say that 18 cars started the day but only 12 completed the first race and 14 the second. End-of-term high spirits most likely...

Jim Larkham in the Radical had taken a brace of Roadsports victories ahead of John Benson's uprated S2000 Crossle. The Crossles of Paul Conn and John McCandless took a third place each. In the hotly contested 1.0-litre class Paul Thompson (Striker) twice defeated Mark Francis (Locost), although the pair were only feet apart on both occasions.

Among a meagre field of saloons, which ran concurrently, there were two wins for Andrew Armstrong (BMW M3) from Stephen Traub (Honda Integra).

RICHARD YOUNG



Moore and Morrin tangle in the frantic FVeas

ALL PICS: DEMPSTER



OULTON PARK BARC OCTOBER 1

Harpham comes out on top in two photo finishes

REIGNING BSA NATIONAL F125 OPEN CHAMPION LEE Harpham retained his title after it went down to the wire in his second race of the day at Oulton Park.

Starting from pole, he briefly overshot at Old Hall, before regaining a good first-lap lead as Ian Larder headed the pursuit. Larder got past, but it was finally settled in Harpham's favour exiting Knickerbrook on the last lap, Larder falling short by 0.051s.

Larder led race two initially before Harpham got by at Old Hall on lap four. Liam Morley – third in race one – followed him through and began to challenge Harpham, who edged it by a scant 0.09s. Kirk Cattermole retained his English championship title.

A double win for Paul Rose's Saker gave him the CNC Heads Sports Saloons title. He beat Joe Spencer (Locosaki) in first race. Then, on a wet track, Rose was quickest away in race two and was never headed. Luke Armiger (Vauxhall Tigra) had stormed past Steve Harris (Saker), and a lap later had second-placed Spencer in his sights when the outgoing champion slid off at Cascades.

Mike Moss and Scott Adam held on to victory in the first Dunlop Production & GT race, despite their BMW M3 GTR cutting out on Adam on multiple occasions. Calum Lockie had a substantial early lead, but after David Mason took over their Ferrari 458 GT3 he dropped to second, holding on despite a last-lap spin at Lodge.

Moss/Adam took win number two later on over Marcus Fothergill/Dave Benett (Porsche 997 Cup).

Richard Neary and Martin Short took the Endurance win in their Mosler. Lockie battled with Phil Hanson (Audi R8) early on before the Audi retired after contact. Mason lost second late on to the Kevin Clarke/Ian Lawson BMW Z4, but a pitstop penalty gave it back to the Ferrari duo.

PETER SCHERER

RESULTS

MARTIN DONNELLY TROPHY FF1600

HEAT 1 (13 LAPS) 1 Kevin O'Hara (Van Diemen RF01); 2 Alan Davidson (Mondiale M89S) +0.076s; 3 Ryan Campbell (Reynard 89FF); 4 David Nicholl (Reynard 89FF); 5 Sean Conway (Crosle 70F); 6 James Graham (Swift SC95). **Fastest lap** Davidson 1m01.102s (89.081mph). **Pole** O'Hara. **Starters** 11. **HEAT 2 (13 LAPS) 1 Niall Murray (Van Diemen RF01);** 2 Jordan Dempsey (Van Diemen LA10) +0.458s; 3 James Roe (Van Diemen RF01); 4 Andrew Noble (Van Diemen JL012K); 5 Jamesy Hagan (Reynard 89FF); 6 Andrew Blair (Reynard 84FF). **FL** Murray 1m01.050s (89.157mph). **P** Murray; **S** 9. **FINAL (20 LAPS) 1 Murray;** 2 Dempsey +7.963s; 3 Campbell; 4 Noble; 5 Hagan; 6 Blair. **Class winners** Campbell; Blair; Nicholas Gibson (Crosle 40F). **FL** Murray 1m01.308s (88.782mph). **P** O'Hara. **S** 19.

FORMULA VEE A (11 LAPS) 1 Colm Blackburn (Leystone JH002);

2 Justin Costello (Leystone JH002) +0.006s; 3 Dan Polley (LOH Sheane); 4 Kevin Grogan (Leystone JH002); 5 Gavin Buckley (Sheane FV99); 6 Anthony Cross (Sheane FV04). **FL** Polley 1m06.911s (81.347mph); **P** Polley. **S** 15.

FORMULA VEE B (15 LAPS) 1 Paula Moore (Leystone JH004);

2 Buckley +0.103s; 3 Cross; 4 Joe Power (Leystone

JH004); 5 Shane McBride (Sheane FV99); 6 Conor Molloy (Leystone JH002). **FL** Buckley 1m07.290s (80.889mph). **P** Moore. **S** 10.

FIESTA ZETEC (BOTH 13 LAPS)

1 Thomas Agnew; 2 Jonny Forsythe +4.036s; 3 Mark Stewart; 4 Stuart Agnew; 5 Craig Davidson; 6 Eorann O'Neill. **FL** T Agnew 1m16.887s (70.792mph). **P** S Agnew. **S** 19.

RACE 2 1 T Agnew; 2 Stephen Moore +4.327s; 3 Forsythe; 4 Stewart; 5 S Agnew; 6 Davidson. **FL** Forsythe 1m17.244s (70.465mph). **P** S Agnew. **S** 15.

ROADSPORTS RACE 1 (BOTH 16 LAPS)

1 Jim Larkham (Radical PR06); 2 John Benson (Crosle 37S) +32.175s; 3 John McCandless (Crosle 47S); 4 Paul Thompson (Striker Honda); 5 Mark Francis (Locost Honda); 6 Paul Conn (Crosle 47S). **CW** Thompson. **FL** Larkham 59.975s (90.755mph). **P** Larkham. **S** 8. **RACE 2**

1 Larkham; 2 Benson +25.394s; 3 Conn; 4 Thompson; 5 Francis; 6 McCandless. **CW** Thompson. **FL** Larkham 1m01.065s (89.135mph). **P** Larkham. **S** 8.

SALOON/GT (BOTH 16 LAPS)

1 Andrew Armstrong (BMW M3); 2 Stephen Traub (Honda Integra) +2.268s; 3 Donal O'Neill (SEAT Cupra); no other starters. **FL** Armstrong 1m03.383s (85.875mph). **P** Armstrong. **S** 3. **RACE 2 1 Armstrong;** 2 Traub +0.853s; no other finishers. **FL** Armstrong 1m03.414s (85.833mph). **P** Armstrong. **S** 3.

RESULTS

BSA NATIONAL 125 OPEN (BOTH 8 LAPS)

1 Ian Larder (Anderson TM); 2 Lee Harpham (Anderson/Redspeed TM) +0.051s; 3 Liam Morley (Anderson/DEA); 4 Danny Edwards (HRK/TM); 5 Chris Needham (Silverstone/Magnum Vortex); 6 Matt Isherwood (Anderson/Vortex). **Class winner** Sam Hempshall (ADE/Honda 250). **Fastest Lap** Larder 1m57.826s (82.24mph). **Pole** Harpham. **Starters** 31. **RACE 2 1 Harpham;** 2 Morley +0.090s; 3 Larder; 4 Edwards; 5 Isherwood; 6 Matt Robinson (Anderson/Redspeed TM). **CW** Hempshall. **FL** Harpham 1m57.701s (82.33mph). **P** Larder. **S** 29.

SPORTS SALOONS (3 LAPS) 1 Paul Rose

(Saker RAPX); 2 Joe Spencer (Stuart Taylor Locosaki) +5.323s; 3 Paul Dobson (Mazda RX7); 4 Steve Harris (Saker RAPX); 5 Richard Wood (BMW M3 GTR); 6 David Harvey (Locosaki). **CW** Spencer; Dobson; Luke Armiger (Vauxhall Tigra); Jamie Cryer (Ginetta G20); Clive Dix (Ford Puma). **FL** Rose 1m57.439s (82.51mph). **P** Garry Watson (Westfield SEW). **S** 36. **RACE 2 (10 LAPS) 1 Rose;** 2 Armiger +12.486s; 3 Harris; 4 Dobson; 5 Harvey; 6 Garry Wardle (Ginetta G50). **CW** Armiger; Dobson; Harvey; Paul Rotheroe (Citroen Xsara); Dix. **FL** Rose 1m56.523s (83.16mph). **P** Rose. **S** 34.

DUNLOP PRODUCTION & GT (21 LAPS)

1 Mike Moss/Scott Adam (BMW M3 E46); 2 Calum Lockie/David Mason (Ferrari 458 GT3) +57.940s; 3 Jonny Cocker/Chris Murphy (Aston Martin Vantage GT4); 4 Alyn James/Martin Byford (Honda Civic Type R); 5 Rick Nevinson/Brad Nevinson (Porsche Cayman GT4); 6 Peter Rowbottom (Ferrari 458 Challenge). **CW** Lockie/Mason; Cocker/Murphy; James/Byford; Rowbottom. **FL** Lockie 1m50.103s (88.01mph). **P** Lockie/Mason. **S** 9. **RACE 2 (22 LAPS) 1 Moss/Adam;** 2 Marcus Fothergill/Dave Benett (Porsche 997 Cup) +51.841s; 3 Cocker/Murphy; 4 Rowbottom; 5 Nevinson/Nevinson; 6 Steve Burke/Mark Gillam (Nissan 350Z). **CW** Fothergill/Bennett; Rowbottom; Burke/Gillam. **FL** Cocker 1m55.169s (84.14mph). **P** Nevinson/Nevinson. **S** 6.

DUNLOP ENDURANCE (74 LAPS)

1 Richard Neary/Martin Short (Mosler MT900); 2 Calum Lockie/David Mason (Ferrari 458 GT3) -2 laps; 3 Kevin Clarke/Ian Lawson (BMW Z4 GT3); 4 Mark Cunningham/Peter Cunningham (Porsche 997 Cup); 5 Jacob Mathiasen/Steve Fresle (Ginetta G55 GT4); 6 Joey Foster/Chris Headlam (Lotus Exige). **CW** Cunningham/Cunningham; Mathiasen/Fresle; Headlam/Foster; Alyn James/Martin Byford (Honda Civic Type R); Sam Allpass/Lee Atkins (BMW M3 E46 GTR). **FL** Lockie 1m48.755s (89.10mph). **P** Mason/Lockie. **S** 12.



SNETTERTON
MGCC OCTOBER 1-2

Rushworth's (rainy) day in the sun

THE METRO CUP SIGNED OFF THE year with a scintillating race won by champion-elect Ben Rushworth, who declared it "a great end to the season".

Race-one winner Mike Williams made a stunning start to the second contest while Rushworth quickly dispatched fast-starting Jack Ashton to draft up to the leader. The pair then exchanged the lead several times, getting into more lurid angles through the corners as the race progressed, with Rushworth often viewing Coram via the passenger side-window. Williams got into one slide too many on the final lap at the Esses and was unable to keep control, which allowed Rushworth to take victory. Andrew Ashton fought through to third place, but an eighth-place finish in race one had already knocked him out of championship contention.

While Keith Ahlers wrapped up another Morgan Challenge race, all eyes were trained on championship hopeful Elliot Paterson, who had spun to the rear of the field on the second lap. The 18-year old then raced his way on to the tail of the battling Stuart Anderson and Tony Hirst and outfoxed both to grab fifth place on the final lap.

A late spin at Brundle cost Rob Perkins his first MG Trophy victory and elevated the fast-closing Chris Bray, who was recovering from a poor start, while a great Class B battle between Paul Luti and Andrew Rogerson went to the latter.

Bray had an easy run to victory in the sequel, helped when Perkins halted with transmission issues. Luti demoted

Rogerson mid-race for second and a class win, while William Payne celebrated his title win with a second Class C victory.

The start of the Quaife Saloons race coincided with the rain, but Rod Birley couldn't take advantage as Dale Gent's Subaru Impreza proved too rapid on the straights. A cautious Malcolm Wise completed the podium.

Gent also dominated race two while Birley, who was contending with a misfiring engine, just managed to hold in check a recovering Wise, who had completed a 360-degree spin at Coram.

In the BCV8 race, Russell McCarthy aquaplaned into the end of the pitlane barrier, causing a red flag. James Wheeler stormed away after the second start to clinch victory.

Wheeler started the Thoroughbred Sportscar event from the pitlane, having experienced difficulties firing up his MGB, and drove hard to catch the

Sideways Rushworth (right) pressured Williams into an error to win in Metros

squabbling Rob Spencer and Neil Fowler. When both slipped up, Wheeler was on hand to triumph.

The opening Midget/Sprite race fell to James Dunkley, who proved to be imperious in the difficult conditions to wrap up the title. He was followed by Andrew Southcott, while Stephen Collier grabbed third late on. The new champion eased to a double in Sunday's encounter, while Southcott stole second from David Weston, then had to fight off Ed Reeve to keep the position before the latter faded.

The opening Peter Best Insurance MG race victory was easily secured by Dan Molloy, in a borrowed car, while Thomas Halliwell unseated Alan Brooke early on for second, leaving him to fight off Dan Ludlow for the final podium place. Traffic intervened right at the end of race two, enabling Brooke to outdrag Molloy as the pair raced to the finish line. Halliwell's third ensured that he secured the title.



Gent's Subaru was imperious in Saloons



STYLES

The opening Tin Tops race ended with a one-lap dash to the flag, Chris Bassett's Peugeot 205 holding on to win. Meanwhile, Peter Osborne (Vauxhall Astra VXR) had to fight past Daniel Fisher's Honda Civic to reclaim second, having lost the position at Wilson. Osborne was able to power by Bassett in the second race while Fisher was glad that the race-one winner found a damp patch that caused him to rotate at the Esses and drop to third.

There was a dramatic ending to the British Heritage 4 Hour Relay, set up by the Karl Cattliff-led BMW team losing its six-lap lead with less than an hour remaining. Lee Spencer trailed into the pits with an unidentified vibration while the team's second car was having a new set of rear pads fitted. By the time repairs had been concluded, Aero Morgan driver Tony Hirst had taken the lead, but a fired up Cattliff was determined to repeat last year's victory and retook top spot with 30 minutes remaining.

In one last roll of the dice, the Aero team then sent out Shane Kelly. Cattliff had that covered, but had to coast over the final two laps with smoke pouring from the left rear.

Russell Paterson had led early on for CDMC but the rest of the squad didn't have his pace and they settled for third. Chapmans Chariots finished in fourth and also picked up the Handicap award.

LEWIS BEALES

→ P85 FULL RESULTS

SILVERSTONE
MSVR/AMCR OCT 1

Delight and despair for Garnham

THE ALLCOMERS RACE FINISHED dramatically under red flag conditions after Neil Garnham's poorly Porsche 997 aquaplaned into the rear of the Sunbeam Alpine driven by Costas Michael.

Both drivers were unhurt in the accident, which occurred after a torrential rainstorm hit the race at mid-distance. Up until the red flag the 996 of Michael Price/Marcus Clutton had been pulling away on dry tyres and remained the race winner even after heading to the pits in the treacherous conditions.

Behind, Garnham took second but was almost a lap down on the winners. Further back, Jack Barlow impressed in his Aston Martin DB4, duelling magnificently against much younger Ferrari and Aston machinery to take sixth place.

Garnham's Porsche 997 was a commanding winner of the chaotic Intermarque and GT Challenge race, which featured two safety car periods.

The first was caused by Tom Black's GT4 slamming into the pitwall on lap two, while the second came as a result of the Peter Mangion/Martyn Buckley 968CS spinning into the gravel.

It was under this second safety car period that Garnham pitted from the lead – and came out ahead of the safety car train, giving him a lap in hand over the entire field, which included the BMW M3 driven by the Seldon brothers, Matt and Peter. The BMW had been leading the race and was matching the 997 on pace until the second safety car period ruined their chances of claiming the top step of the podium. Steve Atkinson won the Intermarque category in his Porsche 968CS just over 10s ahead of James Hilliard's similar 968.

The MGA Acers race produced a sterling battle contested by Colin Jones, Mark



WALKER

Garnham had mixed fortunes

Daniell and Bob Lines, as the three drivers scythed their way around the damp circuit during the first quarter of the contest.

Eventually, as a result of traffic and a spin, Lines slipped back, leaving Jones to take victory by just under a second from Daniell.

Michael Haig and his 1948 Bentley MkVI were the class of the pre-war part of the field, finishing one lap ahead of nearest rival Peter Dubsy in his Aston Martin and only one lap behind the podium-finishing MGs.

Nothing could stop Martin Brewer and his Jaguar E-type in the concurrent '50s Sportscars and Innes Ireland Cup race. Even after a 10-second penalty for jumping the start and a drivethrough penalty for speeding in the pitlane, Brewer was still able to keep ahead of Tony Bianchi, the '50s Sportscars victor.

Though in separate classes, the two enjoyed a tremendous battle. The Austin Healey mastered the corners but Brewer's E-type could sprint away on the straights as the track dried. Eventually, Brewer managed to pull out a gap of over four seconds and claimed the victory.

Tom Smith fended off Chris Ryan and David Beresford to take Equipe GTS honours in his MGB.

Heavy rain at the start of the race meant that all drivers were fighting to maintain control, the leaders drifted through Brooklands and out of Woodcote as they fought for victory during the 40-minute race. Ryan was notably impressive in his recovery from a drivethrough penalty that left him outside the top 10, but which allowed his wet weather skill to come through as he carved up the field to second.

CHRIS SHARP

→ P85 FULL RESULTS



Brewer's Big Cat was top dog in the Innes Ireland Cup

WALKER

CASTLE COMBE
CCRC OCTOBER 1

De la Roches reign in the rain at Combe

WET IT WAS, WITH TORRENTIAL rain at times, but Saturday's fifth Castle Combe Autumn classic was no damp squib. Indeed, for Cheshire father and son Richard and Peter de la Roche it was a red-letter day.

Having slithered off track early in qualifying, senior dominated the 500cc Formula 3 race in his Cooper-JAP MkV, then watched proudly as his 19-year-old lad splashed his rare BMC Mk2 to a maiden Formula Junior race victory.

Propagated from a seed sown in nearby Bristol, the half-litre motorcycle-engined single-seater class grew with Combe through the 1950s. The field of the season showcased 12 chassis marques plus JAP, Norton, Triumph and Vincent power. Richard de la Roche shot from third to lead polesitter Brian Jolliffe, 79, at the rolling start, then eked out his winning advantage by a second per lap.

Jolliffe, Darrell Woods, classic bike racer Gordon Russell – in the Mackson-Norton debuted here in 1951 – and Mike Fowler led the jostling chase, with Gareth Jones, David Kingsland (in the Staride-Norton that father Xavier raced to gold last year), Stuart Wright and Martin Sheppard battling behind them. With precipitation hosing in, Jolliffe and Kingsland spun in unison at Camp but de la Roche was in his element.

"Twenty years I've been waiting for my first win. I don't mind the rain and this circuit is flat-out in these, it's lovely," enthused de la Roche Sr atop the podium. Russell and Woods joined him, although Fowler was restored to third on countback after a red flag, covering marshals pushing Jolliffe's stalled car to safety. This reprieved Kingsland, who was classified fifth ahead of Wright after a committed drive from the back.

Peter de la Roche stormed clear of Pete



EDDLESTON/READ

Morton's gripless Lightning Envoyette in the Junior race, pursued initially by Andrew Wilkinson. Nick Finburgh made a dreadful start, dropping from sixth to ninth on lap one, but recovered rapidly. Having ousted Wilkinson, Finburgh and Nick Taylor (Elva-BMC 100) fought a feisty duel, Taylor's bold dive into the final corner snatching a remarkable third in his front-engined machine. Title protagonists Jonathan Fyda (U2 Mk3) and Chris Alford (Elva 200) both finished the penultimate round third in class.

Expecting rain – an uncomfortable prospect in Jose Fernandez's supercharged Alta – Sam Stretton scarpereed in the Vintage Sports-Car opener, winning from Mark Gillies (Aston Martin) who had shrugged off Andrew Mitchell's agile HRG. Top qualifier by a country mile in a heavy shower, Patrick Blakeney-Edwards would have loved wetter conditions but settled for fourth in his Frazer Nash.

Onlookers were oblivious from Healey Driver International poleman Jack Rawles's spectacular progress that he had not raced a 3000 in the wet before. The Hampshire lad won both legs, beating brothers Jack and Oliver Chatham, who upheld their dynasty's honour, emulating father John's fabled control in their shared car. David

Peter de la Roche completed a brilliant day for the family with Formula Junior win

Grace "showed the testosterone-charged youngsters how to start", bursting between them as the Union Jack dropped in the finale, but third was the best the multiple race winner could hope for.

The four-cylinder 100 class was equally hard-fought. Jonathan Abecassis beat spinner Nick Matthews in the opener, then gyrated himself in race two while battling Richard Woolmer and Matthews.

Steve Boulton repeated 2015's FiSCaR and Jon Gross Memorial Aston Martin wins in his glorious Kangaroo Stable DB3S. Twirling the tiller with abandon, he beat Matthews's well-driven Healey and Kevin Zwolinski's Jaguar XK140 in the enduro, which boasted the day's largest grid. Nick Ruddell (DB2) was his closest rival in the marquee race in which third-placed Mark Gillies again won the pre-war set's Mort Morris-Goodall Trophy.

Disgruntled at being held in the pits for a minute during the FiSCaR race, which he believed was his, Zwolinski returned determined to win the Norman Dewis Trophy Jaguar race. After a great battle with the quickest Mk1 saloons, all tails wagging at seemingly irretrievable angles, Zwolinski was relieved to land his first win over Richard Butterfield.

In increasing rain, Peter Crewes built a 40s lead in the HRDC Pre-'66 Saloon Car race, with fellow Mini Cooper S men Richard Dorlin and Paul Inch in pursuit. A safety car undid both Crewes' lead and his aspirations for his car's electrics, handing James Dorlin (in for Richard) victory over Inch and John Spiers (Lotus Cortina). The Terry Sanger Memorial Trophy was Crewes's consolation. Gavin Watson, fourth in his 1961 Alfa Giulietta Ti, was the afternoon's unheralded hero.

MARCUS PYE



Zwolinski would not be denied in the Dewis Trophy

EDDLESTON/READ

[➔ P85 FULL RESULTS](#)



MOIR

KNOCKHILL
SMRC OCTOBER 2

Bell steers clear of trouble for title

PAUL BELL'S IMPECCABLE consistency has helped him navigate a frenetic season of Mini racing, which concluded with his clinching the Celtic Speed Scottish Mini Cooper Cup.

Despite not taking a win, Bell racked up the podiums and finished every race while problems befell his rivals.

Long-time championship leader Ian Munro went into the season finale with a 15-point advantage and started his weekend with a solid third. The turning point came in race two when multiple cars were caught up in a fracas on lap three.

While Munro's car hobbled along with steering damage, race-one winner Kyle Reid ended his charge in the tyre wall on the main straight having tangled with Morgan Murray. A championship contender himself, Murray went on to win the second race, but was later excluded, to the detriment of his championship hopes. With Murray's penalty, Malcolm McNab was declared the winner to keep him in contention.

With the focus now on who would win the title, former champion Oliver Mortimer ran away at the front of race three after profiting from the partial reversed grid. The battle for second was one of the day's highlights, with 11 cars in the mix. Eventually the order settled with Mark Geraghty taking his second runner-up spot of the day, while Bell clinched the championship in style thanks to a gutsy move to grab third on the penultimate lap.

Kevin Whyte survived huge pressure from nearest rival Wayne Macaulay to seal the Fiesta ST Cup. Both drivers scored a win, but Whyte just had to follow last year's champion home in race two to be crowned.

Jim Deans won the XR2 title in spite of a late-season turnaround in form that allowed rival Steven Gray to take the championship to the wire. While

Gray took two class wins, Deans passed the ever-improving Barry Farquharson to minimise his losses and did enough to stay at the top of the standings.

A clutch problem denied Escort driver Jimmy Crow the chance to snatch the Classic Sports and Saloons title from Porsche 911 driver Raymond Boyd, who took the honour for the second time.

Tommy Gilmartin's Morgan and Harry Simpson's Ginetta went head to head in both races. Gilmartin led the majority of the opening encounter before a mistake allowed Simpson through. But Simpson was able to take revenge with a win later in the day, grabbing the lead at Duffus just past half-distance.

BMW M3 driver Paul Brydon secured the title in the modern Saloons and Sportscar championship.

With the BMW championship already settled in Gary Clark's favour, Alistair Smith scored his first win with a gutsy drive to hold off this year's form man.

Already crowned Formula Ford champion, Neil MacLennan took another two wins. Similarly, John Paterson rounded off his Legends championship-winning season with a clean sweep of victories. The highlight came in the final, where Paterson survived a late safety car to beat David Hunter by just 0.070s.

JONATHAN CRAWFORD



A charging Whyte took ST Cup title

MOIR

RESULTS

CELTIC SPEED SCOTTISH MINI COOPER CUP

(12 LAPS) 1 Kyle Reid; 2 Morgan Murray +0.376s; 3 Ian Munro; 4 Paul Bell; 5 Michael Courts; 6 Malcolm McNab. **Fastest lap** Bell 1m02.689s (72.753mph).

Pole Murray. **Starters** 27. **RACE 2 (9 LAPS)**

1 McNab; 2 Mark Geraghty +3.327s; 3 Bell; 4 Courts; 5 Dominic Wheatley; 6 Oliver Mortimer. **FL** Wheatley 1m03.051s (72.336mph). **P** Reid. **S** 27. **RACE 3 (9 LAPS)** 1 Mortimer; 2 Geraghty +6.140s; 3 Bell; 4 Courts; 5 Dylan O'Donnell; 6 Reid. **FL** Reid 1m03.064s (72.321mph). **P** Shane Stoney. **S** 23.

SCOTTISH FIESTA CHAMPIONSHIP (BOTH 12 LAPS)

1 Kevin Whyte (ST); 2 Wayne Macaulay (ST) +0.884s; 3 Chris Milford (ST); 4 Peter Cruickshank (ST); 5 Stephen Ward (ST); 6 Steven Gray (XR2). **Class winner** Gray. **FL** Whyte 1m01.518s (74.138mph).

P Whyte. **S** 14. **RACE 2** 1 Macaulay; 2 Whyte +0.508s; 3 Milford; 4 Cruickshank; 5 Ward; 6 Gray. **CW** Gray. **FL** Macaulay 1m01.974s (73.593mph); **P** Whyte. **S** 14.

SCOTTISH SALOONS AND SPORTSCARS (BOTH 12 LAPS)

1 Robert Drummond (Ford Escort); 2 Paul Brydon (BMW M3) +13.353s; 3 Andrew Gallacher (Ford Escort); 4 Andrew Morrison (SEAT Leon Eurocup); 5 Thomson McIntyre (Subaru Impreza); 6 Brian Meldrum (SEAT Leon Sport). **CW** Brydon; McIntyre; Iain Sinclair (Westfield). **FL** Charlie Shaw (Ford Focus) 51.296s (88.912mph). **P** Gallacher. **S** 13.

RACE 2 1 Gallacher; 2 Brydon +1.534s; 3 Morrison; 4 McIntyre; 5 Gary Wait (Ford Sierra Cosworth); 6 Meldrum. **CW** Brydon; McIntyre; Sinclair. **FL** Shaw 53.239s (85.667mph). **P** Drummond. **S** 11.

SCOTTISH BMW CHAMPIONSHIP (14 LAPS)

1 Gary Clark; 2 Alistair Smith +1.503s; 3 David McNaughton; 4 Lee Elrick; 5 Cliff Harper; 6 Greig Sutherland. **FL** Clark 1m02.771s (72.658mph). **P** Calum King. **S** 19. **RACE 2 (12 LAPS)** 1 Smith; 2 Clark +0.210s; 3 Elrick; 4 McNaughton; 5 Harper; 6 Sutherland. **FL** Smith 1m02.860s (72.556mph). **P** Clark. **S** 18.

SCOTTISH CLASSIC SPORTS AND SALOONS (BOTH 12 LAPS)

1 Tommy Gilmartin (Morgan +8); 2 Andrew Smith (Morgan +8) +3.097s; 3 Harry Simpson (Ginetta G4); 4 Raymond Boyd (Porsche 911); 5 Stan Bernard (Porsche 911); 6 Bruce Mitchell (Lotus Europa). **CW** Simpson; Boyd; Mitchell; Alistair Baptie (Fiat X1/9). **FL** Simpson 57.534s (79.272mph). **P** Gilmartin. **S** 13. **RACE 2** 1 Simpson; 2 Gilmartin +1.123s; 3 Smith; 4 Boyd; 5 Bernard; 6 Mitchell. **CW** Gilmartin; Boyd; Mitchell; Baptie. **FL** Simpson 57.939s (78.718mph). **P** Gilmartin. **S** 12.

SCOTTISH FORMULA FORD (BOTH 12 LAPS)

1 Neil MacLennan (Ray GR14); 2 Jamie Thorburn (Ray GR15) +4.416s; 3 Sebastian Melrose (Ray GR14); 4 Matthew Chisholm (Van Diemen RF92); 5 Matthew Cowley (Van Diemen JL13); 6 Neil Broome (Swift SC93C). **CW** Chisholm. **FL** MacLennan 54.957s (82.989mph). **P** Thorburn. **S** 11. **RACE 2** 1 MacLennan; 2 Thorburn +5.623s; 3 Melrose; 4 Chisholm; 5 Cowley; 6 Broome. **CW** Chisholm. **FL** MacLennan 55.089s (82.790mph). **P** MacLennan. **S** 10.

SCOTTISH LEGENDS (8 LAPS)

1 John Paterson; 2 Ross McCulloch +3.847s; 3 Steven McGill; 4 Alan Freeland; 5 Pino Palazzo; 6 Billy Wait. **FL** Paterson 59.583s (76.546mph). **P** Mark Beaty. **S** 17.

HEAT 2 (8 LAPS)

1 Paterson; 2 Stewart Black +0.365s; 3 McCulloch; 4 David Hunter; 5 Wait; 6 Palazzo. **FL** Paterson 59.743s (76.341mph). **P** Paterson. **S** 16. **FINAL (11 LAPS)** 1 Paterson; 2 Hunter +0.070s; 3 McCulloch; 4 Ryan McLeish; 5 Palazzo; 6 Wait. **FL** Paterson 59.607s (76.515mph). **P** Colin McNeill. **S** 17.

THE PURE DETERMINATION SENNAN HAS, SHOWS HIS NATURAL RACING TALENT

A huge well done to Sennan Fielding and the whole JHR Developments team on an epic final F4 British Championship race at Brands Hatch. Sennan's charge from sixth to third showed the true talent he has and secured second in the drivers' standings.

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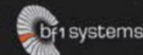
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RESULTS ROUND-UP

SNETTERTON MGCC

MG METRO CUP (9 LAPS)

1 Mike Williams; 2 Ben Rushworth +0.649s; 3 Lee Connell; 4 Oliver Hood; 5 David Javes; 6 Mark Eales. **Fastest lap** Connell 1m42.524s (69.66mph).

Pole Rushworth. **Starters** 14.

RACE 2 (12 LAPS) 1 Rushworth;

2 Williams +3.442s; 3 Andrew Ashton; 4 Connell; 5 Javes; 6 Richard Garrard.

FL Rushworth 1m41.387s (70.44mph). **P** Rushworth. **S** 15.

MORGAN CHALLENGE (23 LAPS)

1 Keith Ahlers (+8); 2 Russell Paterson (+8) +50.328s; 3 Jeremy Knight (+8); 4 Andrew Thompson (ARV6); 5 Elliot Paterson (Roadster); 6 Stuart Anderson (ARV6). **Class winners** Thompson; Tim Parsons (+4); Steven McDonald (+8); Henry Williams (4/4). **FL** Ahlers 1m19.274s (90.09mph). **P** Ahlers. **S** 25.

MG TROPHY (14 LAPS) 1 Chris Bray;

2 Rod Perkins +14.694s; 3 Doug Cole; 4 Andrew Rogerson; 5 Paul Luti;

6 Robin Walker. **CW** Rogerson; William Payne. **FL** Bray 1m25.838s (83.20mph).

P Perkins. **S** 23. RACE 2 (13 LAPS)

1 Bray; 2 Luti +14.440s; 3 Lee Sullivan; 4 D Cole; 5 Rogerson; 6 James Cole.

CW Luti; Payne. **FL** Bray 1m35.670s (74.65mph). **P** Bray. **S** 26.

QUAIFE SALOONS (ALL 11 LAPS)

1 Dale Gent (Subaru Impreza);

2 Rod Birley (Ford Escort WRC) +1.125s; 3 Malcolm Wise (Ford Escort Cosworth);

4 Liam Dalton (Mitsubishi Evo 3); 5 Andy Banham (Subaru Impreza); 6 Nicholas Wall (Renault Clio). **CW** Wall; Graham

Crowhurst (BMW M3); Jaime Vanns (Renault Clio). **FL** Gent 1m26.631s (82.44mph). **P** Gent. **S** 20.

RACE 2 1 Gent;

2 Birley +21.384s; 3 Wise; 4 Crowhurst; 5 Dalton; 6 Tony Skelton (Renault Clio). **CW** Crowhurst;

Wall; Vanns. **FL** Gent 1m26.827s (82.26mph). **P** Gent. **S** 19.

BCV8s (5 LAPS) 1 James Wheeler

(MGB GT V8); 2 Neil Fowler (MGB GT V8) +10.952s; 3 Rob Spencer (MGB GT V8);

4 Andrew Young (MGC GT); 5 Jordan Spencer (MGB GT V8); 6 Ben Rushworth (MGB GT V8). **CW** Young; Simon Cripps

(MGB); Mike Harris (MGB). **FL** Wheeler 1m40.531s (71.04mph). **P** Russell

McCarthy (MGB GT V8). **S** 22.

THOROUGHbred SPORTSCARS

(9 LAPS) 1 James Wheeler (MGB GT

V8); 2 Rob Spencer (MGB GT V8)

+2.821s; 3 Neil Fowler (MGB GT V8);

4 Chris Edwards (Triumph TR6);

5 Jim Bryan (MGB GT V8); 6 Babak

Farsian (MGB). **CW** Edwards; Bryan;

Farsian. **FL** Wheeler 1m35.403s

(74.86mph). **P** Spencer. **S** 16.

MG MIDGET/SPRITE CHALLENGE

(9 LAPS) 1 James Dunkley (Midget);

2 Andy Southcott (Midget) +19.321s;

3 Stephen Collier (Midget); 4 Nick Day

(Midget); 5 Edward Reeve (Midget);

6 Sam Healey (Sprite). **CW** Southcott;

Pippa Cow (Midget); Nigel Lackford

(Sprite). **FL** Dunkley 1m41.101s

(70.64mph). **P** Dunkley. **S** 20.

RACE 2 (11 LAPS) 1 Dunkley;

2 Southcott +12.308s; 3 Collier; 4 Reeve;

5 David Weston (Midget); 6 Day. **CW**

Southcott; Cow; Lackford. **FL** Dunkley

1m39.974s (71.44mph). **P** Dunkley. **S** 19.

MG CUP (9 LAPS) 1 Daniel Molloy

(ZR); 2 Thomas Halliwell (ZR) +26.441s;

3 Alan Brooke (Metro); 4 Dan Ludlow

(ZS); 5 Lewis Anderson (ZR); 6 David

Thompson (ZR). **CW** Anderson; Steve

Tyler (ZR); Matthew Simpson (Rover

220). **FL** Molloy 1m42.136s (69.93mph).

P Molloy. **S** 26. RACE 2 (13 LAPS)

1 Brooke; 2 Molloy +0.053s; 3 Halliwell;

4 Anderson; 5 Thompson; 6 Max

Cawthorn (MGB). **CW** Anderson; Simpson;

Richard Wilson (MGB). **FL** Brooke

1m34.036s (75.95mph). **P** Molloy. **S** 25.

TIN TOPS (9 LAPS) 1 Chris Bassett

(Peugeot 205 GTi); 2 Peter Osborne

(Vauxhall Astra VXR) +2.036s; 3 Daniel

Fisher (Honda Civic Type R); 4 Mikey

Day (Citroen Saxo); 5 Cliff Pellin (Ford

Fiesta ST150); 6 Steven Everson

(Citroen Saxo). **CW** Osborne; Day; Pellin.

FL Bassett 1m37.900s (72.95mph).

P Bassett. **S** 16. RACE 2 (11 LAPS)

1 Osborne; 2 Fisher +9.041s; 3 Bassett;

4 Ken Angell (BMW 328i); 5 Graham

Richardson (Honda Civic Type R);

6 Trevor Collar (Honda Civic Type R).

CW Fisher; Day; Pellin. **FL** Osborne

1m26.858s (82.23mph). **P** Bassett. **S** 16.

BRITISH MOTOR HERITAGE 4 HOUR

RELAY RACE (159 LAPS) 1 Ricky

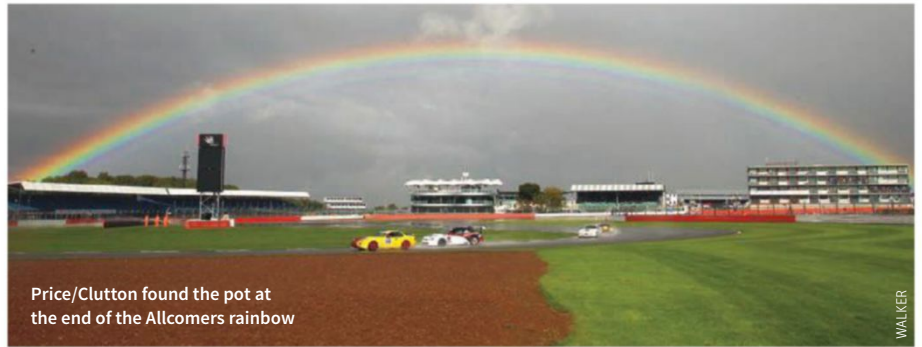
Riccardo and the Ricettes (Karl

Cattliff/Lee Spencer/Rick Kerry);

2 Aero Racing (Craig Hamilton-Smith/

Tony Hirst/Phil Thomas/Shan Kelly/

Billy Bellinger) +1m13.769s. 3 CDMC



Price/Clutton found the pot at the end of the Allcomers rainbow

WALKER

(Andy Thompson/Elliot Paterson/ Russell Paterson/Andy Yeomans);

4 Chapmans Chariots (John

Hutchinson/John Pringle/John Rees/

John Muirhead); 5 Williams Morgan

Racing (James Carter/Tim Parsons/

Henry Williams/Graham Bates);

6 High Speed Low Cost (Ian Smythe/

Ian Fletcher/Ed Fuller/Peter Malyan).

FL Spencer 1m19.977s (89.30mph).

P R Paterson. **S** 21.

SILVERSTONE MSVR/AMCR

ALLCOMERS (25 LAPS) 1 Michael

Price/Marcus Clutton (Porsche 996

Carrera); 2 Neil Garnham (Porsche 997

Cup) +54.545s; 3 Matthew Le Breton/

Robert Young (Ferrari 360 Cup); 4 David

Tinn (Aston Martin Vantage GT4);

5 Desmond Smail (Aston Martin GT4);

6 Jack Barlow (Aston Martin DB4).

FL Price/Clutton 1m03.390s

(93.16mph). **P** Garnham. **S** 12.

AMOC INTERMARQUE/GT

CHALLENGE (37 LAPS) 1 Neil

Garnham (Porsche 997 Cup);

2 Matt Seldon/Peter Seldon (BMW

E36 M3) +46.527s; 3 Steve Atkinson

(Porsche 968CS); 4 Michael Price

(Porsche 996 Carrera); 5 James

Hilliard (Porsche 968CS 1994);

6 Robert Hollyman (Porsche 964).

CW Atkinson; Hollyman; David

Smallridge/William Smallridge

(Sunbeam Tiger); Christopher

Kemp (Aston Martin Vantage GT4);

Bob Searles/Tony Jardine (Porsche

944 Turbo); Nicholas King (Aston

Martin DB4). **FL** Garnham 1m08.382s

(86.36mph). **P** P Seldon/M Seldon. **S** 25.

MG ACERS/PRE WAR SPORTS CARS

(22 LAPS) 1 Colin Jones (MGA Twin

Cam); 2 Mark Daniell (MGA) +0.975s;

3 Bob Lines (MGA Twin Cam); 4 Michael

Haig (Bentley MkVI); 5 Simon Gurney

(MGA Coupe); 6 David Eales (MGA Twin

Cam) **CW** Haig. **FL** Mark Ellis (MGA)

1m20.559s (73.30mph). **P** Jones. **S** 14.

50s SPORTSCARS/INNES IRELAND

CUP (27 LAPS) 1 Martin Brewer

(Jaguar E-type); 2 Tony Bianchi (Austin-

Healey 3000) +4.096s; 3 Michael Knight/

Oliver Harris (Austin-Healey 100/4);

4 Marcus Jewell (Ford Consul Cortina/

Lotus); 5 Robi Bernberg/Tony Jardine

(Cooper T39 Botalini); 6 Chris Pearson

(Austin Mini Cooper S). **CW** Bianchi;

Knight/Harris; Jewell; Bernberg/

Jardine; Andrew Moore (Jaguar XK150);

Tony Ditheridge (Cooper Monaco);

Nicholas King (Ford Mustang).

FL Bianchi 1m24.539s (69.85mph).

P Brewer. **S** 21.

EQUIPE GTS (27 LAPS) 1 Tom Smith

(MGB); 2 Chris Ryan (Triumph TR4)

+4.860s; 3 David Beresford (MGB-FIA);

4 Graham Coles (MGA Coupe);

5 Pete Foster (Triumph TR4); 6 Nick

Crowdson (MGB). **CW** Ryan; Paul

Kennelly (Healey 100/M) **FL** Ryan

1m25.993s (68.67mph). **P** Ryan. **S** 26.

CASTLE COMBE CCRC

MOTOR SPORTS CLUB CHALLENGE

TROPHY: 500CC F3 (7 LAPS)

1 Richard de la Roche (Cooper-JAP

MkV); 2 Gordon Russell (Mackson-

Norton) +5.763s; 3 Mike Fowler

(Cooper-Norton MkV); 4 Darrell Woods

(Cooper-Norton Mk12); 5 David

Kingsland (Staride-Norton Mk3);

6 Stuart Wright (Cooper-JAP MkXI).

CW Woods; JB Jones (JLR-Triumph).

FL de la Roche 1m32.506s (71.99mph).

P Brian Jolliffe (Cooper-JAP MkVIII). **S** 20.

FJHRA/HSCC SILVERLINE FORMULA

JUNIOR (13 LAPS) 1 Peter de la

Roche (BMC Mk2); 2 Pete Morton

(Lightning Envoyette) +24.294s;

3 Nick Taylor (Elva 100); 4 Nick

Finburgh (Envoy Mk1); 5 Andrew

Wilkinson (Lynx T3); 6 Andrew Taylor

(Cooper T56. **CW** Morton; Taylor;

Finburgh; Gregan Thruston (Lotus 20).

FL de la Roche 1m33.831s (70.97mph).

P de la Roche. **S** 17.

VSCC PRE-WAR SPORTS-CARS

(13 LAPS) 1 Sam Stretton (Alta

Sports); 2 Mark Gillies (Aston Martin

Monoposto Speed Model) +23.280s;

3 Andrew Mitchell (HRG 1½-litre);

4 Patrick Blakeney-Edwards (Frazer

Nash 'Owlet'); 5 Mark Brett (Ballamy

Ford V8 Special); 6 David Lewis (Alvis

Firebird Special). **CW** Gillies; Brett;

Simon Edwards (Morgan Super Aero).

FL Stretton 1m30.920s (73.25mph).

P Blakeney-Edwards. **S** 18.

ALLAN CAMERON INVITATION

CHALLENGE FOR AUSTIN-HEALEYS

(12 LAPS) 1 Jack Rawles (3000);

2 Jack Chatham (3000) +1.509s; 3 David

Grace (3000); 4 Julian Bronson (3000);

5 Jonathan Abecassis (100); 6 Nick

Matthews (100). **CW** Abecassis;

John Tewson (Sprite). **FL** Chatham

1m21.880s (81.33mph). **P** Rawles. **S** 15.

RACE 2 (11 LAPS) 1 Rawles;

2 Oliver Chatham (3000) +0.596s; 3 Grace;

4 Richard Woolmer (100); 5 Matthews;

6 Theo Hunt (3000). **CW** Woolmer;

Tewson. **FL** Rawles 1m35.242s

(69.92mph). **P** Rawles. **S** 13.

SPENCER LANE-JONES TROPHY:

FISCAR '50s INTER-MARQUE

(18 LAPS) 1 Steve Boulbee Brooks

(Aston Martin DB35); 2 Nick

Matthews (Austin-Healey 100)

+30.222s; 3 Kevin Zwolinski (Jaguar

XK140); 4 Geoff Ottley (Jaguar

XK120); 5 Jonathan Abecassis/Richard

Woolmer (Austin-Healey 100); 6 Patrick

Blakeney-Edwards/Martin Hunt (Frazer

Nash Le Mans Replica). **FL** Boulbee

Brooks 1m.35.109s (70.02mph).

P Boulbee Brooks. **S** 39.

JON GROSS MEMORIAL TROPHY:

HISTORIC ASTON MARTINS (11 LAPS)

WHAT'S ON



The casual fan's view on ITV's BTCC

THE BRITISH TOURING CAR Championship came into its final weekend at Brands Hatch with eight drivers still mathematically in with a chance of taking the title. A thrilling prospect for fans, but would ITV4 be able to make the drama accessible for those enticed to watch the showdown who hadn't been glued to the full season?

For a variety of reasons, when I positioned myself on the sofa at 10.15am on Sunday for ITV4's eight and a quarter hours of coverage, I was about to watch my first BTCC laps of 2016. Was I going to have a clue what was happening?

The very fast opening sequence was disconcerting for any casual viewers who had landed on the channel – names that meant little flashing by at frustratingly high speed alongside numbers that were gone before there was chance to read them.

But once the music died down, a contenders/points score graphic appeared that answered all my questions. Thanks ITV, though the way the qualifying recap

jumped up and down the grid and raced from driver to driver blurred things again.

Another graphic showing all the title contenders' grid positions appeared. The TV was paused and the information digested – but again it had been done at a pace arguably too rapid for those not already up to speed.

The programme hit its stride when it moved onto profiling the contenders, finding a different way to introduce each driver and giving a proper feel for their

Steve Rider and the ITV team ensured viewers were kept updated



characters and histories. We were taken through the Motorbase team-mates Mat Jackson and Andrew Jordan, before an interview with family man Rob Collard, an over-the-table showdown between Honda team-mates Gordon Shedden and Matt Neal and finally a deservedly lengthy introduction to championship leader Sam Tordoff.

Commentators David Addison and Tim Harvey kept viewers on the pace through the races, helped by on-screen graphics informing us of how Colin Turkington's unlikely title charge was developing and the ever-decreasing points gap between Shedden and Tordoff at the top of the standings.

But some of the nuances of BTCC rules would've remained a mystery to new viewers. I learned that each driver had one set of soft tyres and some cars carried success ballast, but had to look the rules up to fully understand what was going on there.

The main disappointment came in the finale. Throughout the build-up and even

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Eight title contenders meant ITV had a lot to keep an eye on

during the race I was left feeling it was inevitable that Shedden was going to pass Tordoff and steal the title. There were good reasons why that was the most likely outcome, but some of the drama of the moment was lost because by that time I felt I'd known it was coming since 10.15 that morning.

But while that proved an anti-climax and there were occasional moments of information overload or missing explanation of the finer details, my crash course in the 2016 BTCC was ultimately massively enjoyable.

That the racing was so exciting helped, but touches like being able to hear from Shedden in-car as he clinched the title made the real difference.

It could have felt like a frustrating day of playing catch-up, aware that an eight-way decider was unfolding but with no idea why or how. But everything required to take me from lapsed BTCC fan to satisfied, engaged and informed viewer was provided by ITV4.

TOM VAN KLAVEREN



HOT ON THE WEB THIS WEEK

YouTube **BUTTON'S BEST F1 MOMENTS**

Search for: Jenson Button's career highlights

Formula 1's official YouTube channel offers a brief but entertaining summary of Jenson Button's grand prix career (so far...). All the iconic moments are there, including, of course, the in-car karaoke that will forever be associated with his clinching the world championship at Interlagos in 2009.



BATHURST 1000

BT SPORT 1
Sunday 0045

Streth mate! It's the big one for Australian motorsport fans, the Bathurst 1000 around the awesome Mount Panorama circuit. You'll have to commit to staying up all night for this if you want to watch 'The Great Race' live, but if V8 noise is your thing it'll be worth it. It's also the latest stage in the intra-Triple 8 title battle.



KALISZ/LAT

INTERNATIONAL MOTORSPORT

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Formula 1 World Championship Rd 17/21
Suzuka, Japan
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WATCH ON TV
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Highlights Channel 4, Sunday 1330



FORMULA E
Rd 1/12
Hong Kong, China
October 9
WATCH ON TV
Live Channel 5, Sunday 0730

SUPER GT
Rd 6/7
Buriram, Thailand
October 9
WATCH ONLINE
Live NISMO TV YouTube channel, 0900

NASCAR SPRINT CUP
Rd 30/36
Charlotte, North Carolina, USA
October 8
WATCH ON TV
Live Premier Sport TV, Saturday 2300

EUROPEAN RALLY CHAMPIONSHIP
Rd 10/10
Nicosia, Cyprus
October 7-9
WATCH ON TV
Highlights Eurosport 1, Saturday 2255, Sunday 2200

UK MOTORSPORT

CASTLE COMBE CARNIVAL
October 8
FF1600, GT, Sports-Racing, Saloons, VAG Trophy, Mighty Minis, Sports/Saloons

OULTON PARK BRSCC
October 8

FF1600, XR Challenge, Fun Cup

SILVERSTONE BARC
October 8-9
Clubmans, Clío Cup, MaX5, MGOC, Junior Saloons, Kumho BMWs, Hyundai Coupes, Historic Touring/Classic Saloons,

Pre-'83 Touring, Pre-'93 Touring, Pre-'03 Saloon Cars, Pre-'05 Production Touring Cars, Blue Oval Saloons, Thunder Saloons, Classic VW, Historic Thunder Saloons

SNETTERTON MSVR
October 8-9

Prototype Cup, F3 Cup, Monoposto, GT Cup, Radical Challenge, Radical SR1

MONDELLO PARK
October 9
Ginetta Juniors, Future Classics, Fiesta Junior, Legends

THE ARCHIVE

Dale Earnhardt's #2 Chevrolet Monte Carlo receives the ministrations of the Osterlund Racing pit crew – careful not to spill The Intimidator's Gatorade! – during the 1980 Coca-Cola 500 at Pocono Raceway, Pennsylvania. Earnhardt finished fourth, but kept his championship lead.

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142
111
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27
44



TOP FIVE

JAGUAR RACING MOMENTS

As Jaguar returns to motorsport in Formula E, we pick out the historic British marque's greatest racing moments. So far, it's all about long-distance competition...



1 LE MANS 24 HOURS, 1953

Although Jaguar's Le Mans breakthrough came in 1951, its second success two years later was even more significant. Against better opposition, the improved C-types finished 1-2-4 and broke the distance record. More importantly, Jaguar also scored the first Le Mans victory for a disc-braked car. Only the 4.5-litre Ferrari of Alberto Ascari/Luigi Villoresi posed a significant challenge to the 3.4-litre C-types and that retired from second on Sunday morning with clutch failure. "One of the greatest motor races ever seen," reckoned Autosport, which celebrated the result with a green cover.



2 LE MANS 24 HOURS, 1988

To most fans, Tom Walkinshaw Racing's defeat of Porsche in an epic 1988 race will be their strongest Jaguar memory. The XJR-8 swept all before it in the world sportscar championship in '87, but Le Mans success had been elusive. That changed with the XJR-9LM driven by Jan Lammers, Andy Wallace and Johnny Dumfries, which led Jaguar's attack from the start in '88 and beat the quickest 962 by less than a lap.

3 LE MANS 24 HOURS, 1957

Nothing proves the quality of your product like privateers using it to thrash the opposition. And the performance of Jaguar's D-type in 1957 was one of the most impressive displays seen at Le Mans. With the factory having pulled out of motorsport at the end of 1956, honour was upheld by five privately entered D-types. The Maseratis and Ferraris wilted early, leaving Ecurie Ecosse to finish one-two and lead a Jaguar 1-2-3-4-6.



4 SILVERSTONE 1000KM, 1986

Jaguar returned to world sportscar competition with the XJR-6 and its breakthrough came on home ground. Derek Warwick and Eddie Cheever battled the sole works Lancia and took a resounding victory when the Italian car hit trouble, scoring the first of Jaguar's 19 Group C world sportscar championship wins by two laps. "To come to Silverstone representing Jaguar was special," remembers Warwick. "It was great racing."



5 SPA 24 HOURS, 1984

TWR's XJS project in European Touring Cars brought Jaguar back onto the world stage. Victories came as early as 1982, but TWR's best season against the might of BMW came in 1984. The XJS won seven of the 12 rounds, with team boss Walkinshaw taking the drivers' crown. And the final success was the best, as Jaguar won its first major 24-hour contest since '57 with victory at Spa thanks to Walkinshaw/Hans Heyer/Win Percy.



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Autosport, ISSN number 0269946X, is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 346th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP. Air Business Ltd is acting as our mailing agent.

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Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE2 2TS. Tel: +44 (0) 1733 555161. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. ISSN 0269-946X. Autosport, incorporating Autoclassic, is published weekly by Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP.

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HR: SAE10W-40 mineral
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HR: SAE10W-30 synthetic
HR: SAE10W-40 synthetic
HR: SAE15W-50 synthetic

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TC: 102RON, 3.7% oxygen – unleaded turbo
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5SR+: 101RON, 1.8% oxygen – FIA leaded
6SR: 105RON, 0% oxygen – leaded

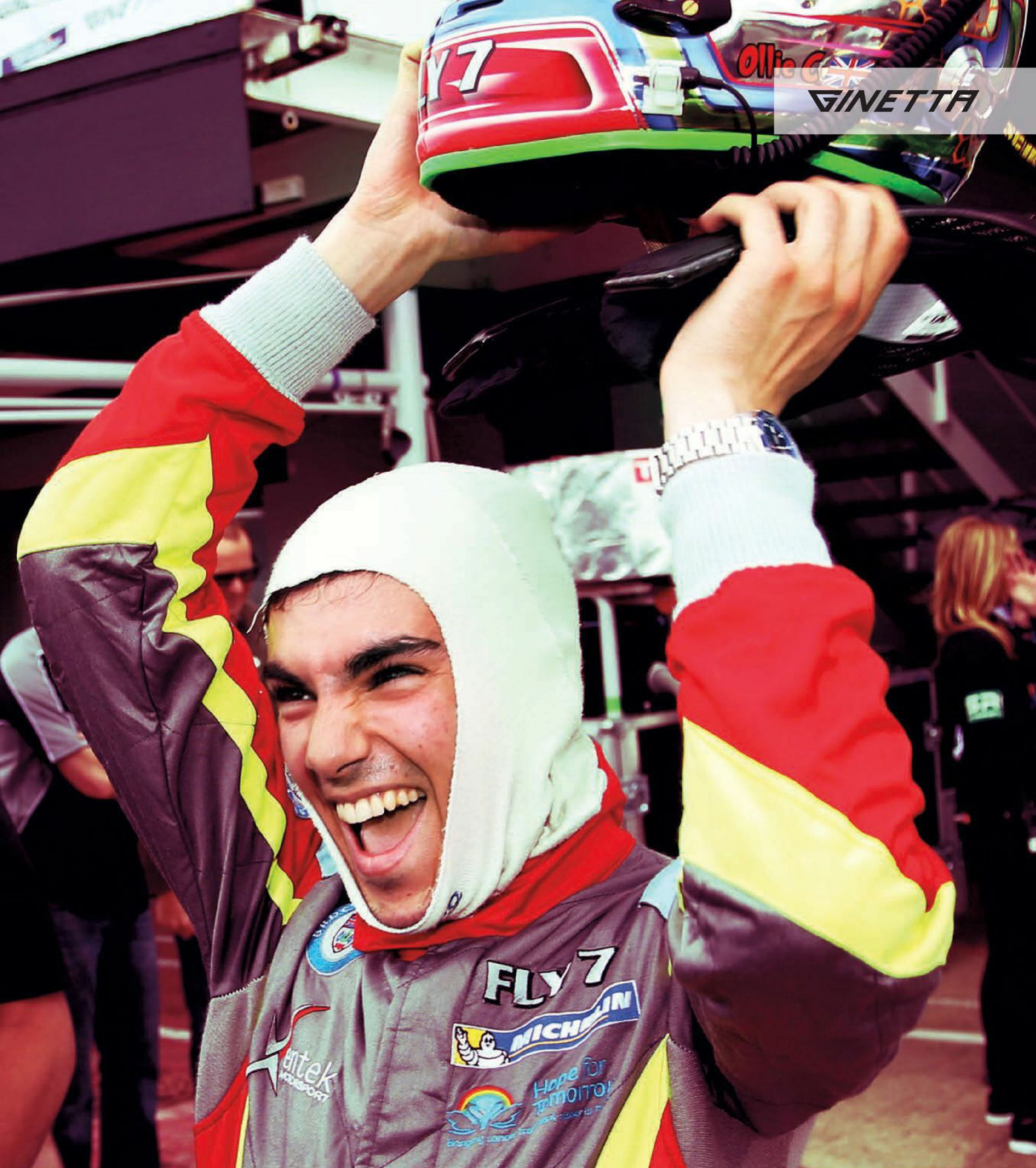
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